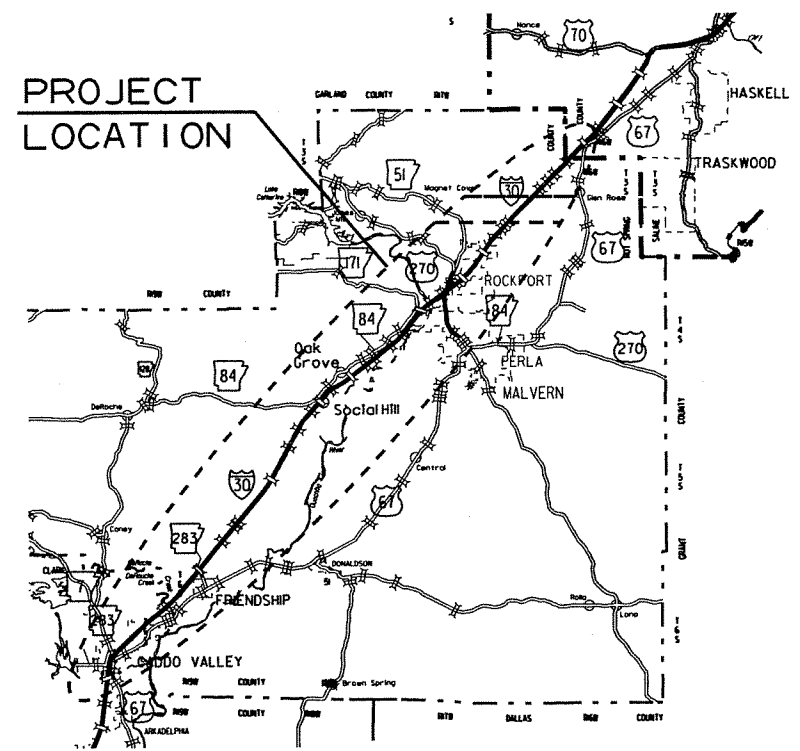


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149	1	60	

② CADD VALLEY-HWY. 70(SEL. SECS)CABLE MEDIAN BARRIER(F)

PROJECT LOCATION



VICINITY MAP

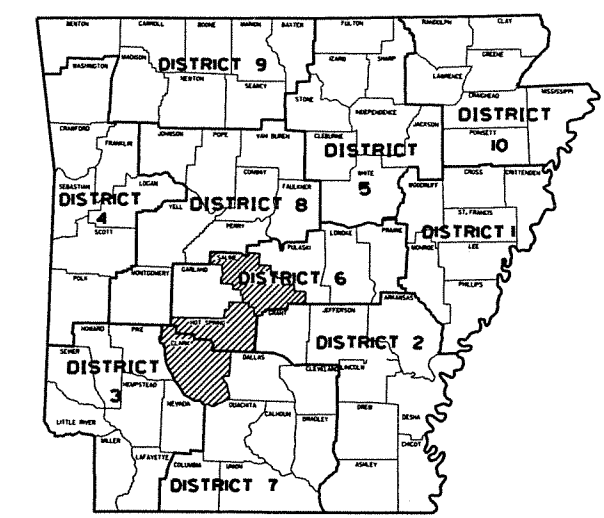
"A FULLY-CONTROLLED ACCESS FACILITY"
 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONSTRUCTION PLANS FOR STATE HIGHWAY

**CADD VALLEY-HWY. 70
 (SEL. SECS.)
 ((CABLE MEDIAN BARRIER) (F))**

CLARK, HOT SPRING, & SALINE COUNTIES
 ROUTE 30 SECTIONS 14, 21, & 22

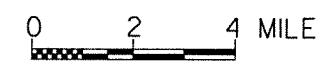
JOB 012149

FED. AID PROJ. HSIP-0076(76)



ARK. HWY. DIST. NO. 3 & 6

- ① EQUATION
 STA. 4418+84.1 BK. =
 P.C. 4418+87.5 AHD.
- ② EQUATION
 P.T. 4429+80.8 BK.
 STA. 4430+30.9 AHD.
- ③ EQUATION
 STA. 4877+14.8 BK. =
 P.C. 4877+04.8 AHD.



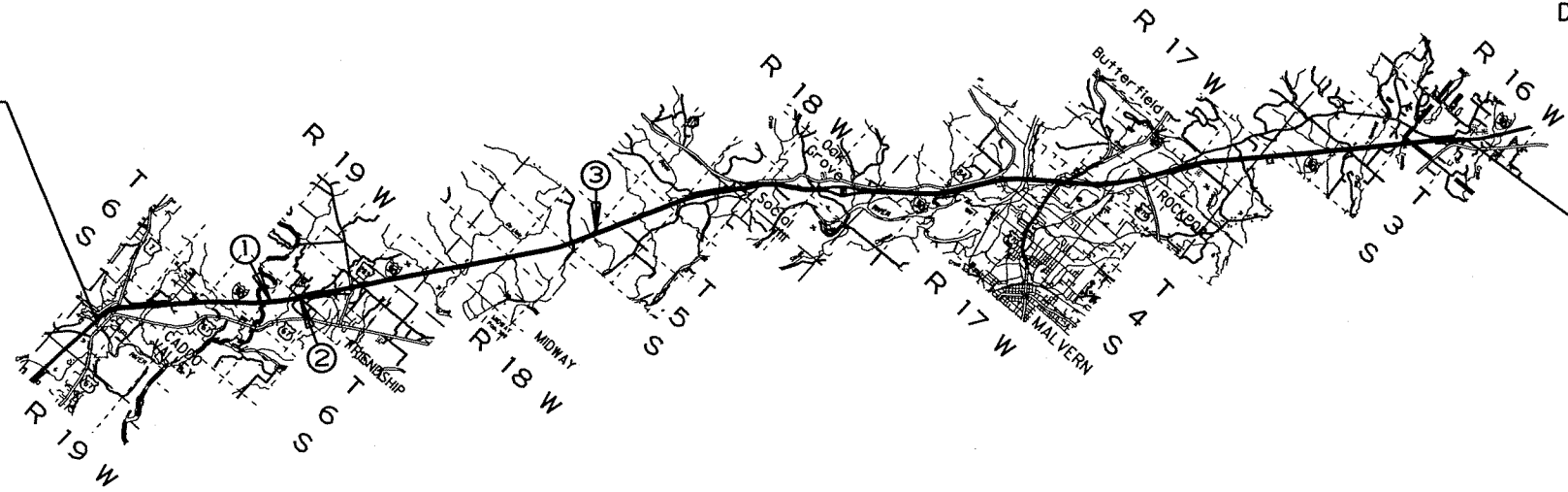
• DESIGN TRAFFIC DATA •

DESIGN YEAR	-----	2032
2012 ADT	-----	32,500
2032 ADT	-----	42,000
2032 DHV	-----	4620
DIRECTIONAL DISTRIBUTION	-----	60%
TRUCKS	-----	50%
DESIGN SPEED	-----	70 MPH

STA. 4204+50
 BEGIN JOB 012149
 LOG MILE 77.02

EXCEPTIONS TO JOB 012149

STA. 4231+64	- STA. 4234+22	• 258'
STA. 4391+90	- STA. 4394+08	• 218'
STA. 4528+00	- STA. 4562+00	• 3400'
STA. 4578+00	- STA. 4579+60	• 160'
STA. 4630+38	- STA. 4632+27	• 189'
STA. 4730+00	- STA. 4853+00	• 12300'
STA. 4871+04	- STA. 4873+87	• 283'
STA. 4982+83	- STA. 4985+75	• 292'
STA. 4998+25	- STA. 5302+50	• 30425'
STA. 5477+00	- STA. 5590+00	• 11300'
STA. 5603+30	- STA. 5605+78	• 248'
STA. 5623+75	- STA. 5628+60	• 485'
STA. 5649+09	- STA. 5650+31	• 122'
STA. 5683+25	- STA. 5735+00	• 5175'
TOTAL EXCEPTIONS		• 64855'



STA. 5773+00
 END JOB 012149
 LOG MILE 106.9

BEGINNING OF PROJECT LAT. • N 34°10' 39.4"	MID-POINT OF PROJECT LAT. • N 34°20' 05.8"	END OF PROJECT LAT. • N 34°29' 15.3"
LONG. • W 93°04' 25.8"	LONG. • W 92°55' 02.4"	LONG. • W 92°43' 03.2"

GROSS LENGTH OF PROJECT	158606.50	FEET	OR	29.698	MILES
NET " " ROADWAY	91951.50	"	"	17.415	"
NET " " BRIDGES	0.00	"	"	0.000	"
NET " " PROJECT	91951.50	"	"	17.415	"

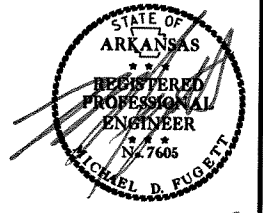
P.E. 012149
 NON-PART.

APPROVED

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 3917
 FRANK VOISEL
 3/9/12
 DEPUTY DIRECTOR
 AND CHIEF ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						012149	2	60

INDEX, GOV. SPECS, & GEN. NOTES



3-15-12

INDEX OF SHEETS

SHEET NO.	TITLE	DRWG. NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3	TYPICAL SECTIONS OF IMPROVEMENT		
4-5	SPECIAL DETAILS		
6-23	TEMPORARY EROSION CONTROL DETAILS		
24-26	MAINTENANCE OF TRAFFIC		
27-29	QUANTITY SHEETS		
30	SUMMARY OF QUANTITIES AND REVISIONS		
31-48	PLAN SHEETS		
49	CONCRETE DITCH PAVING	CDP-1	11-17-10
50	GUARD RAIL DETAILS	GR-8	7-14-10
51	GUARD RAIL DETAILS	GR-8A	7-14-10
52	GUARD RAIL DETAILS	GR-9	4-17-08
53	GUARD RAIL DETAILS	GR-9A	4-17-08
54	GUARD RAIL DETAILS	GR-10	7-14-10
55	GUARD RAIL DETAILS	GR-10A	7-14-10
56	GUARD RAIL DETAILS	GRT-1	7-14-10
57	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
58	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	3-11-10
59	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09
60	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12-15-11

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2003, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	FHWA-1273 REVISIONS
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
100-2	MANUAL FOR ASSESSING SAFETY HARDWARE
102-1	BIDDING REQUIREMENTS AND CONDITIONS
103-1	DETERMINATION OF DBE PARTICIPATION
105-1	CONSTRUCTION CONTROL MARKINGS
105-2	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
107-1	WORKER VISIBILITY
108-1	LIQUIDATED DAMAGES
303-1	AGGREGATE BASE COURSE
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
409-1	MINERAL AGGREGATES
410-3	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
600-1	WATER FOR VEGETATION
603-1	MAINTENANCE OF TRAFFIC
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
606-1	PIPE CULVERTS FOR SIDE DRAINS
606-2	PIPE CULVERTS
JOB 012149	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 012149	COORDINATION OF WORK
JOB 012149	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012149	INTERNET BIDDING
JOB 012149	MAINTENANCE OF TRAFFIC
JOB 012149	PARTNERING REQUIREMENTS
JOB 012149	SEQUENCE OF CONSTRUCTION
JOB 012149	SITE USE (A + C METHOD)
JOB 012149	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 012149	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012149	UTILITY ADJUSTMENTS
JOB 012149	VALUE ENGINEERING
JOB 012149	WARM MIX ASPHALT
JOB 012149	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 012149	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 012149	WRSF TRAINING WORKSHOP

GENERAL NOTES

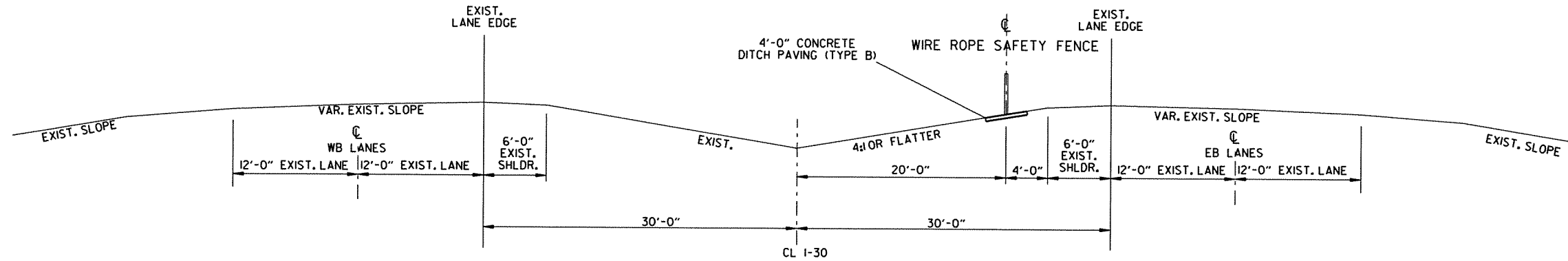
- ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE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

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.	012149	3	60	

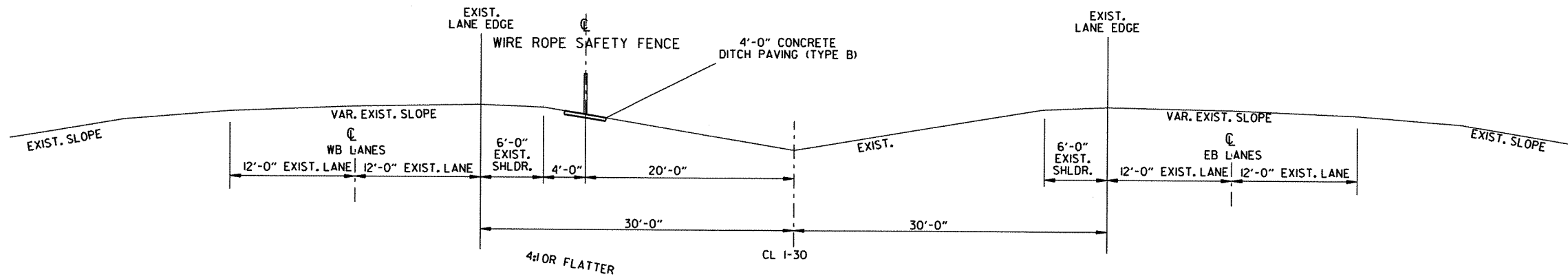
2 TYPICAL SECTIONS OF IMPROVEMENT



3-8-12



TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON EASTBOUND LANES FORESLOPE

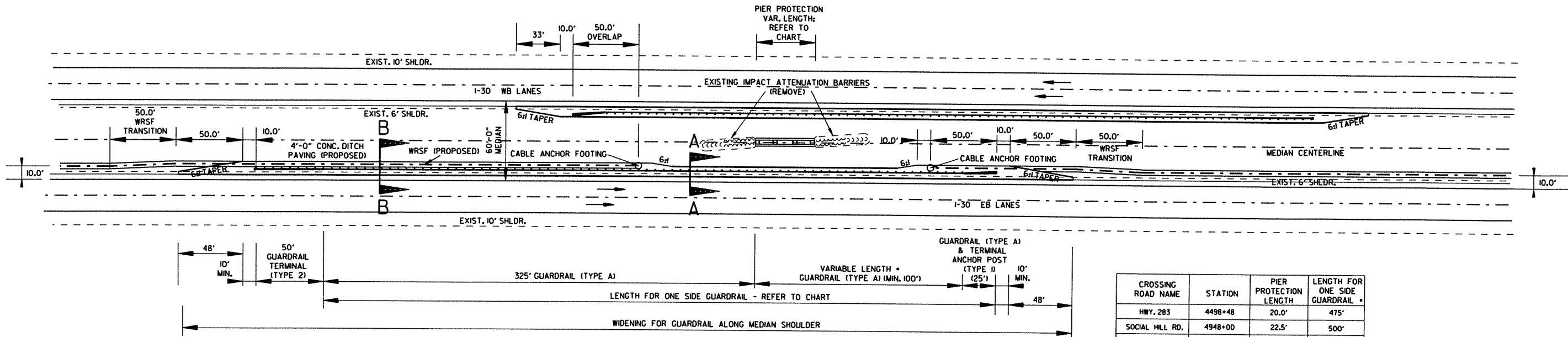
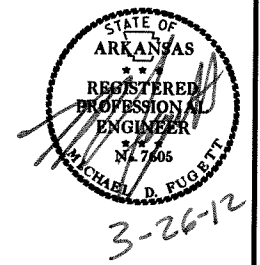


TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON WESTBOUND LANES FORESLOPE

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	012149
								4
								60

2 SPECIAL DETAILS

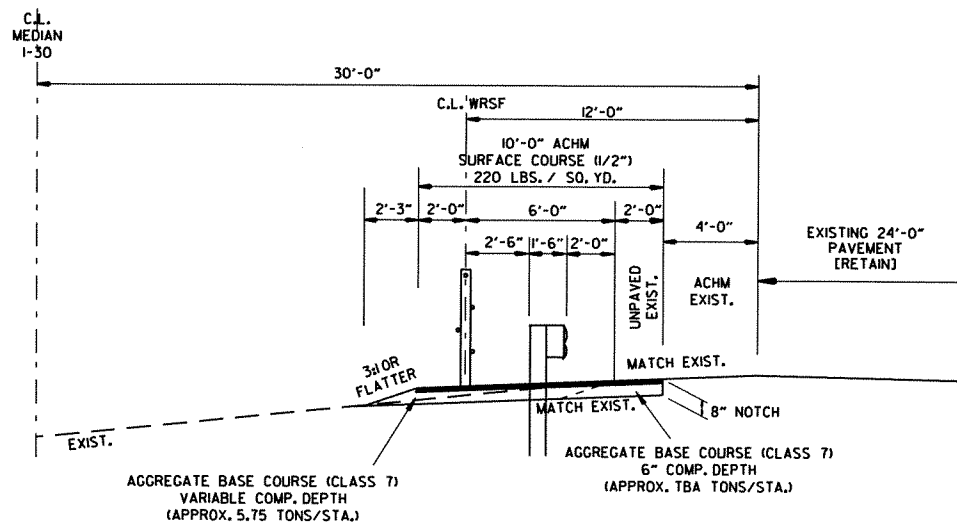


DETAIL AT OVERPASSES

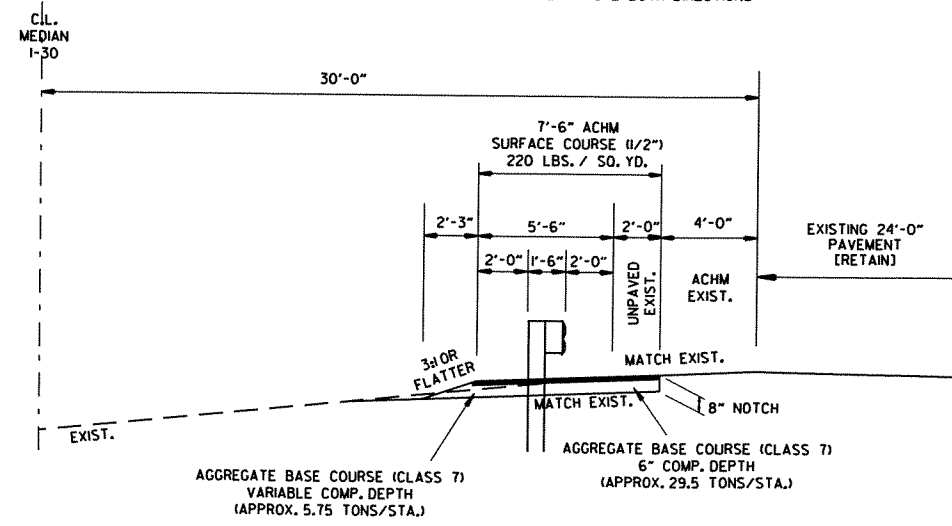
NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.

CROSSING ROAD NAME	STATION	PIER PROTECTION LENGTH	LENGTH FOR ONE SIDE GUARDRAIL *
HWY. 283	4498+48	20.0'	475'
SOCIAL HILL RD.	4948+00	22.5'	500'
RR OVERPASS	5348+20	20'	475'
HWY. 270 BYPASS	5392+05	33'	500'
OLD MILITARY RD.	5420+25	21'	475'
OVERHEAD SIGN	5315+33	N/A	450'
OLD MILITARY RD.	5743+75	20'	450'

* GUARDRAIL LENGTH IS ROUNDED UP BASED ON GUARDRAIL STOCK LENGTH OF 25.0'
 DIMENSIONS ARE TYPICAL BOTH DIRECTIONS



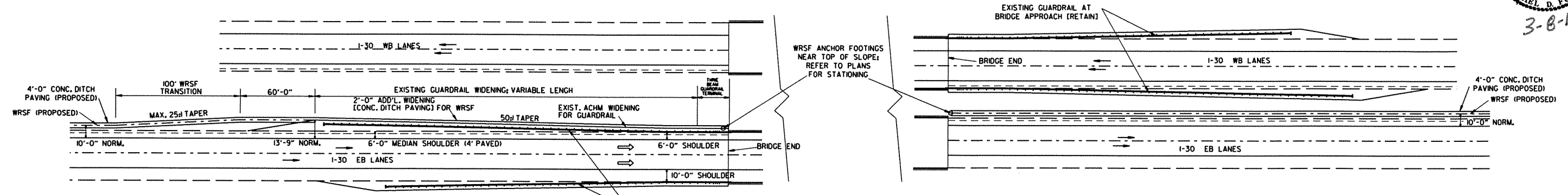
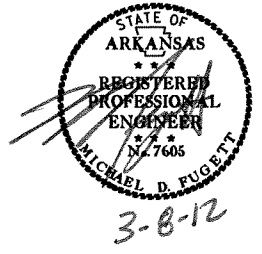
SECTION B-B



SECTION A-A

SPECIAL DETAILS

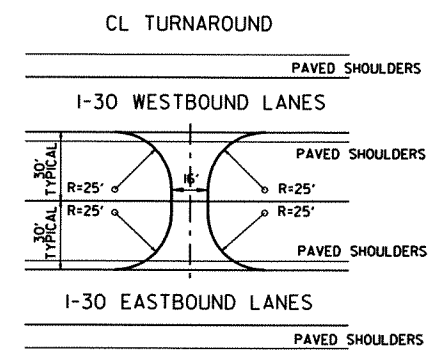
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				6	ARK.			
							JOB NO. 012149	5 60
② SPECIAL DETAILS								



WRSF AND EXIST. GUARDRAIL ON SAME SIDE OF MEDIAN

WRSF AND EXIST. GUARDRAIL ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

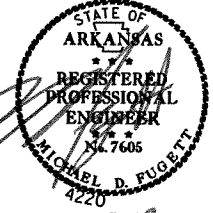


NOTE: MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS 7) - 7" COMPACTED DEPTH & ACHM SURFACE COURSE (1/2") - 220 LBS. PER SQ. YD.

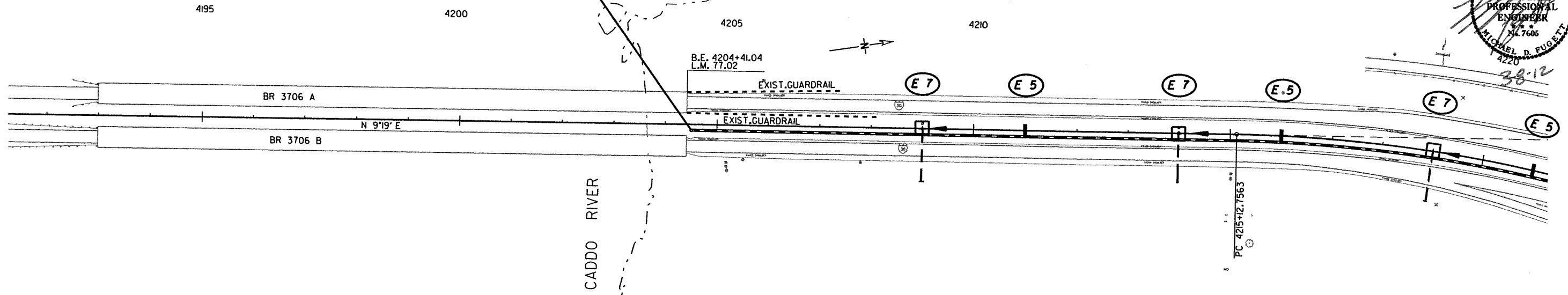
DETAIL AT MEDIAN CROSSING

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		6	60
				JOB NO.		012149	6	60

② TEMPORARY EROSION CONTROL DETAILS



STA. 4204+50 BEGIN WRSF
 BEGIN JOB 012149
 L.M. 77.02



REVISION BOX

DATE OF REVISION	REVISION

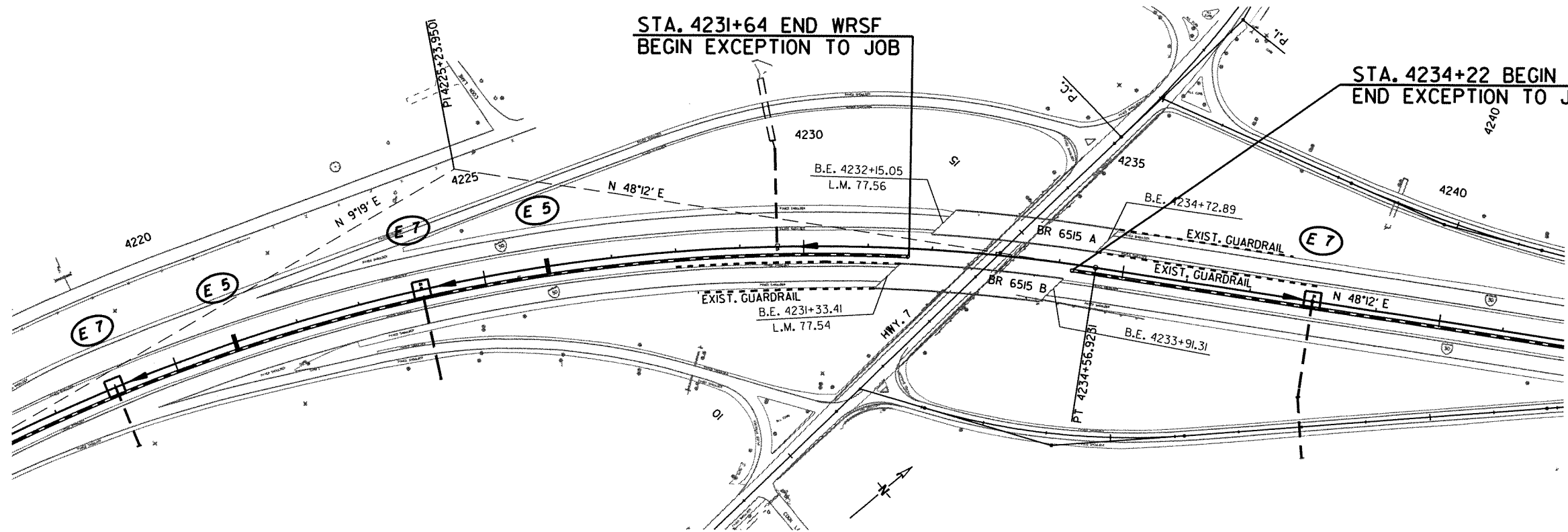
SAND BAG DITCH CHECK	DROP INLET SILT FENCE
(E 5)	(E 7)
I	□

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

STA. 4231+64 END WRSF
 BEGIN EXCEPTION TO JOB

STA. 4234+22 BEGIN WRSF
 END EXCEPTION TO JOB

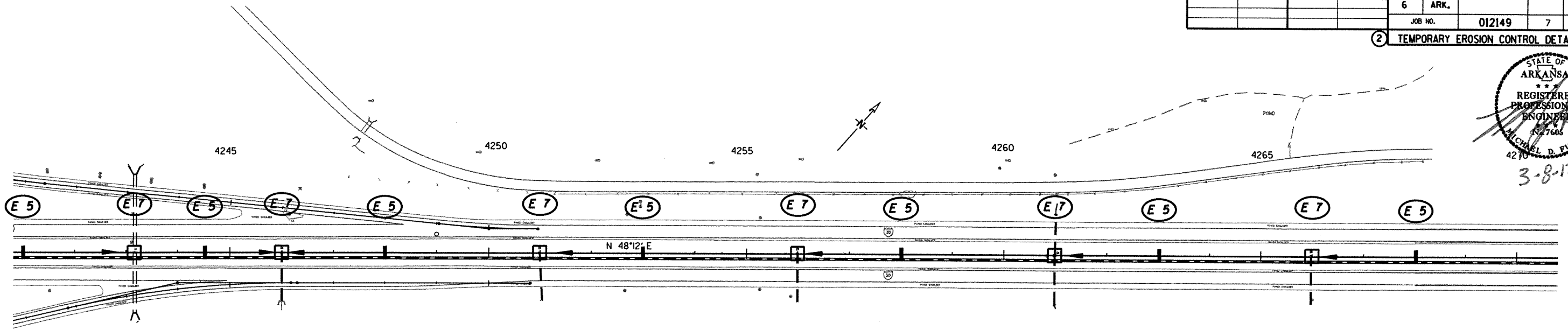


TEMPORARY EROSION CONTROL DETAILS
 STA. 4195+00 - STA. 4241+00

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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.		7	60
				JOB NO.		012149		

2 TEMPORARY EROSION CONTROL DETAILS

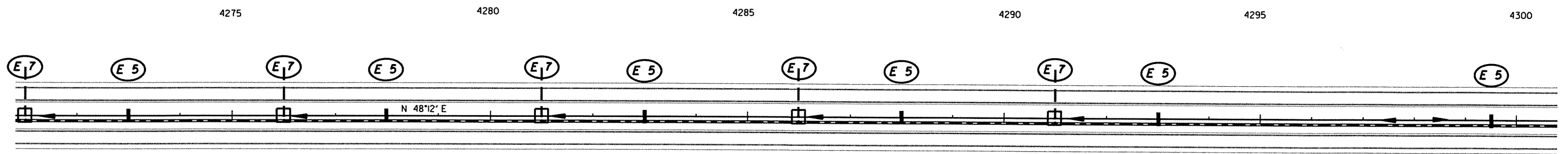


REVISION BOX

SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
(E 5)	(E 7)		
	□		

LEGEND

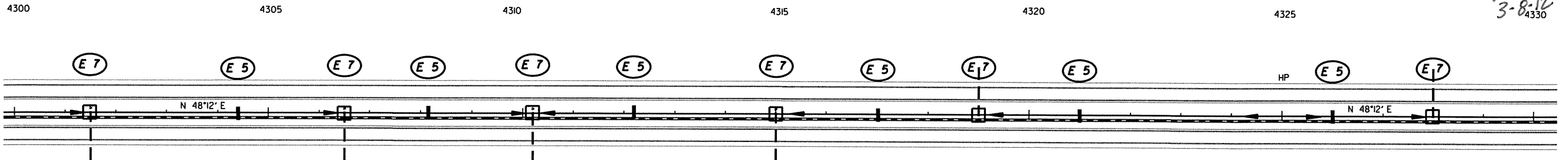
INDICATES DIRECTION OF MEDIAN DRAINAGE



TEMPORARY EROSION CONTROL DETAILS
STA. 4241+00 - STA. 4300+00

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. 012149							8	60

2 TEMPRARY EROSION CONTROL DETAILS

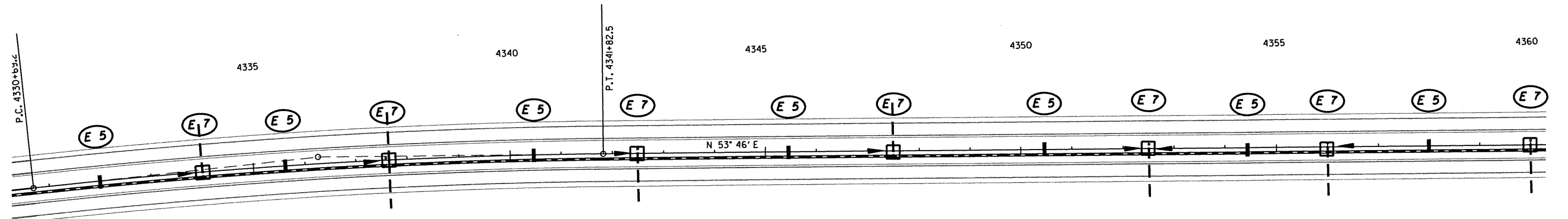


REVISION BOX

SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
(E 5)	(E 7)		
	□		

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

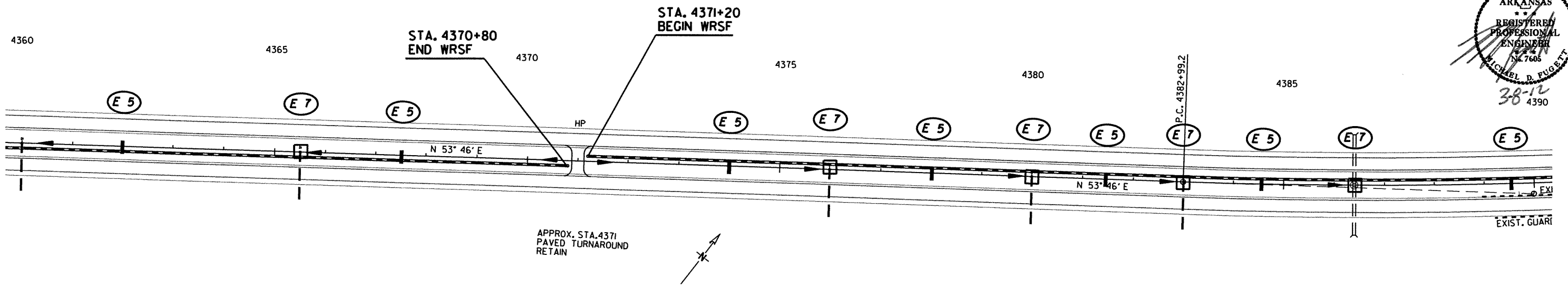
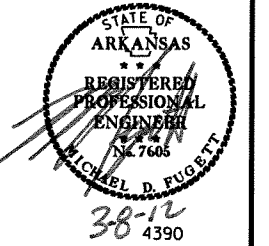


P.I. 4336+26.4
 $\Delta = 5^{\circ}34'RT.$
 $D = 0^{\circ}30'$
 $T = 557.2'$
 $L = 113.3'$
 P.C. 4330+69.2
 P.T. 4341+32.5

TEMPORARY EROSION CONTROL DETAILS
 STA. 4300+00 - STA. 4360+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							9	60

2 TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

DATE OF REVISION	REVISION

SAND BAG DITCH CHECK	DROP INLET SILT FENCE
E 5	E 7
	□

LEGEND

STA. 4391+90 END WRSF
BEGIN EXCEPTION TO JOB

P.I. 4390+00.0
Δ = 7°00' L.T.
D = 0°30'
L = 700.8'
L = 1400.0'
P.C. 4382+99.2
P.T. 4396+99.2

CLARK COUNTY

CREEK

STA. 4394+08 BEGIN WRSF
END EXCEPTION TO JOB

HOT SPRING COUNTY

B.E. 4394+06.07

P.I. 4396+99.2

EXIST. GUARDRAIL

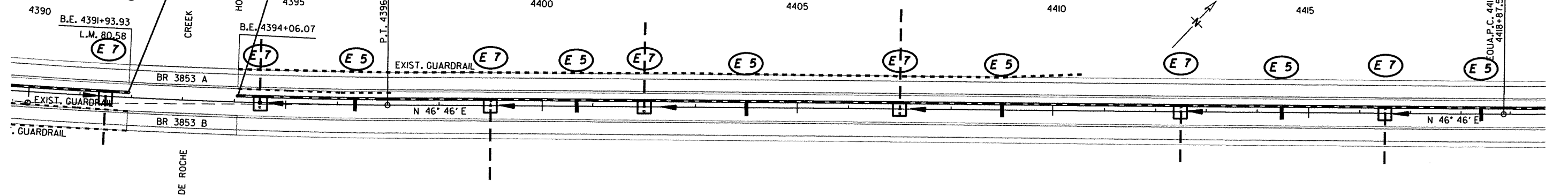
4400

4405

4410

4415

COUA, P.C. 4418+84.1 BK= 4418+87.5 AHD.



