

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.		020544	1	53

2 HWY. 104-HWY. 65 (PINE BLUFF) CABLE MEDIAN BARRIER(S)

"A FULLY CONTROLLED ACCESS FACILITY"

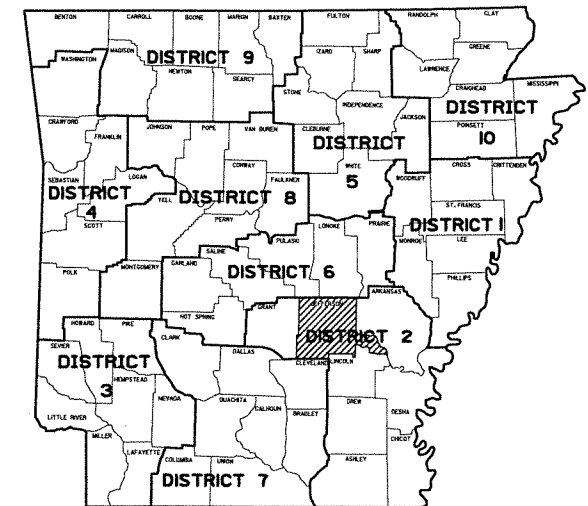
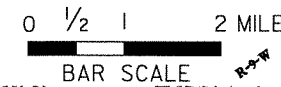
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 104-HWY. 65 (PINE BLUFF)
(CABLE MEDIAN BARRIER) (S)

JEFFERSON COUNTY
ROUTE 530 SECTION 5

FEDERAL AID PROJ. HSIP-530-1(8)30

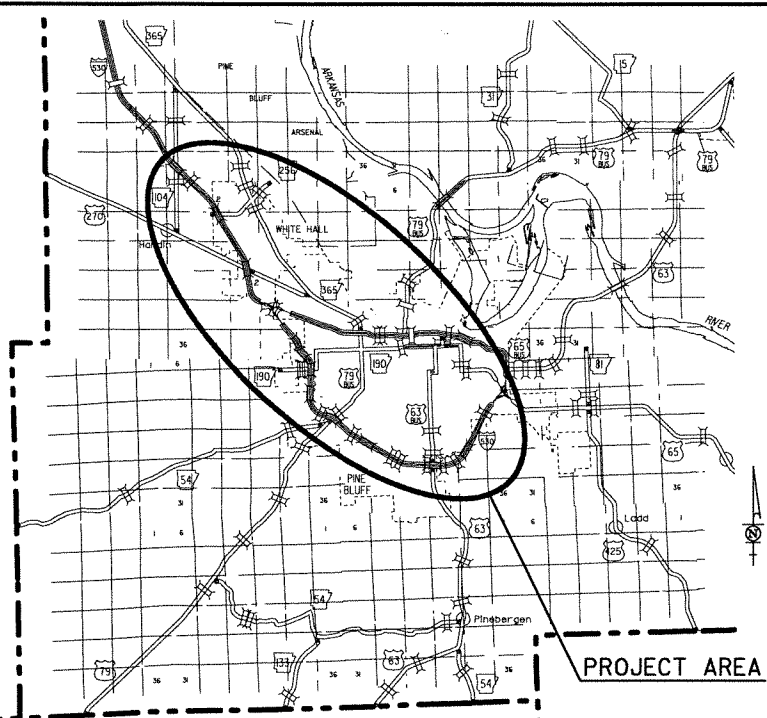
JOB 020544



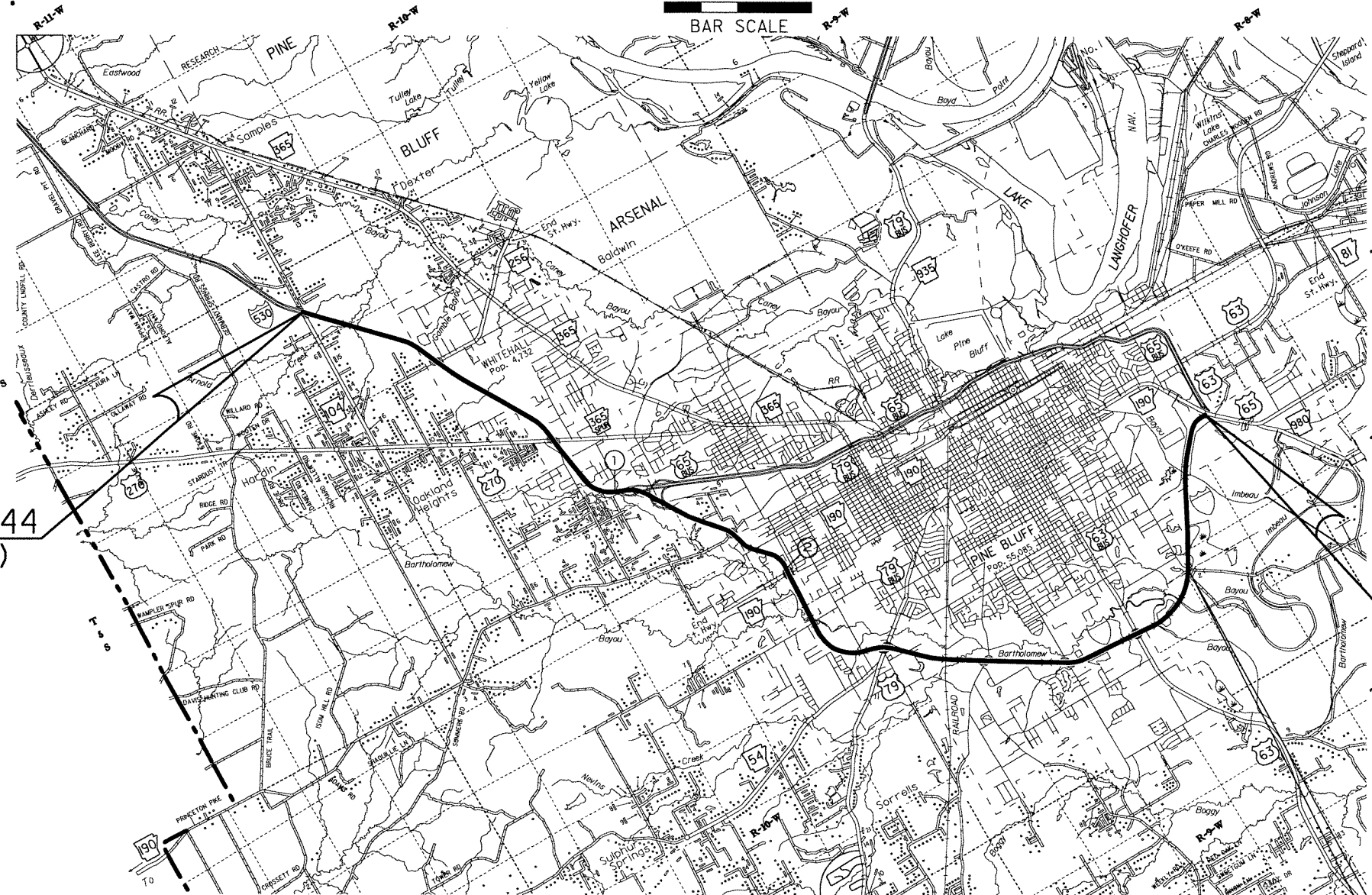
ARK. HWY. DIST. NO. 2

DESIGN TRAFFIC DATA

DESIGN YEAR	2033
2013 ADT	26000
2033 ADT	33000
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	11%
DESIGN SPEED	70 MPH



VICINITY MAP



EXCEPTIONS:

STA. 347+00 TO STA. 344+90	=	210 LIN. FT.
STA. 245+40 TO STA. 242+60	=	280 LIN. FT.
STA. 90+25 TO STA. 92+25	=	200 LIN. FT.
STA. 110+60 TO STA. 112+20	=	160 LIN. FT.
STA. 141+85 TO STA. 143+40	=	155 LIN. FT.
STA. 177+45 TO STA. 183+50	=	605 LIN. FT.
STA. 226+40 TO STA. 228+05	=	165 LIN. FT.
STA. 243+50 TO STA. 245+85	=	235 LIN. FT.
STA. 286+95 TO STA. 295+55	=	860 LIN. FT.
STA. 316+60 TO STA. 318+55	=	195 LIN. FT.
STA. 358+20 TO STA. 359+80	=	160 LIN. FT.
STA. 375+15 TO STA. 377+40	=	225 LIN. FT.
STA. 421+50 TO STA. 422+85	=	135 LIN. FT.
STA. 429+50 TO STA. 432+15	=	265 LIN. FT.
STA. 445+00 TO STA. 458+10	=	1310 LIN. FT.
STA. 493+45 TO STA. 494+85	=	140 LIN. FT.
STA. 561+70 TO STA. 563+20	=	150 LIN. FT.
TOTAL LENGTH OF EXCEPTIONS = 5450 LIN. FT.		

STA. 448+00.00
BEGIN JOB 020544
(LOG MILE 29.87)

STA. 607+30.00
END JOB 020544
(LOG MILE 46.37)

EQUATIONS:

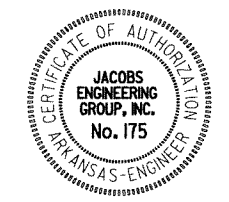
1	STA. 183+60.83 BK. =	0+00.00 AHD.
2	STA. 137+39.88 BK. =	137+78.22 AHD.

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 34°18'26"	N 34°13'02"	N 34°11'13"
LONGITUDE	W 92°08'24"	W 92°04'16"	W 91°58'55"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	87130.83 FEET	OR	16.502 MILES
NET ROADWAY	81680.83		15.470 MILES
NET BRIDGES	00000.00		00.000 MILES
NET PROJECT	81680.83		15.470 MILES

P.E. JOB 020544
NON-PART.



9-24-12



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				6	ARK.			
							JOB NO.	020544
								2
								53

2 INDEX OF SHEETS, GOVERNING SPECIFICATIONS AND GENERAL NOTES



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 - 20	TEMPORARY EROSION CONTROL DETAILS		
21 - 23	MAINTENANCE OF TRAFFIC		
24 - 25	QUANTITY SHEETS		
26	SUMMARY OF QUANTITIES AND REVISIONS		
27 - 41	PLAN SHEETS		
42	CONCRETE DITCH PAVING	CDP-1	11-17-10
43	GUARD RAIL DETAILS	GR-8	7-14-10
44	GUARD RAIL DETAILS	GR-8A	7-14-10
45	GUARD RAIL DETAILS	GR-9	4-17-08
46	GUARD RAIL DETAILS	GR-9A	4-17-08
47	GUARD RAIL DETAILS	GR-10	7-14-10
48	GUARD RAIL DETAILS	GR-10A	7-14-10
49	GUARD RAIL DETAILS	GRT-1	7-14-10
50	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
51	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	3-11-10
52	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09
53	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:

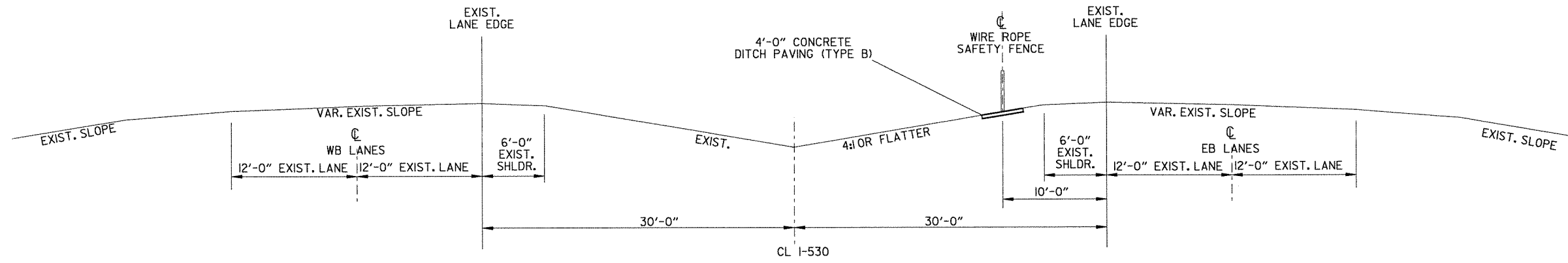
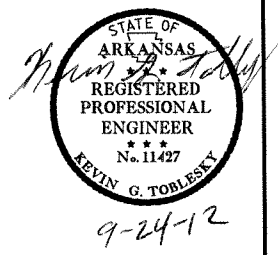
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 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 (MASH)
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
105-3	CONTROL OF WORK
107-1	WORKER VISIBILITY
108-1	LIQUIDATED DAMAGES
303-1	AGGREGATE BASE COURSE
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
404-2	DESIGN AND QUALITY CONTROL OF ASPHALT MIXES
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
604-2	INSPECTION OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 020544	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 020544	CONCRETE DITCH PAVING
JOB 020544	COORDINATION OF WORK
JOB 020544	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 020544	INTERNET BIDDING
JOB 020544	MAINTENANCE OF TRAFFIC
JOB 020544	PARTNERING REQUIREMENTS
JOB 020544	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIERS
JOB 020544	SEQUENCE OF CONSTRUCTION
JOB 020544	SITE USE (A + C METHOD)
JOB 020544	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 020544	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 020544	UTILITY ADJUSTMENTS
JOB 020544	VALUE ENGINEERING
JOB 020544	WARM MIX ASPHALT
JOB 020544	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 020544	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 020544	WRSF TRAINING WORKSHOP

GENERAL NOTES

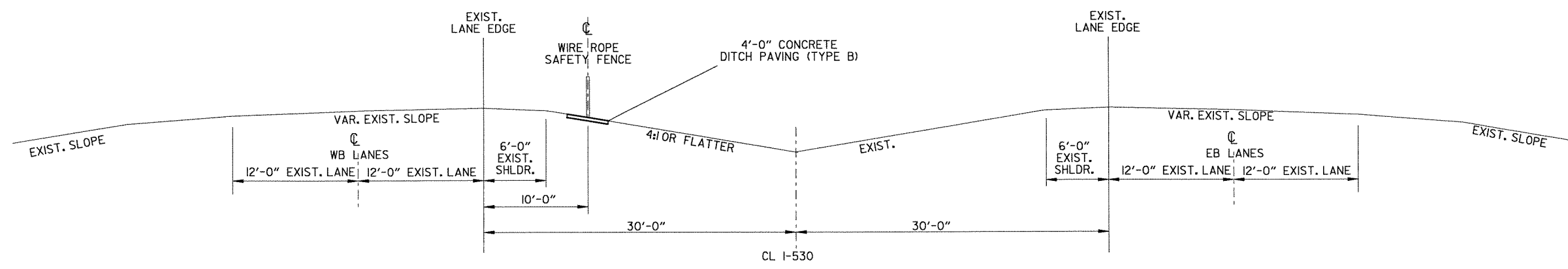
- ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE 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.
- ANY REQUIRED EROSION CONTROL MEASURES FROM WASTING MATERIAL SHALL BE AT THE CONTRACTORS EXPENSE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		3	53

② TYPICAL SECTIONS OF IMPROVEMENT



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



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

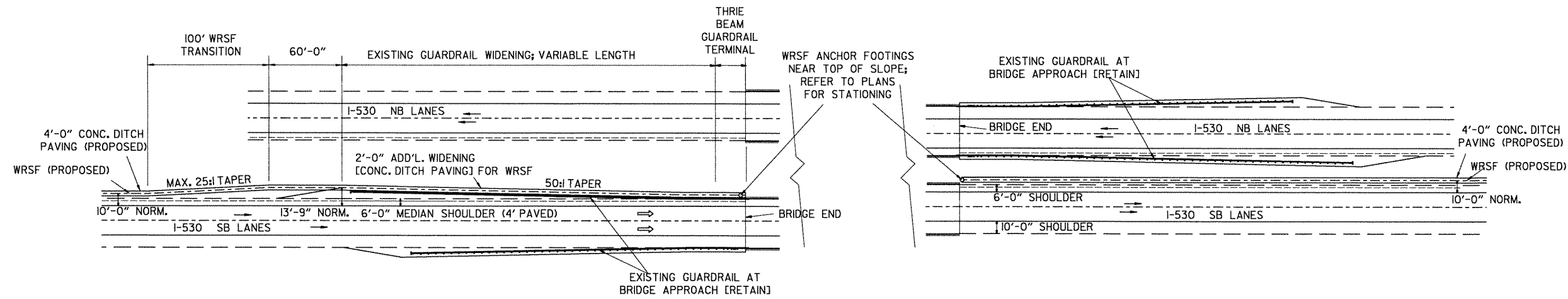
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② SPECIAL DETAILS



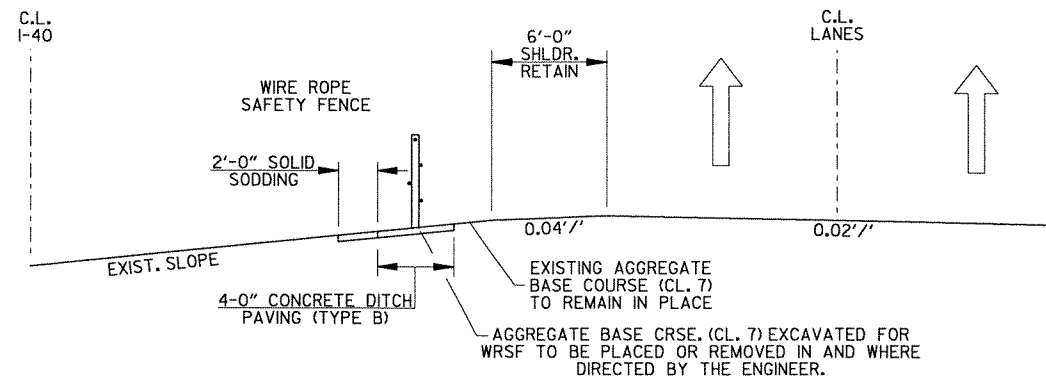
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WRSF AND EXIST. GUARDRAIL
ON SAME SIDE OF MEDIAN

WRSF AND EXIST. GUARDRAIL
ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS



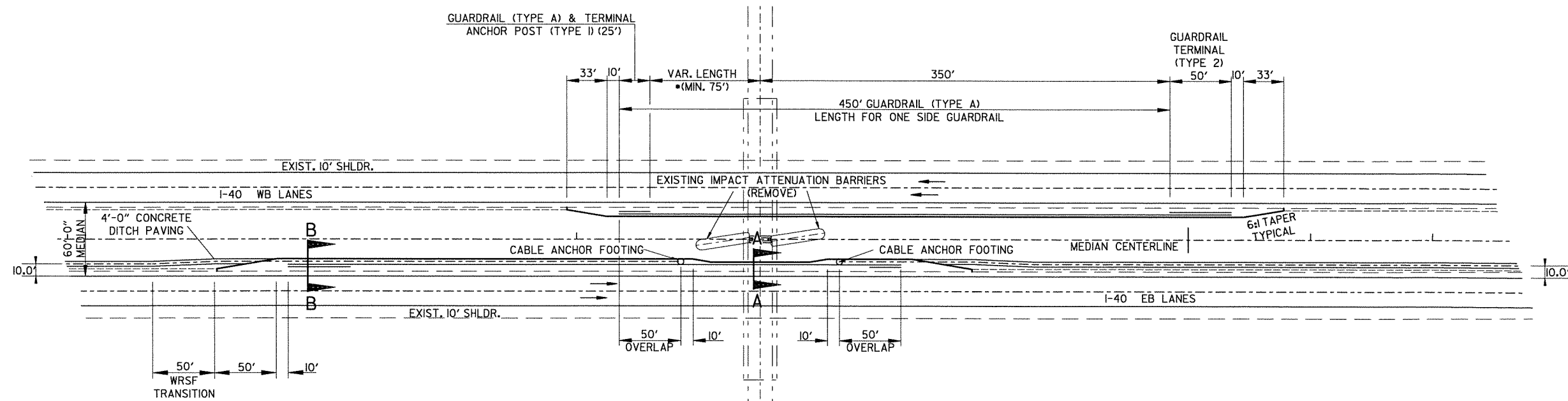
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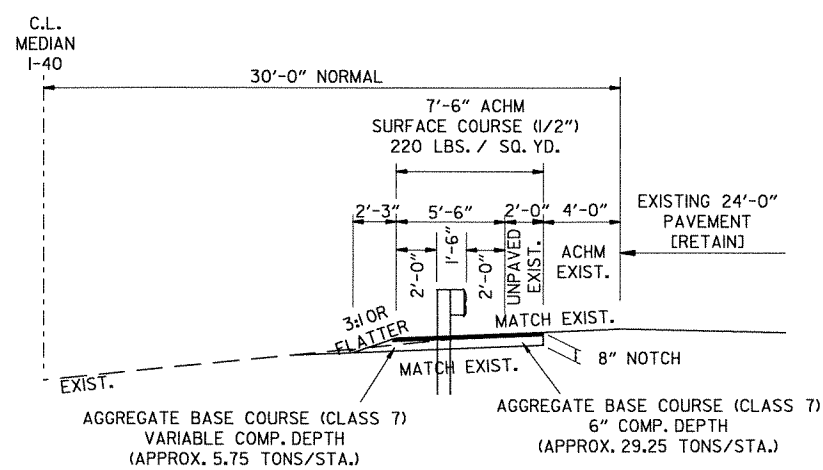
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2 SPECIAL DETAILS

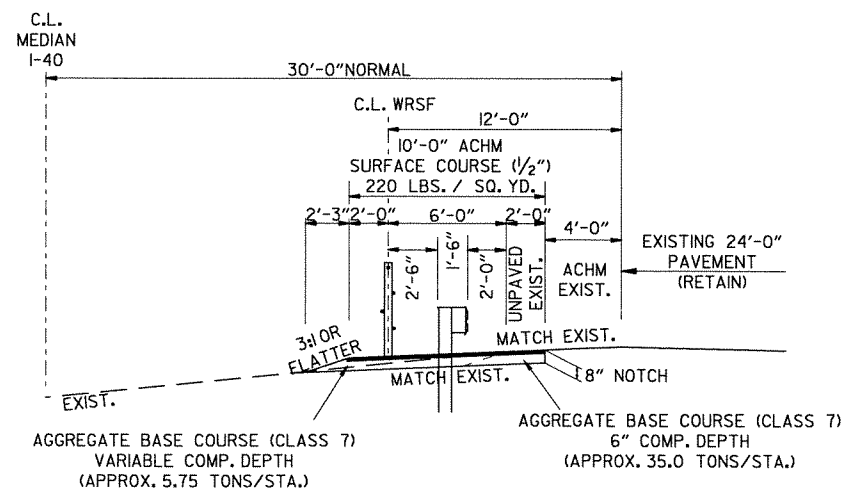


GUARDRAIL INSTALLATION IN 60' MEDIAN AT OVERPASSES

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



SECTION A-A

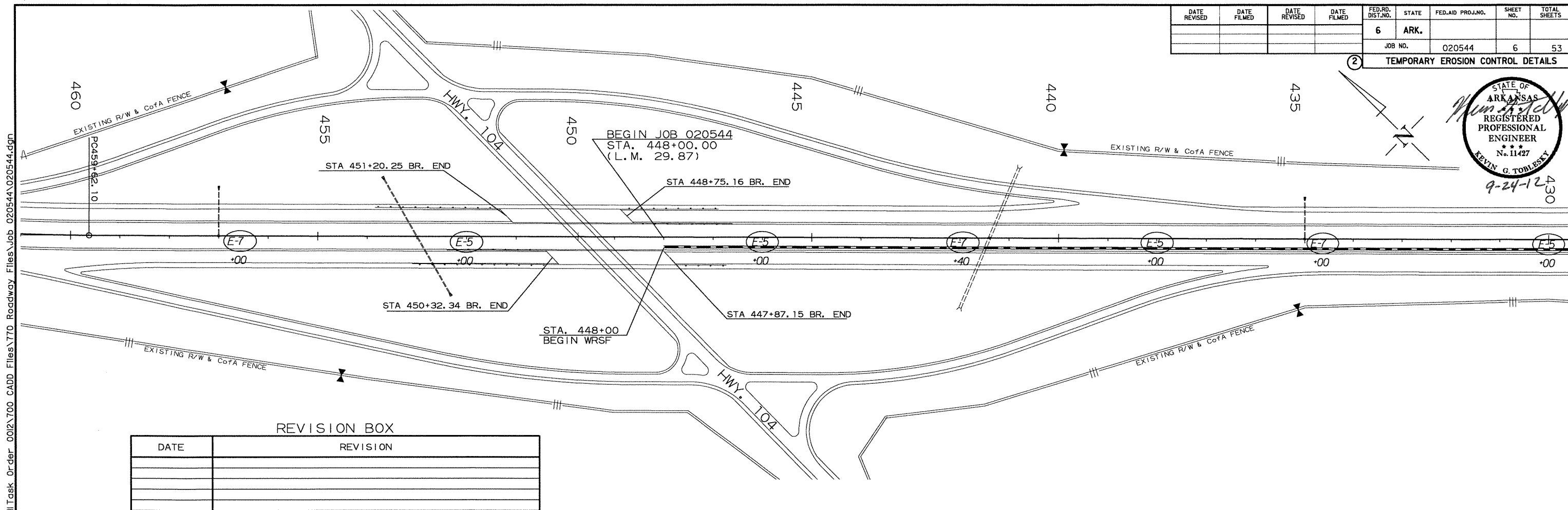
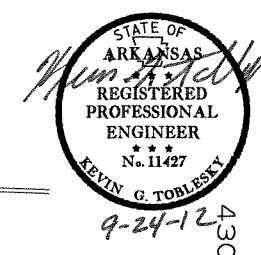


SECTION B-B

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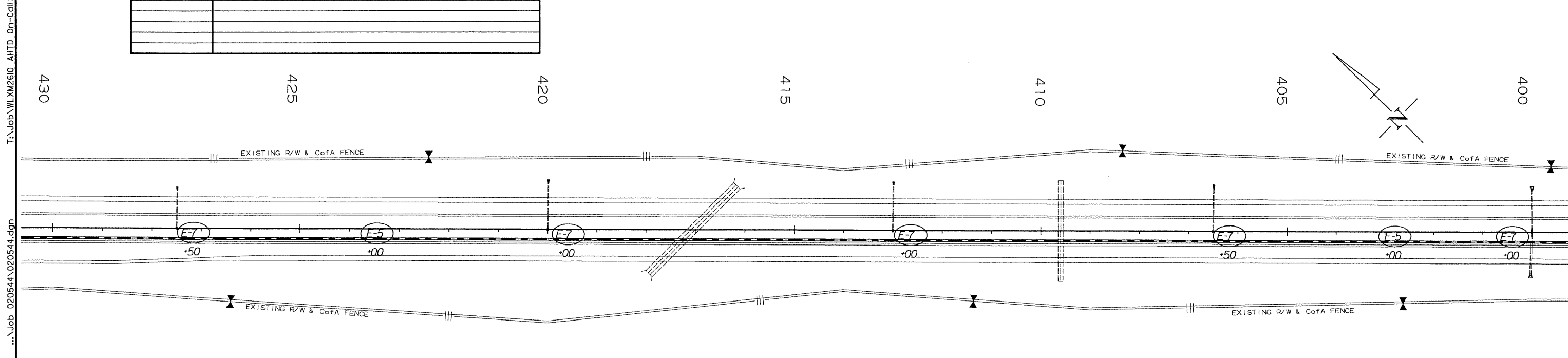
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② TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

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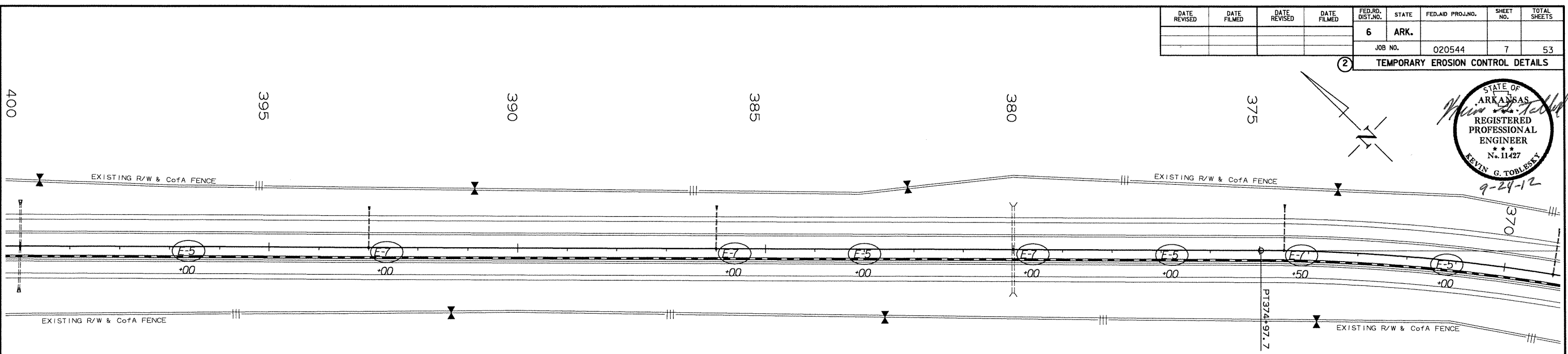
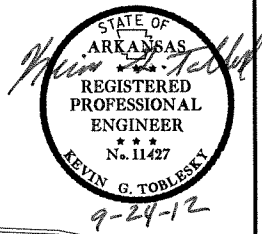
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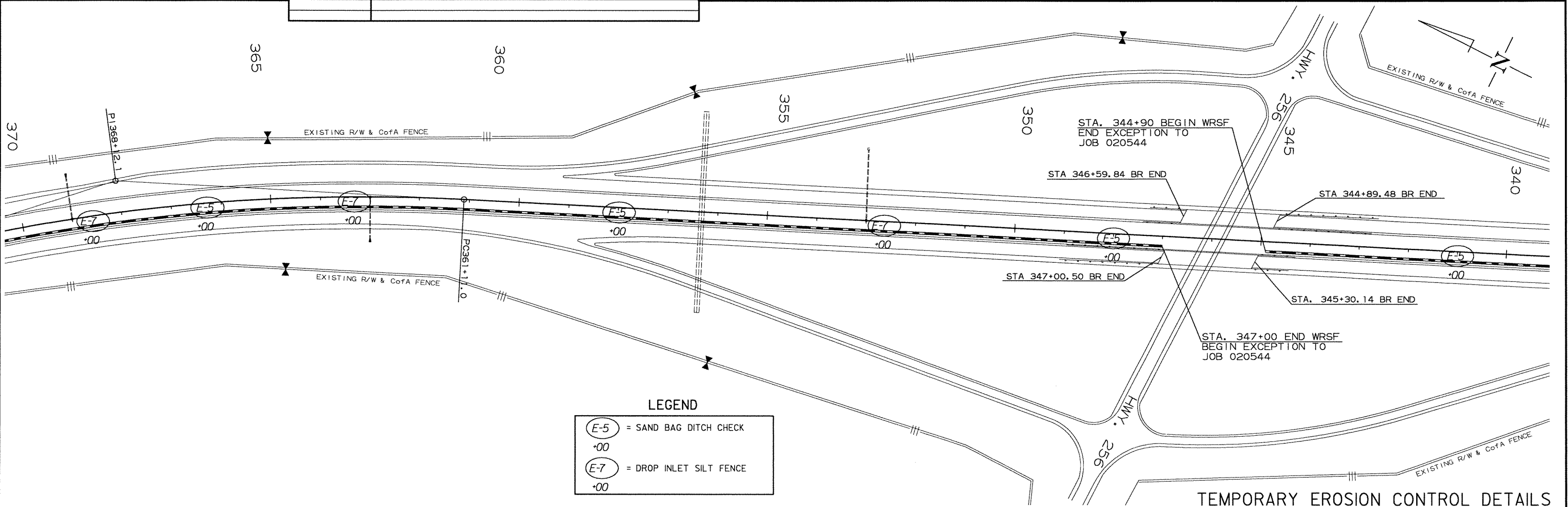
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TEMPORARY EROSION CONTROL DETAILS



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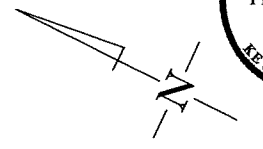
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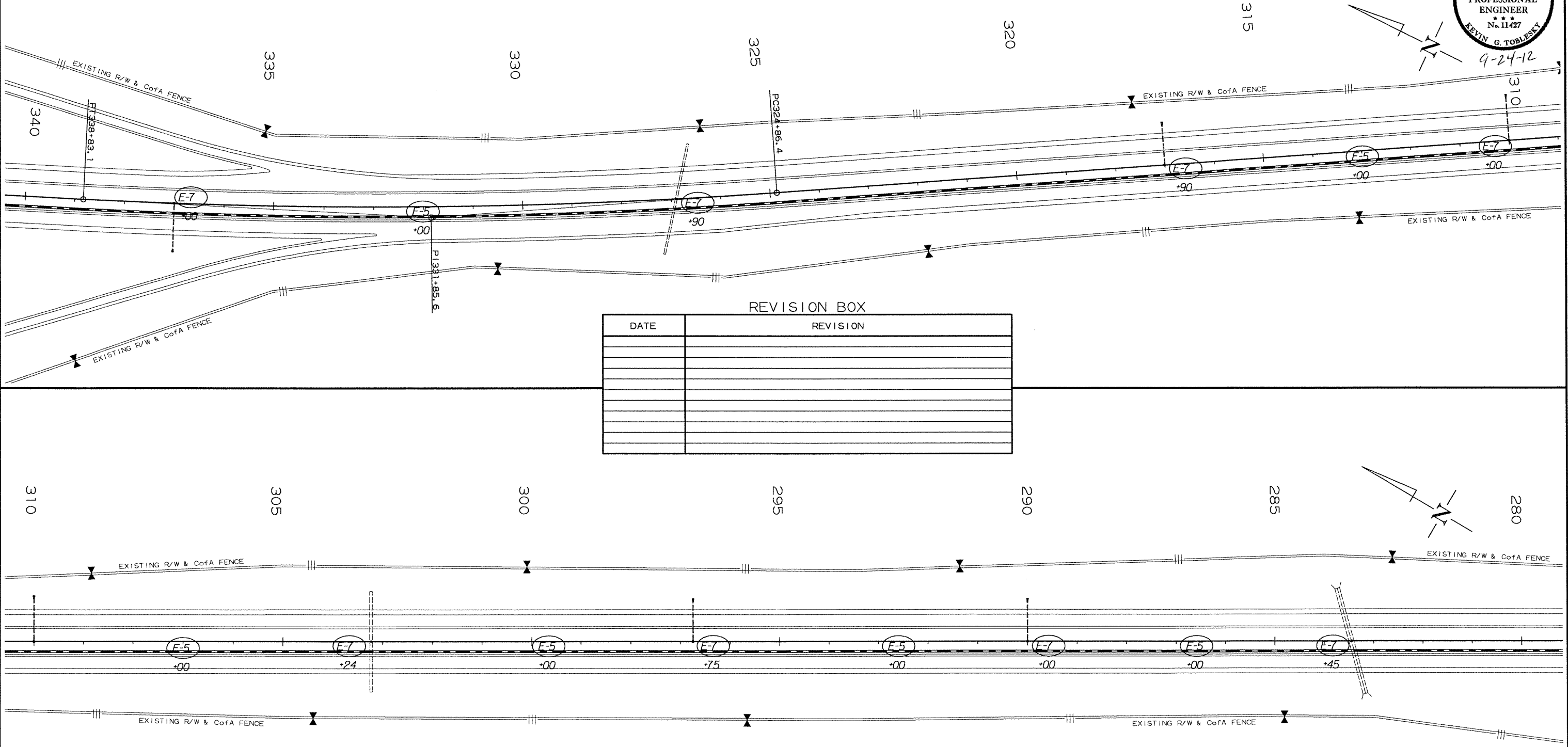
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② TEMPORARY EROSION CONTROL DETAILS



