

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-2020				6	ARK.			
				JOB NO.		080662	1	37

" A FULLY CONTROLLED ACCESS FACILITY "

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS

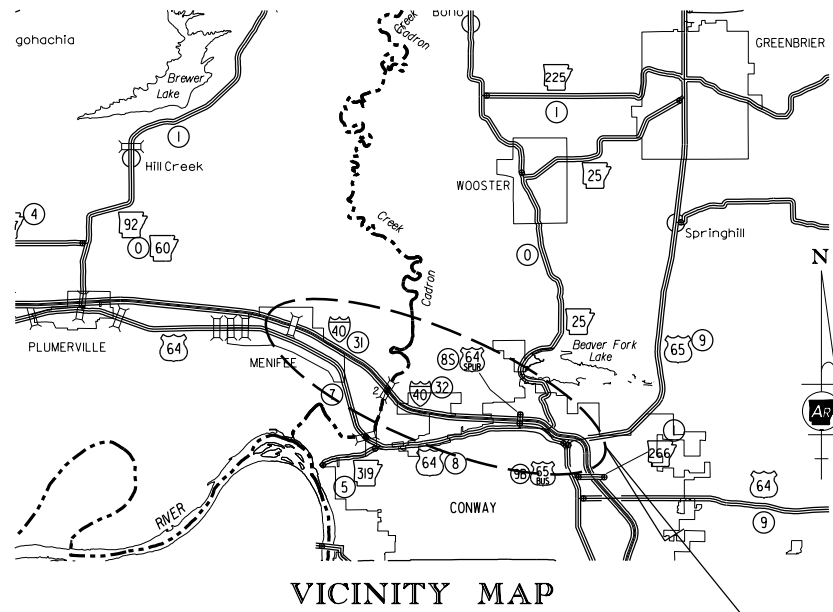
HWY. 65 - WEST (S)

CONWAY & FAULKNER COUNTIES

ROUTE I-40 SECTIONS 31 & 32

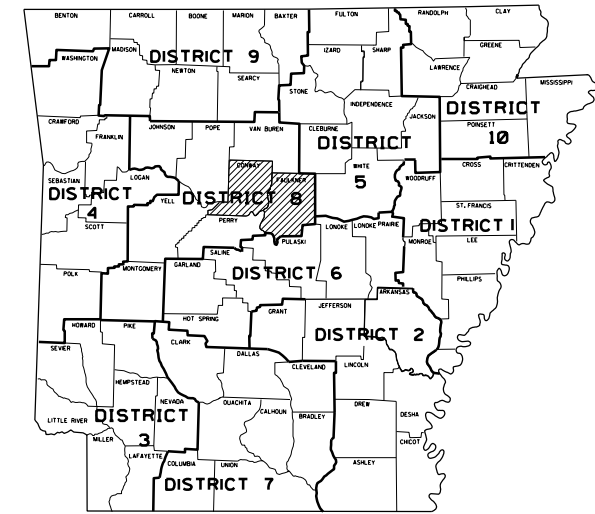
FED. AID PROJ. NHPP-40-3(137)11

JOB 080662



VICINITY MAP

PROJECT LOCATION



ARKANSAS HIGHWAY DISTRICT 8

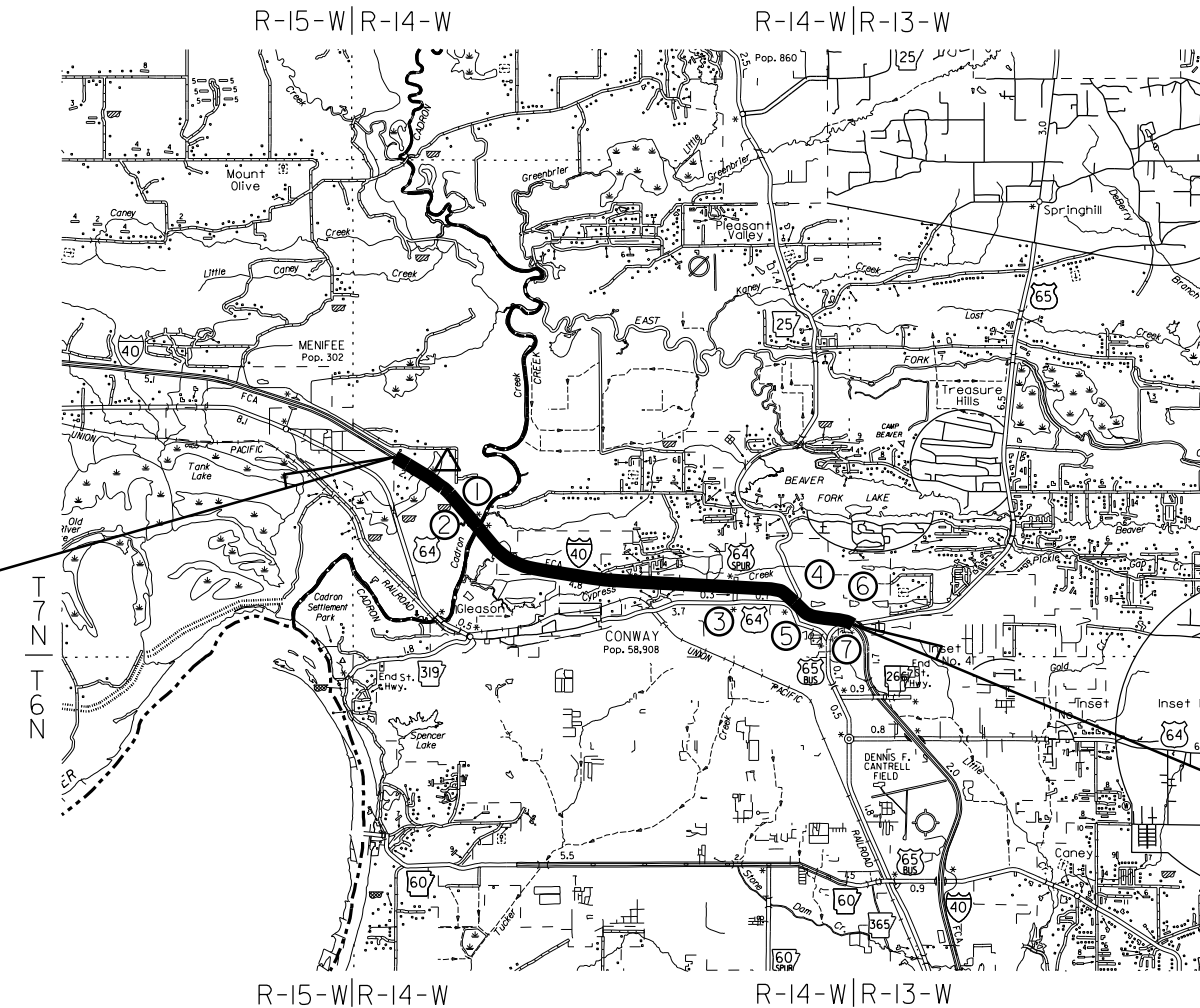
BRIDGE CONSTRUCTION DATA

- ① STA. 6824+08.85
505'-0" CONT. COMP. PLATE GIRDER UNIT
40'-0" CLEAR ROADWAY
BR. NO. A6428
STA. 6829+16.15
RETAIN & POLYMER OVERLAY
- ② STA. 6824+40.85
505'-0" CONT. COMP. PLATE GIRDER UNIT
40'-0" CLEAR ROADWAY
BR. NO. B6428
STA. 6829+48.15
RETAIN & POLYMER OVERLAY
- ③ STA. 18+42.92 - BRIDGE END
298'-0" CONT. COMP. PLATE GIRDER UNIT
52'-0" CLEAR ROADWAY
BRIDGE NO. 07055
STA. 21+43.08 - BRIDGE END
RETAIN & POLYMER OVERLAY
- ④ STA. 7040+78.82 - BRIDGE END
3'-56'-0" COMP. I-BEAM
SPANS & APPROACH SLABS
BRIDGE NO. A3919
38'-6" CLEAR ROADWAY
STA. 7042+48.98 - BRIDGE END
RETAIN & HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY
AND JOINT REPAIR AT BENTS I-4
- ⑤ STA. 7040+78.82 - BRIDGE END
3'-56'-0" COMP. I-BEAM
SPANS & APPROACH SLABS
BRIDGE NO. B3919
40'-0" CLEAR ROADWAY
STA. 7042+48.98 - BRIDGE END
RETAIN & HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY
AND JOINT REPAIR AT BENTS I-4
- ⑥ STA. 7082+37.83 - BRIDGE END
343'-0" CONT. COMP. PLATE GIRDER UNIT
BRIDGE NO. A6869
40'-0" CLEAR ROADWAY
STA. 7085+65.77 - BRIDGE END
RETAIN & POLYMER OVERLAY
- ⑦ STA. 7080+86.47 - BRIDGE END
361'-0" CONT. COMP. PLATE GIRDER UNIT
BRIDGE NO. B6869
40'-0" CLEAR ROADWAY
STA. 7084+61.27 - BRIDGE END
RETAIN & POLYMER OVERLAY

STA. 6300+75.00
BEGIN JOB 080662
L.M. 119.00

EQUATION
△ STA. 6357+69.30 BK.=
STA. 6819+00.00 AHD.

NOT TO SCALE



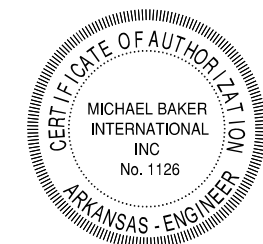
STA. 7086+02.27
END JOB 080662

. DESIGN TRAFFIC DATA .

DESIGN YEAR-----2040
2020 ADT-----39,000
2040 ADT-----52,000
2040 DHV-----5,720
DIRECTIONAL DISTRIBUTION-----0.60
TRUCKS-----26%
DESIGN SPEED-----70 MPH

LENGTH COMPUTED ALONG I-40 C.L. OF MEDIAN		
GROSS LENGTH OF PROJECT	32,396.57 FEET	6.136 MILES
NET LENGTH OF ROADWAY	31,367.74 FEET	5.941 MILES
NET LENGTH OF BRIDGES	1028.83 FEET	0.195 MILES
NET LENGTH OF PROJECT	32,396.57 FEET	6.136 MILES

	BEGIN OF PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°08'34"	N 35°07'15"	N 35°06'47"
LONGITUDE	W 92°31'52"	W 92°29'15"	W 92°26'05"



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7-13-2020								

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:

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
404-3	DESIGN OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2	INCIDENTAL CONSTRUCTION
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
620-1	MULCH COVER
621-1	FILTER SOCKS
800-1	STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 080662	ASSESSMENT OF WORKING DAYS-MAINTENANCE OF TRAFFIC
JOB 080662	BIDDING REQUIREMENTS AND CONDITIONS
JOB 080662	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS
JOB 080662	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 080662	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 080662	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 080662	CARGO PREFERENCE ACT REQUIREMENTS
JOB 080662	COLD MILLINGS IN RECYCLED ASPHALT PAVEMENT
JOB 080662	COORDINATION OF WORK
JOB 080662	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 080662	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 080662	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 080662	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 080662	HYDRODEMOLITION - CLASS I
JOB 080662	LATEX MODIFIED CONCRETE OVERLAY
JOB 080662	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 080662	MAINTENANCE OF TRAFFIC
JOB 080662	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB 080662	MANDATORY ELECTRONIC CONTRACT
JOB 080662	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 080662	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 080662	PARTNERING REQUIREMENTS
JOB 080662	PERCENT WITHIN LIMITS
JOB 080662	POLYMER OVERLAY
JOB 080662	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 080662	SITE USE (A+B+C METHOD)-CALENDAR DAY CONTRACT
JOB 080662	SPECIAL CLEARING
JOB 080662	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 080662	STORM WATER POLLUTION PREVENTION PLAN
JOB 080662	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 080662	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 080662	UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION
JOB 080662	UTILITY ADJUSTMENTS
JOB 080662	VALUE ENGINEERING
JOB 080662	WARM MIX ASPHALT
JOB 080662	WATER POLLUTION CONTROL

GENERAL NOTES

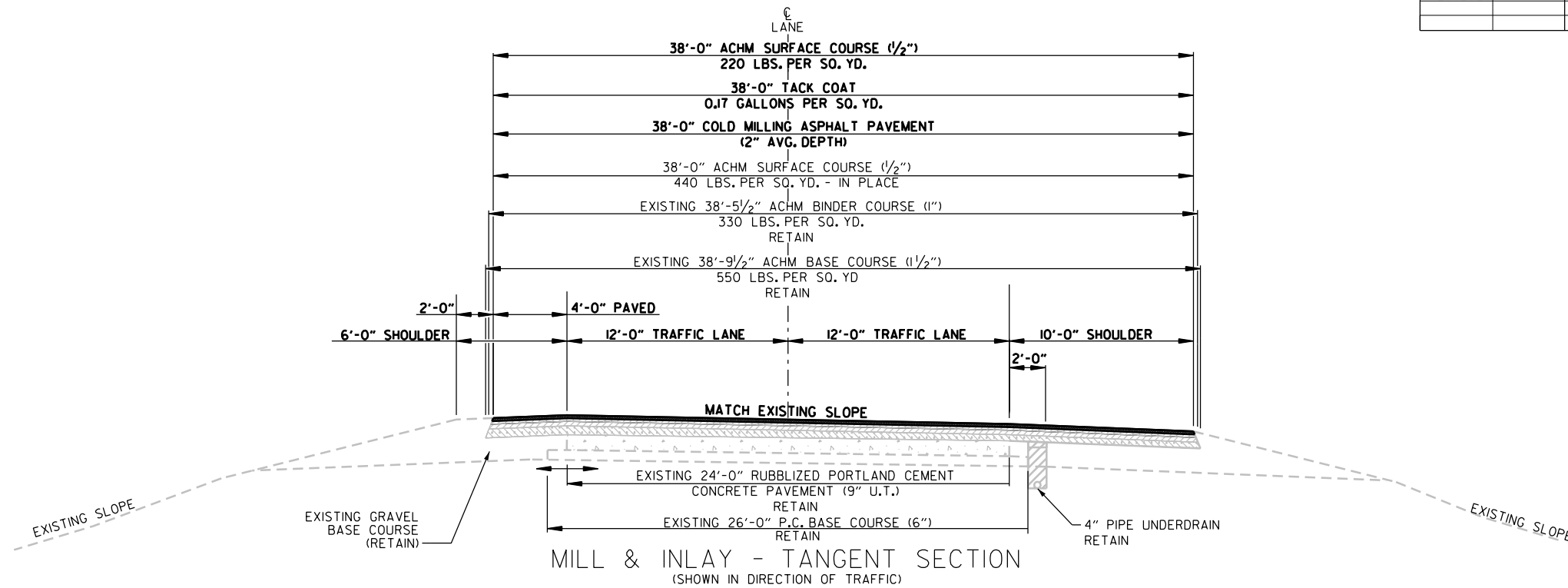
1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED IF AND WHERE AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
4. 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.
5. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
6. 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.
7. MATERIAL GENERATED FROM COLD MILLING OPERATIONS SHALL REMAIN THE PROPERTY OF THE DEPARTMENT AND SHALL BE TRANSPORTED TO AND STOCKPILED AT HWY. 65 INTERCHANGE, AS SHOWN ON PLAN SHEETS. NO DIRECT PAYMENT WILL BE MADE FOR LOADING, HAULING, AND STOCKPILING OF EXCESS MILLING MATERIAL; PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. COLD MILLING SHALL BE STOCKPILED IN A TRAPEZOIDAL SHAPE, OR AS DIRECTED BY THE ENGINEER, WHICH CAN BE EASILY MEASURED.



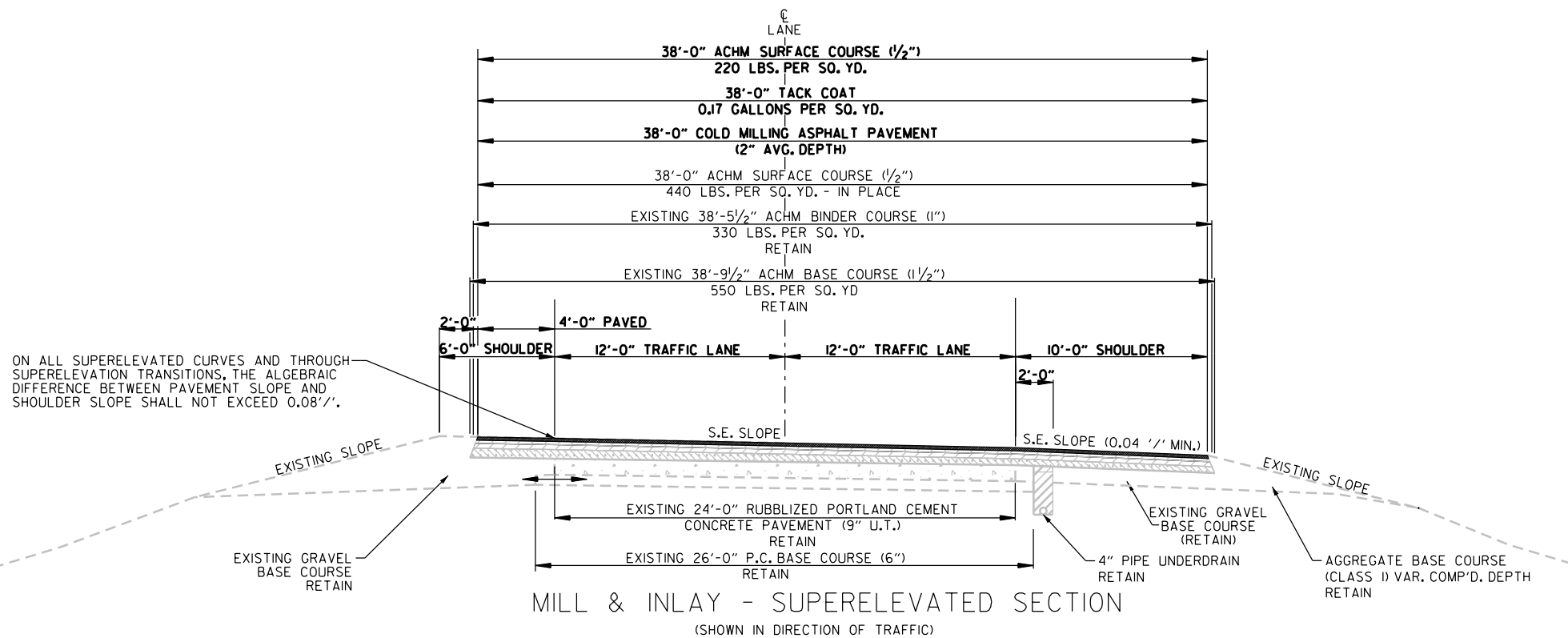
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 REVISED DATE: **REVE DATE**

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7-29-2020				6	ARK.			
						JOB NO. 080662	4	37

2 TYPICAL SECTIONS OF IMPROVEMENT



STA. 6300+75.00 TO STA. 6318+93.80 (LT. MAIN LANES)	STA. 6300+75.00 TO STA. 6318+93.80 (RT. MAIN LANES)
STA. 6343+83.81 TO STA. 6357+69.30 (LT. MAIN LANES)	STA. 6343+83.81 TO STA. 6357+69.30 (RT. MAIN LANES)
STA. 6819+00.00 TO STA. 6823+72.35 (LT. MAIN LANES)	STA. 6819+00.00 TO STA. 6824+04.85 (RT. MAIN LANES)
STA. 6829+52.65 TO STA. 6837+62.50 (LT. MAIN LANES)	STA. 6829+84.65 TO STA. 6837+62.50 (RT. MAIN LANES)
STA. 6875+95.54 TO STA. 6900+99.21 (LT. MAIN LANES)	STA. 6875+95.54 TO STA. 6900+99.21 (RT. MAIN LANES)
STA. 6931+60.70 TO STA. 7017+99.29 (LT. MAIN LANES)	STA. 6931+60.70 TO STA. 7017+99.29 (RT. MAIN LANES)
STA. 7038+33.03 TO STA. 7040+42.32 (LT. MAIN LANES)	STA. 7038+33.03 TO STA. 7040+42.32 (RT. MAIN LANES)
STA. 7062+29.39 TO STA. 7071+07.65 (LT. MAIN LANES)	STA. 7062+29.39 TO STA. 7071+07.65 (RT. MAIN LANES)



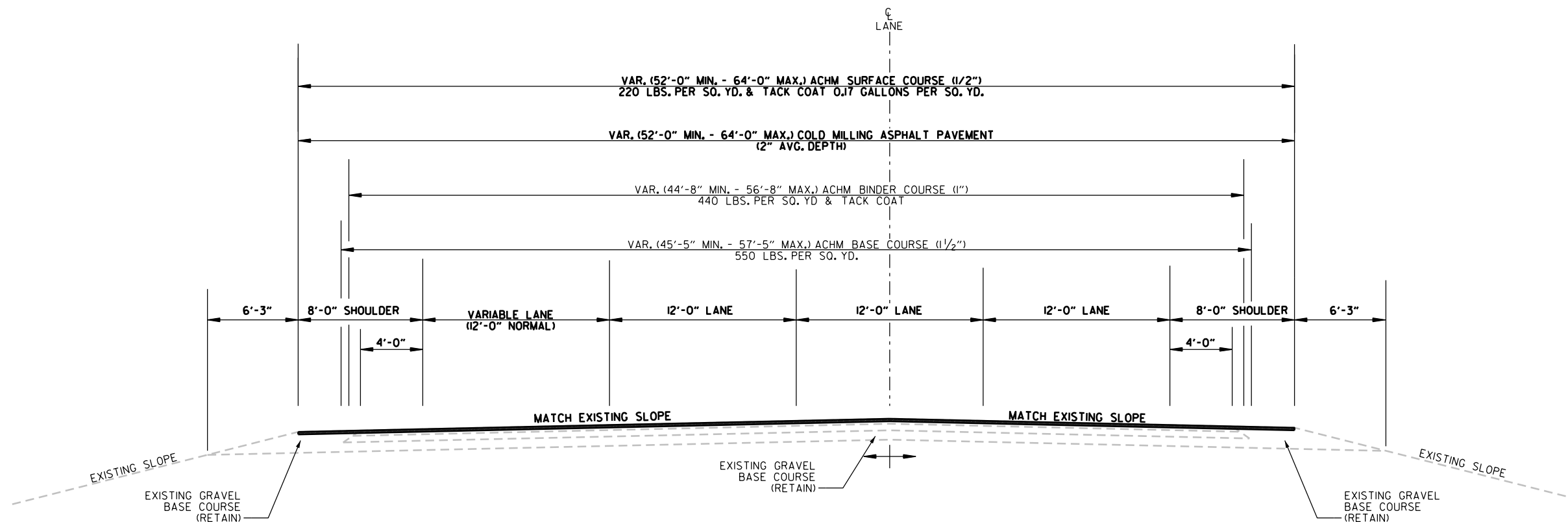
STA. 6318+93.80 TO STA. 6343+83.81 (LT. MAIN LANES)	STA. 6318+93.80 TO STA. 6343+83.81 (RT. MAIN LANES)
STA. 6837+62.50 TO STA. 6875+95.54 (LT. MAIN LANES)	STA. 6837+62.50 TO STA. 6875+95.54 (RT. MAIN LANES)
STA. 6900+99.21 TO STA. 6931+60.70 (LT. MAIN LANES)	STA. 6900+99.21 TO STA. 6931+60.70 (RT. MAIN LANES)
STA. 7017+99.29 TO STA. 7038+33.03 (LT. MAIN LANES)	STA. 7017+99.29 TO STA. 7038+33.03 (RT. MAIN LANES)
STA. 7042+85.48 TO STA. 7062+29.39 (LT. MAIN LANES)	STA. 7042+85.48 TO STA. 7062+29.39 (RT. MAIN LANES)
STA. 7071+07.65 TO STA. 7082+01.33 (LT. MAIN LANES)	STA. 7071+07.65 TO STA. 7080+49.97 (RT. MAIN LANES)

TYPICAL SECTIONS OF IMPROVEMENT

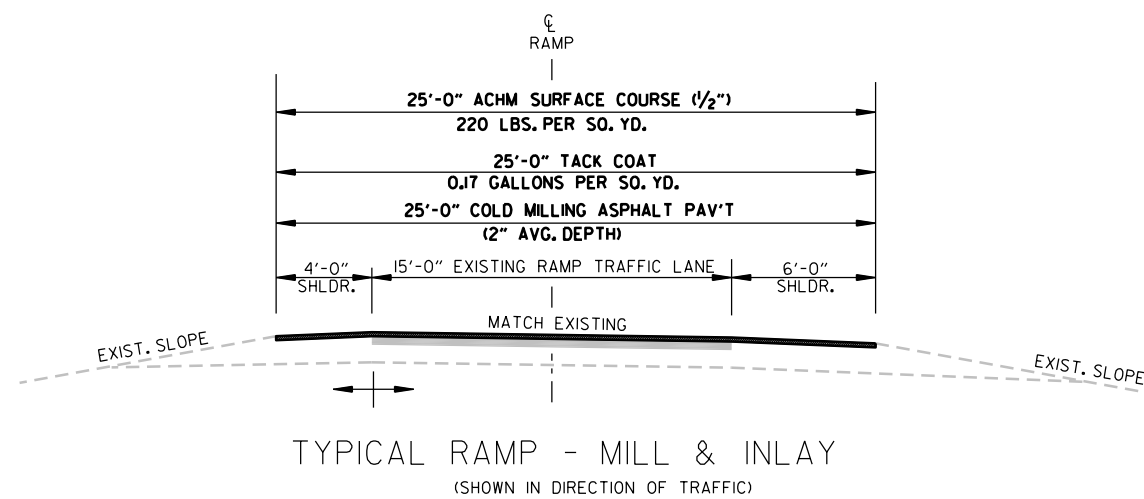
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				JOB NO.	080662	5	37	

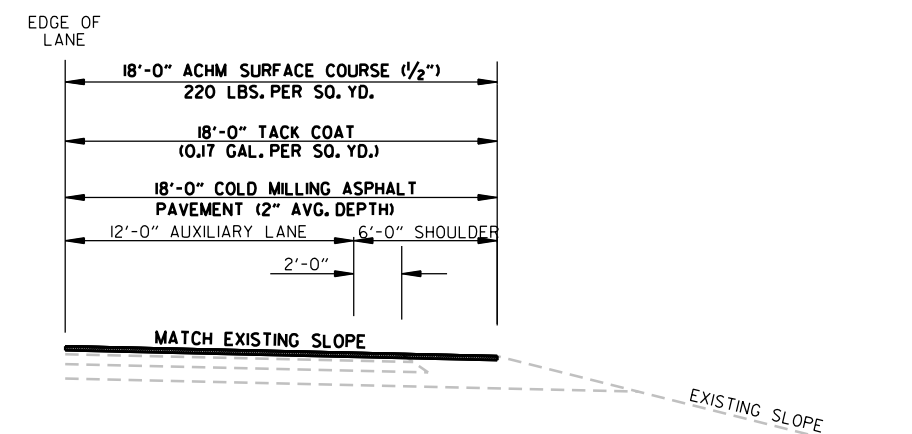
② TYPICAL SECTIONS OF IMPROVEMENT



MILL & INLAY - SALEM ROAD
STA. 12+64.19 TO STA. 18+06.42 SALEM ROAD



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



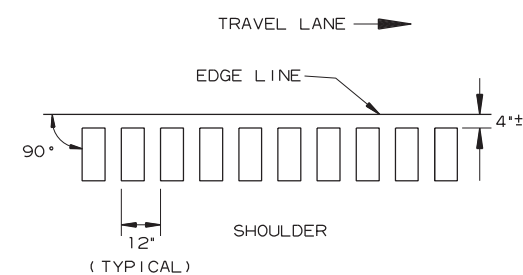
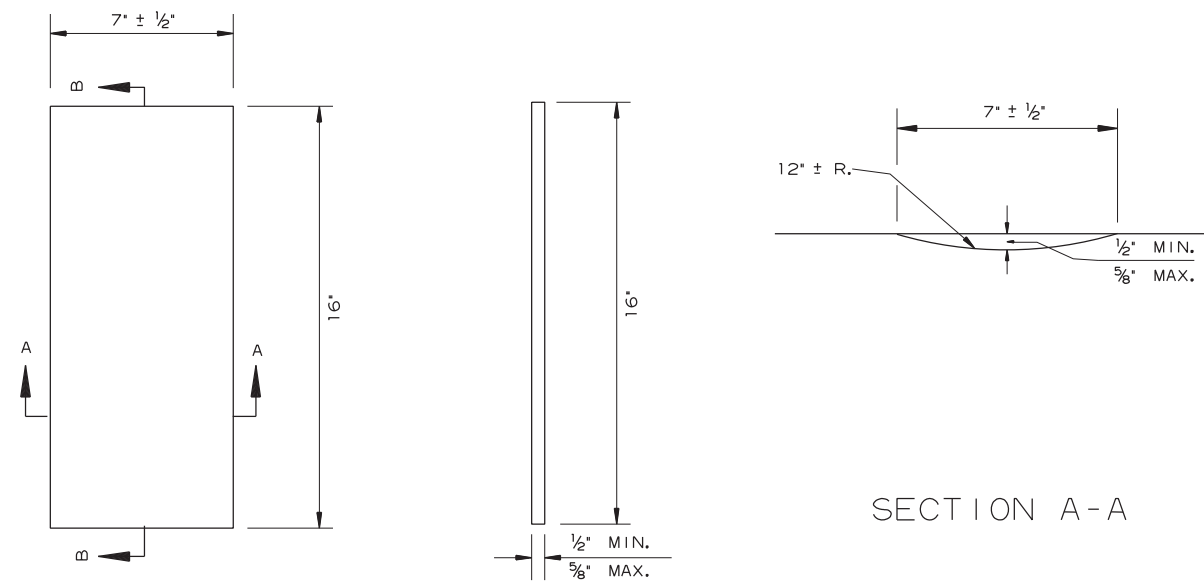
AUXILIARY LANE - MILL & INLAY
(SHOWN IN DIRECTION OF TRAFFIC)

TYPICAL SECTIONS OF IMPROVEMENT

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2 SPECIAL DETAILS



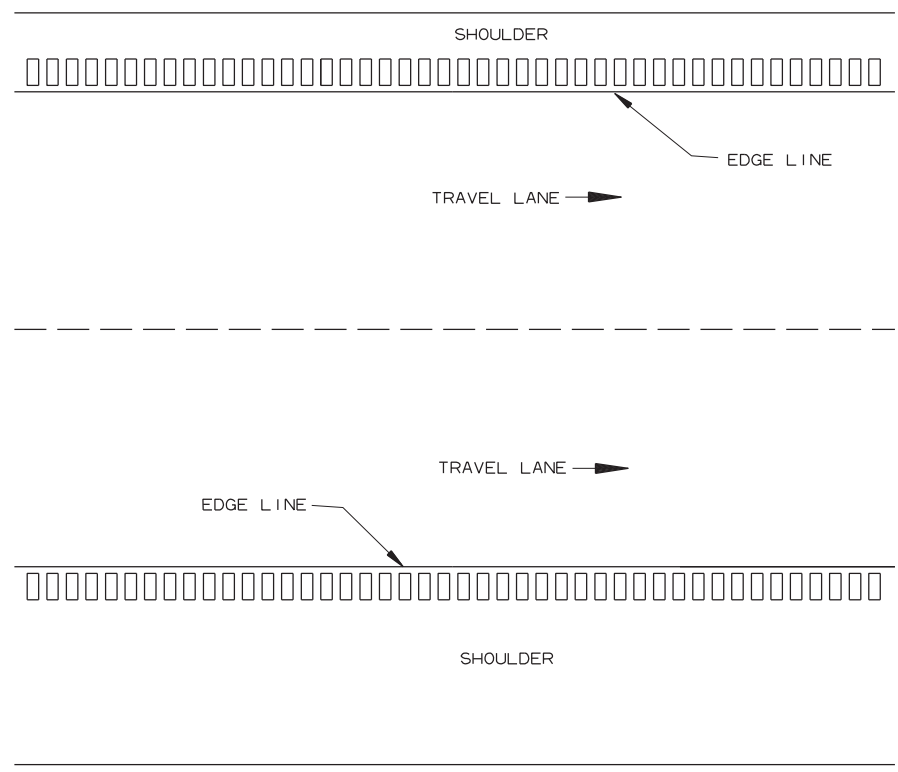
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Scott Thornsberry
Date: 2020.04.08
12:49:22-05'00'

LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

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 $\frac{1}{2}''$ 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.

DETAILS OF RUMBLE STRIPS



PLAN VIEW

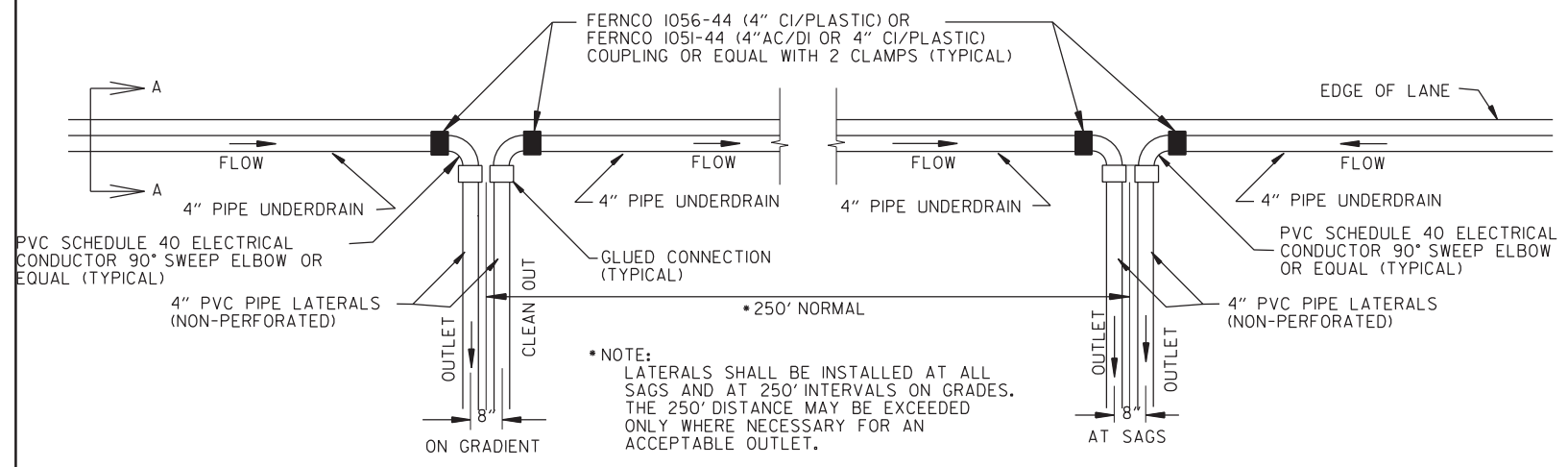
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2 SPECIAL DETAILS



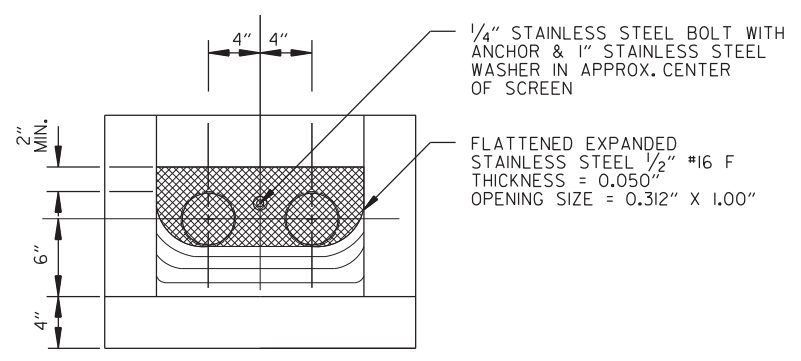
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Scott Thornsberry
Date: 2020.04.08
12:49:45-05'00'



PLAN DETAIL OF PIPE UNDERDRAIN LATERALS

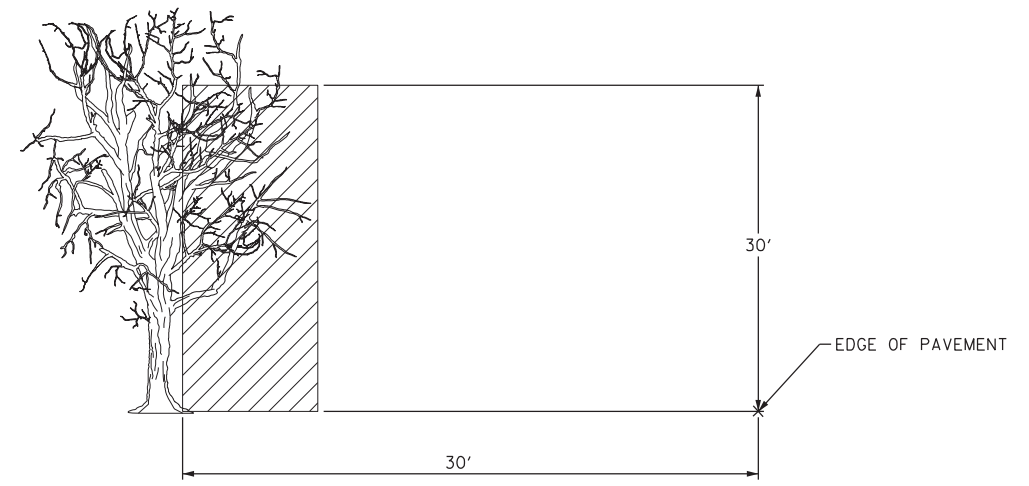
NOTE:
PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE. UNDERDRAIN OUTLET PROTECTORS SHALL BE INSTALLED ON NEW LATERALS. (REFER TO STD. DWG. PU-1 & NOTE #5.)