TEMPORARY EROSION CONTROL DETAILS
STA. 4360+00 - STA. 4419+00

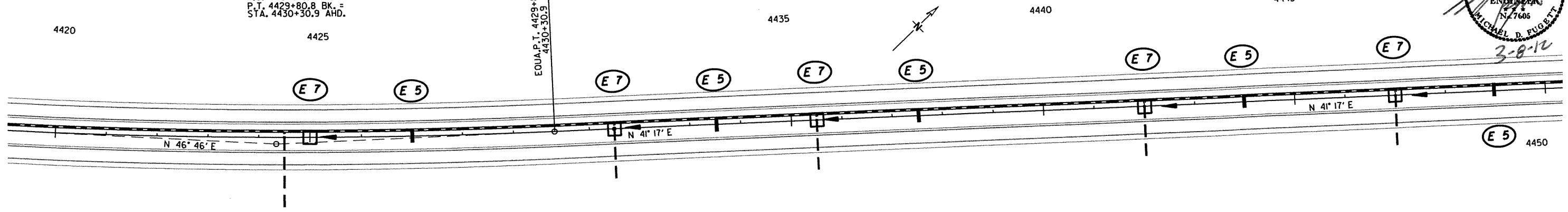
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.						012149	10	60

2 TEMPORARY EROSION CONTROL DETAILS



P.I. 4424+34.6
 $\Delta = 5^{\circ}29'17.1''$
 $D = 0^{\circ}30'$
 $T = 548.8'$
 $L = 1096.7'$
P.C. 4418+87.5
P.T. 4429+80.8 BK. =
STA. 4430+30.9 AHD.

EQUA. P.T. 4429+80.8 BK. =
4430+30.9 AHD.

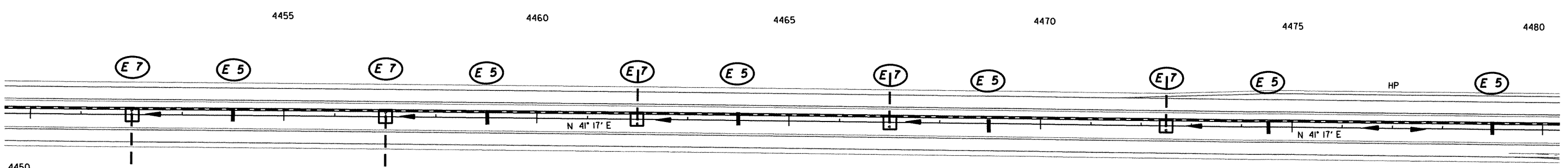


REVISION BOX

SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
(E 5)	(E 7)		
I	□		

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

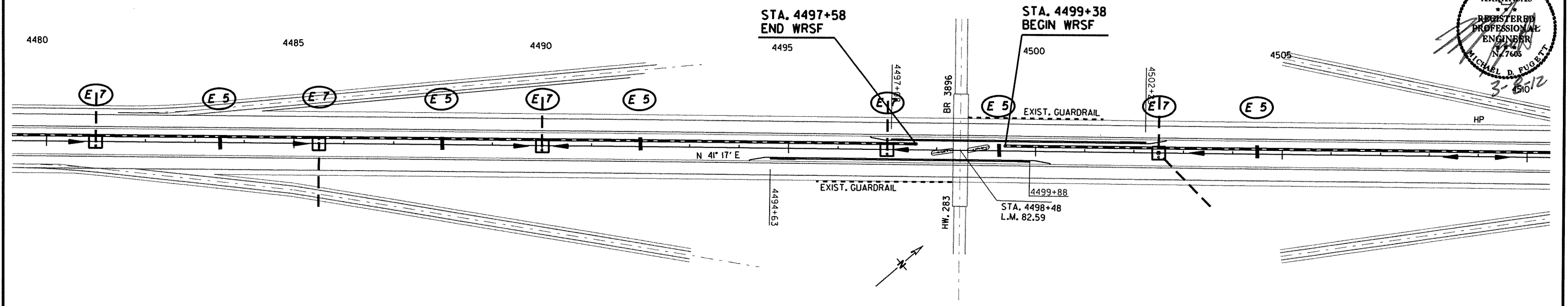
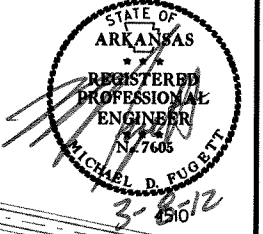


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TEMPORARY EROSION CONTROL DETAILS
 STA. 4419+00 - STA. 4480+00

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.	012149		11	60

2 TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

DATE OF REVISION	REVISION

SAND BAG
DITCH CHECK

(E 5)

┃

DROP INLET
SILT FENCE

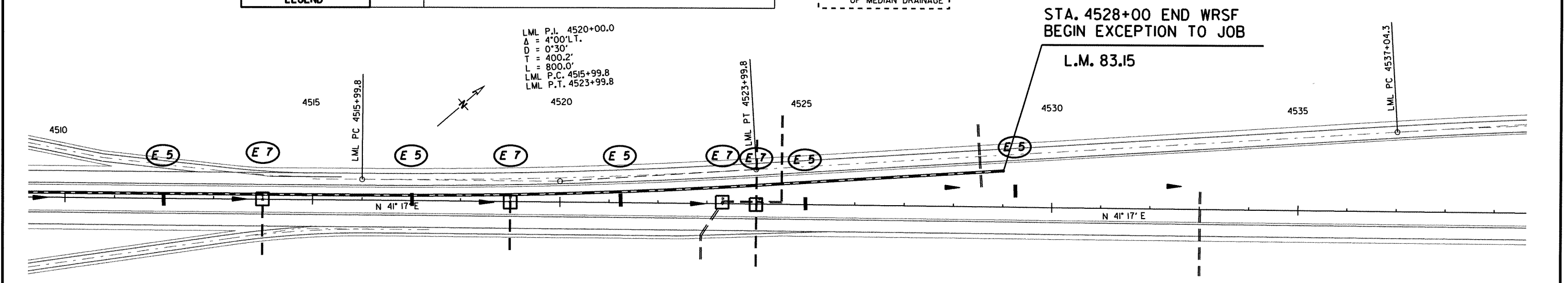
(E 7)

□

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

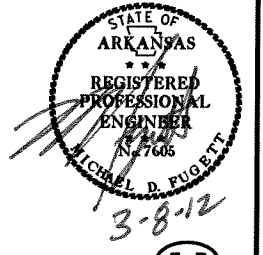
L.M. P.I. 4520+00.0
 $\Delta = 4^{\circ}00' \text{ L.T.}$
 $D = 0^{\circ}30'$
 $T = 400.2'$
 $L = 800.0'$
 L.M. P.C. 4515+99.8
 L.M. P.T. 4523+99.8



TEMPORARY EROSION CONTROL DETAILS
 STA. 4480+00 - STA. 4539+00

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. 012149							12	60

② TEMPORARY EROSION CONTROL DETAILS



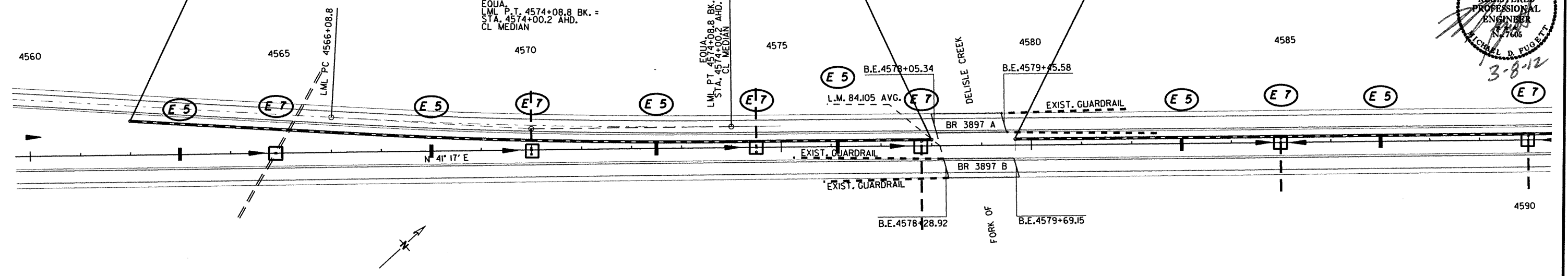
STA. 4562+00 BEGIN WRSF
END EXCEPTION TO JOB
L.M. 83.80

STA. 4578+00 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4579+60 BEGIN WRSF
END EXCEPTION TO JOB

LML P.I. 4570+09.9
Δ = 4°00' L.T.
D = 0°30'
T = 400.2'
L = 800.0'
LML P.C. 4566+08.8
EQUA.
LML P.T. 4574+08.8 BK. =
STA. 4574+00.2 AHD.
CL MEDIAN

EQUA.
LML P.T. 4574+08.8 BK. =
STA. 4574+00.2 AHD.
CL MEDIAN

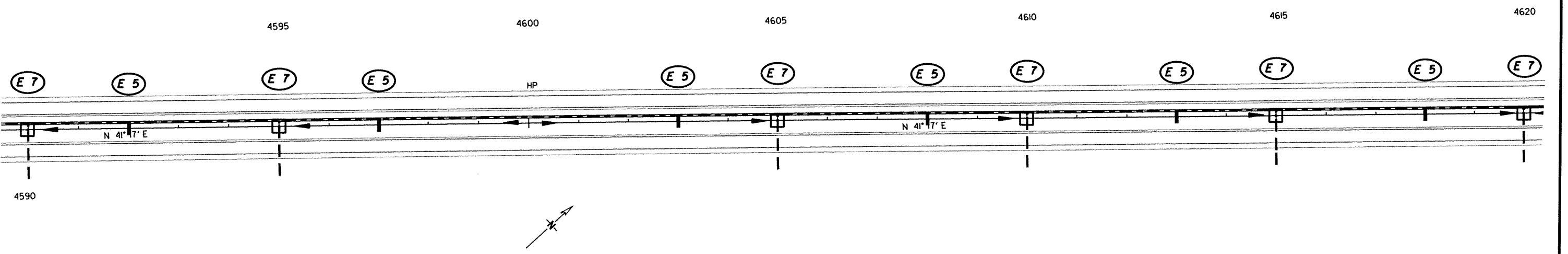


REVISION BOX

SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
(E 5)	(E 7)		
I	□		

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

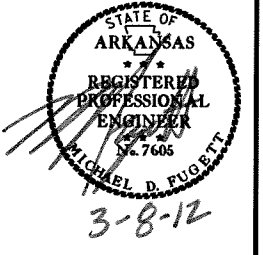


TEMPORARY EROSION CONTROL DETAILS
STA. 4560+00 - STA. 4620+00

r012149.dgn erosion cti 03/ 6/2012

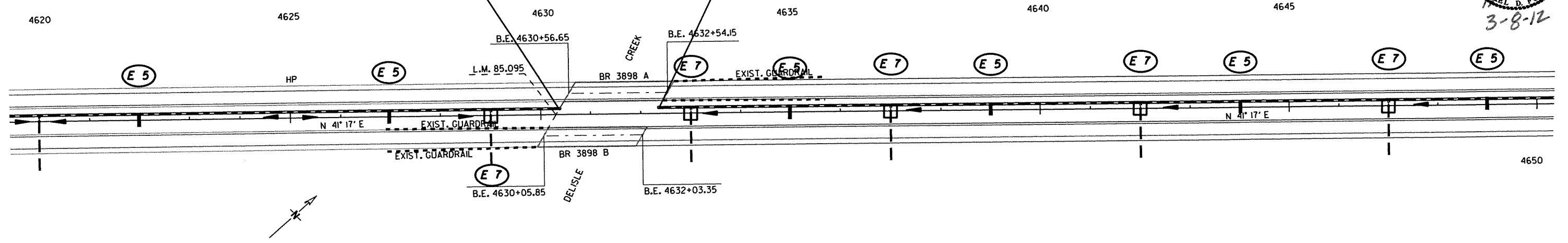
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		13	60

2 TEMPORARY EROSION CONTROL DETAILS



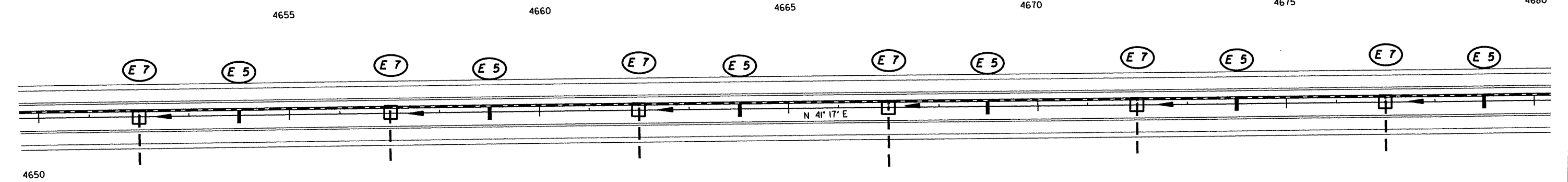
STA. 4630+38 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4632+27 BEGIN WRSF
END EXCEPTION TO JOB



LEGEND		REVISION BOX	
SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
(E 5)	(E 7)		
I	□		

INDICATES DIRECTION OF MEDIAN DRAINAGE

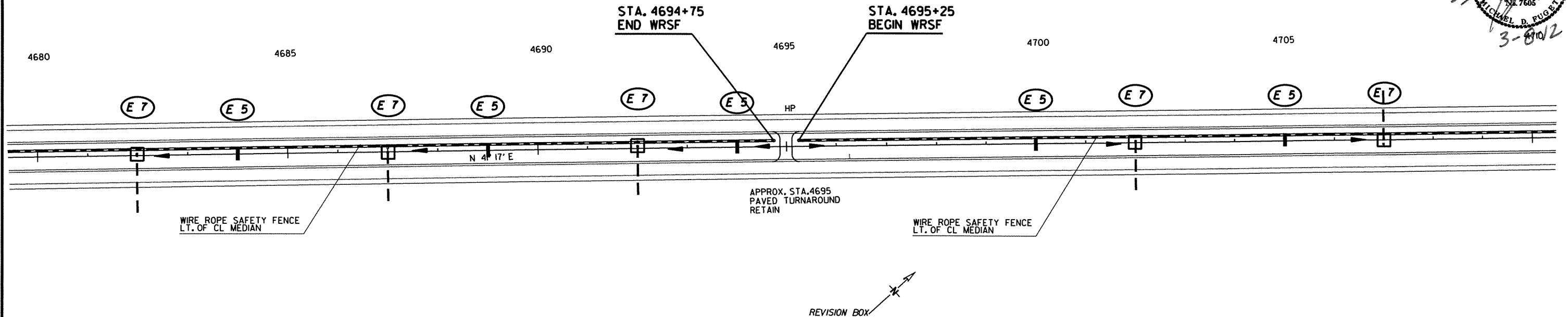
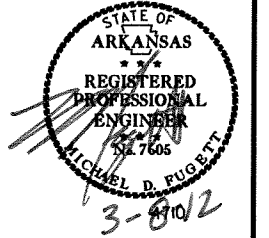


TEMPORARY EROSION CONTROL DETAILS
STA. 4620+00 - STA. 4680+00

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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.		14	60
				JOB NO.	012149			

2 TEMPORARY EROSION CONTROL DETAILS

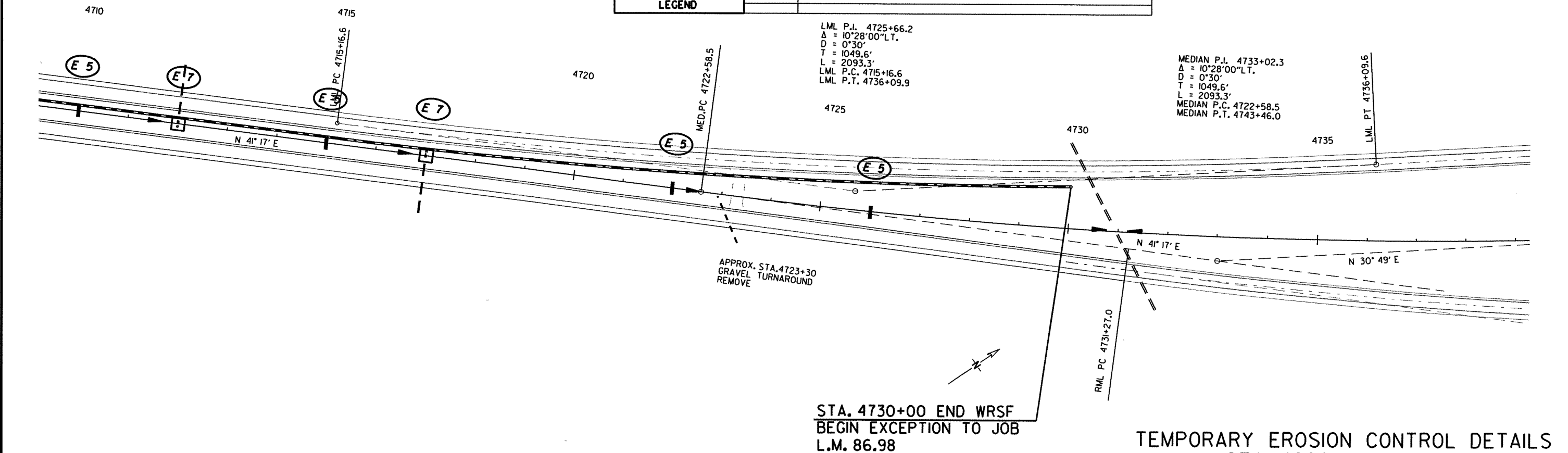


DATE OF REVISION	REVISION

SAND BAG DITCH CHECK (E 5)
 DROP INLET SILT FENCE (E 7)

LEGEND

INDICATES DIRECTION OF MEDIAN DRAINAGE

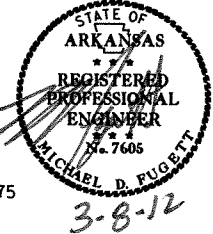


r012149.dgn erosion cti 03/ 6/2012

TEMPORARY EROSION CONTROL DETAILS
 STA. 4680+00 - STA. 4739+00

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.		012149	15	60

2 TEMPORARY EROSION CONTROL DETAILS



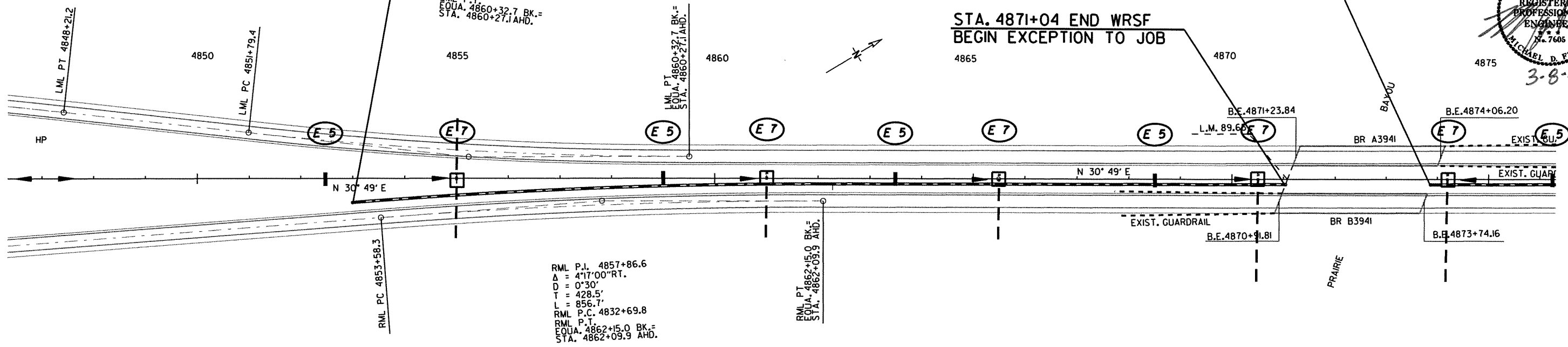
STA. 4853+00 BEGIN WRSF
END EXCEPTION TO JOB

L.M. 89.31

LML P.I. 4856+05.6
Δ = 6°24'00"LT.
D = 0°45'
T = 427.1'
L = 853.3'
LML P.C. 4851+79.4
LML P.T.
EQUA. 4860+32.7 BK.=
STA. 4860+27.1 AHD.

STA. 4873+87 BEGIN WRSF
END EXCEPTION TO JOB

STA. 4871+04 END WRSF
BEGIN EXCEPTION TO JOB



RML P.I. 4857+86.6
Δ = 4°17'00"RT.
D = 0°30'
T = 428.5'
L = 856.7'
RML P.C. 4832+69.8
RML P.T.
EQUA. 4862+15.0 BK.=
STA. 4862+09.9 AHD.

RML P.T.
EQUA. 4862+15.0 BK.=
STA. 4862+09.9 AHD.

REVISION BOX

DATE OF REVISION	REVISION

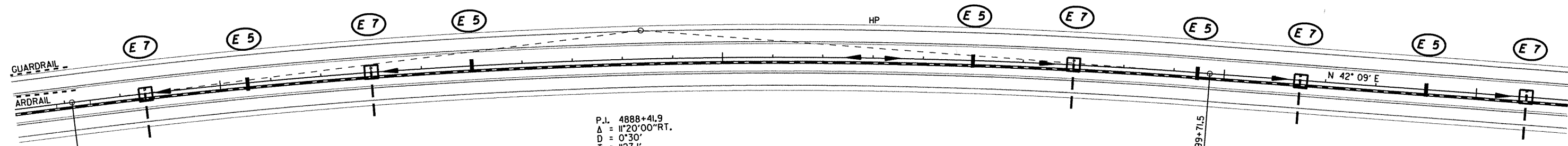
INDICATES DIRECTION OF MEDIAN DRAINAGE

LEGEND

SAND BAG DITCH CHECK (E 5 symbol)

DROP INLET SILT FENCE (E 7 symbol)

4880 4885 4890 4895 4900 4905



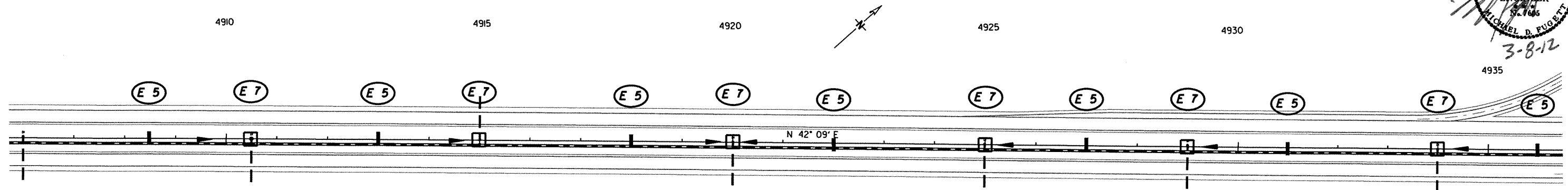
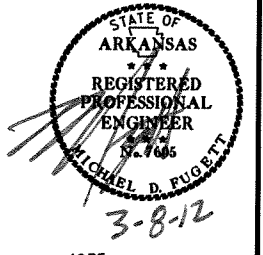
P.I. 4888+41.9
Δ = 11°20'00"RT.
D = 0°30'
T = 1127.1'
L = 2266.7'
P.C. 4877+04.8
P.T. 4899+71.5

PT. 4899+71.5

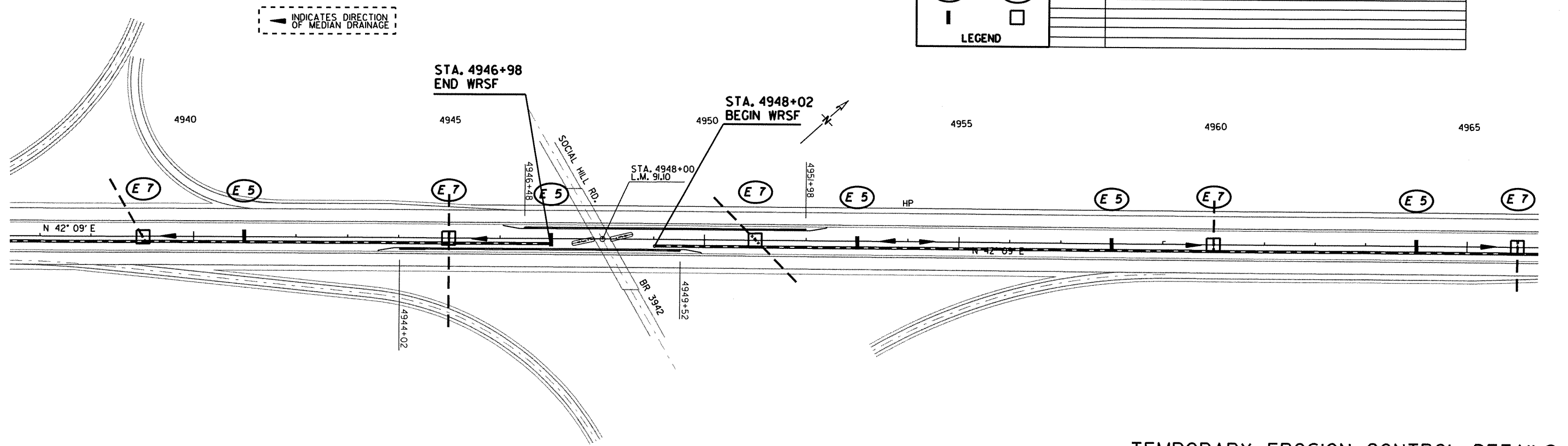
TEMPORARY EROSION CONTROL DETAILS
STA. 4847+00 - STA. 4906+00

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.	012149		16	60

2 TEMPORARY EROSION CONTROL DETAILS



REVISION BOX		DATE OF REVISION	REVISION
SAND BAG DITCH CHECK	E5		
DROP INLET SILT FENCE	E7		



TEMPORARY EROSION CONTROL DETAILS
STA. 4906+00 - STA. 4966+00

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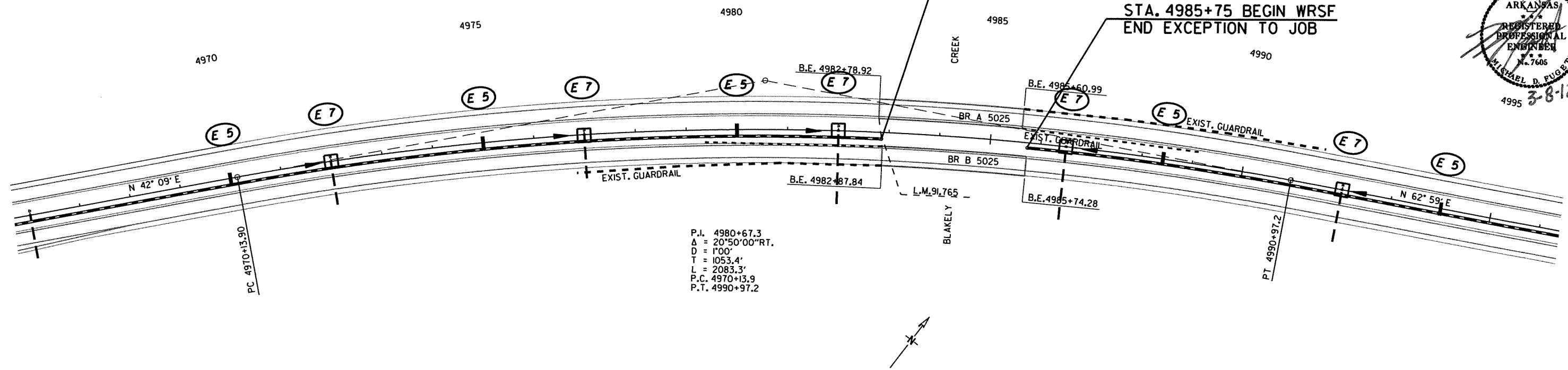
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012149	17	60

② TEMPORARY EROSION CONTROL DETAILS



STA. 4982+83 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4985+75 BEGIN WRSF
END EXCEPTION TO JOB

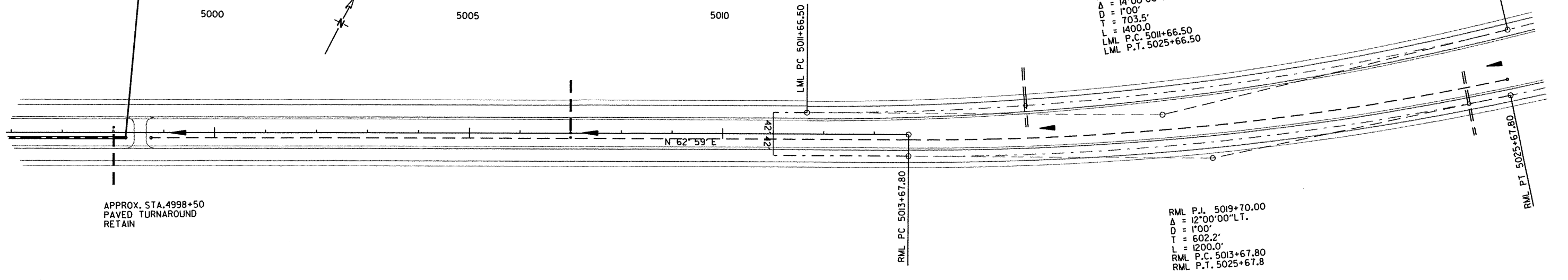


P.I. 4980+67.3
 $\Delta = 20^{\circ}50'00''$ RT.
 $D = 1^{\circ}00'$
 $T = 1053.4'$
 $L = 2083.3'$
 P.C. 4970+13.9
 P.T. 4990+97.2

LEGEND		REVISION BOX	
SAND BAG DITCH CHECK (E 5)	DROP INLET SILT FENCE (E 7)	DATE OF REVISION	REVISION
	□		

INDICATES DIRECTION OF MEDIAN DRAINAGE

STA. 4995+25 END WRSF
BEGIN EXCEPTION TO JOB
L.M. 92.00



L.M. P.I. 5018+70.0
 $\Delta = 14^{\circ}00'00''$ LT.
 $D = 1^{\circ}00'$
 $T = 703.5'$
 $L = 1400.0'$
 L.M. P.C. 5011+66.50
 L.M. P.T. 5025+66.50

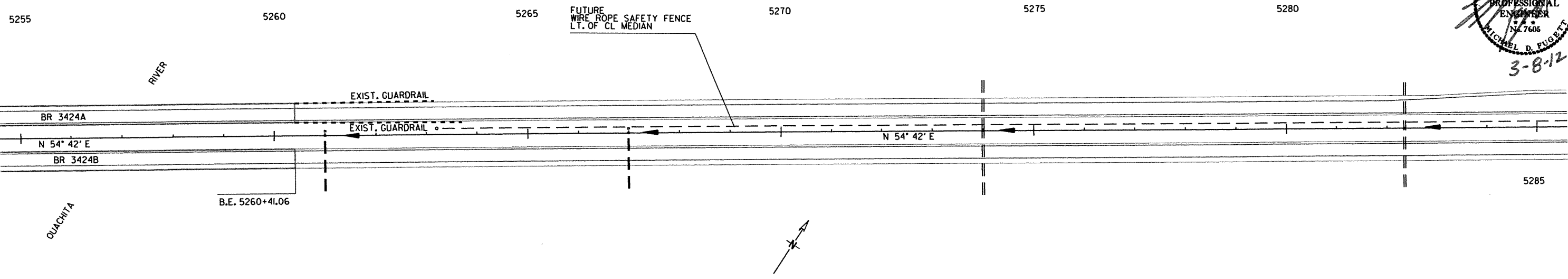
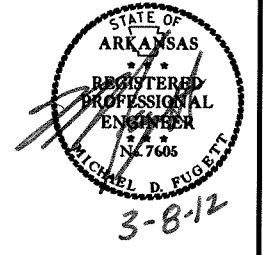
R.M.L. P.I. 5019+70.00
 $\Delta = 12^{\circ}00'00''$ LT.
 $D = 1^{\circ}00'$
 $T = 602.2'$
 $L = 1200.0'$
 R.M.L. P.C. 5013+67.80
 R.M.L. P.T. 5025+67.8

TEMPORARY EROSION CONTROL DETAILS
 STA. 4966+00 - STA. 5026+00

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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.	012149	18	60	

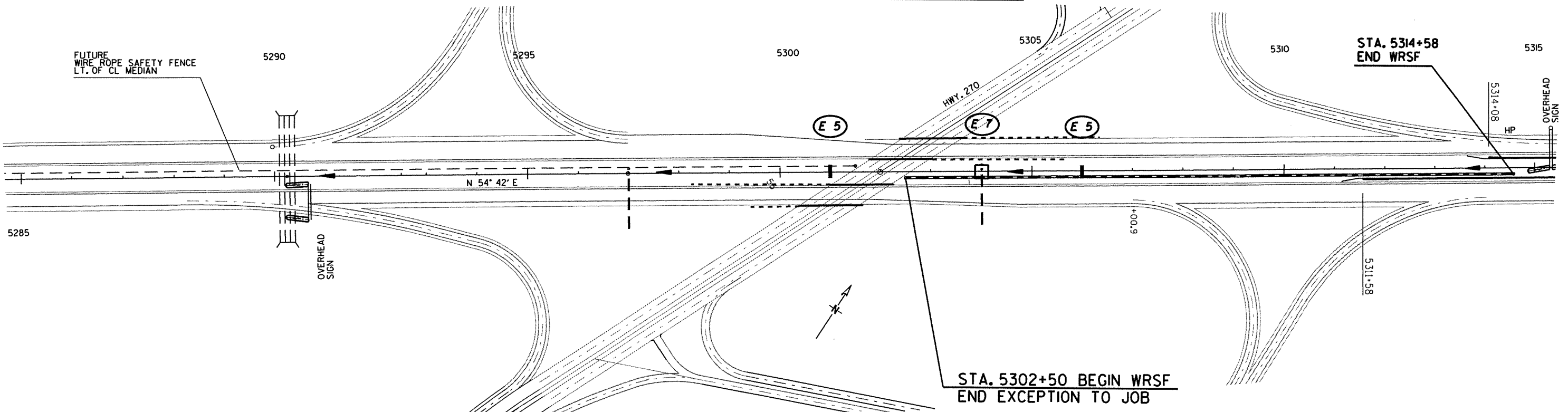
② TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

SAND BAG DITCH CHECK	DROP INLET SILT FENCE	DATE OF REVISION	REVISION
E 5	E 7		
I	□		

LEGEND

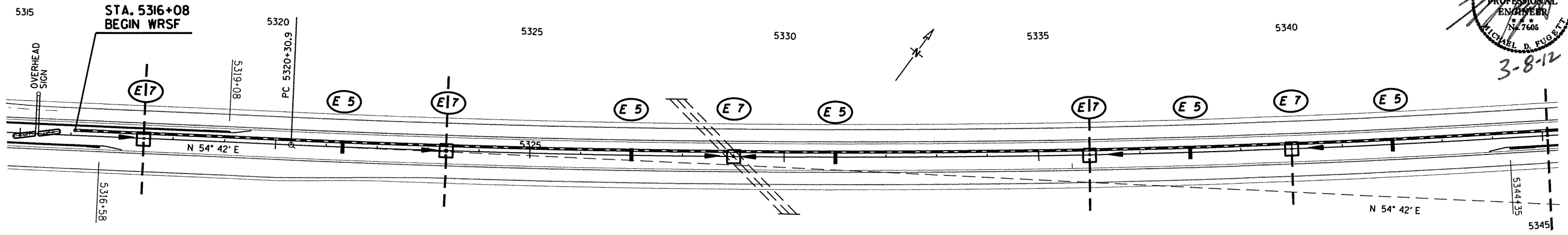
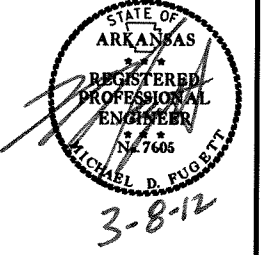