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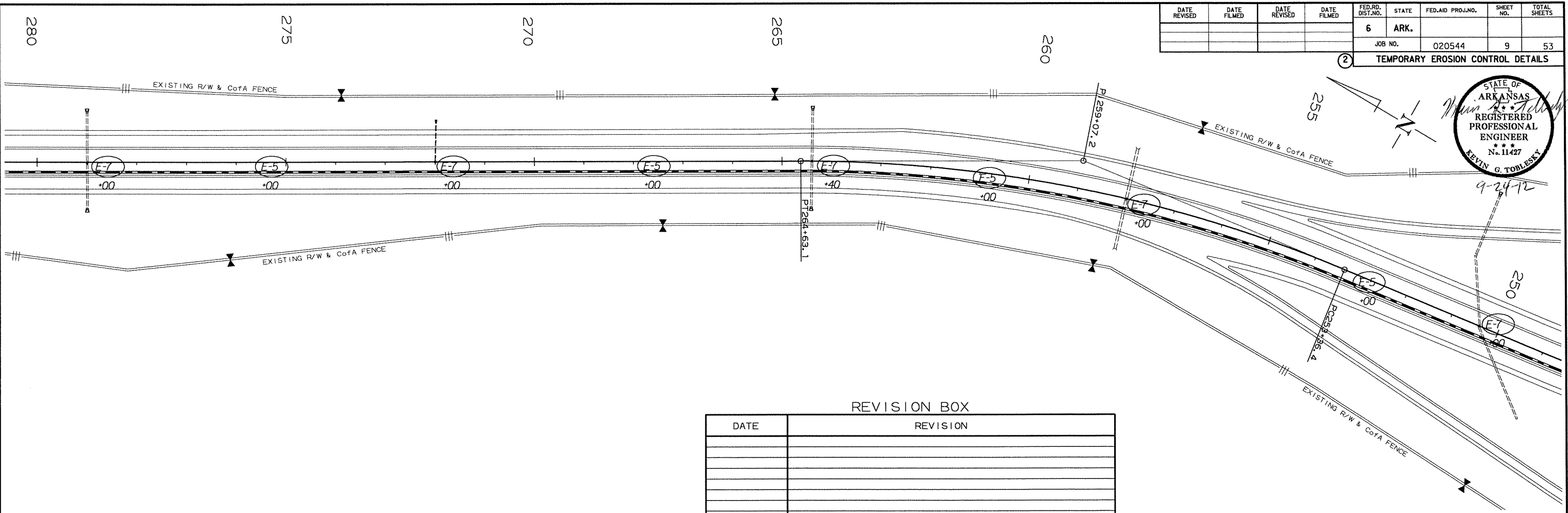
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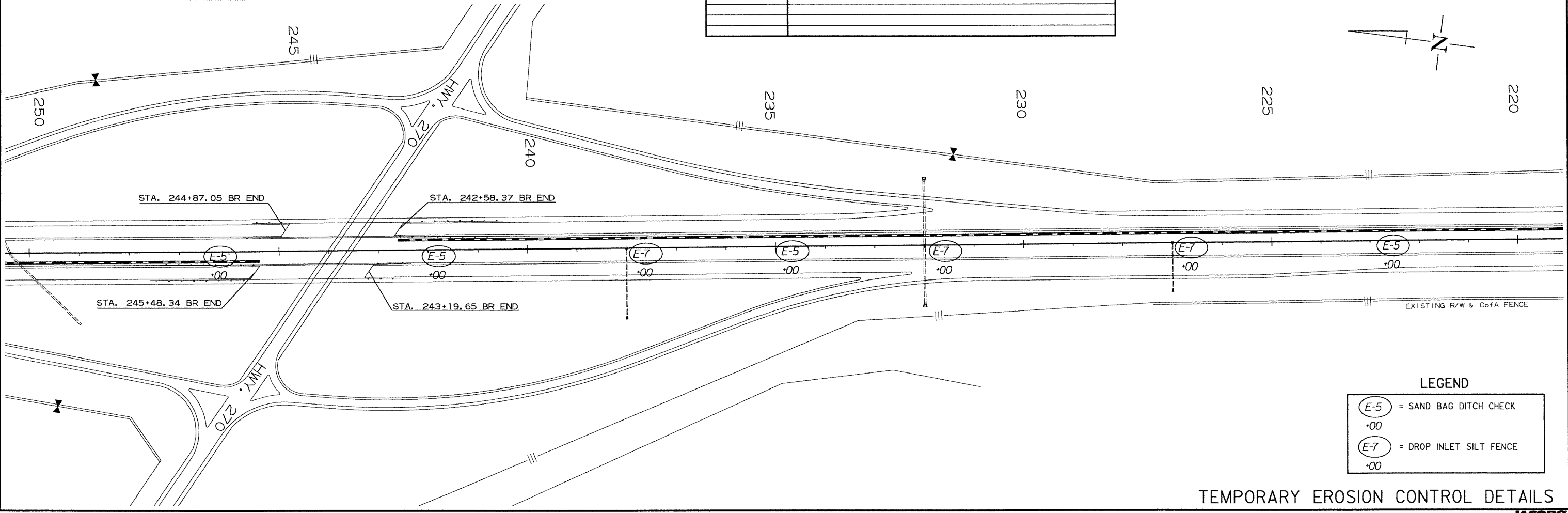
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② TEMPORARY EROSION CONTROL DETAILS



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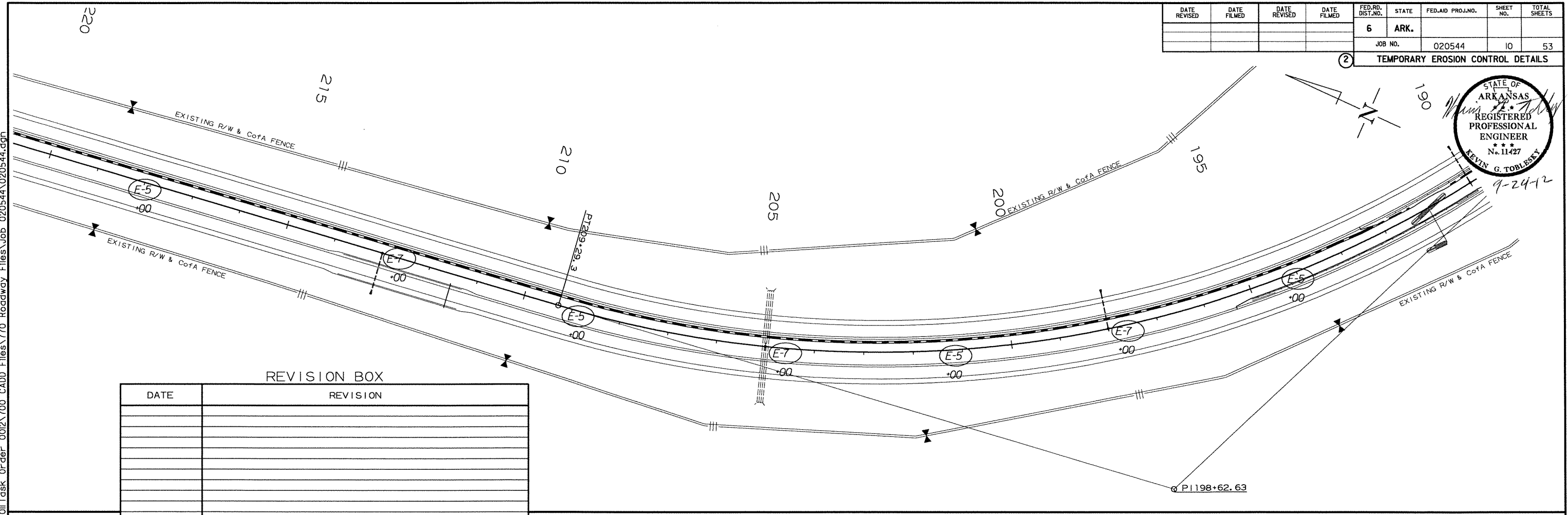
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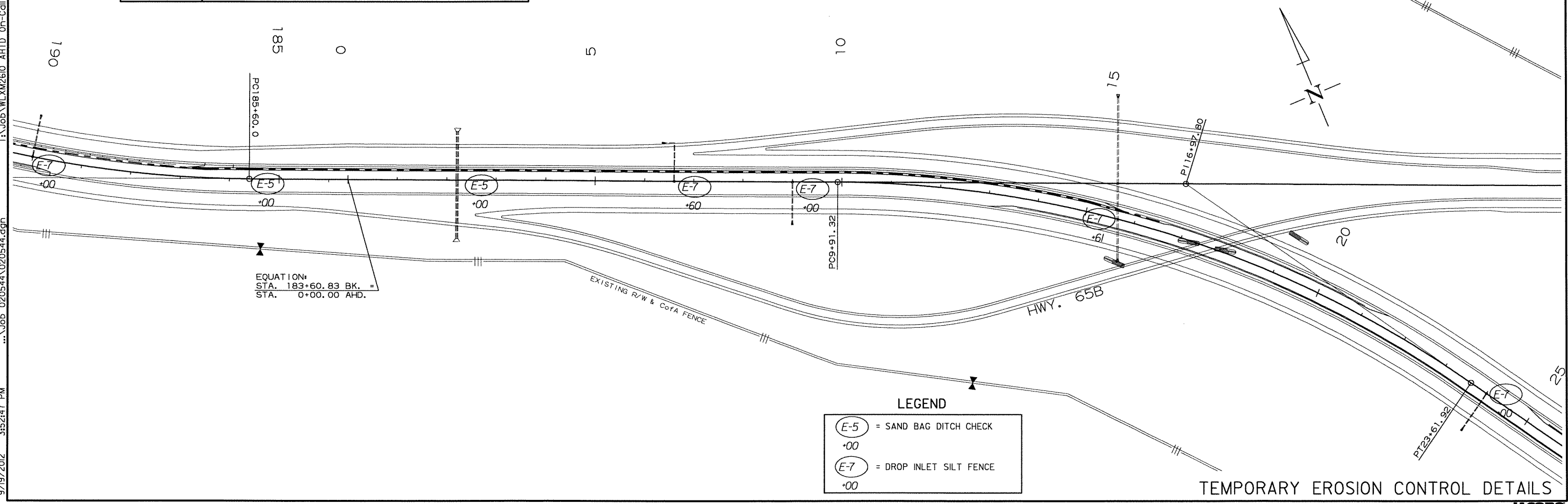
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EQUATION:
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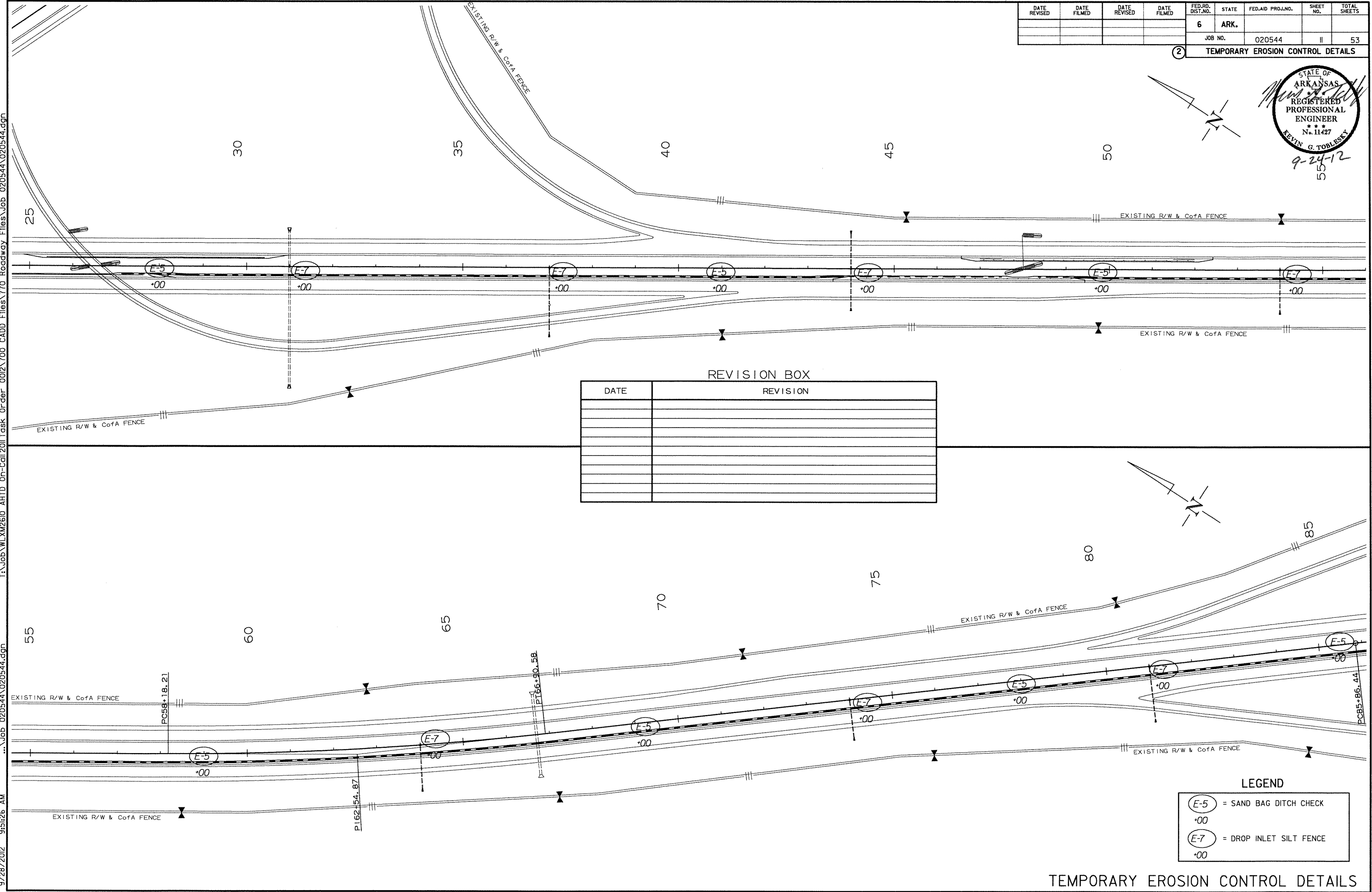
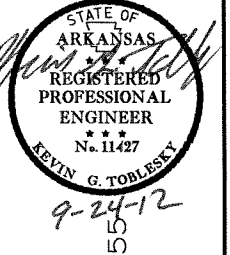
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2 TEMPORARY EROSION CONTROL DETAILS



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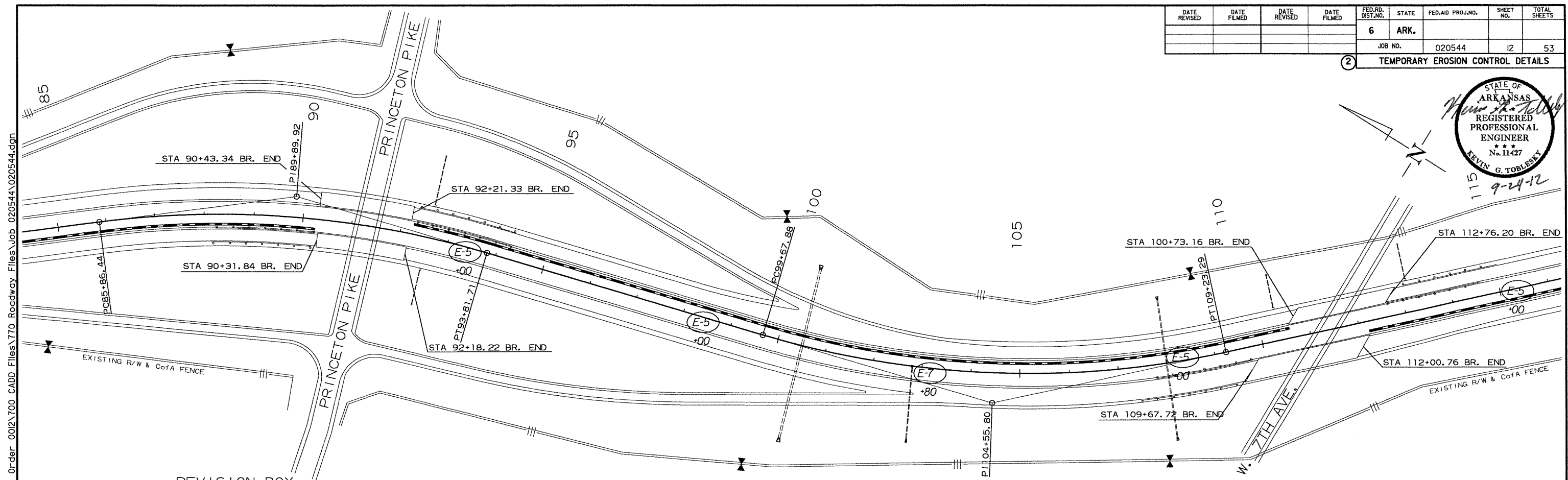
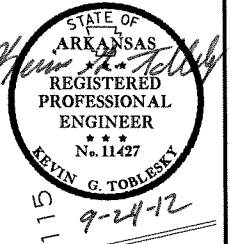
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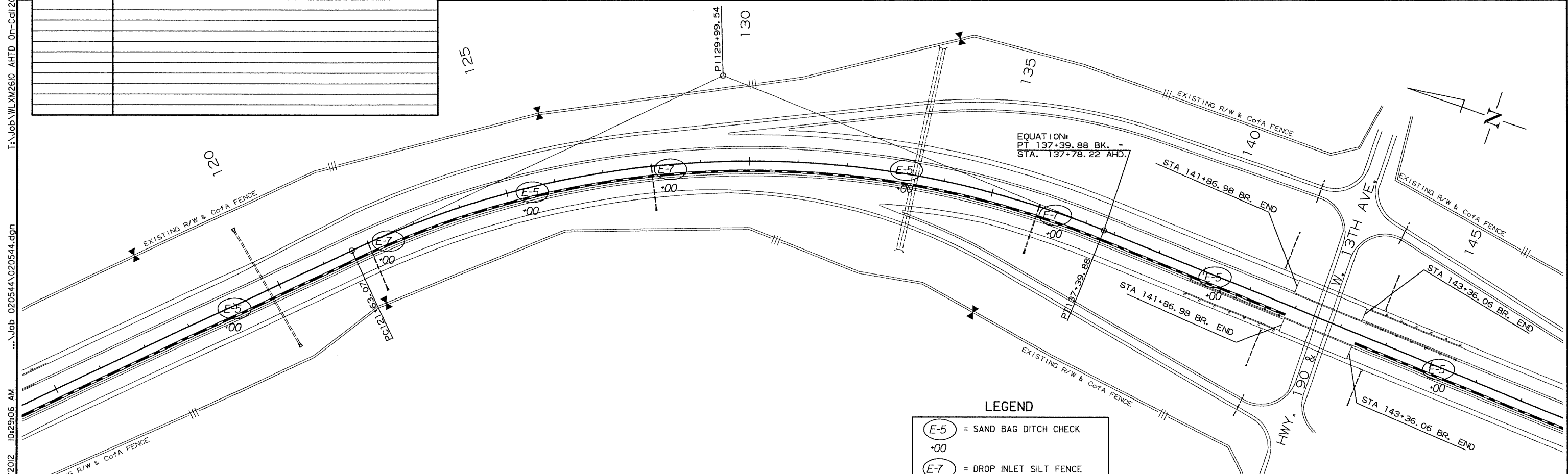
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2 TEMPORARY EROSION CONTROL DETAILS



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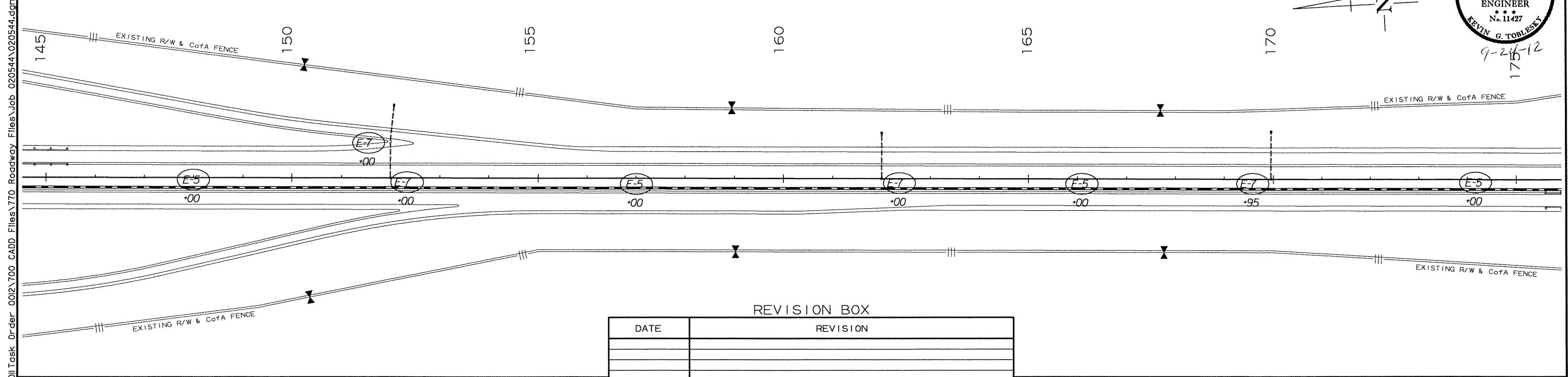
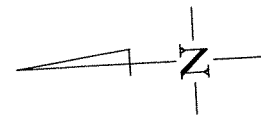
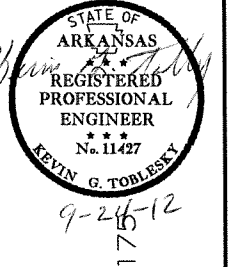
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TEMPORARY EROSION CONTROL DETAILS

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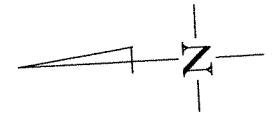
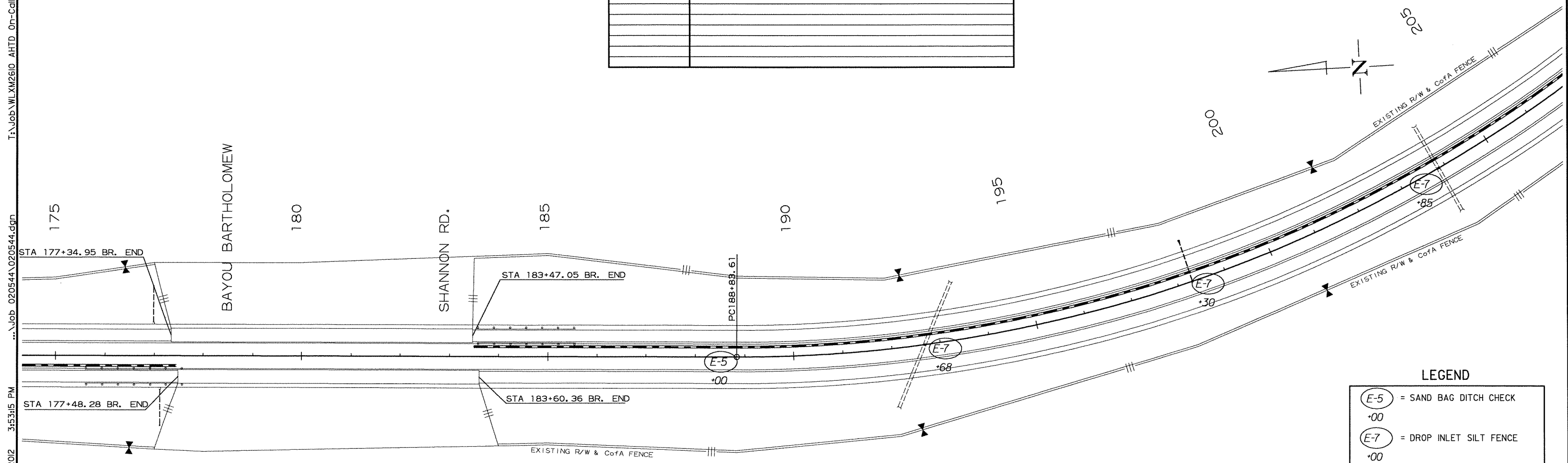
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	020544	13

(2) TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

DATE	REVISION



LEGEND

(E-5)	= SAND BAG DITCH CHECK
+00	
(E-7)	= DROP INLET SILT FENCE
+00	

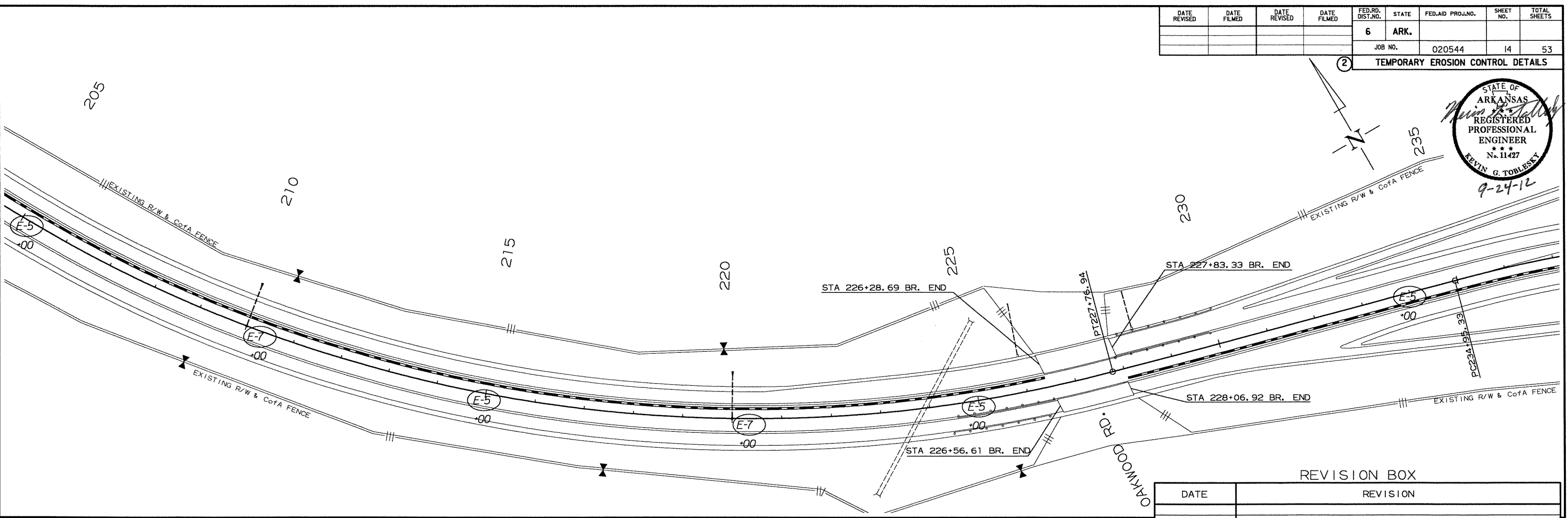
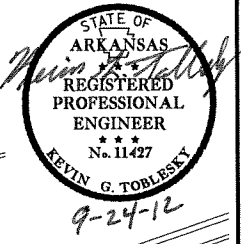
TEMPORARY EROSION CONTROL DETAILS

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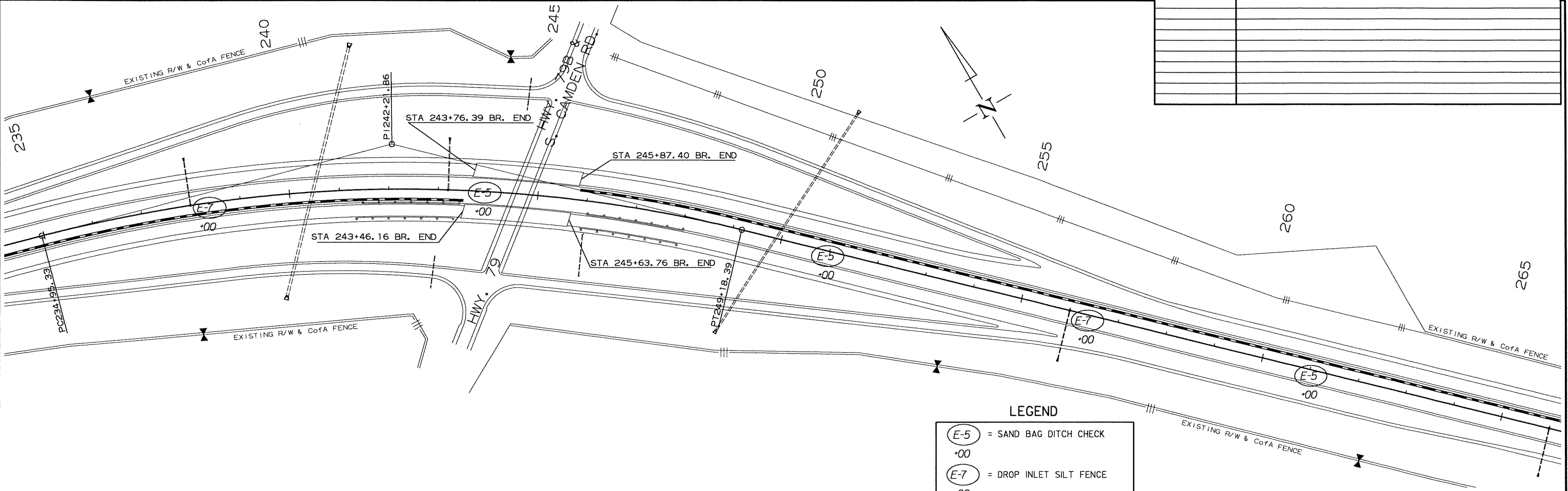
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		14	53
				JOB NO.		020544		

② TEMPORARY EROSION CONTROL DETAILS



REVISION BOX	
DATE	REVISION



LEGEND	
(E-5)	= SAND BAG DITCH CHECK
+00	
(E-7)	= DROP INLET SILT FENCE
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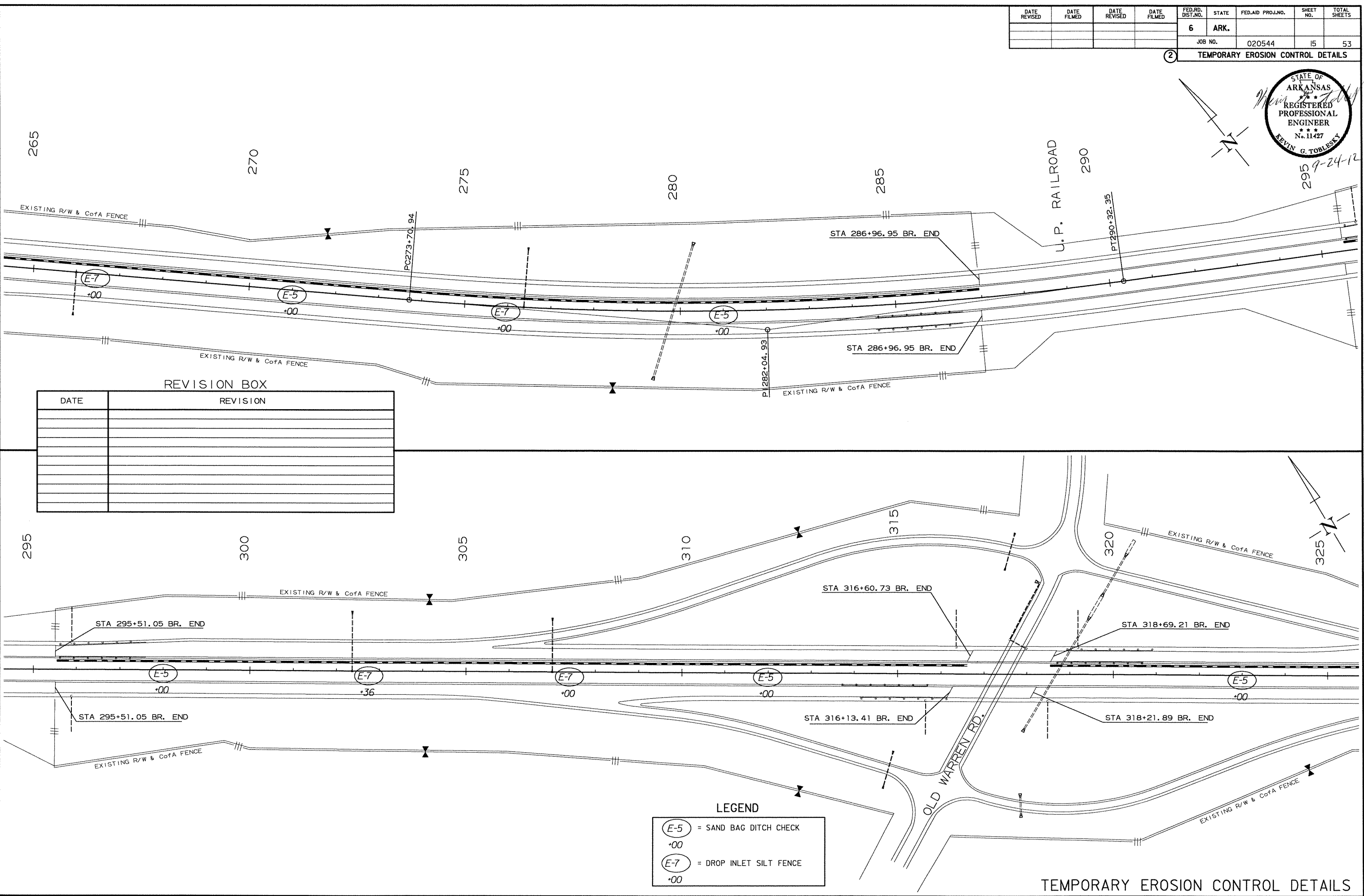
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		15	53
				JOB NO.		020544		

2 TEMPORARY EROSION CONTROL DETAILS



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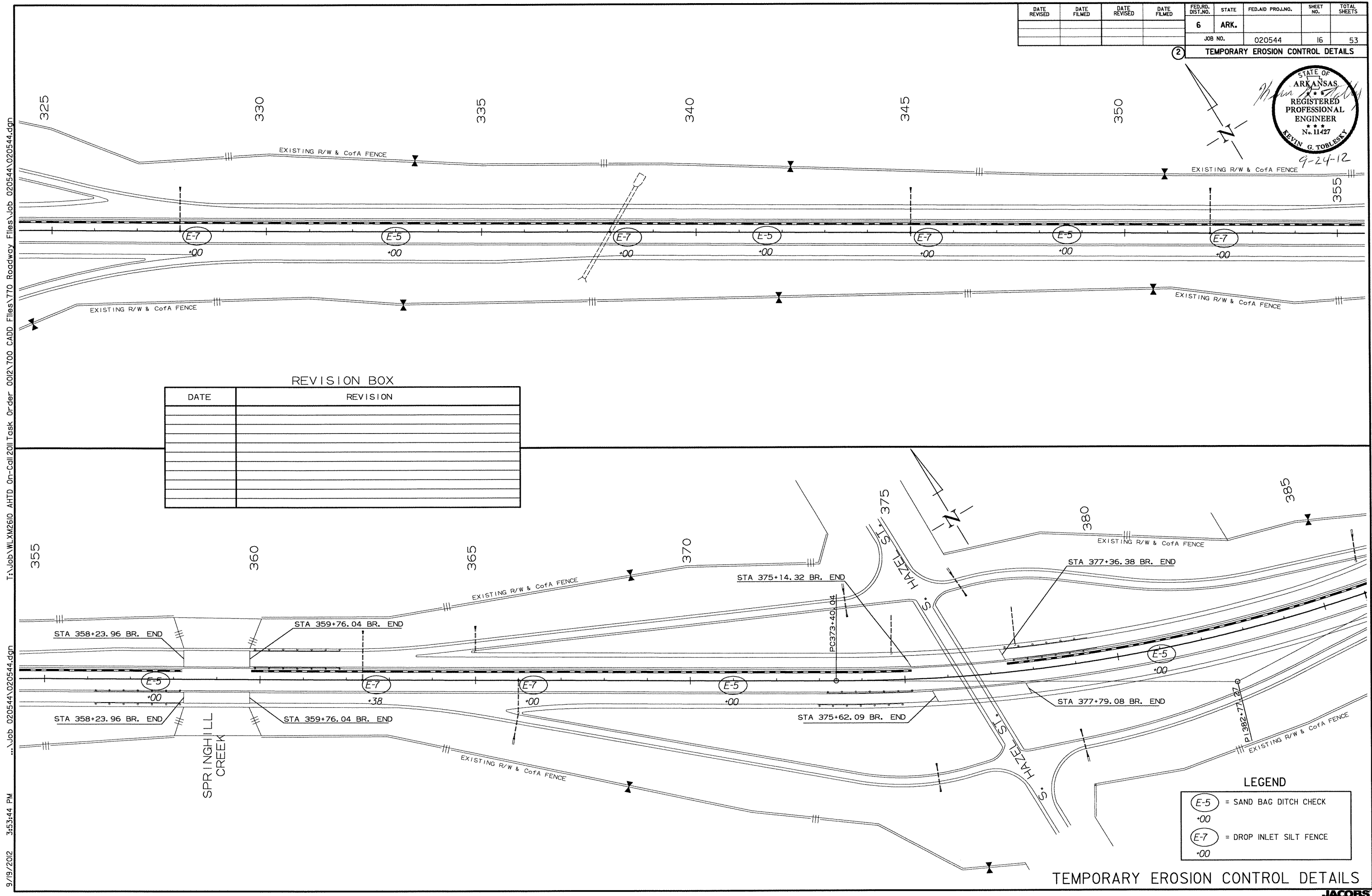
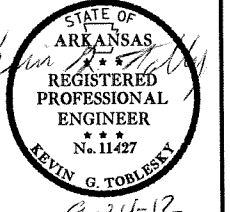
DATE	REVISION