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



DETAIL OF RODENT SCREEN

DETAILS OF EXISTING PIPE UNDERDRAINS

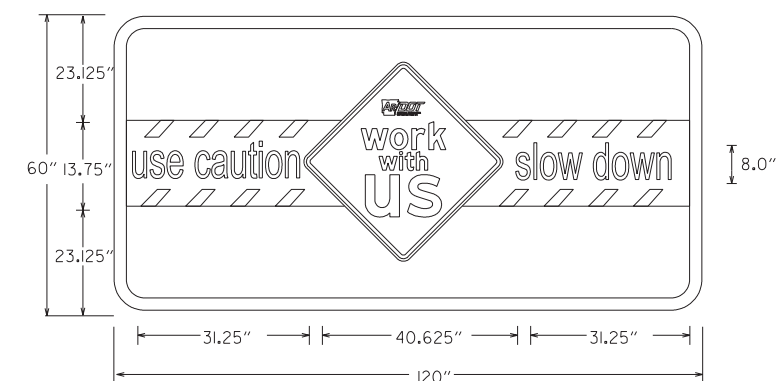


* SPECIAL CLEARING SHALL INCLUDE ALL LIMBS AND OCCASIONAL SMALL TO MEDIUM SIZED TREE PRESENT IN THE DESIGNATED AREA TO BE CLEARED.

▨ DENOTES AREA TO BE CLEARED

REFER TO SPECIAL PROVISION "SPECIAL CLEARING" FOR ADDITIONAL CLEARING GUIDELINES.

SPECIAL CLEARING



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

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

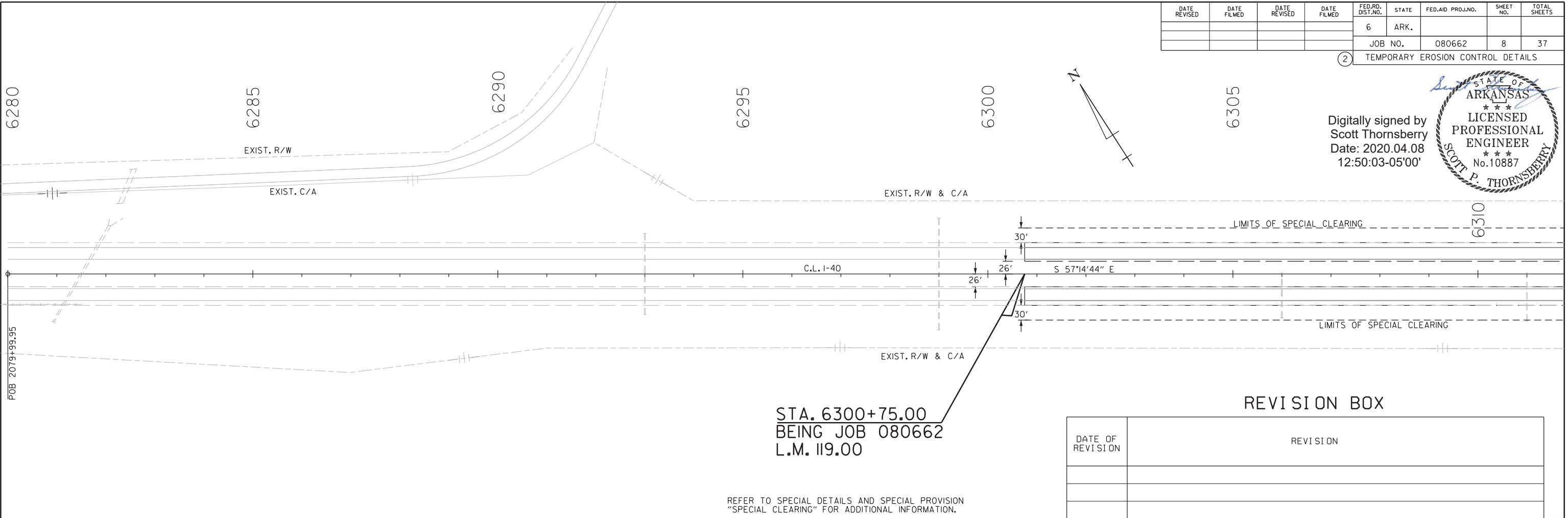
WORK WITH US SIGN

Scott Thornsberry 3/2020 9:58:53 AM
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 REVISED DATE: \$REVDATES\$

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				JOB NO.	080662	8	37	

② TEMPORARY EROSION CONTROL DETAILS

Digitally signed by
Scott Thornsberry
Date: 2020.04.08
12:50:03-05'00'

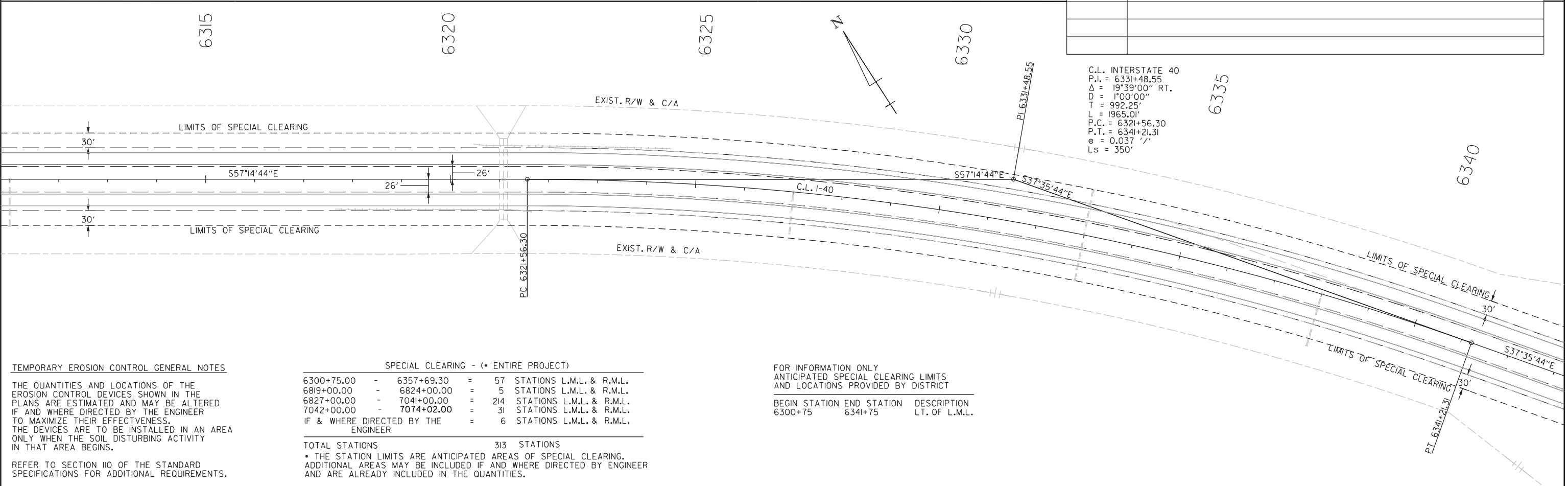


STA. 6300+75.00
BEING JOB 080662
L.M. 119.00

REFER TO SPECIAL DETAILS AND SPECIAL PROVISION
"SPECIAL CLEARING" FOR ADDITIONAL INFORMATION.

REVISION BOX

DATE OF REVISION	REVISION



C.L. INTERSTATE 40
P.I. = 6331+48.55
 Δ = 19°39'00" RT.
D = 1°00'00"
T = 992.25'
L = 1965.01'
P.C. = 6321+56.30
P.T. = 6341+21.31
e = 0.037' /'
Ls = 350'

TEMPORARY EROSION CONTROL GENERAL NOTES

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.

REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

SPECIAL CLEARING - (* ENTIRE PROJECT)

6300+75.00	-	6357+69.30	=	57 STATIONS L.M.L. & R.M.L.
6819+00.00	-	6824+00.00	=	5 STATIONS L.M.L. & R.M.L.
6827+00.00	-	7041+00.00	=	214 STATIONS L.M.L. & R.M.L.
7042+00.00	-	7074+02.00	=	31 STATIONS L.M.L. & R.M.L.
IF & WHERE DIRECTED BY THE ENGINEER	=	6 STATIONS L.M.L. & R.M.L.		

TOTAL STATIONS 313 STATIONS

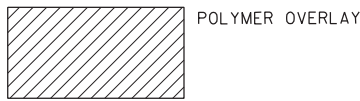
* THE STATION LIMITS ARE ANTICIPATED AREAS OF SPECIAL CLEARING. ADDITIONAL AREAS MAY BE INCLUDED IF AND WHERE DIRECTED BY ENGINEER AND ARE ALREADY INCLUDED IN THE QUANTITIES.

FOR INFORMATION ONLY
ANTICIPATED SPECIAL CLEARING LIMITS
AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
6300+75	6341+75	LT. OF L.M.L.

Scott Thornsberry 3/2020 9:58:54 AM
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 REVISION DATE: \$REVISION\$

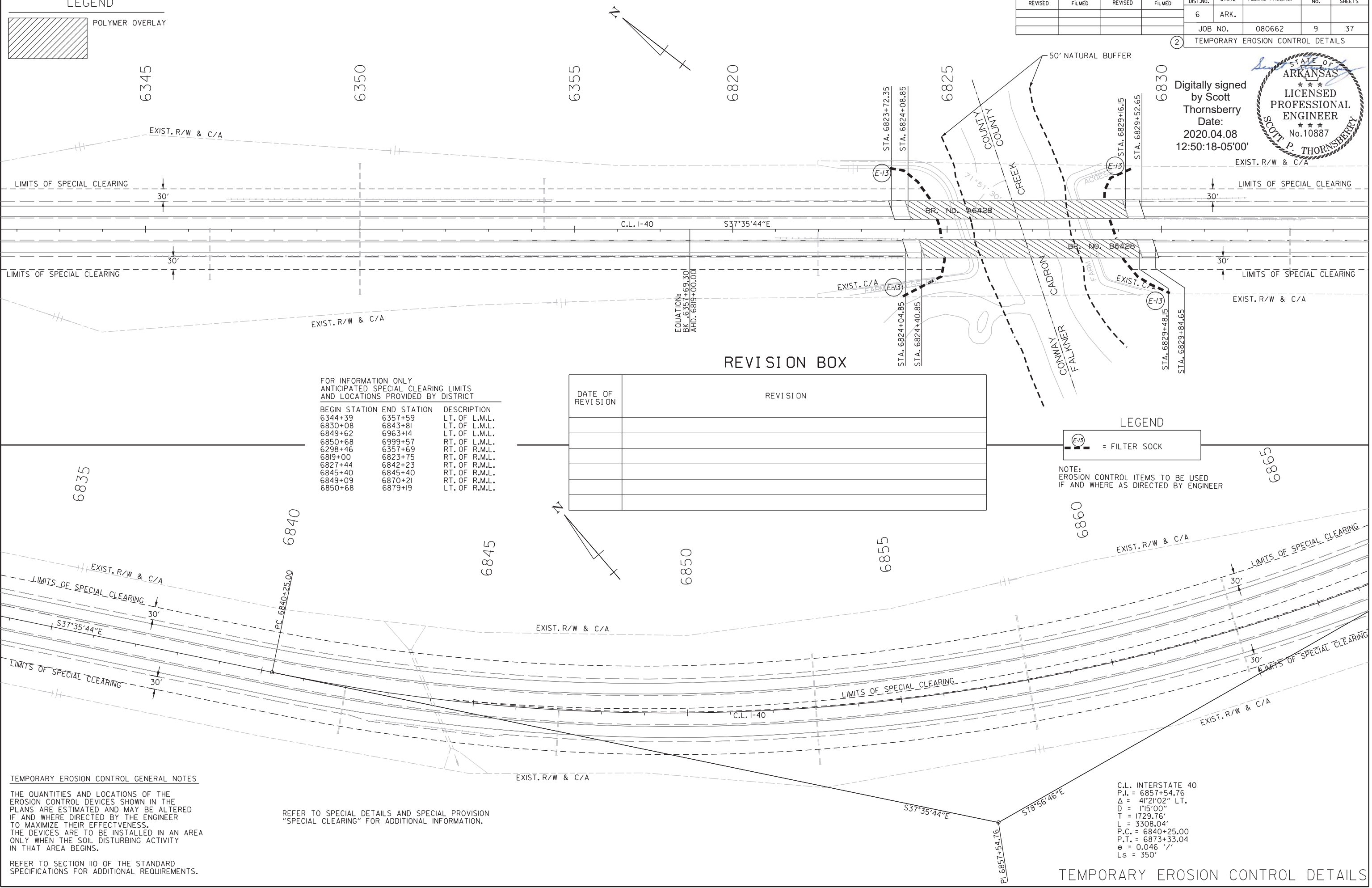
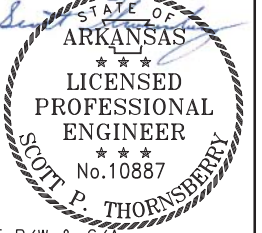
LEGEND



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		9	37

2 TEMPORARY EROSION CONTROL DETAILS

Digitally signed by Scott Thornsberry
Date: 2020.04.08 12:50:18-05'00'



REVISION BOX

FOR INFORMATION ONLY
ANTICIPATED SPECIAL CLEARING LIMITS
AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
6344+39	6357+59	LT. OF L.M.L.
6830+08	6843+81	LT. OF L.M.L.
6849+62	6963+14	LT. OF L.M.L.
6850+68	6999+57	RT. OF L.M.L.
6298+46	6357+69	RT. OF R.M.L.
6819+00	6823+75	RT. OF R.M.L.
6827+44	6842+23	RT. OF R.M.L.
6845+40	6845+40	RT. OF R.M.L.
6849+09	6870+21	RT. OF R.M.L.
6850+68	6879+19	LT. OF R.M.L.

DATE OF REVISION	REVISION



NOTE: EROSION CONTROL ITEMS TO BE USED IF AND WHERE AS DIRECTED BY ENGINEER

TEMPORARY EROSION CONTROL GENERAL NOTES

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.

REFER TO SPECIAL DETAILS AND SPECIAL PROVISION "SPECIAL CLEARING" FOR ADDITIONAL INFORMATION.

REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

C.L. INTERSTATE 40
P.I. = 6857+54.76
Δ = 41°21'02" LT.
D = 115'00"
T = 1729.76'
L = 3308.04'
P.C. = 6840+25.00
P.T. = 6873+33.04
e = 0.046''
Ls = 350'

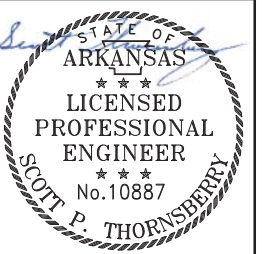
TEMPORARY EROSION CONTROL DETAILS

Scott Thornsberry 3/2020 9:58:55 AM
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 WORKSPACE: ROOT
 REVISION DATE: \$REVISIONDATE\$

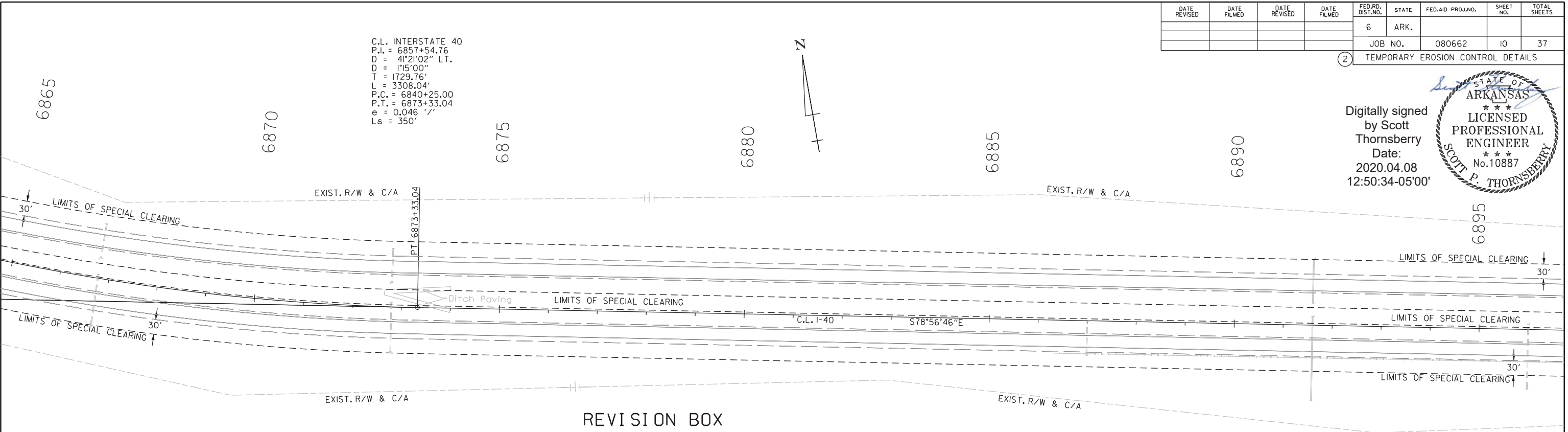
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				6	ARK.			
				JOB NO.	080662	10	37	

2 TEMPORARY EROSION CONTROL DETAILS

Digitally signed
by Scott
Thornsberry
Date:
2020.04.08
12:50:34-05'00'



C.L. INTERSTATE 40
P.I. = 6857+54.76
D = 41°21'02" LT.
T = 115'00"
L = 1729.76'
P.C. = 3308.04'
P.T. = 6840+25.00
e = 0.046 '/'
Ls = 350'



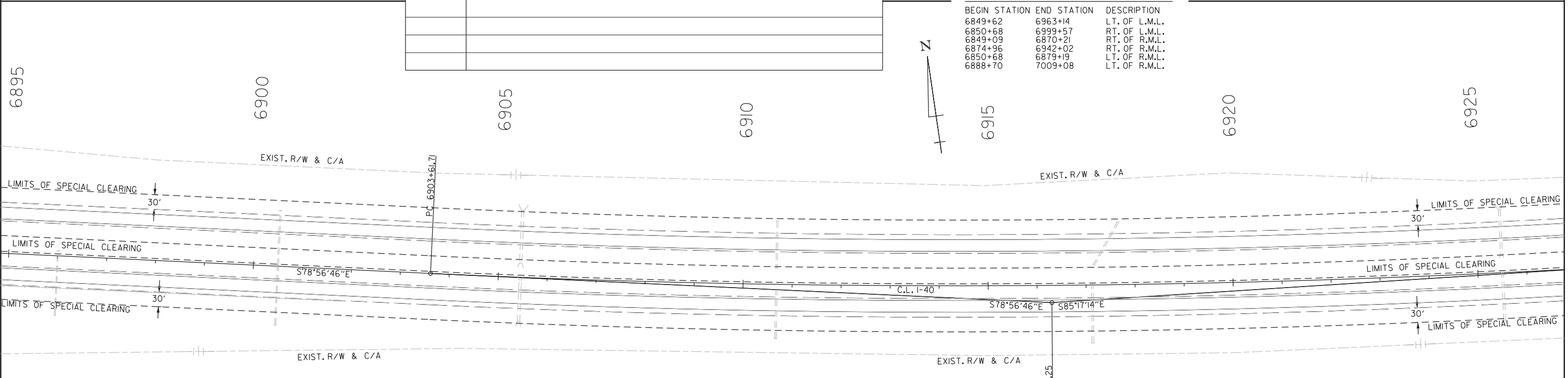
REVISION BOX

REFER TO SPECIAL DETAILS AND SPECIAL PROVISION
"SPECIAL CLEARING" FOR ADDITIONAL INFORMATION.

DATE OF REVISION	REVISION

FOR INFORMATION ONLY
ANTICIPATED SPECIAL CLEARING LIMITS
AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
6849+62	6963+14	LT. OF L.M.L.
6850+68	6999+57	RT. OF L.M.L.
6849+09	6870+21	RT. OF R.M.L.
6874+96	6942+02	RT. OF R.M.L.
6850+68	6879+19	LT. OF R.M.L.
6888+70	7009+08	LT. OF R.M.L.



TEMPORARY EROSION CONTROL GENERAL NOTES

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.

REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

C.L. INTERSTATE 40
P.I. = 6916+31.25
Δ = 6°20'28" LT.
D = 0°15'00"
T = 1269.54'
L = 2536.49'
P.C. = 6903+61.71
P.T. = 6928+98.20
e = 0.020 '/'
Ls = 350'

TEMPORARY EROSION CONTROL DETAILS

Scott Thornsberry 3/2020 9:58:56 AM
 WORKSPACE: \\root\projects\VAR001_17259_BB0808 Hwy 65-West_Rehab_Design\CIVIL\Drawings\BB0808_05E.ECI_003.dgn
 REVISION DATE: \$REVISIONDATE\$

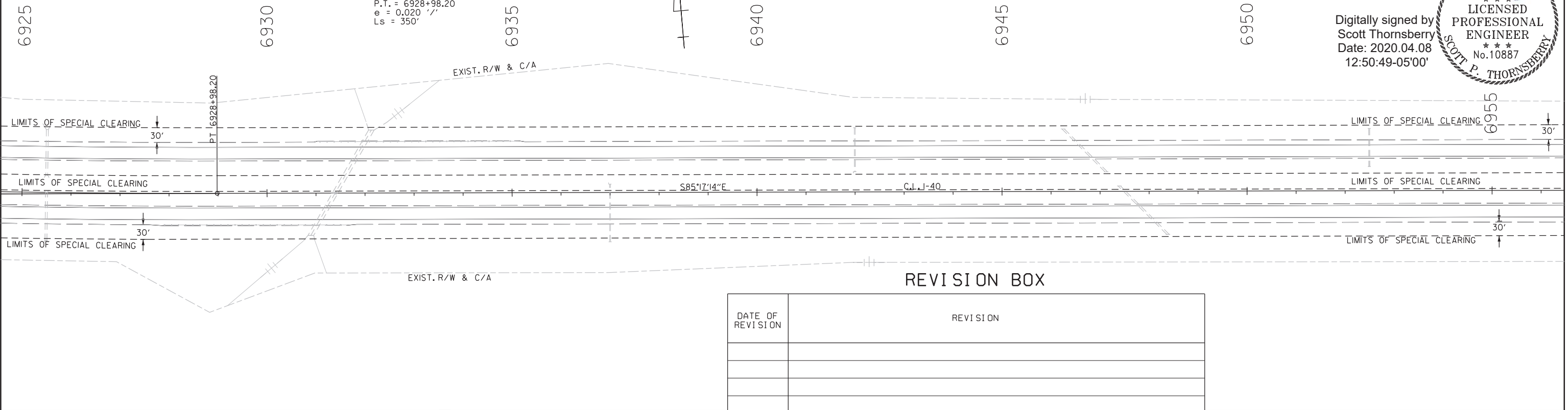
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				6	ARK.		II	37
				JOB NO.	080662			
				② TEMPORARY EROSION CONTROL DETAILS				

C.L. INTERSTATE 40
P.I. = 6916+31.25
D = 6°20'28" LT.
T = 0°15'00"
L = 1269.54'
P.C. = 6903+61.71
P.T. = 6928+98.20
e = 0.020' /'
Ls = 350'



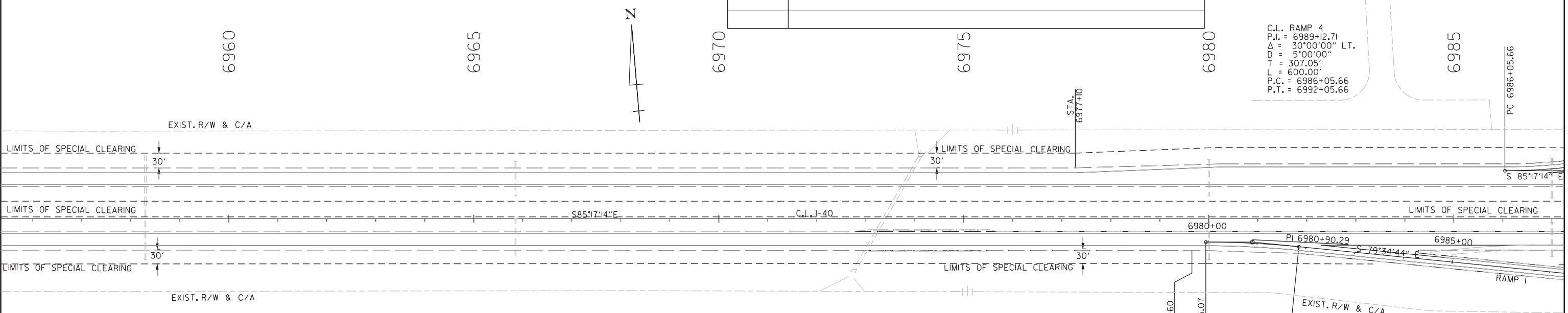
Digitally signed by
Scott Thornsberry
Date: 2020.04.08
12:50:49-05'00'

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 10887
SCOTT P. THORNSBERRY



REVISION BOX

DATE OF REVISION	REVISION



REFER TO SPECIAL DETAILS AND SPECIAL PROVISION "SPECIAL CLEARING" FOR ADDITIONAL INFORMATION.

FOR INFORMATION ONLY
ANTICIPATED SPECIAL CLEARING LIMITS
AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
6849+62	6963+14	LT. OF L.M.L.
6971+59	6971+59	LT. OF L.M.L.
6850+68	6999+57	RT. OF L.M.L.
6874+96	6942+02	RT. OF R.M.L.
6946+77	6946+78	RT. OF R.M.L.
6952+58	6974+76	RT. OF R.M.L.
6888+70	7009+08	LT. OF R.M.L.

C.L. RAMP 1
P.I. = 6980+90.29
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
P.C. = 6979+95.07
P.T. = 6981+85.35
NO SUPER

Scott Thornsberry 3/2020 9:58:56 AM
WORKSPACE: \\P:\Projects\VAR001_17259_BB0808 Hwy 65-West_Rehab_Design\CIVIL Drawings\RB0808_05E.ECL_004.dgn
REVISED DATE: \$REVDATE\$\$

TEMPORARY EROSION CONTROL GENERAL NOTES

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.

REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

Digitally signed by Scott Thornsberry
Date: 2020.04.08 12:51:05-05'00'

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		12	37
				JOB NO.		080662		
				TEMPORARY EROSION CONTROL DETAILS				



C.L. RAMP 4
P.I. = 6989+12.70
Δ = 30°00'00" LT.
D = 5°00'00"
T = 307.05'
L = 600.00'
P.C. = 6986+05.66
P.T. = 6992+05.66
e = 0.083' /'
Ls = 300'

C.L. RAMP 4
P.I. = 6998+59.63
Δ = 14°28'11" RT.
D = 9°43'12"
T = 74.83'
L = 148.86'
P.C. = 6997+84.80
P.T. = 6999+33.66
e = 0.068' /'
Ls = 250'

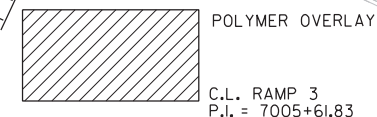
C.L. RAMP 3A
P.I. = 7009+55.23
Δ = 164°28'11" LT.
D = 24°00'00"
T = 1750.70'
L = 685.29'
P.C. = 6992+04.53
P.T. = 6998+89.82
e = 0.100' /'
Ls = 300'

C.L. RAMP 3
P.I. = 7005+61.83
Δ = 25°00'00" RT.
D = 10°00'00"
T = 127.02'
L = 250.00'
P.C. = 7004+34.81
P.T. = 7006+84.81
e = 0.068' /'
Ls = 250'

C.L. RAMP 3
P.I. = 7017+78.35
Δ = 23°59'19" LT.
D = 4°30'00"
T = 270.50'
L = 533.09'
P.C. = 7015+07.84
P.T. = 7020+40.93
e = 0.078' /'
Ls = 300'

C.L. RAMP 2
P.I. = 7015+32.07
Δ = 30°00'00" RT.
D = 5°00'00"
T = 307.05'
L = 600.00'
P.C. = 7012+25.03
P.T. = 7018+25.03
e = 0.098' /'
Ls = 400'

LEGEND



REVISION BOX

DATE OF REVISION	REVISION

TEMPORARY EROSION CONTROL GENERAL NOTES

THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.

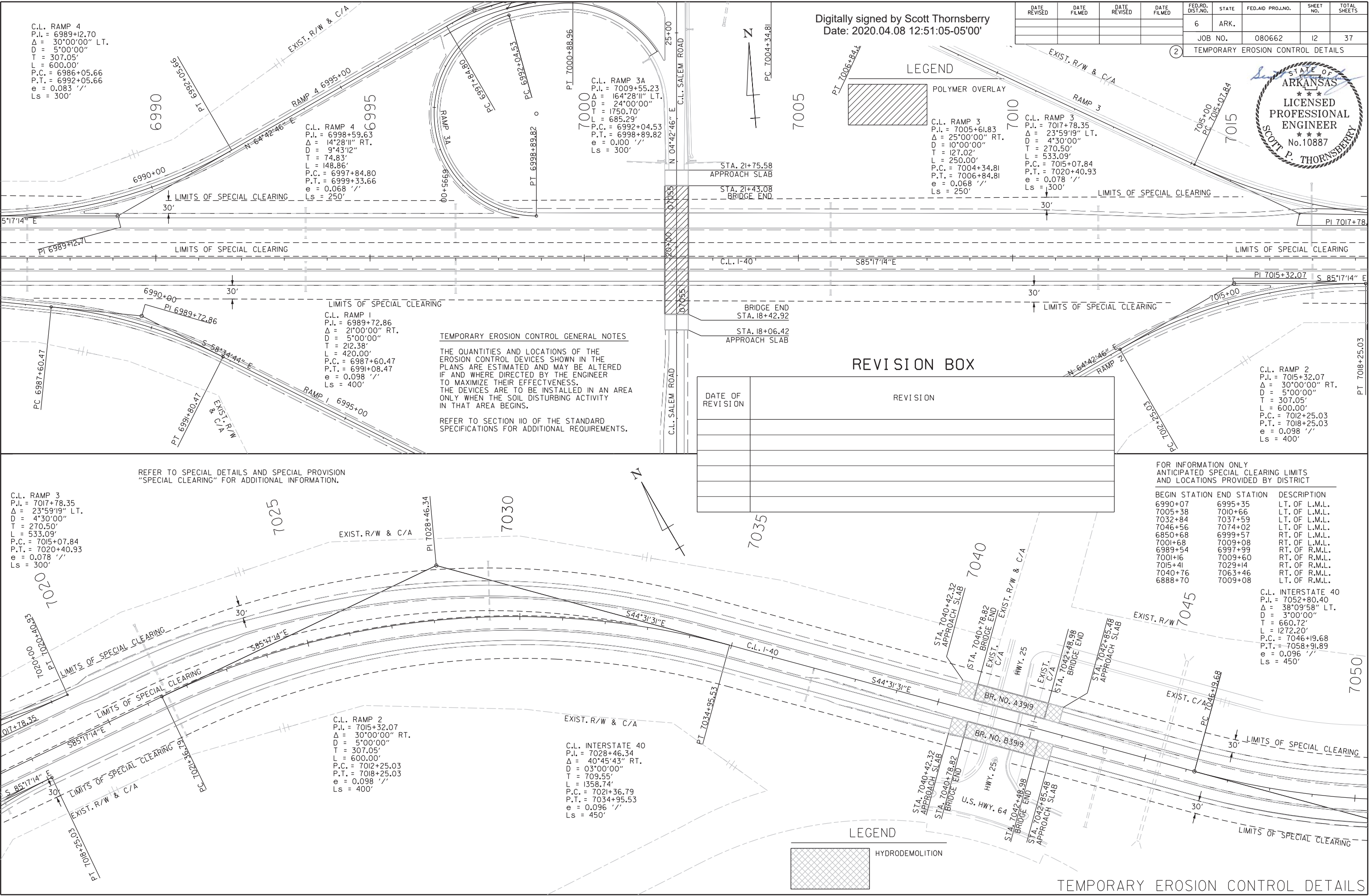
REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

FOR INFORMATION ONLY
ANTICIPATED SPECIAL CLEARING LIMITS
AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
6990+07	6995+35	LT. OF L.M.L.
7005+38	7010+66	LT. OF L.M.L.
7032+84	7037+59	LT. OF L.M.L.
7046+56	7074+02	LT. OF L.M.L.
6850+68	6999+57	RT. OF L.M.L.
7001+68	7009+08	RT. OF L.M.L.
6989+54	6997+99	RT. OF R.M.L.
7001+16	7009+60	RT. OF R.M.L.
7015+41	7029+14	RT. OF R.M.L.
7040+76	7063+46	RT. OF R.M.L.
6888+70	7009+08	LT. OF R.M.L.