TEMPORARY EROSION CONTROL DETAILS
STA. 5255+00 - STA. 5315+00

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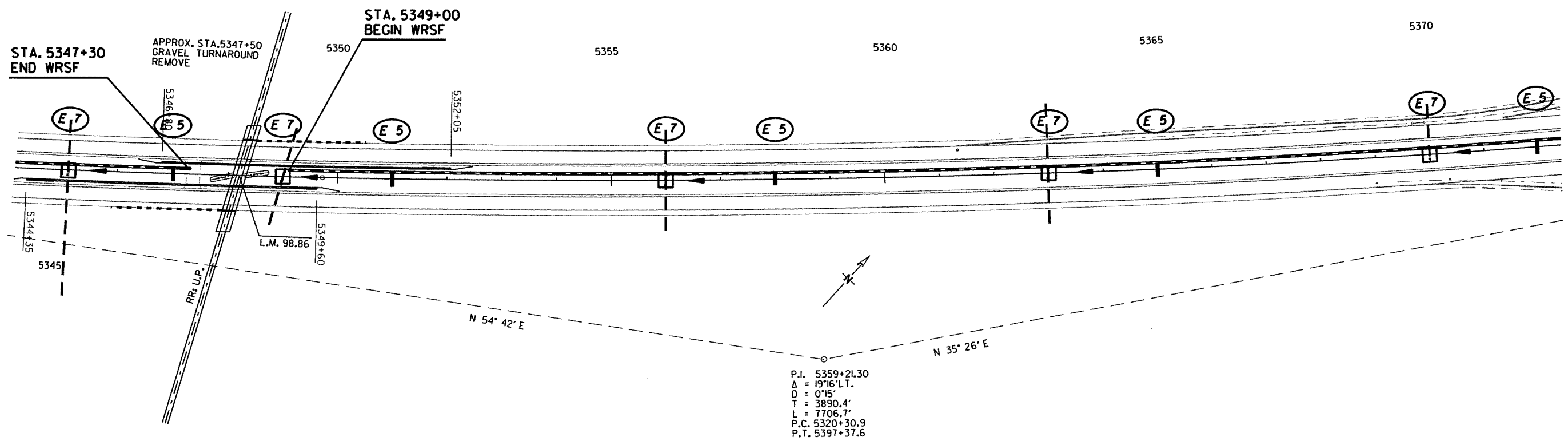
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		19	60

2 TEMPORARY EROSION CONTROL DETAILS



REVISION BOX		DATE OF REVISION	REVISION
SAND BAG DITCH CHECK	DROP INLET SILT FENCE		
(E 5)	(E 7)		
	□		
LEGEND			

INDICATES DIRECTION OF MEDIAN DRAINAGE

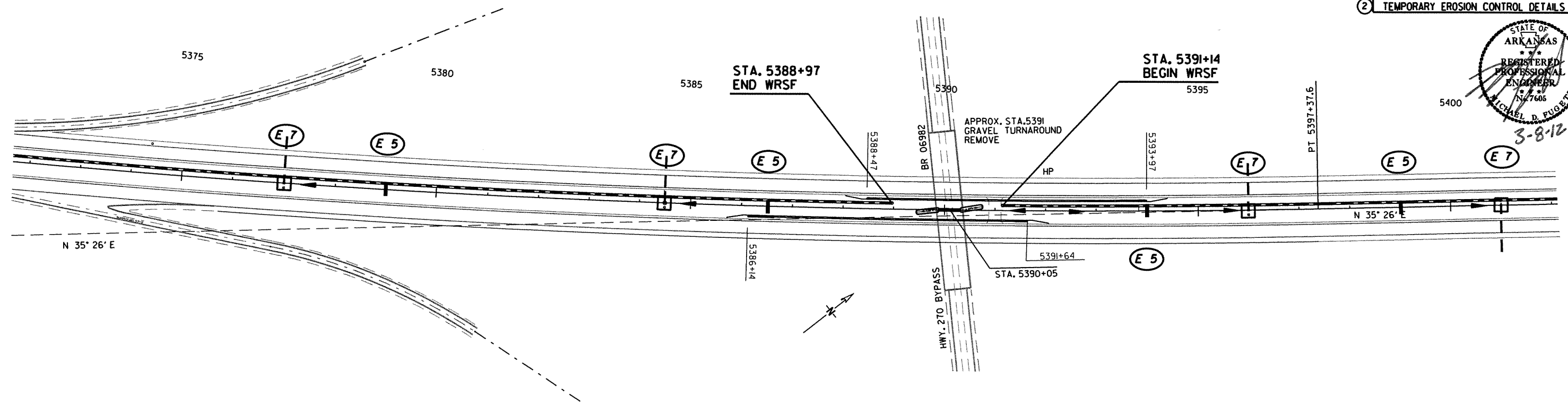
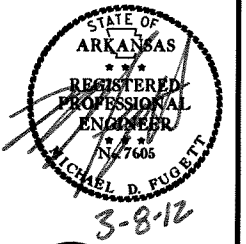


P.I. 5359+21.30
 Δ = 19°16' L.T.
 D = 0°15'
 T = 3890.4'
 L = 7706.7'
 P.C. 5320+30.9
 P.T. 5397+37.6

TEMPORARY EROSION CONTROL DETAILS
 STA. 5315+00 - STA. 5372+00

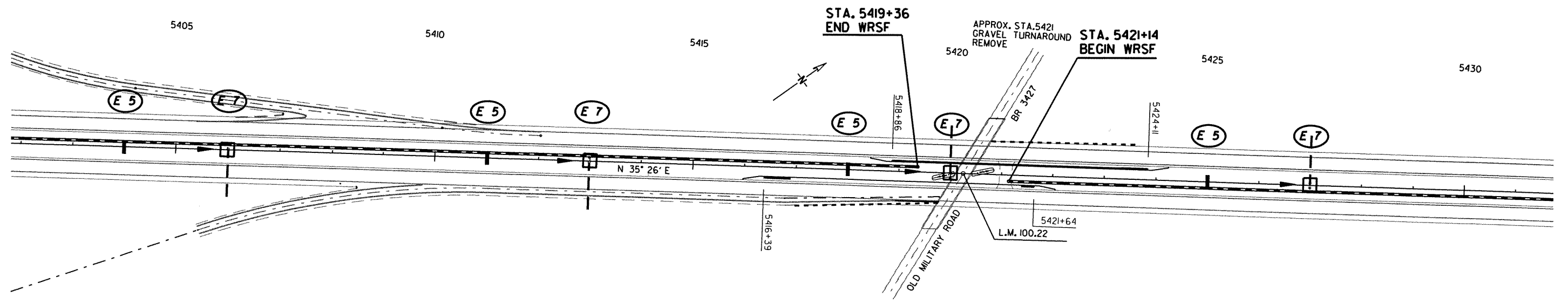
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
							JOB NO. 012149	20	60

② TEMPORARY EROSION CONTROL DETAILS



REVISION BOX		DATE OF REVISION	REVISION
LEGEND			

INDICATES DIRECTION OF MEDIAN DRAINAGE



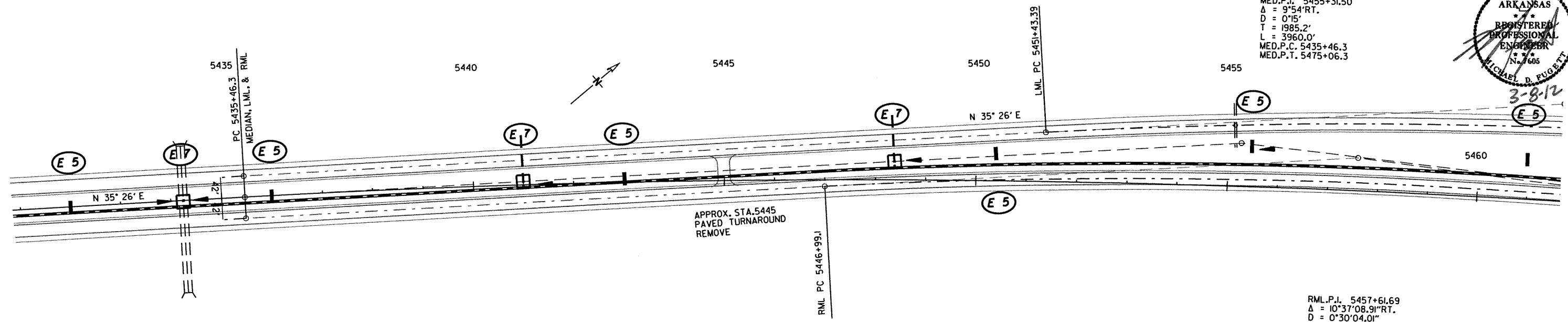
TEMPORARY EROSION CONTROL DETAILS
STA. 5372+00 - STA. 5431+00

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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.		21	60

② TEMPORARY EROSION CONTROL DETAILS

MED.P.I. 5455+31.50
 $\Delta = 9^{\circ}54'RT.$
 $D = 0'15"$
 $T = 1985.2'$
 $L = 3960.0'$
 MED.P.C. 5435+46.3
 MED.P.T. 5475+06.3



RML.P.I. 5457+61.69
 $\Delta = 10^{\circ}37'08.91''RT.$
 $D = 0^{\circ}30'04.01''$
 $T = 1062.60'$
 $L = 2119.11'$
 RML.P.C. 5446+99.1
 RML.P.T. 5468+18.20

APPROX. STA. 5445
 PAVED TURNAROUND
 REMOVE

REVISION BOX

DATE OF REVISION	REVISION

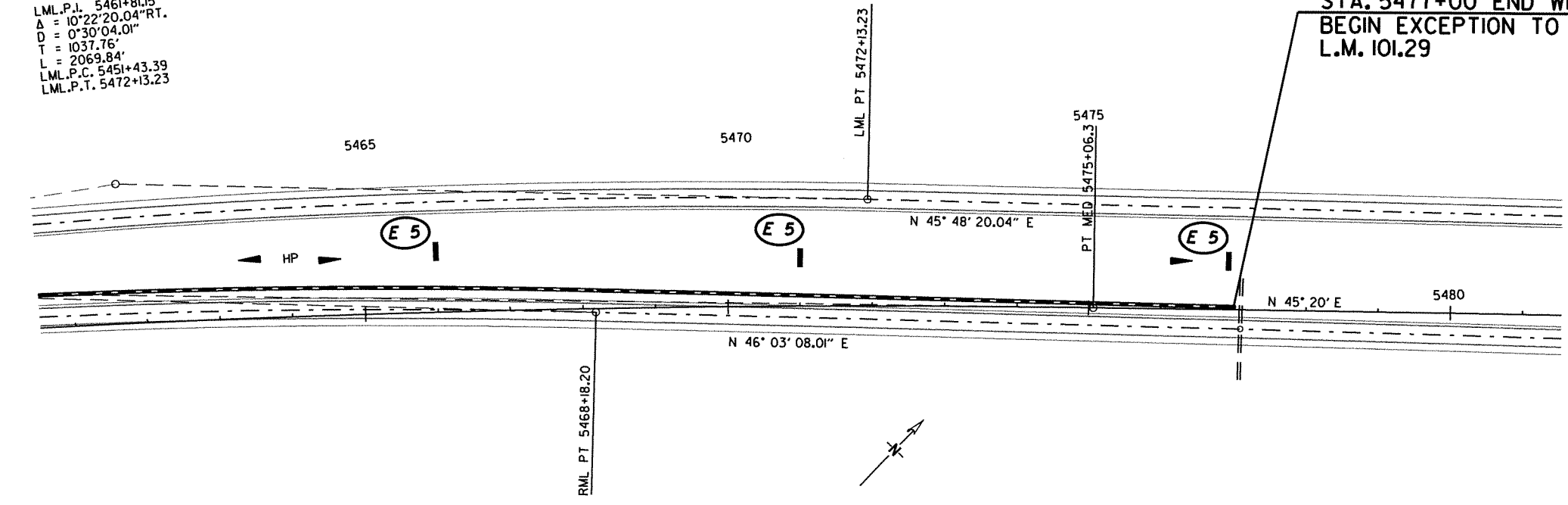
SAND BAG DITCH CHECK	DROP INLET SILT FENCE
E 5	E 7
	□

LEGEND

LML.P.I. 5461+81.15
 $\Delta = 10^{\circ}22'20.04''RT.$
 $D = 0^{\circ}30'04.01''$
 $T = 1037.76'$
 $L = 2069.84'$
 LML.P.C. 5451+43.39
 LML.P.T. 5472+13.23

STA. 5477+00 END WRSF
 BEGIN EXCEPTION TO JOB
 L.M. 101.29

INDICATES DIRECTION OF MEDIAN DRAINAGE

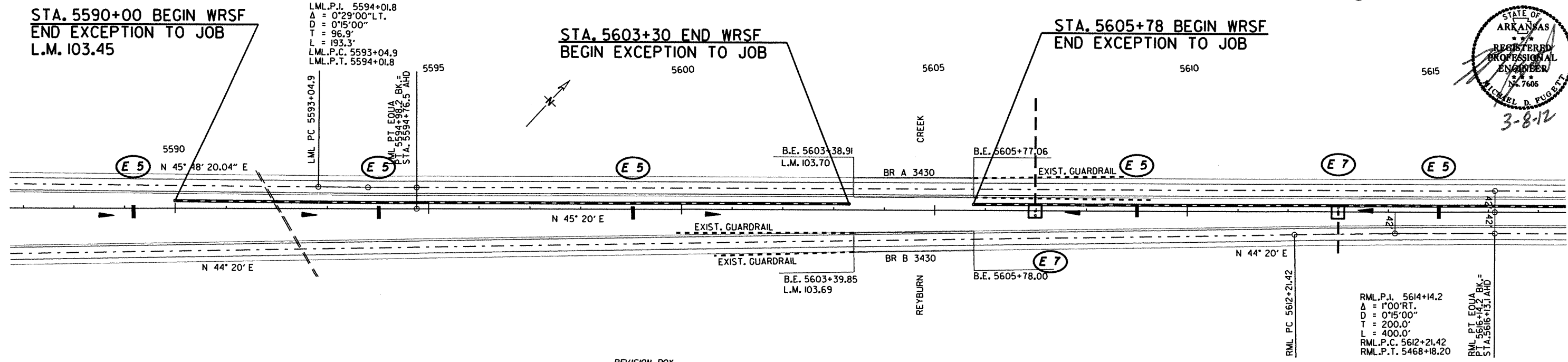
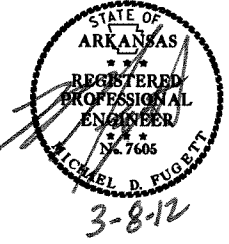


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TEMPORARY EROSION CONTROL DETAILS
 STA. 5431+00 - STA. 5480+00

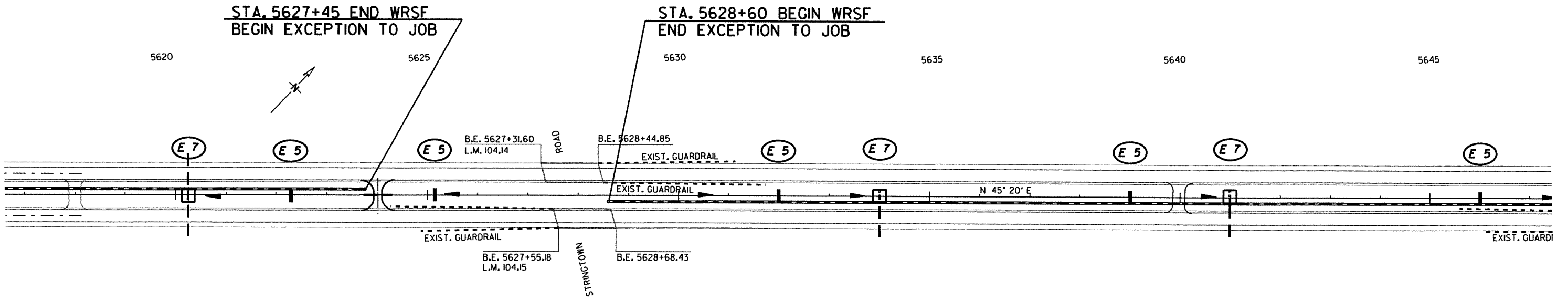
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		22	60

2) TEMPORARY EROSION CONTROL DETAILS



LEGEND		REVISION BOX	
SAND BAG DITCH CHECK	(E 5)	DATE OF REVISION	REVISION
DROP INLET SILT FENCE	(E 7)		
	□		

INDICATES DIRECTION OF MEDIAN DRAINAGE

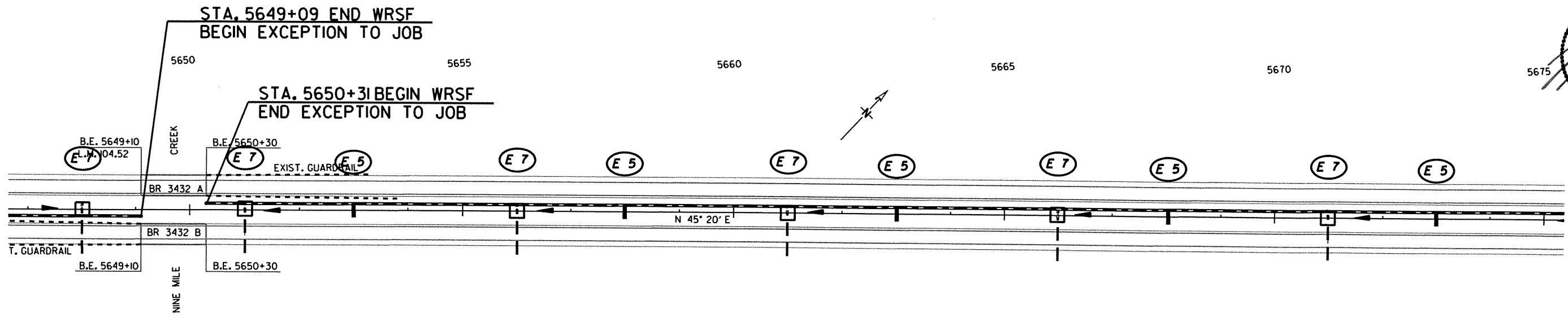


TEMPORARY EROSION CONTROL DETAILS
STA. 5587+00 - STA. 5647+00

r012149.dgn plnsheets 02/28/2012

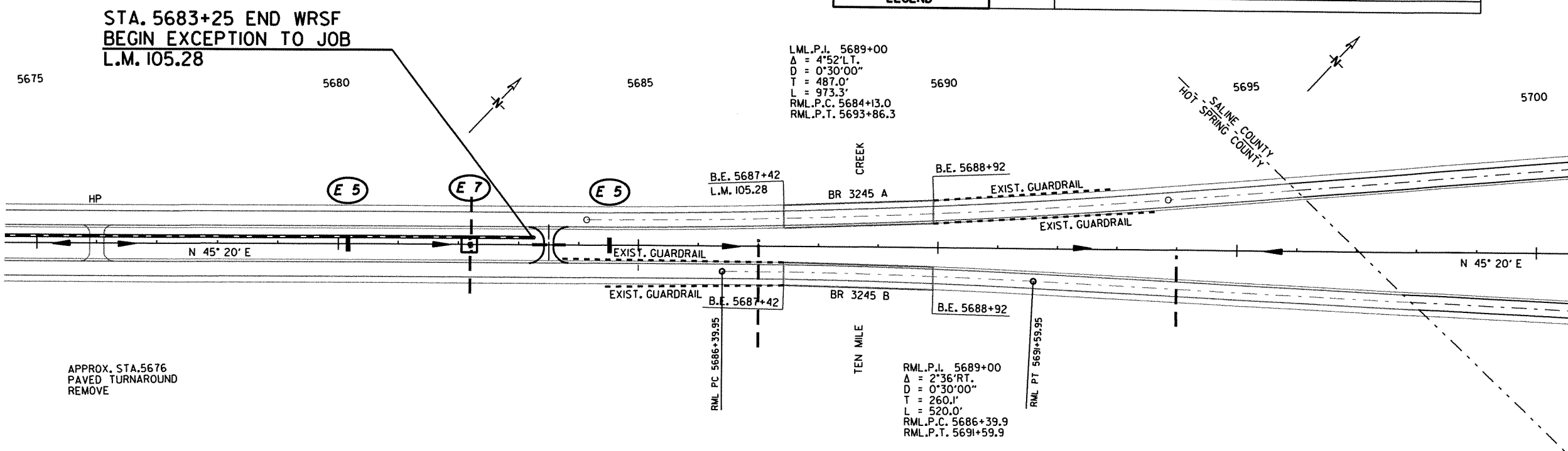
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012149							22A	60

② TEMPORARY EROSION CONTROL DETAILS



REVISION BOX		DATE OF REVISION	REVISION
LEGEND			

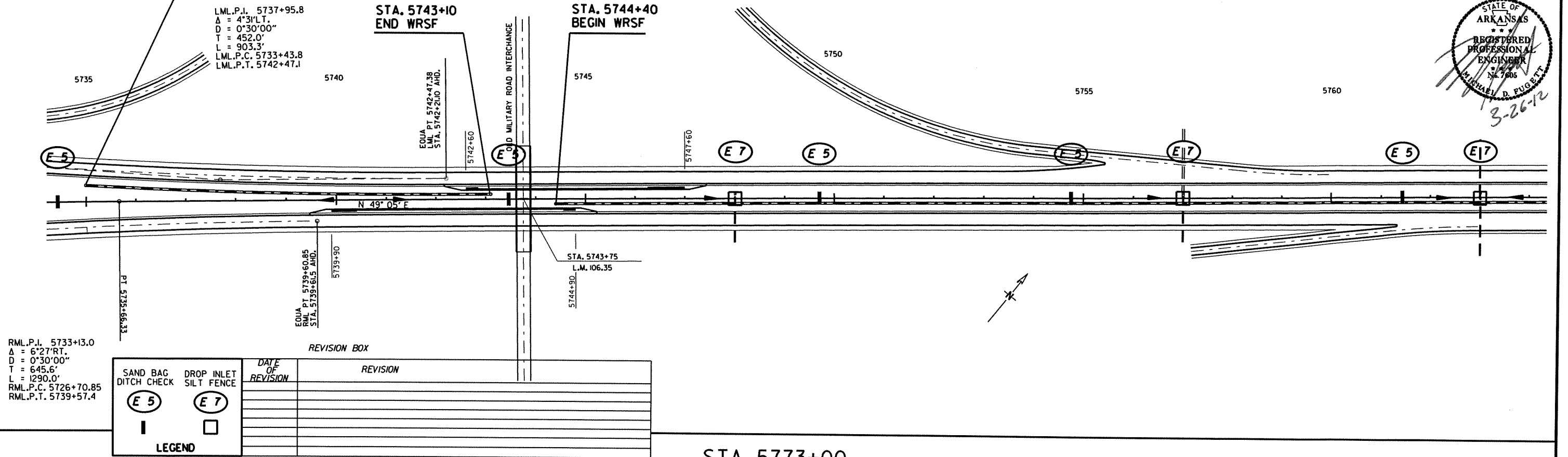
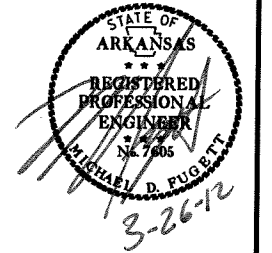
INDICATES DIRECTION OF MEDIAN DRAINAGE



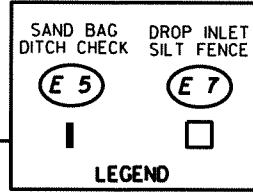
TEMPORARY EROSION CONTROL DETAILS
STA. 5647+00 - STA. 5700+00

STA. 5735+00 BEGIN WRSF
 END EXCEPTION TO JOB
 L.M. 106.2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012149	23	60
② PLAN SHEETS								

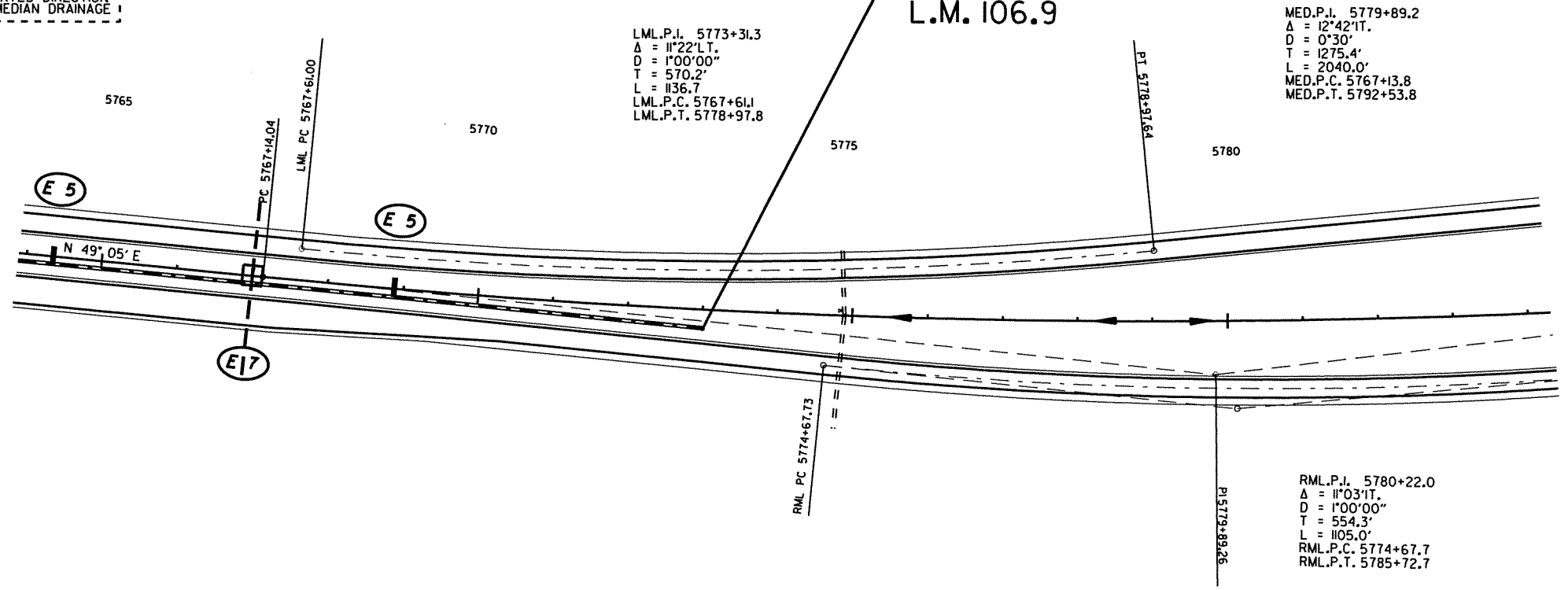


DATE OF REVISION	REVISION



INDICATES DIRECTION OF MEDIAN DRAINAGE

STA. 5773+00
 END JOB 012149
 L.M. 106.9

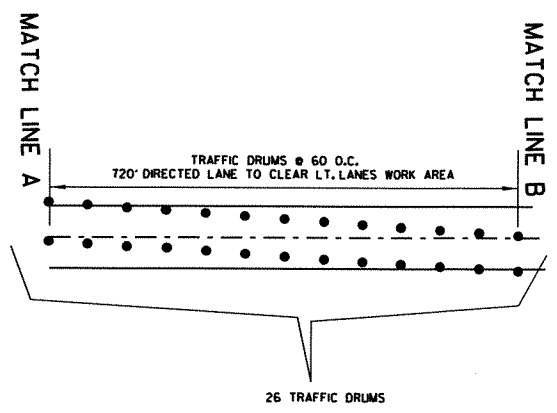
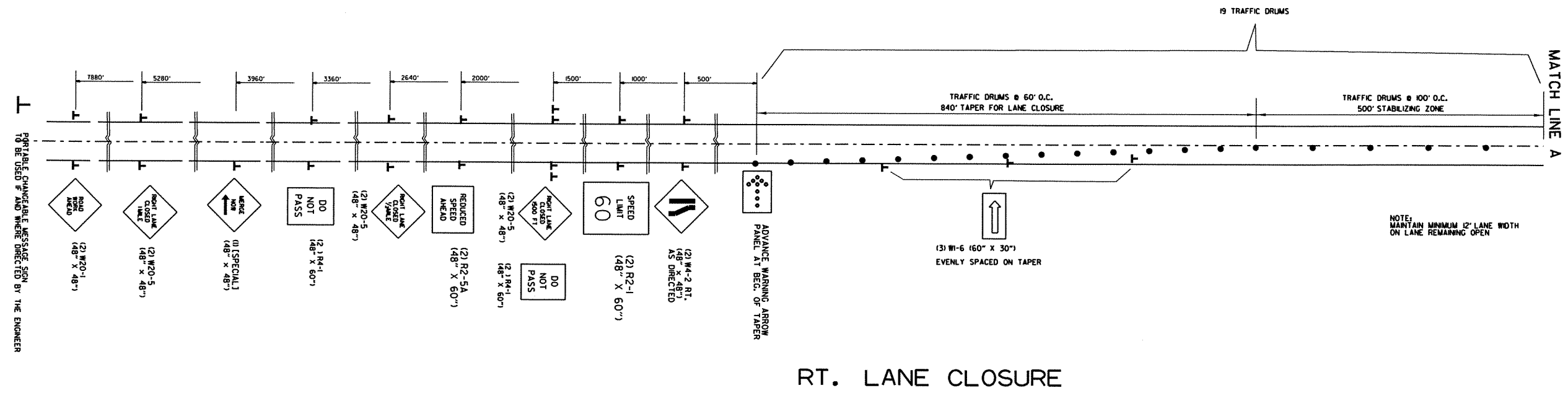
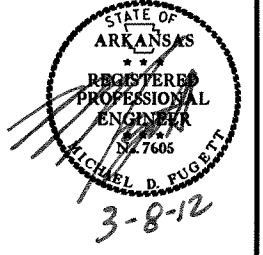


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TEMPORARY EROSION CONTROL DETAILS
 STA. 5735+00 - STA. 5780+00

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. 012149							25	60

② MAINTENANCE OF TRAFFIC

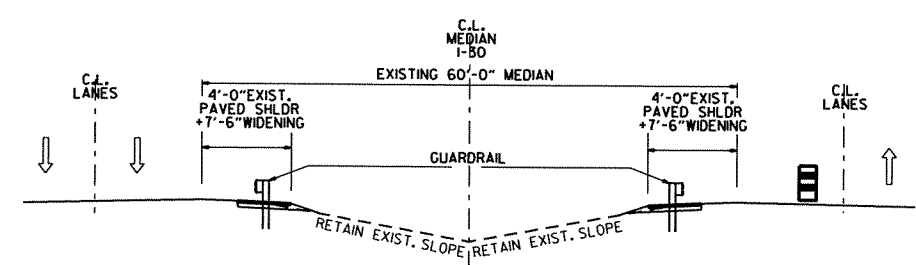
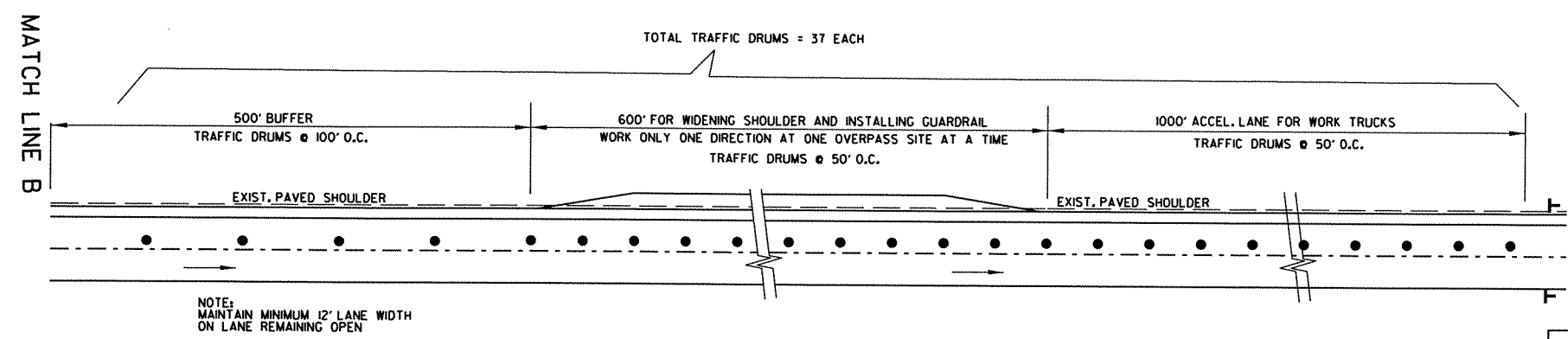
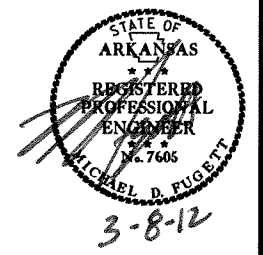


NOTE: REFER TO SP-MAINTENANCE OF TRAFFIC FOR LANE CLOSURE LIMITATIONS AND RESTRICTIONS. QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED FOR ONE LANE CLOSURE.

MAINTENANCE OF TRAFFIC LANE CLOSURES

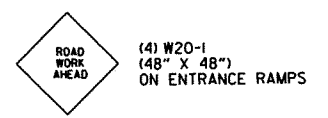
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 012149	26 60

2 MAINTENANCE OF TRAFFIC

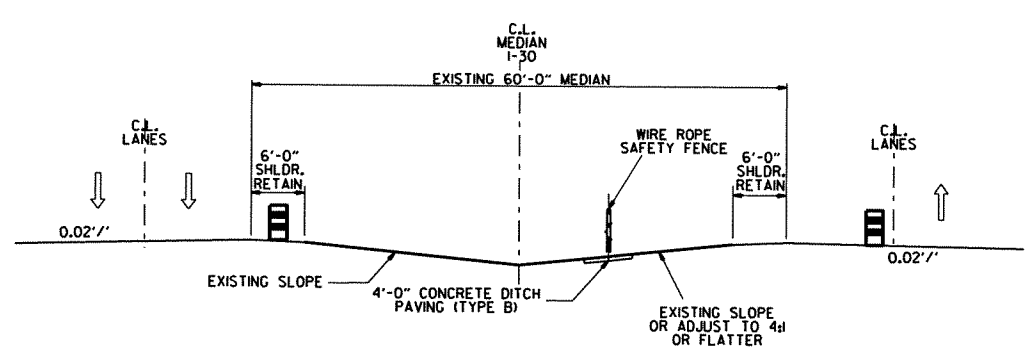
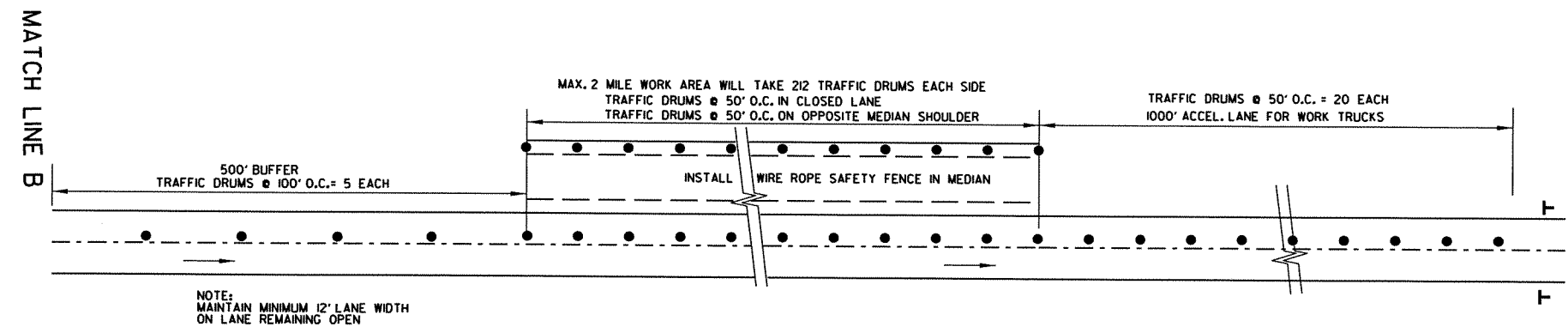


TRUCKS	70	SPEED LIMIT
65		

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



MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION



TRUCKS	70	SPEED LIMIT
65		

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

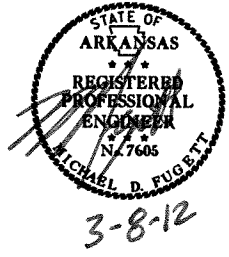
NOTE: REFER TO SP-MAINTENANCE OF TRAFFIC FOR LANE CLOSURE LIMITATIONS AND RESTRICTIONS. QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED FOR ONE LANE CLOSURE.

