

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	I	45	

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

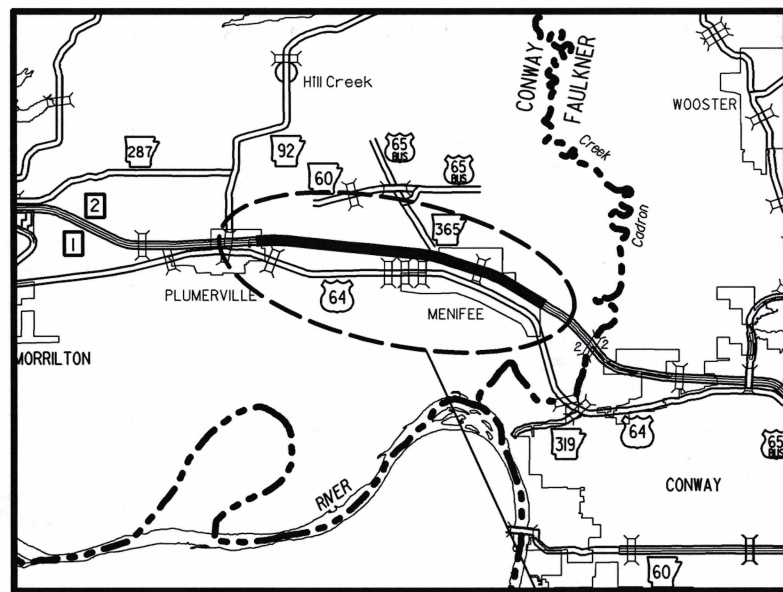
PLUMERVILLE - EAST (S)

CONWAY COUNTY
 ROUTE 40 SECTION 31

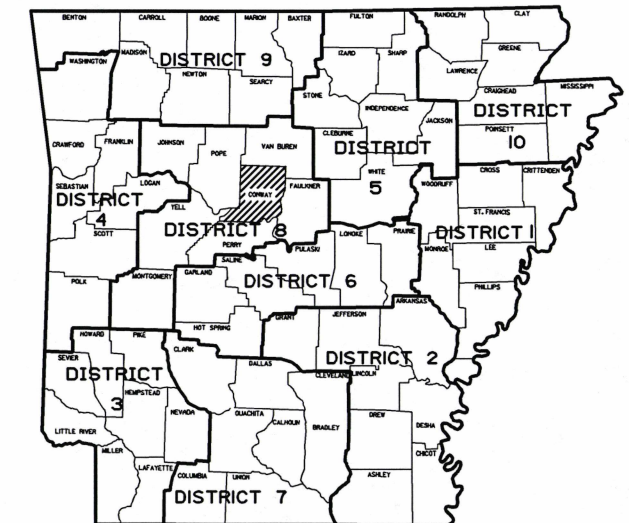
JOB BB0807

FED. AID PROJ. NHPP-40-3(136)113

NOT TO SCALE



VICINITY MAP PROJECT LOCATION



ARK. HWY. DIST. NO. 8

DESIGN TRAFFIC DATA

DESIGN YEAR	2041
2021 ADT	39,000
2041 ADT	52,000
2041 DHV	5,720
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	27%
DESIGN SPEED	70 MPH

MILLINGS STOCKPILE LOCATIONS

- 1 MORRILTON I-40 EAST BOUND REST AREA
- 2 MORRILTON I-40 WEST BOUND REST AREA

STA. 5985+00.00
 BEGIN BEGIN JOB BB0807
 LOG MILE 113.10

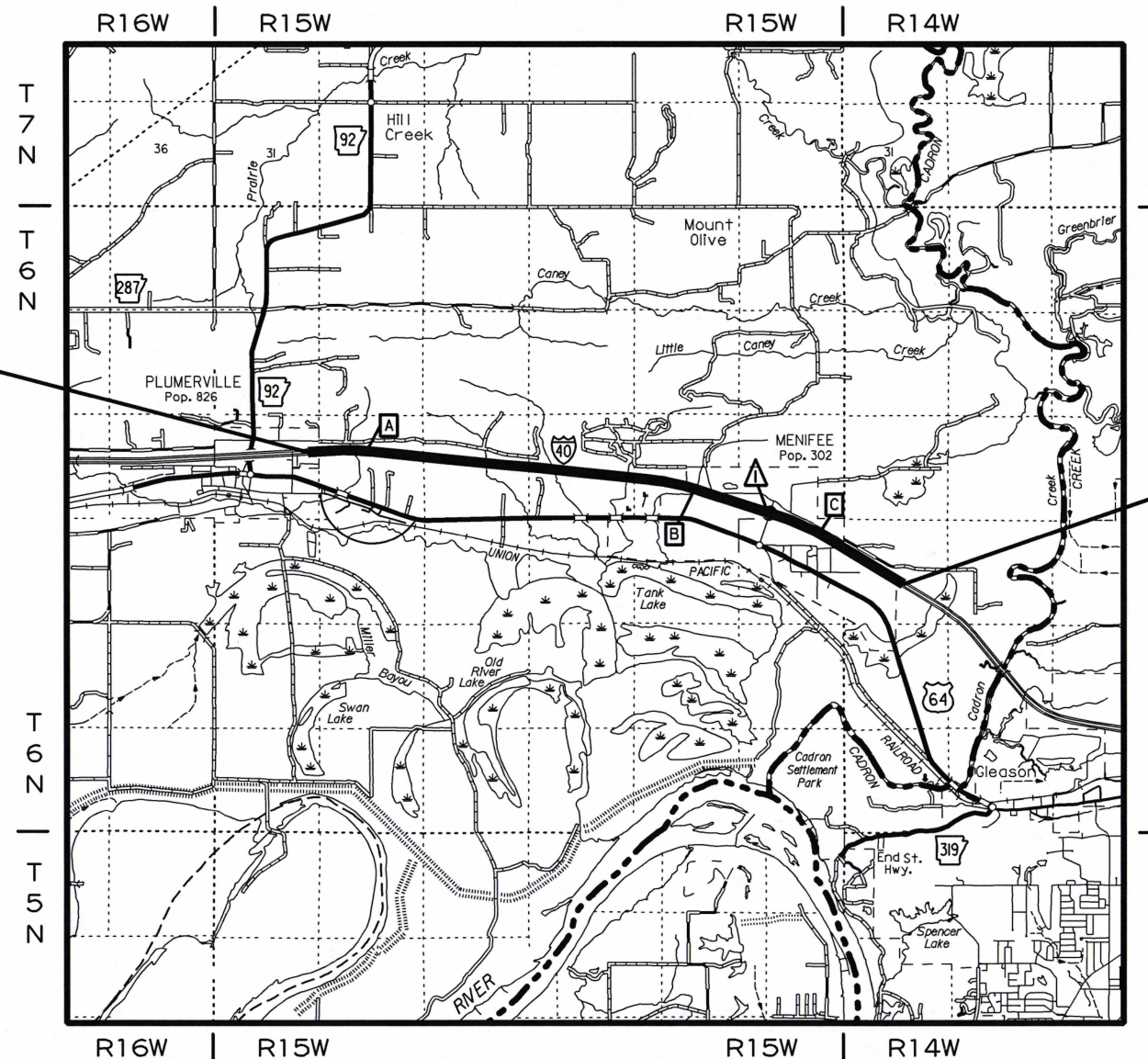
STA. 6296+75.00
 END JOB BB0807
 LOG MILE 119.00

BRIDGE DATA (OVERPASSES)

- △ STA. 16+18.18 BR. END
 228.22' BRIDGE NO. 03951
 24'-0" CLEAR ROADWAY
 STA. 18+46.40 BR. END
 REHABILITATE BRIDGE DECK-
 HYDRODEMOLITION

C.L. MEDIAN EQUATIONS

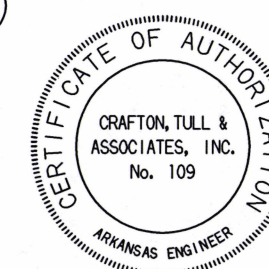
- A 6018+34.39 BACK =
 6018+37.60 AHEAD
- B 6180+71.10 BACK =
 6180+75.50 AHEAD
- C 6252+85.47 BACK =
 6252+90.30 AHEAD



LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	31,162.56	FEET	OR	5.902	MILES
NET " " ROADWAY	31,162.56	"	"	5.902	"
NET " " BRIDGES	0.00	"	"	0.000	"
NET " " PROJECT	31,162.56	"	"	5.902	"

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 35°09'47"	LATITUDE = N 35°09'29"	LATITUDE = N 35°08'34"
LONGITUDE = W 92°38'30"	LONGITUDE = W 92°34'22"	LONGITUDE = W 92°31'52"



P. E. JOB BB0807

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						BB0807	2	45

2 INDEX OF SHEETS AND STANDARD DRAWINGS



INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 5	TYPICAL SECTIONS OF IMPROVEMENT		
6 - 7	SPECIAL DETAILS		
8 - 18	TEMPORARY EROSION CONTROL DETAILS		
19 - 25	MAINTENANCE OF TRAFFIC DETAILS		
26 - 29	QUANTITIES		
30	SCHEDULE OF BRIDGE QUANTITIES	03951	57590
31	SUMMARY OF QUANTITIES AND REVISIONS		
32 - 42	PLAN SHEETS		
43	INTERCHANGE LAYOUT		
44	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY	03951	57591
45	DETAILS OF POURED SILICONE JOINT SEAL	03951	57592

ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
GR-6	GUARD RAIL DETAILS	11-07-19
GR-7	GUARD RAIL DETAILS	11-07-19
GR-8	GUARD RAIL DETAILS	11-07-19
GR-9	GUARD RAIL DETAILS	11-07-19
GR-10	GUARD RAIL DETAILS	11-07-19
GR-11	GUARD RAIL DETAILS	11-07-19
GR-12	GUARD RAIL DETAILS	11-07-19
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-07-19
GRT-1	GUARD RAIL DETAILS	11-07-19
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	11-07-19
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
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
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94

INDEX OF SHEETS AND STANDARD DRAWINGS

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02-17-2020				6	ARK.			
						JOB NO. BB0807	3	45

2 GOVERNING SPECIFICATIONS AND GENERAL NOTES

GOVERNING SPECIFICATIONS

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



GENERAL NOTES

- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 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.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

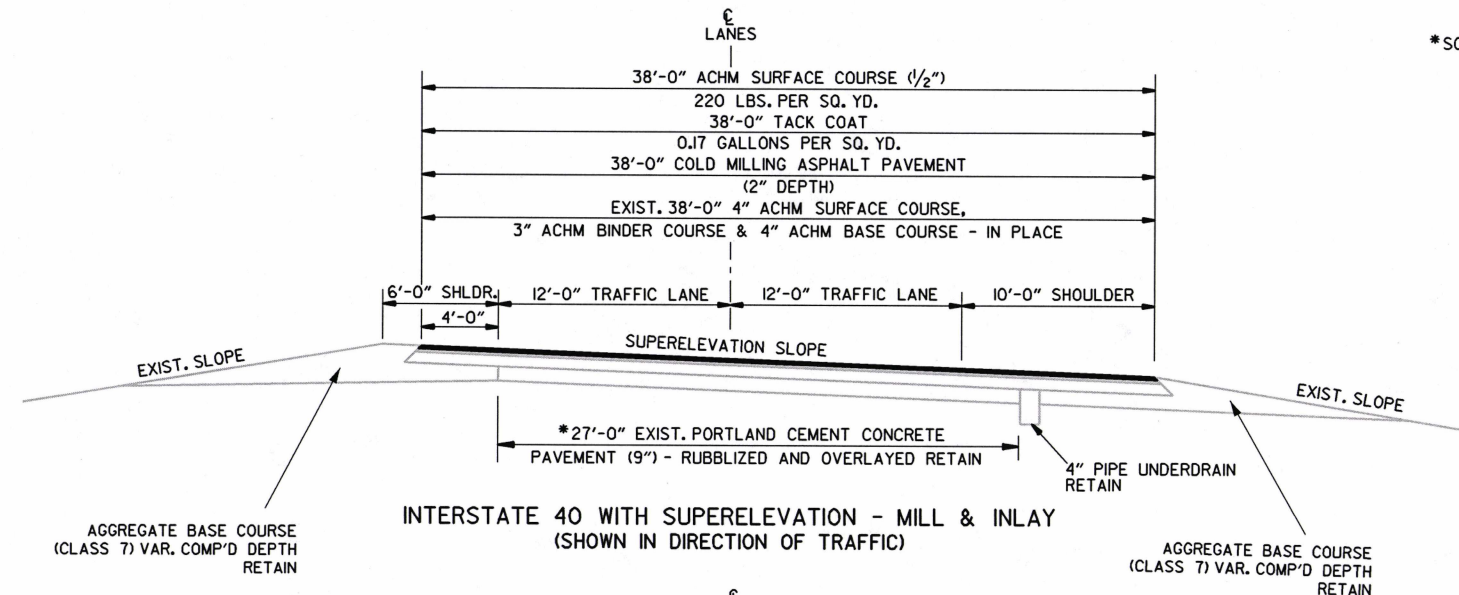
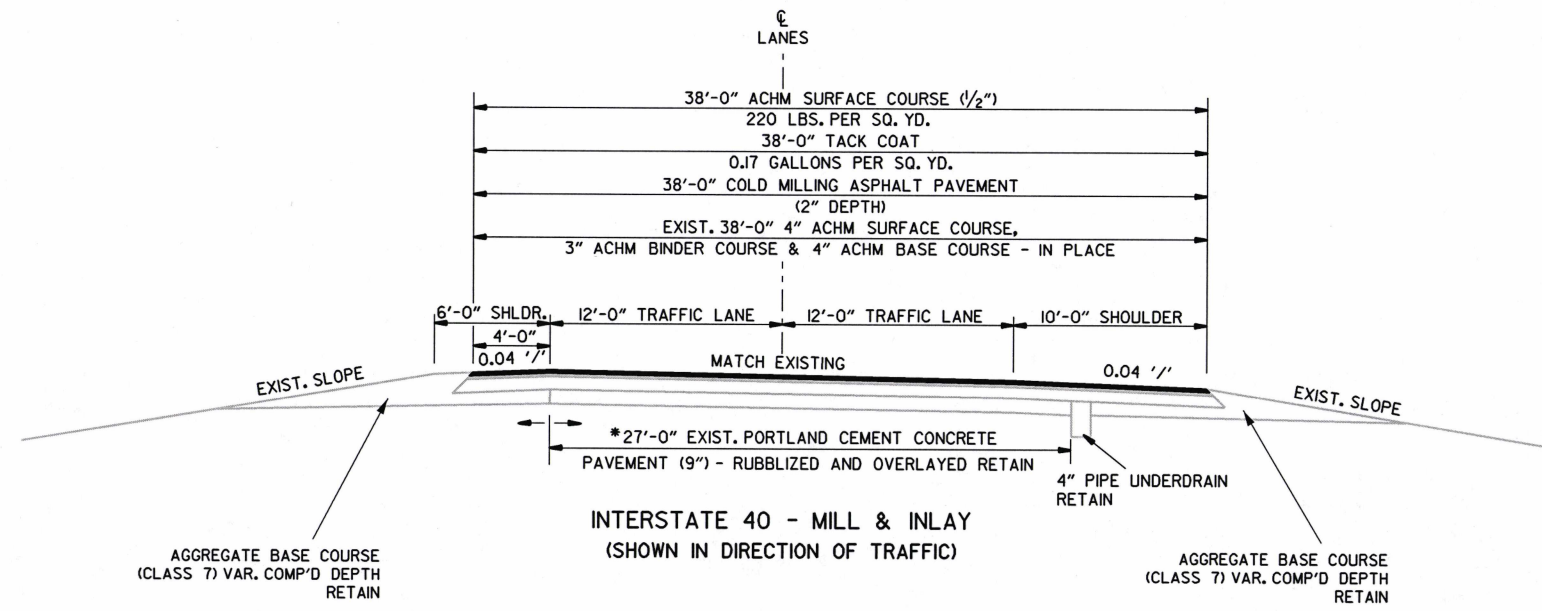
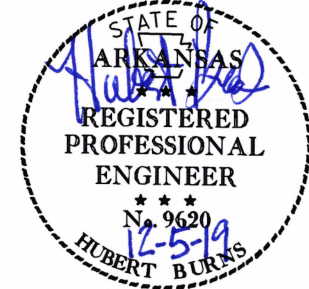
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2	INCIDENTAL CONSTRUCTION
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
617-1	GUARDRAIL TERMINAL (TYPE 2)
620-1	MULCH COVER
621-1	FILTER SOCKS
800-1	STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB BB0807	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB BB0807	BIDDING REQUIREMENTS AND CONDITIONS
JOB BB0807	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS
JOB BB0807	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0807	CARGO PREFERENCE ACT REQUIREMENTS
JOB BB0807	COLD MILLING ASPHALT PAVEMENT
JOB BB0807	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB BB0807	EMPLOYMENT REPORTING
JOB BB0807	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB BB0807	FLEXIBLE BEGINNING OF WORK-CALENDAR DAY CONTRACT
JOB BB0807	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0807	HYDRODEMOLITION
JOB BB0807	LATEX MODIFIED CONCRETE OVERLAY
JOB BB0807	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB BB0807	MAINTENANCE OF TRAFFIC
JOB BB0807	MANAGEMENT OF HYDRODEMOLITION WASTERWATER
JOB BB0807	MANDATORY ELECTRONIC CONTRACT
JOB BB0807	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB BB0807	PARTNERING REQUIREMENTS
JOB BB0807	PERCENT WITHIN LIMITS
JOB BB0807	PORTABLE TRAFFIC SIGNAL SYSTEM
JOB BB0807	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB BB0807	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB BB0807	SEQUENCE OF CONSTRUCTION
JOB BB0807	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB BB0807	SPECIAL CLEARING
JOB BB0807	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB BB0807	SPECIAL SEEDING REQUIREMENTS
JOB BB0807	STORMWATER POLLUTION PREVENTION PLAN
JOB BB0807	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB0807	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0807	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB BB0807	UNDERDRAIN FLUSHING AND REHABILITATION
JOB BB0807	UTILITY ADJUSTMENTS
JOB BB0807	VALUE ENGINEERING
JOB BB0807	WARM MIX ASPHALT
JOB BB0807	WATER POLLUTION CONTROL

GOVERNING SPECIFICATIONS AND GENERAL NOTES

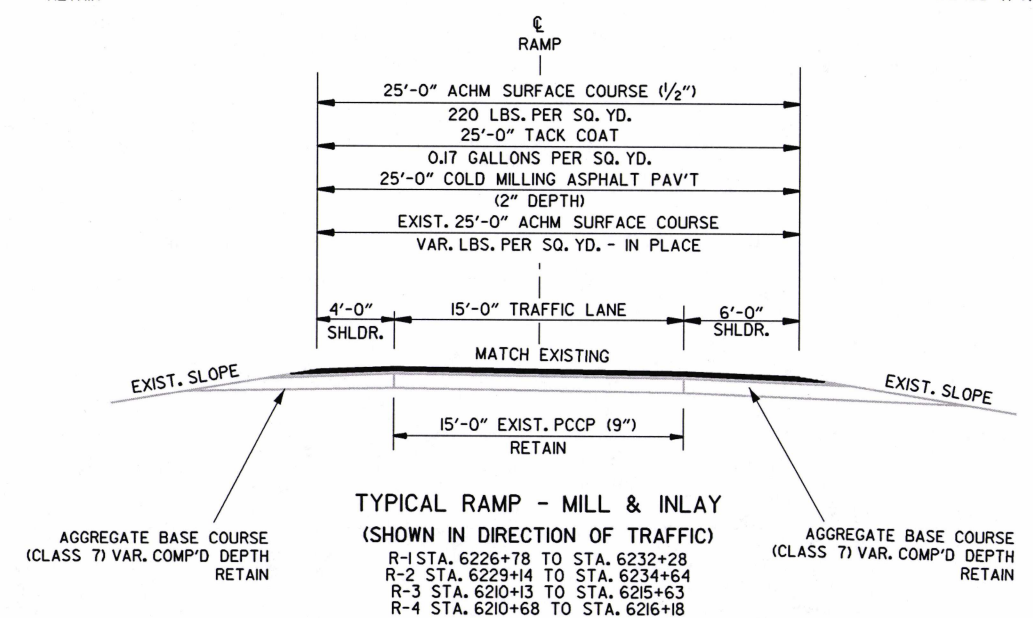
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				6	ARK.			
				JOB NO.	BB0807		4	45

2 TYPICAL SECTIONS OF IMPROVEMENT



*SOME LOCATIONS FULL DEPTH ASPHALT.

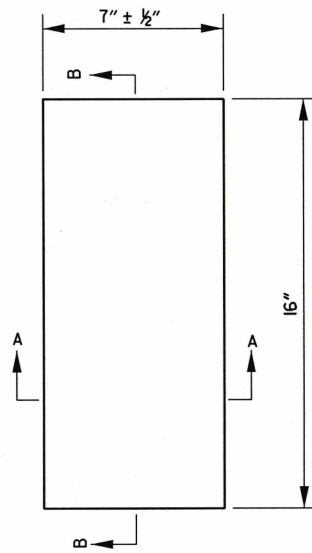


TYPICAL SECTIONS OF IMPROVEMENT

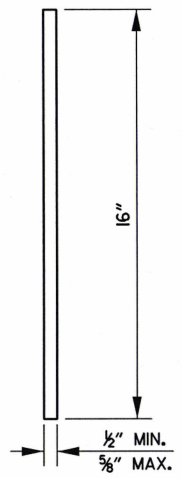
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MODEL: TYPICAL SECTIONS

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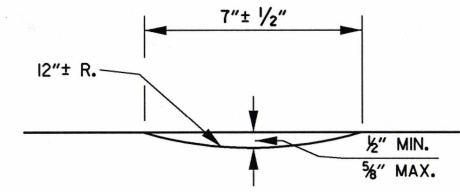
2 SPECIAL DETAILS



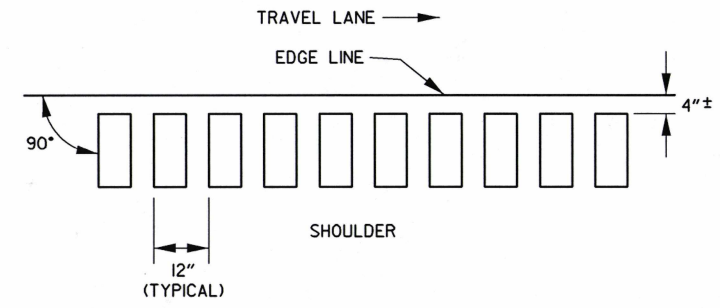
PLAN



SECTION B-B



SECTION A-A

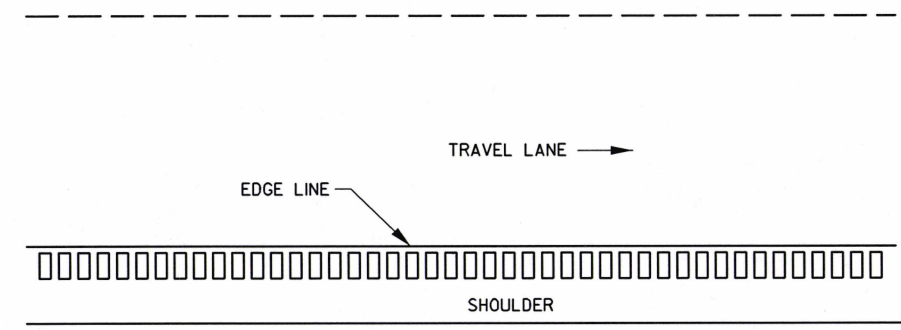
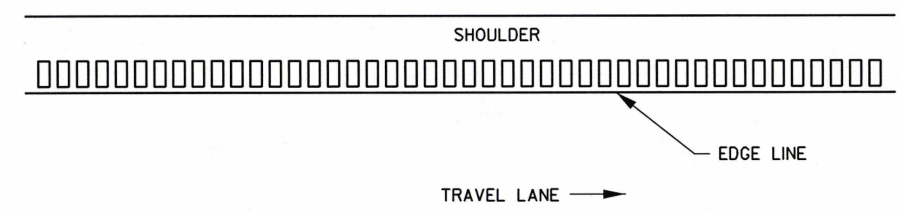


LOCATION PLAN OF RUMBLE STRIPS LEFT OR RIGHT SHOULDER

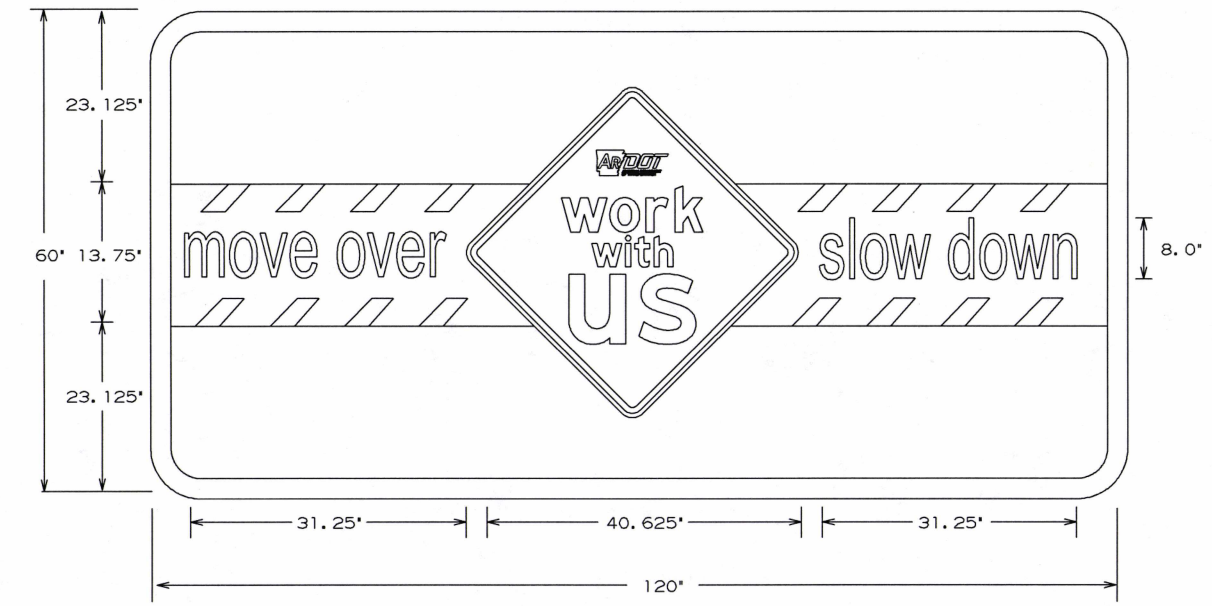
DETAILS OF RUMBLE STRIPS

NOTES:

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



PLAN VIEW



2' WHITE BORDER, 2' RADIUS, GREEN BACKGROUND
 'move over/slow down' 5.31' NIVEAU GROTESK, REGULAR FONT x 1.5Y
 'work with us' FRUTIGER LT 75 BLACK FONT

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

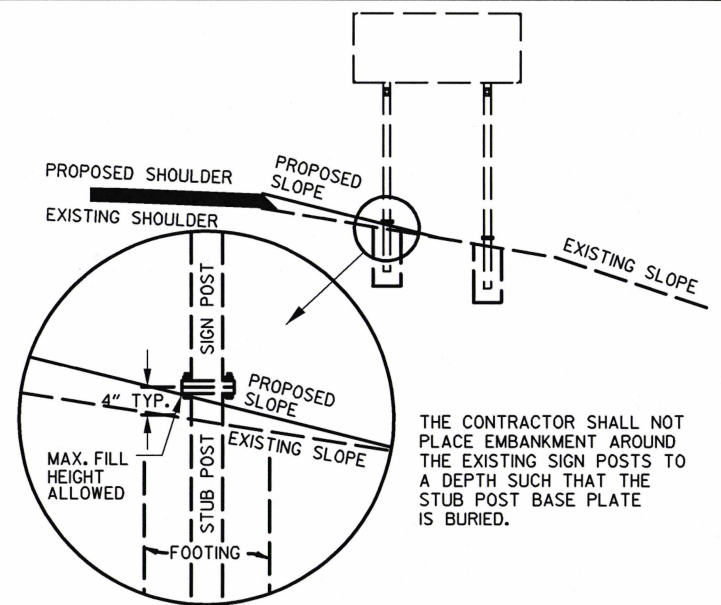
WORK WITH US SIGN

SPECIAL DETAILS

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				JOB NO.		BB0807	7	45

2 SPECIAL DETAILS

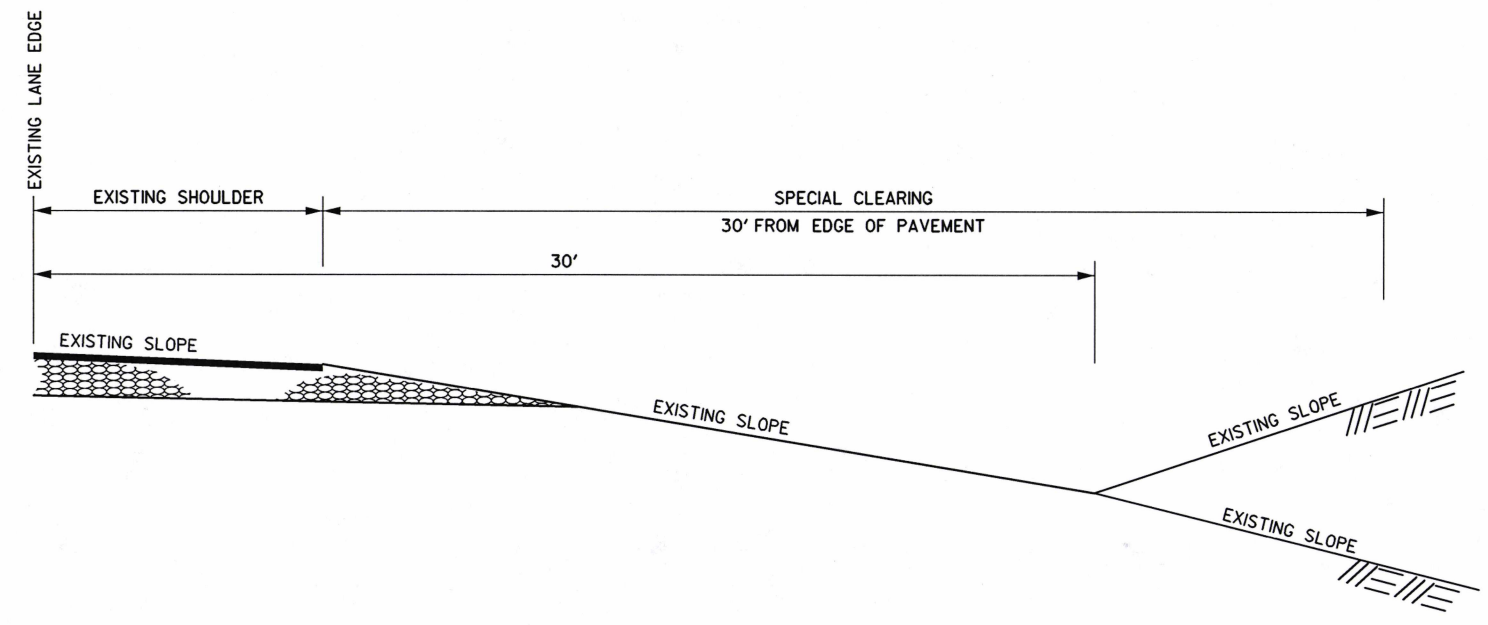


THE CONTRACTOR SHALL NOT PLACE EMBANKMENT AROUND THE EXISTING SIGN POSTS TO A DEPTH SUCH THAT THE STUB POST BASE PLATE IS BURIED.

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



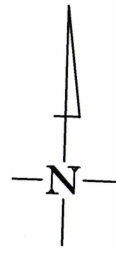
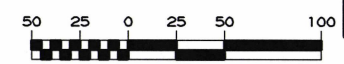
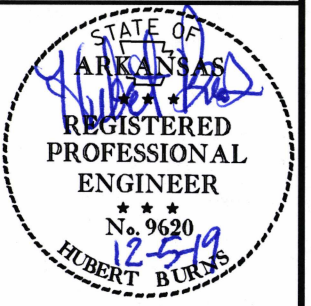
SECTION DETAIL OF WIDENING FOR GUARDRAIL
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.



SPECIAL CLEARING

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		8	45
				JOB NO.	BB0807			

2 TEMPORARY EROSION CONTROL DETAILS



STA. 5985+00.00
BEGIN JOB BB0807
LOG MILE 113.10

5980

5985

5990

C.L. I-40

N88°49'51"E

25'
VEGETATED
BUFFER

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = SILT FENCE
- (E-13) = FILTER SOCK DROP INLET

5995



6000

P.C. 6000+72.73

6005

N88°49'51"E

C.L. I-40

25'
VEGETATED
BUFFER

+65

+80

+30

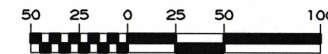
+00

+20

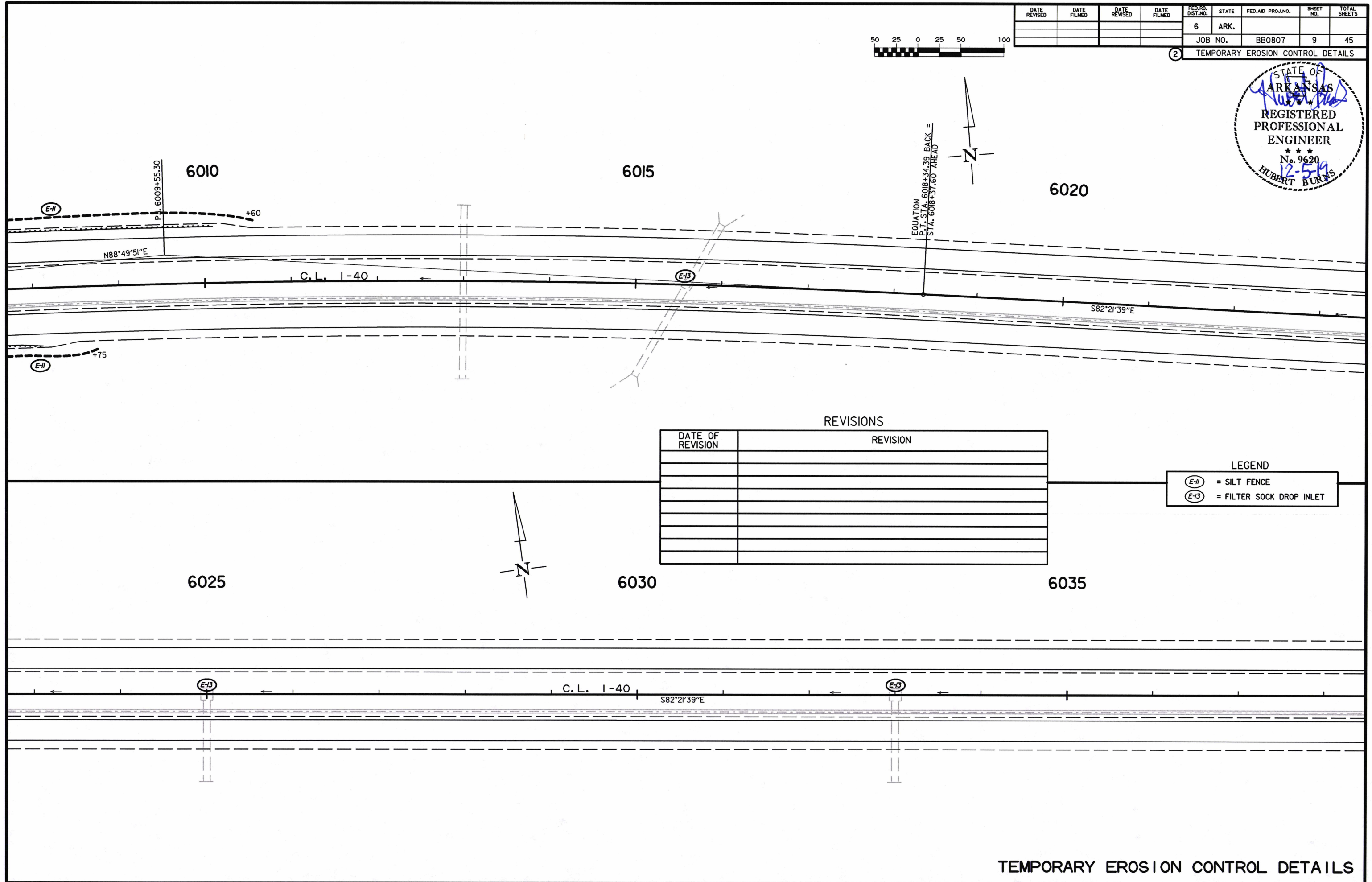
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				6	ARK.		9	45



2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

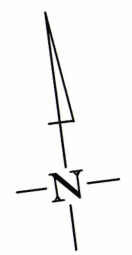
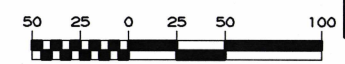
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	= SILT FENCE
	= FILTER SOCK DROP INLET

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TEMPORARY EROSION CONTROL DETAILS

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				JOB NO.	BB0807			



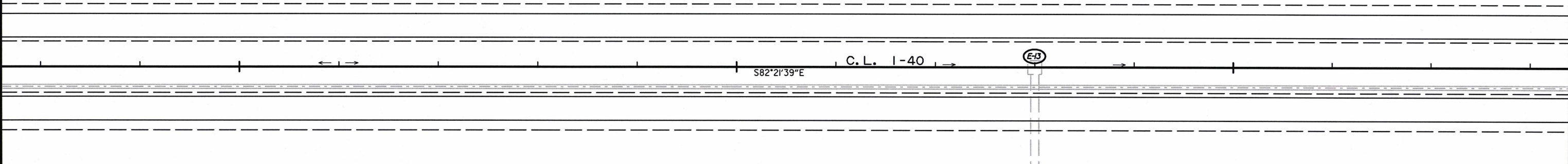
2 TEMPORARY EROSION CONTROL DETAILS



6040

6045

6050



REVISIONS

DATE OF REVISION	REVISION

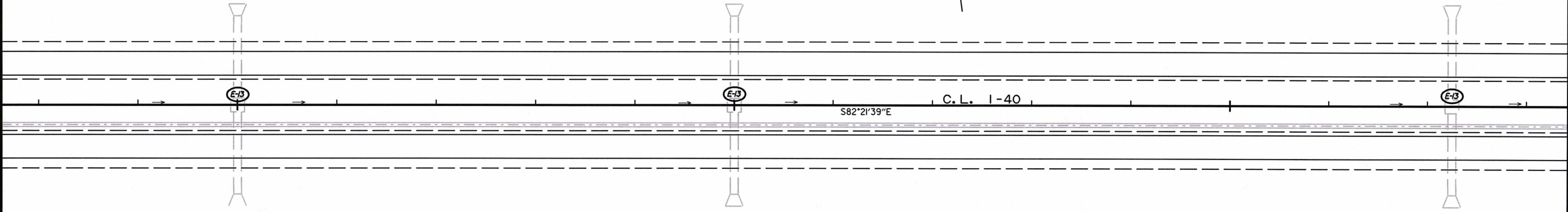
LEGEND

(E-13) = FILTER SOCK DROP INLET

6055

6060

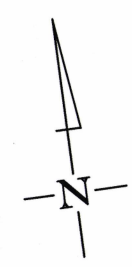
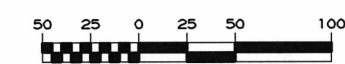
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				6	ARK.		II	45
				JOB NO. BB0807				