C.L. INTERSTATE 40
P.I. = 7052+80.40
Δ = 38°09'58" LT.
D = 3°00'00"
T = 660.72'
L = 1272.20'
P.C. = 7046+19.68
P.T. = 7058+91.89
e = 0.096' /'
Ls = 450'

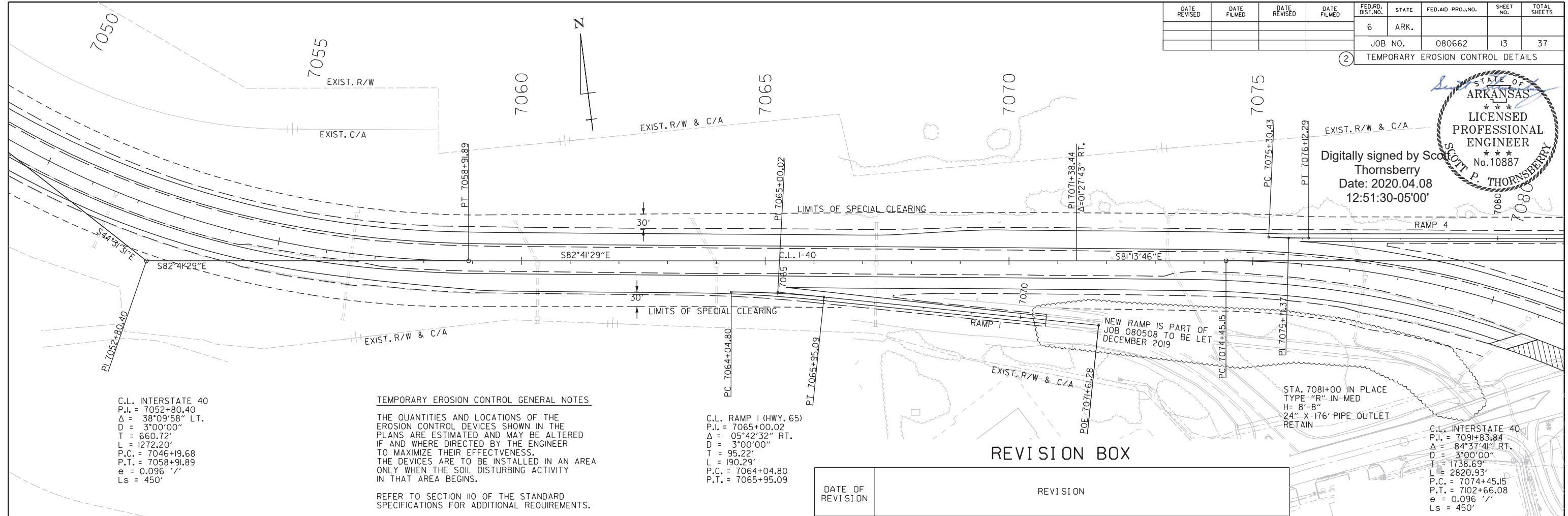
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 REVISED DATE: \$REVDATE\$\$



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		13	37
				JOB NO.		080662		
				TEMPORARY EROSION CONTROL DETAILS				



Digitally signed by Scott P. Thornsberry
 Date: 2020.04.08
 12:51:30-05'00'



C.L. INTERSTATE 40
 P.I. = 7052+80.40
 $\Delta = 38^{\circ}09'58''$ LT.
 $D = 3^{\circ}00'00''$
 $T = 660.72'$
 $L = 1272.20'$
 P.C. = 7046+19.68
 P.T. = 7058+91.89
 $e = 0.096$ ' / '
 $Ls = 450'$

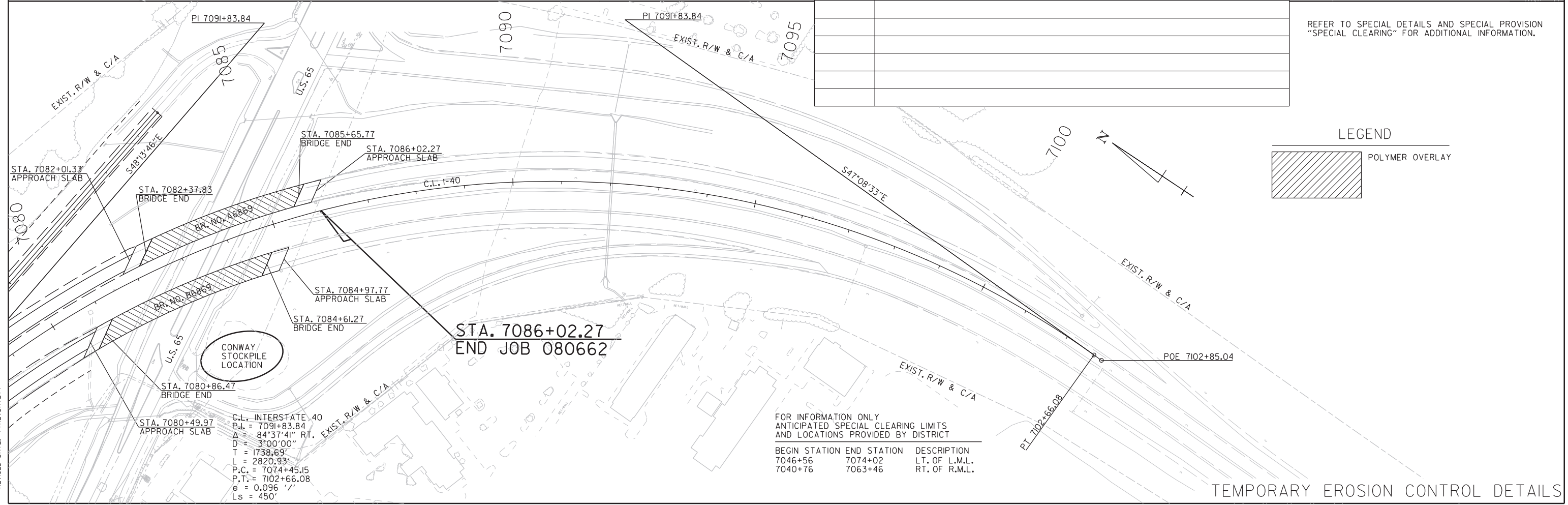
TEMPORARY EROSION CONTROL GENERAL NOTES
 THE QUANTITIES AND LOCATIONS OF THE EROSION CONTROL DEVICES SHOWN IN THE PLANS ARE ESTIMATED AND MAY BE ALTERED IF AND WHERE DIRECTED BY THE ENGINEER TO MAXIMIZE THEIR EFFECTIVENESS. THE DEVICES ARE TO BE INSTALLED IN AN AREA ONLY WHEN THE SOIL DISTURBING ACTIVITY IN THAT AREA BEGINS.
 REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

C.L. RAMP 1 (HWY. 65)
 P.I. = 7065+00.02
 $\Delta = 05^{\circ}42'32''$ RT.
 $D = 3^{\circ}00'00''$
 $T = 95.22'$
 $L = 190.29'$
 P.C. = 7064+04.80
 P.T. = 7065+95.09

C.L. INTERSTATE 40
 P.I. = 7091+83.84
 $\Delta = 84^{\circ}37'41''$ RT.
 $D = 3^{\circ}00'00''$
 $T = 1738.69'$
 $L = 2820.93'$
 P.C. = 7074+45.15
 P.T. = 7102+66.08
 $e = 0.096$ ' / '
 $Ls = 450'$

DATE OF REVISION	REVISION

REFER TO SPECIAL DETAILS AND SPECIAL PROVISION "SPECIAL CLEARING" FOR ADDITIONAL INFORMATION.



C.L. INTERSTATE 40
 P.I. = 7091+83.84
 $\Delta = 84^{\circ}37'41''$ RT.
 $D = 3^{\circ}00'00''$
 $T = 1738.69'$
 $L = 2820.93'$
 P.C. = 7074+45.15
 P.T. = 7102+66.08
 $e = 0.096$ ' / '
 $Ls = 450'$

FOR INFORMATION ONLY
 ANTICIPATED SPECIAL CLEARING LIMITS
 AND LOCATIONS PROVIDED BY DISTRICT

BEGIN STATION	END STATION	DESCRIPTION
7046+56	7074+02	LT. OF L.M.L.
7040+76	7063+46	RT. OF R.M.L.

Scott Thornsberry 3/2020 9:58:56 AM
 WORKSPACE: ROOT
 Y:\PROJECTS\VAR001_IT259_BB0808 Hwy 65-West_Rehab_Design\CIVIL Drawings\RBB0808_05E.ECI_006.dgn
 REVISED DATE: \$REVDATE\$\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080662	14	37	

2 MAINTENANCE OF TRAFFIC DETAILS



Digitally signed by
Scott Thornsberry
Date: 2020.04.08
12:51:46-05'00'

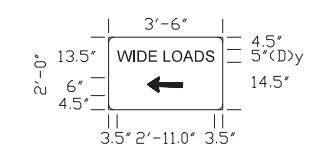
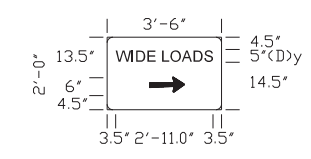
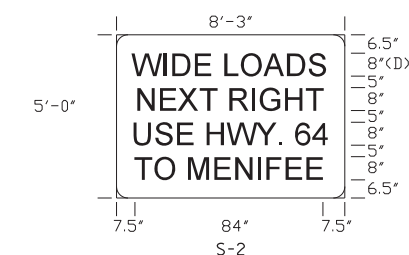
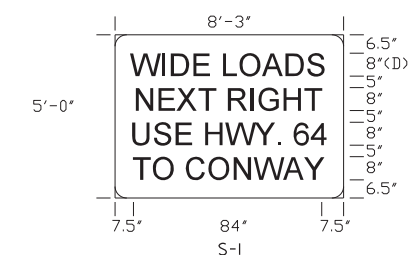
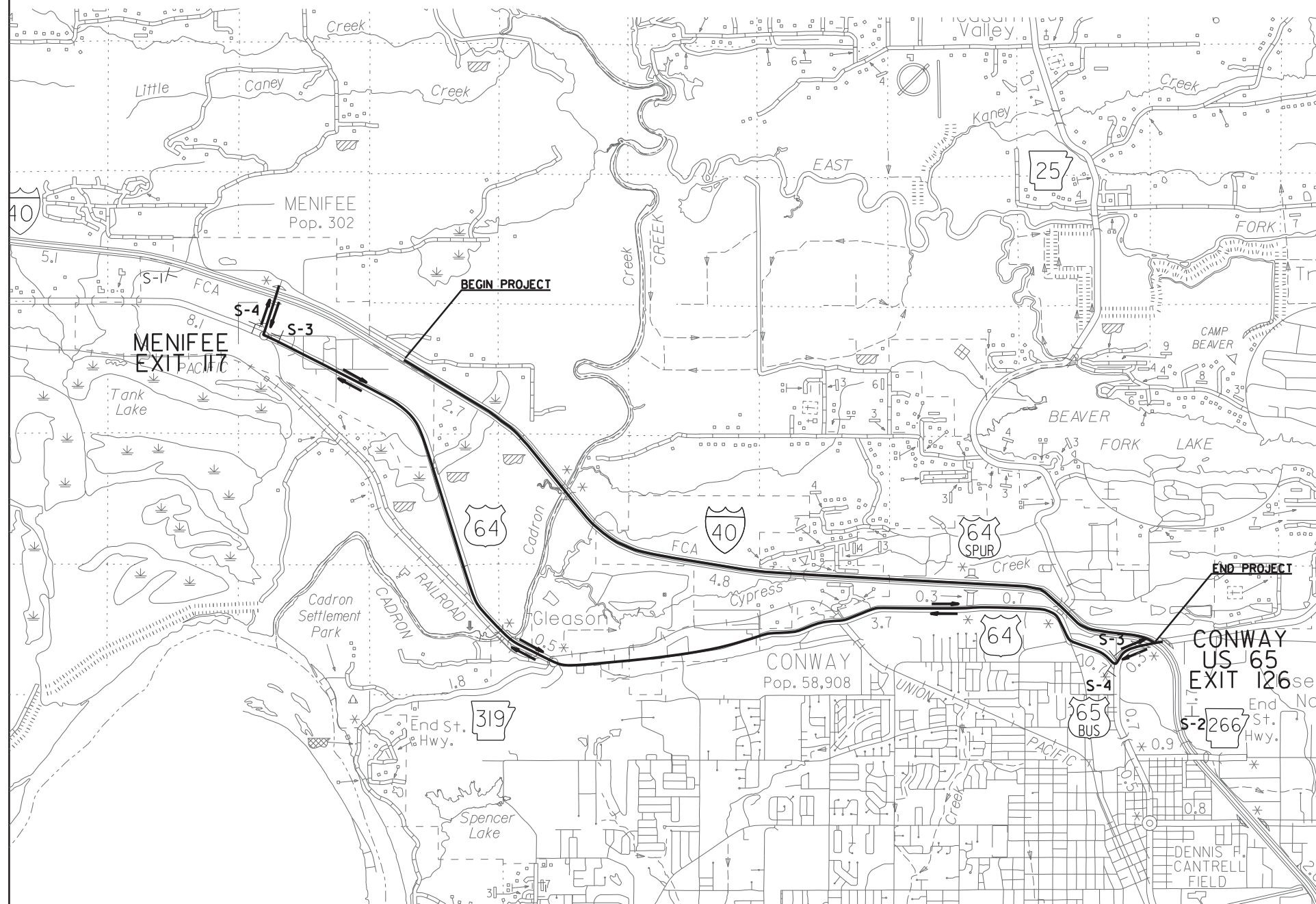
SIGN NUMBER	DESCRIPTION	SIGN SIZE	MAXIMUM NUMBER REQUIRED	SS & 604 SIGN SQ. FT.
S-1	WIDE LOADS NEXT RIGHT USE HWY. 64 TO CONWAY	(8.25'X5.0')	1	41.3
S-2	WIDE LOADS NEXT RIGHT USE HWY. 64 TO MENIFEE	(8.25'X5.0')	1	41.3
S-3	WIDE LOAD DIRECTION ARROW	(3.5'X2.0')	2	14.0
S-4	WIDE LOAD DIRECTION ARROW	(3.5'X2.0')	2	14.0
PAGE TOTALS FOR JOB 080662				110.6

NOTES:

1) SPECIAL SIGNS SHALL BE CONSTRUCTED USING (WHITE) TYPE III BACKGROUND WITH (BLACK) TYPE V LEGEND AND BORDER.

2) PAYMENT FOR MOUNTING THE GUIDE SIGNS ON TEMPORARY SUPPORTS, RELOCATING THE SIGNS AS REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION, AND REMOVING AND DISPOSING OF THE SIGNS WHEN THE PROJECT IS COMPLETED SHALL BE SUBSIDIARY TO SECTION 604, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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



2 NEEDED AS SHOWN

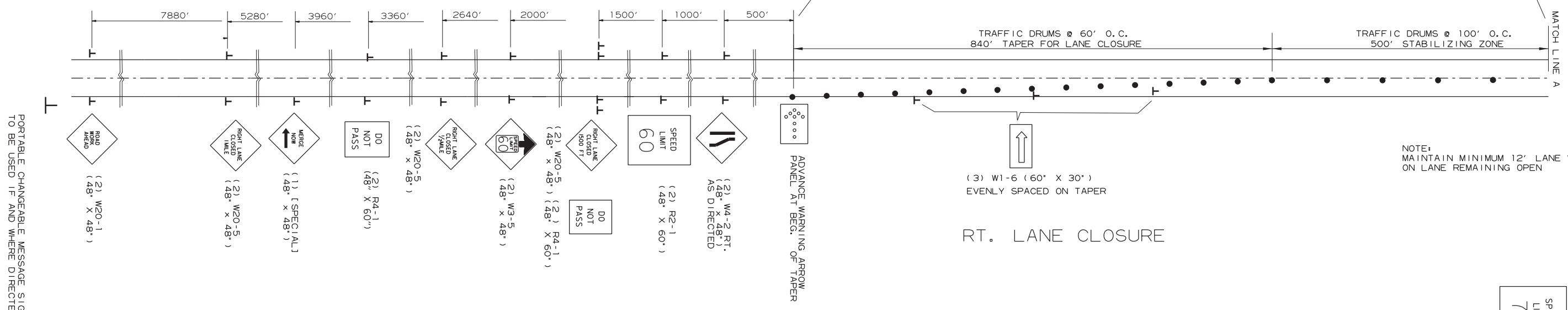
2 NEEDED AS SHOWN

PLACE SIGNS IF AND WHERE DIRECTED BY THE ENGINEER

ADVANCE SIGNS AT BEGINNING
AND END OF DETOUR FOR JOB 080662
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.	080662	15	37	
2 MAINTENANCE OF TRAFFIC DETAILS								

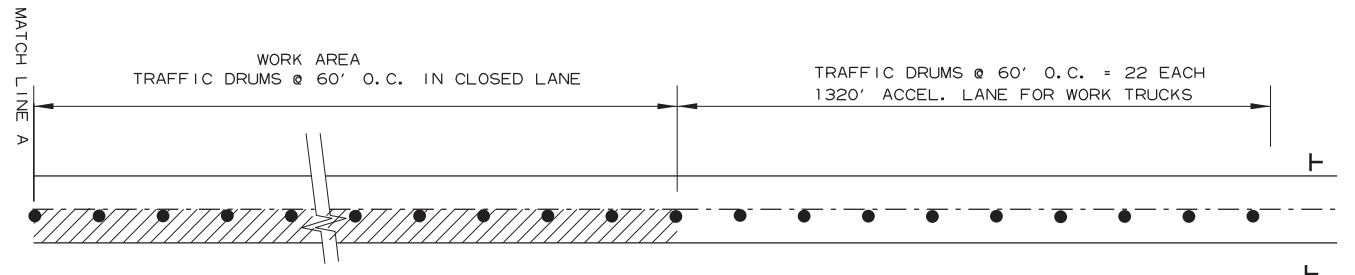
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 Scott Thornsberry
 Date: 2020.04.08
 12:51:58-05'00'



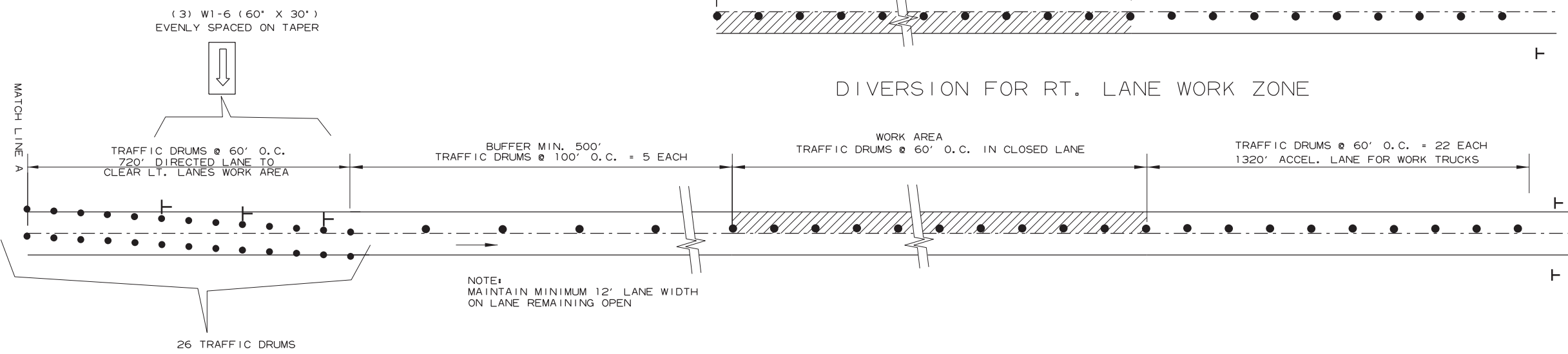
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

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

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



DIVERSION FOR RT. LANE WORK ZONE



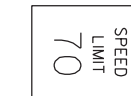
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

DIVERSION FOR LT. LANE WORK ZONE

ADVANCE SIGNS AND LANE CLOSURES ALL STAGES



(2) R2-1
(48" X 60")



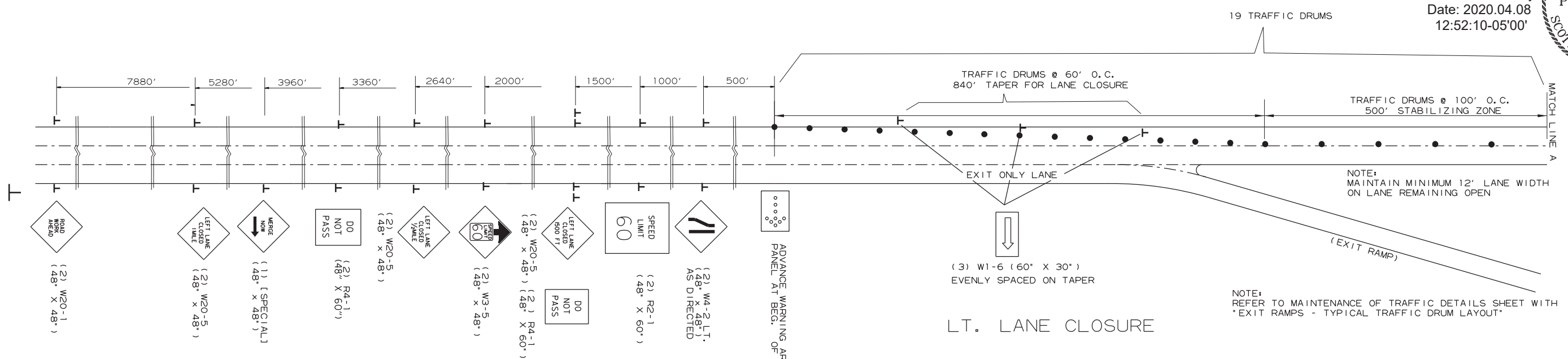
(2) R2-1
(48" X 60")

Scott Thornsberry 3/2020 9:55:01 AM
 WORKSPACE: \\ROOT\Projects\VAR001\17259.BB0808 Hwy 65-West_Rehab_Design\Civil\Drawings\RB0808.06_M01_002.dgn
 REVISION DATE: \$REVISION\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080662	16	37	

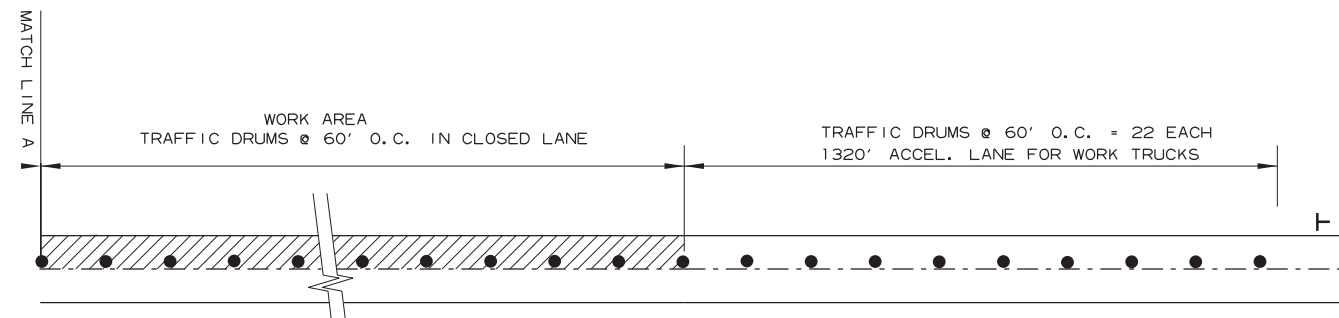
2 MAINTENANCE OF TRAFFIC DETAILS

Digitally signed by
Scott Thornsberry
Date: 2020.04.08
12:52:10-05'00'

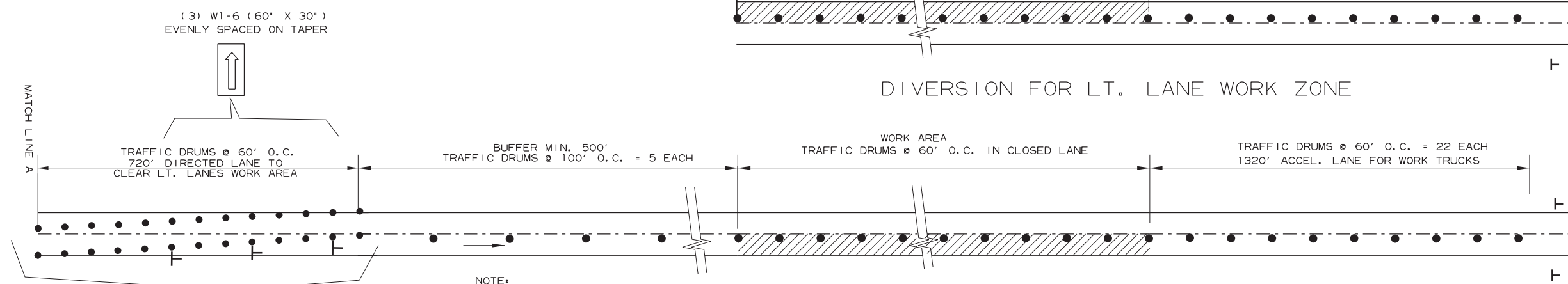


LT. LANE CLOSURE

NOTE: REFER TO MAINTENANCE OF TRAFFIC DETAILS SHEET WITH *EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT*



DIVERSION FOR LT. LANE WORK ZONE



DIVERSION FOR RT. LANE WORK ZONE

ADVANCE SIGNS AND WEST BOUND LANE CLOSURES (EAST OF HWY. 65 ONLY)
ALL STAGES

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

Scott Thornsberry 3/2020 9:55:01 AM
WORKSPACE: \\PROJECTS\VAR001\17259-BB0808 Hwy 65-West_Rehab_Design\CIVIL Drawings\RB0808.06_MOT_002.dgn
REVISED DATE: \$REVIDATE\$\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080662	17	37	

2 MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION

STAGE 1:
SPECIAL CLEARING IN MEDIAN AND AREAS OUTSIDE OF LANES IF AND WHERE DIRECTED BY ENGINEER. MILL AND INLAY WESTBOUND LANES AND RAMPS. WORK ON BOTH LANES MUST BE COMPLETED TO THE SAME STOPPING POINT AT THE END OF EACH DAY. THE INSIDE LANE MUST BE COMPLETED IN EACH AREA BEFORE THE OUTSIDE LANE. HYDRODEMOLITION ON BRIDGE 3919A. (PRECAST BARRIER AS SHOWN IN MAINTENANCE OF TRAFFIC DETAILS)

STAGE 2:
MILL AND INLAY EASTBOUND LANES AND RAMPS. WORK ON BOTH LANES MUST BE COMPLETED TO THE SAME STOPPING POINT AT THE END OF EACH DAY. THE INSIDE LANE MUST BE COMPLETED IN EACH AREA BEFORE THE OUTSIDE LANE. HYDRODEMOLITION ON BRIDGE 3919B. (PRECAST BARRIER AS SHOWN IN MAINTENANCE OF TRAFFIC DETAILS)

MILL AND INLAY SALEM ROAD SOUTH OF BRIDGE NO. 07055 AS SHOWN

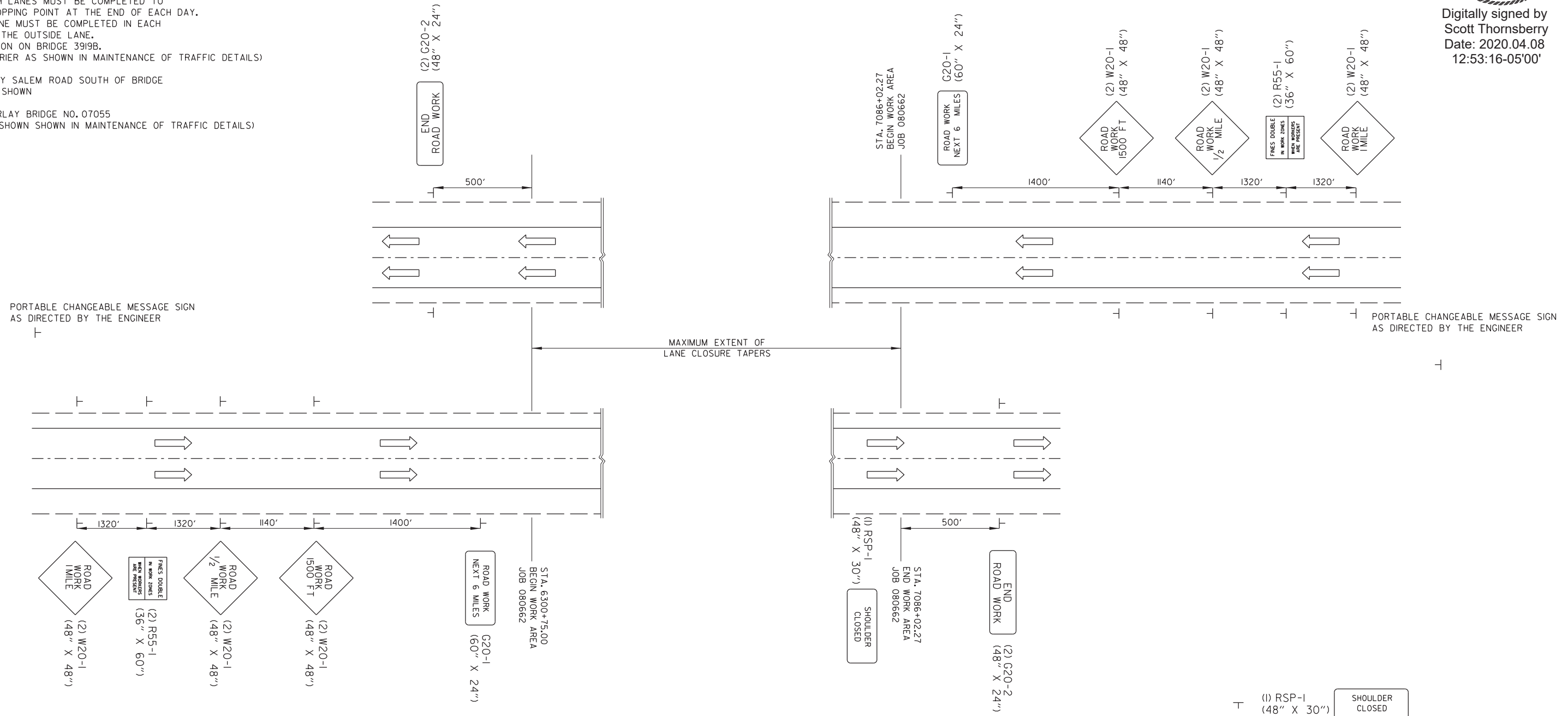
POLYMER OVERLAY BRIDGE NO. 07055 (BARRELS AS SHOWN SHOWN IN MAINTENANCE OF TRAFFIC DETAILS)

NOTE: CONSTRUCTION PAVEMENT MARKINGS QUANTITY BASED ON ONE APPLICATION OF EXISTING PAVEMENT MARKINGS.

NOTE: THESE SIGNS MAY BE TEMPORARILY REPLACED BY SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES WHILE WORK IS UNDER WAY IN THESE AREAS.



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Date: 2020.04.08 12:53:16-05'00'



NOTE: THESE SIGNS MAY BE TEMPORARILY REPLACED BY SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES WHILE WORK IS UNDER WAY IN THESE AREAS.