MOVABLE WORK ZONE FOR WRSF INSTALLATION

MAINTENANCE OF TRAFFIC WORK AREAS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		27	60
				JOB NO.		012149		

2 QUANTITIES



ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	ADVANCE WARNING ARROW PANEL	PORTABLE CHANGEABLE MESSAGE SIGN
				NO.	SQ. FT.			
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	64.0			
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	64.0			
W20-1	ROAD WORK AHEAD	48"x48"	6	6	96.0			
G20-2	END ROAD WORK	48"x24"	4	4	32.0			
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	20.0			
SPECIAL 1	MERGE NOW + ARROW	48"x48"	1	1	16.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FEET	48"x48"	2	2	32.0			
W4-2R	RIGHT LANE CLOSING GRAPHIC	48"x48"	2	2	32.0			
W1-6	LARGE ARROW	30"x60"	3	3	36.0			
R4-1	DO NOT PASS	24"x30"	4	4	20.0			
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	60.0			
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	2	40.0			
R2-1	SPEED LIMIT 60 MPH	48"x60"	2	2	40.0			
R2-1	SPEED LIMIT 70 MPH	48"x60"	2	2	40.0			
R2-2	TRUCKS SPEED LIMIT 65 MPH	48"x60"	2	2	40.0			
RSP-1	SHOULDER CLOSED	48"x30"	2	2	20.0			
	TRAFFIC DRUMS		494			494		
	ADVANCE WARNING ARROW PANEL		1				175	
	PORTABLE CHANGEABLE MESSAGE SIGN		2					50
TOTALS:					780.0	494	175	50

THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION.

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH FEET	AASHTO CLASSIFICATION	LIQUID LIMIT	PLASTICITY INDEX	REMARKS
	DEG	MIN	SEC	DEG	MIN	SEC						
4210+00	34	10	44.70	93	4	25.10	CL	0-5	A-1-B (0)	ND	NP	BROWN
4262+00	34	11	25.60	93	3	48.70	CL	0-5	A-2-6 (0)	24	11	BROWN
4316+00	34	12	1.00	93	3	2.50	3' RT	0-5	A-7-6 (8)	43	27	RED/GR
4369+00	34	12	34.40	93	2	13.50	CL	0-5	A-6 (8)	30	13	RED
4421+00	34	13	8.60	93	1	26.90	CL	0-5	A-7-6 (17)	42	21	GRAY
4475+00	34	13	49.30	93	0	44.80	CL	0-5	A-6 (4)	36	18	RED
4528+00	34	14	24.90	93	0	8.60	CL	0-5	A-4 (2)	23	10	RED
4581+00	34	15	8.30	92	59	24.00	CL	0-5	A-4 (2)	22	8	RED/BR
4634+00	34	15	48.50	92	58	43.00	CL	0-5	A-4 (1)	24	10	GR/BR
4687+00	34	16	28.20	92	58	2.40	CL	0-5	A-6 (14)	39	18	RED/BR
4720+00	34	16	53.30	92	57	36.90	CL	0-5	A-4 (4)	26	10	RED/BR
4855+00	34	18	47.80	92	56	14.30	CL	0-5	A-4 (1)	25	5	BROWN
4909+00	34	19	31.30	92	55	38.60	CL	0-5	A-6 (12)	31	15	GRAY
4962+00	34	20	11.00	92	54	56.80	CL	0-5	A-6 (13)	35	18	BROWN
5010+00	34	20	38.70	92	54	10.50	CL	0-5	A-4 (0)	22	6	BROWN
5090+00	34	21	25.90	92	52	54.90	5'RT	0-5	A-4 (7)	31	16	BROWN
5143+00	34	21	56.40	92	52	3.50	5'RT	0-5	A-6 (11)	33	17	BROWN
5196+00	34	22	33.00	92	51	18.10	CL	0-5	A-4 (0)	23	8	BROWN
5249+00	34	23	18.00	92	50	32.70	CL	0-5	A-2-4 (0)	23	5	BROWN
5300+00	34	23	47.60	92	49	41.70	5'RT	0-3.22	A-2-4 (0)	29	11	BROWN
5355+00	34	24	20.70	92	48	49.40	CL	0-5	A-2-4 (0)	ND	NP	BROWN
5408+00	34	25	1.00	92	48	8.30	CL	0-5	A-4 (0)	20	4	BROWN
5445+00	34	25	31.20	92	47	41.90	CL	0-5	A-4 (0)	ND	NP	RED/BR
5590+00	34	27	12.80	92	45	38.60	CL	0-5	A-2-4 (0)	ND	NP	RED/BR
5643+00	34	27	48.90	92	44	54.30	CL	0-5	A-4 (0)	23	8	RED/BR
5696+00	34	28	25.80	92	44	8.50	20' RT	0-5	A-6 (4)	34	18	RED/BR

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.

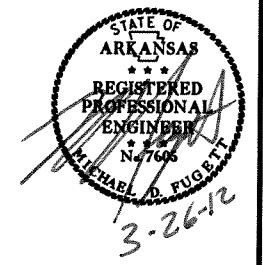
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		28	60

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID. FEET	SQ. YD.	POUND / SQ. YD.	TON
4494+20	4494+53	RT SHLDR TRANSITION HWY. 283 OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
4494+53	4499+98	RT SHLDR NORMAL WIDENING HWY. 283 OVERPASS	545.0	30.3	165.1	7.5	454.2	220.0	50.0
4499+98	4500+31	RT SHLDR TRANSITION HWY. 283 OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
4496+50	4496+98	LT SHLDR TRANSITION HWY. 283 OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
4496+98	4497+68	LT SHLDR EXTRA WIDENING HWY. 283 OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
4497+68	4497+83	LT SHLDR TRANSITION HWY. 283 OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
4497+83	4499+13	LT SHLDR NORMAL WIDENING HWY. 283 OVERPASS	130.0	30.3	39.4	7.5	108.3	220.0	11.9
4499+13	4499+28	LT SHLDR TRANSITION HWY. 283 OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
4499+28	4502+33	LT SHLDR EXTRA WIDENING HWY. 283 OVERPASS	305.0	46.5	141.8	10.0	338.9	220.0	37.3
4502+33	4502+81	LT SHLDR TRANSITION HWY. 283 OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
4943+44	4943+92	RT SHLDR TRANSITION SOCIAL HILL OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
4943+92	4947+08	RT SHLDR EXTRA WIDENING SOCIAL HILL OVERPASS	316.0	46.5	146.9	10.0	351.1	220.0	38.6
4947+08	4947+23	RT SHLDR TRANSITION SOCIAL HILL OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
4947+23	4948+77	RT SHLDR NORMAL WIDENING SOCIAL HILL OVERPASS	154.0	30.3	46.7	7.5	128.3	220.0	14.1
4948+77	4948+92	RT SHLDR TRANSITION SOCIAL HILL OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
4948+92	4950+32	RT SHLDR EXTRA WIDENING SOCIAL HILL OVERPASS	140.0	46.5	65.1	10.0	155.6	220.0	17.1
4950+32	4950+80	RT SHLDR TRANSITION SOCIAL HILL OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
4946+05	4946+38	LT SHLDR TRANSITION SOCIAL HILL OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
4946+38	4952+08	LT SHLDR NORMAL WIDENING SOCIAL HILL OVERPASS	570.0	30.3	172.7	7.5	475.0	220.0	52.3
4952+08	4952+41	LT SHLDR TRANSITION SOCIAL HILL OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5311+00	5311+48	RT SHLDR TRANSITION OVERHEAD SIGN	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5311+48	5314+68	RT SHLDR EXTRA WIDENING OVERHEAD SIGN	320.0	46.5	148.8	10.0	355.6	220.0	39.1
5314+68	5314+83	RT SHLDR TRANSITION OVERHEAD SIGN	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5314+83	5316+68	RT SHLDR NORMAL WIDENING AT OVERHEAD SIGN	185.0	30.3	56.1	7.5	154.2	220.0	17.0
5316+68	5317+01	RT SHLDR TRANSITION AT OVERHEAD SIGN	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5313+65	5313+96	LT SHLDR TRANSITION AT OVERHEAD SIGN	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5313+96	5315+83	LT SHLDR NORMAL WIDENING AT OVERHEAD SIGN	185.0	30.3	56.1	7.5	154.2	220.0	17.0
5315+83	5315+98	LT SHLDR TRANSITION OVERHEAD SIGN	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5315+98	5319+18	LT SHLDR EXTRA WIDENING OVERHEAD SIGN	320.0	46.5	148.8	10.0	355.6	220.0	39.1
5319+18	5319+66	LT SHLDR TRANSITION OVERHEAD SIGN	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5343+92	5344+25	RT SHLDR TRANSITION RAILROAD OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5344+25	5349+70	RT SHLDR NORMAL WIDENING RAILROAD OVERPASS	545.0	30.3	165.1	7.5	454.2	220.0	50.0
5349+70	5350+03	RT SHLDR TRANSITION RAILROAD OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5346+22	5346+70	LT SHLDR TRANSITION RAILROAD OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5346+70	5347+40	LT SHLDR EXTRA WIDENING RAILROAD OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5347+40	5347+55	LT SHLDR TRANSITION RAILROAD OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5347+55	5348+75	LT SHLDR NORMAL WIDENING RAILROAD OVERPASS	120.0	30.3	36.4	7.5	100.0	220.0	11.0
5348+75	5348+90	LT SHLDR TRANSITION RAILROAD OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5348+90	5352+15	LT SHLDR EXTRA WIDENING RAILROAD OVERPASS	325.0	46.5	151.1	10.0	361.1	220.0	39.7
5352+15	5352+63	LT SHLDR TRANSITION RAILROAD OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5385+71	5386+04	RT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5386+04	5391+74	RT SHLDR NORMAL WIDENING HWY. 270 BYPASS OVERPASS	570.0	30.3	172.7	7.5	475.0	220.0	52.3
5391+74	5392+07	RT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5387+89	5388+37	LT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5388+37	5389+07	LT SHLDR EXTRA WIDENING HWY. 270 BYPASS OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5389+07	5389+22	LT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5389+22	5390+89	LT SHLDR NORMAL WIDENING HWY. 270 BYPASS OVERPASS	167.0	30.3	50.6	7.5	139.2	220.0	15.3
5390+89	5391+04	LT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5391+04	5391+74	LT SHLDR EXTRA WIDENING HWY. 270 BYPASS OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5391+74	5392+22	LT SHLDR TRANSITION HWY. 270 BYPASS OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5415+96	5416+29	RT SHLDR TRANSITION OLD MILITARY ROAD OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5416+29	5420+89	RT SHLDR NORMAL WIDENING OLD MILITARY ROAD OVERPASS	460.0	30.3	139.4	7.5	383.3	220.0	42.2
5420+89	5421+04	RT SHLDR TRANSITION OLD MILITARY RD OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5421+04	5421+74	RT SHLDR EXTRA WIDENING OLD MILITARY ROAD OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5421+74	5422+22	RT SHLDR TRANSITION OLD MILITARY RD OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5418+28	5418+76	LT SHLDR TRANSITION OLD MILITARY ROAD OVERPASS	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5418+76	5419+46	LT SHLDR EXTRA WIDENING OLD MILITARY ROAD OVERPASS	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5419+46	5419+61	LT SHLDR TRANSITION OLD MILITARY RD OVERPASS	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5419+61	5424+21	LT SHLDR NORMAL WIDENING OLD MILITARY ROAD OVERPASS	460.0	30.3	139.4	7.5	383.3	220.0	42.2
5424+21	5424+54	LT SHLDR TRANSITION OLD MILITARY ROAD OVERPASS	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5739+47	5739+80	RT SHLDR TRANSITION OLD MILITARY RD INTERCHANGE	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5739+80	5744+15	RT SHLDR NORMAL WIDENING OLD MILITARY ROAD INTERCHANGE	435.0	30.3	131.8	7.5	362.5	220.0	39.9
5744+15	5744+30	RT SHLDR TRANSITION OLD MILITARY RD INTERCHANGE	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5744+30	5745+00	RT SHLDR EXTRA WIDENING OLD MILITARY ROAD INTERCHANGE	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5745+00	5745+48	RT SHLDR TRANSITION OLD MILITARY RD INTERCHANGE	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5742+02	5742+50	LT SHLDR TRANSITION OLD MILITARY ROAD INTERCHANGE	48.0	29.5	14.2	6.0	32.0	220.0	3.5
5742+50	5743+20	LT SHLDR EXTRA WIDENING OLD MILITARY ROAD INTERCHANGE	70.0	46.5	32.6	10.0	77.8	220.0	8.6
5743+20	5743+35	LT SHLDR TRANSITION OLD MILITARY RD INTERCHANGE	15.0	41.1	6.2	8.8	14.7	220.0	1.6
5743+35	5747+70	LT SHLDR NORMAL WIDENING OLD MILITARY ROAD INTERCHANGE	435.0	30.3	131.8	7.5	362.5	220.0	39.9
5747+70	5748+03	LT SHLDR TRANSITION OLD MILITARY ROAD INTERCHANGE	33.0	21.9	7.2	4.8	17.6	220.0	1.9
5624+00		MEDIAN TURNAROUND			62.1		152.0	220.0	16.7
5683+50		MEDIAN TURNAROUND			62.1		152.0	220.0	16.7
TOTALS:					3077.2				866.2

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 115

QUANTITIES



REMOVAL AND DISPOSAL ITEMS

STATION	DESCRIPTION	IMPACT ATTENUATION BARRIER	PIPE CULVERT
		EACH	EACH
4498+48	ON CENTERLINE OF MEDIAN	2	
4948+00	ON CENTERLINE OF MEDIAN	2	
5315+33	ON CENTERLINE OF MEDIAN	2	
5348+20	ON CENTERLINE OF MEDIAN	2	
5390+05	ON CENTERLINE OF MEDIAN	2	
5240+25	ON CENTERLINE OF MEDIAN	2	
5445+00	ON CENTERLINE OF MEDIAN		1
TOTALS:		12	1

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL	TERMINAL ANCHOR POST	GUARDRAIL TERMINAL
			(TYPE A)	(TYPE 1)	(TYPE 2)
			LIN.FT.		
4494+53	4499+88	RT. SHLDR AT HWY. 283 OVERPASS	475	1	1
4497+08	4502+23	LT. SHLDR AT HWY. 283 OVERPASS	475	1	1
4944+02	4949+52	RT. SHLDR AT SOCIAL HILL OVERPASS	500	1	1
4946+48	4951+98	LT. SHLDR AT SOCIAL HILL OVERPASS	500	1	1
5311+58	5316+58	RT. SHLDR AT OVERHEAD SIGN	450	1	1
5314+08	5319+08	LT. SHLDR AT OVERHEAD SIGN	450	1	1
5344+35	5349+60	RT. SHLDR AT RAILROAD OVERPASS	475	1	1
5346+80	5352+05	LT. SHLDR AT RAILROAD OVERPASS	475	1	1
5386+14	5391+64	RT. SHLDR AT HWY. 270 BYPASS OVERPASS	500	1	1
5388+47	5393+97	LT. SHLDR AT HWY. 270 BYPASS OVERPASS	500	1	1
5416+39	5421+64	RT. SHLDR AT OLD MILITARY ROAD OVERPASS	475	1	1
5418+86	5424+11	LT. SHLDR AT OLD MILITARY ROAD OVERPASS	475	1	1
5739+90	5744+90	RT. SHLDR AT OLD MILITARY ROAD INTERCHANGE	450	1	1
5742+60	5747+60	LT. SHLDR AT OLD MILITARY ROAD INTERCHANGE	450	1	1
TOTAL:			6650	14	14

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		29	60

② QUANTITIES

TEMPORARY EROSION CONTROL AND PERMANENT EROSION CONTROL

LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						
	SEEDING	LIME	MULCH COVER	SECOND SEEDING APPLICATION	WATER	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	SEDIMENT REMOVAL & DISPOSAL	DROP INLET SILT FENCE (E-7)	
	ACRE	TON	ACRE	ACRE	M.GAL.	ACRE	ACRE	M.GAL.	BAG	CU. YD.	LIN. FT.	
ENTIRE PROJECT	0.31	0.62	0.31	0.31	31.7	0.31	0.31	6.3	3380		2644	
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.												
TOTALS:	0.31	0.62	0.31	0.31	31.7	0.31	0.31	6.3	3380	175	2644	

BASIS OF ESTIMATE:
 LIME 2 TONS / ACRE OF SEEDING
 WATER 102.0 M.G. / ACRE OF SEEDING.
 WATER 20.4 M.G. / ACRE OF TEMPORARY SEEDING.
 DROP INLET SILT FENCE 18 LIN. FT. / LOCATION
 SAND BAG DITCH CHECKS 20 BAGS / LOCATION

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

*QUANTITIES ARE ESTIMATED.
 SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.

EARTHWORK

STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	18" SIDE DRAIN
			CU. YD.	CU. YD.	LIN. FT.
4494+21	4500+30	RT MEDIAN SHOULDER AT HWY. 283 OVERPASS	115		
4496+66	4502+75	LT MEDIAN SHOULDER AT HWY. 283 OVERPASS	115		
4943+60	4949+94	RT MEDIAN SHOULDER AT SOCIAL HILL OVERPASS	120		
4946+06	4952+40	LT MEDIAN SHOULDER AT SOCIAL HILL OVERPASS	120		
5311+16	5317+00	RT MEDIAN SHOULDER AT OVERHEAD SIGN	110		
5316+64	5319+50	LT MEDIAN SHOULDER AT OVERHEAD SIGN	110		
5343+93	5350+02	RT MEDIAN SHOULDER AT RAILROAD OVERPASS	115		
5346+38	5352+47	LT MEDIAN SHOULDER AT RAILROAD OVERPASS	115		
5385+72	5382+06	RT MEDIAN SHOULDER AT HWY. 270 BYPASS OVERPASS	120		
5388+05	5394+39	LT MEDIAN SHOULDER AT HWY. 270 BYPASS OVERPASS	120		
5415+97	5422+06	RT MEDIAN SHOULDER AT OLD MILITARY ROAD OVERPASS	115		
5418+44	5424+24	LT MEDIAN SHOULDER AT OLD MILITARY ROAD OVERPASS	115		
5739+14	5745+48	RT MEDIAN SHOULDER AT OLD MILITARY ROAD INTERCHANGE	115		
5742+02	5748+03	LT MEDIAN SHOULDER AT OLD MILITARY ROAD INTERCHANGE	115		
* ENTIRE PROJECT		AS DIRECTED BY THE ENGINEER	500	500	112
TOTALS:			2120	500	112

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID FOR AS PLAN QUANTITY.

* QUANTITIES ARE ESTIMATED FOR SLOPE MODIFICATION AND MEDIAN TURNAROUNDS REMOVAL AND CONSTRUCTION.

WIRE ROPE SAFETY FENCE

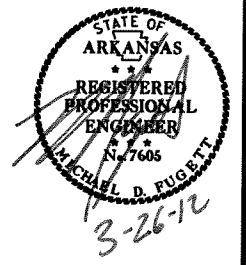
STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	WRSF ANCHOR *	WRSF MAINTENANCE MATERIALS
			LIN. FT.	EACH	LUMP SUM
4204+50.00	4231+64.00	LT OF CL I-30	2714.00	2	
4234+22.00	4370+80.00	RT OF CL I-30	13658.00	2	
4371+20.00	4391+90.00	LT OF CL I-30	2070.00	2	
4394+08.00	4418+84.10	LT OF CL I-30	2476.10	1	
4418+87.50	4429+80.80	LT OF CL I-30	1093.30		
4430+30.90	4497+58.00	LT OF CL I-30	6727.10	1	
4499+38.00	4528+00.00	LT OF CL I-30	2862.00	2	
4562+00.00	4578+00.00	LT OF CL I-30	1600.00	2	
4579+60.00	4630+38.00	RT OF CL I-30	5078.00	2	
4632+37.00	4694+75.00	LT OF CL I-30	6238.00	2	
4695+25.00	4730+00.00	LT OF CL I-30	3475.00	2	
4853+00.00	4871+04.00	RT OF CL I-30	1804.00	2	
4873+87.00	4877+14.80	RT OF CL I-30	327.80	1	
4877+04.80	4946+98.00	RT OF CL I-30	6993.20	1	
4948+02.00	4982+83.00	RT OF CL I-30	3481.00	2	
4985+75.00	4998+25.00	RT OF CL I-30	1250.00	2	
5302+50.00	5314+58.00	RT OF CL I-30	1208.00	2	
5316+08.00	5347+30.00	LT OF CL I-30	3122.00	2	
5349+00.00	5388+97.00	LT OF CL I-30	3997.00	2	
5391+14.00	5419+36.00	LT OF CL I-30	2822.00	2	
5421+14.00	5477+00.00	RT OF CL I-30	5586.00	2	
5590+00.00	5603+30.00	LT OF CL I-30	1330.00	2	
5605+78.00	5623+75.00	LT OF CL I-30	1797.00	2	
5628+60.00	5649+09.00	LT OF CL I-30	2049.00	2	
5650+31.00	5683+25.00	LT OF CL I-30	3294.00	2	
5735+00.00	5743+10.00	LT OF CL I-30	810.00	2	
5744+40.00	5773+00.00	RT OF CL I-30	2860.00	2	
ENTIRE PROJECT					1.00
TOTALS:			90722.50	48	1.00

* THIS ITEM SHOWN FOR INFORMATION ONLY

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	WIDTH	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			FEET	FEET	SQ. YD.	M.GAL.	
4204+50.00	4231+64.00	LT OF CL I-30	2714	4	1206	1206	15.2
4234+22.00	4370+80.00	RT OF CL I-30	13658	4	6070	6070	76.5
4371+20.00	4391+90.00	LT OF CL I-30	2070	4	920	920	11.6
4394+08.00	4418+84.10	LT OF CL I-30	2476	4	1100	1100	13.9
4418+87.50	4429+80.80	LT OF CL I-30	1093	4	486	486	6.1
4430+30.90	4497+58.00	LT OF CL I-30	6727	4	2990	2990	37.7
4499+38.00	4528+00.00	RT OF CL I-30	2862	4	1272	1272	16.0
4562+00.00	4578+00.00	LT OF CL I-30	1600	4	711	711	9.0
4579+60.00	4631+38.00	RT OF CL I-30	5178	4	2301	2301	29.0
4632+37.00	4694+75.00	LT OF CL I-30	6238	4	2772	2772	34.9
4695+25.00	4730+00.00	LT OF CL I-30	3475	4	1544	1544	19.5
4853+00.00	4871+04.00	RT OF CL I-30	1804	4	802	802	10.1
4873+87.00	4877+14.80	RT OF CL I-30	328	4	146	146	1.8
4877+04.80	4946+98.00	RT OF CL I-30	6993	4	3108	3108	39.2
4948+02.00	4982+83.00	RT OF CL I-30	3481	4	1547	1547	19.5
4985+75.00	4998+25.00	RT OF CL I-30	1250	4	556	556	7.0
5302+50.00	5314+58.00	LT OF CL I-30	1208	4	537	537	6.8
5316+08.00	5347+30.00	RT OF CL I-30	2872	4	1276	1276	16.1
5349+00.00	5388+97.00	RT OF CL I-30	3997	4	1776	1776	22.4
5391+14.00	5419+36.00	LT OF CL I-30	2822	4	1254	1254	15.8
5421+14.00	5477+00.00	RT OF CL I-30	5586	4	2483	2483	31.3
5590+00.00	5603+30.00	LT OF CL I-30	1330	4	591	591	7.4
5605+78.00	5623+75.00	LT OF CL I-30	1797	4	799	799	10.1
5628+60.00	5639+75.00	RT OF CL I-30	1115	4	496	496	6.2
5640+25.00	5649+09.00	RT OF CL I-30	884	4	393	393	5.0
5650+31.00	5683+25.00	LT OF CL I-30	3294	4	1464	1464	18.4
5735+00.00	5743+10.00	LT OF CL I-30	810	4	360	360	4.5
5744+40.00	5773+00.00	RT OF CL I-30	2860	4	1271	1271	16.0
TOTALS:					40231	40231	507.0

BASIS OF ESTIMATE:
 WATER 12.6 GAL. / SQ. YD. OF SOLID SODDING.

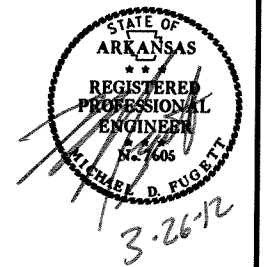


03/26/2012 RO12149.DGN/QUANTITIES

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		30	60

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	12	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	1	EACH
210	UNCLASSIFIED EXCAVATION	2120	CU.YD.
210	COMPACTED EMBANKMENT	500	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	3077	TON
SP, SS & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	820	TON
SP, SS & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	46	TON
601	MOBILIZATION	1.00	LUMP SUM
SP, SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	780	SQ.FT.
SS & 604	TRAFFIC DRUMS	494	EACH
SS & 604	ADVANCE WARNING ARROW PANEL	175	DAY
SP, SS & 604	PORTABLE CHANGEABLE MESSAGE SIGN	50	WEEK
605	CONCRETE DITCH PAVING (TYPE B)	40231	SQ. YD.
SS & 606	18" SIDE DRAIN	112	LIN. FT.
SS & 617	GUARDRAIL (TYPE A)	6650	LIN.FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	14	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	14	EACH
620	SEEDING	0.31	ACRE
620	LIME	1	TON
620	MULCH COVER	0.62	ACRE
SS & 620	WATER	545.0	M.GAL.
621	TEMPORARY SEEDING	0.31	ACRE
621	SAND BAG DITCH CHECKS	3380	BAG
621	DROP INLET SILT FENCE	2644	LIN.FT.
621	SEDIMENT REMOVAL AND DISPOSAL	175	CU. YD.
623	SECOND SEEDING APPLICATION	0.31	ACRE
624	SOLID SODDING	40231	SQ.YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE	90723	LIN.FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM

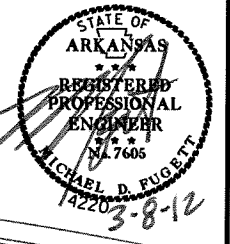
REVISIONS

DATE	REVISION	SHEET NUMBER

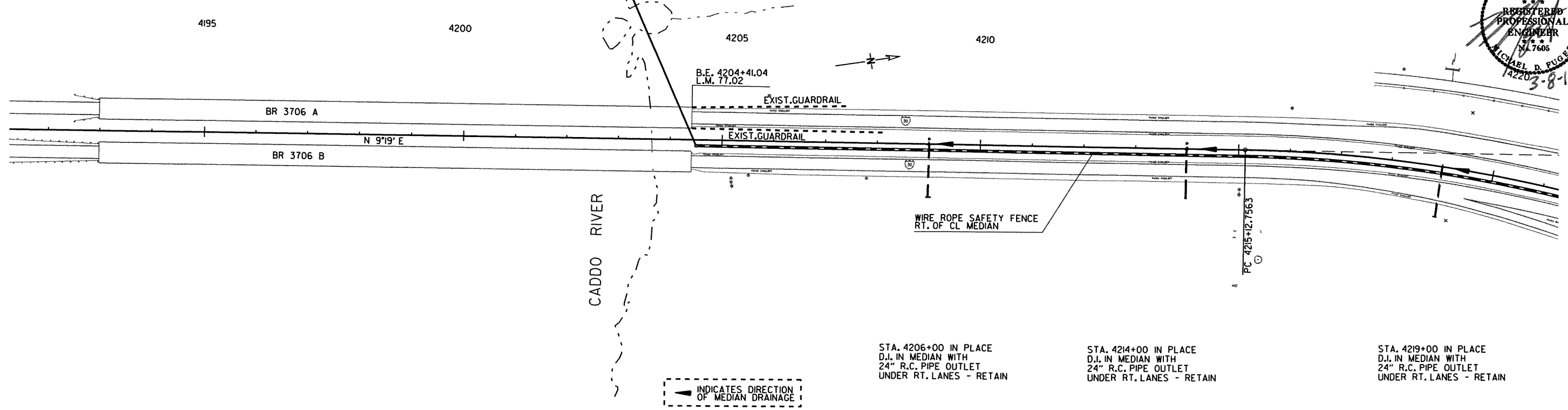
SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE PL. MED	DATE REVISED	DATE PL. MED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		31	60

② PLAN SHEETS

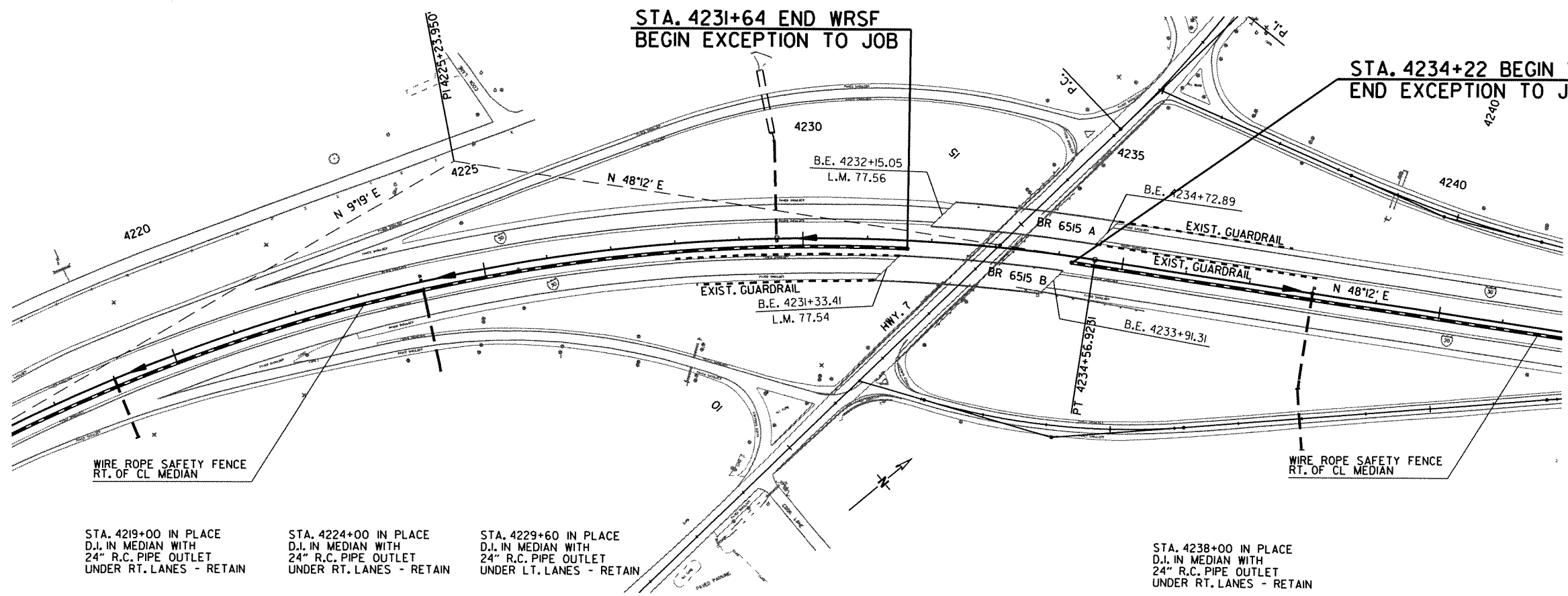


STA. 4204+50 BEGIN WRSF
 BEGIN JOB 012149
 L.M. 77.02



STA. 4231+64 END WRSF
 BEGIN EXCEPTION TO JOB

STA. 4234+22 BEGIN WRSF
 END EXCEPTION TO JOB

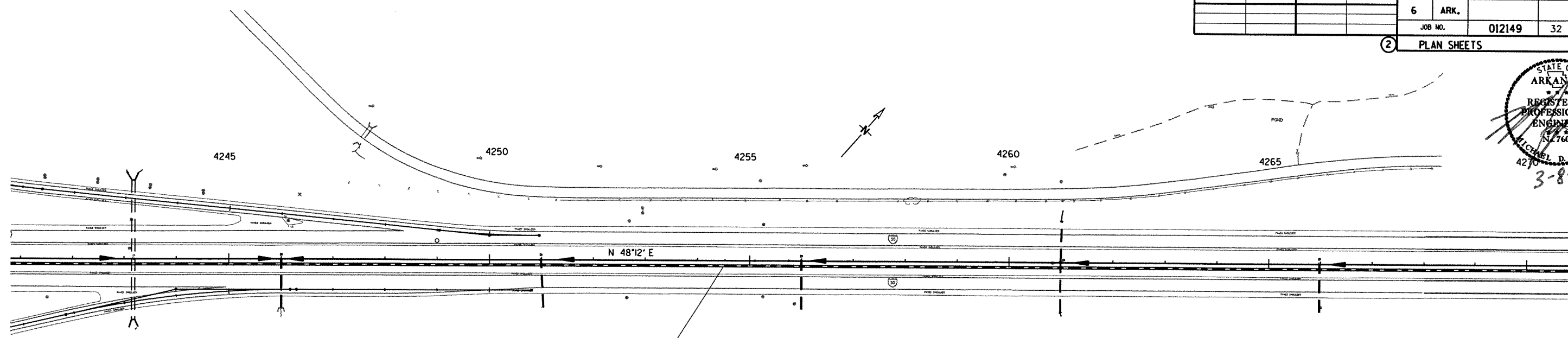
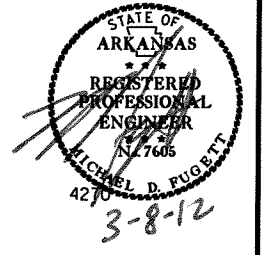


PLAN SHEETS
 STA. 4195+00 - STA. 4241+00

r012149.dgn plansheets 03/06/2012

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. 012149							32	60

2 PLAN SHEETS



STA. 4243+17+00 IN PLACE
D.I. IN MEDIAN WITH
4' x 5' x 268' R.C. BOX CULV'T.
UNDER BOTH LANES - RETAIN

STA. 4246+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4251+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

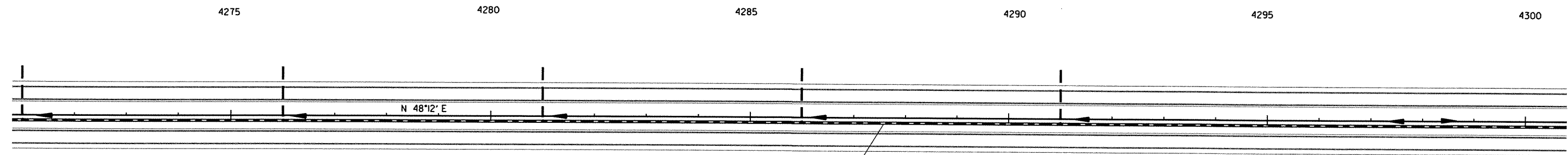
STA. 4256+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4261+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE CULV'T
UNDER BOTH LANES - RETAIN

STA. 4265+97 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

WIRE ROPE SAFETY FENCE
RT. OF CL MEDIAN

INDICATES DIRECTION
OF MEDIAN DRAINAGE



STA. 4271+00 IN PLACE
D.I. IN MEDIAN WITH
18" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4276+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4281+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4286+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4291+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

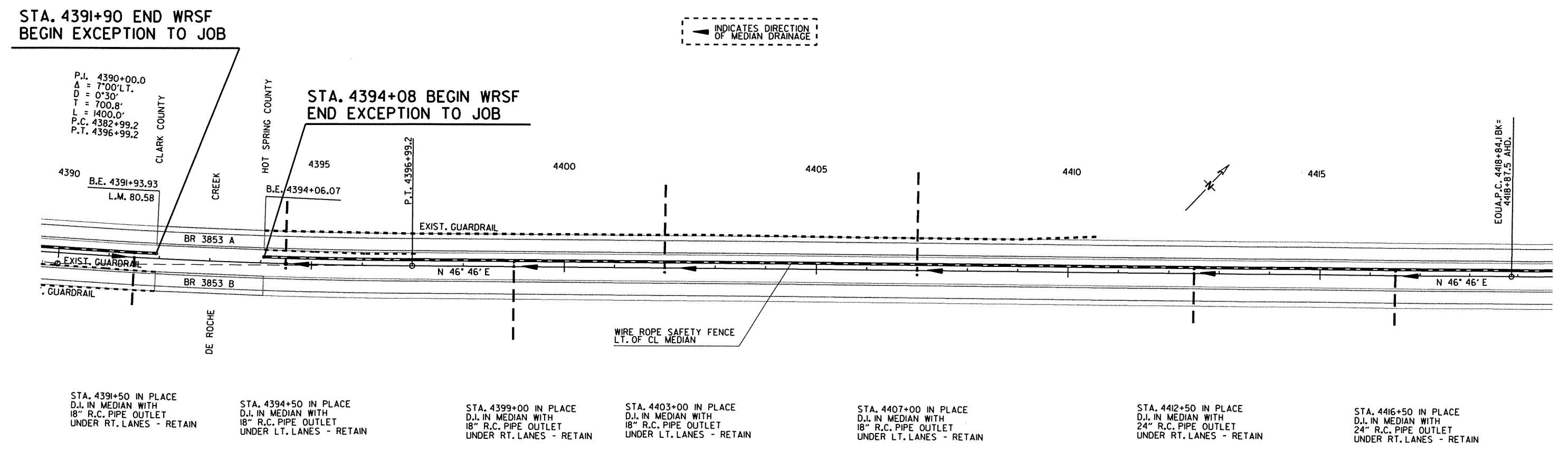
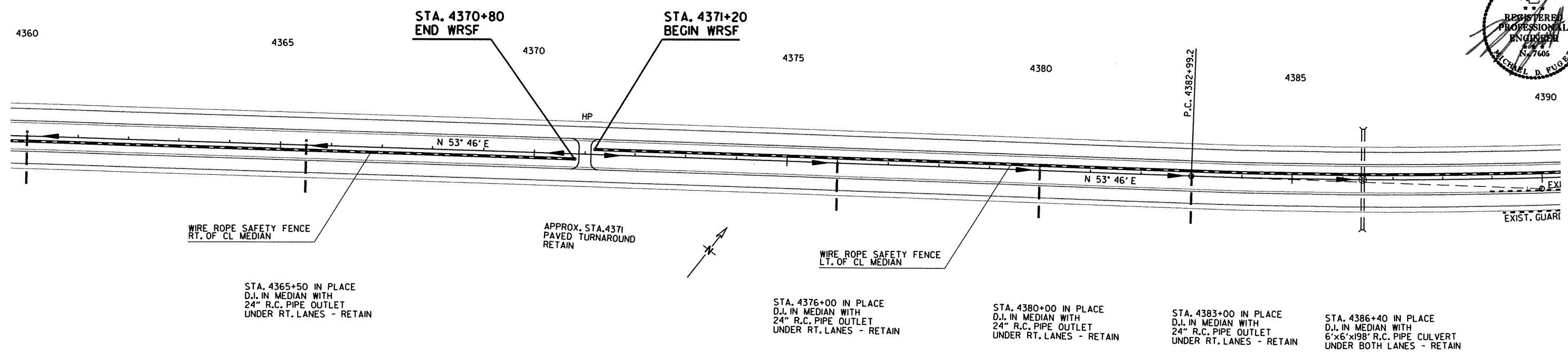
WIRE ROPE SAFETY FENCE
RT. OF CL MEDIAN

r012149.dgn plansheets 02/28/2012

PLAN SHEETS
STA. 4241+00 - STA. 4300+00

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.	012149		34	60

2 PLAN SHEETS



PLAN SHEETS
STA. 4360+00 - STA. 4419+00

r012149.dgn plnsheets 02/28/2012

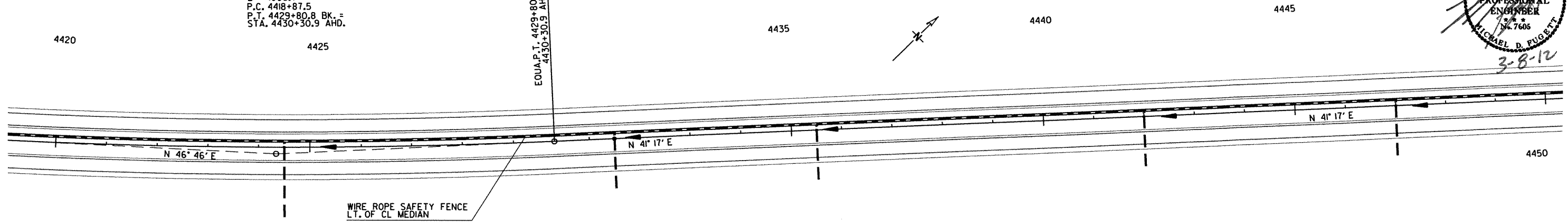
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		35	60

② PLAN SHEETS



P.I. 4424+34.6
 $\Delta = 5^{\circ}29'LT.$
 $D = 0^{\circ}30'$
 $T = 548.8'$
 $L = 1096.7'$
P.C. 4418+87.5
P.T. 4429+80.8 BK. =
STA. 4430+30.9 AHD.