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+00	
(E-7)	= DROP INLET SILT FENCE
+00	

TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 020544							16	53

2 TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

DATE	REVISION

LEGEND

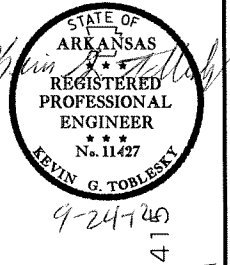
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+00	

TEMPORARY EROSION CONTROL DETAILS

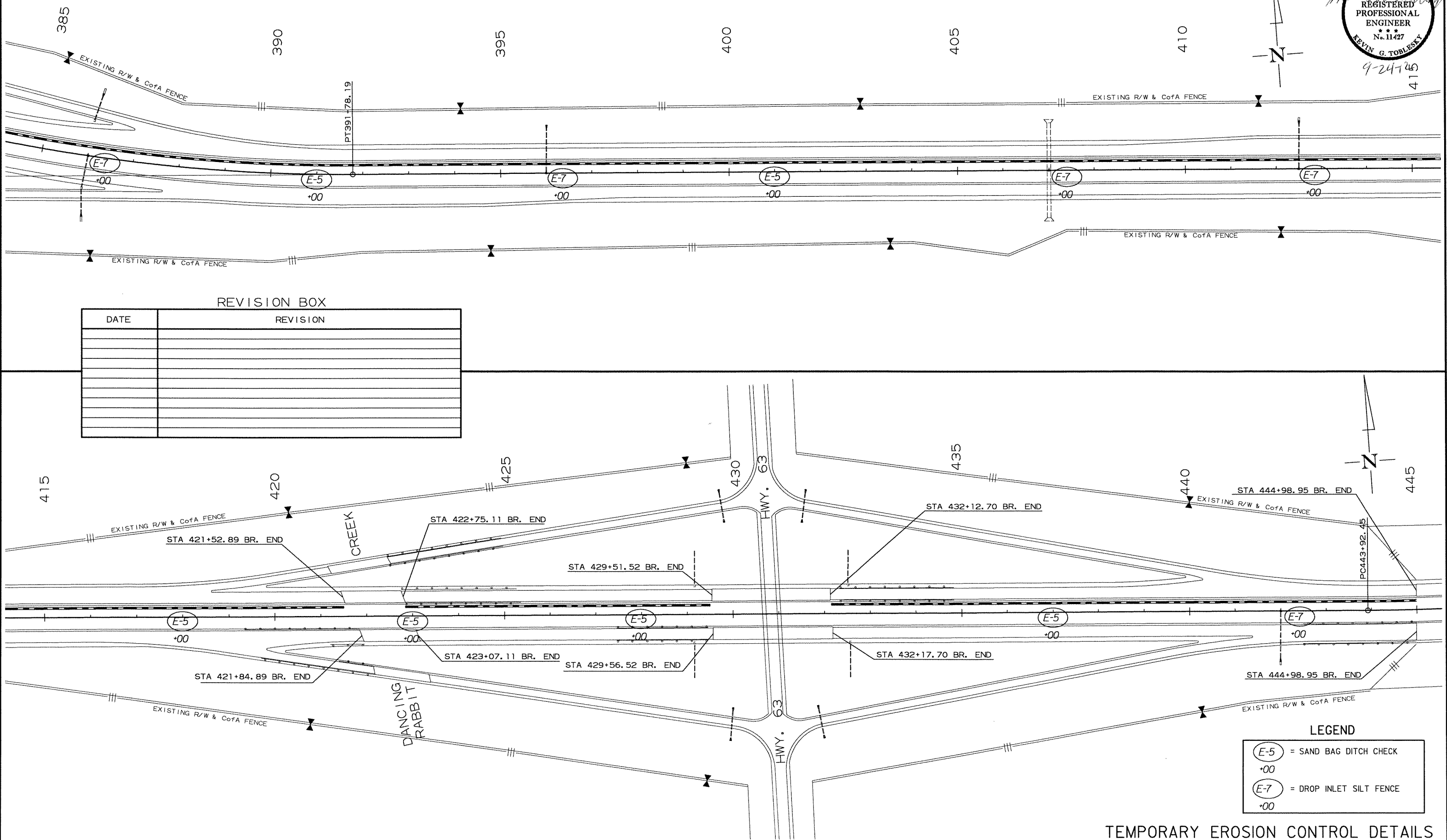
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020544	17	53

2 TEMPORARY EROSION CONTROL DETAILS



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REVISION BOX

DATE	REVISION

LEGEND

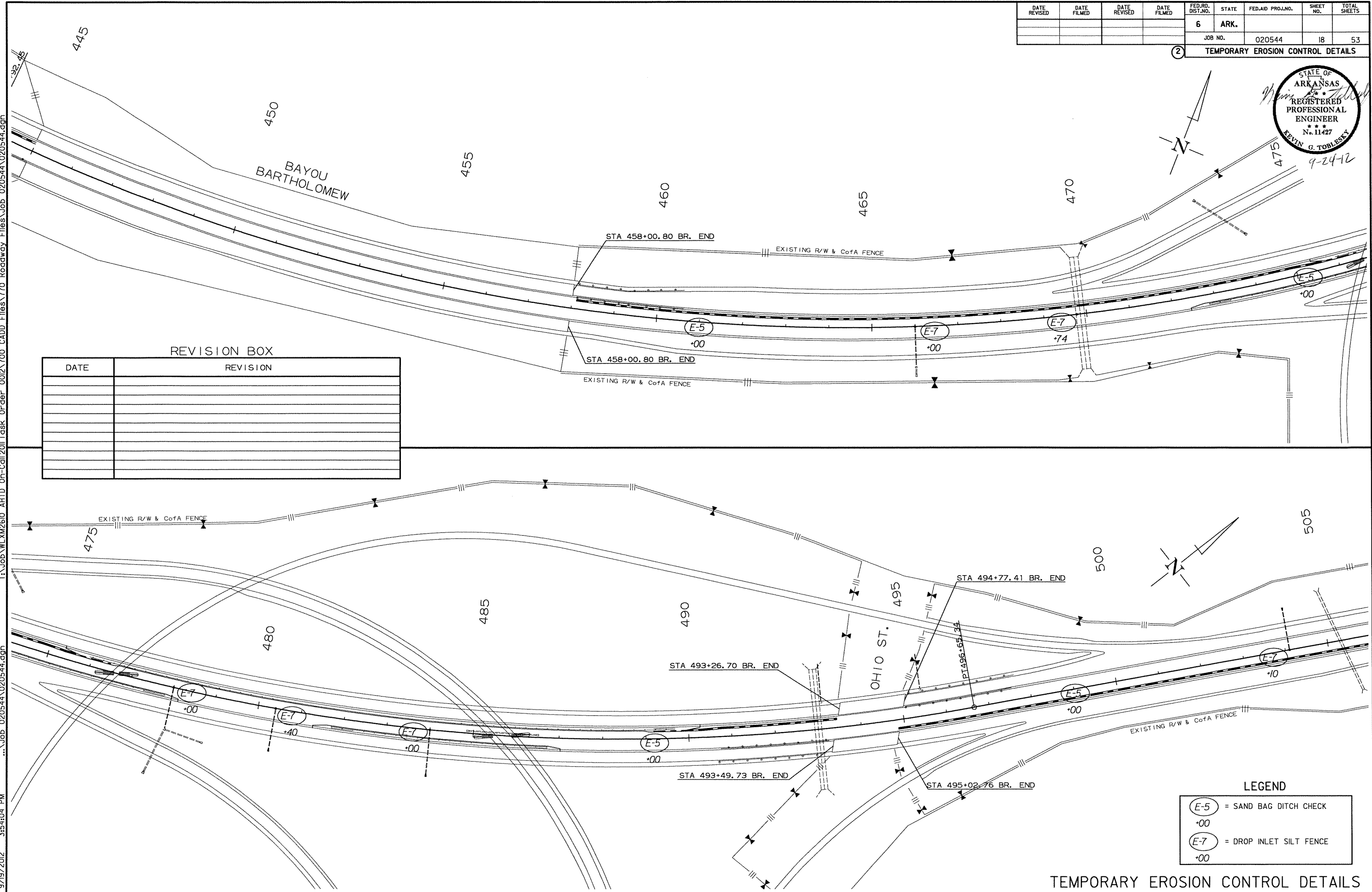
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+00	
	= DROP INLET SILT FENCE
+00	

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. 020544							18	53

② TEMPORARY EROSION CONTROL DETAILS



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REVISION BOX	
DATE	REVISION

LEGEND	
(E-5) +00	= SAND BAG DITCH CHECK
(E-7) +00	= DROP INLET SILT FENCE

TEMPORARY EROSION CONTROL DETAILS

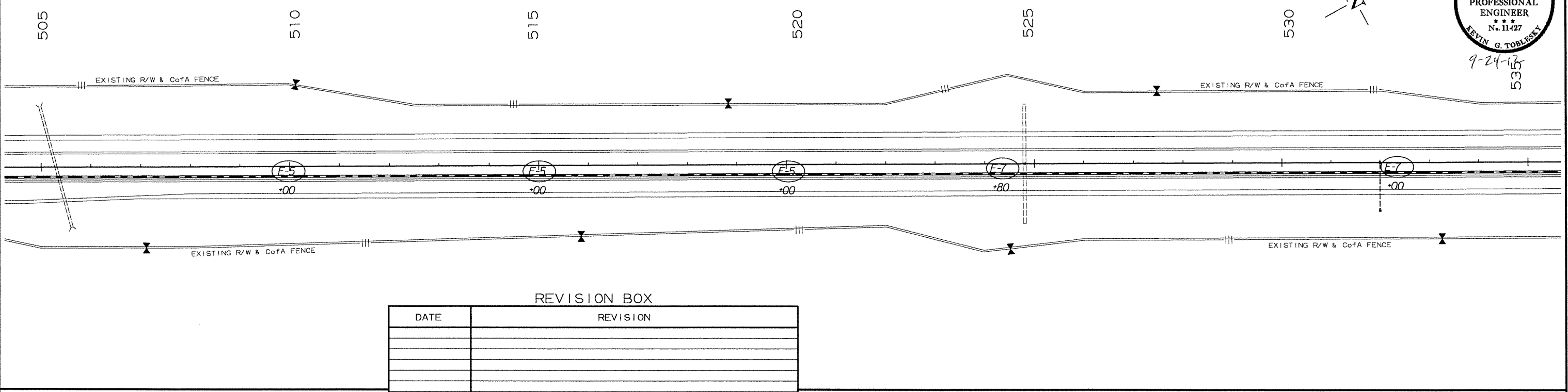


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020544	19	53	

② TEMPORARY EROSION CONTROL DETAILS

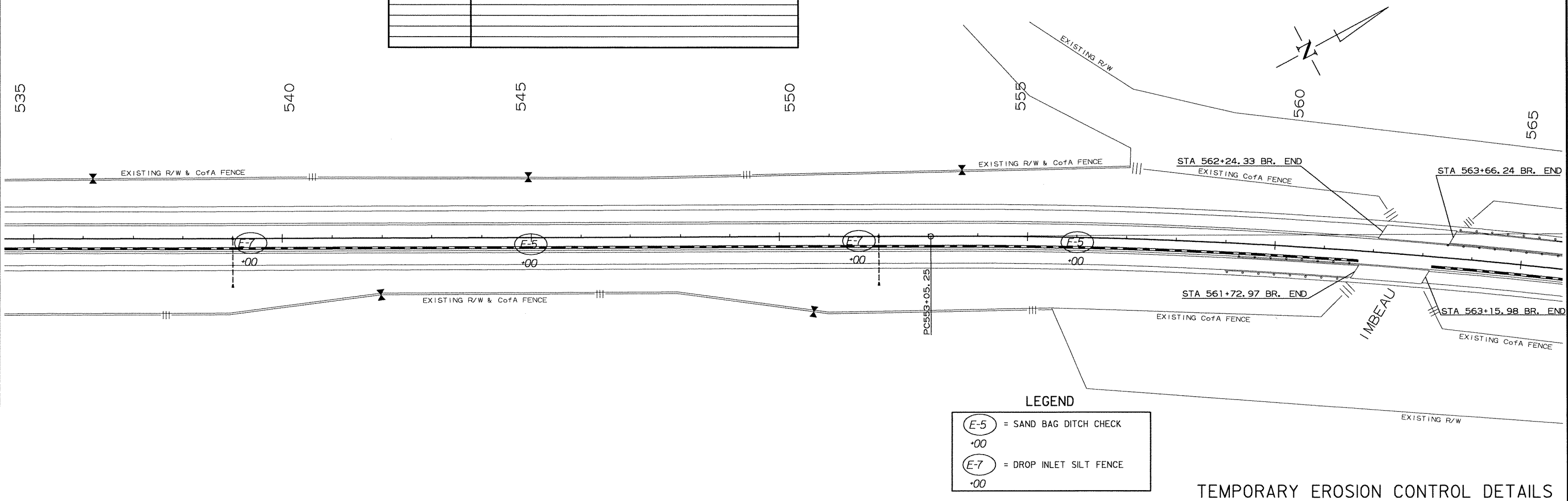


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REVISION BOX

DATE	REVISION



LEGEND

	= SAND BAG DITCH CHECK
+00	
	= DROP INLET SILT FENCE
+00	

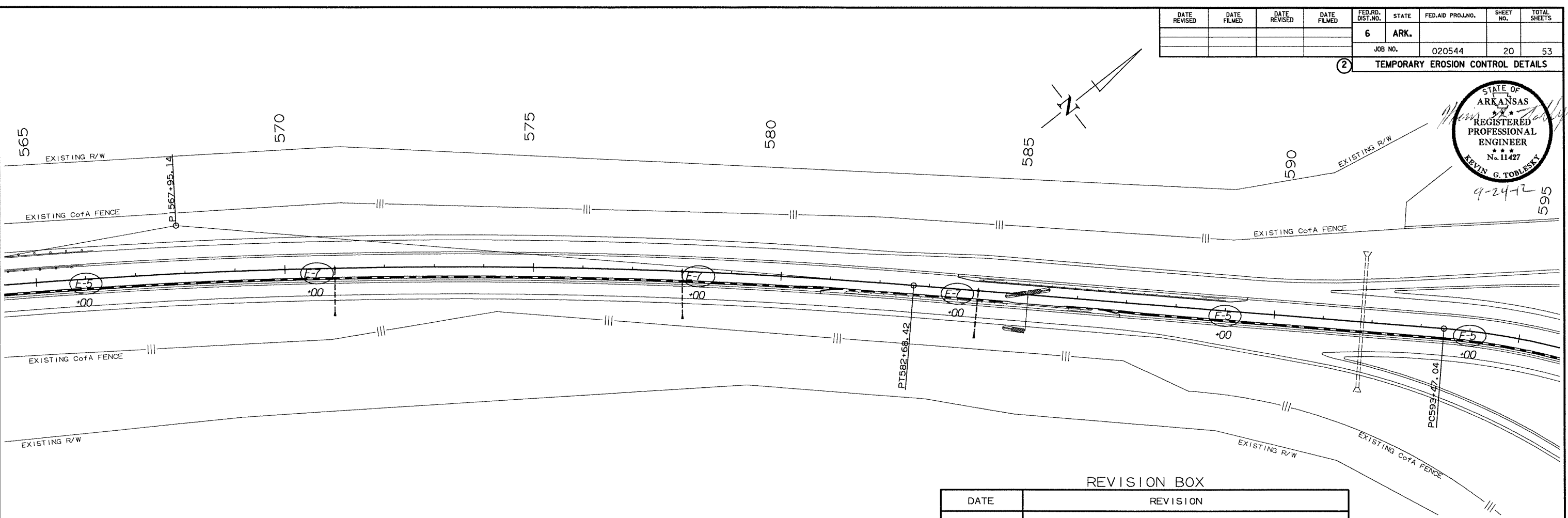
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		20	53
				JOB NO.	020544			

② TEMPORARY EROSION CONTROL DETAILS

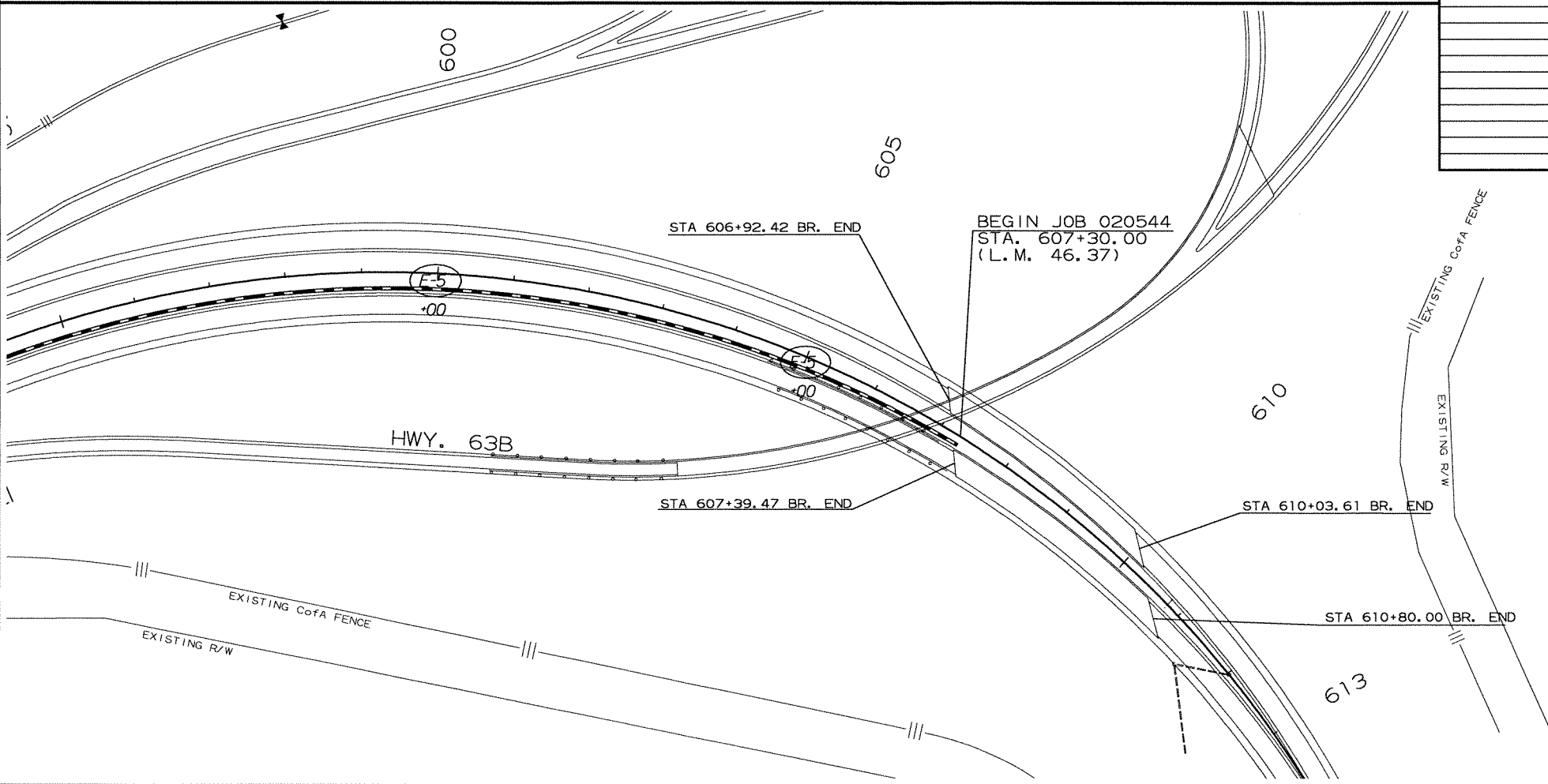


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REVISION BOX

DATE	REVISION



LEGEND

(E-5)	= SAND BAG DITCH CHECK
+00	
(E-7)	= DROP INLET SILT FENCE
+00	

TEMPORARY EROSION CONTROL DETAILS

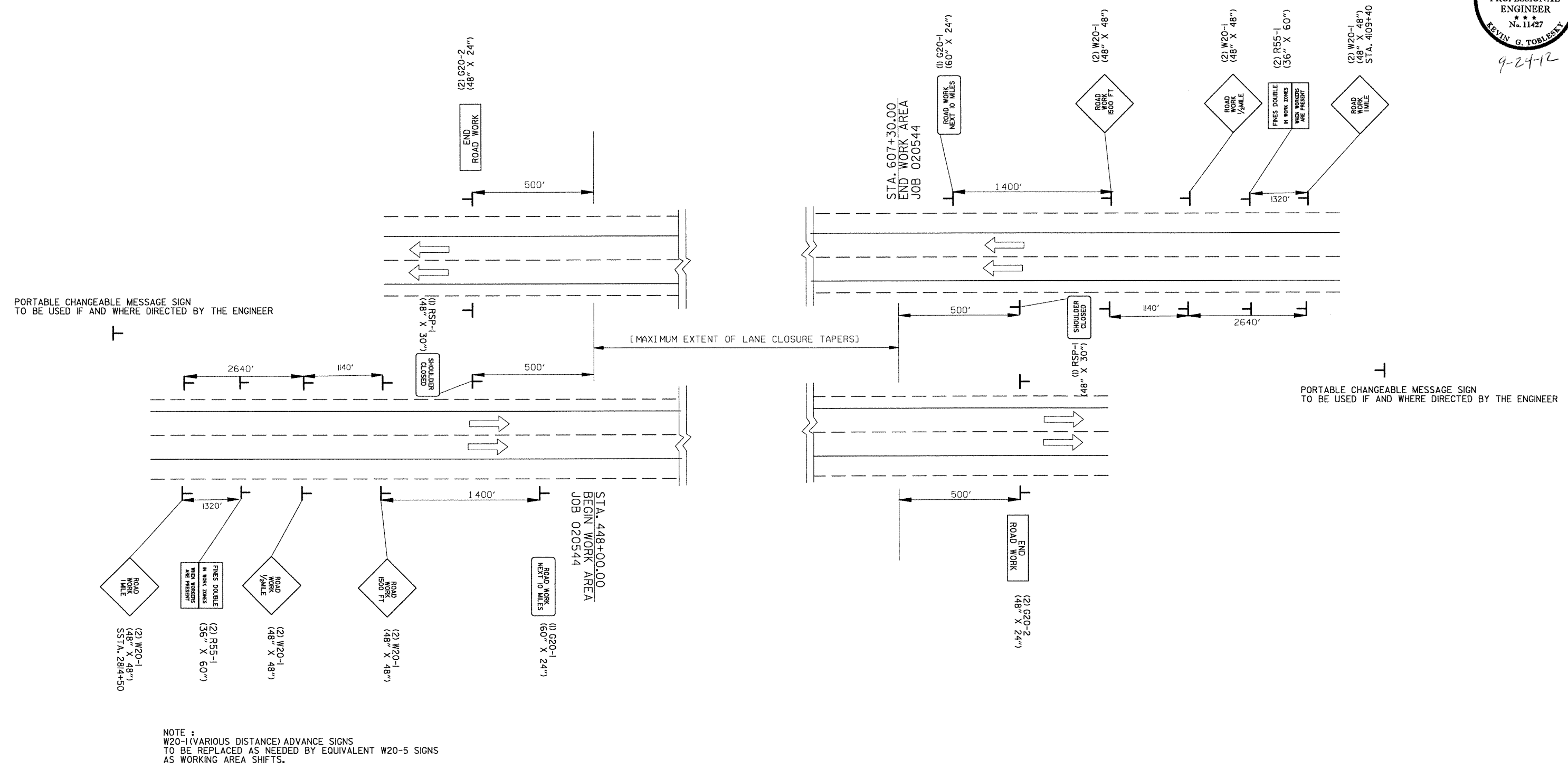


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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020544		21	53

2 MAINTENANCE OF TRAFFIC

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.



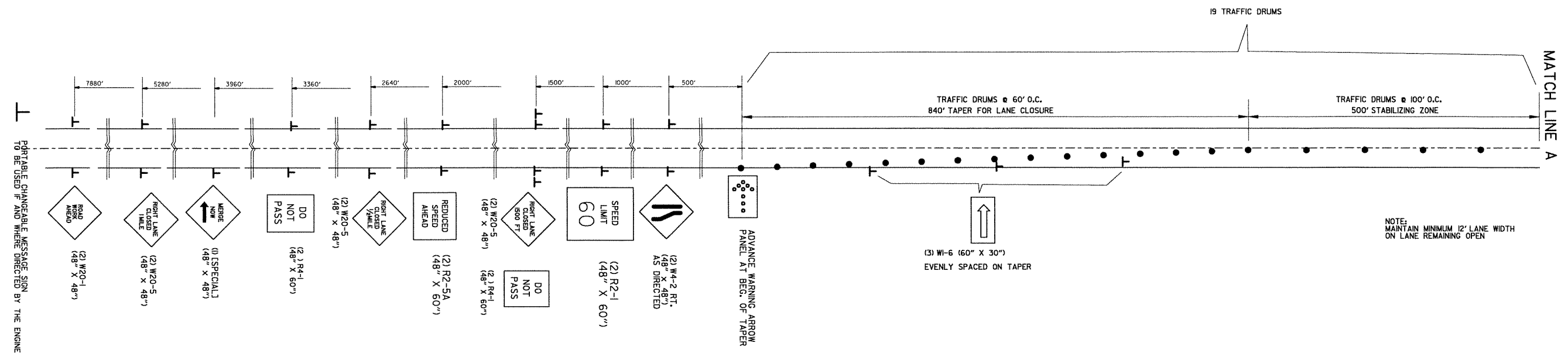
NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES



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.	020544		22	53

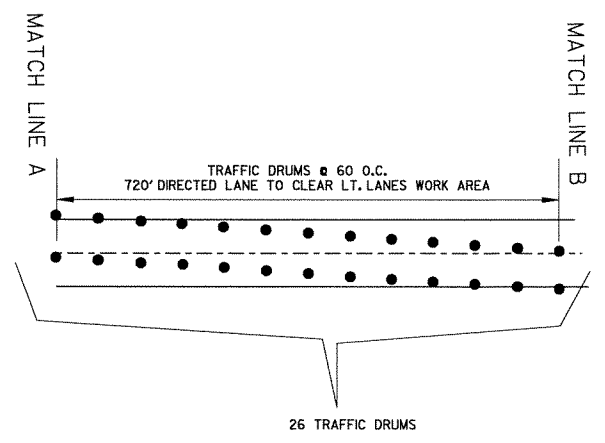
② MAINTENANCE OF TRAFFIC



RT. LANE CLOSURE

NOTE: ANY WORK ZONE OUTSIDE THE LIMITS OF THE LANE CLOSURE AREA MUST HAVE PRIOR WRITTEN APPROVAL OF THE ENGINEER AND ANY TRAFFIC CONTROL DEVICES REQUIRED SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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.

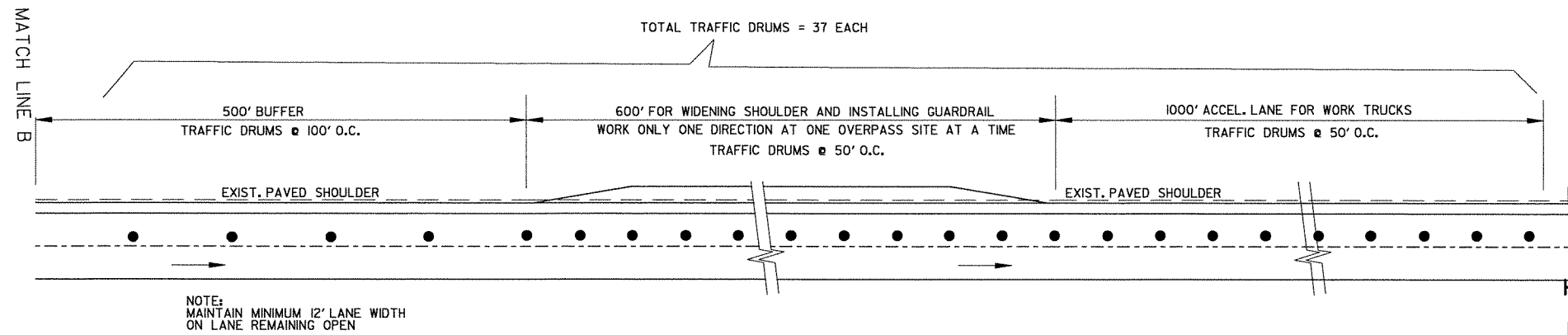


DIVERSION FOR LT. LANE WORK ZONE

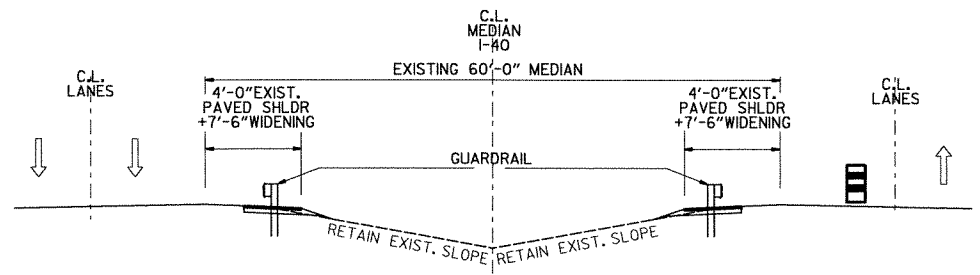
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 020544							23	53

② MAINTENANCE OF TRAFFIC



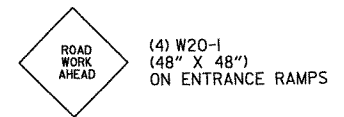
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN



MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION

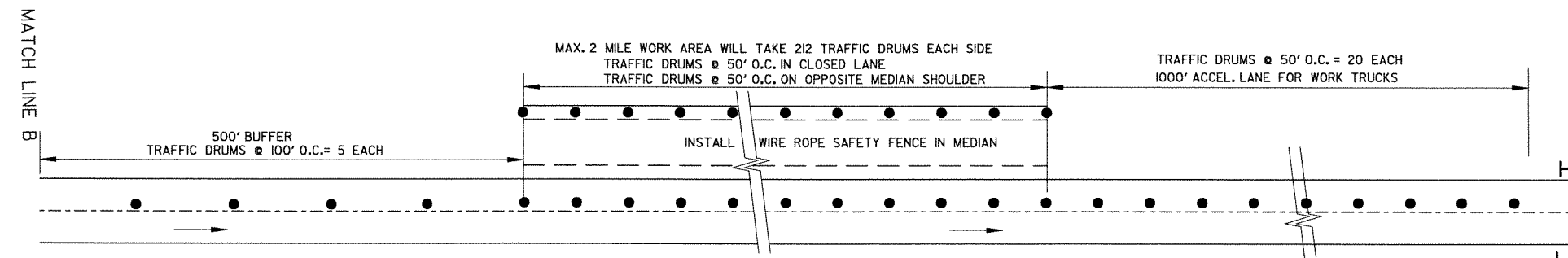
65	TRUCKS	SPEED LIMIT	70
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(2) R2-1
(48" X 60")
(2) R2-2
(48" X 48")

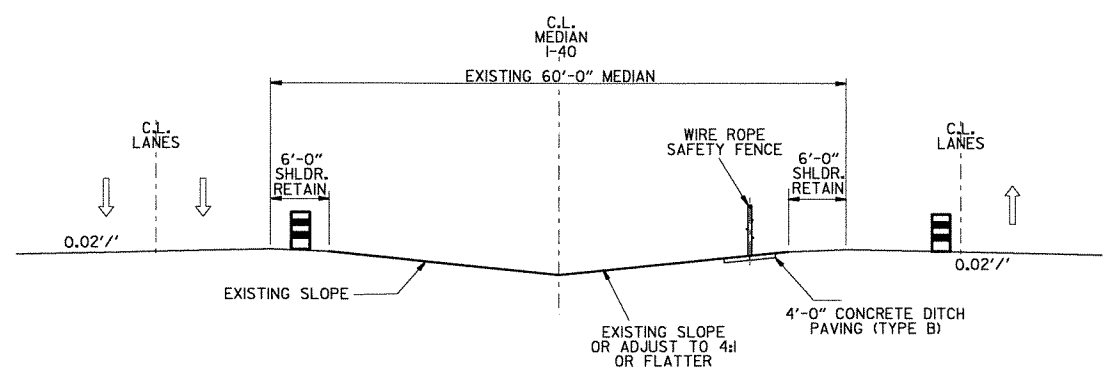


(4) W20-1
(48" X 48")
ON ENTRANCE RAMP

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.