(1) RSP-1 (48" X 30") SHOULDER CLOSED
SHOULDER CLOSED SIGN TO BE USED IF AND WHERE AS DIRECTED BY THE ENGINEER

ADVANCE SIGNS AT BEGINNING AND END OF JOB 080662 ALL STAGES

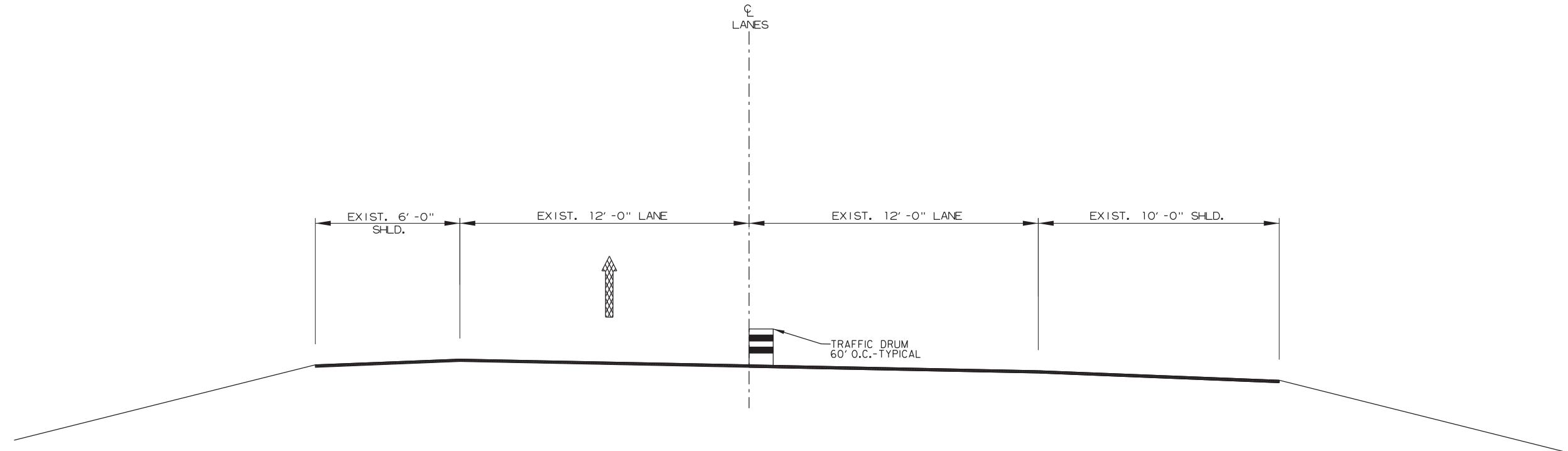
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080662	18	37

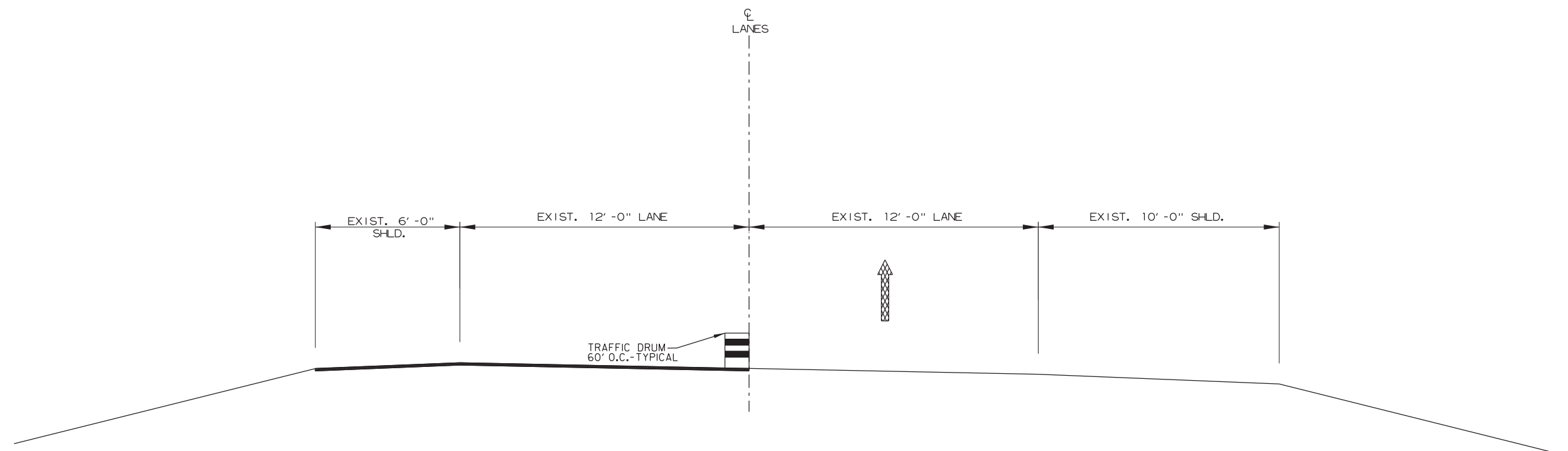
② MAINTENANCE OF TRAFFIC DETAILS



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Scott Thornsberry
Date: 2020.04.08
12:53:29-05'00'



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
OUTSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
INSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)

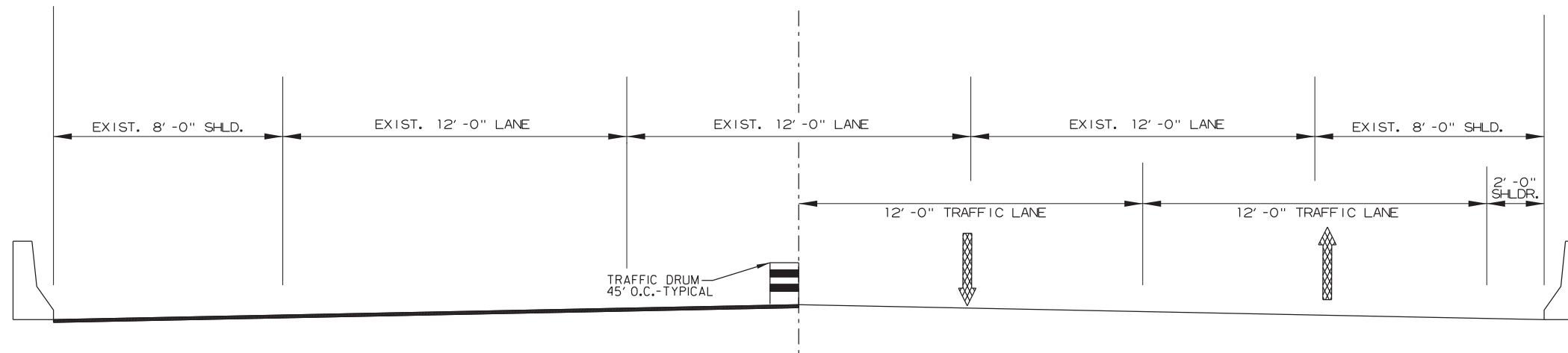
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				JOB NO.	080662	19	37	

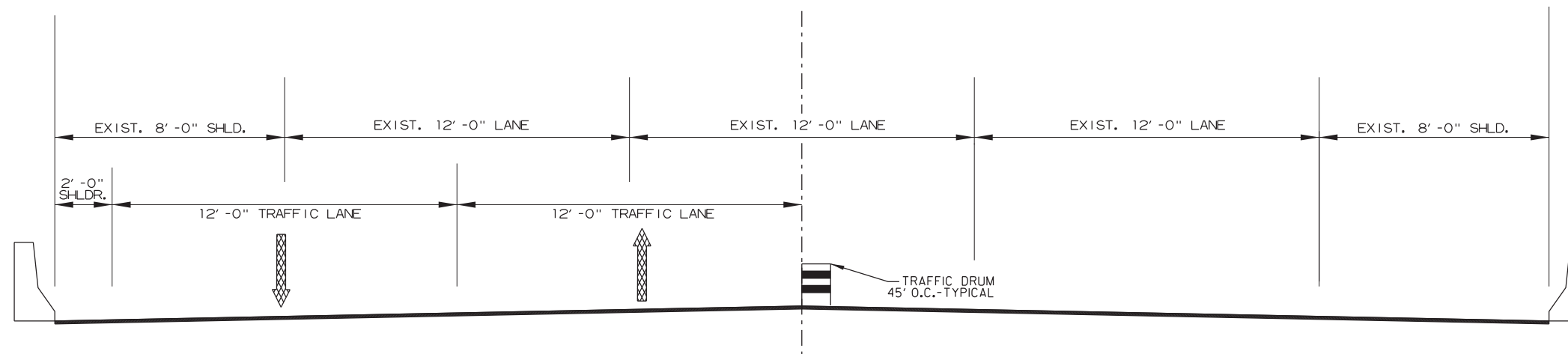
2 MAINTENANCE OF TRAFFIC DETAILS



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Scott Thornsberry
Date: 2020.04.08
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LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
SALEM ROAD OVERPASS (HWY. 25)
LEFT LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)



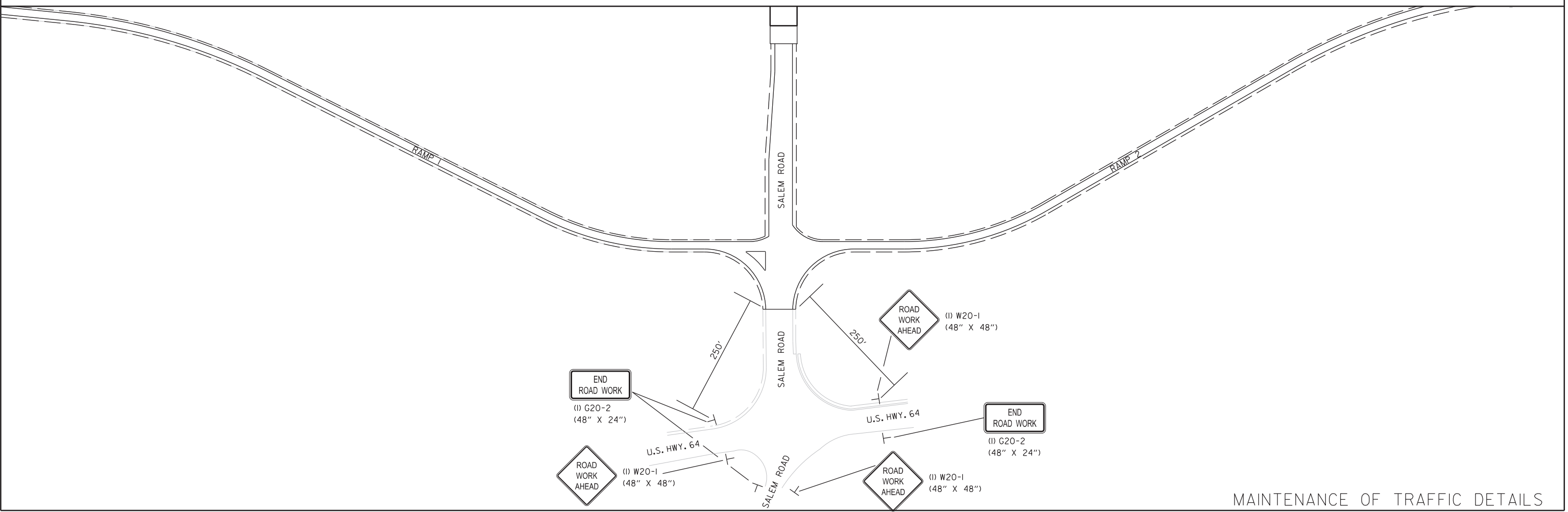
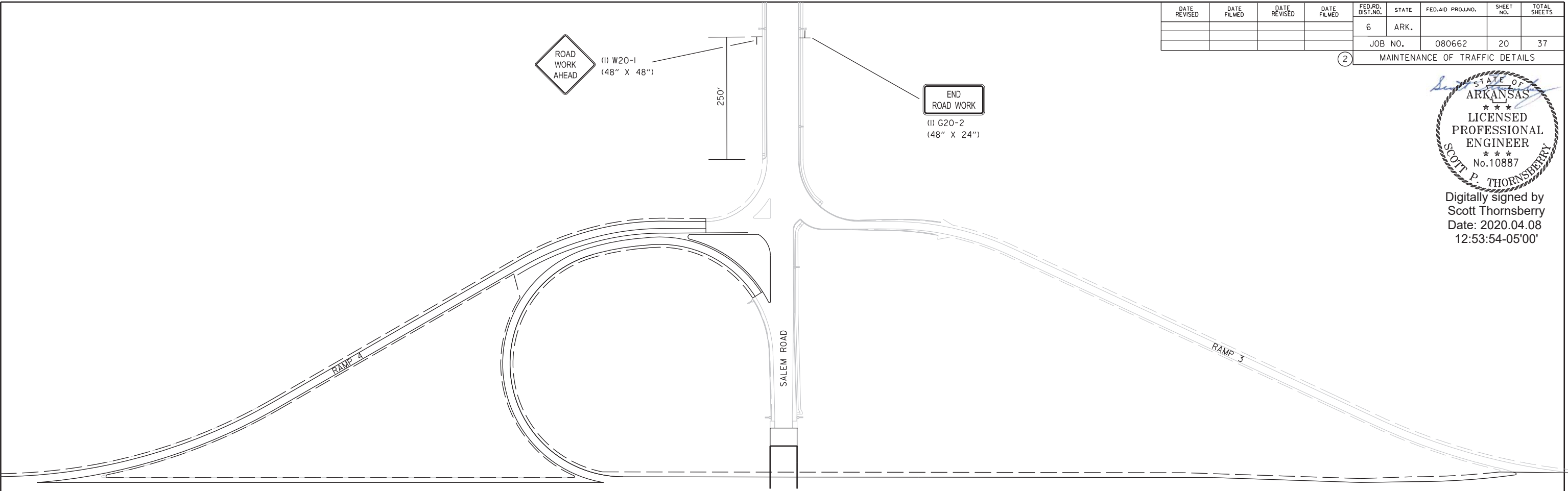
LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
SALEM ROAD OVERPASS (HWY. 25)
RIGHT LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)

Scott Thornsberry 3/2020 9:59:03 AM
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 REVISION DATE: \$REVISION\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080662	20	37	
2 MAINTENANCE OF TRAFFIC DETAILS								



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Scott Thornsberry
Date: 2020.04.08
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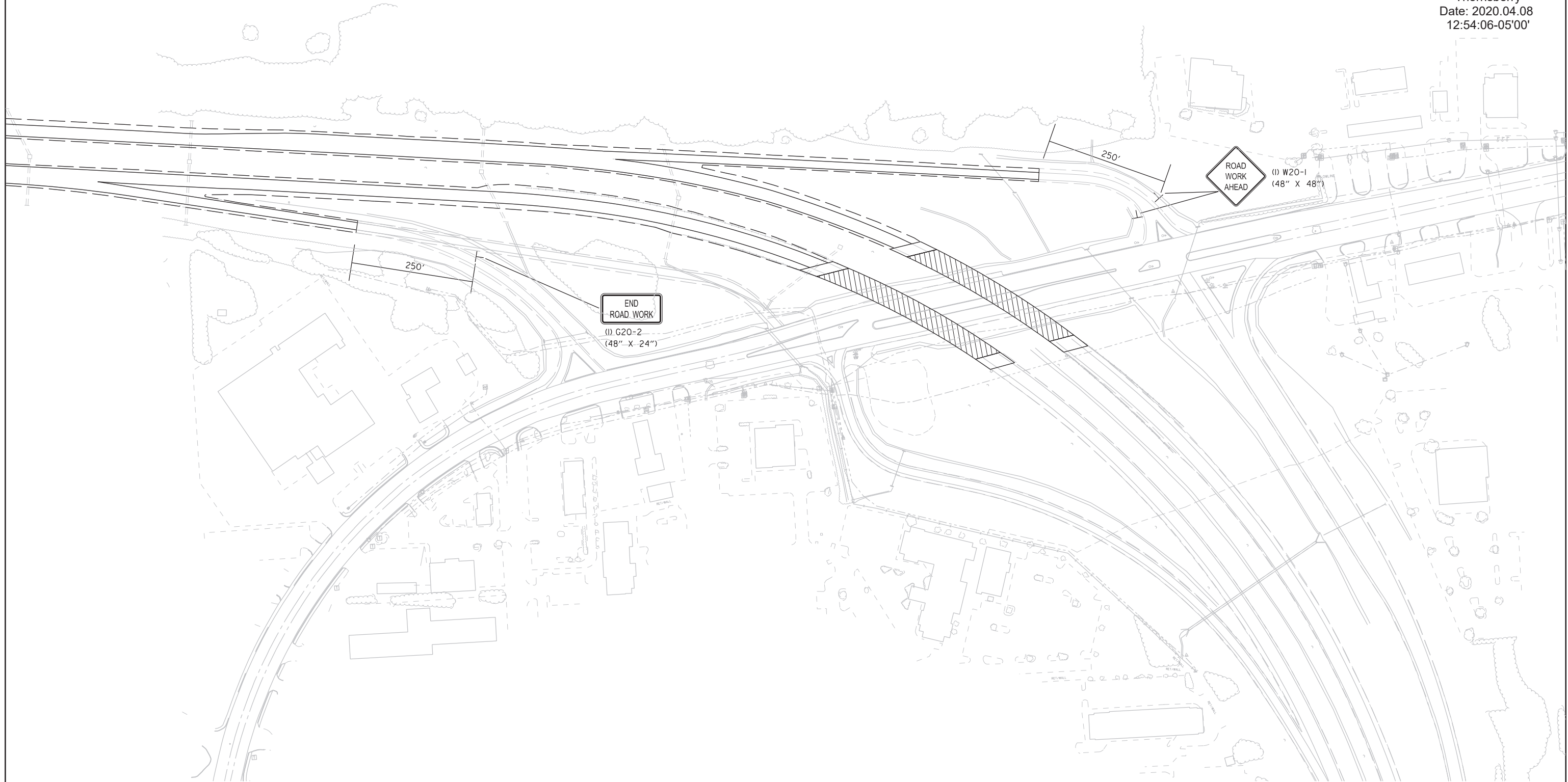
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				6	ARK.			
				JOB NO.	080662	21	37	

② MAINTENANCE OF TRAFFIC DETAILS



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Date: 2020.04.08 12:54:06-05'00'



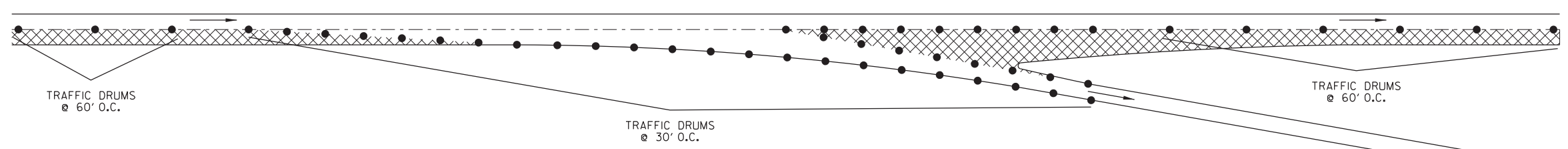
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				JOB NO.	080662	22	37	

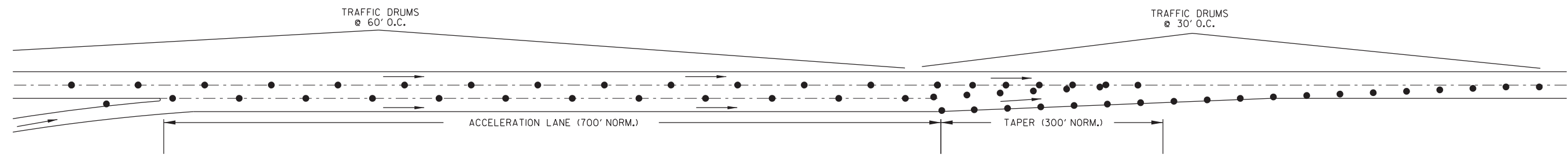
2 MAINTENANCE OF TRAFFIC DETAILS



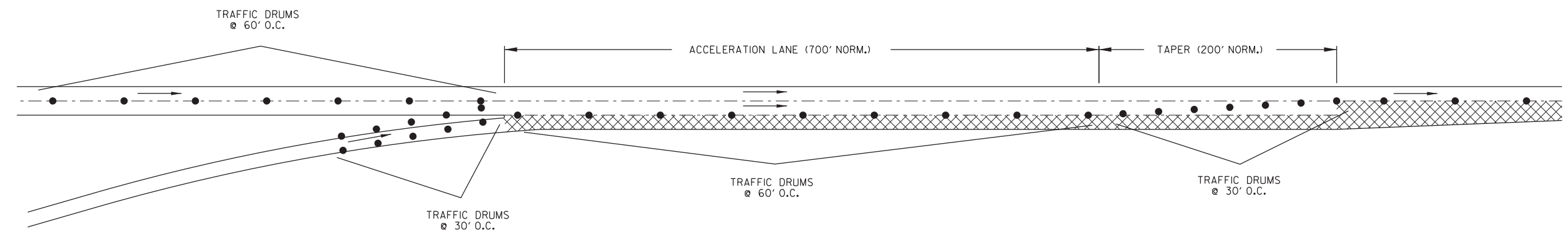
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Scott Thornsberry
Date: 2020.04.08
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EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

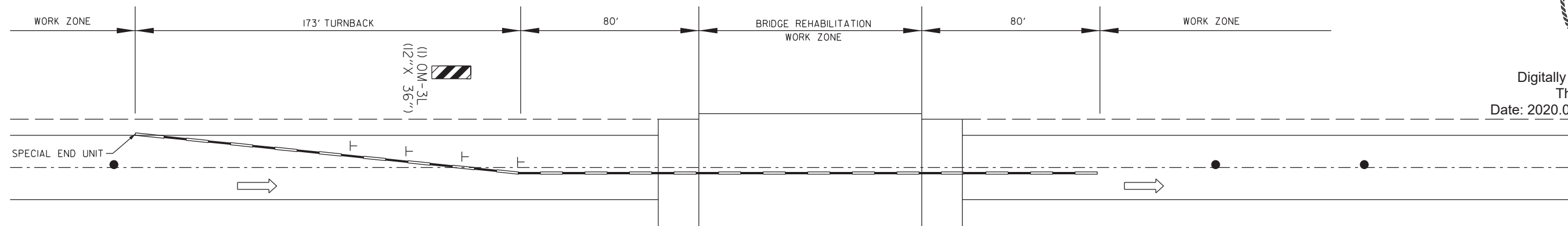
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 REVISION DATE: \$REVISION\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080662	23	37	

② MAINTENANCE OF TRAFFIC DETAILS



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Date: 2020.04.08 12:54:37-05'00'

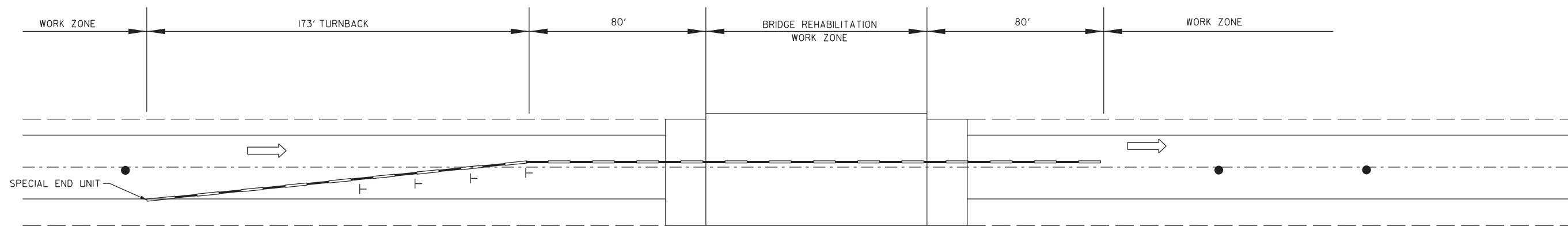


REFER TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF P.C.C.B. TURNBACKS.

SEE BRIDGE PLANS FOR DIMENSION DETAILS

DIVERSION FOR LT. LANE BRIDGE DECK HYDRODEMOLITION WITH LATEX MODIFIED OVERLAY

NOTE:
SPECIAL END UNIT IS INCLUDED IN PRICE BID FOR PRECAST CONCRETE BARRIER.



REFER TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF P.C.C.B. TURNBACKS.

SEE BRIDGE PLANS FOR DIMENSION DETAILS

DIVERSION FOR RT. LANE BRIDGE DECK HYDRODEMOLITION WITH LATEX MODIFIED OVERLAY

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4-23-2020				6	ARK.			
05-29-2020								
				JOB NO.	080662	24	37	

2 PERMANENT PAVEMENT MARKINGS



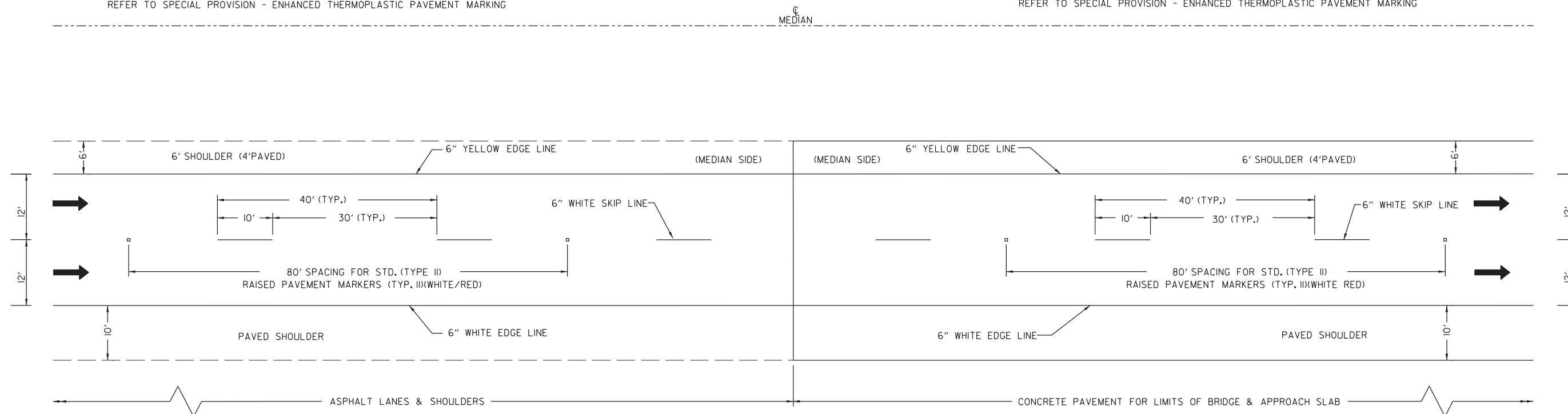
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Scott Thornsberry
Date: 2020.06.04
12:58:11-05'00'

ASPHALT ROADWAY

CONCRETE BRIDGE

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

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



PERMANENT PAVEMENT MARKING DETAILS

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

- CONSTRUCTION PAVEMENT MARKINGS:
APPLY CONSTRUCTION PAVEMENT MARKINGS
ACCORDING TO STD. DWG. PM-2
6" WHITE - 126782 LIN. FT.
- REMOVAL OF PAVEMENT MARKINGS:
PERMANENT - 8330 LIN. FT.
- PERMANENT PAVEMENT MARKINGS:
APPLY PAVEMENT MARKINGS
ACCORDING TO STD. DWG. PM-2
6" YELLOW - 72163 LIN. FT.
6" WHITE - 90062 LIN. FT.
12" WHITE - 3576 LIN. FT.
- RAISED PAV'T MARKINGS (TYPE, II) = 1424
1071 - (RED/WHITE)
33 - YELLOW/YELLOW
80' SPACING (EXCEPT WHERE SHOWN ON STD. DWG. PM-2)

Scott Thornsberry 6/4/2020 9:46:12 AM
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 REVISED DATE: \$REVIDATE\$\$

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT LIN. FT. - EACH	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH	FURNISHING & INSTALLING PRECAST CONC. BARRIER LIN. FT.	RELOCATING PRECAST CONCRETE BARRIER LIN. FT.	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN
					NO.	SQ. FT.				DAY	WEEK
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0					
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0					
W20-1	ROAD WORK 1500 FT.	48"x48"	8	8	8	128.0					
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	128.0					
W20-1R	RIGHT LANE CLOSE 1 MILE	48"x48"	4	4	4	64.0					
W20-5	RIGHT LANE CLOSE 1/2 MILE	48"x48"	4	4	4	64.0					
W20-5	RIGHT LANE CLOSE 1500 FT	48"x48"	4	4	4	64.0					
W20-5	LEFT LANE CLOSE 1/2 MILE	48"x48"	4	4	4	64.0					
W20-5	LEFT LANE CLOSE 1500 FT	48"x48"	4	4	4	64.0					
W20-1L	LEFT LANE CLOSE 1 MILE	48"x48"	4	4	4	64.0					
G20-2	END ROAD WORK	48"x24"	7	7	7	56.0					
G20-1	ROAD WORK NEXT 6 MILES	60"x24"	2	2	2	20.0					
R555-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	60.0					
RSP-1	SHOULDER CLOSED	48"x30"	2	2	2	20.0					
W3-5	SPEED REDUCTION	48"x48"	4	4	4	64.0					
R2-1	SPEED LIMIT	48"x60"	8	8	8	160.0					
W4-2RT	RIGHT LANE ENDS	48"x48"	2	2	2	32.0					
W4-2LT	LEFT LANE ENDS	48"x48"	2	2	2	32.0					
W1-6	LARGE ARROW	60"x30"	12	12	12	150.0					
R4-1	DO NOT PASS	48"x60"	8	8	8	160.0					
OM-3R	OBJECT MARKER	12"x36"	4	4	4	12.0					
OM-3L	OBJECT MARKER	12"x36"	4	4	4	12.0					
SPECIAL	MERGE NOW (RIGHT)	48"x48"	1	1	1	16.0					
SPECIAL	MERGE NOW (LEFT)	48"x48"	1	1	1	16.0					
S1	WIDE LOADS NEXT RIGHT USE HWY. 64 TO CONWAY	99"x60"	1	1	1	41.3					
S2	WIDE LOADS NEXT RIGHT USE HWY. 64 TO MEINTEE	99"x60"	1	1	1	41.3					
S3	WIDE LOADS (ARROW RIGHT)	42"x24"	2	2	2	14.0					
S4	WIDE LOADS (ARROW LEFT)	42"x24"	2	2	2	14.0					
	TRAFFIC DRUMS		1045	1045			1045				
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		503	503				503			
	RELOCATING PRECAST CONCRETE BARRIER		503	503					503		
	ADVANCE WARNING ARROW PANEL								252		
	PORTABLE CHANGEABLE MESSAGE SIGN									56	
TOTALS:						1688.6	1045	503	503	252	56

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 PROJECT. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	ENTIRE PROJECT LIN. FT.	REMOVAL OF PERMANENT PAVEMENT MARKINGS LIN. FT.	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING		THERMOPLASTIC PAVEMENT MARKING			REFLECTORIZED PAINT PAVEMENT MARKING		
				TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6"		6"		12"	WORDS EACH	ARROWS EACH	10" WHITE LIN. FT.
				EACH	EACH	WHITE	YELLOW	WHITE	YELLOW	WHITE			
MAIN LANES AND RAMPS													
REMOVAL OF PERMANENT PAVEMENT MARKINGS	8330	8330											
CONSTRUCTION PAVEMENT MARKINGS	126782		126782										
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	1068			1068									
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	80993				80993								
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	64793					64793							
THERMOPLASTIC PAVEMENT MARKING WHITE (6")	6787						6787						
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	5548							5548					
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3555								3555				
SALEM ROAD (HWY. 25) OVERPASS													
THERMOPLASTIC PAVEMENT MARKING WHITE (6")	2295							2282					
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	1822								1822				
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	32									21			
ENHANCED THERMOPLASTIC PAVEMENT MARKING (WORDS)	2										2		
ENHANCED THERMOPLASTIC PAVEMENT MARKING (ARROWS)	2											2	
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	130											130	
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	33				33								
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	3				3								
TOTALS:		8330	126782	1071	33	80993	64793	9069	7370	3576	2	2	130

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

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-2020				6	ARK.			
5-29-2020						080662	26	37
							QUANTITIES	



Digitally signed by
Scott Thornsberry
Date: 2020.06.04
12:58:28-05'00'

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7-29-2020				6	ARK.			
JOB NO. 080662							27	37
(2)							QUANTITIES	



RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN. FT.
6300+75	6357+69	RT OF RT. MAIN LANES	5694
6819+00	6824+05	RT OF RT. MAIN LANES	505
6829+85	7040+42	RT OF RT. MAIN LANES	21057
7042+85	7080+50	RT OF RT. MAIN LANES	3765
6300+75	6357+69	LT. OF RT. MAIN LANES	5694
6819+00	6824+05	LT. OF RT. MAIN LANES	505
6829+85	7040+42	LT. OF RT. MAIN LANES	21057
7042+85	7080+50	LT. OF RT. MAIN LANES	3765
6300+75	6357+69	RT. OF LT. MAIN LANES	5694
6819+00	6823+72	RT. OF LT. MAIN LANES	472
6829+53	7040+42	RT. OF LT. MAIN LANES	21089
7042+85	7082+01	RT. OF LT. MAIN LANES	3916
6300+75	6357+69	LT. OF LT. MAIN LANES	5694
6819+00	6823+72	LT. OF LT. MAIN LANES	472
6829+53	7040+42	LT. OF LT. MAIN LANES	21089
7042+85	7082+01	LT. OF LT. MAIN LANES	3916
TOTAL:			118185

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

FLUSHING UNDERDRAIN

STATION	STATION	LOCATIONS	FLUSHING UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	UNDERDRAIN REHABILITATION - MAIN LINE	UNDERDRAIN REHABILITATION - LATERALS	UNDERDRAIN VIDEO INSPECTION
			LIN. FT.	EACH	LIN. FT.	LIN. FT.	LIN. FT.
6295+00	6357+00	RT. SHOULDER - RT. MAIN LANES	6200				6200
6357+00	6357+69	RT. SHOULDER - RT. MAIN LANES	69				69
6819+00	6824+04	RT. SHOULDER - RT. MAIN LANES	504				504
6829+85	6837+00	RT. SHOULDER - RT. MAIN LANES	715				715
6837+00	6838+92	RT. SHOULDER - RT. MAIN LANES	192				192
6838+72	6873+66	LT. SHOULDER - RT. MAIN LANES	3494				3494
6873+35	6874+85	LT. SHOULDER - RT. MAIN LANES	150				150
6874+65	6902+98	RT. SHOULDER - RT. MAIN LANES	2833				2833
6902+78	6928+96	LT. SHOULDER - RT. MAIN LANES	2618				2618
6928+94	6929+88	LT. SHOULDER - RT. MAIN LANES	94				94
6929+68	7025+00	RT. SHOULDER - RT. MAIN LANES	9532				9532
7025+00	7034+84	RT. SHOULDER - RT. MAIN LANES	984				984
7035+16	7040+42	RT. SHOULDER - RT. MAIN LANES	526				526
7043+00	7062+00	LT. SHOULDER - RT. MAIN LANES	1900				1900
7062+00	7080+00	RT. SHOULDER - RT. MAIN LANES	1800				1800
6295+00	6320+27	LT. SHOULDER - LT. MAIN LANES	2527				2527
6320+07	6342+71	RT. SHOULDER - LT. MAIN LANES	2264				2264
6342+51	6357+00	LT. SHOULDER - LT. MAIN LANES	1449				1449
6357+00	6357+69	LT. SHOULDER - LT. MAIN LANES	69				69
6819+00	6823+72	LT. SHOULDER - LT. MAIN LANES	472				472
6829+53	6837+00	LT. SHOULDER - LT. MAIN LANES	747				747
6837+00	6872+88	LT. SHOULDER - LT. MAIN LANES	3588				3588
6873+35	6928+85	LT. SHOULDER - LT. MAIN LANES	5550				5550
6928+94	7018+58	LT. SHOULDER - LT. MAIN LANES	8964				8964
7018+38	7026+00	RT. SHOULDER - LT. MAIN LANES	762				762
7026+00	7035+62	RT. SHOULDER - LT. MAIN LANES	962				962
7035+16	7036+93	RT. SHOULDER - LT. MAIN LANES	177				177
7036+73	7040+42	LT. SHOULDER - LT. MAIN LANES	369				369
7043+00	7071+00	LT. SHOULDER - LT. MAIN LANES	2800				2800
7071+00	7082+00	RT. SHOULDER - LT. MAIN LANES	1100				1100
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY ENGINEER				10	5000	5000	
TOTALS:			63411	10	5000	5000	63411

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

UNDERDRAIN OUTLET PROTECTORS TO BE REPLACED OR REPAIRED IF AND WHERE DIRECTED BY THE ENGINEER.

**FOR INFORMATION ONLY
SPECIAL CLEARING LOCATIONS PROVIDED BY DISTRICT**

BEGIN STATION	END STATION	DESCRIPTION	BEGIN STATION	END STATION	DESCRIPTION
6300+75	6341+75	LT. OF L.M.L.	6827+44	6842+23	RT. OF R.M.L.
6344+39	6357+59	LT. OF L.M.L.	6845+40	6845+40	RT. OF R.M.L.
6830+08	6843+81	LT. OF L.M.L.	6849+09	6870+21	RT. OF R.M.L.
6849+62	6963+14	LT. OF L.M.L.	6874+96	6942+02	RT. OF R.M.L.
6971+59	6971+59	LT. OF L.M.L.	6946+77	6946+78	RT. OF R.M.L.
6990+07	6995+35	LT. OF L.M.L.	6952+58	6974+76	RT. OF R.M.L.
7032+84	7037+59	LT. OF L.M.L.	7001+16	7009+60	RT. OF R.M.L.
7046+56	7074+02	LT. OF L.M.L.	7015+41	7029+14	RT. OF R.M.L.
6850+68	6999+57	RT. OF LL.M.L.	7040+76	7063+46	RT. OF R.M.L.
7001+68	7009+08	RT. OF LL.M.L.	6850+68	6879+19	LT. OF R.M.L.
6298+46	6357+69	RT. OF R.M.L.	6888+70	7009+08	LT. OF R.M.L.
6819+00	6823+75	RT. OF R.M.L.			

* LOCATIONS ARE ESTIMATED

SPECIAL CLEARING

STATION	STATION	LOCATION	SPECIAL CLEARING STATION
6300+75	6357+69	SPECIAL CLEARING STATIONS	57
6819+00	6824+00	SPECIAL CLEARING STATIONS	5
6827+00	7041+00	SPECIAL CLEARING STATIONS	214
7044+00	7074+02	SPECIAL CLEARING STATIONS	31
* IF AND WHEN DIRECTED WHERE DIRECTED BY ENGINEER			6
TOTALS:			313

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL								
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	DROP INLET SILT FENCE	SILT FENCE	FILTER SOCK	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	(E-5) BAG	(E-6) CU.YD.	(E-7) LIN. FT.	(E-11) LIN. FT.	(E-13) LIN. FT.	CU. YD.
*ENTIRE PROJECT		SPECIAL CLEARING	5.00	10.00	5.00	510.0	5.00								111	
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			1.00	2.00	1.00	102.0	1.00	1.00	1.00	20.4	220	30	1000			
TOTALS:			6.00	12.00	6.00	612.0	6.00	1.00	1.00	20.4	220	30	1000	1000	2000	111

BASIS OF ESTIMATE:
LIME2 TONS / ACRE OF SEEDING
WATER.....2 TONS / ACRE OF SEEDING
WATER.....2 TONS / ACRE OF SEEDING
SAND BAG DITCH CHECKS.....2 TONS / ACRE OF SEEDING
ROCK DITCH CHECKS.....2 TONS / ACRE OF SEEDING

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

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	150	300
TOTALS:	150	300

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.
TACK COAT FOR MAINTENANCE OF TRAFFIC THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

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.