EQUA. P.T. 4429+80.8 BK. =
4430+30.9 AHD.



STA. 4424+50 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

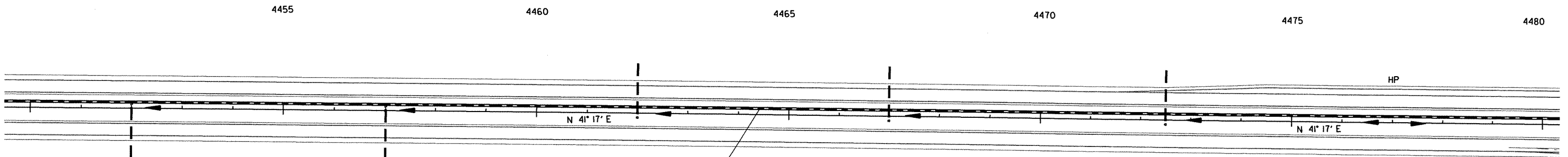
STA. 4431+50 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4436+50 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4442+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4447+00 IN PLACE
D.I. IN MEDIAN WITH
18" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

INDICATES DIRECTION
OF MEDIAN DRAINAGE



STA. 4452+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4457+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4462+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4467+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

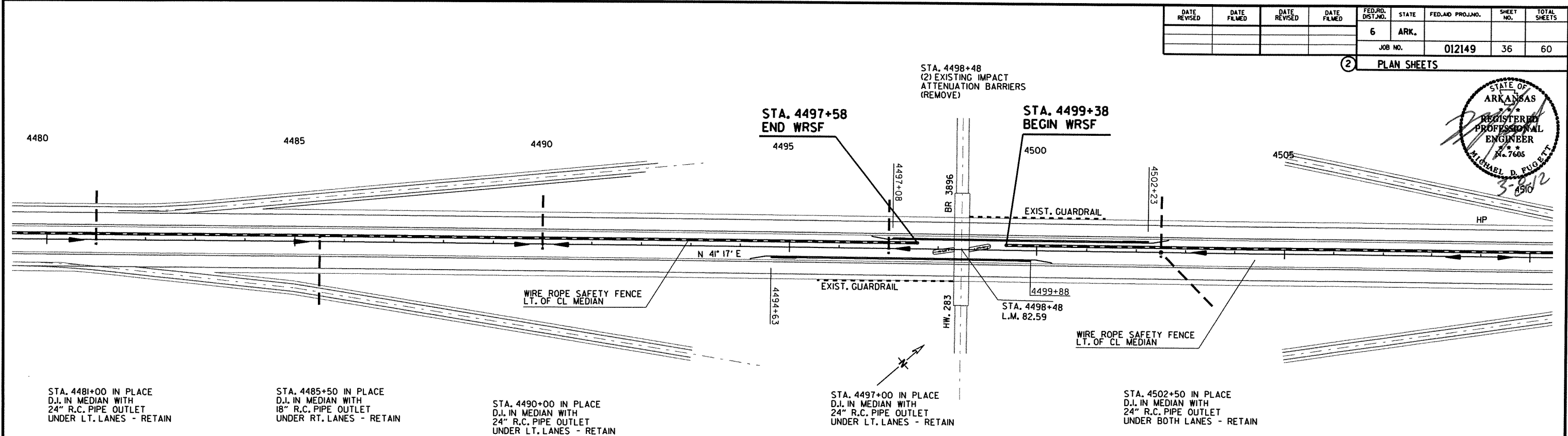
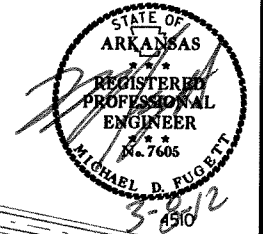
STA. 4472+50 IN PLACE
D.I. IN MEDIAN WITH
18" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

r012149.dgn plonsheets 03/06/2012

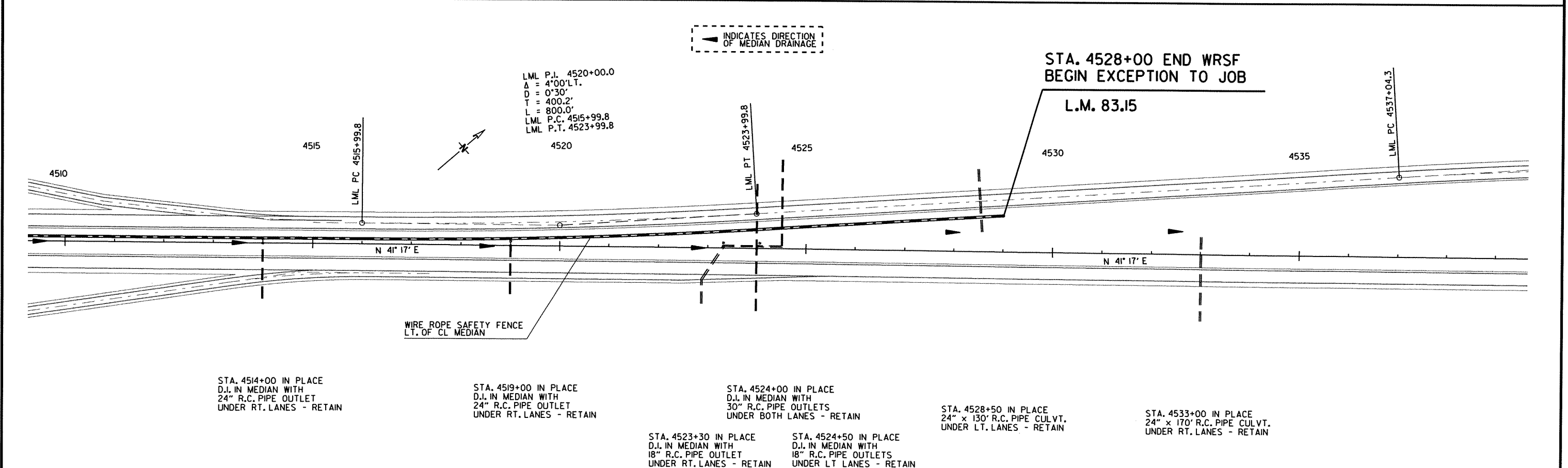
PLAN SHEETS
STA. 4419+00 - STA. 4480+00

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.		012149	36	60

② PLAN SHEETS



GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
STA. 4494+53 - STA. 4499+88	RT. 475 LIN.FT.	1 EACH	1 EACH
STA. 4497+08 - STA. 4502+23	LT. 475 LIN.FT.	1 EACH	1 EACH



PLAN SHEETS
STA. 4480+00 - STA. 4539+00

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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. 012149							37	60

PLAN SHEETS



3-8-12

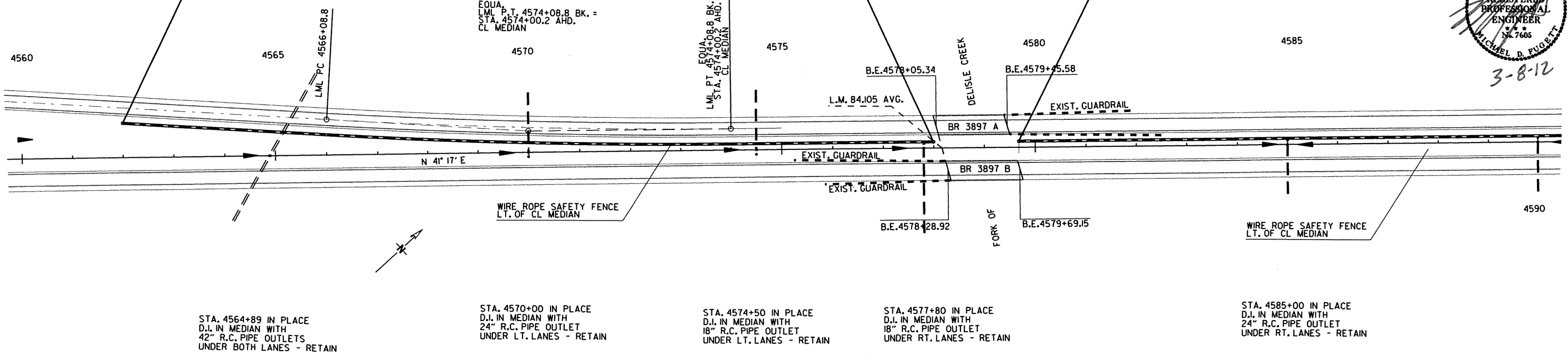
STA. 4562+00 BEGIN WRSF
END EXCEPTION TO JOB
L.M. 83.80

STA. 4578+00 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4579+60 BEGIN WRSF
END EXCEPTION TO JOB

LML P.J. 4570+09.9
A = 4°00' L.T.
D = 0°30'
T = 400.2'
L = 800.0'
LML P.C. 4566+08.8
EQUA.
LML P.T. 4574+08.8 BK. =
STA. 4574+00.2' AHD.
CL MEDIAN

EQUA.
LML P.T. 4574+08.8 BK. =
STA. 4574+00.2' AHD.
CL MEDIAN



STA. 4564+89 IN PLACE
D.I. IN MEDIAN WITH
42" R.C. PIPE OUTLETS
UNDER BOTH LANES - RETAIN

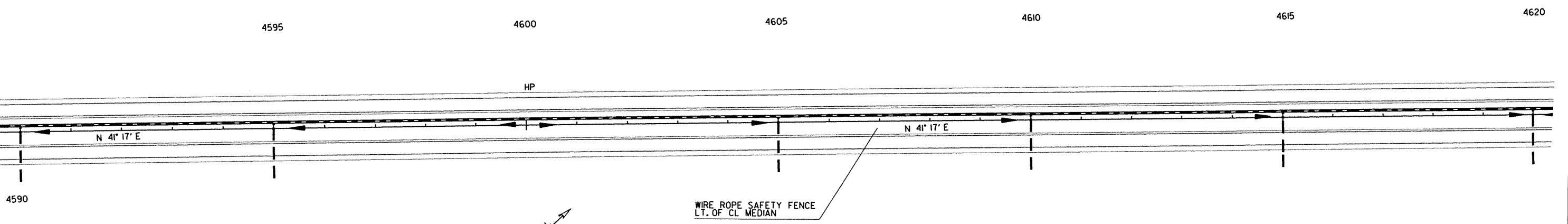
STA. 4570+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4574+50 IN PLACE
D.I. IN MEDIAN WITH
18" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4577+80 IN PLACE
D.I. IN MEDIAN WITH
18" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4585+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

INDICATES DIRECTION
OF MEDIAN DRAINAGE



STA. 4590+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4595+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4605+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4610+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4615+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

PLAN SHEETS
STA. 4560+00 - STA. 4620+00

r012149.dgn plnsheets 02/28/2012

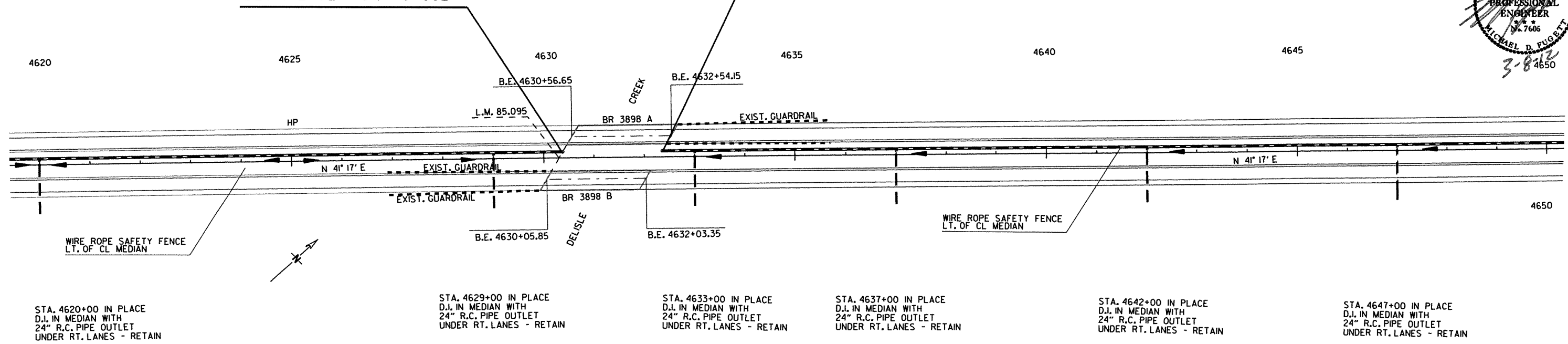
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012149	38	60

② PLAN SHEETS



STA. 4630+38 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4632+27 BEGIN WRSF
END EXCEPTION TO JOB



STA. 4620+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4629+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

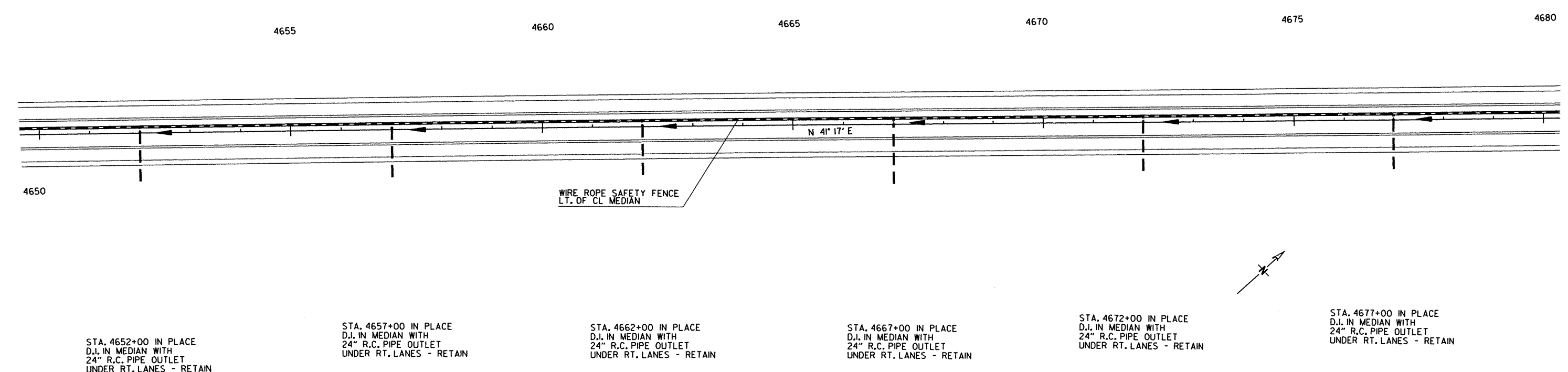
STA. 4633+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4637+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4642+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4647+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

INDICATES DIRECTION
OF MEDIAN DRAINAGE



STA. 4652+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4657+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4662+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4667+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4672+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

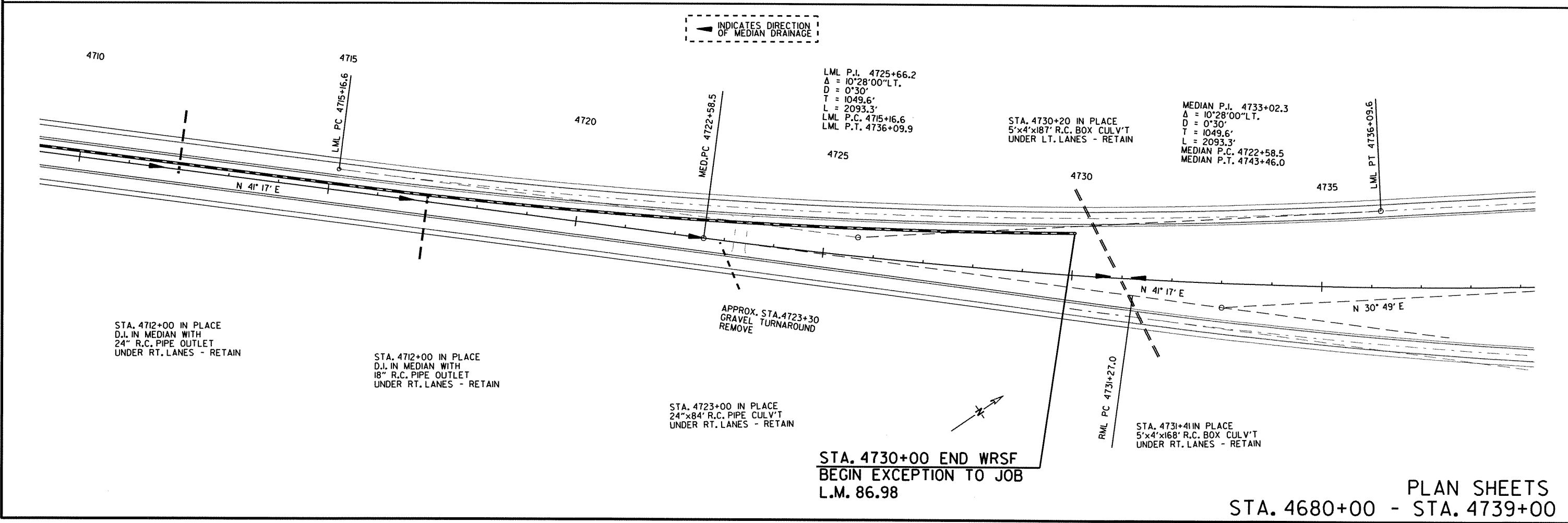
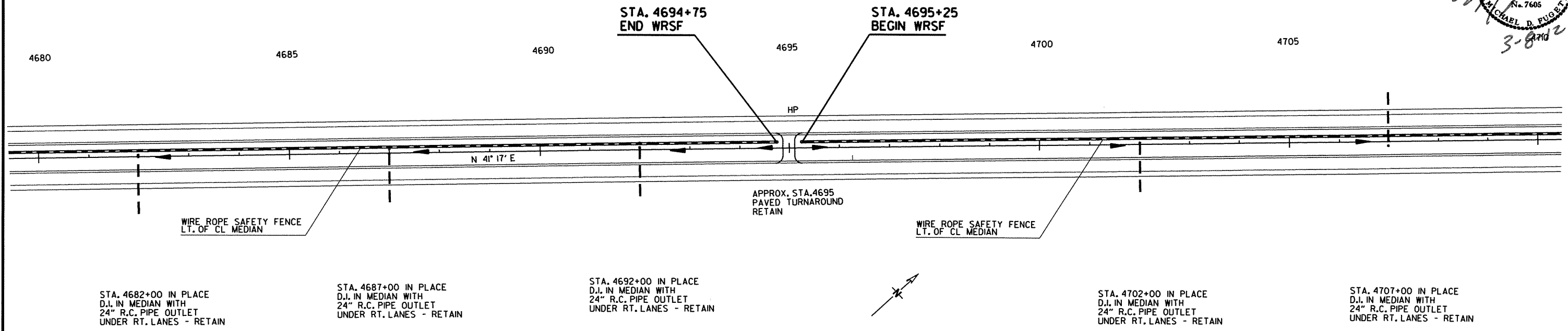
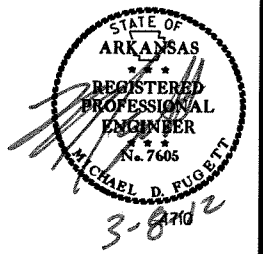
STA. 4677+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

PLAN SHEETS
STA. 4620+00 - STA. 4680+00

r012149.dgn plansheets 03/06/2012

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.	012149		39	60

② PLAN SHEETS

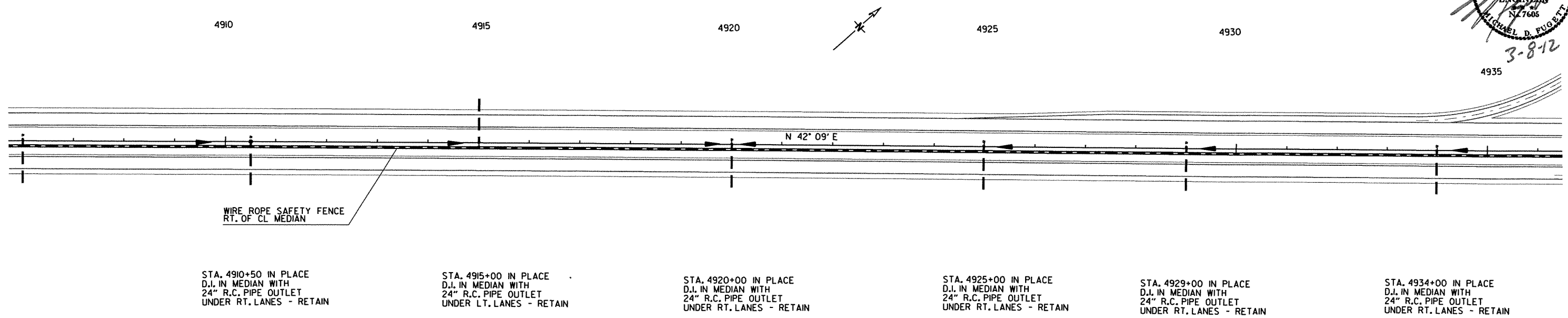


r012149.dgn plnsheets 02/28/2012

PLAN SHEETS
STA. 4680+00 - STA. 4739+00

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.	012149	41 60

2 PLAN SHEETS



STA. 4910+50 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4915+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

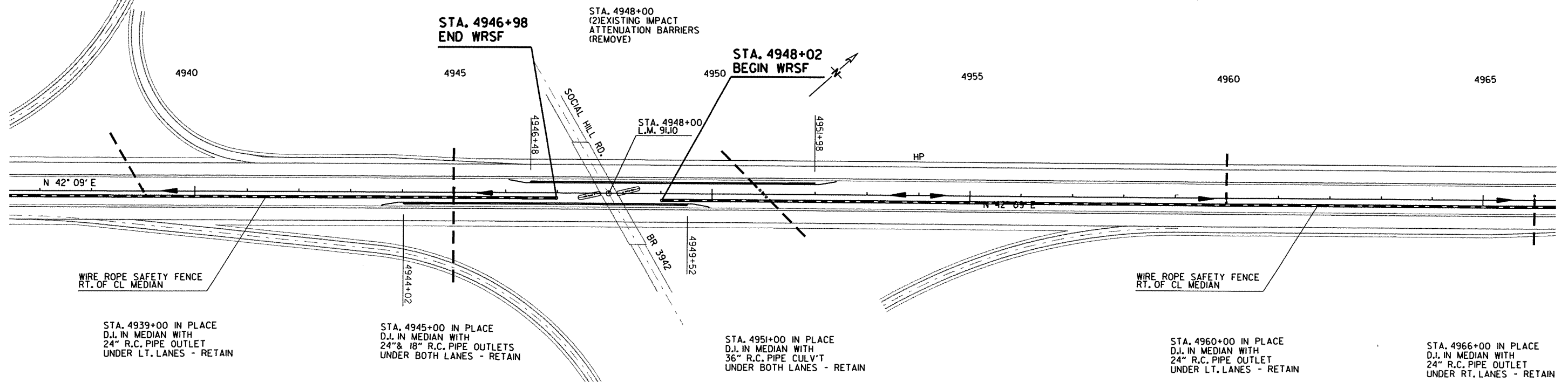
STA. 4920+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4925+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4929+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

STA. 4934+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE D)	GUARDRAIL TERMINAL (TYPE 2)
STA. 4944+02 - STA. 4949+52 RT.	500 LIN.FT.	1 EACH	1 EACH
STA. 4946+48 - STA. 4951+98 LT.	500 LIN.FT.	1 EACH	1 EACH



STA. 4939+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

STA. 4945+00 IN PLACE
D.I. IN MEDIAN WITH
24" & 18" R.C. PIPE OUTLETS
UNDER BOTH LANES - RETAIN

STA. 4951+00 IN PLACE
D.I. IN MEDIAN WITH
36" R.C. PIPE CULV'T
UNDER BOTH LANES - RETAIN

STA. 4960+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER LT. LANES - RETAIN

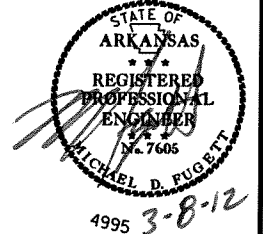
STA. 4966+00 IN PLACE
D.I. IN MEDIAN WITH
24" R.C. PIPE OUTLET
UNDER RT. LANES - RETAIN

r012149.dgn plansheets 03/06/2012

PLAN SHEETS
STA. 4906+00 - STA. 4966+00

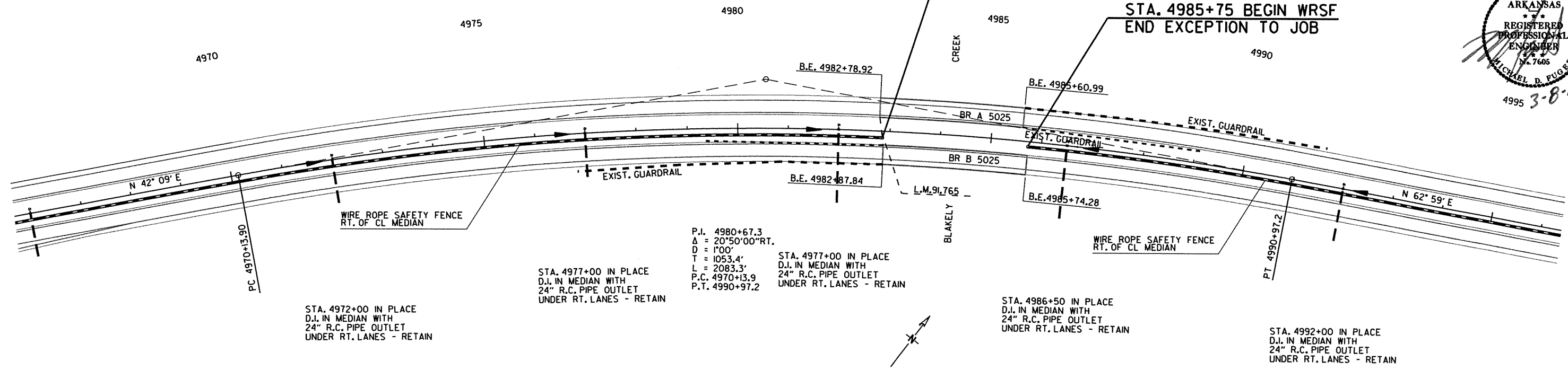
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012149							42	60

② PLAN SHEETS



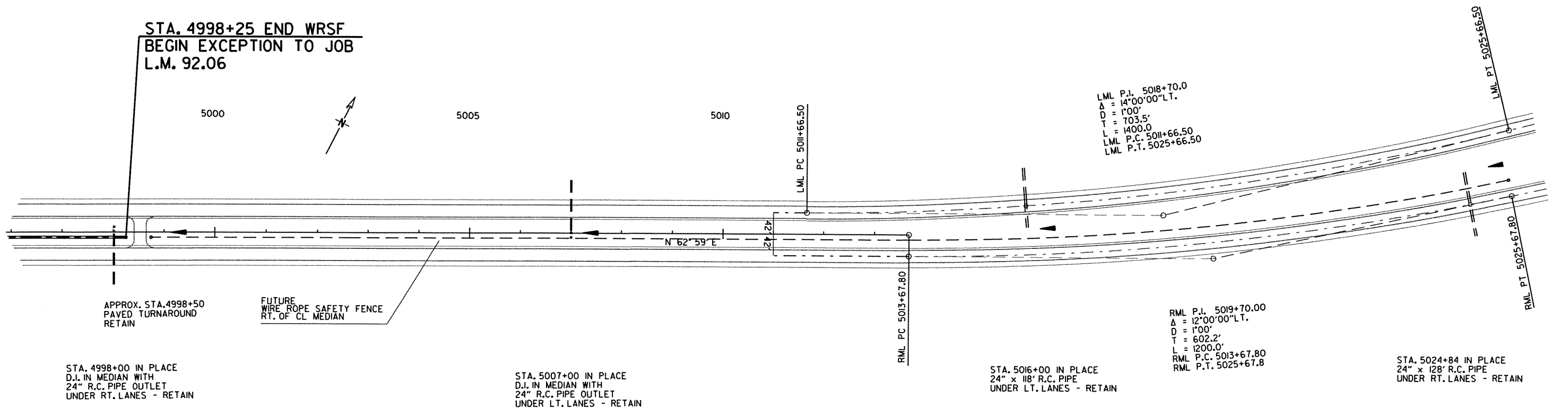
STA. 4982+83 END WRSF
BEGIN EXCEPTION TO JOB

