DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	1	43
		DISTRICT 6 INTERSTATE GUARDRAIL IMPVTS. (S)				

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

DISTRICT 6 INTERSTATE GUARDRAIL IMPVTS. (S)

PULASKI COUNTY

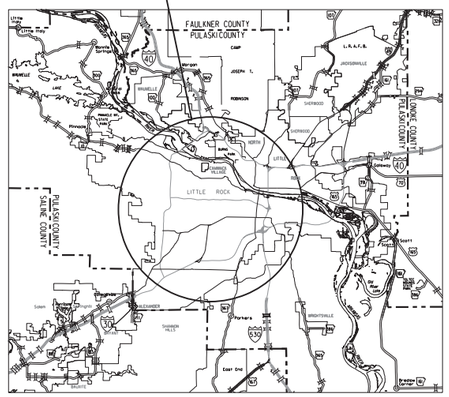
VARIOUS ROUTES VARIOUS SECTIONS

JOB 061938

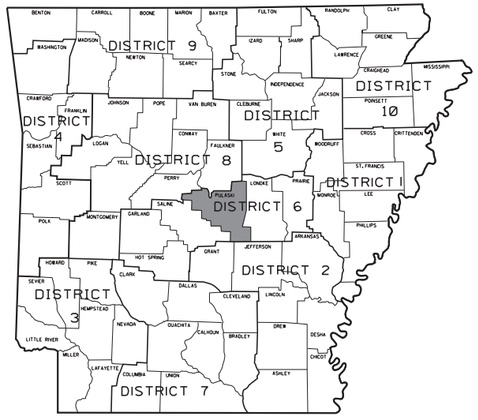
FED. AID PROJ. HSIP-9253(129)

NOT TO SCALE

PROJECT LOCATION

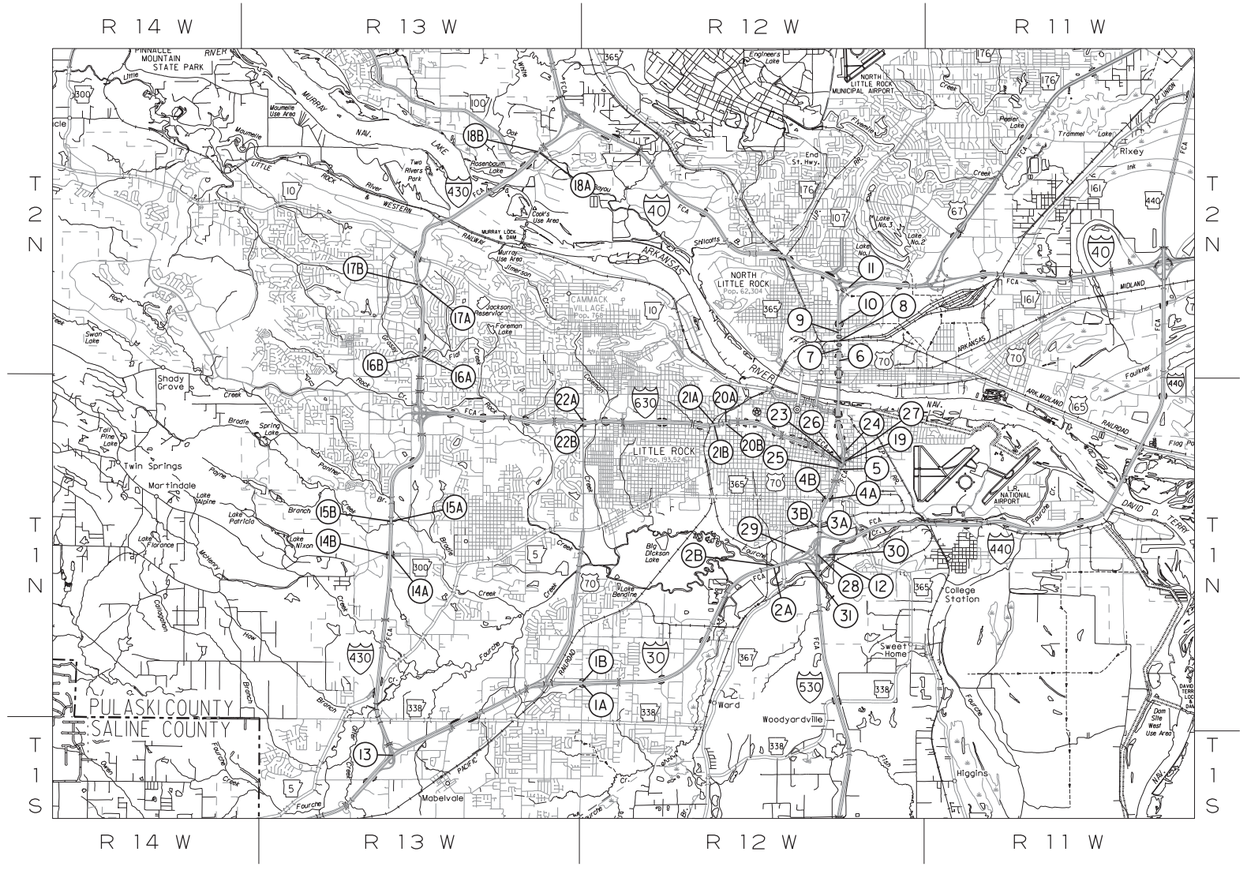


VICINITY MAP



ARKANSAS HIGHWAY DISTRICT 6

FOR BRIDGE DATA SEE SHEET NO. 2.



NO LENGTH INVOLVED

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14994
DUSTIN L. TACKETT
DIGITALLY SIGNED 07/24/2026

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	2	43
		BRIDGE DATA				

BRIDGE DATA (FOR INFORMATION ONLY)

I-30

(1A) L.M. 132.724 (I-30) BRIDGE END
157.2' BRIDGE NO. 03173
62.0' CLEAR ROADWAY
L.M. 132.753 (I-30) BRIDGE END

(1B) L.M. 10.148 (I-30) BRIDGE END
157.2' BRIDGE NO. A3173
62.0' CLEAR ROADWAY
L.M. 10.178 (I-30) BRIDGE END

(2A) L.M. 136.819 (I-30) BRIDGE END
2338.9' BRIDGE NO. 03179
59.1' CLEAR ROADWAY
L.M. 137.261 (I-30) BRIDGE END

(2B) L.M. 5.635 (I-30) BRIDGE END
2305.1' BRIDGE NO. A3179
56.1' CLEAR ROADWAY
L.M. 6.071 (I-30) BRIDGE END

(3A) L.M. 138.197 (I-30) BRIDGE END
1067.9' BRIDGE NO. B3335
56.1' CLEAR ROADWAY
L.M. 138.399 (I-30) BRIDGE END

(3B) L.M. 4.561 (I-30) BRIDGE END
1067.9' BRIDGE NO. A3335
56.1' CLEAR ROADWAY
L.M. 4.763 (I-30) BRIDGE END

(4A) L.M. 138.802 (I-30) BRIDGE END
125.0' BRIDGE NO. B3395
45.9' CLEAR ROADWAY
L.M. 138.825 (I-30) BRIDGE END

(4B) L.M. 4.133 (I-30) BRIDGE END
125.0' BRIDGE NO. A3395
56.1' CLEAR ROADWAY
L.M. 4.157 (I-30) BRIDGE END

(5) L.M. 3.575 (I-30) BRIDGE END
90.9' BRIDGE NO. A3397
161.1' CLEAR ROADWAY
L.M. 3.591 (I-30) BRIDGE END

(6) L.M. 1.584 (I-30) BRIDGE END
87.9' BRIDGE NO. C2768
121.1' CLEAR ROADWAY
L.M. 1.601 (I-30) BRIDGE END

(7) L.M. 141.493 (I-30) BRIDGE END
87.9' BRIDGE NO. D2768
133.5' CLEAR ROADWAY
L.M. 141.509 (I-30) BRIDGE END

(8) L.M. 1.283 (I-30) BRIDGE END
325.1' BRIDGE NO. E2768
118.8' CLEAR ROADWAY
L.M. 1.344 (I-30) BRIDGE END

(9) L.M. 1.166 (I-30) BRIDGE END
87.9' BRIDGE NO. F2768
134.8' CLEAR ROADWAY
L.M. 1.182 (I-30) BRIDGE END

(10) L.M. 1.013 (I-30) BRIDGE END
87.9' BRIDGE NO. G2768
121.1' CLEAR ROADWAY
L.M. 1.030 (I-30) BRIDGE END

(11) L.M. 0.288 (I-30) BRIDGE END
240.2' BRIDGE NO. 03381
41.0' CLEAR ROADWAY
L.M. 0.334 (I-30) BRIDGE END

(12) L.M. 0.105 (I-30) BRIDGE END
2901.9' BRIDGE NO. C5700
25.9' CLEAR ROADWAY
L.M. 0.654 (I-30) BRIDGE END

I-430

(13) L.M. 13.110 (I-430) BRIDGE END
266.1' BRIDGE NO. 05305
24.9' CLEAR ROADWAY
L.M. 13.161 (I-430) BRIDGE END

(14A) L.M. 4.040 (I-430) BRIDGE END
207.0' BRIDGE NO. A5310
51.8' CLEAR ROADWAY
L.M. 4.079 (I-430) BRIDGE END

(14B) L.M. 9.536 (I-430) BRIDGE END
207.0' BRIDGE NO. B5310
51.8' CLEAR ROADWAY
L.M. 9.575 (I-430) BRIDGE END

(15A) L.M. 4.631 (I-430) BRIDGE END
253.0' BRIDGE NO. A5311
49.9' CLEAR ROADWAY
L.M. 4.678 (I-430) BRIDGE END

(15B) L.M. 8.936 (I-430) BRIDGE END
253.0' BRIDGE NO. B5311
49.9' CLEAR ROADWAY
L.M. 8.983 (I-430) BRIDGE END

(16A) L.M. 7.800 (I-430) BRIDGE END
144.0' BRIDGE NO. A5316
59.1' CLEAR ROADWAY
L.M. 7.827 (I-430) BRIDGE END

(16B) L.M. 5.786 (I-430) BRIDGE END
144.0' BRIDGE NO. B5316
58.1' CLEAR ROADWAY
L.M. 5.813 (I-430) BRIDGE END

(17A) L.M. 9.027 (I-430) BRIDGE END
265.1' BRIDGE NO. A5318
49.9' CLEAR ROADWAY
L.M. 9.077 (I-430) BRIDGE END

(17B) L.M. 4.549 (I-430) BRIDGE END
224.1' BRIDGE NO. B5318
58.1' CLEAR ROADWAY
L.M. 4.591 (I-430) BRIDGE END

(18A) L.M. 12.415 (I-430) BRIDGE END
289.0' BRIDGE NO. B5322
64.0' CLEAR ROADWAY
L.M. 12.470 (I-430) BRIDGE END

(18B) L.M. 1.150 (I-430) BRIDGE END
289.0' BRIDGE NO. A5322
51.8' CLEAR ROADWAY
L.M. 1.205 (I-430) BRIDGE END

I-630

(19) L.M. 0.199 (I-630) BRIDGE END
776.9' BRIDGE NO. 05994
40.0' CLEAR ROADWAY
L.M. 0.348 (I-630) BRIDGE END

(20A) L.M. 2.490 (I-630) BRIDGE END
153.9' BRIDGE NO. A3499
55.1' CLEAR ROADWAY
L.M. 2.518 (I-630) BRIDGE END

(20B) L.M. 5.345 (I-630) BRIDGE END
153.9' BRIDGE NO. B3499
55.1' CLEAR ROADWAY
L.M. 5.373 (I-630) BRIDGE END

(21A) L.M. 2.630 (I-630) BRIDGE END
859.9' BRIDGE NO. A3498
54.1' CLEAR ROADWAY
L.M. 2.792 (I-630) BRIDGE END

(21B) L.M. 5.067 (I-630) BRIDGE END
879.9' BRIDGE NO. B3498
54.1' CLEAR ROADWAY
L.M. 5.233 (I-630) BRIDGE END

(22A) L.M. 5.001 (I-630) BRIDGE END
162.1' BRIDGE NO. A3493
61.0' CLEAR ROADWAY
L.M. 5.031 (I-630) BRIDGE END

(22B) L.M. 2.832 (I-630) BRIDGE END
162.1' BRIDGE NO. B3493
63.0' CLEAR ROADWAY
L.M. 2.863 (I-630) BRIDGE END

(23) L.M. 7.530 (I-630) BRIDGE END
237.9' BRIDGE NO. 05992
40.0' CLEAR ROADWAY
L.M. 7.575 (I-630) BRIDGE END

(24) L.M. 7.867 (I-630) BRIDGE END
85.0' BRIDGE NO. 05484
36.1' CLEAR ROADWAY
L.M. 7.883 (I-630) BRIDGE END

(25) L.M. 0.152 (I-630) BRIDGE END
88.9' BRIDGE NO. C3397
36.1' CLEAR ROADWAY
L.M. 0.169 (I-630) BRIDGE END

(26) L.M. 0.187 (I-630) BRIDGE END
306.1' BRIDGE NO. 05482
49.9' CLEAR ROADWAY
L.M. 0.244 (I-630) BRIDGE END

(27) L.M. 0.289 (I-630) BRIDGE END
232.9' BRIDGE NO. 05993
36.1' CLEAR ROADWAY
L.M. 0.332 (I-630) BRIDGE END

I-530

(28) L.M. 0.137 (I-530) BRIDGE END
376.0' BRIDGE NO. 05699
75.1' CLEAR ROADWAY
L.M. 0.210 (I-530) BRIDGE END

(29) L.M. 0.265 (I-530) BRIDGE END
1084.0' BRIDGE NO. 05698
27.9' CLEAR ROADWAY
L.M. 0.470 (I-530) BRIDGE END

(30) L.M. 0.127 (I-530) BRIDGE END
1670.9' BRIDGE NO. D5700
27.9' CLEAR ROADWAY
L.M. 0.443 (I-530) BRIDGE END

I-440

(31) L.M. 0.213 (I-440) BRIDGE END
13533.1' BRIDGE NO. B5700
58.7' CLEAR ROADWAY
L.M. 2.772 (I-440) BRIDGE END

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	3	43
		INDEX OF SHEETS AND STANDARD DRAWINGS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	BRIDGE DATA		
3	INDEX OF SHEETS AND STANDARD DRAWINGS		
4	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
5	KEY MAP		
6 - 15	SPECIAL DETAILS		
16 - 17	TEMPORARY EROSION CONTROL DETAILS		
18 - 35	MAINTENANCE OF TRAFFIC DETAILS		
36 - 41	QUANTITIES		
42	SUMMARY OF QUANTITIES AND REVISIONS		
43	DETAILS OF WINGWALL RAIL TRANSITION	C2768, D2768, E2768, F2768, & G2768	69646

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55035	STANDARD DETAILS FOR TYPE "PT" APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)	11-07-19
55036	STANDARD DETAILS FOR TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURBS & TYPE A, B, C, D ORE RALING)	11-07-19
55037	STANDARD DETAILS FOR TYPE 'PT2' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)	11-07-19

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
GR-6	GUARDRAIL DETAILS	05-19-22
GR-7	GUARDRAIL DETAILS	11-07-19
GR-8	GUARDRAIL DETAILS	11-07-19
GR-9	GUARDRAIL DETAILS	11-07-19
GR-10	GUARDRAIL DETAILS	11-07-19
GR-11	GUARDRAIL DETAILS	11-07-19
GR-12	GUARDRAIL DETAILS	05-14-20
GRT-1	GUARD RAIL DETAILS	11-07-19
PM-1	PAVEMENT MARKING DETAILS	04-09-26
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-1A	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-09-26
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-6	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-09-26
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	4	43
		GOVERNING SPECIFICATIONS AND GENERAL NOTES				

DIGITALLY SIGNED 07/24/2026

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITON 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
FHWA-1273___	SUPPLEMENT - TRAINING PROGRAM - JOB 061938
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
307-2_____	CEMENT TREATED BASE COURSE
308-2_____	CEMENT STABILIZED CRUSHED STONE BASE COURSE
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
600-2_____	INCIDENTAL CONSTRUCTION
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
617-2_____	GUARDRAIL DELINEATORS
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
802-5_____	CONCRETE FOR STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 061938__	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 061938__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061938__	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 061938__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061938__	COORDINATION OF WORK
JOB 061938__	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 061938__	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET)
JOB 061938__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 061938__	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 061938__	LOCAL WORK ZONE LAW ENFORCEMENT
JOB 061938__	MAINTENANCE OF TRAFFIC
JOB 061938__	MANDATORY ELECTRONIC CONTRACT
JOB 061938__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 061938__	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
JOB 061938__	PARTNERING REQUIREMENTS
JOB 061938__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 061938__	PRICE ADJUSTMENT FOR FUEL
JOB 061938__	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB 061938__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061938__	SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP)
JOB 061938__	STORM WATER POLLUTION PREVENTION PLAN
JOB 061938__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061938__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061938__	UTILITY ADJUSTMENTS
JOB 061938__	VALUE ENGINEERING
JOB 061938__	VENDOR REGISTRATION REQUIREMENT
JOB 061938__	WARM MIX ASPHALT
JOB 061938__	WORK ZONE LAW ENFORCEMENT

GENERAL NOTES

1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
4. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
5. 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.
6. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.
7. WORK SHALL BE PERFORMED ON ONLY ONE SIDE OF THE ROADWAY AT A TIME. PRECAST CONCRETE BARRIER WALL WILL NOT BE ALLOWED ON BOTH SIDES OF THE ROADWAY AT THE SAME TIME.
8. THE CONTRACTOR SHALL EXERCISE CARE TO PREVENT DAMAGE TO EXISTING ELECTRICAL EQUIPMENT, WIRING, AND RELATED INFRASTRUCTURE. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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WORKSPACE: AHTD
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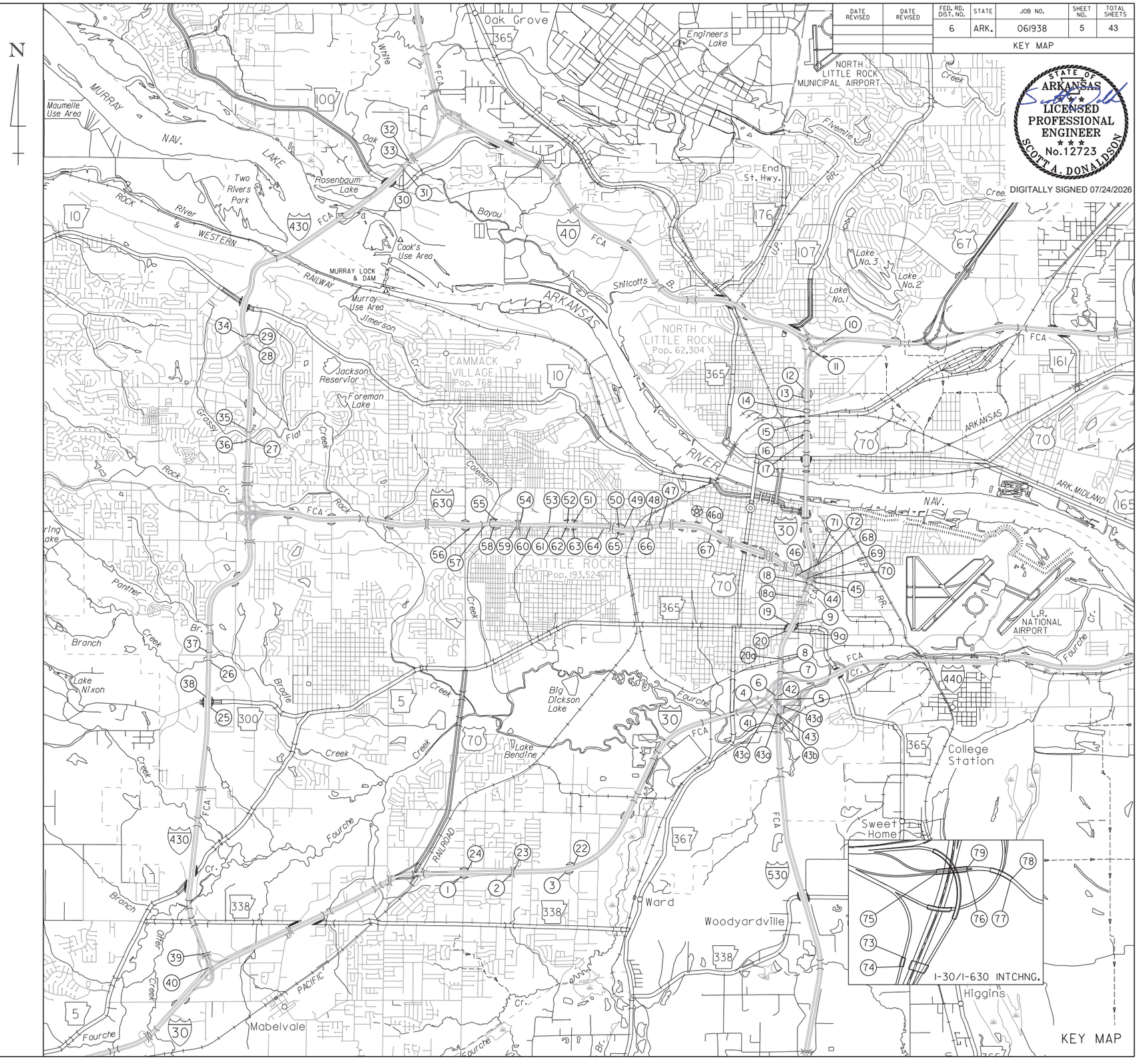
REVISED DATE:

KEY	DISTRICT	COUNTY	ROUTE	SECTION	DIRECTION	BLM	ELM	L/R
1	6	Pulaski	30	23	A	132.700	132.740	R
2	6	Pulaski	30	23	A	133.350	133.390	R
3	6	Pulaski	30	23	A	134.090	134.140	R
4	6	Pulaski	30	23	A	137.590	137.630	L&R
5	6	Pulaski	30	23	A	137.850	137.880	R
6	6	Pulaski	30	23	A	137.870	137.910	L
7	6	Pulaski	30	23	A	138.190	138.230	R
8	6	Pulaski	30	23	A	138.400	138.440	R
9	6	Pulaski	30	23	A	138.030	138.070	R
9a	6	Pulaski	30	23	A	138.725	138.798	R
10	6	Pulaski	30	23	B	0.250	0.290	R
11	6	Pulaski	30	23	B	0.400	0.460	L&R
12	6	Pulaski	30	23	B	0.880	1.010	R
13	6	Pulaski	30	23	B	1.030	1.040	R
14	6	Pulaski	30	23	B	1.190	1.280	R
15	6	Pulaski	30	23	B	1.340	1.440	R
16	6	Pulaski	30	23	B	1.540	1.580	R
17	6	Pulaski	30	23	B	1.600	1.680	R
18	6	Pulaski	30	23	B	3.530	3.570	R
18a	6	Pulaski	30	23	B	3.626	3.730	R
19	6	Pulaski	30	23	B	4.100	4.140	R
20	6	Pulaski	30	23	B	4.170	4.310	R
20a	6	Pulaski	30	23	B	4.290	4.561	R
20b	6	Pulaski	30	546	A	0.054	0.102	L
20c	6	Pulaski	30	546	A	0.074	0.102	R
21	6	Pulaski	30	23	B	5.600	5.640	L&R
22	6	Pulaski	30	23	B	8.720	8.760	R
23	6	Pulaski	30	23	B	9.470	9.510	R
24	6	Pulaski	30	23	B	10.100	10.140	R
25	6	Pulaski	430	21	A	4.000	4.040	L&R
26	6	Pulaski	430	21	A	4.590	4.630	L&R
27	6	Pulaski	430	21	A	7.760	7.800	L&R
28	6	Pulaski	430	21	A	8.990	9.030	L&R
29	6	Pulaski	430	21	A	9.080	9.210	R
30	6	Pulaski	430	21	A	12.370	12.410	L
31	6	Pulaski	430	21	A	12.380	12.420	R
32	6	Pulaski	430	21	B	1.110	1.150	L
33	6	Pulaski	430	21	B	1.120	1.160	R
34	6	Pulaski	430	21	B	4.510	4.550	L&R
35	6	Pulaski	430	21	B	5.750	5.790	L&R
36	6	Pulaski	430	21	B	5.810	5.840	L&R
37	6	Pulaski	430	21	B	8.890	8.940	L&R
38	6	Pulaski	430	21	B	9.500	9.540	L&R
39	6	Pulaski	430	21	B	12.890	12.950	L
40	6	Pulaski	430	21	B	13.070	13.110	R
41	6	Pulaski	440	1	A	0.170	0.210	L&R
42	6	Pulaski	530	1	A	0.080	0.120	L&R
43	6	Pulaski	530	1	B	46.100	46.120	L
43a	6	Pulaski	530	113	A	0.089	0.118	L
43b	6	Pulaski	530	113	A	0.098	0.135	R
43c	6	Pulaski	530	113	A	0.224	0.262	L&R
43d	6	Pulaski	530	111	A	0.086	0.124	L&R
44	6	Pulaski	630	21	A	0.040	0.070	R
45	6	Pulaski	630	21	A	0.110	0.190	L&R
46	6	Pulaski	630	21	A	0.500	0.530	L&R
46a	6	Pulaski	630	21	A	1.735	1.849	R
47	6	Pulaski	630	21	A	2.450	2.490	R
48	6	Pulaski	630	21	A	2.520	2.630	R
49	6	Pulaski	630	21	A	2.930	2.960	R
50	6	Pulaski	630	21	A	2.980	3.090	R
51	6	Pulaski	630	21	A	3.560	3.600	R
52	6	Pulaski	630	21	A	3.620	3.660	R
53	6	Pulaski	630	21	A	4.050	4.110	R
54	6	Pulaski	630	21	A	4.180	4.310	R
55	6	Pulaski	630	21	A	4.570	4.610	R
56	6	Pulaski	630	21	B	2.860	2.900	R
57	6	Pulaski	630	21	B	3.040	3.130	R
58	6	Pulaski	630	21	B	3.200	3.240	R
59	6	Pulaski	630	21	B	3.490	3.530	R
60	6	Pulaski	630	21	B	3.570	3.670	R
61	6	Pulaski	630	21	B	3.740	3.850	R
62	6	Pulaski	630	21	B	4.150	4.190	R
63	6	Pulaski	630	21	B	4.210	4.250	R
64	6	Pulaski	630	21	B	4.700	4.740	R
65	6	Pulaski	630	21	B	4.840	4.880	R
66	6	Pulaski	630	21	B	5.230	5.340	R
67	6	Pulaski	630	21	B	6.080	6.100	R
68	6	Pulaski	630	21	B	7.290	7.330	R
69	6	Pulaski	630	21	B	7.490	7.530	L&R
70	6	Pulaski	630	21	B	7.570	7.590	L
71	6	Pulaski	630	21	B	7.760	7.860	R
72	6	Pulaski	630	21	B	7.820	7.860	L
73	6	Pulaski	630	112	A	0.051	0.143	L
74	6	Pulaski	630	112	A	0.175	0.227	R
75	6	Pulaski	630	113	A	0.145	0.183	R
76	6	Pulaski	630	113	A	0.246	0.285	R
77	6	Pulaski	630	113	A	0.332	0.346	R
78	6	Pulaski	630	114	A	0.045	0.083	R
79	6	Pulaski	630	114	A	0.130	0.167	R



DATE REVISED	DATE REVISED

FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	061938	5	43

KEY MAP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 07/24/2026

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		6	ARK.	061938	6	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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SCOTT A. DONALDSON
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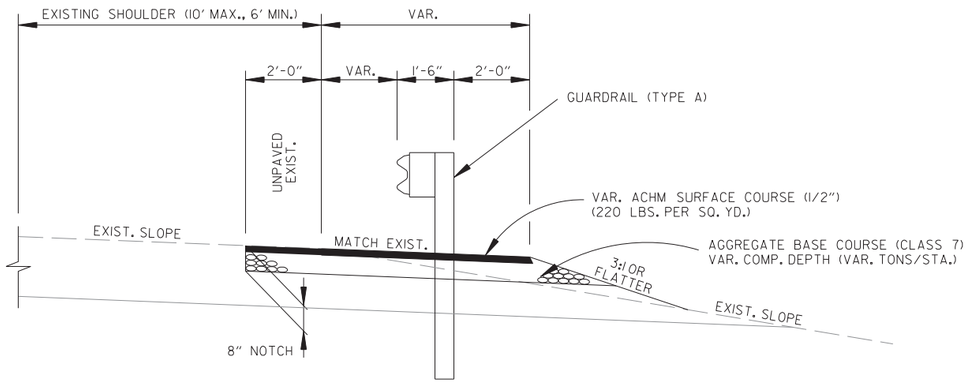

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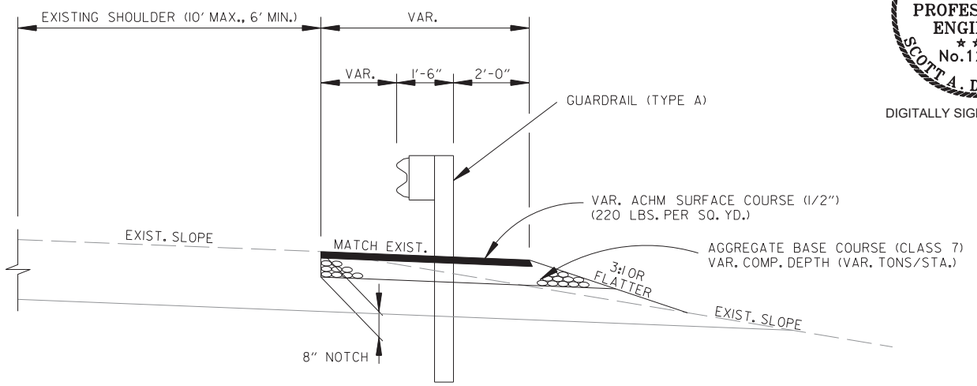

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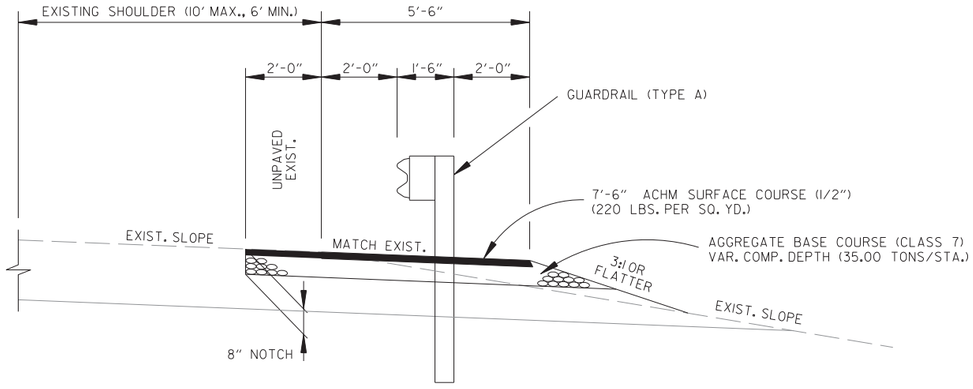

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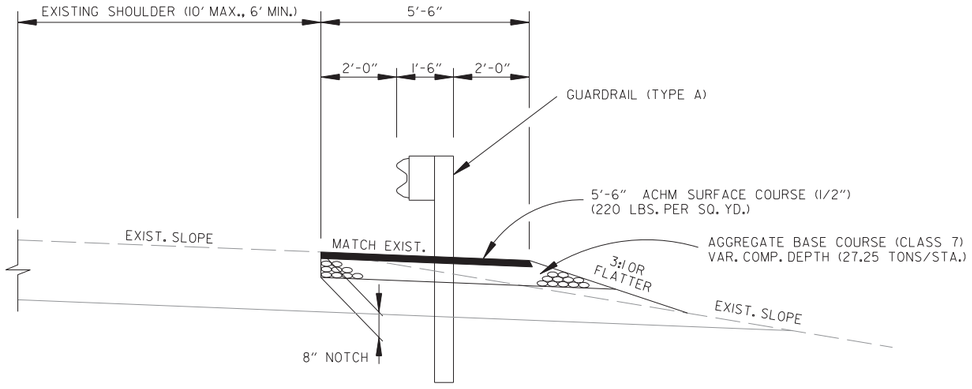

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WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS GR-6, GR-8, GR-9, GR-10, GR-11, & GR-12 FOR ADDITIONAL INFORMATION.

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REVISED DATE:

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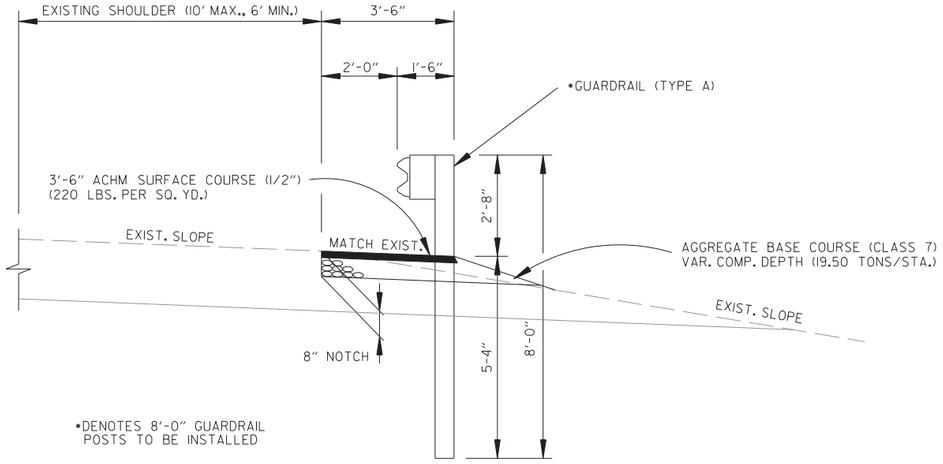
		6	ARK.	061938	7	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026



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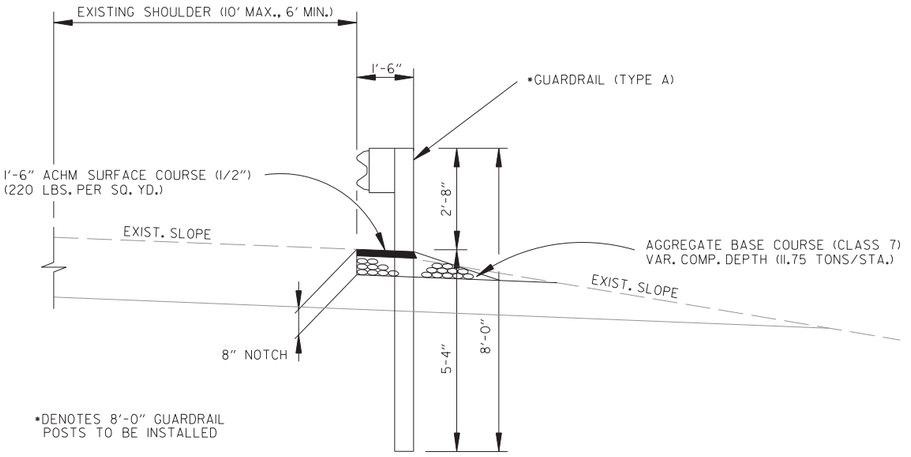

SECTION DETAIL
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WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS GR-6, GR-8, GR-9, GR-10, GR-11, & GR-12 FOR ADDITIONAL INFORMATION.

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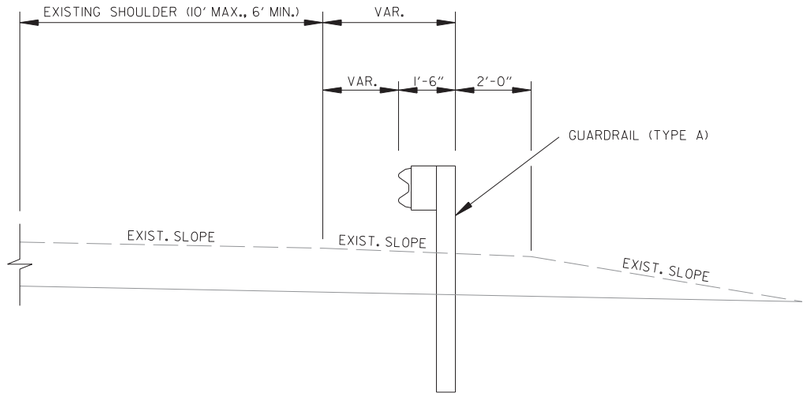
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	8	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026



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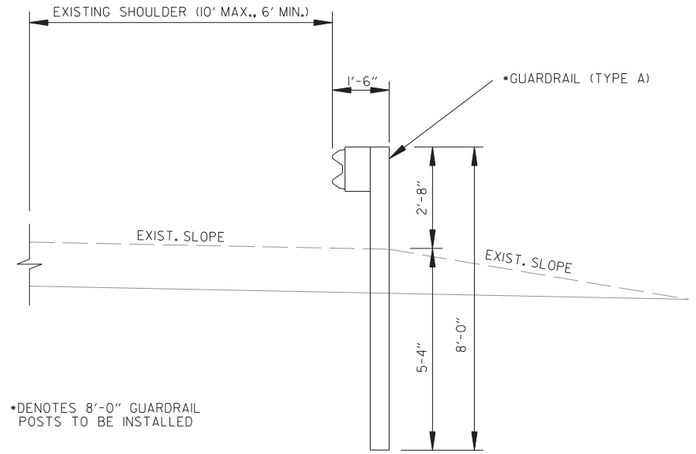

*DENOTES 8'-0" GUARDRAIL POSTS TO BE INSTALLED

SECTION DETAIL
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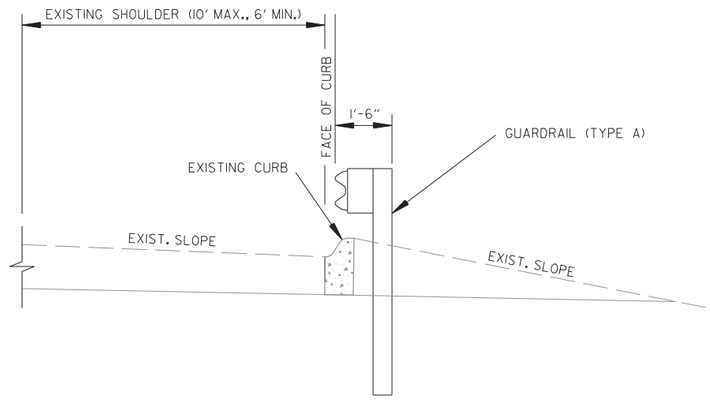

SECTION DETAIL
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WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS GR-6, GR-8, GR-9, GR-10, GR-11, & GR-12 FOR ADDITIONAL INFORMATION.

