

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|--|--------------|--------------------|-------|---------|-----------|--------------|
| 03-17-2025 | | 6 | ARK. | 061856 | 1 | 17 |
| HWYS. 63/70 Y-INTERS. SAFETY IMPVTS. (PRAIRIE CO.) (S) | | | | | | |

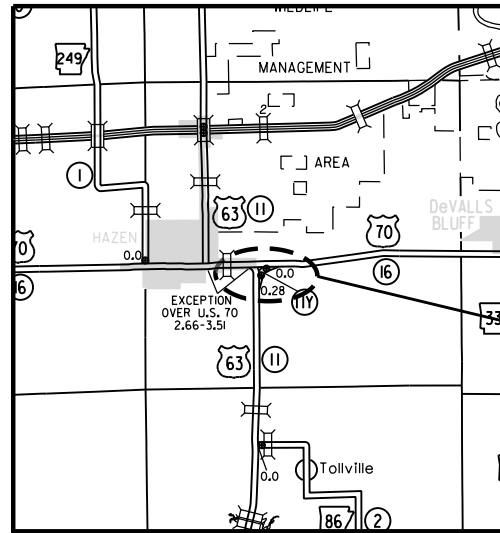
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

**HWYS. 63/70 Y-INTERS. SAFETY
IMPVTS. (PRAIRIE CO.) (S)**

PRAIRIE COUNTY
ROUTE 63 SECTION II & IIV
ROUTE 70 SECTION 16

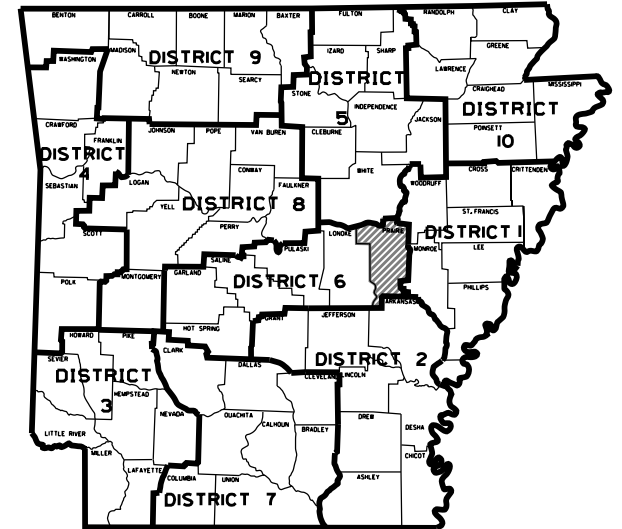
JOB 061856

FED. AID PROJ. NO. HSIP-0059(26)



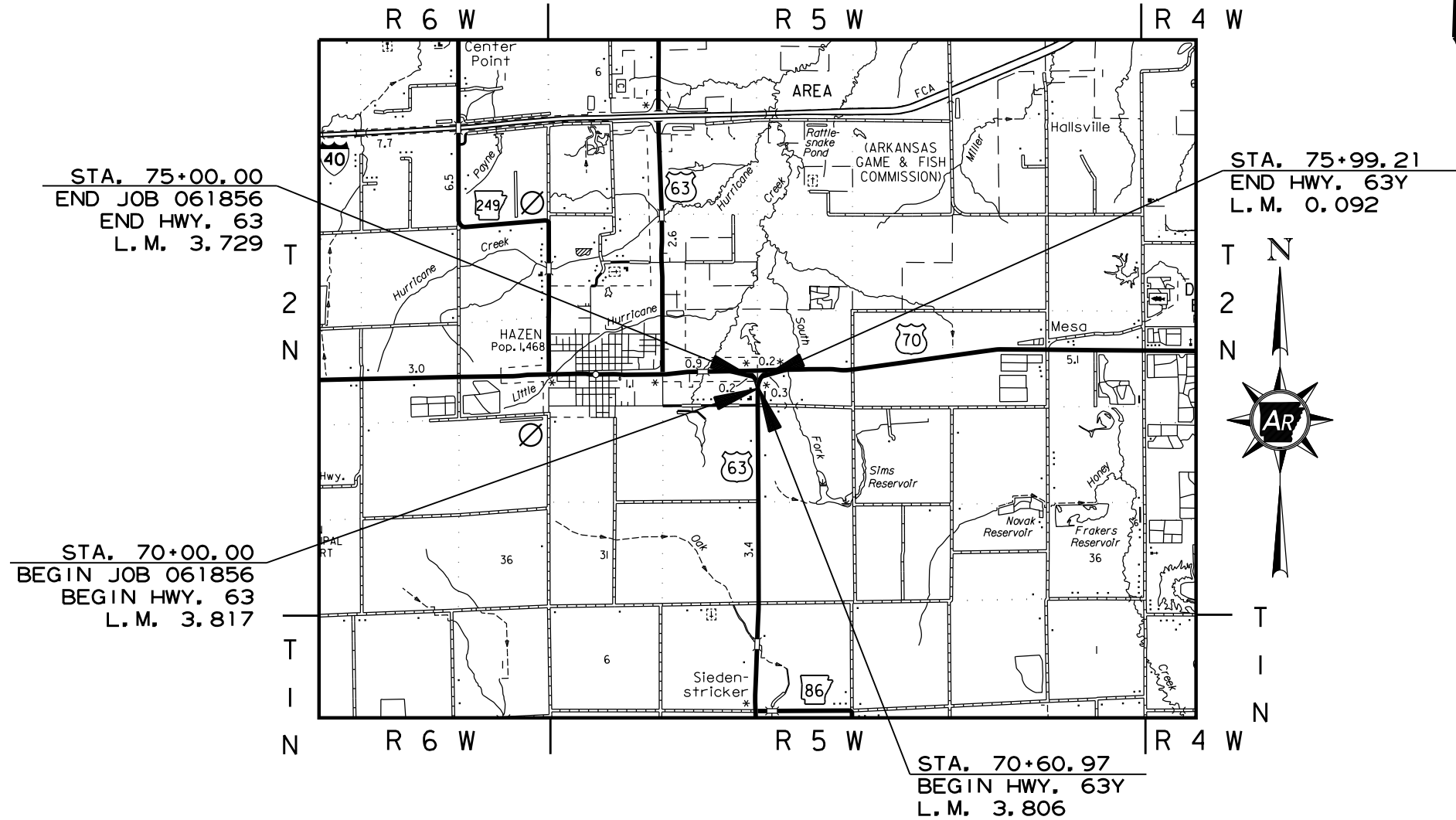
VICINITY MAP

PROJECT LOCATION



ARK. HWY. DIST. NO. 6

NOT TO SCALE



| PROJECT LOCATION | | | |
|------------------|---------------|---------------|---------------|
| | BEGIN | MID-POINT | END |
| LATITUDE | N34°46' 41.4" | N34°46' 41.6" | N34°46' 42.0" |
| LONGITUDE | W91°33' 00.9" | W91°33' 00.4" | W91°32' 59.9" |

| | | | | |
|-------------------------|---------|---------|-------|-------|
| GROSS LENGTH OF PROJECT | 1038.24 | FEET OR | 0.197 | MILES |
| NET LENGTH OF ROADWAY | 1038.24 | FEET OR | 0.197 | MILES |
| NET LENGTH OF BRIDGES | 0.00 | FEET OR | 0.000 | MILES |
| NET LENGTH OF PROJECT | 1038.24 | FEET OR | 0.197 | MILES |



03/17/25

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| | | 6 | ARK. | 061856 | 2 | 17 |
| INDEX OF SHEETS AND STANDARD DRAWINGS | | | | | | |



INDEX OF SHEETS

| SHEET NO. | TITLE |
|-----------|--|
| 1 | TITLE SHEET |
| 2 | INDEX OF SHEETS AND STANDARD DRAWINGS |
| 3 | GOVERNING SPECIFICATIONS AND GENERAL NOTES |
| 4 | TYPICAL SECTIONS OF IMPROVEMENT |
| 5 - 6 | SPECIAL DETAILS |
| 7 | TEMPORARY EROSION CONTROL DETAILS |
| 8 - 10 | MAINTENANCE OF TRAFFIC DETAILS |
| 11 | PERMANENT PAVEMENT MARKING DETAILS |
| 12 - 13 | QUANTITIES |
| 14 | SUMMARY OF QUANTITIES AND REVISIONS |
| 15 | SURVEY CONTROL DETAILS |
| 16 - 17 | PLAN AND PROFILE SHEETS |

ROADWAY STANDARD DRAWINGS

| DRWG. NO. | TITLE | DATE |
|-----------|--|----------|
| CG-1 | CURBING DETAILS | 11-29-07 |
| DR-1 | DETAILS OF DRIVEWAYS & ISLANDS | 05-19-22 |
| DR-2 | DETAILS OF DRIVEWAYS & STREET TURNOUTS | 05-19-22 |
| PM-1 | PAVEMENT MARKING DETAILS | 02-27-20 |
| TC-1 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 11-07-19 |
| TC-2 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 05-20-21 |
| TEC-1 | TEMPORARY EROSION CONTROL DEVICES | 11-16-17 |
| TEC-3 | TEMPORARY EROSION CONTROL DEVICES | 11-03-94 |

| | | | | | | |
|--|--------------|--------------------|-------|---------|-----------|--------------|
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
| | | 6 | ARK. | 061856 | 3 | 17 |
| GOVERNING SPECIFICATIONS AND GENERAL NOTES | | | | | | |

GOVERNING SPECIFICATIONS

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

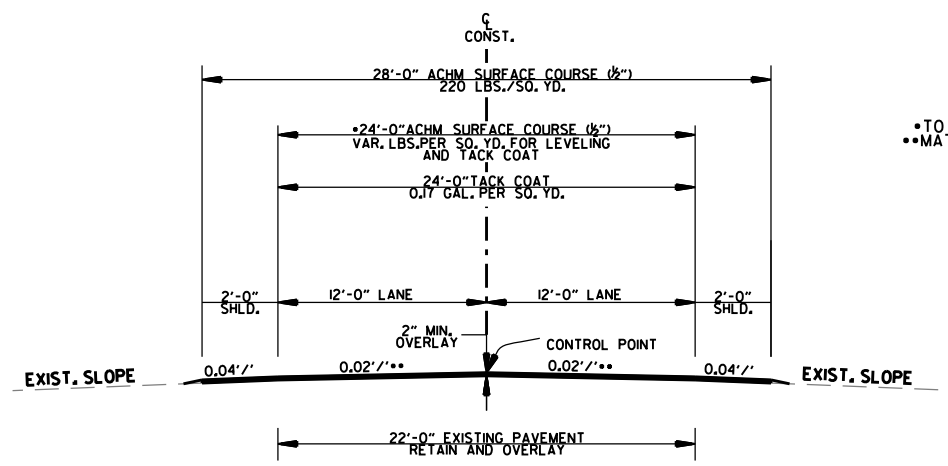
| NUMBER | TITLE |
|------------|--|
| ERRATA | ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS |
| FHWA-1273 | REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS |
| FHWA-1273 | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS |
| FHWA-1273 | SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140) |
| FHWA-1273 | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES |
| FHWA-1273 | SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS |
| FHWA-1273 | SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS |
| FHWA-1273 | SUPPLEMENT - WAGE RATE DETERMINATION |
| 100-3 | CONTRACTOR'S LICENSE |
| 100-4 | DEPARTMENT NAME CHANGE |
| 102-2 | ISSUANCE OF PROPOSALS |
| 102-3 | PREQUALIFICATION OF BIDDERS |
| 103-2 | CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS |
| 105-4 | MAINTENANCE DURING CONSTRUCTION |
| 107-2 | RESTRAINING CONDITIONS |
| 108-1 | LIQUIDATED DAMAGES |
| 108-2 | WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER |
| 110-1 | PROTECTION OF WATER QUALITY AND WETLANDS |
| 210-1 | UNCLASSIFIED EXCAVATION |
| 303-1 | AGGREGATE BASE COURSE |
| 306-1 | QUALITY CONTROL AND ACCEPTANCE |
| 400-1 | TACK COATS |
| 400-4 | DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES |
| 400-5 | PERCENT AIR VOIDS FOR ACHM MIX DESIGNS |
| 400-6 | LIQUID ANTI-STRIP ADDITIVE |
| 400-7 | TRACKLESS TACK |
| 404-3 | DESIGN OF ASPHALT MIXTURES |
| 409-2 | ASPHALT LABORATORY FACILITY |
| 410-1 | CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES |
| 410-2 | DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS |
| 410-4 | EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL |
| 416-1 | RECYCLED ASPHALT PAVEMENT |
| 501-3 | PORTLAND CEMENT CONCRETE PAVEMENT |
| 603-1 | LANE CLOSURE NOTIFICATION |
| 604-1 | RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES |
| 604-3 | TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH) |
| 620-1 | MULCH COVER |
| 632-1 | CONCRETE ISLAND |
| 802-5 | CONCRETE FOR STRUCTURES |
| JOB 061856 | BIDDING REQUIREMENTS AND CONDITIONS |
| JOB 061856 | BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT |
| JOB 061856 | BUY AMERICA - CONSTRUCTION MATERIALS |
| JOB 061856 | CARGO PREFERENCE ACT REQUIREMENTS |
| JOB 061856 | COLD MILLING - COUNTY PROPERTY |
| JOB 061856 | CULVERT CLEAN OUT |
| JOB 061856 | DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES |
| JOB 061856 | DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES |
| JOB 061856 | GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION |
| JOB 061856 | LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS |
| JOB 061856 | LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES |
| JOB 061856 | MANDATORY ELECTRONIC CONTRACT |
| JOB 061856 | MANDATORY ELECTRONIC DOCUMENT SUBMITTAL |
| JOB 061856 | PRICE ADJUSTMENT FOR ASPHALT BINDER |
| JOB 061856 | PRICE ADJUSTMENT FOR FUEL |
| JOB 061856 | PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT |
| JOB 061856 | RUMBLE STRIPS |
| JOB 061856 | SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS |
| JOB 061856 | THERMOPLASTIC RUMBLE BAR |
| JOB 061856 | UTILITY ADJUSTMENTS |
| JOB 061856 | WARM MIX ASPHALT |
| JOB 061856 | WELLHEAD PROTECTION |

GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
- THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 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.



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| | | 6 | ARK. | 061856 | 4 | 17 |
| TYPICAL SECTIONS OF IMPROVMENT | | | | | | |



•TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
 •MATCH EXISTING

HWY. 63 - OVERLAY
 STA. 70+00.00 - STA. 75+00.00

HWY. 63 Y. - OVERLAY
 STA. 70+60.97 - STA. 75+99.21

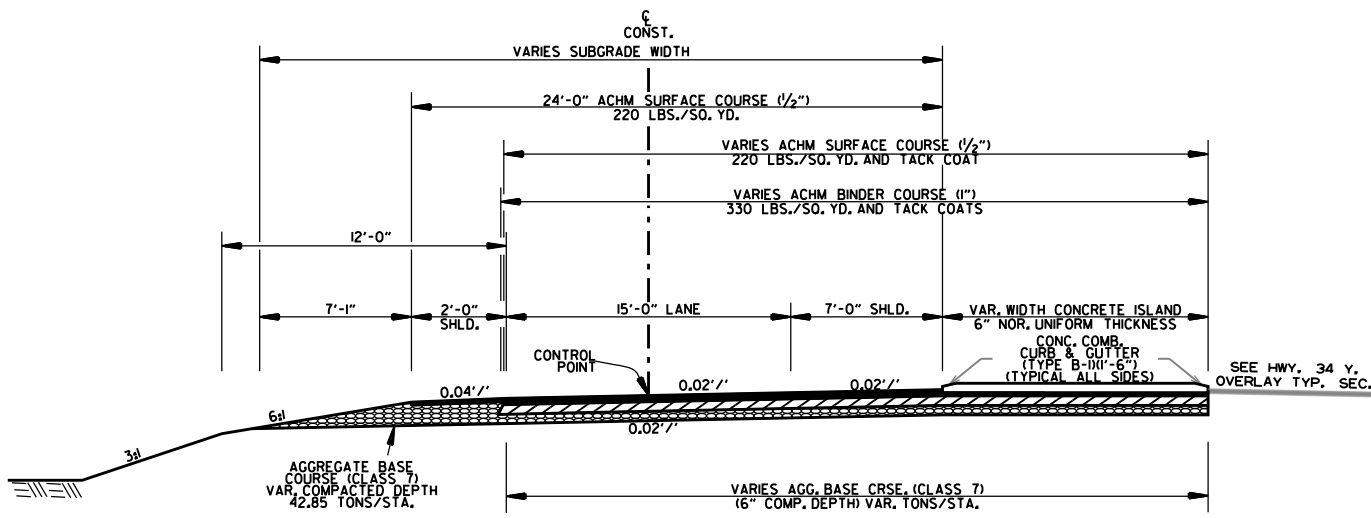
NOTES:

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

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

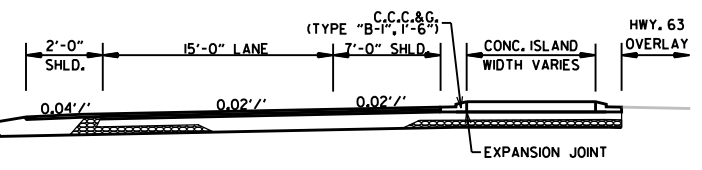
THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

BLEEDER DITCHES - PRIOR TO AND DURING PLACEMENT OF PAVEMENT AT THE NOTCH, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES, THE METHOD(S) AND SPACING USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