STA. 4985+75 BEGIN WRSF
END EXCEPTION TO JOB



INDICATES DIRECTION OF MEDIAN DRAINAGE

STA. 4998+25 END WRSF
BEGIN EXCEPTION TO JOB
L.M. 92.06

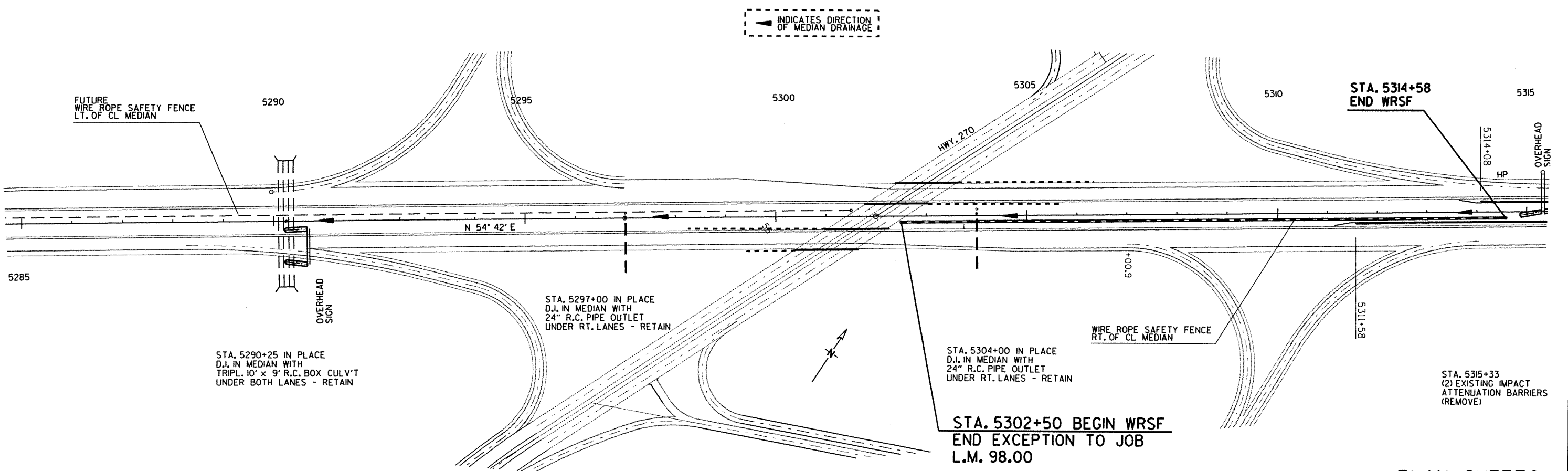
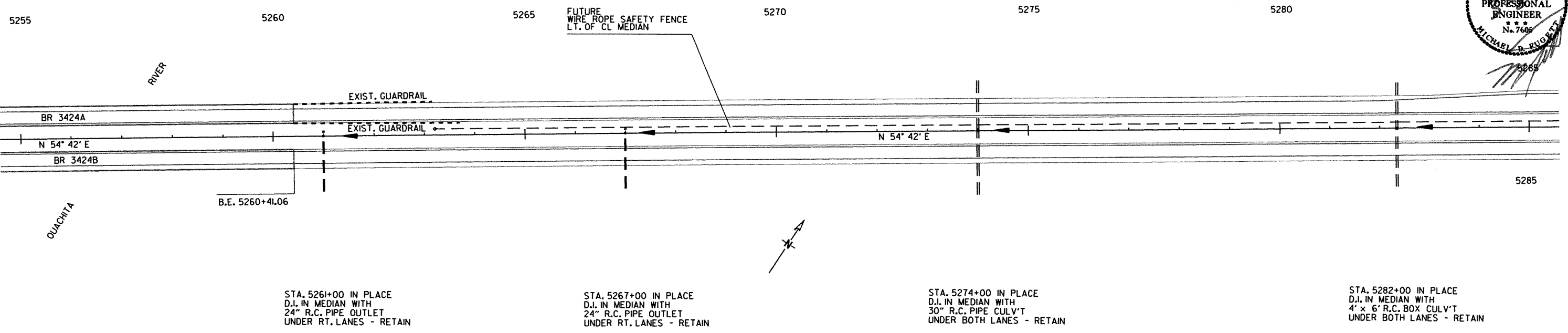
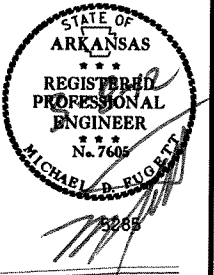


r012149.dgn plansheets 03/06/2012

PLAN SHEETS
STA. 4966+00 - STA. 5026+00

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. 012149							43	60

2 PLAN SHEETS

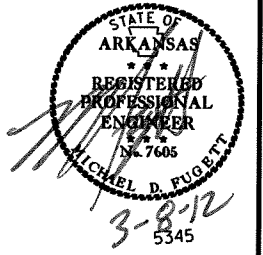


PLAN SHEETS
STA. 5255+00 - STA. 5315+00

r012149.dgn plansheets 02/28/2012

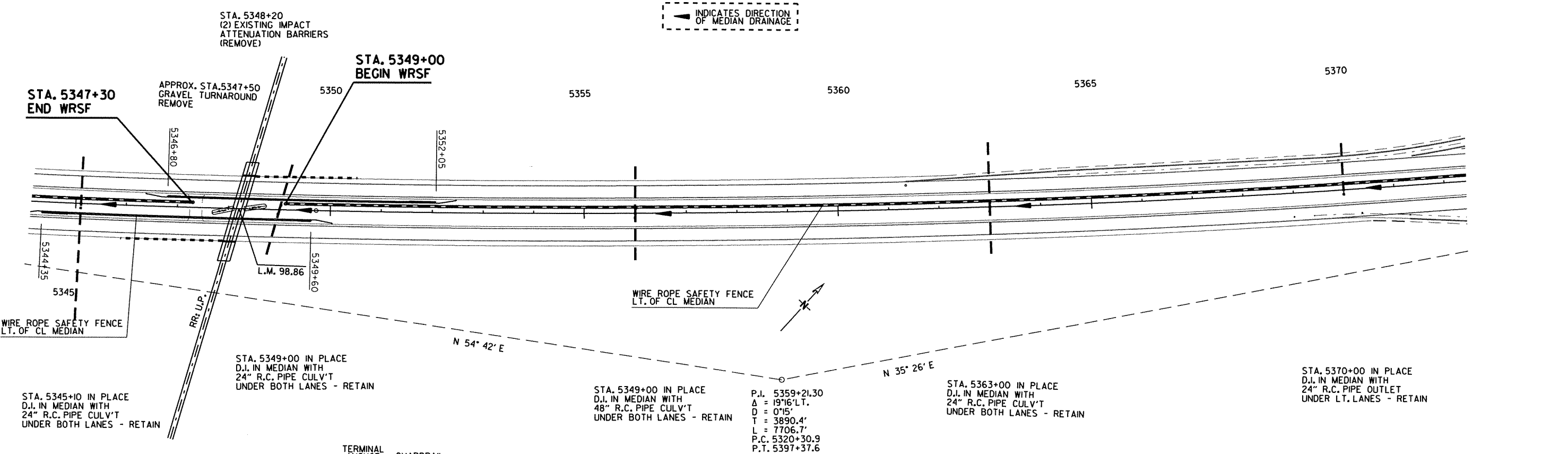
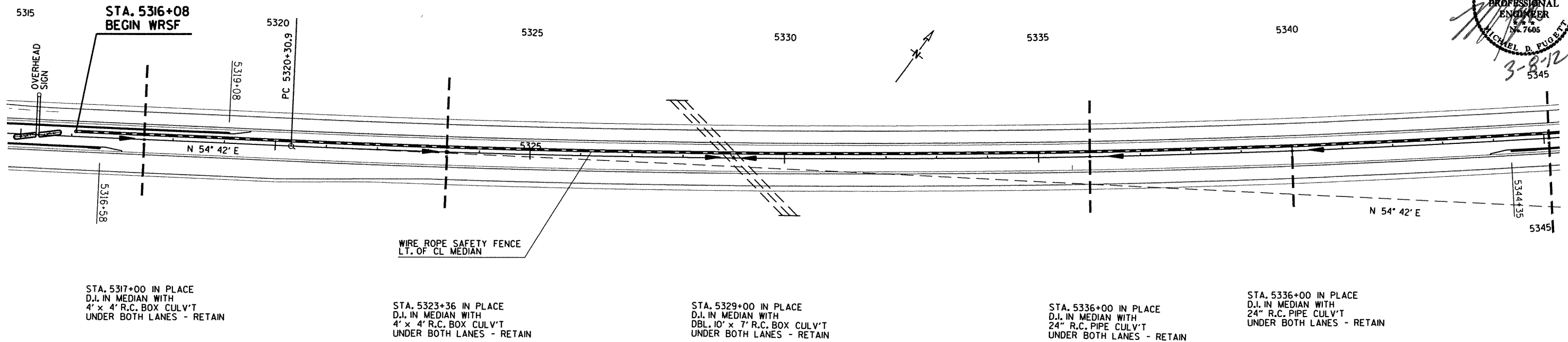
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012149							44	60

2 PLAN SHEETS



GUARDRAIL INSTALLATION
 STA. 5311+58 - STA. 5316+58 RT. 450 LIN.FT. IEACH
 STA. 5314+08 - STA. 5319+08 LT. 450 LIN.FT. IEACH

GUARDRAIL (TYPE A)
 GUARDRAIL (TYPE I)
 TERMINAL ANCHOR POST (TYPE I)
 GUARDRAIL TERMINAL (TYPE 2)
 IEACH
 IEACH



GUARDRAIL INSTALLATION
 STA. 5344+35 - STA. 5349+60 RT. 475 LIN.FT. IEACH
 STA. 5346+80 - STA. 5352+05 LT. 475 LIN.FT. IEACH

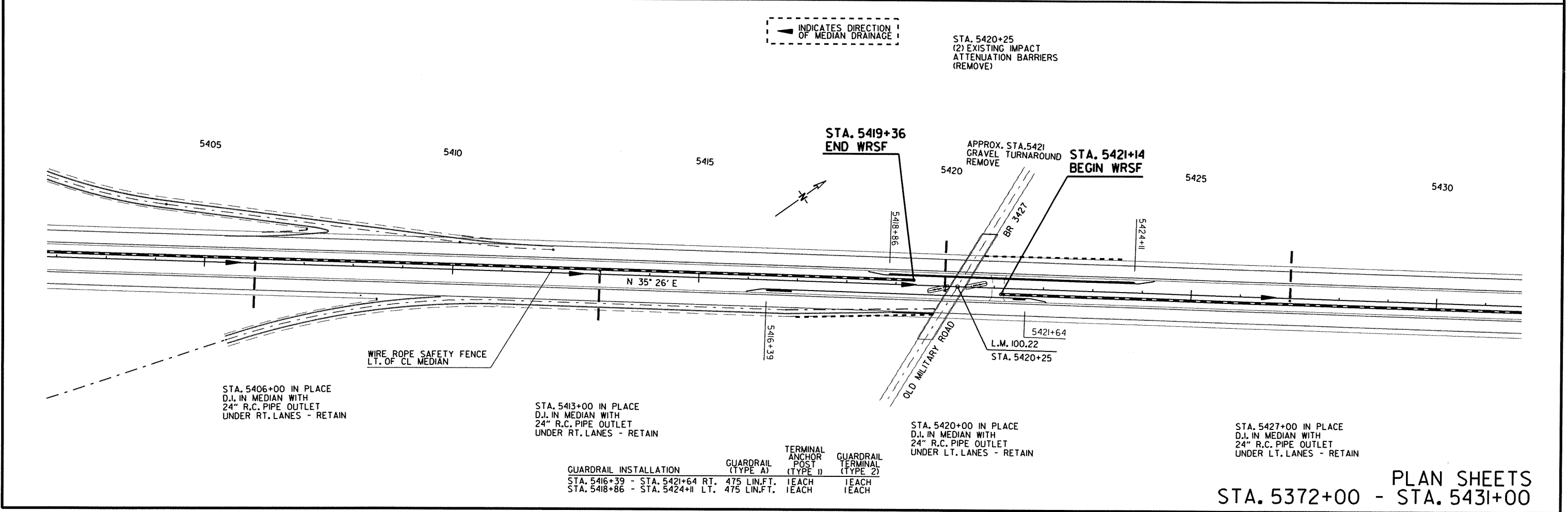
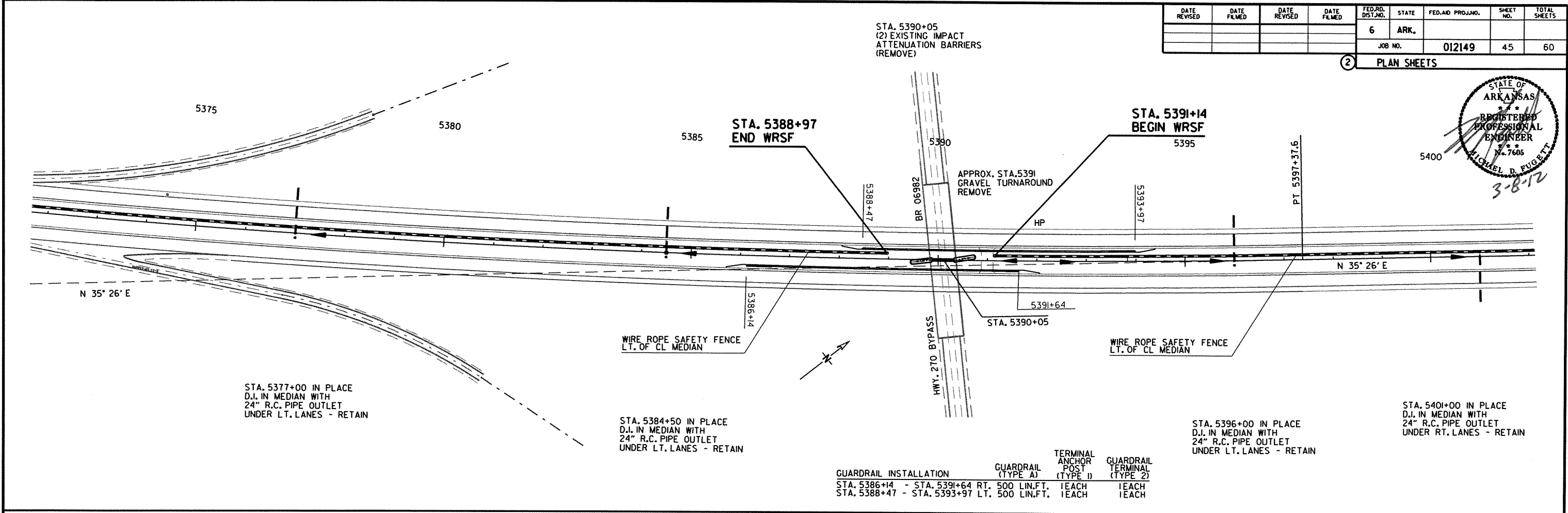
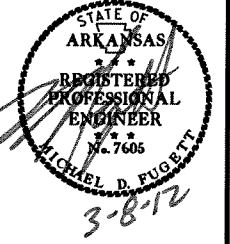
GUARDRAIL (TYPE A)
 GUARDRAIL (TYPE I)
 TERMINAL ANCHOR POST (TYPE I)
 GUARDRAIL TERMINAL (TYPE 2)
 IEACH
 IEACH

PLAN SHEETS
 STA. 5315+00 - STA. 5372+00

r012149.dgn plnsheets 03/06/2012

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. 012149							45	60

② PLAN SHEETS



PLAN SHEETS
STA. 5372+00 - STA. 5431+00

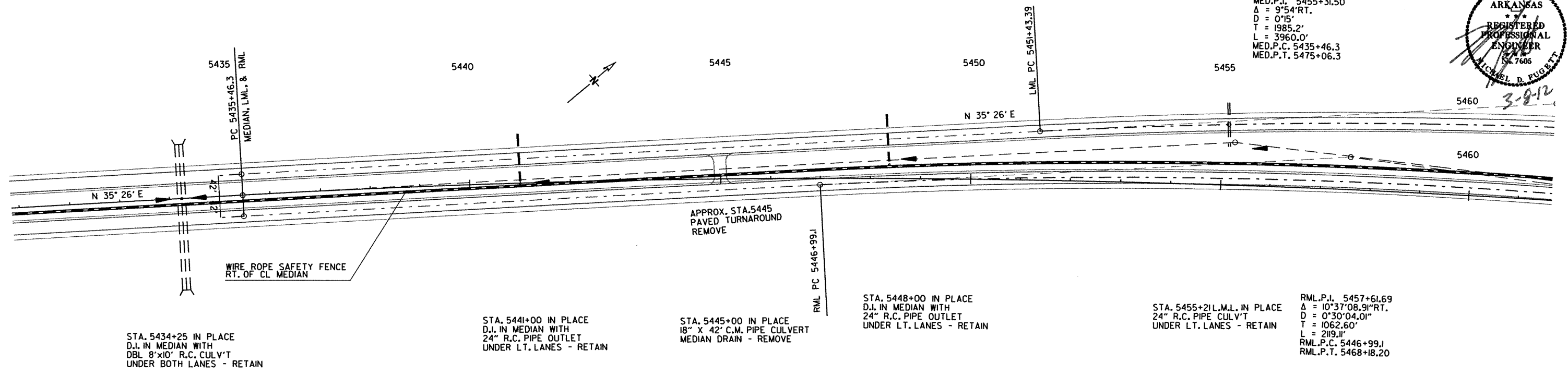
r012149.dgn plansheets 03/06/2012

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.		012149	46	60

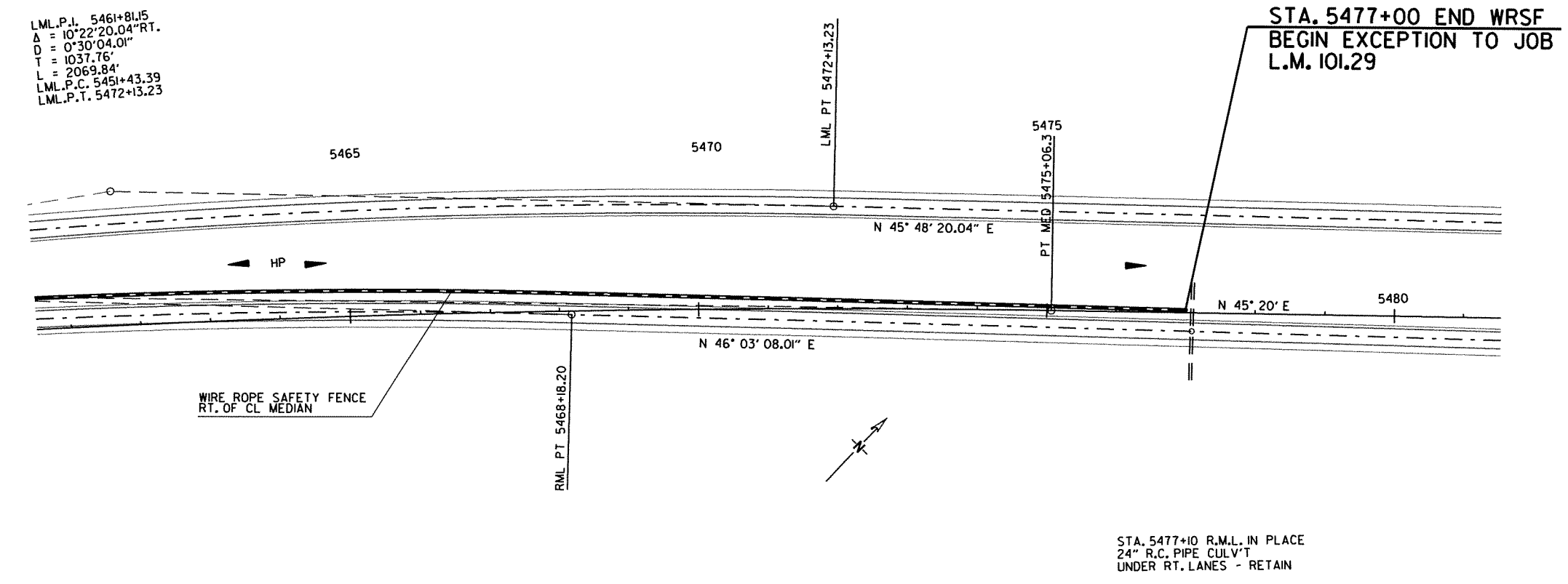
② PLAN SHEETS



MED. P.I. 5455+31.50
 $\Delta = 9^{\circ}54'RT.$
 $D = 0^{\circ}15'$
 $T = 1985.2'$
 $L = 3960.0'$
 MED. P.C. 5435+46.3
 MED. P.T. 5475+06.3



INDICATES DIRECTION
 OF MEDIAN DRAINAGE

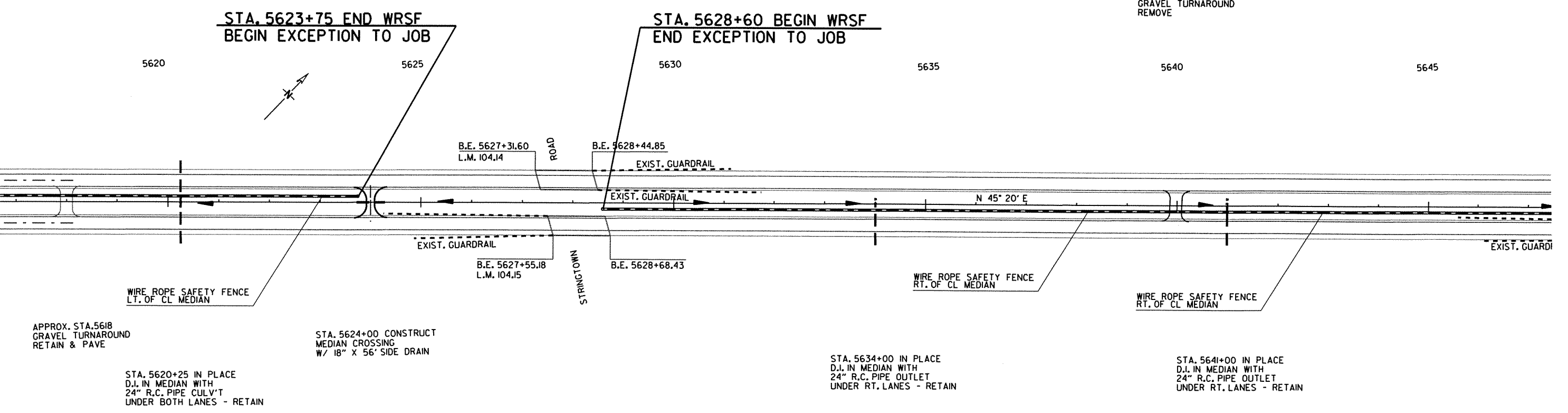
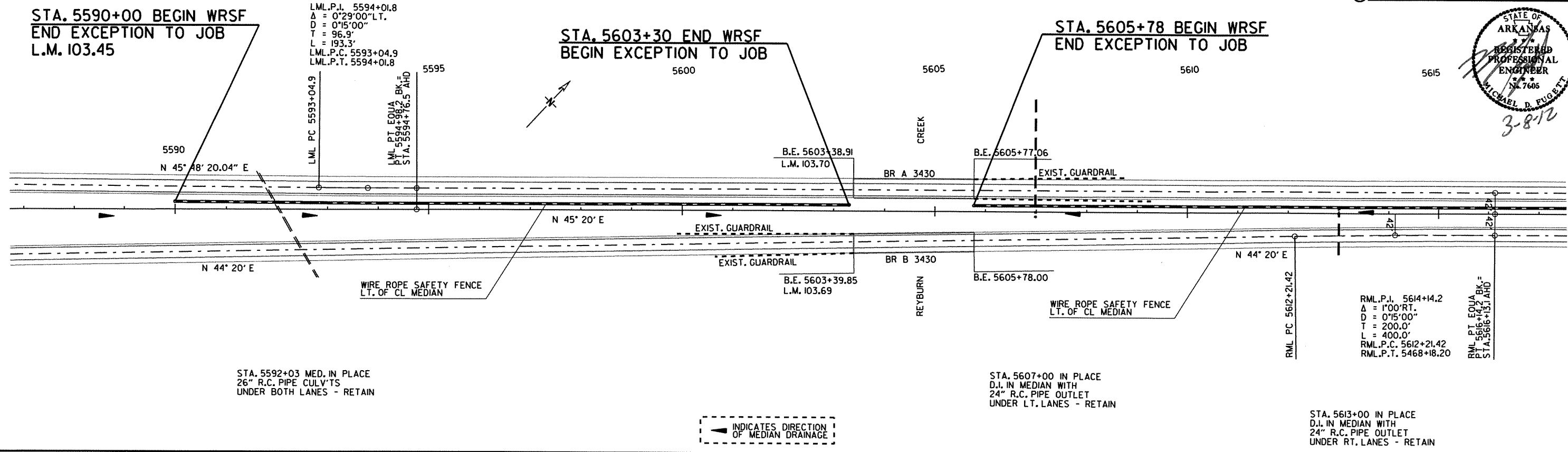
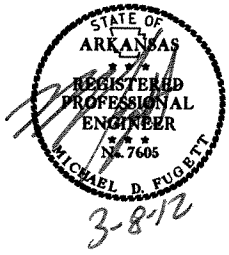


PLAN SHEETS
 STA. 5431+00 - STA. 5480+00

r012149.dgn plansheets 03/06/2012

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. 012149	47	60

2 PLAN SHEETS

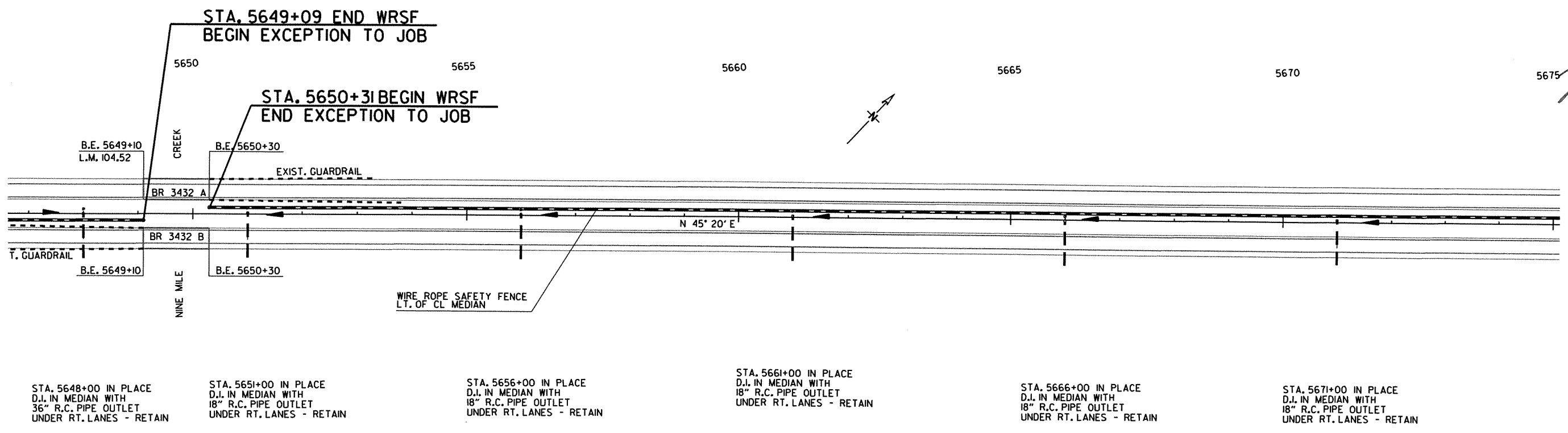
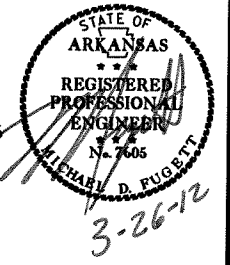


PLAN SHEETS
STA. 5587+00 - STA. 5647+00

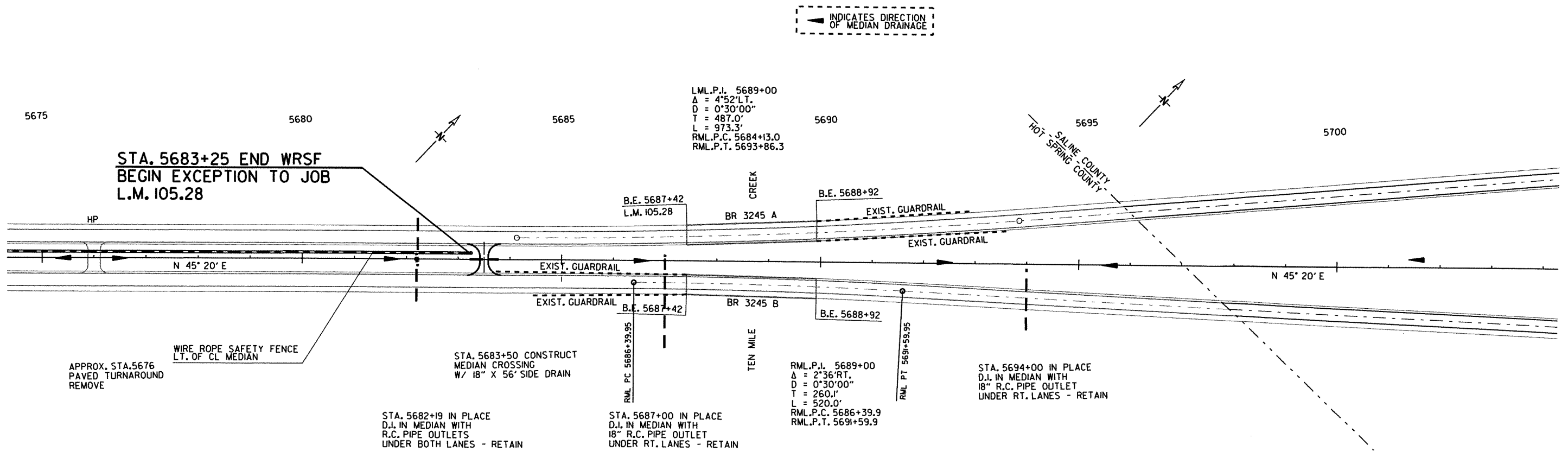
r012149.dgn plansheets 03/06/2012

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012149		47A	60

② PLAN SHEETS



A
P
R



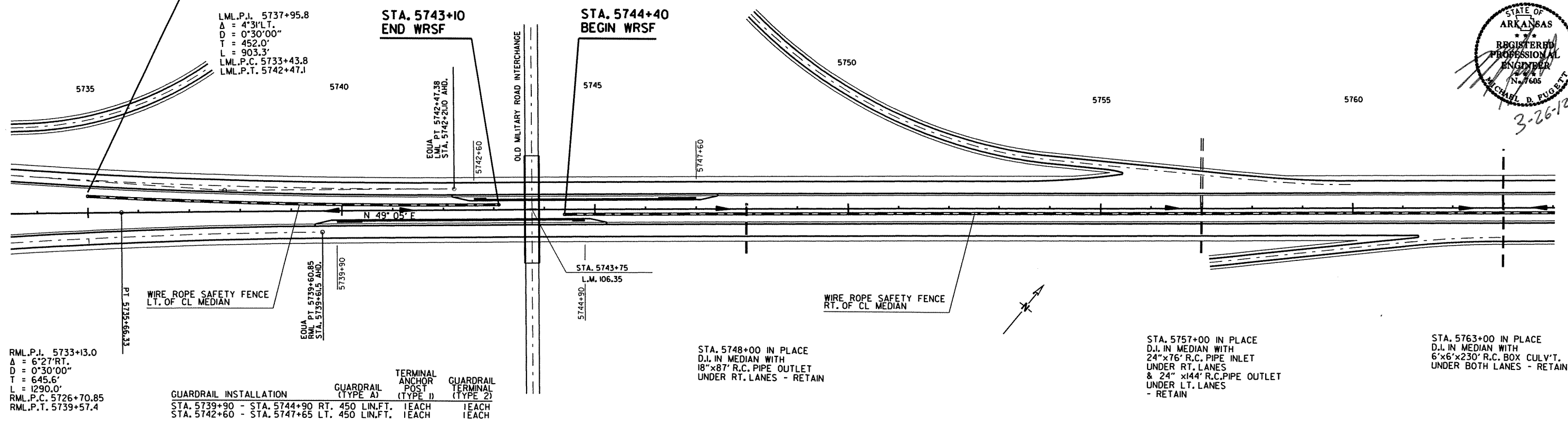
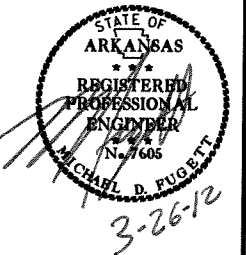
PLAN SHEETS
STA. 5647+00 - STA. 5700+00

r012149.dgn plansheets 03/26/2012

STA. 5735+00 BEGIN WRSF
 END EXCEPTION TO JOB
 L.M. 106.2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012149							48	60

② PLAN SHEETS



RML.P.I. 5733+13.0
 $\Delta = 6^{\circ}27'RT.$
 $D = 0^{\circ}30'00''$
 $T = 645.6'$
 $L = 1290.0'$
 RML.P.C. 5726+70.85
 RML.P.T. 5739+57.4

GUARDRAIL INSTALLATION
 STA. 5739+90 - STA. 5744+90 RT. 450 LIN.FT. 1EACH
 STA. 5742+60 - STA. 5747+65 LT. 450 LIN.FT. 1EACH

GUARDRAIL (TYPE A) GUARDRAIL (TYPE 2)
 TERMINAL ANCHOR POST (TYPE 1) TERMINAL (TYPE 2)
 1EACH 1EACH

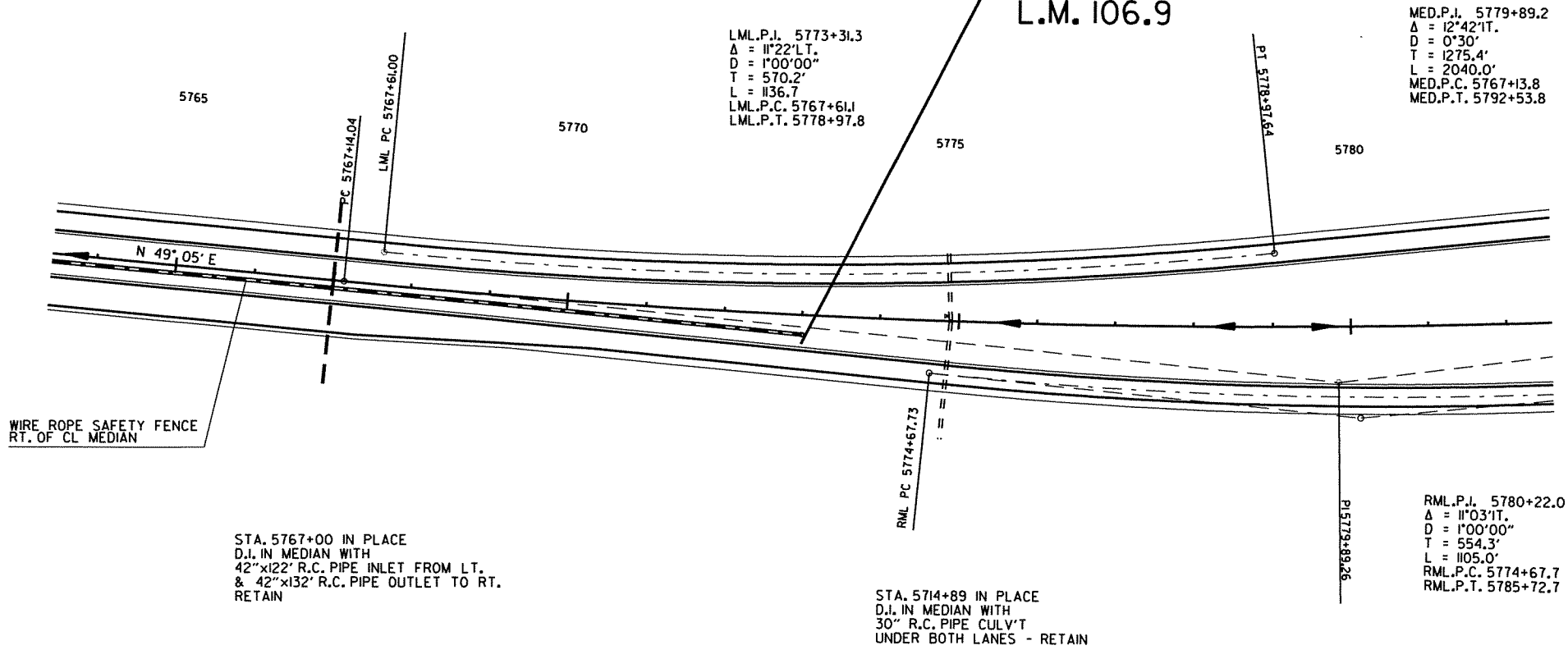
STA. 5748+00 IN PLACE
 D.I. IN MEDIAN WITH
 18"x87' R.C. PIPE OUTLET
 UNDER RT. LANES - RETAIN

STA. 5757+00 IN PLACE
 D.I. IN MEDIAN WITH
 24"x76' R.C. PIPE INLET
 UNDER RT. LANES
 & 24" x144' R.C. PIPE OUTLET
 UNDER LT. LANES
 - RETAIN

STA. 5763+00 IN PLACE
 D.I. IN MEDIAN WITH
 6'x6'x230' R.C. BOX CULV'T.
 UNDER BOTH LANES - RETAIN

INDICATES DIRECTION
 OF MEDIAN DRAINAGE

STA. 5773+00
 END JOB 012149
 L.M. 106.9



LML.P.I. 5773+31.3
 $\Delta = 11^{\circ}22'LT.$
 $D = 1^{\circ}00'00''$
 $T = 570.2'$
 $L = 1136.7'$
 LML.P.C. 5767+61.1
 LML.P.T. 5778+97.8

MED.P.I. 5779+89.2
 $\Delta = 12^{\circ}42'LT.$
 $D = 0^{\circ}30'$
 $T = 1275.4'$
 $L = 2040.0'$
 MED.P.C. 5767+13.8
 MED.P.T. 5792+53.8

STA. 5767+00 IN PLACE
 D.I. IN MEDIAN WITH
 42"x122' R.C. PIPE INLET FROM LT.
 & 42"x132' R.C. PIPE OUTLET TO RT.
 RETAIN

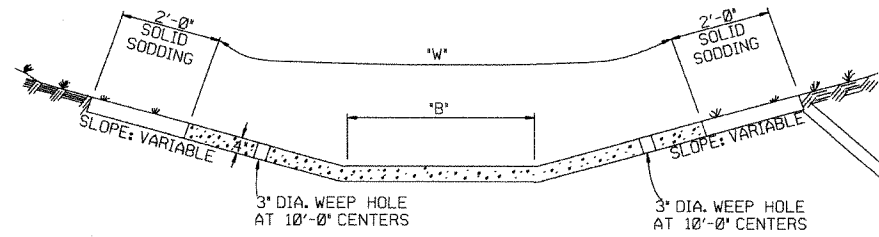
STA. 5714+89 IN PLACE
 D.I. IN MEDIAN WITH
 30" R.C. PIPE CULV'T
 UNDER BOTH LANES - RETAIN

RML.P.I. 5780+22.0
 $\Delta = 11^{\circ}03'LT.$
 $D = 1^{\circ}00'00''$
 $T = 554.3'$
 $L = 1105.0'$
 RML.P.C. 5774+67.7
 RML.P.T. 5785+72.7

r012149.dgn plansheets 03/26/2012

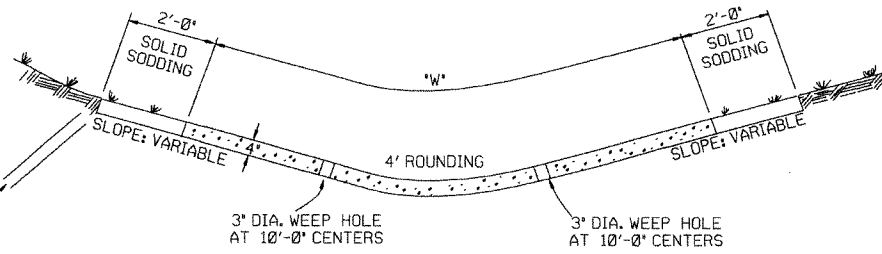
PLAN SHEETS
 STA. 5735+00 - STA. 5780+00

REFER TO TABULATION OF QUANTITIES FOR 'W' & 'B' DIMENSIONS



TYPE A

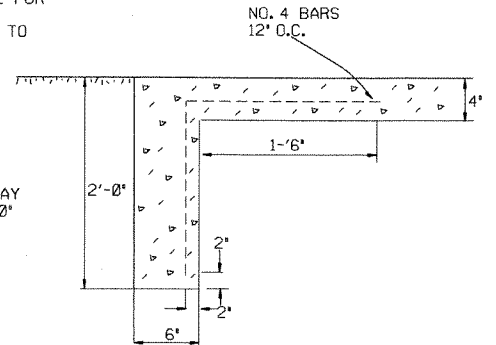
REFER TO TABULATION OF QUANTITIES FOR 'W' DIMENSIONS



TYPE B

EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 'CONCRETE DITCH PAVING.'



