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.		BB0702	1	65
				(2)	HWY. 26 - CADDO RIVER (S)			

"A FULLY CONTROLLED ACCESS FACILITY"

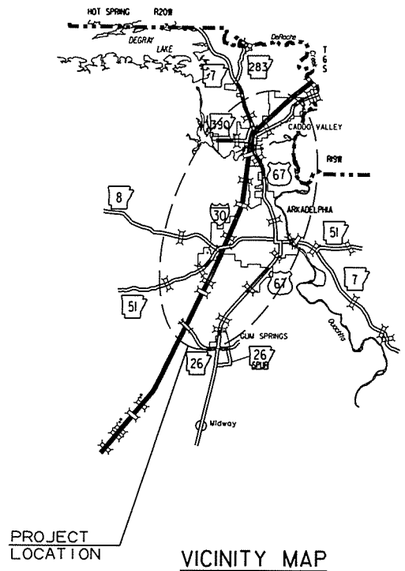
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 26-CADDO RIVER (S)

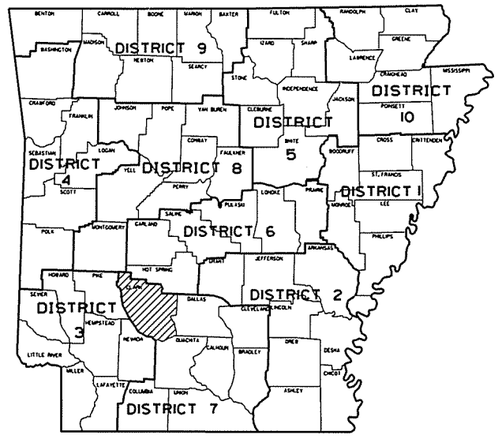
CLARK COUNTY
ROUTE 30 SECTION 14

FEDERAL AID PROJ. BIM-B30-0(214) & 9050

JOB BB0702



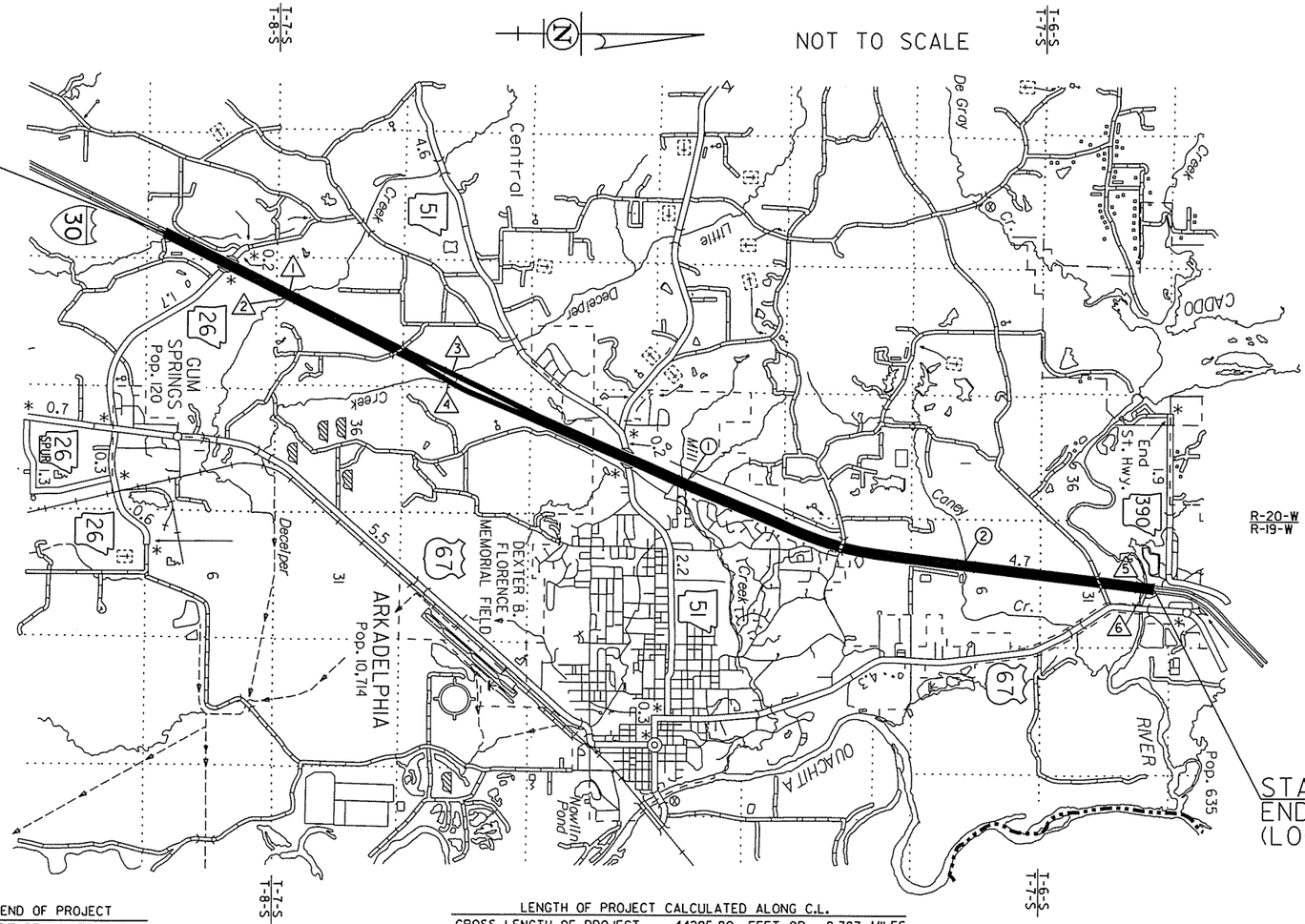
VICINITY MAP



ARK. HWY. DIST. NO. 7

NOT TO SCALE

STA. 3405+00.00
BEGIN JOB BB0702
(LOG MILE 68.7)



STA. 3847+85.80
END JOB BB0702
(LOG MILE 77.1)

DESIGN TRAFFIC DATA

DESIGN YEAR	2034
2014 ADT	31,000
2034 ADT	43,000
2034 DHV	4,730
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	47%
DESIGN SPEED	70 MPH

EXCEPTION TO JOB BB0702 (BRIDGES)

(1)	STA. 3463+60.00 BR. END 100.00' BRIDGE NO. A3689 40'-0" CLEAR ROADWAY STA. 3464+60.00 BR. END	STA. 3538+55.00 BR. END 90.00' BRIDGE NO. B3691 40'-0" CLEAR ROADWAY STA. 3539+45.00 BR. END
(2)	STA. 3463+60.00 BR. END 100.00' BRIDGE NO. B3689 40'-0" CLEAR ROADWAY STA. 3464+60.00 BR. END	STA. 3833+54.89 BR. END 112.16' BRIDGE NO. B3706 40'-0" CLEAR ROADWAY STA. 3844+67.05 BR. END