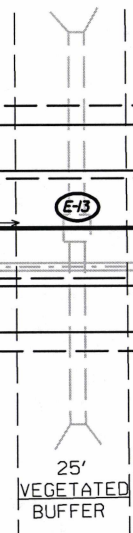


2 TEMPORARY EROSION CONTROL DETAILS

6070

6075

6080

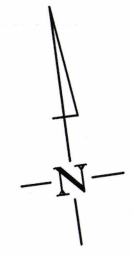


S82°21'39"E C.L. I-40

REVISIONS

DATE OF REVISION	REVISION

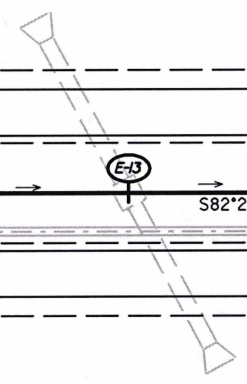
LEGEND
 (E-13) = FILTER SOCK DROP INLET



6085

6090

6095

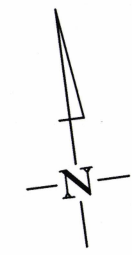
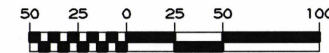


S82°21'39"E C.L. I-40

TEMPORARY EROSION CONTROL DETAILS

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 PLOTTED: 12/5/2019 11:29
 SCALE: 1/800
 MODEL: EROSION CTL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	12	45	



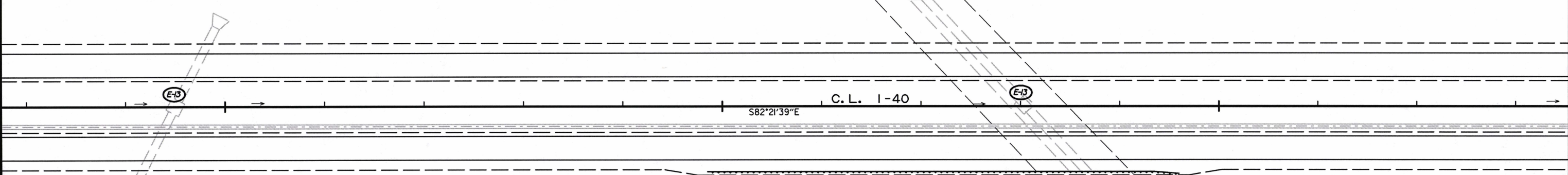
2 TEMPORARY EROSION CONTROL DETAILS



6100

6105

6110



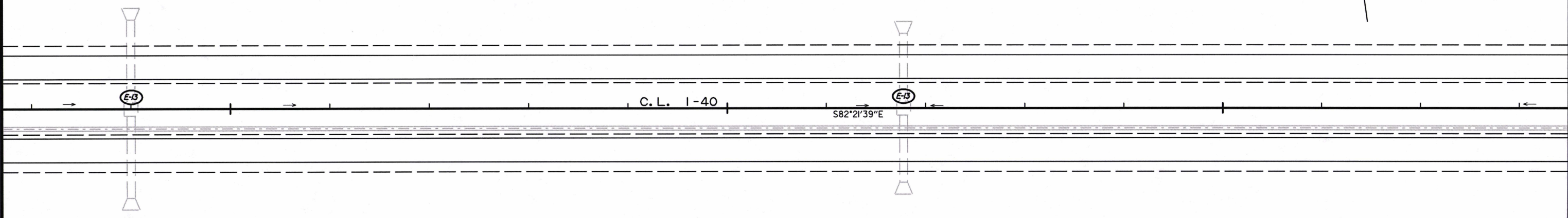
REVISIONS

DATE OF REVISION	REVISION

6115

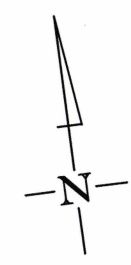
6120

6125



LEGEND

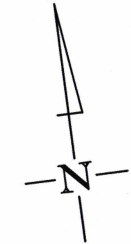
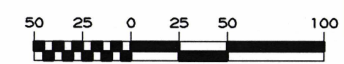
	= FILTER SOCK DROP INLET
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TEMPORARY EROSION CONTROL DETAILS

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 SCALE: 1/100
 MODEL: EROSION CTL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807		13	45



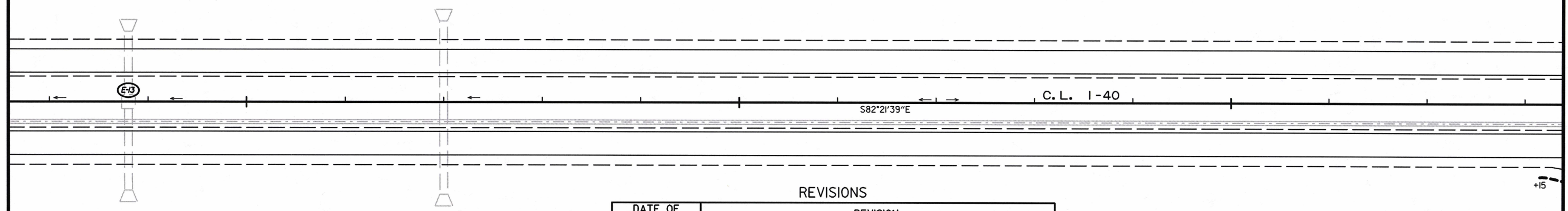
2 TEMPORARY EROSION CONTROL DETAILS



6130

6135

6140



REVISIONS

DATE OF REVISION	REVISION

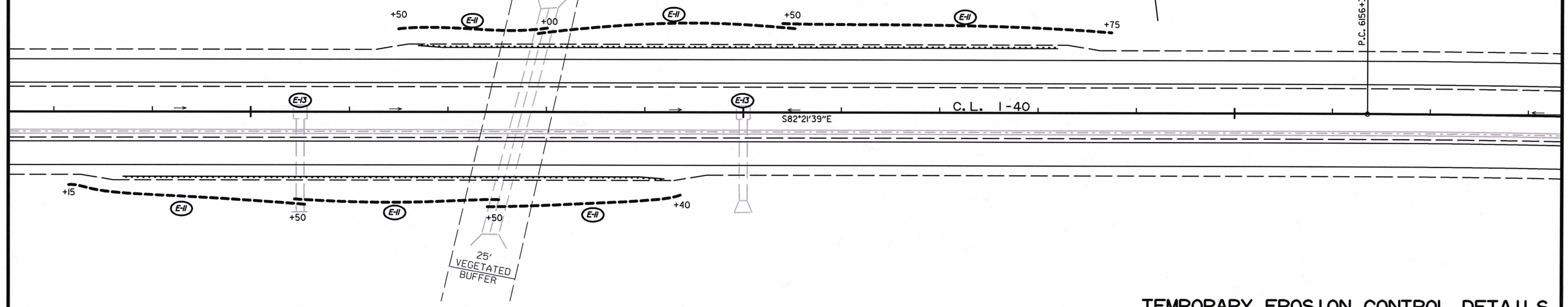
LEGEND

- (E-11) = SILT FENCE
- (E-13) = FILTER SOCK DROP INLET

6145

6150

6155



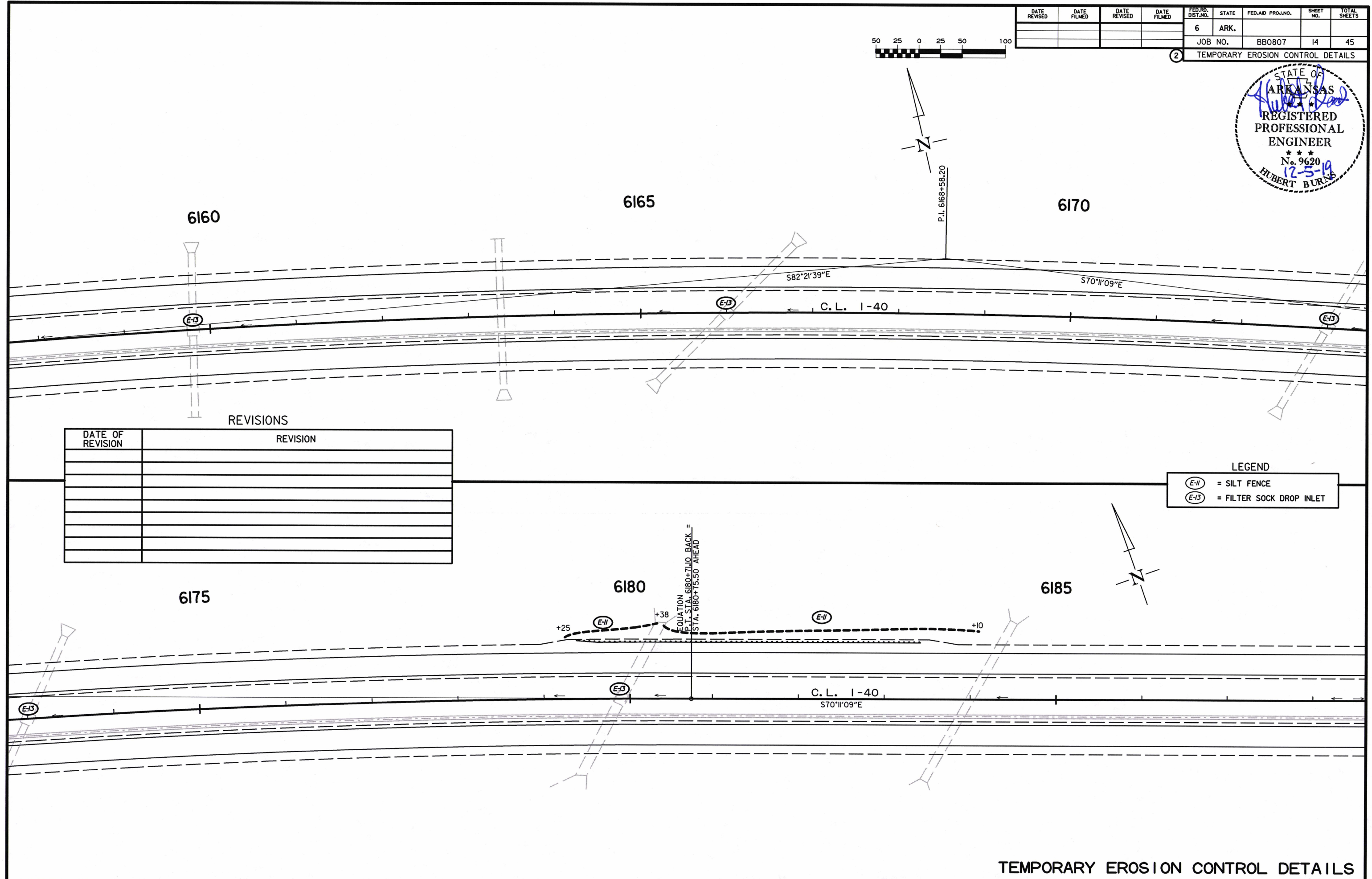
TEMPORARY EROSION CONTROL DETAILS

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 MODEL: EROSION CTL DETAILS
 SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0807	14	45



2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS

DATE OF REVISION	REVISION

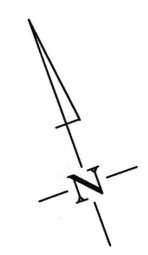
LEGEND

(E-11)	= SILT FENCE
(E-13)	= FILTER SOCK DROP INLET

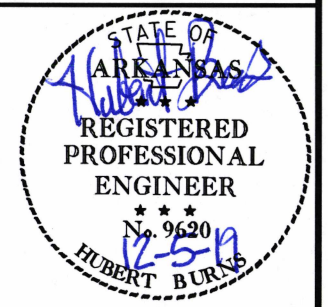
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 PLOTTED: 12/5/2019 11:29
 SCALE: 1/80
 MODEL: EROSION CTL DETAILS

TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		15	45
				JOB NO.	BB0807			



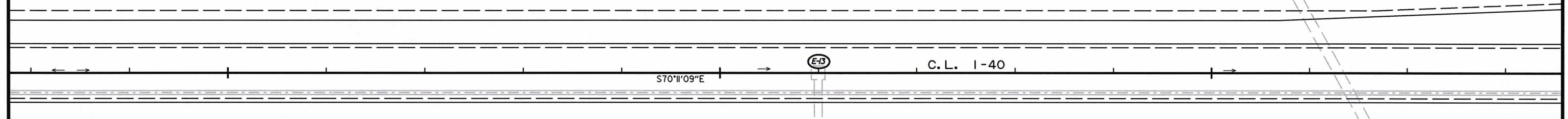
2 TEMPORARY EROSION CONTROL DETAILS



6190

6195

6200



REVISIONS	
DATE OF REVISION	REVISION

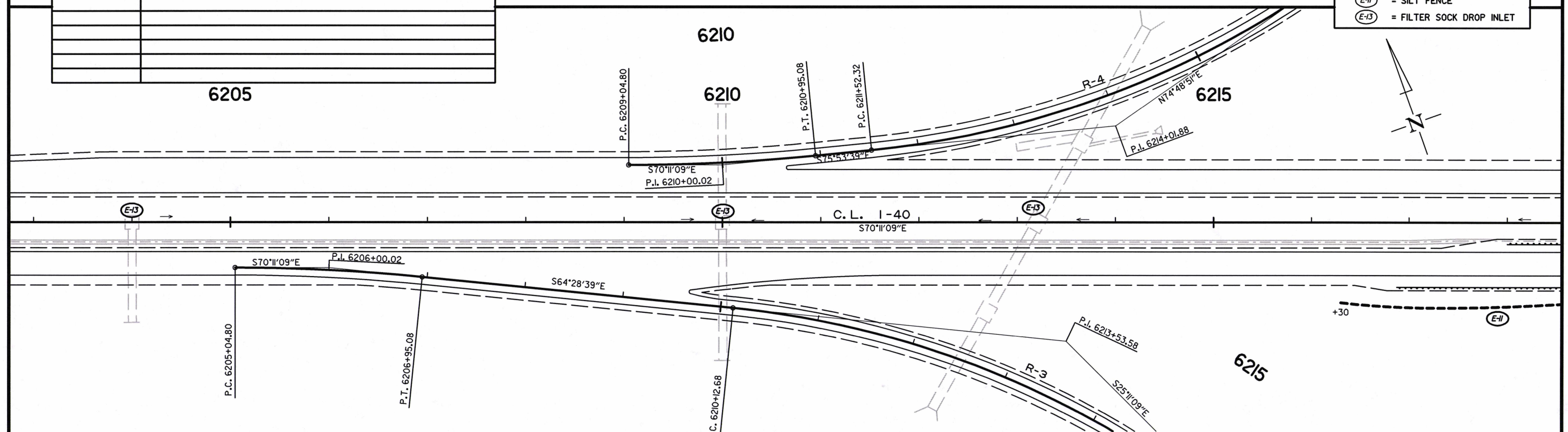
LEGEND	
(E-11)	= SILT FENCE
(E-13)	= FILTER SOCK DROP INLET

6205

6210

6210

6215

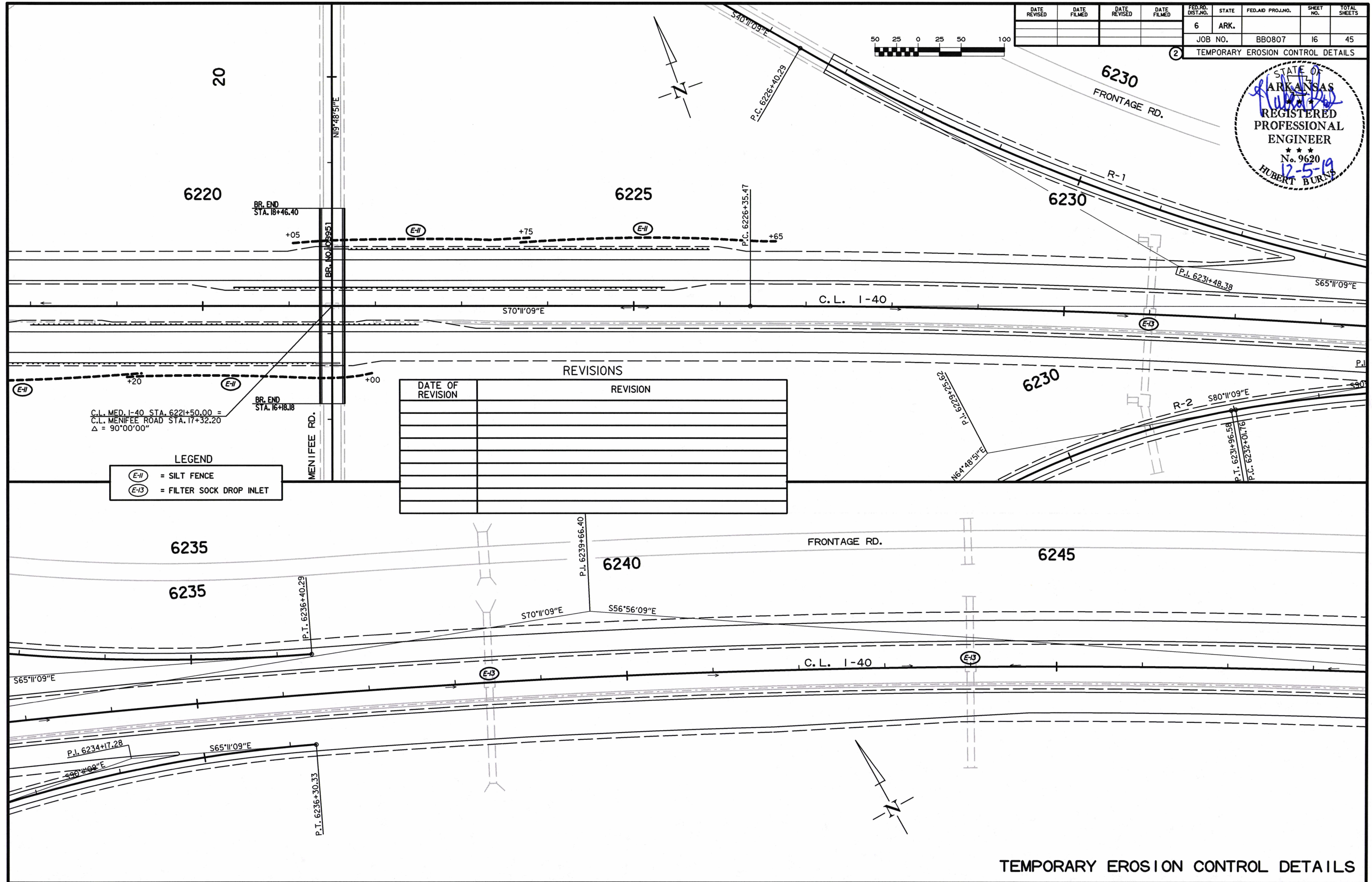
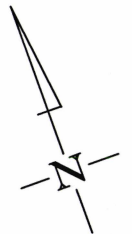
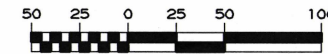
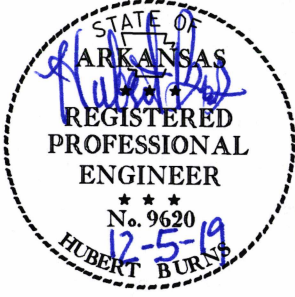


TEMPORARY EROSION CONTROL DETAILS

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 PLOTTED: 12/5/2019 11:29 MODEL: EROSION CTL DETAILS SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		16	45
				JOB NO.		BB0807	16	45

② TEMPORARY EROSION CONTROL DETAILS



C.L. MED. I-40 STA. 6221+50.00 =
C.L. MENIFEE ROAD STA. 17+32.20
Δ = 90°00'00"

LEGEND

(E-II)	= SILT FENCE
(E-I3)	= FILTER SOCK DROP INLET

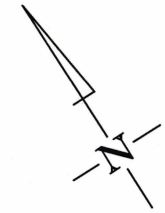
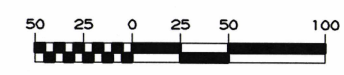
REVISIONS

DATE OF REVISION	REVISION

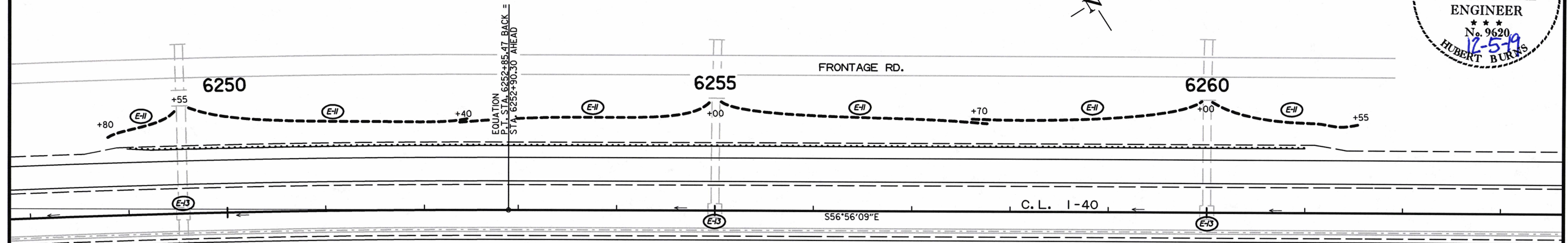
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 PLOTTED: 12/5/2019 11:29 AM
 MODEL: EROSION CTL DETAILS
 SCALE: 1/100

TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						BB0807	17	45



2 TEMPORARY EROSION CONTROL DETAILS

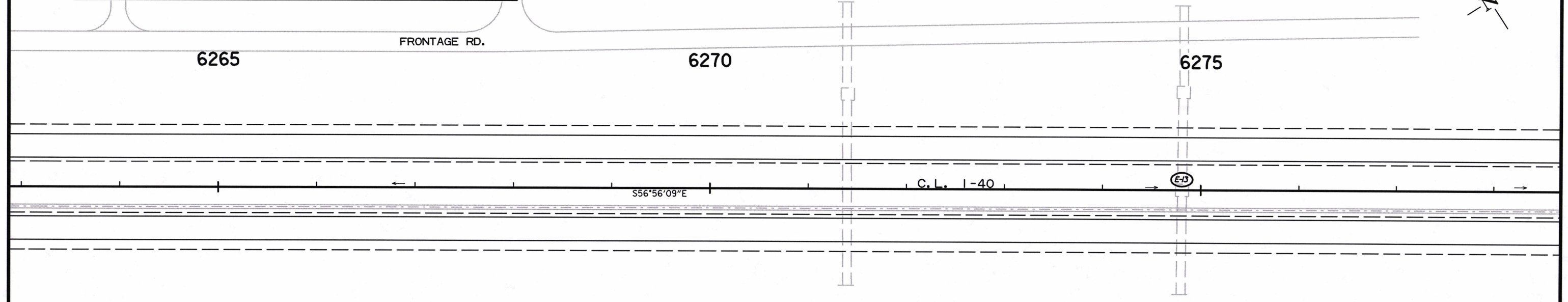


REVISIONS

DATE OF REVISION	REVISION

LEGEND

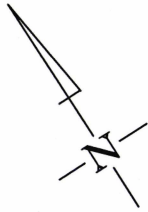
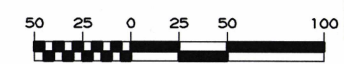
- (E-II) = SILT FENCE
- (E-I3) = FILTER SOCK DROP INLET



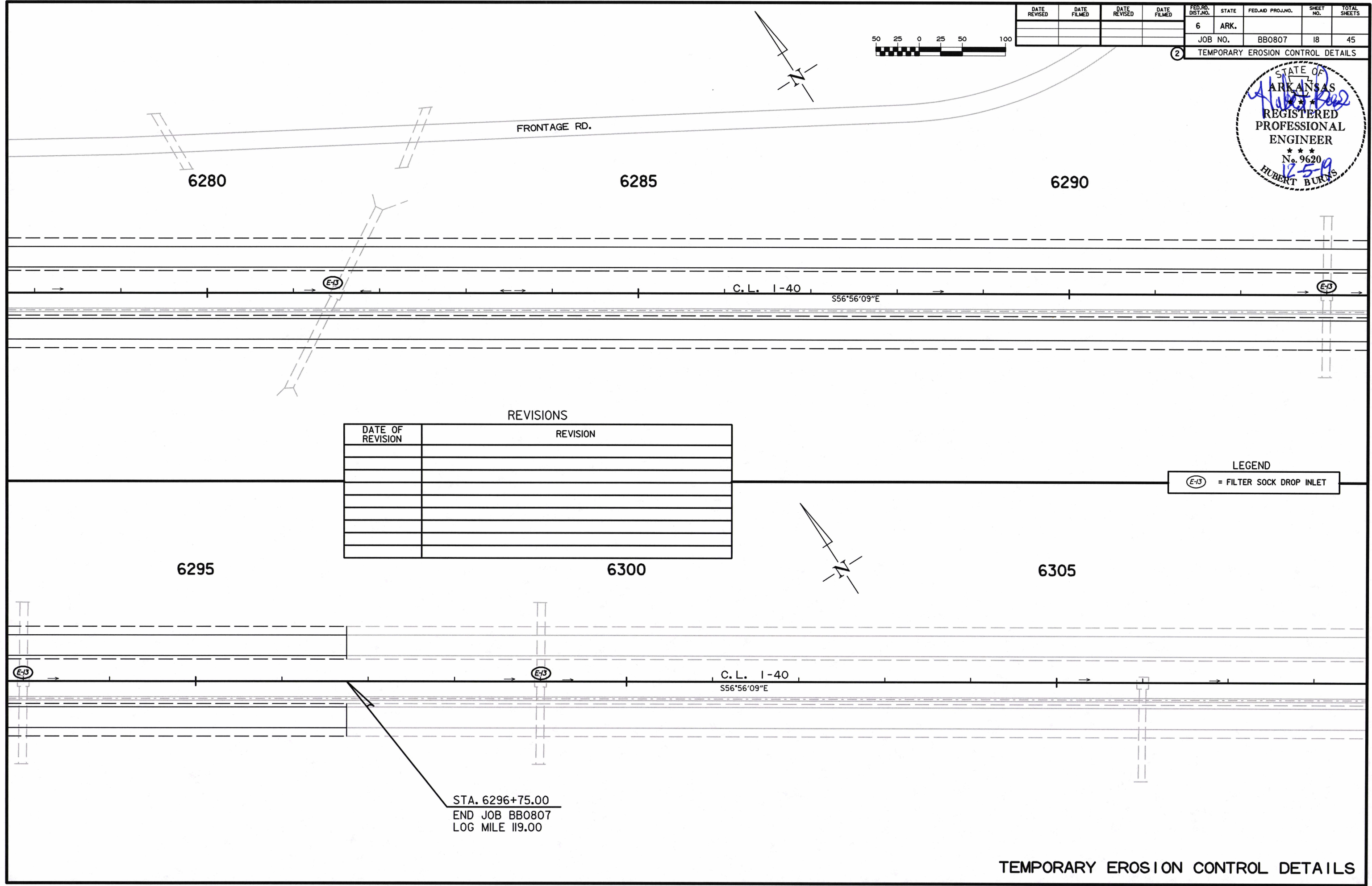
TEMPORARY EROSION CONTROL DETAILS

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 MODEL: EROSION CTL DETAILS
 SCALE: 1/80

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		18	45
				JOB NO.	BB0807			



② TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE OF REVISION	REVISION

LEGEND
 (E-13) = FILTER SOCK DROP INLET

STA. 6296+75.00
 END JOB BB0807
 LOG MILE I19.00

TEMPORARY EROSION CONTROL DETAILS

USER: fs53
 DESIGN FILE: G:\18108801\BB0807\TRANSP\dgn\erosion\BB0807_EC.dgn
 PLOTTED: 12/5/2019 11:29 MODEL: EROSION CTL DETAILS SCALE: 1/100

CONSTRUCTION SEQUENCE:

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

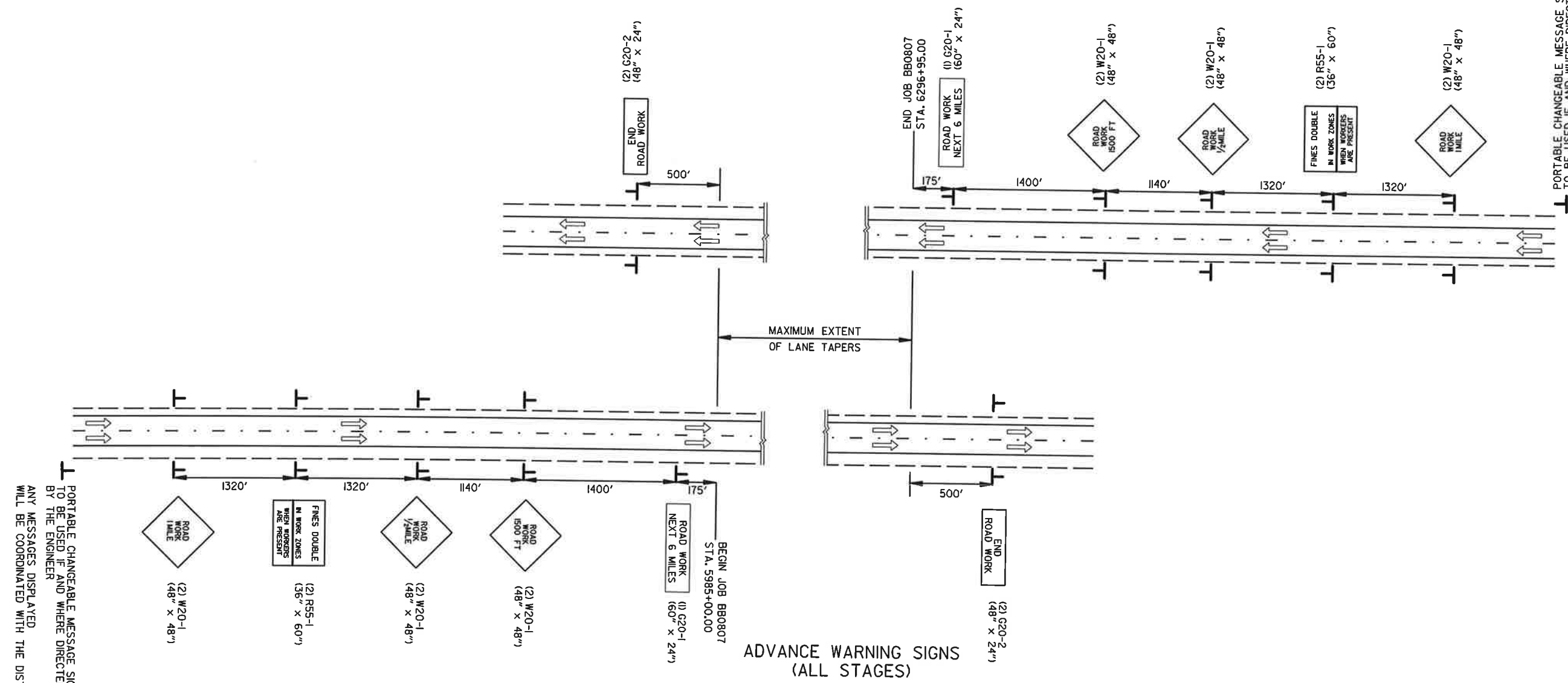
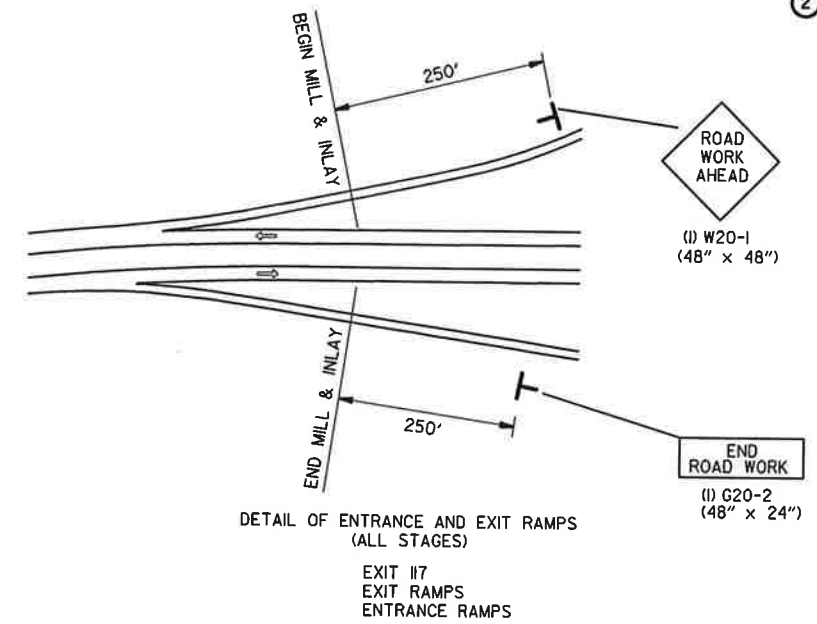
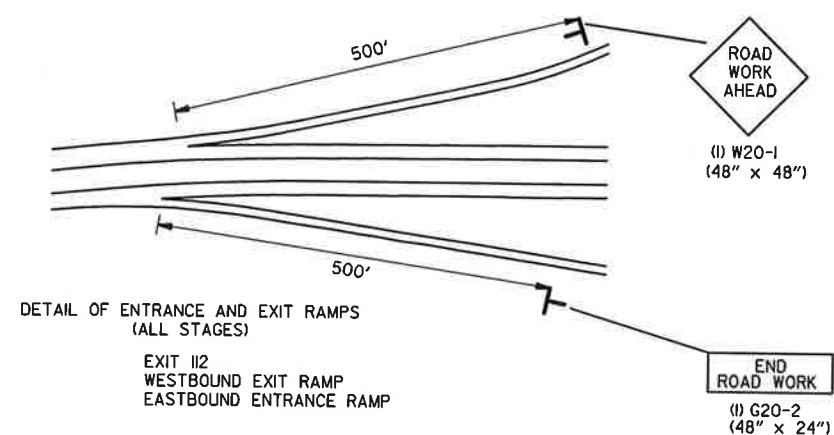
FOR BRIDGE DECK HYDRODEMOLITION, A SINGLE LANE CLOSURE OF NO MORE THAN TWO (2) MILES, WITH NO HOURLY RESTRICTIONS, WILL BE PERMITTED FOR A MAXIMUM OF FIFTEEN (15) CONSECUTIVE CALENDAR DAYS. TO COMPLETE EACH BRIDGE DECK ONLY ONE LANE CLOSURE PER SET OF MAIN LANES AND SHALL NOT EXCEED THE CLOSURE PER SET OF MAIN LANES AND SHALL NOT EXCEED THE ACTIVE WORK AREA BY ONE QUARTER (1/4) MILE. TRAFFIC DRUMS WILL BE PROVIDED FOR BRIDGE DECK REHAB AS SHOWN IN THE PLANS. REFER TO MOT SPECIAL PROVISION.

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

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-17-2020				6	ARK.		19	45
				JOB NO.		BB0807		

2 MAINTENANCE OF TRAFFIC DETAILS

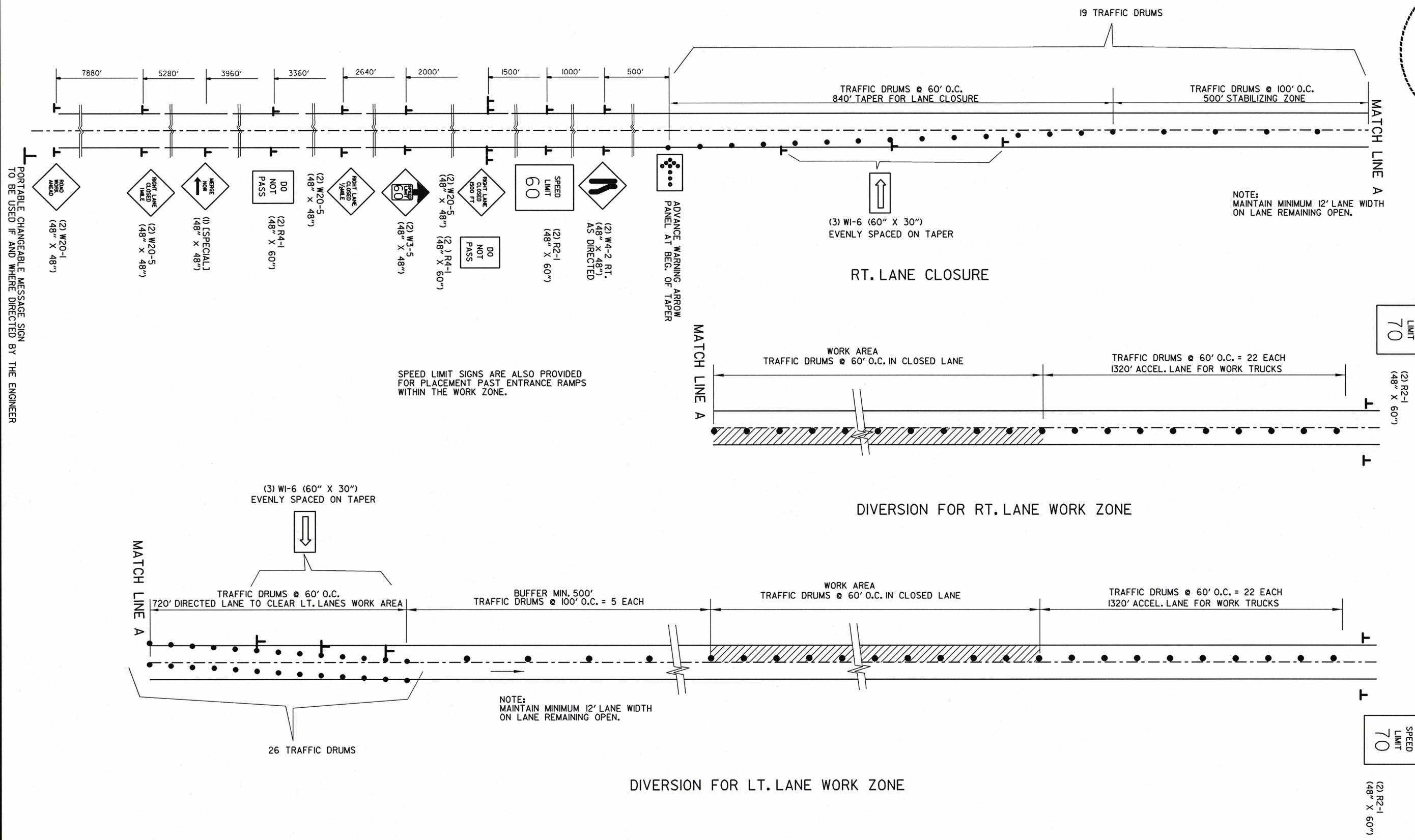


PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
ANY MESSAGES DISPLAYED WILL BE COORDINATED WITH THE DISTRICT

ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807		20	45

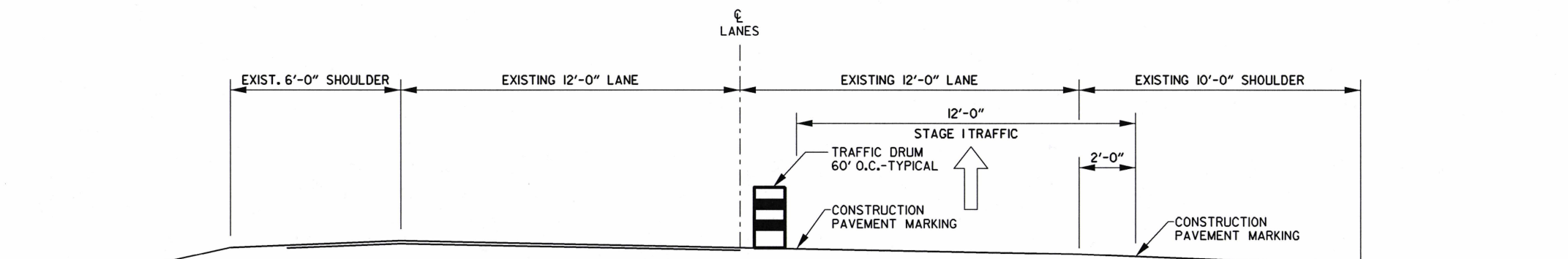
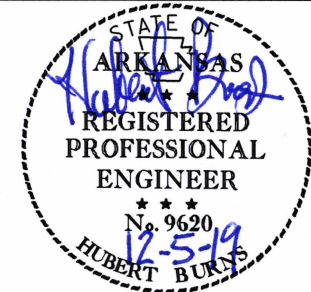
2 MAINTENANCE OF TRAFFIC DETAILS



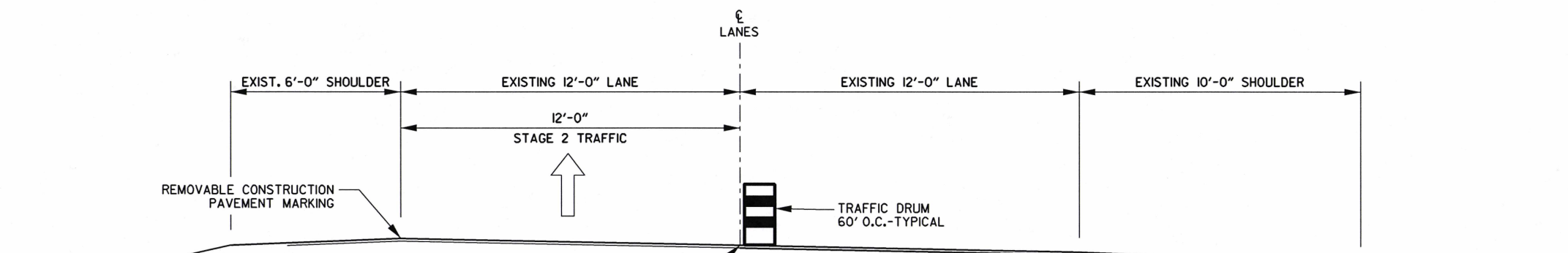
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 PLOTTED: 12/5/2019 11:29 MODEL: MOT ALL STAGES DETAILS SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	21	45	

2 MAINTENANCE OF TRAFFIC DETAILS



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
STAGE 1
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)

SEQUENCE OF CONSTRUCTION

STAGE 1 - MILL & ACHM INLAY INSIDE LANE AND SHOULDER AND INSTALL GUARDRAIL.