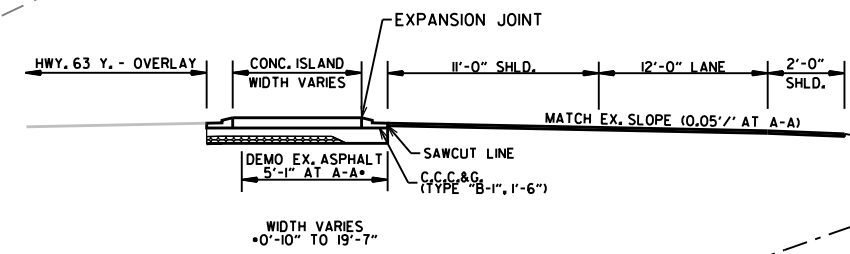


HWY. 63 CONNECTION - FULL DEPTH
 STA. 72+79.86 - STA. 74+60.40

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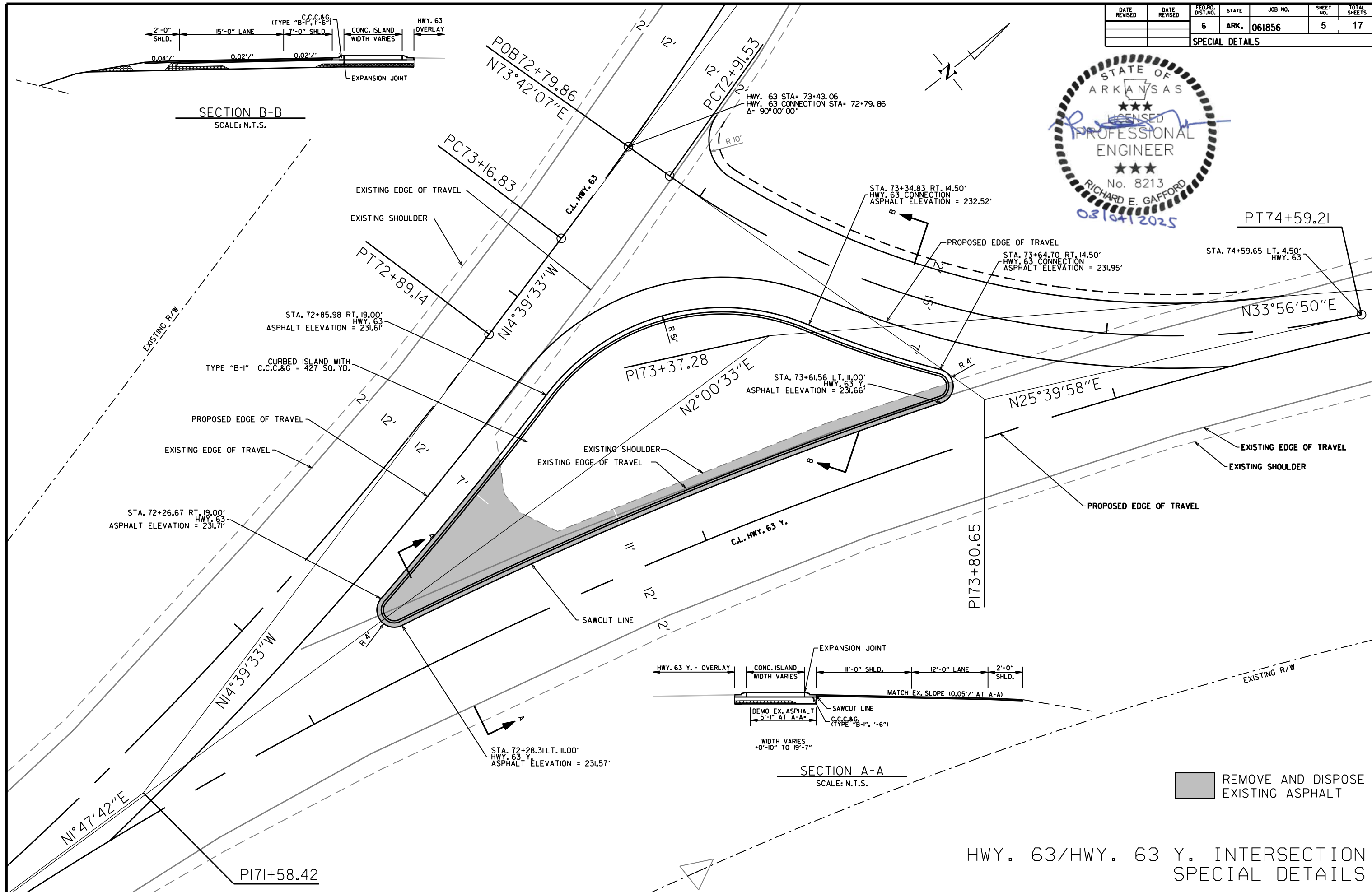


SECTION B-B
SCALE: N.T.S.



SECTION A-A
SCALE: N.T.S.

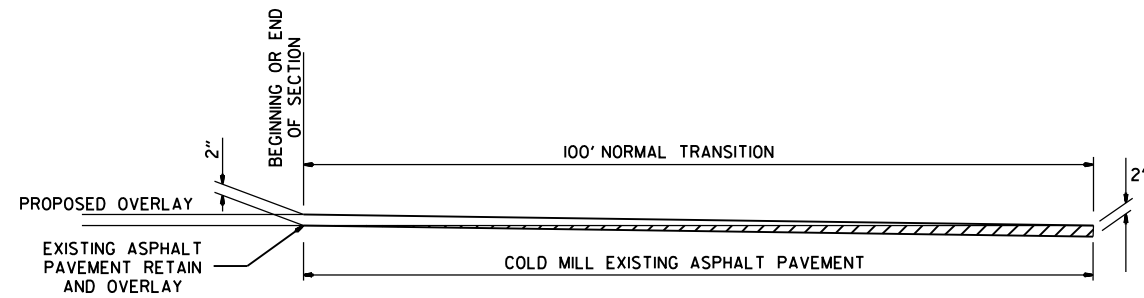
REMOVE AND DISPOSE EXISTING ASPHALT



HWY. 63/ HWY. 63 Y. INTERSECTION
SPECIAL DETAILS

2/14/2025
R061856.DGN

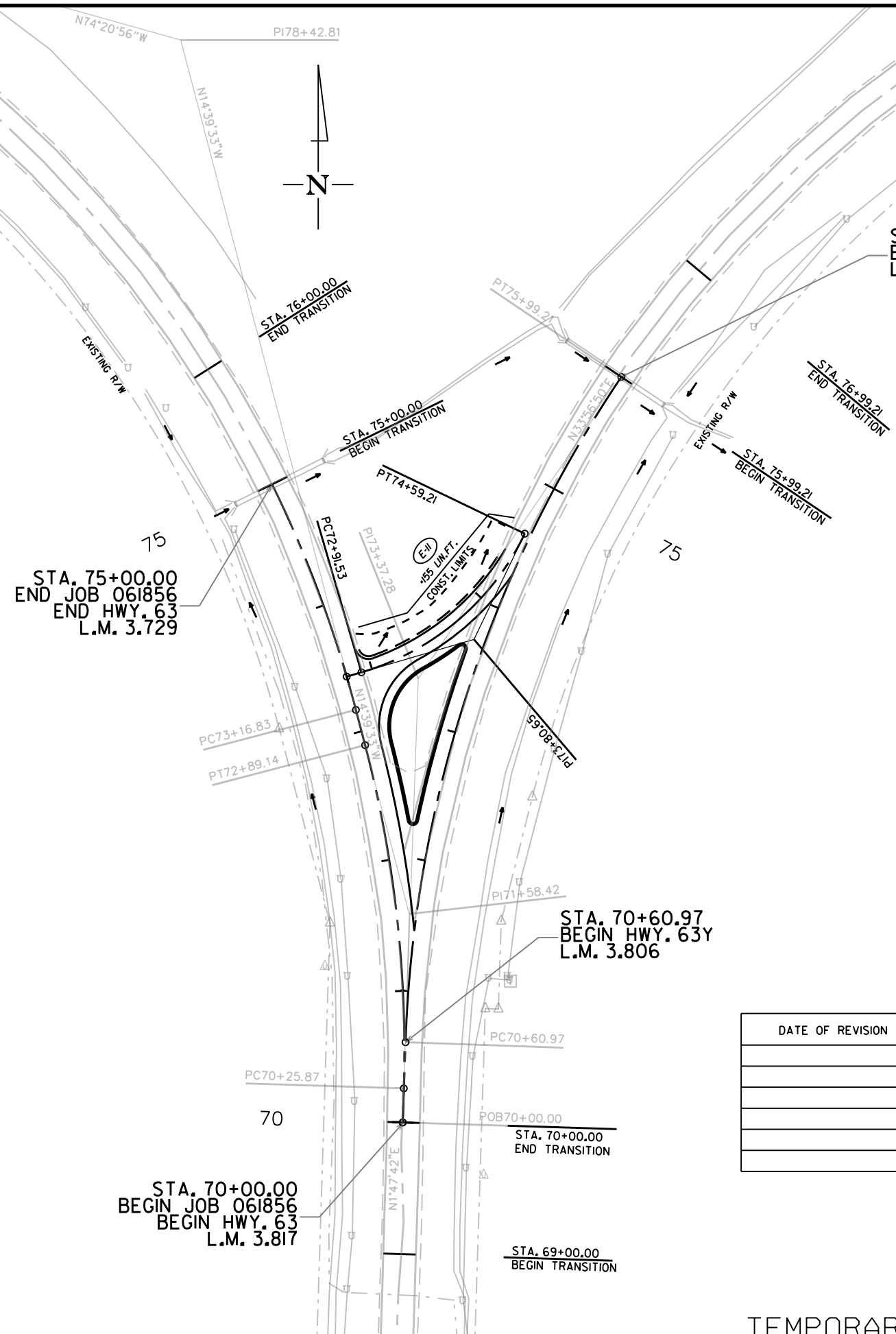
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 6 | 17 |
| SPECIAL DETAILS | | | | | | |



DETAIL FOR TRANSITIONS

SPECIAL DETAILS

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|--------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 7 | 17 |



STA. 75+99.21
END HWY. 63 Y.
L.M. 0.092

STA. 75+00.00
END JOB 061856
END HWY. 63
L.M. 3.729

STA. 70+60.97
BEGIN HWY. 63Y
L.M. 3.806

STA. 70+00.00
BEGIN JOB 061856
BEGIN HWY. 63
L.M. 3.817

REVISIONS

| DATE OF REVISION | REVISION |
|------------------|----------|
| | |
| | |
| | |
| | |

LEGEND

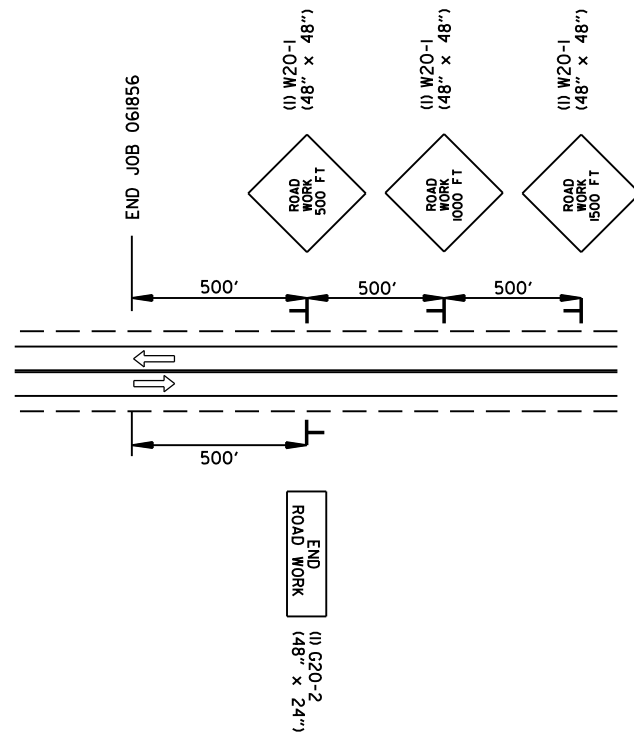
(E-II) = SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

TEMPORARY EROSION CONTROL DETAILS

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|--------------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 8 | 17 |
| MAINTENANCE OF TRAFFIC DETAILS | | | | | | |

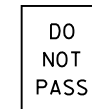


ADVANCE WARNING JOB 061856 (ALL STAGES)



(3) W21-5a
(36" x 36")

ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



(3) R4-1
(24" x 30")

ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

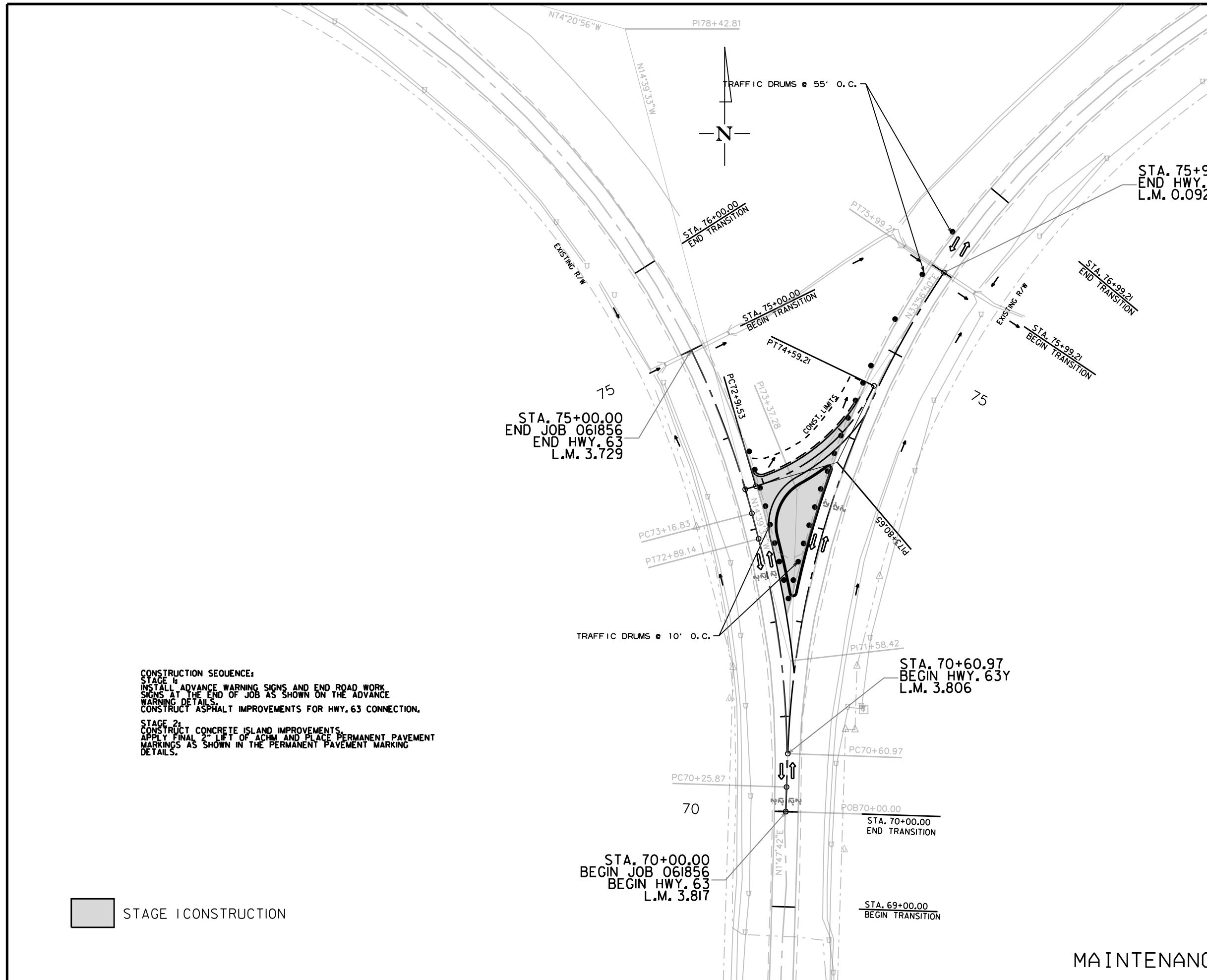


(1) W8-1
(30" x 30")

ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

| DATE REVISION | DATE REVISION | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|--------------------------------|---------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 9 | 17 |
| MAINTENANCE OF TRAFFIC DETAILS | | | | | | |