(3)	STA. 3538+44.00 BR. END 112.00' BRIDGE NO. A3691 40'-0" CLEAR ROADWAY STA. 3539+56.00 BR. END	STA. 3833+54.89 BR. END 112.16' BRIDGE NO. A3706 40'-0" CLEAR ROADWAY STA. 3844+67.05 BR. END

TOTAL LENGTH OF EXCEPTIONS
1302.16' MEASURED ALONG CENTERLINE

STRUCTURES OVER 20'-0" SPAN

(1) STA. 3647+00 IN PLACE
DBL. 10' X 8' X 272' R.C. BOX CULV'T.
(SPAN = 22.17')
RETAIN

(2) STA. 3769+11 IN PLACE
TRP. 10' X 5' X 186' R.C. BOX CULV'T.
(10° RT. FWD. SKEW) (SPAN = 33.17')
RETAIN

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 34° 03' 56"	LATITUDE = N 34° 07' 06"	LATITUDE = N 34° 10' 28"
LONGITUDE = W 93° 07' 30"	LONGITUDE = W 93° 05' 35"	LONGITUDE = W 93° 04' 28"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT			44285.80	FEET OR	8.387	MILES
NET	"	" ROADWAY	42983.64	"	8.141	"
NET	"	" BRIDGES	0.00	"	0.000	"
NET	"	" PROJECT	42983.64	"	8.141	"

P.E. BB0702

APPROVED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4215
RALPH J. HALL

DEPUTY DIRECTOR
AND CHIEF ENGINEER

1/17/2014

RBB0702.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
2-7-14				6	ARK.			
2-18-14				JOB NO.		BB0702	2	65
				(2) INDEX OF SHEETS, GOV. SPECS, & GEN. NOTES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
2-20-14