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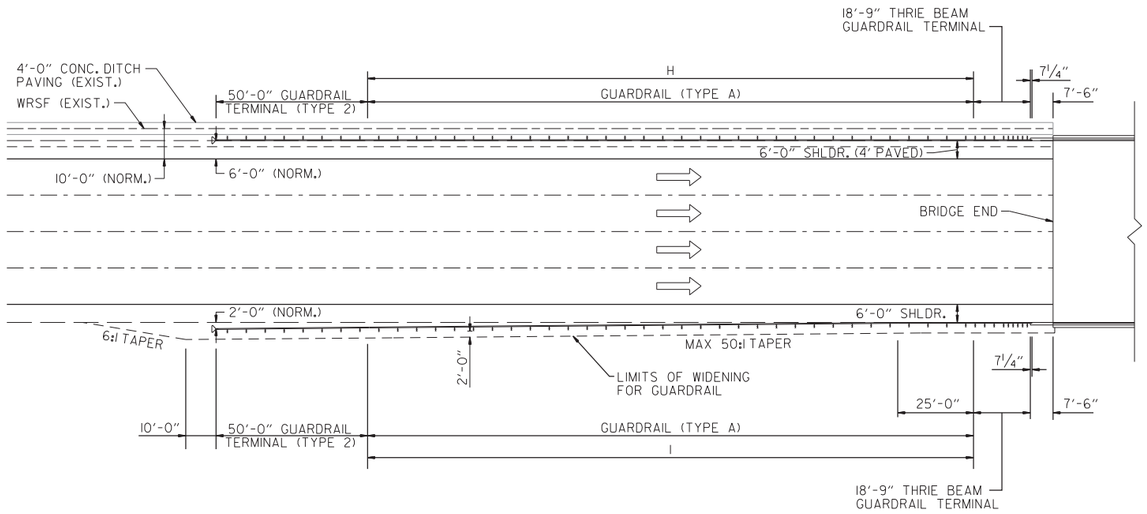
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	9	43
		SPECIAL DETAILS				

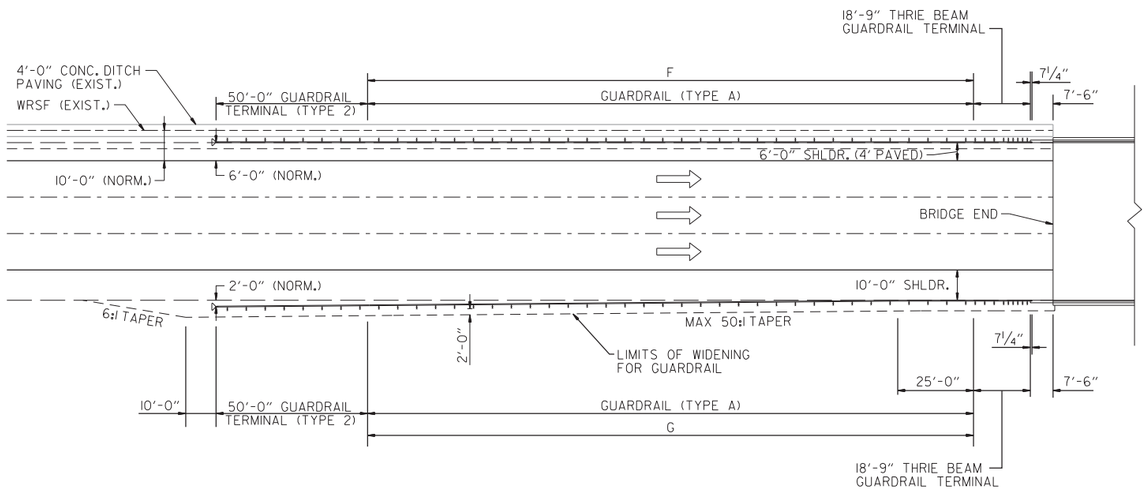


4-LANE DIVIDED

TABLE OF VARIABLES

KEY	LOG MILE	LOG MILE	LOCATION	H	I
	I-430 MAIN LANES				
27	7.718	7.793	BR. A5316 - NB LT.	300'-0"	
27	7.723	7.793	BR. A5316 - NB RT.		325'-0"
30	12.352	12.403	BR. B5322 - NB LT.	200'-0"	
31	12.354	12.414	BR. B5322 - NB RT.		250'-0"
34	4.490	4.541	BR. B5318 - SB LT.	200'-0"	
34	4.474	4.544	BR. B5318 - SB RT.		300'-0"
35	5.728	5.779	BR. B5316 - SB LT.	200'-0"	
35	5.719	5.779	BR. B5316 - SB RT.		250'-0"
36	5.820	5.857	BR. B5316 - SB LT.	175'-0"	
36	5.820	5.857	BR. B5316 - SB RT.		175'-0"

NOTE:
EXISTING WIRE ROPE SAFETY FENCE TO REMAIN IN PLACE. ANY DAMAGE TO ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE DEPARTMENT.



3-LANE DIVIDED

TABLE OF VARIABLES

KEY	LOG MILE	LOG MILE	LOCATION	F	G
	I-430 MAIN LANES				
25	3.982	4.033	BR. A5310 - NB LT.	200'-0"	
25	3.982	4.033	BR. A5310 - NB RT.		200'-0"
26	4.573	4.624	BR. A5311 - NB LT.	200'-0"	
26	4.549	4.624	BR. A5311 - NB RT.		325'-0"
28	8.967	9.018	BR. A5318 - NB LT.	200'-0"	
28	8.970	9.021	BR. A5318 - NB RT.		200'-0"
29	9.085	9.221	BR. A5318 - NB RT.		700'-0"
32	1.088	1.139	BR. A5322 - SB LT.	200'-0"	
33	1.098	1.149	BR. A5322 - SB RT.		200'-0"
37	8.878	8.929	BR. B5311 - SB LT.	200'-0"	
37	8.878	8.929	BR. B5311 - SB RT.		200'-0"
38	9.478	9.529	BR. B5310 - SB LT.	200'-0"	
38	9.478	9.529	BR. B5310 - SB RT.		200'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
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DETAIL OF GUARDRAIL AT EXISTING BRIDGE ENDS
I-430

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	10	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

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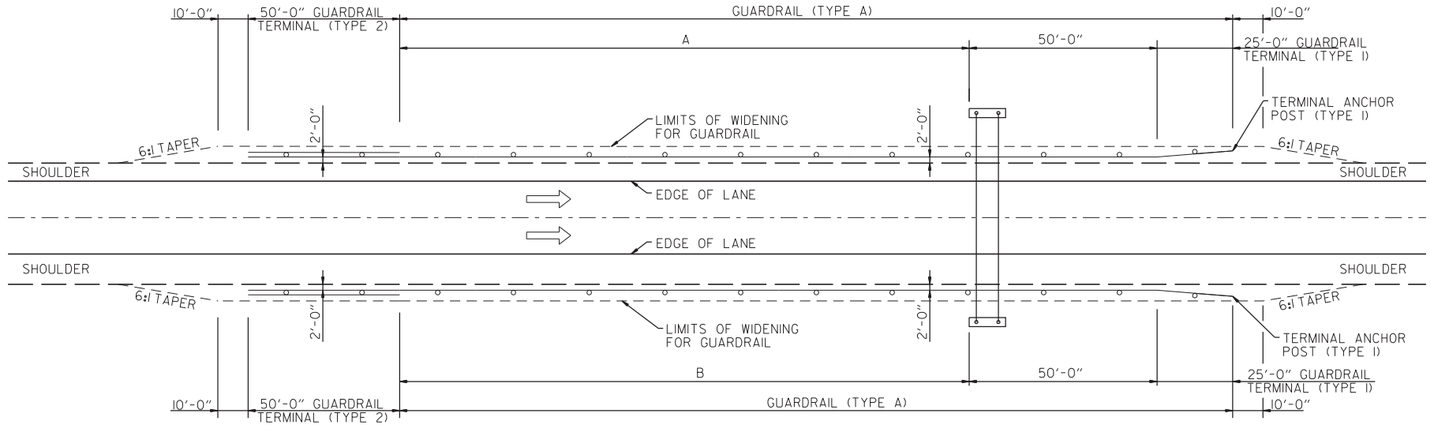

PARALLEL GUARDRAIL INSTALLATION FOR OVERHEAD SIGN STRUCTURES

TABLE OF VARIABLES

KEY	LOG MILE	LOG MILE	LOCATION	A	B
	I-30 MAIN LANES				
4	137.550	137.616	OH SIGN STRUCTURE - EB LT.	225'-0"	
4	137.559	137.616	OH SIGN STRUCTURE - EB RT.		175'-0"
	I-530 MAIN LANES				
43	46.092	46.125	OH SIGN STRUCTURE - NB LT.	50'-0"	
43	46.068	46.125	OH SIGN STRUCTURE - NB RT.		175'-0"

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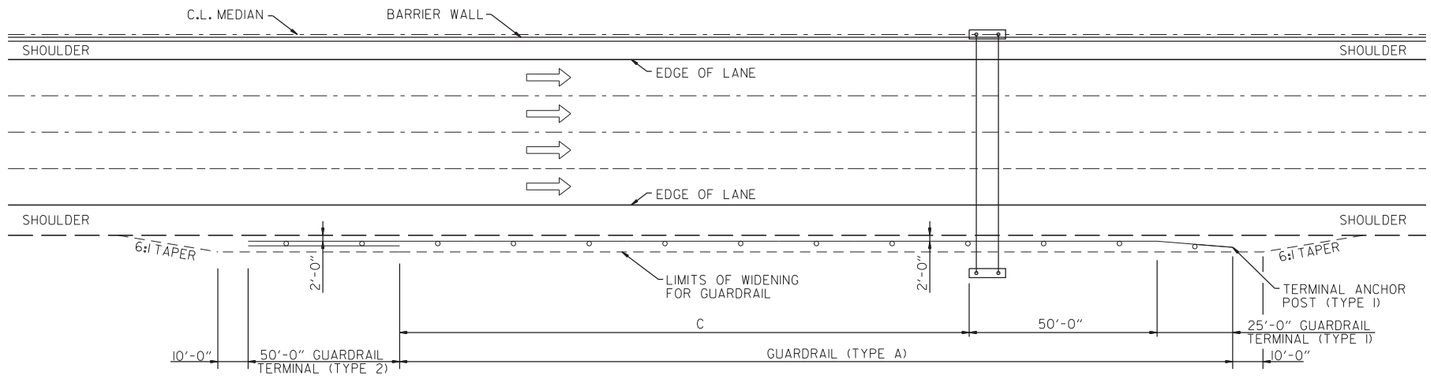
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	11	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026



PARALLEL GUARDRAIL INSTALLATION FOR OVERHEAD SIGN STRUCTURES

TABLE OF VARIABLES

	KEY	LOG MILE	LOG MILE	LOCATION	C
		I-30 MAIN LANES			
	18A	3.702	3.754	OC SIGN STRUCTURE - WB RT.	150'-0"
		I-630 MAIN LANES			
*	46A	1.775	1.832	ROADSIDE SIGN - WB RT.	175'-0"
	57	3.047	3.141	OH SIGN STRUCTURE - EB RT.	375'-0"
	67	6.048	6.105	OC SIGN STRUCTURE - EB RT.	175'-0"
	68	7.268	7.325	OH SIGN STRUCTURE - EB RT.	175'-0"

* TO BE REPLACED WITH OVERHEAD CANTILEVER STRUCTURE (FUTURE)

SADonaldson 7/22/2026 3:00:23 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	12	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
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SCOTT A. DONALDSON

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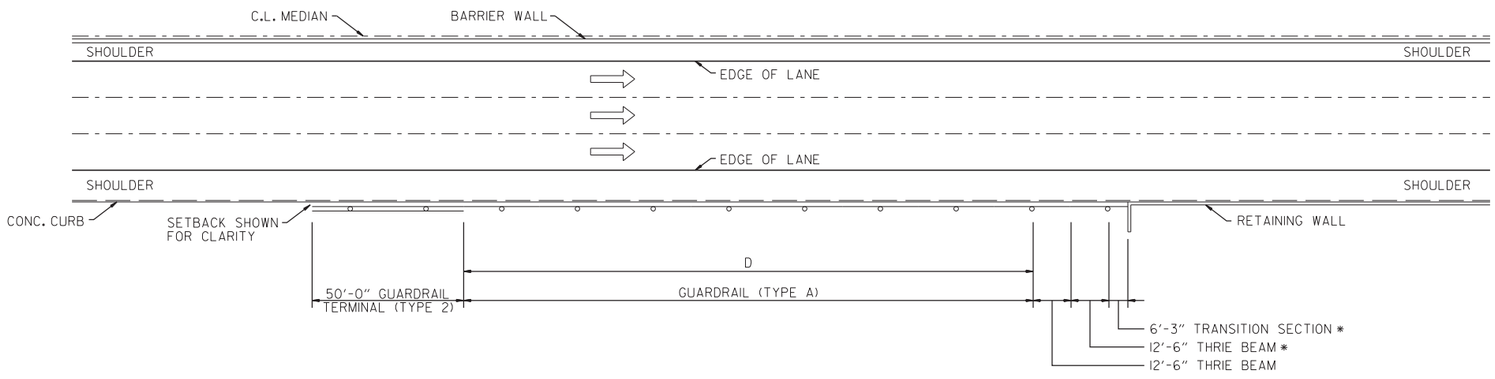
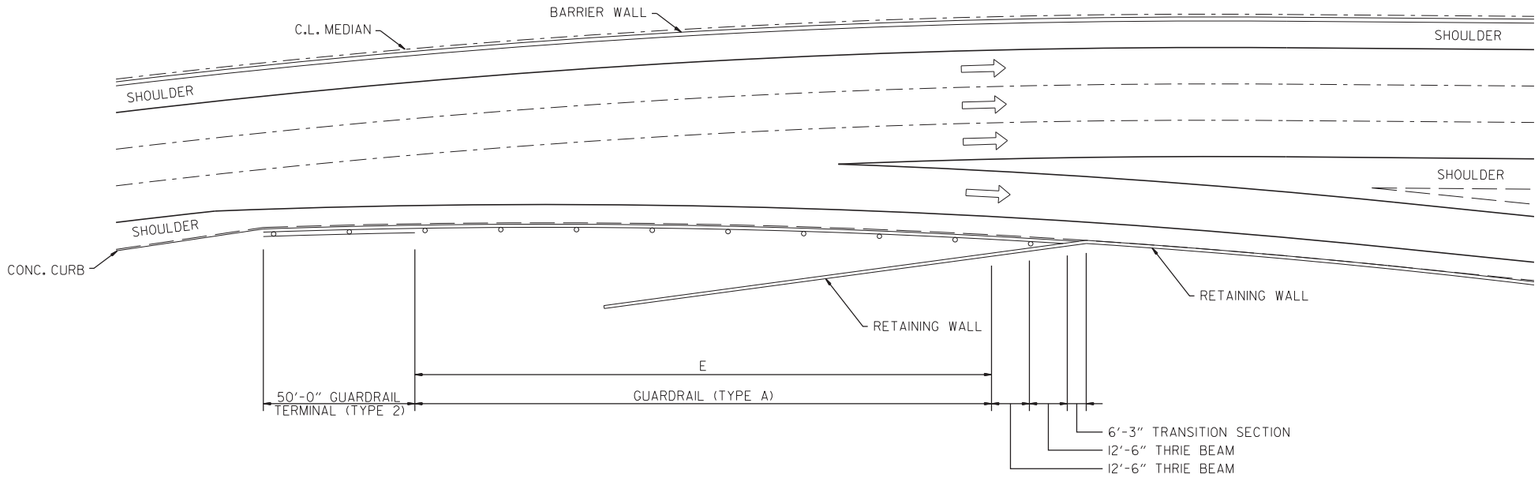


* KEY 61: ADJUST POST SPACINGS TO AVOID EXISTING CURB INLET ADJACENT TO RETAINING WALL.

TABLE OF VARIABLES

KEY	LOG MILE	LOG MILE	LOCATION	D	E
	I-630 MAIN LANES				
61	3.737	3.861	RETAINING WALL - EB RT.	575'-0"	
64	4.682	4.740	RETAINING WALL - EB RT.		225'-0"



PARALLEL GUARDRAIL INSTALLATION FOR RETAINING WALLS

NOTE:
THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE-BEAM CONNECTION BOLTS IN THE EXISTING CONCRETE RETAINING WALL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE WALL. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STD. DWGS. GR-10 AND GR-12 FOR ADDITIONAL DETAILS.

SADonaldson 7/22/2026 3:00:23 PM
WORKSPACE: AHTD
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REVISED DATE:

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		6	ARK.	061938	13	43
		SPECIAL DETAILS				

STATE OF ARKANSAS
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No.12723
SCOTT A. DONALDSON

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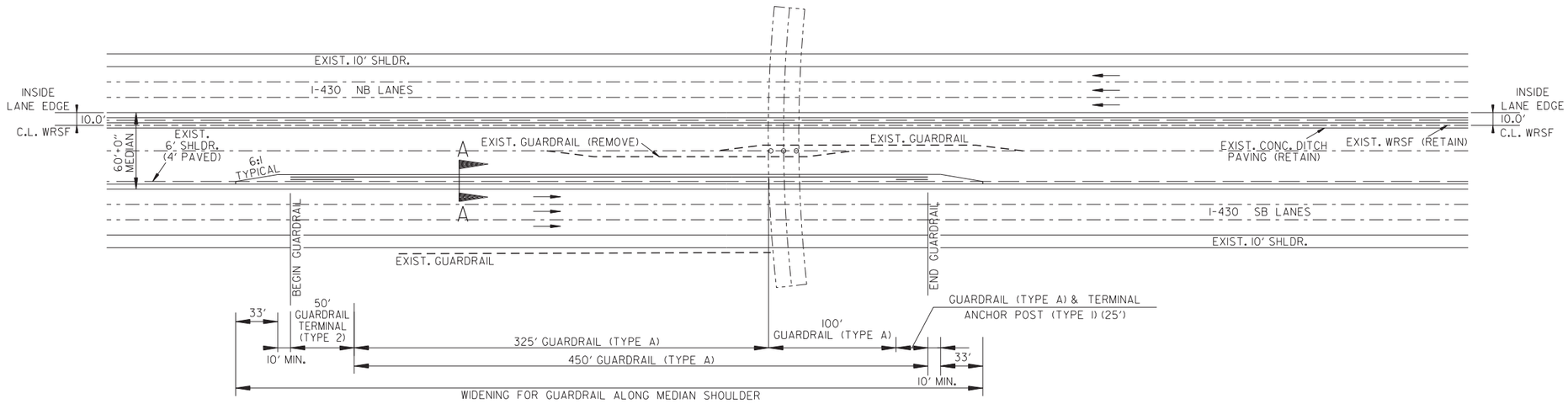
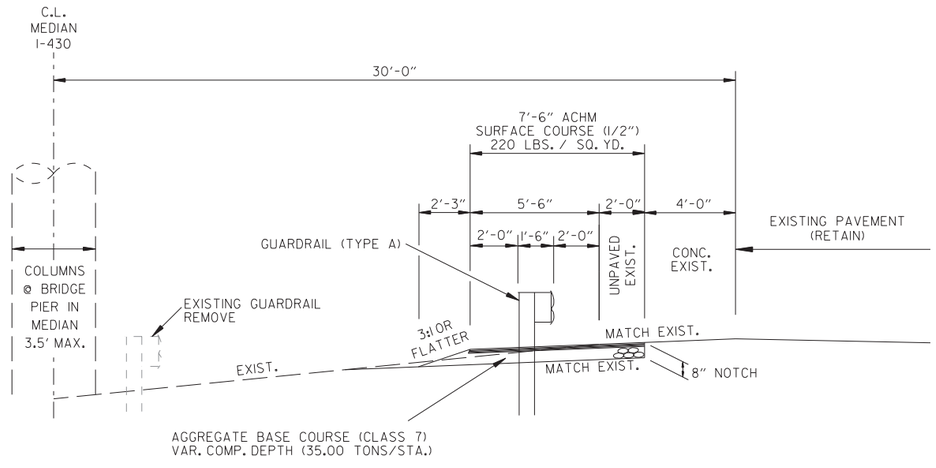


PARALLEL GUARDRAIL INSTALLATION FOR MEDIAN BRIDGE PIERS

I-430: KEY 39



SECTION A-A

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		6	ARK.	061938	14	43
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STATE OF ARKANSAS
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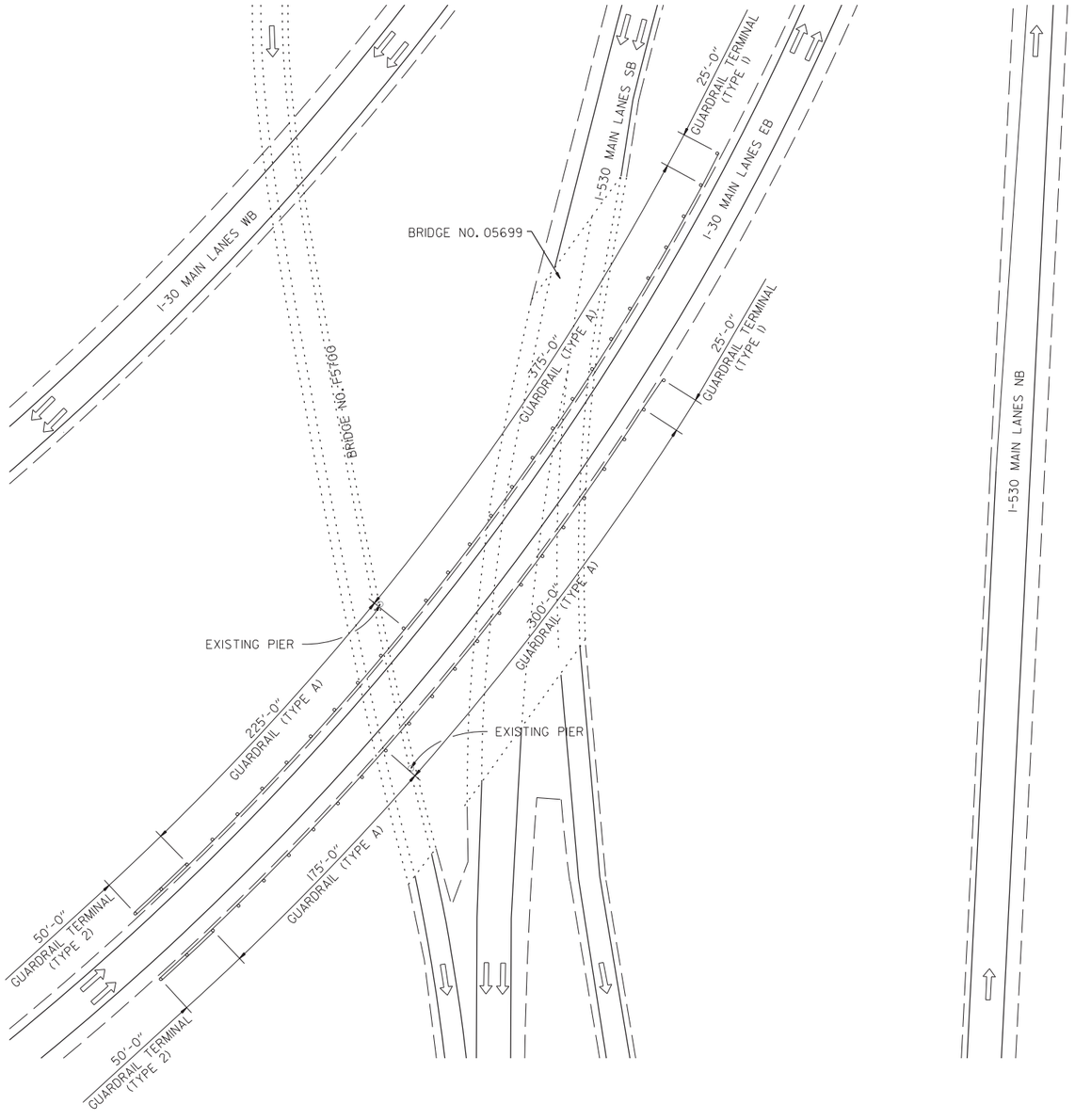

NOTE: EXISTING CONCRETE BARRIER PIER PROTECTION TO REMAIN IN PLACE.

PARALLEL GUARDRAIL INSTALLATION FOR PIER PROTECTION

KEY 5: L.M. 137.816 TO L.M. 137.944 (I-30, BRIDGE NO. F5700/05699 PIER PROT., EB RT.)
KEY 6: L.M. 137.819 TO L.M. 137.923 (I-30, BRIDGE NO. F5700/05699 PIER PROT., EB LT.)

SPECIAL DETAILS

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STATE OF ARKANSAS
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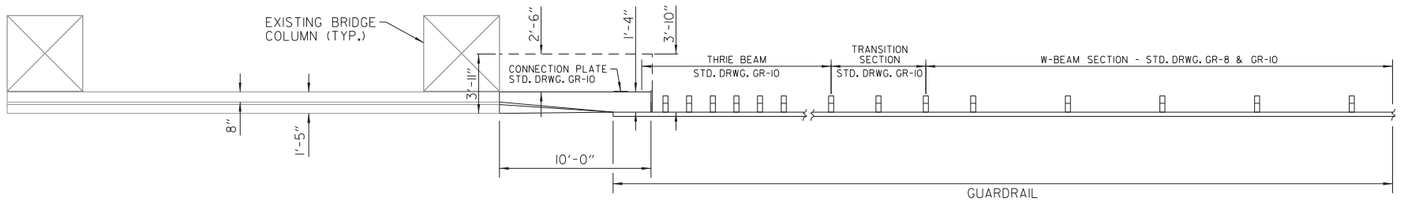
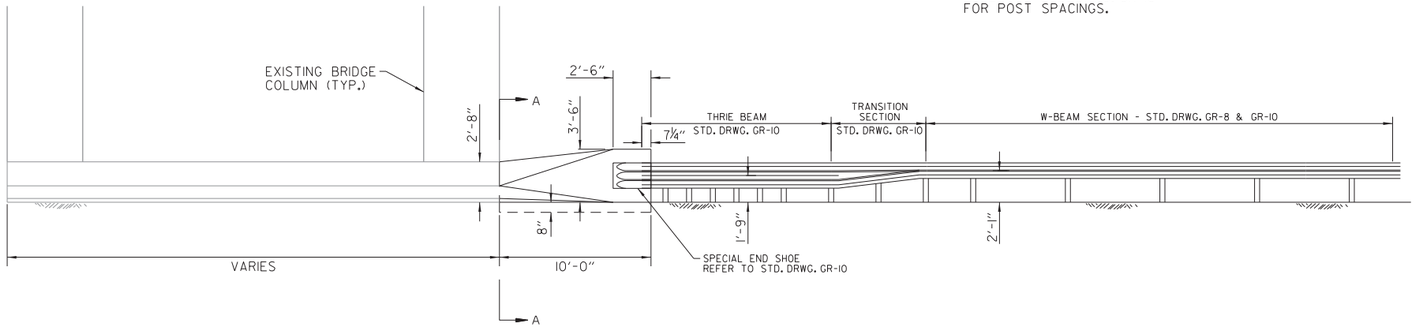
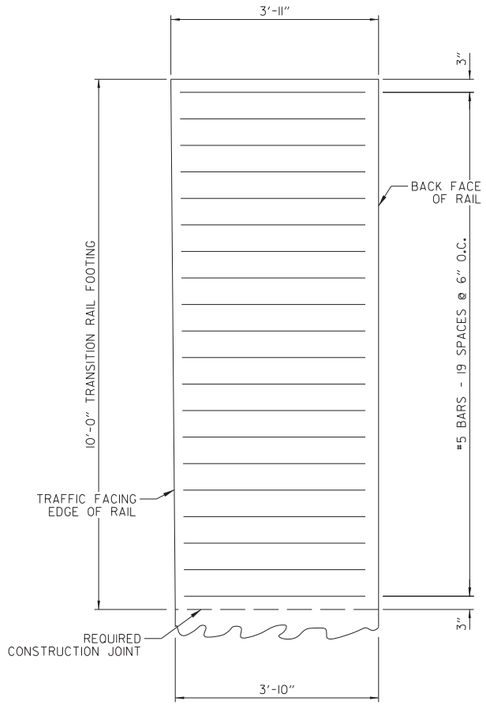


PLAN OF CONCRETE BARRIER WALL

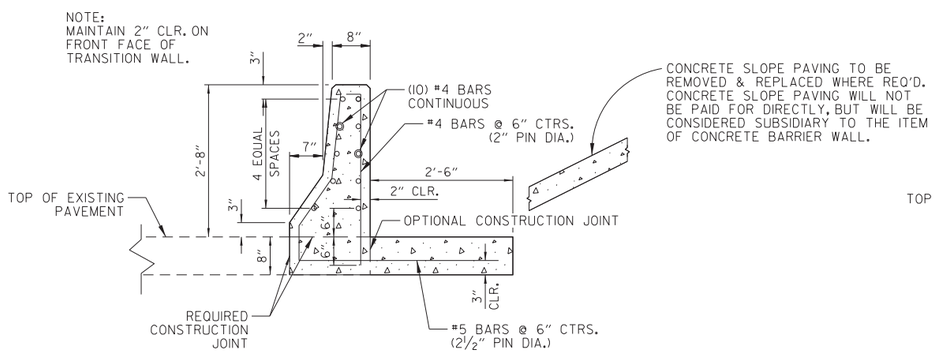
NOTE:
REFER TO STD. DRWG. GR-10
FOR POST SPACINGS.



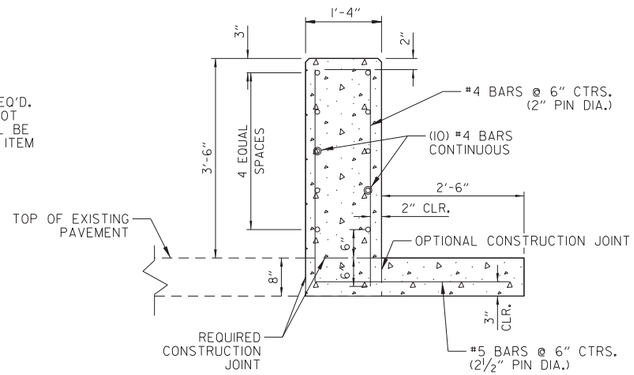
ELEVATION OF CONCRETE BARRIER WALL



PLAN OF REINFORCING STEEL IN FOOTING



CONCRETE BARRIER WALL (SECTION A-A - EXISTING BARRIER)



CONCRETE BARRIER WALL (SECTION THRU CONNECTION)

NOTES:
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
3. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
4. WEEP HOLES TO BE INSTALLED AS REQUIRED TO MATCH EXISTING.
5. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

SADonaldson 7/22/2026 3:00:28 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrail Imp\ts\Drawings\r061938_SD_03.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	16	43
		TEMPORARY EROSION CONTROL DETAILS				

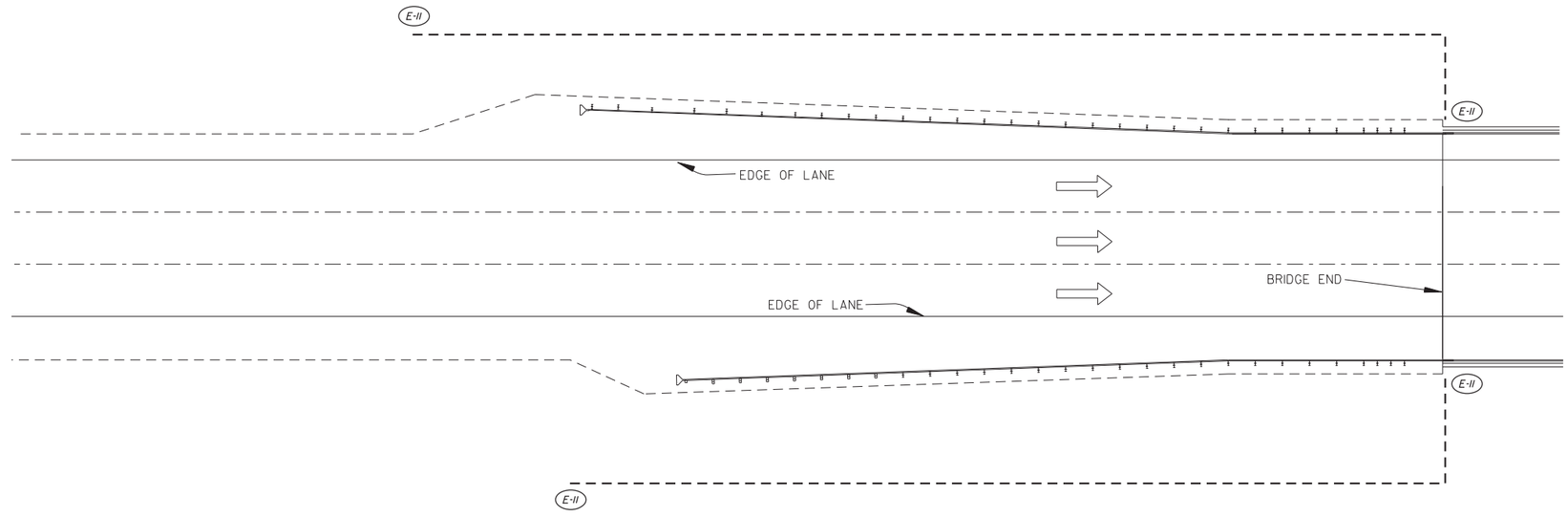
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

LEGEND

E-II = SILT FENCE

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.



TYPICAL SILT FENCE INSTALLATION FOR WIDENING FOR GUARDRAIL AT BRIDGE ENDS

SAdonaldson 7/22/2026 3:00:29 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	17	43
		TEMPORARY EROSION CONTROL DETAILS				

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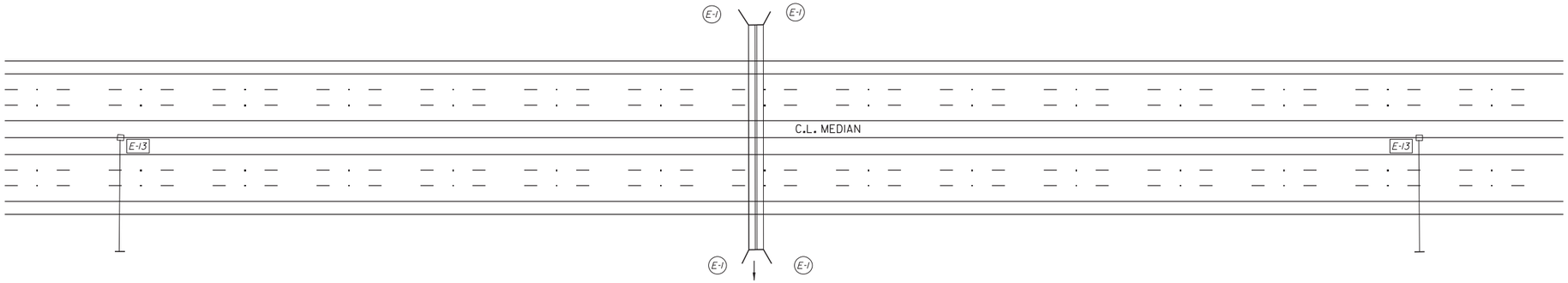
LEGEND

(E-1) = WATTLE DITCH CHECKS

[E-13] = COMPOST FILTER SOCK DROP INLET PROTECTION

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.



TYPICAL EROSION CONTROL DEVICE PLACEMENT

NOTE:
DETAILED PLAN SHEETS FOR TEMPORARY EROSION CONTROL HAVE NOT BEEN PROVIDED SINCE SOIL DISTURBANCE ACTIVITIES ON THE PROJECT ARE LIMITED TO A FEW LOCATIONS CONCURRENTLY. AS A SUBSTITUTE, ESTIMATED QUANTITIES FOR EROSION CONTROL DEVICES HAVE BEEN PROVIDED TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. THE PLAN VIEW ABOVE SHOWS TYPICAL USES OF EACH DEVICE. IT SHOWS FILTER SOCKS AT MEDIAN INLETS, AND DITCH CHECKS IN ROADSIDE DITCHES.

SADonaldson 7/22/2026 3:00:29 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	18	43
		MAINTENANCE OF TRAFFIC DETAILS				

TABLE OF VARIABLES

DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: IF NO PAY ITEM FOR A PHOTO RADAR TRAILER SYSTEM IS INCLUDED IN THE CONTRACT DOCUMENTS, ARDOT WILL FURNISH AND PLACE THIS ITEM AS NEEDED AND DETERMINED BY THE ENGINEER.

STATE OF ARKANSAS
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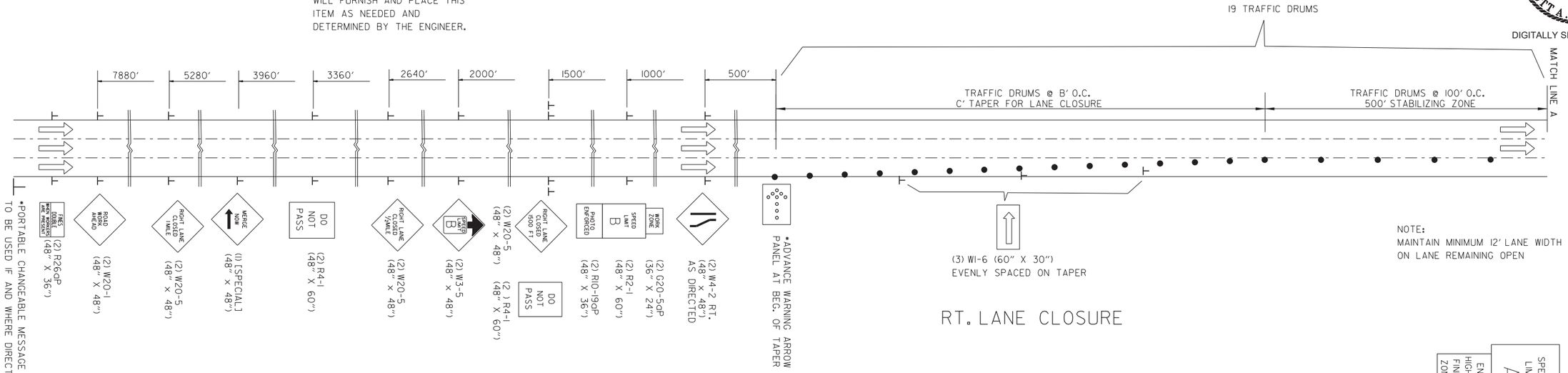
RT. LANE CLOSURE

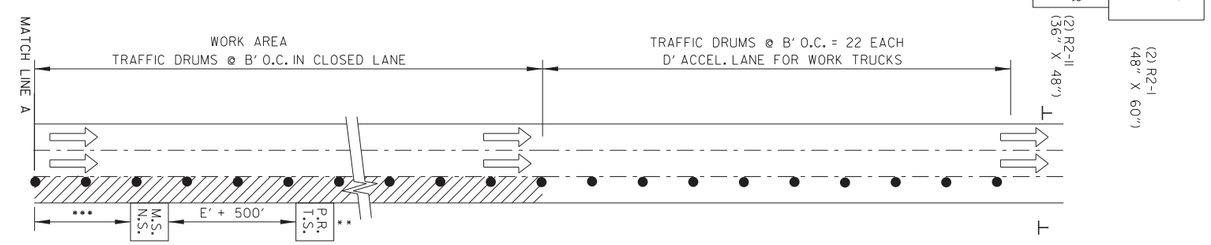


NOTE:
MAINTAIN MINIMUM 12′ LANE WIDTH ON LANE REMAINING OPEN

*TO BE PLACED AT MINIMUM OFFSET OF 12′ FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.