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



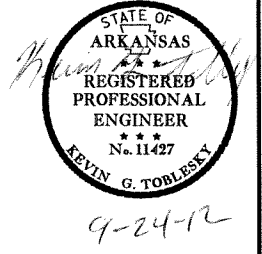
MOVABLE WORK ZONE FOR WRSF INSTALLATION

65	TRUCKS	SPEED LIMIT	70
----	--------	-------------	----

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

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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. 020544	25	53
							(2) QUANTITIES		



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.	PG 64-22 TON
195+38	195+05	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
195+05	189+85	GUARDRAIL WIDENING - LT. OF R.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
189+85	189+52	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
13+02	13+35	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
13+35	26+80	GUARDRAIL WIDENING - LT. OF R.M.L.	1345.0	35.00	470.8	7.50	1120.8	220	123.3
26+80	27+65	GUARDRAIL WIDENING - LT. OF R.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
27+65	28+13	GUARDRAIL WIDENING - LT. OF R.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
43+58	44+06	GUARDRAIL WIDENING - LT. OF R.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
44+06	47+71	GUARDRAIL WIDENING - LT. OF R.M.L.	365.0	40.75	148.7	10.00	405.6	220	44.6
47+71	48+41	GUARDRAIL WIDENING - LT. OF R.M.L.	70.0	35.00	24.5	7.50	58.3	220	6.4
48+41	49+26	GUARDRAIL WIDENING - LT. OF R.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
49+26	49+74	GUARDRAIL WIDENING - LT. OF R.M.L.	48.0	31.13	14.9	5.00	26.7	220	2.9
472+43	472+76	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
472+76	477+96	GUARDRAIL WIDENING - LT. OF R.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
477+96	478+29	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
481+30	481+63	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
481+63	486+83	GUARDRAIL WIDENING - LT. OF R.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
486+83	487+16	GUARDRAIL WIDENING - LT. OF R.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
580+81	581+29	GUARDRAIL WIDENING - LT. OF R.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
581+29	584+94	GUARDRAIL WIDENING - LT. OF R.M.L.	365.0	40.75	148.7	10.00	405.6	220	44.6
584+94	585+64	GUARDRAIL WIDENING - LT. OF R.M.L.	70.0	35.00	24.5	7.50	58.3	220	6.4
585+64	586+49	GUARDRAIL WIDENING - LT. OF R.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
586+49	586+97	GUARDRAIL WIDENING - LT. OF R.M.L.	48.0	31.13	14.9	5.00	26.7	220	2.9
92+43	91+95	GUARDRAIL WIDENING RT. OF L.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
91+95	91+10	GUARDRAIL WIDENING RT. OF L.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
91+10	90+40	GUARDRAIL WIDENING RT. OF L.M.L.	70.0	35.00	24.5	7.50	58.3	220	6.4
90+40	86+75	GUARDRAIL WIDENING RT. OF L.M.L.	365.0	40.75	148.7	10.00	405.6	220	44.6
86+75	86+27	GUARDRAIL WIDENING RT. OF L.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
15+33	15+81	GUARDRAIL WIDENING RT. OF L.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
15+81	16+66	GUARDRAIL WIDENING RT. OF L.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
16+66	21+01	GUARDRAIL WIDENING RT. OF L.M.L.	435.0	35.00	152.3	7.50	362.5	220	39.9
21+01	21+34	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
24+86	25+19	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
25+19	30+39	GUARDRAIL WIDENING RT. OF L.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
30+39	30+72	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
46+56	46+89	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
46+89	52+09	GUARDRAIL WIDENING RT. OF L.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
52+09	52+42	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
475+36	475+84	GUARDRAIL WIDENING RT. OF L.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
475+84	476+69	GUARDRAIL WIDENING RT. OF L.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
476+69	488+44	GUARDRAIL WIDENING RT. OF L.M.L.	1175.0	35.00	411.3	7.50	979.2	220	107.7
488+44	489+29	GUARDRAIL WIDENING RT. OF L.M.L.	85.0	40.75	34.6	10.00	94.4	220	10.4
489+29	489+77	GUARDRAIL WIDENING RT. OF L.M.L.	48.0	31.13	14.9	6.00	32.0	220	3.5
583+57	583+90	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
583+90	589+10	GUARDRAIL WIDENING RT. OF L.M.L.	520.0	35.00	182.0	7.50	433.3	220	47.7
589+10	589+43	GUARDRAIL WIDENING RT. OF L.M.L.	33.0	28.25	9.3	3.75	13.8	220	1.5
TOTALS:				3167.4		7617.4			837.7

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2")..... 94.7% MIN. AGGR..... 5.3% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH	EACH
191+84	186+84	RT. OF L.M.L.	450	1	1
195+04	190+04	LT. OF R.M.L.	450	1	1
16+00	21+00	RT. OF L.M.L.	450	1	1
13+60	27+60	LT. OF R.M.L.	1350	1	1
25+40	30+40	RT. OF L.M.L.	450	1	1
44+16	49+16	LT. OF R.M.L.	450	1	1
47+00	52+00	RT. OF L.M.L.	450	1	1
472+85	477+85	LT. OF R.M.L.	450	1	1
475+95	489+20	RT. OF L.M.L.	1275	1	1
481+73	486+73	LT. OF R.M.L.	450	1	1
581+30	586+30	LT. OF R.M.L.	450	1	1
584+00	589+00	RT. OF L.M.L.	450	1	1
TOTALS:			7125	12	12

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				6	ARK.			
				JOB NO.	020544	26	53	

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	14	EACH
210	UNCLASSIFIED EXCAVATION	681	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	3167	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	794	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	44	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	100	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	66	WEEK
SP & 605	CONCRETE DITCH PAVING (TYPE B)	33263	SQ. YD.
SS & 617	GUARDRAIL (TYPE A)	7125	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	12	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	12	EACH
SP	WIRE ROPE SAFETY FENCE	77934	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SS & 620	WATER	209.5	M. GAL.
621	SAND BAG DITCH CHECKS	2530	BAG
621	DROP INLET SILT FENCE	1888	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	70	CU. YD.
624	SOLID SODDING	16633	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM

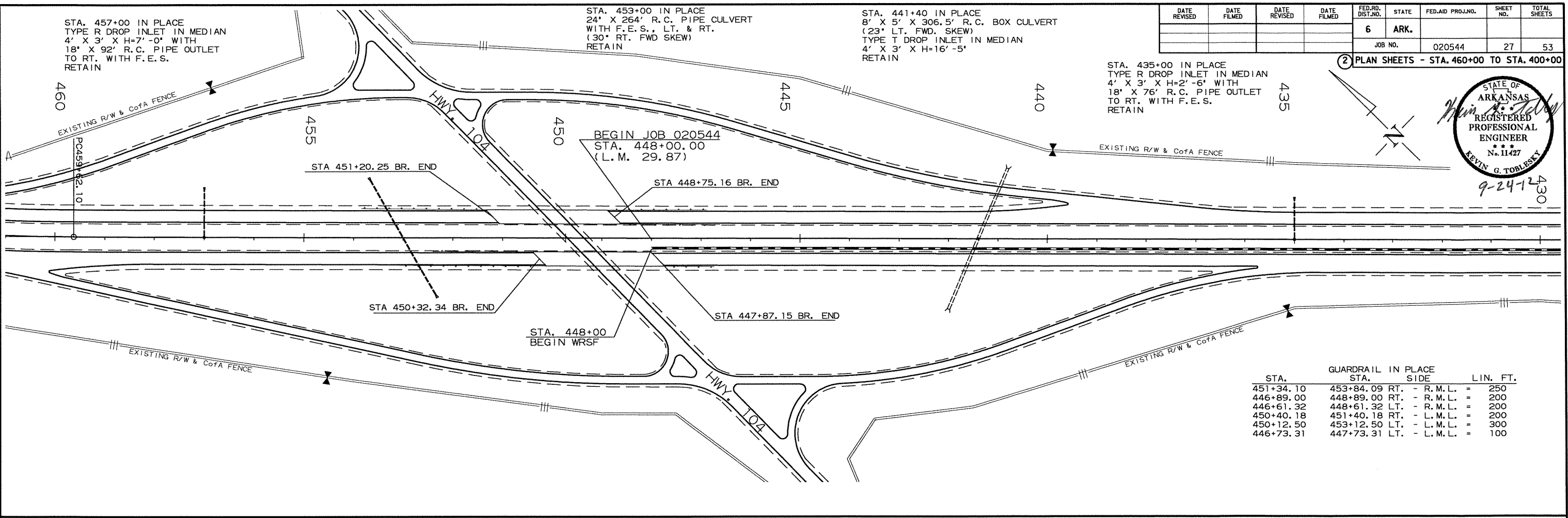
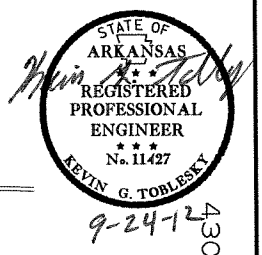
REVISIONS

DATE	REVISION	SHEET NUMBER

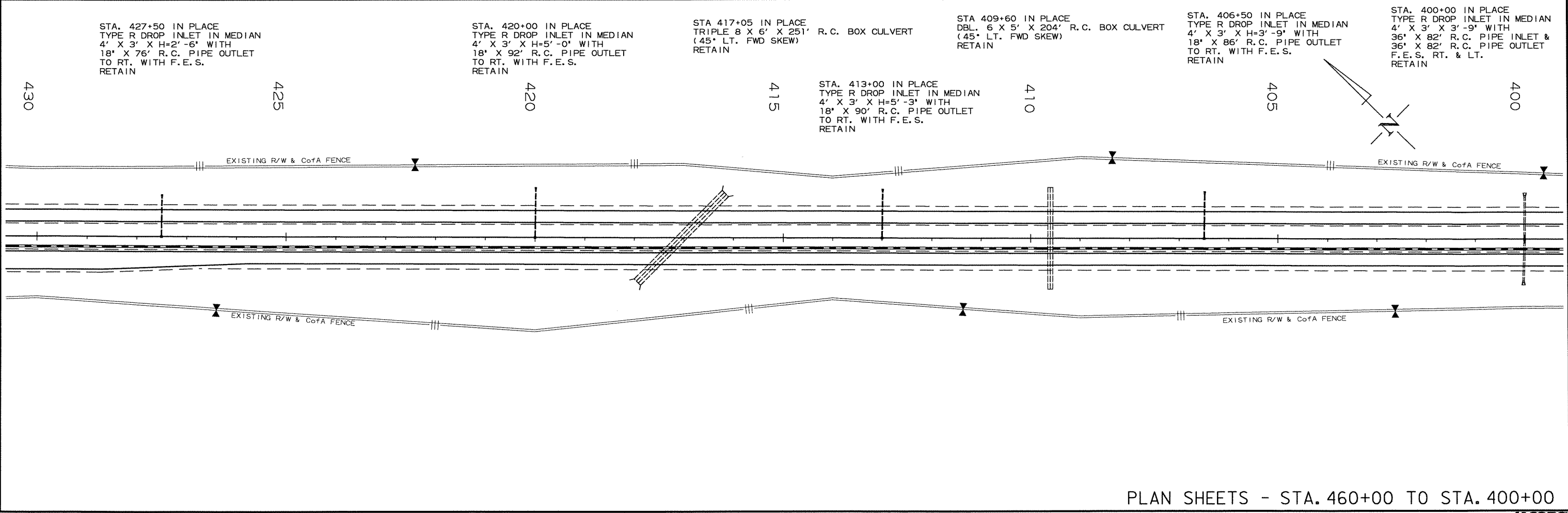
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				6	ARK.		27	53
				JOB NO.	020544			

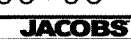
② PLAN SHEETS - STA. 460+00 TO STA. 400+00



STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
451+34.10	453+84.09	RT. - R.M.L.	= 250
446+89.00	448+89.00	RT. - R.M.L.	= 200
446+61.32	448+61.32	LT. - R.M.L.	= 200
450+40.18	451+40.18	RT. - L.M.L.	= 200
450+12.50	453+12.50	LT. - L.M.L.	= 300
446+73.31	447+73.31	LT. - L.M.L.	= 100



PLAN SHEETS - STA. 460+00 TO STA. 400+00



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STA. 393+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 74' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

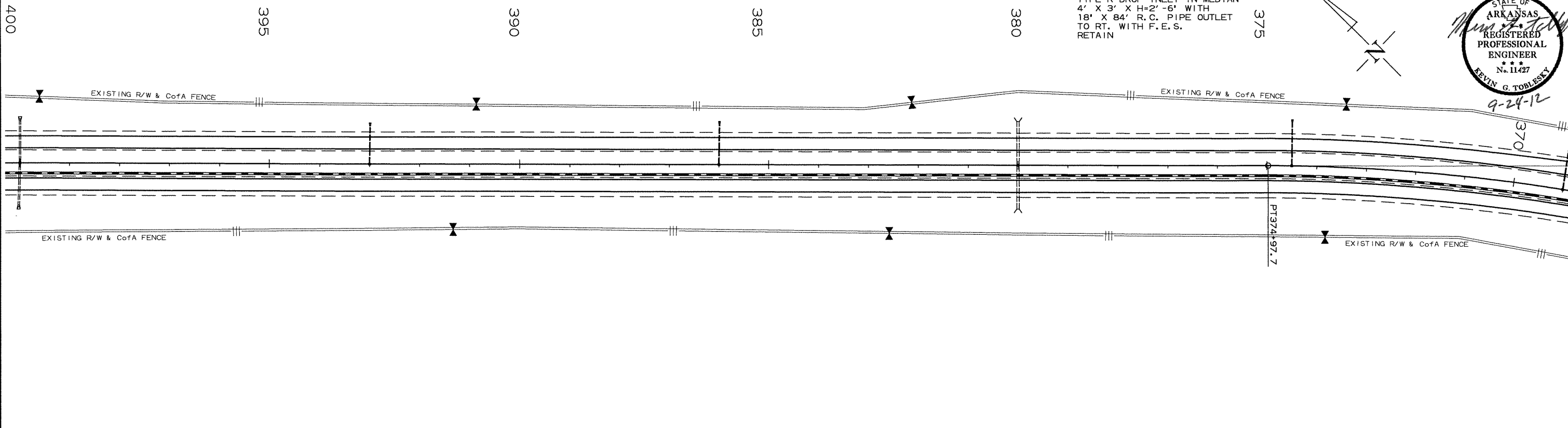
STA. 386+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 78' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 380+00 IN PLACE
 5' X 3' X 174' R.C. BOX CULVERT
 TYPE T DROP INLET IN MEDIAN
 4' X 3' X H=3'-3"
 RETAIN

STA. 374+50 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 84' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		28	53
				JOB NO.		020544		

2 PLAN SHEETS - STA. 400+00 TO STA. 340+00

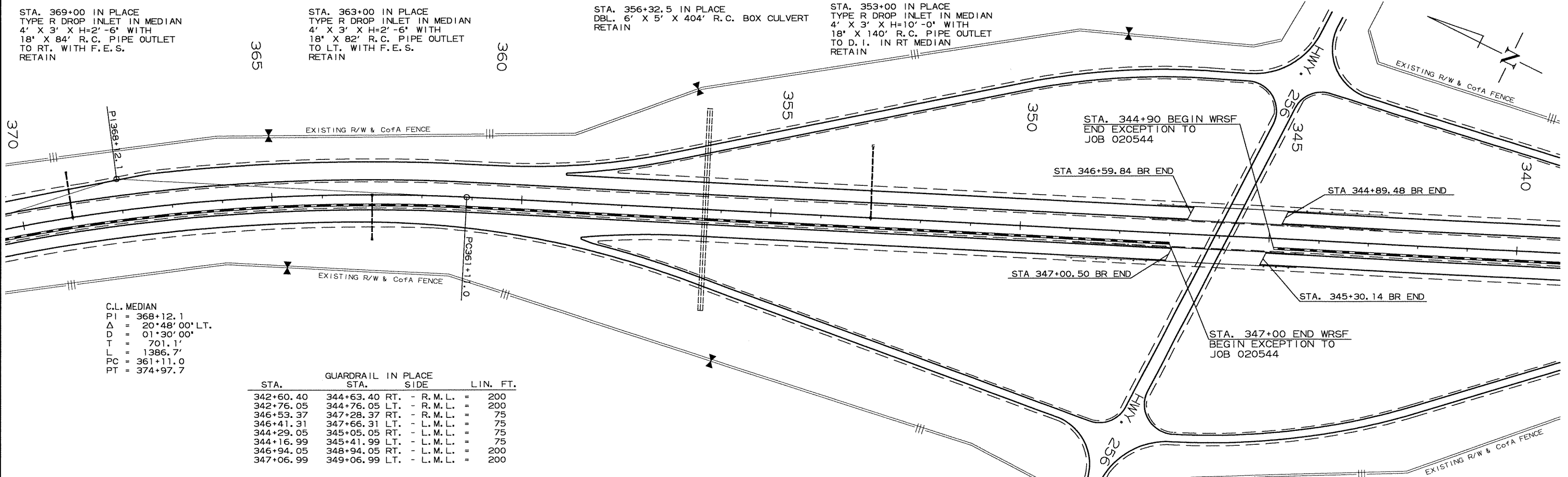


STA. 369+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 84' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 363+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 82' R.C. PIPE OUTLET
 TO LT. WITH F.E.S.
 RETAIN

STA. 356+32.5 IN PLACE
 DBL. 6' X 5' X 404' R.C. BOX CULVERT
 RETAIN

STA. 353+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=10'-0" WITH
 18" X 140' R.C. PIPE OUTLET
 TO D.I. IN RT MEDIAN
 RETAIN



C.L. MEDIAN
 PI = 368+12.1
 Δ = 20°48'00" LT.
 D = 01°30'00"
 T = 701.1'
 L = 1386.7'
 PC = 361+11.0
 PT = 374+97.7

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
342+60.40	344+63.40	RT. - R.M.L.	200
342+76.05	344+76.05	LT. - R.M.L.	200
346+53.37	347+28.37	RT. - R.M.L.	75
346+41.31	347+66.31	LT. - L.M.L.	75
344+29.05	345+05.05	RT. - L.M.L.	75
344+16.99	345+41.99	LT. - L.M.L.	75
346+94.05	348+94.05	RT. - L.M.L.	200
347+06.99	349+06.99	LT. - L.M.L.	200

PLAN SHEETS - STA. 400+00 TO STA. 340+00

STA 326+90 IN PLACE
 4' X 3' X 226' R.C. BOX CULVERT (15° L.F.S)
 TYPE T DROP INLET IN MEDIAN
 4' X 3' X H=6'-6"
 RETAIN

STA. 317+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 78' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

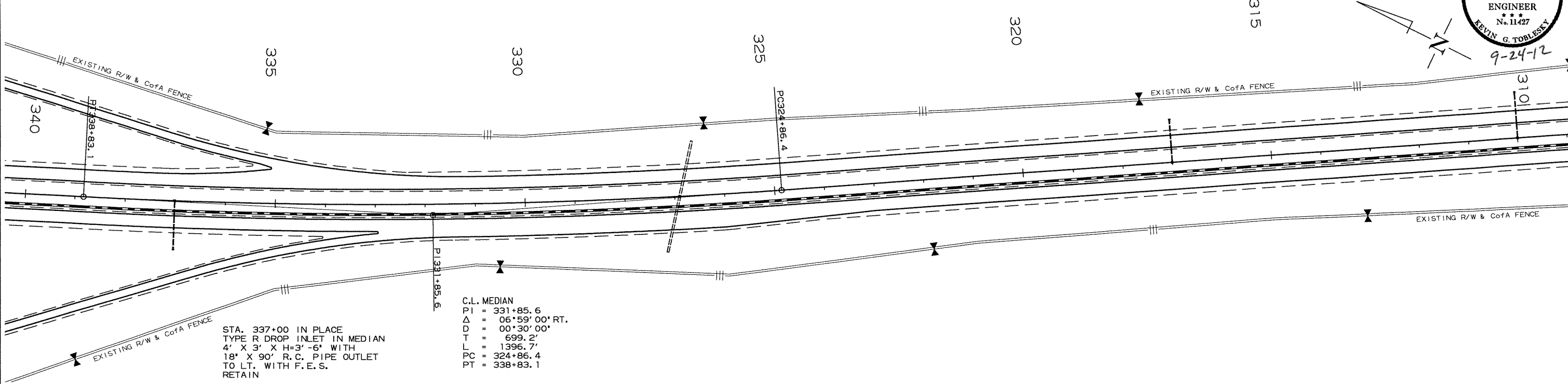
STA. 310+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 84' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		29	53
				JOB NO.		020544		

② PLAN SHEETS - STA. 340+00 TO STA. 280+00



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STA. 337+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=3'-6" WITH
 18" X 90' R.C. PIPE OUTLET
 TO LT. WITH F.E.S.
 RETAIN

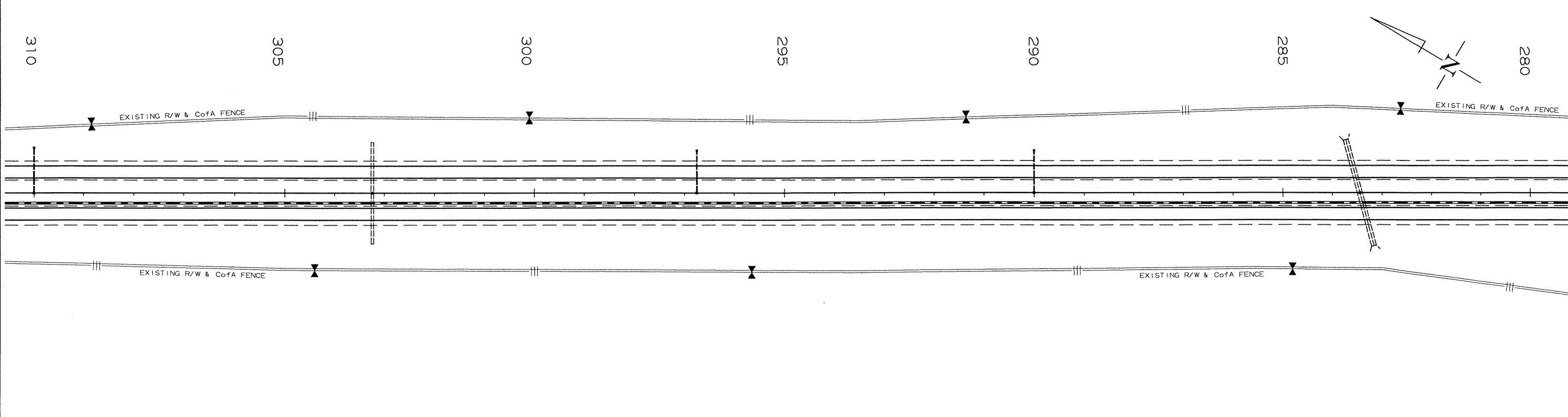
C.L. MEDIAN
 PI = 331+85.6
 Δ = 06°59'00" RT.
 D = 00°30'00"
 T = 699.2'
 L = 1396.7'
 PC = 324+86.4
 PT = 338+83.1

STA. 303+24 IN PLACE
 8' X 8' X 202' R.C. BOX CULVERT
 TYPE T DROP INLET IN MEDIAN
 4' X 3' X H=8'-6"
 RETAIN

STA. 296+75 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 78' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 290+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 78' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 283+45 IN PLACE
 DBL. 9' X 5' X 219' R.C. BOX CULVERT
 (15° RT. FWD. SKEW)
 TYPE T DROP INLET IN MEDIAN
 4' X 3' X H=9'-0"
 RETAIN



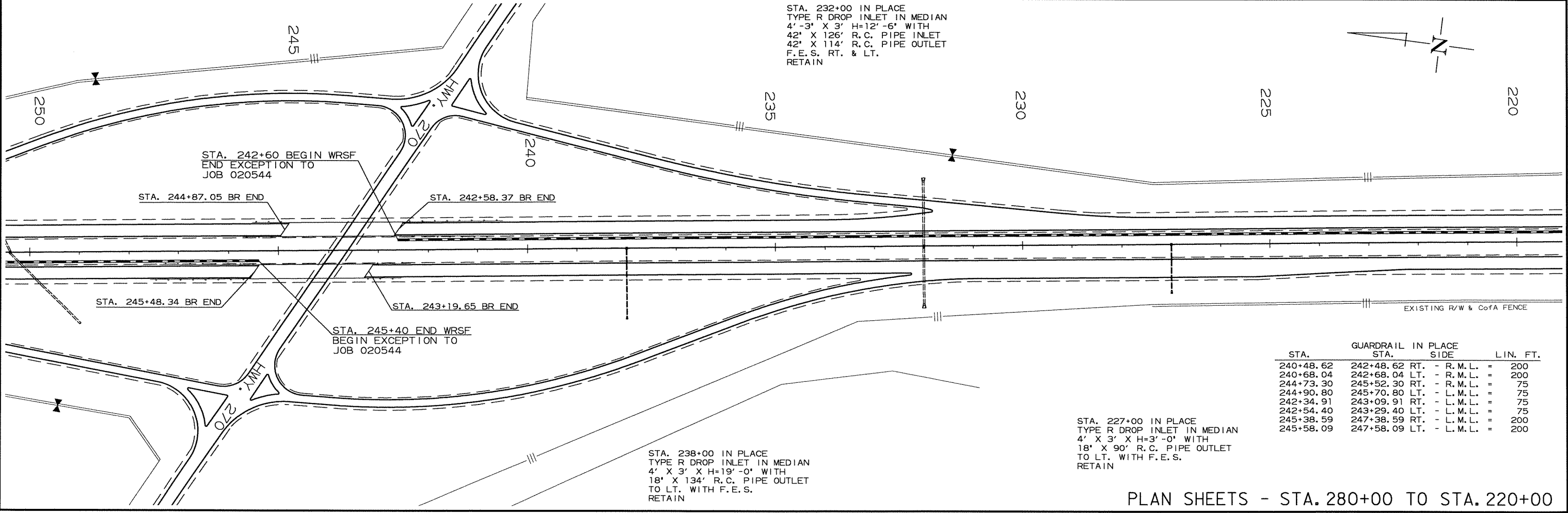
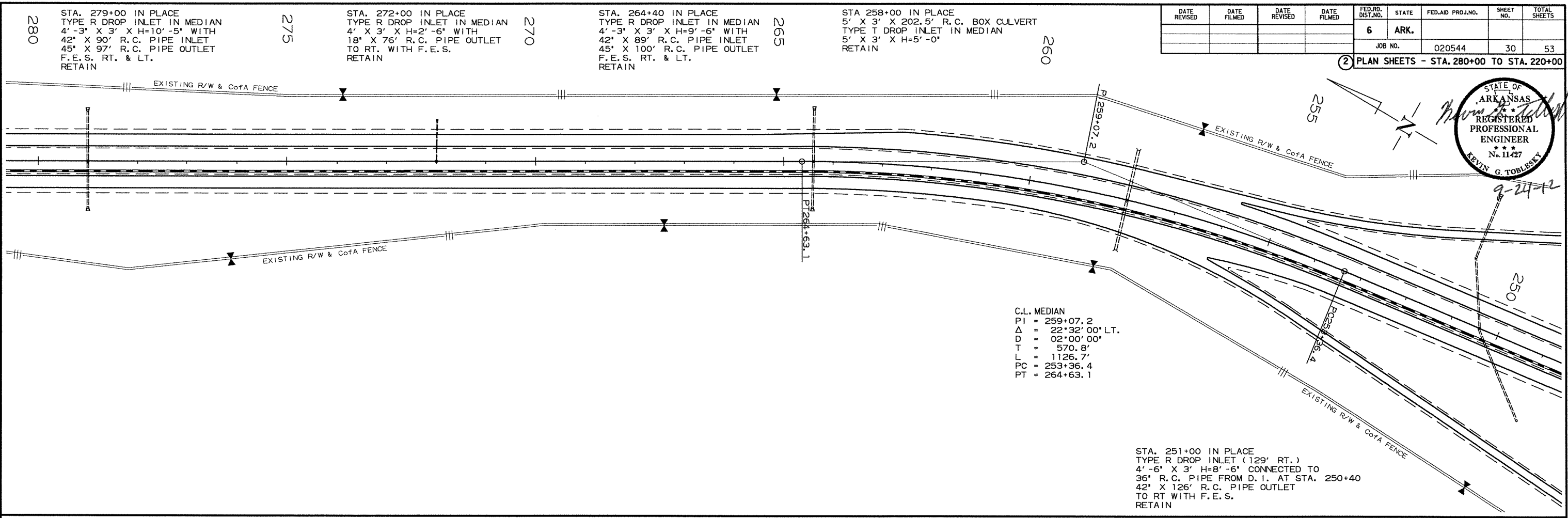
PLAN SHEETS - STA. 340+00 TO STA. 280+00



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				6	ARK.			
				JOB NO.	020544		30	53

2 PLAN SHEETS - STA. 280+00 TO STA. 220+00

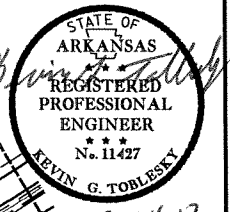


PLAN SHEETS - STA. 280+00 TO STA. 220+00

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				6	ARK.			
							JOB NO.	020544
								31
								53

2 PLAN SHEETS - STA. 220+00 TO STA. 25+00



STA 205+00 IN PLACE
 TRIPLE 4' X 3' X 227' R.C. BOX CULVERT
 TYPE T DROP INLET IN MEDIAN
 4' X 3' X H=6'-2"
 RETAIN

STA. 198+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=3'-6" WITH
 18" X 72" R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

GUARDRAIL INSTALLATION		GUARDRAIL TERMINAL (TYPE 2)	TERMINAL POST ANCHOR (TYPE 1)	TERMINAL POST ANCHOR (TYPE 2)
STA. 195+04 TO STA. 190+04	LT. - R.M.L. = 450 LF.		1 EACH	1 EACH
STA. 191+84 TO STA. 186+84	RT. - L.M.L. = 450 LF.		1 EACH	1 EACH

C.L. MEDIAN
 PI = 198+62.9
 Δ = 59°14'00" RT.
 D = 02°30'00"
 T = 1302.9'
 L = 2369.3'
 PC = 185+60.0
 PT = 209+29.3

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
206+25	208+75	RT. - R.M.L.	= 250
206+25	208+75	LT. - R.M.L.	= 250

IMPACT ATTENUATION BARRIERS IN PLACE
 STA. 191+00 LT. - L.M.L. = 1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
 STA. 191+00 MEDIAN = 2 EACH

STA. 211+50 IN PLACE
 OVERHEAD SIGN
 RETAIN

 STA. 213+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=3'-0" WITH
 18" X 78" R.C. PIPE OUTLET
 TO LT. WITH F.E.S.
 RETAIN

STA. 190+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 4' X 3' X H=3'-6" WITH
 18" X 78" R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA 2+20.89 IN PLACE
 TRIPLE 5' X 4' X 216' R.C. BOX CULVERT
 & EXIST. TYPE T DROP INLET IN MEDIAN
 RETAIN

STA. 6+60.09 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 18" X 94" R.C. PIPE OUTLET
 WITH F.E.S.
 RETAIN

STA 15+61.15 (CL U.S. HWY. 65) IN PLACE
 TYPE R DROP INLET IN MEDIAN
 WITH 30' X 94" R.C. PIPE INLET &
 30' X 174" R.C. PIPE OUTLET WITH
 F.E.S. LT. & RT.
 RETAIN

STA. 15+67.19 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 OVER 30' R.C. PIPE CULVERT
 4' X 3' X H=4'-5"
 EXTENDED 30' R.C. PIPE CULVERT 58'
 TO RT. WITH F.E.S.
 (14°23'48" RT. FWD. SKEW)
 RETAIN

GUARDRAIL INSTALLATION		GUARDRAIL TERMINAL (TYPE 2)	TERMINAL POST ANCHOR (TYPE 1)	TERMINAL POST ANCHOR (TYPE 2)
STA. 13+60 TO STA. 27+60	LT. - R.M.L. = 1350 LF.		1 EACH	1 EACH
STA. 16+00 TO STA. 21+00	RT. - L.M.L. = 450 LF.		1 EACH	1 EACH

EQUATION:
 STA. 183+60.83 BK. =
 STA. 0+00.00 AHD.

IMPACT ATTENUATION BARRIERS IN PLACE
 STA. 15+81 RT - R.M.L. = 1 EACH
 STA. 19+20 LT - L.M.L. = 1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
 STA. 17+17 MEDIAN = 1 EACH
 STA. 17+90 MEDIAN = 1 EACH

STA. 9+00 IN PLACE
 TYPE R DROP INLET IN MEDIAN
 3' X 3' X H=1'-8" WITH
 18" X 78" R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 24+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 3' X 3' X H=2'-6" WITH
 18" X 82" R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

C.L. MEDIAN
 PI = 16+97.80
 Δ = 34°15'54" RT.
 D = 02°30'00"
 T = 706.48'
 L = 1370.60'
 PC = 9+91.32
 PT = 23+61.92

PLAN SHEETS - STA. 220+00 TO STA. 25+00



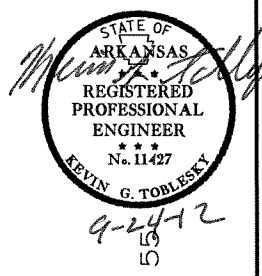
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STA. 31+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 5' X 3' X H=4'-2" WITH
 48" X 79' R.C.P. INLET WITH F.E.S.
 FROM LT & 48" X 271' R.C.P. OUTLET
 WITH F.E.S. TO RT.
 RETAIN

STA 44+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 4' X 3' X H=3'-4" WITH
 36" X 79' R.C.P. INLET WITH F.E.S. FROM
 LT. & 36" X 89' R.C.P. OUTLET WITH
 F.E.S. TO RT
 RETAIN

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								53

(2) PLAN SHEETS - STA. 25+00 TO STA. 85+00



IMPACT ATTENUATION BARRIERS IN PLACE
 STA. 26+07 LT - L.M.L. = 1 EACH

IMPACT ATTENUATION BARRIERS IN PLACE
 STA. 48+00 LT. - L.M.L. = 1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
 STA. 26+20 MEDIAN = 1 EACH
 STA. 26+80 MEDIAN = 1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
 STA. 48+00 MEDIAN = 2 EACH

STA. 27+13
 BEGIN WRSF

STA. 47+49
 END WRSF

STA. 48+35
 BEGIN WRSF

STA 37+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 3' X 3' X H=1'-9" WITH
 18" X 82' R.C.P. RT. TO
 TYPE M DROP INLET 84.6' RT.
 3' X 3' X H=1'-10" WITH
 18" X 66' R.C.P. OUTLET WITH F.E.S.
 RETAIN

GUARDRAIL INSTALLATION	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL POST ANCHOR (TYPE 1)	TERMINAL POST ANCHOR (TYPE 2)
STA. 25+40 TO STA. 30+40 RT. - L.M.L. = 450 LF.	1 EACH	1 EACH	1 EACH
STA. 44+16 TO STA. 49+16 LT. - R.M.L. = 450 LF.	1 EACH	1 EACH	1 EACH
STA. 47+00 TO STA. 52+00 RT. - L.M.L. = 450 LF.	1 EACH	1 EACH	1 EACH

STA. 54+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 3' X 3' X H=5'-3" WITH
 18" X 94' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 66+70 IN PLACE
 5' X 3' X 183'
 R.C. BOX CULVERT
 RETAIN

C.L. MEDIAN
 PI = 62+54.87
 Δ = 06°32'34" LT.
 D = 0°45'00"
 L = 436.66'
 PC = 872.37'
 PT = 58+18.21
 PT = 66+90.58

STA. 64+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=5'-6" WITH
 18" X 99' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 74+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-4" WITH
 18" X 86' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

STA. 81+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-4" WITH
 18" X 121' R.C. PIPE OUTLET
 TO RT. WITH F.E.S.
 RETAIN

PLAN SHEETS - STA. 25+00 TO STA. 85+00



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L.M.L. STA 92+60.42
 TYPE N-1 DROP INLET IN RT. SHOULDER
 WITH 12' X 100' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

STA. 100+50 IN PLACE
 48' X 352' R.C. PIPE CULVERT
 CLASS V (159' LT. & 193' RT.)
 WITH F.E.S. LT & RT.
 RETAIN

STA.	GUARDRAIL IN PLACE	STA.	SIDE	LIN. FT.
88+20.22	90+22.22 RT.	-	R.M.L.	200
88+25.56	90+25.56 LT.	-	R.M.L.	200
92+29.59	94+29.59 RT.	-	L.M.L.	200
92+30.99	94+30.99 LT.	-	L.M.L.	200
107+34.58	109+34.58 RT.	-	R.M.L.	200
107+73.90	109+73.90 LT.	-	R.M.L.	200
112+66.02	114+66.02 RT.	-	L.M.L.	200
113+05.34	115+05.34 LT.	-	L.M.L.	200

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2 PLAN SHEETS - STA. 85+00 TO STA. 145+00

L.M.L. STA. 110+36.66 IN PLACE
 TYPE N-1 DROP INLET IN LT. SHOULDER
 WITH 12' X 66' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

STA 108+00 IN PLACE
 24' X 282' R.C. PIPE CULVERT
 CLASS IV (136' LT. & 152' RT.)
 WITH F.E.S. LT. & RT.
 RETAIN



STA. 102+80 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=6'-7" WITH
 18' X 147' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

C.L. MEDIAN
 PI = 104+55.80
 Δ = 28°39'44" LT.
 D = 03°00'00"
 T = 487.92'
 L = 955.41'
 PC = 99+67.88
 PT = 109+23.29

STA. 112+20 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA 90+43.34 BR. END

STA 92+21.33 BR. END

STA 90+31.84 BR. END

STA. 90+25 END WRSF
 BEGIN JOB EXCEPTION TO
 JOB 020544

STA 92+18.22 BR. END

C.L. MEDIAN
 PI = 89+89.92
 Δ = 23°51'29" RT.
 D = 03°00'00"
 T = 403.48'
 L = 795.27'
 PC = 85+86.44
 PT = 93+81.71

R.M.L. STA 92+55.58 IN PLACE
 TYPE N-1 DROP INLET IN RT. SHOULDER
 WITH 12' X 70' C.M. PIPE CULVERT
 TO RT. WITH TYPE A SPILLWAY
 RETAIN

STA 100+73.16 BR. END

STA 112+76.20 BR. END

STA 112+00.76 BR. END

STA. 110+60 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

L.M.L. STA. 113+12+70 IN PLACE
 TYPE N-1 DROP INLET IN LT. SHOULDER
 WITH 12' X 70' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

STA 119+75 IN PLACE
 36' X 260' R.C. PIPE CULVERT
 CLASS IV (135' LT. & 125' RT.)
 WITH F.E.S. LT. & RT.
 (5° RT. FWD. SKEW)
 RETAIN

C.L. MEDIAN
 PI = 129+99.54
 Δ = 47°18'16" RT.
 D = 03°00'00"
 T = 836.47'
 L = 1576.81'
 PC = 121+63.07
 PT = 137+39.88

L.M.L. STA. 141+50.48 IN PLACE
 TYPE N-1 DROP INLET IN LT. SHOULDER
 WITH 12' X 76' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

L.M.L. STA. 143+72.56 IN PLACE
 TYPE N-1 DROP INLET IN LT. SHOULDER
 WITH 12' X 72' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

EQUATION:
 PT 137+39.88 BK. =
 STA. 137+78.22 AHD.