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 - 8	SPECIAL DETAILS		
9 - 25	TEMPORARY EROSION CONTROL DETAILS		
26 - 29A	MAINTENANCE OF TRAFFIC		
30 - 33	QUANTITIES		
34	SUMMARY OF QUANTITIES AND REVISIONS		
35 - 51	PLAN SHEETS		
52	CONCRETE DITCH PAVING	CDP-1	11-17-10
53	GUARD RAIL DETAILS	GR-8	7-14-10
54	GUARD RAIL DETAILS	GR-9	4-17-08
55	GUARD RAIL DETAILS	GR-9A	4-17-08
56	GUARD RAIL DETAILS	GR-10	7-14-10
57	GUARD RAIL DETAILS	GR-10A	7-14-10
58	GUARD RAIL DETAILS	GRT-1	7-14-10
59	PAVEMENT MARKING DETAILS	PM-1	9-12-13
60	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	PM-2	9-12-13
61	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
62	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9-12-13
63	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09
63A	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER	TC-4	10-15-09
63B	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER	TC-5	10-15-09
64	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12-15-11
65	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	TR-1A	8-22-02

GENERAL NOTES

1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.

2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE STANDARD SPECIFICATIONS, EDITION OF 2003, FOR PERMIT REQUIREMENTS.

3. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.

4. ANY REQUIRED EROSION CONTROL MEASURES FROM WASTING MATERIALS SHALL BE AT THE CONTRACTOR'S EXPENSE.

5. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
303-1	AGGREGATE BASE COURSE
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
404-2	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
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
620-1	MULCH COVER
718-2	REFLECTORIZED PAINT PAVEMENT MARKINGS
JOB BB0702	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0702	CONCRETE DITCH PAVING
JOB BB0702	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0702	ELECTRONIC SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB0702	EMPLOYMENT REPORTING
JOB BB0702	HIGH PERFORMANCE PAVEMENT MARKING
JOB BB0702	MAINTENANCE OF TRAFFIC
JOB BB0702	MANDATORY USE OF INTERNET BIDDING
JOB BB0702	PARTNERING REQUIREMENTS
JOB BB0702	PERCENT WITHIN LIMITS
JOB BB0702	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB BB0702	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIERS
JOB BB0702	SEQUENCE OF CONSTRUCTION
JOB BB0702	SITE USE (A + C METHOD)
JOB BB0702	STORM WATER POLLUTION PREVENTION PLAN
JOB BB0702	TEMPORARY PORTABLE RUMBLE STRIPS
JOB BB0702	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0702	UNDERDRAIN FLUSHING AND REHABILITATION
JOB BB0702	UTILITY ADJUSTMENTS
JOB BB0702	VALUE ENGINEERING
JOB BB0702	WARM MIX ASPHALT
JOB BB0702	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB BB0702	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB BB0702	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB BB0702	WRSF TRAINING WORKSHOP