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

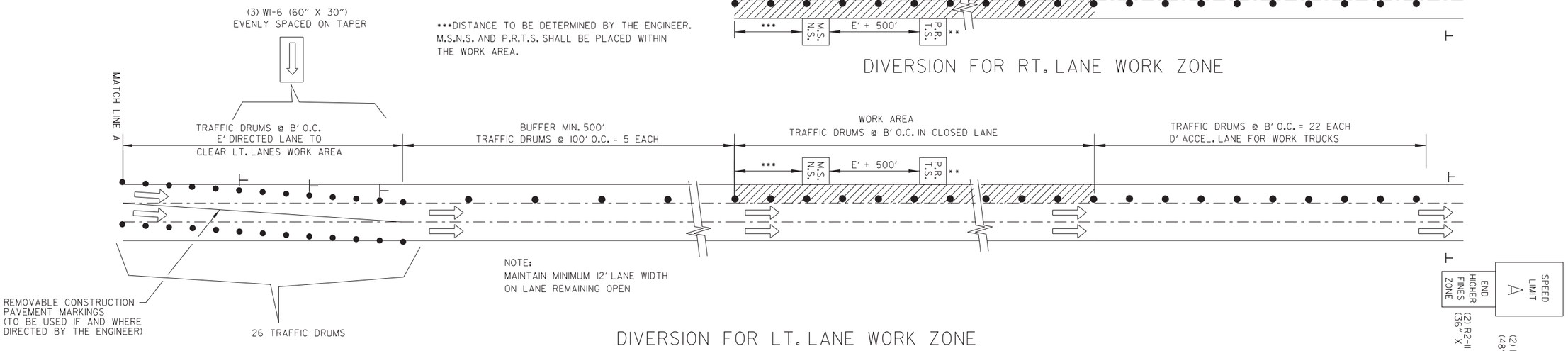
DIVERSION FOR RT. LANE WORK ZONE



(3) W1-6 (60″ X 30″) EVENLY SPACED ON TAPER

***DISTANCE TO BE DETERMINED BY THE ENGINEER. M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN THE WORK AREA.

DIVERSION FOR LT. LANE WORK ZONE



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

MAINTENANCE OF TRAFFIC DETAILS LANE CLOSURE

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WORKSPACE: AHTD
L:\2026\TI6-2600487 - ARDOT 061938 D6 Guardrail\mpvts\Drawings\r061938_MOT_SD_01.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	19	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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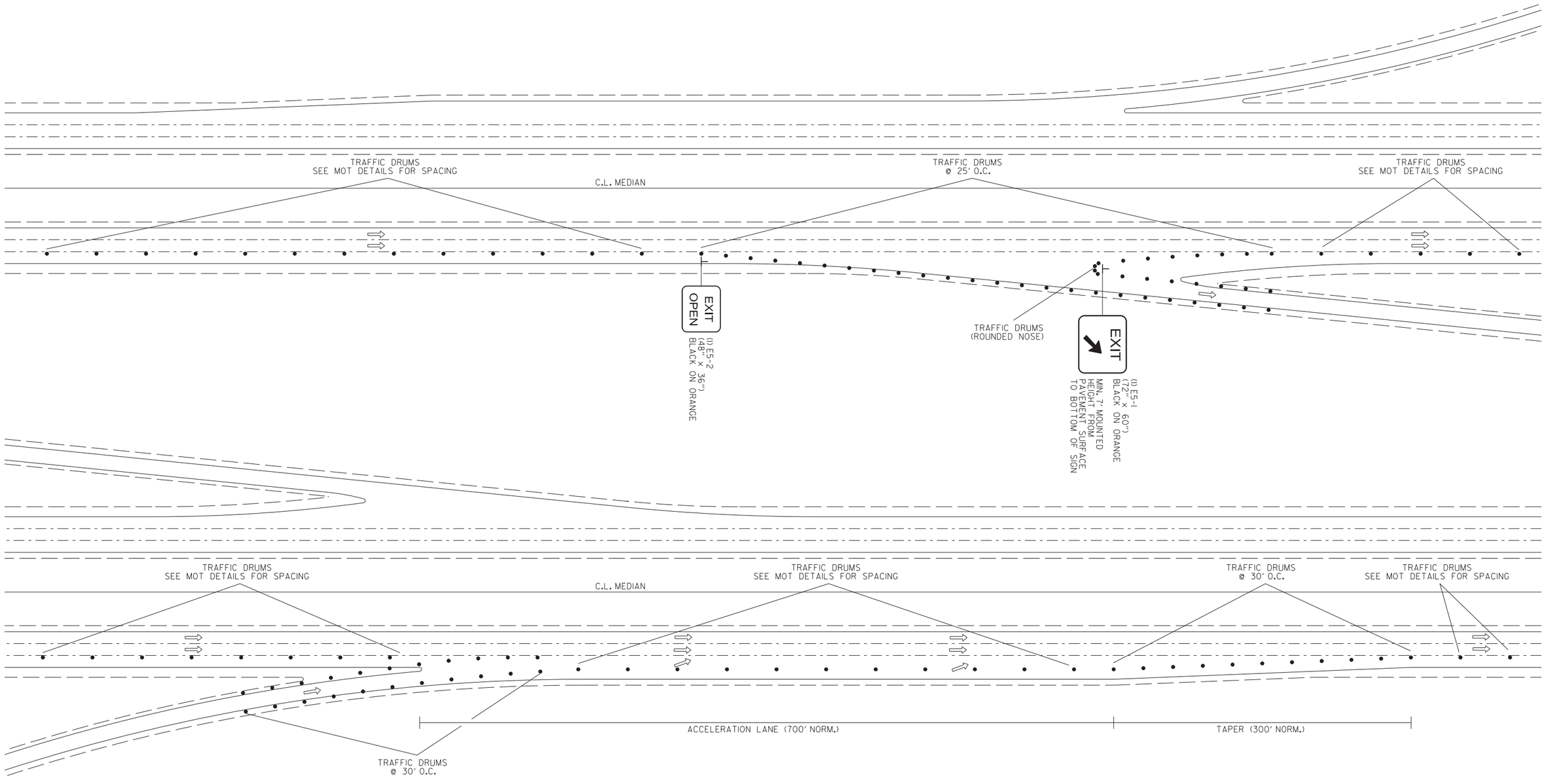

MAINTENANCE OF TRAFFIC DETAILS
DETAIL OF RAMPS WITH LANE CLOSURE

SADonaldson 7/22/2026 3:00:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	20	43
		MAINTENANCE OF TRAFFIC DETAILS				

ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMPS
ROAD WORK AHEAD (33) = 528.0 SQ. FT.
END ROAD WORK (21) = 168.0 SQ. FT.
FINES DOUBLE (33) = 396.0 SQ. FT.
END HIGHER FINES ZONE (21) = 252.0 SQ. FT.

STATE OF ARKANSAS
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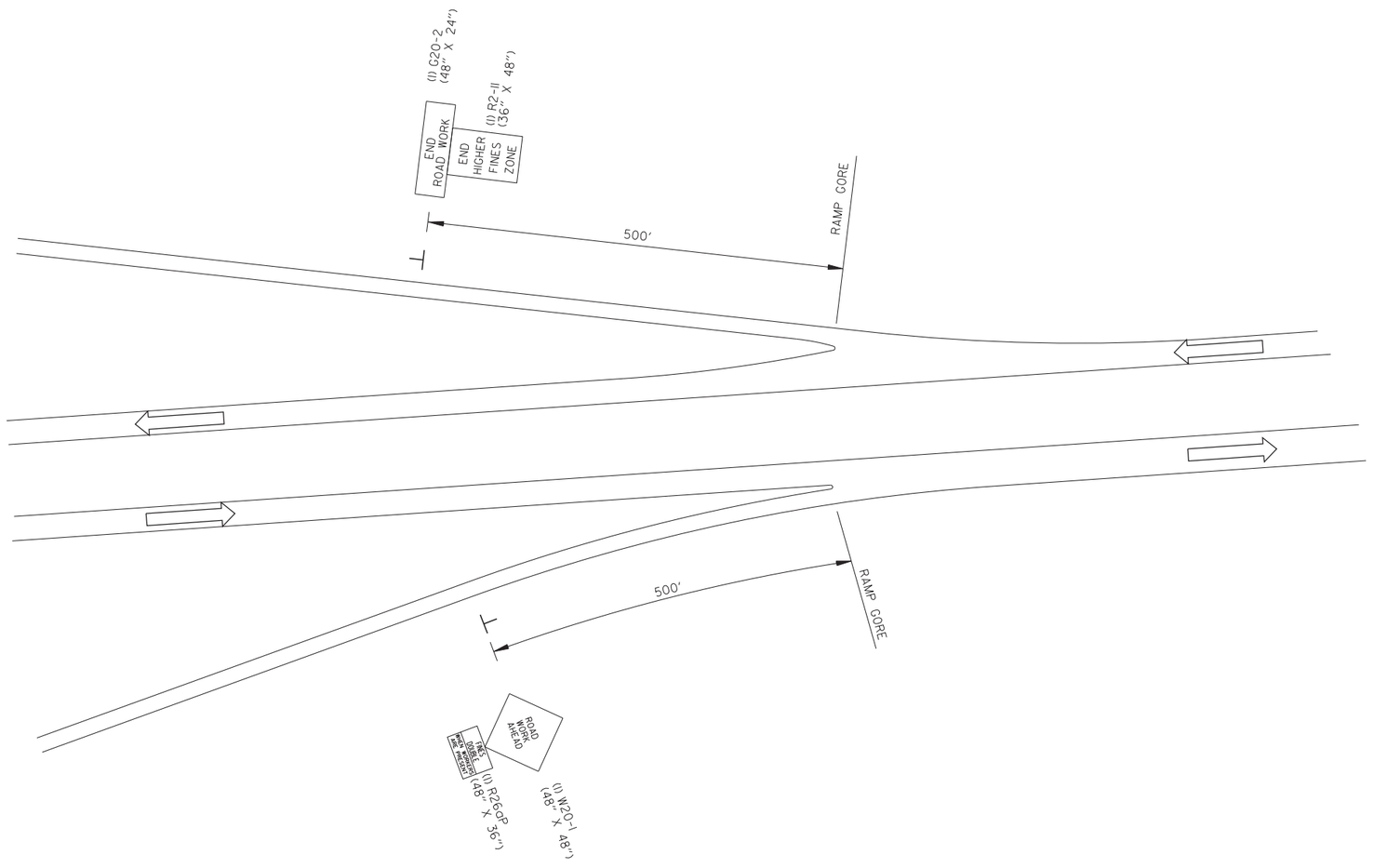

DETAIL OF ENTRANCE AND EXIT RAMPS

SAdonaldson 7/22/2026 3:00:30 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	21	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
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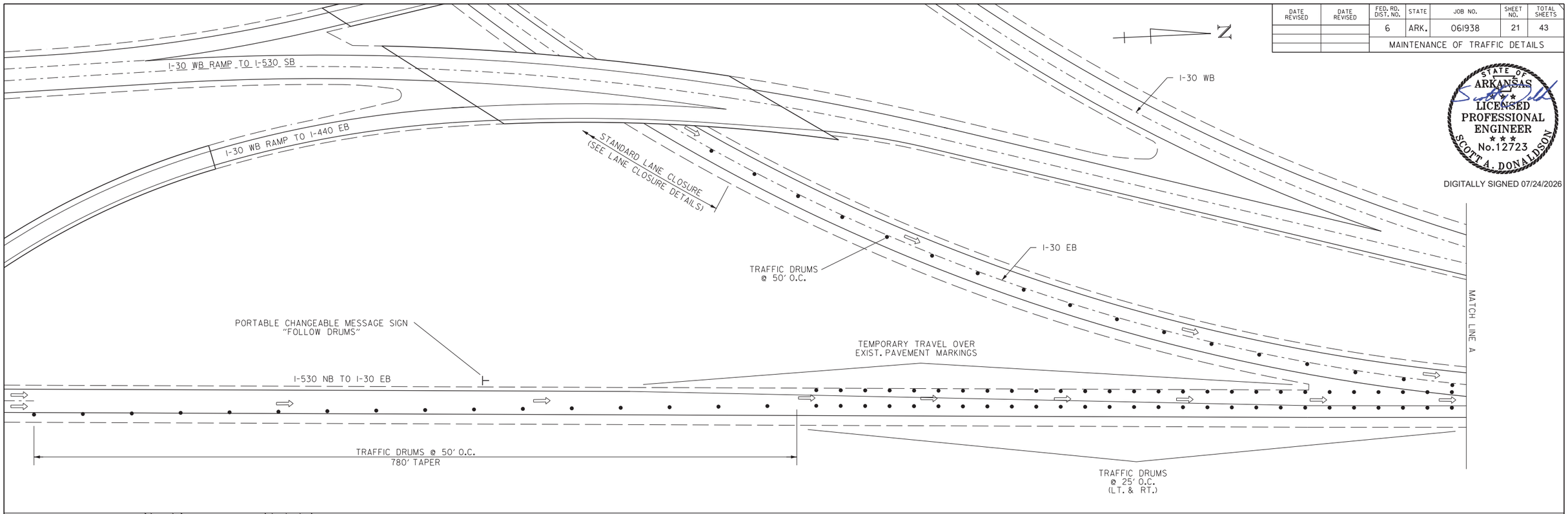

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	22	43
		MAINTENANCE OF TRAFFIC DETAILS				

N

STATE OF ARKANSAS
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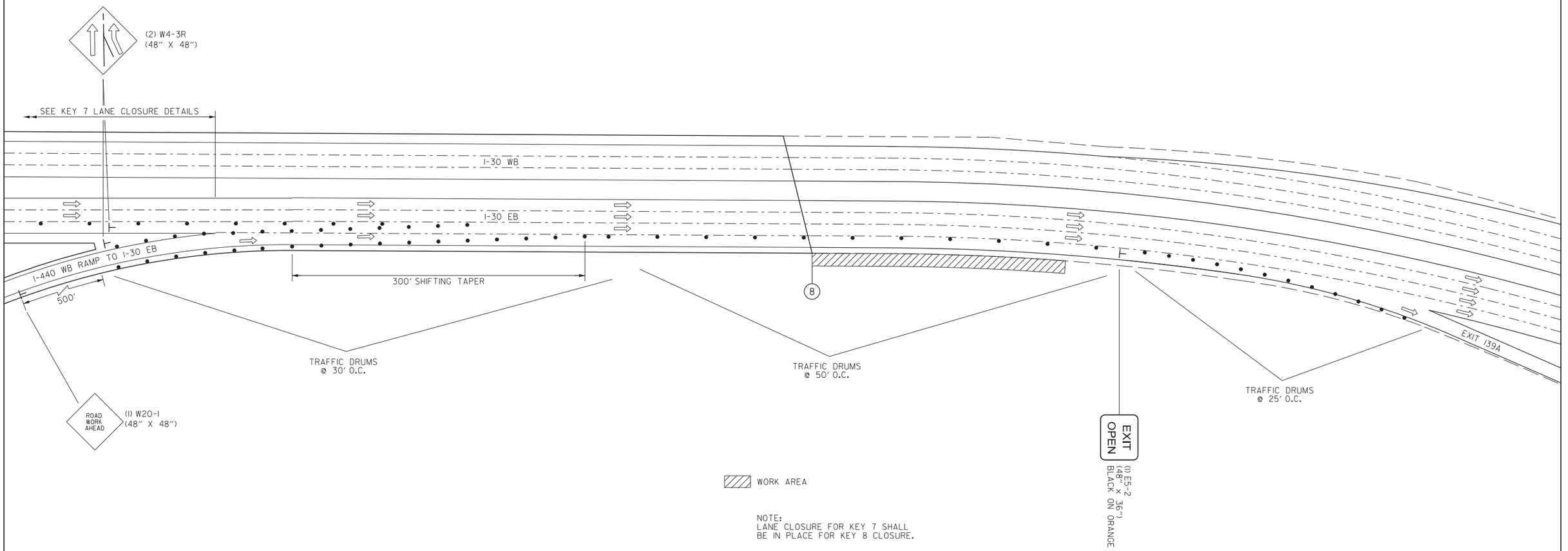

NOTE:
LANE CLOSURE FOR KEY 7 SHALL BE IN PLACE FOR KEY 8 CLOSURE.

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

SADonaldson 7/22/2026 3:00:33 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	23	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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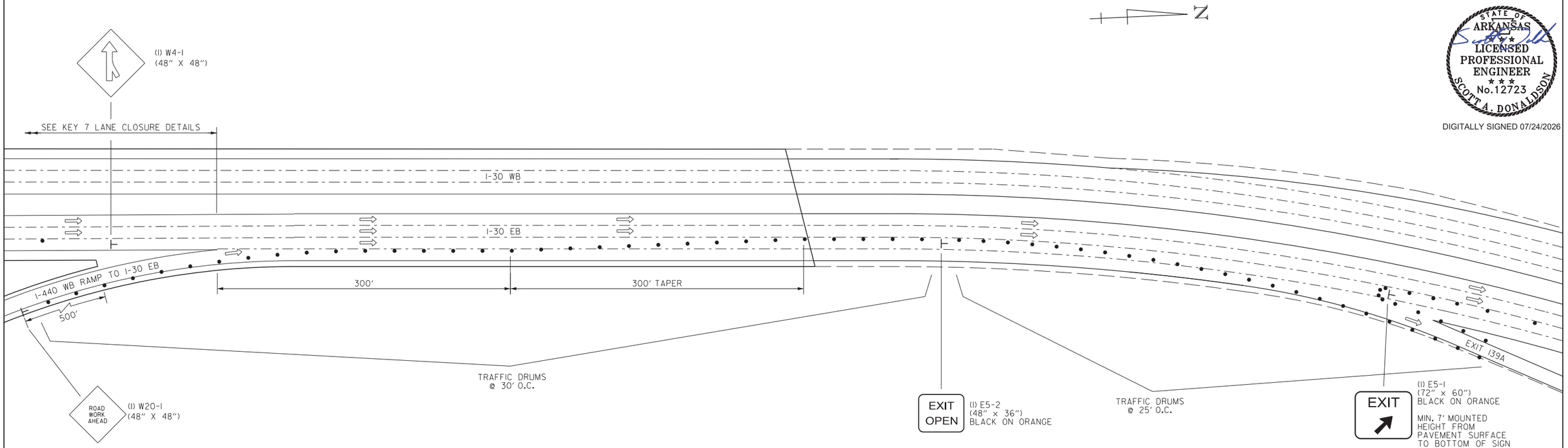

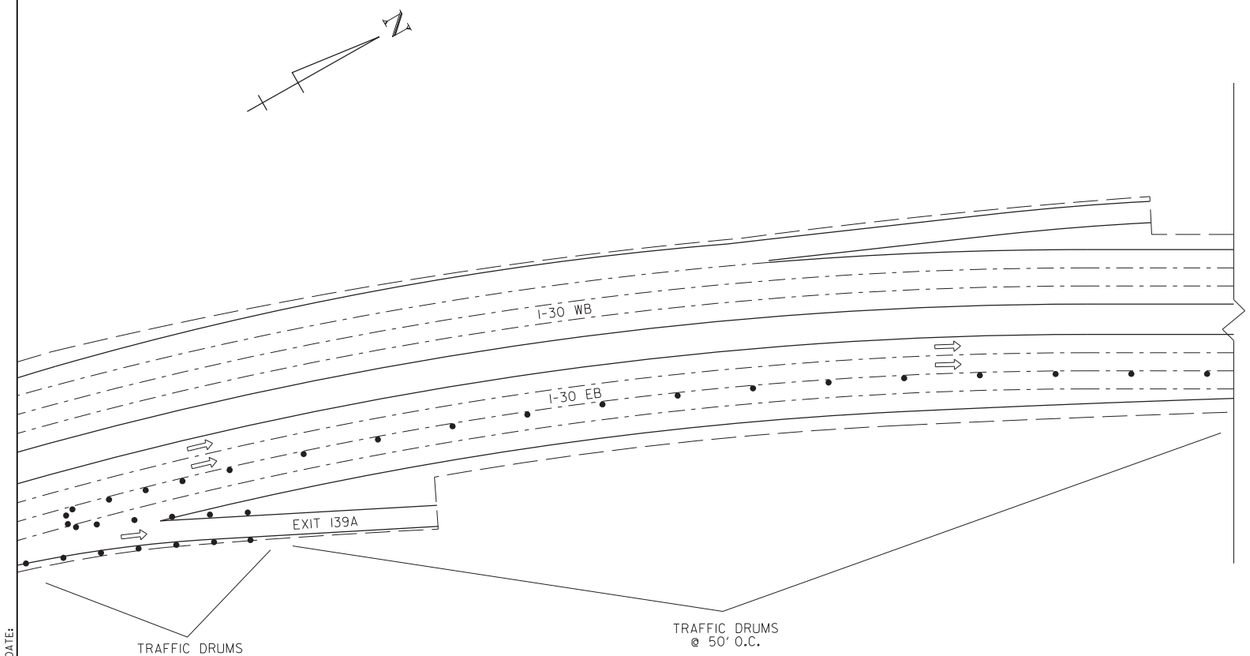

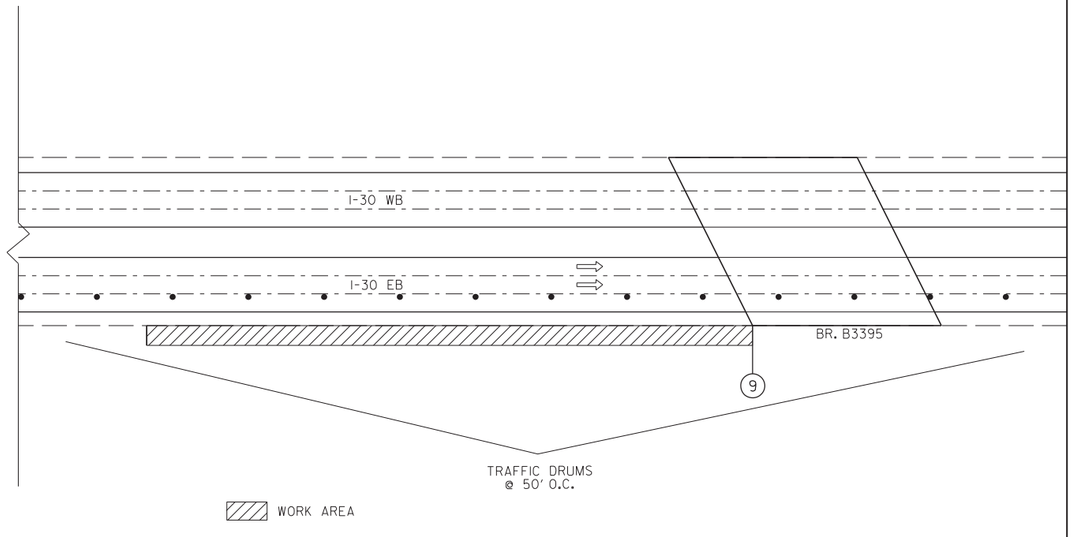

NOTE:
LANE CLOSURE FOR KEY 7 SHALL
BE IN PLACE FOR KEY 8 CLOSURE.

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

SADonaldson 7/22/2026 3:00:33 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	24	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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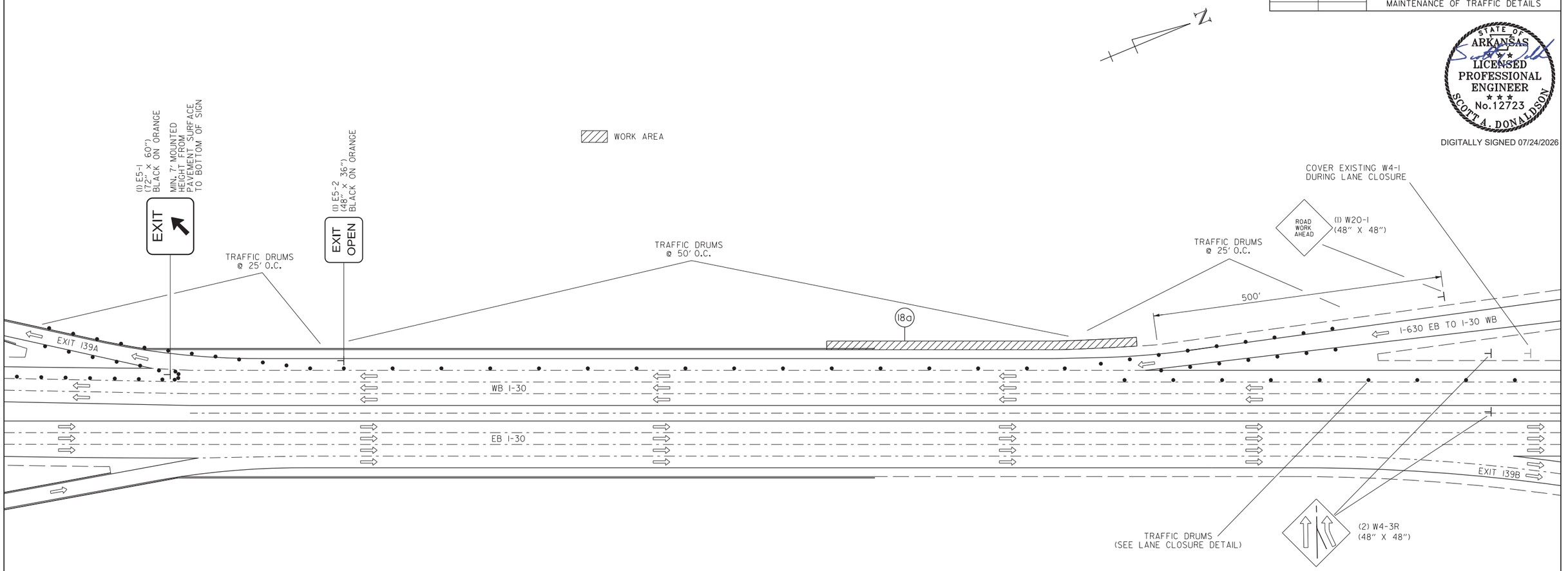

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	25	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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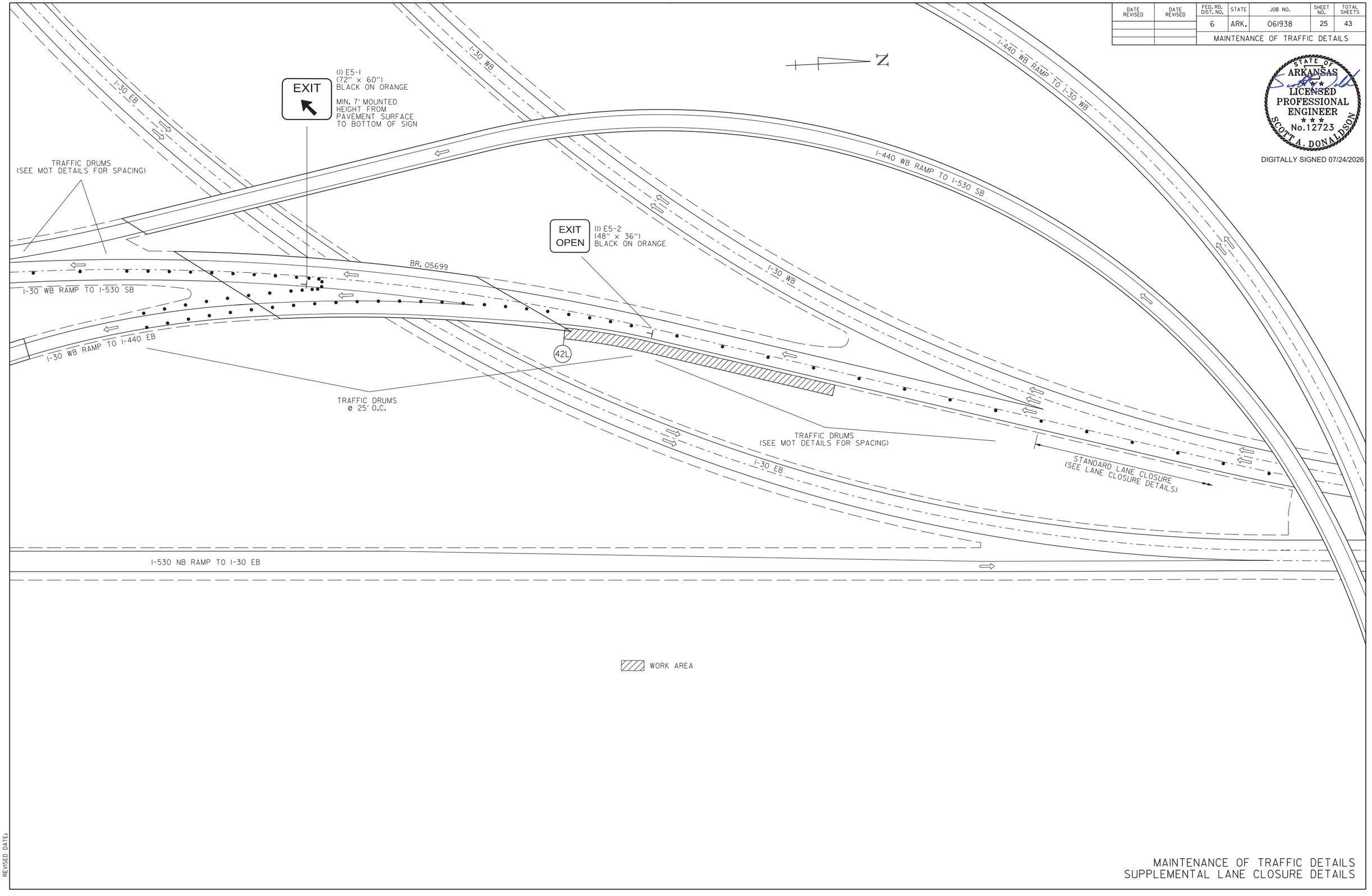

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

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REVISED DATE:

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		6	ARK.	061938	26	43
		MAINTENANCE OF TRAFFIC DETAILS				

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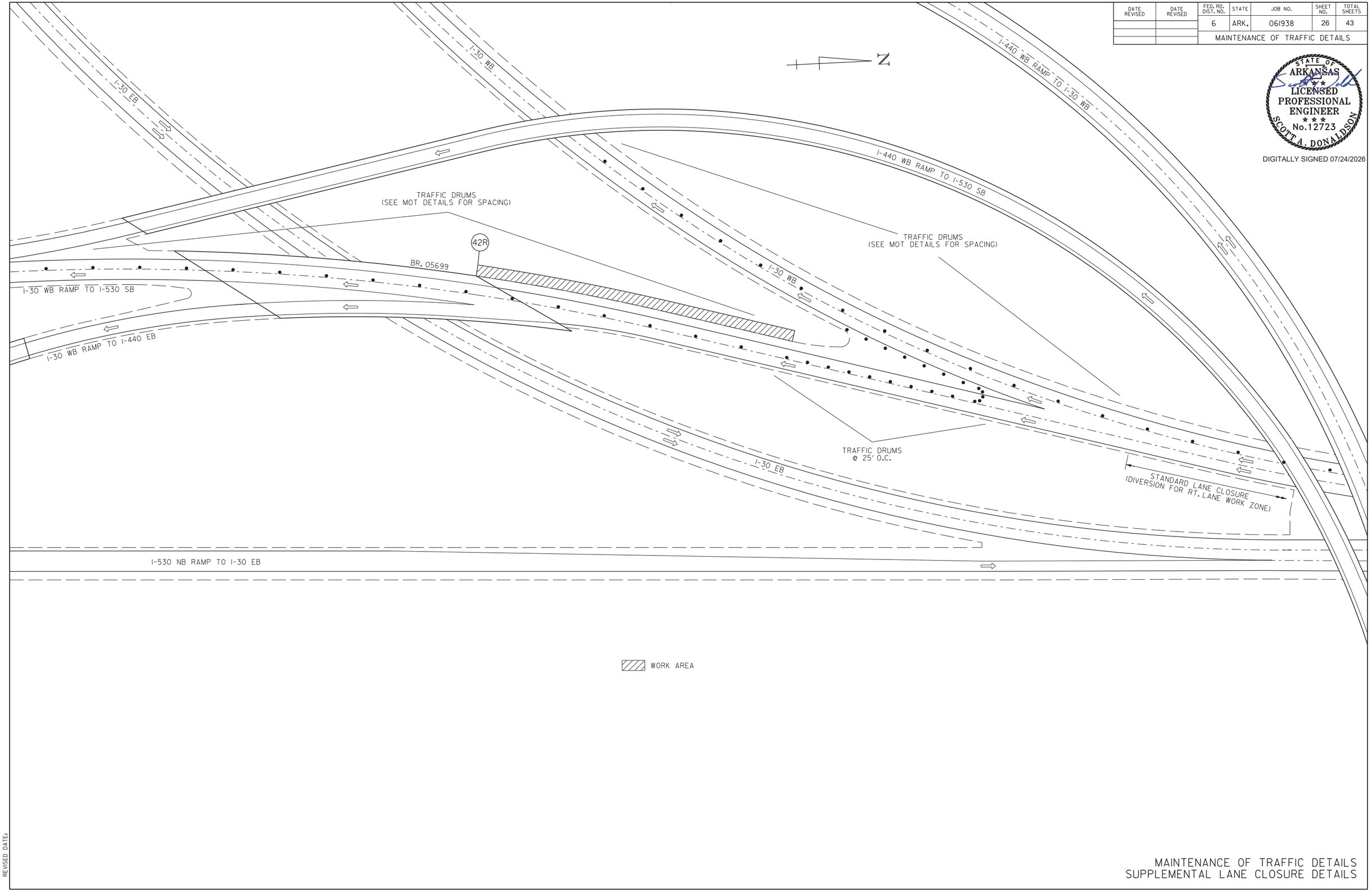

MAINTENANCE OF TRAFFIC DETAILS
SUPPLEMENTAL LANE CLOSURE DETAILS

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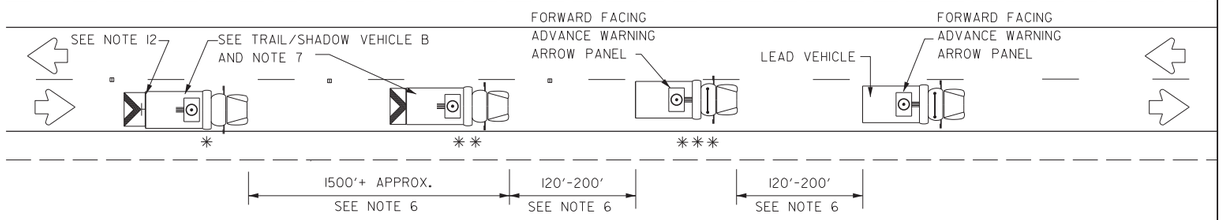
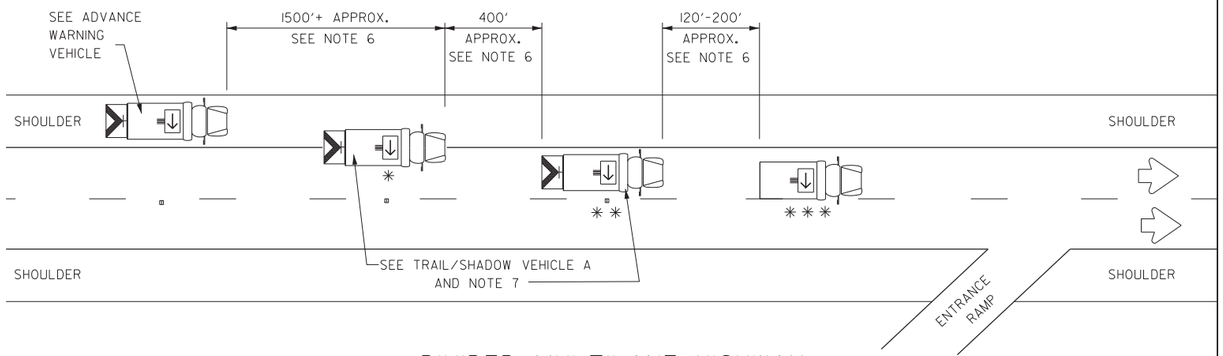
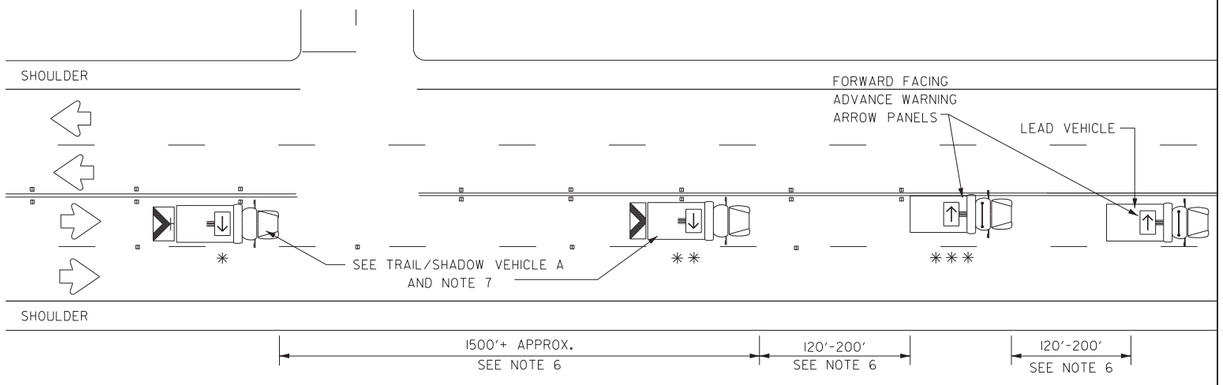
REVISED DATE:



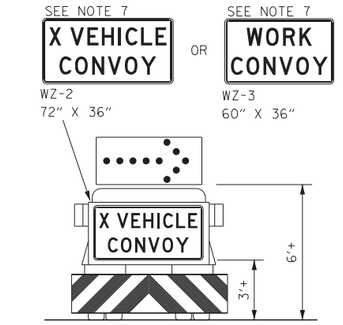
TWO LANE HIGHWAY
(WORK ON TRAVEL LANE)



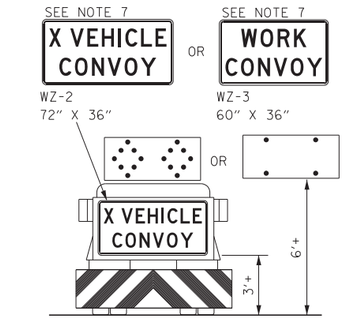
DIVIDED MULTILANE HIGHWAY



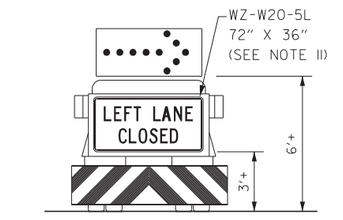
UNDIVIDED MULTILANE HIGHWAY



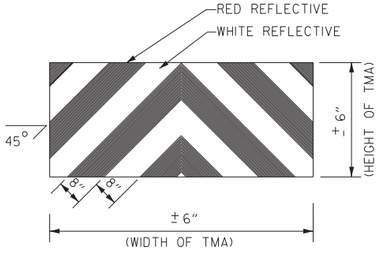
TRAIL/SHADOW VEHICLE A
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



TRAIL/SHADOW VEHICLE B
WITH ADVANCE WARNING ARROW PANEL
IN CAUTION MODE



ADVANCE WARNING VEHICLE
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



STRIPING FOR TMA

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	27	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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DIGITALLY SIGNED 07/24/2026

LEGEND			
*	TRAIL VEHICLE	ADVANCE WARNING ARROW PANEL DISPLAY	
**	SHADOW VEHICLE		
***	WORK VEHICLE		RIGHT DIRECTIONAL
	HEAVY WORK VEHICLE		LEFT DIRECTIONAL
	TRUCK MOUNTED ATTENUATOR (TMA)		DOUBLE ARROW
	TRAFFIC FLOW		CAUTION (ALTERNATING DIAMOND OR 4 CORNER FLASH)

TYPICAL APPLICATION - MOBILE WORK ZONE

GENERAL NOTES:

1. TRAIL, SHADOW, AND LEAD VEHICLES SHALL BE EQUIPPED WITH ADVANCE WARNING ARROW PANELS AS ILLUSTRATED.
2. THE USE OF AMBER OR GREEN HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS ON ALL VEHICLES ARE REQUIRED. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
3. THE USE OF TRUCK MOUNTED ATTENUATORS (TMA) ON THE SHADOW VEHICLE, ADVANCE WARNING AND TRAIL VEHICLE ARE REQUIRED.
4. EACH VEHICLE SHALL HAVE TWO-WAY RADIO COMMUNICATION CAPABILITY.
5. WHEN WORK CONVOYS MUST CHANGE LANES, THE TRAIL VEHICLE SHOULD CHANGE LANES FIRST TO SHADOW THE OTHER CONVOY VEHICLES. WHEN WORK CONVOY EXITS THE ROADWAY, THE TRAIL VEHICLE SHOULD EXIT LAST.
6. VEHICLE SPACING BETWEEN THE TRAIL VEHICLE AND THE SHADOW VEHICLE WILL VARY DEPENDING ON SIGHT DISTANCE RESTRICTIONS AND QUEUE LENGTHS. MOTORISTS APPROACHING THE CONVOY SHOULD BE ABLE TO SEE THE TRAIL VEHICLE IN TIME TO SLOW DOWN AND/OR CHANGE LANES AS THEY APPROACH THE TRAIL VEHICLE. VEHICLE SPACING BETWEEN THE WORK VEHICLE AND SHADOW VEHICLE AND VEHICLE SPACING BETWEEN THE WORK VEHICLE AND LEAD VEHICLE MAY VARY ACCORDING TO TERRAIN, WORK ACTIVITY AND OTHER FACTORS.
7. X VEHICLE CONVOY (WZ-2) OR WORK CONVOY (WZ-3) SIGNS SHALL BE USED ON TRAIL VEHICLES AND SHADOW VEHICLES AS SHOWN. AS AN OPTION 48" X 48" DIAMOND SHAPED WORK CONVOY (WZ-2A) OR X VEHICLE CONVOY (WZ-3A) SIGNS MAY BE USED WHERE ADEQUATE MOUNTING SPACE EXISTS. WHEN USED, THE X VEHICLE CONVOY SIGN SHALL HAVE THE NUMBER OF THE CONVOY VEHICLES DISPLAYED ON THE SIGN IN THE NUMBER DESIGNATION "X" LOCATION. THE X VEHICLE CONVOY SIGN SHALL NOT BE USED ON THE SHADOW VEHICLE.
8. FOR DIVIDED HIGHWAYS WITH TWO OR THREE LANES IN ONE DIRECTION, THE APPROPRIATE LEFT LANE CLOSED (WZ-W20-5L), RIGHT LANE CLOSED (WZ-W20-5R), OR CENTER LANE CLOSED (WZ-W20-5C) SIGN SHOULD BE USED ON THE ADVANCE WARNING VEHICLE. AS AN OPTION, A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) OR TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (TMCMS) WITH A MINIMUM CHARACTER HEIGHT OF 12", AND DISPLAYING THE SAME LEGEND MAY BE SUBSTITUTED FOR THESE SIGNS. AN APPROPRIATE DIRECTIONAL ARROW DISPLAY, SIMULATING THE SIZE AND LEGIBILITY OF THE ADVANCE WARNING ARROW PANEL MAY BE USED IN THE SECOND PHASE OF THE PCMS/TMCMS MESSAGE. WHEN THIS IS DONE, THE ARROW BOARD WILL NOT BE REQUIRED ON THE ADVANCE WARNING VEHICLE.
9. A DOUBLE ARROW SHALL NOT BE DISPLAYED ON THE ADVANCE WARNING ARROW PANEL ON THE ADVANCE WARNING VEHICLE.
10. STANDARD DIAMOND SHAPE VERSIONS OF THE WZ SERIES SIGNS MAY BE USED AS AN OPTION IF THE RECTANGULAR SIGNS SHOWN ARE NOT AVAILABLE.
11. THE ADVANCE WARNING VEHICLE MAY STRADDLE THE EDGELINE WHEN SHOULDER WIDTH MAKES IT NECESSARY.
12. ON TWO-LANE TWO-WAY ROADWAYS, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW MOTOR VEHICLE TRAFFIC TO PASS. A DO NOT PASS (R4-1) SIGN SHALL BE PLACED ON THE BACK OF THE REARMOST PROTECTION VEHICLE.
13. MOBILE WORK ZONE METHODS AS DEPICTED IN THIS STANDARD DRAWING SHALL BE UTILIZED ON ALL PROJECTS THAT INCLUDE INSTALLATION OR REMOVAL OF RAISED PAVEMENT MARKERS OR PAVEMENT MARKINGS UNLESS APPROVED BY THE ENGINEER ON PROJECTS LESS THAN 0.5 MILE IN LENGTH.
14. NO DIRECT PAYMENT WILL BE MADE FOR COMPLIANCE WITH THE METHODS DEPICTED IN THIS STANDARD DRAWING (WHICH INCLUDES ALL SIGNS, DEVICES, MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLY) BUT SHALL BE CONSIDERED SUBSIDIARY TO THE MAINTENANCE OF TRAFFIC PAY ITEM.