STAGE 2 - MILL & ACHM INLAY OUTSIDE LANE, SHOULDER, AND RAMPS, CONCRETE BARRIER WALL AND INSTALL GUARDRAIL. INSTALL RUMBLE STRIPS & PERMANENT PAVEMENT MARKINGS.

NOTES:

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

FOR BRIDGE DECK REHABILITATION A SINGLE LANE CLOSURE OF NO MORE THAN TWO (2) MILES WILL BE PERMITTED. ONLY ONE LANE CLOSURE PER SET OF MAIN LANES WILL BE ALLOWED AND SHALL NOT EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

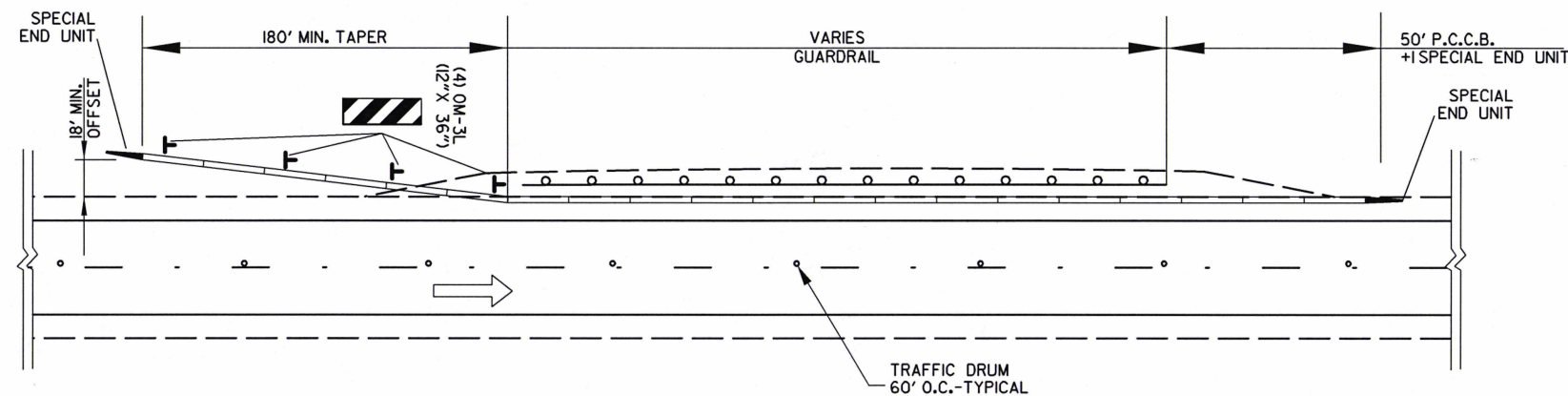
STAGE 1

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 63729 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122320 LIN. FT.
FURNISH & INSTALL P.C.C.B. = 1452 LIN. FT.

STAGE 2

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 124650 LIN. FT.
RELOCATE P.C.C.B. = 7444 LIN. FT.

QUANTITIES SHOWN INCLUDE STAGE TOTAL EXCEPT THE QUANTITIES REQUIRED AT BRIDGE NO. 03951.



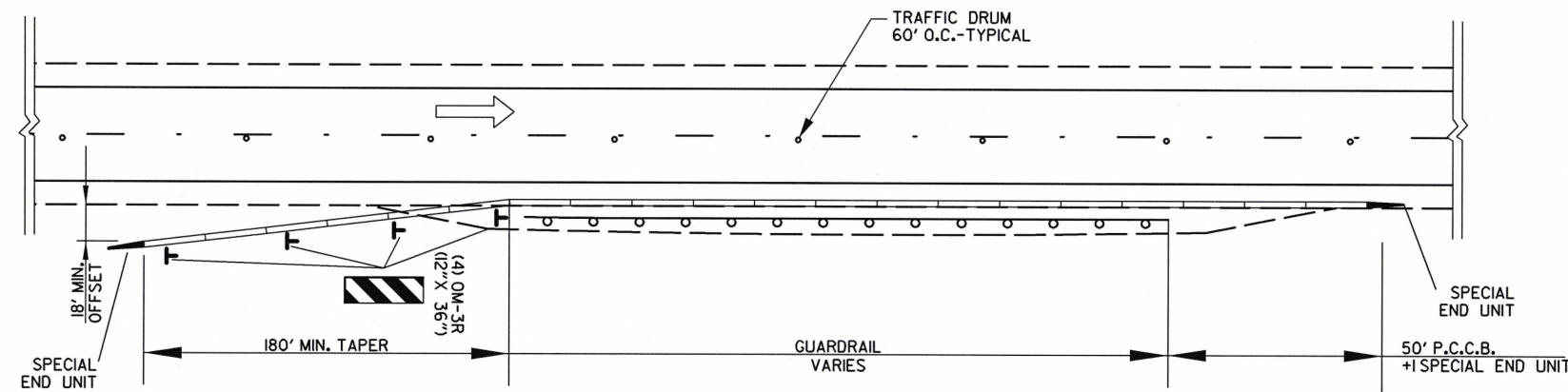
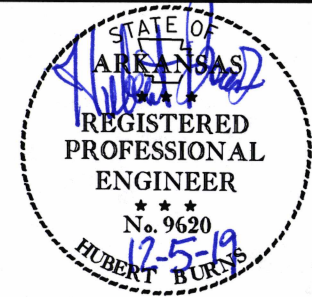
MAINTENANCE OF TRAFFIC AT GUARDRAIL REPLACEMENT LOCATIONS
STAGE 1
(SHOWN IN DIRECTION OF TRAFFIC)

BEGIN STATION	END STATION	DIRECTION	PRECAST CONCRETE BARRIER RAIL LIN. FT.*
6216+08	6223+13	EB	706
6219+83	6227+28	WB	746

*LENGTHS INCLUDE 2 SPECIAL END UNITS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	22	45	

② MAINTENANCE OF TRAFFIC DETAILS



BEGIN STATION	END STATION	DIRECTION	LIN. FT.*
6000+91	6008+81	EB	786
6005+20	6012+01	WB	686
6102+93	6110+18	EB	726
6141+78	6149+83	EB	806
6146+07	6155+12	WB	906
6178+86	6185+36	WB	646
6248+45	6262+92	WB	1446

*LENGTHS INCLUDE 2 SPECIAL END UNITS.

MAINTENANCE OF TRAFFIC AT GUARDRAIL REPLACEMENT LOCATIONS
STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)

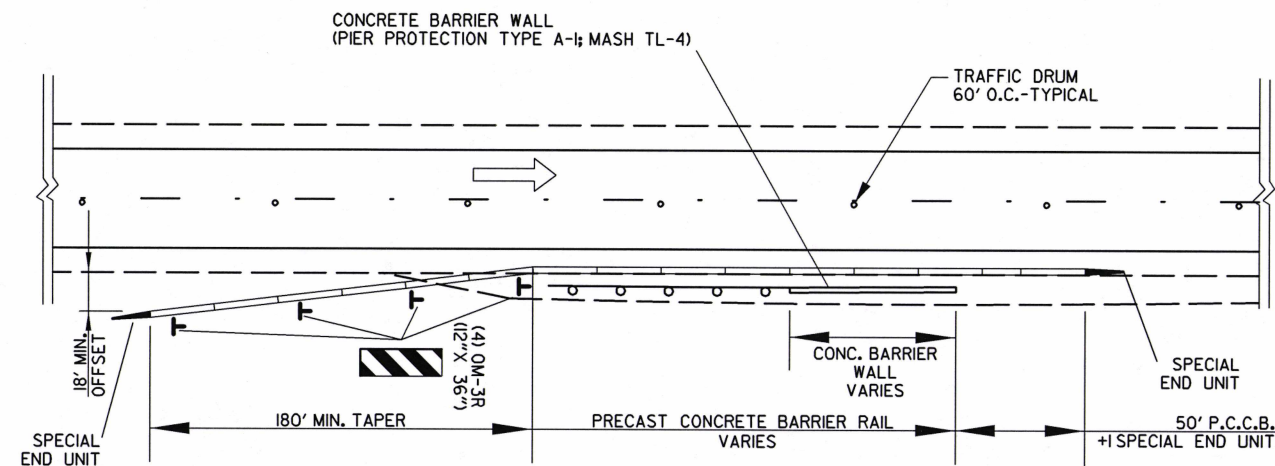
**CONCRETE BARRIER WALL
(PIER PROTECTION TYPE A-1; MASH TL-4)**

STATION	STATION	LOCATION	LIN. FT.
6221+31.00	6221+59.00	RML RT.	28
6221+41.00	6221+69.00	LML LT.	28

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	DIRECTION	LIN. FT.*
6214+97	6222+23	EB	726
6220+77	6227+83	WB	706

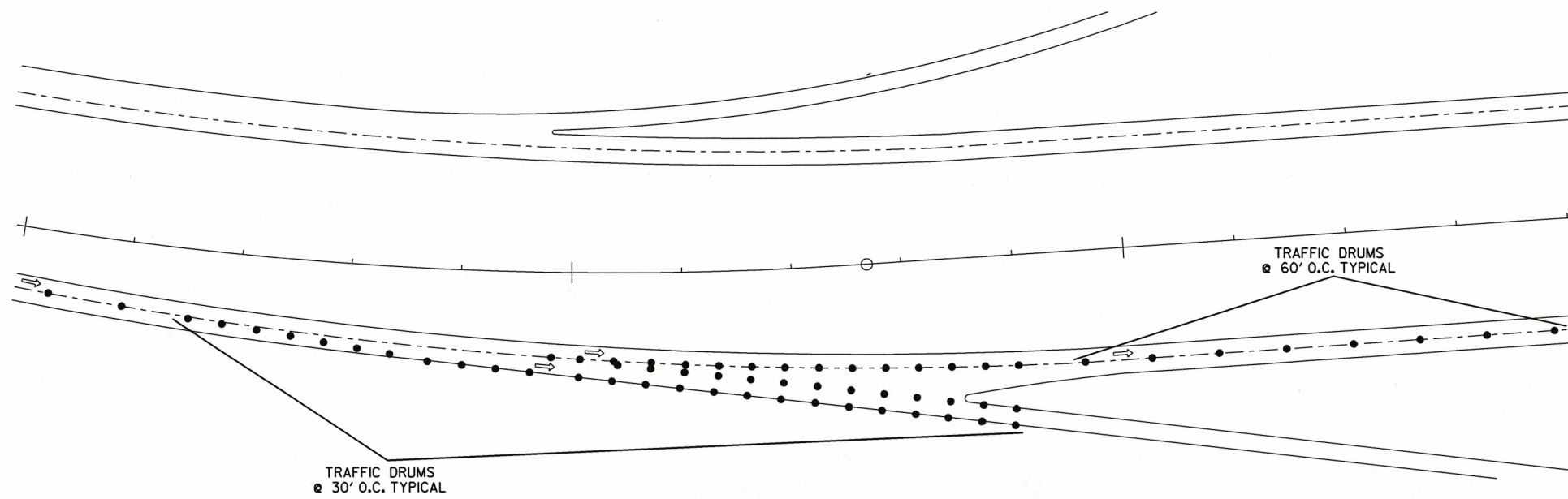
*LENGTHS INCLUDE 2 SPECIAL END UNITS.



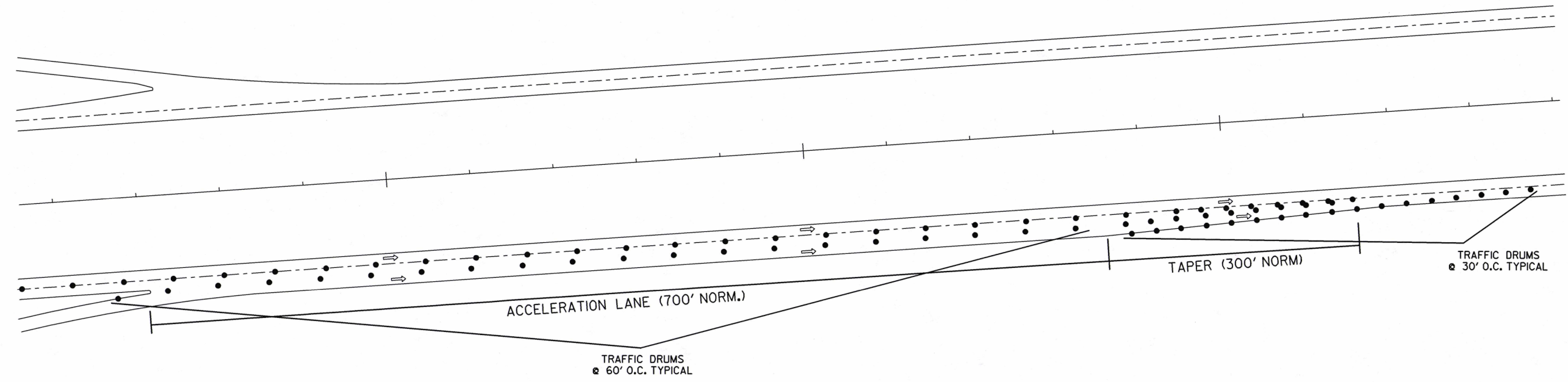
MAINTENANCE OF TRAFFIC AT PIER PROTECTION LOCATIONS
STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0807	23	45

② MAINTENANCE OF TRAFFIC DETAILS



**EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE**



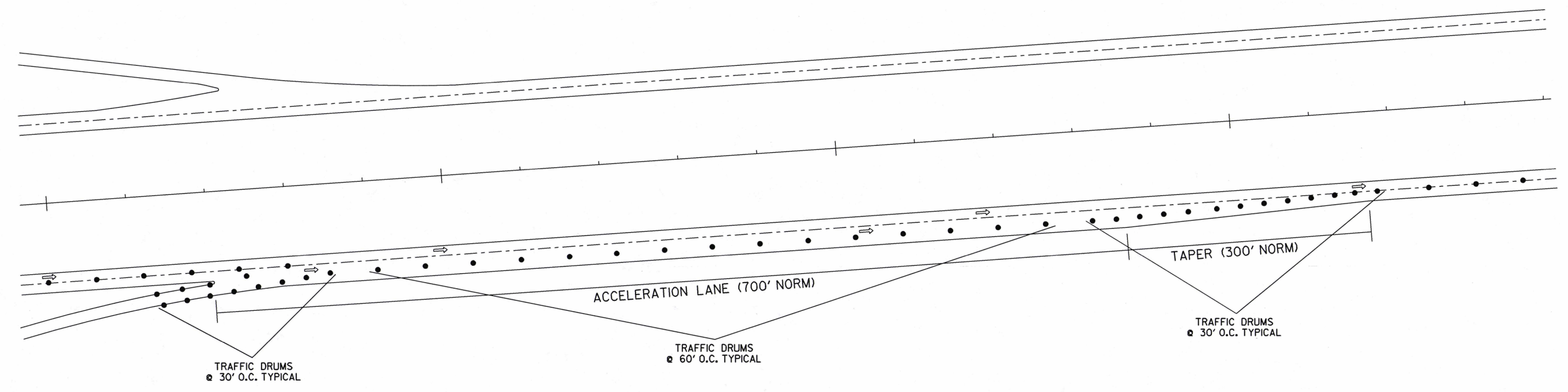
**ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE**

EXIT I17:
 EASTBOUND EXIT = 24 TRAFFIC DRUMS
 EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
 WESTBOUND EXIT = 24 TRAFFIC DRUMS
 WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

USER: fs513
 DESIGN FILE: G:\18108801\BB0807\TRANSP\dgn\maint_of_traffic\rb0807 mot.dgn
 PLOTTED: 12/5/2019 14:29 MODEL: MOT ALL STAGES DETAILS SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	24	45	

② MAINTENANCE OF TRAFFIC DETAILS



**ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE**

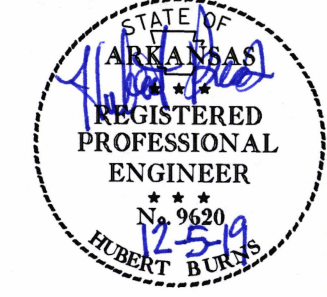
EXIT 117:
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

**DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS**

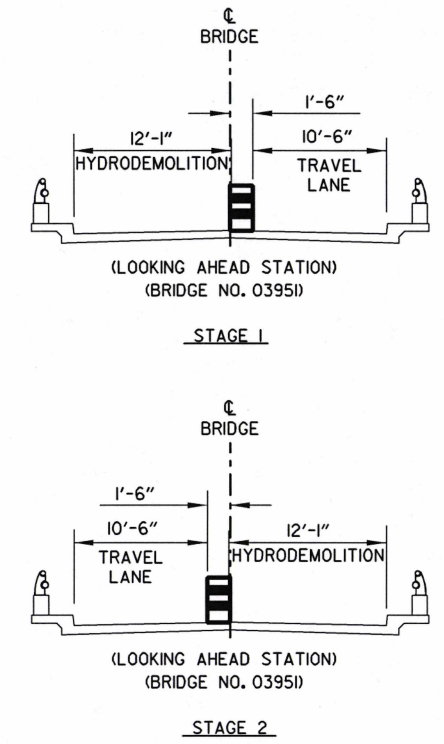
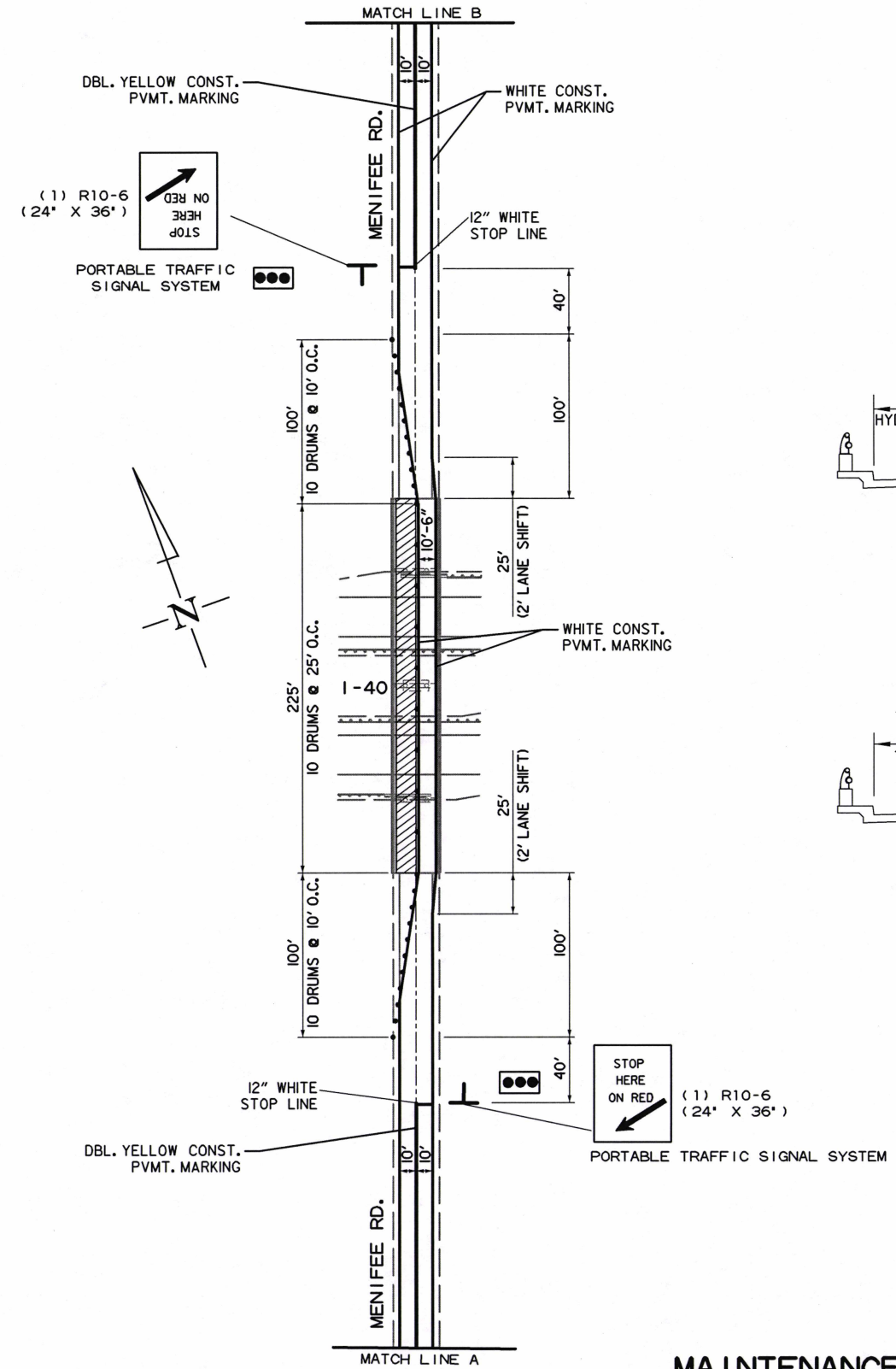
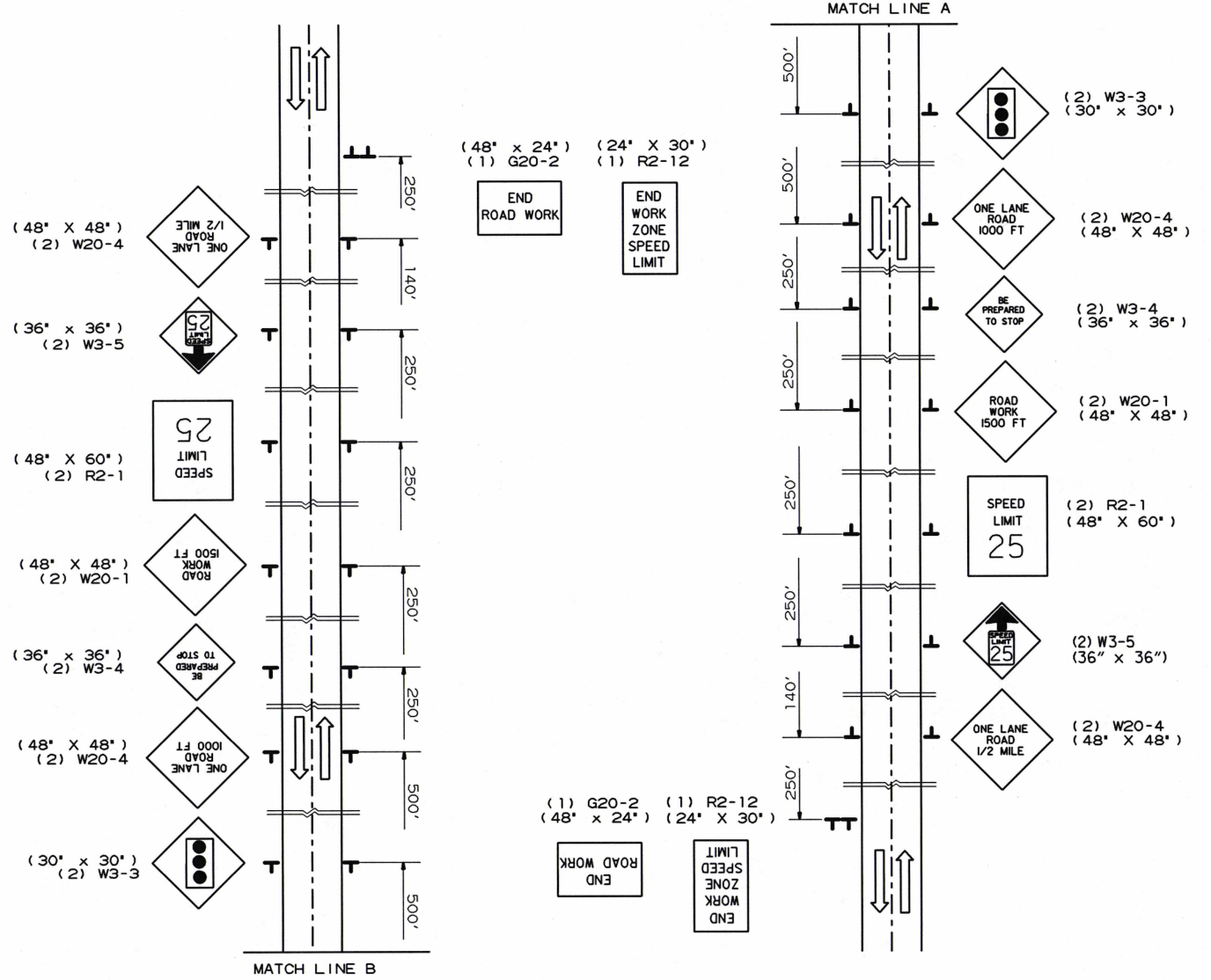
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PLOTTED: 12/5/2019 11:29 AM
MODEL: MOT ALL STAGES DETAILS
SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO807		25	45

2 MAINTENANCE OF TRAFFIC DETAILS



NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON I-40 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING I-40 WORK.



- STAGE 1**
- INSTALL ADVANCE WARNING SIGNS.
 - FURNISH & INSTALL TRAFFIC DRUMS & PORTABLE TRAFFIC SIGNAL SYSTEM. REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 1 CONSTRUCTION PAVEMENT MARKINGS.
 - REPAIR BRIDGE DECK - SOUTHBOUND (WEST SIDE).
- STAGE 2**
- MAINTAIN ADVANCE WARNING SIGNS.
 - RELOCATE TRAFFIC DRUMS TO SHIFT TRAFFIC TO WEST SIDE OF BRIDGE. REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 2 CONSTRUCTION PAVEMENT MARKINGS.
 - REPAIR BRIDGE DECK - NORTHBOUND (EAST SIDE).
- NOTE:**
- CONTRACTOR SHALL MAINTAIN 1 (ONE) LANE OF TRAFFIC (MINIMUM WIDTH AS SHOWN) AT ALL TIMES. SHOWN FOR SOUTHBOUND (WEST SIDE) REPAIR - STAGE 1. MIRROR FOR NORTHBOUND (EAST SIDE) REPAIR - STAGE 2.

- BRIDGE 03951**
- STAGE 1**
- REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1300 LIN. FT.
 CONSTRUCTION PAVEMENT MARKINGS = 2160 LIN. FT.
 TRAFFIC DRUMS = 30 EA.
- STAGE 2**
- REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 940 LIN. FT.
 REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 1704 LIN. FT.
 TRAFFIC DRUMS = 30 EA.

**STAGE 1 & 2
 BRIDGE NO. 03951
 MAINTENANCE OF TRAFFIC DETAILS**

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 DESIGN FILE: G:\BIO8801\BBO807\TRANSP\dgn\maint_of_traffic\rbbo807_mot.dgn
 PLOTTED: 12/5/2019 11:29
 SCALE: 1/100
 MODEL: MENIFEE ROAD

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	26	45	

2 QUANTITIES



ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED
			LIN. FT. - EACH			NO.	SQ. FT.				EACH	LIN. FT.	DAY
G20-1	ROAD WORK NEXT 6 MILES	60"x24"	2	2	2	2	20.0						
G20-2	END ROAD WORK	48"x24"	9	9	9	9	72.0						
OM-3L	OBJECT MARKER	12"x36"	12		12	12	36.0						
OM-3R	OBJECT MARKER	12"x36"		12	12	12	36.0						
R2-1	SPEED LIMIT (25)	48"x60"	4	4	4	4	80.0						
R2-1	SPEED LIMIT (60)	48"x60"	4	4	4	4	80.0						
R2-1	SPEED LIMIT (70)	48"x60"	4	4	4	4	80.0						
R2-12	END WORK ZONE SPEED LIMIT	24"x30"	2	2	2	2	10.0						
R4-1	DO NOT PASS	48"x60"	8	8	8	8	160.0						
R10-6	STOP HERE ON RED	24"x36"	2	2	2	2	12.0						
R55-1	FINES DOUBLE IN WORK ZONES	60"x30"	4	4	4	4	50.0						
W1-6	LARGE ARROW	60"x30"	12	6	12	12	150.0						
W3-3	SIGNAL AHEAD	30"x30"	4	4	4	4	25.0						
W3-4	BE PREPARED TO STOP	36"x36"	4	4	4	4	36.0						
W3-5	REDUCED SPEED AHEAD (60)	48"x48"	4	4	4	4	64.0						
W3-5	REDUCED SPEED AHEAD (25)	36"x36"	4	4	4	4	36.0						
W4-2R	RIGHT LANE ENDS	48"x48"	4	4	4	4	64.0						
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	4	64.0						
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	4	64.0						
W20-1	ROAD WORK 1500 FT.	48"x48"	8	8	8	8	128.0						
W20-1	ROAD WORK AHEAD	48"x48"	7	7	7	7	112.0						
W20-4	ONE LANE ROAD 1000 FT.	48"x48"	4	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	8	8	8	8	128.0						
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	4	64.0						
SPECIAL	MERGE NOW (LEFT)	48"x48"	2	2	2	2	10.0						
SPECIAL	WORK WITH US SIGN (MOVE OVER, SLOW DOWN)	120"x60"	2	2	2	2	10.0						
	TRAFFIC DRUMS		938	1000	1000			1000					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		1452		1452				1452				
	RELOCATING PRECAST CONCRETE BARRIER		7444		7444					7444			
	ADVANCE WARNING ARROW PANEL		2	2	2						120		
	PORTABLE CHANGEABLE MESSAGE SIGN		4	4	4							26	
	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED												1.00
TOTALS:							1719.0	1000	1452	7444	120	26	1.00

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR FOUR (4) MILES OF THE JOB.

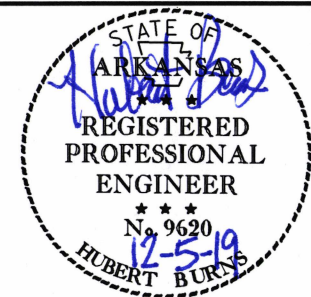
* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

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SCALE: 1/1
MODEL: QUANTITIES

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	27	45	

2 QUANTITIES



CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING		THERMOPLASTIC PAVEMENT MARKING	
								TYPE II	TYPE II	6"		6"	
								(WHITE/RED)	(YELLOW/YELLOW)	WHITE	YELLOW	WHITE	YELLOW
LIN. FT. - EACH			LIN. FT.			LIN. FT.			LIN. FT.				
REMOVAL OF PERMANENT PAVEMENT MARKINGS	65029			65029									
CONSTRUCTION PAVEMENT MARKINGS	124480				124480								
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		940				940							
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		126354					126354						
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			1027					1027					
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)			6					6					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			81868						81868				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			62325							62325			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")			1700								1700		
THERMOPLASTIC PAVEMENT MARKING WHITE (6")			1016									1016	
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			1016										1016
TOTALS:				65029	124480	940	126354	1027	6	81868	62325	1700	1016

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

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

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL					
			SPECIAL SEEDING	LIME	MULCH COVER	WATER	SPECIAL SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SILT FENCE	FILTER SOCK (18")	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	(E-11) LIN. FT.	(E-13) LIN. FT.	CU. YD.
ENTIRE PROJECT ALL STAGES.			14.31	28.62	14.31	1459.6	14.31	14.31	14.31	291.9	5465	1440	202
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.										1500	180	56	
TOTALS:			14.31	28.62	14.31	1459.6	14.31	14.31	14.31	291.9	6965	1620	258

BASIS OF ESTIMATE:
 FILTER SOCK INLET PROTECTION.....36 LIN. FT. / LOCATION

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

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

SPECIAL CLEARING

STATION	STATION	LOCATION	SPECIAL CLEARING STATION
5985+00	6296+75	OUTSIDE OF MAINLANES	312
TOTAL:			312

QUANTITIES

USER: fs513
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 SCALE: 1H
 MODEL: QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	28	45	

2 QUANTITIES



REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	GUARDRAIL	CONCRETE PIER PROTECTION
			LIN. FT.	
6002+85	6008+10	I-40 RML RT.	525	
6005+85	6010+10	I-40 LML LT.	425	
6104+90	6109+65	I-40 RML RT.	475	
6143+70	6149+20	I-40 RML RT.	550	
6146+70	6153+20	I-40 LML LT.	650	
6179+38	6183+42	I-40 LML LT.	400	
6216+87	6221+31	I-40 RML RT.	444	
6218+00	6222+50	I-40 RML LT.	450	
6220+36	6225+36	I-40 LML RT.	500	
6221+31	6221+59	I-40 RML RT.		28
6221+41	6221+69	I-40 LML LT.		28
6221+69	6225+88	I-40 LML LT.	419	
6249+00	6261+00	I-40 LML LT.	1200	
TOTALS:			6038	56

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.

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
6002+85.00	6008+10.00	I-40 RML RT.	475		1	1
6005+85.00	6010+10.00	I-40 LML LT.	375		1	1
6104+85.00	6109+60.00	I-40 RML RT.	425		1	1
6143+70.00	6149+20.00	I-40 RML RT.	500		1	1
6146+70.00	6153+20.00	I-40 LML LT.	600		1	1
6179+38.00	6183+38.00	I-40 LML LT.	350		1	1
6216+87.25	6221+31.00	I-40 RML RT.	375	1	1	
6218+00.00	6222+50.00	I-40 RML LT.	400		1	1
6220+36.00	6225+36.00	I-40 LML RT.	450		1	1
6221+69.00	6225+87.75	I-40 LML LT.	350	1	1	
6249+00.00	6261+00.00	I-40 LML LT.	1150		1	1
TOTALS:			5450	2	11	9

FLUSHING UNDERDRAIN

DESCRIPTION	LIN. FT.
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	56130
TOTAL:	56130

NOTE: WORK INCLUDES 4" MARKERS SHOWN IN STANDARD PLANS.