STA. 128+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN, 2' LT.
 4' X 3' X H=3'-4" WITH
 18' X 82' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 133+40 IN PLACE
 DBL. 6' X 4' X 419' R.C. BOX CULVERT
 (15' LT. FWD. SKEW)
 RETAIN

STA. 136+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN, 2.16' LT.
 4' X 3' X H=3'-2" WITH
 18' X 94' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 122+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN, 1.9' LT.
 4' X 3' X H=4'-0" WITH
 18' X 96' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

R.M.L. STA 141+50.48 IN PLACE
 TYPE N-1 DROP INLET IN RT. SHOULDER
 WITH 12' X 76' C.M. PIPE CULVERT
 TO RT. WITH TYPE A SPILLWAY
 RETAIN

STA. 141+85 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

R.M.L. STA 143+72.56 IN PLACE
 TYPE N-1 DROP INLET IN RT. SHOULDER
 WITH 12' X 72' C.M. PIPE CULVERT
 TO RT. WITH TYPE A SPILLWAY
 RETAIN

STA. 143+40 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA.	GUARDRAIL IN PLACE	STA.	SIDE	LIN. FT.
139+78.02	141+78.02 RT.	-	R.M.L.	200
139+78.02	141+78.02 LT.	-	R.M.L.	200
143+45.02	145+45.02 RT.	-	L.M.L.	200
143+45.02	145+45.02 LT.	-	L.M.L.	200

PLAN SHEETS - STA. 85+00 TO STA. 145+00



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STA. 152+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 72' R.C. PIPE OUTLET
 CONNECT TO DROP INLET
 RETAIN

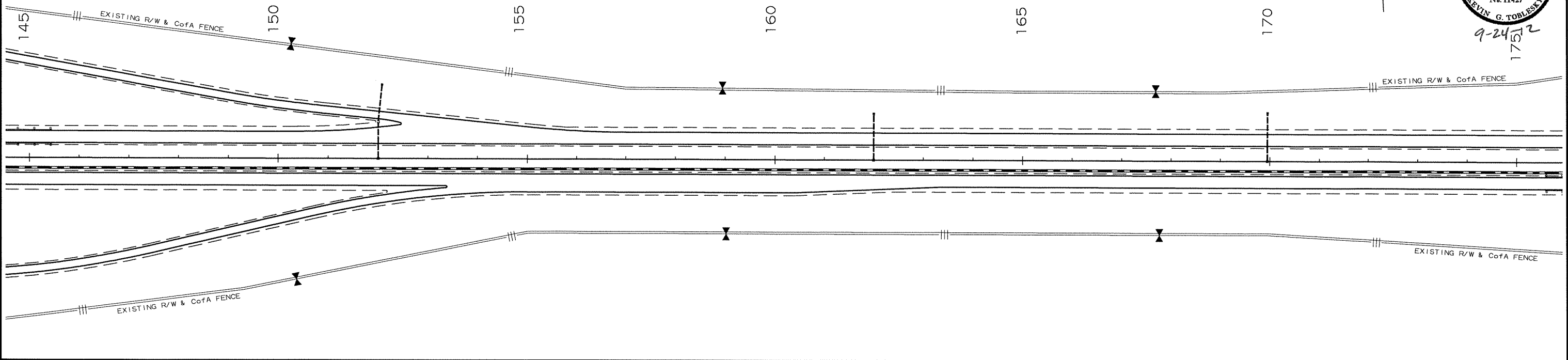
STA. 152+00 IN PLACE
 TYPE RM DROP INLET 73'-5" LT.
 4' X 3' X H=5'-7" WITH
 18" X 68' R.C. PIPE OUTLET WITH
 F.E.S. LT.
 RETAIN

STA. 162+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-7" WITH
 18" X 86' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	020544
								34
								53

2 PLAN SHEETS - STA. 145+00 TO STA. 205+00

STA. 169+95 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-4" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN



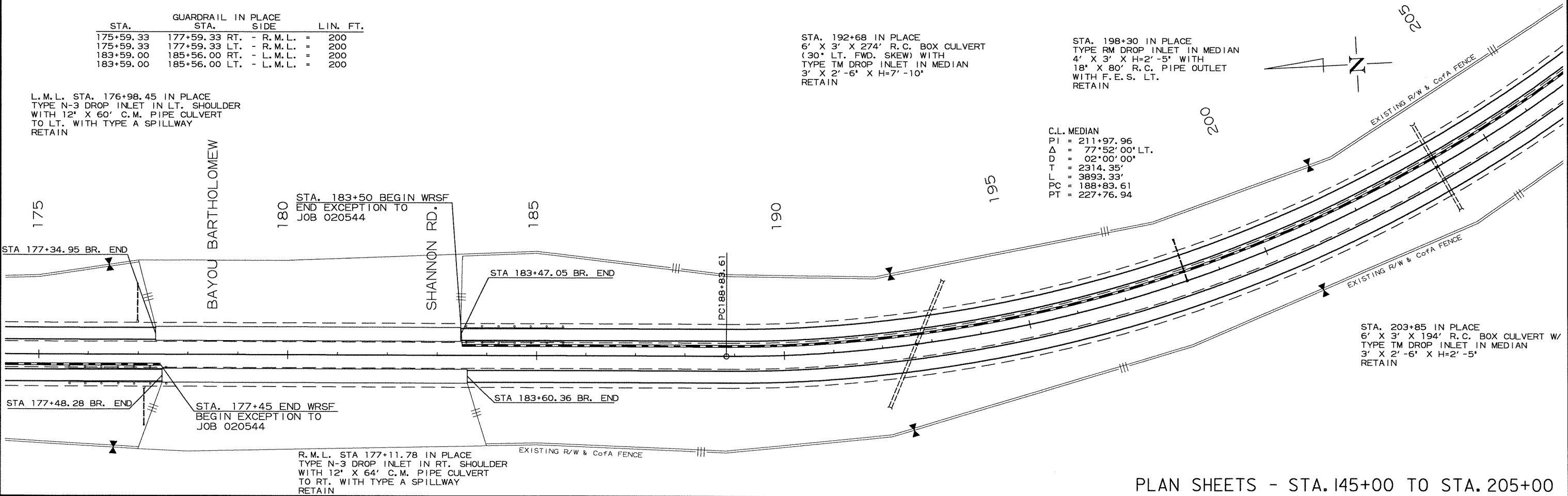
STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
175+59.33	177+59.33	RT. - R.M.L.	200
175+59.33	177+59.33	LT. - R.M.L.	200
183+59.00	185+56.00	RT. - L.M.L.	200
183+59.00	185+56.00	LT. - L.M.L.	200

L.M.L. STA. 176+98.45 IN PLACE
 TYPE N-3 DROP INLET IN LT. SHOULDER
 WITH 12' X 60' C.M. PIPE CULVERT
 TO LT. WITH TYPE A SPILLWAY
 RETAIN

STA. 192+68 IN PLACE
 6' X 3' X 274' R.C. BOX CULVERT
 (30' LT. FWD. SKEW) WITH
 TYPE TM DROP INLET IN MEDIAN
 3' X 2'-6" X H=7'-10"
 RETAIN

STA. 198+30 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-5" WITH
 18" X 80' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

C.L. MEDIAN
 PI = 211+97.96
 Δ = 77°52'00" LT.
 D = 02°00'00"
 T = 2314.35'
 L = 3893.33'
 PC = 188+83.61
 PT = 227+76.94



R.M.L. STA 177+11.78 IN PLACE
 TYPE N-3 DROP INLET IN RT. SHOULDER
 WITH 12' X 64' C.M. PIPE CULVERT
 TO RT. WITH TYPE A SPILLWAY
 RETAIN

PLAN SHEETS - STA. 145+00 TO STA. 205+00

STA. 210+00 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' X 3' X H=2'-6" WITH
18" X 83' R.C. PIPE OUTLET
WITH F.E.S. LT.
RETAIN

STA. 220+00 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' X 3' X H=2'-6" WITH
18" X 86' R.C. PIPE OUTLET
WITH F.E.S. LT.
RETAIN

STA. 223+89.40 IN PLACE
8' X 4' X 396' R.C. BOX CULVERT
(35°23'45" LT. FWD. SKEW)
RETAIN

L.M.L. STA. 225+91.58 IN PLACE
TYPE N-2 DROP INLET IN LT. SHOULDER
WITH 12" X 102' C.M. PIPE CULVERT
TO LT. WITH TYPE A SPILLWAY
RETAIN

L.M.L. STA. 228+20.44 IN PLACE
TYPE N-1 DROP INLET IN LT. SHOULDER
WITH 12" X 72' C.M. PIPE CULVERT
TO LT. WITH TYPE A SPILLWAY
RETAIN

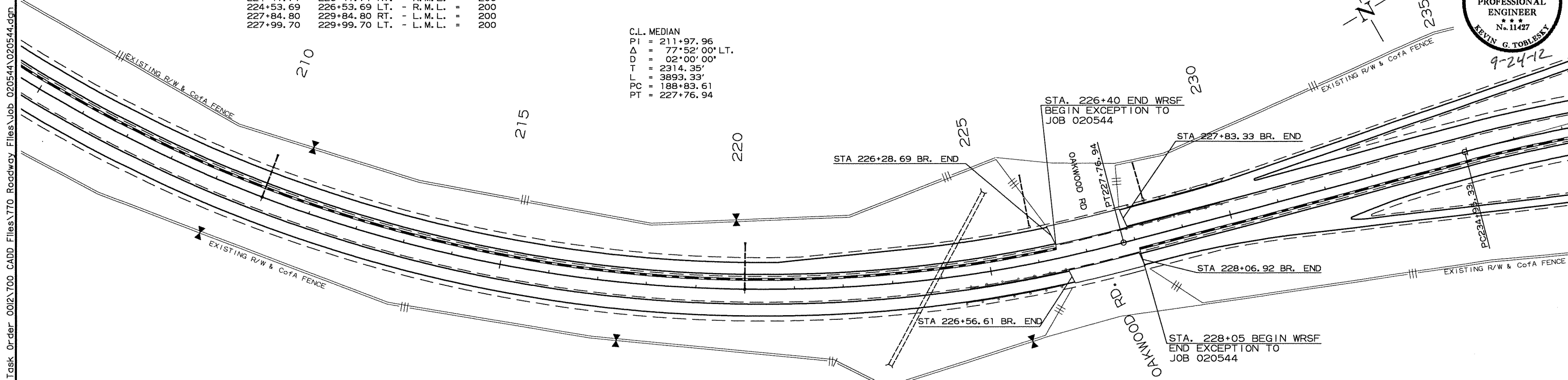
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				6	ARK.			
				JOB NO.	020544		35	53

2 PLAN SHEETS - STA. 205+00 TO STA. 265+00



STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
224+41.71	226+41.71	RT. - R.M.L.	200
224+53.69	226+53.69	LT. - R.M.L.	200
227+84.80	229+84.80	RT. - L.M.L.	200
227+99.70	229+99.70	LT. - L.M.L.	200

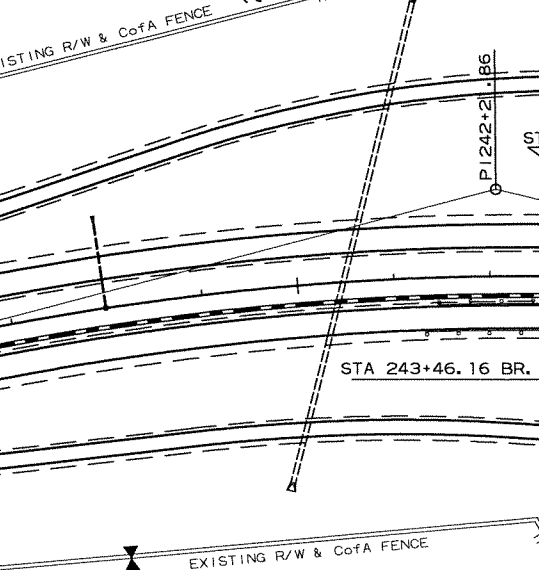
C.L. MEDIAN
PI = 211+97.96
Δ = 77°52'00" LT.
D = 02°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+83.61
PT = 227+76.94



STA. 240+47.40 IN PLACE
60' X 514' R.C. PIPE CULVERT
CLASS V WITH F.E.S. LT. & RT.
(17°34'27" LT. FWD. SKEW)
RETAIN

STA. 249+89 IN PLACE
36' X 518' R.C. PIPE CULVERT
CLASS V WITH F.E.S. LT. & RT.
(26°42' LT. FWD. SKEW)
RETAIN

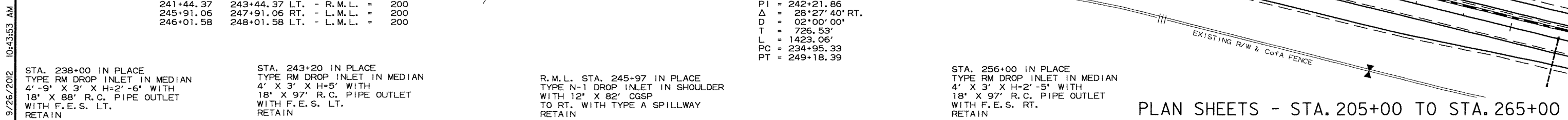
STA. 245+85 BEGIN WRSF
END EXCEPTION TO
JOB 020544



STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
241+30.25	243+30.25	RT. - R.M.L.	200
241+44.37	243+44.37	LT. - R.M.L.	200
245+91.06	247+91.06	RT. - L.M.L.	200
246+01.58	248+01.58	LT. - L.M.L.	200

C.L. MEDIAN
PI = 242+21.86
Δ = 28°27'40" RT.
D = 02°00'00"
T = 726.53'
L = 1423.06'
PC = 234+95.33
PT = 249+18.39

STA. 243+50 END WRSF
BEGIN EXCEPTION TO
JOB 020544



STA. 238+00 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' X 3' X H=2'-6" WITH
18" X 88' R.C. PIPE OUTLET
WITH F.E.S. LT.
RETAIN

STA. 243+20 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' X 3' X H=5' WITH
18" X 97' R.C. PIPE OUTLET
WITH F.E.S. LT.
RETAIN

R.M.L. STA. 245+97 IN PLACE
TYPE N-1 DROP INLET IN SHOULDER
WITH 12" X 82' CGSP
TO RT. WITH TYPE A SPILLWAY
RETAIN

STA. 256+00 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' X 3' X H=2'-5" WITH
18" X 97' R.C. PIPE OUTLET
WITH F.E.S. RT.
RETAIN

PLAN SHEETS - STA. 205+00 TO STA. 265+00

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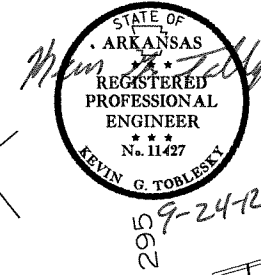
STA. 276+37 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=6' WITH
 18" X 130' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 279+84 IN PLACE
 42" X 314' RC PIPE CULVERT CLASS V
 WITH F.E.S. LT & RT.
 (16*37' LT. FWD. SKEW)
 RETAIN

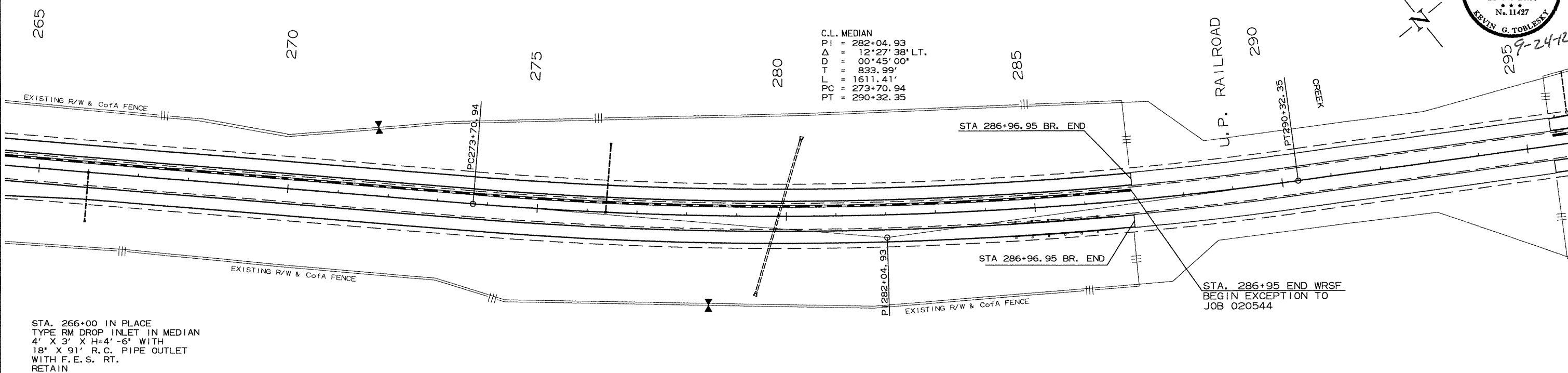
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				6	ARK.		36	53
				JOB NO.	020544			

② PLAN SHEETS - STA. 265+00 TO STA. 325+00

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
284+52.26	286+52.26	RT.	R.M.L. = 200
284+52.26	286+52.26	LT.	R.M.L. = 200



C.L. MEDIAN
 PI = 282+04.93
 Δ = 12*27'38" LT.
 D = 00*45'00"
 L = 833.99'
 PTC = 1611.41'
 STA. = 273+70.94
 PT = 290+32.35



STA. 266+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=4'-6" WITH
 18" X 91' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

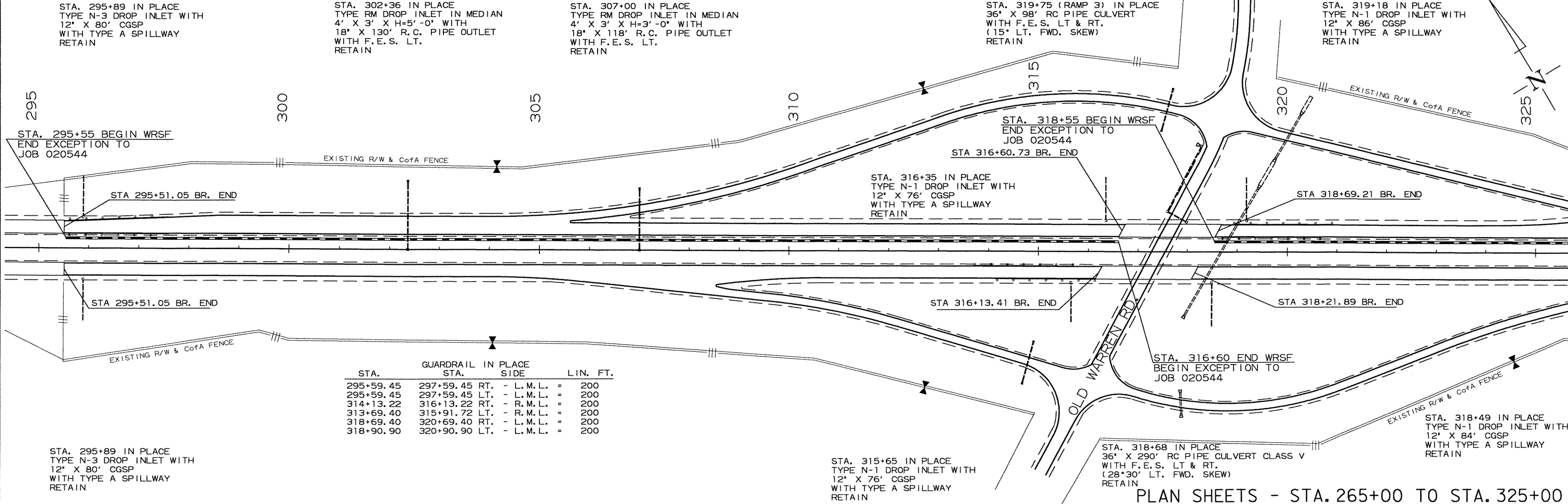
STA. 295+89 IN PLACE
 TYPE N-3 DROP INLET WITH
 12" X 80' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 302+36 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=5'-0" WITH
 18" X 130' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 307+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-0" WITH
 18" X 118' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 319+75 (RAMP 3) IN PLACE
 36" X 98' RC PIPE CULVERT
 WITH F.E.S. LT & RT.
 (15' LT. FWD. SKEW)
 RETAIN

STA. 319+18 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 86' CGSP
 WITH TYPE A SPILLWAY
 RETAIN



STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
295+59.45	297+59.45	RT.	L.M.L. = 200
295+59.45	297+59.45	LT.	L.M.L. = 200
314+13.22	316+13.22	RT.	R.M.L. = 200
313+69.40	315+91.72	LT.	R.M.L. = 200
318+69.40	320+69.40	RT.	L.M.L. = 200
318+90.90	320+90.90	LT.	L.M.L. = 200

STA. 295+89 IN PLACE
 TYPE N-3 DROP INLET WITH
 12" X 80' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 315+65 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 76' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 318+68 IN PLACE
 36" X 290' RC PIPE CULVERT CLASS V
 WITH F.E.S. LT & RT.
 (28*30' LT. FWD. SKEW)
 RETAIN

PLAN SHEETS - STA. 265+00 TO STA. 325+00

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STA. 328+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 94' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 338+00 IN PLACE
 8' X 4' X 246' RC BOX CULVERT
 (30° LT. FWD. SKEW) WITH
 TYPE TM DROP INLET IN MEDIAN
 3' X 2'-6½" X H=5'-11"
 RETAIN

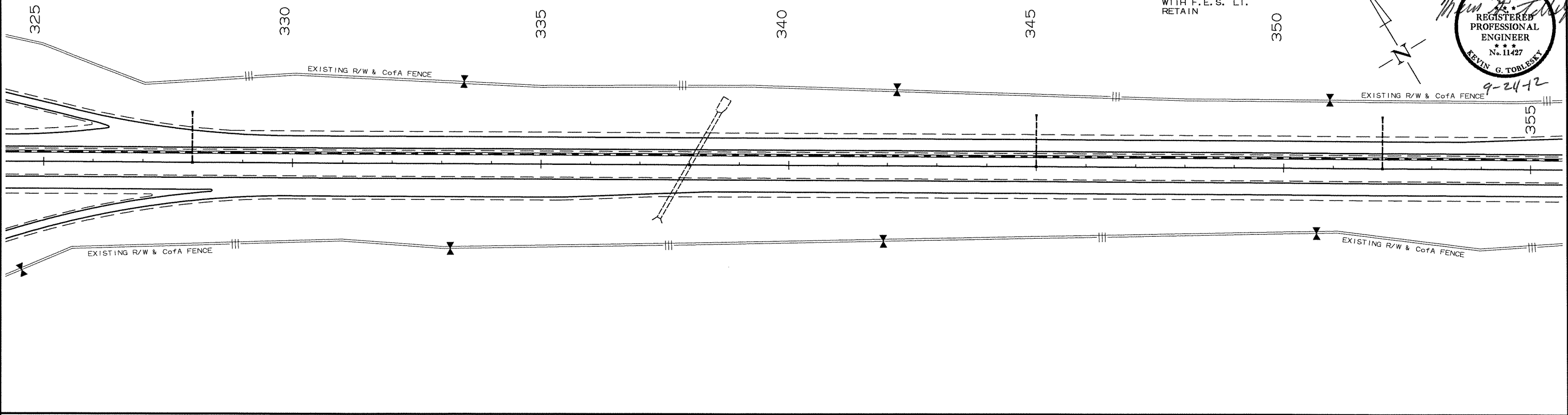
STA. 345+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-6" WITH
 18" X 96' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		37	53
				JOB NO.		020544		

STA. 352+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-6" WITH
 18" X 96' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN



2 PLAN SHEETS - STA. 325+00 TO STA. 385+00

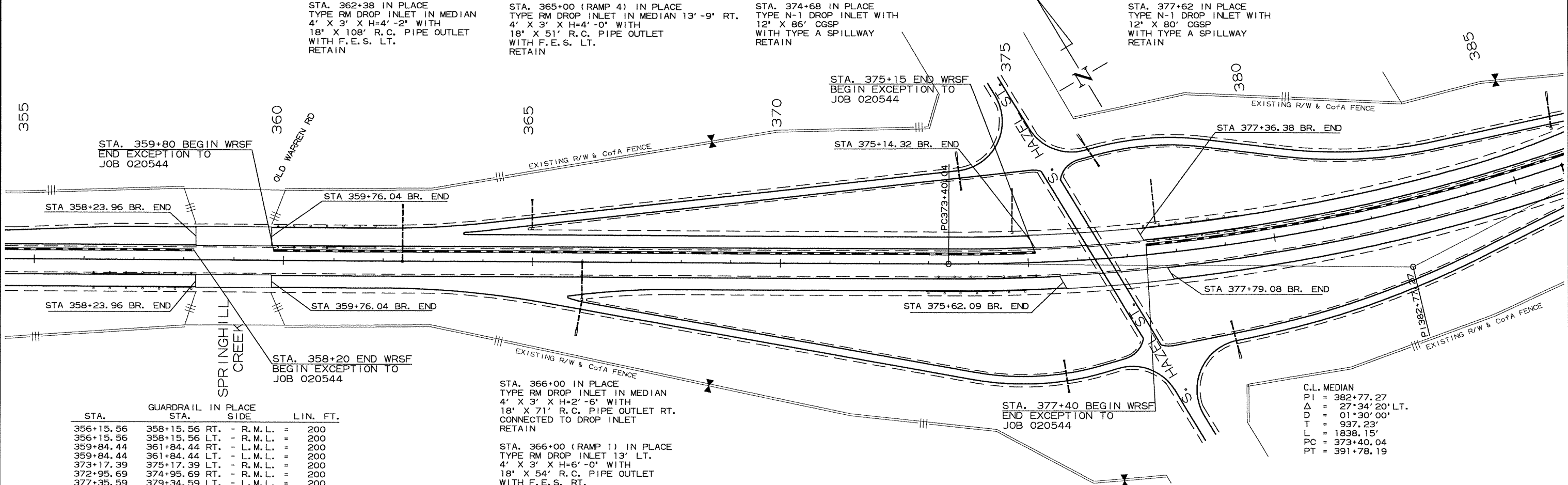


STA. 362+38 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=4'-2" WITH
 18" X 108' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 365+00 (RAMP 4) IN PLACE
 TYPE RM DROP INLET IN MEDIAN 13'-9" RT.
 4' X 3' X H=4'-0" WITH
 18" X 51' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 374+68 IN PLACE
 TYPE N-1 DROP INLET WITH
 12' X 86' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 377+62 IN PLACE
 TYPE N-1 DROP INLET WITH
 12' X 80' CGSP
 WITH TYPE A SPILLWAY
 RETAIN



STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
356+15.56	358+15.56	RT. - R.M.L.	200
356+15.56	358+15.56	LT. - R.M.L.	200
359+84.44	361+84.44	RT. - L.M.L.	200
359+84.44	361+84.44	LT. - L.M.L.	200
373+17.39	375+17.39	LT. - R.M.L.	200
372+95.69	374+95.69	RT. - R.M.L.	200
377+35.59	379+34.59	LT. - L.M.L.	200
377+54.01	379+54.01	RT. - L.M.L.	200

STA. 366+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 71' R.C. PIPE OUTLET RT.
 CONNECTED TO DROP INLET
 RETAIN

STA. 366+00 (RAMP 1) IN PLACE
 TYPE RM DROP INLET 13' LT.
 4' X 3' X H=6'-0" WITH
 18" X 54' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

C.L. MEDIAN
 PI = 382+77.27
 Δ = 27°34'20" LT.
 D = 01°30'00"
 T = 937.23'
 L = 1838.15'
 PC = 373+40.04
 PT = 391+78.19

PLAN SHEETS - STA. 325+00 TO STA. 385+00

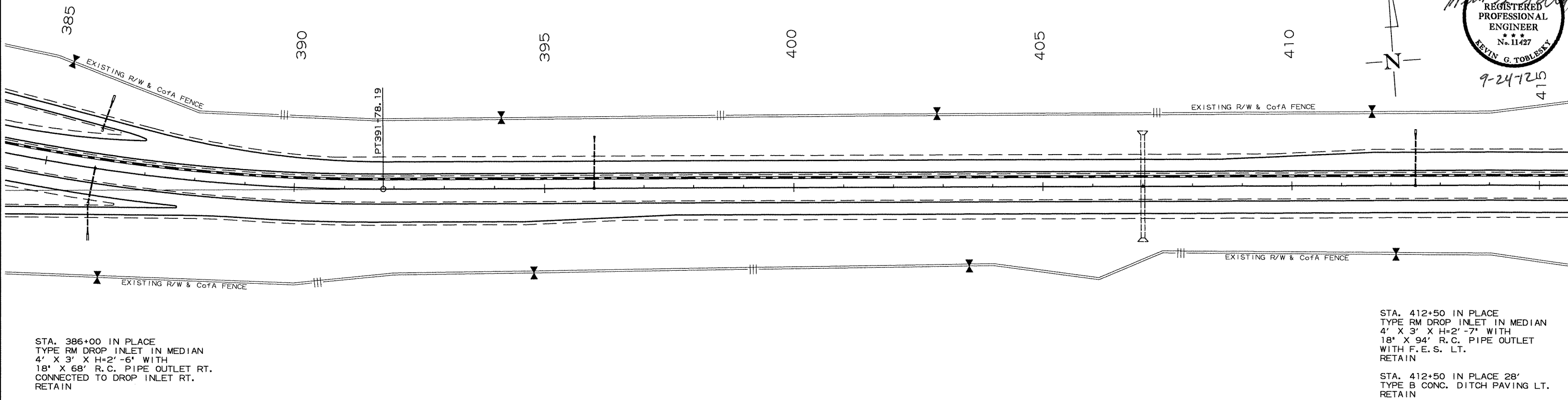
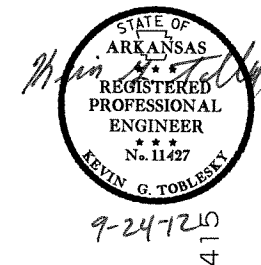
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STA. 396+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-0" WITH
 18" X 94' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 407+00 IN PLACE
 8' X 4' X 206' R.C. BOX CULVERT WITH
 TYPE TM DROP INLET IN MEDIAN
 3' X 2' -6 1/2" X H=4'-11"
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020544	38	53	

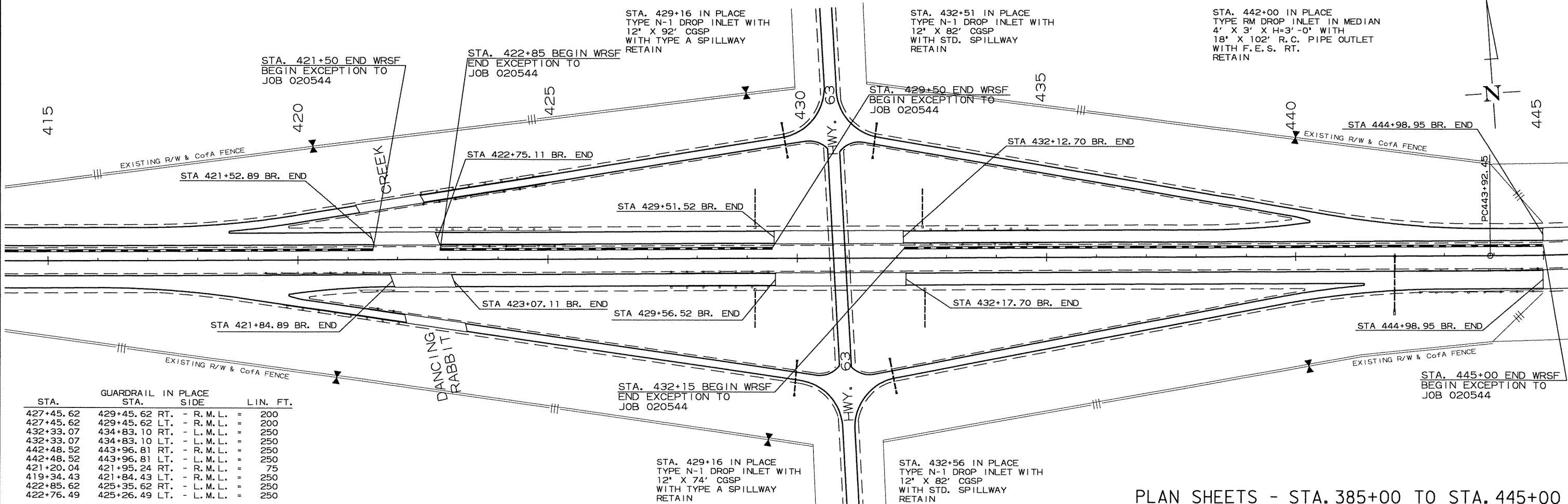
2 PLAN SHEETS - STA. 385+00 TO STA. 445+00



STA. 386+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-6" WITH
 18" X 68' R.C. PIPE OUTLET RT.
 CONNECTED TO DROP INLET RT.
 RETAIN

STA. 412+50 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-7" WITH
 18" X 94' R.C. PIPE OUTLET
 WITH F.E.S. LT.
 RETAIN

STA. 412+50 IN PLACE 28'
 TYPE B CONC. DITCH PAVING LT.
 RETAIN



STA. 421+50 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

STA. 422+85 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA. 429+16 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 92' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 432+51 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 82' CGSP
 WITH STD. SPILLWAY
 RETAIN

STA. 442+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-0" WITH
 18" X 102' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
427+45.62	429+45.62	RT. - R.M.L.	200
427+45.62	429+45.62	LT. - R.M.L.	200
432+33.07	434+83.10	RT. - L.M.L.	250
432+33.07	434+83.10	LT. - L.M.L.	250
442+48.52	443+96.81	RT. - R.M.L.	250
442+48.52	443+96.81	LT. - L.M.L.	250
421+20.04	421+95.24	RT. - R.M.L.	75
419+34.43	421+84.43	LT. - R.M.L.	250
422+85.62	425+35.62	RT. - L.M.L.	250
422+76.49	425+26.49	LT. - L.M.L.	250

STA. 432+15 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA. 429+16 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 74' CGSP
 WITH TYPE A SPILLWAY
 RETAIN

STA. 432+56 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 82' CGSP
 WITH STD. SPILLWAY
 RETAIN

STA. 445+00 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

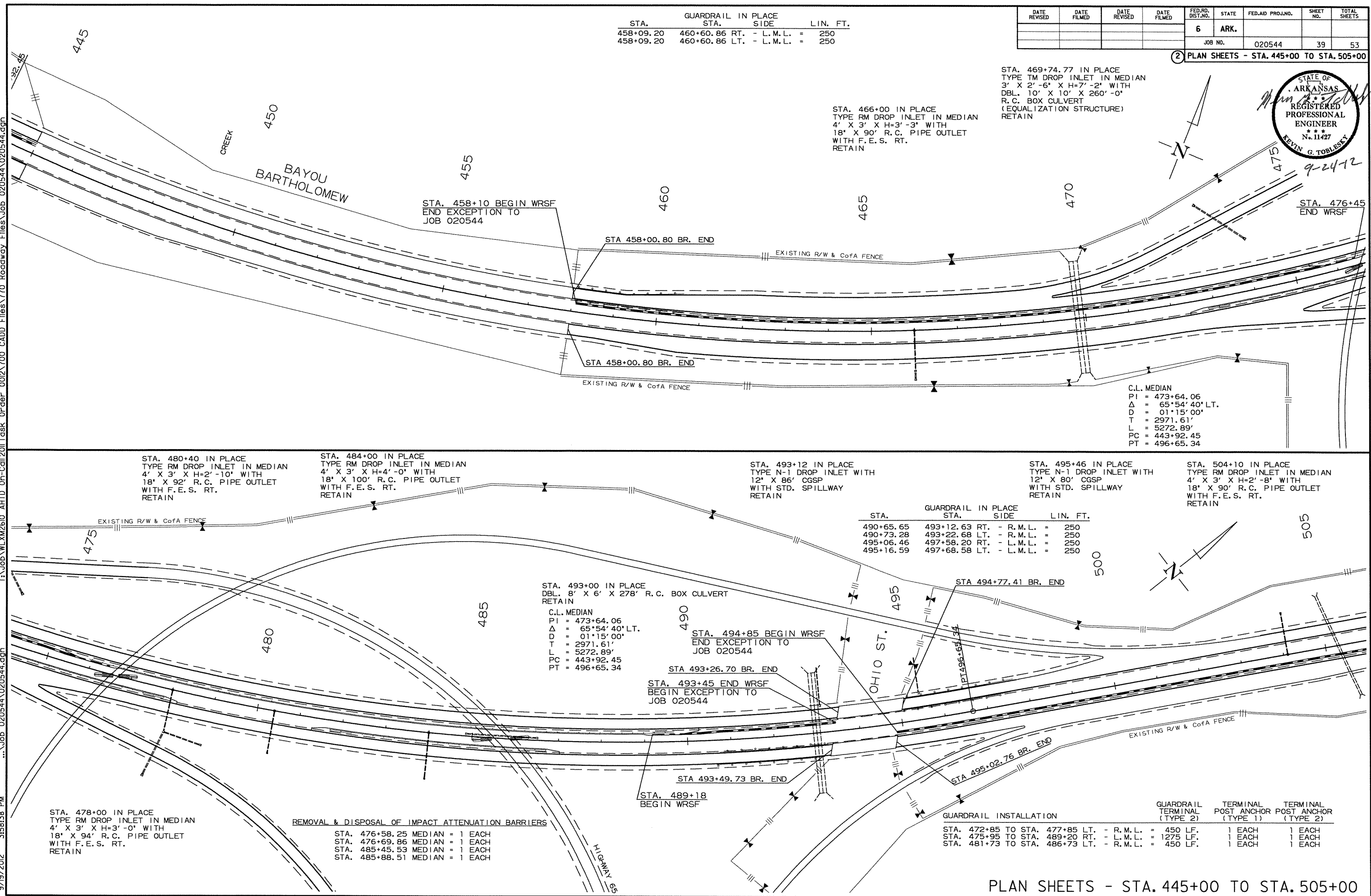
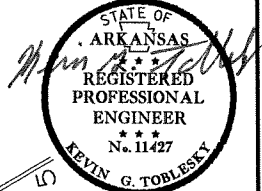
PLAN SHEETS - STA. 385+00 TO STA. 445+00