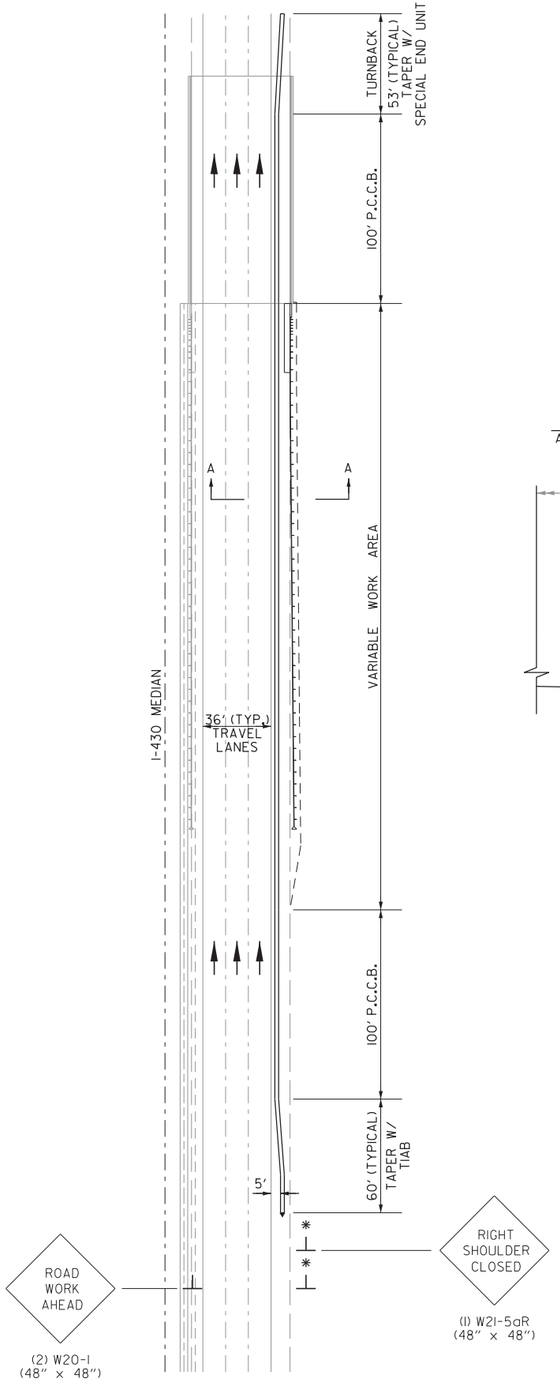
MAINTENANCE OF TRAFFIC DETAILS
MOBILE WORK ZONE

SADonaldson 7/23/2026 7:00:32 AM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrailimpvts\Drawings\r061938_MOT_SD_01.dgn
REVISED DATE:

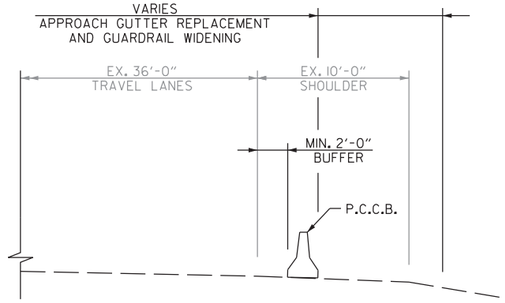
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	28	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

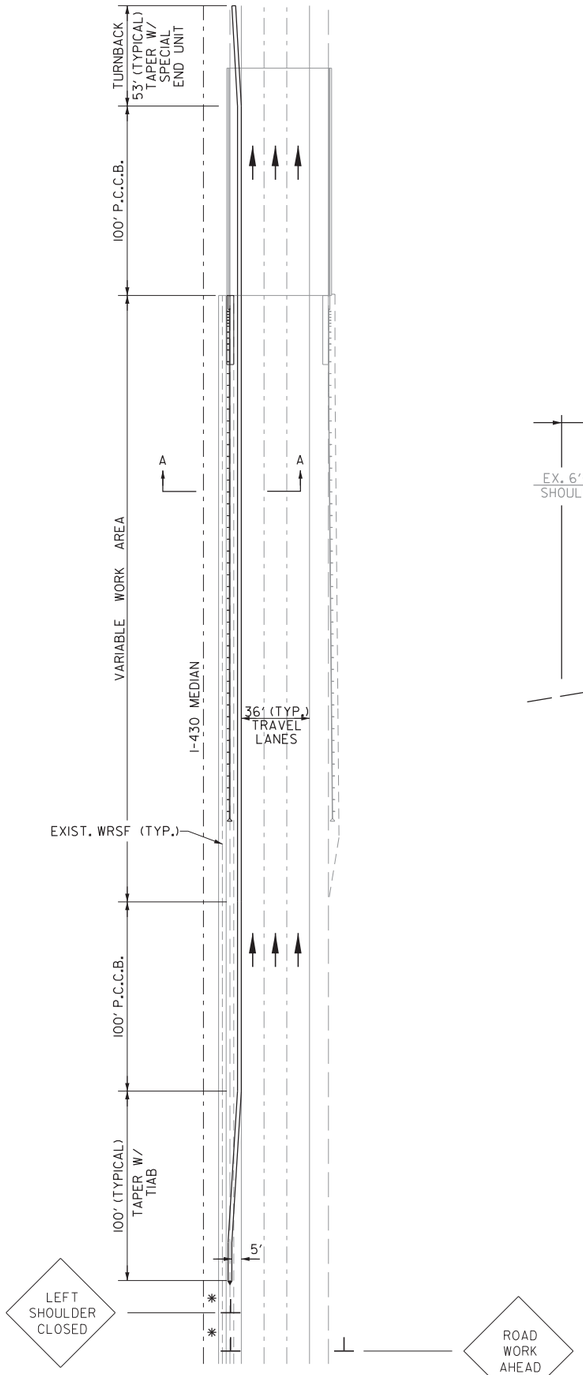


RT. WORK AREA

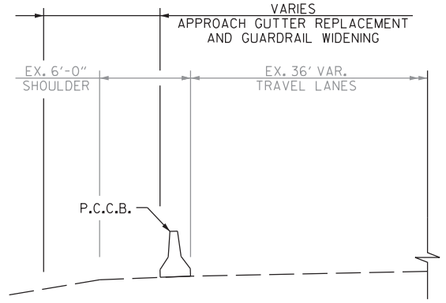


SECTION A-A
(SHOWN IN DIRECTION OF TRAFFIC)

* REFER TO MUTCD FOR MINIMUM SIGN SPACING AND ADJUST AS NECESSARY TO MEET FIELD CONDITIONS.



LT. WORK AREA



SECTION A-A
(SHOWN IN DIRECTION OF TRAFFIC)

NOTES:

MAINTAIN 12' LANE WIDTHS DURING CONSTRUCTION.

THE CONTRACTOR SHALL PERFORM WORK ON ONLY ONE SIDE OF THE ROADWAY AT ANY GIVEN TIME AND SHALL LIMIT OPERATIONS TO NO MORE THAN THREE (3) ACTIVE WORK LOCATIONS AT ANY TIME.

EXISTING WIRE ROPE SAFETY FENCE TO REMAIN IN PLACE. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE DEPARTMENT.

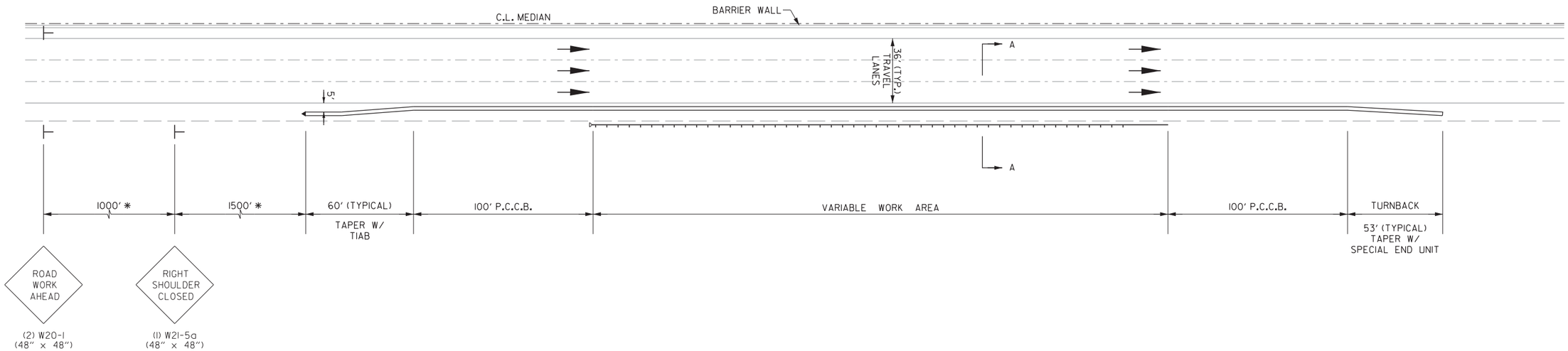
DETAIL FOR APPROACH GUTTER REPLACEMENT AND GUARDRAIL WIDENING

SADonaldson 7/22/2026 3:00:37 PM
WORKSPACE: AHTD
L:\2026\TI6-2600487 - ARDOT 061938 D6 Guardrail\mpvts\Drawings\r061938_MOT_SD_I-430_01.dgn
REVISED DATE:

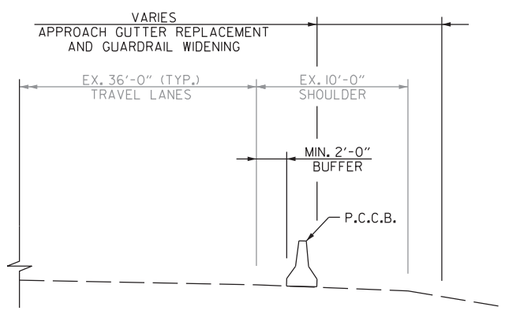
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	29	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

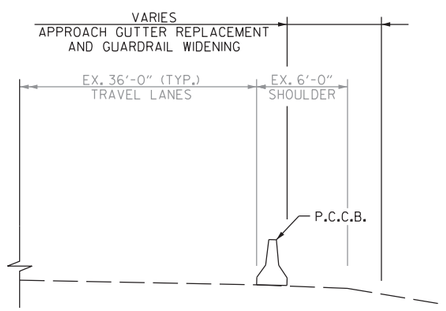
DIGITALLY SIGNED 07/24/2026



* CONTRACTOR SHALL ADJUST DIMENSIONS AS NECESSARY TO FIT FIELD CONDITIONS AT EACH SITE.



SECTION A-A
(10' SHOULDERS)



SECTION A-A
(6' SHOULDERS)

NOTES:

MAINTAIN 12' LANE WIDTHS DURING CONSTRUCTION.

THE CONTRACTOR SHALL PERFORM WORK ON ONLY ONE SIDE OF THE ROADWAY AT ANY GIVEN TIME AND SHALL LIMIT OPERATIONS TO NO MORE THAN THREE (3) ACTIVE WORK LOCATIONS AT ANY TIME.

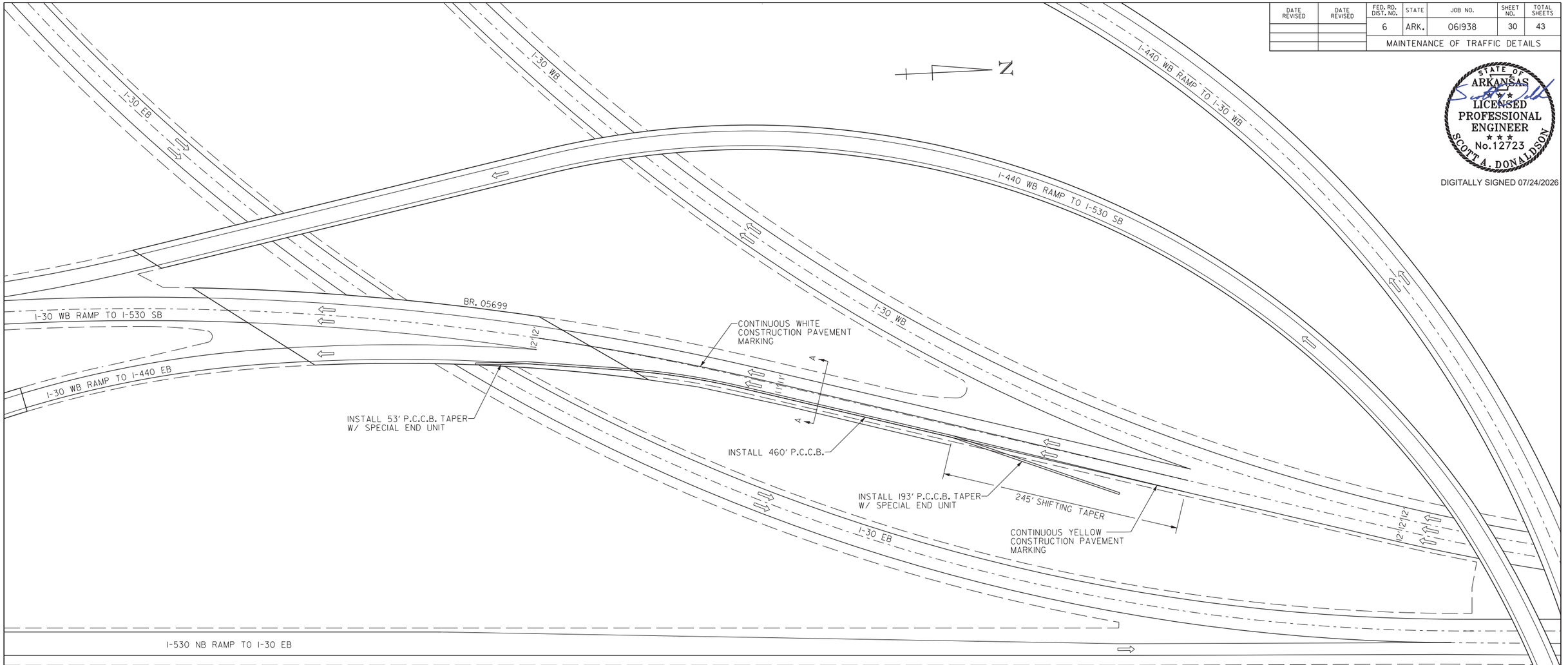
DETAIL FOR APPROACH GUTTER
REPLACEMENT AND GUARDRAIL WIDENING

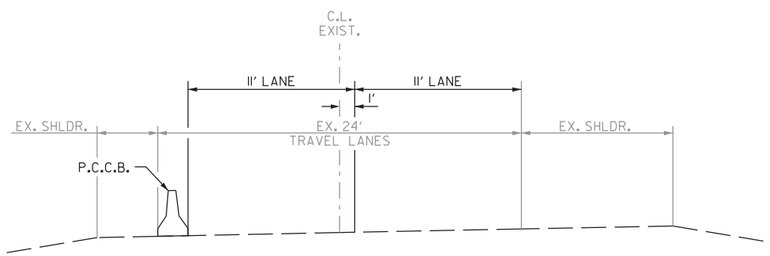
SADonaldson 7/22/2026 3:00:38 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 GuardrailImprvts\Drawings\r061938.MOT_SD.1-630.01.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	30	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026





SECTION A-A

NOTE: REFER TO SUPPLEMENTAL LANE CLOSURE DETAILS FOR MORE INFORMATION.

MAINTENANCE OF TRAFFIC DETAILS
KEY 42 LT.

SAdonaldson 7/22/2026 3:00:40 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrailmpvts\Drawings\r-061938_MOT_SD_42-530-I-L.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	31	43
		MAINTENANCE OF TRAFFIC DETAILS				

NOTES:

1) DETOUR: I-30 WEST RAMP (EXIT 1B) CLOSED OFF OF I-530: I-530 NORTHBOUND TRAFFIC, PAST THE I-30/I-530/I-440 INTERCHANGE, WILL FOLLOW DETOUR TO EXIT 139A ROOSEVELT ROAD. TRAFFIC WILL CROSS THE OVERPASS AND USE THE I-30 WESTBOUND ENTRANCE RAMP TO PROCEED TO I-30 WEST.

2) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

3) TO BE USED FOR KEYS 21 RT., 43c LT. AND RT., 43a, AND 43b AS DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

N

30

630

DETOUR WEST 30

EXIT 139A
DETOUR 30 WEST

EXIT 139 A
ROOSEVELT ROAD

RAMP CLOSURE

DETOUR 30 WEST

PORTABLE CHANGEABLE MESSAGE SIGN
"EXIT 1B CLOSED USE EXIT 139A"

PORTABLE CHANGEABLE MESSAGE SIGN
"I-30 WEST RAMP CLOSED USE ALTERNATE DETOUR ROUTE"

EXIT CLOSED

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
(32') BARR. TYP. III LT.

530

440

NAV.

ARK. MIDLAND RAILROAD

L.R. NATIONAL AIRPORT

Fourche Cr.

College Station

TLE ROCK
op. 193,524

MAINTENANCE OF TRAFFIC DETAILS
I-530 NB TO I-30 WB DETOUR ROUTE

SAOonaldson 7/22/2026 3:00:43 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	32	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

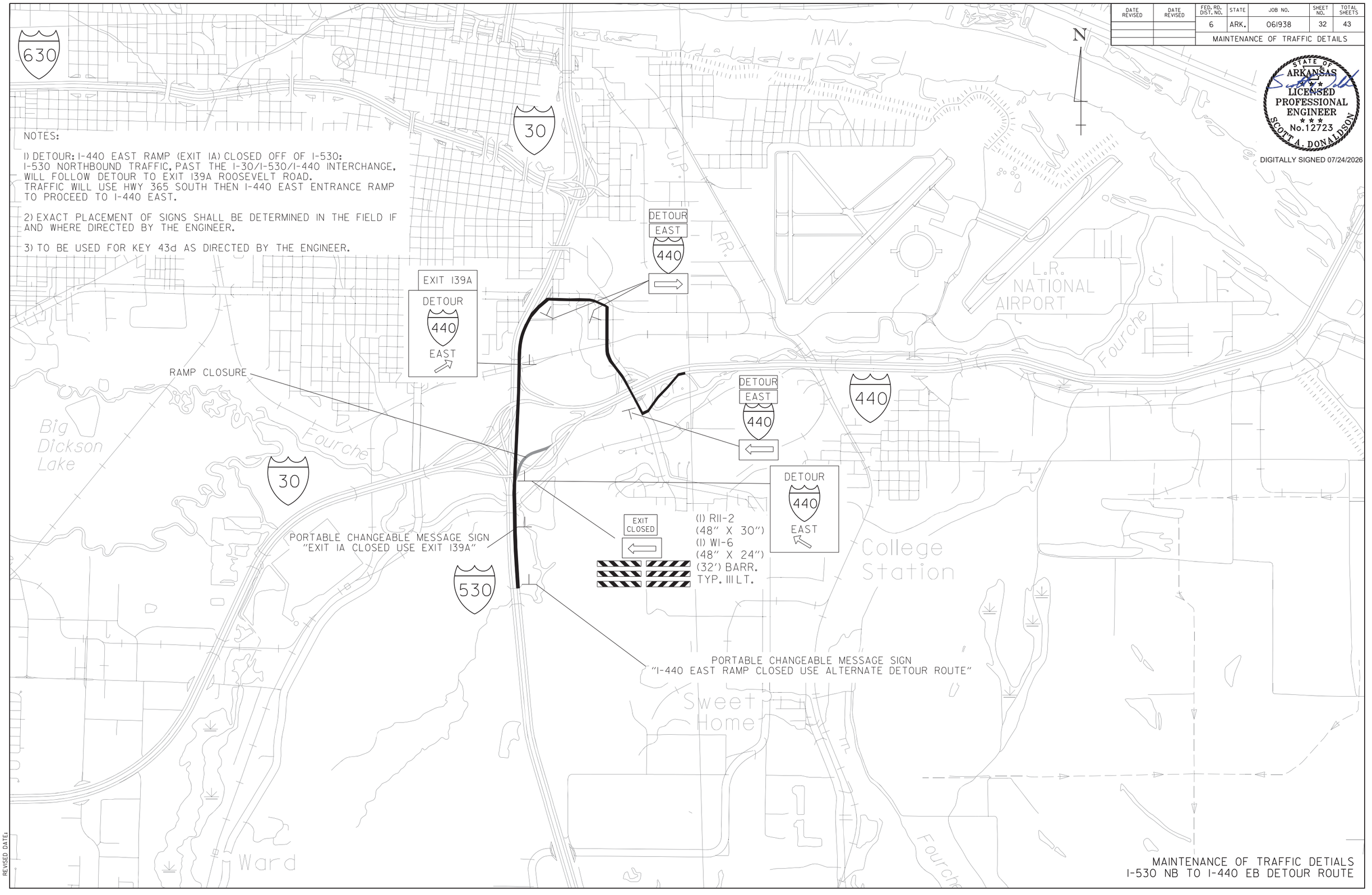
DIGITALLY SIGNED 07/24/2026

NOTES:

1) DETOUR: I-440 EAST RAMP (EXIT 1A) CLOSED OFF OF I-530: I-530 NORTHBOUND TRAFFIC, PAST THE I-30/I-530/I-440 INTERCHANGE, WILL FOLLOW DETOUR TO EXIT 139A ROOSEVELT ROAD. TRAFFIC WILL USE HWY 365 SOUTH THEN I-440 EAST ENTRANCE RAMP TO PROCEED TO I-440 EAST.

2) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

3) TO BE USED FOR KEY 43d AS DIRECTED BY THE ENGINEER.



MAINTENANCE OF TRAFFIC DETIALS
I-530 NB TO I-440 EB DETOUR ROUTE

SADonaldson 7/22/2026 3:00:44 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrail\mpvts\Drawings\r061938_MOT_DETOUR_2.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	33	43
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 07/24/2026

NOTES:

1) DETOUR: I-440 EAST RAMP (EXIT 138) CLOSED OFF OF I-530: I-530 SOUTHBOUND TRAFFIC WILL FOLLOW DETOUR TO EXIT 139A ROOSEVELT ROAD. TRAFFIC WILL USE HWY 365 SOUTH THEN I-440 EAST ENTRANCE RAMP TO PROCEED TO I-440 EAST.

2) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

3) TO BE USED FOR KEYS 20b AND 20c AS DIRECTED BY THE ENGINEER.

PORTABLE CHANGEABLE MESSAGE SIGN
"I-440 EAST RAMP CLOSED USE ALTERNATE DETOUR ROUTE"

PORTABLE CHANGEABLE MESSAGE SIGN
"EXIT 138 CLOSED USE EXIT 139A"

DETOUR 440 EAST

DETOUR EAST 440

DETOUR EAST 440

RAMP CLOSURE

EXIT CLOSED

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

LITTLE ROCK
Pop. 193,524

Big Dickson Lake

Fourche

NAV.

AIRPORT

Fourche Cr.

College Station

Sweet Home

Ward

630 30 30 530 440 440

N

SADonaldson 7/22/2026 3:00:46 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 06938 D6 Guardrail Impvts\Drawings\r-06938_MOT_DETOUR_3.dgn
REVISED DATE:

MAINTENANCE OF TRAFFIC DETAILS
I-530 SB TO I-440 EB DETOUR ROUTE

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	34	43
		MAINTENANCE OF TRAFFIC DETAILS				

NOTES:

1) DETOUR: I-30 EAST RAMP (EXIT 129A) CLOSED OFF OF I-430:
I-430 SOUTHBOUND TRAFFIC, WILL FOLLOW DETOUR TO EXIT 1STAGECOACH ROAD.
TRAFFIC WILL FOLLOW BASELINE ROAD , PASS UNDERNEATH I-30, AND USE THE
ENTRANCE RAMP FROM THE I-30 FRONTAGE ROAD TO PROCEED TO I-30 EAST.

2) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD IF
AND WHERE DIRECTED BY THE ENGINEER.

3) TO BE USED FOR KEY 40 AS DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
DIGITALLY SIGNED 07/24/2026

PORTABLE CHANGEABLE MESSAGE SIGN
"I-30 EAST RAMP CLOSED
USE ALTERNATE DETOUR ROUTE"

PORTABLE CHANGEABLE MESSAGE SIGN
"EXIT 129A CLOSED USE EXIT 1"

DETOUR 30 EAST

DETOUR EAST 30

EXIT CLOSED

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

RAMP CLOSURE

I-30 EAST ENTRANCE RAMP

DETOUR EAST 30

DETOUR EAST 30

N

430

30

30

30

BASELINE RD.

BASELINE RD.

I-30 FRONTAGE RD.

UNIVERSITY AVE

RAILROAD

Fourche Cr.

Fourche

Branch

Otter Creek

Bass Pro Shops

PACIFIC

Mabelvale

Fourche

UNION

Crooked Cr.

Creek

ALEXANDER
Pop. 2,901

Ward

Cr.

Fourche Vinson Br.

Little

Willow Springs Br.

MAINTENANCE OF TRAFFIC DETAILS
I-430 SB TO I-30 EB DETOUR ROUTE

SADonaldson 7/22/2026 3:00:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	35	43

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

N

W. MARKHAM ST.

S. HUGHES ST.

S. UNIVERSITY AVE.

FAIR PARK BLVD.

PORTABLE CHANGEABLE MESSAGE SIGN
"I-630 EAST RAMP CLOSED USE ALTERNATE DETOUR ROUTE"

630

RAMP CLOSURE

DETOUR 630

RAMP CLOSED

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

DETOUR 630

DETOUR 630

S. RODNEY PARHAM RD.

KANIS RD.

W. 12th ST.

DETOUR 630

NOTES:

1) DETOUR: UNIVERSITY AVE. SOUTH TO I-630 EAST RAMP CLOSED: UNIVERSITY AVE. SOUTHBOUND TRAFFIC, PAST THE I-630/UNIVERSITY AVE. INTERCHANGE, WILL FOLLOW DETOUR TO I-630 ENTRANCE RAMP FROM FAIR PARK BLVD.

2) EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

3) TO BE USED FOR KEY 56 AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC DETAILS
UNIVERSITY AVE. SB TO I-630 EB DETOUR ROUTE

SADonaldson 7/23/2026 7:02:16 AM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrail\mpvts\Drawings\r061938_MOT_DETOUR_5.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	36	43
		QUANTITIES				

DIGITALLY SIGNED 07/24/2026

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	* TEMP. IMFACT ATTEN.BARR. (REPAIR)	TEMP. IMPACT ATTEN.BARR. (RELOCATION)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
							RIGHT	LEFT								
				NO.	SQ. FT.	EACH	LIN. FT.		LIN. FT.			EACH		DAY	WEEK	EACH
E5-1	EXIT GORE	72"x60"	6	6	180.0											
E5-2	EXIT OPEN	48"x36"	6	6	72.0											
G20-1	ROAD WORK NEXT xx MILES	60"x24"	12	12	120.0											
G20-2	END ROAD WORK	48"x24"	45	45	360.0											
G20-5aP	WORK ZONE	36"x24"	2	2	12.0											
M1-1	INTERSTATE ROUTE SIGN (2 DIGITS)	30"x24"	5	5	25.0											
M1-1	INTERSTATE ROUTE SIGN (3 DIGITS)	30"x24"	10	10	50.0											
M3-3	CARDINAL DIRECTION WEST	24"x12"	2	2	4.0											
M3-3	CARDINAL DIRECTION EAST	24"x12"	9	9	18.0											
M4-8	DETOUR	24"x12"	8	8	16.0											
M6-1P	DIRECTIONAL ARROW	30"x21"	3	3	13.1											
M6-3P	DIRECTIONAL ARROW	30"x21"	1	1	4.4											
R10-19aP	PHOTO ENFORCED	48"x36"	2	2	24.0											
R11-2	EXIT CLOSED	48"x30"	3	3	30.0											
R11-2	RAMP CLOSED	48"x30"	1	1	10.0											
R2-1	SPEED LIMIT X MPH	48"x60"	4	4	80.0											
R2-11	END HIGHER FINES ZONE	36"x48"	47	47	564.0											
R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	59	59	708.0											
R4-1	DO NOT PASS	48"x60"	4	4	80.0											
SPECIAL	MERGE NOW	48"x48"	1	1	16.0											
SPECIAL	DETOUR I-30 WEST	102"x138"	2	2	195.5											
SPECIAL	DETOUR I-440 EAST	102"x138"	3	3	293.3											
SPECIAL	DETOUR I-30 EAST	102"x138"	2	2	195.5											
W1-6	LARGE ARROW	60"x30"	6	6	75.0											
W1-6	LARGE ARROW	48"x24"	11	11	88.0											
W20-1	ROAD WORK 1 MILE	48"x48"	24	24	384.0											
W20-1	ROAD WORK 1/2 MILE	48"x48"	24	24	384.0											
W20-1	ROAD WORK 1500 FT.	48"x48"	24	24	384.0											
W20-1	ROAD WORK AHEAD	48"x48"	35	35	560.0											
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	32.0											
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	32.0											
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	32.0											
W21-5a	SHOULDER CLOSED	48"x48"	12	12	192.0											
W21-5aL	LEFT SHOULDER CLOSED	48"x48"	3	3	48.0											
W21-5aR	RIGHT SHOULDER CLOSED	48"x48"	3	3	48.0											
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	2	2	32.0											
W4-1	MERGE	48"x48"	1	1	16.0											
W4-2	LANE ENDS	48"x48"	2	2	32.0											
W4-3R	ADDED LANE	48"x48"	1	1	16.0											
WZ-1	NOTICE TRAFFIC LAWS PHOTO ENFORCED WORK ZONE	84"x60"	24	24	840.0											
WZ-4	STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE	78"x60"	24	24	780.0											
	TRAFFIC DRUMS		433			433										
	TYPE III BARRICADE-RT. (8')		3				24									
	TYPE III BARRICADE-LT. (8')		1					8								
	TYPE III BARRICADE-RT. (16')		3				48									
	TYPE III BARRICADE-LT. (16')		3					48								
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER								4019							
	RELOCATING PRECAST CONCRETE BARRIER									71738						
	TEMPORARY IMPACT ATTENUATION BARRIER										3					
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)											36				
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)												106			
	ADVANCE WARNING ARROW PANEL		1											90		
	PORTABLE CHANGEABLE MESSAGE SIGN		9												108	
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		1													1
TOTALS:					**7045.8**	**433**	**72**	**56**	**4019**	**71738**	**3**	**36**	**106**	**90**	**108**	**1**

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

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING	
			TYPE II	12"	6"
			(WHITE/RED)	WHITE	YELLOW
	LIN. FT.	LIN. FT.	EACH	LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	700				
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		945			
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			60		
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")				700	
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					245
TOTALS:	**700**	**945**	**60**	**700**	**245**

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

SADonaldson 7/22/2026 3:00:53 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrailimprvts\Drawings\r-061938_QTY.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	37	43
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/23/2026

REMOVAL AND DISPOSAL OF ITEMS (BOX 1 OF 2)

KEY	LOG MILE	LOG MILE	LOCATION	ROUTE	SECTION	DIRECTION	SIDE	APPROACH GUTTERS	GUARDRAIL	* IMPACT ATTENUATION BARRIER	CONRETE PIER PROTECTION
								EACH	LIN. FT.	EACH	LIN. FT.
1	132.700	132.740	BR. 03173	30	23	A	R	1	215		
2	133.350	133.390	POTSMOUTH DR. OVERPASS	30	23	A	R		215		10
3	134.090	134.140	SCOTT HAMILTON DR. OVERPASS	30	23	A	R		215		10
4	137.590	137.630	OH SIGN	30	23	A	L&R		400		
5	137.850	137.880	BR. F5700/05699 PIER PROT.	30	23	A	R		180		
6	137.870	137.910	BR. F5700/05699 PIER PROT.	30	23	A	L		180		
7	138.190	138.230	BR. B3335	30	23	A	R	1	200		
8	138.400	138.440	BR. B3335	30	23	A	R	1	195		
9	138.830	138.870	BR. B3395	30	23	A	R	1	395		
9a	138.725	138.798	BR. B3395	30	23	A	R	1	205		
10	0.250	0.290	BR. 03381	30	23	B	R	1	200		
11	0.400	0.460	BR. 03379 OVERPASS	30	23	B	L&R		565		20
12	0.880	1.010	BR. G2768	30	23	B	R	1	660		
13	1.030	1.040	BR. G2768	30	23	B	R	1	50		
14	1.190	1.280	BR. F2768/E2768	30	23	B	R	2	475		
15	1.340	1.440	BR. E2768/D2768	30	23	B	R	2	500		
16	1.540	1.580	BR. C2768	30	23	B	R	1	215		
17	1.600	1.680	BR. C2768	30	23	B	R	1	560		
18	3.530	3.570	BR. A3397	30	23	B	R	1	200		
18a	3.626	3.730	ROADSIDE GUIDE SIGN	30	23	B	R			1	
19	4.100	4.140	BR. A3395	30	23	B	R	1	195		
20	4.170	4.310	BR. A3395	30	23	B	R	1	725		
20a	4.290	4.561	BR. A3335	30	23	B	R	1	1445		
20b	0.054	0.102	BR. 05699/C5700	30	546	A	L	2	270		
20c	0.074	0.102	BR. C5700	30	546	A	R	1	135		
21	5.600	5.640	BR. A3179	30	23	B	L&R	2	400		
22	8.720	8.760	SCOTT HAMILTON DR. OVERPASS	30	23	B	R		215		10
23	9.470	9.510	POTSMOUTH DR. OVERPASS	30	23	B	R		215		10
24	10.100	10.140	BR. A3173	30	23	B	R	1	215		
25	4.000	4.040	BR. A5310	430	21	A	L&R	2	400		
26	4.590	4.630	BR. A5311	430	21	A	L&R	2	400		
27	7.760	7.800	BR. A5316	430	21	A	L&R	2	400		
28	8.990	9.030	BR. A5318	430	21	A	L&R	2	400		
29	9.080	9.210	BR. A5318	430	21	A	R	1	600		
30	12.370	12.410	BR. B5322	430	21	A	L	1	200		
31	12.380	12.420	BR. B5322	430	21	A	R	1	200		
32	1.110	1.150	BR. A5322	430	21	B	L	1	200		
33	1.120	1.160	BR. A5322	430	21	B	R	1	200		
34	4.510	4.550	BR. B5318	430	21	B	L&R	2	400		
35	5.750	5.790	BR. 5316	430	21	B	L&R	2	400		
36	5.810	5.840	BR. 5316	430	21	B	L&R	2	250		
37	8.890	8.940	BR. B5311	430	21	B	L&R	2	400		
38	9.500	9.540	BR. B5310	430	21	B	L&R	2	400		
39	12.890	12.950	I-30 FRONTAGE RD. OVERPASS	430	21	B	L		265		
40	13.070	13.110	BR. 05305	430	21	B	R	1	200		
41	0.170	0.210	BR. B5700	440	1	A	L&R	2	400		
42	0.080	0.120	BR. 05699	530	1	A	L&R	2	400		
43	46.100	46.120	OH SIGN	530	1	B	L		100	1	
43a	0.089	0.118	I-530 OVERPASS	530	113	A	L		145		10
43b	0.098	0.135	I-530 OVERPASS	530	113	A	R		190		10
43c	0.224	0.262	BR. 05698	530	113	A	L&R	2	400		
43d	0.086	0.124	BR. D5700	530	111	A	L&R	2	400		
SUBTOTALS (BOX 1 OF 2):								**56**	**16990**	**2**	**80**

REMOVAL AND DISPOSAL OF ITEMS (BOX 2 OF 2)

KEY	LOG MILE	LOG MILE	LOCATION	ROUTE	SECTION	DIRECTION	SIDE	APPROACH GUTTERS	GUARDRAIL	* IMPACT ATTENUATION BARRIER	CONRETE PIER PROTECTION
								EACH	LIN. FT.	EACH	LIN. FT.
44	0.040	0.070	BR. A3397	630	21	A	R	1	200		
45	0.110	0.190	BR. 05994	630	21	A	L&R	3	860		
46	0.500	0.530	PEDESTRIAN BRIDGE	630	21	A	L&R		275		10
46a	1.735	1.849	OC SIGN	630	21	A	R			1	
47	2.450	2.490	BR. A3499	630	21	A	R	1	195		
48	2.520	2.630	BR. A3499/A3498	630	21	A	R	2	525		
49	2.930	2.960	S. WOODROW ST. OVERPASS	630	21	A	R		200		10
50	2.980	3.090	S. WOODROW ST. OVERPASS	630	21	A	R		570		
51	3.560	3.600	S. PINE ST. OVERPASS	630	21	A	R		195		10
52	3.620	3.660	S. CEDAR ST. OVERPASS	630	21	A	R		195		10
53	4.050	4.110	I-630	630	21	A	R		300		
54	4.180	4.310	JONESBORO DR. OVERPASS	630	21	A	R		730		10
55	4.570	4.610	FAIR PARK BLVD. OVERPASS	630	21	A	R		200		10
56	2.860	2.900	BR. B3493	630	21	B	R	1	200		
57	3.040	3.130	OH SIGN	630	21	B	R		445		
58	3.200	3.240	FAIR PARK BLVD. OVERPASS	630	21	B	R		200		10
59	3.490	3.530	JONESBORO DR. OVERPASS	630	21	B	R		200		10
60	3.570	3.670	I-630	630	21	B	R		500		
61	3.740	3.850	RETAINING WALL	630	21	B	R		625		
62	4.150	4.190	S. CEDAR ST. OVERPASS	630	21	B	R		200		10
63	4.210	4.250	S. PINE ST. OVERPASS	630	21	B	R		200		10
64	4.700	4.740	RETAINING WALL	630	21	B	R		200		
65	4.840	4.880	S. WOODROW ST. OVERPASS	630	21	B	R		190		10
66	5.230	5.340	BR. B3498/B3499	630	21	B	R	2	555		
67	6.080	6.100	OH SIGN	630	21	B	R		100		
68	7.290	7.330	OH SIGN	630	21	B	R		200		
69	7.490	7.530	BR. 05992	630	21	B	L&R	2	400		
70	7.570	7.590	BR. 05992	630	21	B	L	1	75		
71	7.760	7.860	BR. 05484	630	21	B	R	1	25		
72	7.820	7.860	BR. 05484	630	21	B	L	1	200		
73	0.051	0.143	BR. C3397	630	112	A	L	1	500		
74	0.175	0.227	BR. C3397	630	112	A	R	1	270		
75	0.145	0.183	BR. 05482	630	113	A	R	1	200		
76	0.246	0.285	BR. 05482/05993	630	113	A	R	2	200		
77	0.332	0.346	BR. 05993	630	113	A	R	1	230		
78	0.045	0.083	BR. 05993	630	114	A	R	1	200		
79	0.130	0.167	BR. 05993/05482	630	114	A	R	2	190		
SUBTOTALS (BOX 2 OF 2):								**24**	**10750**	**1**	**110**
SUBTOTALS (BOX 1 OF 2):								**56**	**16990**	**2**	**80**
TOTALS:								**80**	**27740**	**3**	**190**

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 AND DISPOSAL OF IMPACT ATTENUATION BARRIER SHALL INCLUDE THE BARRIER PAD (ALL TYPES).