2/18/2014

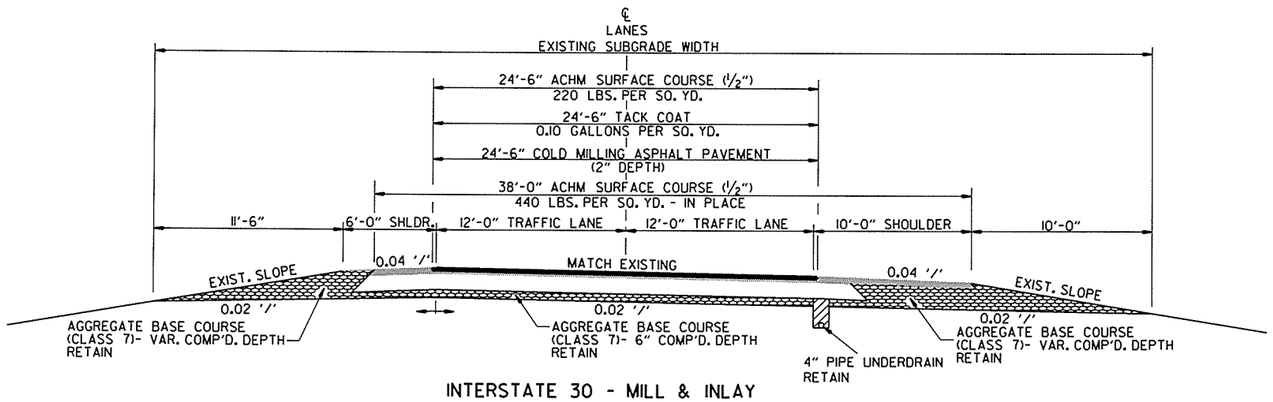
RBB0702.DGN

INDEX OF SHEETS, GOVERNING SPECIFICATIONS, & GENERAL NOTES

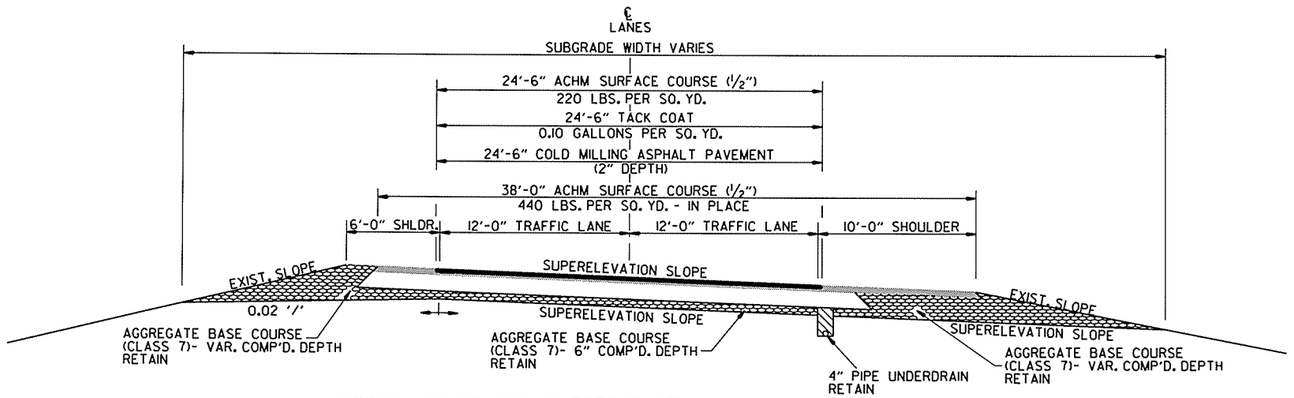
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	3	65

(2) TYPICAL SECTIONS OF IMPROVEMENT

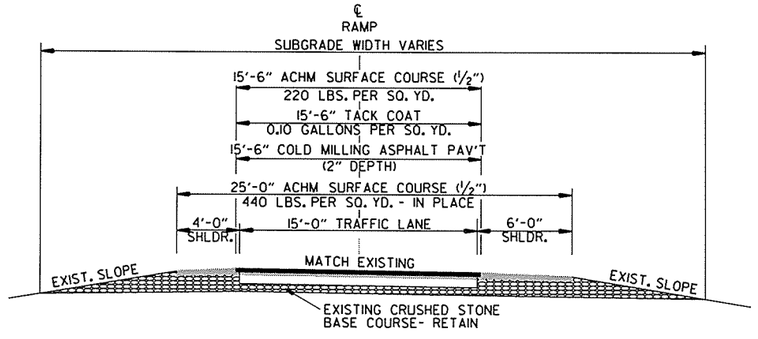
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-10-14



INTERSTATE 30 - MILL & INLAY
(SHOWN IN DIRECTION OF TRAFFIC)



INTERSTATE 30 WITH SUPERELEVATION - MILL & INLAY
(SHOWN IN DIRECTION OF TRAFFIC)