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STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
458+09.20	460+60.86	RT. - L.M.L.	= 250
458+09.20	460+60.86	LT. - L.M.L.	= 250

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. 020544	39 53

2 PLAN SHEETS - STA. 445+00 TO STA. 505+00



STA. 469+74.77 IN PLACE
 TYPE TM DROP INLET IN MEDIAN
 3' X 2'-6" X H=7'-2" WITH
 DBL. 10' X 10' X 260'-0"
 R.C. BOX CULVERT
 (EQUALIZATION STRUCTURE)
 RETAIN

STA. 466+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-3" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 458+10 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA 458+00.80 BR. END

STA 458+00.80 BR. END

C.L. MEDIAN
 P1 = 473+64.06
 Δ = 65°54'40" LT.
 D = 01°15'00"
 T = 2971.61'
 L = 5272.89'
 PC = 443+92.45
 PT = 496+65.34

STA. 480+40 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-10" WITH
 18" X 92' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 484+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=4'-0" WITH
 18" X 100' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 493+12 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 86' CGSP
 WITH STD. SPILLWAY
 RETAIN

STA. 495+46 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 80' CGSP
 WITH STD. SPILLWAY
 RETAIN

STA. 504+10 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-8" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
490+65.65	493+12.63	RT. - R.M.L.	= 250
490+73.28	493+22.68	LT. - R.M.L.	= 250
495+06.46	497+58.20	RT. - L.M.L.	= 250
495+16.59	497+68.58	LT. - L.M.L.	= 250

STA. 493+00 IN PLACE
 DBL. 8' X 6' X 278' R.C. BOX CULVERT
 RETAIN

C.L. MEDIAN
 P1 = 473+64.06
 Δ = 65°54'40" LT.
 D = 01°15'00"
 T = 2971.61'
 L = 5272.89'
 PC = 443+92.45
 PT = 496+65.34

STA. 494+85 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA 493+26.70 BR. END

STA. 493+45 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

STA 493+49.73 BR. END

STA. 489+18
 BEGIN WRSF

GUARDRAIL INSTALLATION

GUARDRAIL TERMINAL (TYPE 2)	TERMINAL POST ANCHOR (TYPE 1)	TERMINAL POST ANCHOR (TYPE 2)
STA. 472+85 TO STA. 477+85 LT. - R.M.L. = 450 LF.	1 EACH	1 EACH
STA. 475+95 TO STA. 489+20 RT. - L.M.L. = 1275 LF.	1 EACH	1 EACH
STA. 481+73 TO STA. 486+73 LT. - R.M.L. = 450 LF.	1 EACH	1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS

STA. 476+58.25	MEDIAN = 1 EACH
STA. 476+69.86	MEDIAN = 1 EACH
STA. 485+45.53	MEDIAN = 1 EACH
STA. 485+88.51	MEDIAN = 1 EACH

PLAN SHEETS - STA. 445+00 TO STA. 505+00

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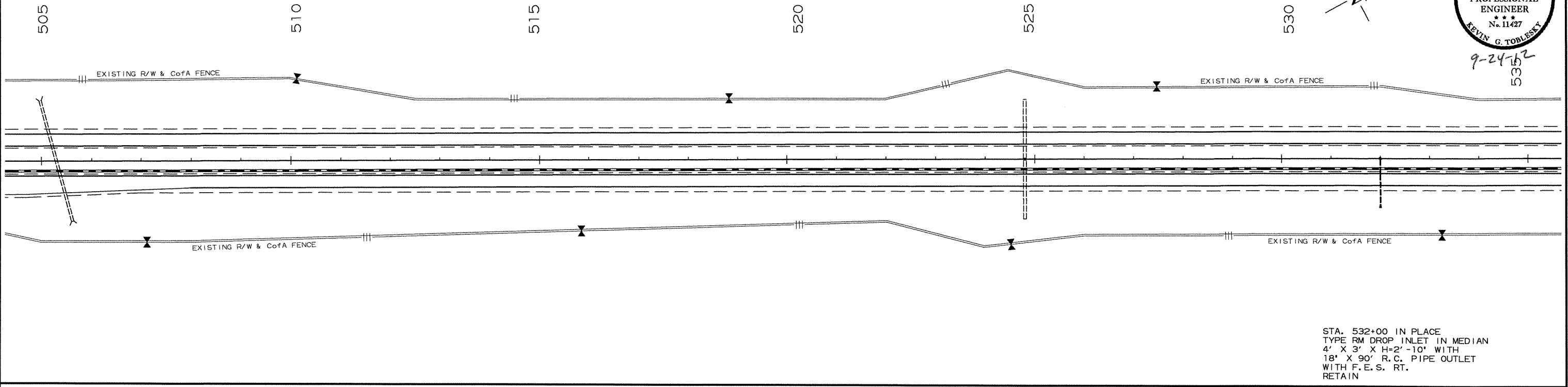
STA. 505+30 IN PLACE
 5' X 4' X 250' R.C. BOX CULVERT
 (15° RT. FWD SKEW)
 RETAIN

STA. 524+80 IN PLACE
 6' X 5' X 239' R.C. BOX CULVERT WITH
 TYPE TM DROP INLET IN MEDIAN
 3' X 2'-6" X H=8'-11" WITH
 RETAIN

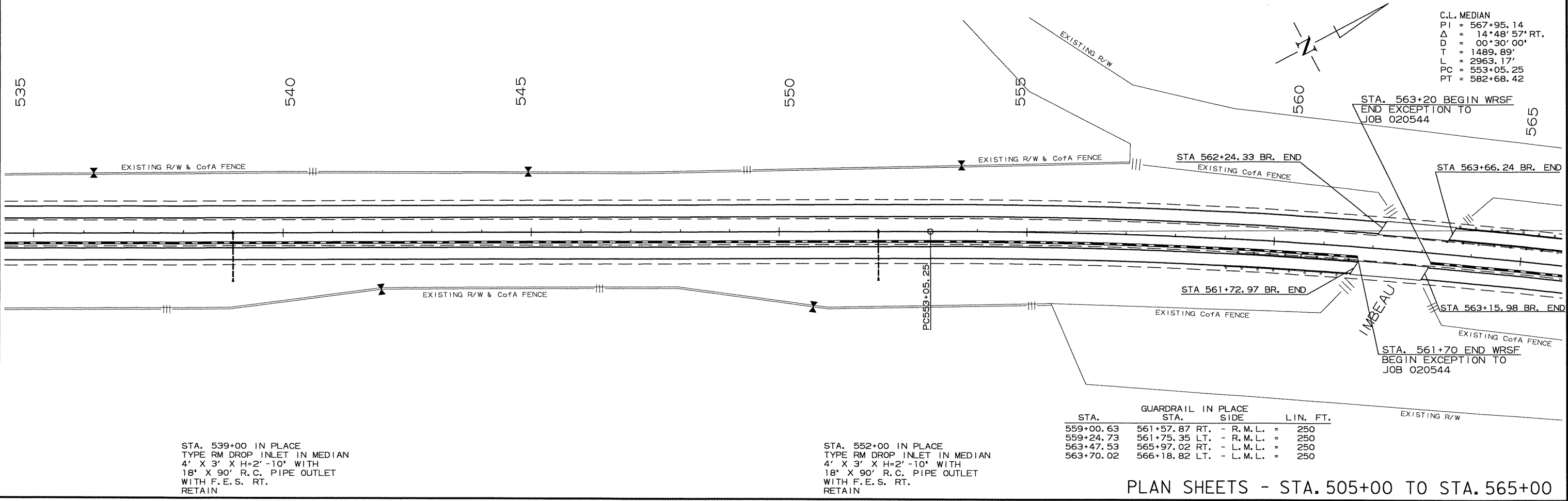
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020544	40	53	

2 PLAN SHEETS - STA. 505+00 TO STA. 565+00

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBLESKY
 9-24-12
 53



STA. 532+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-10" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F. E. S. RT.
 RETAIN



C.L. MEDIAN

PI	=	567+95.14
Δ	=	14°48'57" RT.
D	=	00°30'00"
T	=	1489.89'
L	=	2963.17'
PC	=	553+05.25
PT	=	582+68.42

STA. 563+20 BEGIN WRSF
 END EXCEPTION TO
 JOB 020544

STA 562+24.33 BR. END
 EXISTING CoFA FENCE

STA 563+66.24 BR. END
 EXISTING CoFA FENCE

STA 561+72.97 BR. END
 EXISTING CoFA FENCE

STA 563+15.98 BR. END
 EXISTING CoFA FENCE

STA. 561+70 END WRSF
 BEGIN EXCEPTION TO
 JOB 020544

STA. 539+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-10" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F. E. S. RT.
 RETAIN

STA. 552+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-10" WITH
 18" X 90' R.C. PIPE OUTLET
 WITH F. E. S. RT.
 RETAIN

STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
559+00.63	561+57.87 RT.	- R.M.L.	= 250
559+24.73	561+75.35 LT.	- R.M.L.	= 250
563+47.53	565+97.02 RT.	- L.M.L.	= 250
563+70.02	566+18.82 LT.	- L.M.L.	= 250

PLAN SHEETS - STA. 505+00 TO STA. 565+00

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 ...Job_020544\020544.dgn
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STA. 571+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-5" WITH
 18" X 87' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

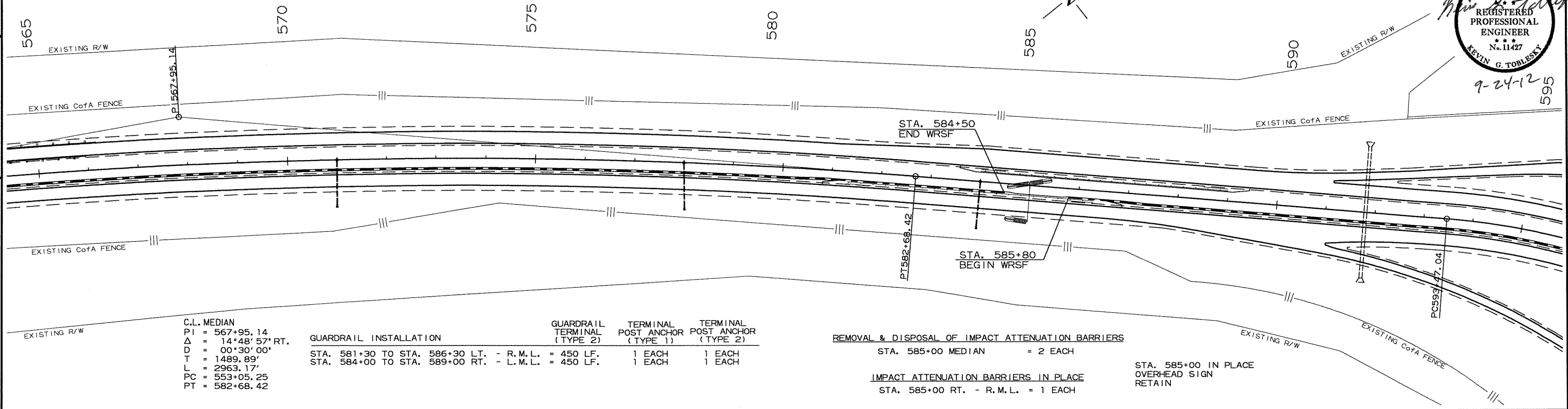
STA. 578+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=2'-5" WITH
 18" X 87' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

STA. 584+00 IN PLACE
 TYPE RM DROP INLET IN MEDIAN
 4' X 3' X H=3'-0" WITH
 18" X 91' R.C. PIPE OUTLET
 WITH F.E.S. RT.
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020544	41	53

2 PLAN SHEETS - STA. 565+00 TO STA. 613+00

STA. 591+80 IN PLACE
 6' X 4' X 264' R.C. BOX CULVERT
 RETAIN



C.L. MEDIAN
 PI = 567+95.14
 Δ = 14°48'57" RT.
 D = 00°30'00"
 T = 1489.89'
 L = 2963.17'
 PC = 553+05.25
 PT = 582+68.42

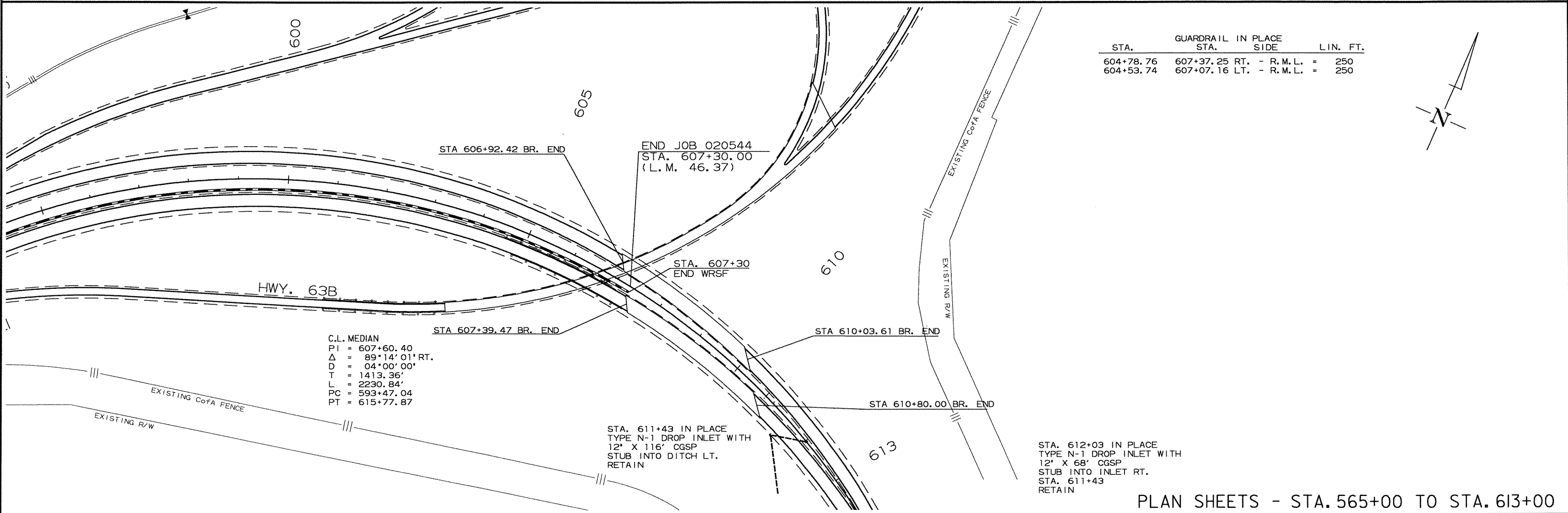
GUARDRAIL INSTALLATION
 STA. 581+30 TO STA. 586+30 LT. - R.M.L. = 450 LF.
 STA. 584+00 TO STA. 589+00 RT. - L.M.L. = 450 LF.

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

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
 STA. 585+00 MEDIAN = 2 EACH

IMPACT ATTENUATION BARRIERS IN PLACE
 STA. 585+00 RT. - R.M.L. = 1 EACH

STA. 585+00 IN PLACE
 OVERHEAD SIGN
 RETAIN



C.L. MEDIAN
 PI = 607+60.40
 Δ = 89°14'01" RT.
 D = 04°00'00"
 T = 1413.36'
 L = 2230.84'
 PC = 593+47.04
 PT = 615+77.87

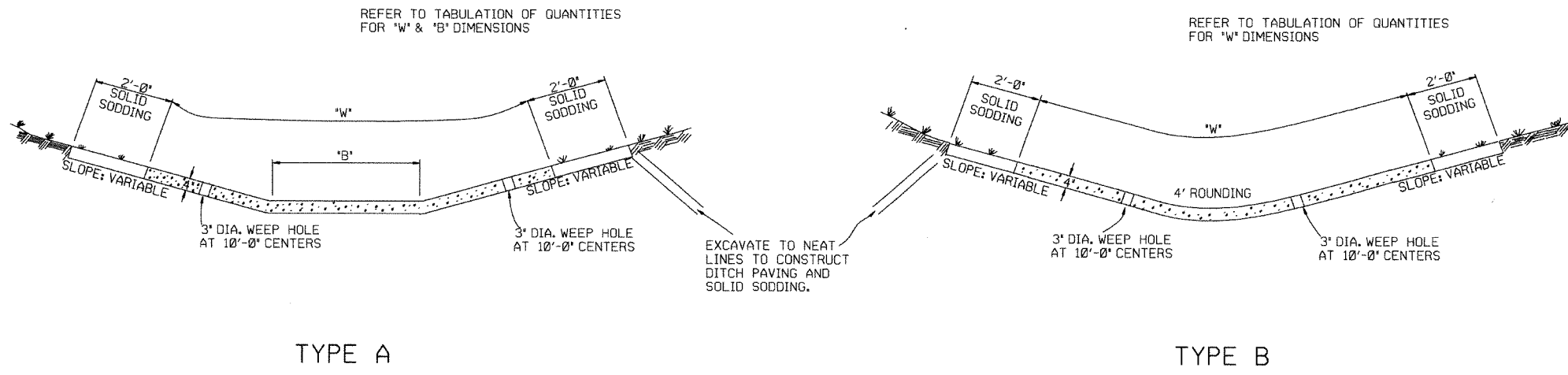
STA.	GUARDRAIL IN PLACE STA.	SIDE	LIN. FT.
604+78.76	607+37.25 RT.	- R.M.L.	= 250
604+53.74	607+07.16 LT.	- R.M.L.	= 250

END JOB 020544
 STA. 607+30.00
 (L.M. 46.37)

STA. 611+43 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 116" CGSP
 STUB INTO DITCH LT.
 RETAIN

STA. 612+03 IN PLACE
 TYPE N-1 DROP INLET WITH
 12" X 68" CGSP
 STUB INTO INLET RT.
 STA. 611+43
 RETAIN

PLAN SHEETS - STA. 565+00 TO STA. 613+00

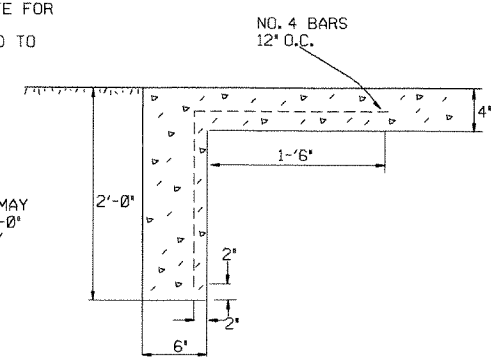


TYPE A

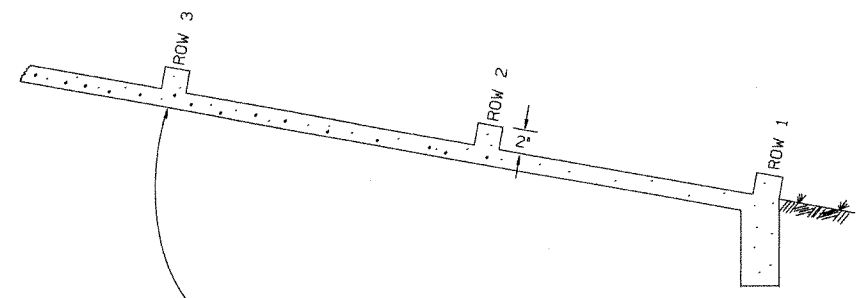
TYPE B

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

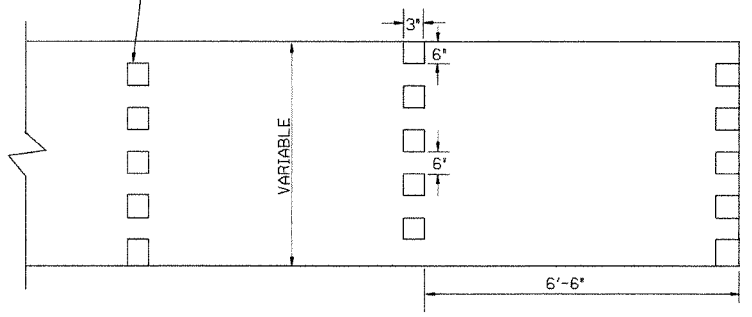
THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 'CONCRETE DITCH PAVING.'



TOE WALL DETAIL FOR CONCRETE DITCH PAVING



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 INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

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.

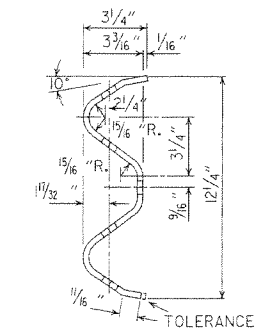
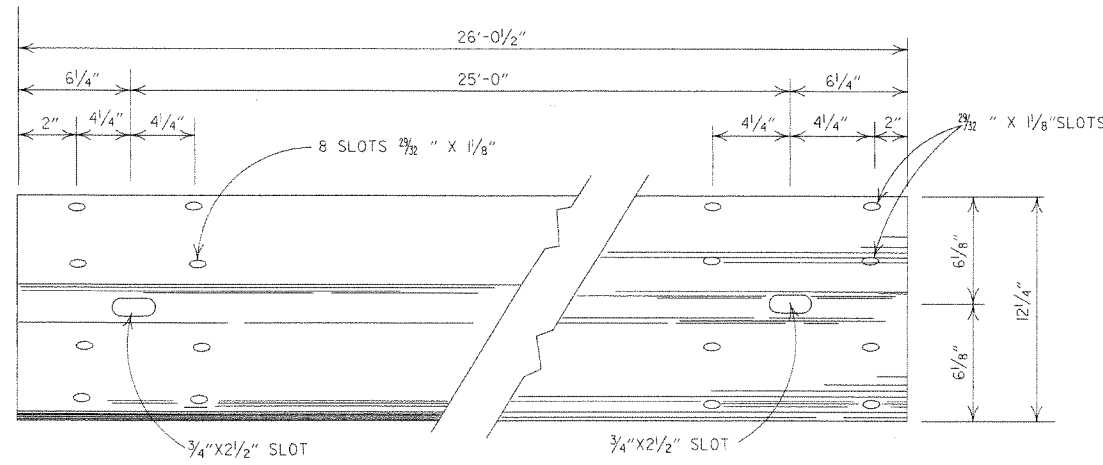
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	11-30-89
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	
11-1-84	EXCAVATION DETAILS ADDED	
10-2-72	TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72
DATE	REVISION	DATE FILM'D

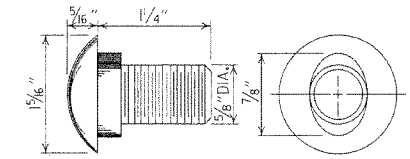
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

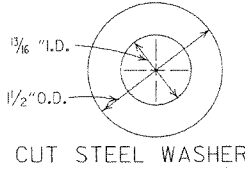
STANDARD DRAWING CDP-1



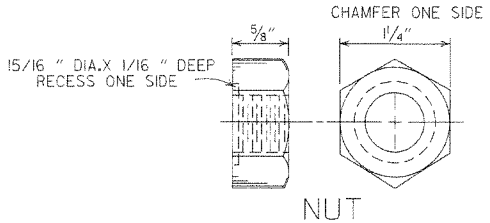
DETAILS OF W-BEAM GUARD RAIL
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



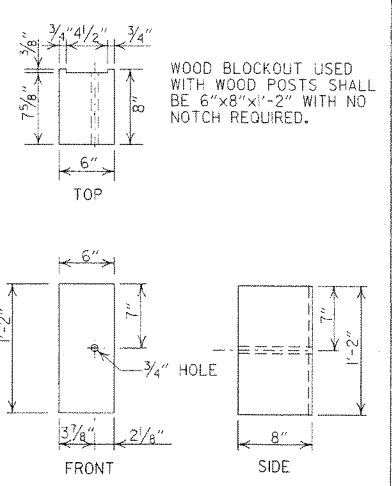
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



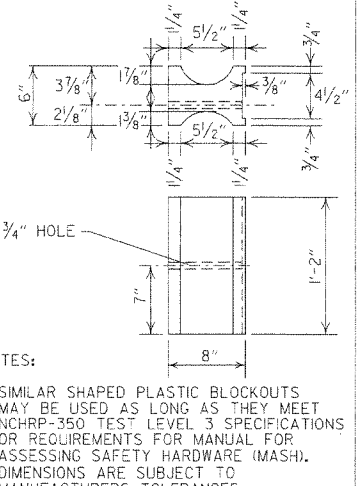
CUT STEEL WASHER



NUT

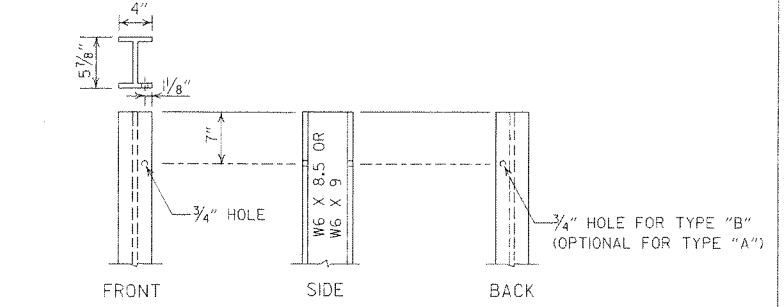


WOOD BLOCKOUT (W-BEAM)

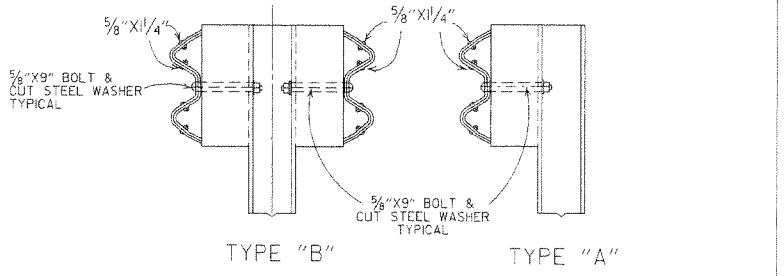


PLASTIC BLOCKOUT (W-BEAM)

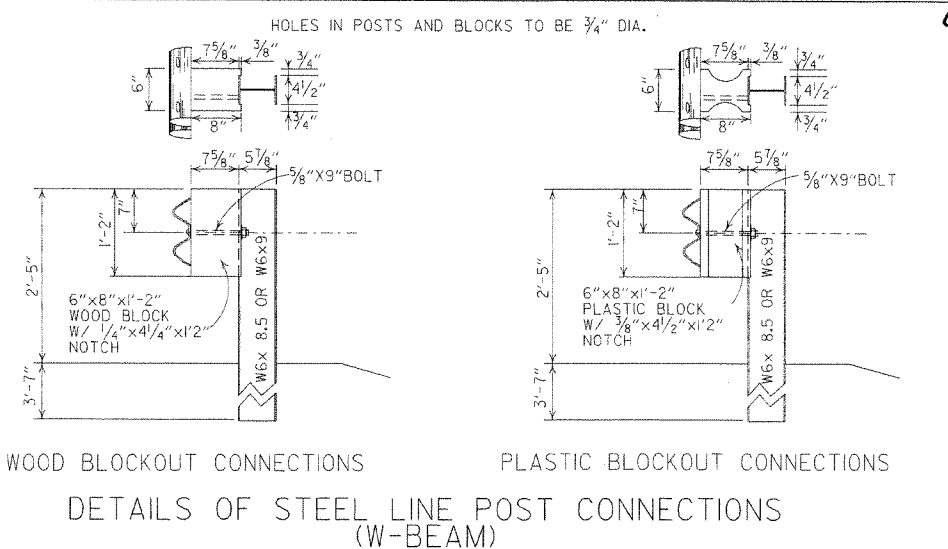
NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.



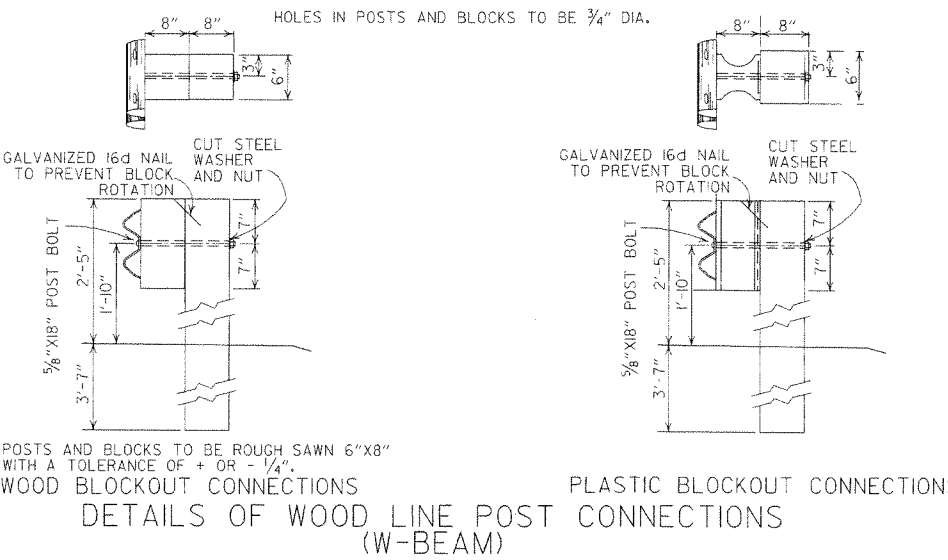
STEEL POST



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-

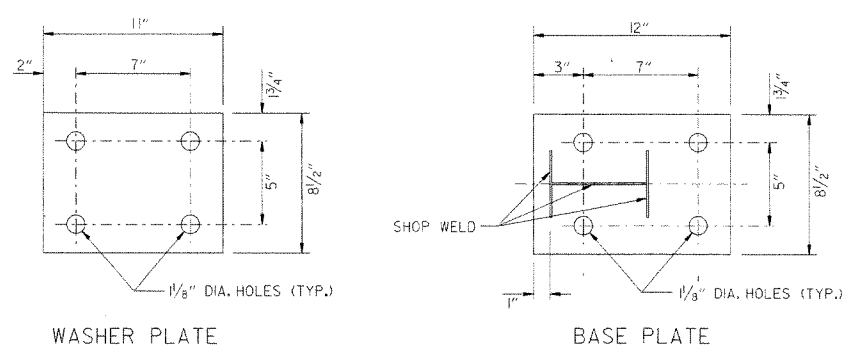
ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.
WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED 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 9.7f (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.

7-4-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
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	
11-2-00	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 & ADDED 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 ALT. 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	8-15-91
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

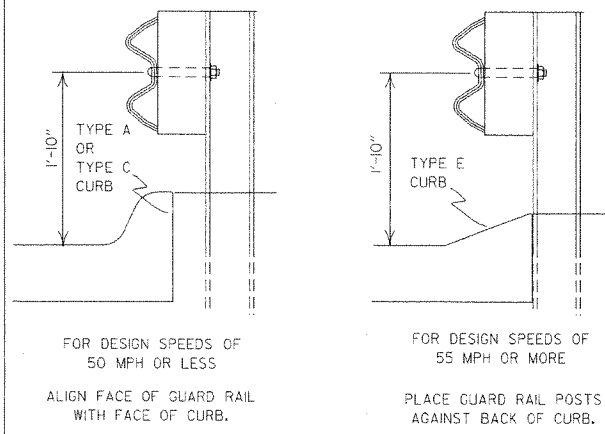
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

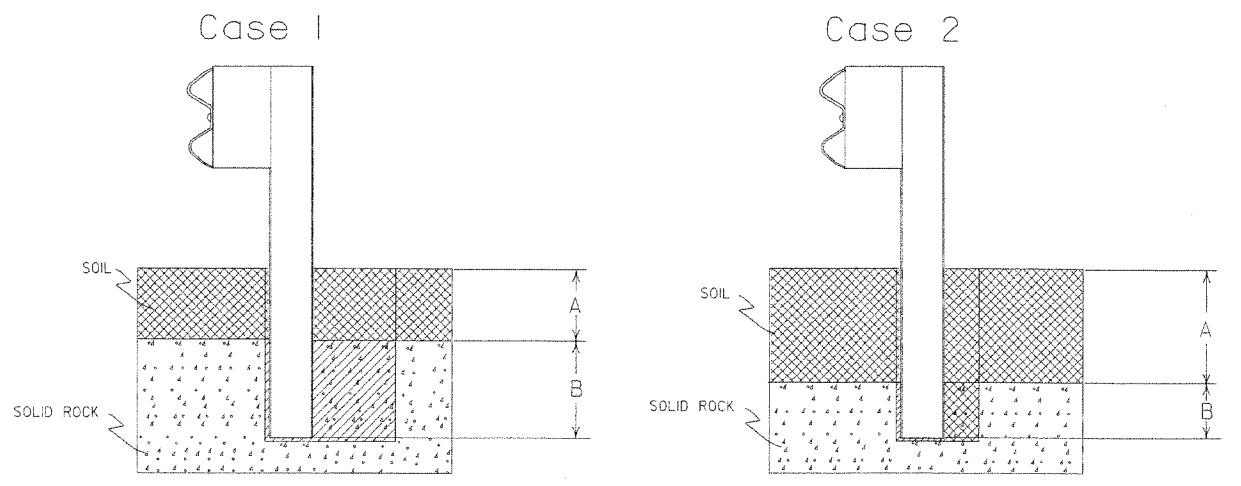


Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.



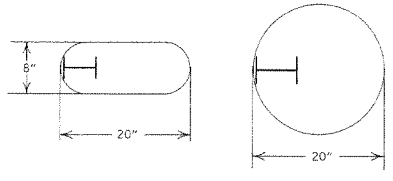
DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

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



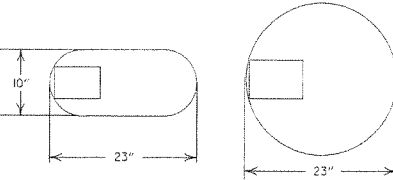
Plan View Steel Posts

Either hole configuration acceptable



Plan View Wood Posts

Either hole configuration acceptable



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

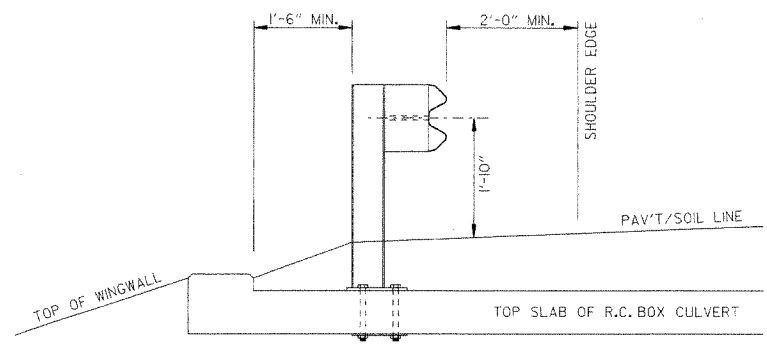
Zone A: Backfill according to Section 617.03(a).