SADonaldson 7/22/2026 3:00:56 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	38	43
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

APPROACH GUTTERS

	KEY	LOG MILE	LOG MILE	BRIDGE	ROUTE	SECTION	DIRECTION	SIDE	APPROACH GUTTER (TYPE 'AT')	APPROACH GUTTER (TYPE 'PT')	APPROACH GUTTER (TYPE 'PT2')	** RAIL TRANSITION	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
									CU.YD.	CU.YD.	CU.YD.	CU.YD.	POUND	TON
	1	132.717	132.724	03173	30	23	A	RT.		8.13			848	4.26
	7	138.190	138.197	B3335	30	23	A	RT.			7.56		819	4.26
	8	138.399	138.406	B3335	30	23	A	RT.			7.56		819	4.26
	9a	138.797	138.804	B3395	30	23	A	RT.			6.18		759	4.26
	9	138.828	138.835	B3395	30	23	A	RT.			6.36		767	4.26
**	12	1.006	1.013	G2768	30	23	B	RT.				1.29	253	
**	13	1.030	1.037	G2768	30	23	B	RT.				1.29	253	
**	14	1.182	1.189	F2768	30	23	B	RT.				1.39	272	
**	14	1.276	1.283	E2768	30	23	B	RT.				0.86	189	
**	15	1.344	1.401	E2768	30	23	B	RT.				0.86	189	
**	15	1.441	1.448	D2768	30	23	B	RT.				1.33	280	
**	16	1.577	1.584	C2768	30	23	B	RT.				1.36	269	
**	17	1.601	1.608	C2768	30	23	B	RT.				1.36	269	
	18	3.568	3.575	A3397	30	23	B	RT.			5.88		746	4.26
*	19	4.126	4.133	A3395	30	23	B	RT.			5.76		741	4.26
	20	4.157	4.164	A3395	30	23	B	RT.			5.76		741	4.26
	20a	4.556	4.563	A3335	30	23	B	RT.			7.44		814	4.26
	20b	0.049	0.056	05699	30	546	A	LT.			6.36		767	4.26
	20b	0.098	0.105	C5700	30	546	A	LT.			7.20		803	4.26
	20c	0.098	0.105	C5700	30	546	A	RT.			7.20		803	4.26
	21	5.628	5.635	A3179	30	23	B	LT.		8.13			848	4.26
	21	5.628	5.635	A3179	30	23	B	RT.		8.13			848	4.26
	24	10.141	10.148	A3173	30	23	B	RT.		8.13			848	4.26
	25	4.033	4.040	A5310	430	21	A	LT.	7.75				703	4.26
	25	4.033	4.040	A5310	430	21	A	RT.	7.75				703	4.26
	26	4.624	4.631	A5311	430	21	A	LT.	7.75				703	4.26
	26	4.624	4.631	A5311	430	21	A	RT.	7.75				703	4.26
	27	7.793	7.800	A5316	430	21	A	LT.	7.75				703	4.26
	27	7.793	7.800	A5316	430	21	A	RT.	7.75				703	4.26
	28	9.018	9.025	A5318	430	21	A	LT.	7.75				703	4.26
	28	9.021	9.028	A5318	430	21	A	RT.	7.75				703	4.26
	29	9.078	9.085	A5318	430	21	A	RT.	7.75				703	4.26
	30	12.403	12.410	B5322	430	21	A	LT.	7.75				703	4.26
	31	12.414	12.421	B5322	430	21	A	RT.	7.75				703	4.26
	32	1.139	1.146	A5322	430	21	B	LT.	7.75				703	4.26
	33	1.149	1.156	A5322	430	21	B	RT.	7.75				703	4.26
	34	4.541	4.548	B5318	430	21	B	LT.	7.75				703	4.26
	34	4.544	4.551	B5318	430	21	B	RT.	7.75				703	4.26
	35	5.779	5.786	B5316	430	21	B	LT.	7.75				703	4.26
	35	5.779	5.786	B5316	430	21	B	RT.	7.75				703	4.26
	36	5.813	5.820	B5316	430	21	B	LT.	7.75				703	4.26
	36	5.813	5.820	B5316	430	21	B	RT.	7.75				703	4.26
	37	8.929	8.936	B5311	430	21	B	LT.	7.75				703	4.26
	37	8.929	8.936	B5311	430	21	B	RT.	7.75				703	4.26
	38	9.529	9.536	B5310	430	21	B	LT.	7.75				703	4.26
	38	9.529	9.536	B5310	430	21	B	RT.	7.75				703	4.26
	40	13.104	13.111	05305	430	21	B	RT.	7.75				703	4.26
	41	0.206	0.213	B5700	440	1	A	LT.			7.26		806	4.26
	41	0.206	0.213	B5700	440	1	A	RT.			7.26		806	4.26
	42	0.122	0.129	05699	530	1	A	LT.			5.76		741	4.26
	42	0.143	0.150	05699	530	1	A	RT.			5.76		741	4.26
	43c	0.258	0.265	05698	530	113	A	LT.			7.08		798	4.26
	43c	0.258	0.265	05698	530	113	A	RT.			7.08		798	4.26
	43d	0.120	0.127	D5700	530	111	A	LT.			7.08		798	4.26
	43d	0.120	0.127	D5700	530	111	A	RT.			7.08		798	4.26
	44	0.075	0.082	A3397	630	21	A	RT.			6.96		793	4.26
	45	0.192	0.199	05994	630	21	A	LT.			7.26		806	4.26
	45	0.192	0.199	05994	630	21	A	RT.			7.26		806	4.26
	47	2.483	2.490	A3499	630	21	A	RT.		8.13			848	4.26
	48	2.518	2.525	A3499	630	21	A	RT.		8.13			848	4.26
	56	2.863	2.870	B3493	630	21	B	RT.	7.75				703	4.26
	66	5.338	5.345	B3499	630	21	B	RT.		8.13			848	4.26
	71	7.855	7.862	05484	630	21	B	RT.			5.76		741	4.26
	72	7.857	7.864	05484	630	21	B	LT.		8.13			848	4.26
	73	0.139	0.146	C3397	630	112	A	LT.			7.26		806	4.26
	74	0.169	0.176	C3397	630	112	A	RT.			6.24		762	4.26
	75	0.179	0.186	05482	630	113	A	RT.			7.26		806	4.26
	76	0.243	0.250	05482	630	113	A	RT.			7.20		803	4.26
	76	0.282	0.289	05993	630	113	A	RT.			7.20		848	4.26
	77	0.332	0.339	05993	630	113	A	RT.		8.13			848	4.26
	78	0.076	0.083	05993	630	114	A	RT.		8.13			848	4.26
	79	0.127	0.134	05993	630	114	A	RT.			7.20		803	4.26
	79	0.163	0.170	05482	630	114	A	RT.			7.20		803	4.26
	TOTALS:								**193.75**	**81.30**	**204.42**	**9.74**	**51671**	**276.90**

BASIS OF ESTIMATE: W=3'

* EXISTING DRAINAGE INLET AT THIS LOCATION. ANY MODIFICATION NECESSARY TO CONSTRUCT THE NEW APPROACH GUTTER SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR APPROACH GUTTERS. CONSTRUCT DRAINAGE OPENING IN APPROACH GUTTER TO FACILITATE DRAINAGE AS IT CURRENTLY EXISTS.

** THIS WORK REQUIRES MODIFICATION OF EXISTING BRIDGE STRUCTURES. WORK TO VERIFY EXISTING GEOMETRY AND CONNECT EXISTING TO PROPOSED WORK SHALL BE CONSIDERED INCLUDED IN THE BID PRICE FOR APPROACH GUTTERS. REFER TO DRAWING NO. 69646 FOR ADDITIONAL DETAILS.

SADonaldson 7/22/2026 3:01:00 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	39	43
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL				TEMPORARY EROSION CONTROL					
			SEEDING	LIME	MULCH COVER	WATER	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") DITCH CHECKS (E-1)	SILT FENCE (E-11)	COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	M.GAL.	LIN. FT.	LIN. FT.	LIN. FT.
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			32.93	65.86	32.93	3358.9	32.93	32.93	671.8	954	5620	1500
TOTALS:			**32.93**	**65.86**	**32.93**	**3358.9**	**32.93**	**32.93**	**671.8**	**954**	**5620**	**1500**

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
WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
FILTER SOCKS.....30 LIN. FT./ INLET

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

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.

CONCRETE BARRIER WALL

KEY	LOG MILE	LOG MILE	DESCRIPTION	ROUTE	SECTION	DIRECTION	SIDE	PIER PROTECTION (TYPE A)
								LIN. FT.
2	133.372	133.374	BR. 03174 PIER PROTECTION	30	23	A	RT.	10
3	134.119	134.121	BR. 03175 PIER PROTECTION	30	23	A	RT.	10
11	0.469	0.471	BR. 03379 PIER PROTECTION	30	23	B	LT.	10
11	0.460	0.462	BR. 03379 PIER PROTECTION	30	23	B	RT.	10
22	8.762	8.764	BR. 03175 PIER PROTECTION	30	23	B	RT.	10
23	9.517	9.519	BR. 03174 PIER PROTECTION	30	23	B	RT.	10
46	0.530	0.532	SIDE BARRIER WALL	630	21	A	LT.	10
49	2.963	2.965	BR. 03497 PIER PROTECTION	630	21	A	RT.	10
50	2.978	2.980	BR. 03497 PIER PROTECTION	630	21	A	RT.	10
50	3.086	3.088	BR. 03497/PEDESTRIAN BRIDGE	630	21	A	RT.	10
51	3.596	3.598	BR. 03495 PIER PROTECTION	630	21	A	RT.	10
52	3.657	3.659	BR. 03494 PIER PROTECTION	630	21	A	RT.	10
54	4.313	4.315	BR. 03492 PIER PROTECTION	630	21	A	RT.	10
55	4.611	4.613	BR. 03491 PIER PROTECTION	630	21	A	RT.	10
58	3.242	3.244	BR. 03491 PIER PROTECTION	630	21	B	RT.	10
59	3.531	3.533	BR. 03492 PIER PROTECTION	630	21	B	RT.	10
62	4.193	4.195	BR. 03494 PIER PROTECTION	630	21	B	RT.	10
63	4.254	4.256	BR. 03495 PIER PROTECTION	630	21	B	RT.	10
65	4.885	4.887	BR. 03497 PIER PROTECTION	630	21	B	RT.	10
TOTAL:								**190**

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

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

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION CU. YD.
ENTIRE	PROJECT	GUARDRAIL WIDENING	1741
TOTAL:			**1741**

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

SADonaldson 7/22/2026 3:01:02 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrailimpvts\Drawings\r061938_QTY.dgn
REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	40	43
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

GUARDRAIL (BOX 1 OF 2)

	KEY	LOG MILE	LOG MILE	LOCATION	ROUTE	SECTION	DIRECTION	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)	* WIDENING FOR GUARDRAIL
									LIN. FT.	EACH	EACH	EACH	SECTION
	1	132.666	132.717	03173	30	23	A	RT.	200	1	1		B
	2	133.321	133.372	ER. PIER PROTECTION	30	23	A	RT.	200	1	1		B
	3	134.068	134.119	ER. PIER PROTECTION	30	23	A	RT.	200	1	1		B
	4	137.550	137.616	OH SIGN	30	23	A	LT.	300		1	1	C
	4	137.559	137.616	OH SIGN	30	23	A	RT.	250		1	1	D
	5	137.795	137.899	ER. PIER PROTECTION	30	23	A	RT.	500		1	1	D
	6	137.799	137.927	ER. PIER PROTECTION	30	23	A	LT.	625		1	1	C
	7	138.149	138.195	B3335	30	23	A	RT.	175	1	1		B
	8	138.401	138.438	B3335	30	23	A	RT.	175	1		1	B
	9a	138.796	138.798	B3395	30	23	A	RT.	350	1	1		B
■	9	138.836	138.877	B3395	30	23	A	RT.	200	1		1	N/A
♦■	10	0.231	0.287	03381	30	23	B	RT.	225	1	1		F
■	11	0.359	0.469	ER. PIER PROTECTION	30	23	B	LT.	300	1	1		E
	11	0.414	0.460	ER. PIER PROTECTION	30	23	B	RT.	175	1	1		B
■	12	0.877	1.004	G2768	30	23	B	RT.	600	1	1		F
	13	1.037	1.055	G2768	30	23	B	RT.	75	1		1	J
■	14	1.192	1.280	F2768/E2768	30	23	B	RT.	450	2			F
■	15	1.349	1.442	E2768/D2768	30	23	B	RT.	475	2			F
	16	1.531	1.577	C2768	30	23	B	RT.	175	1	1		B
■	17	1.608	1.716	C2768	30	23	B	RT.	550	1			F
	18	3.522	3.568	A3397	30	23	B	RT.	175	1	1		J
■	18a	3.702	3.754	OC SIGN	30	23	B	RT.	225		1	1	E
■	19	4.080	4.126	A3395	30	23	B	RT.	175	1	1		F
■	20	4.164	4.305	A3395	30	23	B	RT.	725	1		1	N/A
■	20a	4.290	4.561	A3335	30	23	B	RT.	1375	1	1		E
■	20b	0.054	0.102	05699/C5700	30	546	A	LT.	250	2			F
	20c	0.080	0.102	C5700	30	546	A	RT.	50	1	1		B
	21	5.577	5.628	A3179	30	23	B	LT.	200	1	1		B
	21	5.568	5.628	A3179	30	23	B	RT.	250	1	1		B
	22	8.662	8.713	ER. PIER PROTECTION	30	23	B	RT.	200	1	1		B
	23	9.417	9.468	ER. PIER PROTECTION	30	23	B	RT.	200	1	1		B
	24	10.090	10.141	A3173	30	23	B	RT.	200	1	1		B
	25	3.982	4.033	A5310	430	21	A	LT.	200	1	1		A
	25	3.982	4.033	A5310	430	21	A	RT.	200	1	1		B
	26	4.573	4.624	A5311	430	21	A	LT.	200	1	1		A
	26	4.549	4.624	A5311	430	21	A	RT.	325	1	1		B
	27	7.723	7.793	A5316	430	21	A	LT.	300	1	1		A
	27	7.718	7.793	A5316	430	21	A	RT.	325	1	1		B
	28	8.967	9.018	A5318	430	21	A	LT.	200	1	1		A
	28	8.970	9.021	A5318	430	21	A	RT.	200	1	1		B
	29	9.085	9.221	A5318	430	21	A	RT.	700	1		1	D
	30	12.352	12.403	B5322	430	21	A	LT.	200	1	1		B
	31	12.354	12.414	B5322	430	21	A	RT.	250	1	1		B
	32	1.088	1.139	A5322	430	21	B	LT.	200	1	1		B
	33	1.088	1.149	A5322	430	21	B	RT.	200	1	1		B
	34	4.490	4.541	B5318	430	21	B	LT.	200	1	1		A
	34	4.474	4.544	B5318	430	21	B	RT.	300	1	1		B
	35	5.728	5.779	B5316	430	21	B	LT.	200	1	1		A
	35	5.719	5.779	B5316	430	21	B	RT.	250	1	1		B
	36	5.820	5.857	B5316	430	21	B	LT.	175	1		1	A
	36	5.820	5.857	B5316	430	21	B	RT.	175	1		1	B
	37	8.878	8.929	B5311	430	21	B	LT.	200	1	1		A
	37	8.878	8.929	B5311	430	21	B	RT.	200	1	1		B
	38	9.478	9.529	B5310	430	21	B	LT.	200	1	1		A
	38	9.478	9.529	B5310	430	21	B	RT.	200	1	1		B
	39	12.859	12.954	I-30 FR. RD. OVERPASS	430	21	B	LT.	450		1	1	C
	40	13.044	13.104	05305	430	21	B	RT.	250	1	1		B
	41	0.150	0.210	B5700	440	1	A	LT.	250	1	1		B
	41	0.159	0.210	B5700	440	1	A	RT.	200	1	1		B
	42	0.057	0.122	05699	530	1	A	LT.	275	1	1		B
	42	0.068	0.143	05699	530	1	A	RT.	325	1	1		B
	43	46.092	46.125	OH SIGN	530	1	B	LT.	125		1	1	C
	43	46.058	46.125	OH SIGN	530	1	B	RT.	250		1	1	D
	43a	0.067	0.118	ER. PIER PROTECTION	530	113	A	LT.	200	1	1		B
	43b	0.084	0.135	ER. PIER PROTECTION	530	113	A	RT.	150	1	1		B
	43c	0.210	0.261	05698	530	113	A	LT.	200	1	1		B
	43c	0.215	0.261	05698	530	113	A	RT.	175	1	1		B
	43d	0.073	0.124	D5700	530	111	A	LT.	200	1	1		B
	43d	0.078	0.124	D5700	530	111	A	RT.	175	1	1		B
SUBTOTALS (BOX 1 OF 2):									**19050**	**64**	**58**	**15**	

GUARDRAIL (BOX 2 OF 2)

	KEY	LOG MILE	LOG MILE	LOCATION	ROUTE	SECTION	DIRECTION	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)	* WIDENING FOR GUARDRAIL
									LIN. FT.	EACH	EACH	EACH	SECTION
■	44	0.019	0.075	A3397	630	21	A	RT.	225	1	1		E
■	45	0.108	0.192	05994	630	21	A	LT.	375	1	1		E
■	45	0.109	0.192	05994	630	21	A	RT.	400	2			E
	46	0.479	0.530	BR. PIER PROTECTION	630	21	A	LT.	200	1	1		D
	46	0.515	0.552	BR. PIER PROTECTION	630	21	A	RT.	175	1		1	J
	46a	1.775	1.832	OC SIGN	630	21	A	RT.	250		1	1	J
	47	2.437	2.483	A3499	630	21	A	RT.	175	1	1		G
♦■	48	2.525	2.624	A3499/A3498	630	21	A	RT.	525	2			H
	49	2.917	2.963	BR. PIER PROTECTION	630	21	A	RT.	175	1	1		G
	50	2.980	3.086	BR. PIER PROTECTION	630	21	A	RT.	550	2			G
	51	3.550	3.596	BR. PIER PROTECTION	630	21	A	RT.	175	1	1		J
	52	3.611	3.657	BR. PIER PROTECTION	630	21	A	RT.	175	1	1		J
■	53	4.049	4.111	ROADSIDE	630	21	A	RT.	275		1	1	H
	54	4.177	4.313	BR. PIER PROTECTION	630	21	A	RT.	650	1	1		J
	55	4.565	4.611	BR. PIER PROTECTION	630	21	A	RT.	175	1	1		J
	56	2.870	2.907	B3493	630	21	B	RT.	175	1		1	B
■	57	3.047	3.141	OH SIGN	630	21	B	RT.	450		1	1	H
	58	3.196	3.242	BR. PIER PROTECTION	630	21	B	RT.	175	1	1		J
	59	3.485	3.531	BR. PIER PROTECTION	630	21	B	RT.	175	1	1		J
■	60	3.577	3.676	ROADSIDE	630	21	B	RT.	475		1	1	H
▲■	61	3.737	3.861	RETAINING WALL	630	21	B	RT.	575	1	1		H
	62	4.147	4.193	BR. PIER PROTECTION	630	21	B	RT.	175	1	1		J
	63	4.208	4.254	BR. PIER PROTECTION	630	21	B	RT.	175	1	1		J
▲	64	4.682	4.740	RETAINING WALL	630	21	B	RT.	225	1	1		J
	65	4.838	4.885	BR. PIER PROTECTION	630	21	B	RT.	175	1	1		G
♦■	66	5.238	5.338	B3498/B3499	630	21	B	RT.	525	2			H
	67	6.048	6.105	OH SIGN	630	21	B	RT.	250		1	1	J
	68	7.268	7.325	OH SIGN	630	21	B	RT.	250		1	1	J
	69	7.486	7.527	05992	630	21	B	LT.	150	1	1		B
	69	7.486	7.527	05992	630	21	B	RT.	150	1	1		B
	70	7.579	7.597	05992	630	21	B	LT.	75	1		1	B
○	71	7.854	7.862	05484	630	21	B	RT.	25	1			N/A
■	72	7.816	7.857	05484	630	21	B	LT.	150	1	1		G
■	73	0.045	0.143	C3397	630	112	A	LT.	450	1	1		F
	74	0.175	0.226	C3397	630	112	A	RT.	250	1		1	F
	75	0.142	0.183	05482	630	113	A	RT.	150	1	1		G
	76	0.246	0.285	05482/05993	630	113	A	RT.	175	2			J
	77	0.333	0.398	05993	630	113	A	RT.	325	1		1	J
	78	0.040	0.081	05993	630	114	A	RT.	150	1	1		J
■	79	0.130	0.167	05482/05993	630	114	A	RT.	150	2			H
SUBTOTALS (BOX 2 OF 2):									**10500**	**40**	**28**	**11**	
SUBTOTALS (BOX 1 OF 2):									**19050**	**64**	**58**	**15**	
TOTALS:									**29550**	**104**	**86**	**26**	

* REFER TO SPECIAL DETAILS FOR GUARDRAIL WIDENING DETAILS.

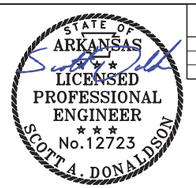
■ 8'-0" GUARDRAIL POSTS TO BE INSTALLED. SEE SPECIAL DETAILS.

▲ ADDITIONAL 12'-6" THRIE-BEAM WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "THRIE BEAM GUARDRAIL TERMINAL". SEE SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

♦ FOR BRIDGE NO. 03381, A3498, AND B3498 THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE-BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION (OR BRIDGE) 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 STD. DWGS. GR-10 AND GR-12 FOR ADDITIONAL DETAILS.

○ REMOVE ONLY LENGTH OF GUARDRAIL REQUIRED TO CONSTRUCT NEW APPROACH GUTTER AND TIE EXISTING GUARDRAIL WITH NEW THRIE-BEAM TERMINAL.

SADonaldson 7/22/2026 3:03:04 PM
WORKSPACE: AHTD
L:\2026\T16-2600487 - ARDOT 061938 D6 Guardrail\mpvts\Drawings\r061938_QTY.dgn
REVISED DATE:



DIGITALLY SIGNED 07/24/2026

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	41	43
		QUANTITIES				

BASE AND SURFACING (BOX 1 OF 2)

KEY	LOG MILE	LOG MILE	ROUTE	SECTION	DIRECTION	SIDE	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
								TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22
							FEET			FEET			TON
1	132.666	132.717	30	23	A	RT.	328	VAR.	86.48	VAR.	192.14	220	21.14
2	133.323	133.374	30	23	A	RT.	313	VAR.	69.46	VAR.	146.04	220	16.06
3	134.075	134.121	30	23	A	RT.	313	VAR.	69.46	VAR.	146.04	220	16.06
4	137.550	137.616	30	23	A	LT.	436	35.00	152.60	7.50	363.33	220	39.97
4	137.559	137.616	30	23	A	RT.	386	27.25	105.19	5.50	235.89	220	25.95
5	137.795	137.899	30	23	A	RT.	636	27.25	173.31	5.50	388.67	220	42.75
6	137.799	137.927	30	23	A	LT.	761	35.00	266.35	7.50	634.17	220	69.76
7	138.149	138.195	30	23	A	RT.	300	VAR.	76.18	VAR.	167.41	220	18.42
8	138.401	138.438	30	23	A	RT.	244	VAR.	57.22	VAR.	122.60	220	13.49
9a	138.796	138.798	30	23	A	RT.	328	VAR.	86.48	VAR.	192.14	220	21.14
10	0.231	0.287	30	23	B	RT.	337	11.75	39.60	1.50	56.17	220	6.18
11	0.401	0.471	30	23	B	LT.	412	19.50	80.34	3.50	160.22	220	17.62
11	0.462	0.416	30	23	B	RT.	287	VAR.	63.58	VAR.	133.58	220	14.69
12	0.877	1.004	30	23	B	RT.	712	11.75	83.66	1.50	118.67	220	13.05
14	1.192	1.280	30	23	B	RT.	488	11.75	57.34	1.50	81.33	220	8.95
15	1.349	1.442	30	23	B	RT.	513	11.75	60.28	1.50	85.50	220	9.41
16	1.531	1.577	30	23	B	RT.	300	VAR.	76.18	VAR.	167.41	220	18.42
17	1.608	1.718	30	23	B	RT.	569	11.75	66.86	1.50	94.83	220	10.43
18a	3.702	3.754	30	23	B	RT.	361	19.50	70.40	3.50	140.39	220	15.44
19	4.080	4.126	30	23	B	RT.	287	11.75	33.72	1.50	47.83	220	5.26
20a	4.290	4.561	30	23	B	RT.	1477	19.50	288.02	3.50	574.39	220	63.18
20b	0.054	0.102	30	546	A	LT.	288	11.75	33.84	1.50	48.00	220	5.28
20c	0.080	0.102	30	546	A	RT.	163	VAR.	34.69	VAR.	71.82	220	7.90
21	5.577	5.628	30	23	B	LT.	328	VAR.	86.48	VAR.	192.14	220	21.14
21	5.568	5.628	30	23	B	RT.	384	VAR.	108.71	VAR.	246.28	220	27.09
22	8.713	8.764	30	23	B	RT.	313	VAR.	69.46	VAR.	146.04	220	16.06
23	9.468	9.519	30	23	B	RT.	313	VAR.	69.46	VAR.	146.04	220	16.06
24	10.090	10.141	30	23	B	RT.	328	VAR.	86.48	VAR.	192.14	220	21.14
25	3.982	4.033	430	21	A	LT.	324	VAR.	97.25	VAR.	223.58	220	24.59
25	3.982	4.033	430	21	A	RT.	312	VAR.	74.13	VAR.	159.55	220	17.55
26	4.573	4.624	430	21	A	LT.	279	15.50	43.25	4.00	124.00	220	13.64
26	4.549	4.624	430	21	A	RT.	437	VAR.	108.20	VAR.	235.94	220	25.95
27	7.723	7.793	430	21	A	LT.	424	VAR.	132.28	VAR.	306.91	220	33.76
27	7.718	7.793	430	21	A	RT.	437	VAR.	108.20	VAR.	235.94	220	25.95
28	8.967	9.018	430	21	A	LT.	279	15.50	43.25	4.00	124.00	220	13.64
28	8.970	9.021	430	21	A	RT.	312	VAR.	74.13	VAR.	159.55	220	17.55
29	9.085	9.221	430	21	A	RT.	762	27.25	207.65	5.50	465.67	220	51.22
30	12.352	12.403	430	21	A	LT.	279	15.50	43.25	4.00	124.00	220	13.64
31	12.354	12.414	430	21	A	RT.	362	VAR.	87.76	VAR.	190.10	220	20.91
32	1.088	1.139	430	21	B	LT.	312	VAR.	74.13	VAR.	159.55	220	17.55
33	1.098	1.149	430	21	B	RT.	312	VAR.	74.13	VAR.	159.55	220	17.55
34	4.490	4.541	430	21	B	LT.	324	VAR.	97.25	VAR.	223.58	220	24.59
34	4.474	4.544	430	21	B	RT.	412	VAR.	101.39	VAR.	220.66	220	24.27
35	5.728	5.779	430	21	B	LT.	279	15.50	43.25	4.00	124.00	220	13.64
35	5.719	5.779	430	21	B	RT.	362	VAR.	87.76	VAR.	190.10	220	20.91
36	5.820	5.857	430	21	B	LT.	204	15.50	31.62	4.00	90.67	220	9.97
36	5.820	5.857	430	21	B	RT.	237	VAR.	53.70	VAR.	113.72	220	12.51
37	8.878	8.929	430	21	B	LT.	279	15.50	43.25	4.00	124.00	220	13.64
37	8.878	8.929	430	21	B	RT.	312	VAR.	74.13	VAR.	159.55	220	17.55
38	9.478	9.529	430	21	B	LT.	324	VAR.	97.25	VAR.	223.58	220	24.59
38	9.478	9.529	430	21	B	RT.	312	VAR.	74.13	VAR.	159.55	220	17.55
39	12.859	12.954	430	21	B	LT.	586	35.00	205.10	7.50	488.33	220	53.72
40	13.044	13.104	430	21	B	RT.	362	VAR.	87.76	VAR.	190.10	220	20.91
41	0.150	0.210	440	1	A	LT.	384	VAR.	108.71	VAR.	246.28	220	27.09
41	0.159	0.210	440	1	A	RT.	328	VAR.	86.48	VAR.	192.14	220	21.14
42	0.057	0.122	530	1	A	LT.	412	VAR.	120.64	VAR.	275.68	220	30.32
42	0.068	0.143	530	1	A	RT.	468	VAR.	146.14	VAR.	339.15	220	37.31
43	46.092	46.125	530	1	B	LT.	261	35.00	91.35	7.50	217.50	220	23.93
43	46.068	46.125	530	1	B	RT.	386	27.25	105.19	5.50	235.89	220	25.95
43a	0.067	0.118	530	113	A	LT.	313	VAR.	69.46	VAR.	146.04	220	16.06
43b	0.094	0.135	530	113	A	RT.	260	VAR.	55.36	VAR.	114.63	220	12.61
43c	0.210	0.261	530	113	A	LT.	328	VAR.	86.48	VAR.	192.14	220	21.14
43c	0.215	0.261	530	113	A	RT.	300	VAR.	76.18	VAR.	167.41	220	18.42
43d	0.073	0.124	530	111	A	LT.	328	VAR.	86.48	VAR.	192.14	220	21.14
43d	0.078	0.124	530	111	A	RT.	300	VAR.	76.18	VAR.	167.41	220	18.42
SUBTOTALS (BOX 1 OF 2):									**5824.68**		**12753.80**		**1402.52**

BASE AND SURFACING (BOX 2 OF 2)

KEY	LOG MILE	LOG MILE	ROUTE	SECTION	DIRECTION	SIDE	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
								TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22
							FEET			FEET			TON
44	0.019	0.075	630	21	A	RT.	356	19.50	69.42	3.50	138.44	220	15.23
45	0.108	0.192	630	21	A	LT.	487	19.50	94.97	3.50	189.39	220	20.83
45	0.109	0.192	630	21	A	RT.	438	19.50	85.41	3.50	170.33	220	18.74
46	0.479	0.530	630	21	A	LT.	279	27.25	76.03	5.50	170.50	220	18.76
56	2.870	2.907	630	21	B	RT.	250	VAR.	62.69	VAR.	137.24	220	15.10
69	7.486	7.527	630	21	B	LT.	272	VAR.	66.43	VAR.	144.23	220	15.87
69	7.486	7.527	630	21	B	RT.	272	VAR.	66.43	VAR.	144.23	220	15.87
70	7.579	7.597	630	21	B	LT.	154	VAR.	36.82	VAR.	79.39	220	8.73
73	0.045	0.143	630	112	A	LT.	562	11.75	66.04	1.50	93.67	220	10.30
74	0.175	0.226	630	112	A	RT.	312	11.75	36.66	1.50	52.00	220	5.72
SUBTOTALS (BOX 2 OF 2):									**660.90**		**1319.42**		**145.15**
SUBTOTALS (BOX 1 OF 2):									**5824.68**		**12753.80**		**1402.92**
TOTALS:									**6485.58**		**14073.22**		**1548.07**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.2% MIN. AGGR.....5.8% ASPHALT BINDER

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	42	43
		SUMMARY OF QUANTITIES AND REVISIONS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON

DIGITALLY SIGNED 07/24/2026

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	80	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	27740	LIN. FT.
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	3	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION	190	LIN. FT.
SP, SS, & 210	UNCLASSIFIED EXCAVATION	1741	CU. YD.
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	6762	TON
SS & 401	TACK COAT	500	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	1458	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	90	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	250	TON
SP, SS, & 504	APPROACH GUTTERS	489.21	CU. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	7046	SQ. FT.
SS & 604	BARRICADES	128	LIN. FT.
SS & 604	TRAFFIC DRUMS	433	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	4019	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	71738	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	945	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	700	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	90	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	108	WEEK
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	1	EACH
SS & 617	GUARDRAIL (TYPE A)	29550	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	26	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	86	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	104	EACH
620	LIME	66	TON
620	SEEDING	32.93	ACRE
SS & 620	MULCH COVER	65.86	ACRE
620	WATER	4030.7	M. GAL.
621	TEMPORARY SEEDING	32.93	ACRE
621	SILT FENCE	5620	LIN. FT.
SS & 621	FILTER SOCK (12")	1500	LIN. FT.
621	WATTLE (20")	954	LIN. FT.
SS & 631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	190	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	700	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	245	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	60	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	3	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	36	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	106	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	51671	POUND

REVISIONS

DATE	REVISION	SHEET NUMBER

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WORKSPACE: AHTD
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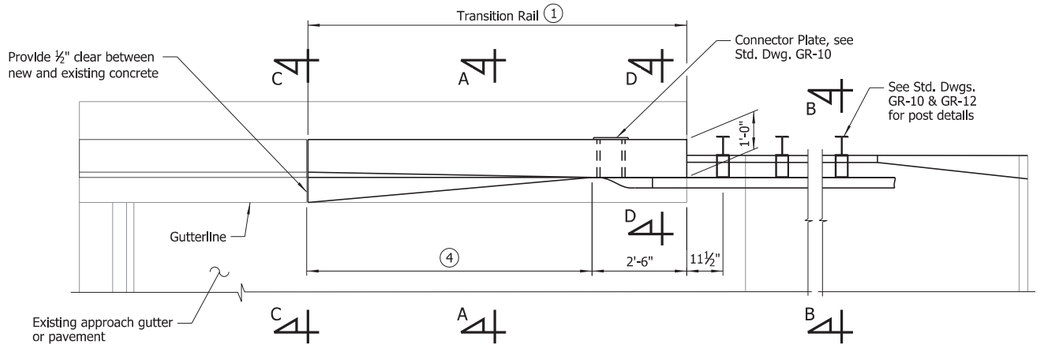
REVISED DATE:

DATE REVISED	DATE REVISED	FED. ROAD DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061938	43	43
		SEE TABLE		RAIL TRANSITION		69646



PLAN - SQUARE BRIDGES
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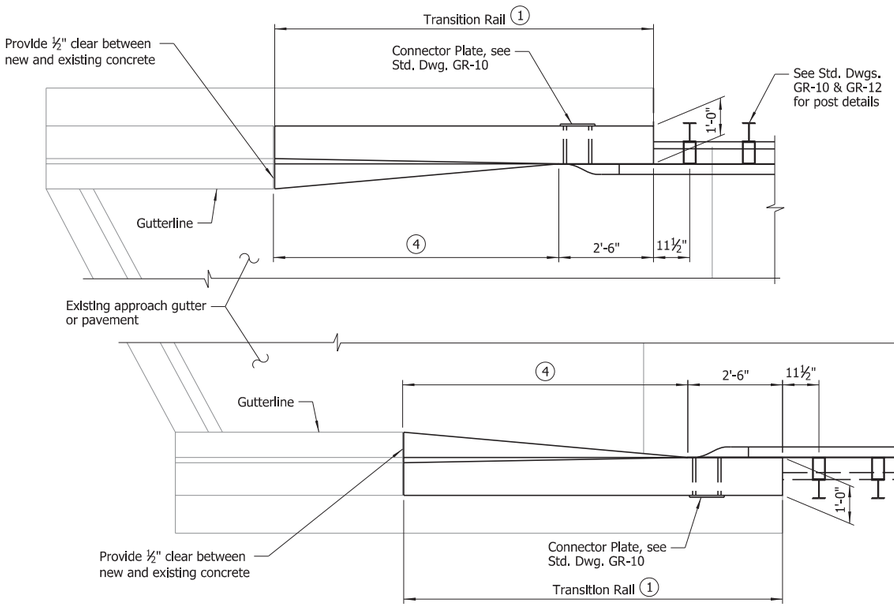

PLAN - SKEWED BRIDGES
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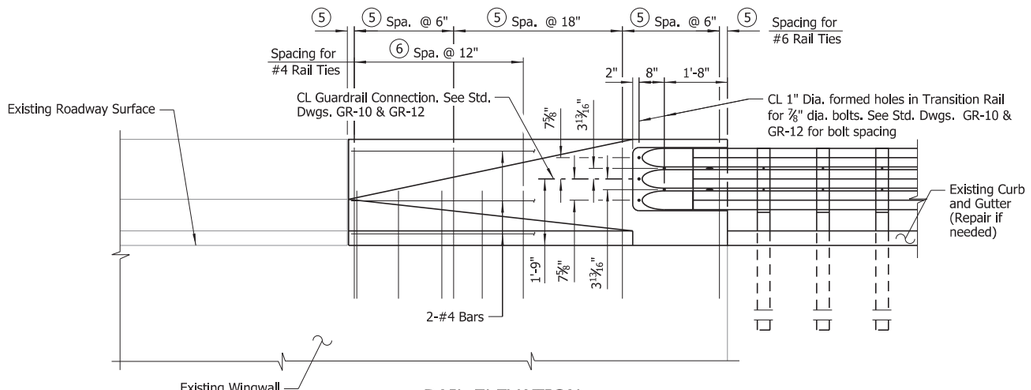


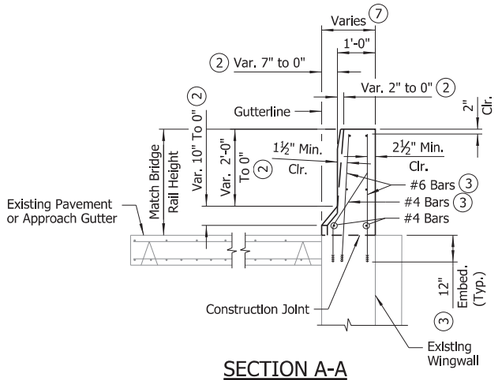
RAIL ELEVATION
No Scale

(1) Demolish limits of existing rail noted in table. Remove to nearest existing joint. Taper length dimension to vary. Added #4 and #6 bars at spacing shown for varying lengths.

(2) Existing barrier dimensions per existing plans and best information during project development. Verify dimensions of existing rail and transition from existing to 1'-0" wide sections as shown.

(3) Dowel into existing wingwall using an approved non-shrink grout or resin anchoring system listed on the QPL. Hole diameter and installation procedures shall be as required by the grout manufacturer. Modify the embedment depth shown and length of bar if required by the manufacturer's recommendations to achieve yield strength of the rebar.

(7) Should wing be damaged or deteriorated in such a way that the details shown cannot be constructed, the Engineer of record should be notified to determine the appropriate modifications to these details.



SECTION A-A
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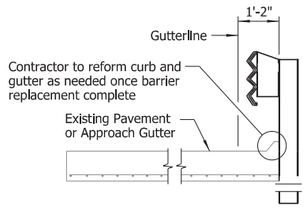

SECTION B-B
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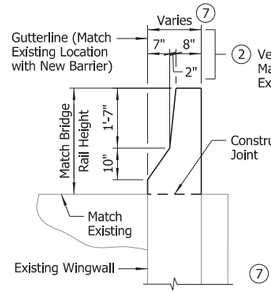

SECTION C-C (SHOWING PROPOSED)
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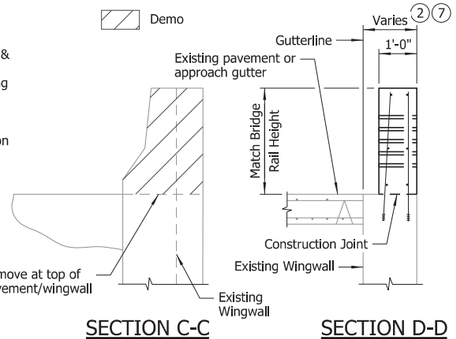


SECTION C-C (SHOWING REMOVAL)
No Scale

SECTION D-D
No Scale

GENERAL NOTES:

Concrete shall be Class S or S(AE) or mixture used for Portland concrete pavement.

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

Rail replacement will be measured and paid for as approach gutters in accordance with Section 504.

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

Existing curb and gutter shall be replaced at no cost to the Department if damaged during barrier replacement.

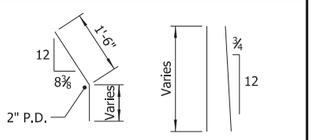
REMOVAL AND SALVAGE: All material removed from the existing bridge shall be disposed of according to Section 205. All material removed from the existing bridges shall become the property of the Contractor.

VERIFICATION: Except as noted, components of the existing bridges are to be retained and joined to the proposed work. Information and dimensions shown are based on the existing bridge plans. The Contractor is to adhere strictly to the requirements for verification of the geometry of the existing bridge and its relationship to the proposed work to the existing structure described in subsection 821.02 and make necessary adjustments to fit the proposed work to the existing structure. Payment for this work shall be considered subsidiary to the pay item "Approach Gutters".

This work shall be done in accordance with the requirements of Section 821 "Modification of Existing Bridge Structure". The work performed under Section 821 will not be paid for separately but shall be considered subsidiary to the item "Approach Gutters".