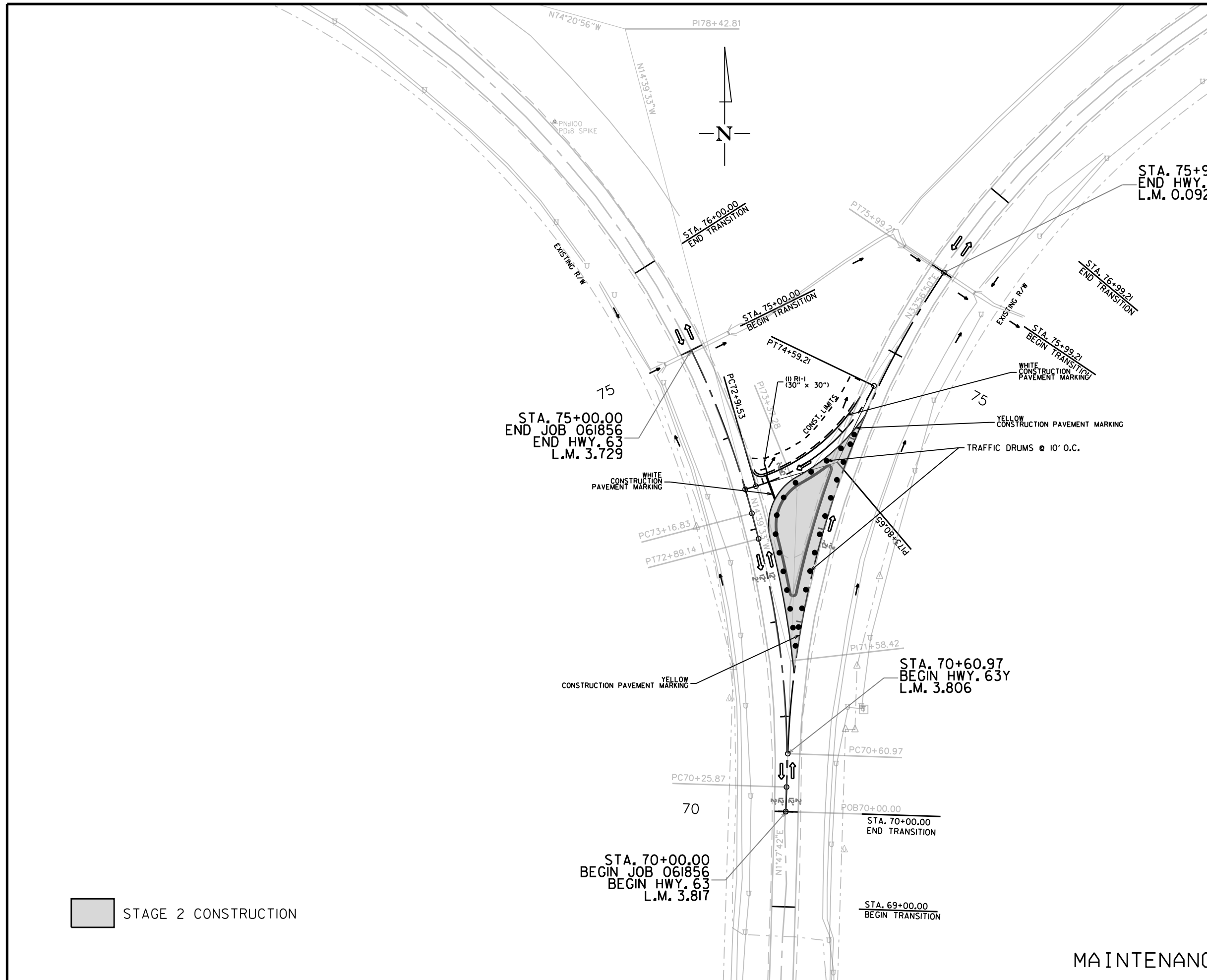
CONSTRUCTION SEQUENCE:
STAGE 1:
 INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAILS.
 CONSTRUCT ASPHALT IMPROVEMENTS FOR HWY. 63 CONNECTION.
STAGE 2:
 CONSTRUCT CONCRETE ISLAND IMPROVEMENTS.
 APPLY FINAL 2" LIFT OF ACHM AND PLACE PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.

STAGE I CONSTRUCTION

MAINTENANCE OF TRAFFIC DETAILS

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|--------------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 10 | 17 |
| MAINTENANCE OF TRAFFIC DETAILS | | | | | | |

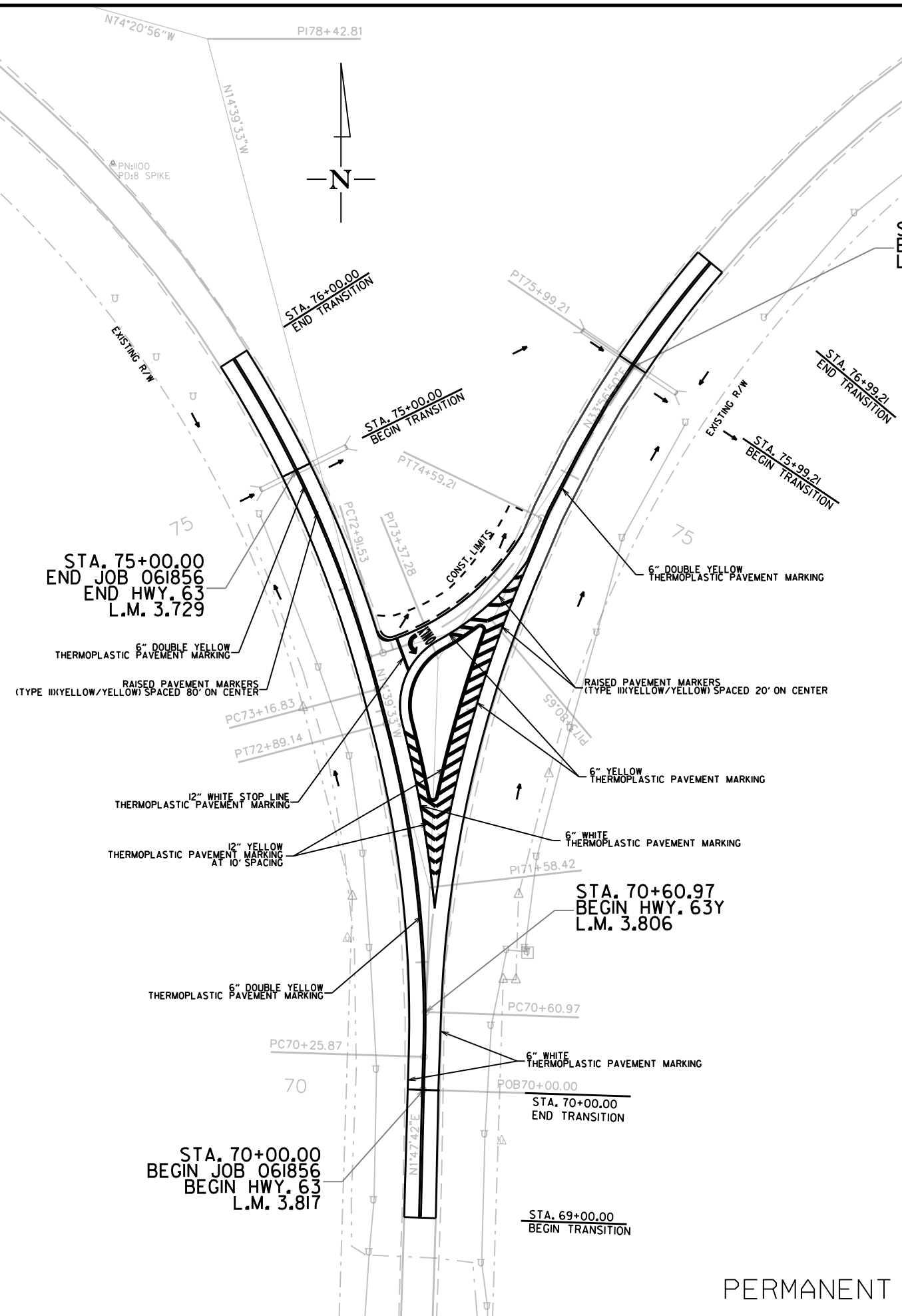


STAGE 2 CONSTRUCTION

MAINTENANCE OF TRAFFIC DETAILS

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 R061856.DGN

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|------------------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 11 | 17 |
| PERMANENT PAVEMENT MARKING DETAILS | | | | | | |



STA. 75+99.21
END HWY. 63 Y.
L.M. 0.092

STA. 75+00.00
END JOB 061856
END HWY. 63
L.M. 3.729

STA. 70+60.97
BEGIN HWY. 63Y
L.M. 3.806

STA. 70+00.00
BEGIN JOB 061856
BEGIN HWY. 63
L.M. 3.817

RUMBLE STRIPES IN ASPHALT ROADWAYS

| STA. | STA. | SIDE | LIN. FT. |
|-------|-------|------|----------|
| 69+00 | 76+00 | CL | 700 |

PERMANENT PAVEMENT MARKING DETAILS

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| | | 6 | ARK. | 061856 | 12 | 17 |
| QUANTITIES | | | | | | |



ADVANCE WARNING SIGNS AND DEVICES

| SIGN NUMBER | DESCRIPTION | SIGN SIZE | STAGE 1 | STAGE 2 | MAXIMUM NUMBER REQUIRED | TOTAL SIGNS REQUIRED | | VERTICAL PANELS | TRAFFIC DRUMS |
|----------------|-------------------------|-----------|-----------------|---------|-------------------------|----------------------|---------|-----------------|---------------|
| | | | LIN. FT. - EACH | | | NO. | SQ. FT. | | |
| W20-1 | ROAD WORK 1500 FT. | 48"x48" | 3 | 3 | 3 | 3 | 48.0 | | |
| W20-1 | ROAD WORK 1000 FT. | 48"x48" | 3 | 3 | 3 | 3 | 48.0 | | |
| W20-1 | ROAD WORK 500 FT. | 48"x48" | 3 | 3 | 3 | 3 | 48.0 | | |
| G20-2 | END ROAD WORK | 48"x24" | 3 | 3 | 3 | 3 | 24.0 | | |
| R4-1 | DO NOT PASS | 24"x30" | 3 | 3 | 3 | 3 | 15.0 | | |
| W21-5a | RIGHT SHOULDER CLOSED | 36"x36" | 3 | 3 | 3 | 3 | 27.0 | | |
| W8-1 | BUMP | 30"x30" | 1 | 1 | 1 | 1 | 6.3 | | |
| R1-1 | STOP | 30"x30" | | 1 | 1 | 1 | 6.3 | | |
| | TRAFFIC DRUMS | | 25 | 25 | 25 | | | | 25 |
| | AS DIRECTED BY ENGINEER | | | | | | | 20 | |
| TOTALS: | | | | | | | 222.6 | 20 | 25 |

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

| DESCRIPTION | STAGE 2 | END OF JOB | CONSTRUCTION PAVEMENT MARKINGS | RAISED PAVEMENT MARKERS | THERMOPLASTIC PAVEMENT MARKING | | | | | | |
|---|---------|------------|--------------------------------|----------------------------|--------------------------------|--------|-------|--------|-------------|-------|--------|
| | | | | TYPE II (YELLOW/YELLOW) | 6" | | 12" | | RUMBLE BARS | WORDS | ARROWS |
| | | | | | WHITE | YELLOW | WHITE | YELLOW | | | |
| LIN. FT. - EACH | | | LIN. FT. | EACH | | | | | EACH | | |
| CONSTRUCTION PAVEMENT MARKINGS | 594 | | 594 | | | | | | | | |
| RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW) | | 41 | | 41 | | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING WHITE (6") | | 2284 | | | 2284 | | | | | | |
| THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | | 2259 | | | | 2259 | | | | | |
| THERMOPLASTIC PAVEMENT MARKING WHITE (12") | | 27 | | | | | 27 | | | | |
| THERMOPLASTIC PAVEMENT MARKING YELLOW (12") | | 518 | | | | | | 518 | | | |
| THERMOPLASTIC PAVEMENT MARKING RUMBLE BARS | | 70 | | | | | | 70 | | | |
| THERMOPLASTIC PAVEMENT MARKING (WORDS) | | 1 | | | | | | | 1 | | |
| THERMOPLASTIC PAVEMENT MARKING (ARROWS) | | 1 | | | | | | | | 1 | |
| TOTALS: | | | 594 | 41 | 2284 | 2259 | 27 | 518 | 70 | 1 | 1 |

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

CLEARING AND GRUBBING

| STATION | STATION | LOCATION | CLEARING | GRUBBING |
|----------------|---------|----------------------|----------|----------|
| | | | STATION | |
| 72+95 | 74+58 | HWY. 63 Y CONNECTION | 2 | 2 |
| TOTALS: | | | 2 | 2 |

COLD MILLING ASPHALT PAVEMENT

| STATION | STATION | LOCATION | AVG. WIDTH | COLD MILLING ASPHALT PAVEMENT |
|---------------|----------|-----------|------------|-------------------------------|
| | | | FEET | SQ. YD. |
| 69+00.00 | 70+00.00 | HWY. 63 | 24.00 | 266.67 |
| 75+00.00 | 76+00.00 | HWY. 63 | 24.00 | 266.67 |
| 75+99.21 | 76+99.21 | HWY. 63 Y | 24.00 | 266.67 |
| TOTAL: | | | | 800.01 |

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER. STOCKPILE LOCATIONS SHALL BE NO FARTHER THAN FIVE MILES FROM EACH SITE.

CENTERLINE RUMBLE STRIPES IN ASPHALT ROADWAYS

| STATION | STATION | LOCATION | *CENTERLINE RUMBLE STRIPES IN ASPHALT ROADWAYS |
|---------------|---------|----------|--|
| | | | LIN.FT. |
| 69+00 | 76+00 | HWY. 63 | 700 |
| TOTAL: | | | 700 |

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

QUANTITIES

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|--------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 13 | 17 |
| QUANTITIES | | | | | | |

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

| LOCATION | TON | TACK COAT |
|---|-----------|-----------|
| | | GALLON |
| ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | 10 | 20 |
| TOTALS: | 10 | 20 |

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

ACHM PATCHING OF EXISTING ROADWAY

| DESCRIPTION | TON |
|---|-----------|
| ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | 10 |
| TOTAL: | 10 |

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



CONCRETE ISLAND

| STATION | LOCATION | CURB FACE TYPE | CONCRETE ISLAND SQ. YD. |
|---------------|----------------------------|----------------|-------------------------|
| 73+20 | HWY. 63 Y CONNECTION - RT. | B-1 | 427 |
| TOTAL: | | | 427 |

EARTHWORK

| STATION | STATION | LOCATION / DESCRIPTION | UNCLASSIFIED EXCAVATION | COMPACTED EMBANKMENT | * STONE BACKFILL |
|---|----------------|------------------------|-------------------------|----------------------|------------------|
| | | | CU. YD. | CU. YD. | TON |
| ENTIRE PROJECT | ENTIRE PROJECT | STAGE 1-MAIN LANES | | 434 | |
| ENTIRE PROJECT | ENTIRE PROJECT | STAGE 2-MAIN LANES | 16 | | |
| * ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER | | | | | 50 |
| TOTALS: | | | 16 | 434 | 50 |

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

EROSION CONTROL

| STATION | STATION | LOCATION | PERMANENT EROSION CONTROL | | | | | | | | | | |
|---|----------------|-----------------------|---------------------------|-------------|-------------|-------------|----------------------------|---------------------------|-----------------------|-----------------|------------------------------|----|--|
| | | | SEEDING | LIME | MULCH COVER | WATER | SECOND SEEDING APPLICATION | WATTLE (20") DITCH CHECKS | SAND BAG DITCH CHECKS | SILT FENCE | *SEDIMENT REMOVAL & DISPOSAL | | |
| | | | ACRE | TON | ACRE | M.GAL. | ACRE | (E-1) LIN. FT. | (E-5) BAG | (E-11) LIN. FT. | CU. YD. | | |
| ENTIRE PROJECT | ENTIRE PROJECT | CLEARING AND GRUBBING | | | | | | | | | | | |
| ENTIRE PROJECT | ENTIRE PROJECT | STAGE 1 | 0.15 | 0.30 | 0.15 | 15.3 | 0.15 | | | | 155 | 6 | |
| *ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. | | | | | | | | | 45 | 110 | | 10 | |
| TOTALS: | | | 0.15 | 0.30 | 0.15 | 15.3 | 0.15 | 45 | 110 | 155 | 16 | | |

BASIS OF ESTIMATE:
 LIME2 TONS / ACRE OF SEEDING
 WATER.....102.0 M.G. / ACRE OF SEEDING
 WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
 SAND BAG DITCH CHECKS.....22 BAGS / 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.