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 REVISIONS: \$REVDATE\$\$

Scott Thornsberry 3/2020 9:59:19 AM
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 REVISIONS: \$REVDATE\$\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
JOB NO.							080662	28	37

BASE AND SURFACING

COLD MILLING ASPHALT PAVEMENT

QUANTITIES

STATION	STATION	LOCATION	LENGTH FEET	ACHM SURFACE COURSE (1/2")						
				(0.17 GAL. PER SQ. YD.)			AVG. WID. FEET	SQ. YD.	POUND / SQ. YD.	PG 76-22 TON
				TOTAL WID FEET	SQ. YD.	GALLON				
MAIN LANES										
6300+75.00	6357+69.30	LT. MAIN LANES	5694.30	38.0	24042.60	4087.24	38.0	24042.60	220.0	2644.69
6819+00.00	6823+72.35	LT. MAIN LANES	472.35	38.0	1994.37	339.04	38.0	1994.37	220.0	219.38
6829+52.65	6977+10.00	LT. MAIN LANES	14757.35	38.0	62308.81	10592.50	38.0	62308.81	220.0	6853.97
6977+10.00	6980+10.00	LT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
6980+10.00	6986+05.66	LT. MAIN LANES - AUXILARRY LANE	595.66	46.0	3044.48	517.56	46.0	3044.48	220.0	334.89
6986+05.66	6998+89.82	LT. MAIN LANES	1284.16	38.0	5422.01	921.74	38.0	5422.01	220.0	596.42
6998+89.82	7010+93.04	LT. MAIN LANES - AUXILARRY LANE	1203.22	46.0	6149.79	1045.46	46.0	6149.79	220.0	676.48
7010+93.04	7013+93.04	LT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7013+93.31	7016+93.31	LT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7016+93.31	7020+40.93	LT. MAIN LANES - EXIT RAMP TURNOUT	347.62	38.0	1467.73	249.51	38.0	1467.73	220.0	161.45
7020+40.93	7022+75.00	LT. MAIN LANES - AUXILARRY LANE	234.07	46.0	1196.36	203.38	46.0	1196.36	220.0	131.60
7022+75.00	7025+75.00	LT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7025+75.00	7040+42.32	LT. MAIN LANES	1467.32	38.0	6195.35	1053.21	38.0	6195.35	220.0	681.49
7042+85.48	7066+29.54	LT. MAIN LANES	2344.06	38.0	9897.14	1682.51	38.0	9897.14	220.0	1088.69
7066+29.54	7069+29.54	LT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7069+29.54	7076+12.29	LT. MAIN LANES - AUXILARRY LANE	682.75	46.0	3489.61	593.23	46.0	3489.61	220.0	383.86
7076+12.29	7082+01.33	LT. MAIN LANES	589.04	38.0	2487.06	422.80	38.0	2487.06	220.0	273.58
6300+75.00	6357+69.30	RT. MAIN LANES	5694.30	38.0	24042.60	4087.24	38.0	24042.60	220.0	2644.69
6819+00.00	6824+04.85	RT. MAIN LANES	504.85	38.0	2131.59	362.37	38.0	2131.59	220.0	234.47
6829+84.65	7018+25.03	RT. MAIN LANES	18840.38	38.0	79548.27	13523.21	38.0	79548.27	220.0	8750.31
7018+25.03	7022+00.00	RT. MAIN LANES - AUXILARRY LANE	374.97	46.0	1916.51	325.81	46.0	1916.51	220.0	210.82
7022+00.00	7025+00.00	RT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7025+00.00	7040+42.32	RT. MAIN LANES	1542.32	38.0	6512.02	1107.04	38.0	6512.02	220.0	716.32
7042+85.48	7056+50.00	RT. MAIN LANES	1364.52	38.0	5761.31	979.42	38.0	5761.31	220.0	633.74
7056+50.00	7059+50.00	RT. MAIN LANES - 300' TAPER	300.00	42.0	1400.00	238.00	42.0	1400.00	220.0	154.00
7059+50.00	7064+04.80	RT. MAIN LANES - AUXILARRY LANE	454.80	46.0	2324.53	395.17	46.0	2324.53	220.0	255.70
7064+04.80	7080+49.97	RT. MAIN LANES	1645.17	38.0	6946.27	1180.87	38.0	6946.27	220.0	764.09
ADDITIONAL FOR EXISTING WIDENING FOR GUARDRAIL										
*STA. TO STA. LENGTH INCLUDES GUARDRAIL THRIE BEAM AND TERMINAL TYPE II										
6317+58.00	6321+33.00	RT. OF RT. MAIN LANES	375.00	2.0	83.33	14.17	2.0	83.33	220.0	9.17
6320+67.00	6324+42.00	LT. OF LT. MAIN LANES	375.00	2.0	83.33	14.17	2.0	83.33	220.0	9.17
6344+66.00	6357+69.30	RT. OF RT. MAIN LANES	1303.30	2.0	289.62	49.24	2.0	289.62	220.0	31.86
6819+00.00	6824+41.00	RT. OF RT. MAIN LANES	541.00	2.0	120.22	20.44	2.0	120.22	220.0	13.22
6347+00.00	6354+50.00	LT. OF LT. MAIN LANES	750.00	2.0	166.67	28.33	2.0	166.67	220.0	18.33
6821+18.00	6824+37.00	LT. OF LT. MAIN LANES	319.00	2.0	70.89	12.05	2.0	70.89	220.0	7.80
6829+20.00	6832+39.00	RT. OF RT. MAIN LANES	319.00	2.0	70.89	12.05	2.0	70.89	220.0	7.80
6829+12.00	6831+81.00	LT. OF LT. MAIN LANES	269.00	2.0	59.78	10.16	2.0	59.78	220.0	6.58
6842+76.00	6845+50.00	RT. OF RT. MAIN LANES	274.00	2.0	60.89	10.35	2.0	60.89	220.0	6.70
6886+00.00	6901+75.00	RT. OF RT. MAIN LANES	1575.00	2.0	350.00	59.50	2.0	350.00	220.0	38.50
6927+75.00	6931+50.00	RT. OF RT. MAIN LANES	375.00	2.0	83.33	14.17	2.0	83.33	220.0	9.17
6931+30.00	6935+05.00	LT. OF LT. MAIN LANES	375.00	2.0	83.33	14.17	2.0	83.33	220.0	9.17
6973+15.00	6975+40.00	RT. OF RT. MAIN LANES	225.00	2.0	50.00	8.50	2.0	50.00	220.0	5.50
6973+15.00	6975+40.00	LT. OF LT. MAIN LANES	225.00	2.0	50.00	8.50	2.0	50.00	220.0	5.50
7020+05.00	7023+30.00	LT. OF LT. MAIN LANES	325.00	2.0	72.22	12.28	2.0	72.22	220.0	7.94
7020+05.00	7023+30.00	RT. OF RT. MAIN LANES	325.00	2.0	72.22	12.28	2.0	72.22	220.0	7.94
7037+50.00	7040+75.00	LT. OF LT. MAIN LANES	325.00	2.0	72.22	12.28	2.0	72.22	220.0	7.94
7038+00.00	7040+75.00	RT. OF RT. MAIN LANES	325.00	2.0	72.22	12.28	2.0	72.22	220.0	7.94
7042+40.00	7045+25.00	LT. OF LT. MAIN LANES	285.00	2.0	63.33	10.77	2.0	63.33	220.0	6.97
7042+40.00	7045+25.00	RT. OF RT. MAIN LANES	285.00	2.0	63.33	10.77	2.0	63.33	220.0	6.97
7054+35.00	7056+70.00	LT. OF LT. MAIN LANES	235.00	2.0	52.22	8.88	2.0	52.22	220.0	5.74
7054+45.00	7056+70.00	RT. OF RT. MAIN LANES	225.00	2.0	50.00	8.50	2.0	50.00	220.0	5.50
7074+20.00	7081+00.00	LT. OF LT. MAIN LANES	680.00	2.0	151.11	25.69	2.0	151.11	220.0	16.62
7077+55.00	7080+40.00	RT. OF RT. MAIN LANES	285.00	2.0	63.33	10.77	2.0	63.33	220.0	6.97
7086+05.00	7088+65.00	LT. OF LT. MAIN LANES	260.00	2.0	57.78	9.82	2.0	57.78	220.0	6.36
7085+70.00	7088+85.00	RT. OF RT. MAIN LANES	315.00	2.0	70.00	11.90	2.0	70.00	220.0	7.70
ADDITIONAL FOR RAMPS										
6979+95.07	6984+30.89	HWY. 25 INTERCHANGE (EXIT 124) RAMP 1	435.82	VAR.	902.27	153.39	VAR.	902.27	220.0	99.25
6984+30.89	7001+54.53	HWY. 25 INTERCHANGE (EXIT 124) RAMP 1	1723.64	25.0	4787.89	813.94	25.0	4787.89	220.0	526.67
7001+54.53	7002+80.51	HWY. 25 INTERCHANGE (EXIT 124) RAMP 1	125.98	VAR.	776.00	131.92	VAR.	776.00	220.0	85.36
6986+05.66	6988+08.30	HWY. 25 INTERCHANGE (EXIT 124) RAMP 4	202.64	VAR.	902.27	153.39	VAR.	902.27	220.0	99.25
6988+08.30	6999+33.66	HWY. 25 INTERCHANGE (EXIT 124) RAMP 4	1125.36	25.0	3126.00	531.42	25.0	3126.00	220.0	343.86
6992+04.53	6993+77.16	HWY. 25 INTERCHANGE (EXIT 124) RAMP 3A	172.63	VAR.	286.00	48.62	VAR.	286.00	220.0	31.46
6993+77.16	6997+82.60	HWY. 25 INTERCHANGE (EXIT 124) RAMP 3A	405.44	25.0	1126.22	191.46	25.0	1126.22	220.0	123.88
6997+82.60	6998+89.82	HWY. 25 INTERCHANGE (EXIT 124) RAMP 3A	107.22	VAR.	3070.00	521.90	VAR.	3070.00	220.0	337.70
6999+33.66	7002+88.08	HWY. 25 INTERCHANGE (EXIT 124) RAMP 3-4 OFF-RAMP	354.42	VAR.	814.00	138.38	VAR.	814.00	220.0	89.54
6999+33.66	7001+72.24	HWY. 25 INTERCHANGE (EXIT 124) RAMP 3-4 ON-RAMP	238.58	VAR.	1156.00	196.52	VAR.	1156.00	220.0	127.16
7001+24.70	7002+41.71	HWY. 25 INTERCHANGE (EXIT 124) RAMP 2	117.01	VAR.	902.27	153.39	VAR.	902.27	220.0	99.25
7002+41.71	7016+02.12	HWY. 25 INTERCHANGE (EXIT 124) RAMP 2	1360.41	25.0	3778.92	642.42	25.0	3778.92	220.0	415.68
7016+02.12	7018+25.03	HWY. 25 INTERCHANGE (EXIT 124) RAMP 2	222.91	VAR.	463.00	78.71	VAR.	463.00	220.0	50.93
7076+12.29	7077+66.00	U.S. HWY. 65 INTERCHANGE (EXIT 125) RAMP 4	153.71	VAR.	902.27	153.39	VAR.	902.27	220.0	99.25
7077+66.00	7084+61.82	U.S. HWY. 65 INTERCHANGE (EXIT 125) RAMP 4	695.82	25.0	1932.83	328.58	25.0	1932.83	220.0	212.61
7064+04.80	7067+96.00	U.S. HWY. 65 INTERCHANGE (EXIT 125) RAMP 1	391.20	VAR.	902.27	153.39	VAR.	902.27	220.0	99.25
7067+96.00	7070+52.95	U.S. HWY. 65 INTERCHANGE (EXIT 125) RAMP 1	256.95	25.0	713.75	121.34	25.0	713.75	220.0	78.51
ADDITIONAL FOR SALEM ROAD										
12+64.19	15+70.00	SALEM ROAD OVERPASS	305.81	64.0	2174.65	369.69	64.0	2174.65	220.0	239.21
15+70.00	17+50.00	SALEM ROAD OVERPASS	180.00	VAR.	1160.00	197.20	VAR.	1160.00	220.0	127.60
17+50.00	18+06.42	SALEM ROAD OVERPASS	56.42	52.0	325.98	55.42	52.0	325.98	220.0	35.86
TOTALS:					299363.26	50891.79		299363.26		32929.98

STATION	STATION	LOCATION	AVG. WIDTH FEET	COLD MILLING ASPHALT PAVEMENT	
				SQ. YD.	TON
MAIN LANES					
6300+75.00	6357+69.30	LT. MAIN LANES	38.0	24042.60	2644.69
6819+00.00	6823+72.35	LT. MAIN LANES	38.0	1994.37	219.38
6829+52.65	6977+10.00	LT. MAIN LANES	38.0	62308.81	6853.97
6977+10.00	6980+10.00	LT. MAIN LANES - 300' TAPER	42.0	1400.00	154.00
6980+10.00	6986+05.66	LT. MAIN LANES - AUXILARRY LANE	46.0	3044.48	334.89
6986+05.66	6998+89.82	LT. MAIN LANES	38.0	5422.01	596.42
6998+89.82	7010+93.04	LT. MAIN LANES - AUXILARRY LANE	46.0	6149.79	

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-2020				6	ARK.			
				JOB NO.	080662	29	37	
				A&B6428 - QUANTITIES - 59344 07055 A&B3919 A&B6869				

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 080662

I-40 LOG MILE	UNIT OF STRUCTURE	ITEM NUMBER	SS & 802	803	803	SS & 804	SS & 804	SS & 809	SP JOB 080662	SP JOB 080662	SP JOB 080662	SP JOB 080662	SP JOB 080662
		ITEM	GROOVING	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	SILICONE JOINT SEALANT	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY	HYDRODEMOLITION - CLASS 1	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)
		UNIT	SQ. YD.	GAL.	LIN. FT.	POUND	POUND	LIN. FT.	SQ. FT.	SQ. YD.	SQ. YD.	SQ. FT.	SQ. YD.
120.19	EXISTING BRIDGE NO. A6428 ①					860			1,010	2,245			
120.19	EXISTING BRIDGE NO. B6428 ①					860			1,010	2,245			
123.61	EXISTING BRIDGE NO. 07055 ①					660			775	1,722			
124.34	EXISTING BRIDGE NO. A3919 ①		959.0	20.8	340	275		156			1,040	647	1,043
124.34	EXISTING BRIDGE NO. B3919 ①		959.0	20.8	340	275		156			1,040	647	1,043
125.11	EXISTING BRIDGE NO. A6869 ①						584		686	1,524			
125.11	EXISTING BRIDGE NO. B6869 ①						616						
									722	1,604			
TOTALS FOR JOB NO. 080662			1,918.0 ③	41.6 ③	680	550 ②	3,580 ②	312	4,203 ②	9,340	2,080 ③	1,294 ②	2,086 ③

- ① EXISTING BRIDGE DECK DOES NOT HAVE ASPHALT OVERLAY.
- ② QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.
- ③ THESE QUANTITIES ARE FOR BRIDGE DECK AND APPROACH SLABS AND GUTTERS.

REFERENCE TABLE

Bridge No.	Existing Dwg. Nos.
A6428	32221
B6428	32222
07055	47868
A&B3919	13047, 15050, 14990B
A6869	43718
B6869	43719



PRINT DATE: 4/29/2020

DRAWN BY: KDH DATE: 02/05/2020 FILENAME: 080662_Q1.DGN
 CHECKED BY: SFH DATE: 03/31/2020
 DESIGNED BY: - DATE: - SCALE: NONE
 BRIDGE NO. A&B6428, 07055, A&B3919, A&B6869 DRAWING NO. 59344

**SCHEDULE OF BRIDGE QUANTITIES
 HWY. 65-WEST (S)
 CONWAY & FAULKNER COUNTIES**
 ROUTE I-40 SECTIONS 31 & 32
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARKANSAS

Leonard.Speed 4/29/2020 11:50:31 AM
 WORKSPACE: ARDOT
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-2020		7-29-2020		6	ARK.			
5-29-2020								37
7-13-2020								

2 SUMMARY OF QUANTITIES & REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	SPECIAL CLEARING	313	STATION
SS & 401	TACK COAT	51192	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	31119	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	1811	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	299363	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	150	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	300	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1689	SQ. FT.
SS & 604	TRAFFIC DRUMS	1045	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	503	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	503	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	126782	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	8330	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	252	DAY
SP, SS & 604	PORTABLE CHANGEABLE MESSAGE SIGN	56	WEEK
SS & 611	UNDERDRAIN OUTLET PROTECTORS	10	EACH
SP	FLUSHING UNDERDRAIN	63411	LIN. FT.
SP, SS, & 611	UNDERDRAIN VIDEO INSPECTION	63411	LIN. FT.
SP	UNDERDRAIN REHABILITATION - MAIN LINE	5000	LIN. FT.
SP	UNDERDRAIN REHABILITATION - LATERALS	5000	LIN. FT.
620	LIME	12	TON
620	SEEDING	6.00	ACRE
SS & 620	MULCH COVER	7.00	ACRE
620	WATER	632.4	M. GAL.
621	TEMPORARY SEEDING	1.00	ACRE
SS & 621	FILTER SOCK (12")	2000	LIN. FT.
621	SAND BAG DITCH CHECKS	220	BAG
621	DROP INLET SILT FENCE	1000	LIN. FT.
621	SILT FENCE	1000	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	111	CU. YD.
621	ROCK DITCH CHECKS	30	CU. YD.
623	SECOND SEEDING APPLICATION	6.00	ACRE
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	118185	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	130	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	9069	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3576	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	7370	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	2	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	2	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	80993	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	64793	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1104	EACH
STRUCTURES OVER 20' SPAN			
SS & 802	GROOVING	1918	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	41.6	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	680	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	550	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	3580	POUND
SS & 809	SILICONE JOINT SEALANT	312	LIN. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	4203	SQ. FT.
SP	POLYMER OVERLAY	9340	SQ. YD.
SP	HYDRODEMOLITION - CLASS 1	2080	SQ. YD.
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	1294	SQ. FT.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	2086	SQ. YD.
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM

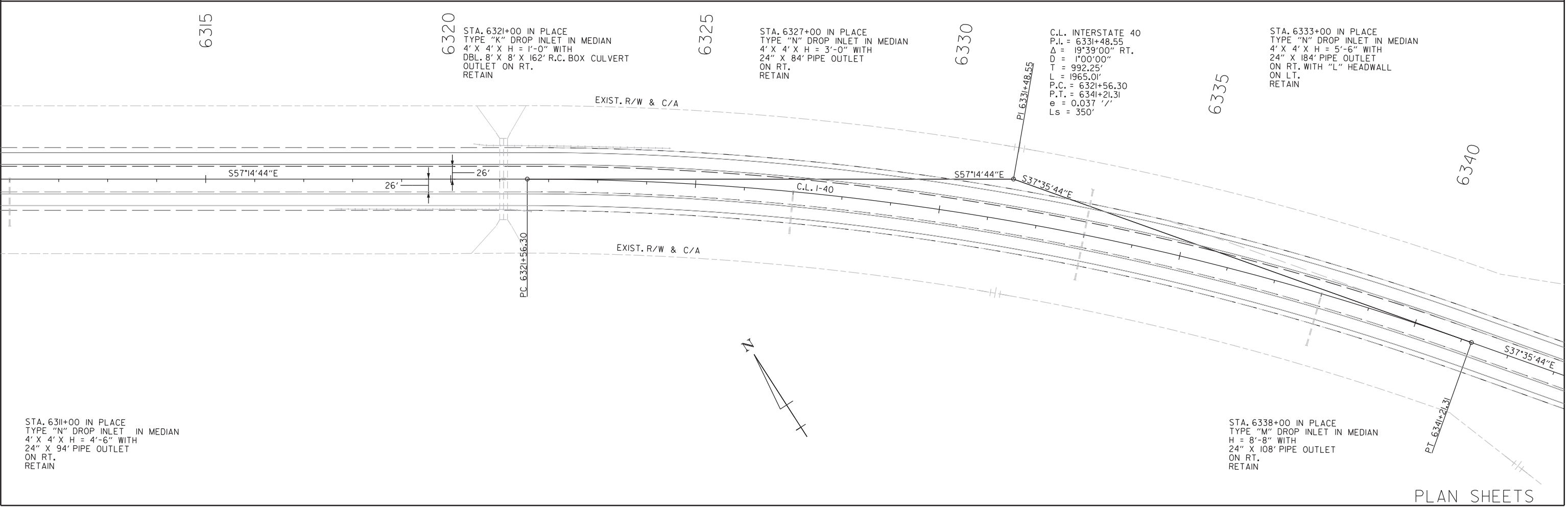
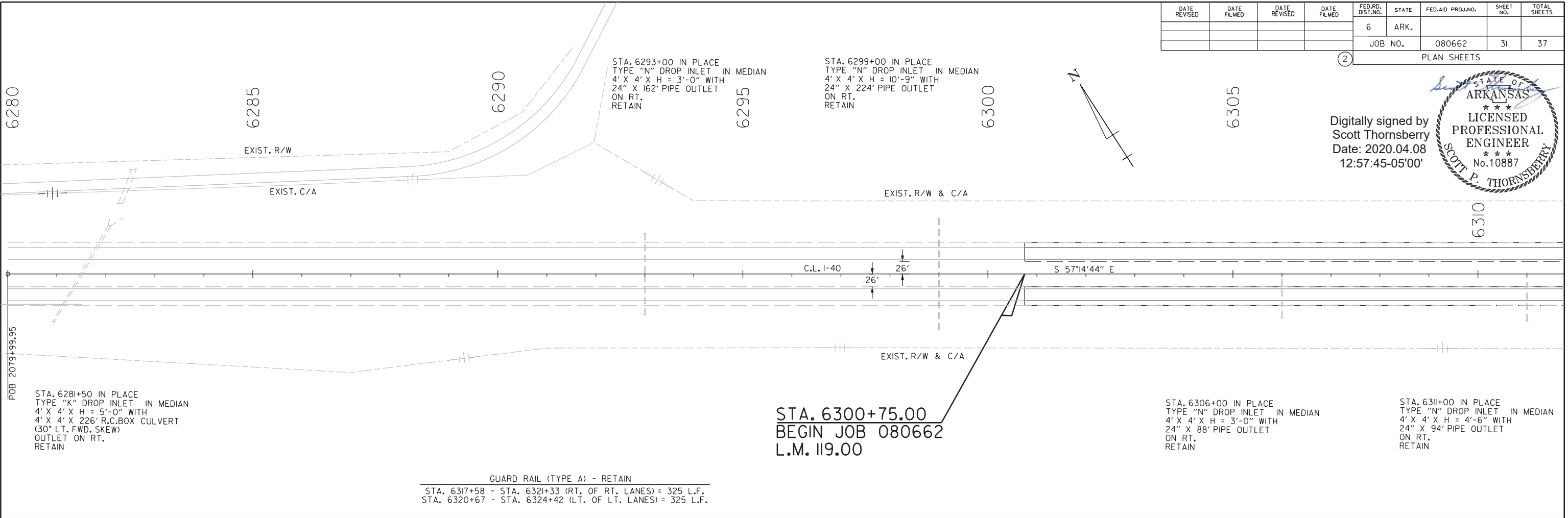
REVISIONS

DATE	REVISION	SHEET NUMBER
4/23/2020	CHANGED PROJECT NAME TO REFLECT STATE OVERSIGHT. REMOVED 12" STOP BAR, TURN LANE & BULL NOSE STRIPE FROM SALEM RD. REVISED THERMO. PVMT. MARKING WHITE (6") & (12") QUANTITIES. REVISED REFERENCE TABLE AND JOB NAME ON SHEET 29. REVISED "MAINTENANCE OF TRAFFIC" AND "FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT" SPECIAL PROVISIONS. REVISED PROJECT NUMBER FROM BB0808 TO 080662 IN MULTIPLE SPECIAL PROVISIONS. ADDED "LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES" AND "WATER POLLUTION CONTROL" SPECIAL PROVISIONS. REMOVED "EMPLOYMENT REPORTING" SPECIAL PROVISION.	1, 3, 24, 25, 26, 29 & 30
5/29/2020	UPADTED STORM WATER POLUTION PREVENTION PLAN SPECIAL PROVISION TO LATEST VERSION, UPDATED STANDARD DRAWING DATES, AND UPDATED THERMOPLASTIC PAVEMENT MARKING WHITE (12") QUANTITY.	2, 24, 26 & 30
7/13/2020	REMOVED "UNDERDRAIN FLUSHING AND REHABILITATION" SPECIAL PROVISION AND REPLACED WITH "UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION". DELETED SS 802-2 FROM THE GOVERNING SPECIFICATIONS.	3, 30
7/29/2020	UPDATED COLD MILLING ASPHALT PAVEMENT NOTE (2" DEPTH) TO COLD MILLING ASPHALT PAVEMENT (2" AVG. DEPTH). ADDED QUANTITIES FOR UNDERDRAIN REHABILITATION - MAIN LINE, UNDERDRAIN REHABILITATION - LATERALS, AND UNDERDRAIN VIDEO INSPECTION.	4, 5, 27 & 30

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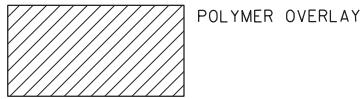
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				6	ARK.			
				JOB NO.	080662		31	37
				PLAN SHEETS				

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 REVISION DATE: \$REVISION\$

LEGEND



GUARD RAIL (TYPE A) - RETAIN
 STA. 6344+66 - STA. 6824+41 (RT. OF RT. LANES) = 1775 L.F.
 STA. 6347+00 - STA. 6354+50 (LT. OF LT. LANES) = 700 L.F.
 STA. 6821+18 - STA. 6824+37 (LT. OF RT. LANES) = 250 L.F.
 STA. 6829+20 - STA. 6832+39 (RT. OF LT. LANES) = 250 L.F.
 STA. 6829+12 - STA. 6831+81 (LT. OF LT. LANES) = 200 L.F.

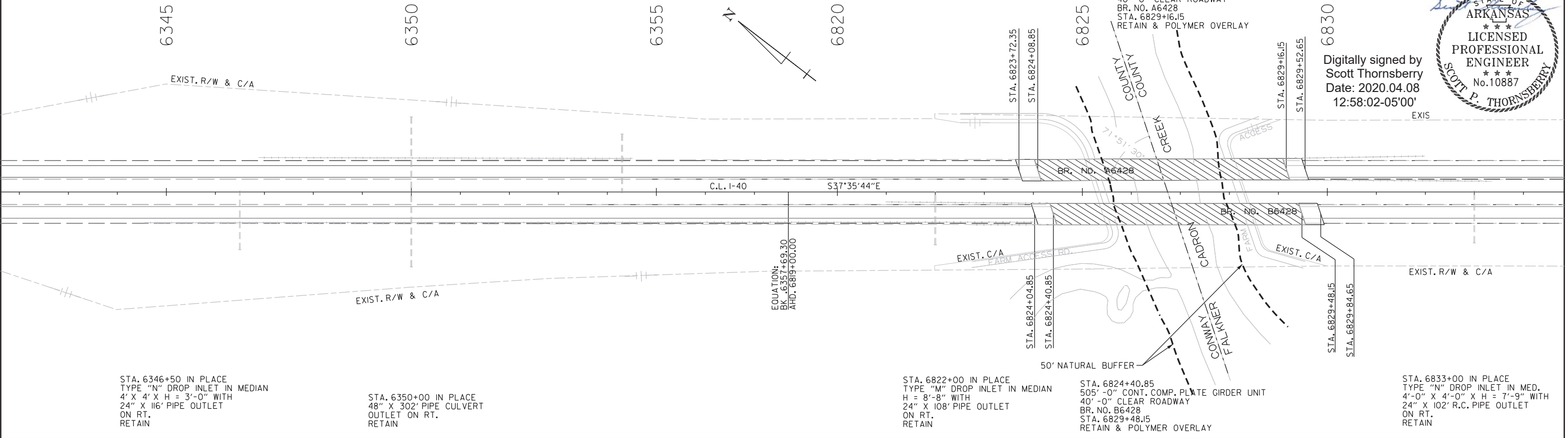
STA. 6354+30 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 3'-0" WITH
 24" X 98' PIPE OUTLET
 ON LT.
 RETAIN

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.	080662	32	37	

PLAN SHEETS



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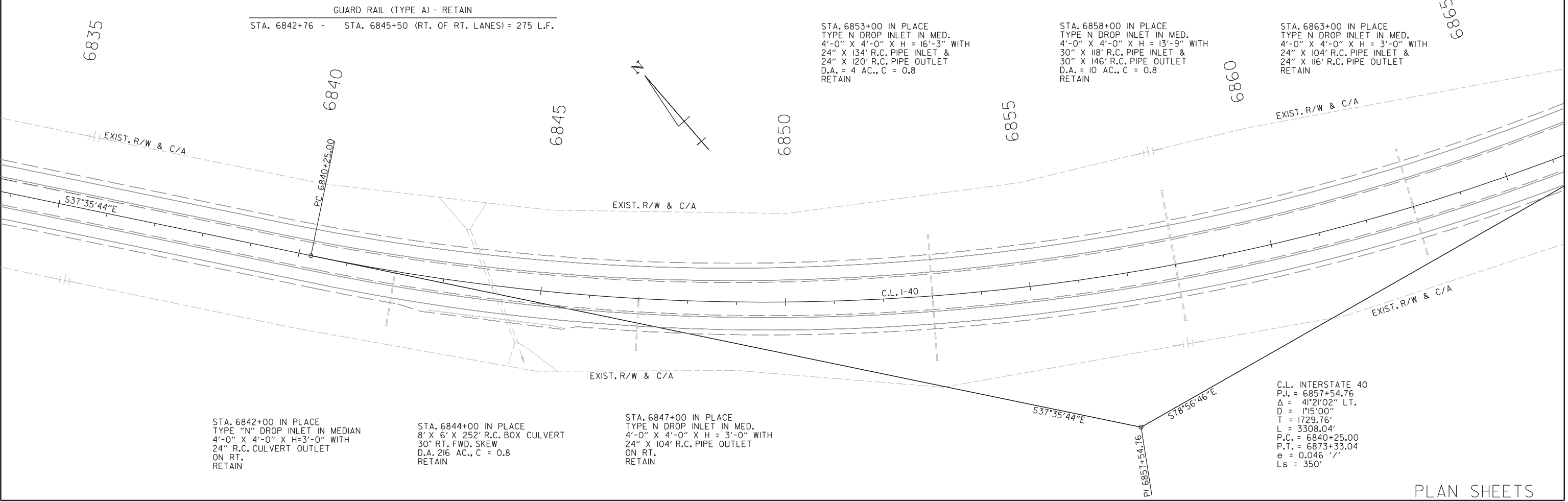
STA. 6346+50 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4' X 4' X H = 3'-0" WITH
 24" X 116' PIPE OUTLET
 ON RT.
 RETAIN

STA. 6350+00 IN PLACE
 48" X 302' PIPE CULVERT
 OUTLET ON RT.
 RETAIN

STA. 6822+00 IN PLACE
 TYPE "M" DROP INLET IN MEDIAN
 H = 8'-8" WITH
 24" X 108' PIPE OUTLET
 ON RT.
 RETAIN

STA. 6824+40.85
 505' -0" CONT. COMP. PLATE GIRDER UNIT
 40' -0" CLEAR ROADWAY
 BR. NO. B6428
 STA. 6829+48.15
 RETAIN & POLYMER OVERLAY

STA. 6833+00 IN PLACE
 TYPE "N" DROP INLET IN MED.
 4'-0" X 4'-0" X H = 7'-9" WITH
 24" X 102' R.C. PIPE OUTLET
 ON RT.
 RETAIN



GUARD RAIL (TYPE A) - RETAIN
 STA. 6842+76 - STA. 6845+50 (RT. OF RT. LANES) = 275 L.F.