SITE LOCATION	WINGWALL LOCATION	EXISTING BRIDGE NO.	EXIST BARRIER LENGTH (FROM BRIDGE END) (FT.)	EXIST BARRIER LENGTH TO BE REMOVED & REPLACED (TO NEAREST JOINT) (1) (FT.)	TAPER LENGTH (FT.) (4)	#6 VERTICAL BAR SPACING (5)	#4 VERTICAL BAR SPACING (6)
I-30 over Bishop Lindsey Ave.	NW & SW	C2768	41'-0"	13'-8"	11'-2"	4" - 9 @ 6" - 4 @ 18" - 5 @ 6" - 4"	3" - 7 @ 12"
I-30 over E. 9th St.	NW	D2768	40'-6¼"	13'-10 1/16"	11'-4 1/16"	4" - 10 @ 6" - 4 @ 18" - 5 @ 6" - 4"	3" - 7 @ 12"
I-30 over UPRR	NW & SW	E2768	8'-0"	8'-10⅝"	6'-4⅝"	2" - 6 @ 6" - 2 @ 18" - 5 @ 6" - 2"	3" - 3 @ 12"
I-30 over E. 13th St.	SW	F2768	42'-6⅛"	14'-6"	12'-0"	3" - 8 @ 6" - 5 @ 18" - 5 @ 6" - 3"	3" - 7 @ 12"
I-30 over Curtis Sykes Dr.	NW & SW	G2768	38'-0"	13'-0"	10'-6"	3" - 8 @ 6" - 4 @ 18" - 5 @ 6" - 3"	3" - 6 @ 12"

BAR BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

DIGITALLY SIGNED 07/24/2026
BRIDGE ENGINEER

DETAILS OF WINGWALL RAIL TRANSITION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

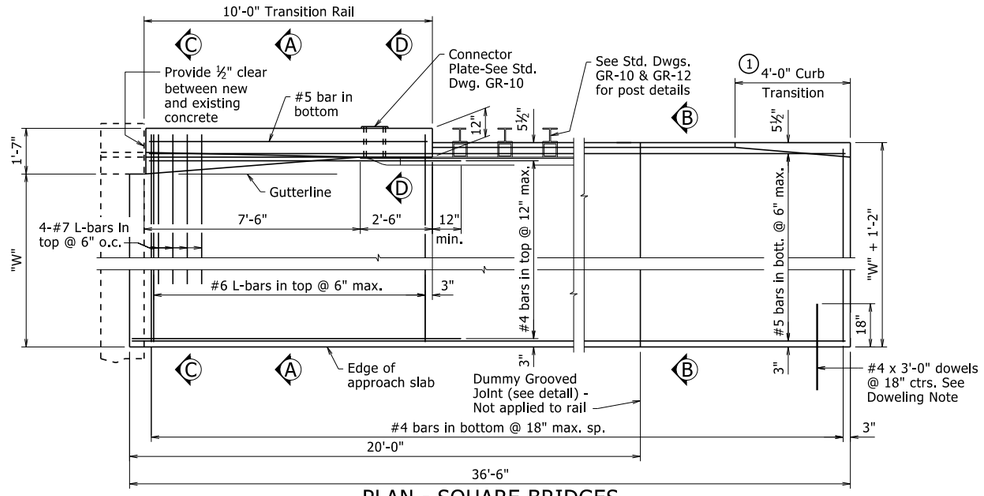
LITTLE ROCK, ARK.

DRAWN BY: CWT DATE: JULY 2026 FILENAME: b061938_r1.dgn
CHECKED BY: JES DATE: JULY 2026 SCALE: As Shown
DESIGNED BY: JNL DATE: JULY 2026

BRIDGE NO. SEE TABLE DRAWING NO. 69646

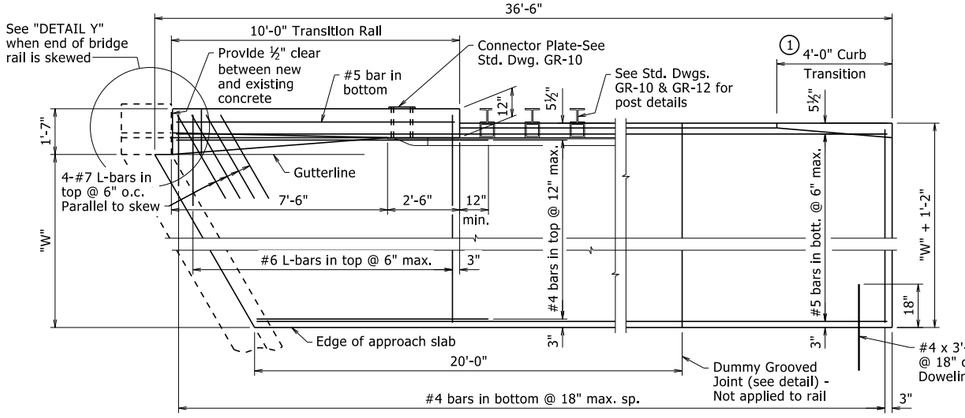
JES&Home 7/23/2026 3:23:15 PM
V:\2026\TC-26-00487 - ARDOT 061938 D6 Guardrail Imports\Drawings\b061938_r1.dgn
L:\2026\TC-26-00487 - ARDOT 061938 D6 Guardrail Imports\Drawings\b061938_r1.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11/7/19				6	ARK.			
				JOB NO.				
				① - TYPE PT GUTTERS - 55035				



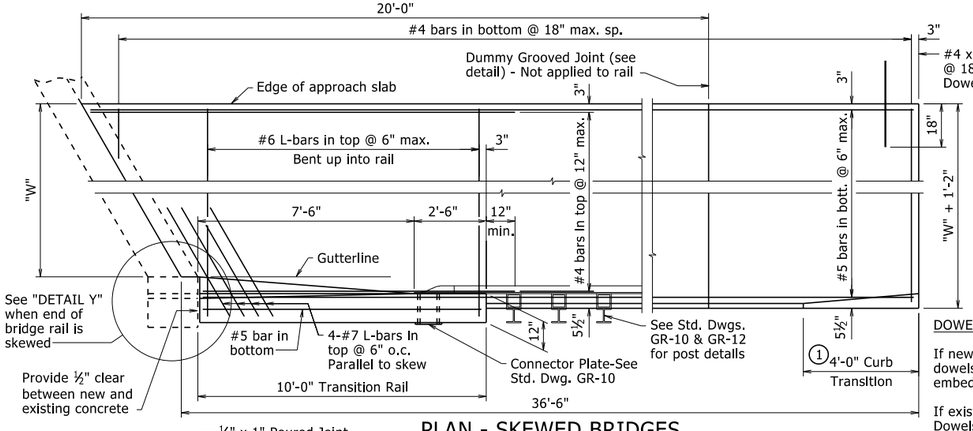
PLAN - SQUARE BRIDGES

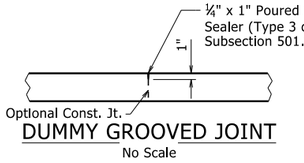
⅜" = 1'-0"



PLAN - SKEWED BRIDGES

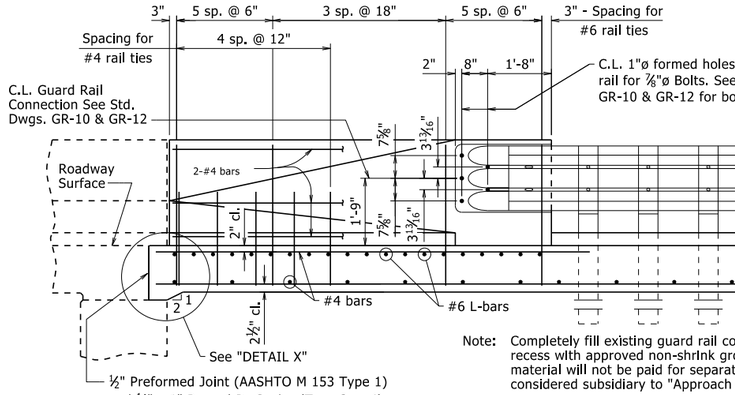
⅜" = 1'-0"





DUMMY GROOVED JOINT

No Scale



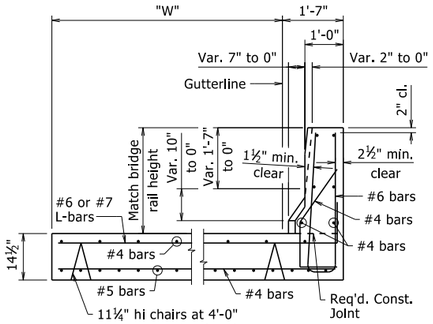
Note: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"

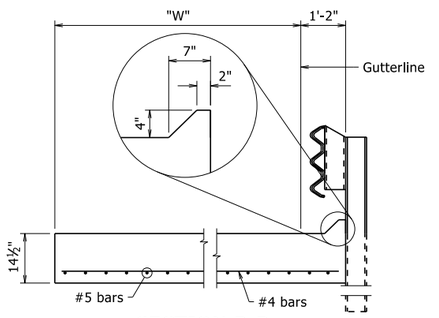
① Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

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



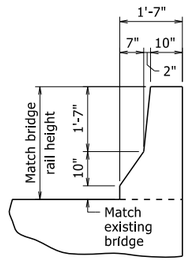
SECTION A-A

½" = 1'-0"



SECTION B-B

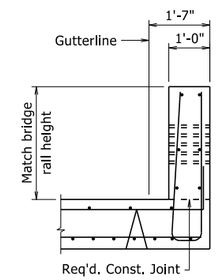
½" = 1'-0"



SECTION C-C

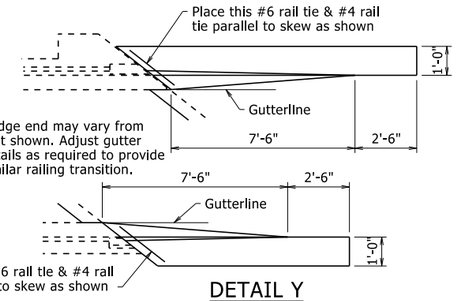
At End of Transition Rail

½" = 1'-0"



SECTION D-D

½" = 1'-0"



DETAIL Y

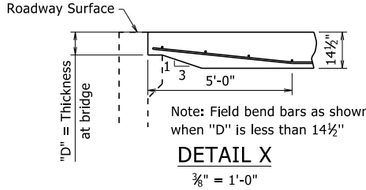
No Scale

DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.

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

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.

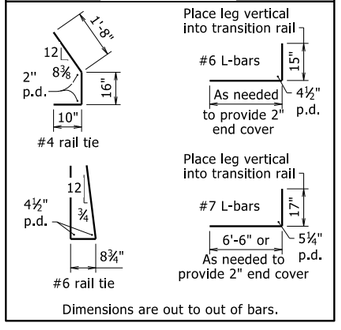


Note: Field bend bars as shown when "D" is less than 14½"

DETAIL X

⅜" = 1'-0"

BENDING DIAGRAMS



Dimensions are out to out of bars.

1 Revised and Redrawn. By: TMG
Checked By: CRE 11/7/2019

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

GENERAL NOTES

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.

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

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

Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters".

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.

When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER

(For Information Only)

Concrete (cu. yd.)	("W" x 1.63) + 3.24
Reinforcing Steel (lb.)	("W" x 129) + 461

Variables: Units of "W" and "L" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

STANDARD DETAILS FOR TYPE 'PT' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

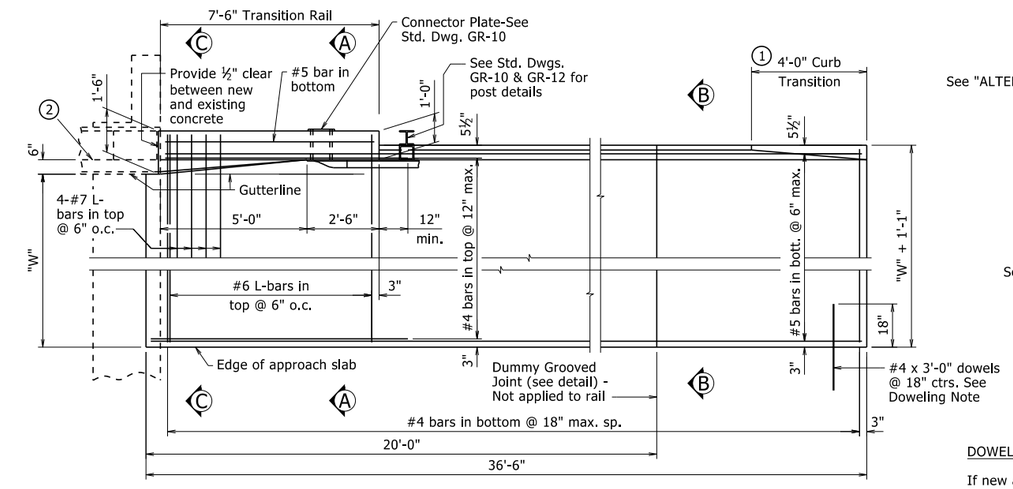
LITTLE ROCK, ARK.

DRAWN BY:	KDH	DATE:	2/27/2014	FILENAME:	b55035.dgn
CHECKED BY:	KWY	DATE:	2/27/2014	SCALE:	AS NOTED
DESIGNED BY:	STD	DATE:	-		

DRAWING NO. 55035

PRINT DATE: 11/20/2019

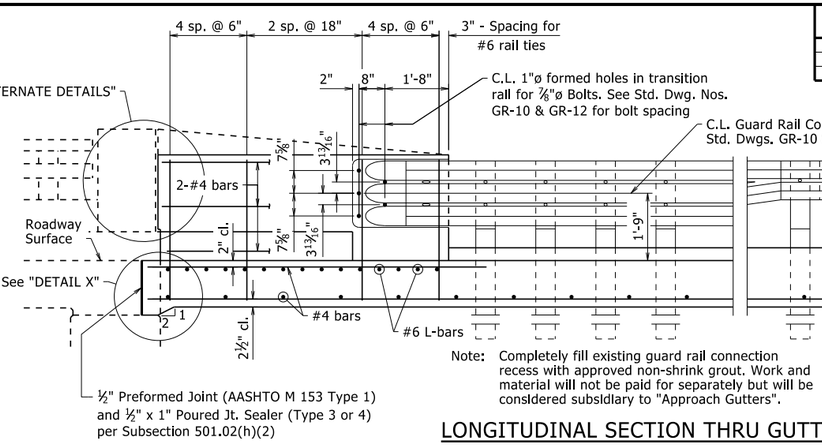
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11/7/19				6	ARK.			
				JOB NO.				
				1	- TYPE AT GUTTERS - 55036			



PLAN - SQUARE BRIDGES

⅜" = 1'-0"

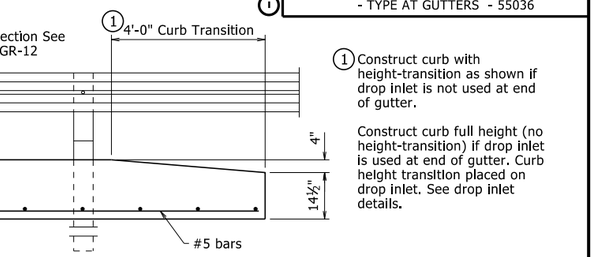
(2) Front face of concrete wall (Type A Rail) or front face of metal pipe or tubing (Types B, C, D or E Rail).



LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"

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



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

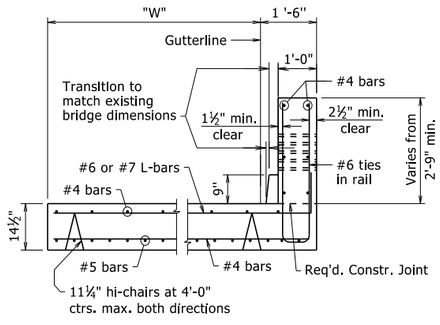
Construct curb full height (no height-transition) if drop inlet is used at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.

DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.

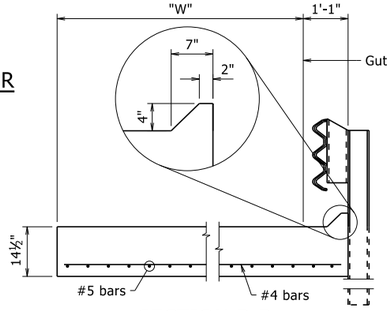
If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will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

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.



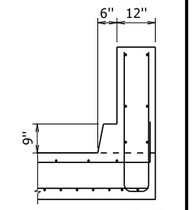
SECTION A-A

½" = 1'-0"



SECTION B-B

½" = 1'-0"



SECTION C-C

At End of Transition Rail

½" = 1'-0"

GENERAL NOTES

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.

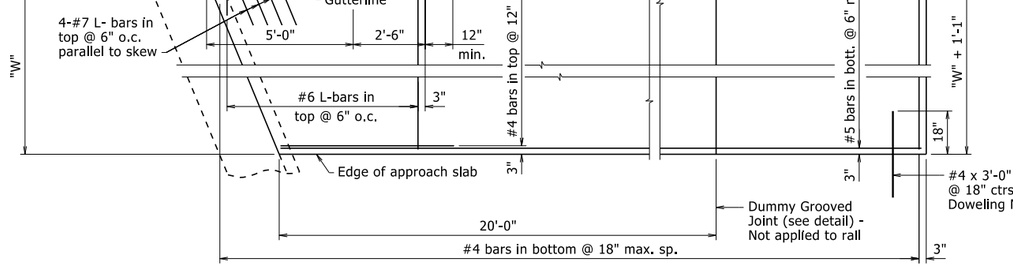
Reinforcing steel shall be Grade 60 (fy = 60,000 psi.) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

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

Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters".

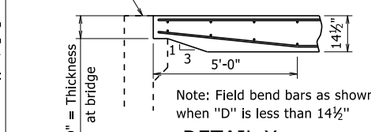
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.



PLAN - SKEWED BRIDGES

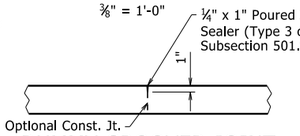
⅜" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14½"

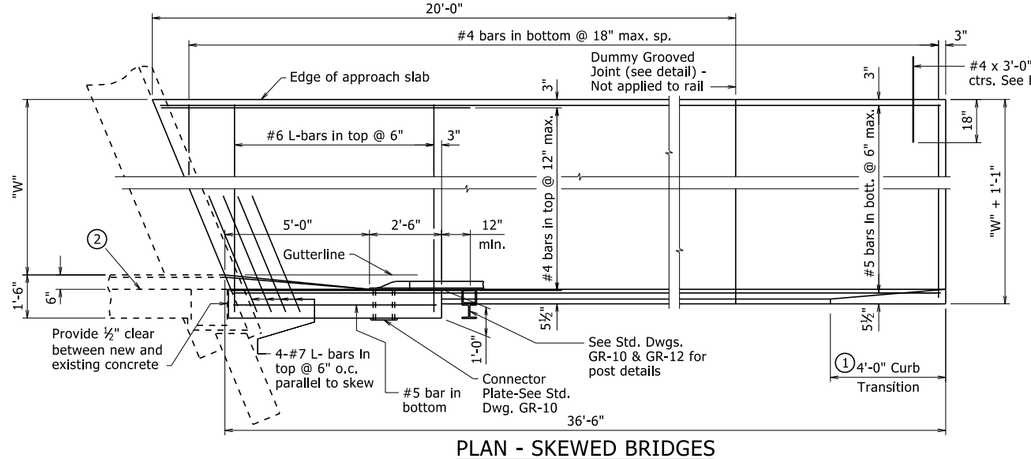
DETAIL X

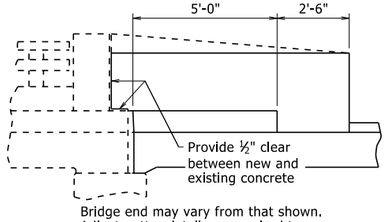
⅜" = 1'-0"



DUMMY GROOVED JOINT

No Scale



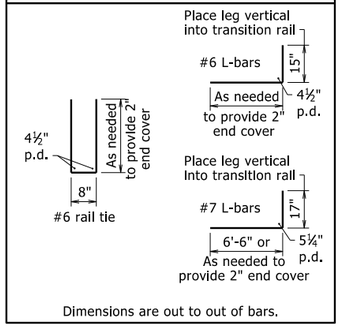


Bridge end may vary from that shown. Adjust gutter details as required to provide similar railing transition.

ALTERNATE DETAILS

NO SCALE

BENDING DIAGRAMS



Dimensions are out to out of bars.

1 Revised and Redrawn. By: TMG
Checked By: CRE 11/7/2019

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

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

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER

(For Information Only)

Concrete (cu. yd.)	("W" x 1.65) + 2.80
Reinforcing Steel (lb.)	("W" x 128.1) + 318.5

Variables: Units of "W" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

STANDARD DETAILS FOR TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURBS & TYPE A, B, C, D OR E RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

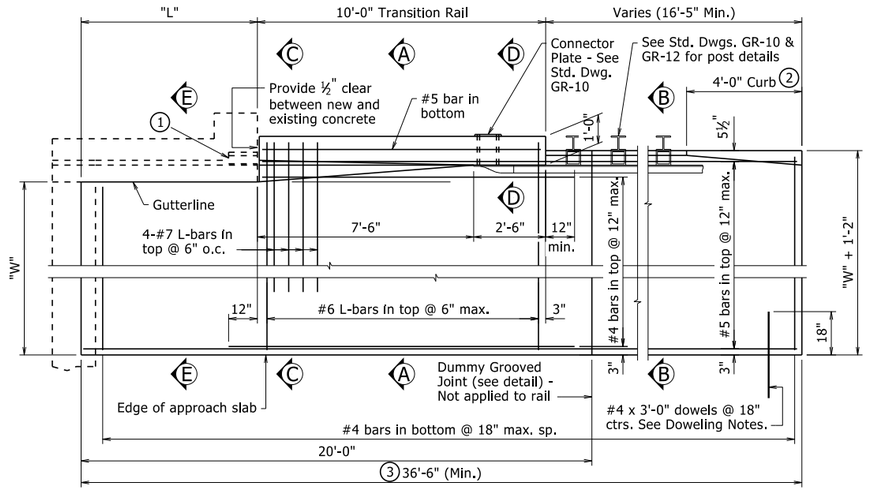
DRAWN BY:	KDH	DATE:	2/27/2014	FILENAME:	b55036.dgn
CHECKED BY:	KWY	DATE:	2/27/2014	SCALE:	AS NOTED
DESIGNED BY:	STD.	DATE:	-		

DRAWING NO. 55036

PRINT DATE: 11/20/2019

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 PT2 GUTTER - 55037

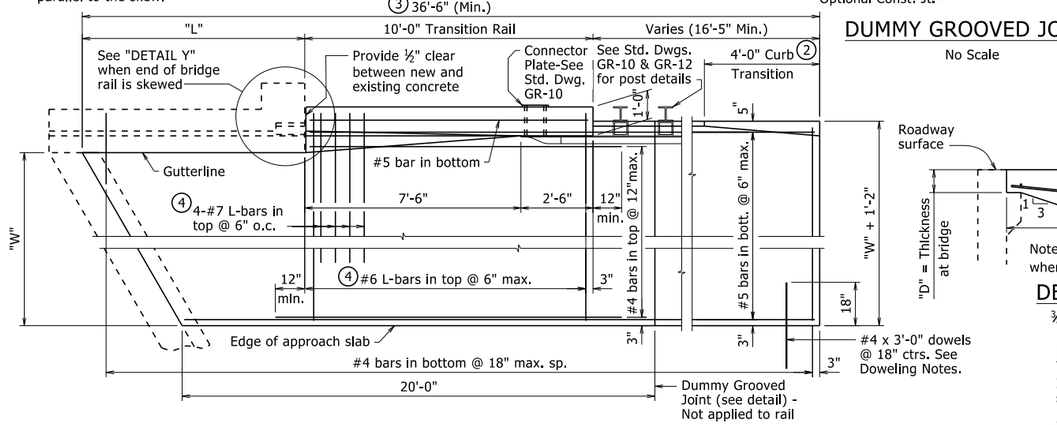


PLAN - SQUARE BRIDGES

½" = 1'-0"

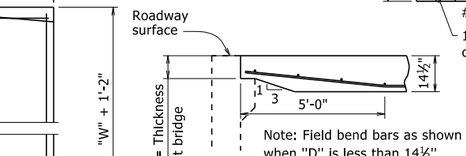
(3) Unless otherwise directed by the Engineer

(4) When "L" is short and the bridge is skewed, some of these bars may interfere with the bridge end. These bars shall be placed parallel to the skew.



PLAN - SKEWED BRIDGES

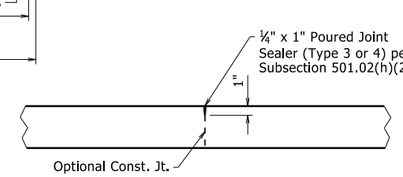
⅜" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14½"

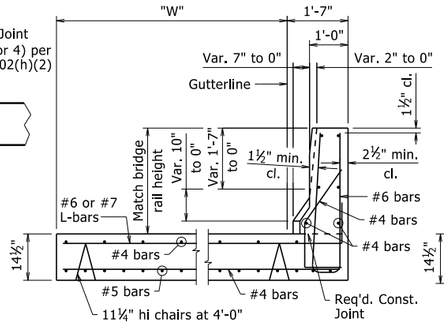
DETAIL X

⅜" = 1'-0"



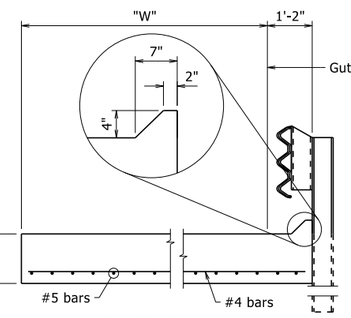
DUMMY GROOVED JOINT

No Scale



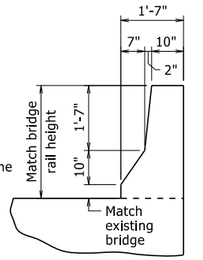
SECTION A-A

½" = 1'-0"



SECTION B-B

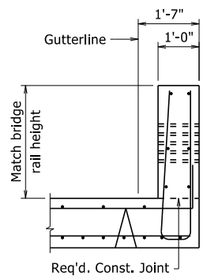
½" = 1'-0"



SECTION C-C

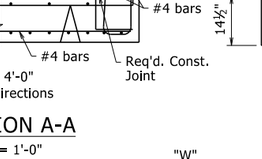
At End of Transition Rail

½" = 1'-0"



SECTION D-D

½" = 1'-0"



½" Preformed Joint (AASHTO M 153 Type 1) and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per subsection 501.02(h)(2)

SECTION E-E

½" = 1'-0"

Note: Field bend bars as shown when "D" is less than 14½"

DETAIL X

⅜" = 1'-0"

DUMMY GROOVED JOINT

No Scale

SECTION A-A

½" = 1'-0"

SECTION B-B

½" = 1'-0"

SECTION C-C

At End of Transition Rail

½" = 1'-0"

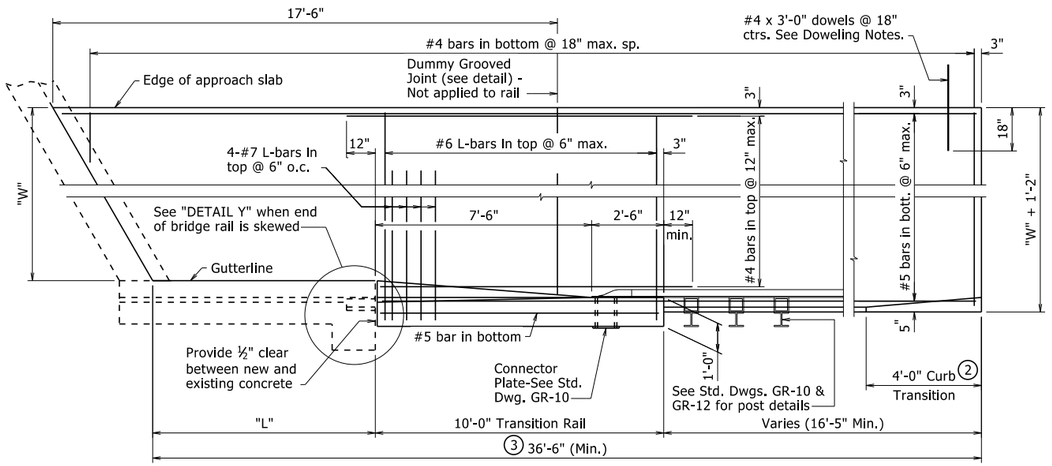
SECTION D-D

½" = 1'-0"

½" Preformed Joint (AASHTO M 153 Type 1) and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per subsection 501.02(h)(2)

SECTION E-E

½" = 1'-0"



PLAN - SKEWED BRIDGES

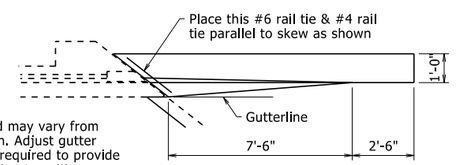
⅜" = 1'-0"

DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.

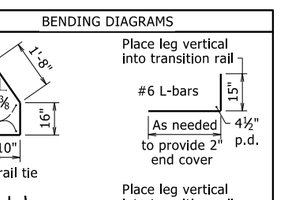
If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will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

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.

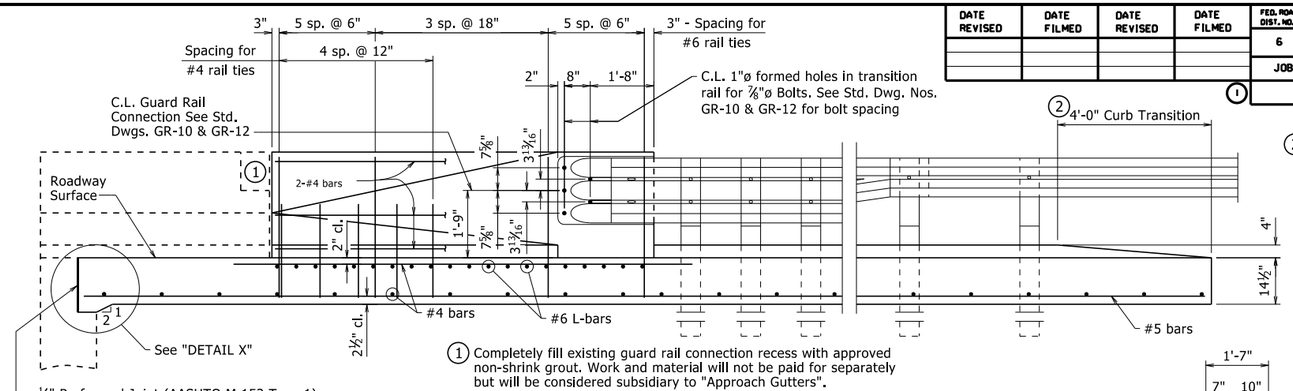


DETAIL Y

No Scale



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



LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"

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

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

GENERAL NOTES

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.

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

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

Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters."

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.

When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER

(For Information Only)

Concrete (cu. yd.)	("W" x 1.63) - ("L" x 0.06) + 3.27
Reinforcing Steel (lb.)	("W" x 130.2) - ("L" x 2.6) + 454.3

Variables: Units of "W" and "L" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

STATE OF ARKANSAS
* * *
LICENSED PROFESSIONAL ENGINEER
* * *
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

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

STANDARD DETAILS FOR TYPE 'PT2' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

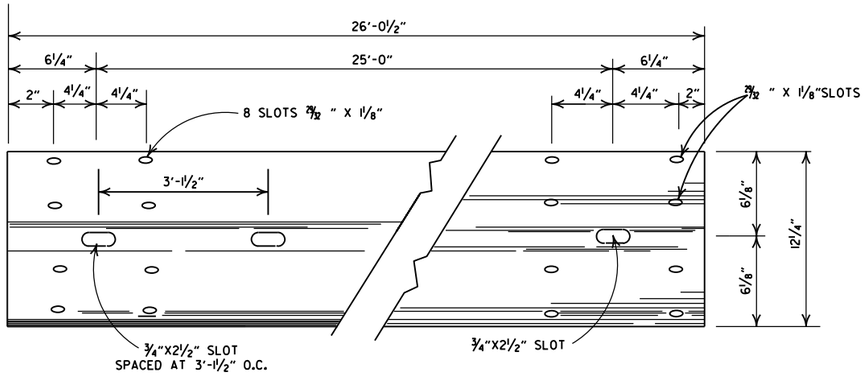
DRAWN BY: TMG DATE: 11/7/2019 FILENAME: b55037.dgn

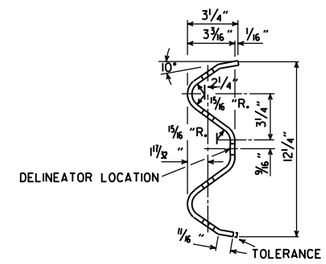
CHECKED BY: CRE DATE: 11/7/2019 SCALE: AS NOTED

DESIGNED BY: STD. DATE: -

DRAWING NO. 55037

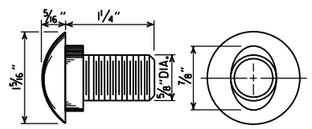
PRINT DATE: 11/20/2019



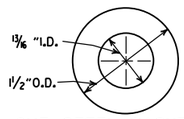


DETAILS OF W-BEAM GUARDRAIL

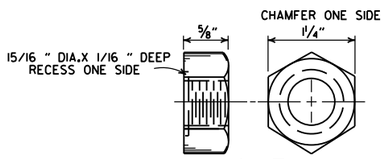
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



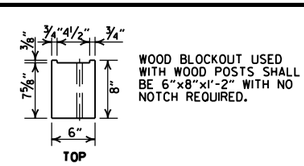
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

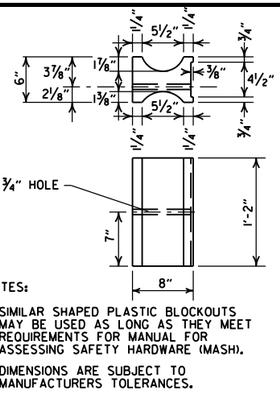


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

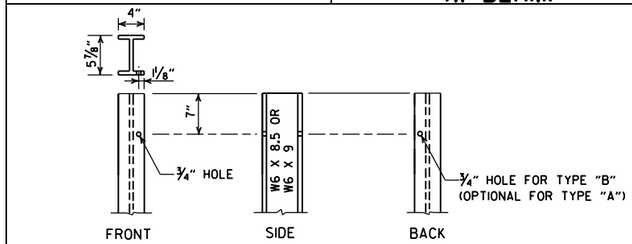
WOOD BLOCKOUT (W-BEAM)



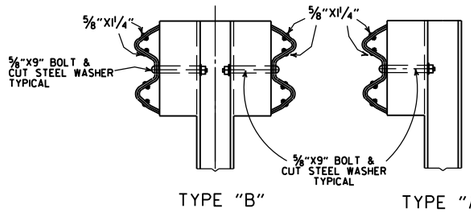
NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARDRAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARDRAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

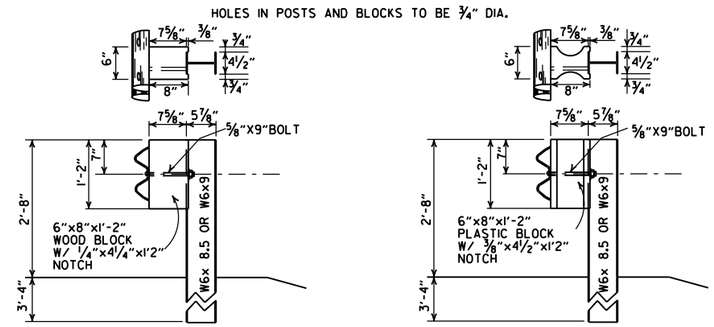
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

DELINEATORS SHALL BE MOUNTED AT 37.5' SPACING ON THE FRONT FACE OF THE GUARDRAIL. SPACING MAY BE REDUCED IN CURVES, AS DIRECTED BY THE ENGINEER. 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 GUARDRAIL.



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

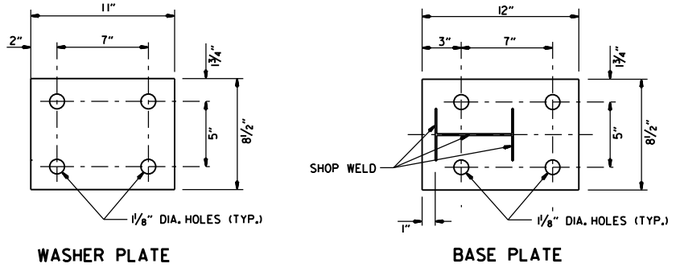
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
05-19-22	REVISED GENERAL NOTES, ADDED DELINEATOR LOCATION.	
11-07-19	RENUMBERED AND RENAMED	
11-16-17	REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARDRAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARDRAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

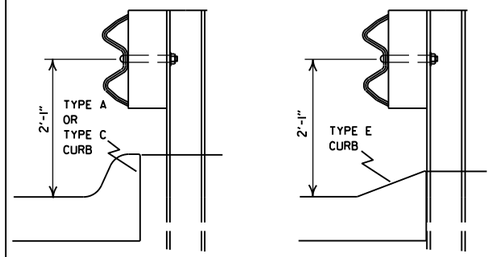
STANDARD DRAWING GR-6



WASHER PLATE

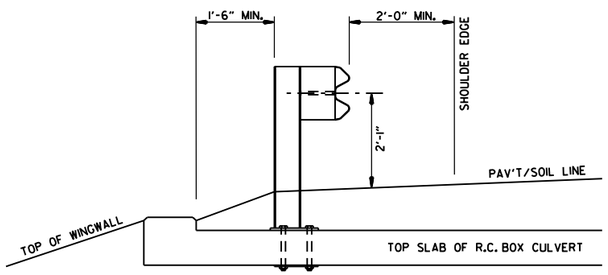
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

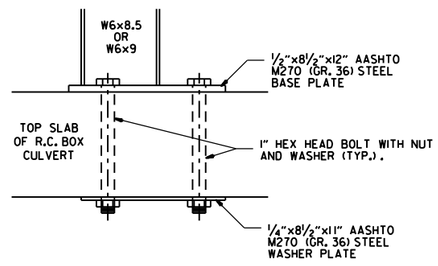


DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB (W-BEAM)

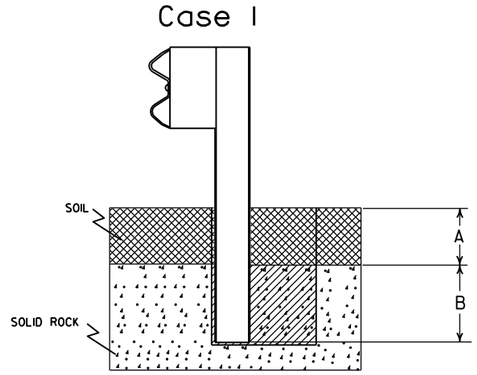
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A

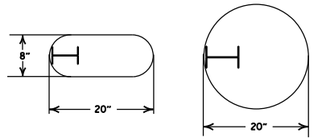


DETAIL OF CONNECTION



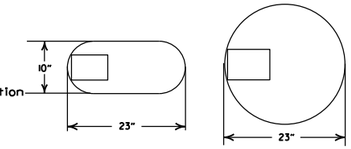
Plan View Steel Posts

Either hole configuration acceptable



Plan View Wood Posts

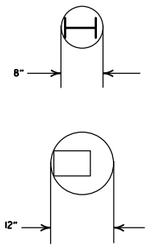
Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

Zone A:
Backfill according to Section 617.03(a).

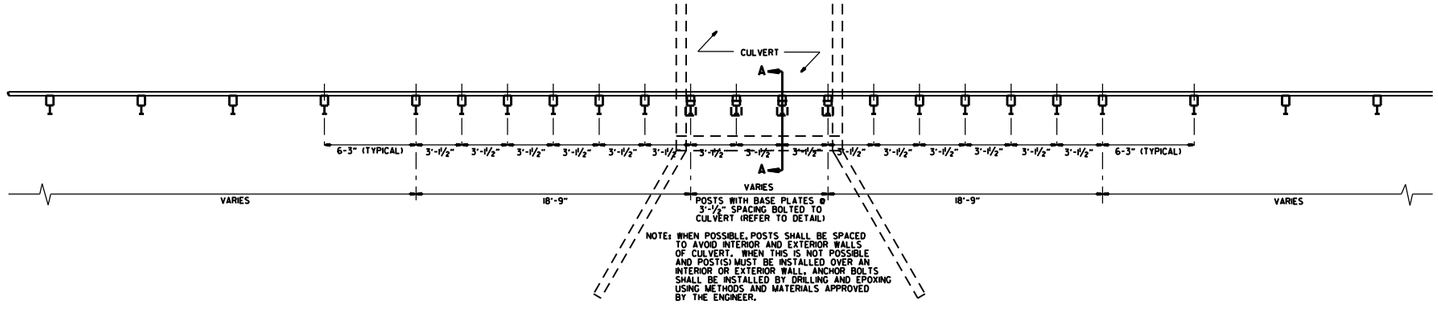
Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.



Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARDRAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARDRAIL POSTS AS SHOWN ON STD. DWG. GR-6.

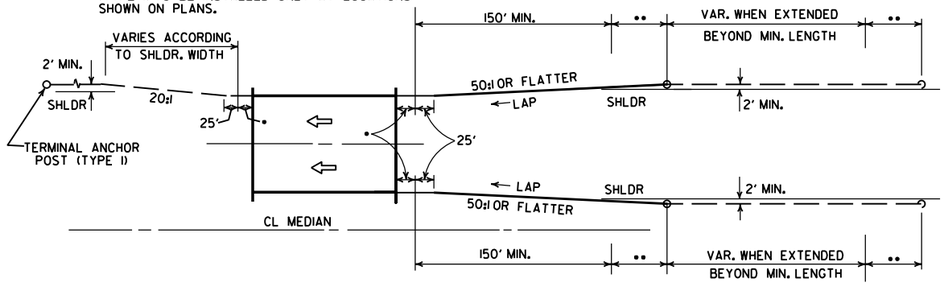
DATE	REVISION	FILMED
11-07-19	RENUMBERED, RENAMED, REVISED REFERENCE	
11-16-17	REVISED GUARDRAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
04-12-07	REVISED DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARDRAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARDRAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADDED DET. OF GUARDRAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARDRAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

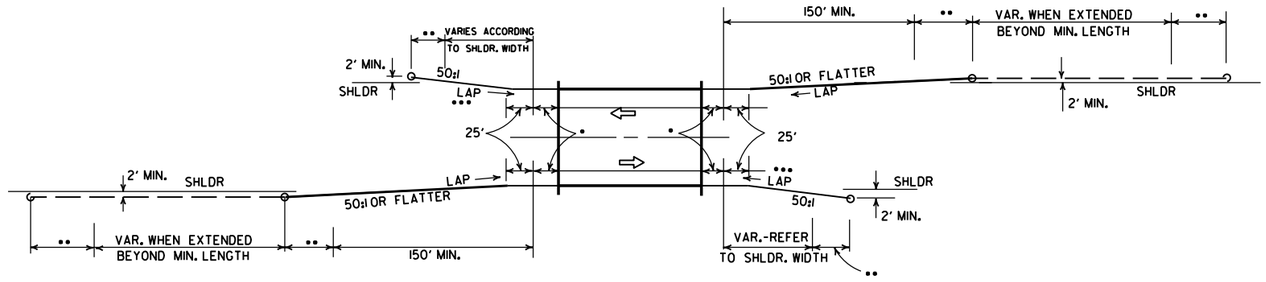
STANDARD DRAWING GR-7

NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

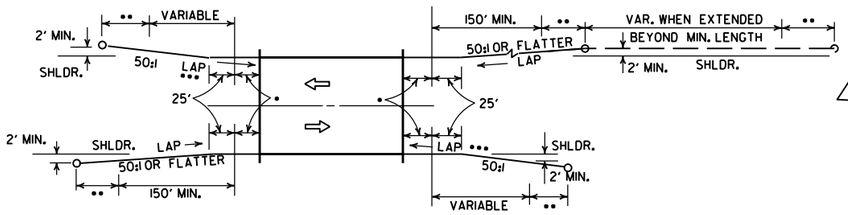
••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

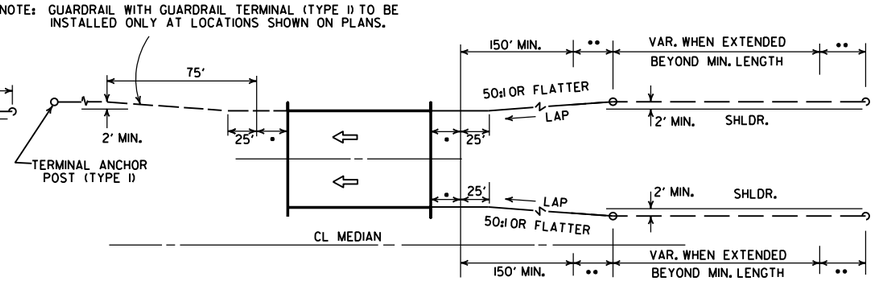
METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

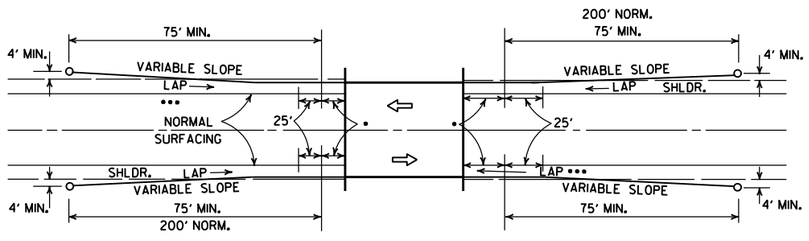
NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARDRAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

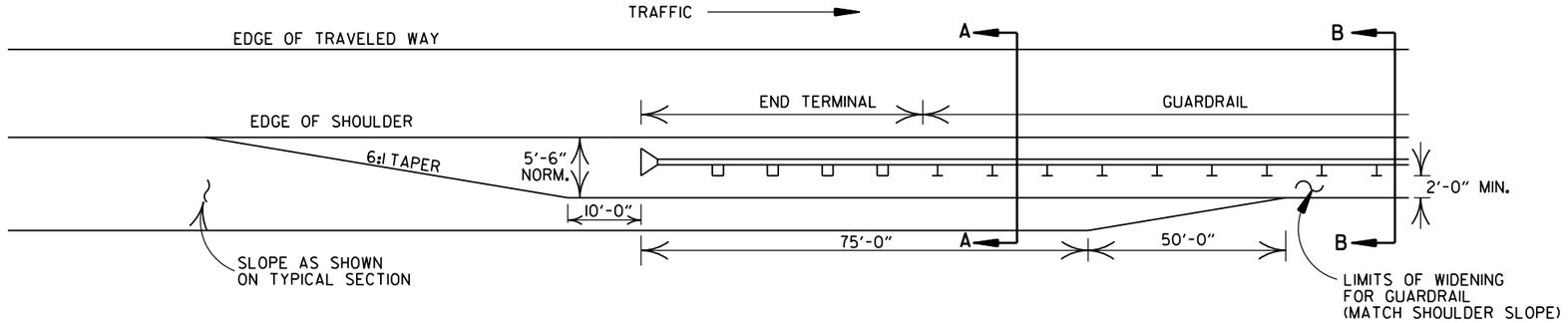
- • THRIE BEAM GUARDRAIL TERMINAL
- •• GUARDRAIL TERMINAL (TYPE 2)

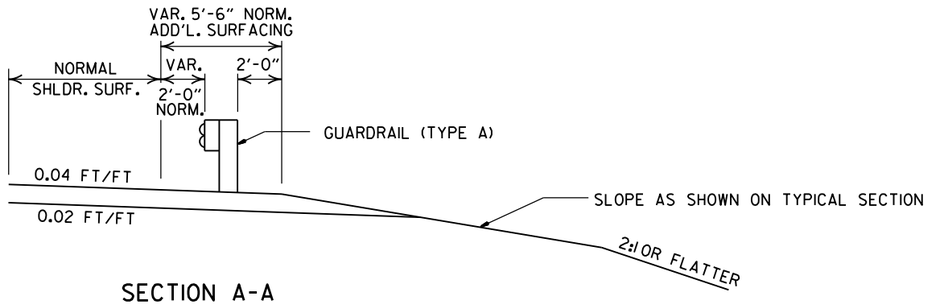
DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

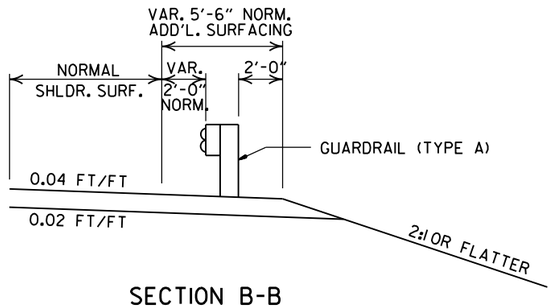
GUARDRAIL DETAILS

STANDARD DRAWING GR-8



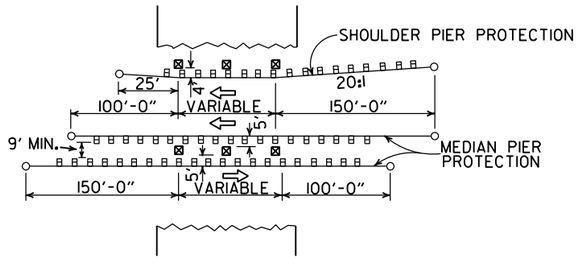


SECTION A-A



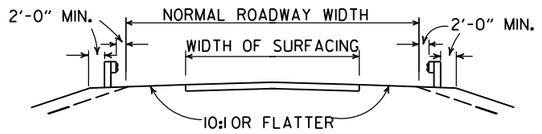
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

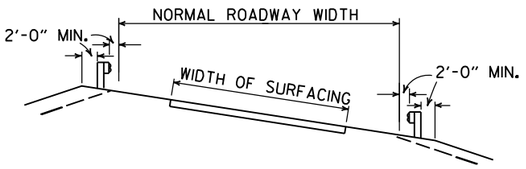


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



SECTION ON TANGENT



SECTION ON CURVE

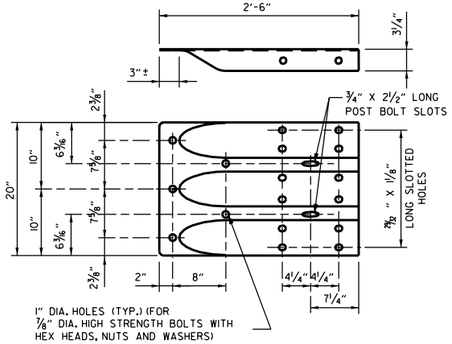
DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

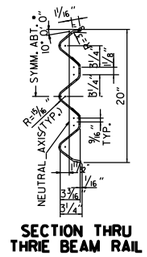
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

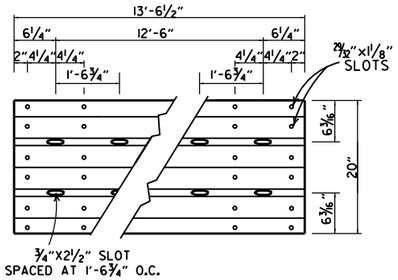
STANDARD DRAWING GR-9



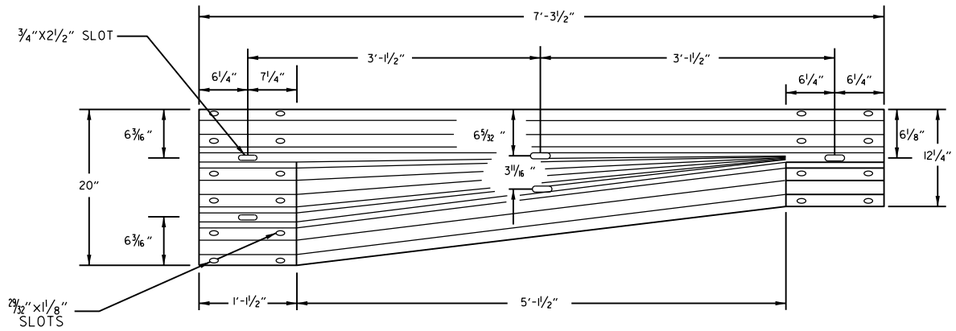
SPECIAL END SHOE



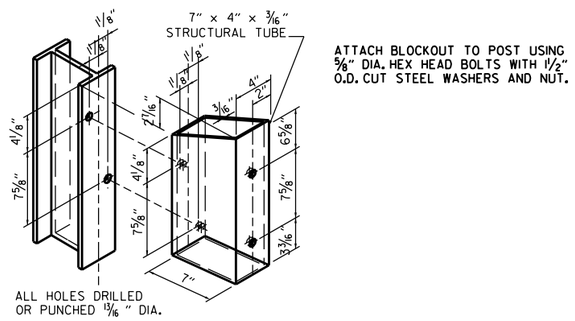
SECTION THRU THRIE BEAM RAIL



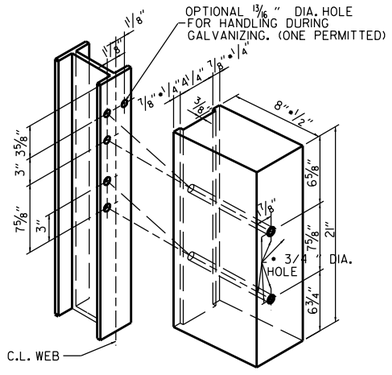
THRIE BEAM RAIL



TRANSITION SECTION



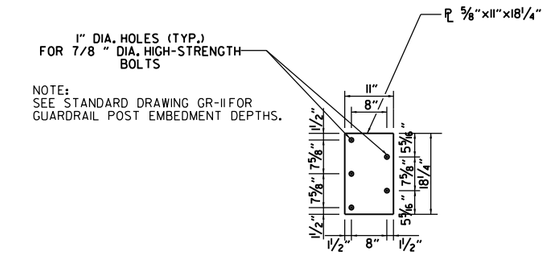
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

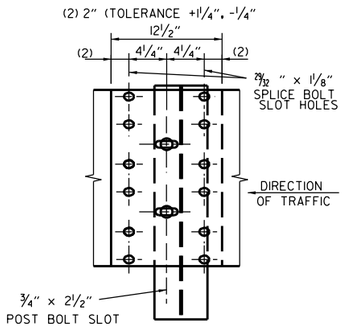
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE 1.

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-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

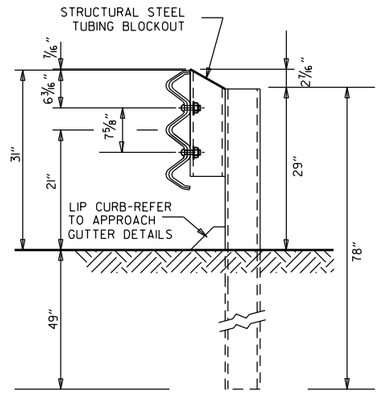
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED AND REVISED REFERENCES	
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

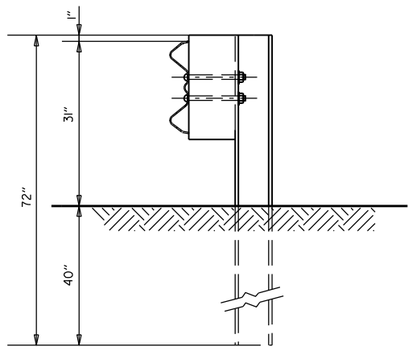
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

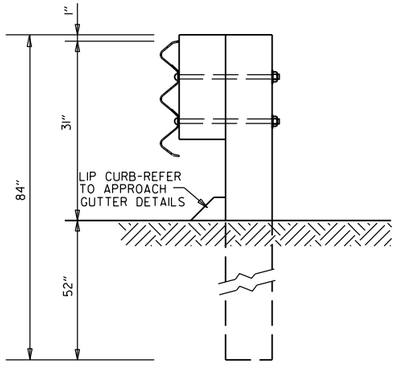
STANDARD DRAWING GR-10



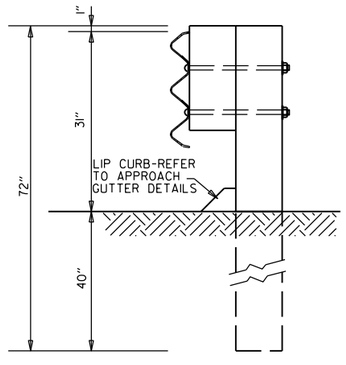
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



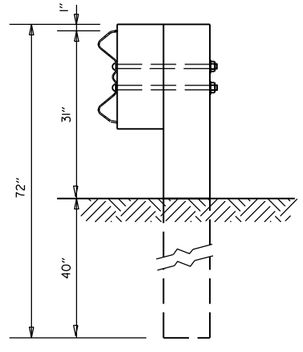
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

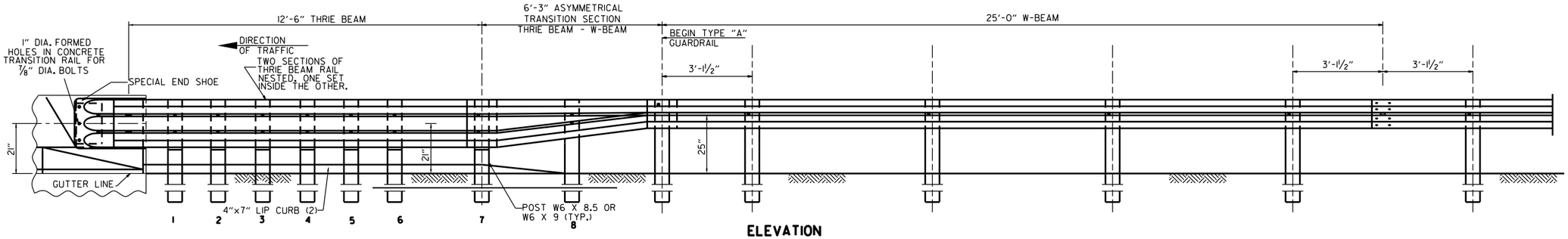
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO.1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED	
11-16-17	REVISED GUARDRAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

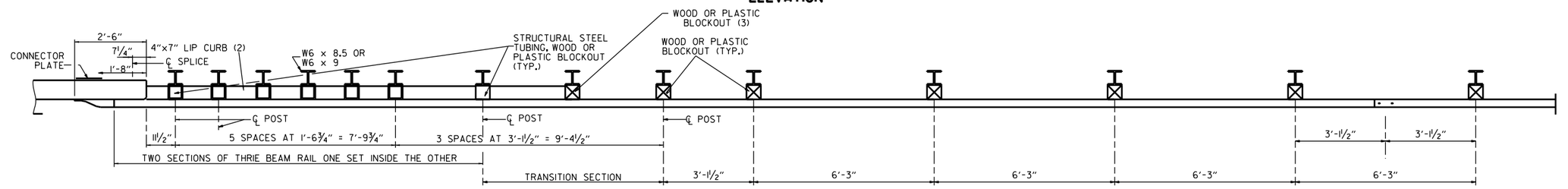
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

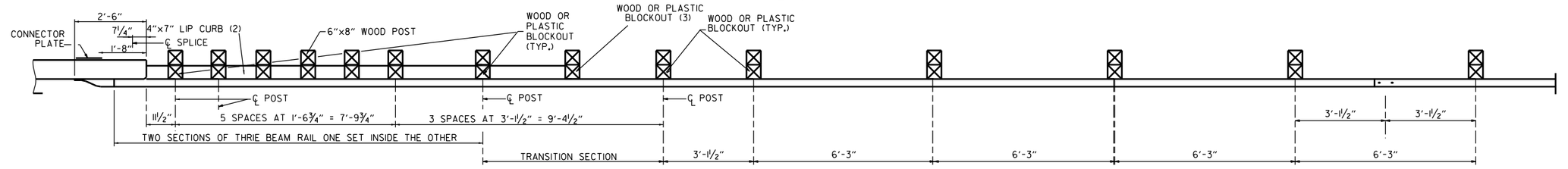
STANDARD DRAWING GR-11



ELEVATION



PLAN



PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL NOT BE PLACED AT SPLICE LOCATIONS ALONG W-BEAM RAILS.

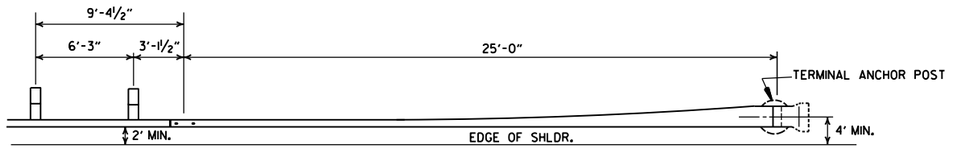
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
05-14-20	REVISED NOTES	
11-07-19	RENAMED & REVISED REFERENCES	
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

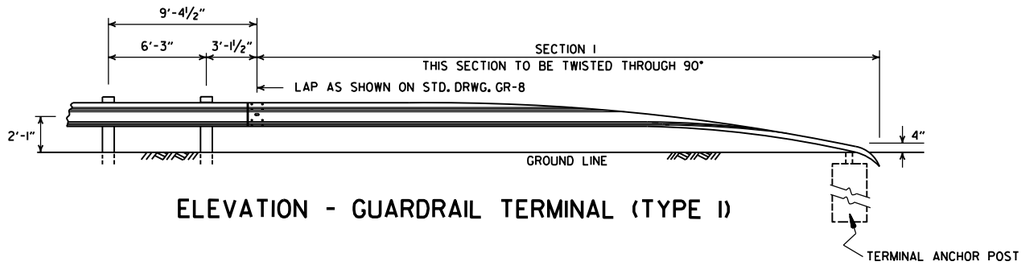
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GR-12

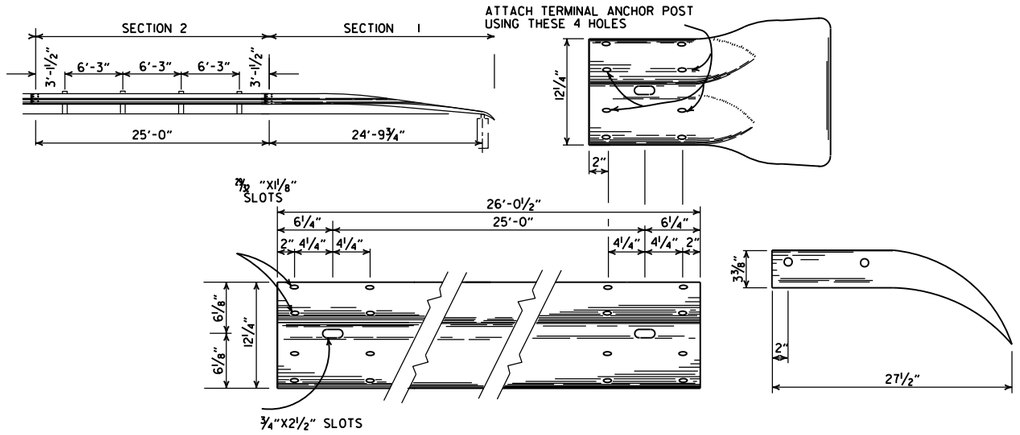


PLAN - GUARDRAIL TERMINAL (TYPE I)



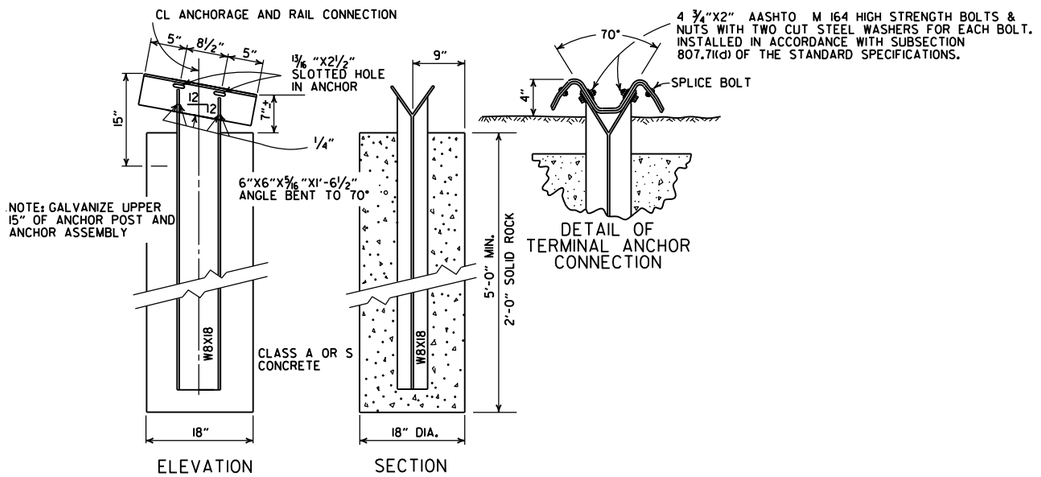
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I AND 2 OF GUARDRAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARDRAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

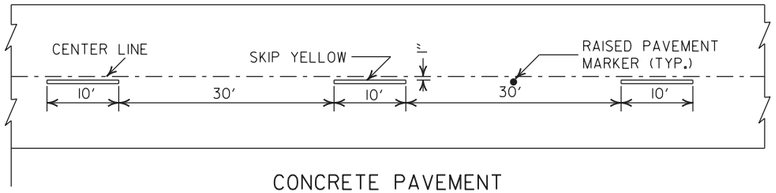
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	FILMED
11-07-19	RENAMED & REVISED REFERENCE.	
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

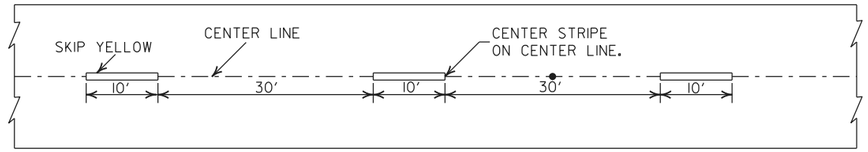
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GRT-1



CONCRETE PAVEMENT

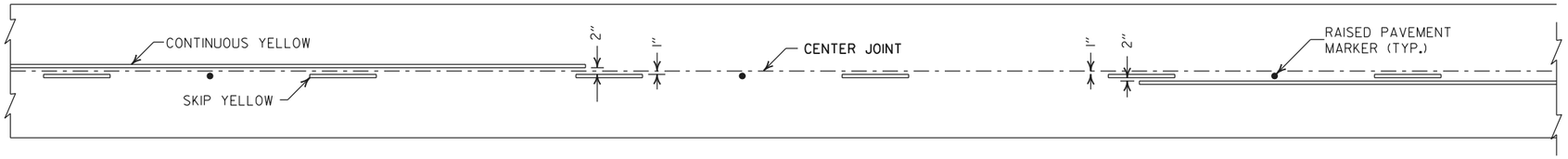


ASPHALT PAVEMENT

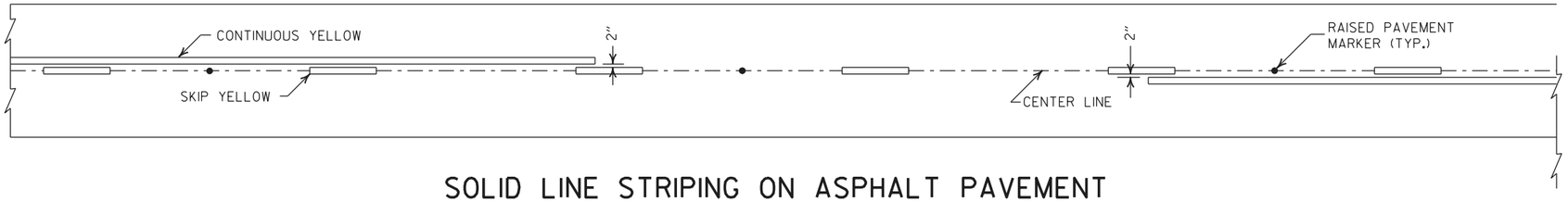
BROKEN LINE STRIPING

NOTES:

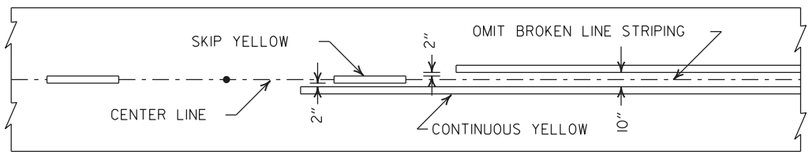
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



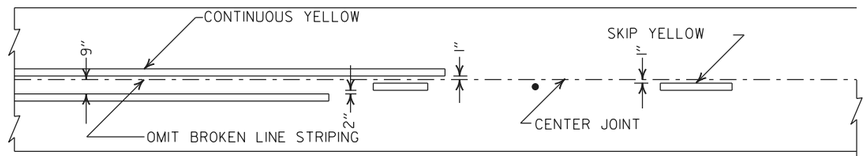
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

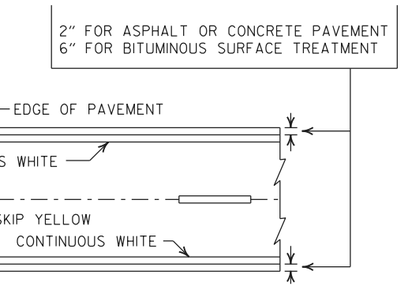


ASPHALT PAVEMENT

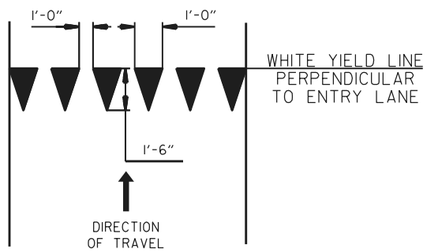


CONCRETE PAVEMENT

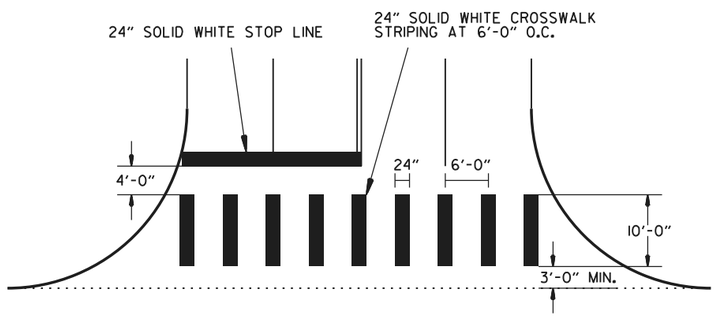
STRIPING AT ADJACENT NO PASSING LANES



PAVEMENT EDGE LINE MARKING



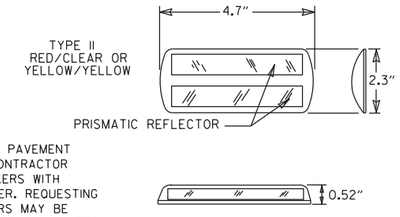
YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

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

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REV	DESCRIPTION
04-09-26		REV. CROSSWALK & STOP LINE DETAILS
02-27-20		REV. STOP LINE DETAILS
06-01-17		ADDED YIELD LINE DETAIL
05-12-16		REVISED LINE WIDTHS, SPACING, & NOTES
09-12-13		REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

DATE EFFECTIVE 04-09-2026 | STANDARD DRAWING | PM-1

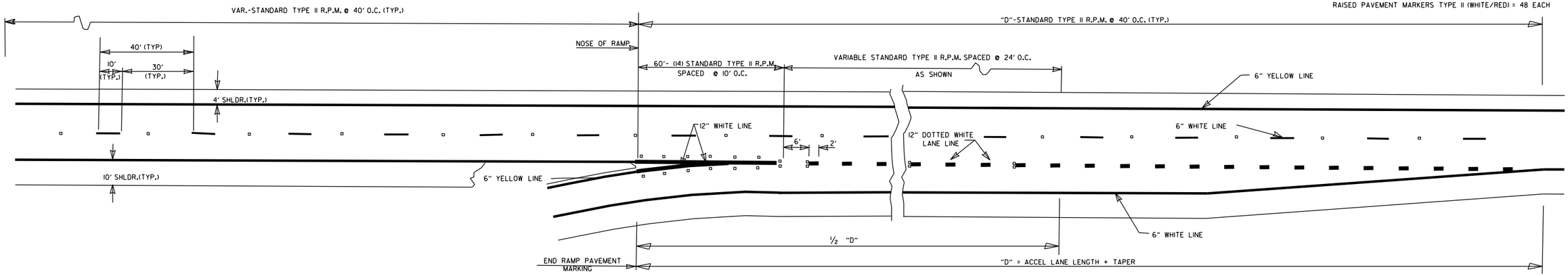
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

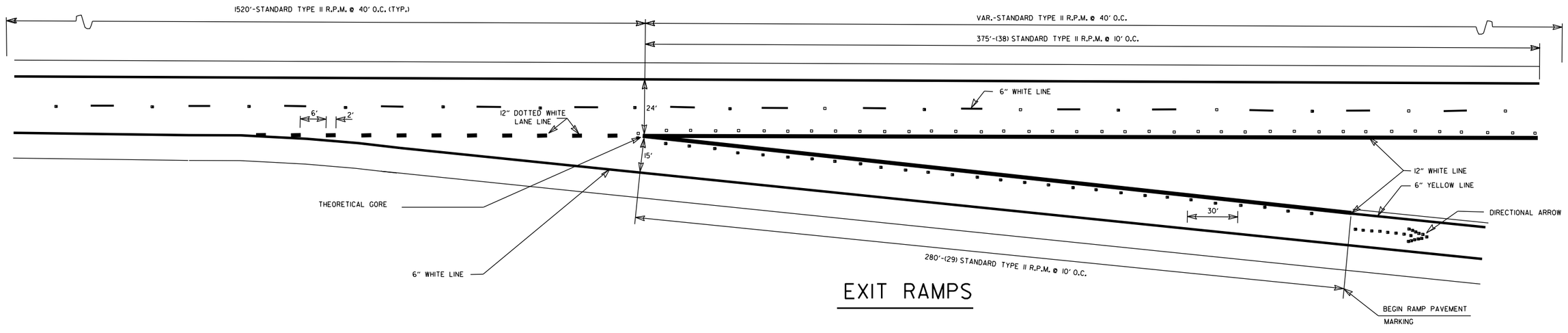
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

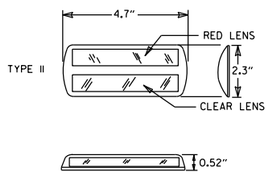
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

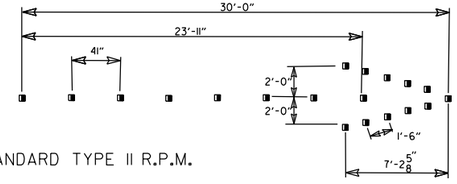


EXIT RAMPS



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 ARDOT QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
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

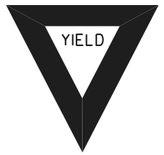
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

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"

R2-6aP

48"X36"

*USE 6" C LETTERS
**USE 4" D LETTERS

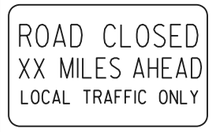
R5-1

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"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

R2-11

36"X48"

W1-3

STD. 48"X48"

W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8

STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

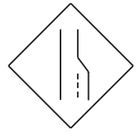
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

R56-1

STD. 18"X18"

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"

W13-1

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"

W1-4b

STD. 48"X48"

W8-11

STD. 36"X36"
FWY. 48"X48"

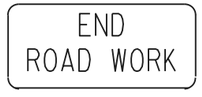
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

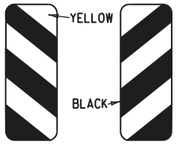
60"X24"

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"

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. R2-6aP PLAQUES SHALL BE MOUNTED BELOW AN APPLICABLE ADVANCE WARNING SIGN THAT IS LOCATED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE PLAQUE SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE W3-5 "REDUCED SPEED AHEAD" SIGN. R2-11 SIGNS SHALL BE INSTALLED AT OR NEAR THE DOWNSTREAM END OF THE WORK ZONE. SEE STANDARD DRAWINGS TC-2, TC-3, AND TC-6 FOR TYPICAL PLACEMENT LOCATIONS.

• 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.

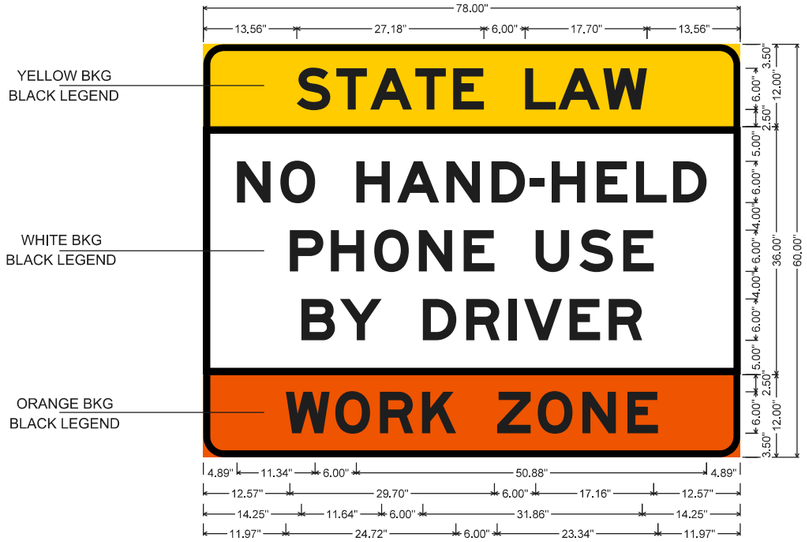
DATE REV	DESCRIPTION
08-14-25	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10
11-07-19	REVISED FOR MASH
04-13-17	DELETED RSP-1 & ADDED W21-5a
09-02-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS, REVISED ROAD WORK NEXT XX MILES
12-15-11	REVISED W24-1

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-1
08-14-2025		

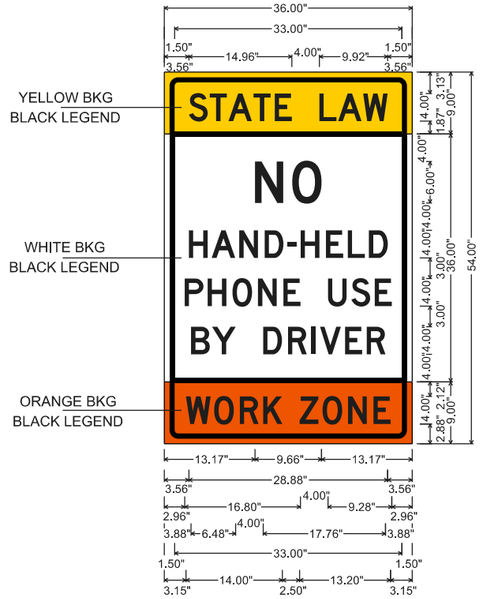


3.0" Radius, 1.0" Border, Black on Yellow;
"STATE LAW", E Mod 2K;

3.0" Radius, 1.0" Border, Black on White;
"NO HAND-HELD", E Mod 2K; "PHONE USE", E Mod 2K; "BY DRIVER", E Mod 2K;

3.0" Radius, 1.0" Border, Black on Orange;
"WORK ZONE", E Mod 2K;

WZ-4 (INTERSTATE) SIGN



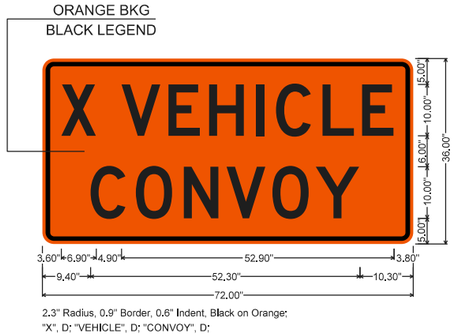
2.00" Radius, 0.75" Border, 0.75" Indent, Black on Yellow;
"STATE LAW", D 2K;

3.00" Radius, 0.75" Border, 0.75" Indent, Black on White;
"NO", D 2K; "HAND-HELD", D 2K;
"PHONE USE", D 2K;
"BY DRIVER", D 2K;

2.00" Radius, 0.75" Border, 0.75" Indent, Black on Orange;
"WORK", D 2K; "ZONE", D 2K;

WZ-4 (NON-INTERSTATE) SIGN

NOTE: REFER TO STANDARD DRAWING TC-1 FOR GENERAL NOTES.