CULVERT CLEAN OUT

| STATION | LOCATION | EACH |
|---------------|-----------|----------|
| 75+00 | HWY. 63 | 1 |
| 75+99 | HWY. 63 Y | 1 |
| TOTAL: | | 2 |

BASE AND SURFACING

| STATION | STATION | LOCATION | LENGTH FEET | AGGREGATE BASE COURSE (CLASS 7) | | TACK COAT | | | | | | ACHM BINDER COURSE (1") | | | | ACHM SURFACE COURSE (1/2") | | | | | | | | | |
|--------------------------------|----------------|-------------------------------------|-------------|---------------------------------|---------------|-------------------------|----------------|---------------|-------------------------|----------------|----------------|-------------------------|----------------|---------------|-----------------|----------------------------|----------------|---------------|-----------------|--------------|----------------|----------------|-----------------|---------------|--------------------|
| | | | | TON / STATION | TON | (0.05 GAL. PER SQ. YD.) | | | (0.17 GAL. PER SQ. YD.) | | | TOTAL GALLONS | AVG. WID. FEET | SQ. YD. | POUND / SQ. YD. | PG 64-22 TON | AVG. WID. FEET | SQ. YD. | POUND / SQ. YD. | PG 64-22 TON | AVG. WID. FEET | SQ. YD. | POUND / SQ. YD. | PG 64-22 TON | TOTAL PG 64-22 TON |
| | | | | | | TOTAL WID. FEET | SQ. YD. | GALLON | TOTAL WID. FEET | SQ. YD. | GALLON | | | | | | | | | | | | | | |
| MAIN LANES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72+79.86 | 74+80.40 | HWY. 63 Y - CONNECTION - FULL DEPTH | 180.54 | VAR. | 363.00 | VAR. | 2260.00 | 113.00 | | | | 113.00 | VAR. | 845.33 | 330.00 | 139.48 | VAR. | 430.32 | 220.00 | 47.34 | VAR. | 562.89 | 220.00 | 61.92 | 109.26 |
| 69+00.00 | 70+00.00 | HWY. 63 - TRANSITION | 100.00 | | | | | | 24.00 | 266.67 | 45.33 | 45.33 | | | | | | | | | 28.00 | 311.11 | 220.00 | 34.22 | 34.22 |
| 70+00.00 | 75+00.00 | HWY. 63 - OVERLAY | 500.00 | | | | | | 24.00 | 1333.33 | 226.67 | 226.67 | | | | | | | | | 28.00 | 1555.56 | 220.00 | 171.11 | 171.11 |
| 75+00.00 | 76+00.00 | HWY. 63 - TRANSITION | 100.00 | | | | | | 24.00 | 266.67 | 45.33 | 45.33 | | | | | | | | | 28.00 | 311.11 | 220.00 | 34.22 | 34.22 |
| 70+60.97 | 75+99.21 | HWY. 63 Y - OVERLAY | 538.24 | | | | | | 24.00 | 1435.31 | 244.00 | 244.00 | | | | | | | | | 28.00 | 1674.52 | 220.00 | 184.20 | 184.20 |
| 75+99.21 | 76+99.21 | HWY. 63 Y - TRANSITION | 100.00 | | | | | | 24.00 | 266.67 | 45.33 | 45.33 | | | | | | | | | 28.00 | 311.11 | 220.00 | 34.22 | 34.22 |
| ADDITIONAL FOR LEVELING | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENTIRE PROJECT | ENTIRE PROJECT | HWY. 63 Y - CONNECTION | 75.00 | | | | | | 24.00 | 3568.65 | 606.67 | 606.67 | | | | | | | | | 24.00 | 3568.65 | VAR. | 392.55 | 392.55 |
| 73+85.00 | 74+80.00 | HWY. 63 Y - CONNECTION | | | | | | | VAR. | 200.00 | 34.00 | 34.00 | | | | | | | | | VAR. | 200.00 | VAR. | 22.00 | 22.00 |
| TOTALS: | | | | | 363.00 | | 2260.00 | 113.00 | | 7337.30 | 1247.33 | 1360.33 | | 845.33 | | 139.48 | | 430.32 | | 47.34 | | 8494.95 | | 934.44 | 981.78 |

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% ASPHALT BINDER
 ACHM BINDER COURSE (1").....95.0% MIN. AGGR.....5.0% ASPHALT BINDER
 TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|-------------------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| 03-17-2025 | | 6 | ARK. | 061856 | 14 | 17 |
| SUMMARY OF QUANTITIES AND REVISIONS | | | | | | |

SUMMARY OF QUANTITIES

| ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---------------|---|----------|----------|
| 201 | CLEARING | 2 | STATION |
| 201 | GRUBBING | 2 | STATION |
| SP & 207 | STONE BACKFILL | 50 | TON |
| SP, SS, & 210 | UNCLASSIFIED EXCAVATION | 16 | CU. YD. |
| SP & 210 | COMPACTED EMBANKMENT | 434 | CU. YD. |
| SP, SS, & 303 | AGGREGATE BASE COURSE (CLASS 7) | 363 | TON |
| SS & 401 | TACK COAT | 1380 | GAL. |
| SP, SS, & 406 | MINERAL AGGREGATE IN ACHM BINDER COURSE (1") | 133 | TON |
| SP, SS, & 406 | ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1") | 7 | TON |
| SP, SS, & 407 | MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2") | 933 | TON |
| SP, SS, & 407 | ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2") | 49 | TON |
| SP & 412 | COLD MILLING ASPHALT PAVEMENT | 800 | SQ. YD. |
| SP, SS, & 414 | ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC | 10 | TON |
| SP, SS, & 415 | ACHM PATCHING OF EXISTING ROADWAY | 10 | TON |
| 601 | MOBILIZATION | 1.00 | LUMP SUM |
| SS & 603 | MAINTENANCE OF TRAFFIC | 1.00 | LUMP SUM |
| SS & 604 | SIGNS | 223 | SQ. FT. |
| SS & 604 | TRAFFIC DRUMS | 25 | EACH |
| 604 | CONSTRUCTION PAVEMENT MARKINGS | 594 | LIN. FT. |
| SS & 604 | VERTICAL PANELS | 20 | EACH |
| SP | CULVERT CLEAN OUT | 2 | EACH |
| 620 | LIME | 0.30 | TON |
| 620 | SEEDING | 0.15 | ACRE |
| SS & 620 | MULCH COVER | 0.15 | ACRE |
| 620 | WATER | 15.3 | M. GAL. |
| 621 | SILT FENCE | 155 | LIN. FT. |
| 621 | SAND BAG DITCH CHECKS | 110 | BAG |
| 621 | SEDIMENT REMOVAL AND DISPOSAL | 16 | CU. YD. |
| 621 | WATTLE (20") | 45 | LIN. FT. |
| 623 | SECOND SEEDING APPLICATION | 0.15 | ACRE |
| SP, SS, & 632 | CONCRETE ISLAND | 427 | SQ. YD. |
| 635 | ROADWAY CONSTRUCTION CONTROL | 1.00 | LUMP SUM |
| SP & 642 | CENTERLINE RUMBLE STRIPES IN ASPHALT ROADWAYS | 700 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING WHITE (6") | 2284 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING WHITE (12") | 27 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING YELLOW (6") | 2259 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING YELLOW (12") | 518 | LIN. FT. |
| 719 | THERMOPLASTIC PAVEMENT MARKING (WORDS) | 1 | EACH |
| 719 | THERMOPLASTIC PAVEMENT MARKING (ARROWS) | 1 | EACH |
| SP | THERMOPLASTIC RUMBLE BAR | 70 | LIN. FT. |
| 721 | RAISED PAVEMENT MARKERS (TYPE II) | 41 | EACH |



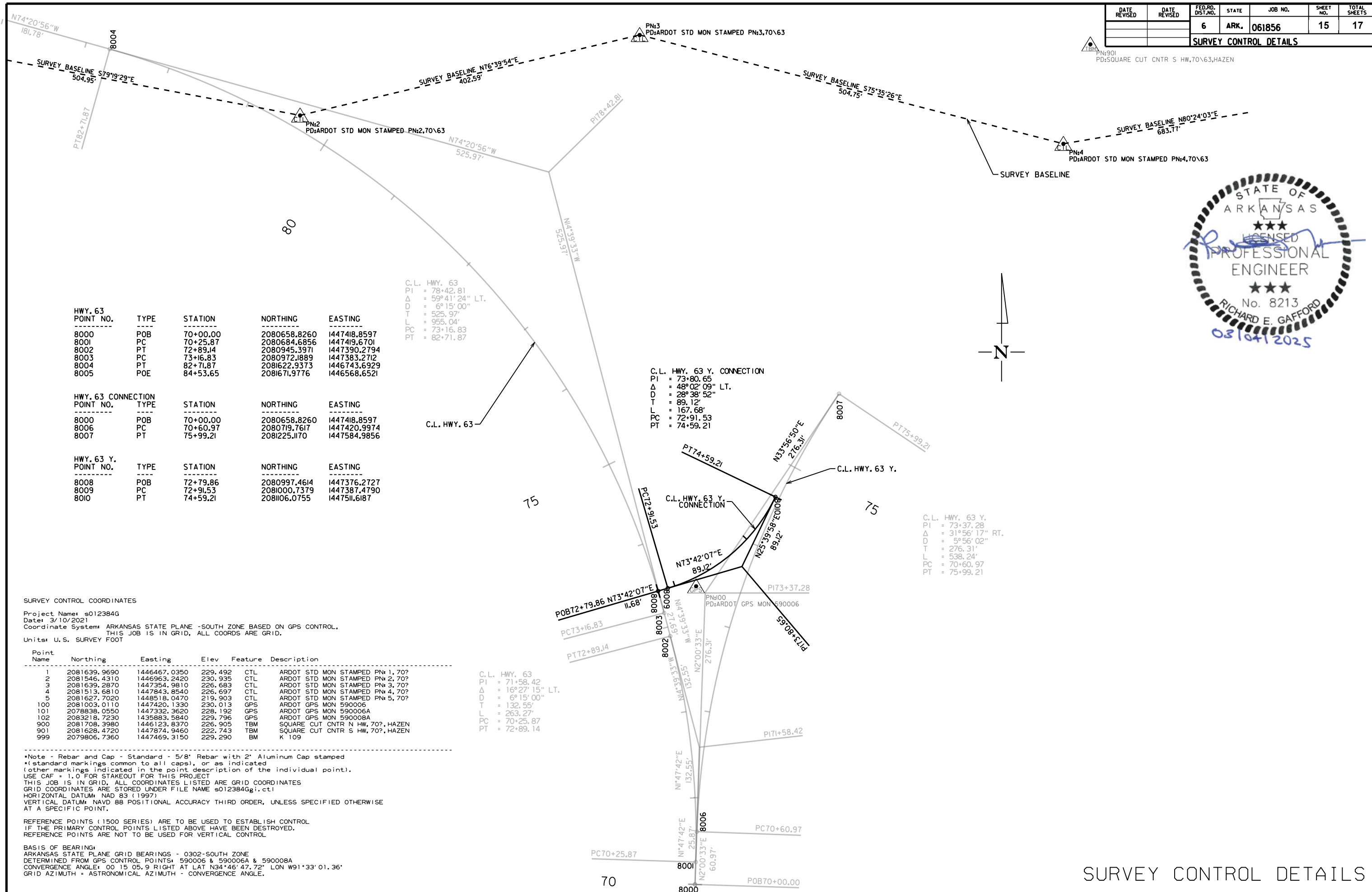
REVISIONS

| DATE | REVISION | SHEET NUMBER |
|------------|--|--------------|
| 03-17-2025 | REVISED LENGTH OF JOB SHOWN ON TITLE SHEET OF PLANS. | 1 & 14 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|--------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 15 | 17 |

SURVEY CONTROL DETAILS

THM: N:901
PD:SQUARE CUT CNTR S HW,70\63,HAZEN



| HWY. 63 POINT NO. | TYPE | STATION | NORTHING | EASTING |
|-------------------|------|----------|--------------|--------------|
| 8000 | POB | 70+00.00 | 2080658.8260 | 1447418.8597 |
| 8001 | PC | 70+25.87 | 2080684.6856 | 1447419.6701 |
| 8002 | PT | 72+89.14 | 2080945.3971 | 1447390.2794 |
| 8003 | PC | 73+16.83 | 2080972.1889 | 1447383.2712 |
| 8004 | PT | 82+71.87 | 2081622.9373 | 1446743.6929 |
| 8005 | POE | 84+53.65 | 2081671.9776 | 1446568.6521 |

| HWY. 63 CONNECTION POINT NO. | TYPE | STATION | NORTHING | EASTING |
|------------------------------|------|----------|--------------|--------------|
| 8000 | POB | 70+00.00 | 2080658.8260 | 1447418.8597 |
| 8006 | PC | 70+60.97 | 2080719.7617 | 1447420.9974 |
| 8007 | PT | 75+99.21 | 2081225.1170 | 1447584.9856 |

| HWY. 63 Y. POINT NO. | TYPE | STATION | NORTHING | EASTING |
|----------------------|------|----------|--------------|--------------|
| 8008 | POB | 72+79.86 | 2080997.4614 | 1447376.2727 |
| 8009 | PC | 72+91.53 | 2081000.7379 | 1447387.4790 |
| 8010 | PT | 74+59.21 | 2081106.0755 | 1447511.6187 |

C.L. HWY. 63
PI = 78+42.81
Δ = 59°41'24" LT.
D = 6°15'00"
T = 525.97'
L = 955.04'
PC = 73+16.83
PT = 82+71.87

C.L. HWY. 63 Y. CONNECTION
PI = 73+80.65
Δ = 48°02'09" LT.
D = 28°38'52"
T = 89.12'
L = 167.68'
PC = 72+91.53
PT = 74+59.21

C.L. HWY. 63 Y.
PI = 73+37.28
Δ = 31°56'17" RT.
D = 5°56'02"
T = 276.31'
L = 538.24'
PC = 70+60.97
PT = 75+99.21

C.L. HWY. 63
PI = 71+58.42
Δ = 16°27'15" LT.
D = 6°15'00"
T = 132.55'
L = 263.27'
PC = 70+25.87
PT = 72+89.14

SURVEY CONTROL COORDINATES

Project Name: s012384G
Date: 3/10/2021
Coordinate System: ARKANSAS STATE PLANE -SOUTH ZONE BASED ON GPS CONTROL.
THIS JOB IS IN GRID, ALL COORDS ARE GRID.
Units: U.S. SURVEY FOOT

| Point Name | Northing | Easting | Elev | Feature | Description |
|------------|--------------|--------------|---------|---------|----------------------------------|
| 1 | 2081639.9690 | 1446467.0350 | 229.492 | CTL | ARDOT STD MON STAMPED PN# 1, 70? |
| 2 | 2081546.4310 | 1446963.2420 | 230.935 | CTL | ARDOT STD MON STAMPED PN# 2, 70? |
| 3 | 2081639.2870 | 1447354.9810 | 226.683 | CTL | ARDOT STD MON STAMPED PN# 3, 70? |
| 4 | 2081513.6810 | 1447843.8540 | 226.697 | CTL | ARDOT STD MON STAMPED PN# 4, 70? |
| 5 | 2081627.7020 | 1448518.0470 | 219.903 | CTL | ARDOT STD MON STAMPED PN# 5, 70? |
| 100 | 2081003.0110 | 1447420.1330 | 230.013 | GPS | ARDOT GPS MON 590006 |
| 101 | 2078838.0550 | 1447332.3620 | 228.192 | GPS | ARDOT GPS MON 590006A |
| 102 | 2083218.7230 | 1435883.5840 | 229.796 | GPS | ARDOT GPS MON 590008A |
| 900 | 2081708.3980 | 1446123.8370 | 226.905 | TBM | SQUARE CUT CNTR N HW, 70?, HAZEN |
| 901 | 2081628.4720 | 1447874.9460 | 222.743 | TBM | SQUARE CUT CNTR S HW, 70?, HAZEN |
| 999 | 2079806.7360 | 1447469.3150 | 229.290 | BM | K 109 |

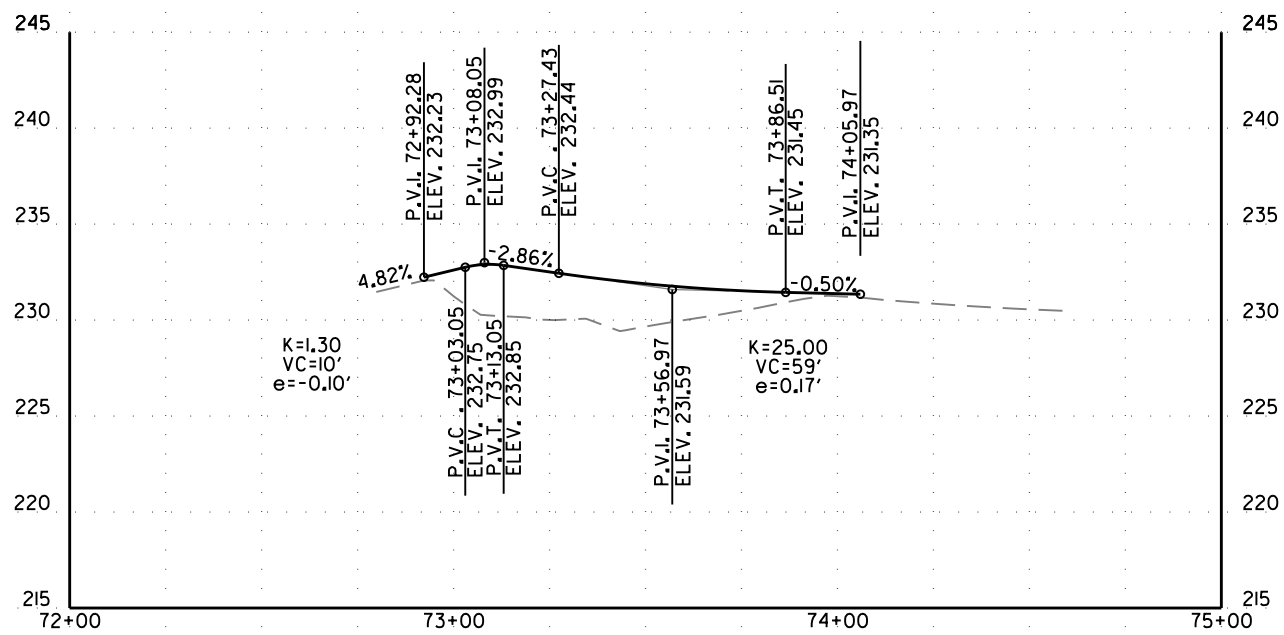
*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped (standard markings common to all caps), or as indicated (other markings indicated in the point description of the individual point).
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT
THIS JOB IS IN GRID, ALL COORDINATES LISTED ARE GRID COORDINATES
GRID COORDINATES ARE STORED UNDER FILE NAME s012384G.gi.ctl
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.
REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL.