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

1/10/2014

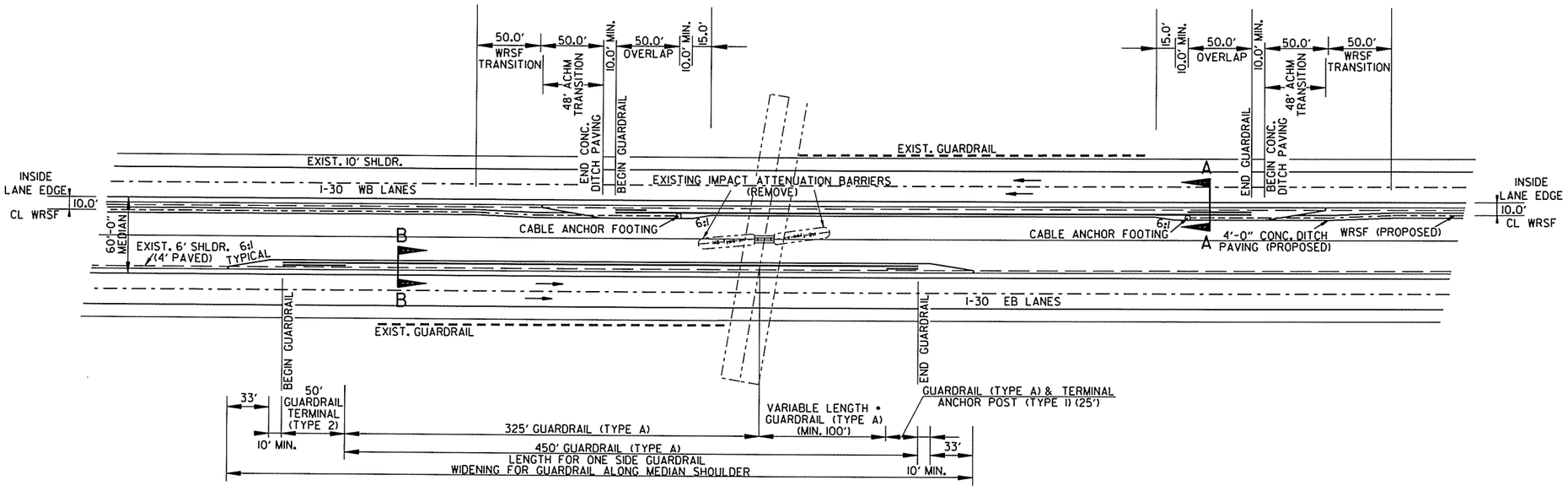
RBB0702.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	4	65

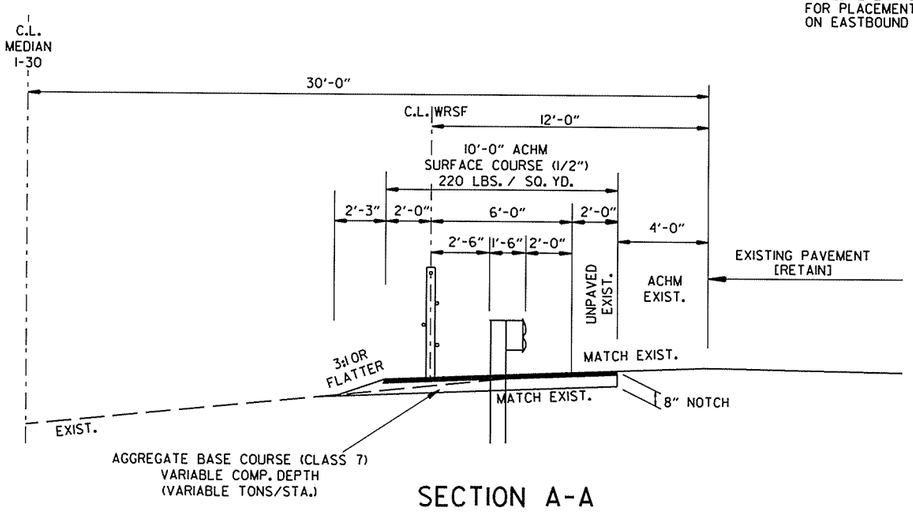
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