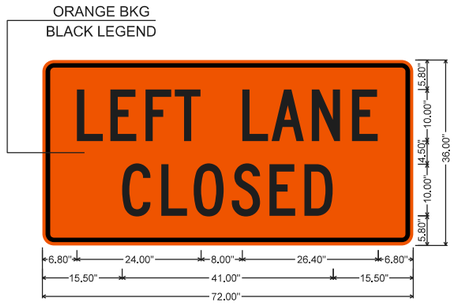


2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"X", D; "VEHICLE", D; "CONVOY", D;

WZ-2 SIGN

2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"WORK", D; "CONVOY", D;

WZ-3 SIGN

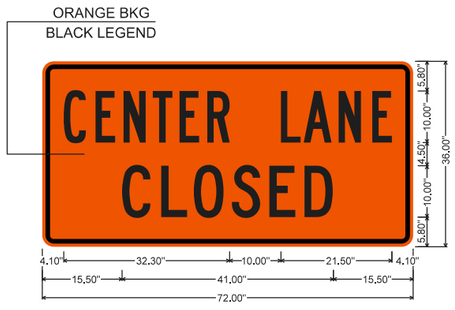


2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"LEFT LANE", C; "CLOSED", C;

WZ-W20-5L SIGN

2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"RIGHT", C specified length; "LANE", C specified length;
"CLOSED", C specified length;

WZ-W20-5R SIGN



2,3" Radius, 0,9" Border, 0,6" Indent, Black on Orange;
"CENTER LANE", B 2K; "CLOSED", C;

WZ-W20-5C SIGN

MOBILE WORK ZONE SIGNS

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

CONSTRUCTION PROJECT INFORMATION SIGN

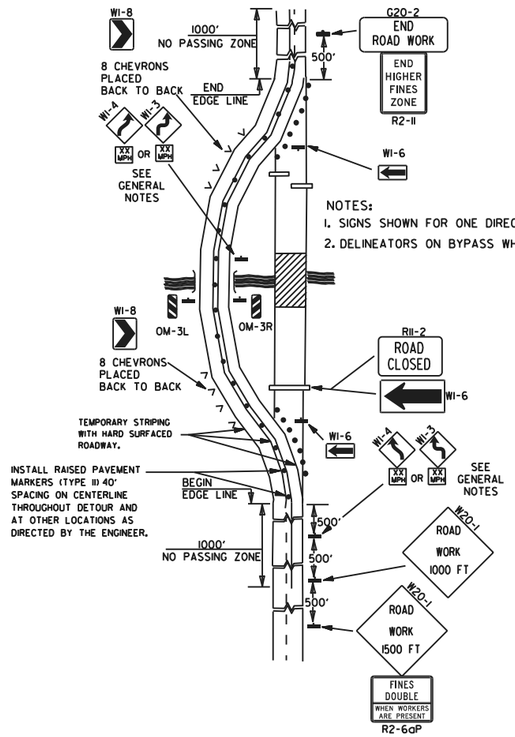
WZ-1 (INTERSTATE) SIGN

DATE REV	ISSUED	DESCRIPTION
	04-09-26	

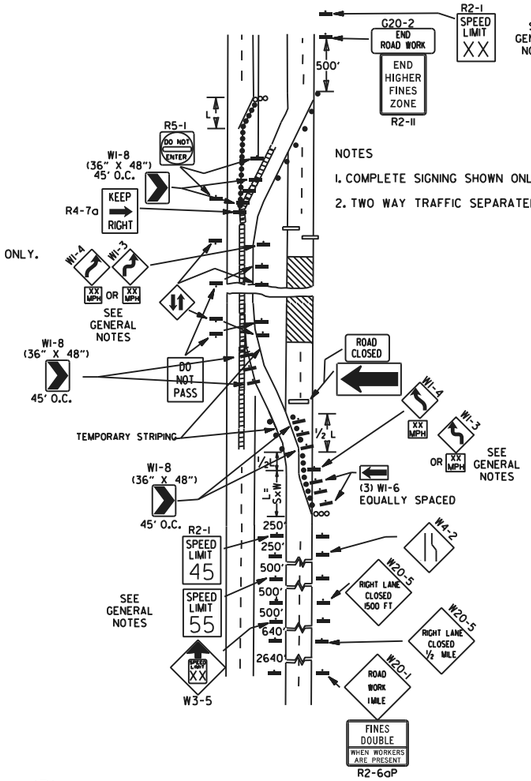
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

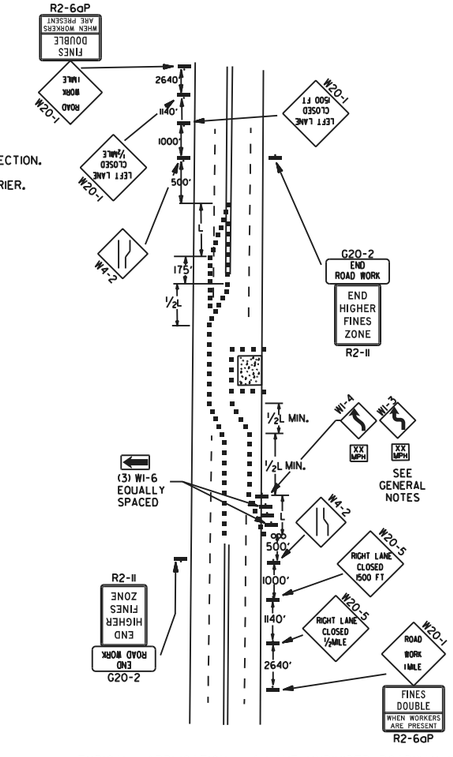
DATE EFFECTIVE	STANDARD DRAWING	TC-1A
04-09-2026		



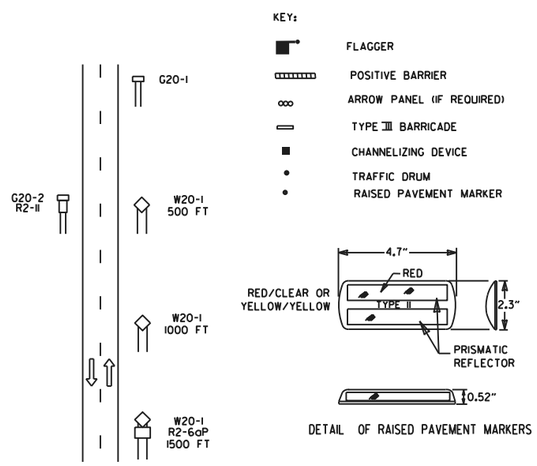
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(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.



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:

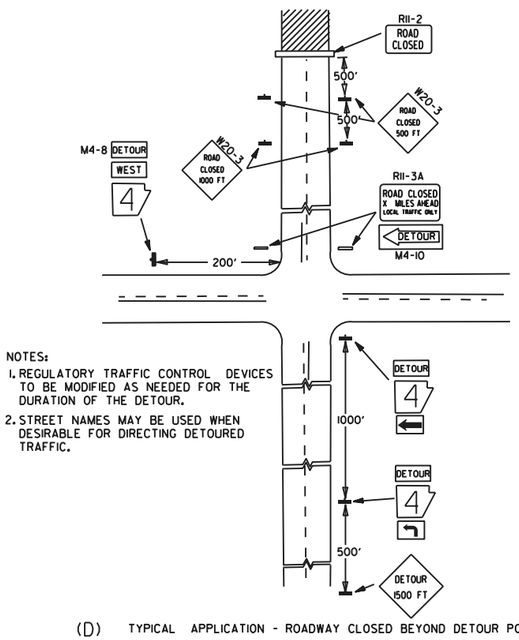
L= MINIMUM LENGTH OF TAPER.

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

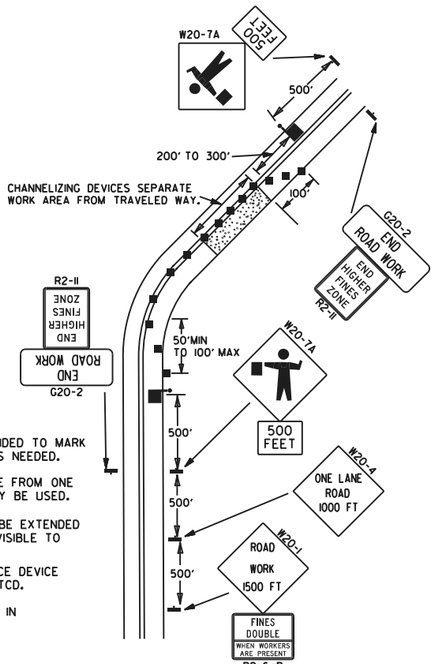
W= WIDTH OF OFFSET.

GENERAL NOTES:

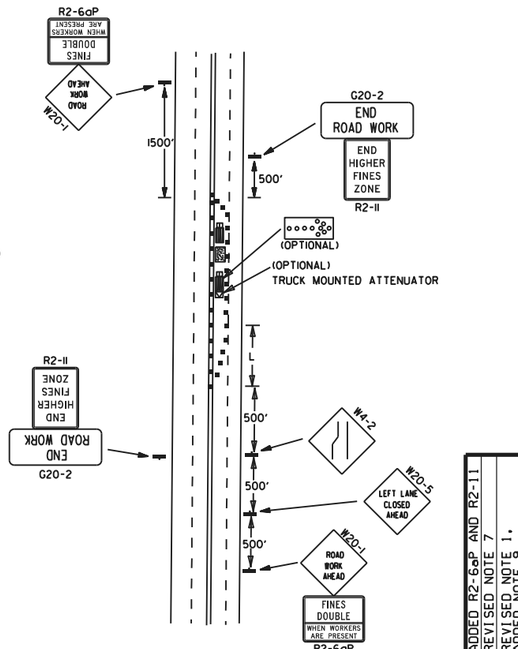
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT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



(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.



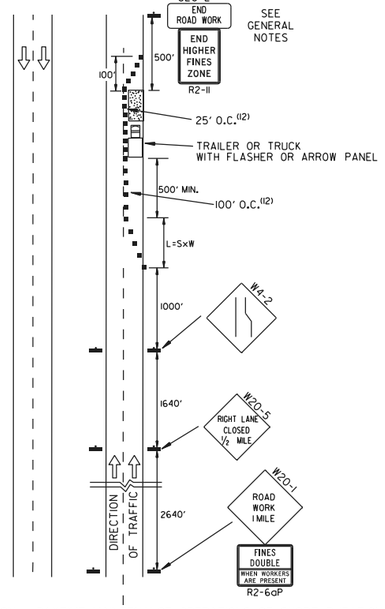
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-20-21	REVISED NOTE 7
11-07-19	REVISED NOTE 1. ADDED NOTE 9
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (AT & REPLACED R2-5A WITH W3-5
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKINGS

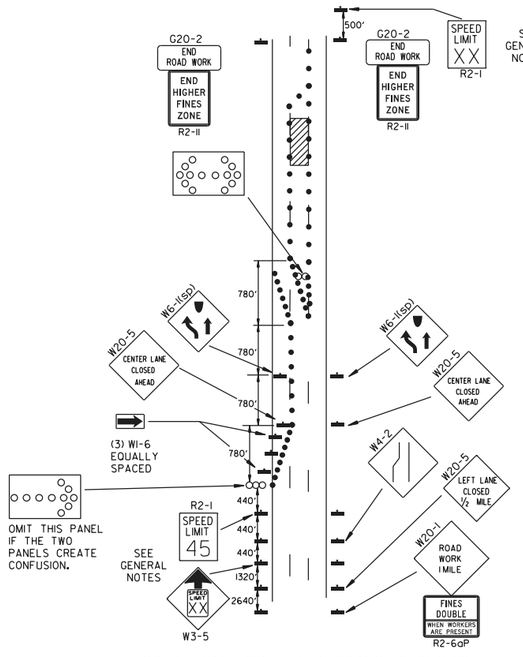
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-2
08-14-2025		



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



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

KEY:

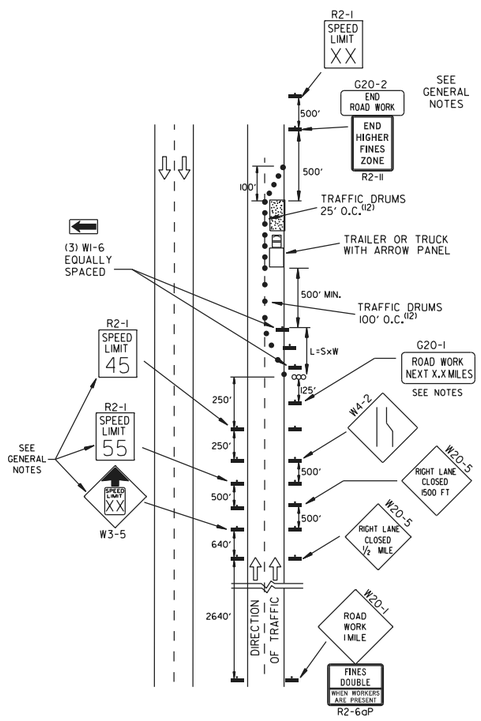
○○○ ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

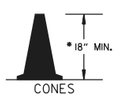
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-I(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-I 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(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-I(45) SHALL BE OMITTED. ADDITIONAL R2-I 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(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 SHOULD BE INSTALLED 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. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
12. ONLY WHERE SPACE RESTRICTIONS DO NOT ALLOW FOR TRAFFIC DRUMS, TUBULAR MARKERS MAY BE USED AT 50' O.C. IN STABILIZATION ZONES AND AT 10' O.C. DIRECTLY ADJACENT TO CONSTRUCTION OPERATIONS AND AT EXIT TAPERS. TUBULAR MARKERS SHALL BE STABILIZED WITH WEIGHTED BASES IN ACCORDANCE WITH THE M.U.T.C.D.

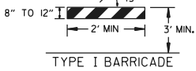


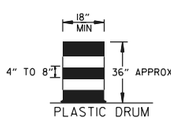
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

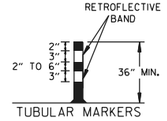
CHANNELIZING DEVICES

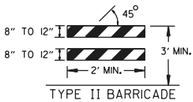


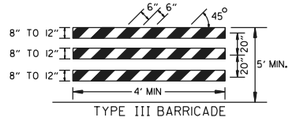
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



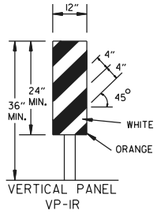


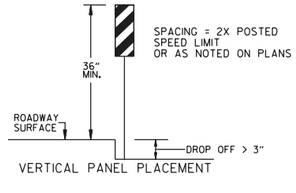


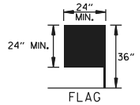




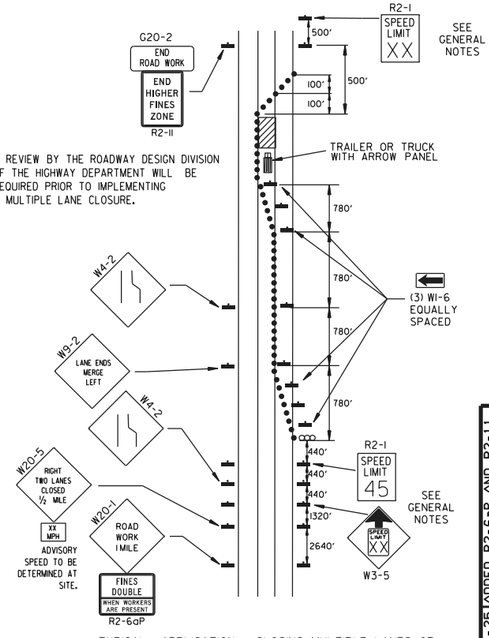
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.







FLAG SHALL BE OF GOOD GRADE RED MATERIAL



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

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

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

INTERSTATE

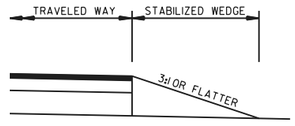
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE

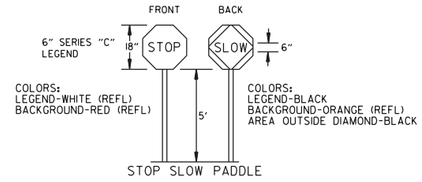
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:

1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).



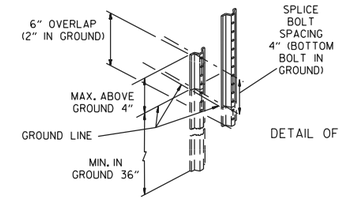
NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

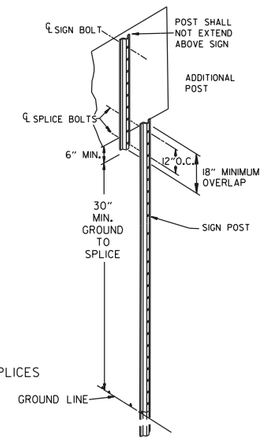


NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.





DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES. ADDED NOTE 12
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES
05-20-21	REVISED NOTE 10
02-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

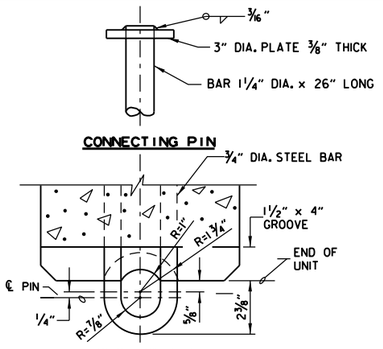
DATE EFFECTIVE 08-14-2025

STANDARD DRAWING

TC-3

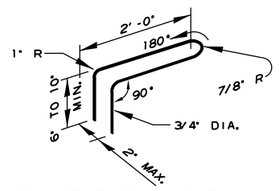
REINFORCING BAR TABLE PER BARRIER UNIT

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°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8"

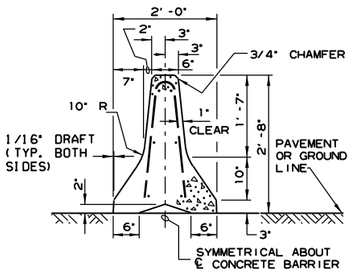


SECTION E-E

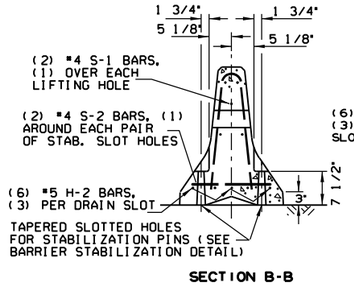
CONNECTION DETAILS



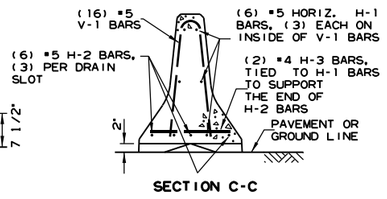
CONNECTION LOOP



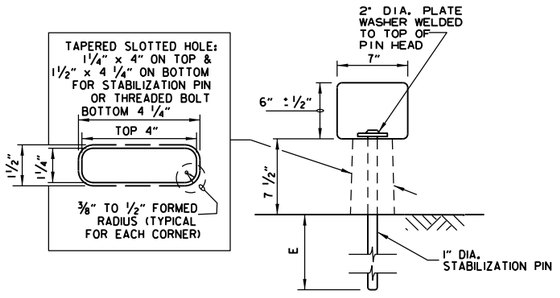
SECTION A-A



SECTION B-B



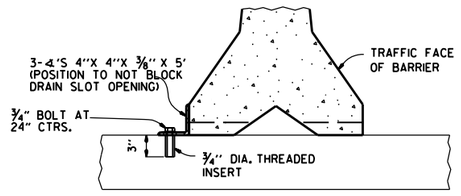
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

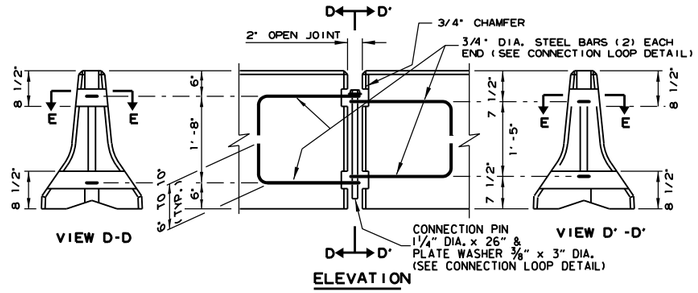
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



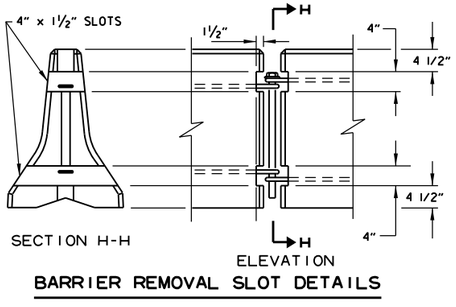
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

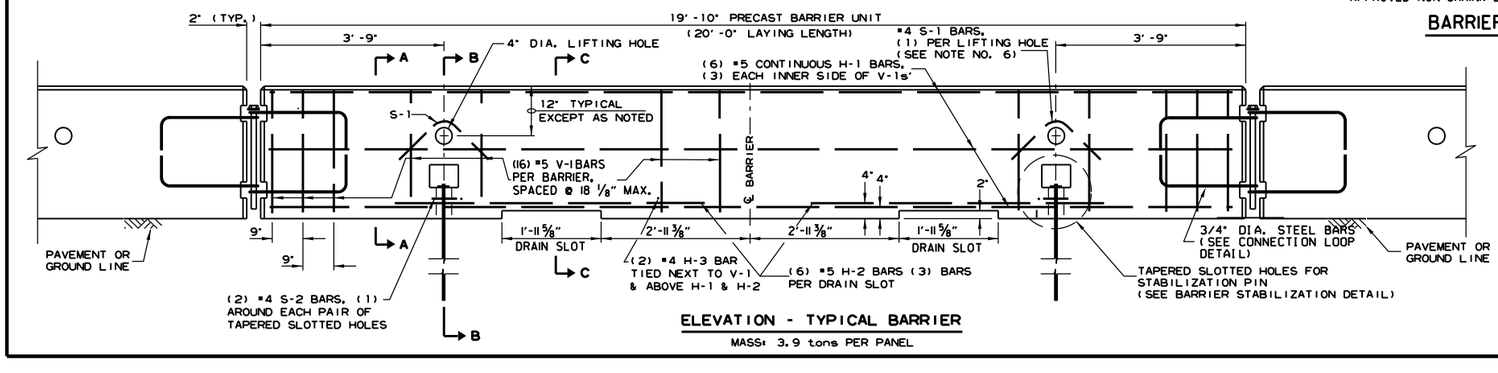
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

(1) THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

(2) MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

IN APPLICATIONS WHERE BARRIER 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 ARDOT 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 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 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 MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). 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.

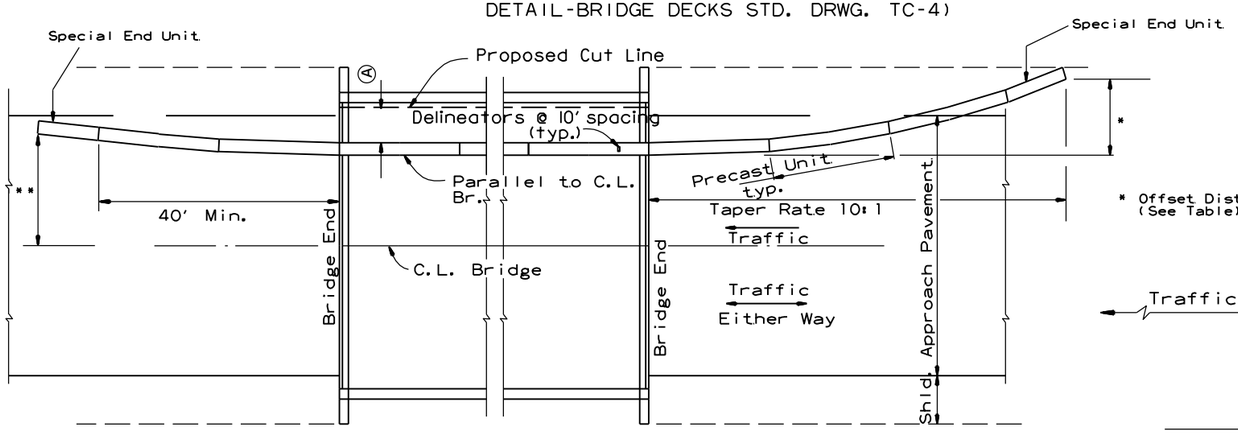
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

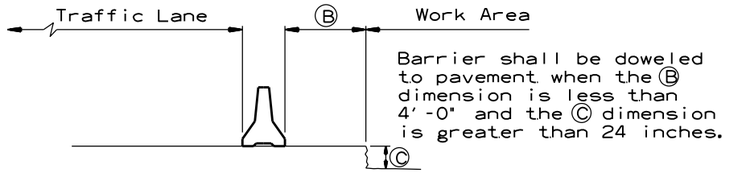
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

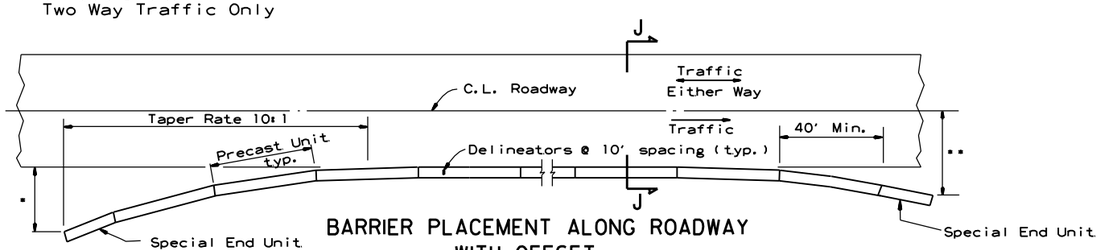


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

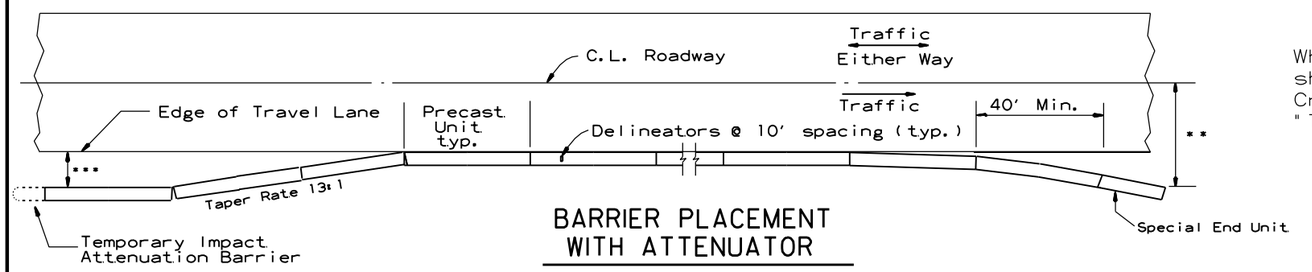
* Offset Distance (See Table)

** 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.

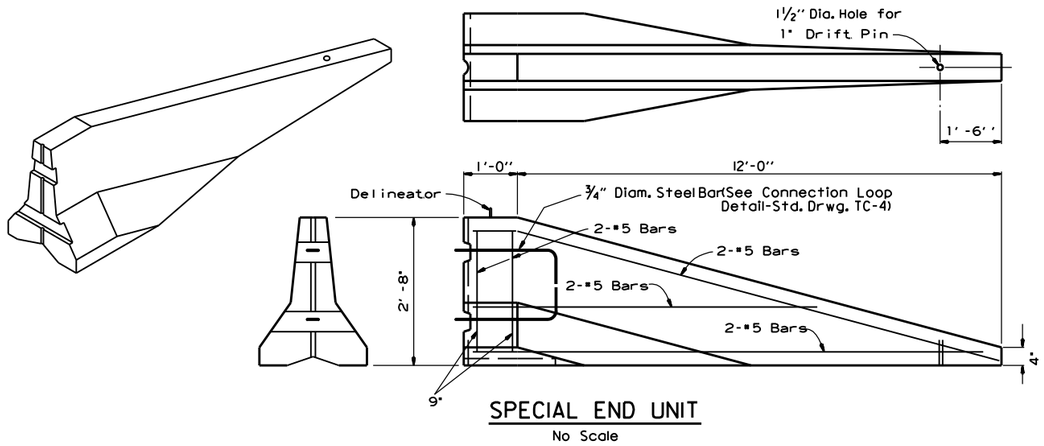


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

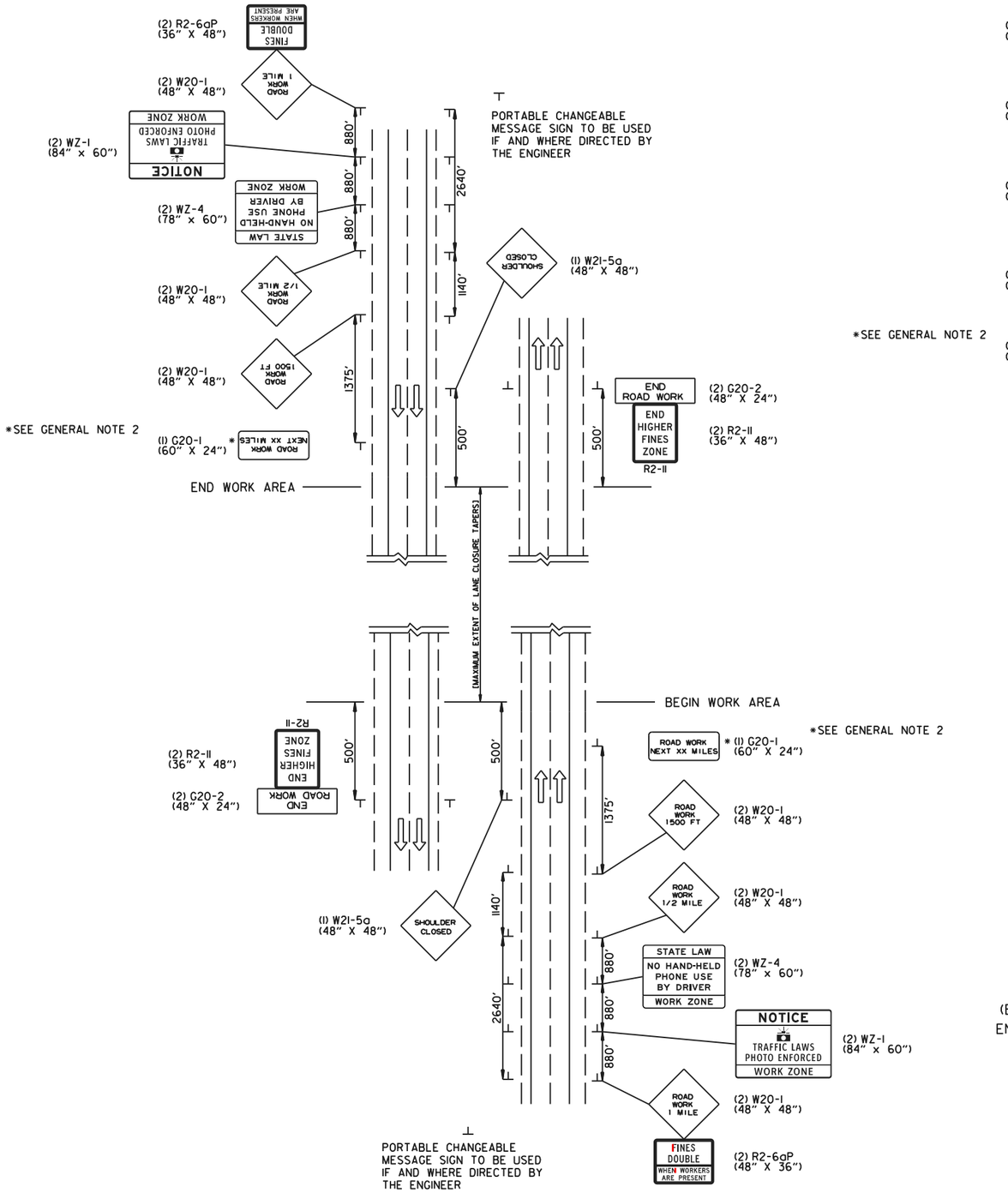
DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

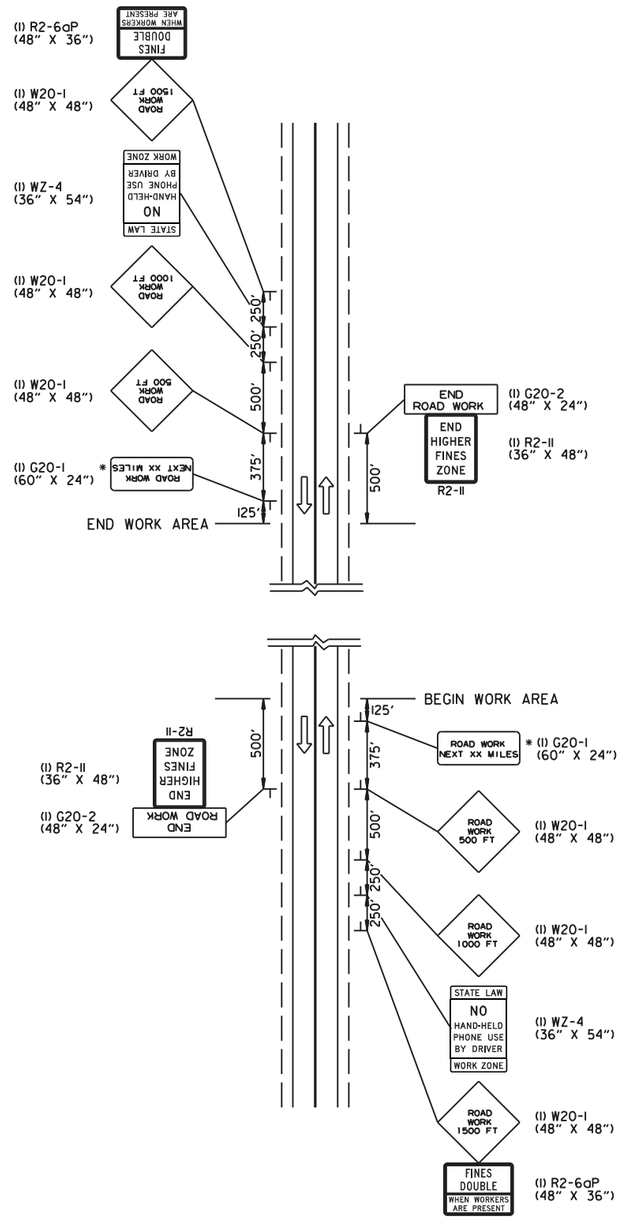
STANDARD DRAWING TC-5

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.

(A) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)



(B) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (NON-FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)

GENERAL NOTES:

1. FLAGS MAY BE MOUNTED TO SIGNS AT NIGHT AS NEEDED.
2. THE G20-1 SIGN SHOULD BE INSTALLED 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 OR 1500 FT) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. 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, THIS DEVICE 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 PORTABLE CHANGEABLE MESSAGE SIGNS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

DATE REV	DESCRIPTION
04-09-26	CORRECTED WZ-4 SIGN DIMENSIONS
01-22-26	ADDED WZ-4 AND REVISED GENERAL NOTE 1
11-06-25	REPLACED "SPEED" WITH "TRAFFIC LAWS" ON WZ-1
08-14-25	ISSUED

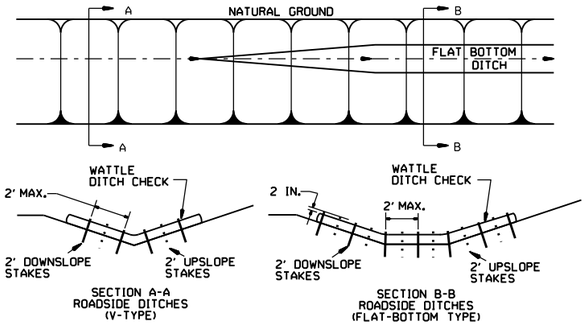
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

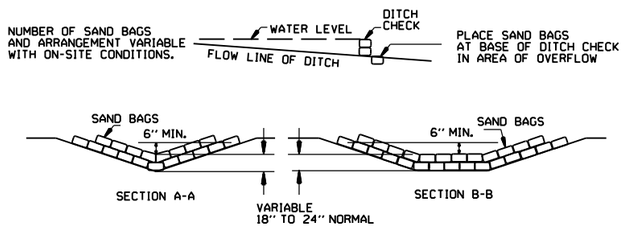
DATE EFFECTIVE	STANDARD DRAWING	TC-6
04-09-2026		

GENERAL NOTES

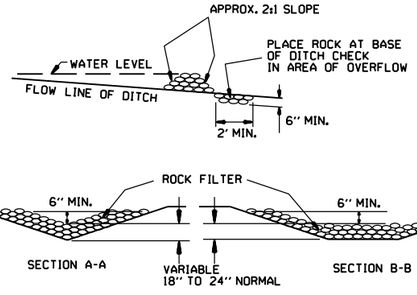
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

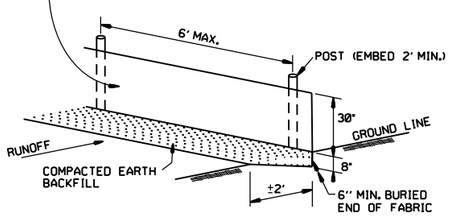


ROCK DITCH CHECK (E-6)

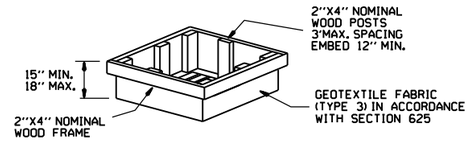
GENERAL NOTES

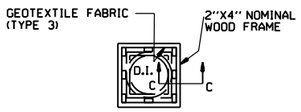
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

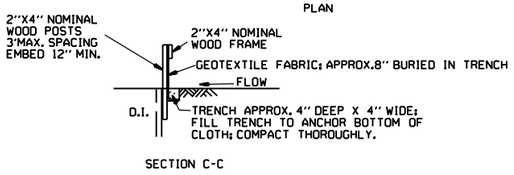
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



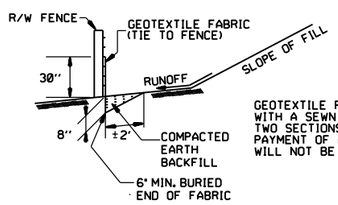
SILT FENCE (E-11)





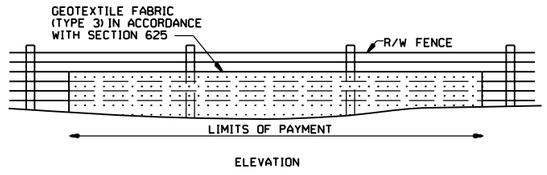


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



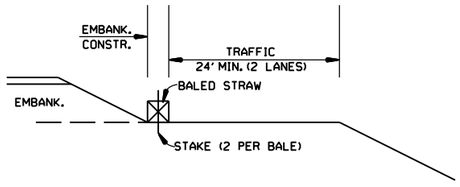
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

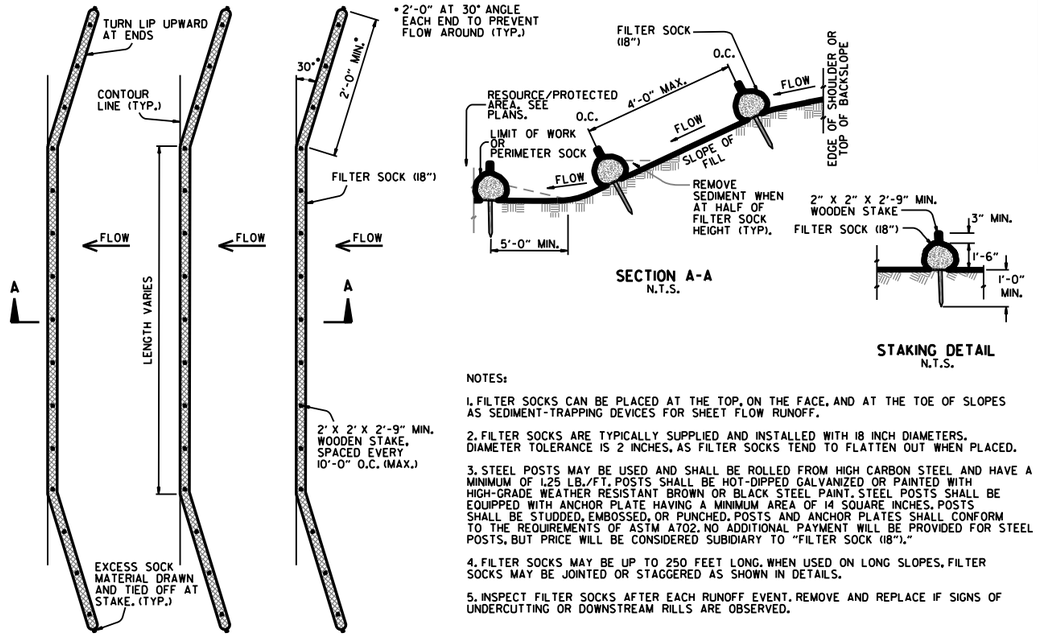
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

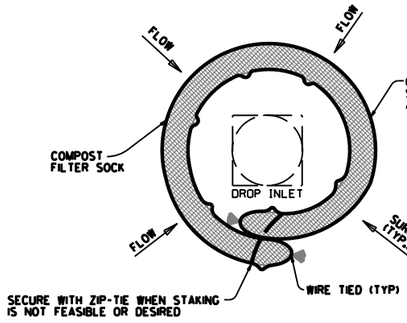
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

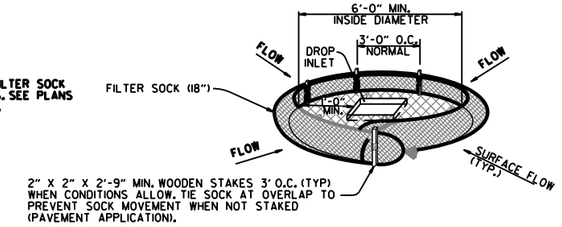
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1