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 590006 & 590006A & 590008A
CONVERGENCE ANGLE: 00 15 05.9 RIGHT AT LAT N34°46'47.72" LON W91°33'01.36"
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

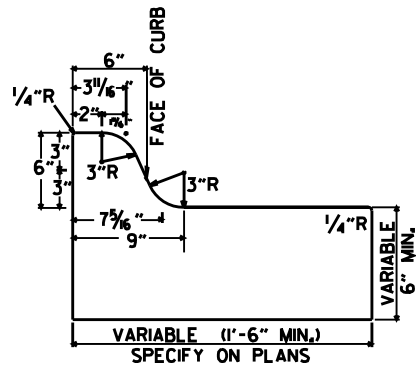
2/14/2025
R061856.DGN

SURVEY CONTROL DETAILS

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|-------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 061856 | 17 | 17 |
| PLAN AND PROFILE SHEETS | | | | | | |



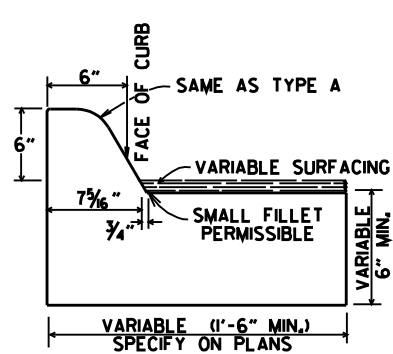
CENTERLINE PROFILE
 HWY. 63 CONNECTION



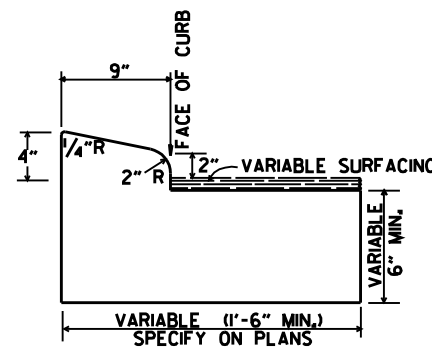
TYPE A



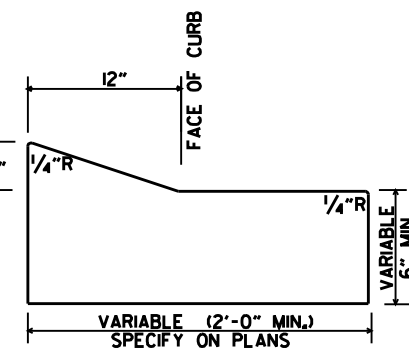
TYPE B-1



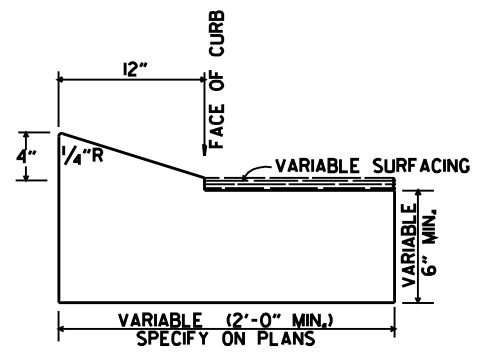
TYPE C



TYPE B-2

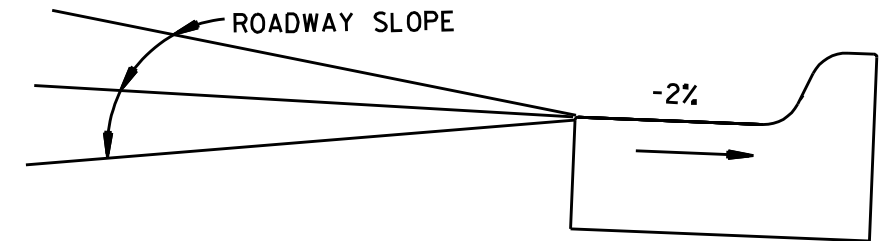


TYPE E-1

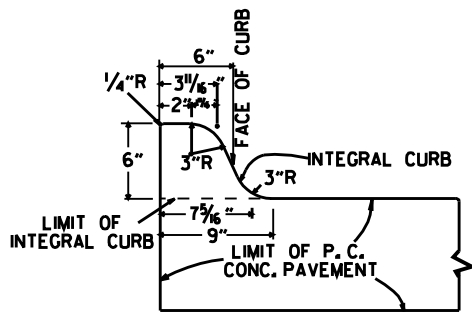


TYPE E-2

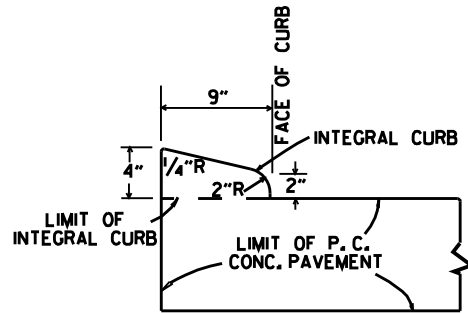
CONCRETE COMBINATION CURB AND GUTTER



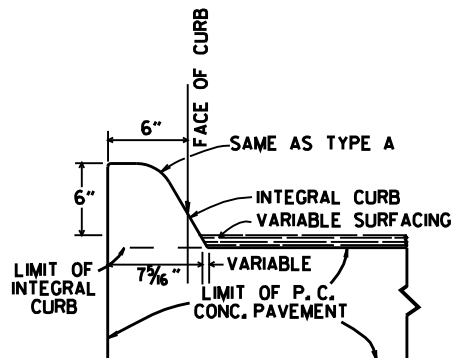
DETAIL OF GUTTER SLOPE
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

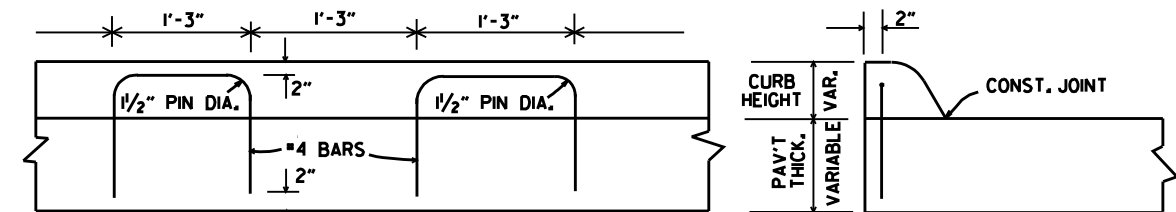


TYPE B



TYPE C

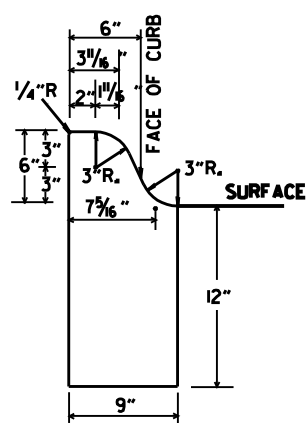
INTEGRAL CURB



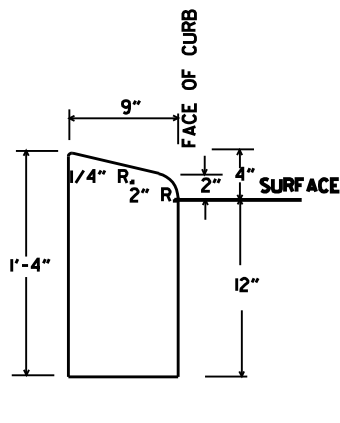
LONGITUDINAL SECTION

ELEVATION

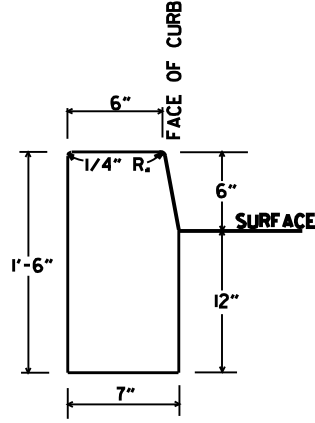
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



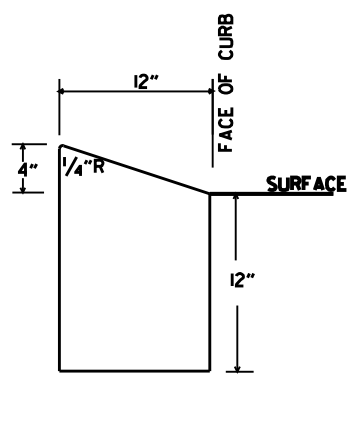
TYPE A



TYPE B

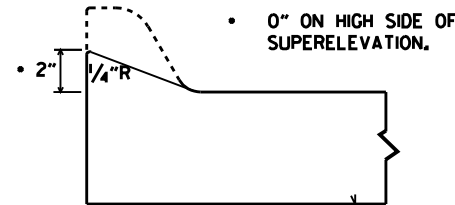


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

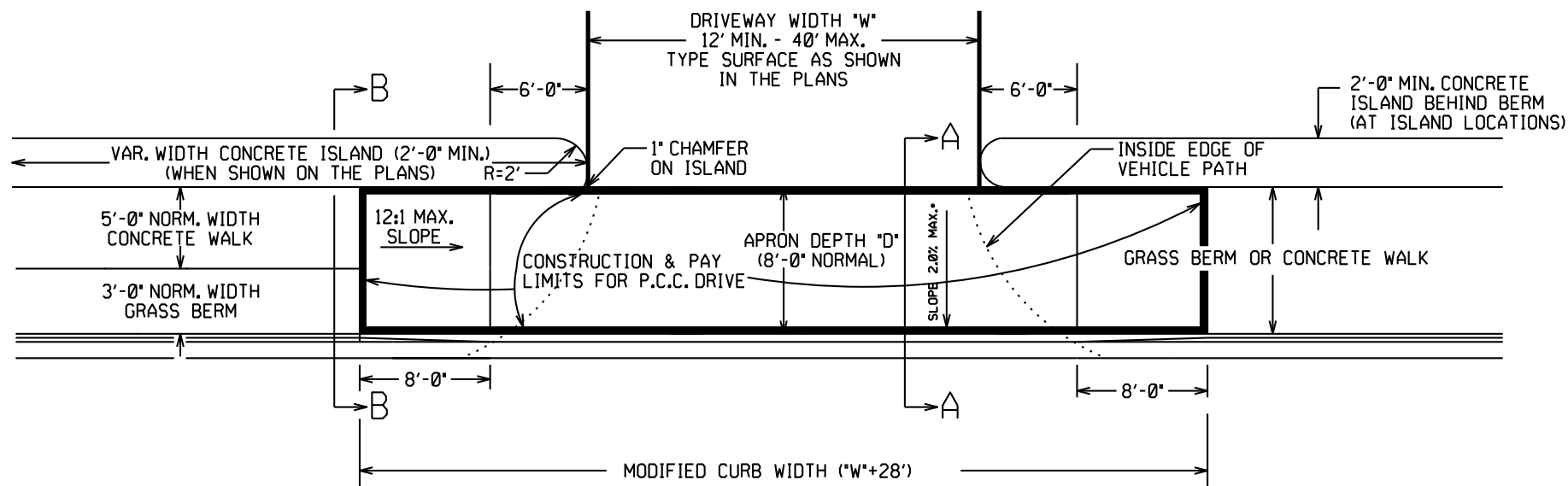
DETAILS OF MODIFIED CURB

| DATE | REVISION | DATE FILMED |
|----------|--|-------------|
| 11-29-07 | REVISED GUTTER SLOPE & MODIFIED CURB DETAILS | |
| 11-10-05 | ADDED DETAILS OF TYPE E CURBS | |
| 11-16-01 | REVISED CONCRETE CURB TYPE B | |
| 11-18-98 | REVISED MODIFIED CURB | |
| 6-2-94 | ADDED NOTE TO SPECIAL MODIFIED CURB | |
| 8-5-93 | CORRECTED GUTTER SLOPE | 8-5-93 |
| 10-1-92 | ADDED DETAILS OF GUTTER SLOPE | 10-1-92 |
| 5-24-90 | ADDED DETAILS OF MODIFIED CURB | 5-24-90 |
| 11-30-89 | VARIABLE DEPTH TYPE A & B I | 11-30-89 |
| 7-15-88 | REVISED MODIFIED CURB | 630-7-15-88 |
| 11-1-73 | REVISED MODIFIED CURB | 500-11-1-73 |
| 10-2-72 | REVISED AND REDRAWN | 512-10-2-72 |

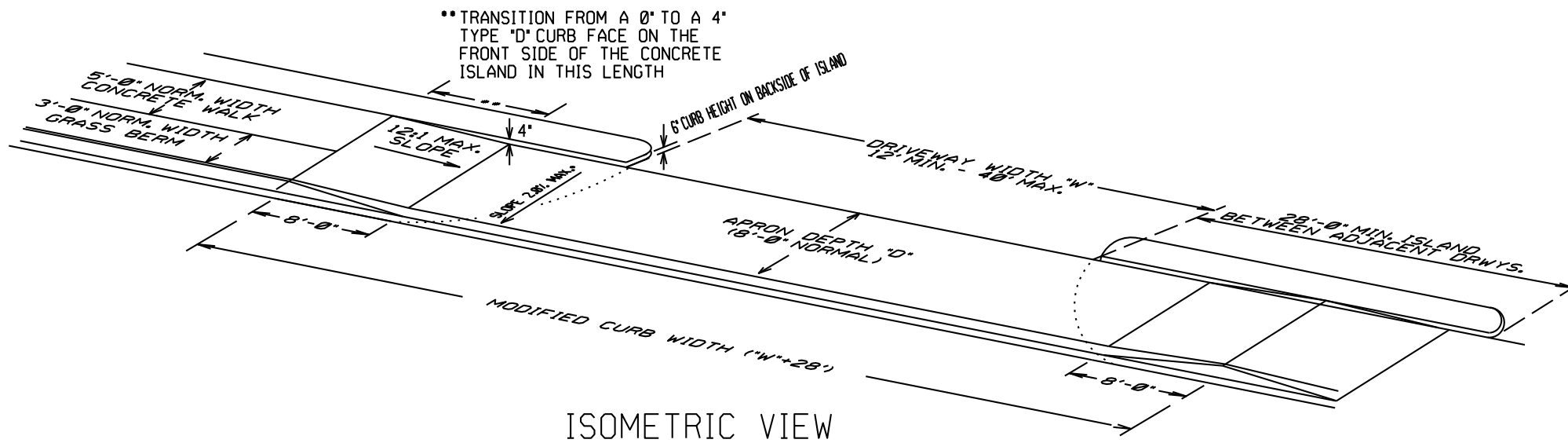
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

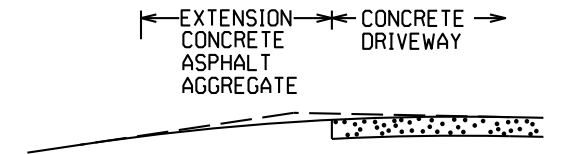
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

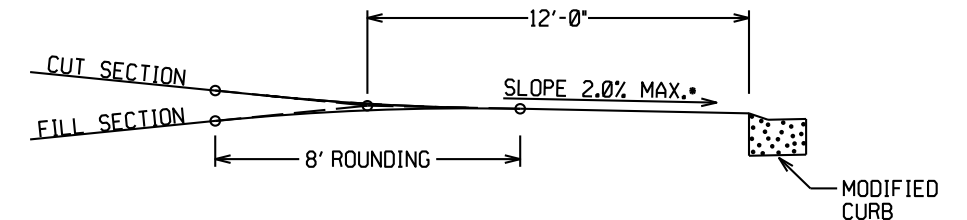


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

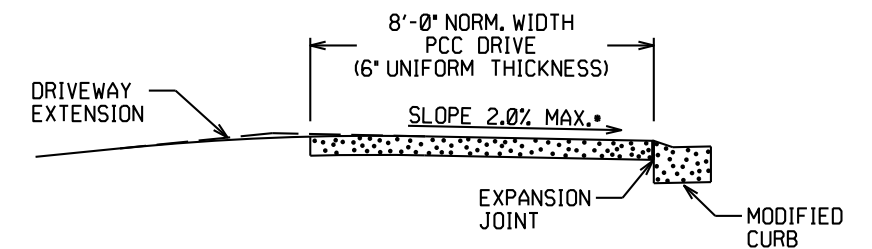
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

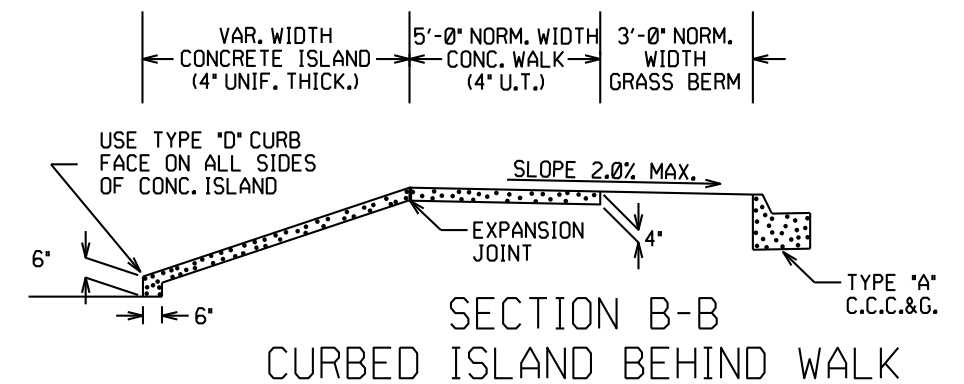


DRIVEWAY VERTICAL ALIGNMENT DETAILS

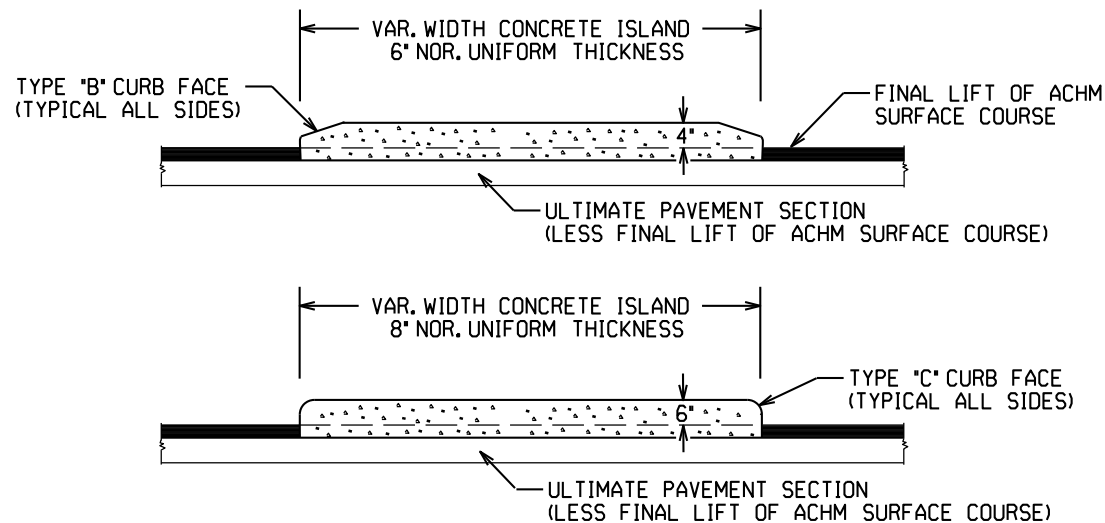
NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