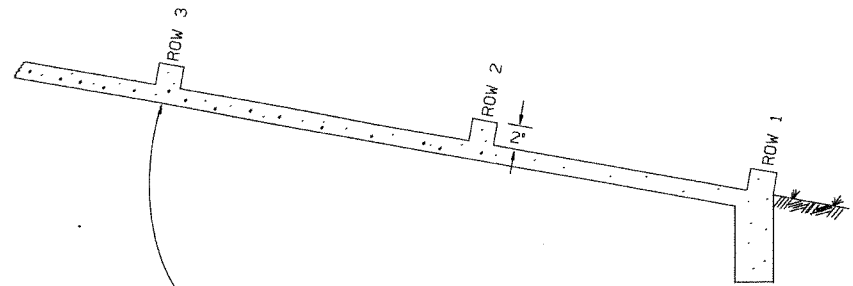
TOE WALL DETAIL FOR CONCRETE DITCH PAVING

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY. TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

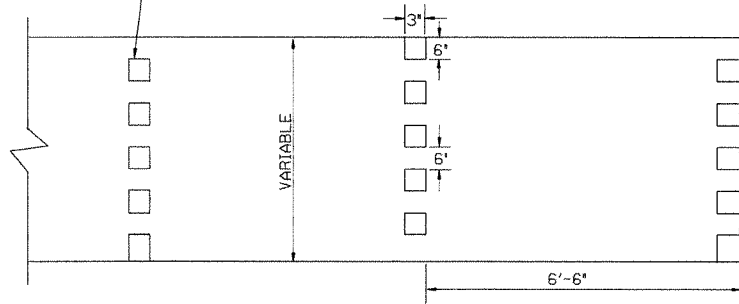
SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

1' WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE UNCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



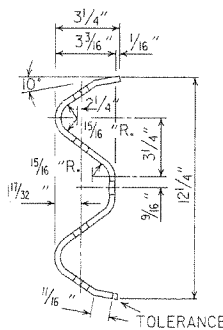
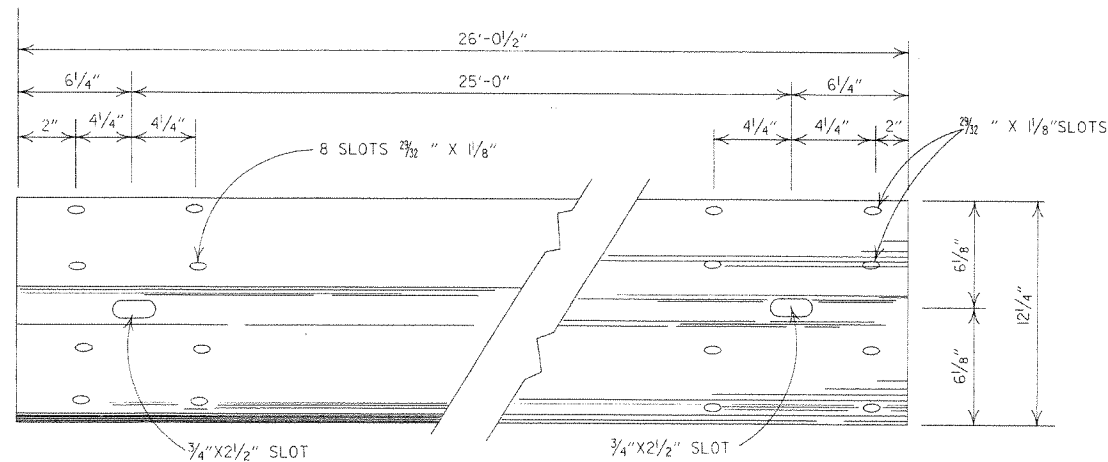
ENERGY DISSIPATORS
(NO SCALE)

11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS	508-11-1-84
11-1-84	ADDED EXCAVATION DETAILS	
10-2-72	REVISED AND REDRAWN	508-10-2-72
DATE	REVISION	DATE FILM'D

ARKANSAS STATE HIGHWAY COMMISSION

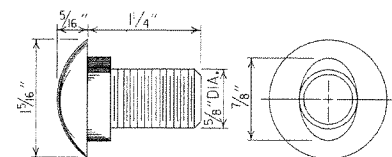
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1

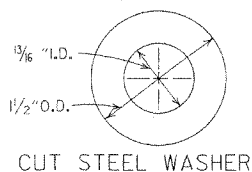


DETAILS OF W-BEAM GUARD RAIL

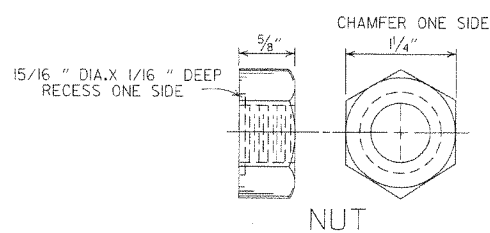
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



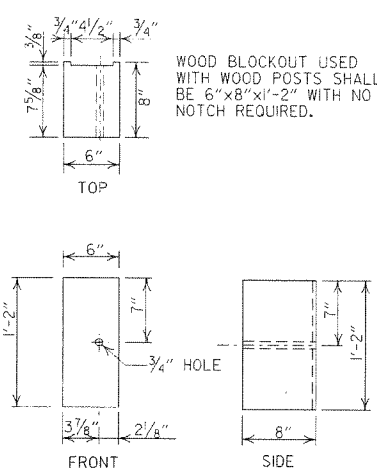
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



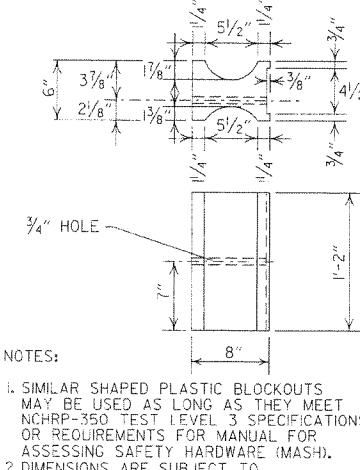
CUT STEEL WASHER



NUT

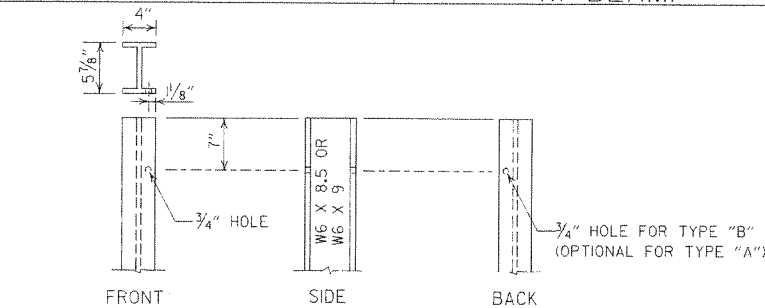


WOOD BLOCKOUT (W-BEAM)

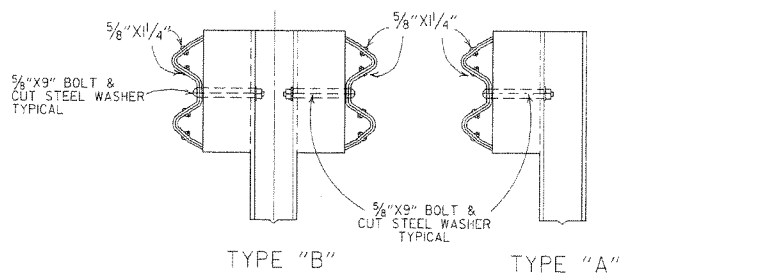


PLASTIC BLOCKOUT (W-BEAM)

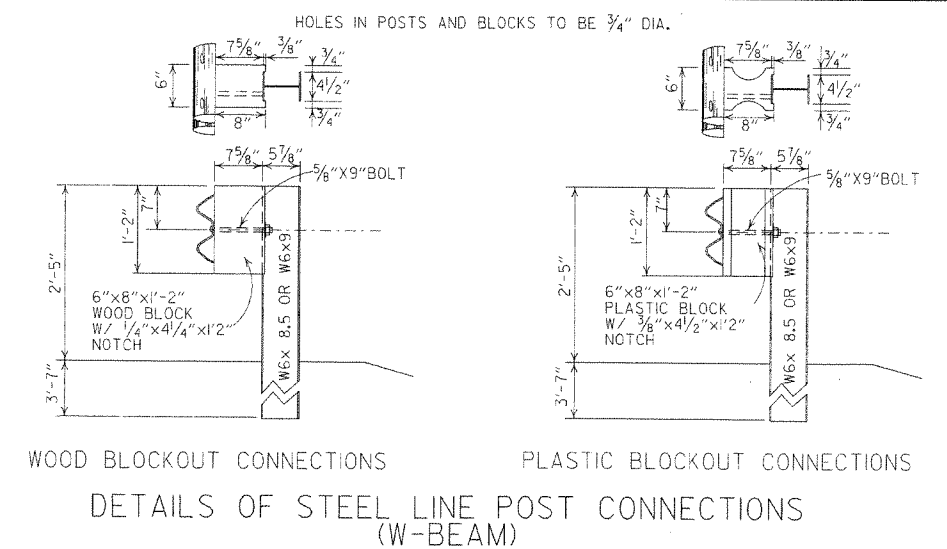
NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.



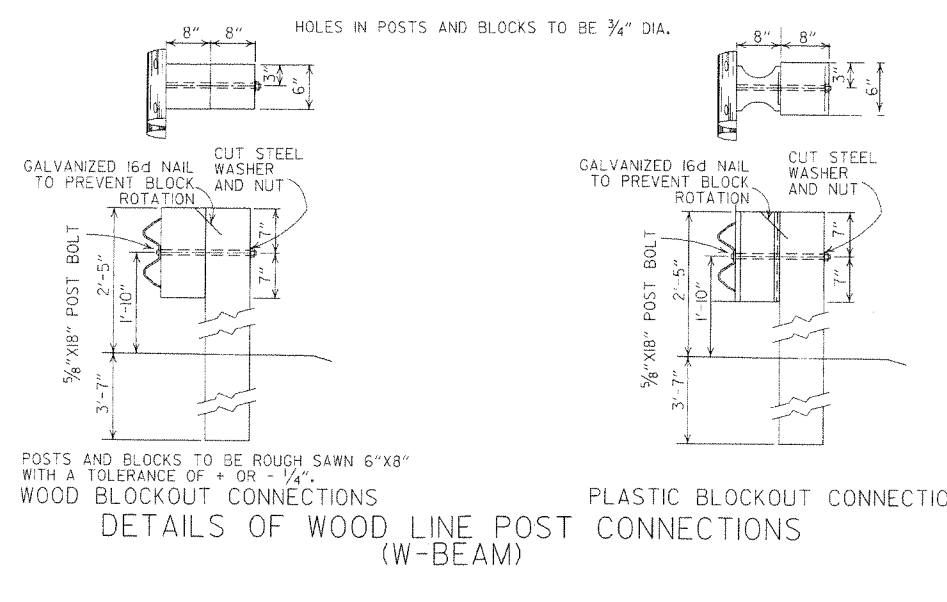
STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



WOOD BLOCKOUT CONNECTIONS
PLASTIC BLOCKOUT CONNECTIONS
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



WOOD BLOCKOUT CONNECTIONS
PLASTIC BLOCKOUT CONNECTIONS
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

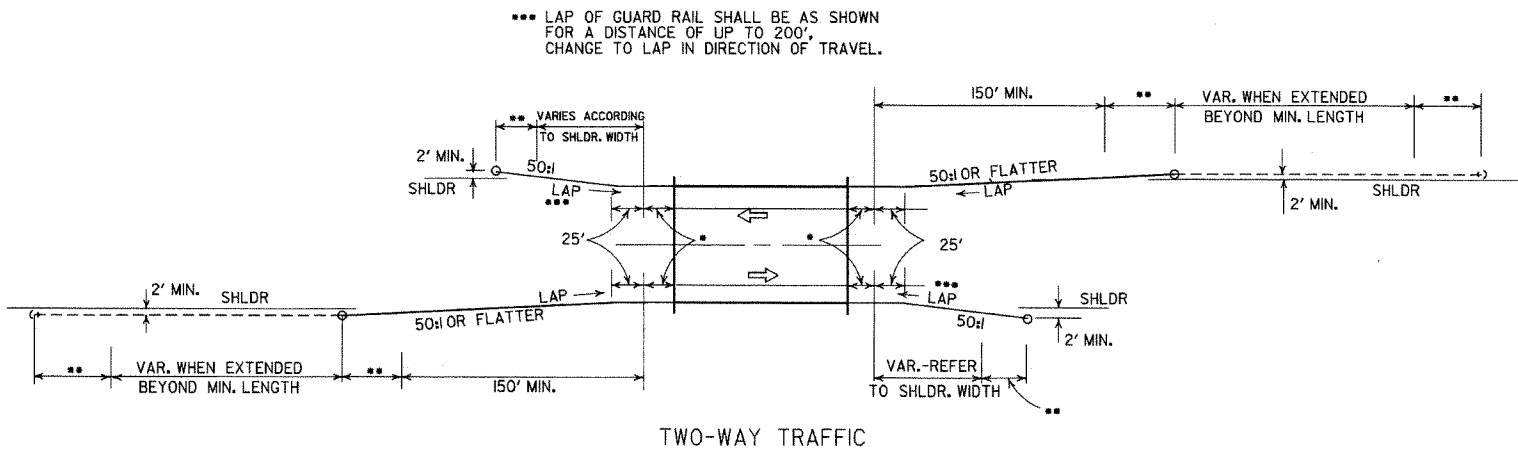
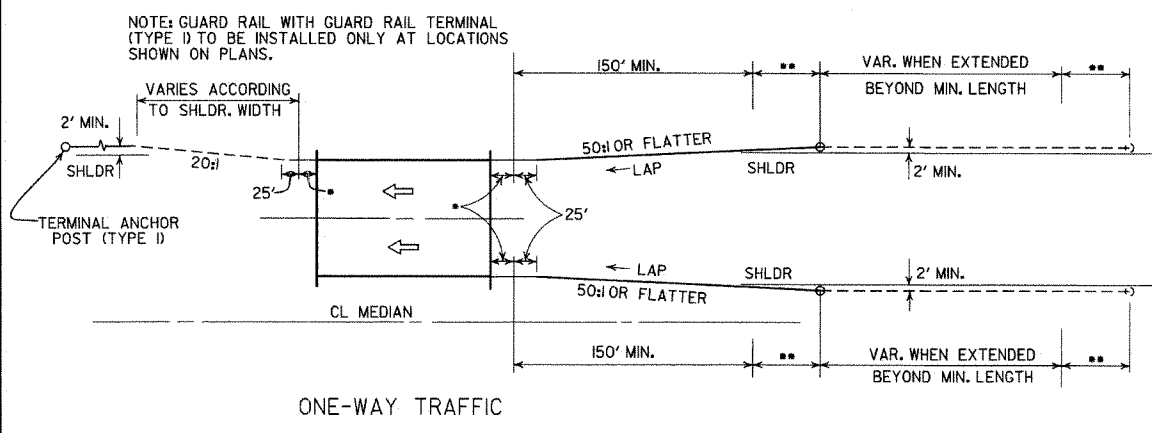
ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.
WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.
ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 2.7F (1400 F) OR NO. 1 1350 F SOUTHERN PINE.
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO WASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
F12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE, BEHIND CURB & DET. OF POST PLACE, IN SOLID ROCK, & DET. OF POST PLACE, IN SOLID ROCK, & ADD. DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED AT T. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-5-91
8-2-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	DATE FILM

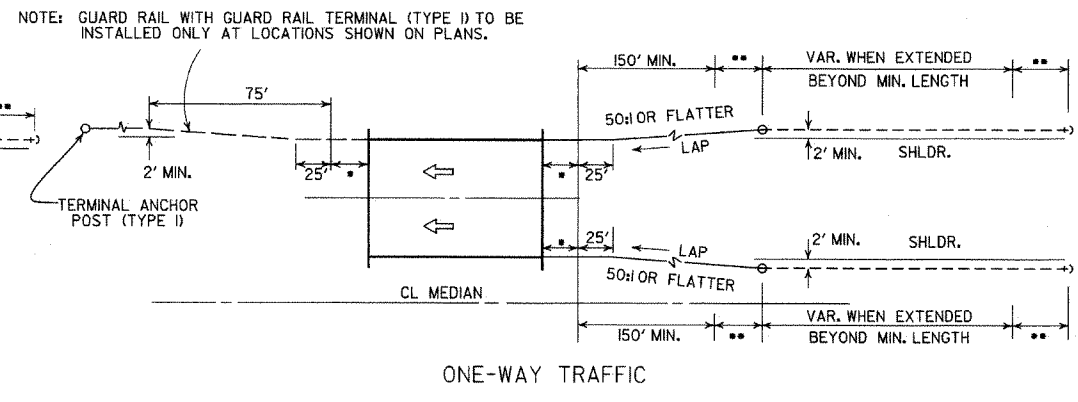
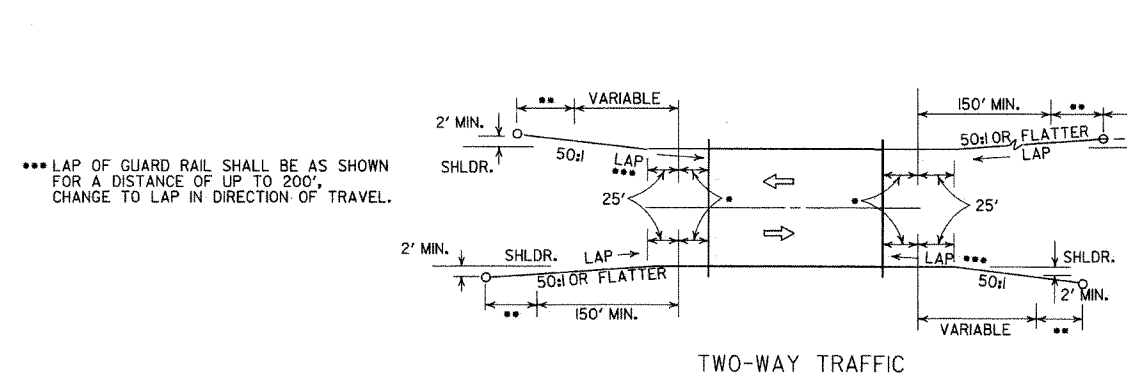
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

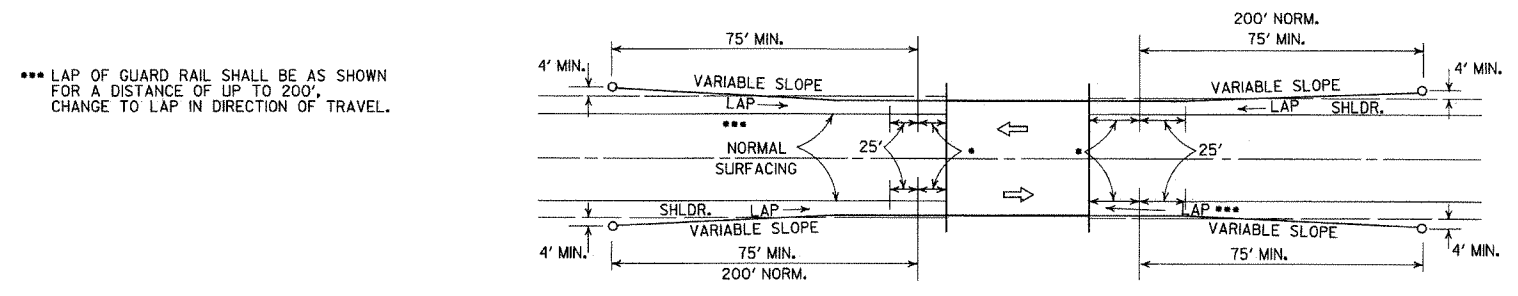
STANDARD DRAWING GR-8



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



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



LEGEND

- THRIE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

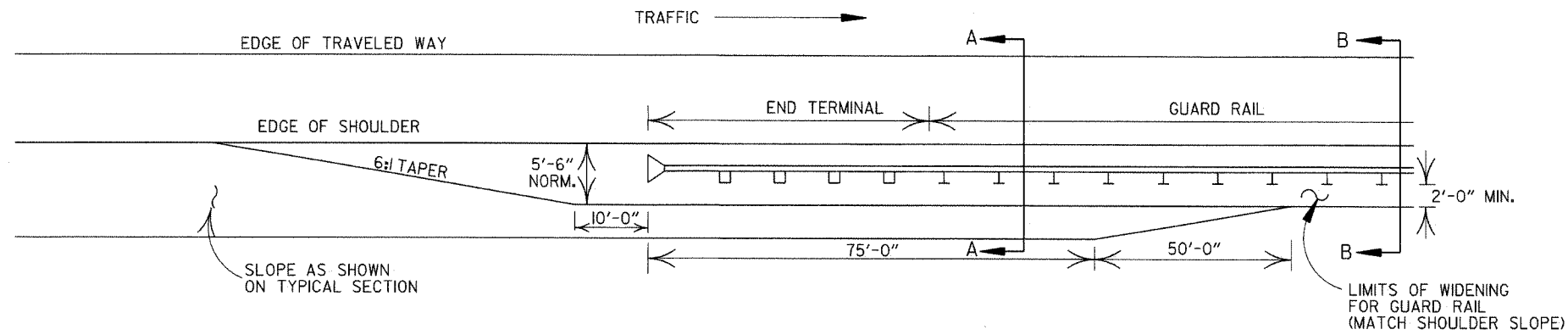
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

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

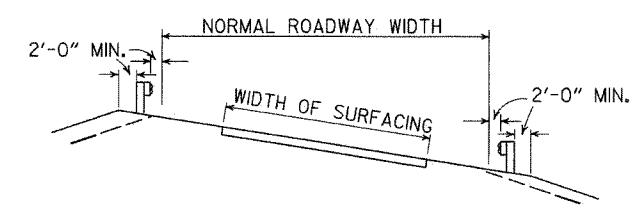
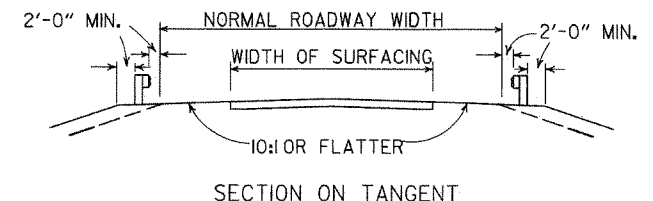
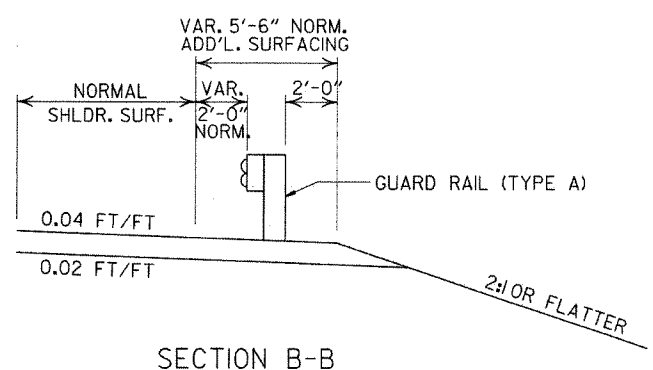
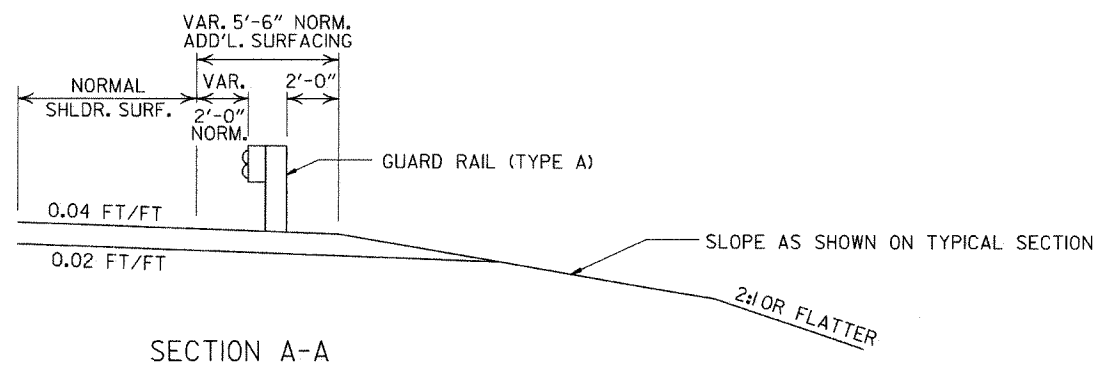
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-9

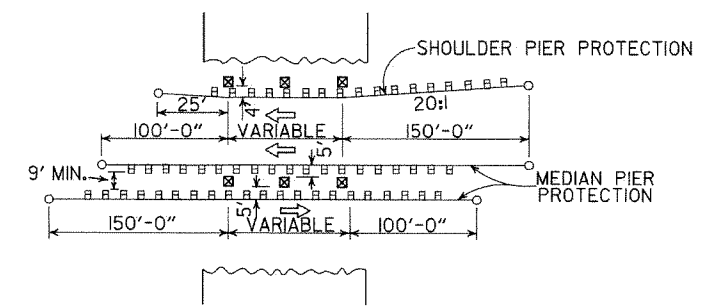


NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.



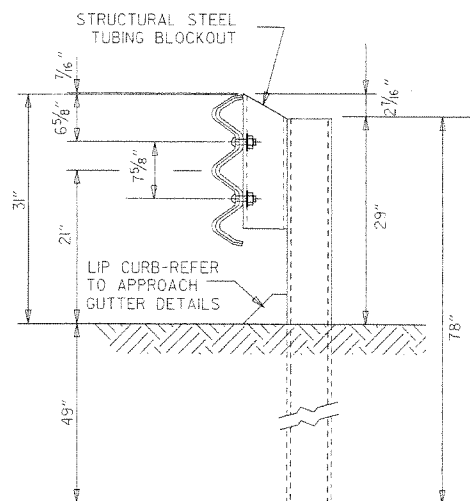
DETAILS OF WIDENING FOR GUARD RAIL

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

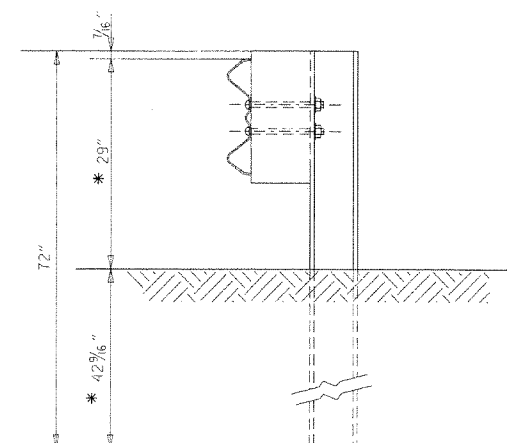


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

				ARKANSAS STATE HIGHWAY COMMISSION	
				GUARD RAIL DETAILS	
				STANDARD DRAWING GR-9A	
4-17-08	MINOR REVISION				
8-10-05	DRAWN				
DATE	REVISION			DATE	FILM

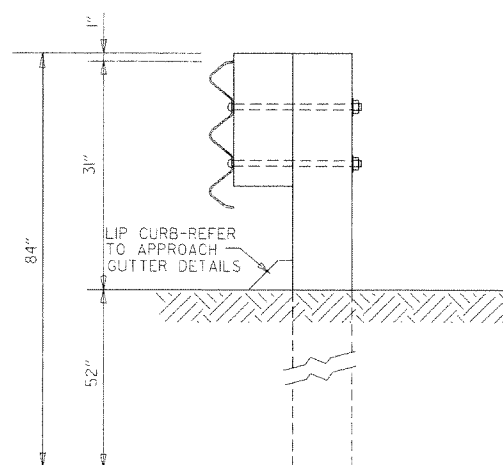


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

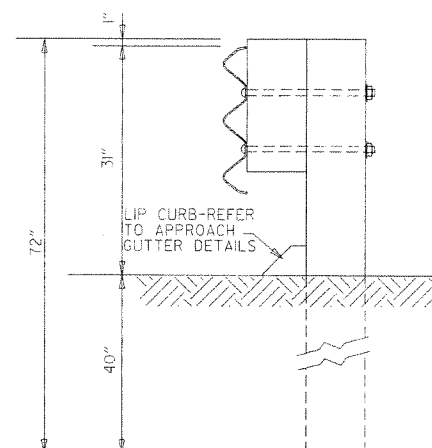


W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

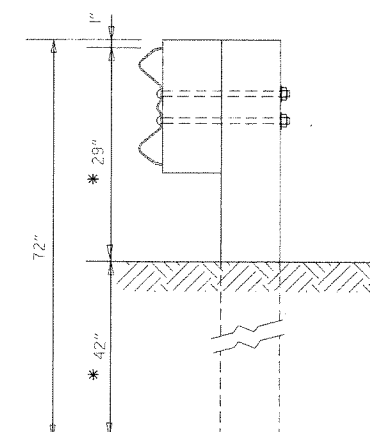
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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



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



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

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

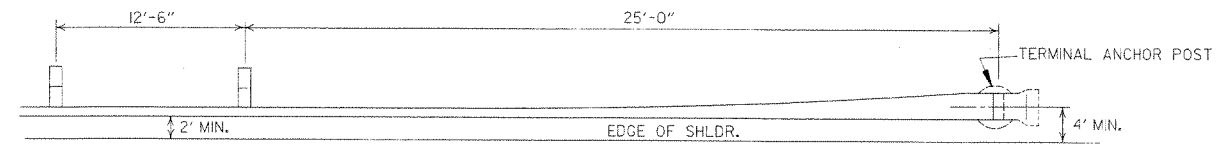
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

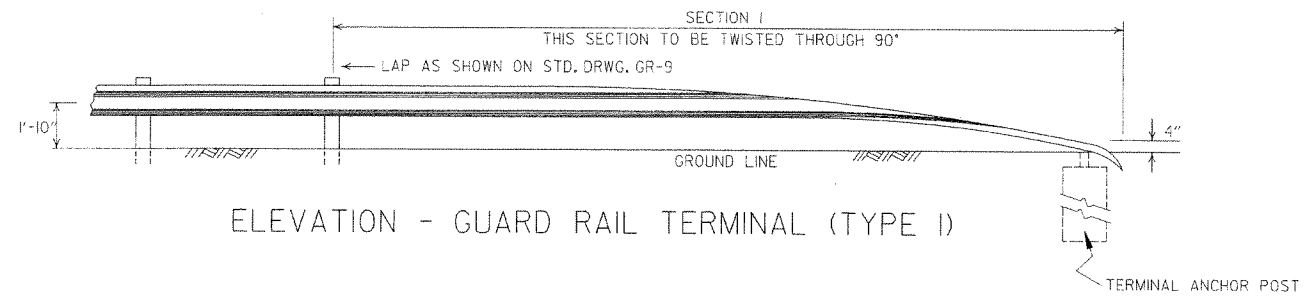
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

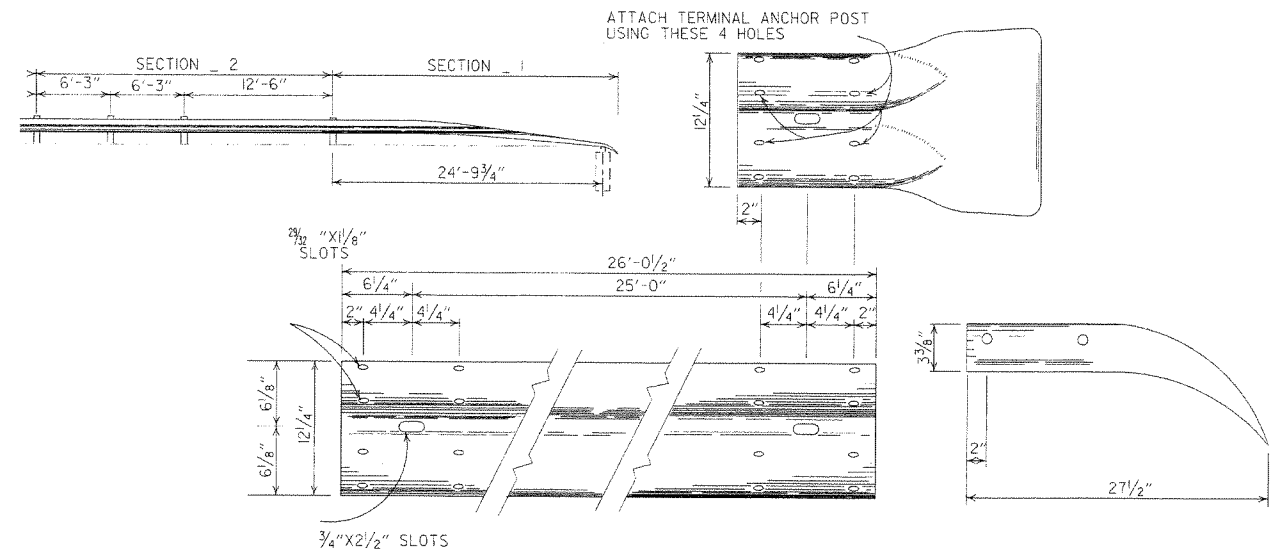


PLAN - GUARD RAIL TERMINAL (TYPE I)



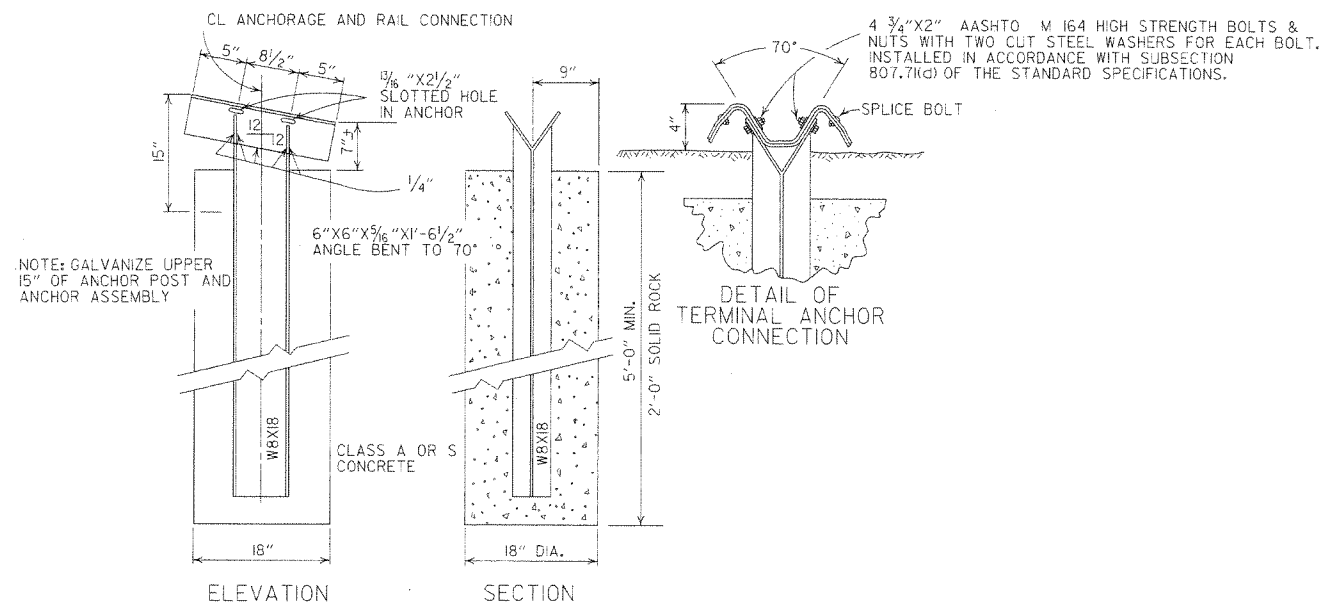
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION 1