STA. 6853+00 IN PLACE
 TYPE N DROP INLET IN MED.
 4'-0" X 4'-0" X H = 16'-3" WITH
 24" X 134' R.C. PIPE INLET &
 24" X 120' R.C. PIPE OUTLET
 D.A. = 4 AC., C = 0.8
 RETAIN

STA. 6858+00 IN PLACE
 TYPE N DROP INLET IN MED.
 4'-0" X 4'-0" X H = 13'-9" WITH
 30" X 118' R.C. PIPE INLET &
 30" X 146' R.C. PIPE OUTLET
 D.A. = 10 AC., C = 0.8
 RETAIN

STA. 6863+00 IN PLACE
 TYPE N DROP INLET IN MED.
 4'-0" X 4'-0" X H = 3'-0" WITH
 24" X 104' R.C. PIPE INLET &
 24" X 116' R.C. PIPE OUTLET
 RETAIN

STA. 6842+00 IN PLACE
 TYPE "N" DROP INLET IN MEDIAN
 4'-0" X 4'-0" X H = 3'-0" WITH
 24" R.C. CULVERT OUTLET
 ON RT.
 RETAIN

STA. 6844+00 IN PLACE
 8' X 6' X 252' R.C. BOX CULVERT
 30° RT. FWD. SKEW
 D.A. 216 AC., C = 0.8
 RETAIN

STA. 6847+00 IN PLACE
 TYPE N DROP INLET IN MED.
 4'-0" X 4'-0" X H = 3'-0" WITH
 24" X 104' R.C. PIPE OUTLET
 ON RT.
 RETAIN

C.L. INTERSTATE 40
 P.I. = 6857+54.76
 Δ = 41°21'02" LT.
 D = 1'15" 00"
 T = 1729.76'
 L = 3308.04'
 P.C. = 6840+25.00
 P.T. = 6873+33.04
 e = 0.046 ''
 Ls = 350'

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				6	ARK.			
				JOB NO.	080662		33	37
				PLAN SHEETS				

C.L. INTERSTATE 40
P.I. = 6857+54.76
D = 41'21"02" LT.
D = 1'15"00"
T = 1729.76'
L = 3308.04'
P.C. = 6840+25.00
P.T. = 6873+33.04
e = 0.046 '/'
Ls = 350'

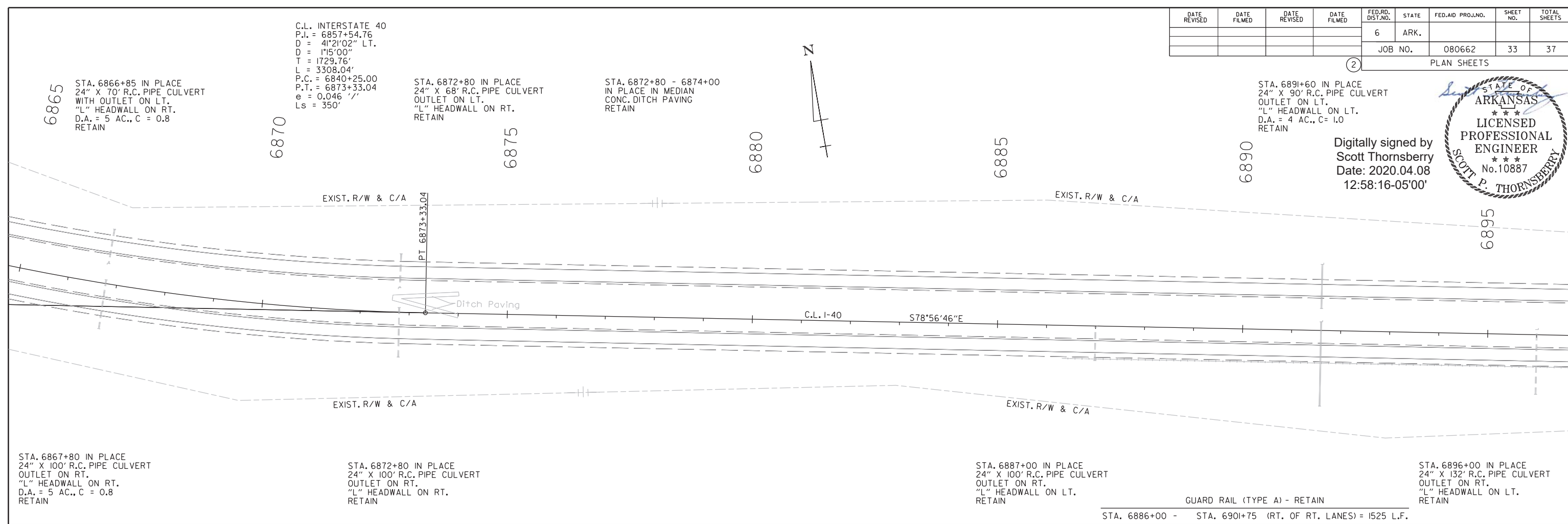
6865 STA. 6866+85 IN PLACE
24" X 70' R.C. PIPE CULVERT
WITH OUTLET ON LT.
"L" HEADWALL ON RT.
D.A. = 5 AC., C = 0.8
RETAIN

6870 STA. 6872+80 IN PLACE
24" X 68' R.C. PIPE CULVERT
OUTLET ON LT.
"L" HEADWALL ON RT.
RETAIN

6875 STA. 6872+80 - 6874+00
IN PLACE IN MEDIAN
CONC. DITCH PAVING
RETAIN

6885 STA. 6891+60 IN PLACE
24" X 90' R.C. PIPE CULVERT
OUTLET ON LT.
"L" HEADWALL ON LT.
D.A. = 4 AC., C = 1.0
RETAIN

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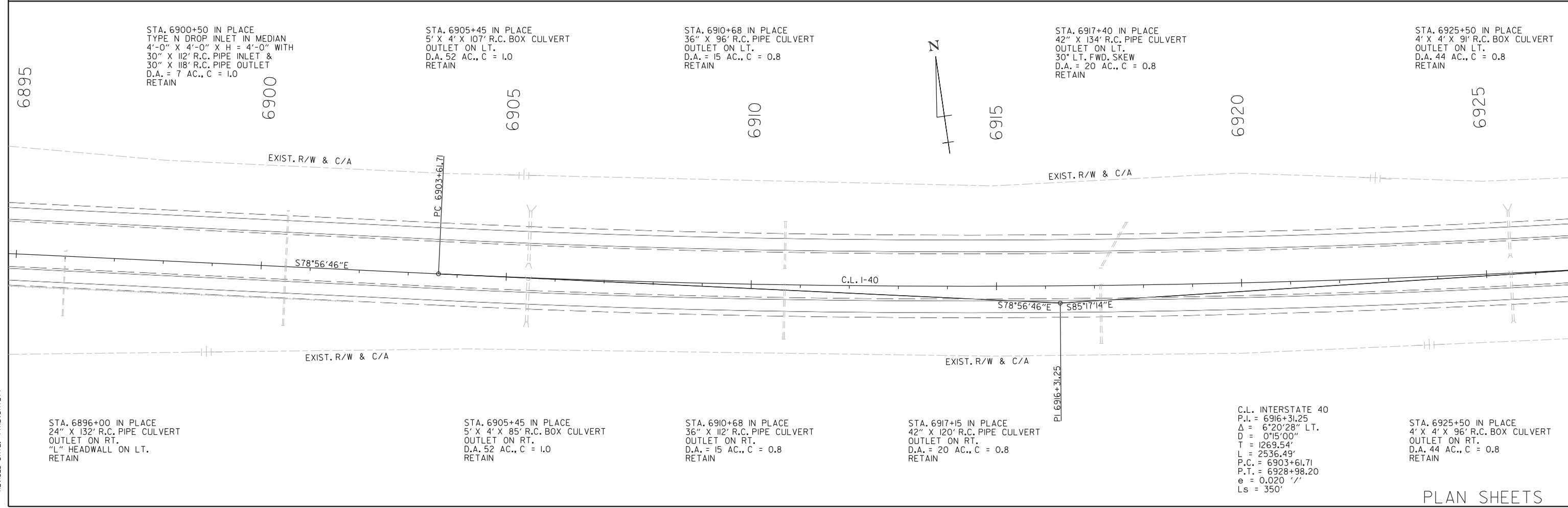
6895 STA. 6867+80 IN PLACE
24" X 100' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON RT.
D.A. = 5 AC., C = 0.8
RETAIN

6900 STA. 6872+80 IN PLACE
24" X 100' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON RT.
RETAIN

6915 STA. 6887+00 IN PLACE
24" X 100' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON LT.
RETAIN

6925 STA. 6896+00 IN PLACE
24" X 132' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON LT.
RETAIN

GUARD RAIL (TYPE A) - RETAIN
STA. 6886+00 - STA. 6901+75 (RT. OF RT. LANES) = 1525 L.F.



6895 STA. 6900+50 IN PLACE
TYPE N DROP INLET IN MEDIAN
4'-0" X 4'-0" X H = 4'-0" WITH
30" X 112' R.C. PIPE INLET &
30" X 118' R.C. PIPE OUTLET
D.A. = 7 AC., C = 1.0
RETAIN

6900 STA. 6905+45 IN PLACE
5' X 4' X 107' R.C. BOX CULVERT
OUTLET ON LT.
D.A. 52 AC., C = 1.0
RETAIN

6910 STA. 6910+68 IN PLACE
36" X 96' R.C. PIPE CULVERT
OUTLET ON LT.
D.A. = 15 AC., C = 0.8
RETAIN

6915 STA. 6917+40 IN PLACE
42" X 134' R.C. PIPE CULVERT
OUTLET ON LT.
30' LT. FWD. SKEW
D.A. = 20 AC., C = 0.8
RETAIN

6925 STA. 6925+50 IN PLACE
4' X 4' X 91' R.C. BOX CULVERT
OUTLET ON LT.
D.A. 44 AC., C = 0.8
RETAIN

6925 STA. 6896+00 IN PLACE
24" X 132' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON LT.
RETAIN

6930 STA. 6905+45 IN PLACE
5' X 4' X 85' R.C. BOX CULVERT
OUTLET ON RT.
D.A. 52 AC., C = 1.0
RETAIN

6935 STA. 6910+68 IN PLACE
36" X 112' R.C. PIPE CULVERT
OUTLET ON RT.
D.A. = 15 AC., C = 0.8
RETAIN

6940 STA. 6917+40 IN PLACE
42" X 120' R.C. PIPE CULVERT
OUTLET ON RT.
D.A. = 20 AC., C = 0.8
RETAIN

C.L. INTERSTATE 40
P.I. = 6916+31.25
Δ = 6°20'28" LT.
D = 0'15"00"
T = 1269.54'
L = 2536.49'
P.C. = 6903+61.71
P.T. = 6928+98.20
e = 0.020 '/'
Ls = 350'

6945 STA. 6925+50 IN PLACE
4' X 4' X 96' R.C. BOX CULVERT
OUTLET ON RT.
D.A. 44 AC., C = 0.8
RETAIN

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				6	ARK.			
				JOB NO.	080662		34	37
				PLAN SHEETS				

C.L. INTERSTATE 40
P.I. = 6916+31.25
D = 6°20'28" LT.
D = 0°15'00"
T = 1269.54'
L = 2536.49'
P.C. = 6903+61.71
P.T. = 6928+98.20
e = 0.020' /'
Ls = 350'

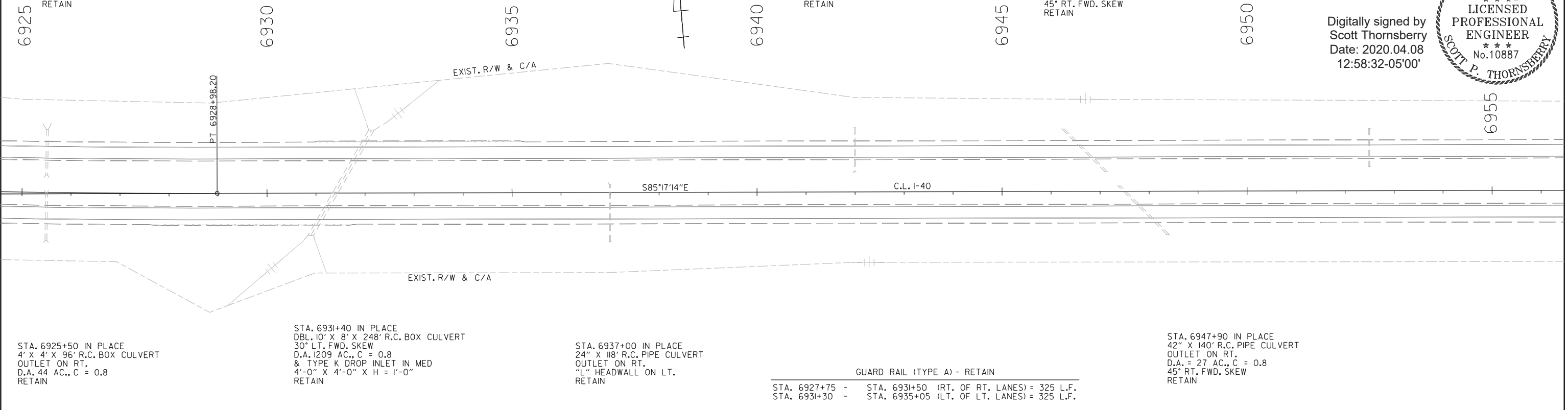
STA. 6925+50 IN PLACE
4' X 4' X 9' R.C. BOX CULVERT
OUTLET ON LT.
D.A. 44 AC., C = 0.8
RETAIN

STA. 6942+00 IN PLACE
24" X 90' R.C. PIPE CULVERT
OUTLET ON LT.
"L" HEADWALL ON RT.
RETAIN

STA. 6946+70 IN PLACE
42" X 124' R.C. PIPE CULVERT
OUTLET ON LT.
D.A. = 27 AC., C = 0.8
45° RT. FWD. SKEW
RETAIN

STA. 6952+50 IN PLACE
24" X 78' R.C. PIPE CULVERT
OUTLET ON LT.
RETAIN

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GUARD RAIL (TYPE A) - RETAIN
STA. 6927+75 - STA. 6931+50 (RT. OF RT. LANES) = 325 L.F.
STA. 6931+30 - STA. 6935+05 (LT. OF LT. LANES) = 325 L.F.

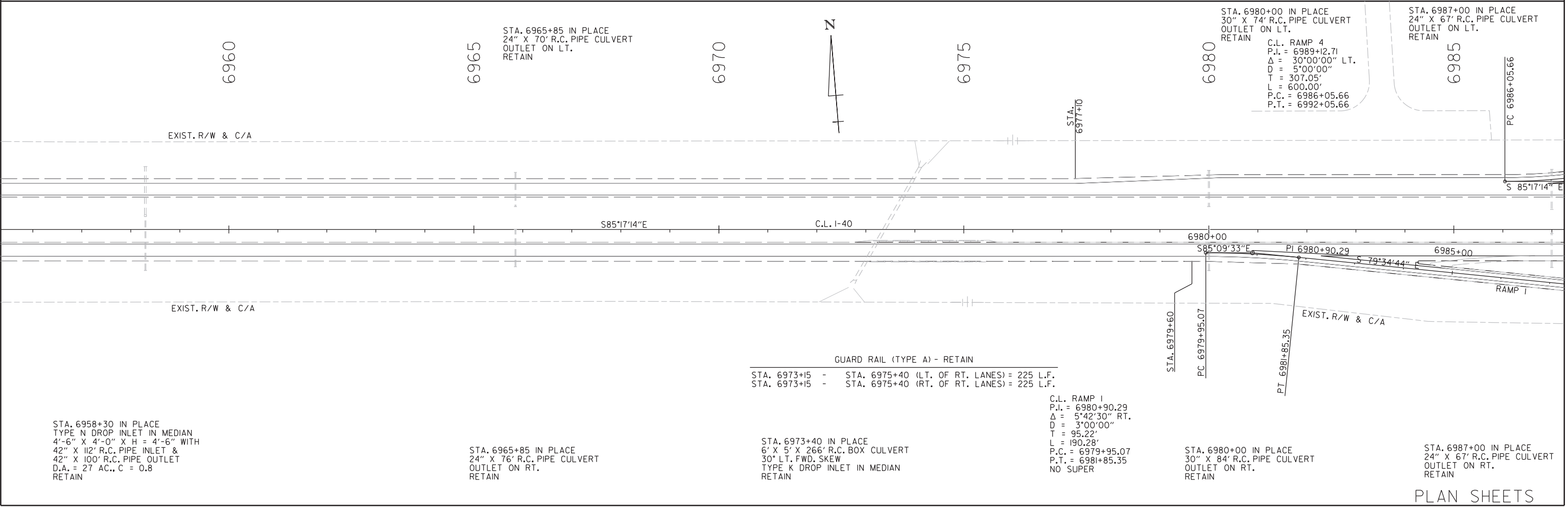
STA. 6925+50 IN PLACE
4' X 4' X 96' R.C. BOX CULVERT
OUTLET ON RT.
D.A. 44 AC., C = 0.8
RETAIN

STA. 6931+40 IN PLACE
DBL. 10' X 8' X 248' R.C. BOX CULVERT
30° LT. FWD. SKEW
D.A. 1209 AC., C = 0.8
& TYPE K DROP INLET IN MED
4'-0" X 4'-0" X H = 1'-0"
RETAIN

STA. 6937+00 IN PLACE
24" X 118' R.C. PIPE CULVERT
OUTLET ON RT.
"L" HEADWALL ON LT.
RETAIN

STA. 6947+90 IN PLACE
42" X 140' R.C. PIPE CULVERT
OUTLET ON RT.
D.A. = 27 AC., C = 0.8
45° RT. FWD. SKEW
RETAIN

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GUARD RAIL (TYPE A) - RETAIN
STA. 6973+15 - STA. 6975+40 (LT. OF RT. LANES) = 225 L.F.
STA. 6973+15 - STA. 6975+40 (RT. OF RT. LANES) = 225 L.F.

STA. 6958+30 IN PLACE
TYPE N DROP INLET IN MEDIAN
4'-6" X 4'-0" X H = 4'-6" WITH
42" X 112' R.C. PIPE INLET &
42" X 100' R.C. PIPE OUTLET
D.A. = 27 AC., C = 0.8
RETAIN

STA. 6965+85 IN PLACE
24" X 76' R.C. PIPE CULVERT
OUTLET ON RT.
RETAIN

STA. 6973+40 IN PLACE
6' X 5' X 266' R.C. BOX CULVERT
30° LT. FWD. SKEW
TYPE K DROP INLET IN MEDIAN
RETAIN

C.L. RAMP 1
P.I. = 6980+90.29
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
P.C. = 6979+95.07
P.T. = 6981+85.35
NO SUPER

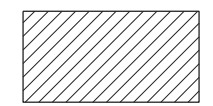
STA. 6980+00 IN PLACE
30" X 84' R.C. PIPE CULVERT
OUTLET ON RT.
RETAIN

STA. 6987+00 IN PLACE
24" X 67' R.C. PIPE CULVERT
OUTLET ON RT.
RETAIN

PLAN SHEETS

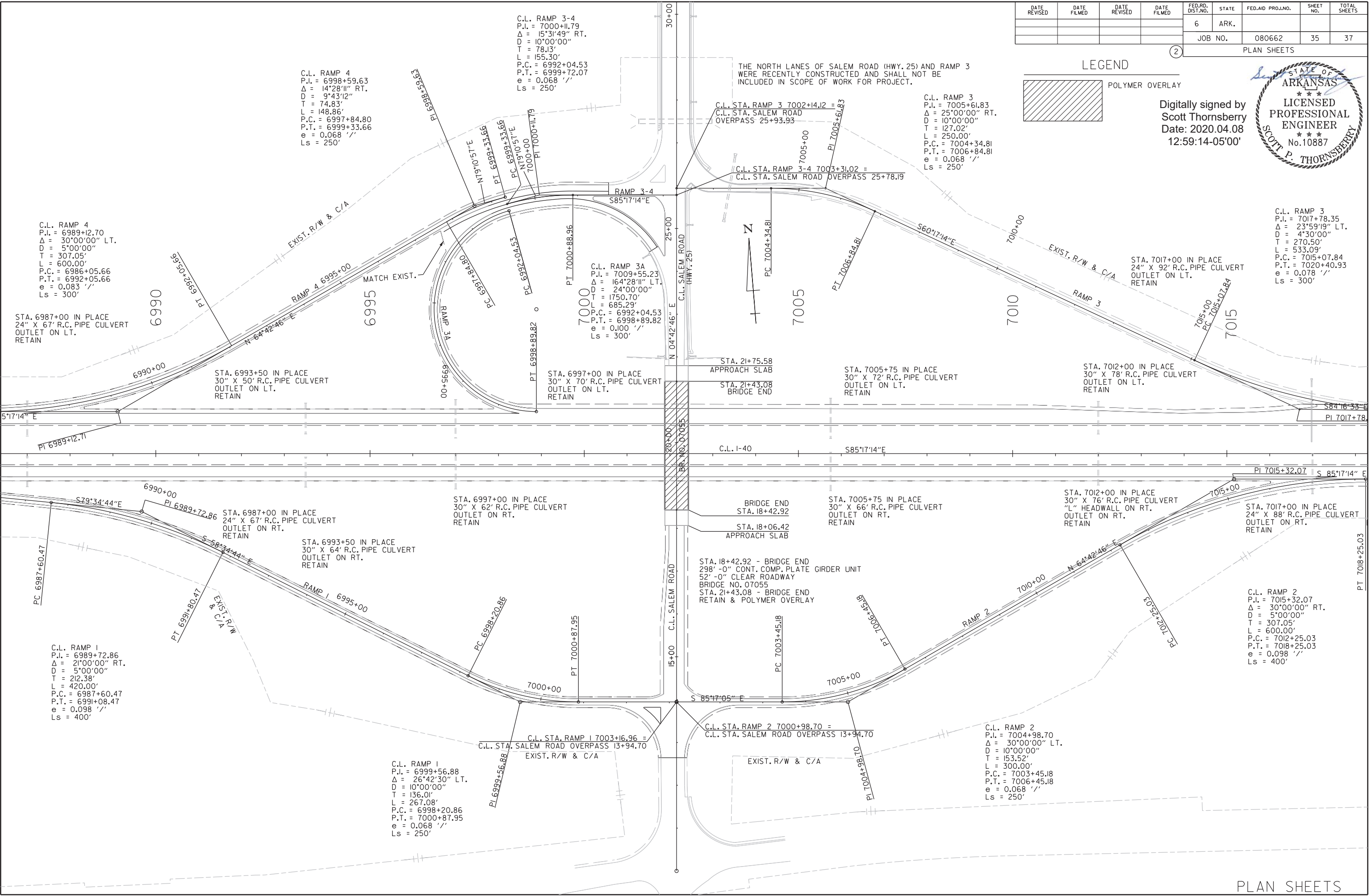
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				6	ARK.	080662	35	37
							PLAN SHEETS	

LEGEND



POLYMER OVERLAY

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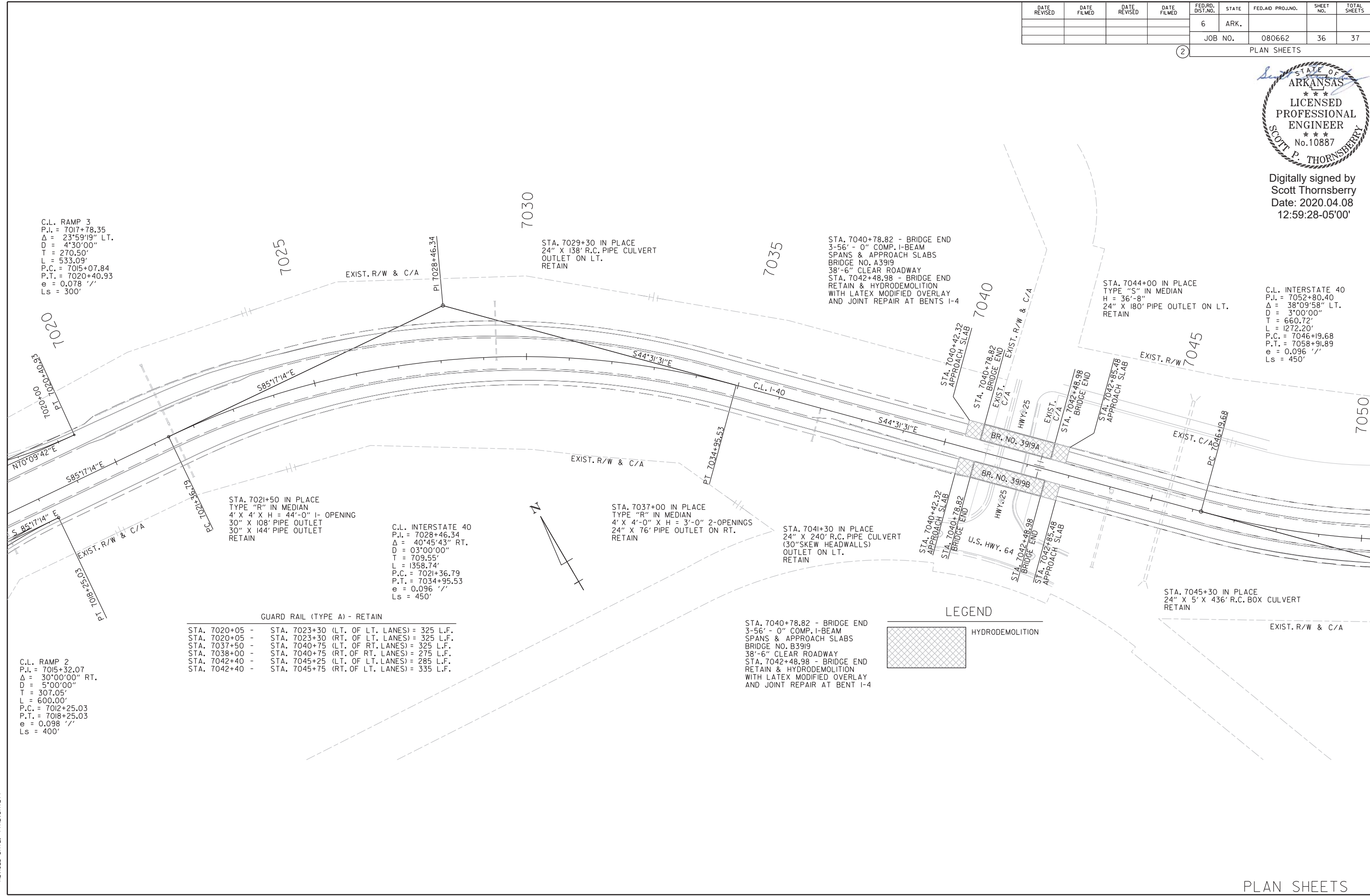


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				JOB NO.	080662		36	37
				2 PLAN SHEETS				



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C.L. RAMP 3
P.I. = 7017+78.35
Δ = 23°59'19" LT.
D = 4°30'00"
T = 270.50'
L = 533.09'
P.C. = 7015+07.84
P.T. = 7020+40.93
e = 0.078' /'
Ls = 300'

STA. 7029+30 IN PLACE
24" X 138' R.C. PIPE CULVERT
OUTLET ON LT.
RETAIN

STA. 7040+78.82 - BRIDGE END
3-56' - 0" COMP. I-BEAM
SPANS & APPROACH SLABS
BRIDGE NO. A3919
38'-6" CLEAR ROADWAY
STA. 7042+48.98 - BRIDGE END
RETAIN & HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY
AND JOINT REPAIR AT BENTS 1-4

STA. 7044+00 IN PLACE
TYPE "S" IN MEDIAN
H = 36'-8"
24" X 180' PIPE OUTLET ON LT.
RETAIN

C.L. INTERSTATE 40
P.I. = 7052+80.40
Δ = 38°09'58" LT.
D = 3°00'00"
T = 660.72'
L = 1272.20'
P.C. = 7046+19.68
P.T. = 7058+91.89
e = 0.096' /'
Ls = 450'

STA. 7021+50 IN PLACE
TYPE "R" IN MEDIAN
4' X 4' X H = 44'-0" I- OPENING
30" X 108' PIPE OUTLET
30" X 144' PIPE OUTLET
RETAIN

C.L. INTERSTATE 40
P.I. = 7028+46.34
Δ = 40°45'43" RT.
D = 03°00'00"
T = 709.55'
L = 1358.74'
P.C. = 7021+36.79
P.T. = 7034+95.53
e = 0.096' /'
Ls = 450'

STA. 7037+00 IN PLACE
TYPE "R" IN MEDIAN
4' X 4'-0" X H = 3'-0" 2-OPENINGS
24" X 76' PIPE OUTLET ON RT.
RETAIN

STA. 7041+30 IN PLACE
24" X 240' R.C. PIPE CULVERT
(30" SKEW HEADWALLS)
OUTLET ON LT.
RETAIN

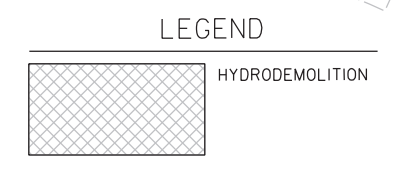
STA. 7045+30 IN PLACE
24" X 5' X 436' R.C. BOX CULVERT
RETAIN

GUARD RAIL (TYPE A) - RETAIN

STA. 7020+05 -	STA. 7023+30 (LT. OF LT. LANES) = 325 L.F.
STA. 7020+05 -	STA. 7023+30 (RT. OF LT. LANES) = 325 L.F.
STA. 7037+50 -	STA. 7040+75 (LT. OF RT. LANES) = 325 L.F.
STA. 7038+00 -	STA. 7040+75 (RT. OF RT. LANES) = 275 L.F.
STA. 7042+40 -	STA. 7045+25 (LT. OF LT. LANES) = 285 L.F.
STA. 7042+40 -	STA. 7045+75 (RT. OF LT. LANES) = 335 L.F.

C.L. RAMP 2
P.I. = 7015+32.07
Δ = 30°00'00" RT.
D = 5°00'00"
T = 307.05'
L = 600.00'
P.C. = 7012+25.03
P.T. = 7018+25.03
e = 0.098' /'
Ls = 400'

STA. 7040+78.82 - BRIDGE END
3-56' - 0" COMP. I-BEAM
SPANS & APPROACH SLABS
BRIDGE NO. B3919
38'-6" CLEAR ROADWAY
STA. 7042+48.98 - BRIDGE END
RETAIN & HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY
AND JOINT REPAIR AT BENT 1-4



Scott Thornsberry 3/2020 9:59:35 AM
 WORKSPACE: \\P:\Projects\B0808\B0808 Hwy 65-West_Rehab\Design\Civil\Drawings\RBB0808.12.PP_006.dgn
 REVISIONS: \$REVDATE\$\$

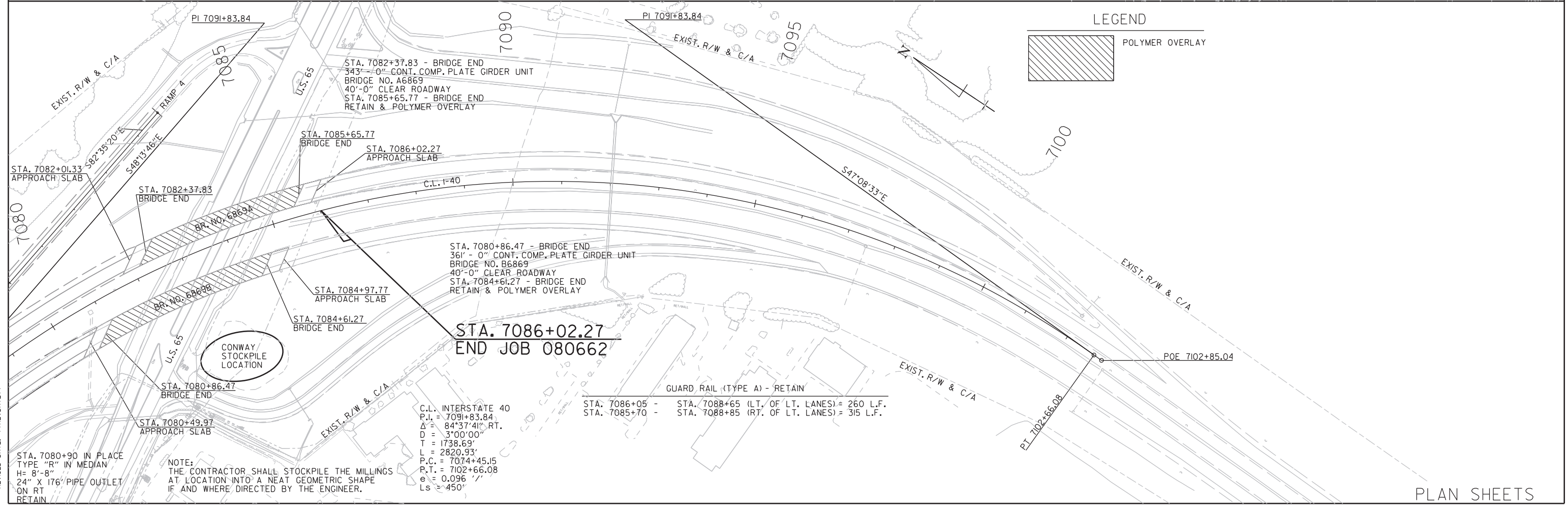
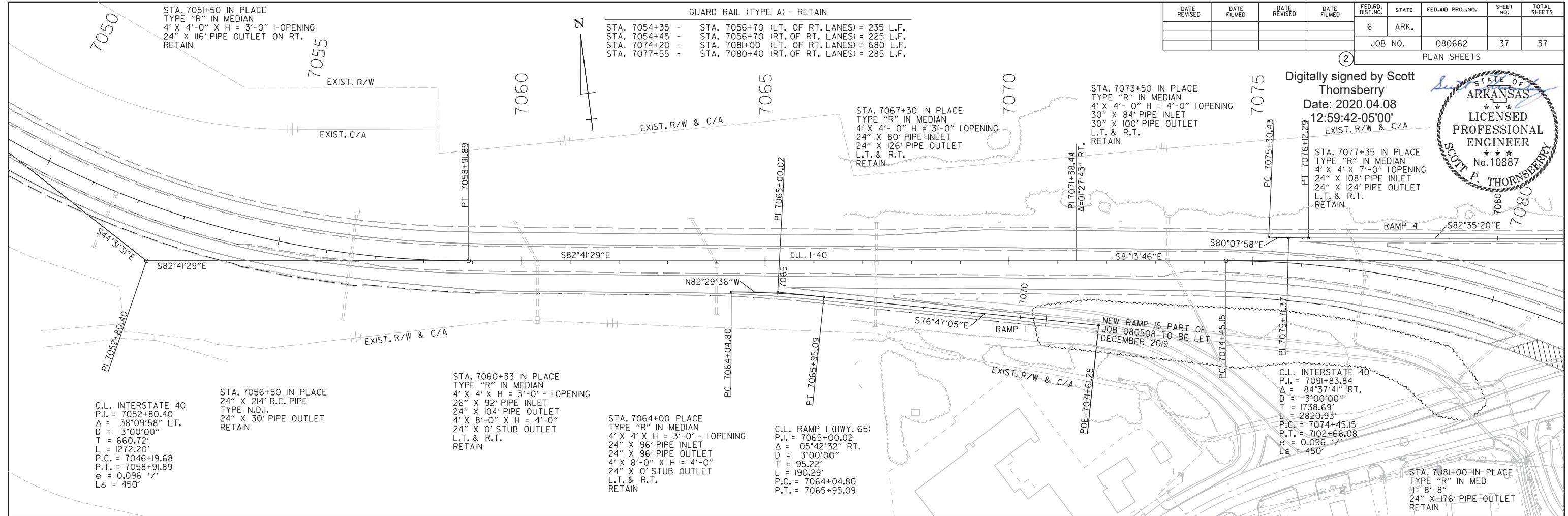
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 080662							37	37
PLAN SHEETS								

GUARD RAIL (TYPE A) - RETAIN

STA. 7054+35 - STA. 7056+70 (LT. OF RT. LANES) = 235 L.F.
 STA. 7054+45 - STA. 7056+70 (RT. OF RT. LANES) = 225 L.F.
 STA. 7074+20 - STA. 7081+00 (LT. OF RT. LANES) = 680 L.F.
 STA. 7077+55 - STA. 7080+40 (RT. OF RT. LANES) = 285 L.F.

Digitally signed by Scott Thornsberry
 Date: 2020.04.08 12:59:42-05'00'
 EXIST. R/W & C/A

STATE OF ARKANSAS
 LICENSED PROFESSIONAL ENGINEER
 No. 10887
 SCOTT P. THORNSBERRY



LEGEND

POLYMER OVERLAY

Scott Thornsberry 3/2020 9:59:36 AM
 WORKSPACE: ROOT
 Y:\PROJECTS\VAR001_IT259_BB0808 Hwy 65-West_Rehab_Design\CIVIL Drawings\RB0808.12_PP_007.dgn
 REVISION DATE: \$REVISION\$

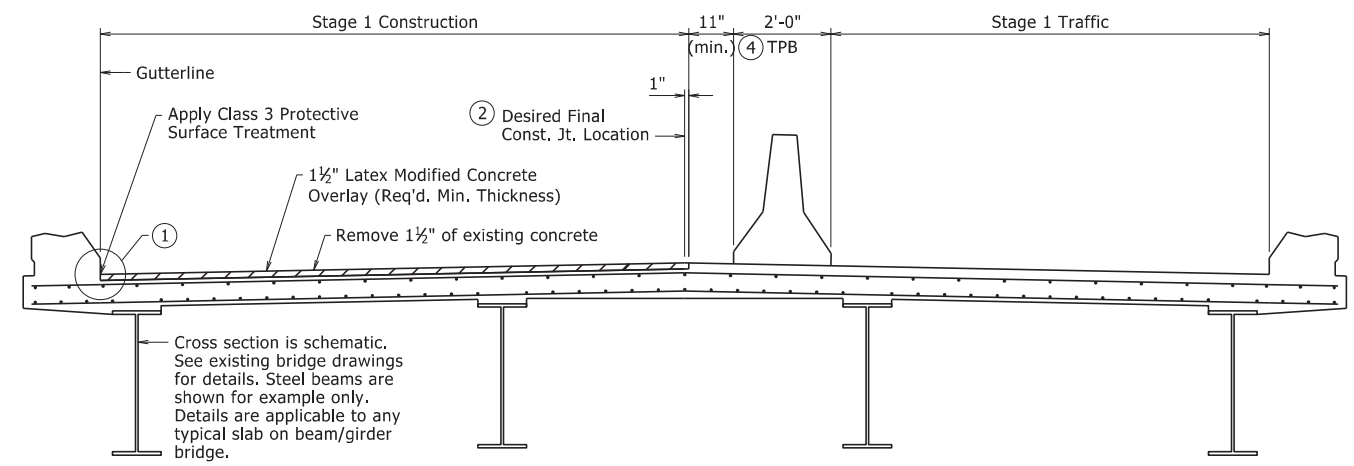
NOTE:
 THE CONTRACTOR SHALL STOCKPILE THE MILLINGS
 AT LOCATION INTO A NEAT GEOMETRIC SHAPE
 IF AND WHERE DIRECTED BY THE ENGINEER.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1/9/2020				6	ARK.			
							JOB NO.	
							HYDRO/LMC OVERLAY - 55060	

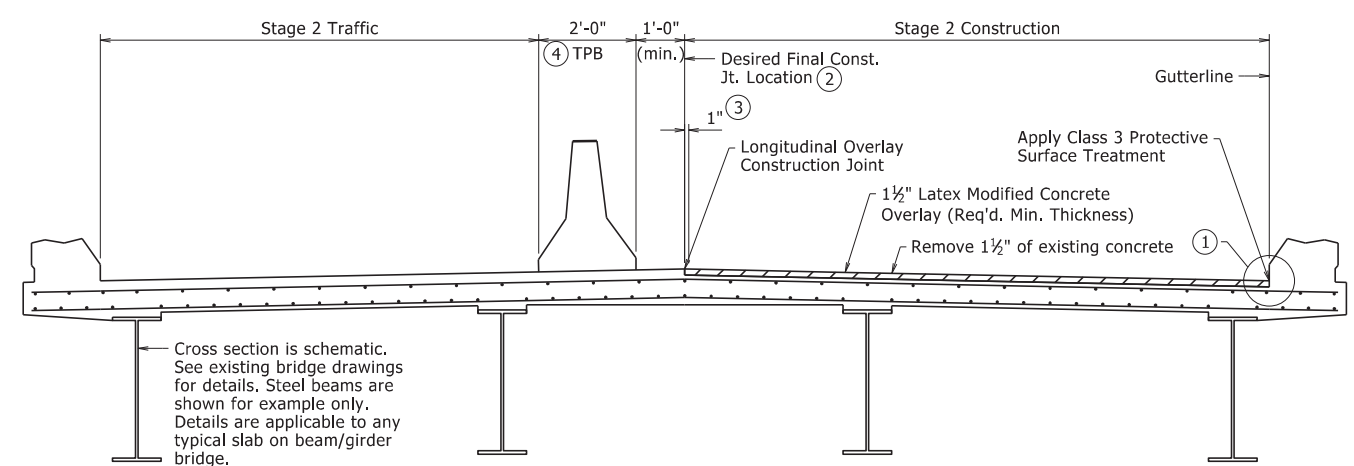
NOTE: Details shown are typical for staged construction. When full width rehabilitation of a bridge deck is possible, adjust hydrodemolition and latex modified concrete overlay operations and details accordingly.