SECTION B-B
CURBED ISLAND BEHIND WALK

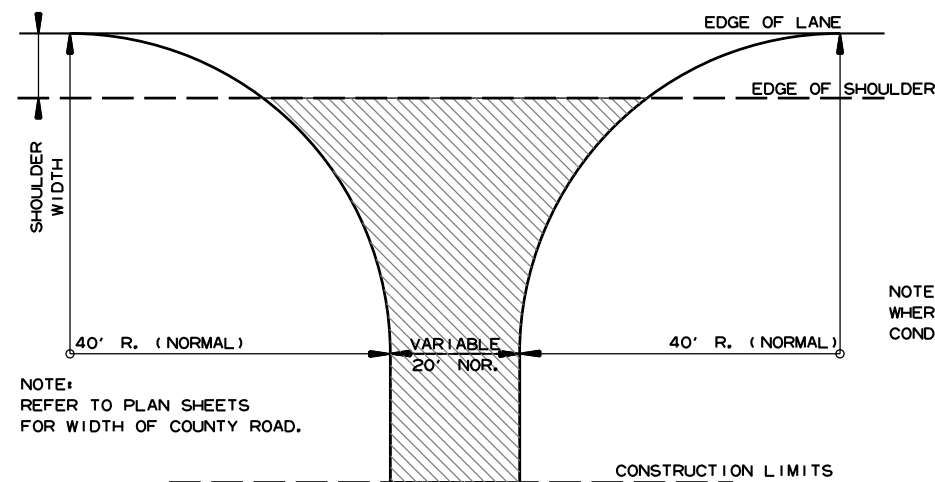


CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:


1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".
2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.

| DATE | REV | DATE FILMED | DESCRIPTION |
|----------|-----|-------------|---|
| 5-19-22 | | | REVISED ISLAND NOTES |
| 11-07-19 | | | REVISED WALK DETAILS |
| 2-27-14 | | | REVISED PLAN & ISOMETRIC VIEW |
| 11-29-07 | | | ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL |
| 11-10-05 | | | REV. APRON SLOPE & DEPTH OF AGG. BASE. |
| 8-22-02 | | | ADDED ISLAND DETAILS & NOTES |
| 3-30-00 | | | REV. MOD. CURB WIDTH & TRANS. NOTE |
| 11-19-98 | | | REVISED NOTES |
| 11-18-98 | | | REDRAWN AND REISSUED |

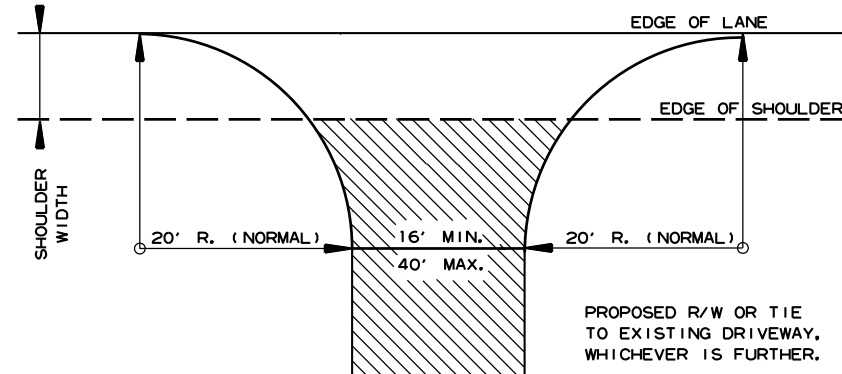


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.


NOTE: TURNOUTS SHALL BE MODIFIED
WHERE NECESSARY TO MEET LOCAL
CONDITIONS AS DIRECTED BY THE ENGINEER.

 ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH, UNLESS OTHERWISE
SPECIFIED IN PLANS.

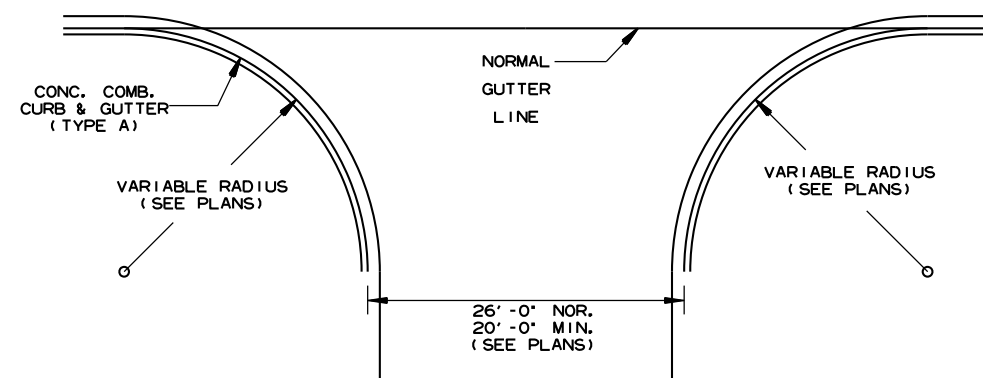
DETAIL FOR COUNTY ROAD TURNOUTS
OPEN SHOULDER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES
SHALL BE MODIFIED WHERE NECESSARY
TO MEET LOCAL CONDITIONS AS DIRECTED
BY THE ENGINEER.

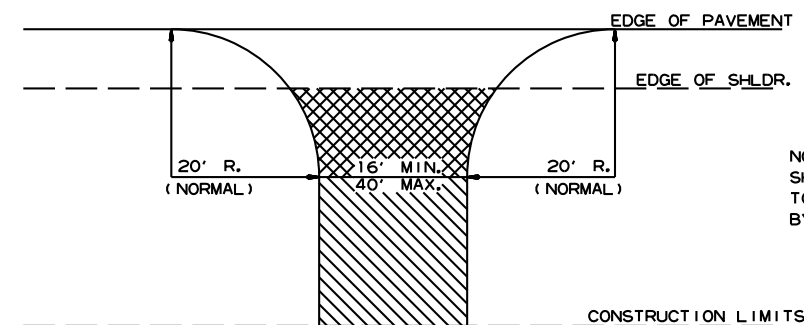
 ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

DETAIL FOR DRIVEWAY TURNOUTS
OPEN SHOULDER SECTION
(ARTERIALS)





NOTE:
PAVEMENT STRUCTURE FOR STATE HIGHWAYS, CITY STREETS,
& COUNTY ROADS TO BE SAME AS MAIN LANES.

DETAIL OF TURNOUTS, ASPHALT STREETS,
COUNTY ROADS & STATE HIGHWAYS
CURB & GUTTER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES
SHALL BE MODIFIED WHERE NECESSARY
TO MEET LOCAL CONDITIONS AS DIRECTED
BY THE ENGINEER.

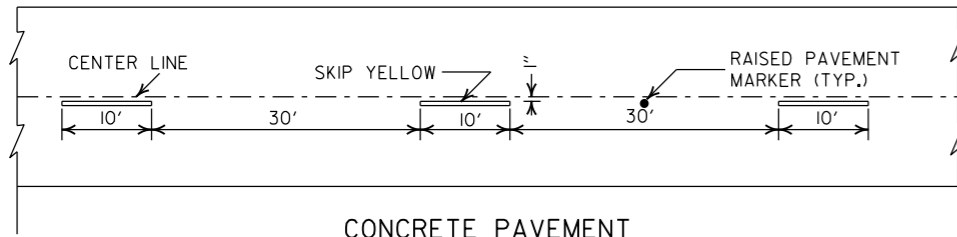
 ASPHALT CONCRETE HOT MIX SURFACE
COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR
6" CONCRETE IF CONCRETE DRIVE EXIST.

 AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

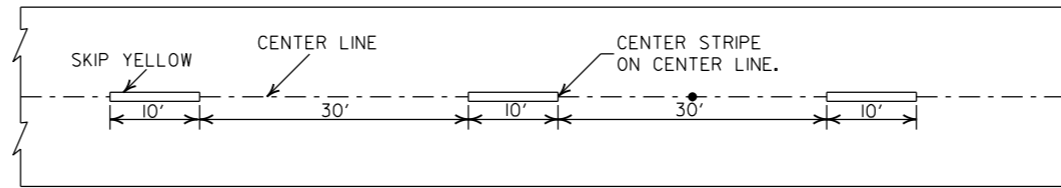
DETAIL FOR DRIVEWAY TURNOUTS
(COLLECTORS)

| DATE | REV | DATE FILMED | DESCRIPTION |
|---------|-----|-------------|-------------|
| 5-19-22 | | | ISSUED |
| | | | |
| | | | |
| | | | |
| | | | |

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DRIVEWAYS & STREET
TURNOUTS
STANDARD DRAWING DR-2

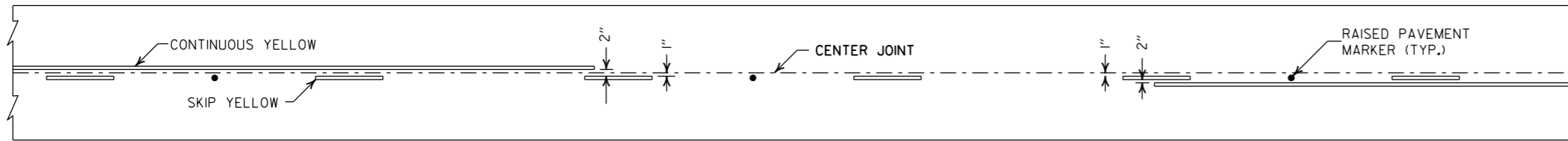


CONCRETE PAVEMENT

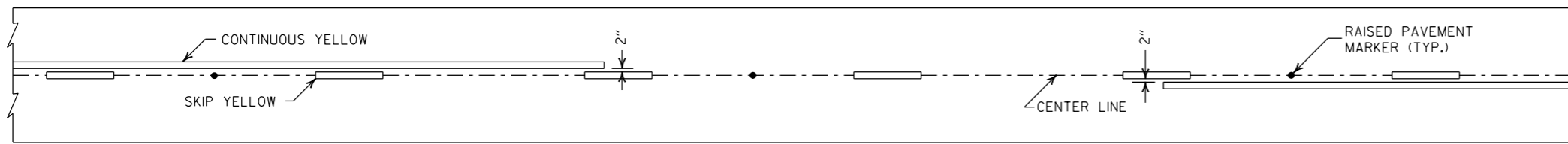


ASPHALT PAVEMENT

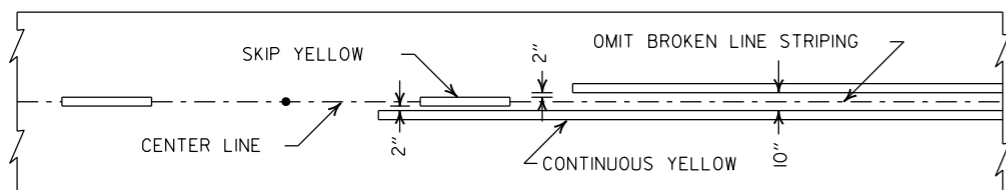
BROKEN LINE STRIPING



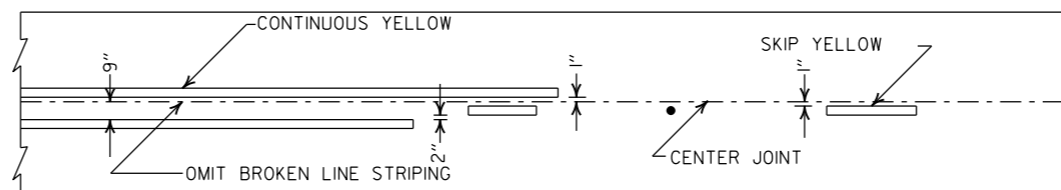
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

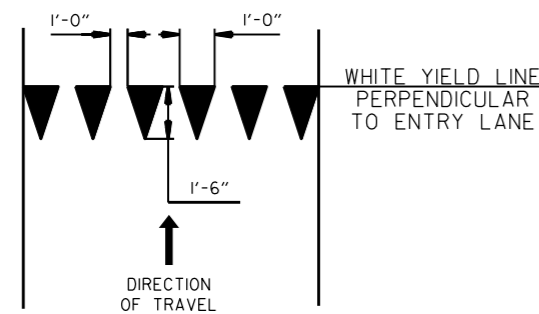


ASPHALT PAVEMENT

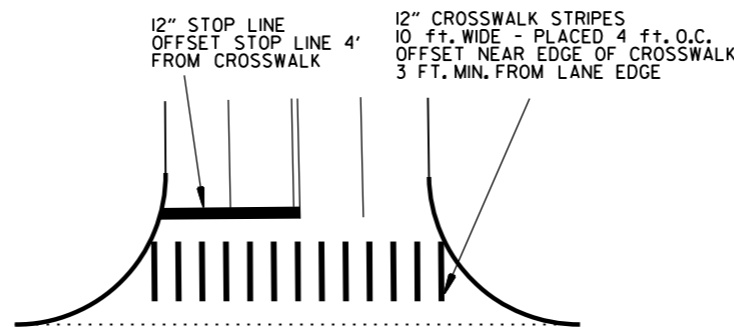


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

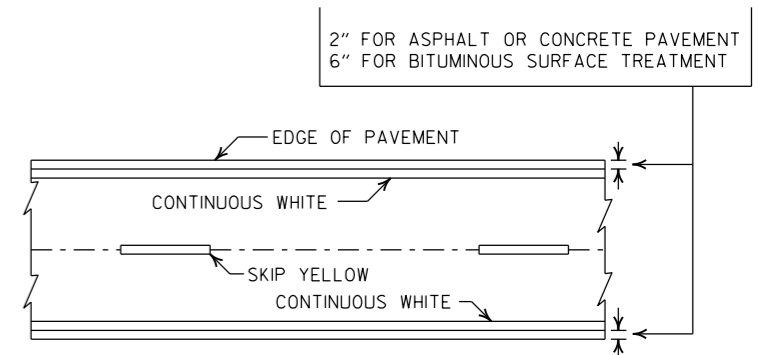


YIELD LINE DETAIL

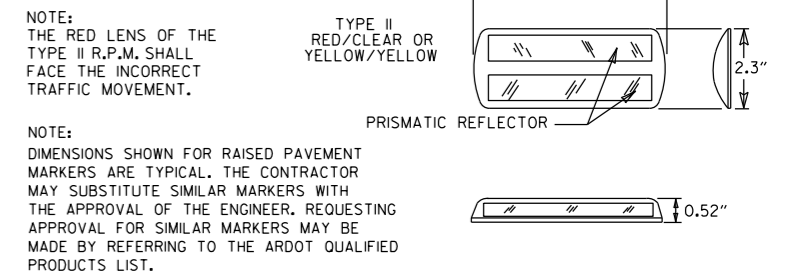


CROSSWALK AND STOP LINE DETAILS

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



PAVEMENT EDGE LINE MARKING




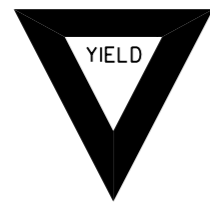







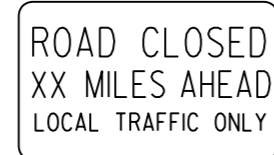
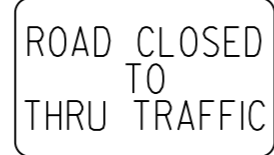

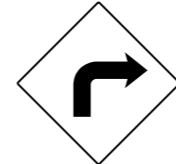



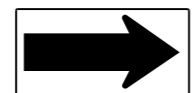

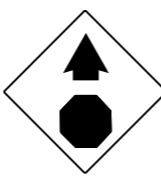
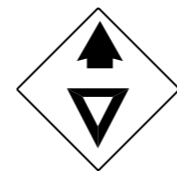
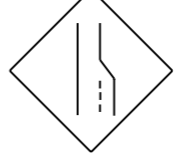

















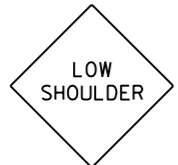
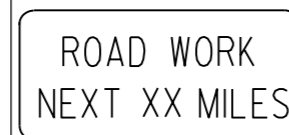
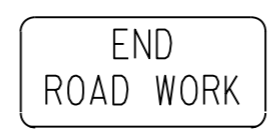
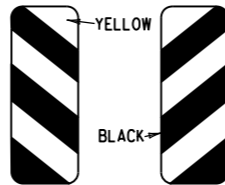