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

ACHM PATCHING OF EXISTING ROADWAY

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

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

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	160
TOTAL:	160

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

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

STATION	STATION	LOCATION	LIN. FT.
6221+31.00	6221+59.00	RML RT.	28
6221+41.00	6221+69.00	LML LT.	28
TOTAL:			56

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	6	12
TOTALS:	6	12

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN. FT.
5985+00	6296+75	I-40 LML LT.	31163
5985+00	6296+75	I-40 LML RT.	31163
5985+00	6296+75	I-40 RML LT.	31163
5985+00	6296+75	I-40 RML RT.	31163
TOTAL:			124652

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

QUANTITIES

USER: f553
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		29	45
				JOB NO.	BB0807			

2 QUANTITIES



BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	TACK COAT			ACHM SURFACE COURSE (1/2")			
				(0.17 GAL. PER SQ. YD.)			AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
				TOTAL WID.	SQ.YD.	GALLON				
MAIN LANES										
5985+00.00	6018+34.39BK	I-40 LML MILL & INLAY	3334.39	38.00	14078.54	2393.35	38.00	14078.54	220.00	1548.64
6018+37.60AH	6180+71.10BK	I-40 LML MILL & INLAY	16233.50	38.00	68541.44	11652.04	38.00	68541.44	220.00	7539.56
6180+75.50AH	6252+85.47BK	I-40 LML MILL & INLAY	7209.97	38.00	30442.10	5175.16	38.00	30442.10	220.00	3348.63
6252+90.30AH	6296+75.00	I-40 LML MILL & INLAY	4384.70	38.00	18513.18	3147.24	38.00	18513.18	220.00	2036.45
6200+68.60	6203+68.60	I-40 LML AUX. LANE TAPER MILL & INLAY	300.00	3.00	100.00	17.00	3.00	100.00	220.00	11.00
6203+68.60	6210+68.60	I-40 LML AUX. LANE MILL & INLAY	700.00	6.00	466.67	79.33	6.00	466.67	220.00	51.33
5985+00.00	6018+34.39BK	I-40 RML MILL & INLAY	3334.39	38.00	14078.54	2393.35	38.00	14078.54	220.00	1548.64
6018+37.60AH	6180+71.10BK		16233.50	38.00	68541.44	11652.04	38.00	68541.44	220.00	7539.56
6180+75.50AH	6252+85.47BK		7209.97	38.00	30442.10	5175.16	38.00	30442.10	220.00	3348.63
6252+90.30AH	6296+75.00		4384.70	38.00	18513.18	3147.24	38.00	18513.18	220.00	2036.45
6234+68.40	6241+68.40	I-40 RML AUX. LANE MILL & INLAY	700.00	6.00	466.67	79.33	6.00	466.67	220.00	51.33
6241+68.40	6244+68.40	I-40 RML AUX. LANE TAPER MILL & INLAY	300.00	3.00	100.00	17.00	3.00	100.00	220.00	11.00
I-40/MENIFEE RD. INTERCHANGE										
6206+29.98	6210+13.00	R-3	383.02	VAR.	757.39	128.76	VAR.	757.39	220.00	83.31
6210+13.00	6215+63.00	R-3	550.00	25.00	1527.78	259.72	25.00	1527.78	220.00	168.06
6209+04.80	6210+68.00	R-4	163.20	VAR.	41.49	7.05	VAR.	41.49	220.00	4.56
6210+68.00	6216+18.00	R-4	550.00	25.00	1527.78	259.72	25.00	1527.78	220.00	168.06
6226+78.00	6232+28.00	R-1	550.00	25.00	1527.78	259.72	25.00	1527.78	220.00	168.06
6232+28.00	6235+20.75	R-1	292.75	VAR.	548.50	93.25	VAR.	548.50	220.00	60.34
6229+14.00	6234+64.00	R-2	550.00	25.00	1527.78	259.72	25.00	1527.78	220.00	168.06
6234+64.00	6236+30.33	R-2	166.33	VAR.	43.86	7.46	VAR.	43.86	220.00	4.82
ADDITIONAL FOR GUARDRAIL WIDENING										
6002+42.00	6008+53.00	I-40 RML RT.	611.00	5.20	353.02	60.01	5.20	353.02	220.00	38.83
6005+42.00	6010+53.00	I-40 LML LT.	511.00	5.14	291.84	49.61	5.14	291.84	220.00	32.10
6104+42.00	6110+03.00	I-40 RML RT.	561.00	5.18	322.89	54.89	5.18	322.89	220.00	35.52
6143+27.00	6149+63.00	I-40 RML RT.	636.00	5.21	368.17	62.59	5.21	368.17	220.00	40.50
6146+27.00	6153+63.00	I-40 LML LT.	736.00	5.25	429.33	72.99	5.25	429.33	220.00	47.23
6178+95.00	6180+71.10BK	I-40 LML LT.	176.10	5.68	111.14	18.89	5.68	111.14	220.00	12.23
6180+75.50AH	6183+85.40	I-40 LML LT.	309.90	5.64	194.20	33.01	5.64	194.20	220.00	21.36
6216+44.25	6222+07.00	I-40 RML RT.	562.75	5.18	323.89	55.06	5.18	323.89	220.00	35.63
6217+33.00	6223+17.00	I-40 RML LT.	584.00	7.56	490.56	83.40	7.56	490.56	220.00	53.96
6219+81.00	6225+91.00	I-40 LML RT.	610.00	6.95	471.06	80.08	6.95	471.06	220.00	51.82
6220+98.00	6226+30.75	I-40 LML LT.	532.75	5.16	305.44	51.92	5.16	305.44	220.00	33.60
TOTALS:					275447.76	46826.09		275447.76		30299.27

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
 TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
5985+00.00	6018+34.39	I-40 LML	38.00	14078.54
6018+37.60	6180+71.10	I-40 LML	38.00	68541.44
6180+75.50	6200+68.60	I-40 LML	38.00	8415.31
5985+00.00	6018+34.39	I-40 RML	38.00	14078.54
6018+37.60	6180+71.10	I-40 RML	38.00	68541.44
6180+75.50	6234+68.40	I-40 RML	38.00	22770.02
6200+68.60	6203+68.30	I-40 LML W/AUX. LANE TAPER	41.00	1365.30
6203+68.30	6210+68.60	I-40 LML W/AUX. LANE	44.00	3423.69
6210+68.60	6252+85.47	I-40 LML	38.00	17804.56
6252+90.30	6296+75.00	I-40 LML	38.00	18513.18
6234+68.40	6241+68.40	I-40 RML W/AUX. LANE	44.00	3422.22
6241+68.40	6244+68.40	I-40 RML W/AUX. LANE TAPER	41.00	1366.67
6244+68.40	6252+85.47	I-40 RML	38.00	3449.85
6252+90.30	6296+75.00	I-40 RML	38.00	18513.18
6206+29.05	6210+13.00	I-40/MENIFEE RD. INTERCHANGE R-3	VAR.	757.39
6210+13.00	6215+63.00	I-40/MENIFEE RD. INTERCHANGE R-3	25.00	1527.78
6209+04.80	6210+68.00	I-40/MENIFEE RD. INTERCHANGE R-4	VAR.	41.49
6210+68.00	6216+18.00	I-40/MENIFEE RD. INTERCHANGE R-4	25.00	1527.78
6226+78.00	6232+28.00	I-40/MENIFEE RD. INTERCHANGE R-1	25.00	1527.78
6232+28.00	6235+20.75	I-40/MENIFEE RD. INTERCHANGE R-1	VAR.	548.50
6229+14.00	6234+64.00	I-40/MENIFEE RD. INTERCHANGE R-2	25.00	1527.78
6234+64.00	6236+30.33	I-40/MENIFEE RD. INTERCHANGE R-2	VAR.	43.86
ENTIRE PROJECT	ADD'L. AT GUARDRAIL WIDENING		VAR.	3633.57
TOTAL:				275419.87

NOTE: AVERAGE MILLING DEPTH 2".

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 SCALE: 1:1
 MODEL: QUANTITIES

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0807	30	45
				① 0395I	BRIDGE QUANTITIES			57590

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. BB0807

I-40 LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 802	803	803	804	SS & 809	SP JOB BB0807	SP JOB BB0807	SP JOB BB0807
		ITEM	GROOVING	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	SILICONE JOINT SEALANT	HYDRODEMOLITION	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1/2" THICK)
		UNIT	SQ. YD.	GAL.	LIN. FT.	LBS.	LIN. FT.	SQ. YD.	SQ. FT.	SQ. YD.
117.56	EXISTING BRIDGE NO. 0395I		527.3	12.0	452	470	123	603	542	605
TOTALS FOR JOB NO. BB0807			527.3	12.0	452	470 ①	123	603	542 ①	605

- ① QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.
- ② SEE "POURED SILICONE JOINT SEAL DETAILS" DWG. NO. 57592 FOR DETAILS.



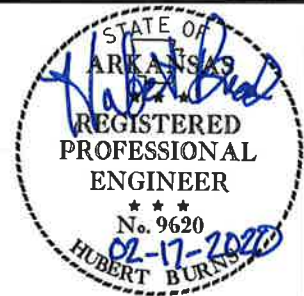
SCHEDULE OF BRIDGE QUANTITIES
PLUMERVILLE - EAST (S)
CONWAY COUNTY
 ROUTE 40 SEC. 31
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: LDG DATE: 09-10-18 FILENAME: bbb0807.qldgn
 CHECKED BY: CAW DATE: 07-09-19 SCALE: NO SCALE
 DESIGNED BY: LDG DATE: 09-10-18
 BRIDGE NOS. 0395I DRAWING NO. 57590

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-17-2020				6	ARK.			
						JOB NO. BB0807	31	45

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	SPECIAL CLEARING	312	STATION
202	REMOVAL AND DISPOSAL OF GUARDRAIL	6038	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION	56	LIN. FT.
SS & 401	TACK COAT	46838	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	28633	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	1666	TON
412	COLD MILLING ASPHALT PAVEMENT	275420	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	6	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	300	TON
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SP, SS, & 604	SIGNS	1719	SQ. FT.
SP, SS, & 604	TRAFFIC DRUMS	1000	EACH
SP & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	1452	LIN. FT.
SP & 604	RELOCATING PRECAST CONCRETE BARRIER	7444	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	124480	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	126354	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	940	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	65029	LIN. FT.
SP & 604	ADVANCE WARNING ARROW PANEL	120	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	26	WEEK
SP	FLUSHING UNDERDRAIN	56130	LIN. FT.
615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	160	TON
SS & 617	GUARDRAIL (TYPE A)	5450	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	9	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	11	EACH
SS & 617	THREE BEAM GUARDRAIL TERMINAL	2	EACH
620	LIME	29	TON
620	SEEDING	14.31	ACRE
SS & 620	MULCH COVER	28.62	ACRE
620	WATER	1751.5	M. GAL.
621	TEMPORARY SEEDING	14.31	ACRE
621	SILT FENCE	6965	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	258	CU. YD.
SS & 621	FILTER SOCK (18")	1620	LIN. FT.
623	SECOND SEEDING APPLICATION	14.31	ACRE
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A-1; MASH TL-4)	56	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	124652	LIN. FT.
SP	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED	1.00	LUMP SUM
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	1016	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	1016	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	81868	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	1700	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	62325	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1033	EACH
STRUCTURES OVER 20' SPAN			
ITEM NUMBER	ITEM	QUANTITY	UNIT
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 802	GROOVING	527.3	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	12.0	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	452	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	470	POUND
SS & 809	SILICONE JOINT SEALANT	123	LIN. FT.
SP	HYDRODEMOLITION	603	SQ. YD.
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	542	SQ. YD.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	605	SQ. YD.

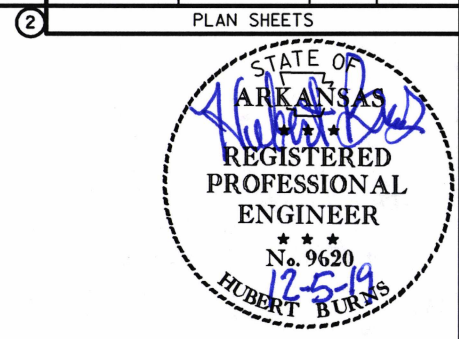
REVISIONS

DATE	REVISION	SHEET NUMBER
02-17-2020	ADDED LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSE, REVISED MAINTENANCE OF TRAFFIC SPECIAL PROVISION. REVISED CONSTRUCTION SEQUENCE NOTE.	3, 19 & 31

SUMMARY OF QUANTITIES AND REVISIONS

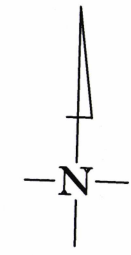
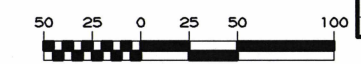
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BB0807							32	45



STA. 5978+50 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
5' X 4' X H = 7'-6" WITH
48" X 90' INLET & 48" X 98' OUTLET
TO RT.
RETAIN

STA. 5984+85 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-6" WITH
24" X 78' INLET & 24" X 84' OUTLET
TO RT.
RETAIN

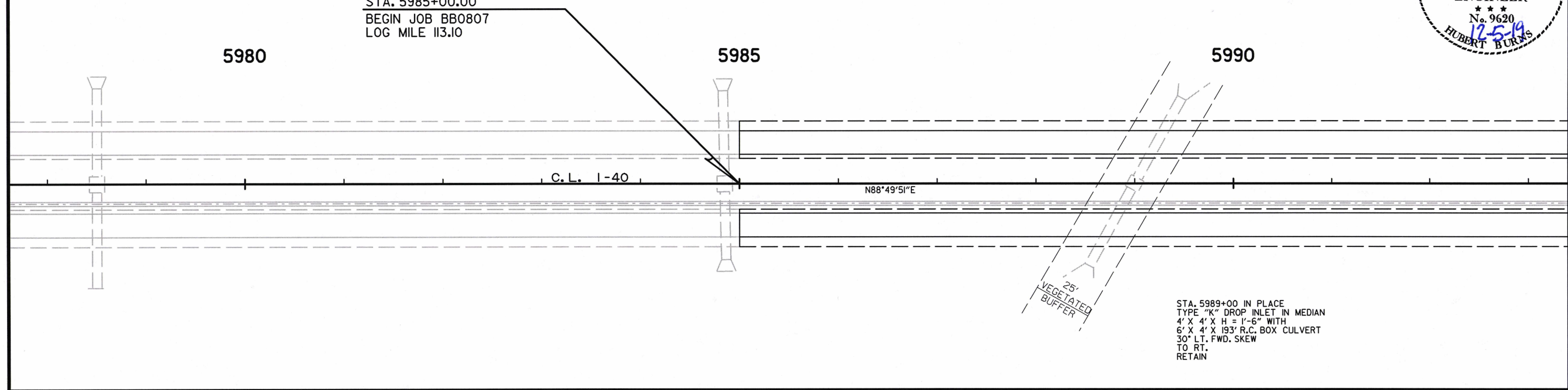


STA. 5985+00.00
BEGIN JOB BB0807
LOG MILE I13.10

5980

5985

5990



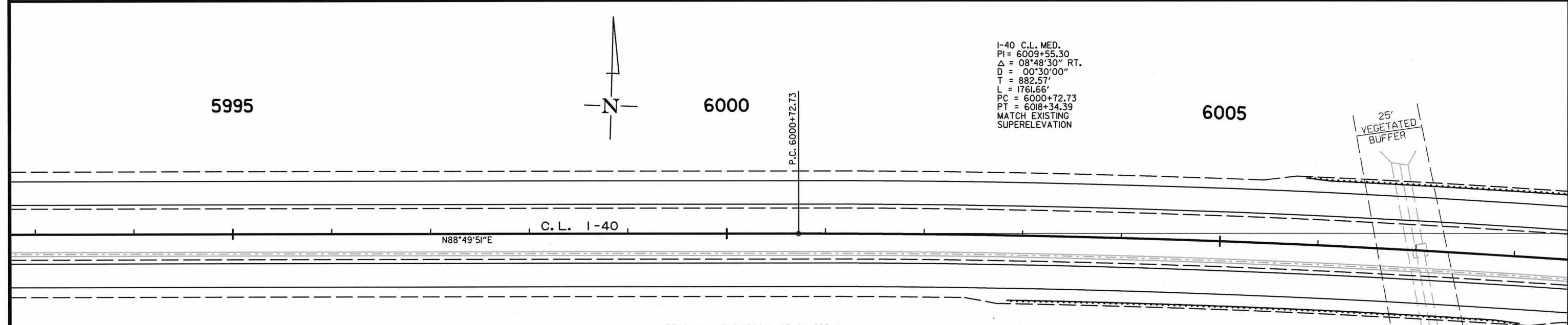
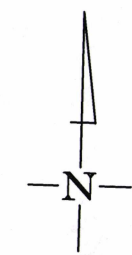
STA. 5989+00 IN PLACE
TYPE "K" DROP INLET IN MEDIAN
4' X 4' X H = 1'-6" WITH
6' X 4' X 193' R.C. BOX CULVERT
30° LT. FWD. SKEW
TO RT.
RETAIN

I-40 C.L. MED.
PI = 6009+55.30
Δ = 08°48'30" RT.
D = 00°30'00"
T = 882.57'
L = 1761.66'
PC = 6000+72.73
PT = 6018+34.39
MATCH EXISTING
SUPERELEVATION

5995

6000

6005



25'
VEGETATED
BUFFER

STA. 6007+00 IN PLACE
TYPE "K" DROP INLET IN MEDIAN
4' X 4' X H = 1'-3" WITH
7' X 5' X 170' R.C. BOX CULVERT
15° RT. FWD. SKEW
RETAIN

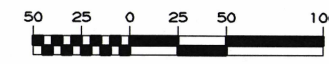
REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE D)
6002+85	6008+10	RT. OF RML	525	475 LIN.FT.	1 EACH	1 EACH
6005+85	6010+10	LT. OF LML	425	375 LIN.FT.	1 EACH	1 EACH

I-40

USER: f5513
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 SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	33	45	



PLAN SHEETS



STA. 6013+00 IN PLACE
24" X 184' R.C. PIPE CULVERT
OUTLET TO RT.
RETAIN

P.I. 6009+55.30

6010

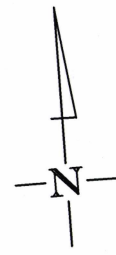
6015

6020

N88°49'51"E

C.L. I-40

EQUATION
P.T. STA. 6018+34.39 BACK =
STA. 6018+37.60 AHEAD



S82°21'39"E

I-40 C.L. MED.
PI = 6009+55.30
Δ = 08°48'30" RT.
D = 00°30'00"
T = 882.57'
L = 1761.66'
PC = 6000+72.73
PT = 6018+34.39
MATCH EXISTING
SUPERELEVATION

STA. 6015+60 IN PLACE
TYPE "K" DROP INLET IN MEDIAN
4' X 4' X H = 1'-9" WITH
6' X 4' X 200' R.C. BOX CULVERT
30° LT. FWD. SKEW
RETAIN



6025

6030

6035

C.L. I-40

S82°21'39"E

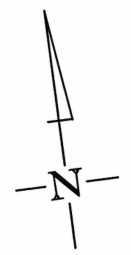
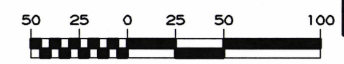
STA. 6025+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-0" WITH
24" X 80' R.C. PIPE OUTLET
TO RT.
RETAIN

STA. 6033+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-0" WITH
24" X 78' R.C. PIPE OUTLET
TO RT.
RETAIN

I-40

USER: f6513
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	34	45	



(2) PLAN SHEETS

STATE OF
ARKANSAS
REGISTERED
PROFESSIONAL
ENGINEER
No. 9620
12-5-19
HUBERT BURNS

6040

6045

6050

C. L. I-40
S82°21'39"E

STA. 6048+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 3'-0" WITH
24" X 80' R.C. PIPE OUTLET
TO RT.
RETAIN

6055

6060

6065

C. L. I-40
S82°21'39"E

STA. 6055+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
5' X 4' X H = 5'-0" WITH
48" X 76' PIPE INLET &
48" X 80' PIPE OUTLET
TO RT.
RETAIN

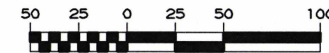
STA. 6060+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 3'-6" WITH
30" X 76' PIPE INLET &
30" X 80' PIPE OUTLET
TO RT.
RETAIN

STA. 6067+25 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4'-6" X 4' X H = 5'-0" WITH
42" X 84' PIPE INLET &
42" X 88' PIPE OUTLET
TO RT.
RETAIN

I-40

USER: fs513
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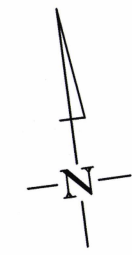
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				6	ARK.			
				JOB NO.	BBO807	35	45	



2 PLAN SHEETS



STA. 6074+50 IN PLACE
 TYPE "K" DROP INLET IN MEDAIN
 4' X 4' X H = 4'-6" WITH
 10' X 6' X 196' R.C. BOX CULVERT
 RETAIN



6070

6075

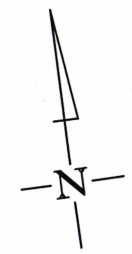
6080



S82°21'39"E C.L. I-40

STA. 6083+00 IN PLACE
 TYPE "H" DROP INLET IN MEDAIN
 5'-6" X 4' X H = 4'-0" WITH
 36" X 84' PIPE INLET &
 36" X 88' PIPE OUTLET
 TO RT.
 30° RT. FWD. SKEW
 RETAIN

STA. 6090+00 IN PLACE
 TYPE "H" DROP INLET IN MEDAIN
 5'-6" X 4' X H = 4'-0" WITH
 36" X 84' PIPE INLET &
 36" X 88' PIPE OUTLET
 TO RT.
 30° RT. FWD. SKEW
 RETAIN



6085

6090

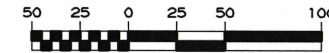
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S82°21'39"E C.L. I-40

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 SCALE: 1/100

I-40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807		36	45



2 PLAN SHEETS

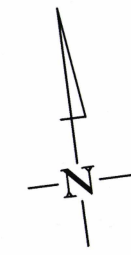


STA. 6099+50 IN PLACE
TYPE "H" DROP INLET IN MEDAIN
6' X 4' X H = 4'-6" WITH
42" X 84' PIPE INLET &
42" X 88' PIPE OUTLET
TO RT.
30° LT. FWD. SKEW
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
6104+90	6109+65	RT. OF RML	475

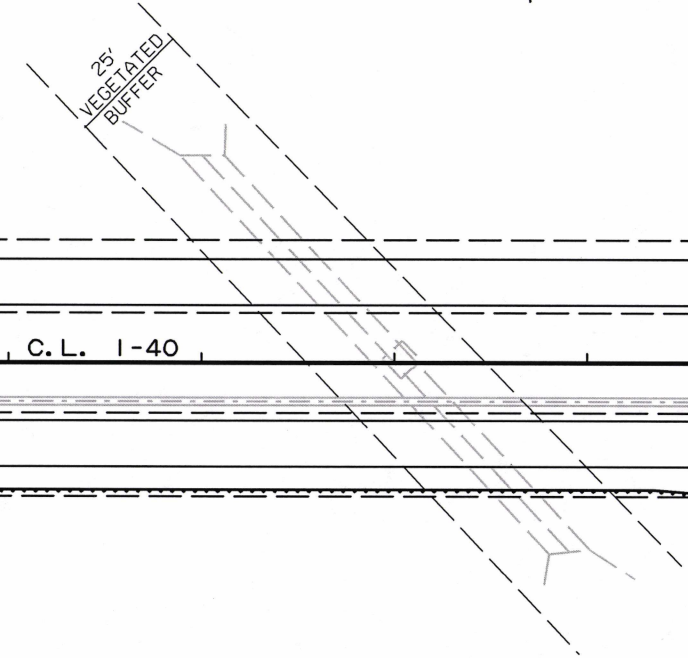
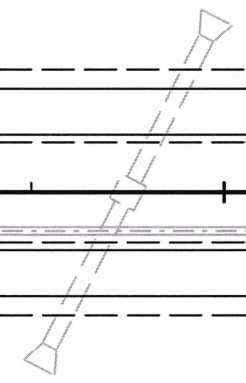
STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
6104+85.00	6109+60.00	RT. OF RML	425 LIN. FT.	1 EACH	1 EACH



6100

6105

6110



C. L. I-40

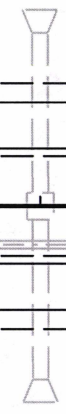
S82°21'39"E

STA. 6108+00 IN PLACE
TYPE "K" DROP INLET IN MEDAIN
4' X 4' X H = 4'-0" WITH
6' X 6' X 269' R.C. DBL. BOX CULVERT
RETAIN

6115

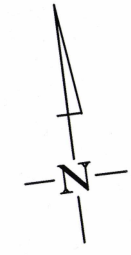
6120

6125



C. L. I-40

S82°21'39"E



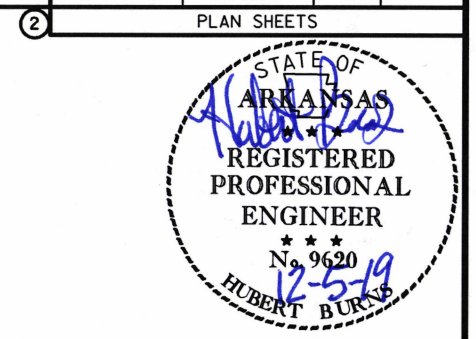
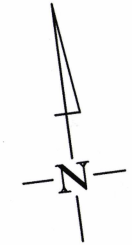
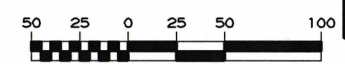
STA. 6113+50 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 4'-0" WITH
36" X 80' PIPE INLET &
36" X 80' PIPE OUTLET
TO RT.
RETAIN

STA. 6121+78 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4'-6" X 4' X H = 4'-6" WITH
42" X 76' PIPE INLET &
42" X 80' PIPE OUTLET
TO RT.
RETAIN

I-40

USER: f8513
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SCALE: 1/100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807		37	45



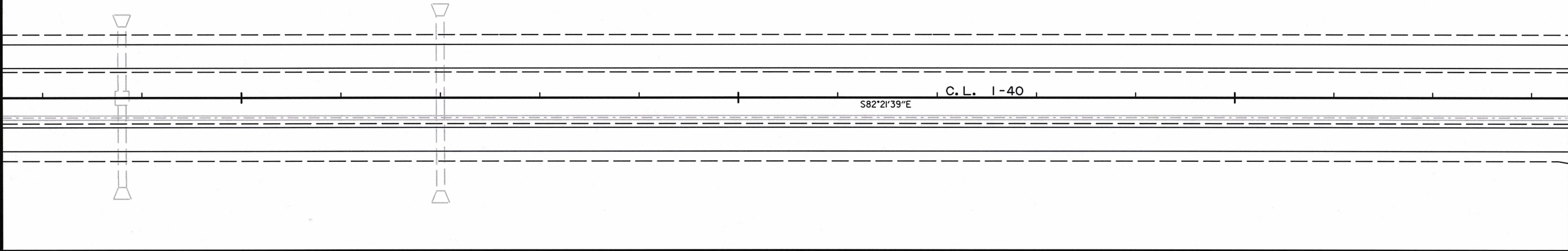
STA. 6128+80 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 4'-0" WITH
24" X 76' PIPE INLET &
24" X 96' PIPE OUTLET
TO RT.
RETAIN

STA. 6132+00 IN PLACE
36" X 172' PIPE CULVERT
RETAIN

6130

6135

6140



STA. 6143+50 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 3'-0" WITH
24" X 88' PIPE OUTLET
TO RT.
RETAIN

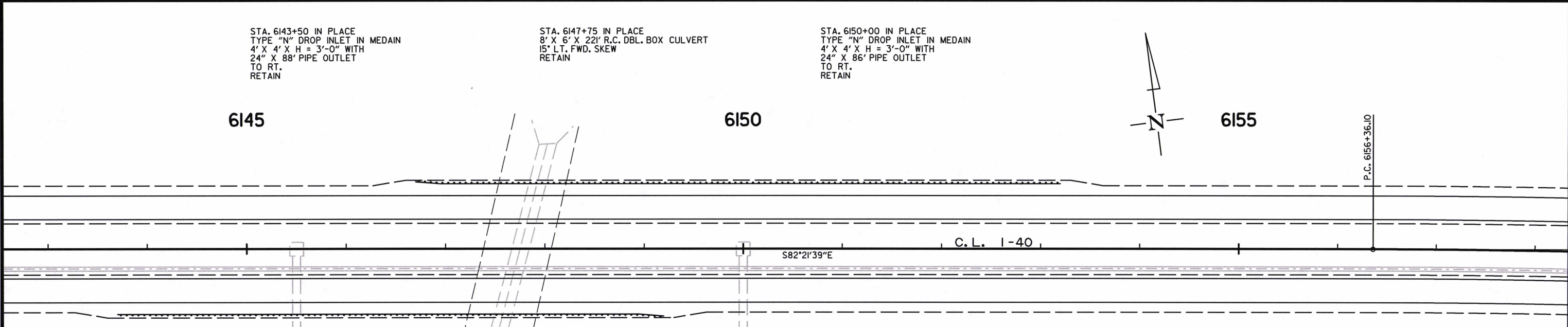
STA. 6147+75 IN PLACE
8' X 6' X 22' R.C. DBL. BOX CULVERT
15' LT. FWD. SKEW
RETAIN

STA. 6150+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 3'-0" WITH
24" X 86' PIPE OUTLET
TO RT.
RETAIN

6145

6150

6155



REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
6143+70	6149+20	RT. OF RML	550
6146+70	6153+20	LT. OF LML	650

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
6143+70.00	6149+20.00	RT. OF RML	500 LIN.FT.	1 EACH	1 EACH
6146+70.00	6153+20.00	LT. OF LML	600 LIN.FT.	1 EACH	1 EACH

I-40 C.L. MED.
PI = 6168+58.20
Δ = 12°10'30" RT.
D = 00°30'00"
T = 1222.10'
L = 2435.00'
PC = 6156+36.10
PT = 6180+71.10
MATCH EXISTING
SUPERELEVATION

25'
VEGETATED
BUFFER

I-40

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MODEL: PROPOSED DESIGN
SCALE: 1/100
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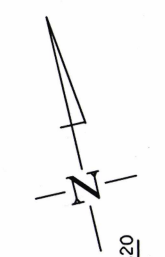
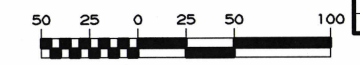
2 PLAN SHEETS



STA. 6159+80 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
4' X 4' X H = 3'-0" WITH
24" X 76' PIPE INLET &
24" X 88' PIPE OUTLET
TO RT.
RETAIN

STA. 6163+38 IN PLACE
30" X 176' PIPE CULVERT
RETAIN

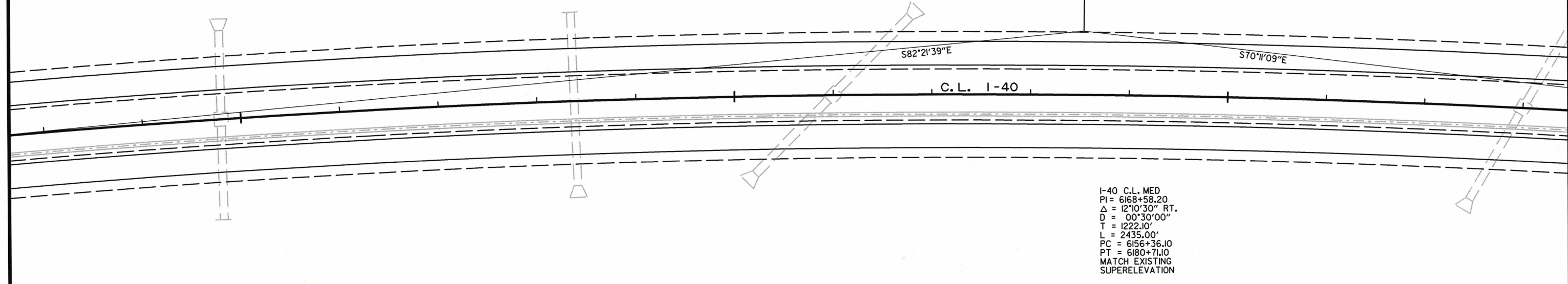
STA. 6166+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
6'-6" X 4' X H = 3'-0" WITH
36" X 112' PIPE INLET &
36" X 112' PIPE OUTLET
TO RT.
45° LT. FWD. SKEW
RETAIN



6160

6165

6170



STA. 6173+00 IN PLACE
TYPE "N" DROP INLET IN MEDAIN
6' X 4' X H = 4'-6" WITH
42" X 102' PIPE INLET &
42" X 100' PIPE OUTLET
TO RT.
30° LT. FWD. SKEW
RETAIN

I-40 C.L. MED
PI = 6168+58.20
Δ = 12°10'30" RT.
D = 00°30'00"
T = 1222.10'
L = 2435.00'
PC = 6156+36.10
PT = 6180+71.10
MATCH EXISTING
SUPERELEVATION

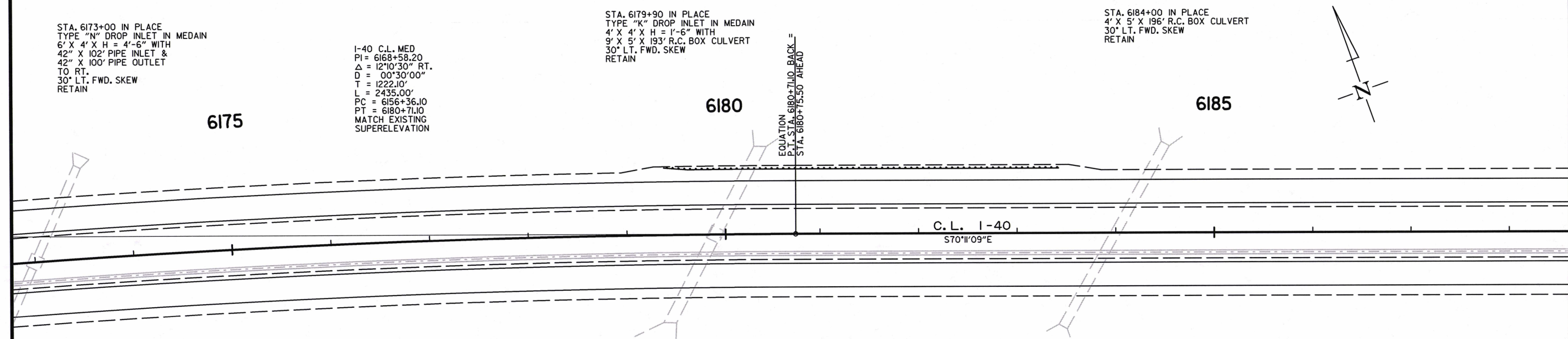
STA. 6179+90 IN PLACE
TYPE "K" DROP INLET IN MEDAIN
4' X 4' X H = 1'-6" WITH
9' X 5' X 193' R.C. BOX CULVERT
30° LT. FWD. SKEW
RETAIN

STA. 6184+00 IN PLACE
4' X 5' X 196' R.C. BOX CULVERT
30° LT. FWD. SKEW
RETAIN

6175

6180

6185



REMOVAL AND DISPOSAL OF GUARDRAIL

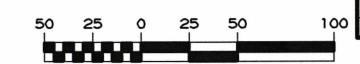
STA.	STA.	SIDE	LIN.FT.
6179+38	6183+42	LT. OF LML	400

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
6179+38.00	6183+38.00	LT. OF LML	350 LIN.FT.	1 EACH	1 EACH

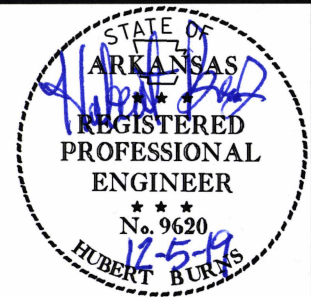
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MODEL: PROPOSED DESIGN

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				6	ARK.			
				JOB NO.	BB0807	39	45	



2 PLAN SHEETS



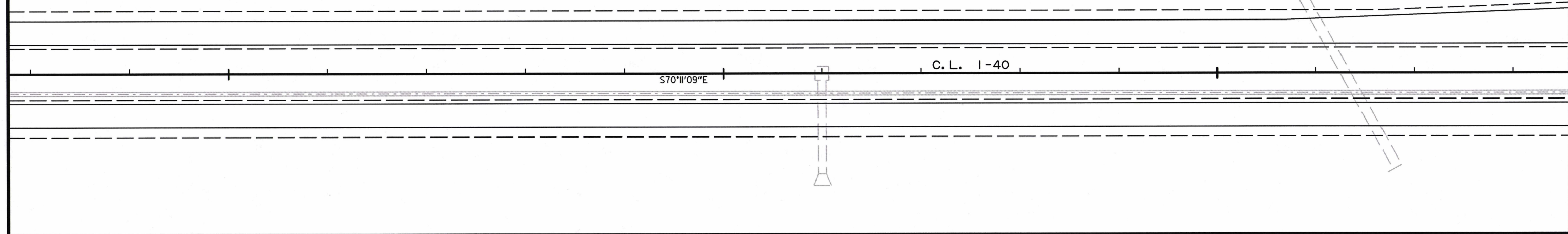
STA. 6196+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-0" WITH
24" X 84' PIPE OUTLET
TO RT.
RETAIN

STA. 6201+30 IN PLACE
42" X 204' R.C. PIPE OUTLET
30° RT. FWD. SKEW
TO RT.
RETAIN

6190

6195

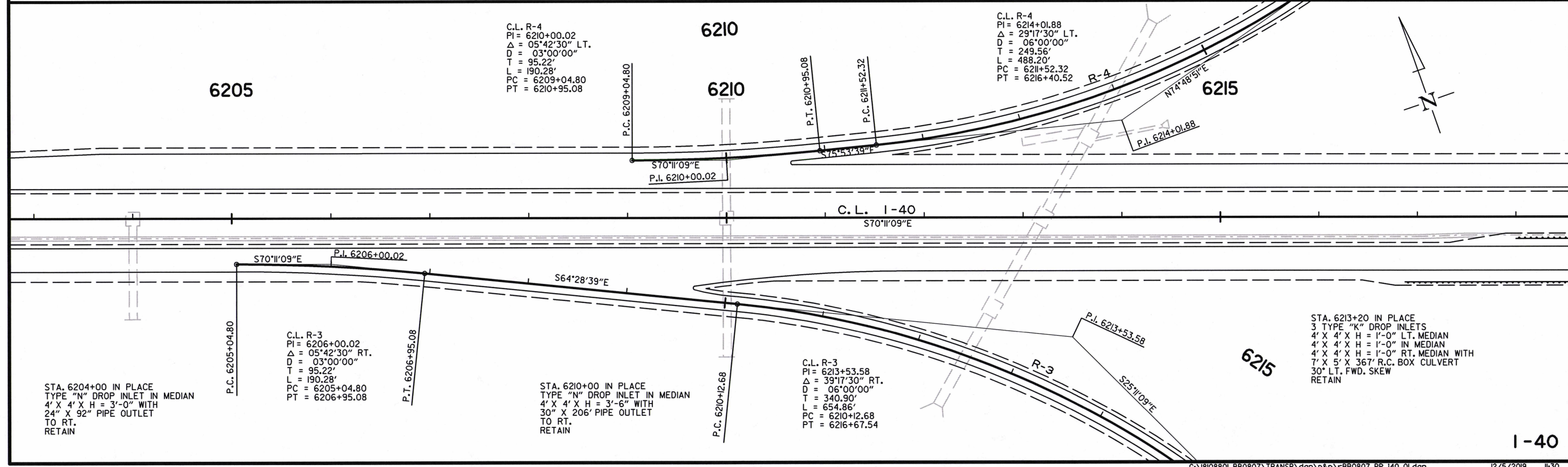
6200



6205

6210

6215



C.L. R-4
PI = 6210+00.02
 $\Delta = 05^{\circ}42'30''$ LT.
D = 03'00'00"
T = 95.22'
L = 190.28'
PC = 6209+04.80
PT = 6210+95.08

C.L. R-4
PI = 6214+01.88
 $\Delta = 29^{\circ}17'30''$ LT.
D = 06'00'00"
T = 249.56'
L = 488.20'
PC = 6211+52.32
PT = 6216+40.52

C.L. R-3
PI = 6206+00.02
 $\Delta = 05^{\circ}42'30''$ RT.
D = 03'00'00"
T = 95.22'
L = 190.28'
PC = 6205+04.80
PT = 6206+95.08

STA. 6210+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-6" WITH
30" X 206' PIPE OUTLET
TO RT.
RETAIN

C.L. R-3
PI = 6213+53.58
 $\Delta = 39^{\circ}17'30''$ RT.
D = 06'00'00"
T = 340.90'
L = 654.86'
PC = 6210+12.68
PT = 6216+67.54

STA. 6213+20 IN PLACE
3 TYPE "K" DROP INLETS
4' X 4' X H = 1'-0" LT. MEDIAN
4' X 4' X H = 1'-0" IN MEDIAN
4' X 4' X H = 1'-0" RT. MEDIAN WITH
7' X 5' X 367' R.C. BOX CULVERT
30° LT. FWD. SKEW
RETAIN

STA. 6204+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-0" WITH
24" X 92" PIPE OUTLET
TO RT.
RETAIN

I-40

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				6	ARK.			
				JOB NO.		BB0807	40	45
								PLAN SHEETS



REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION

STA.	STA.	LOCATION	LIN. FT.
6221+31	6221+59	R.M.L.-RT.	28
6221+41	6221+69	L.M.L.-LT.	28

20

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
6216+87	6221+31	RT. OF RML	444
6218+00	6222+50	LT. OF RML	450
6220+36	6225+36	RT. OF LML	500
6221+69	6225+88	LT. OF LML	419

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

STA.	STA.	LOCATION	LIN. FT.
6221+31	6221+59	R.M.L.-RT.	28
6221+41	6221+69	L.M.L.-LT.	28

6220

STA. 16+18.18 BR. END
228.22' BRIDGE NO. 03951
24'-0" CLEAR ROADWAY
STA. 18+46.40 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

6225

I-40 C.L. MED.
PI = 6239+66.40
Δ = 13°15'00" RT.
D = 00°30'00"
T = 1330.93'
L = 2650.00'
PC = 6226+35.47
PT = 6252+85.47
MATCH EXISTING
SUPERELEVATION

C.L. R-1
PI = 6231+48.38
Δ = 25°00'00" LT.
D = 02°30'00"
T = 508.09'
L = 1000.00'
PC = 6226+40.29
PT = 6236+40.29

BR. END
STA. 18+46.40

BR. END
STA. 16+18.18

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
6216+87.25	6221+31.00	RT. OF RML	375 LIN. FT.	1 EACH	1 EACH	1 EACH
6218+00.00	6222+50.00	LT. OF RML	400 LIN. FT.	1 EACH	1 EACH	1 EACH
6220+36.00	6225+36.00	RT. OF LML	450 LIN. FT.	1 EACH	1 EACH	1 EACH
6221+69.00	6225+87.75	LT. OF LML	350 LIN. FT.	1 EACH	1 EACH	1 EACH

C.L. R-2
PI = 6229+25.62
Δ = 35°00'00" RT.
D = 06°15'00"
T = 289.04'
L = 560.00'
PC = 6226+36.58
PT = 6231+96.58

STA. 6231+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-6" WITH
24" X 160' PIPE OUTLET
TO RT.
RETAIN

C.L. R-1
PI = 6231+48.38
Δ = 25°00'00" LT.
D = 02°30'00"
T = 508.09'
L = 1000.00'
PC = 6226+40.29
PT = 6236+40.29

6235

6235

6240

6245

I-40 C.L. MED.
PI = 6239+66.40
Δ = 13°15'00" RT.
D = 00°30'00"
T = 1330.93'
L = 2650.00'
PC = 6226+35.47
PT = 6252+85.47
MATCH EXISTING
SUPERELEVATION

C.L. R-2
PI = 6234+17.28
Δ = 15°00'00" RT.
D = 03°30'00"
T = 215.52'
L = 428.57'
PC = 6232+01.76
PT = 6236+30.33

STA. 6238+40 IN PLACE
TYPE "K" DROP INLET IN MEDIAN
4' X 4' X H = 1'-0" WITH
5' X 4' X 170' R.C. BOX CULVERT
TO RT.
RETAIN

STA. 6244+00 IN PLACE
TYPE "N" DROP INLET IN MEDIAN
4' X 4' X H = 3'-0" WITH
24" X 162' PIPE OUTLET
TO RT.
RETAIN

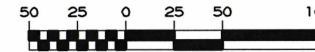
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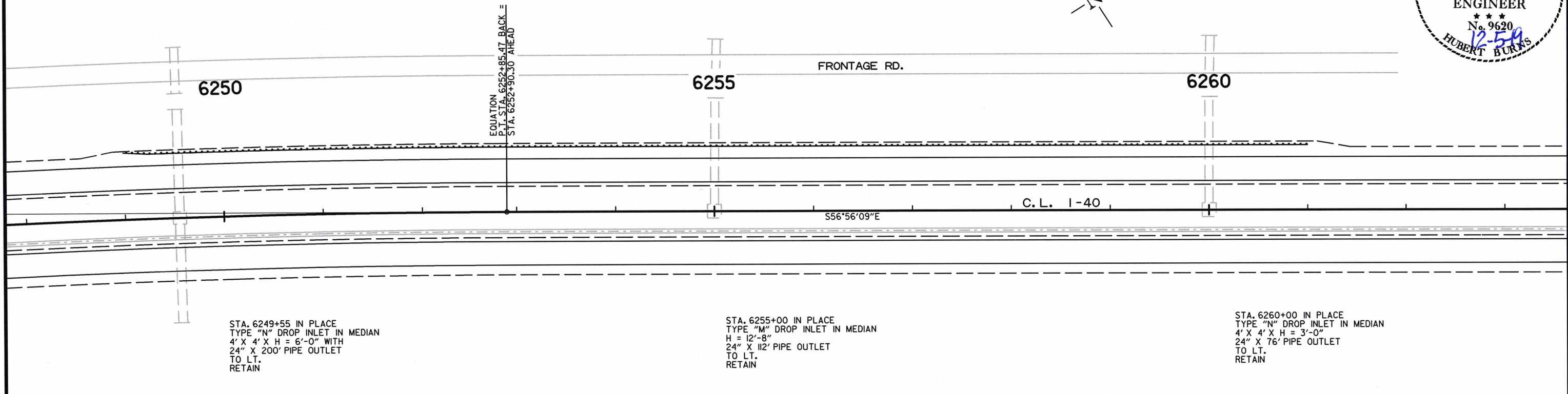
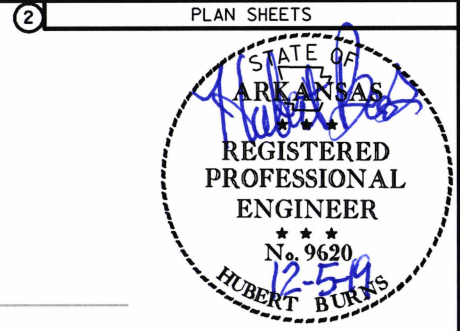
I-40 C.L. MED.
 PI = 6239+66.40
 $\Delta = 13^{\circ}15'00''$ RT.
 D = 00'30"00"
 T = 1330.93'
 L = 2650.00'
 PC = 6226+35.47
 PT = 6252+85.47
 MATCH EXISTING
 SUPERELEVATION

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN.FT.
6249+00	6261+00	LT. OF LML	1200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE D)
6249+00.00	6261+00.00	LT. OF LML	1150 LIN.FT.	1 EACH	1 EACH



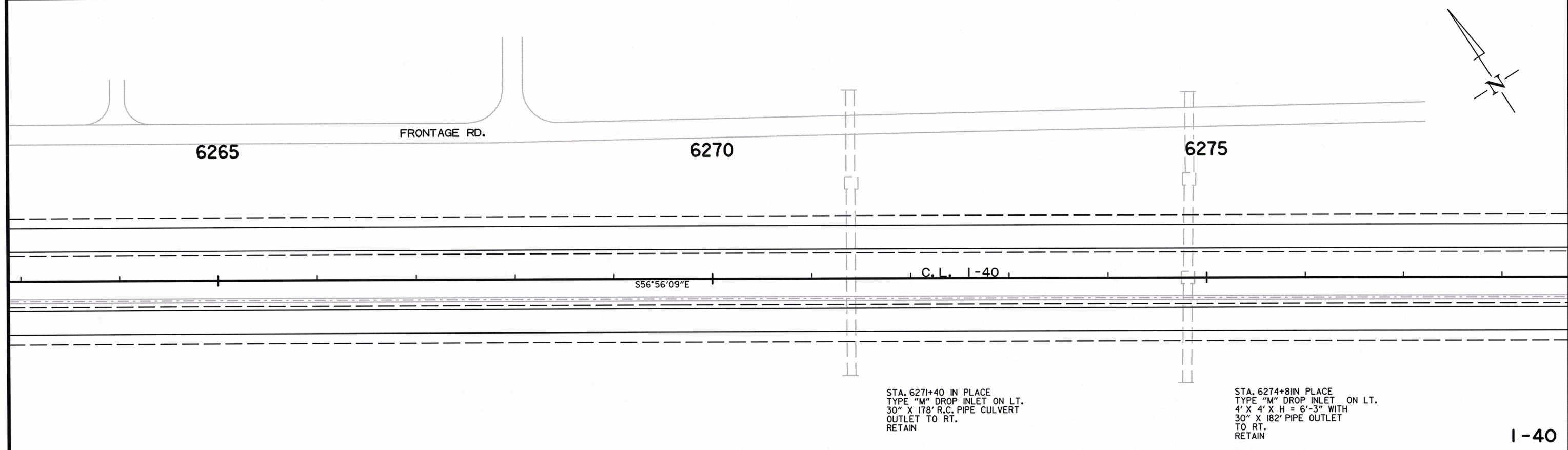
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				6	ARK.			
				JOB NO.	BB0807		41	45



STA. 6249+55 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 6'-0" WITH
 24" X 200' PIPE OUTLET
 TO LT.
 RETAIN

STA. 6255+00 IN PLACE
 TYPE "M" DROP INLET IN MEDIAN
 H = 12'-8"
 24" X 112' PIPE OUTLET
 TO LT.
 RETAIN

STA. 6260+00 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 3'-0"
 24" X 76' PIPE OUTLET
 TO LT.
 RETAIN



STA. 6271+40 IN PLACE
 TYPE "M" DROP INLET ON LT.
 30" X 178' R.C. PIPE CULVERT
 OUTLET TO RT.
 RETAIN

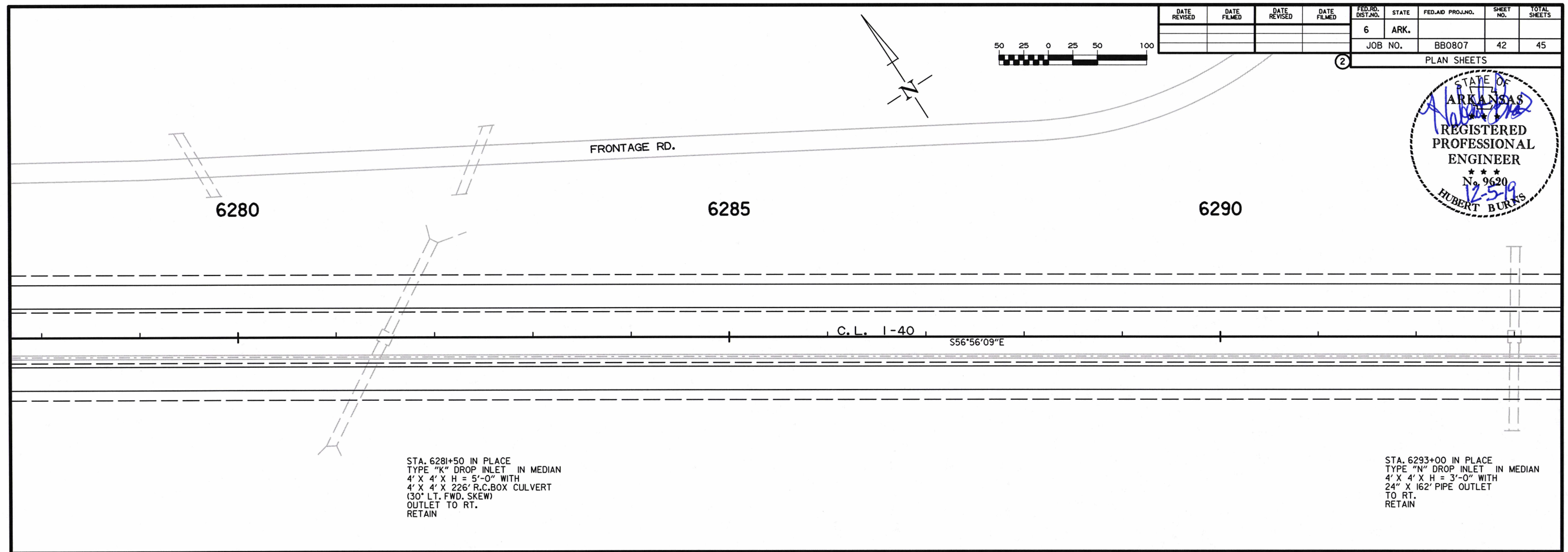
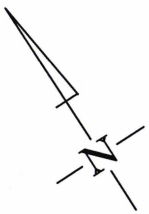
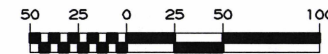
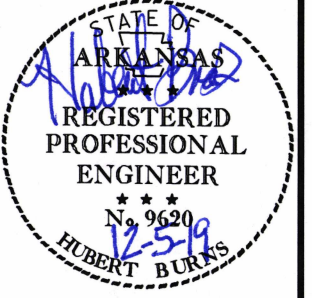
STA. 6274+81 IN PLACE
 TYPE "M" DROP INLET ON LT.
 4' X 4' X H = 6'-3" WITH
 30" X 182' PIPE OUTLET
 TO RT.
 RETAIN

I-40

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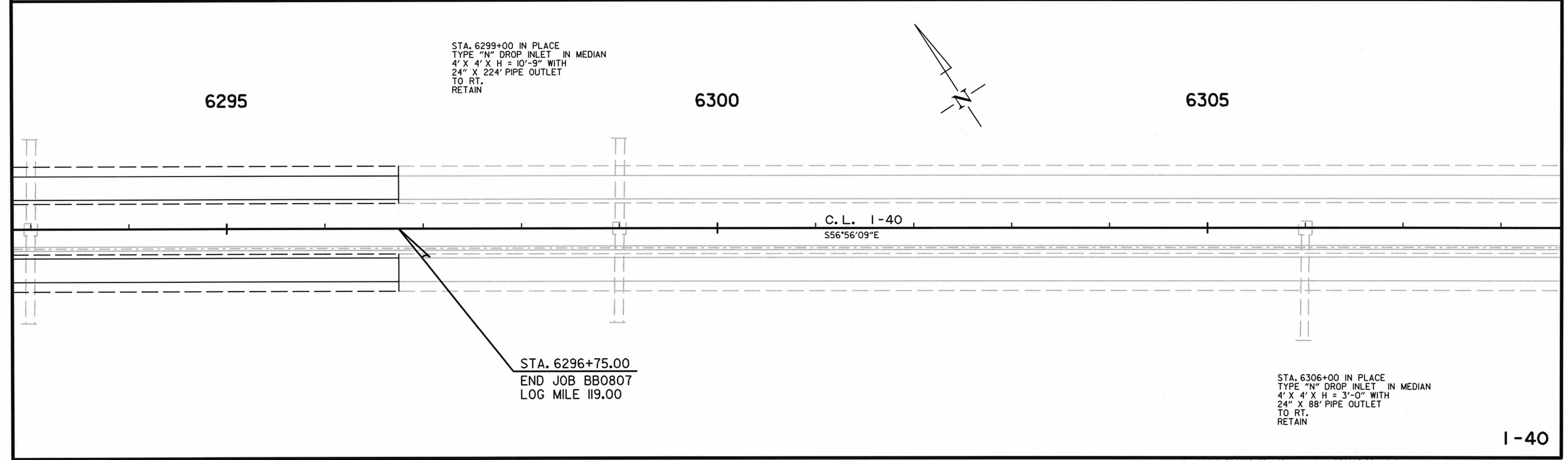
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				6	ARK.			
				JOB NO.	BB0807		42	45

PLAN SHEETS



STA. 6281+50 IN PLACE
 TYPE "K" DROP INLET IN MEDIAN
 4' X 4' X H = 5'-0" WITH
 4' X 4' X 226' R.C. BOX CULVERT
 (30° LT. FWD. SKEW)
 OUTLET TO RT.
 RETAIN

STA. 6293+00 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 3'-0" WITH
 24" X 162' PIPE OUTLET
 TO RT.
 RETAIN



STA. 6299+00 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 10'-9" WITH
 24" X 224' PIPE OUTLET
 TO RT.
 RETAIN

STA. 6296+75.00
 END JOB BB0807
 LOG MILE 119.00

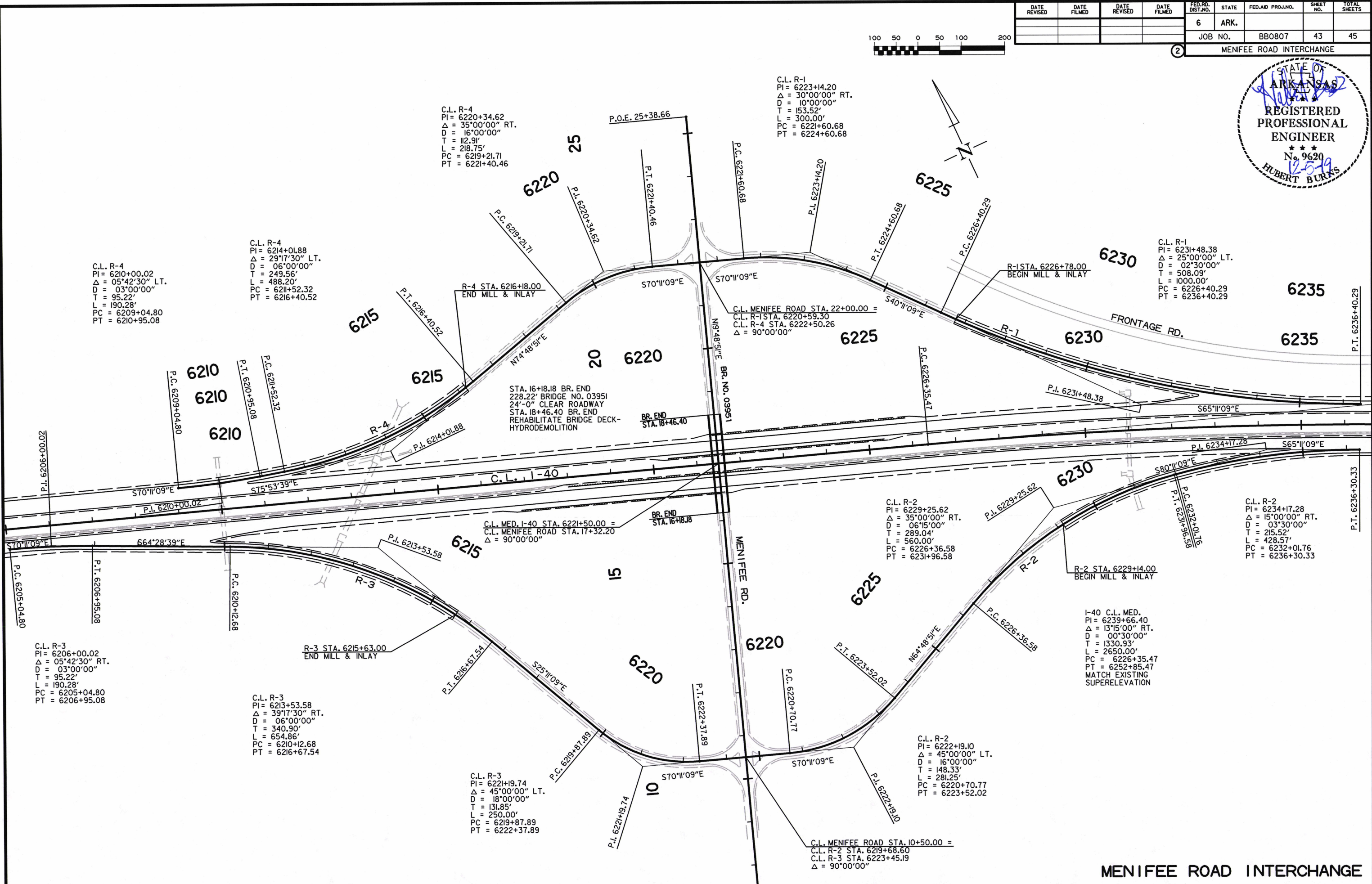
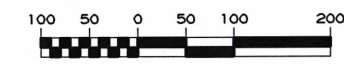
STA. 6306+00 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 3'-0" WITH
 24" X 88' PIPE OUTLET
 TO RT.
 RETAIN

I-40

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				6	ARK.			
				JOB NO.		BB0807	43	45

2 MENIFEE ROAD INTERCHANGE



C.L. R-4
 PI = 6220+34.62
 Δ = 35°00'00" RT.
 D = 16°00'00"
 T = 112.91'
 L = 218.75'
 PC = 6219+21.71
 PT = 6221+40.46

C.L. R-1
 PI = 6223+14.20
 Δ = 30°00'00" RT.
 D = 10°00'00"
 T = 153.52'
 L = 300.00'
 PC = 6221+60.68
 PT = 6224+60.68

C.L. R-4
 PI = 6210+00.02
 Δ = 05°42'30" LT.
 D = 03°00'00"
 T = 95.22'
 L = 190.28'
 PC = 6209+04.80
 PT = 6210+95.08

C.L. R-4
 PI = 6214+01.88
 Δ = 29°17'30" LT.
 D = 06°00'00"
 T = 249.56'
 L = 488.20'
 PC = 6211+52.32
 PT = 6216+40.52

C.L. R-1
 PI = 6231+48.38
 Δ = 25°00'00" LT.
 D = 02°30'00"
 T = 508.09'
 L = 1000.00'
 PC = 6226+40.29
 PT = 6236+40.29

STA. 16+18.18 BR. END
 228.22' BRIDGE NO. 03951
 24'-0" CLEAR ROADWAY
 STA. 18+46.40 BR. END
 REHABILITATE BRIDGE DECK-
 HYDRODEMOLITION

C.L. R-2
 PI = 6229+25.62
 Δ = 35°00'00" RT.
 D = 06°15'00"
 T = 289.04'
 L = 560.00'
 PC = 6226+36.58
 PT = 6231+96.58

C.L. R-2
 PI = 6234+17.28
 Δ = 15°00'00" RT.
 D = 03°30'00"
 T = 215.52'
 L = 428.57'
 PC = 6232+01.76
 PT = 6236+30.33

C.L. R-3
 PI = 6206+00.02
 Δ = 05°42'30" RT.
 D = 03°00'00"
 T = 95.22'
 L = 190.28'
 PC = 6205+04.80
 PT = 6206+95.08

C.L. R-3
 PI = 6213+53.58
 Δ = 39°17'30" RT.
 D = 06°00'00"
 T = 340.90'
 L = 654.86'
 PC = 6210+12.68
 PT = 6216+67.54

C.L. R-3
 PI = 6221+19.74
 Δ = 45°00'00" LT.
 D = 18°00'00"
 T = 131.85'
 L = 250.00'
 PC = 6219+87.89
 PT = 6222+37.89

C.L. R-2
 PI = 6222+19.10
 Δ = 45°00'00" LT.
 D = 16°00'00"
 T = 148.33'
 L = 281.25'
 PC = 6220+70.77
 PT = 6223+52.02

C.L. MENIFEE ROAD STA. 10+50.00 =
 C.L. R-2 STA. 6219+68.60
 C.L. R-3 STA. 6223+45.19
 Δ = 90°00'00"

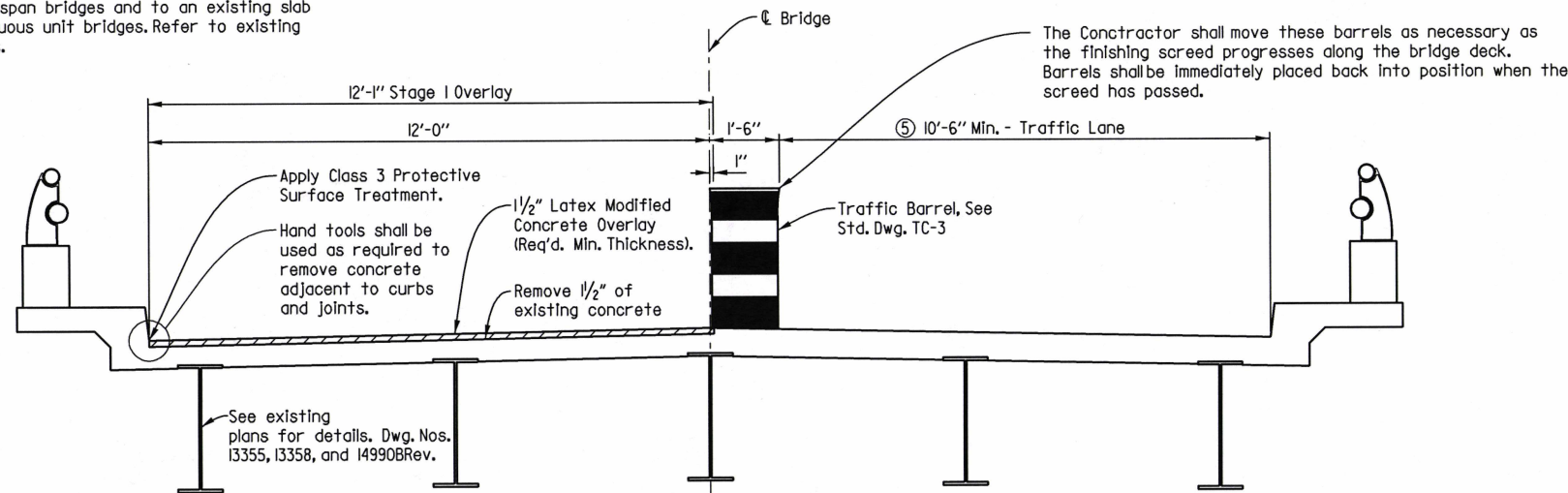
MENIFEE ROAD INTERCHANGE

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NOTE:
The minimum overlay placement length shall be a full span on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings.

⑤ Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.

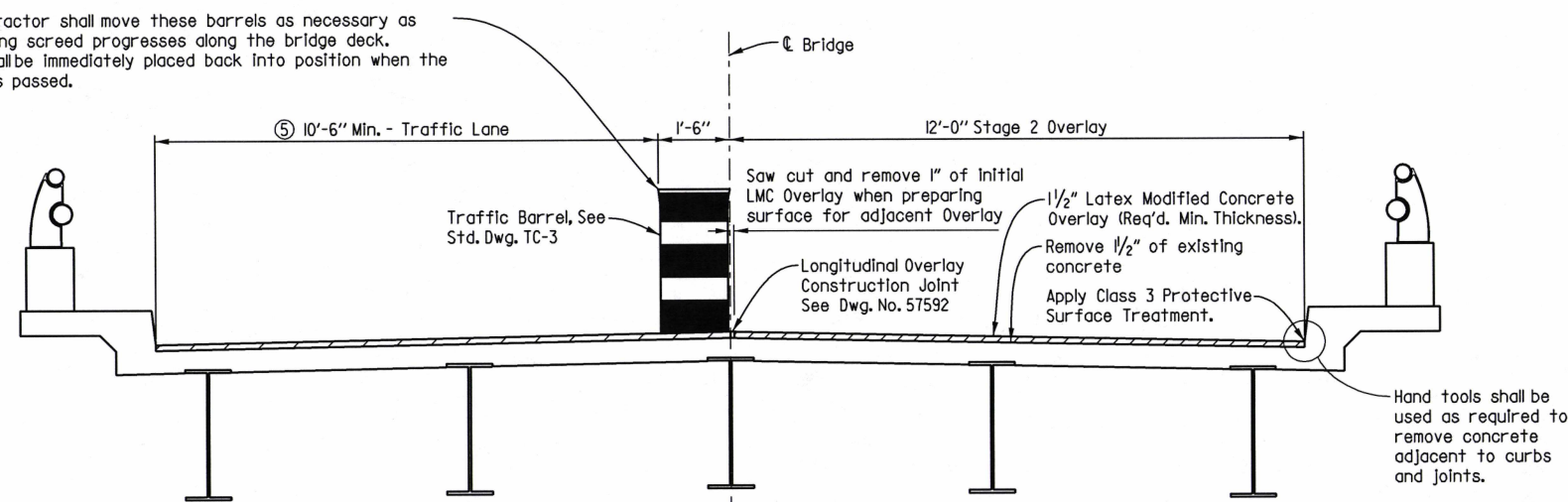
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				6	ARK.			
				JOB NO.	BB0807	44	45	
				① 03951	LMC OVERLAY		57591	



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY

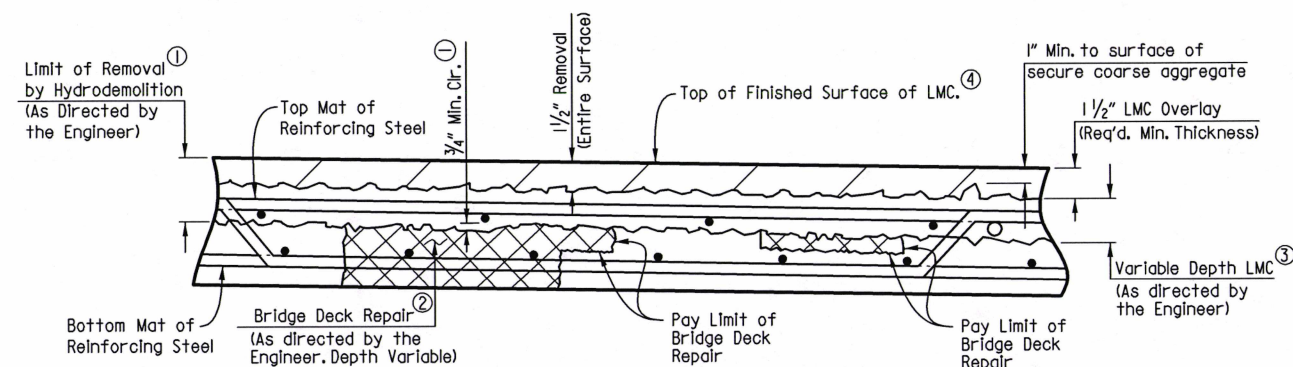
(Looking North)
Scale: 1/2" = 1'-0"

The Contractor shall move these barrels as necessary as the finishing screed progresses along the bridge deck. Barrels shall be immediately placed back into position when the screed has passed.



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY

(Looking North)
Scale: 1/2" = 1'-0"



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

No Scale

- ① Removal of unsound concrete beyond 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar.
- ② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job BB0807 "Bridge Deck Repair for Latex Modified Concrete Overlays".
- ③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.
- ④ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1/2" cover to reinforcing steel.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, Edition of 2014, with applicable Special Provisions and Supplemental Specifications. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structure based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of vehicles, equipment and/or materials on the subject bridge necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

Construction activities shall be in accordance with SP Job BB0807 "Special Safety Requirements for Bridges".

HYDRODEMOLITION: The entire area of the existing bridge deck shall receive hydrodemolition in accordance with the SP Job BB0807 "Hydrodemolition" to a planned depth of 1/2" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0807 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing steel.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB0807 "Bridge Deck Repair for Latex Modified Concrete Overlays".

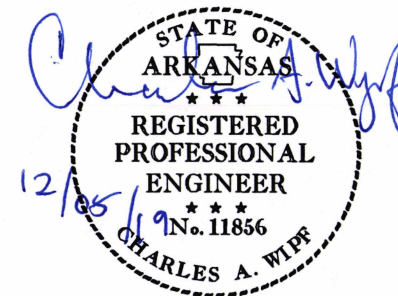
LATEX MODIFIED CONCRETE OVERLAY: The entire area of the existing bridge deck shall receive a Latex Modified Concrete (LMC) Overlay with a required minimum thickness of 1/2", in accordance with SP Job BB0807 "Latex Modified Concrete Overlay". This area shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0807 "Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1/2" LMC Overlay. This area shall be measured and paid for in accordance with SP Job BB0807 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job BB0807 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job BB0807 "Latex Modified Concrete Overlay". Transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

The roadway surface of the LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

EXPANSION JOINT REHABILITATION: After the placement of the LMC Overlay, the existing expansion joints shall be given a poured silicone joint sealant as specified in Section 809 and as shown in "Poured Silicone Joint Seal Details" on Dwg. No. 57592.

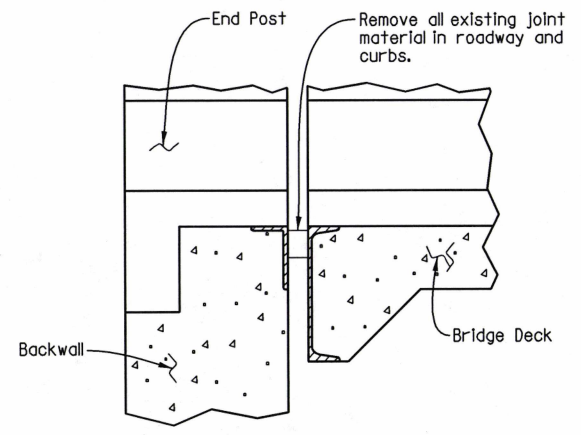


DETAILS OF LATEX MODIFIED CONCRETE OVERLAY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

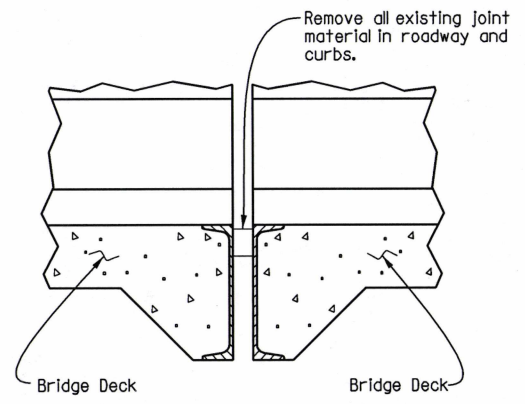
DRAWN BY: LDG DATE: 09-10-18 FILENAME: bbb0807_lmc.dgn
CHECKED BY: CAW DATE: 07-09-19 SCALE: SEE DETAILS
DESIGNED BY: LDG DATE: 09-10-18
BRIDGE NO. 03951 DRAWING NO. 57591

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0807	45	45	

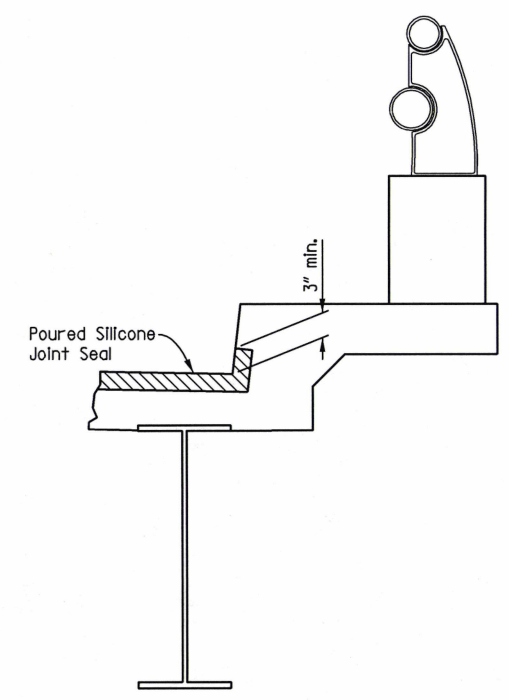
03951 LMC OVERLAY 57592



JOINT REMOVAL DETAILS AT END BENTS
No Scale

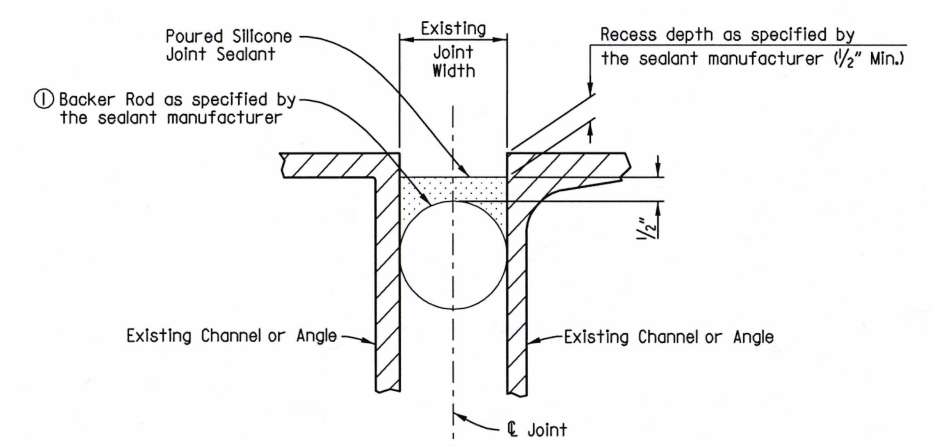


JOINT REMOVAL DETAILS AT INTERMEDIATE BENTS
No Scale



JOINT SEAL PLACEMENT AT CURB
No Scale

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



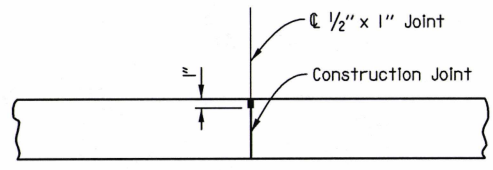
POURED SILICONE JOINT SEAL DETAILS
No Scale

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

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and Manufacturer's instructions. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

① Backer rod shall be appropriately sized and set to the depth shown in the manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.



Use 1/2" X 1" Type 3 or 4 Joint Sealer. See Subsections 50L02(h) and 50L05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Sealant must be gray or other color similar to concrete.

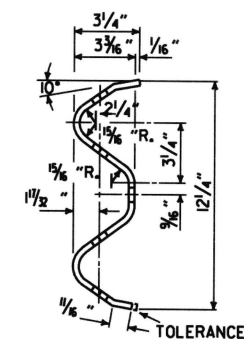
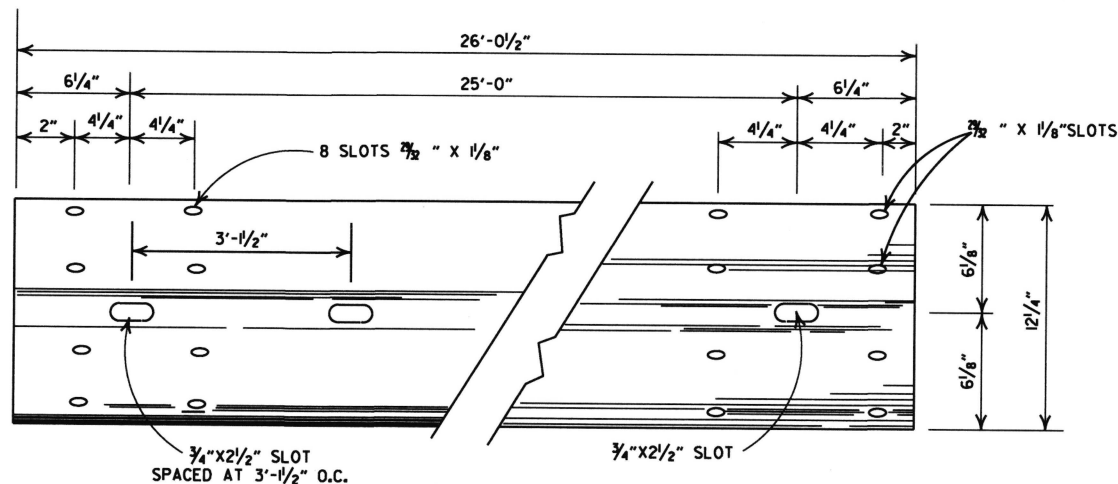
LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL
No Scale



DETAILS OF POURED SILICONE JOINT SEAL
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

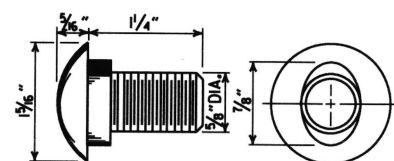
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CHECKED BY: CAW DATE: 07-09-19 SCALE: NO SCALE
DESIGNED BY: LDG DATE: 09-10-18
BRIDGE NOS. 03951 DRAWING NO. 57592

USER: CTAUSER
DESIGN FILE: G:\18108801_BB0807\TRANSP\dgn\bridge\bbb0807_lmc2.dgn
PLOTTED: 12/5/2019 11:37:15 AM SCALE: 4,000 ft / in.