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

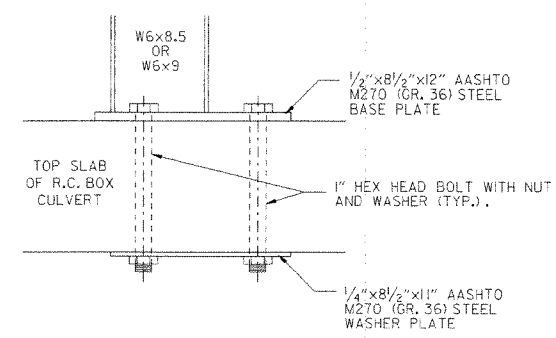
Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

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

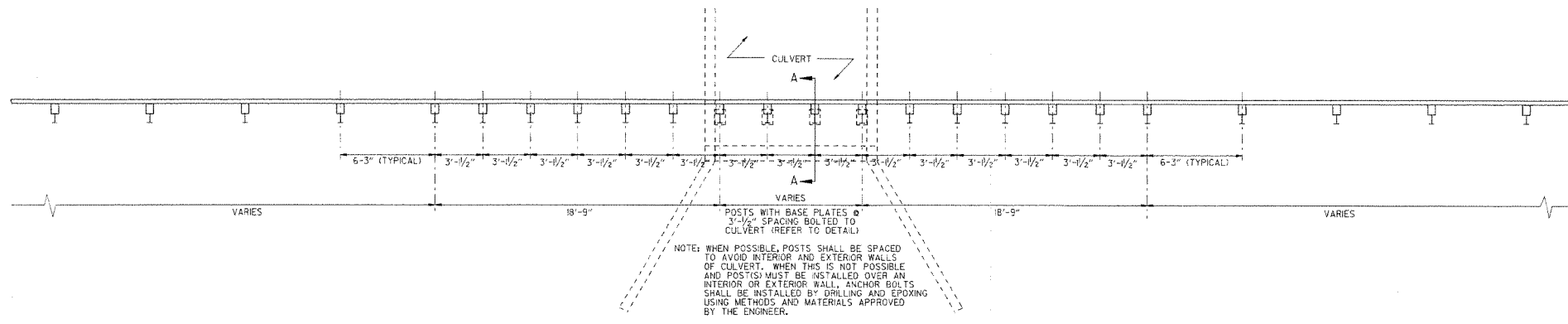
DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



SECTION A-A



DETAIL OF CONNECTION



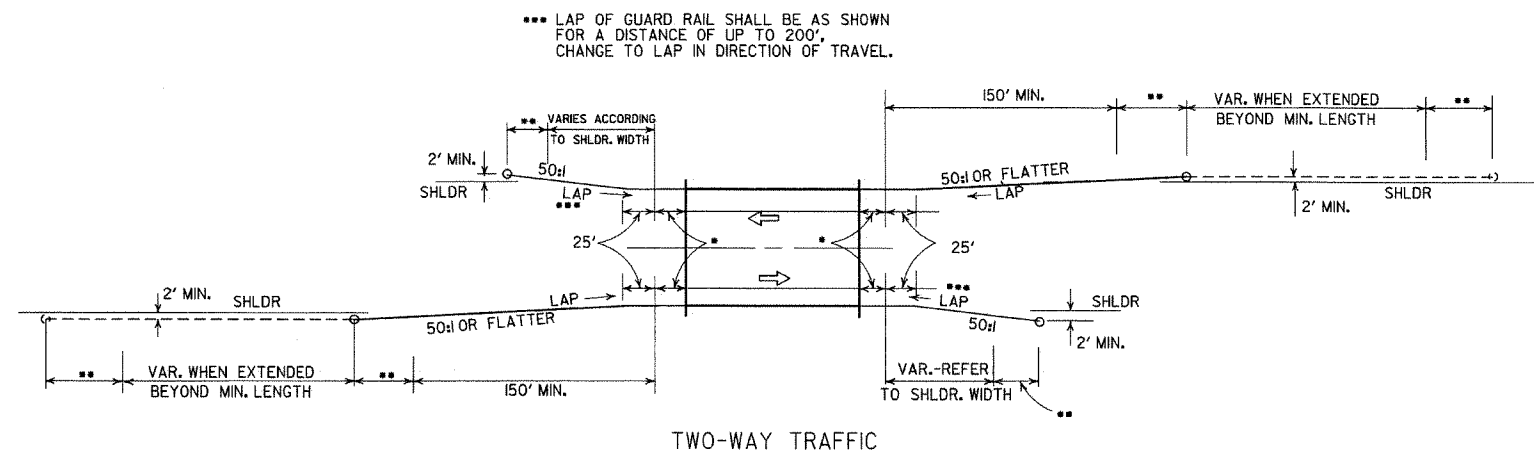
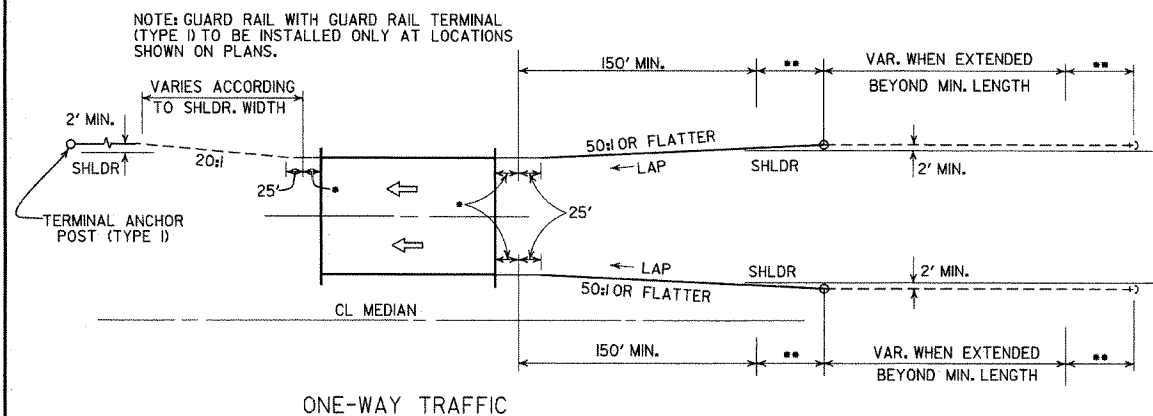
PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DRWG. GR-8.

7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS, ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T. DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87
DATE	REVISION	DATE FILM

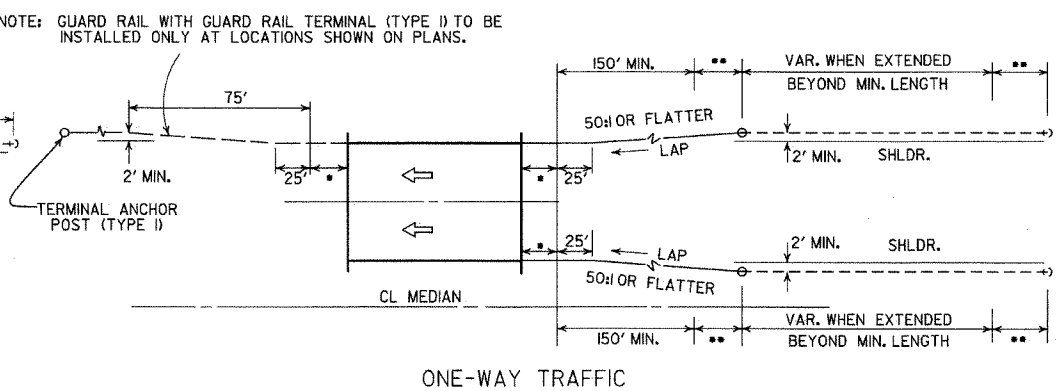
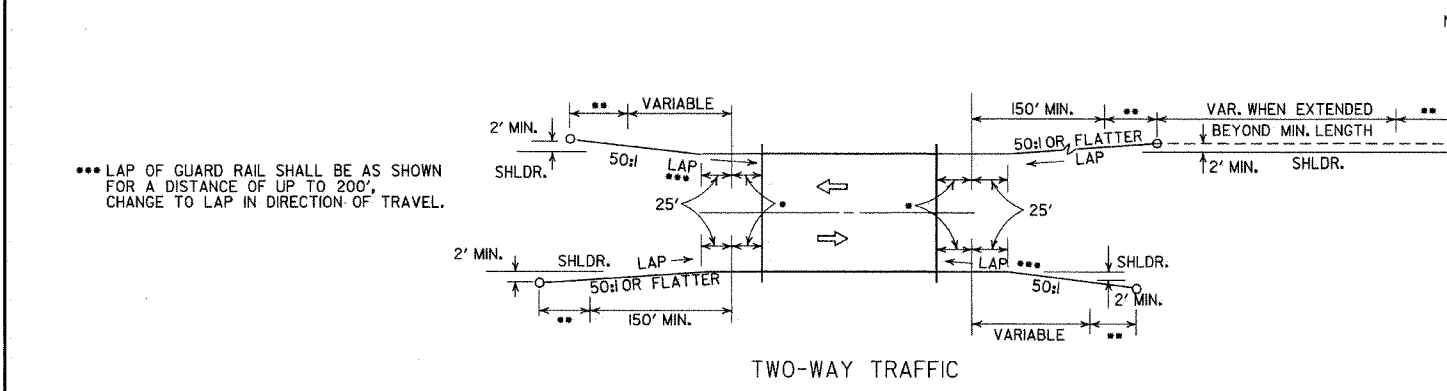
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

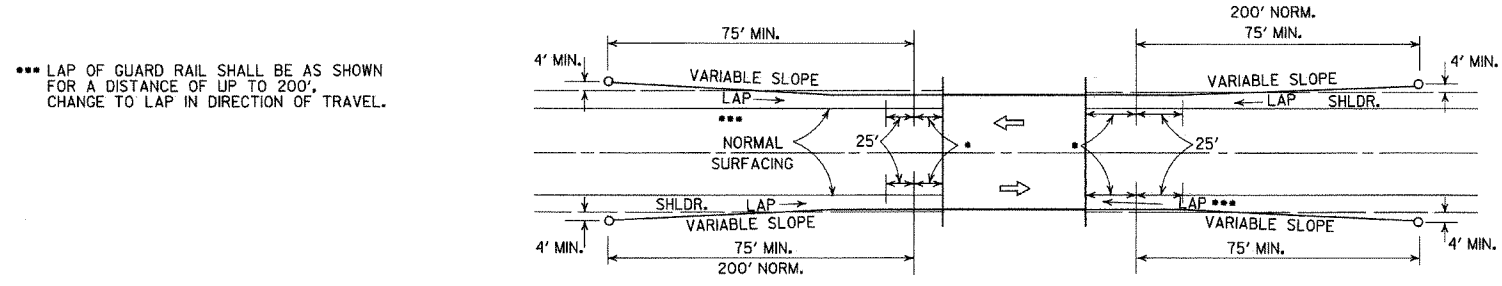
STANDARD DRAWING GR-8A



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)

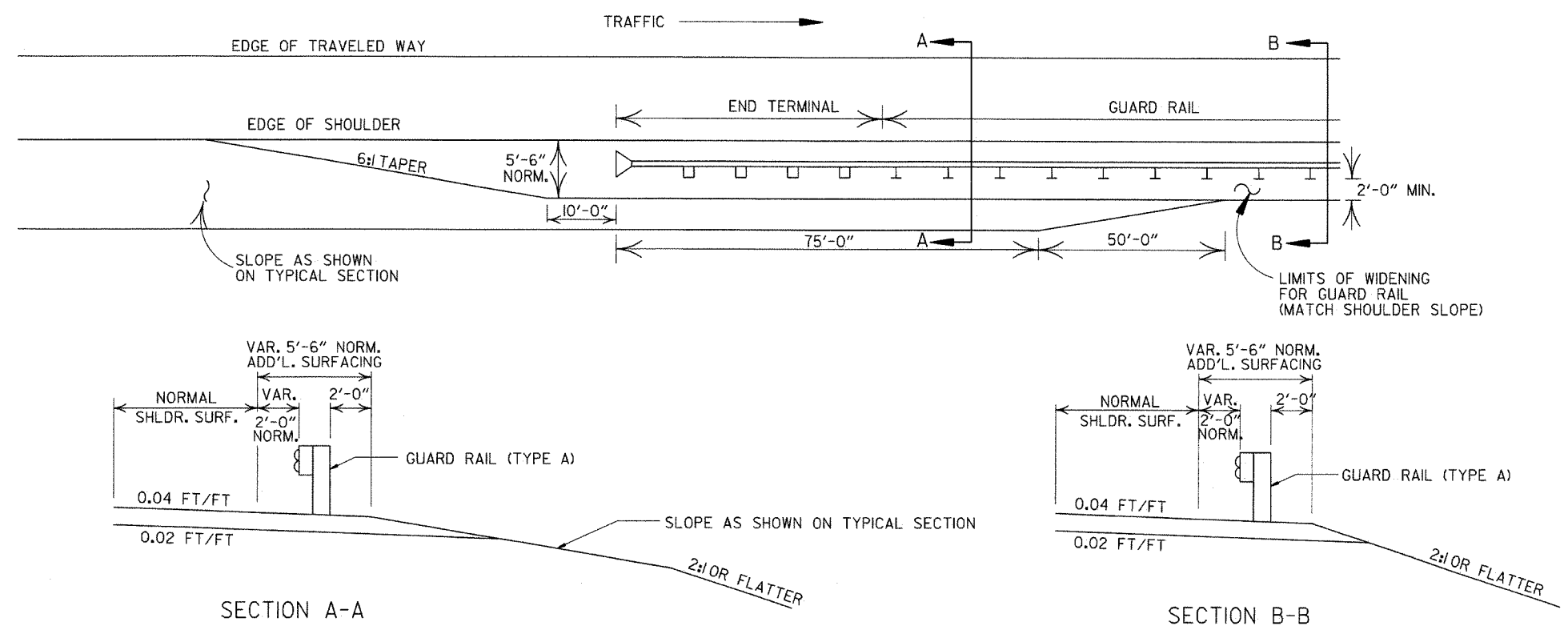


LEGEND

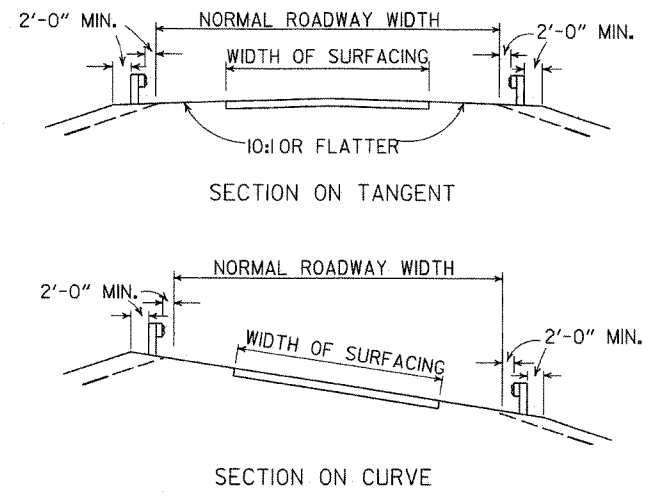
- THRIE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

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

ARKANSAS STATE HIGHWAY COMMISSION		
GUARD RAIL DETAILS		
STANDARD DRAWING GR-9		
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	
10-9-87	REDRAWN & REVISED	
DATE	REVISION	DATE FILM



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

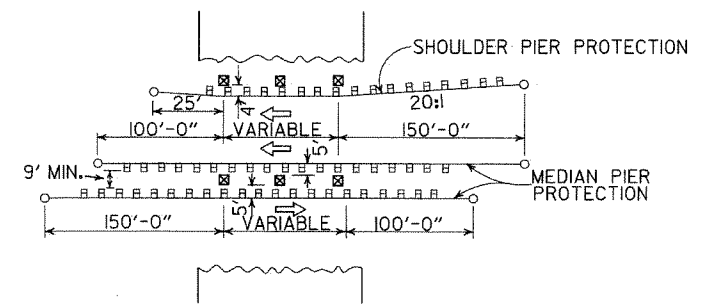


DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

SECTION A-A

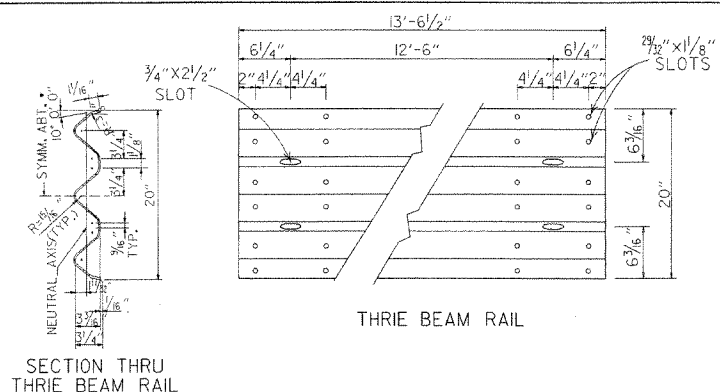
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

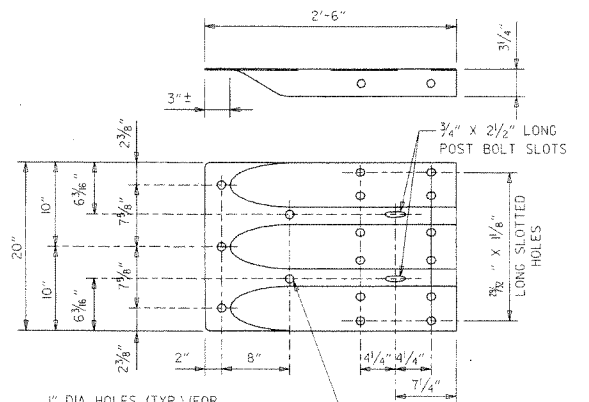


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

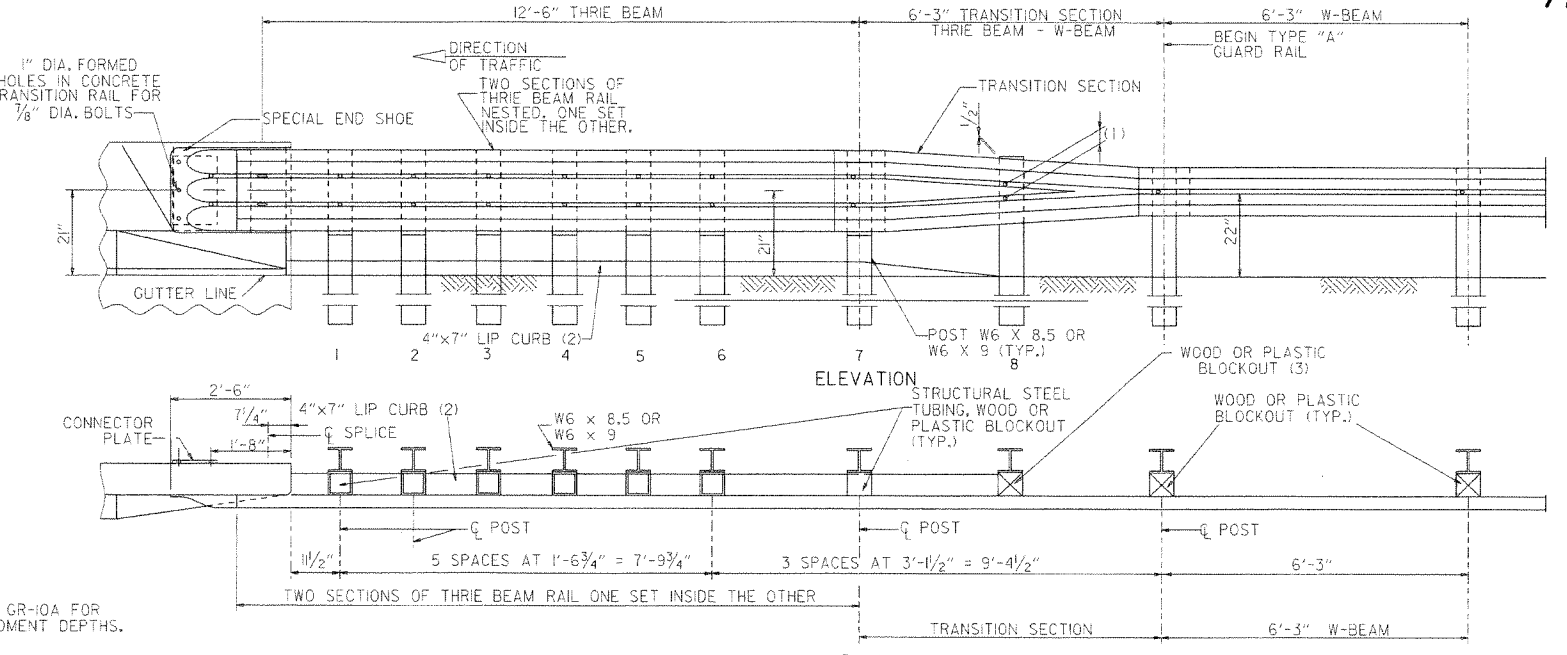
ARKANSAS STATE HIGHWAY COMMISSION			
GUARD RAIL DETAILS			
STANDARD DRAWING GR-9A			
4-17-08	MINOR REVISION		
11-10-05	DRAWN		
DATE	REVISION	DATE	FILM



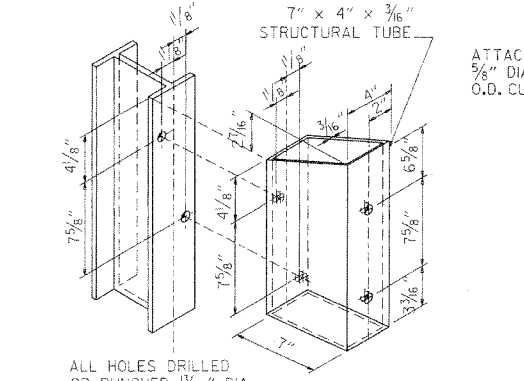
SECTION THRU THRIE BEAM RAIL



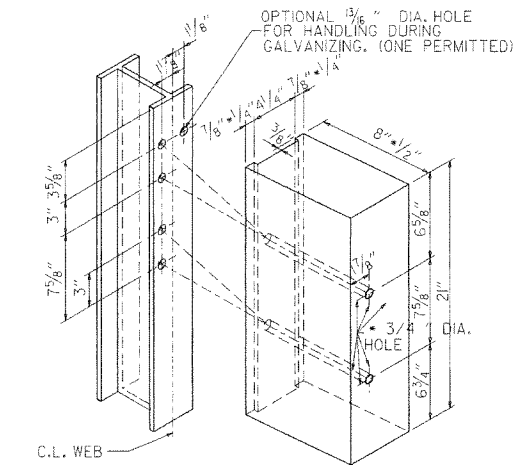
SPECIAL END SHOE



ELEVATION

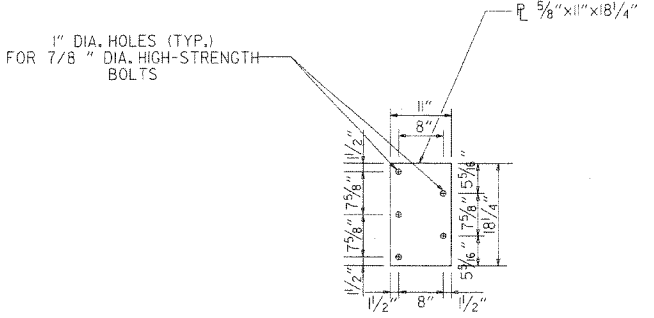


STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



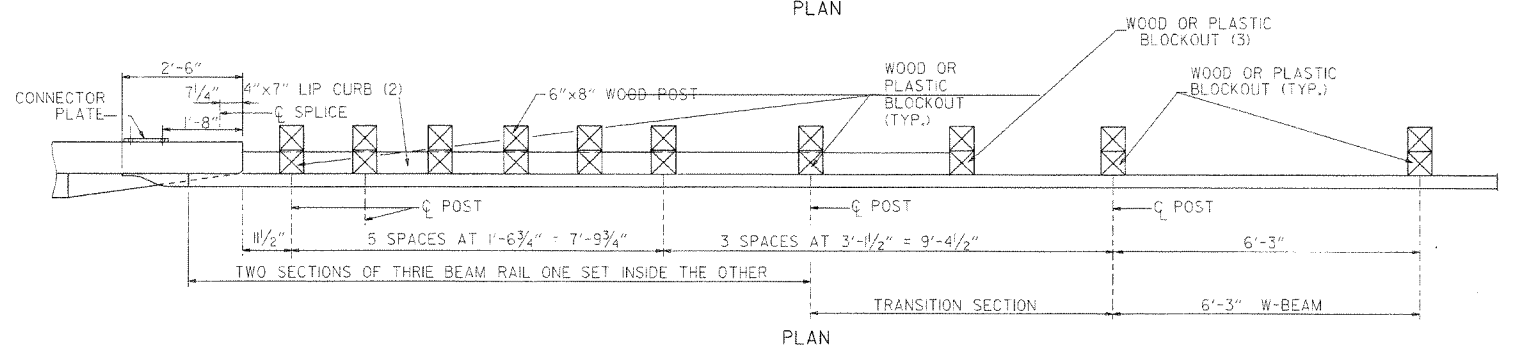
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

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



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8 DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.

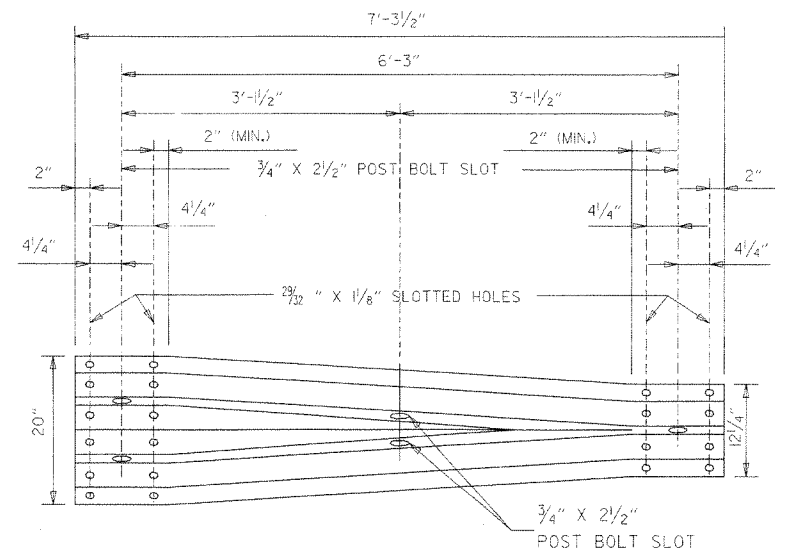


PLAN

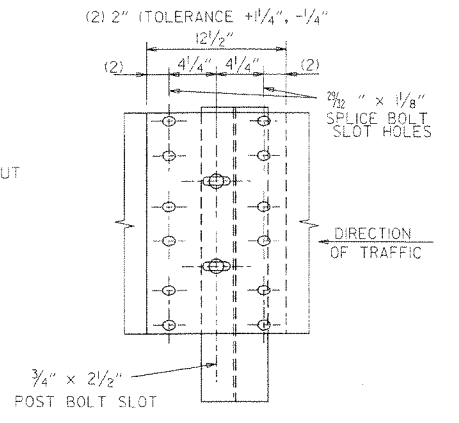
PLAN

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

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS



TRANSITION SECTION

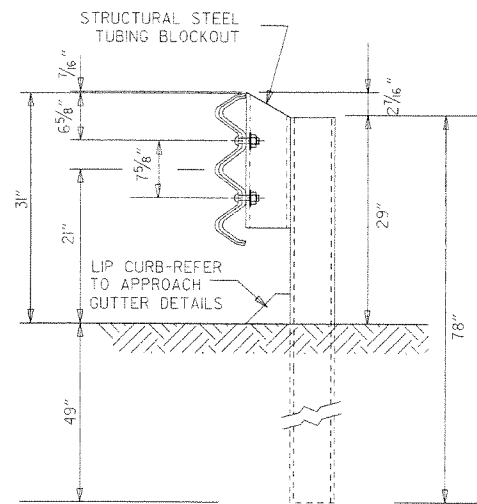


THRIE BEAM RAIL SPLICE AT POST

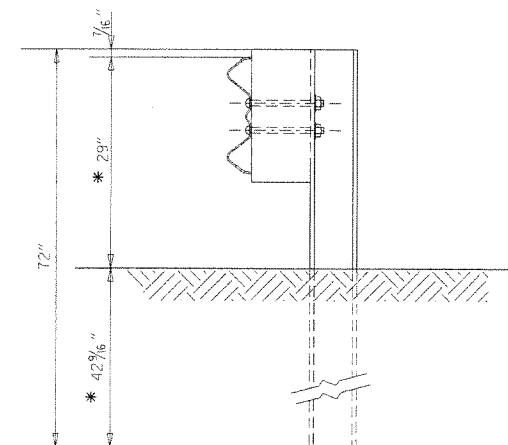
GENERAL NOTES:

- THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.
- RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.
- ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.
- ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.
- WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7F (1400 F) OR NO. 1 350 F SOUTHERN PINE.
- REFER TO STD. DRWG. GR-10A FOR POST DETAILS.
- USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.
- THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

7-14-10	RAISED HEIGHT OF W-BEAM 1"	ARKANSAS STATE HIGHWAY COMMISSION	
11-29-07	ADDED PLASTIC BLOCKOUTS		
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT		
11-18-04	REVISED GENERAL NOTES		
10-9-03	REVISED GENERAL NOTES		
4-10-03	REVISED GENERAL NOTES		
8-22-02	REVISED NOTE (2)	GUARD RAIL DETAILS	
6-29-00	MOVED DIMENSION LINES		
5-18-00	ADDED NOTE		
3-30-00	DRAWN & ISSUED		
DATE	REVISION	DATE FILM	STANDARD DRAWING GR-10

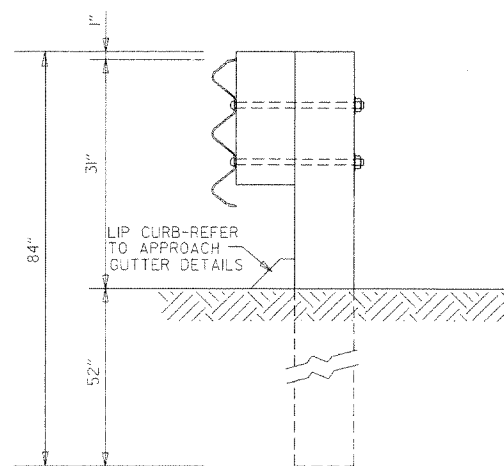


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

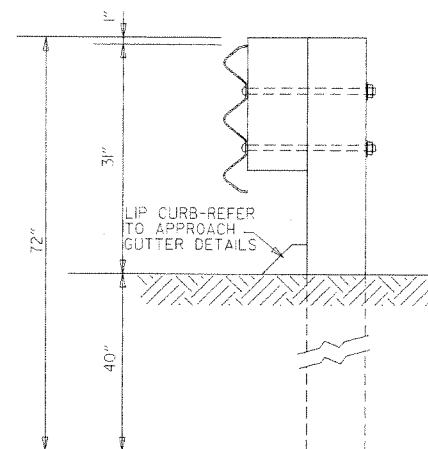


W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

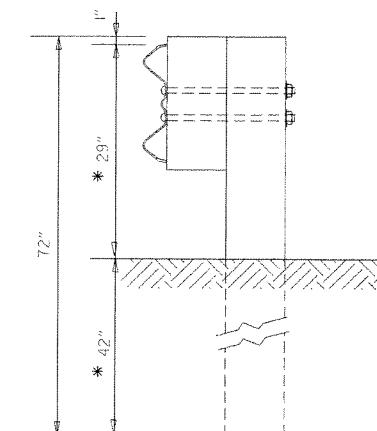
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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

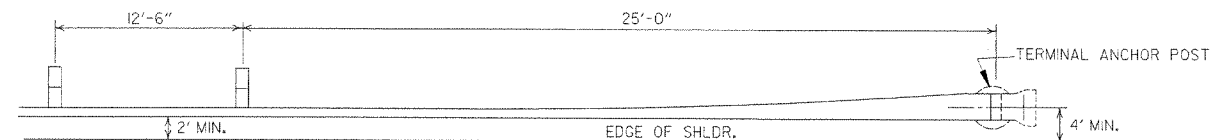
GENERAL NOTES:
RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7F (400 F) OR NO. 1 350 F SOUTHERN PINE.

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	

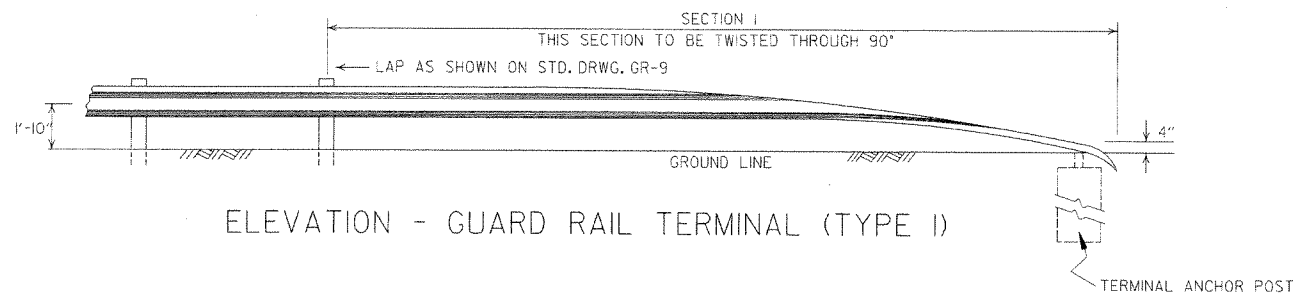
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

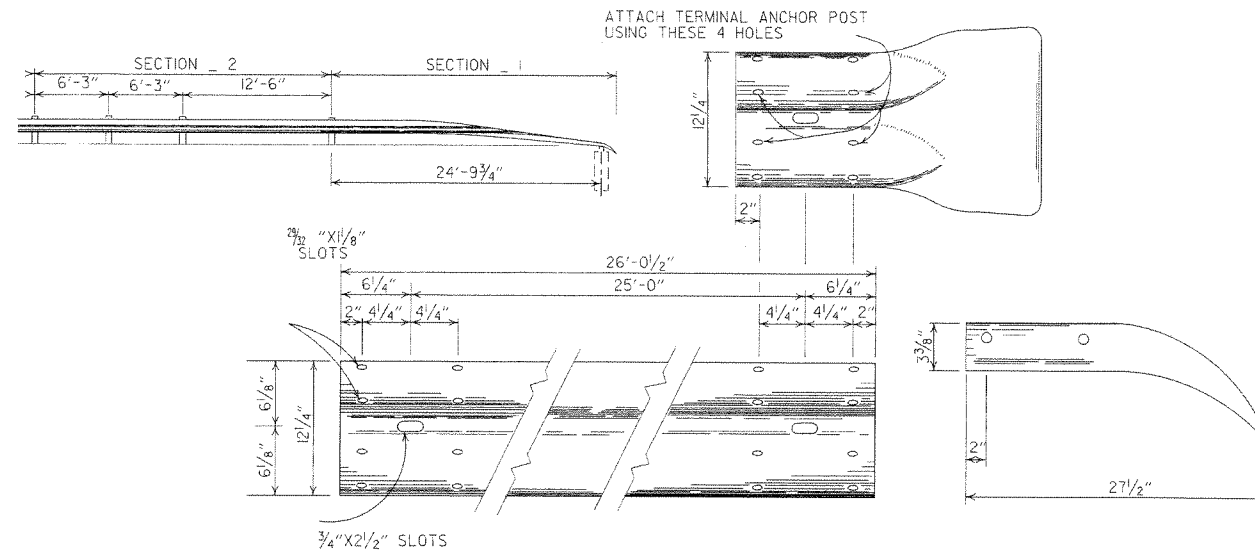


PLAN - GUARD RAIL TERMINAL (TYPE I)



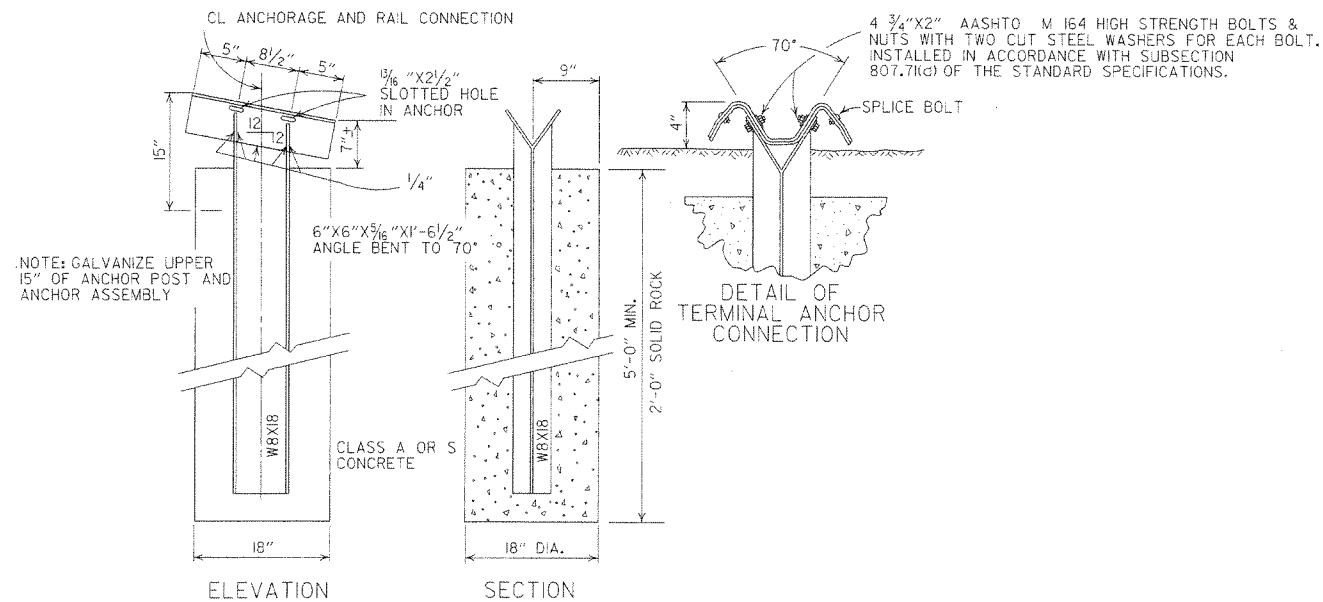
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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 8 W 17 POST IF CONTRACTOR SO DESIRES.