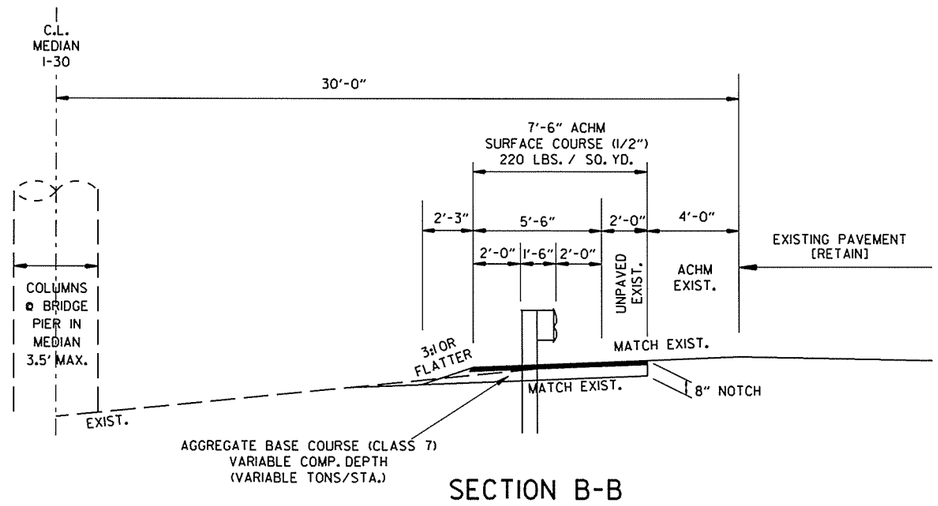


DETAIL AT OVERPASSES

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



SECTION A-A



SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE

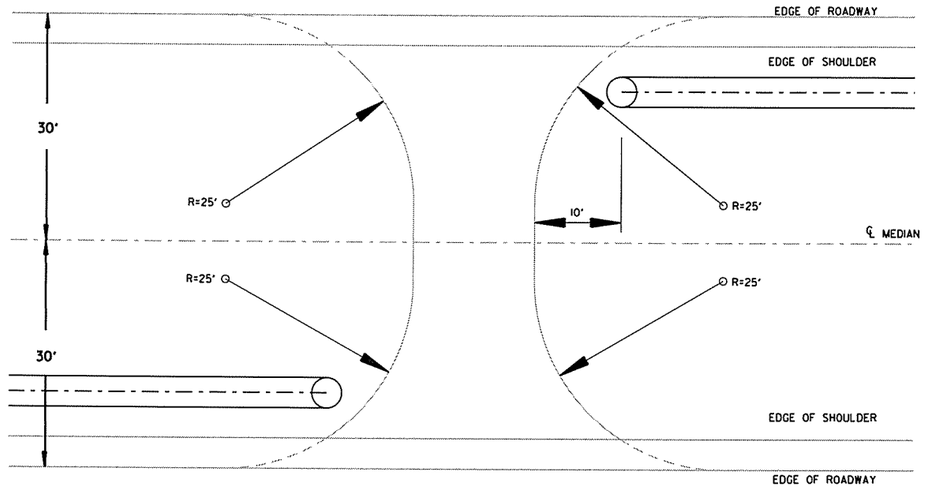
12/20/2013

RBB0702.DGN

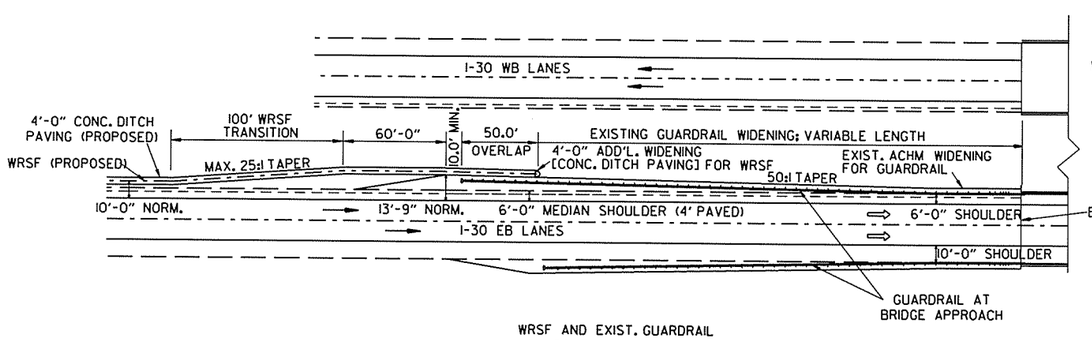
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	5	65

(2) SPECIAL DETAILS

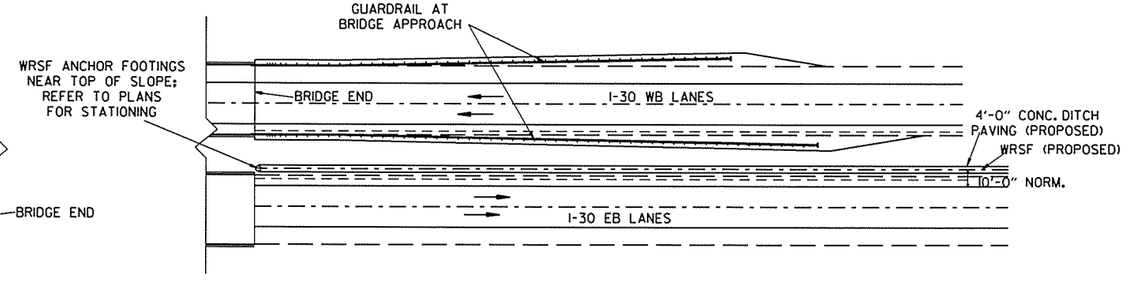
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