Stages of construction and traffic refer to Bridge Rehabilitation Work Zones as shown in Maintenance of Traffic Details. Numbering is shown for general purposes. See Roadway Plans for specific sequencing.

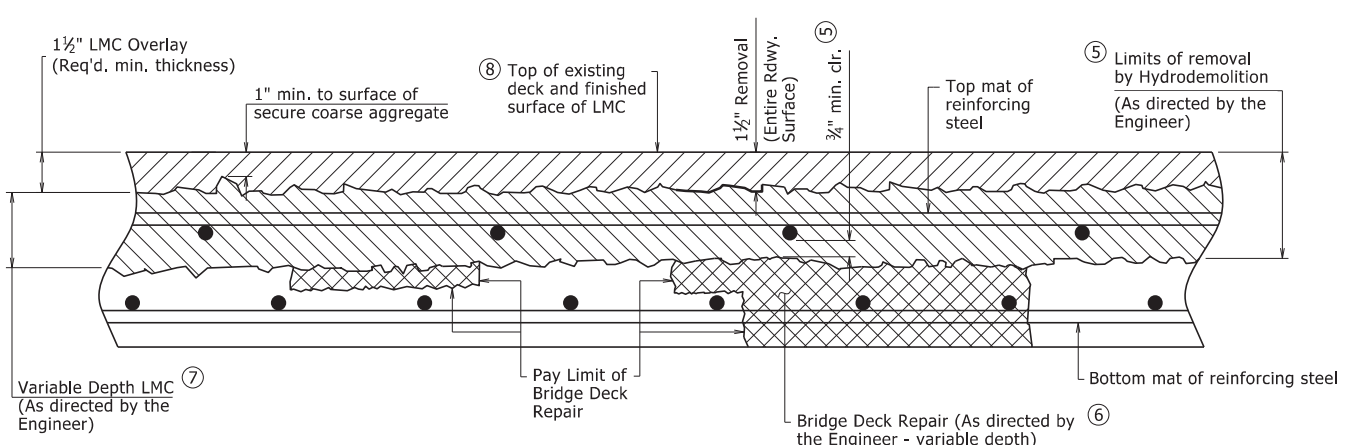
The minimum overlay placement length shall be a span length on simple span bridges and to an existing slab joint on continuous span bridges, unless otherwise approved by the Engineer. Refer to existing bridge drawings.



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY



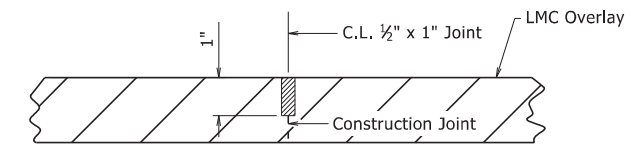
STAGE 2 LATEX MODIFIED CONCRETE OVERLAY



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

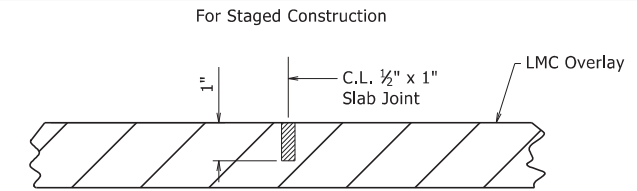
- ⑤ Removal of unsound concrete beyond 1 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar. This removal shall be subsidiary to the item Job SP "Hydrodemolition - Class _".
- ⑥ Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the Job SP "Bridge Deck Repair for Latex Modified Concrete Overlays".
- ⑦ Depth varies to achieve minimum clearance below top mat of reinforcing steel, where required.
- ⑧ 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 1/2" cover to reinforcing steel and shear connectors.

- ① Hand tools shall be used as required to remove concrete adjacent to curbs, rails, and armored expansion joints.
- ② For staged construction, the final construction joint location shall be established by the Engineer to satisfy MOT and construction requirements. The desired location is at the C.L. Bridge, C.L. Lane, or Edge of Lane, but in no case shall be positioned in the line of a wheel path.
- ③ For staged construction, saw cut and remove 1" of initial Latex Modified Concrete Overlay when preparing surface for adjacent overlay.
- ④ For staged construction, Temporary Precast Barrier (TPB) shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4 for additional details. Plastic drums shall be used in lieu of concrete barriers where shown in the Roadway Plans, see Std. Dwg. TC-3 for additional details.



Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod will not be required. Joint Sealer shall be measured and paid for as LMC Overlay. Longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the overlay. Seal color shall be gray or other color similar to concrete.

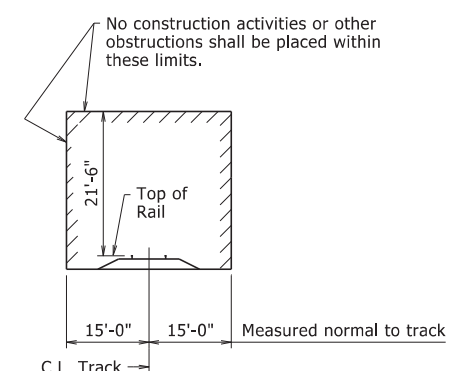
LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL



Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod will not be required. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend from gutterline to gutterline. Slab joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the overlay. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations. Pouring sequence construction joints shall align between stages of construction. The joint sealer shall extend across the deck from gutterline to gutterline. Seal color shall be gray or other color similar to concrete.

TRANSVERSE OVERLAY JOINT DETAIL

For Continuous Span Bridges

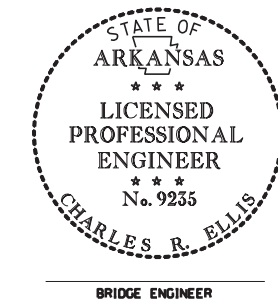


MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

See Job SP "Insurance, Construction, and Flagging Requirements on Railroad Property" for additional railroad construction requirements.

Modified Hydrodemolition SP reference to include "- Class _".
By: Kwy, Checked by: SWP; 1/9/2020.

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



GENERAL NOTES: ① HYDRO/LMC OVERLAY - 55060

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Specifications unless otherwise noted in the Plans.

Details shown are schematic. 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(s).

The operation or placement of vehicles, equipment, and/or materials on the subject bridge(s) 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.

Where applicable, construction activities for the existing bridge(s) over roadways and railroads shall be in accordance with the Job SP "Special Safety Requirements for Bridges" and as shown in "Minimum Construction Clearance Envelope".

HYDRODEMOLITION: The entire roadway surface of the existing bridge deck and approach slabs and gutters, as applicable, shall receive hydrodemolition in accordance with the Job SP "Hydrodemolition - Class _" to a planned depth of 1 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 and 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 Job SP "Hydrodemolition - Class _". 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 Job SP "Bridge Deck Repair for Latex Modified Concrete Overlays".

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

GROOVED FINISH: The LMC Overlay surface of the bridge deck and approach slabs and gutters, as applicable, 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 Job SP "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 Job SP "Latex Modified Concrete Overlay". The roadway surface of the completed LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

JOINT REHABILITATION: After the placement of the LMC Overlay and if shown in the plans, the existing armored 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 Standard Drawing No. 55064. Backwall repair, if shown in the plans or as directed by the Engineer, shall be completed prior to installation of the joint sealant.

If shown in the plans, the existing neoprene strip seal shall be removed and replaced. See "Strip Seal Joint Details" on Standard Drawing No. 55064.

NOTE: When "Very Early Strength Latex Modified Concrete Overlay (1 1/2" Thick)" is shown in the plans for a particular bridge, all reference to "Latex Modified Concrete Overlay" and "LMC" on this sheet shall be considered synonymous with "Very Early Strength Latex Modified Concrete Overlay" and "VESLMC" for that bridge. See Job SP "Very Early Strength Latex Modified Concrete Overlay" for additional information.

STANDARD DETAILS FOR HYDRODEMOLITION AND LMC OVERLAY SLAB ON BEAM/GIRDER BRIDGES

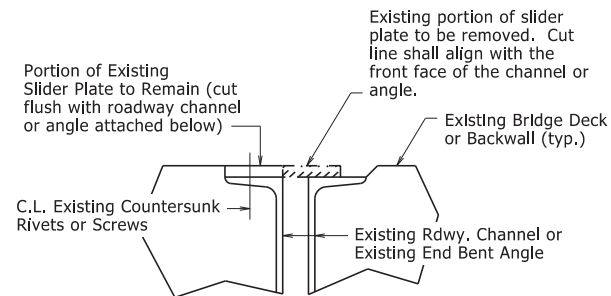
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: Kwy DATE: 11/7/2019 FILENAME: b55060.dgn
CHECKED BY: SWP DATE: 11/7/2019 SCALE: None
DESIGNED BY: STD. DATE: -----

DRAWING NO. 55060

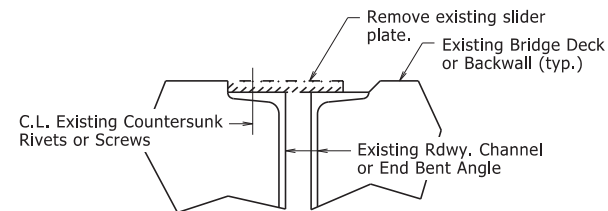
PRINT DATE: 1/15/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		JOINT REPAIR - 55064		



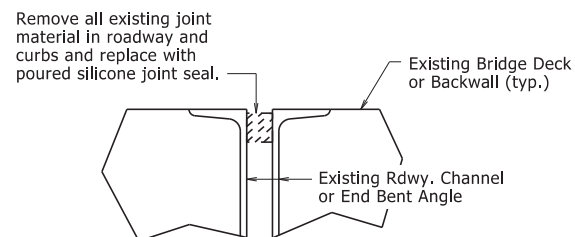
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

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



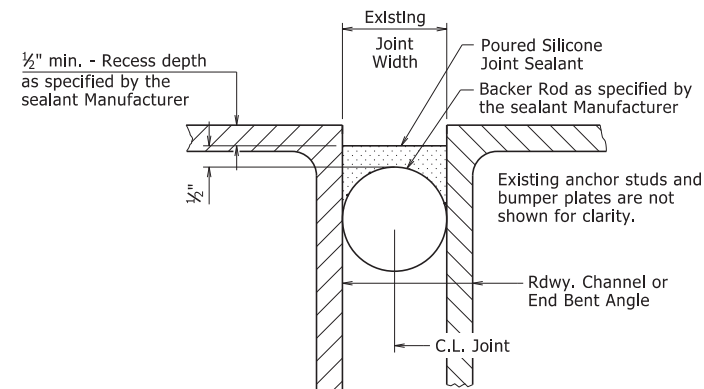
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

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



REMOVAL DETAILS AT EXISTING FILLED JOINTS

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



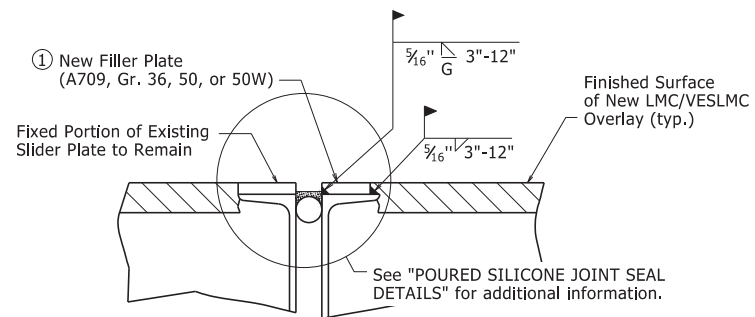
POURED SILICONE JOINT SEAL DETAILS

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details, Section 809, and the Manufacturer's recommendations. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

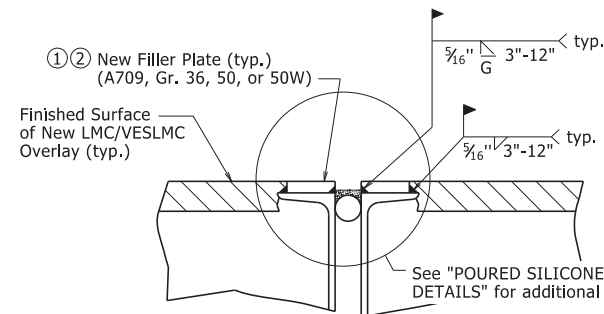
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair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

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

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



SLIDER PLATE JOINT MODIFICATION

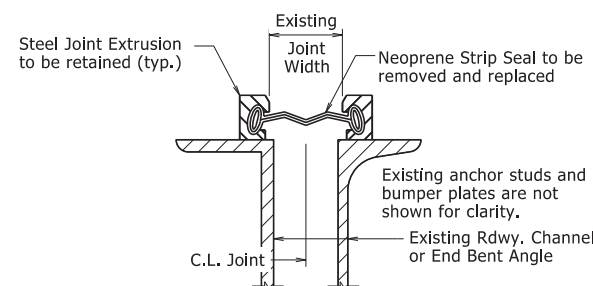


JOINT MODIFICATION WITH GRADE RAISE

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

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

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



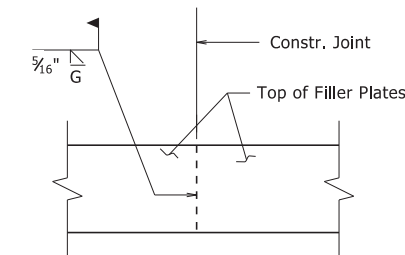
STRIP SEAL JOINT DETAILS

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

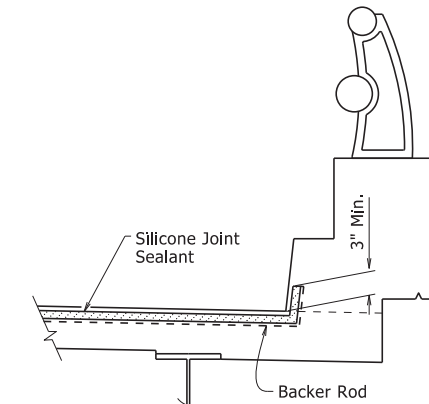
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

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

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

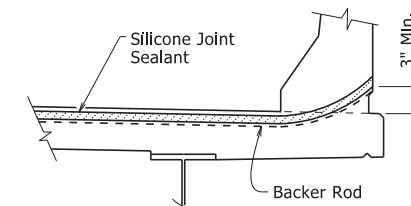


PLAN VIEW OF FILLER PLATE

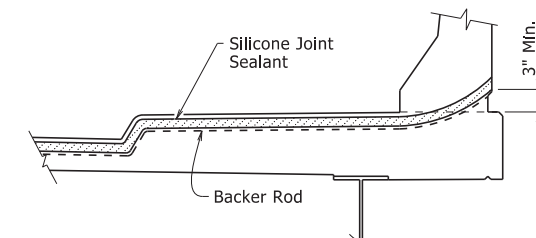


SILICONE JOINT SEAL PLACEMENT AT CURB

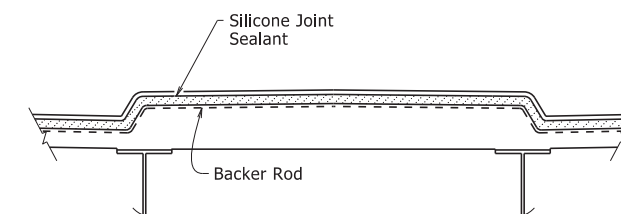
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL

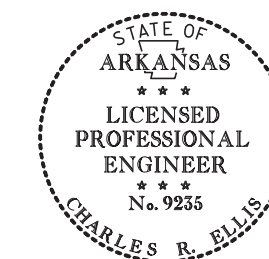


SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

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

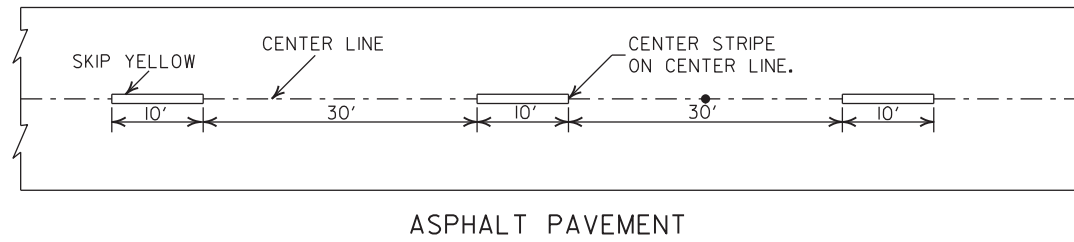
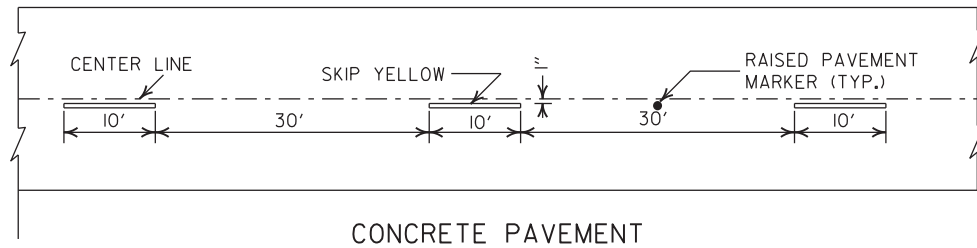


BRIDGE ENGINEER

STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 11/7/2019 FILENAME: b55064.dgn
CHECKED BY: SWP DATE: 11/7/2019 SCALE: None
DESIGNED BY: STD. DATE: -----

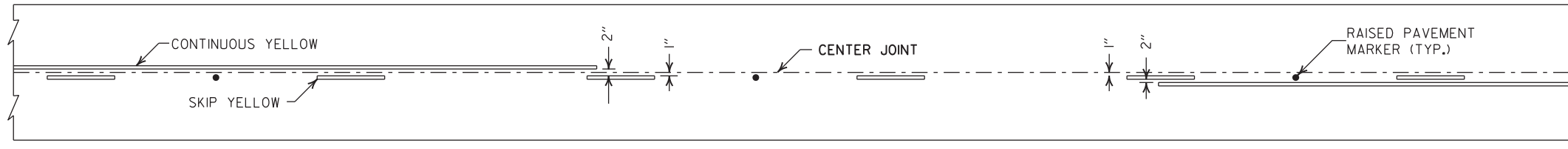
DRAWING NO. 55064



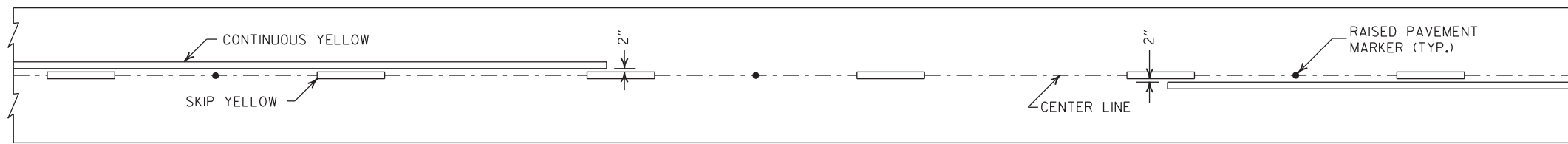
CONCRETE PAVEMENT

ASPHALT PAVEMENT

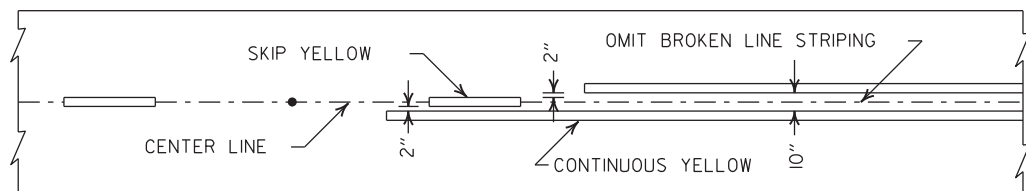
BROKEN LINE STRIPING



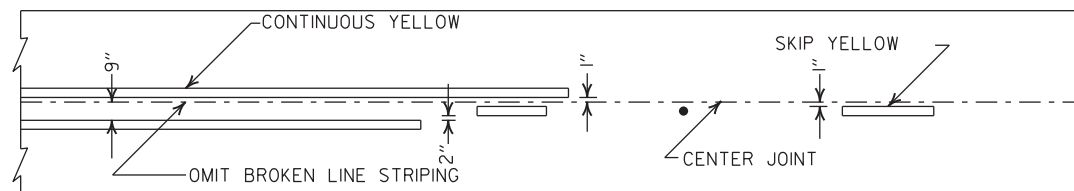
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

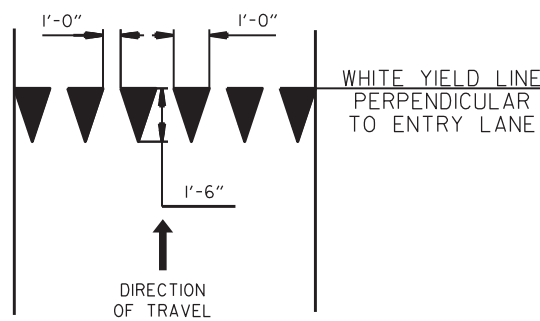


ASPHALT PAVEMENT

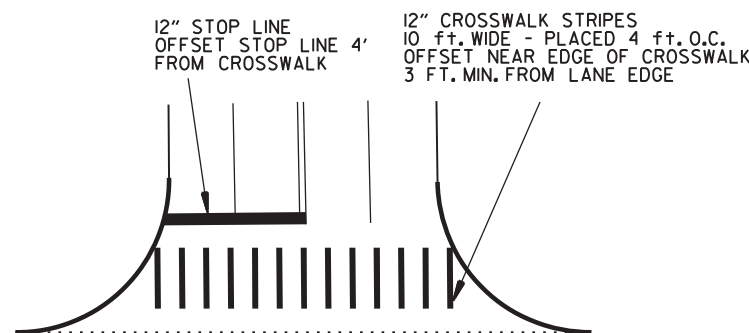


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

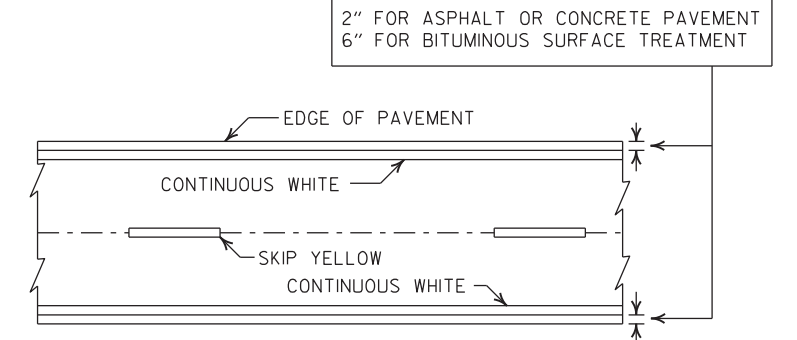


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

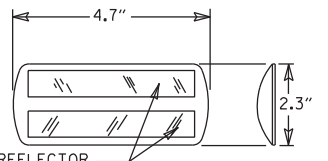
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



PRISMATIC REFLECTOR

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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

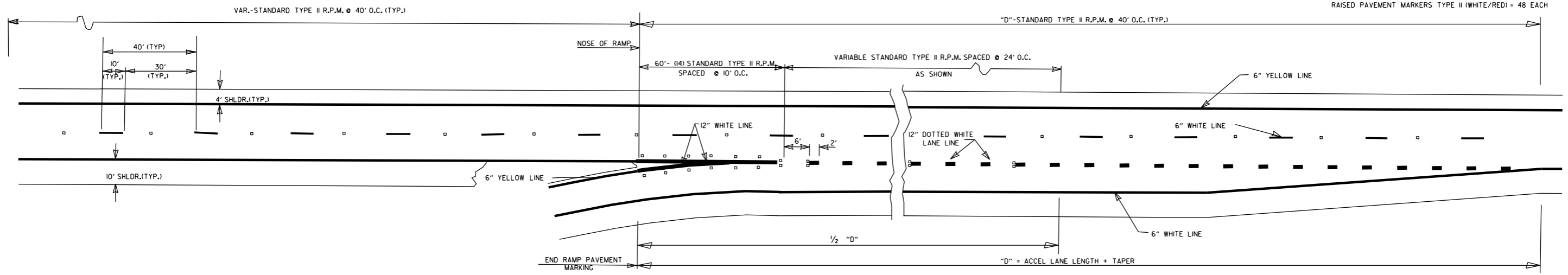
ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

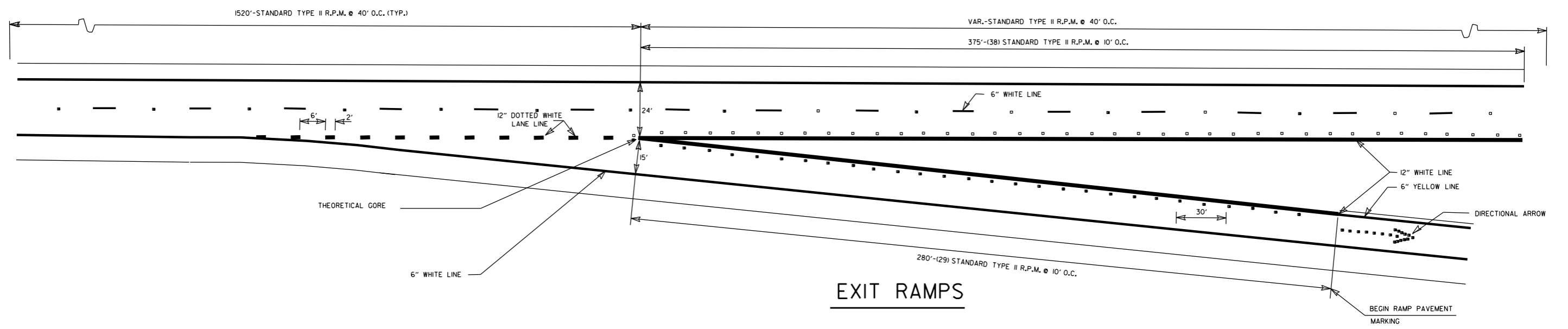
STANDARD DRAWING PM-1

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

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



ENTRANCE RAMPS

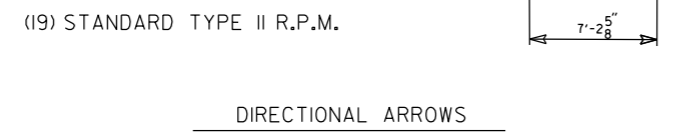
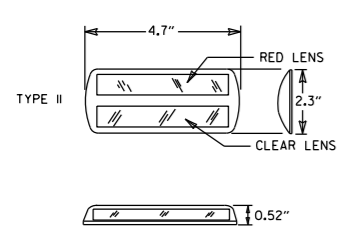


EXIT RAMPS

GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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

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




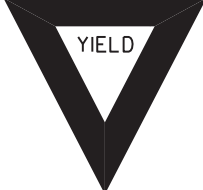

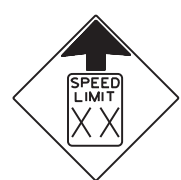





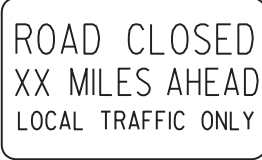










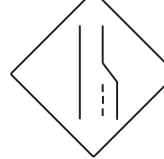



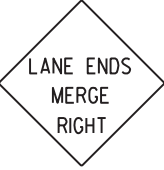













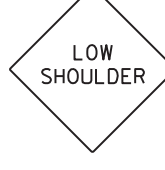

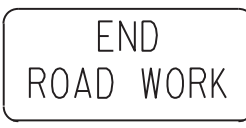
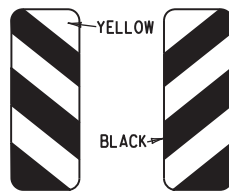


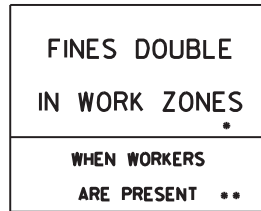
DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95
		FILMED

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**

STANDARD DRAWING PM-2

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

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

ADVANCE DISTANCES (XXXX)

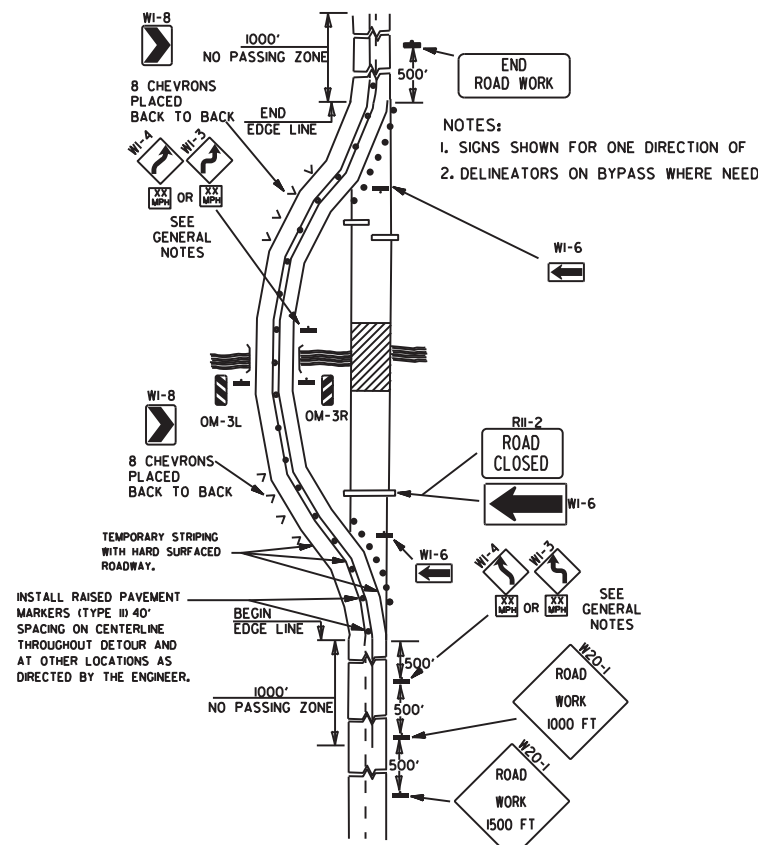
500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

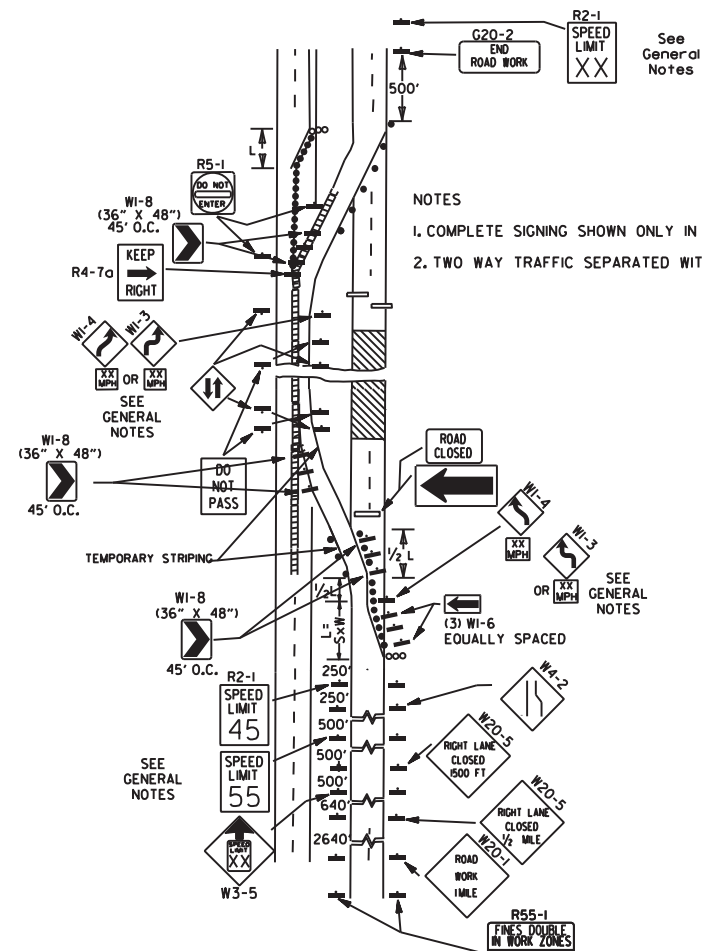
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START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