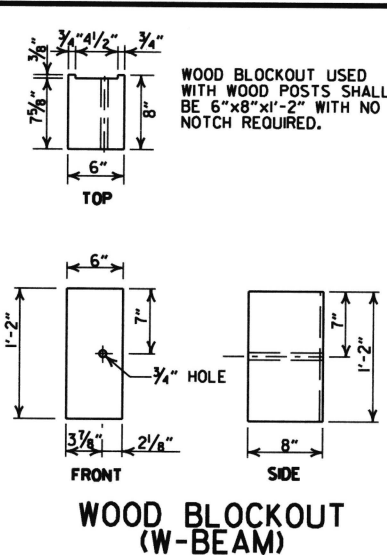
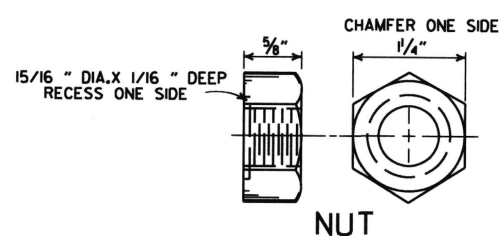
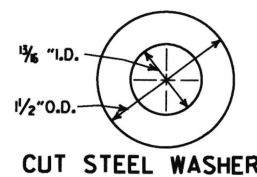


DETAILS OF W-BEAM GUARDRAIL

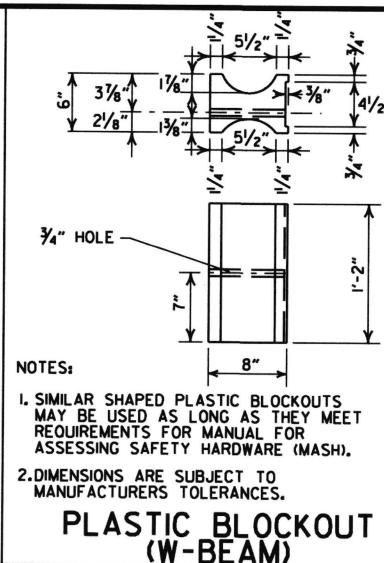
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



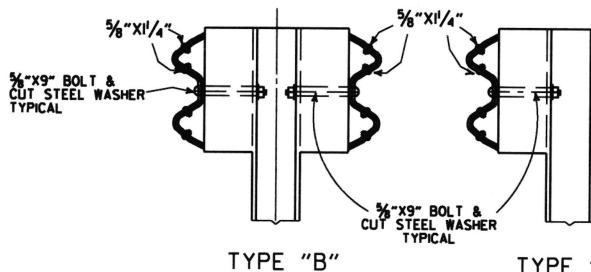
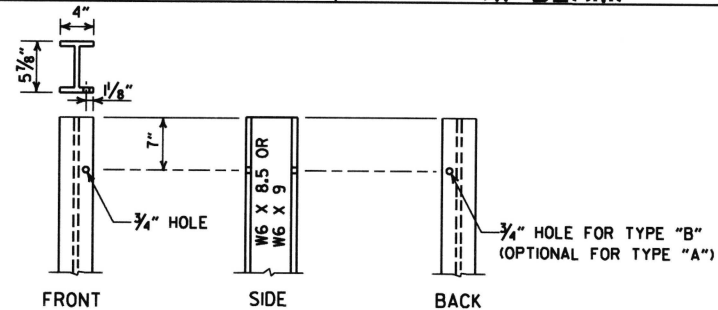
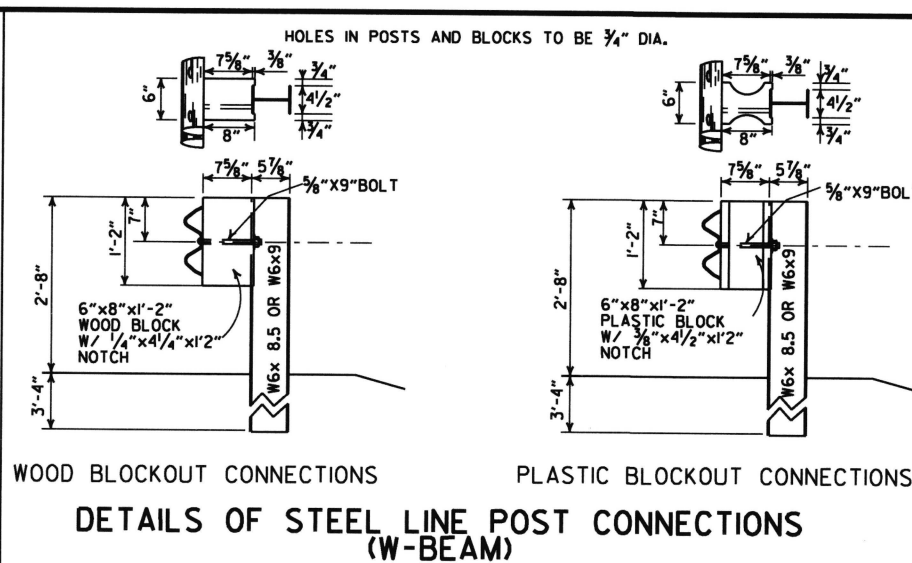
**SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH**



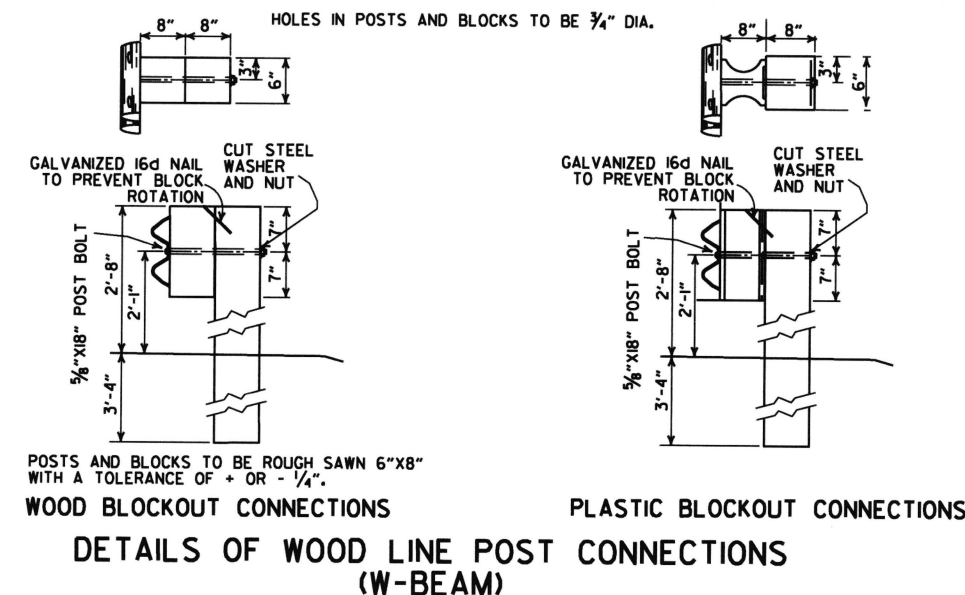
WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6" x 8" x 1'-2" WITH NO NOTCH REQUIRED.



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.



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 3/4" 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 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

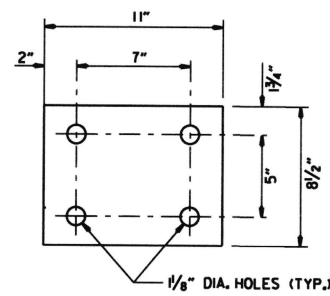
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

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
DATE	REVISION	FILMED

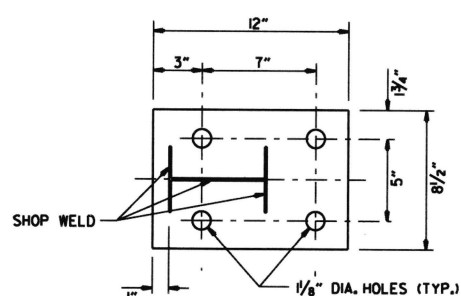
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GR-6

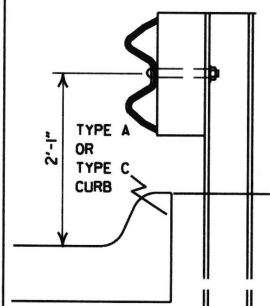


WASHER PLATE

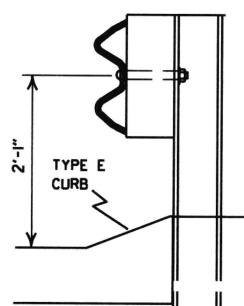


BASE PLATE

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



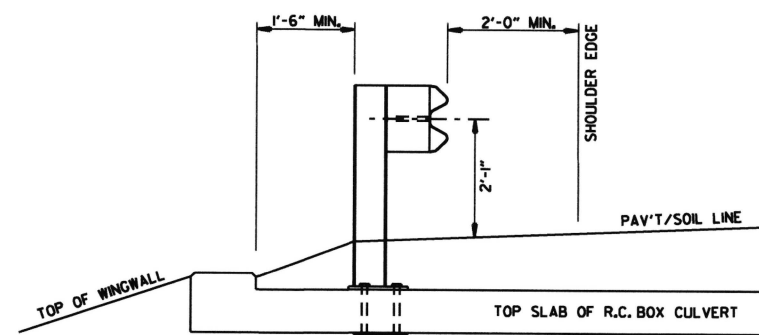
FOR DESIGN SPEEDS OF 50 MPH OR LESS
ALIGN FACE OF GUARDRAIL WITH FACE OF CURB.



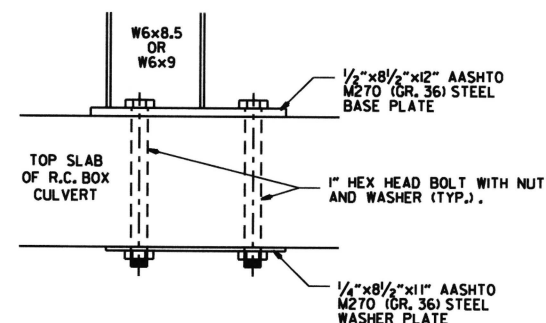
FOR DESIGN SPEEDS OF 55 MPH OR MORE
PLACE GUARDRAIL POSTS AGAINST BACK OF CURB.

DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB (W-BEAM)

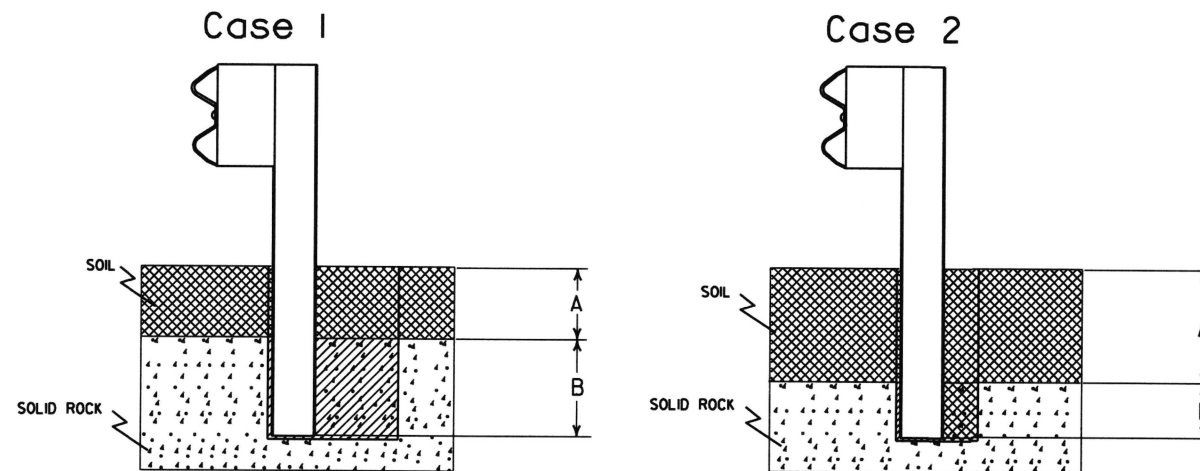
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A

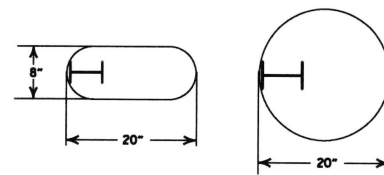


DETAIL OF CONNECTION



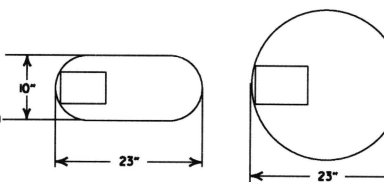
Plan View Steel Posts

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".

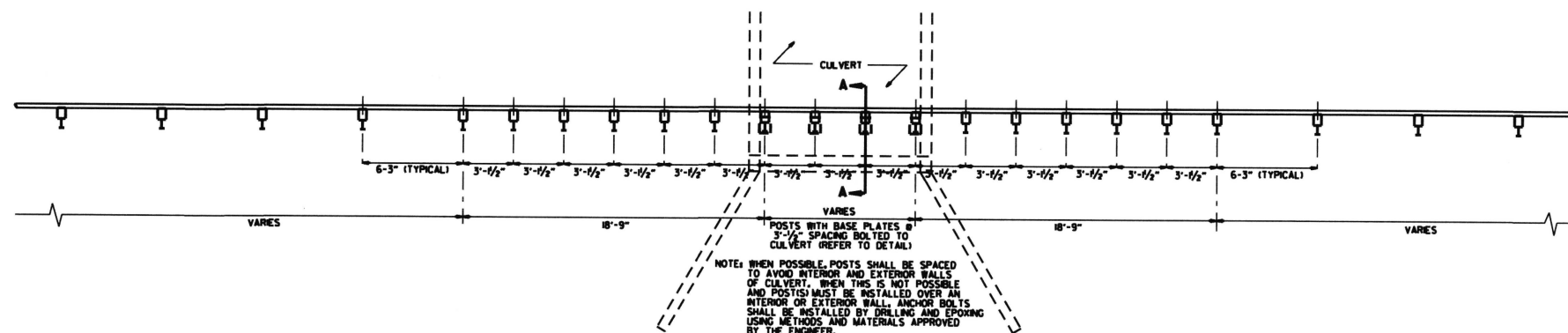
Zone A:
Backfill according to Section 617.03(a).

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

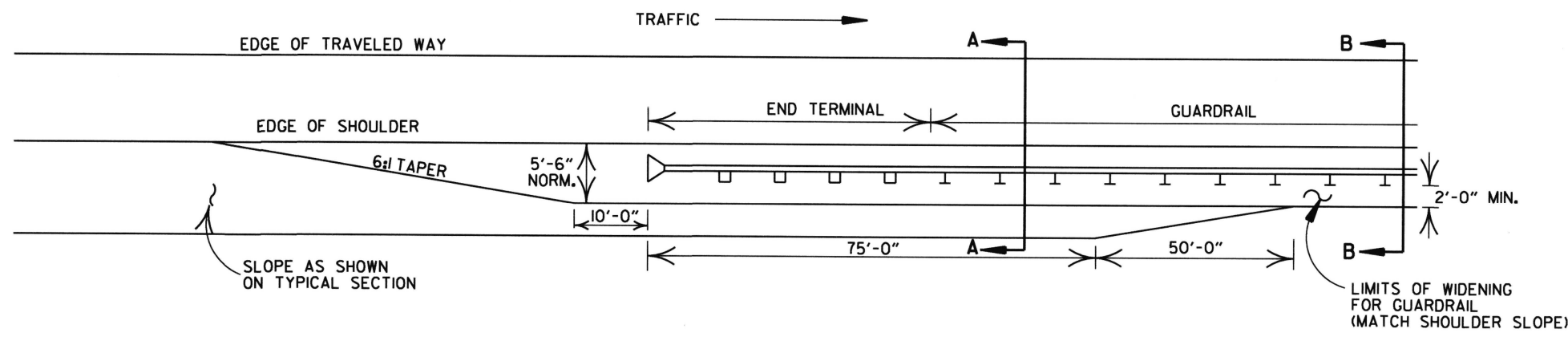
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARDRAIL POSTS AS SHOWN ON STD. DRWG. GR-6.

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 CULVERT; DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARDRAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	4-3-96
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	
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	7/2-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	5/47-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87
DATE	REVISION	FILMED

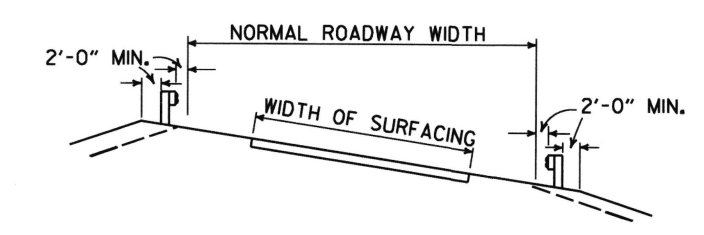
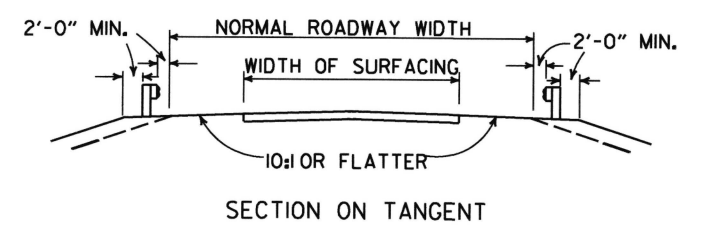
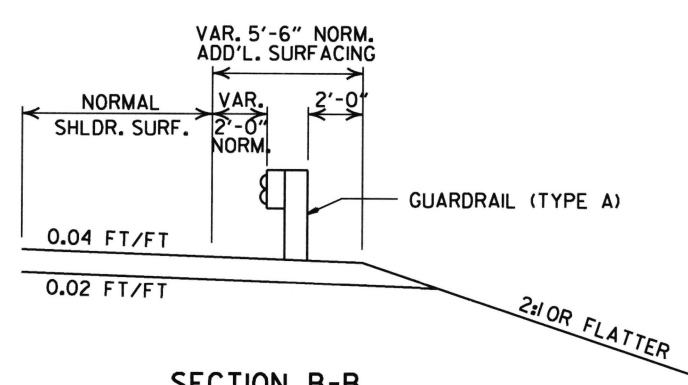
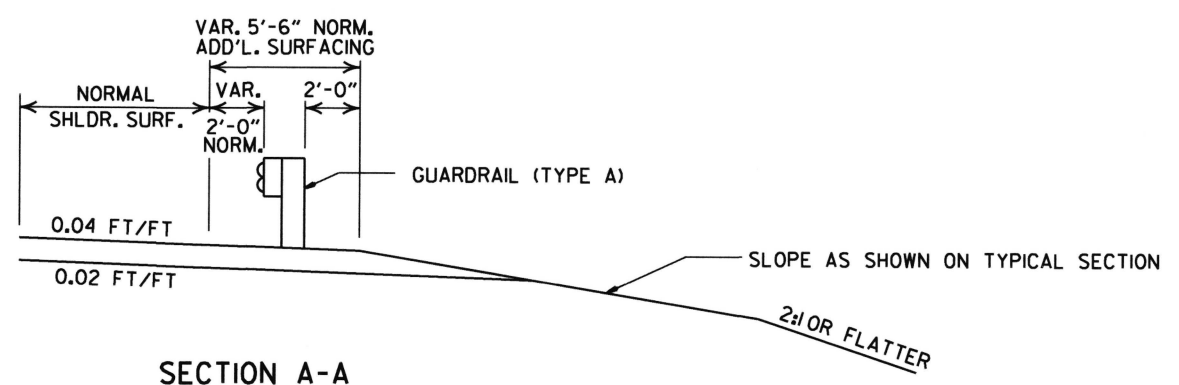
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GR-7

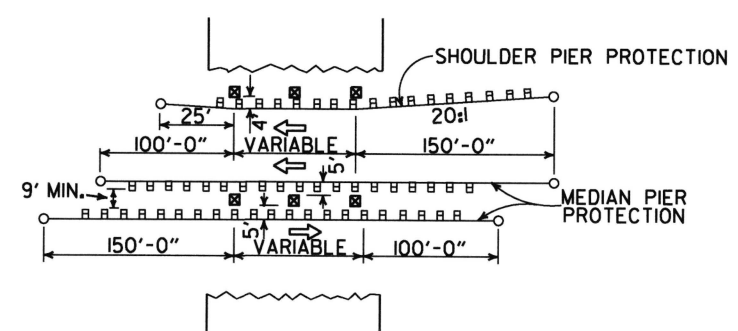


NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



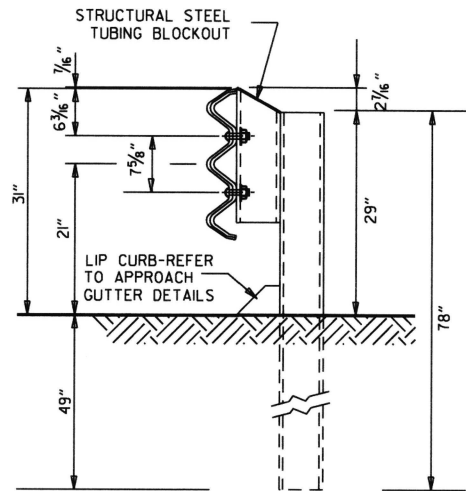
DETAILS OF WIDENING FOR GUARDRAIL

DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

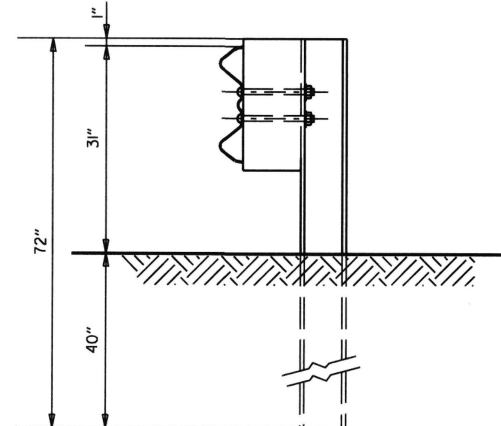


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

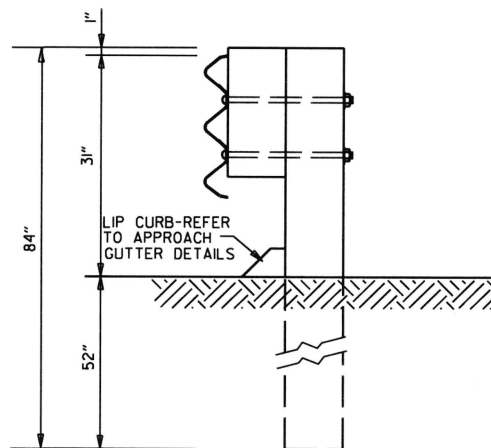
			ARKANSAS STATE HIGHWAY COMMISSION
			GUARDRAIL DETAILS
			STANDARD DRAWING GR-9
11-07-19	RENUMBERED AND RENAMED		
4-17-08	MINOR REVISION		
11-10-05	DRAWN		
DATE	REVISION	DATE	FILM



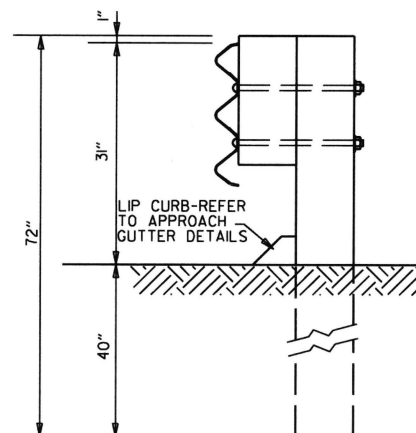
**THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7**



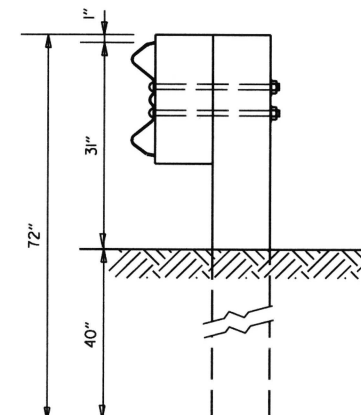
**W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8**



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



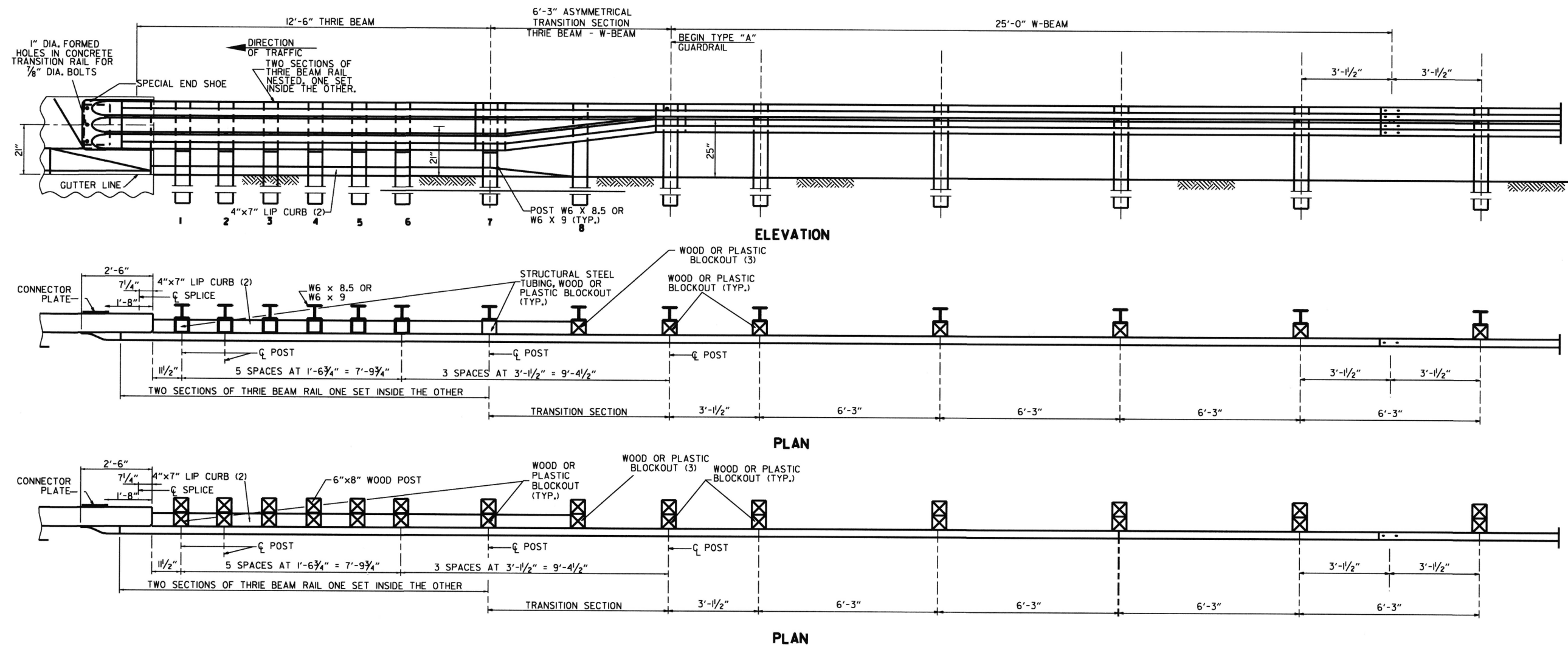
**THRIE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST
POST 7**



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

GENERAL NOTES:
RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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



- (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.

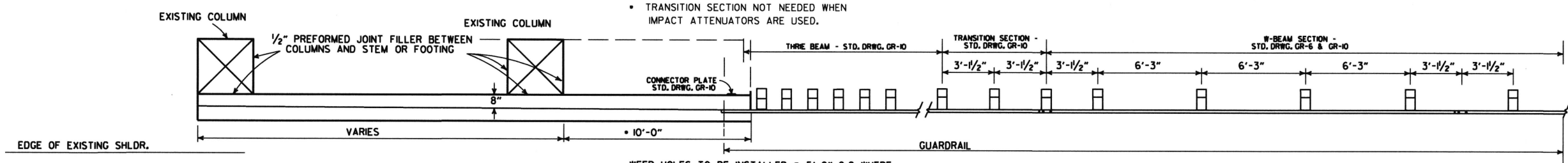
USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

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

POSTS SHALL BE PLACED AT THE MID-SPAN OF THE W-BEAM.

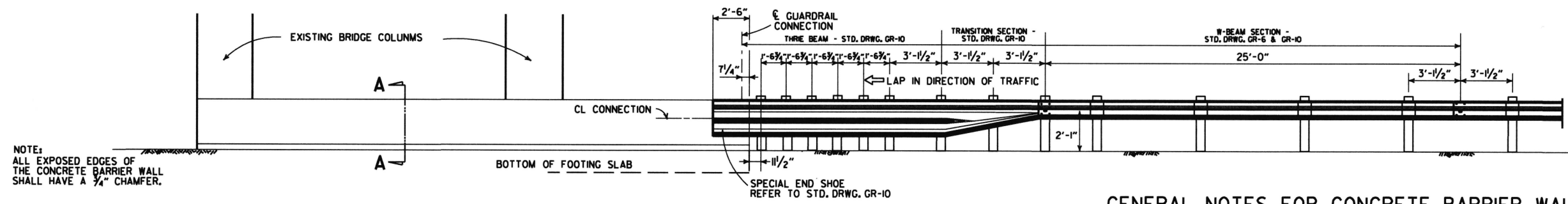
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (400 f) OR NO. 1 1350 f SOUTHERN PINE.

			ARKANSAS STATE HIGHWAY COMMISSION
			GUARDRAIL DETAILS
			STANDARD DRAWING GR-12
11-07-19	RENAMED & REVISED REFERENCES		
11-16-17	RE-DRAWN FROM STD. DRWG. GR-10 & ISSUED		
DATE	REVISION	FILMED	



AT LEAST ONE 1/2" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL

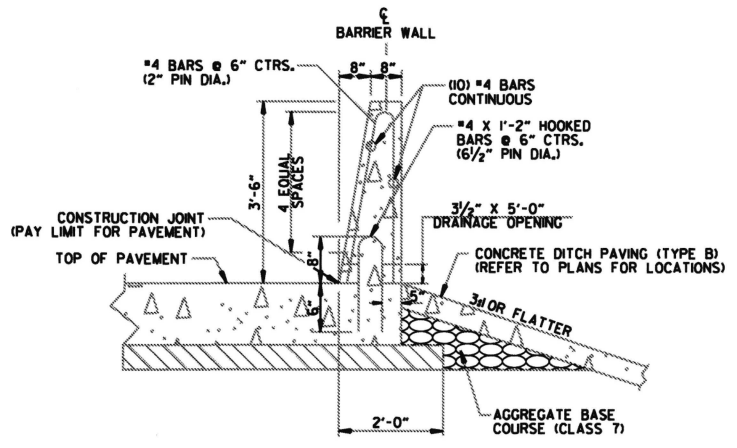


ELEVATION OF CONCRETE BARRIER WALL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

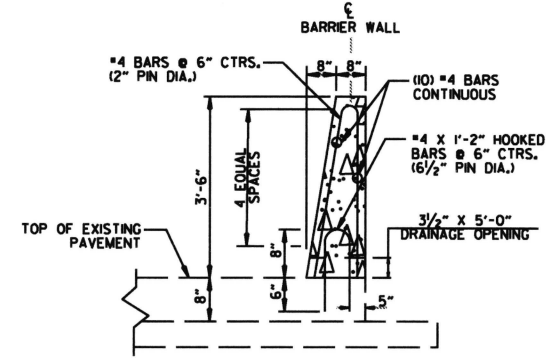
- ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
- CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
- ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
- DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4" WIDE BASE ARE CAST AS A COMPLETE UNIT.
- CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
- ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
- THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
- SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
- CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
- MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
- REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
- BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM OPL.

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



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A)

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-1)

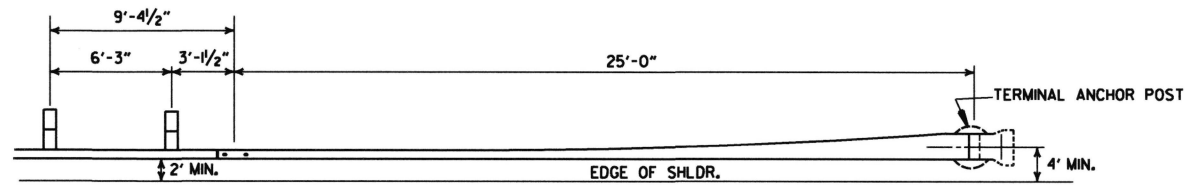
NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILED
11-07-19	ADDED GENERAL NOTES.	
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING, CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THREE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

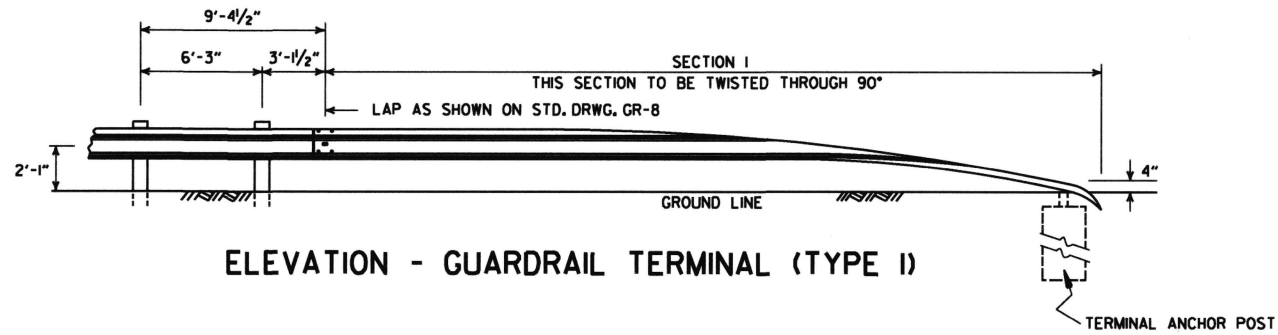
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

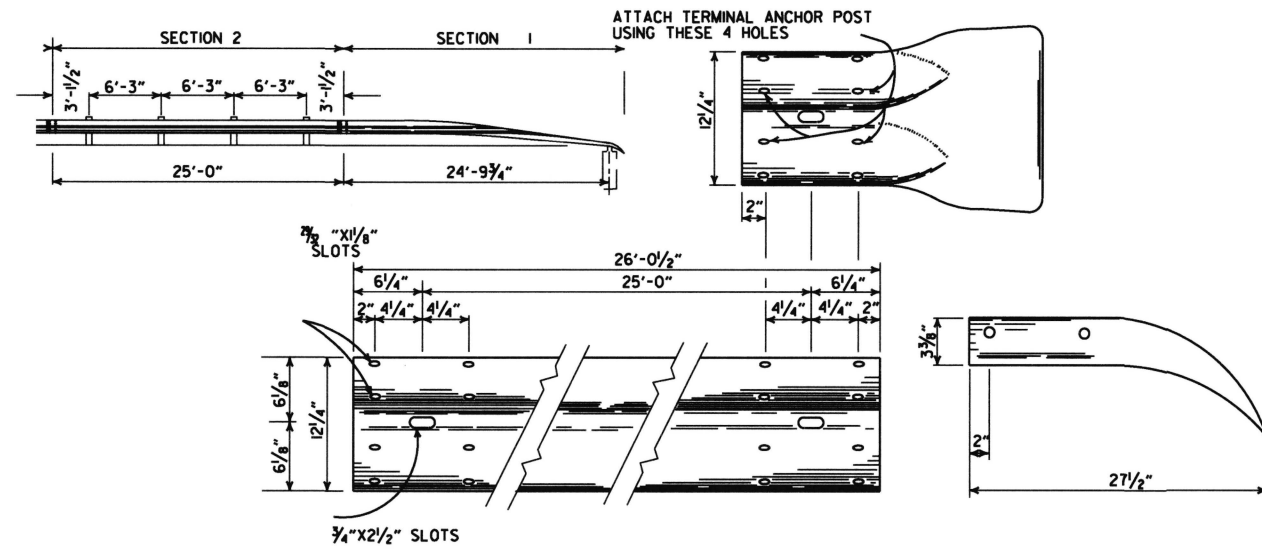


PLAN - GUARDRAIL TERMINAL (TYPE I)



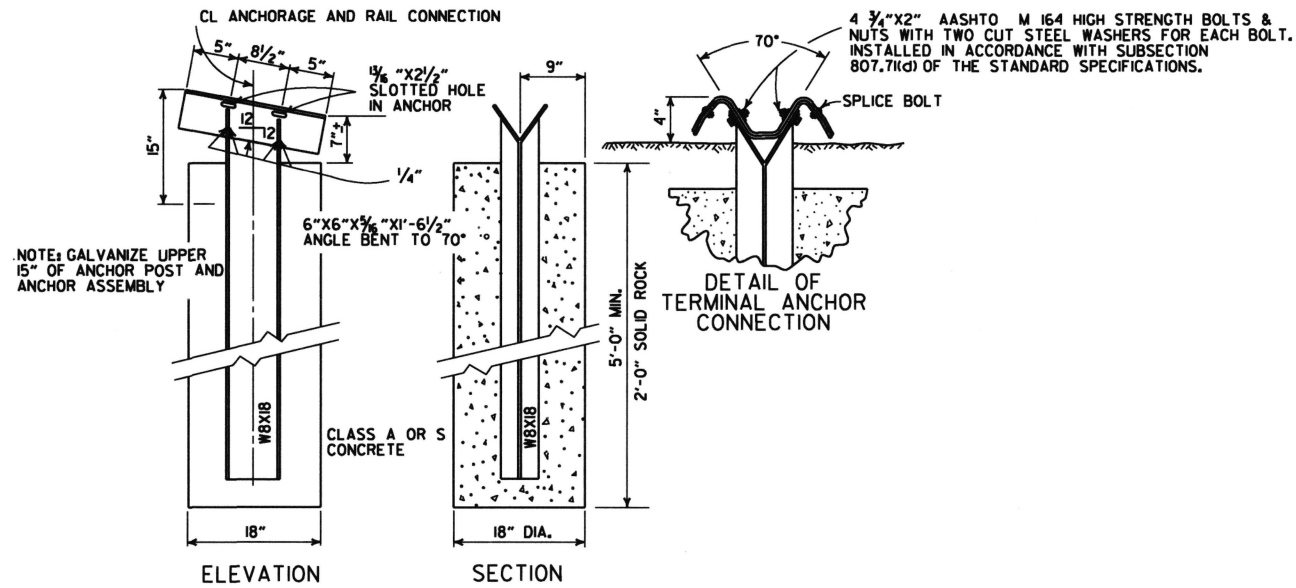
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARDRAIL TERMINAL
SHALL BE PAID FOR AT THE PRICE BID PER
LINEAR FOOT OF THE TYPE OF GUARDRAIL SPECIFIED.