DETAIL OF EXISTING MEDIAN CROSSING



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

REFER TO PLANS FOR RELATIVE PLACEMENT OF GUARDRAIL AND WIRE ROPE SAFETY FENCE AT EACH BRIDGE END

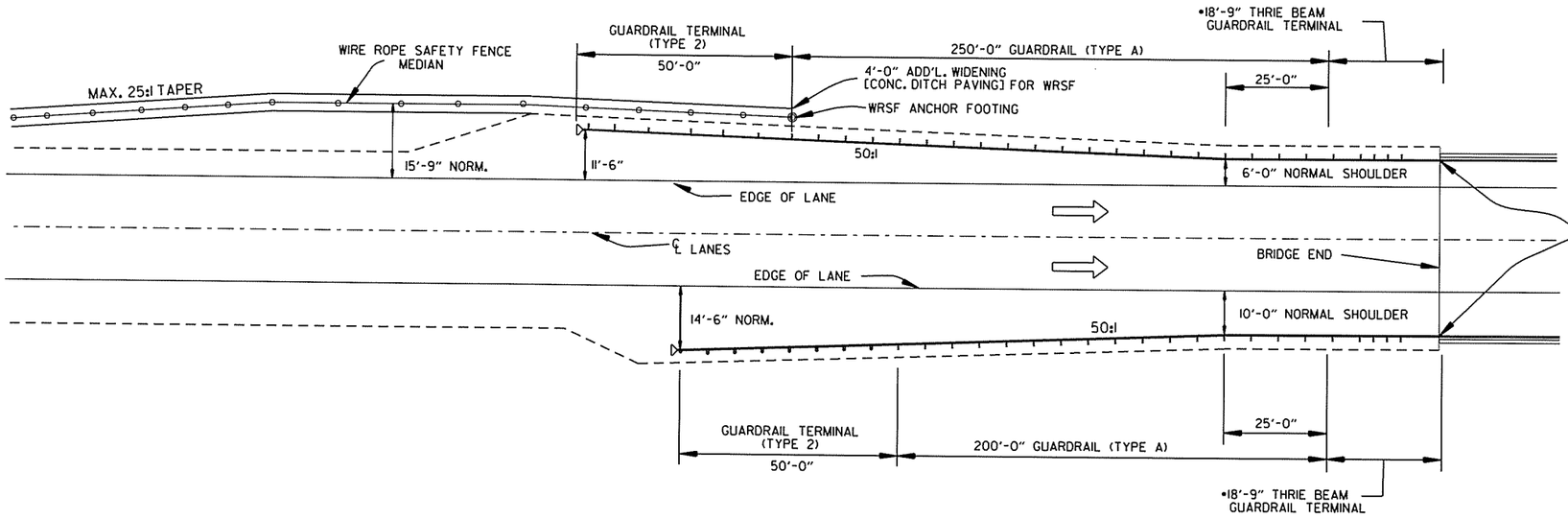
12/20/2013

RBB0702.DGN

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.		BB0702	6	65

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE END. SEE STD. DWG. GR-10.

* THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION RAIL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE RAIL. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STANDARD DRAWING GR-10 FOR ADDITIONAL DETAILS.