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

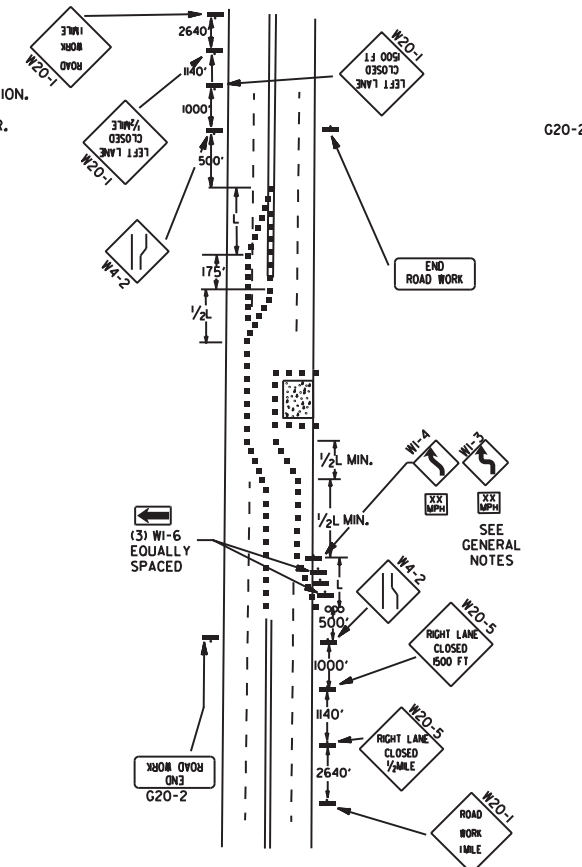
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04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



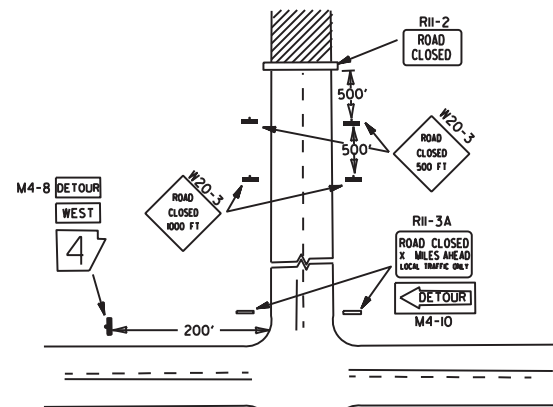
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



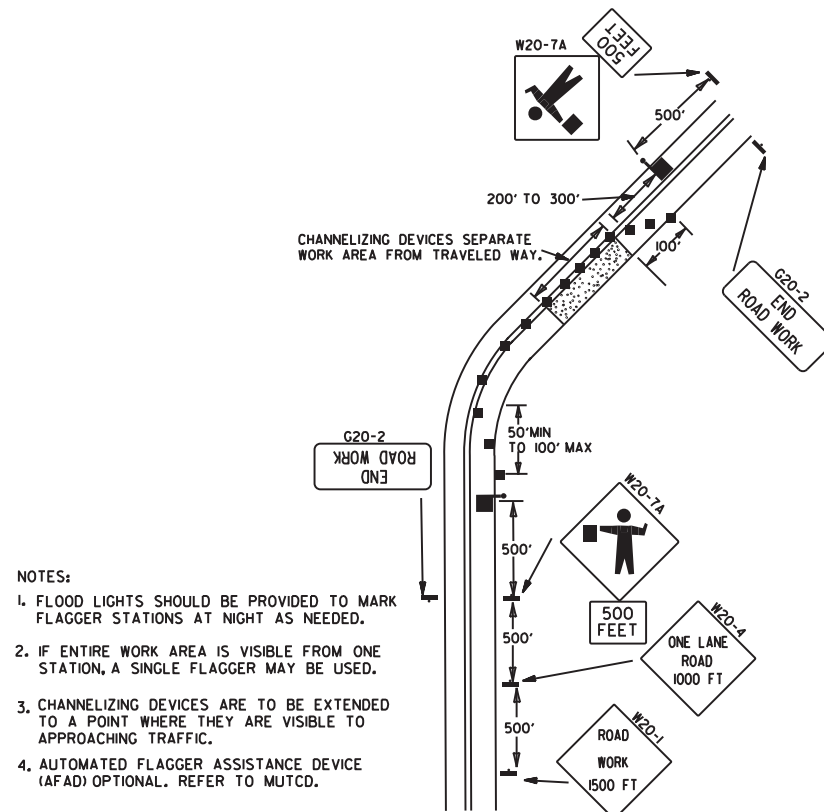
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



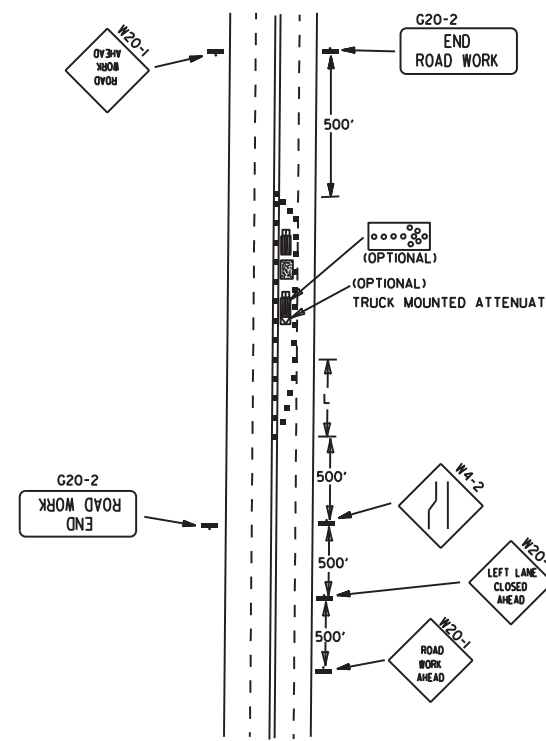
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

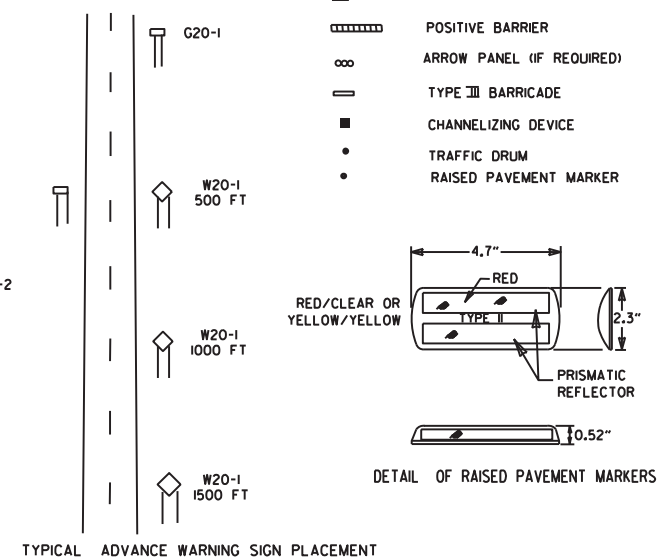


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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

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



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

- GENERAL NOTES:
- 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 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(K55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(K65) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - 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 ADOPT 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).

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

TRAFFIC CONTROL DEVICES

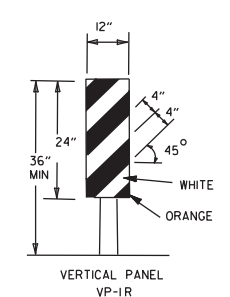
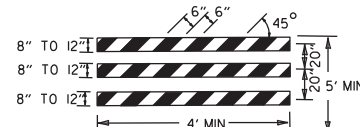
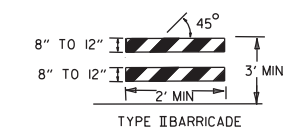
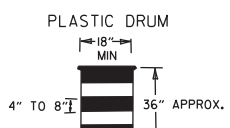
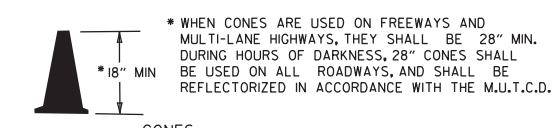
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE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

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

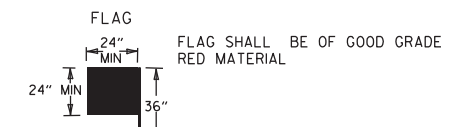
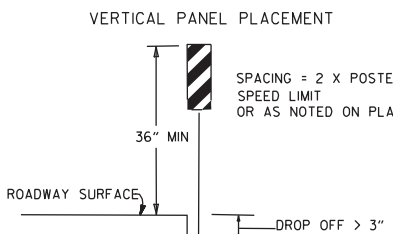
INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

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

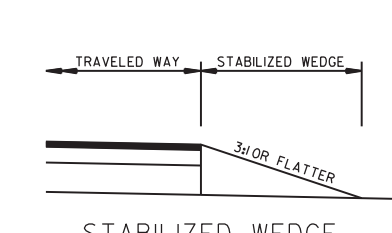
CHANNELIZING DEVICES



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

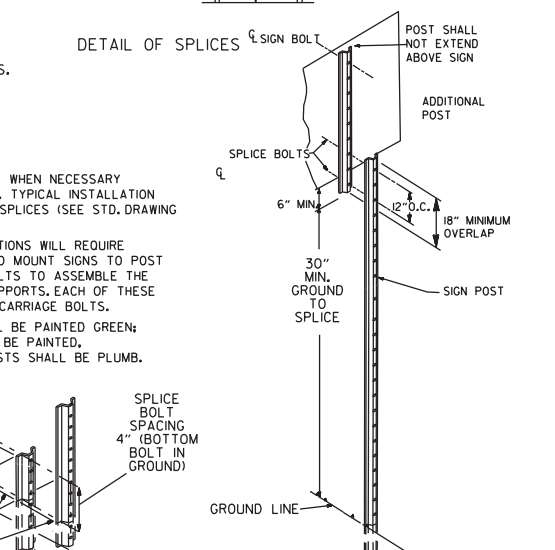
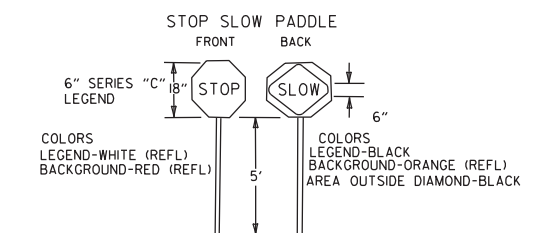


FLAG SHALL BE OF GOOD GRADE RED MATERIAL



STABILIZED WEDGE

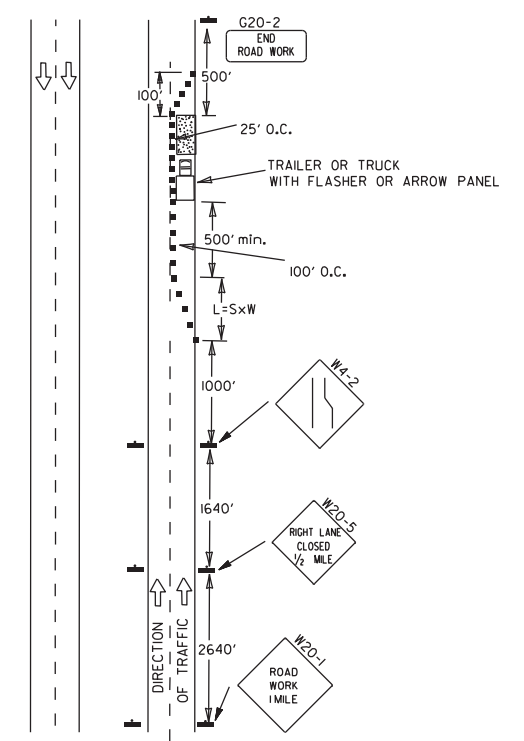
NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.



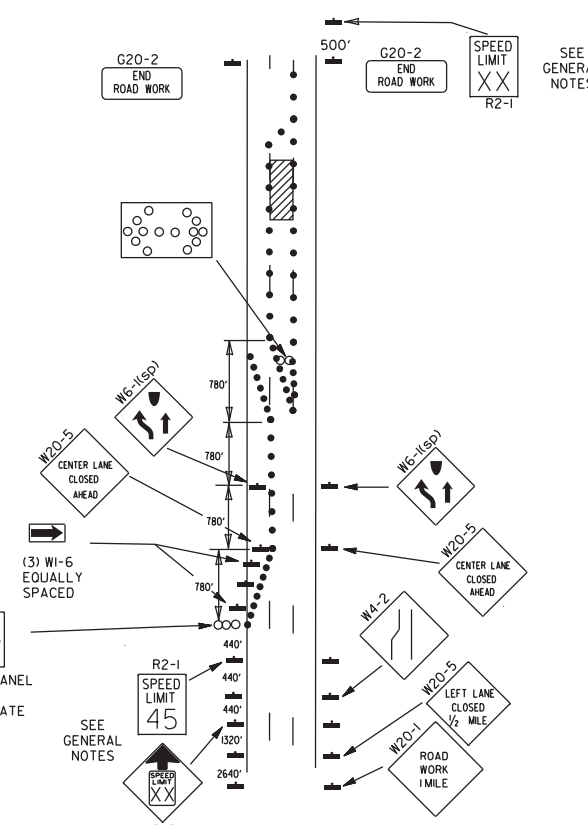
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2) NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS, EACH OF THESE BOLTS SHALL BE CARRIAGE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

DATE	REVISION	FILMED
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SPI) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-3



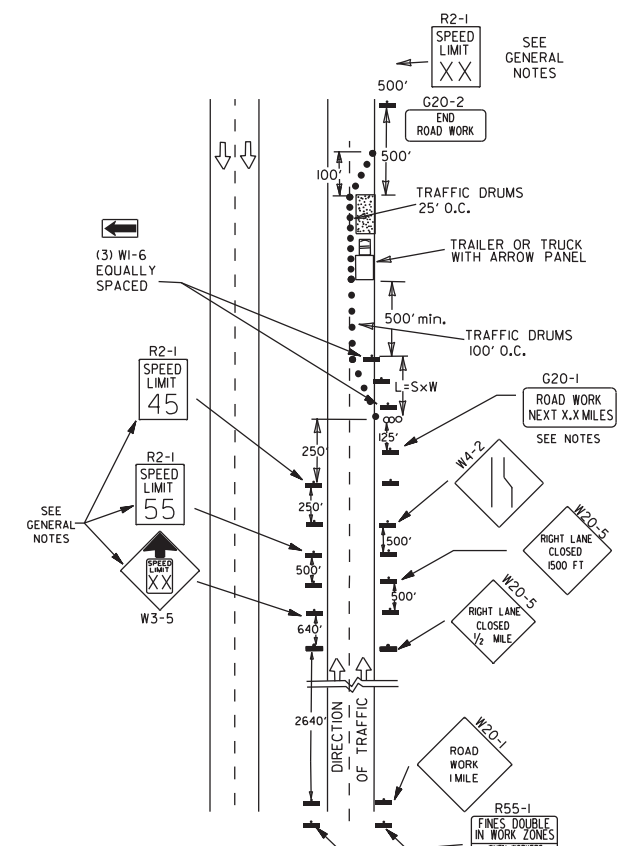
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



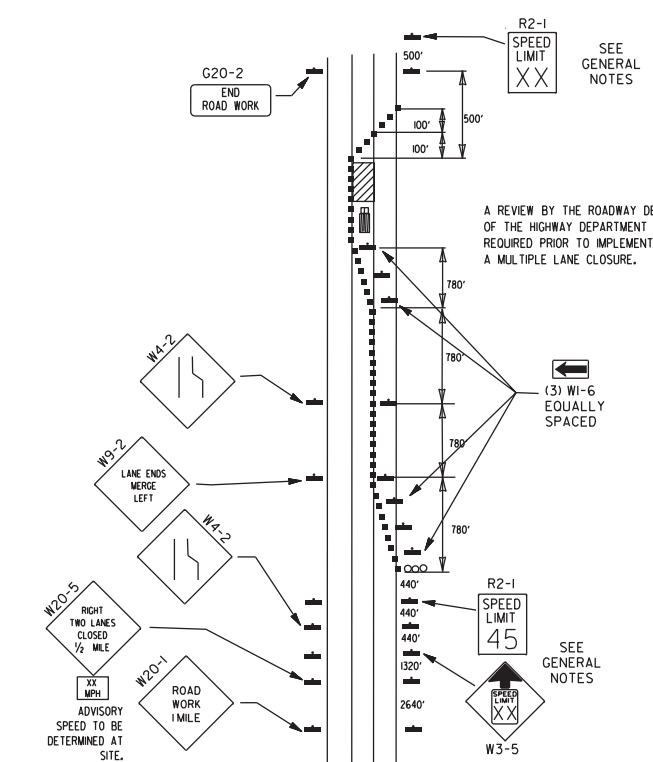
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

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

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERRECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1/4 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

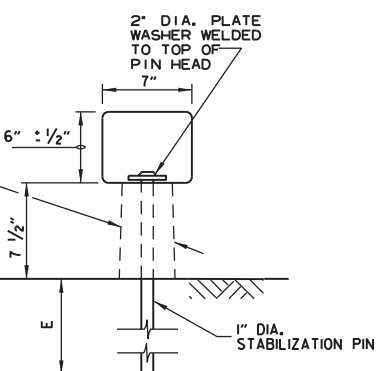
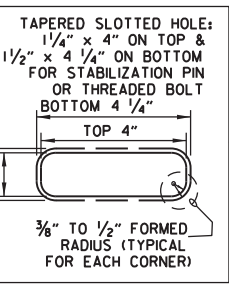
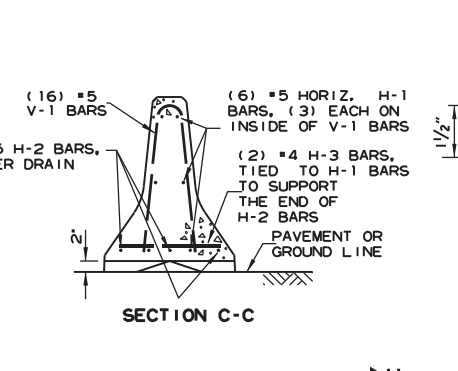
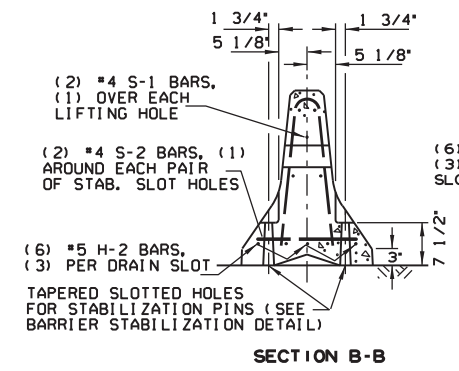
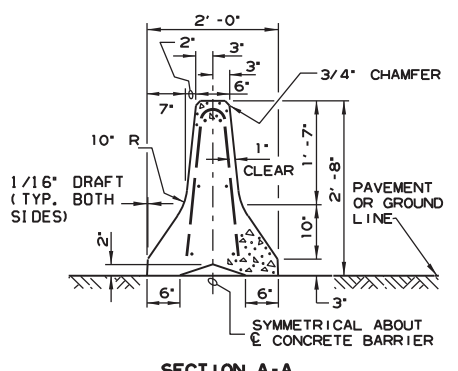
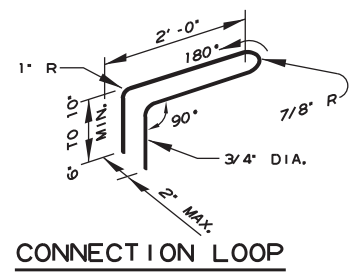
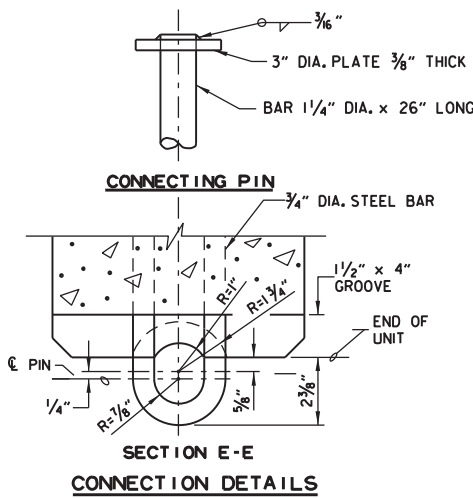


(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



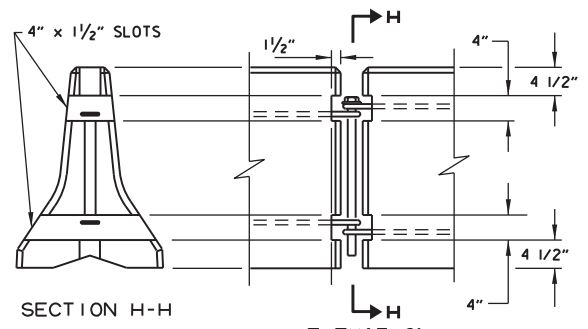
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

REINFORCING BAR TABLE PER BARRIER UNIT				
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	
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)	

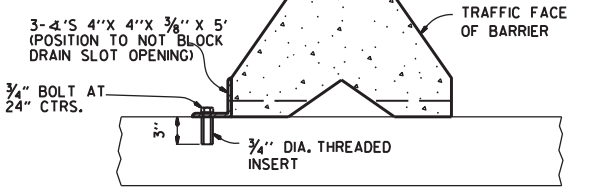


BARRIER STABILIZATION DETAIL
ROADWAY SECTION

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



BARRIER REMOVAL SLOT DETAILS

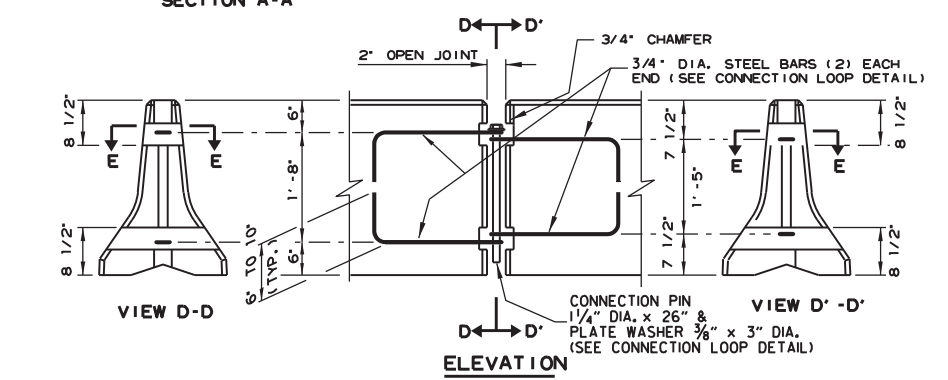


NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION, AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

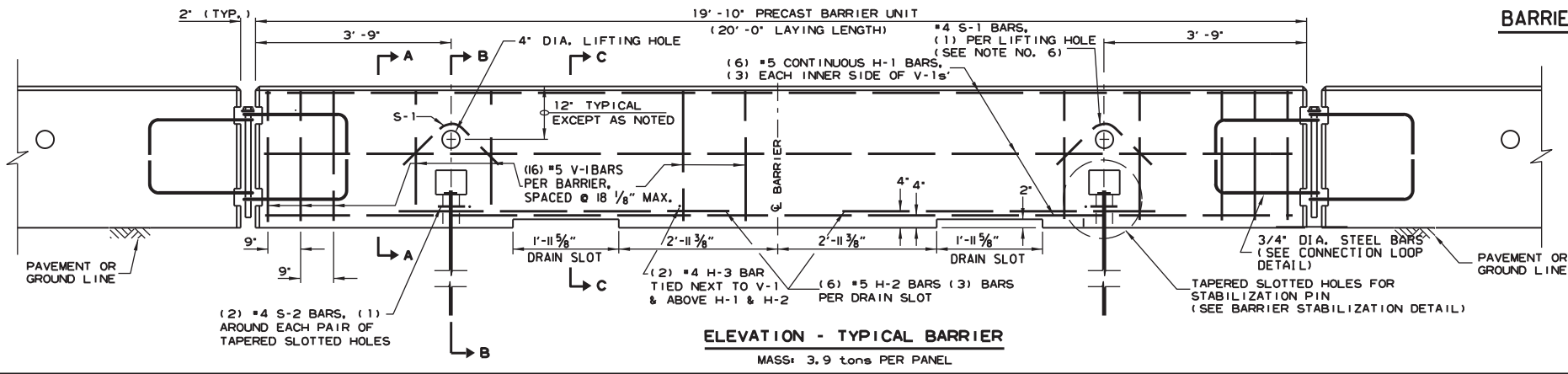
BARRIER STABILIZATION DETAIL
BRIDGE DECKS

- GENERAL NOTES**
- (1) THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.
 - (2) MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN. DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ADOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS. DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.
 - (3) OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.
 - (4) DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.
 - (5) ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.
 - (6) A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.



ELEVATION

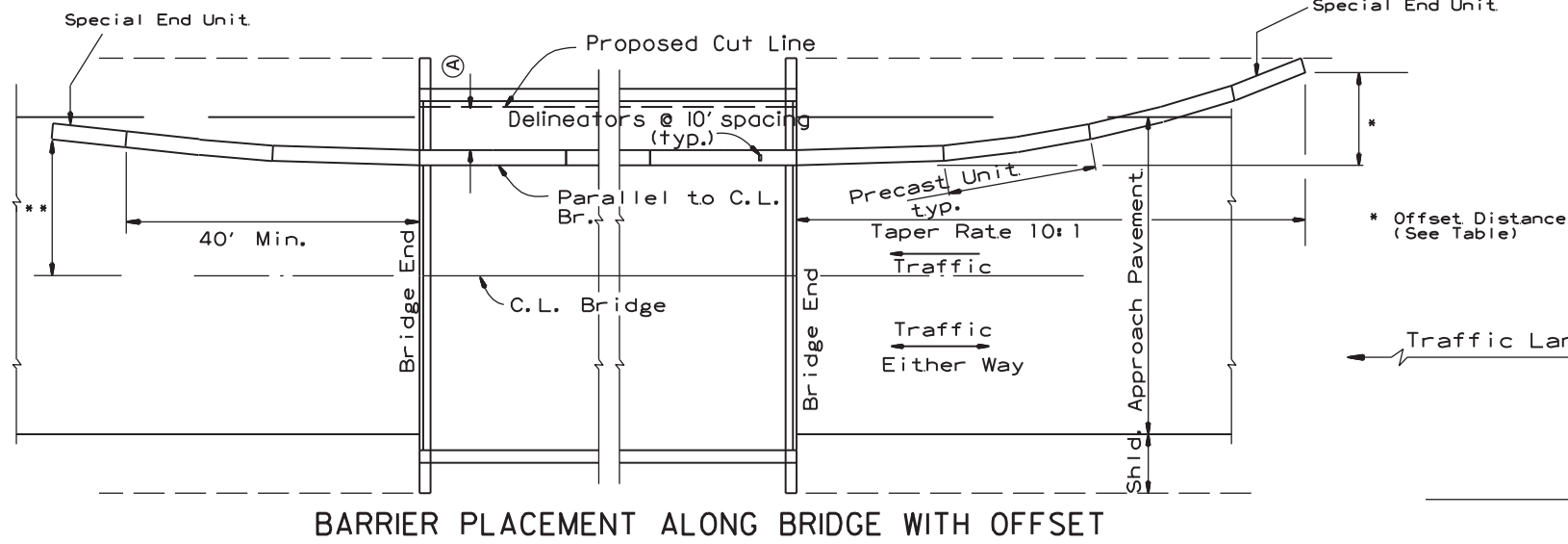


ELEVATION - TYPICAL BARRIER
MASS: 3.9 tons PER PANEL

DATE	REVISION	FILMED
11-07-19	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	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION -
TEMPORARY PRECAST BARRIER
STANDARD DRAWING TC-4

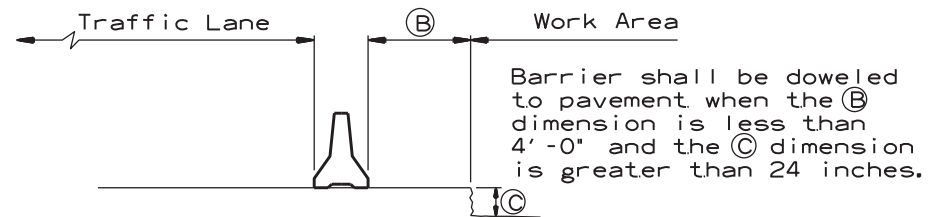
(A) 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

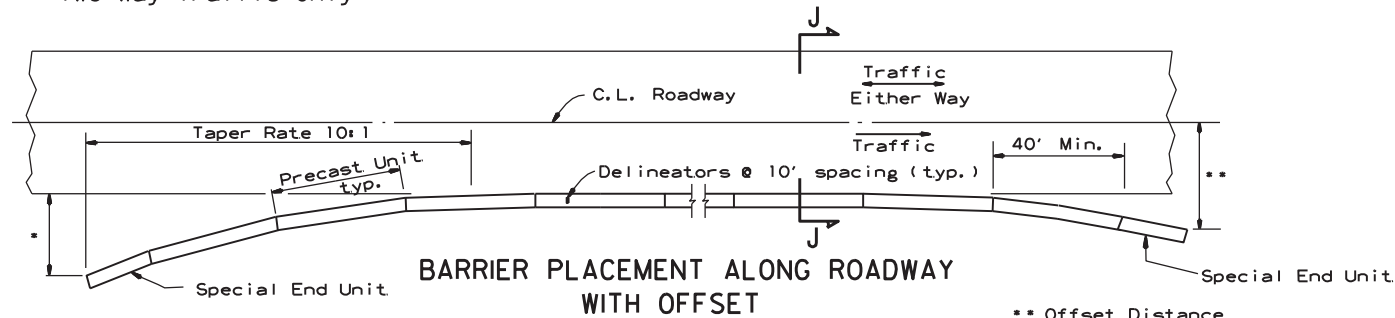
No Scale

** Offset Distance for Two Way Traffic Only



SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

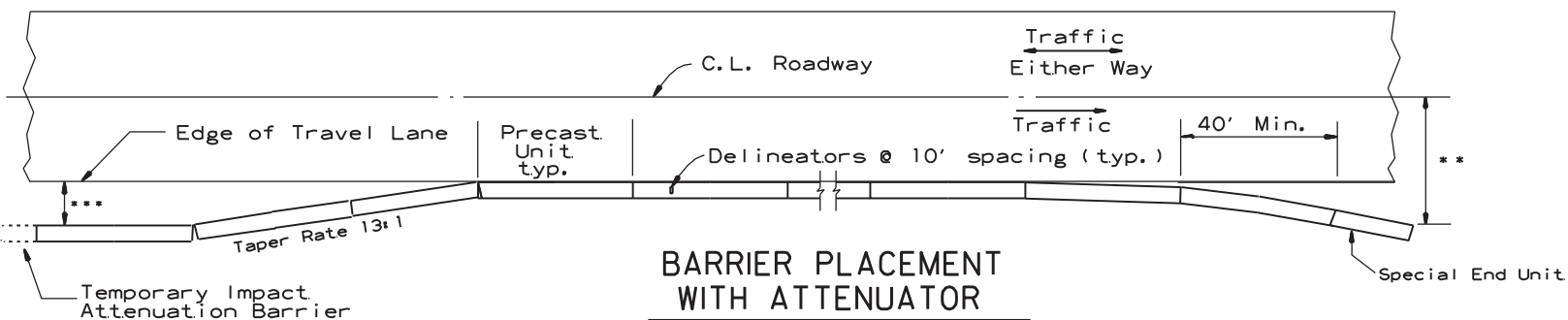
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

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

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

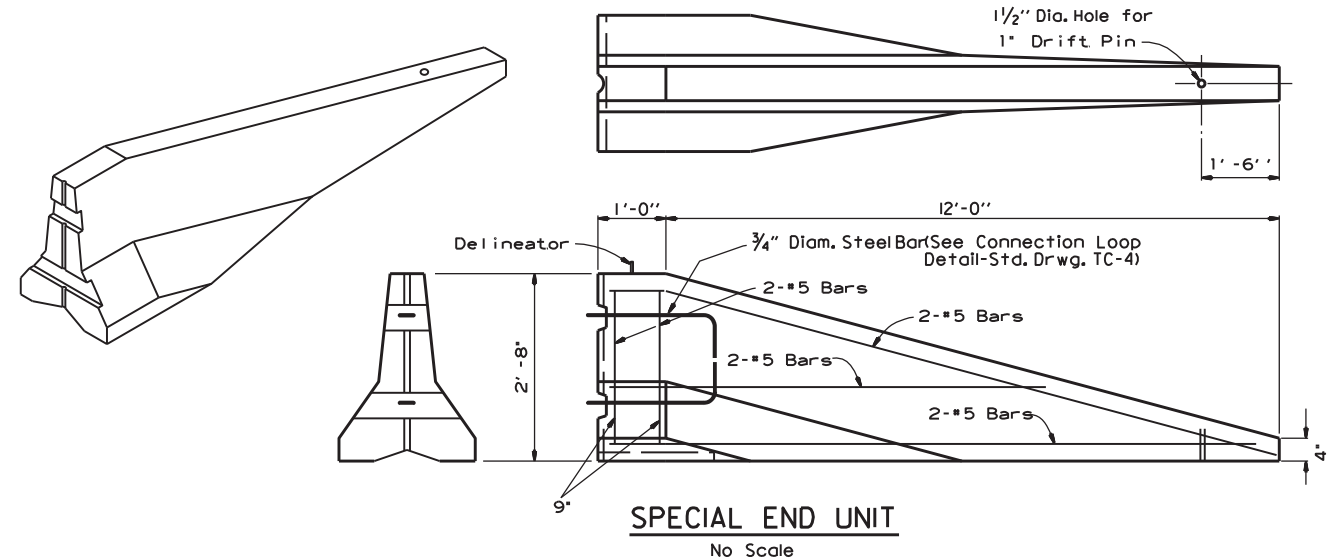


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

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



SPECIAL END UNIT

No Scale

General Notes

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

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

ARKANSAS STATE HIGHWAY COMMISSION

**STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION -
TEMPORARY PRECAST BARRIER**

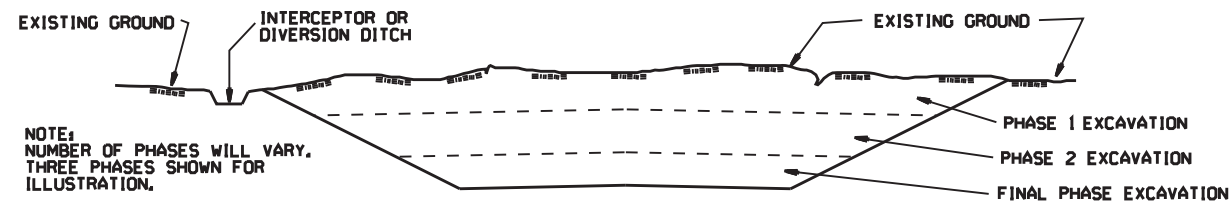
STANDARD DRAWING TC-5

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.

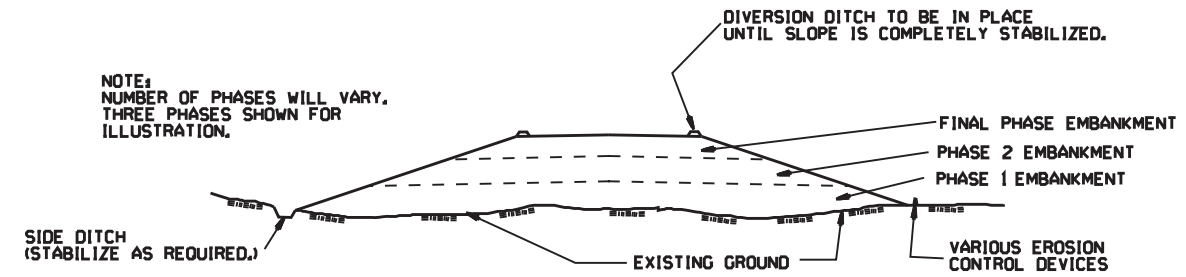
GENERAL NOTE

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