			ARKANSAS STATE HIGHWAY COMMISSION
			GUARD RAIL DETAILS
			STANDARD DRAWING GRT-1
7-14-40	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)


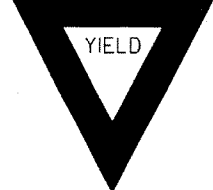
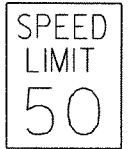
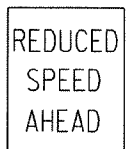




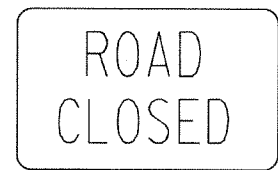
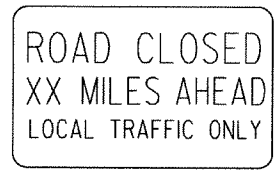
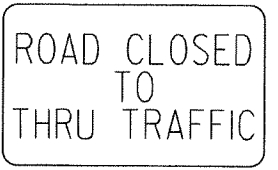
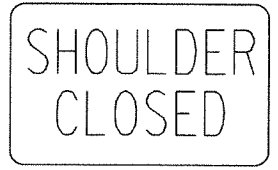
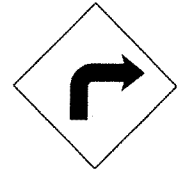
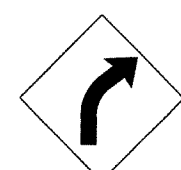




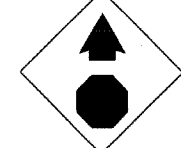

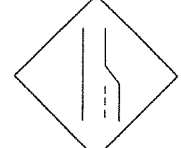

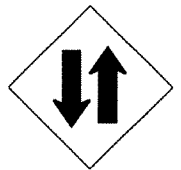

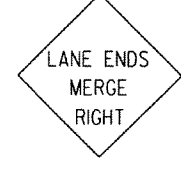








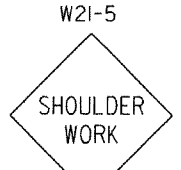
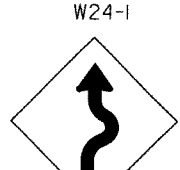
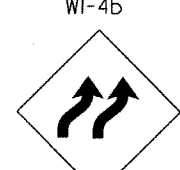


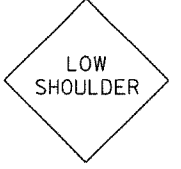
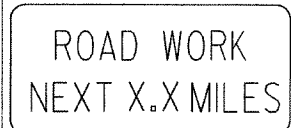
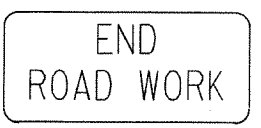
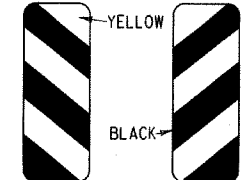
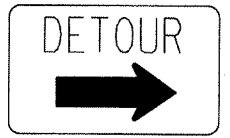

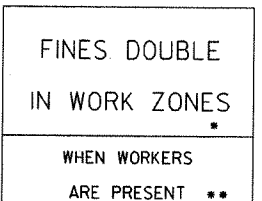
500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

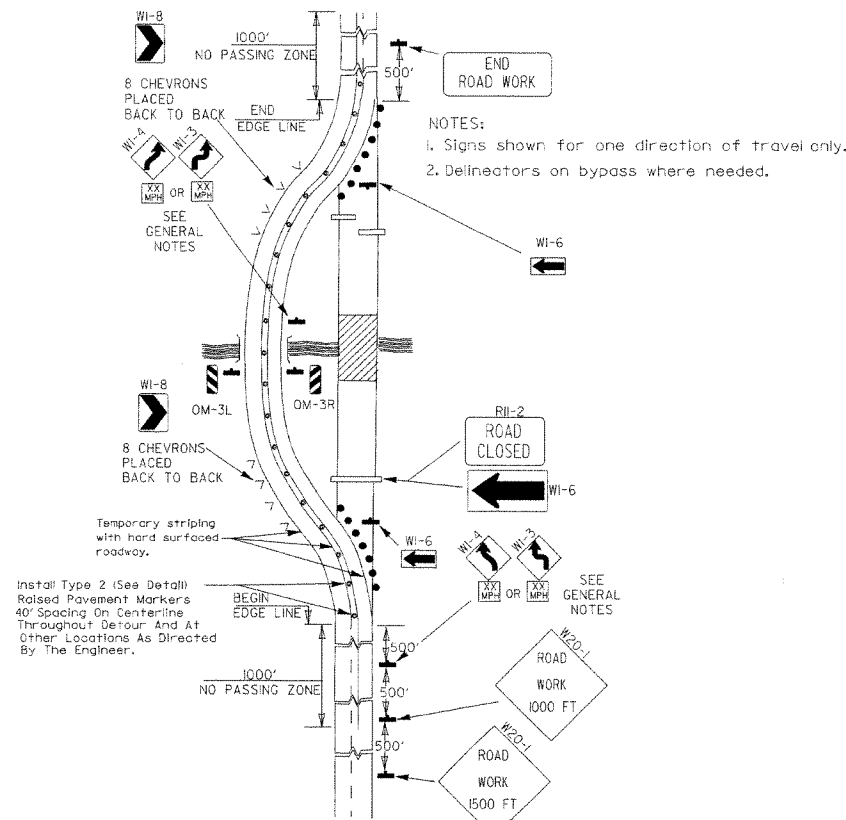
GENERAL NOTES:

- 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, DEFACE, 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.

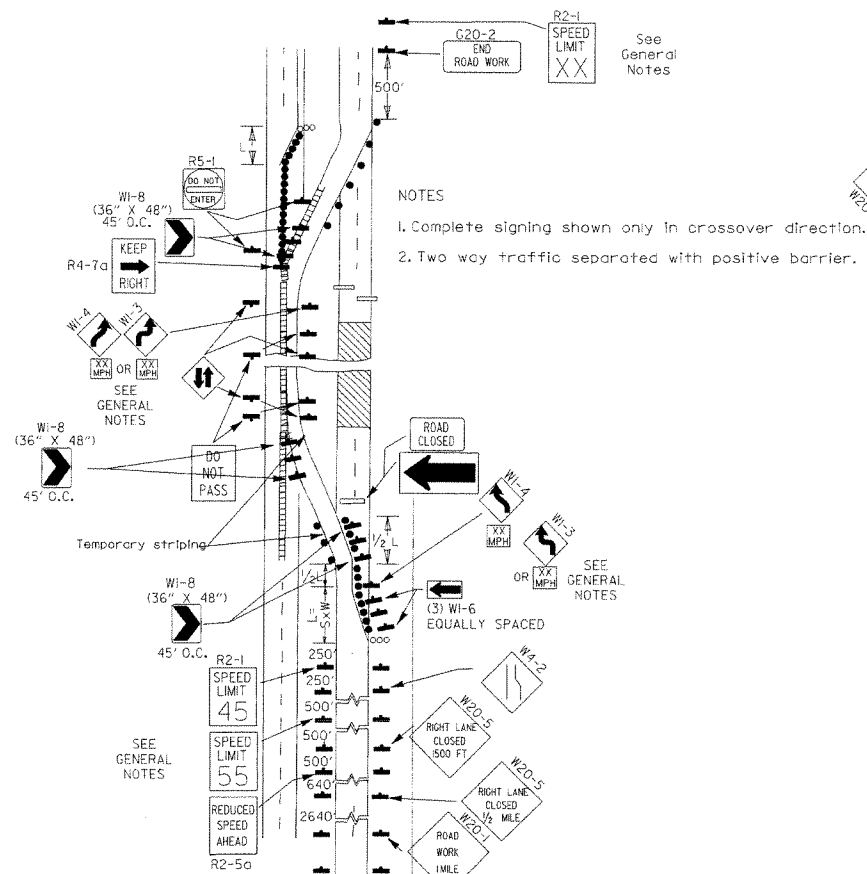
NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

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

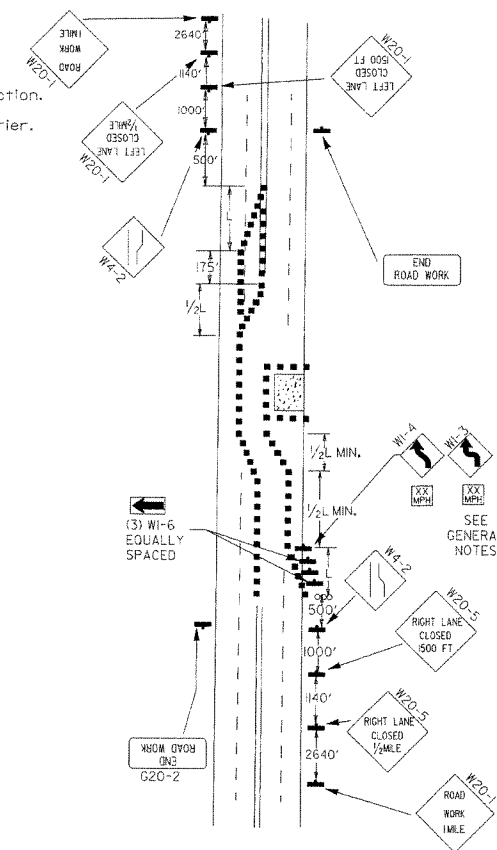
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY. 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>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>
<p>W20-3</p>  <p>STD. 48"x48"</p>	<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>500 FEET 18" 24" W6-2</p> <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>
<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>	<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>
<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>WHEN WORKERS ARE PRESENT **</p> <p>* USE 6" C LETTERS ** USE 4" D LETTERS</p>				



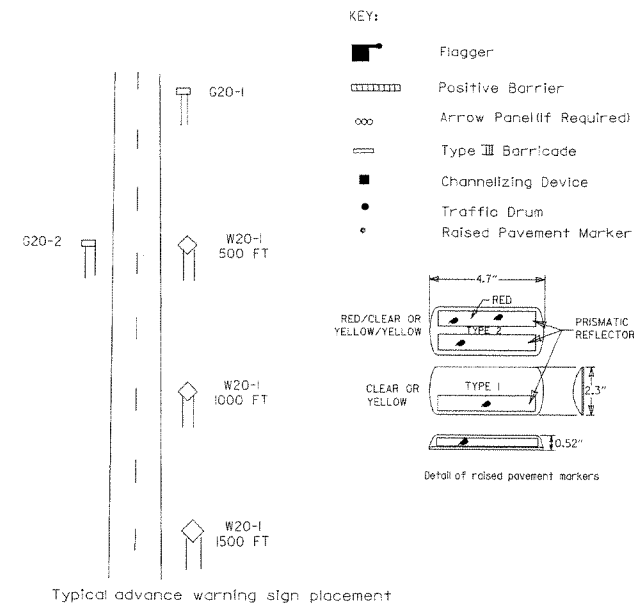
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



(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.



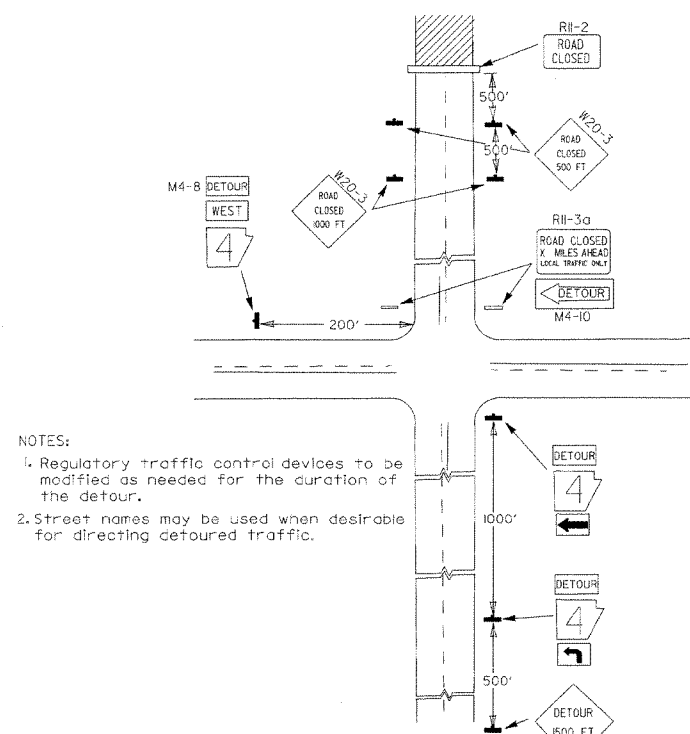
Typical advance warning sign placement

Taper formulae:

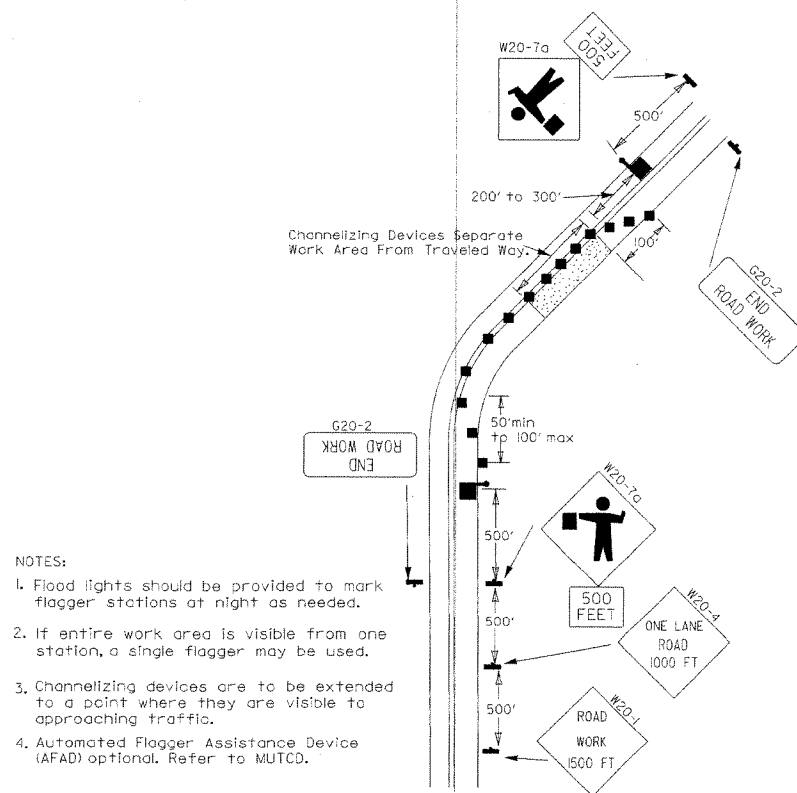
$L = S \times W$ for speeds of 45mph or more.
 $L = \frac{WS^2}{60}$ for speeds of 40mph or less.
 Where:
 L = Minimum length of taper.
 S = Numerical value of posted speed limit prior to work or 85th percentile speed.
 W = Width of offset.

GENERAL NOTES:

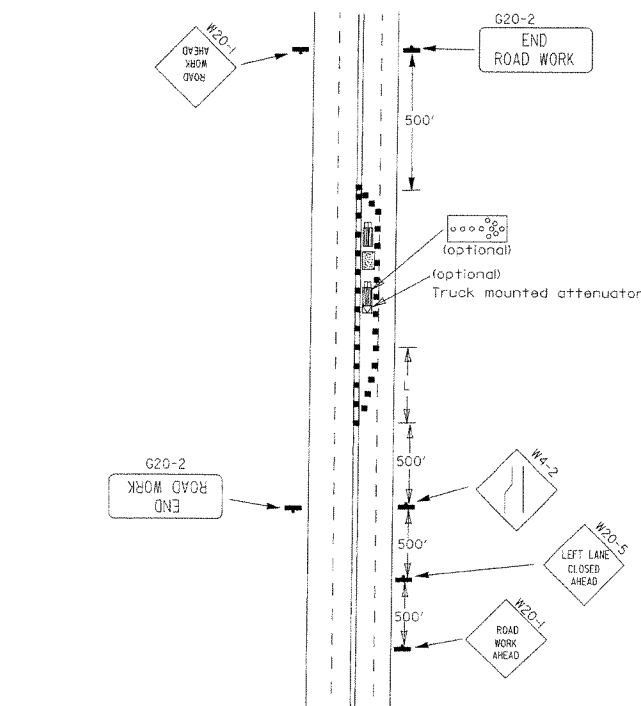
- Advisory speed posted on W1-3 or W1-4 curve warning signs to be determined at site. Use W1-4 when speed is greater than 30mph and W1-3 when 30mph or less.
- When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed 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 R2-1(45) shall be installed to match original speed limit.
- When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-155mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(55) 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.



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



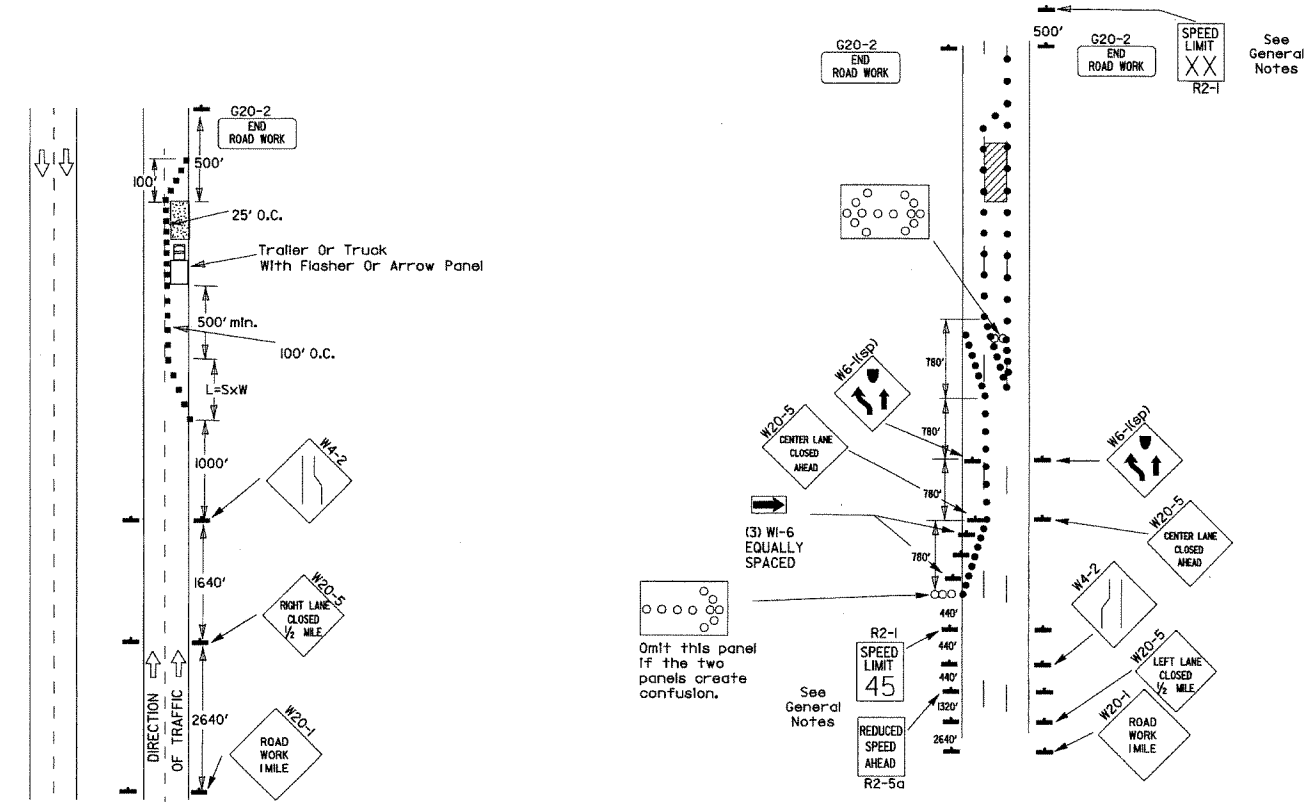
(E) Typical application of traffic control devices on 2-lane highway where one lane is closed and flagging is provided.



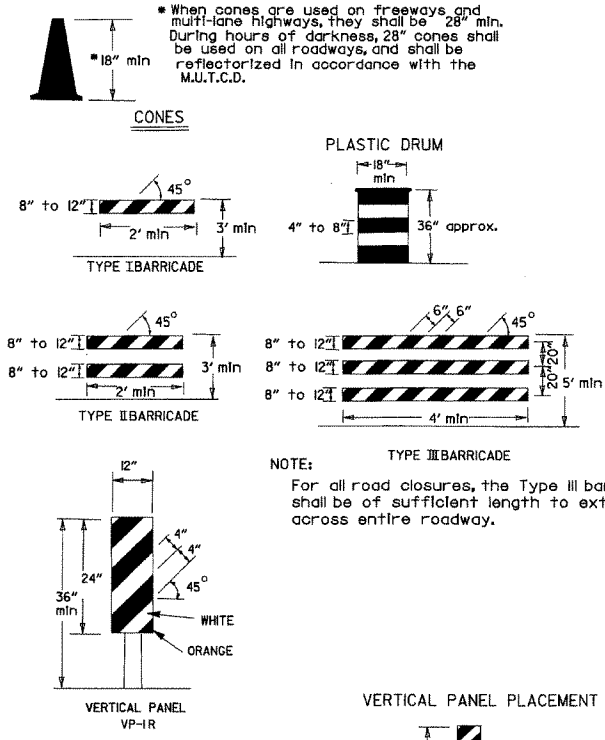
(F) Typical application - 4-lane undivided roadway with inside lane closed.

DATE	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 (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

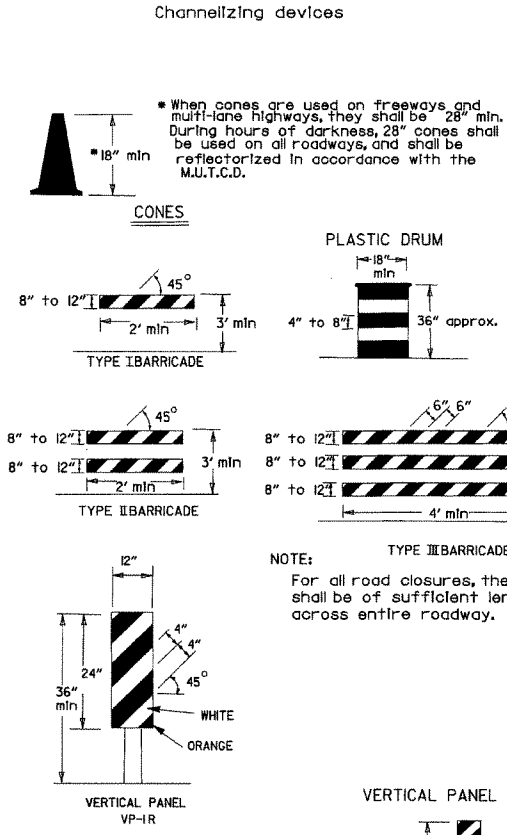
Channelizing devices



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



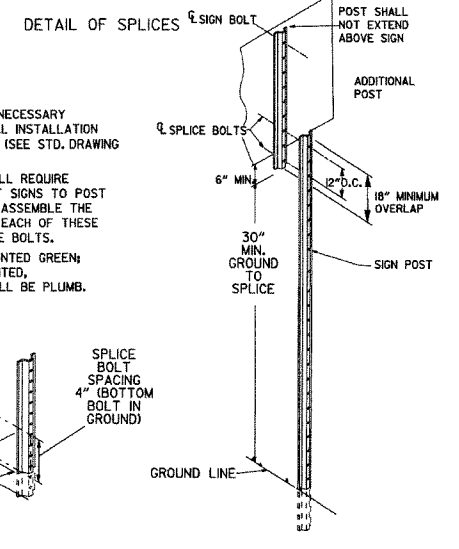
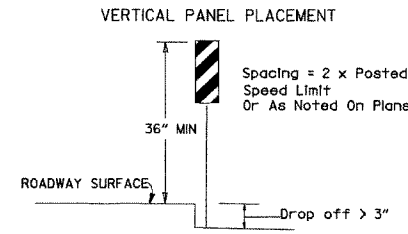
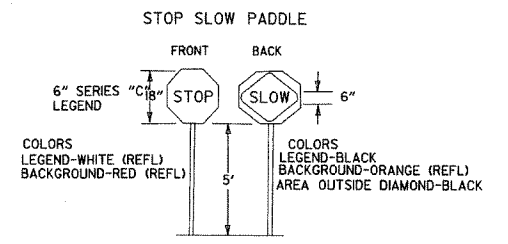
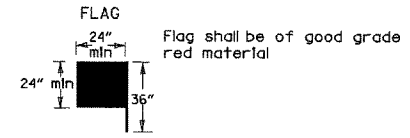
(B) Typical application - 3-lane oneway roadway where center lane is closed.



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

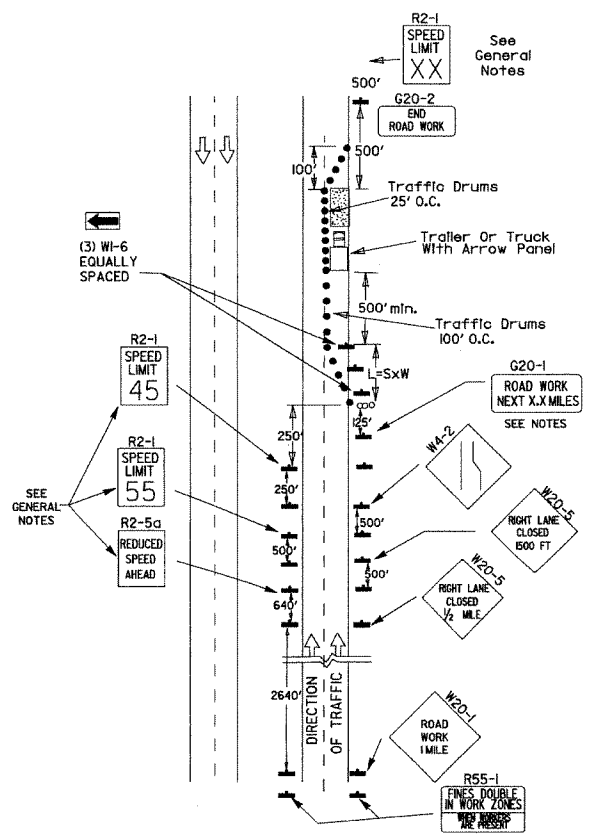
* When shown on the plans concrete barrier will be used.
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



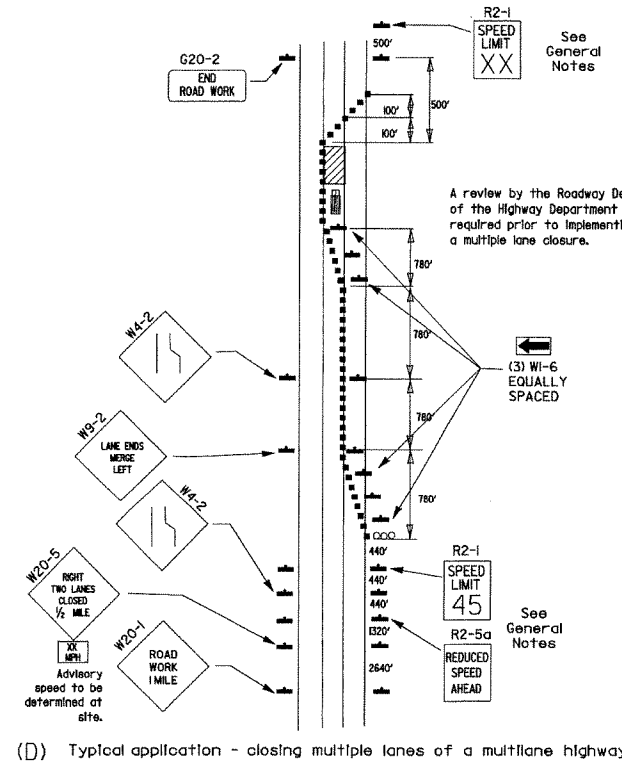
NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)
NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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

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

- GENERAL NOTES:
- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
 - When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the 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 55mph, 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.
 - 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.



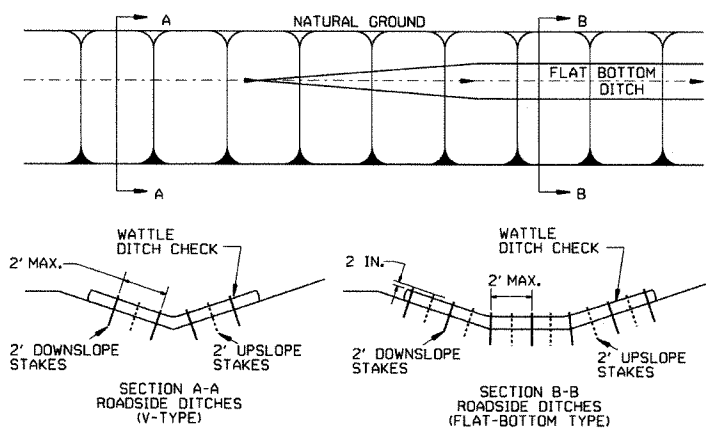
(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.



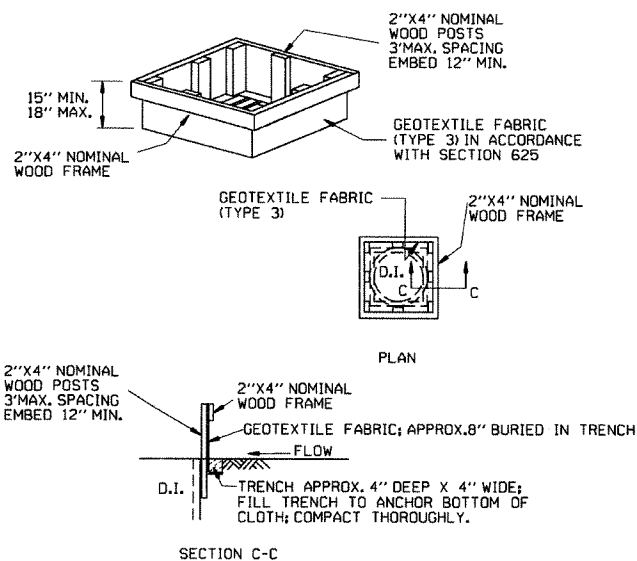
(D) Typical application - closing multiple lanes of a multilane highway.

DATE	REVISION	FILED
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	

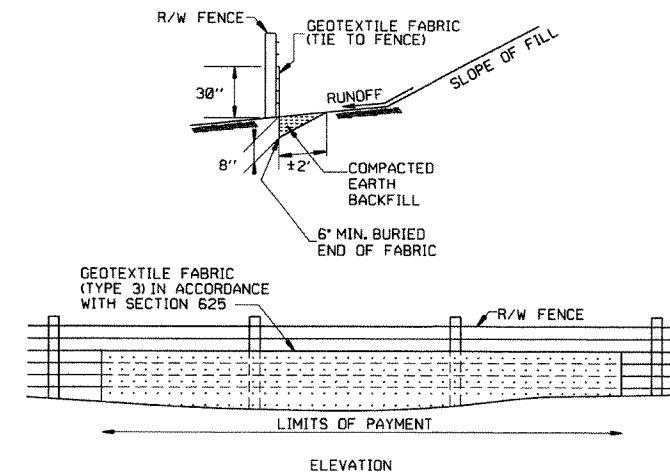
GENERAL NOTES
 INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)

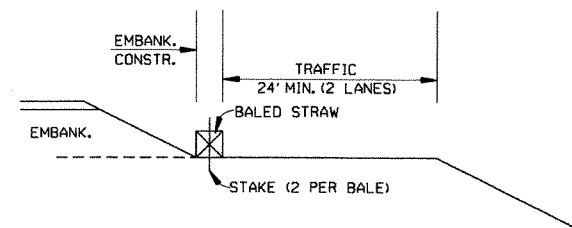


DROP INLET SILT FENCE (E-7)

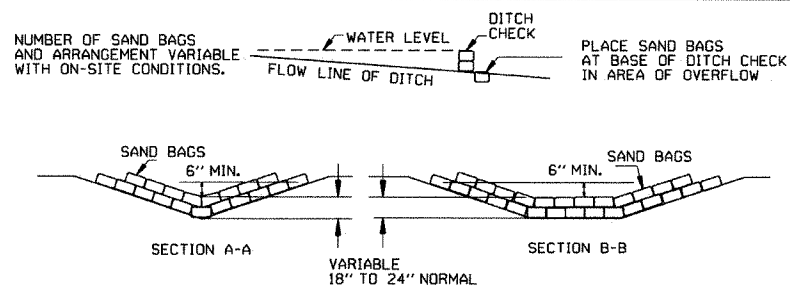


SILT FENCE ON R/W FENCE (E-4)

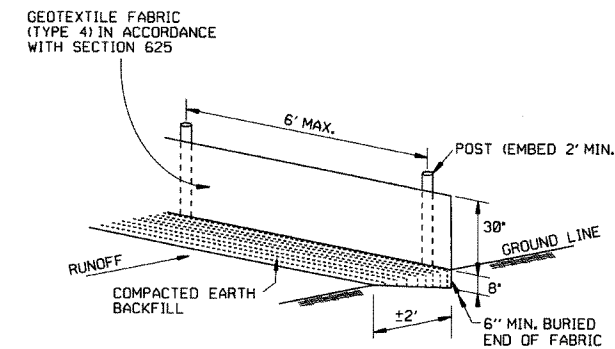
GENERAL NOTES
 GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



BALED STRAW FILTER BARRIER (E-2)

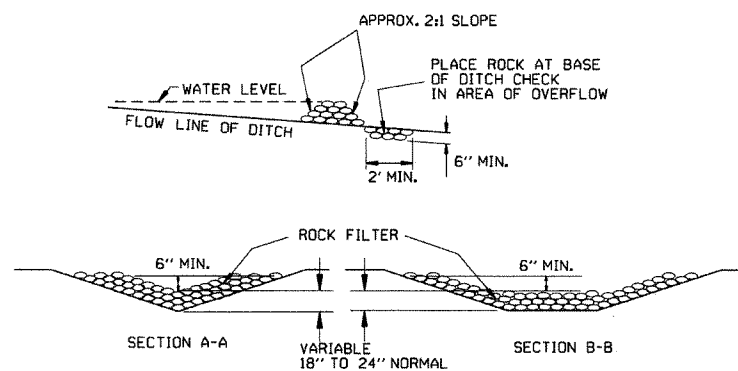


SAND BAG DITCH CHECK (E-5)



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)

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

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\"/>		
6-2-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94	STANDARD DRAWING TEC-1
4-1-93	REDRAWN		
10-1-92	REDRAWN		
8-2-76	ISSUED R.D.M.	298-7-28-76	
DATE	REVISION	FILMED	