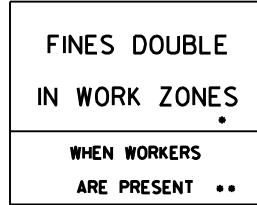
DETAIL OF STANDARD RAISED PAVEMENT MARKERS

| DATE | REVISION | FILMED |
|----------|---|-----------|
| 2-27-20 | REVISED STOP LINE DETAILS | |
| 6-1-17 | ADDED YIELD LINE DETAIL | |
| 5-12-16 | REVISED LINE WIDTHS, SPACING, & NOTES | |
| 9-12-13 | REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS | |
| 11-17-10 | REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS | |
| 11-18-04 | REVISED NOTE 2 & GENERAL NOTES | |
| 8-22-02 | ADDED CROSSWALK & STOPBAR DTL. | |
| 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

| | | | | | | | |
|--|---|--|---|--|---|---|---|
| <p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p> | <p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p> | <p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p> | <p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p> | <p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p> | <p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p> | <p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p> | |
| <p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p> | <p>R11-2</p>  <p>48"x30"</p> | <p>R11-3A</p>  <p>60"x30"</p> | <p>R11-4</p>  <p>60"x30"</p> | <p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | <p>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | <p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | |
| <p>WI-3</p>  <p>STD. 48"x48"</p> | <p>WI-4</p>  <p>STD. 48"x48"</p> | <p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p> | <p>WI-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p> | <p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p> | <p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p> | <p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | |
| <p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p> | <p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p> | <p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p> | <p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | <p>W13-1</p>  <p>STD. 24"x24"</p> | <p>W20-1</p>  <p>STD. 48"x48"</p> | <p>W20-2</p>  <p>STD. 48"x48"</p> | <p>W20-3</p>  <p>STD. 48"x48"</p> |
| <p>W20-4</p>  <p>STD. 48"x48"</p> | <p>W20-5</p>  <p>STD. 48"x48"</p> | <p>W20-7a</p>  <p>18" 500 FEET 24" W16-2</p> <p>STD. 36"x36" FWY. 48"x48"</p> | <p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p> | <p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p> | <p>W24-1</p>  <p>STD. 36"x36"</p> | <p>WI-4b</p>  <p>STD. 48"x48"</p> | <p>R56-1</p>  <p>STD. 18"x18"</p> |
| <p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | <p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p> | <p>G20-1</p>  <p>60"x24"</p> | <p>G20-2</p>  <p>48"x24"</p> | <p>OM-3L OM-3R</p>  <p>12"x36"</p> | <p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p> | <p>M4-10</p>  <p>48"x18"</p> | <p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p> |

ADVANCE DISTANCES
(XXXX)

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

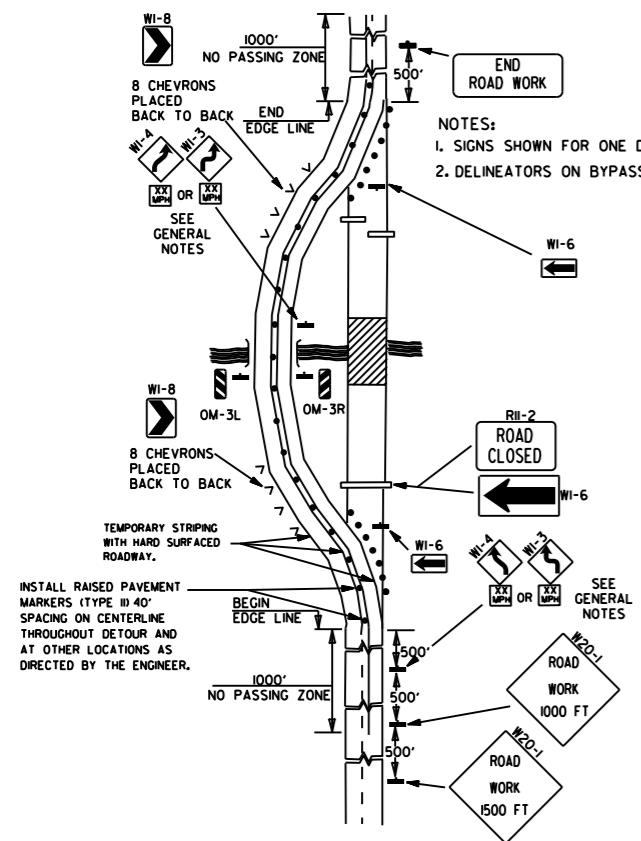
GENERAL NOTES:

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

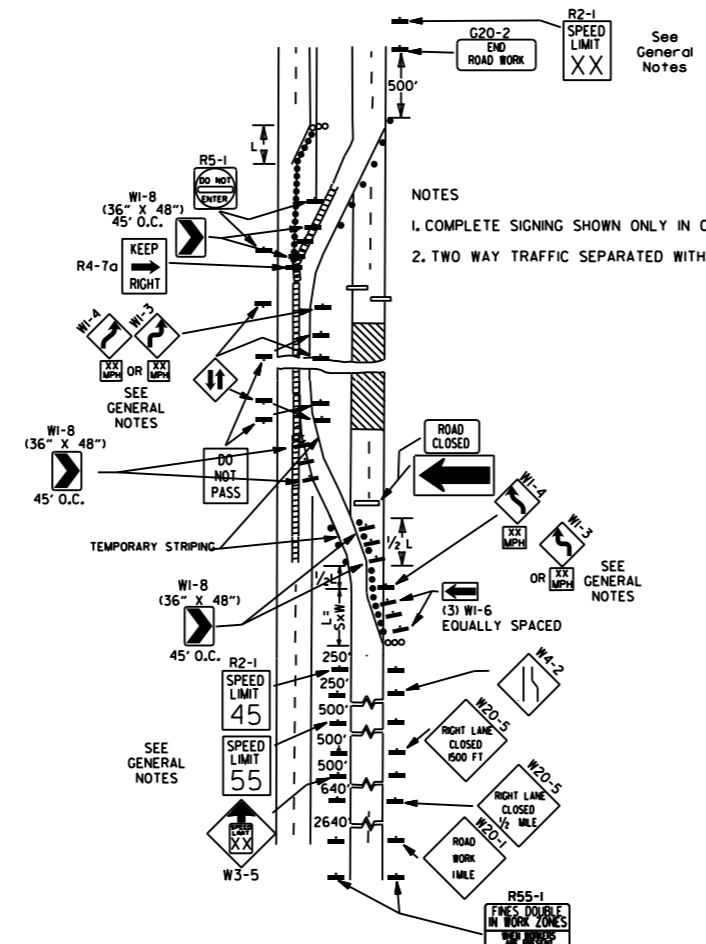
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

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

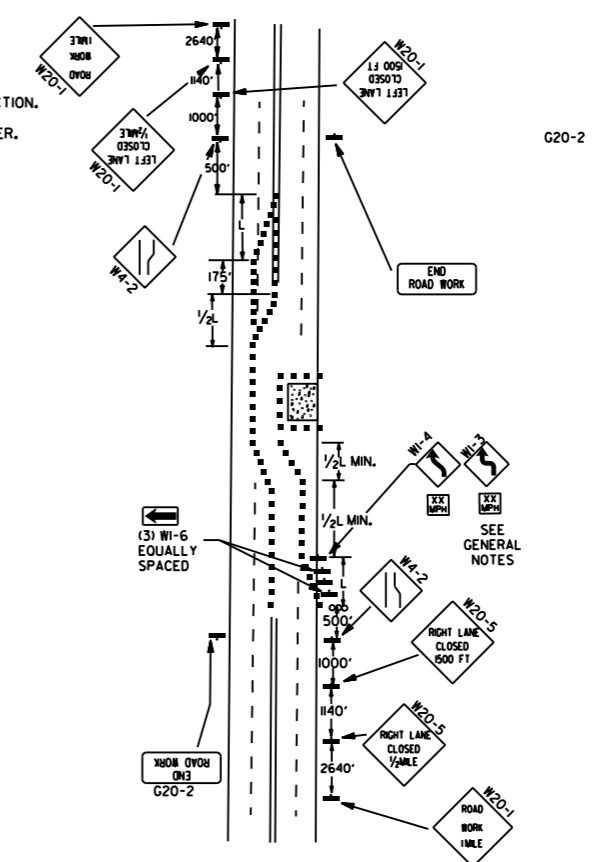
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



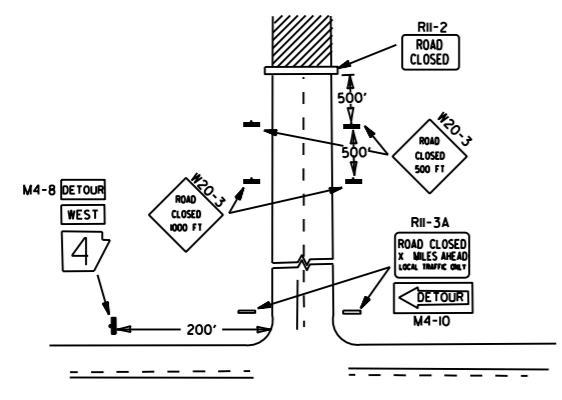
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



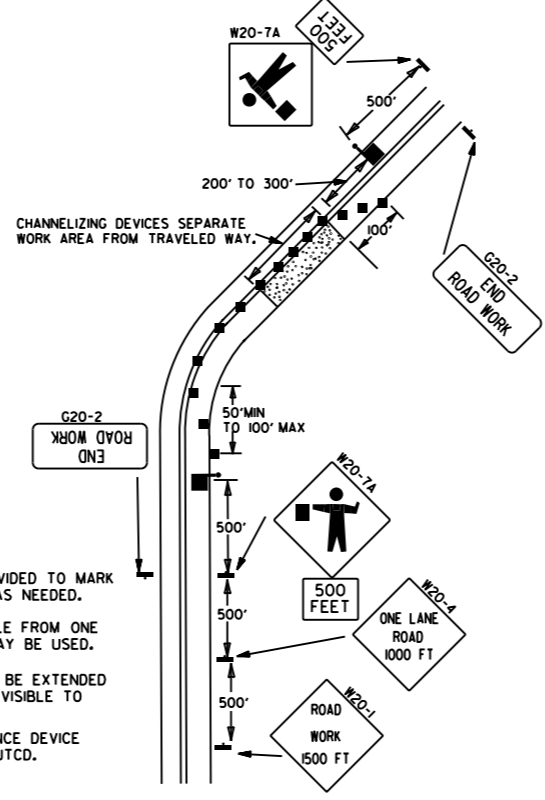
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



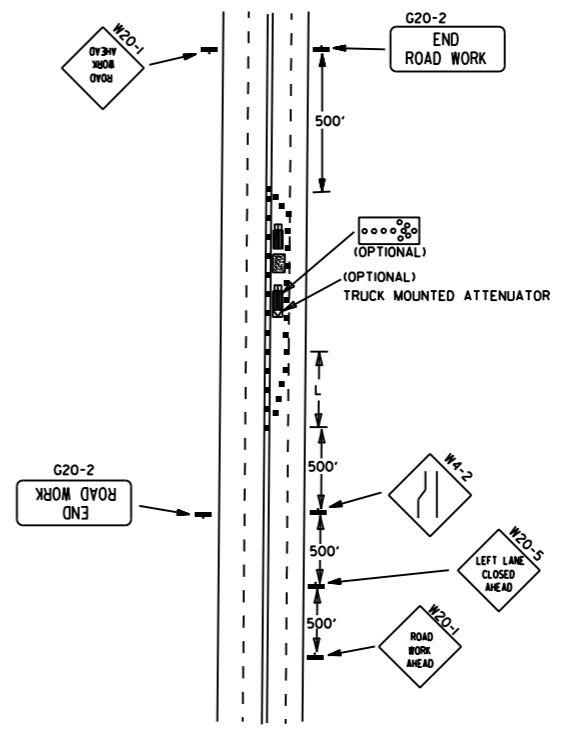
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



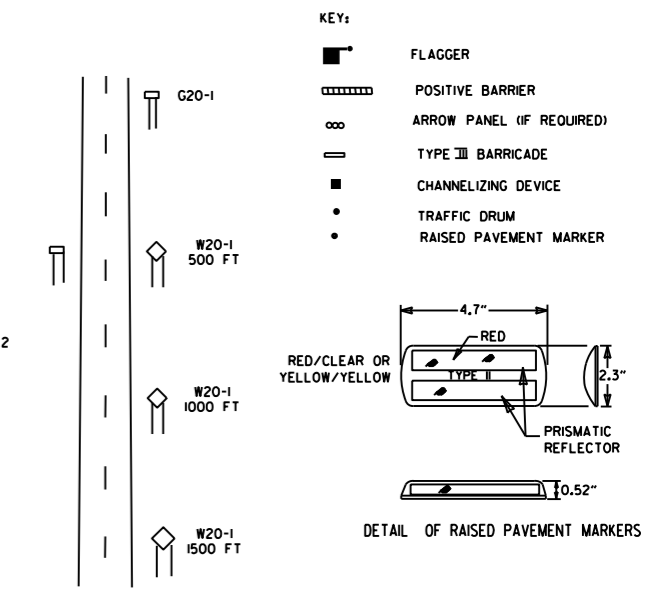
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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



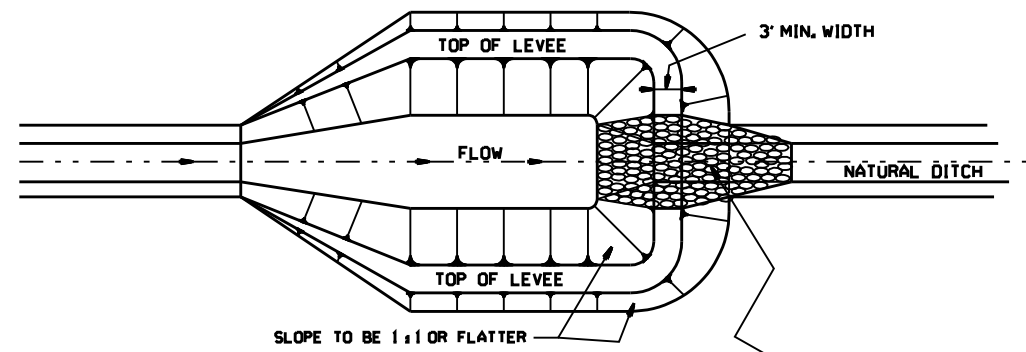
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.



TYPICAL ADVANCE WARNING SIGN PLACEMENT
 TAPER FORMULAE:
 $L = SXW$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

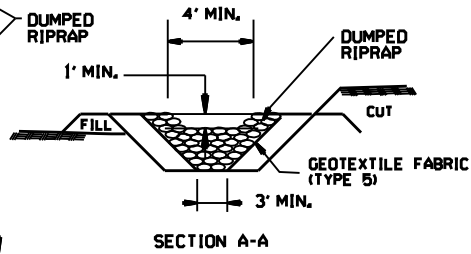
- GENERAL NOTES:
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
 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 ARDOT QUALIFIED PRODUCTS LIST.
 9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

| DATE | REVISION | FILED |
|----------|--|--------|
| 05-20-21 | REVISED NOTE 7 | |
| 11-07-19 | REVISED NOTE 1, ADDED NOTE 9 | |
| 9-2-15 | REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5 | |
| 9-12-13 | REVISED DETAIL OF RAISED PAVEMENT MARKERS | |
| 3-11-10 | ADDED (AFAD) | |
| 11-20-08 | REVISED SIGN DESIGNATIONS | |
| 11-18-04 | ADDED GENERAL NOTE | |
| 10-18-96 | ADDED R55-1 | |
| 4-26-96 | CORRECTED (a) BEHIND G20-2 | |
| 6-8-95 | CORRECTED SIGN IDENT. ON W1-4A | 6-8-95 |
| 2-2-95 | REVISED PER PART VI, MUTCD, SEPT. 3, 1993 | |
| 8-15-91 | DRAWN AND PLACED IN USE | |

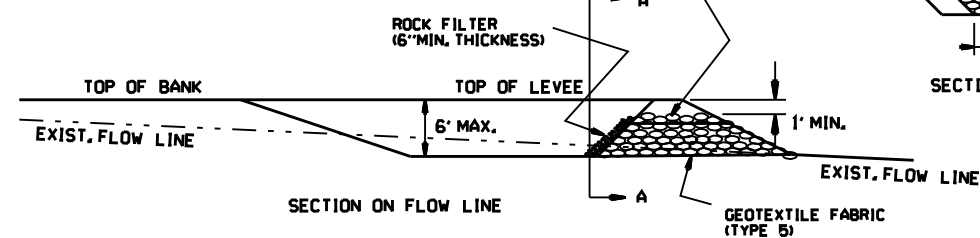


NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

PLAN

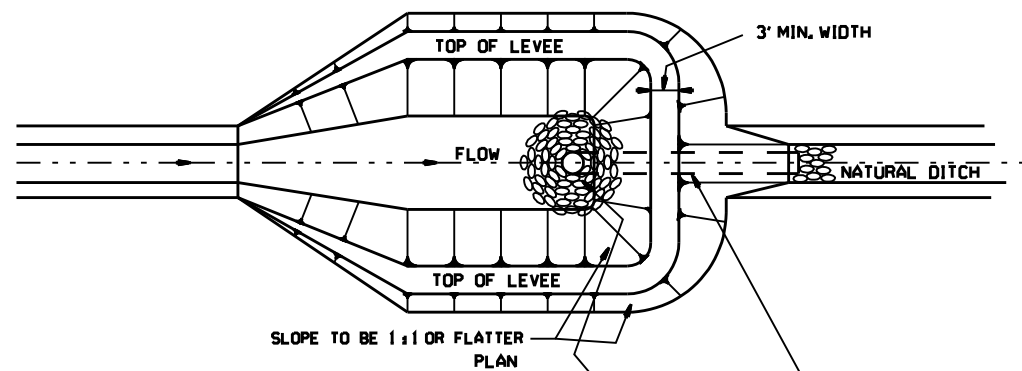


SECTION A-A



SECTION ON FLOW LINE

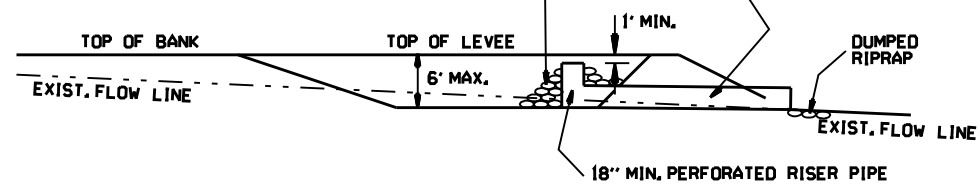
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