SECTION I

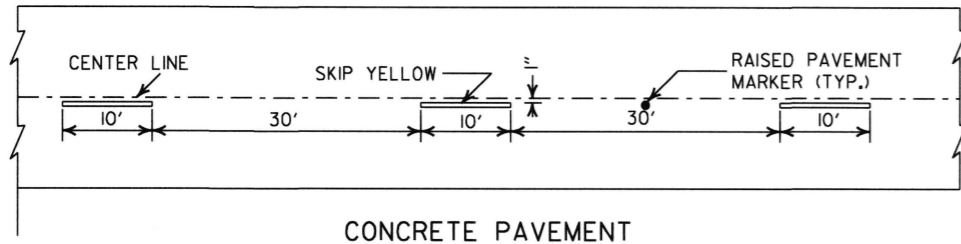
TERMINAL SECTION



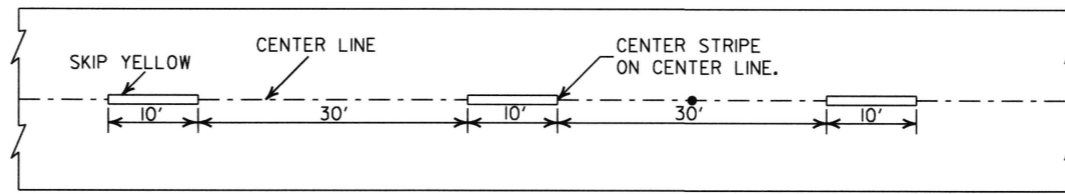
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

DATE	REVISION	FILED	ARKANSAS STATE HIGHWAY COMMISSION
11-07-19	RENAMED & REVISED REFERENCE.		GUARDRAIL DETAILS
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS		
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"		STANDARD DRAWING GRT-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	

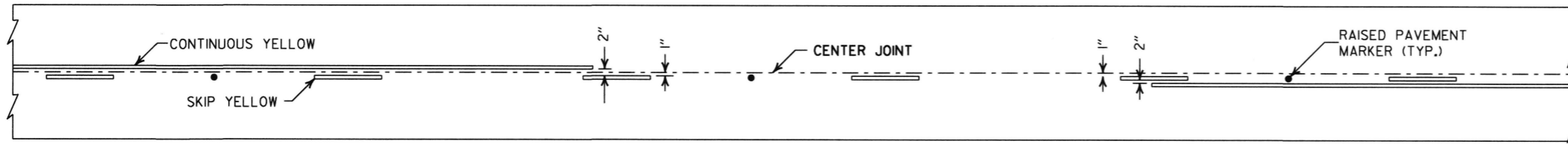


CONCRETE PAVEMENT

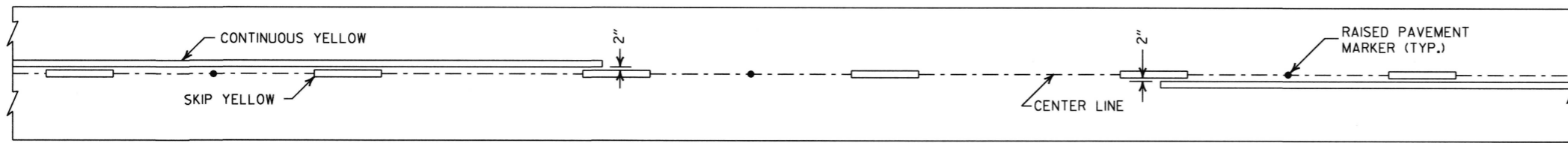


ASPHALT PAVEMENT

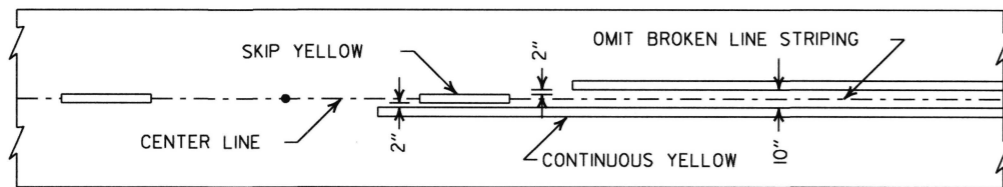
BROKEN LINE STRIPING



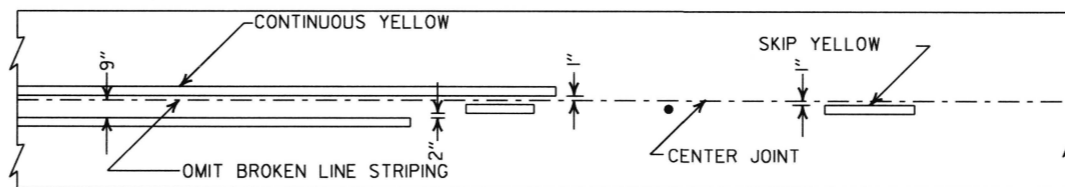
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

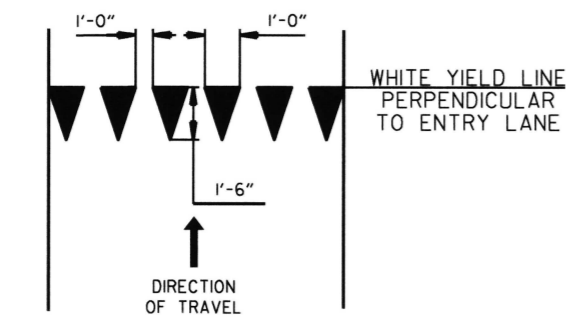


ASPHALT PAVEMENT

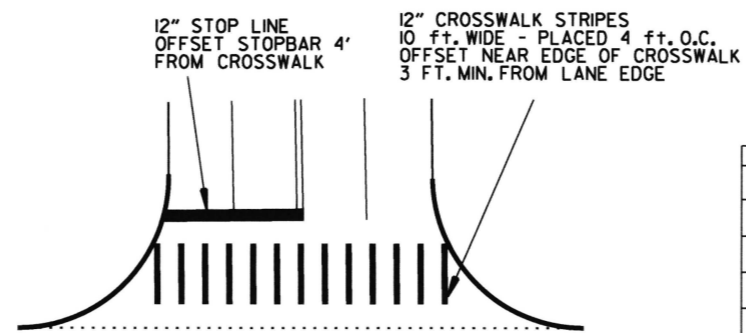


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL

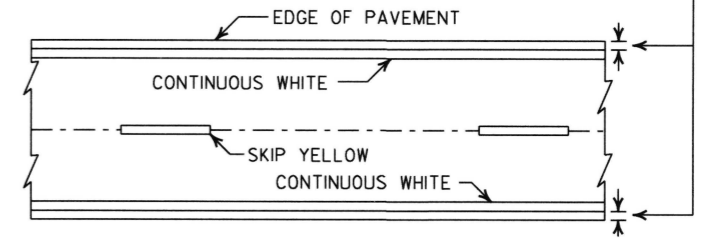


CROSSWALK AND STOPBAR DETAILS

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.

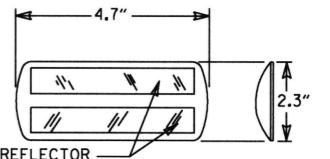
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

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

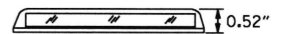
TYPE II
RED/CLEAR OR
YELLOW/YELLOW



PRISMATIC REFLECTOR

NOTE:

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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

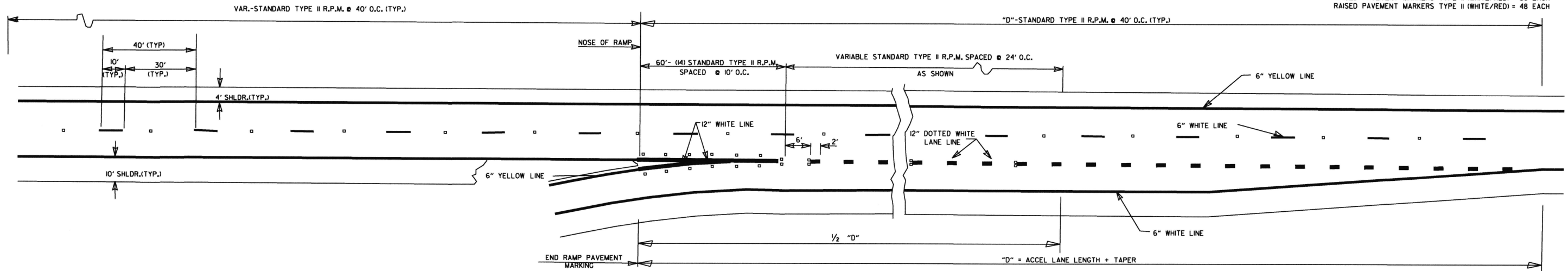
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

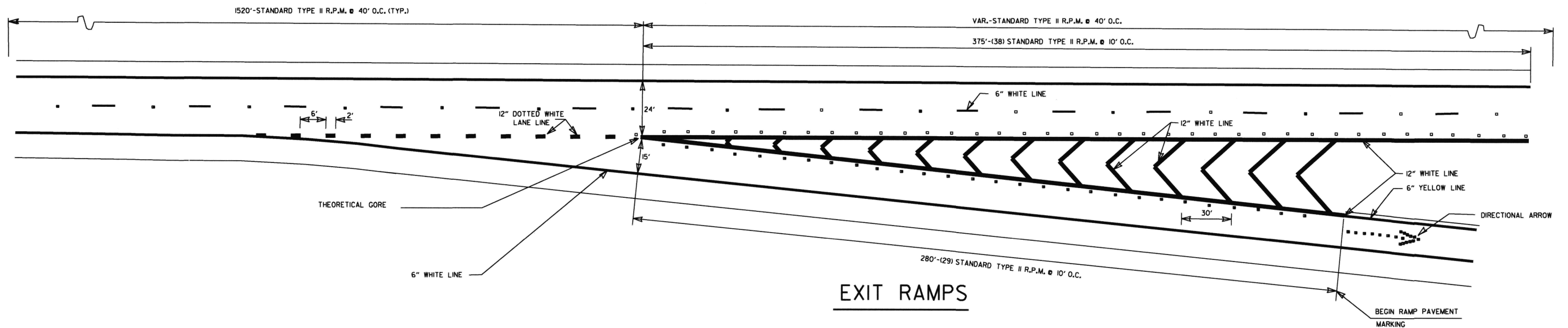
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

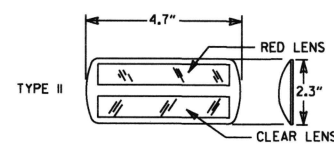
6" WHITE = 280 LIN. FT.
12" WHITE = 195 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMP

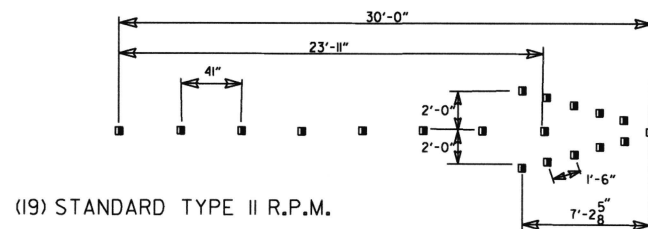


EXIT RAMP



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 ADOT QUALIFIED PRODUCTS LIST.

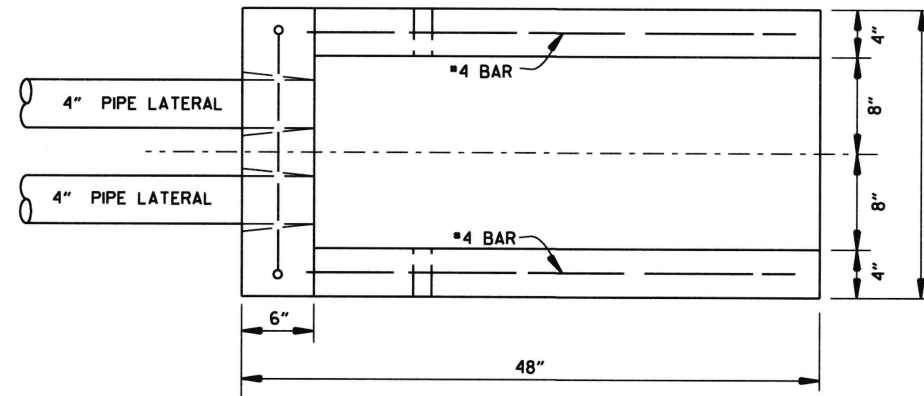
DATE	REVISION	FILMED
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMP	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95
	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

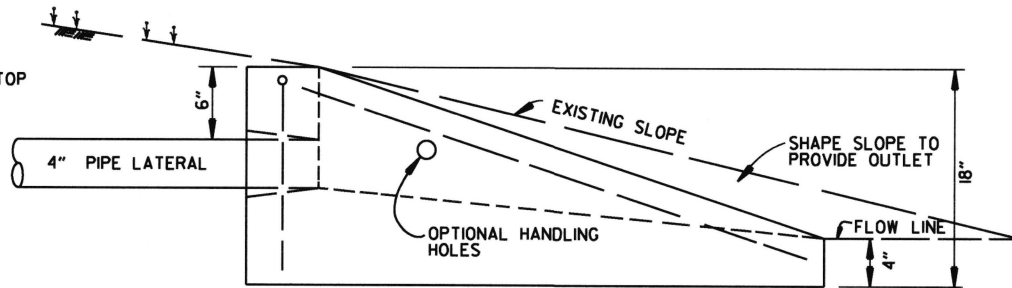
**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**

STANDARD DRAWING PM-2

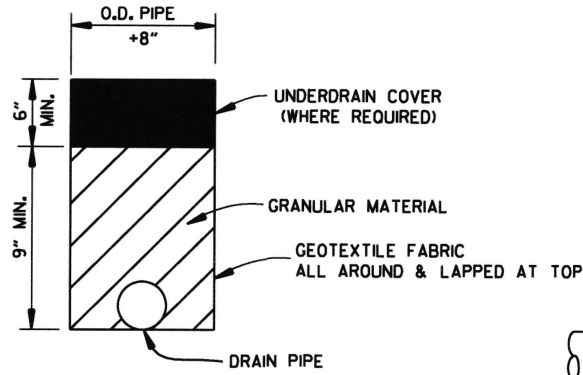
NOTE:
 1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.
 2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC, LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



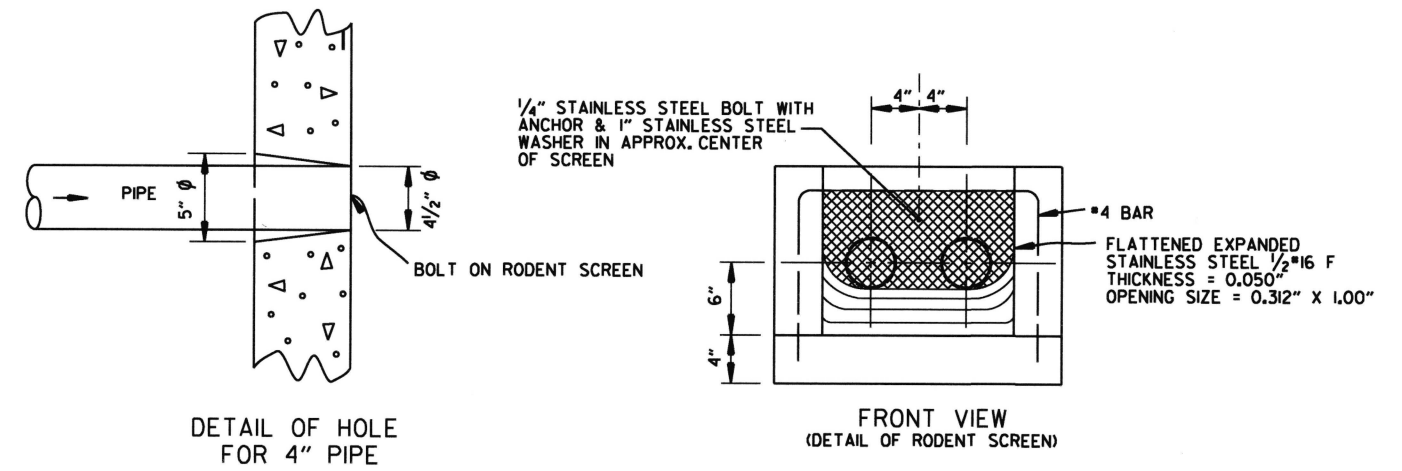
PLAN VIEW



SIDE VIEW



DETAILS OF PIPE UNDERDRAIN



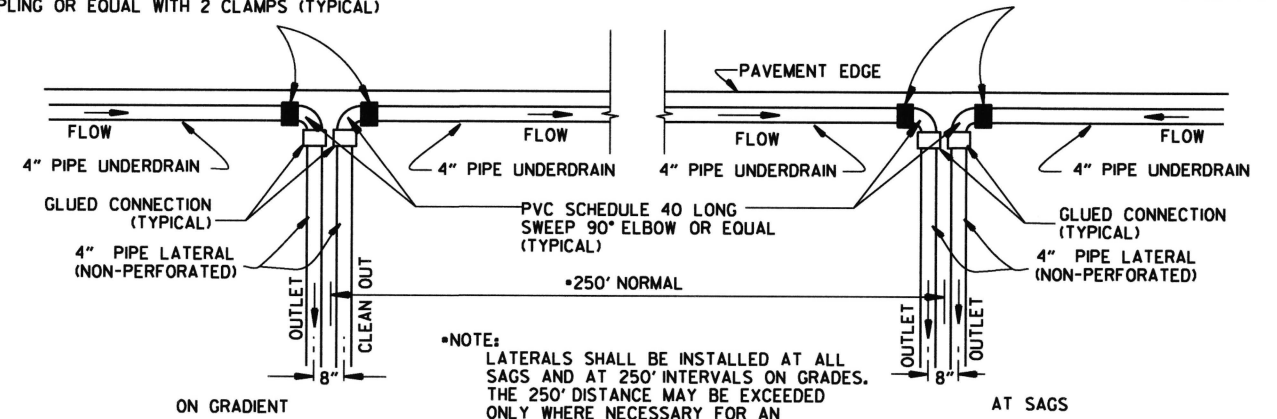
DETAIL OF HOLE FOR 4" PIPE

FRONT VIEW (DETAIL OF RODENT SCREEN)

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DIOR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)

UNDERDRAIN OUTLET PROTECTORS

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DIOR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)



DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

NOTES FOR PIPE UNDERDRAINS










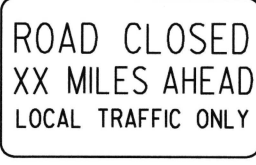









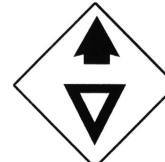
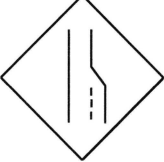


















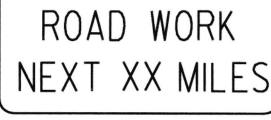

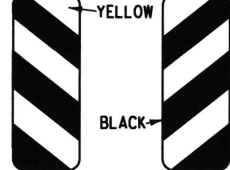
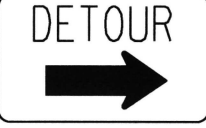

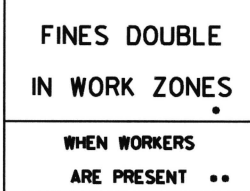
1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 610 OF THE STANDARD SPECIFICATIONS.
2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 610 OF THE STANDARD SPECIFICATIONS.
3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III/WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.
5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."
6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE: 5 1/2" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11-3-94	REVISED FOR DUAL LATERALS	11-3-94
10-1-92	SUBSTITUTED GEOTEXTILE	10-1-92
8-15-91	ADDED POLYETHYLENE PIPE	8-15-91
11-8-90	DELETED ALTERNATE NOTE	11-8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88
DATE	REVISION	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

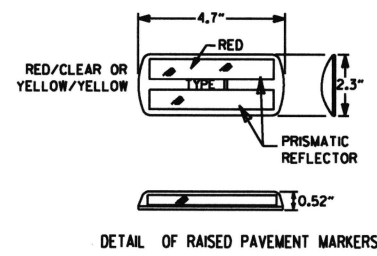
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

							ADVANCE DISTANCES (XXXX)		
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</p>		
<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO.FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN. 									
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>			
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>			
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>		
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>		
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>		

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

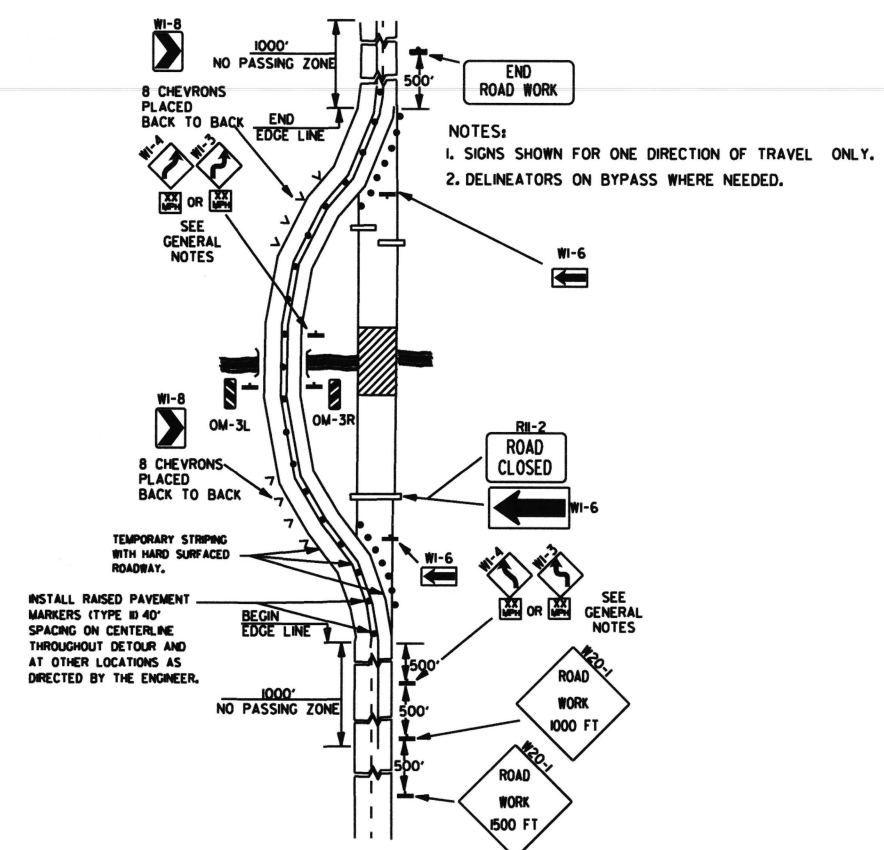
- KEY:
- FLAGGER
 - POSITIVE BARRIER
 - ARROW PANEL (IF REQUIRED)
 - TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



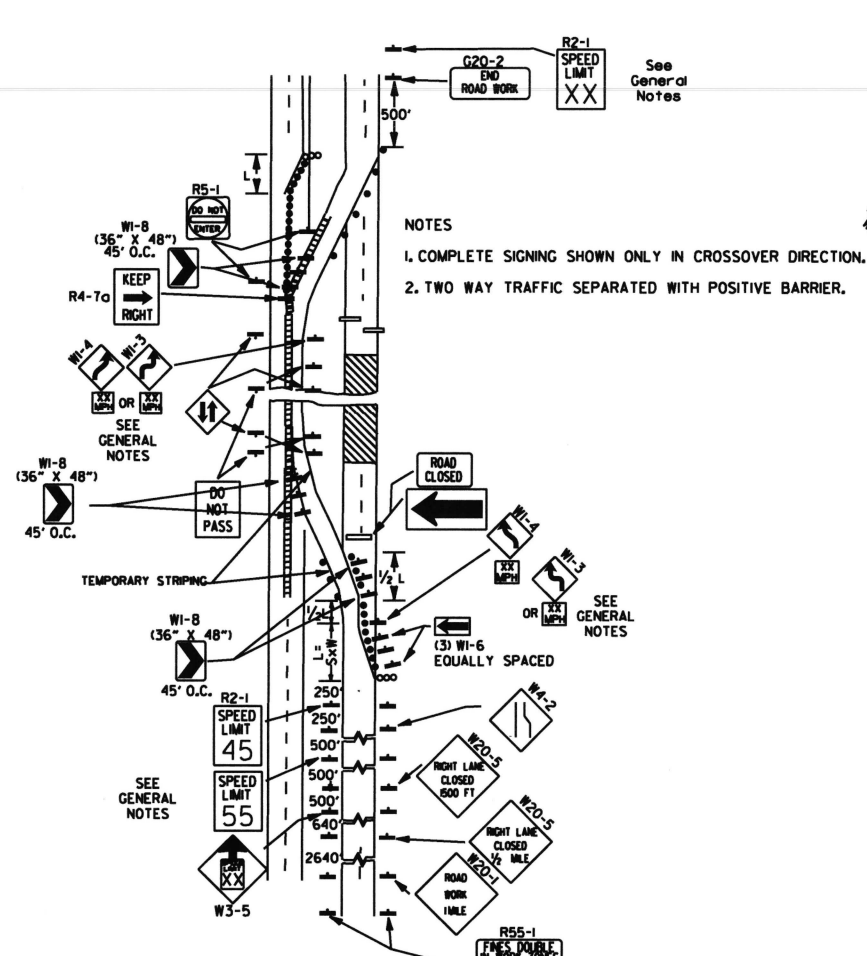
TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:
 $L = S \times W$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{W \times S^2}{60}$ 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.

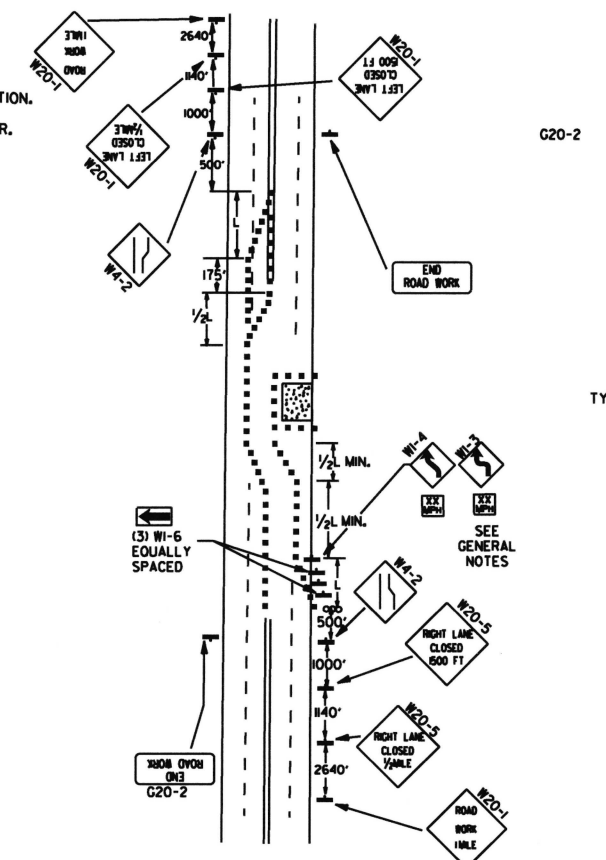
- GENERAL NOTES:
- THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 - WHEN THE EXISTING SPEED LIMIT IS 45MPH, THE R2-(K55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(K45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - 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.
 - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 - 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.
 - 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.
 - 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).



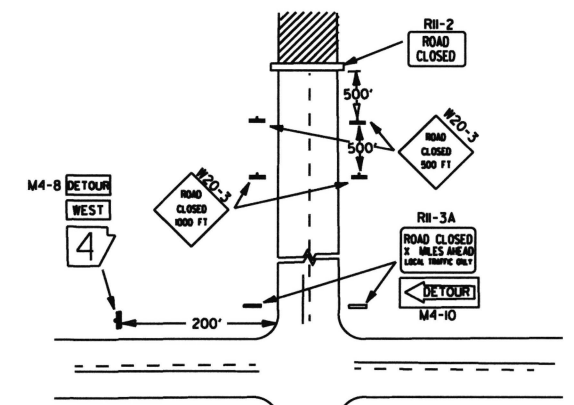
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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

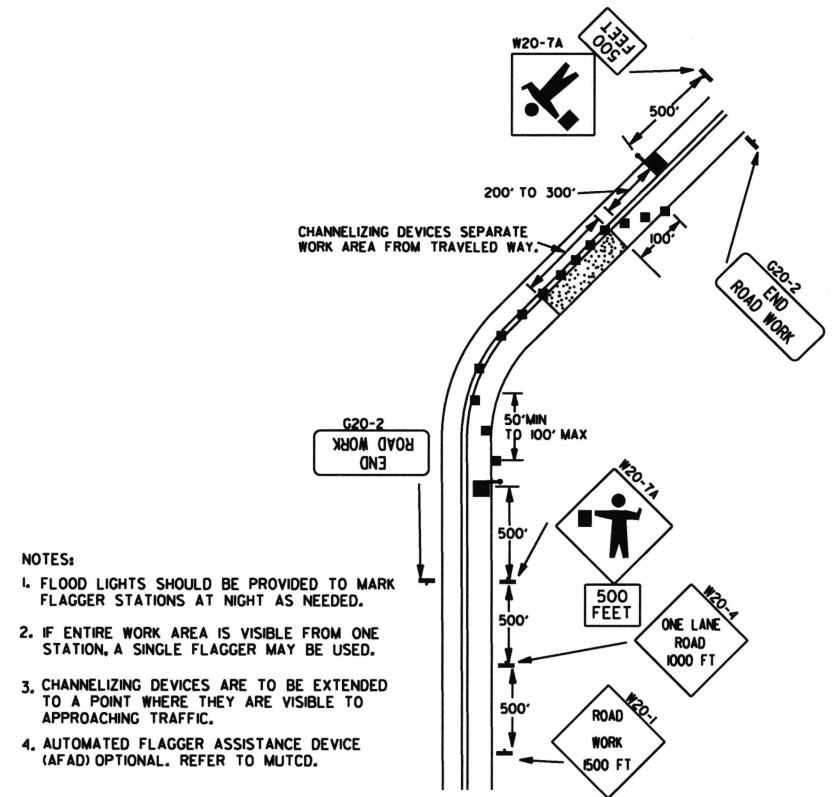


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



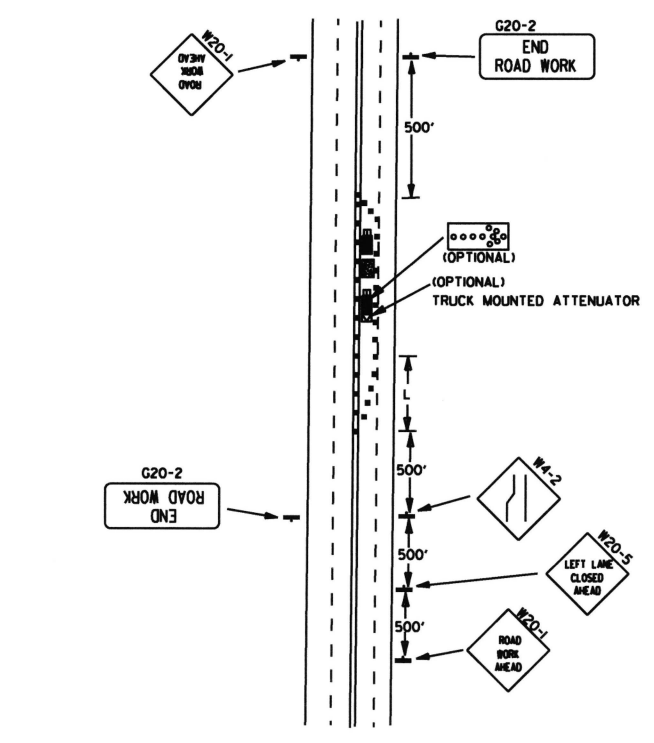
- NOTES:
- REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
 - STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



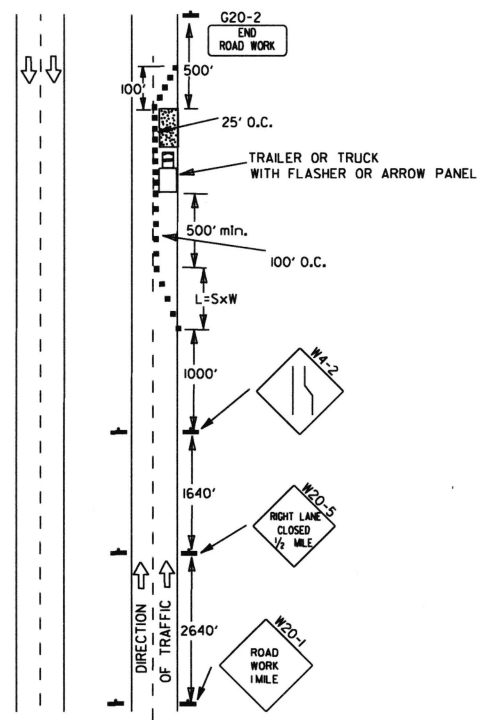
- NOTES:
- FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
 - IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
 - CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
 - AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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

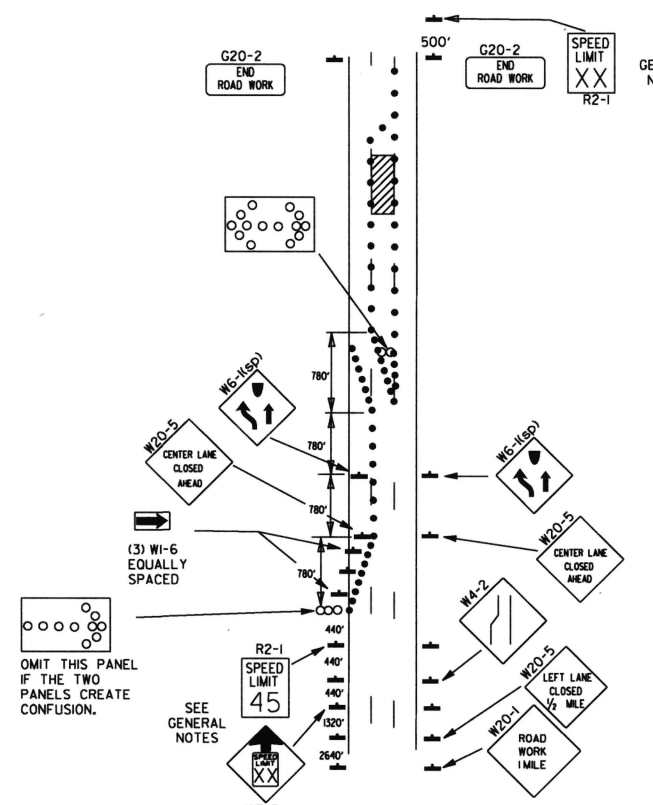


(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

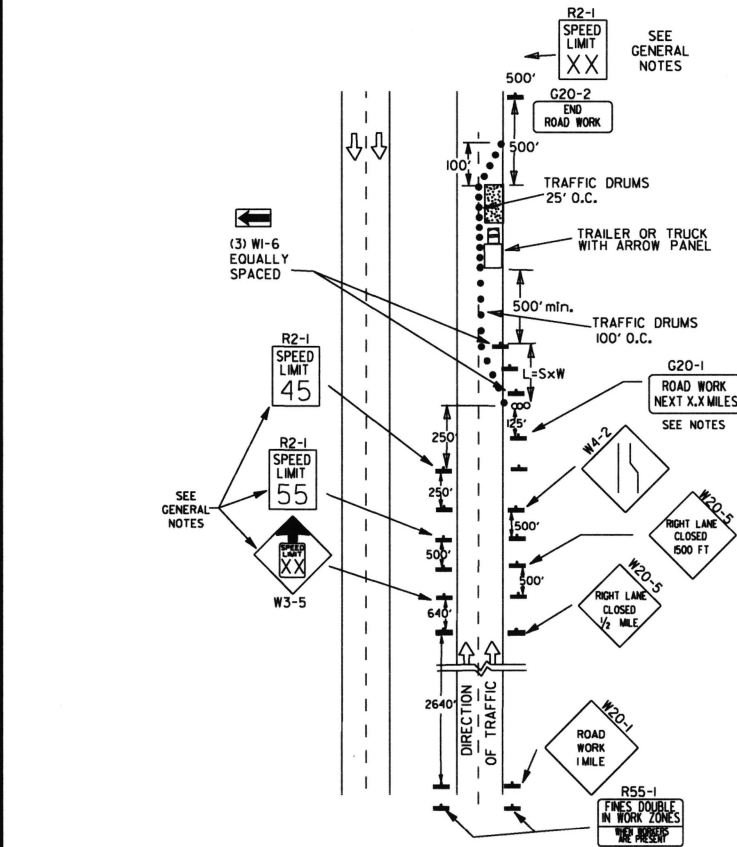
DATE	REVISION	FILED
8-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	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



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



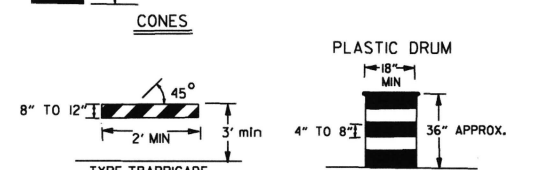
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.



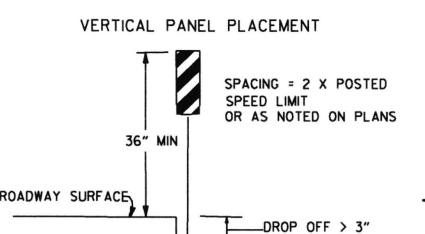
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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.

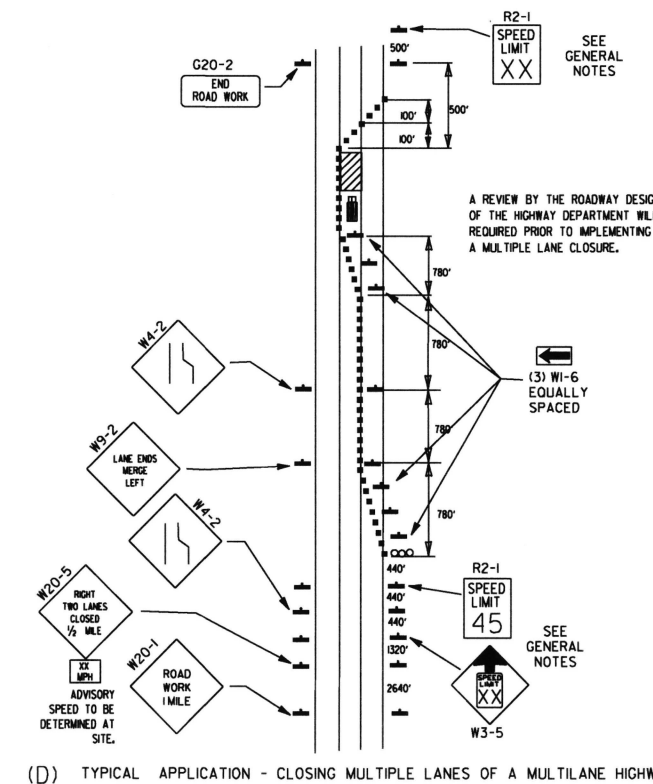


NOTE: FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



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

- GENERAL NOTES:
- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - 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.
 - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 - THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
 - FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
 - ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
 - 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.
 - 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 - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

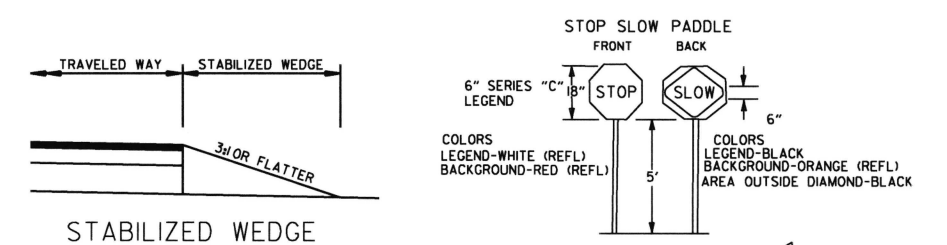
TRAFFIC CONTROL DEVICES

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

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

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

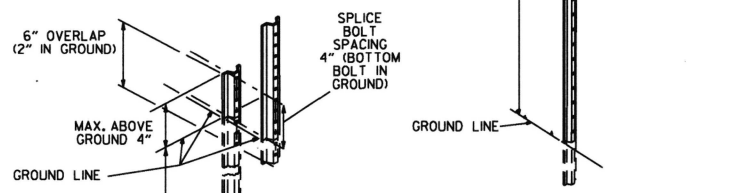
- GENERAL NOTES:
- WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 - WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED. 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.
 - W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED AND WHERE DIRECTED BY THE ENGINEER.