TERMINAL SECTION



DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

			ARKANSAS STATE HIGHWAY COMMISSION
			GUARD RAIL DETAILS
			STANDARD DRAWING GRT-1
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"		
6-26-97	REVISED LAP NOTE		
10-18-96	REVISED ASTM REF. TO AASHTO		
11-3-94	DIMENSION TERMINAL DETAIL		
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92	
10-1-92	DRAWN & ISSUED	10-1-92	
DATE	REVISION	DATE	FILM

ADVANCE DISTANCES
(XXXX)

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


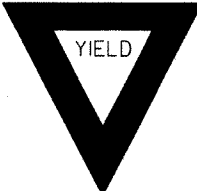
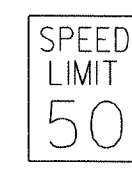
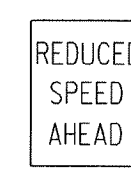


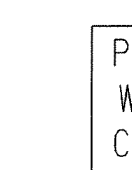


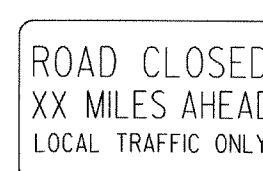
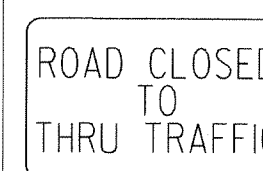
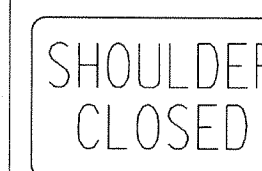
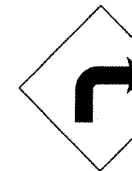
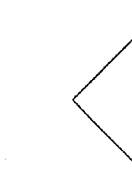
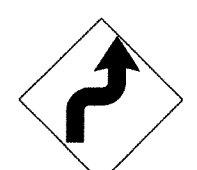

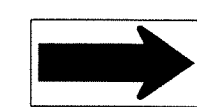



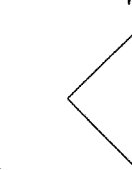

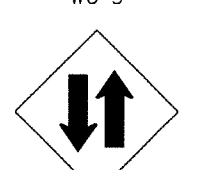
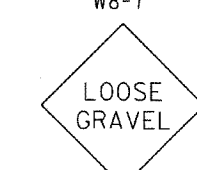
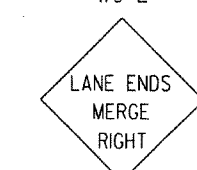

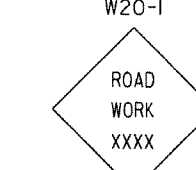
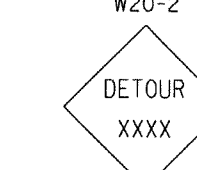
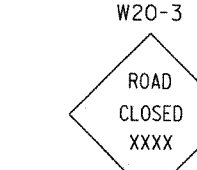
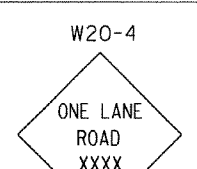
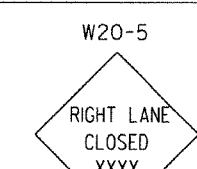


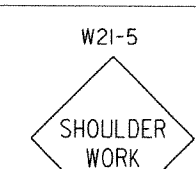
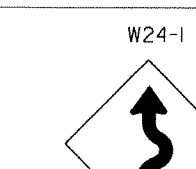
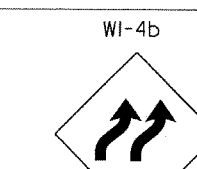
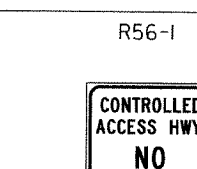

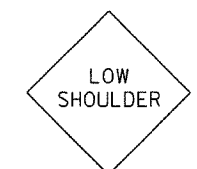
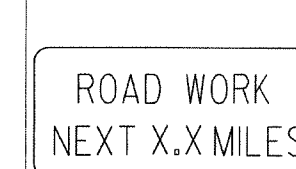
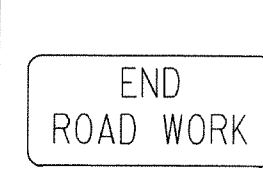
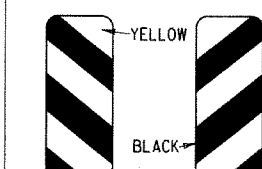
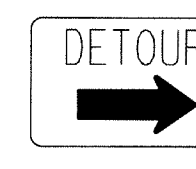

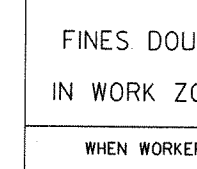
GENERAL NOTES:

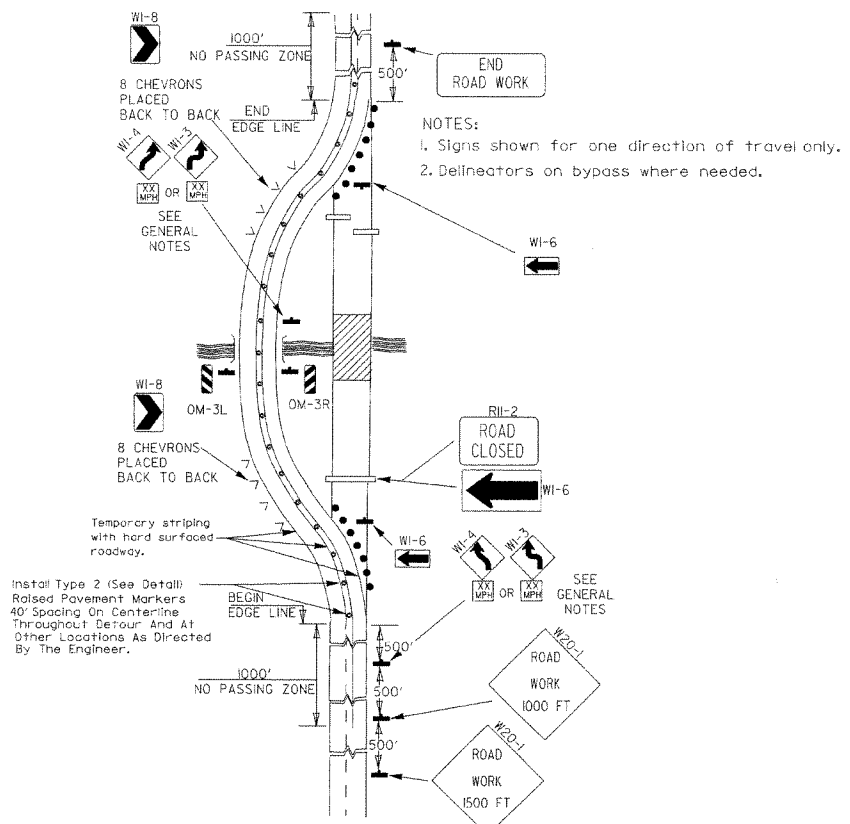
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START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

* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

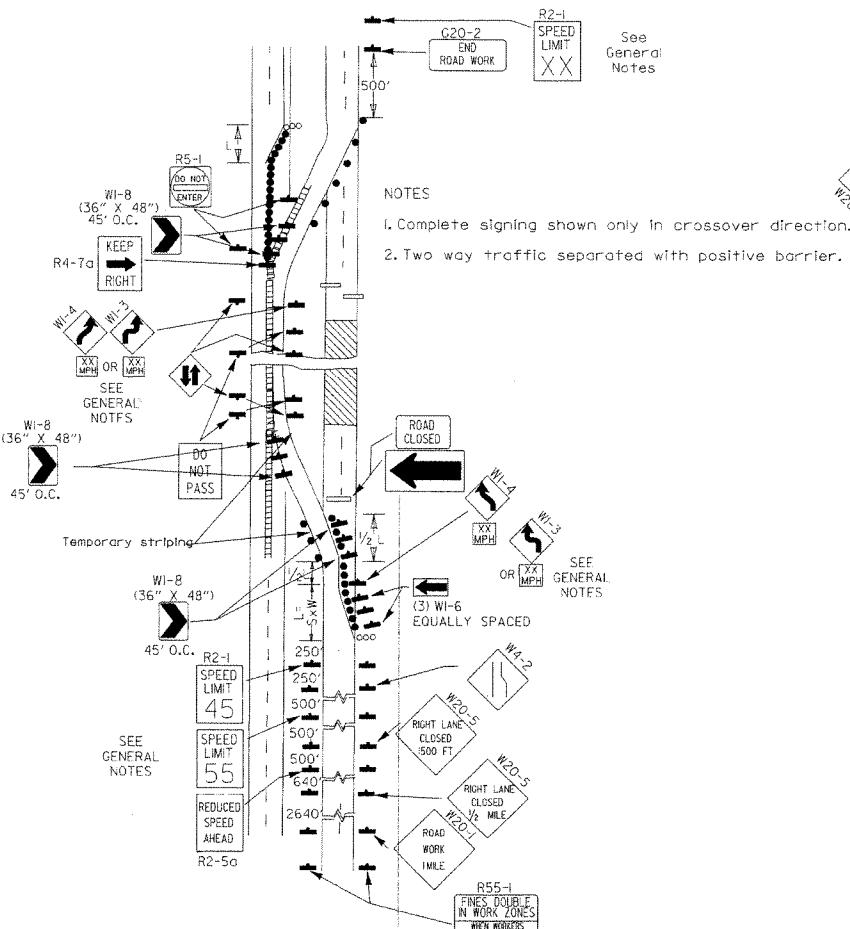
12-15-81	REVISED W24-1	
11-17-10	DELETED W8-9c & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
8-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED 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

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

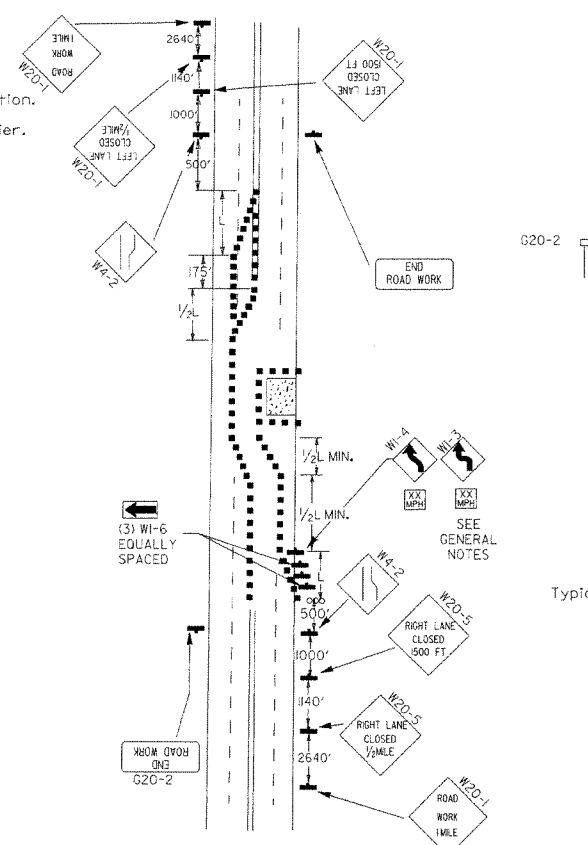
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY.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



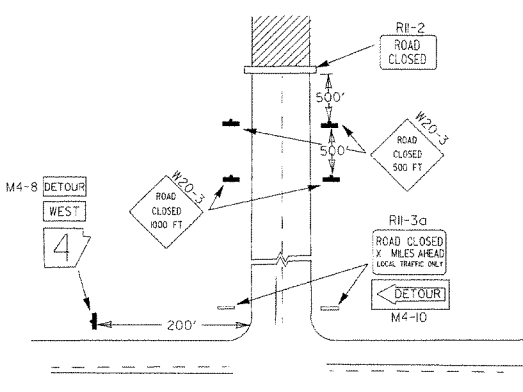
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



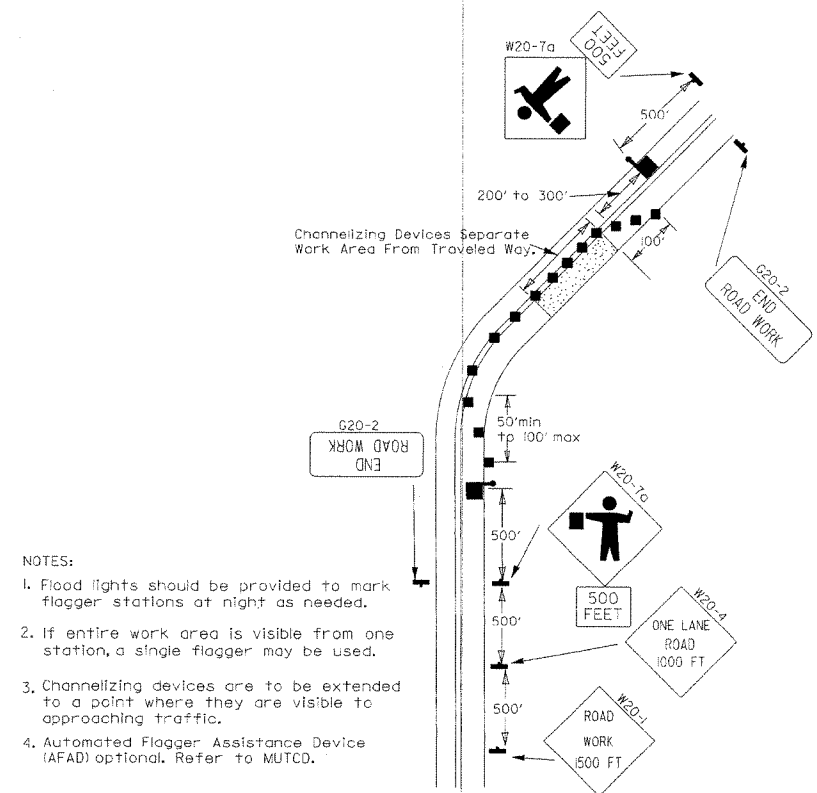
(B) Typical application - 4-lane divided roadway where one roadway is closed.



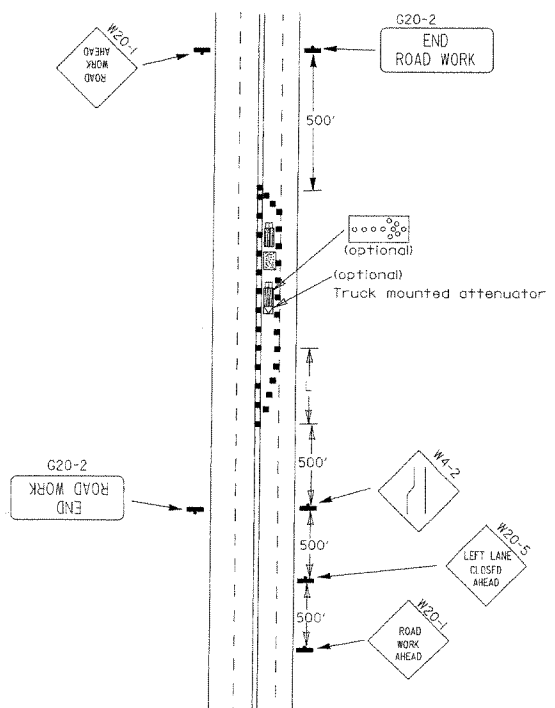
(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.



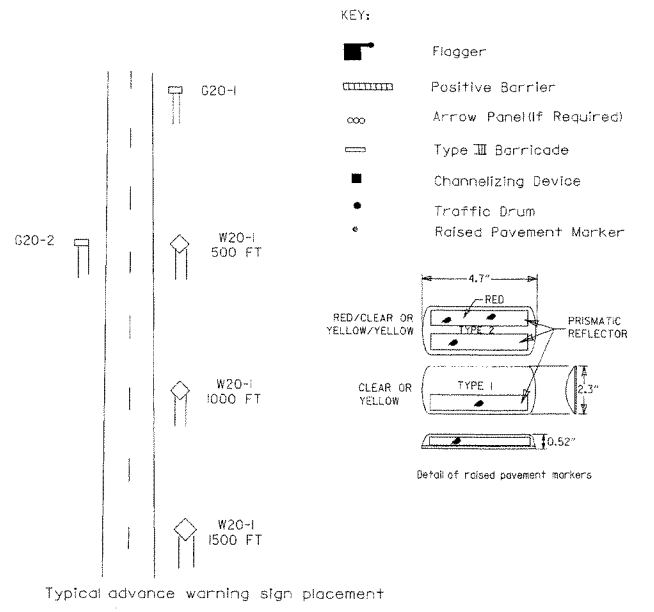
(D) Typical application - roadway closed beyond detour point.



(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.

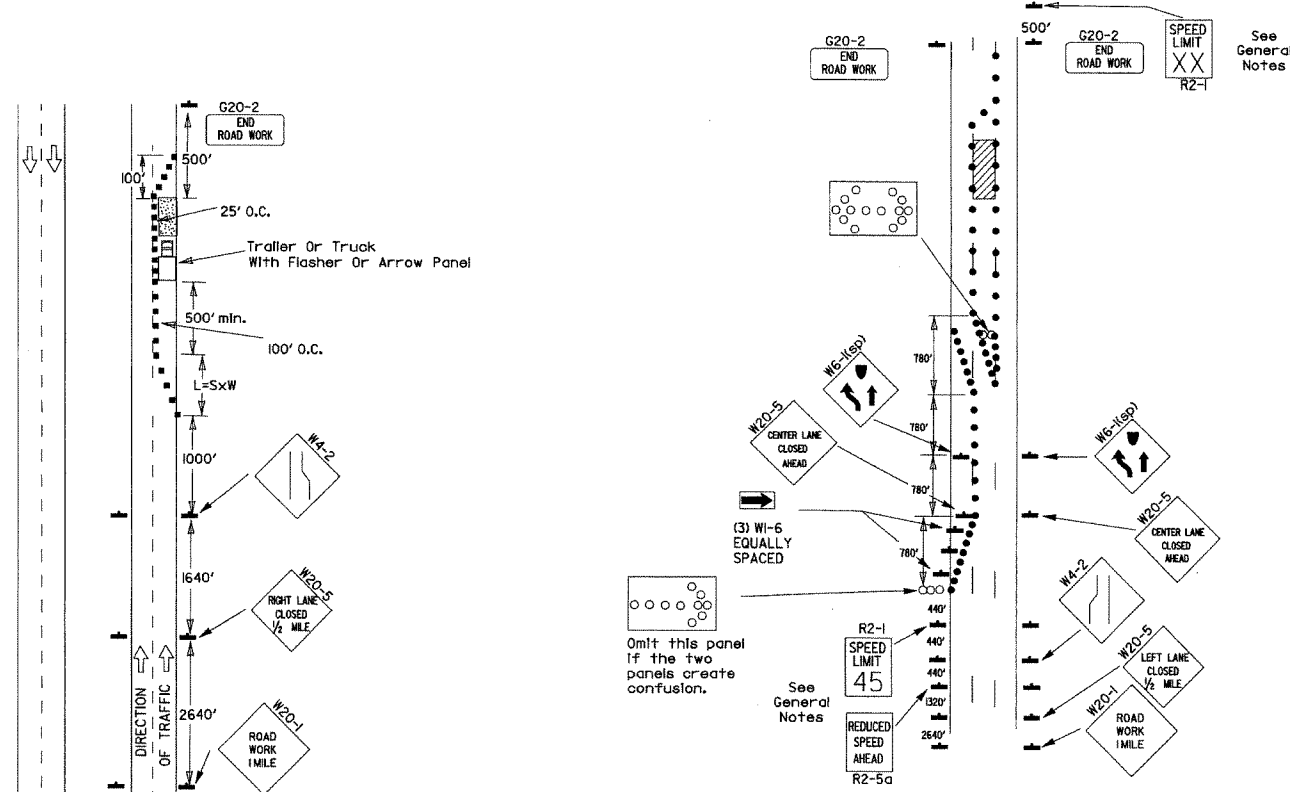


Taper formulae:
 $L = S \times W$ for speeds of 45mph or more.
 $L = \frac{WS^2}{60}$ for speeds of 40mph or less.
 Where:
 L = Minimum length of taper.
 S = Numerical value of posted speed limit prior to work or 85th percentile speed.
 W = Width of offset.

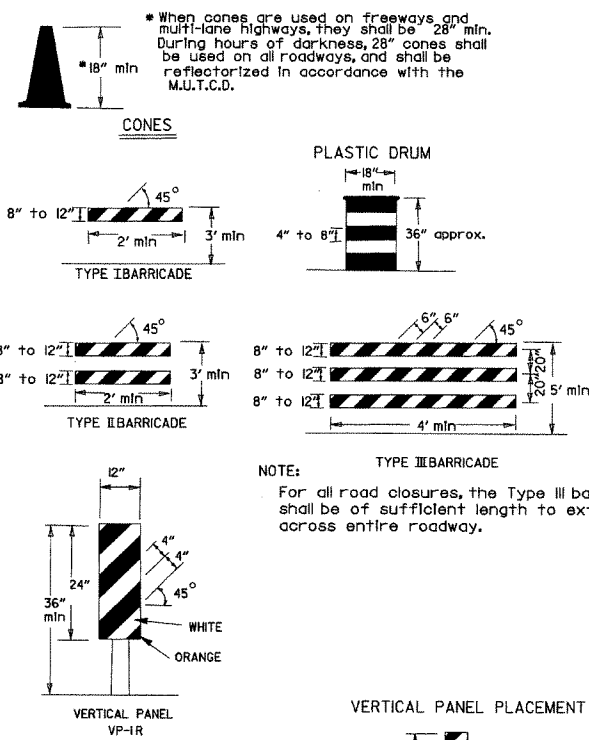
- GENERAL NOTES:
- Advisory speed posted on W1-3 or W1-4 curve warning signs to be determined at site. Use W1-4 when speed is greater than 30mph and W1-3 when 30mph or less.
 - When the existing speed limit is 45mph, the R2-1(45) shall be omitted and the R2-5A shall be installed at that location. Additional R2-145mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(xx) shall be installed to match original speed limit.
 - When the existing speed limit is 65mph and the plans require a speed limit of 45mph, the R2-1(45) 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 R2-1(xx) shall be installed to match original speed limit.
 - The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit, or as directed by the Engineer.
 - Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
 - Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
 - 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.

DATE	REVISION	FILMED
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 (G) 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	

Channelizing devices



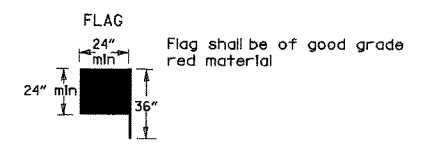
(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



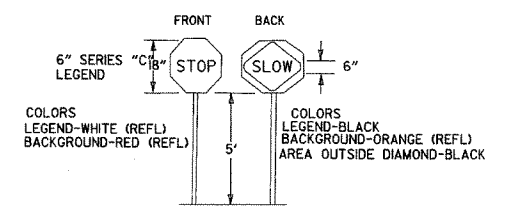
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-land vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

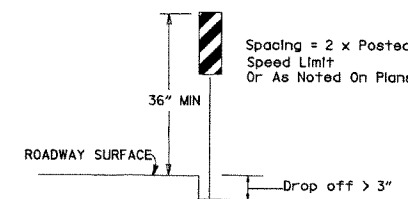
* When shown on the plans concrete barrier will be used.
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



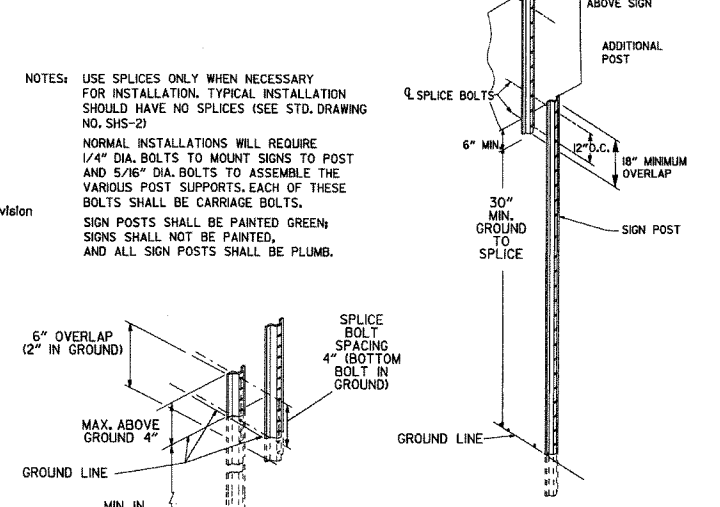
STOP SLOW PADDLE



VERTICAL PANEL PLACEMENT



DETAIL OF SPLICES



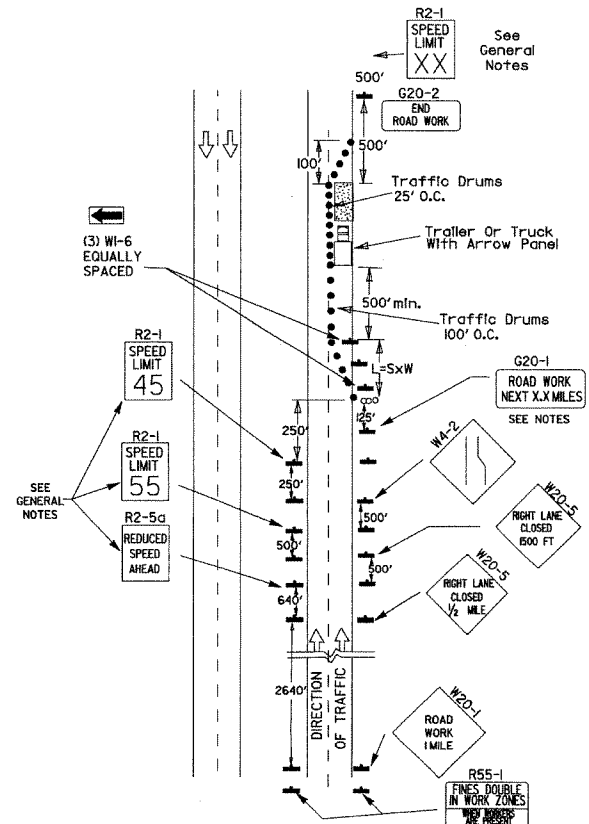
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SIS-2). NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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

(B) Typical application - 3-lane oneway roadway where center lane is closed.

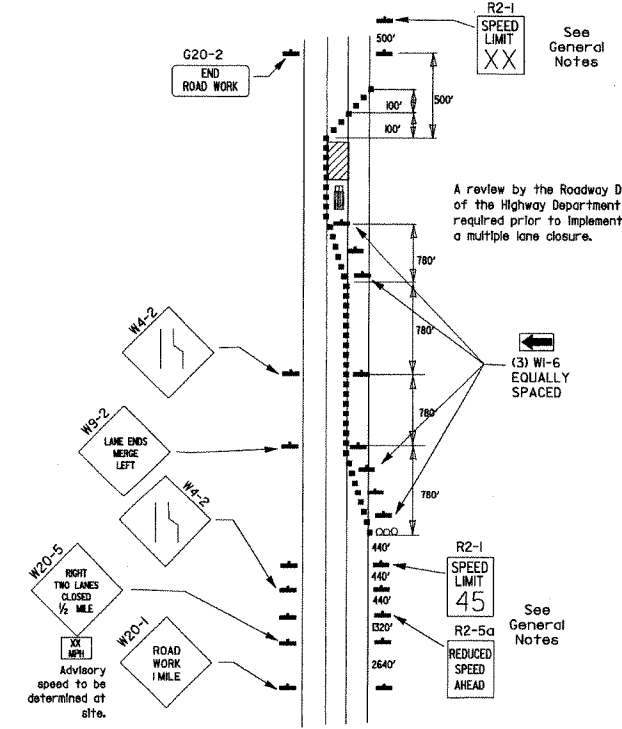
- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

GENERAL NOTES:

- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
- When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-(55) shall be omitted and the R2-5A 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-(55) 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-(65) 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-(65) shall be installed to match original speed limit.
- The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
- Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
- Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
- The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1/2 MILE) signs are not required in advance of lane closures that begin inside the project limits.
- Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
- All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
- Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

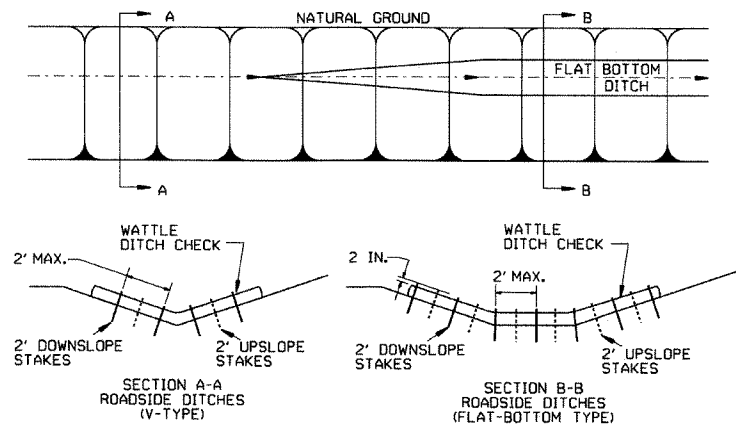


(D) Typical application - closing multiple lanes of a multilane highway.

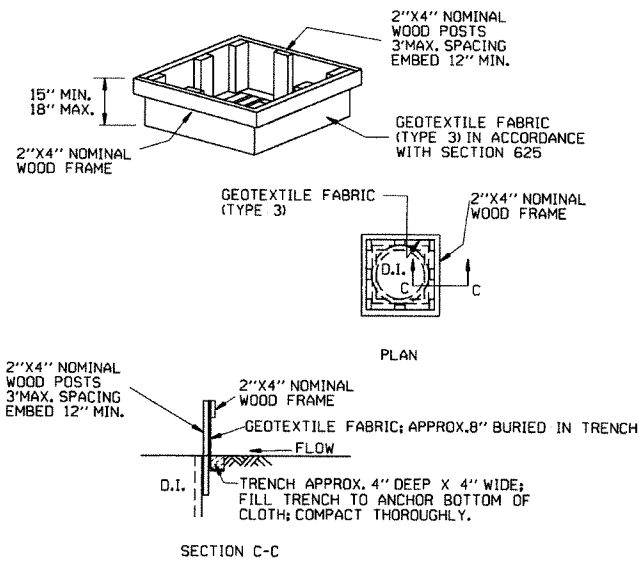
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED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

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

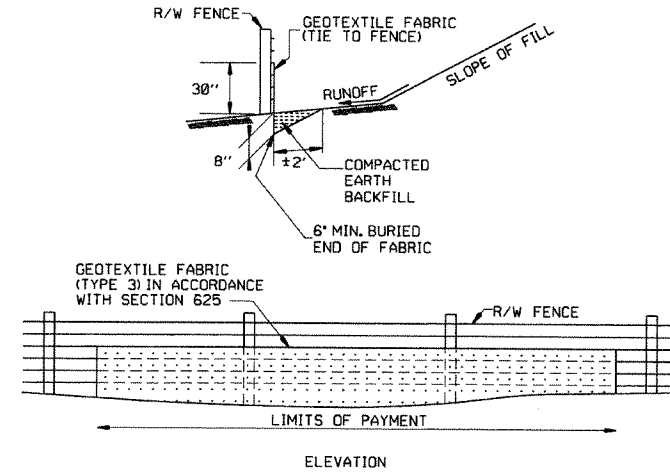
GENERAL NOTES
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)

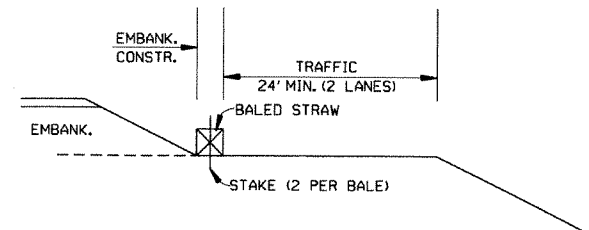


DROP INLET SILT FENCE (E-7)

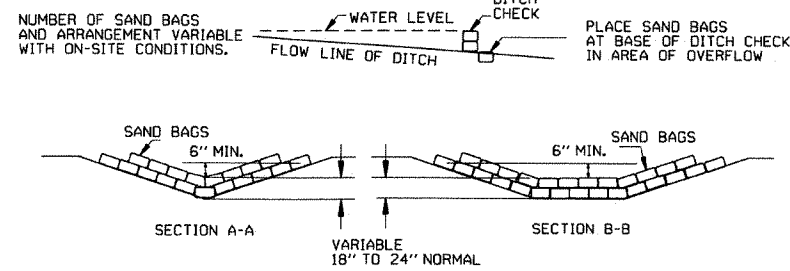


SILT FENCE ON R/W FENCE (E-4)

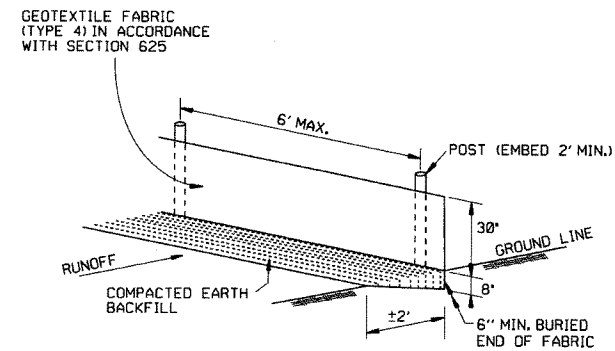
GENERAL NOTES
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



BALED STRAW FILTER BARRIER (E-2)

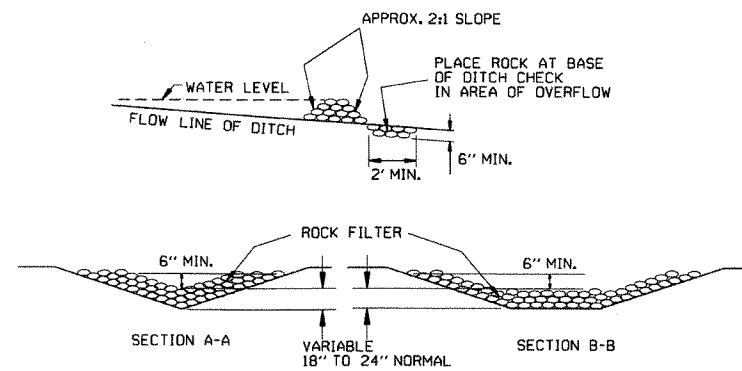


SAND BAG DITCH CHECK (E-5)



SILT FENCE (E-11)

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



ROCK DITCH CHECK (E-6)

12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK		ARKANSAS STATE HIGHWAY COMMISSION
11-18-98	ADDED NOTES		
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)		TEMPORARY EROSION CONTROL DEVICES
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95	
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC		STANDARD DRAWING TEC-1
6-2-94	REVISED E-1,4,7 & 11/2 DELETED E-2 & 3	6-2-94	
4-1-93	REDRAWN		
10-1-92	REDRAWN		
8-2-76	ISSUED R.D.M.	298-7-28-76	
DATE	REVISION	FILMED	