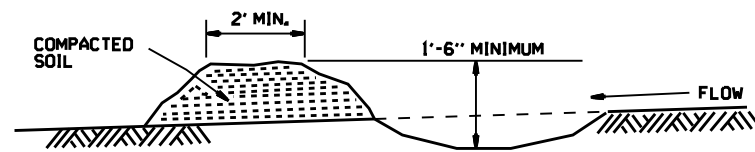
PLAN

ROCK FILTER
18" MIN. NON-PERFORATED
PIPE WITH
ANTI-SEEP COLLAR



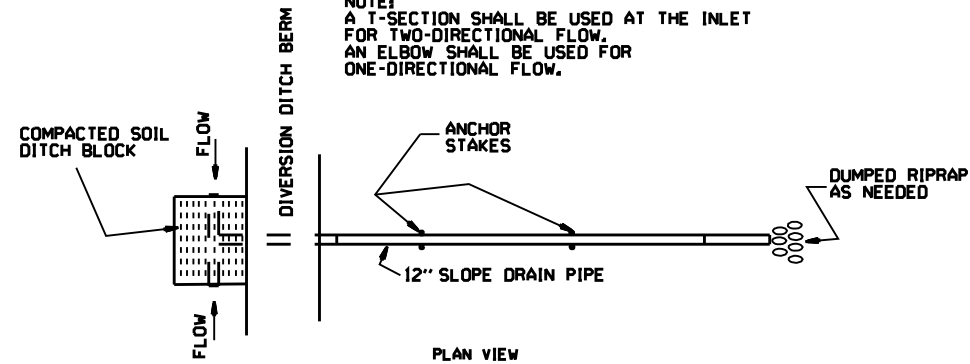
SECTION ON FLOW LINE

SEDIMENT BASIN WITH PIPE OUTLET (E-10)

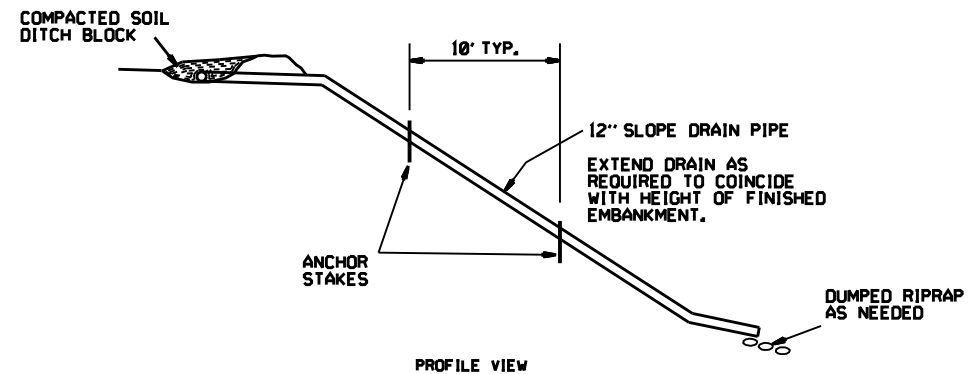


DIVERSION DITCH (E-8)

NOTE:
A T-SECTION SHALL BE USED AT THE INLET
FOR TWO-DIRECTIONAL FLOW.
AN ELBOW SHALL BE USED FOR
ONE-DIRECTIONAL FLOW.

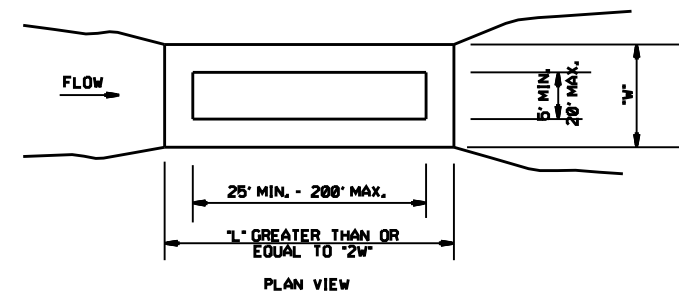


PLAN VIEW

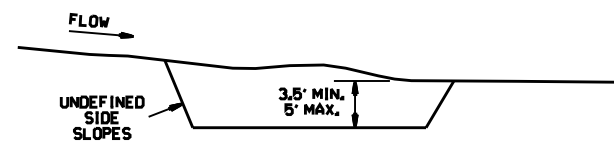


PROFILE VIEW

SLOPE DRAIN (E-12)



PLAN VIEW



PROFILE

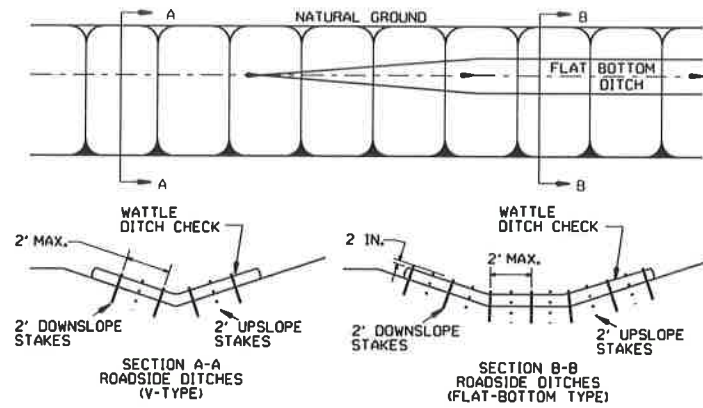
SEDIMENT BASIN (E-14)

| | |
|--------|--|
| 6-2-94 | Revised E-8 & E-12 Added E-14 & Deleted E-13 |
| 4-1-93 | ISSUED |
| DATE | REVISION |
| | FILMED |

ARKANSAS STATE HIGHWAY COMMISSION
TEMPORARY EROSION
CONTROL DEVICES
STANDARD DRAWING TEC-2

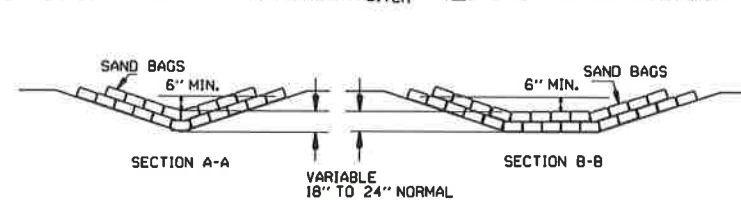
GENERAL NOTES

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

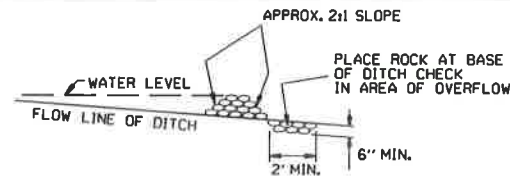


WATTLE DITCH CHECK (E-1)

NUMBER OF SAND BAGS AND ARRANGEMENT VARIABLE WITH ON-SITE CONDITIONS. PLACE SAND BAGS AT BASE OF DITCH CHECK IN AREA OF OVERFLOW.

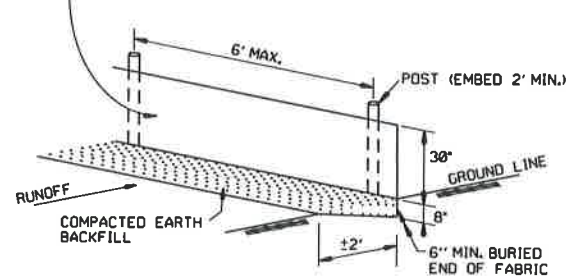


SAND BAG DITCH CHECK (E-5)

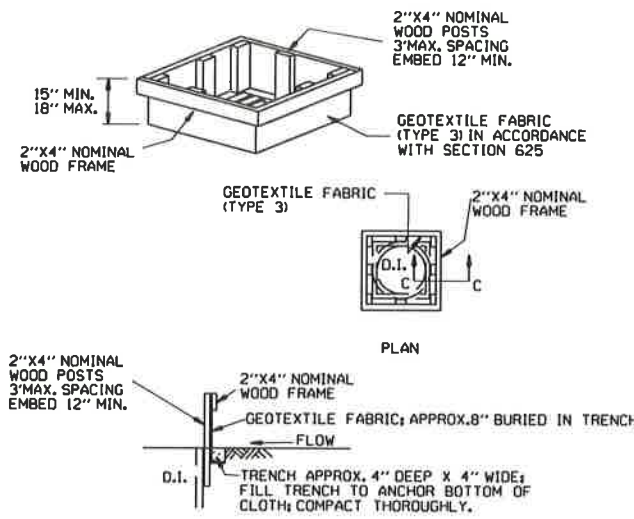


ROCK DITCH CHECK (E-6)

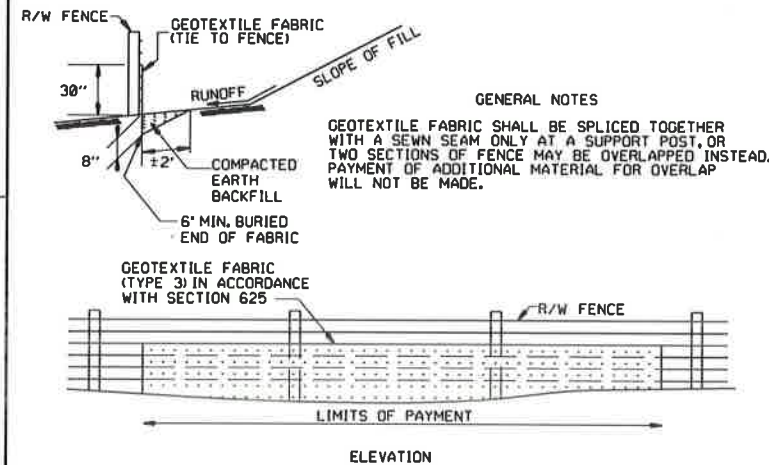
GENERAL NOTES
 GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625
 GEOTEXTILE FABRIC SHALL BE SPICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)

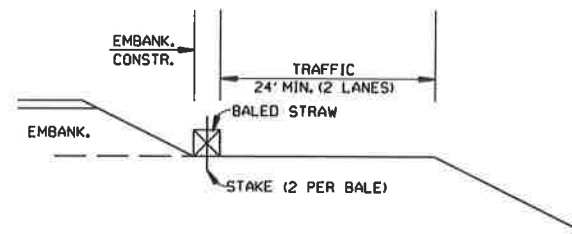


DROP INLET SILT FENCE (E-7)

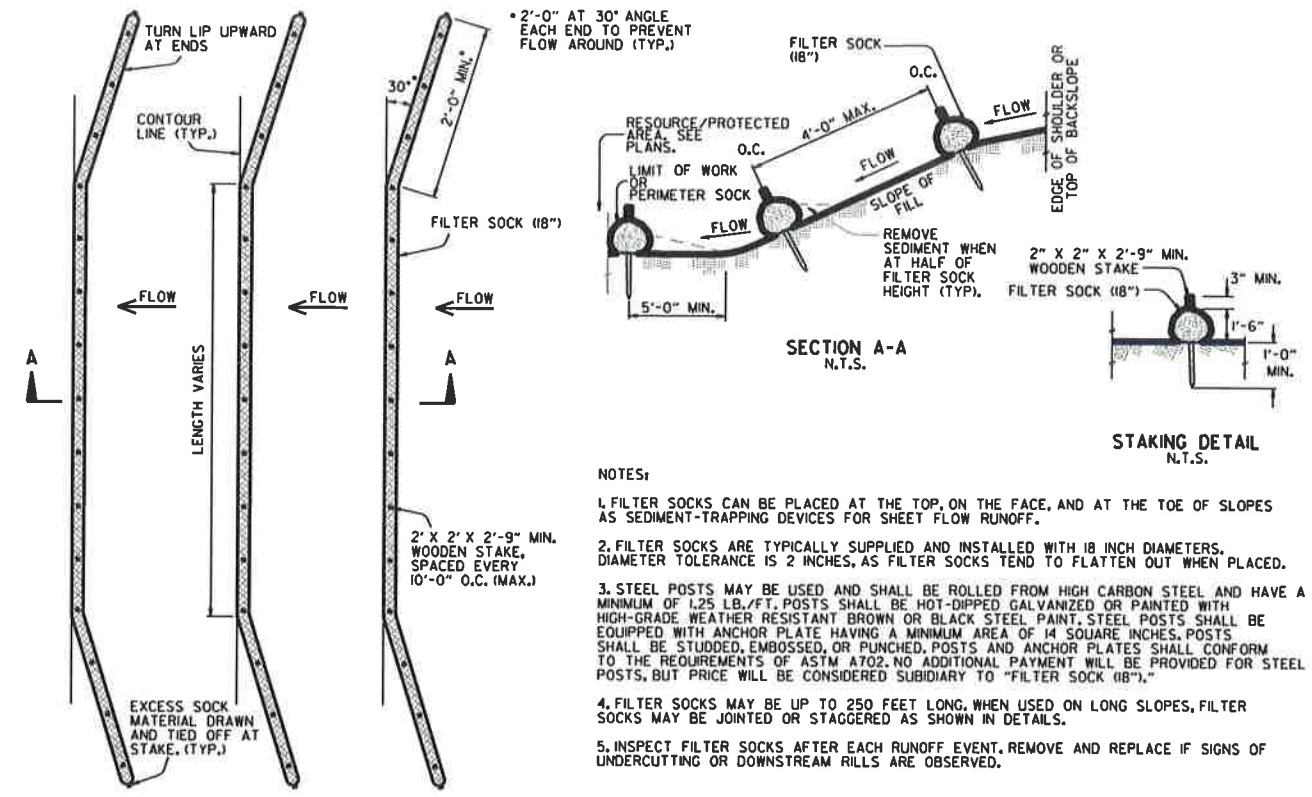


SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES
 1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
 2. NO GAPS SHALL BE LEFT BETWEEN BALES.
 3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.

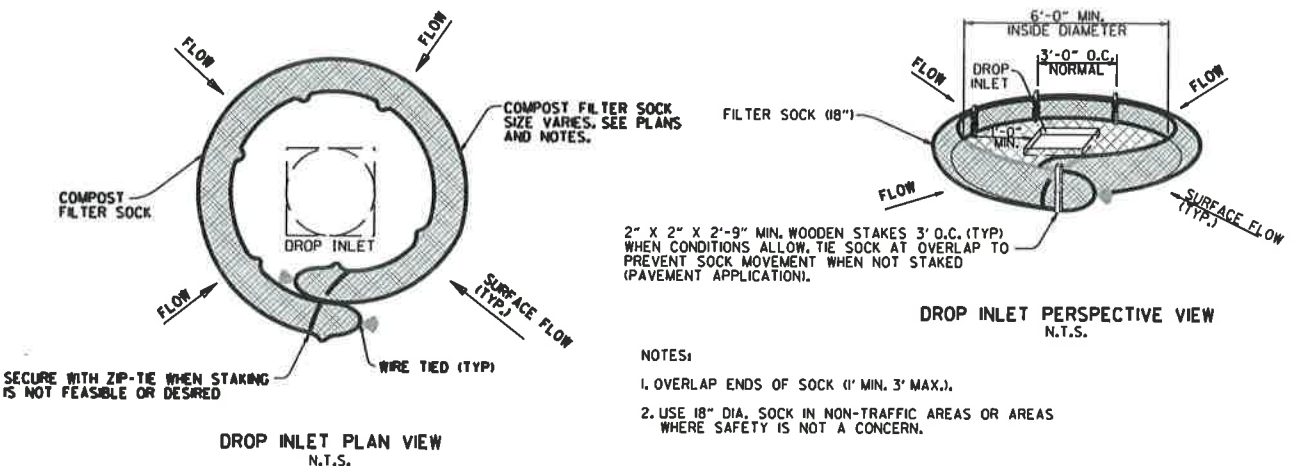


BALED STRAW FILTER BARRIER (E-2)



FILTER SOCK ALONG SLOPE (E-3)

NOTES:
 1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.
 2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.
 3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18\"/>



COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

NOTES:
 1. OVERLAP ENDS OF SOCK (1\"/>

| | | |
|----------|--|-------------|
| 11-16-17 | ADDED FILTER SOCK E-3 AND E-13 | |
| 12-15-11 | DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK | |
| 1-18-98 | ADDED NOTES | |
| 07-02-98 | ADDED BALED STRAW FILTER BARRIER (E-2) | 7-20-95 |
| 07-20-95 | REVISED SILT FENCE E-4 AND E-11 | |
| 07-15-94 | REV. E-4 & E-11 MIN. 13\"/> | |
| 06-02-94 | REVISED E-1, 4, 7 & 11 DELETED E-2 & 3 | 6-2-94 |
| 04-01-93 | REDRAWN | |
| 10-01-92 | REDRAWN | |
| 08-02-76 | ISSUED R.D.M. | 298-7-28-76 |
| DATE | REVISION | FILMED |

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