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

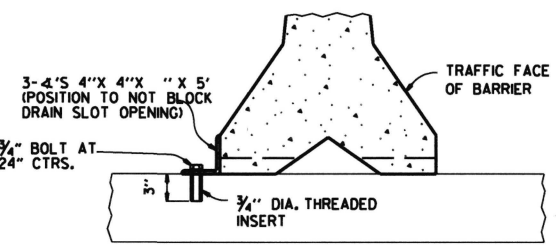
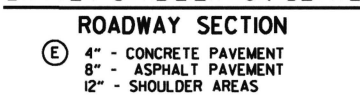
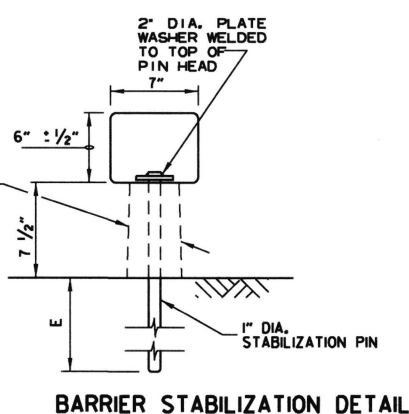
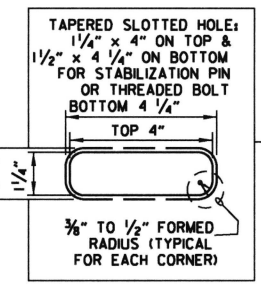
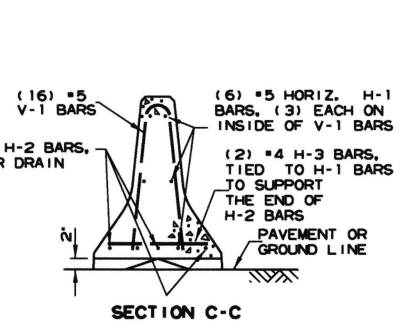
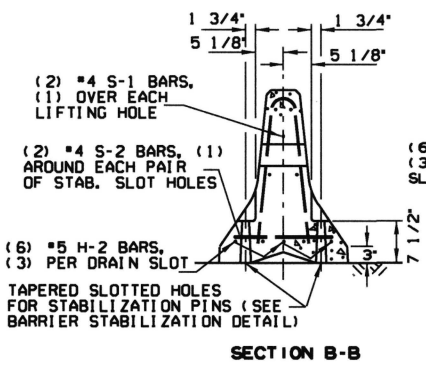
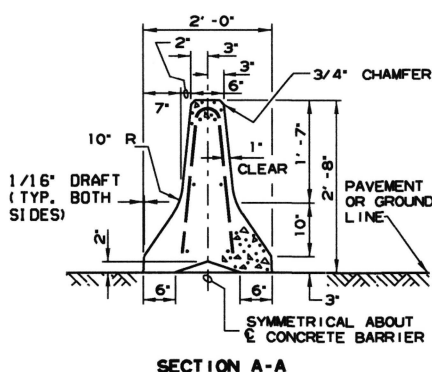
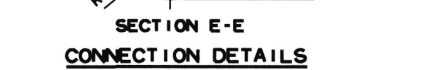
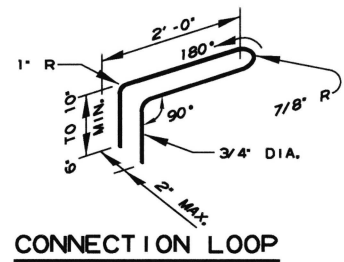
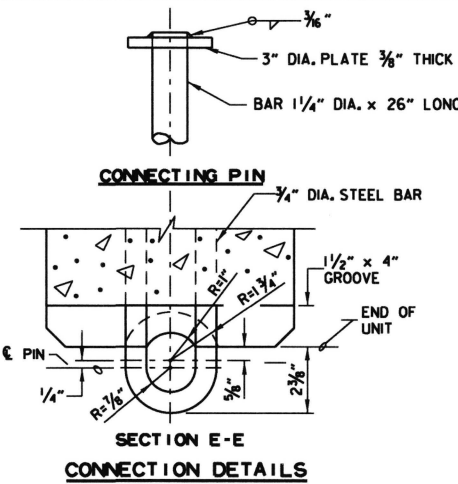
NOTES:

- USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. S45-2)
- NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.
- SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

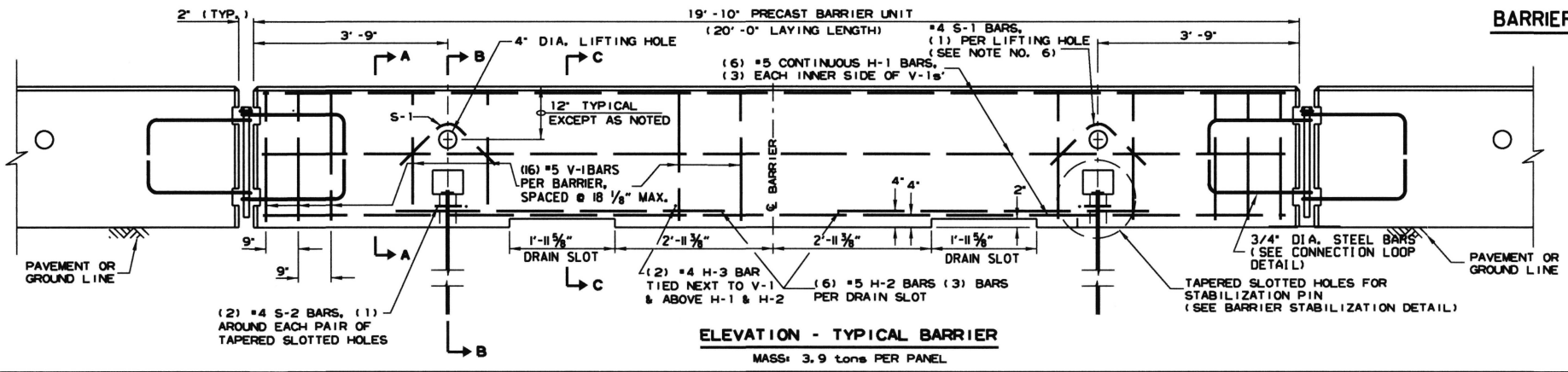
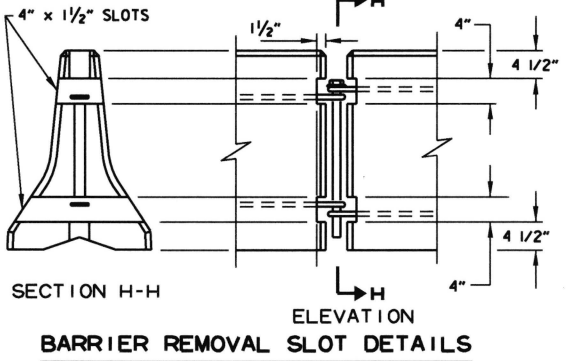
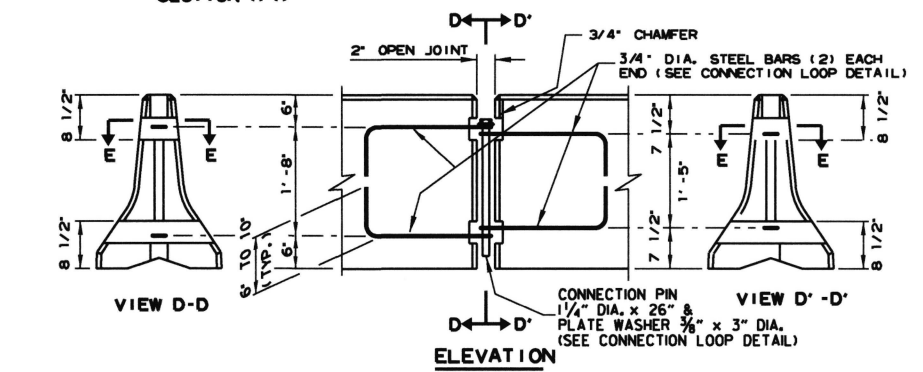


DATE	REVISION	FILMED
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

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)	
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	
S-1	OVER LIFT HOLES	#4	(2)	
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4	(2)	
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	



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.



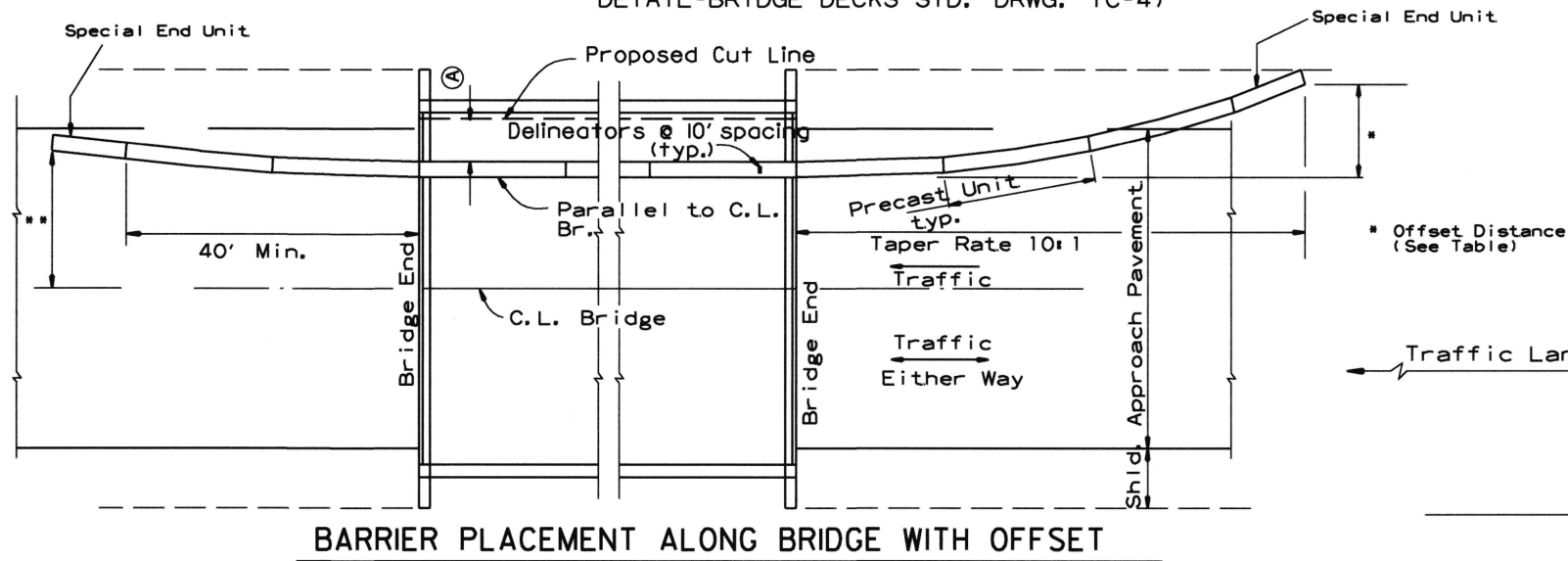
- GENERAL NOTES**
- THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.
 - MATERIALS SHALL MEET THE FOLLOWING 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 AASHTO 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.
 - 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.
 - 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.
 - ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.
 - 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	FILED
8-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
8-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
8-18-04	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

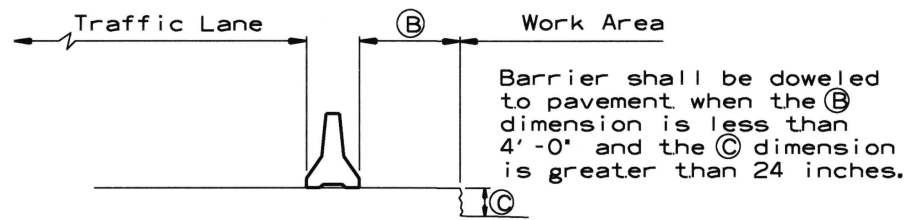
(A) 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

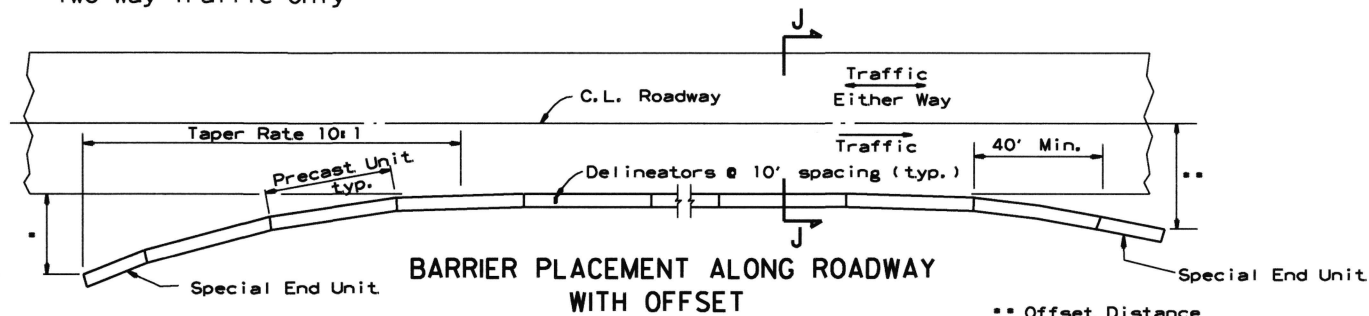
No Scale

** Offset Distance for Two Way Traffic Only



SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

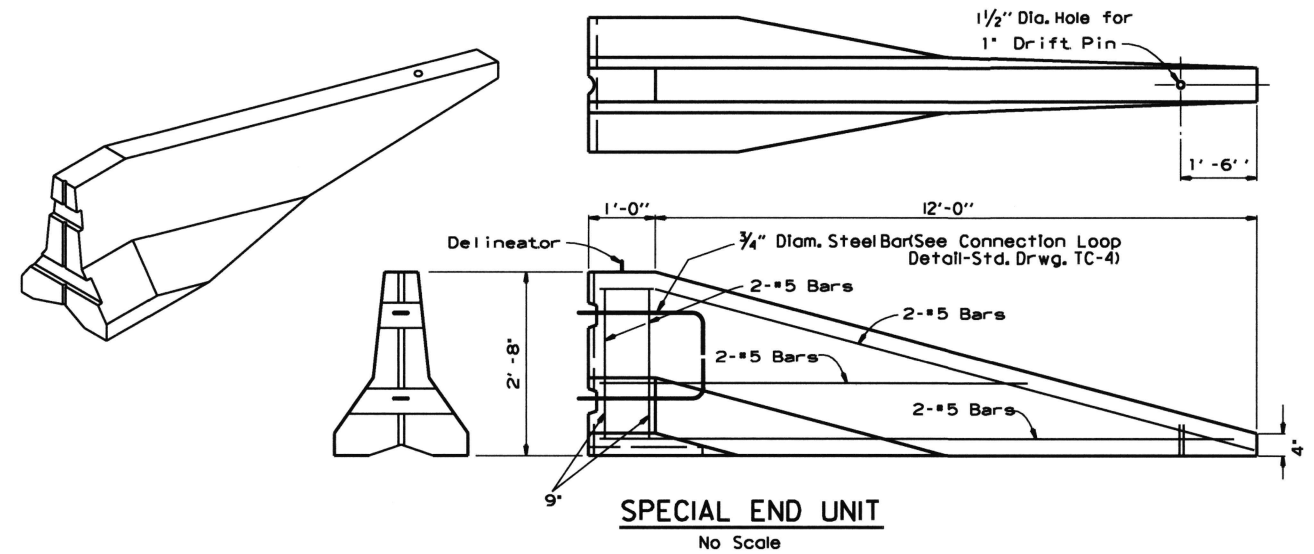
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.

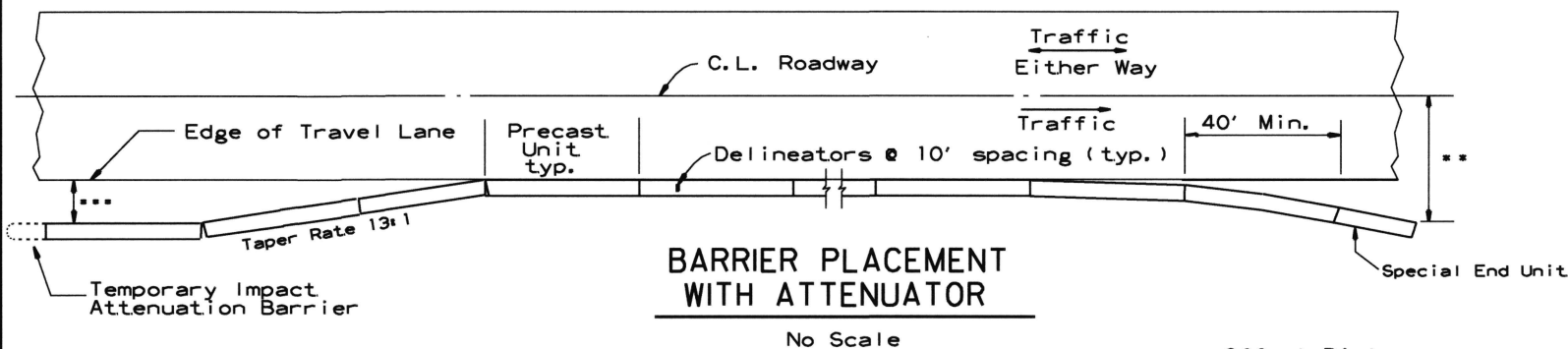


SPECIAL END UNIT

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."



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

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

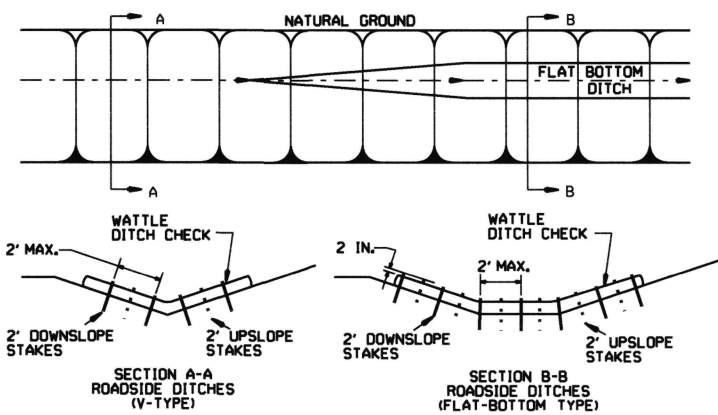
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

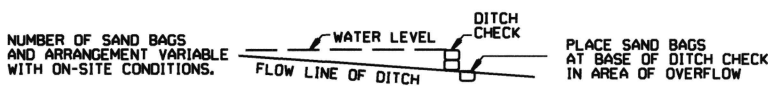
STANDARD DRAWING TC-5

GENERAL NOTES

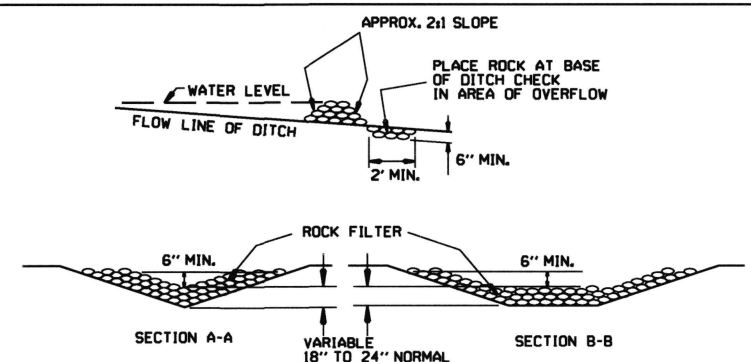
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



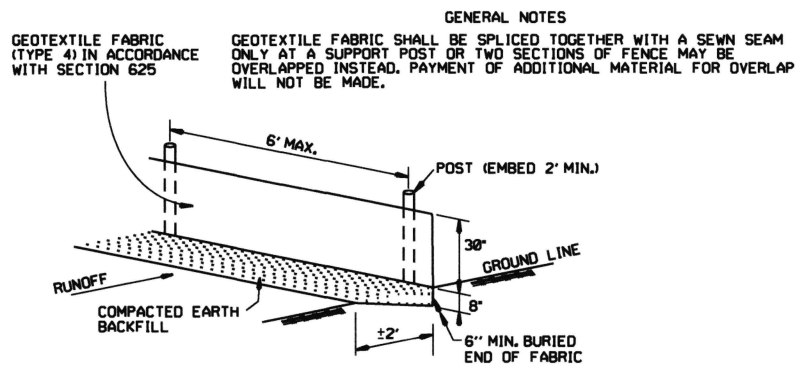
WATTLE DITCH CHECK (E-1)



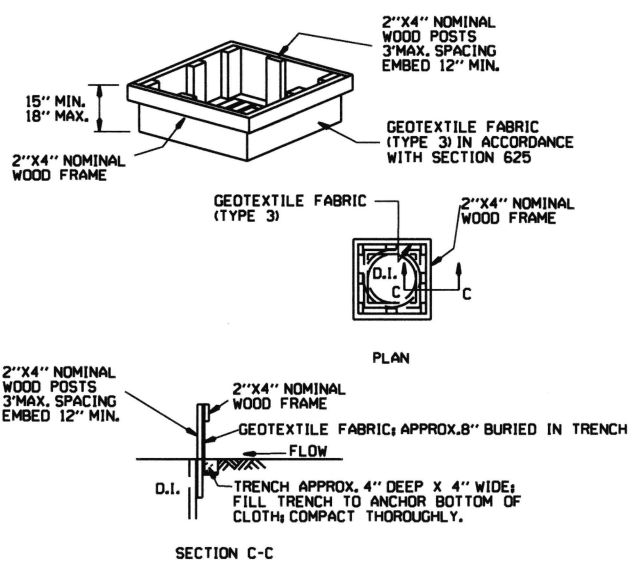
SAND BAG DITCH CHECK (E-5)



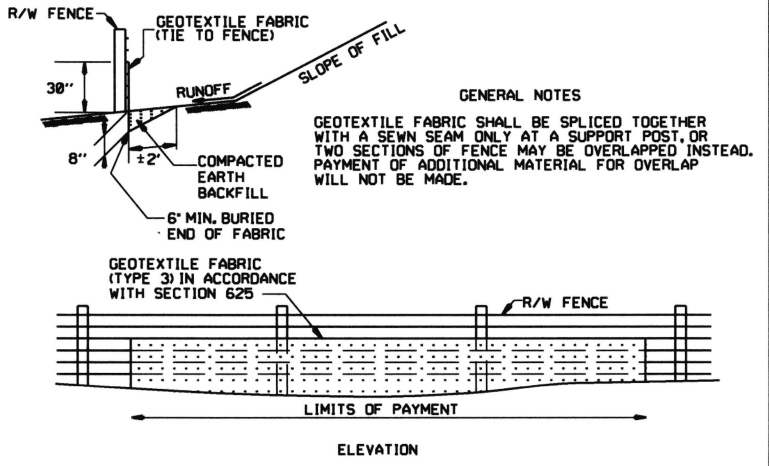
ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)



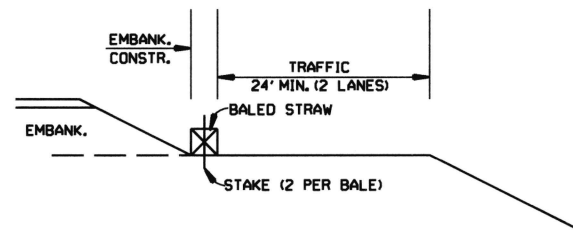
DROP INLET SILT FENCE (E-7)



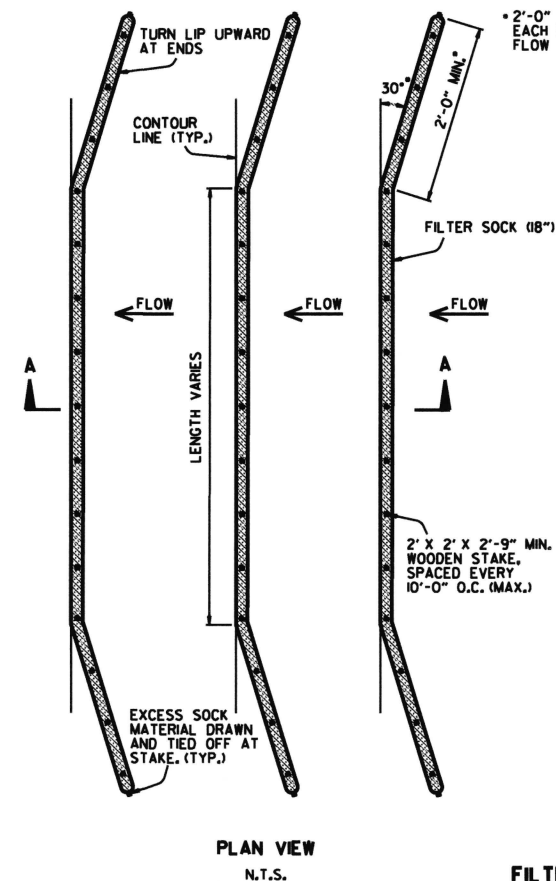
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

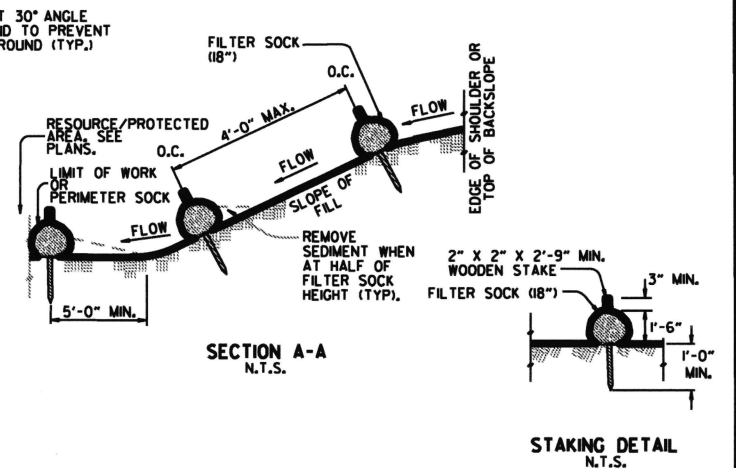
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
2. NO GAPS SHALL BE LEFT BETWEEN BALES.
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED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



BALED STRAW FILTER BARRIER (E-2)



PLAN VIEW N.T.S.



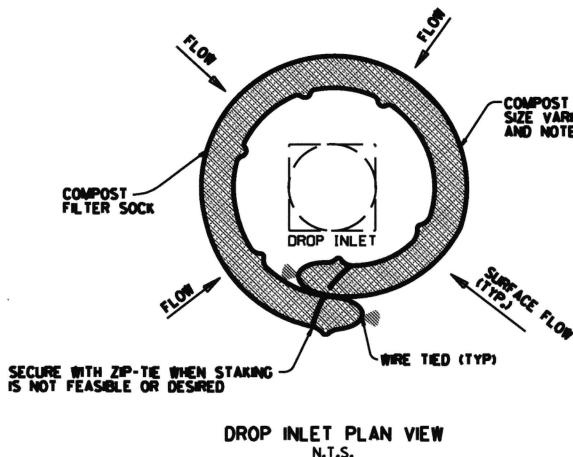
SECTION A-A N.T.S.

STAKING DETAIL N.T.S.

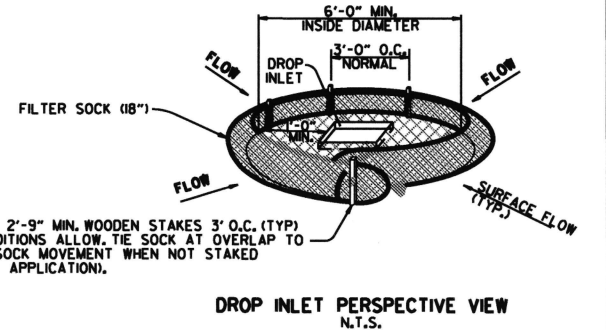
NOTES:

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 125 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.
5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW N.T.S.



DROP INLET PERSPECTIVE VIEW N.T.S.

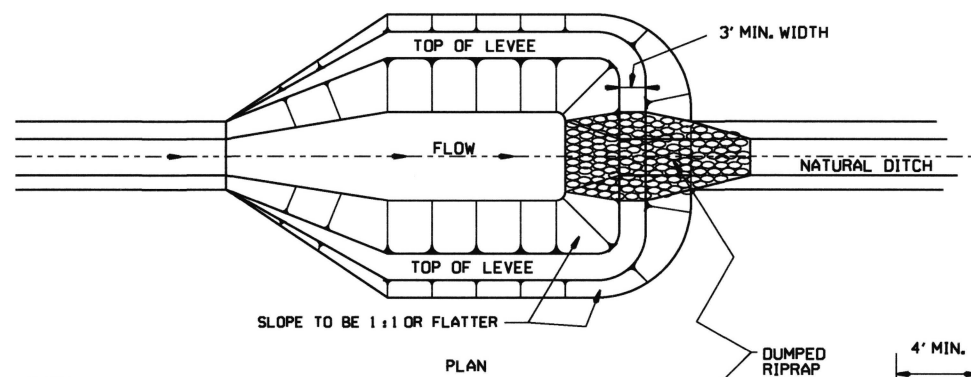
NOTES:

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.

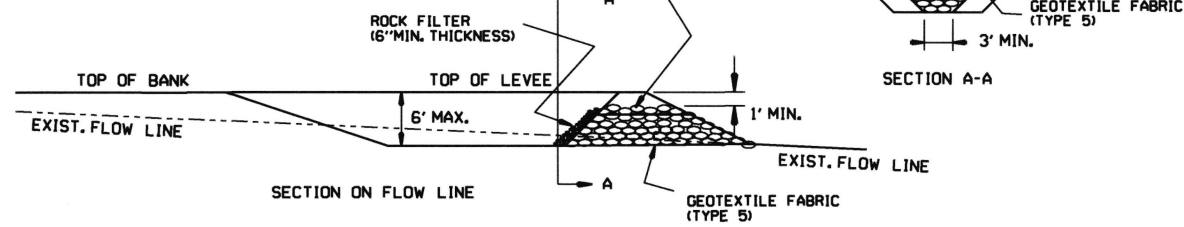
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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
DATE	REVISION	FILMED

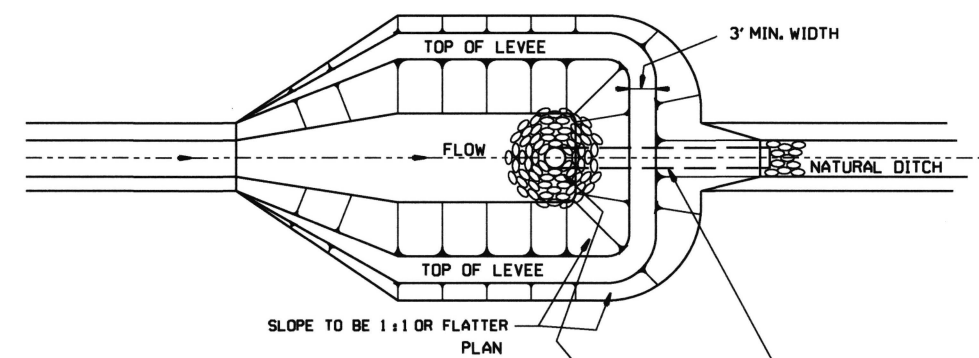
ARKANSAS STATE HIGHWAY COMMISSION
 TEMPORARY EROSION CONTROL DEVICES
 STANDARD DRAWING TEC-1



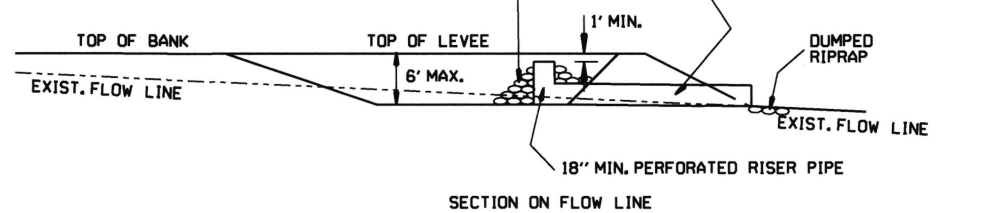
NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.



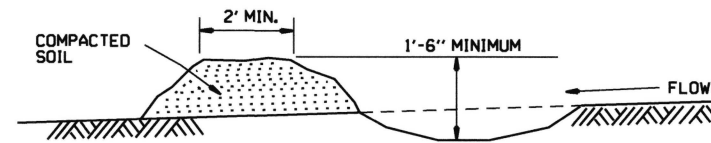
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



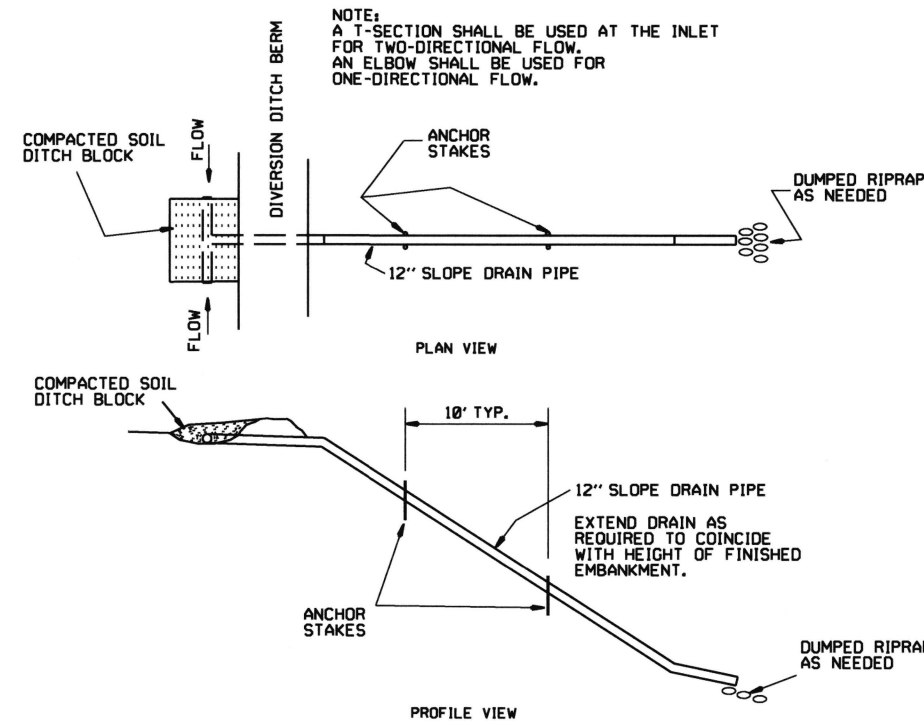
NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.



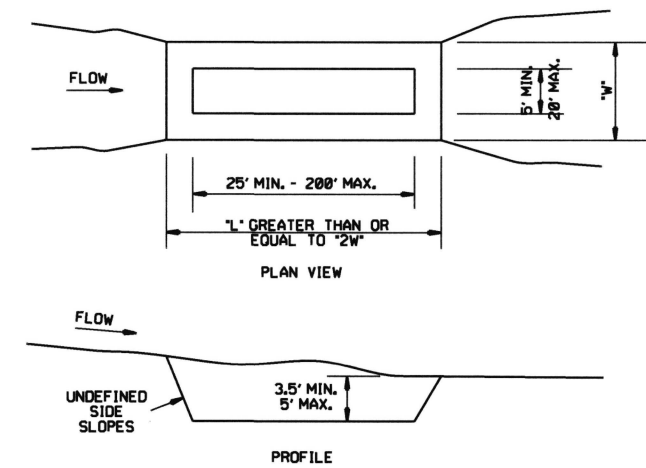
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

ARKANSAS STATE HIGHWAY COMMISSION		
TEMPORARY EROSION CONTROL DEVICES		
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	
DATE	REVISION	FILMED

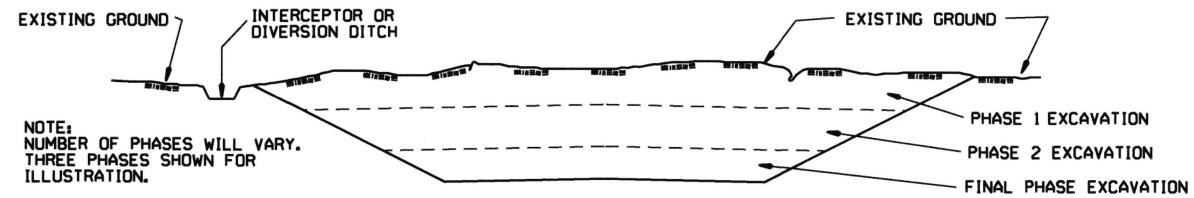
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



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

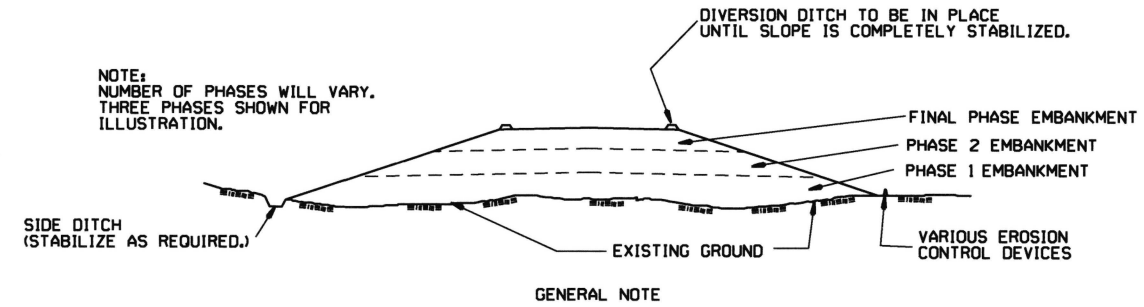
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



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

GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

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