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

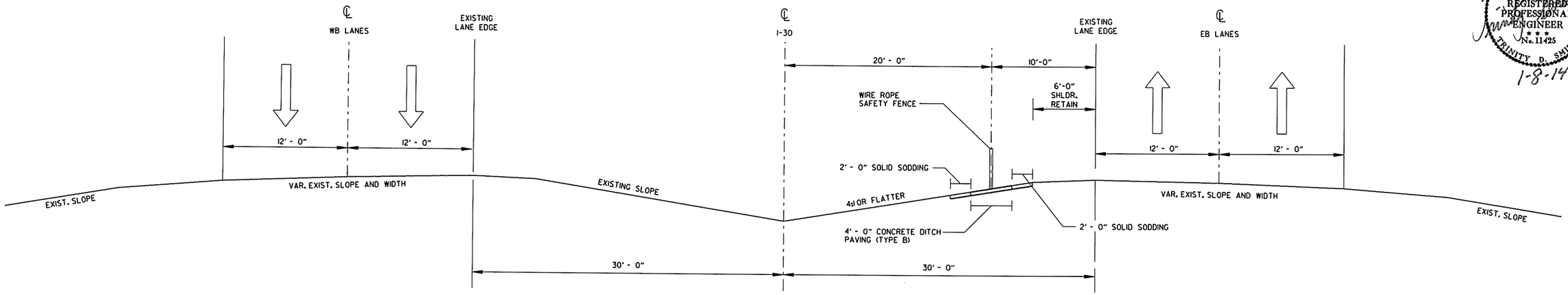
12/20/2013

RBB0702.DGN

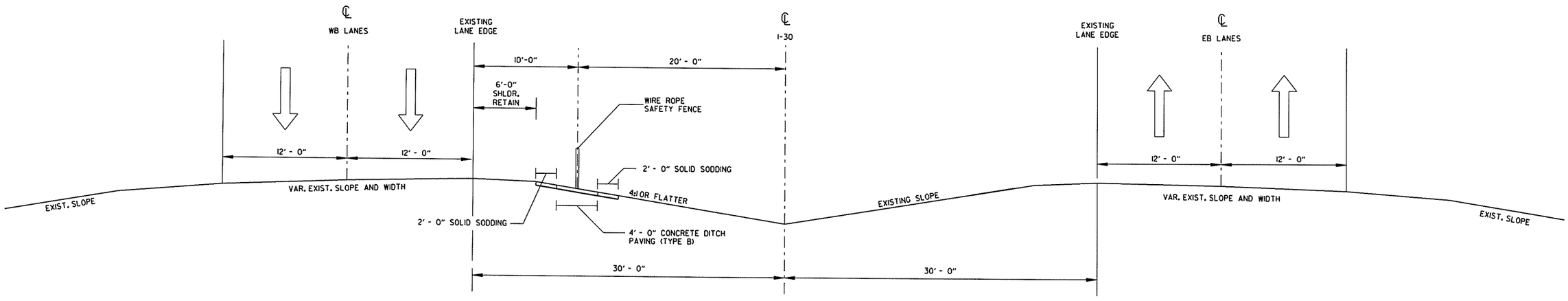
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	7	65

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE



TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE

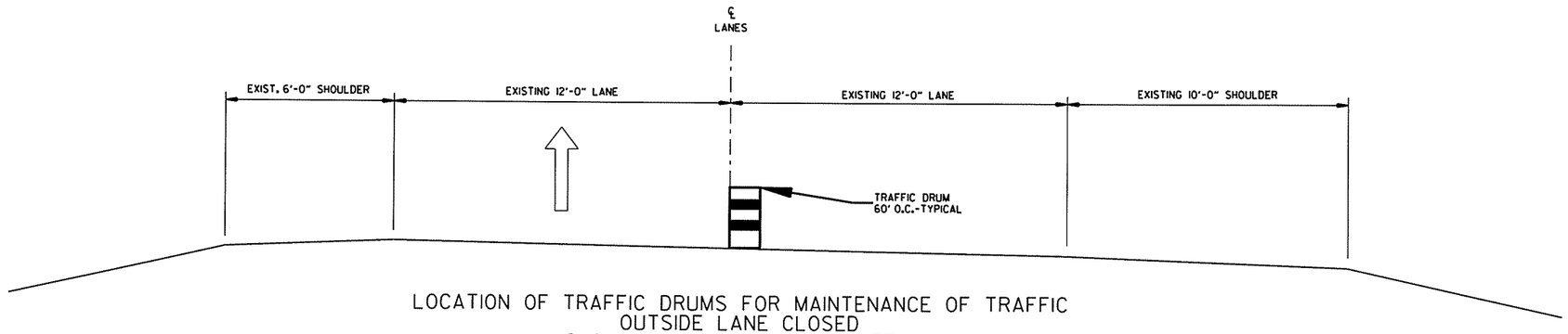
12/20/2013

RBB0702.DGN

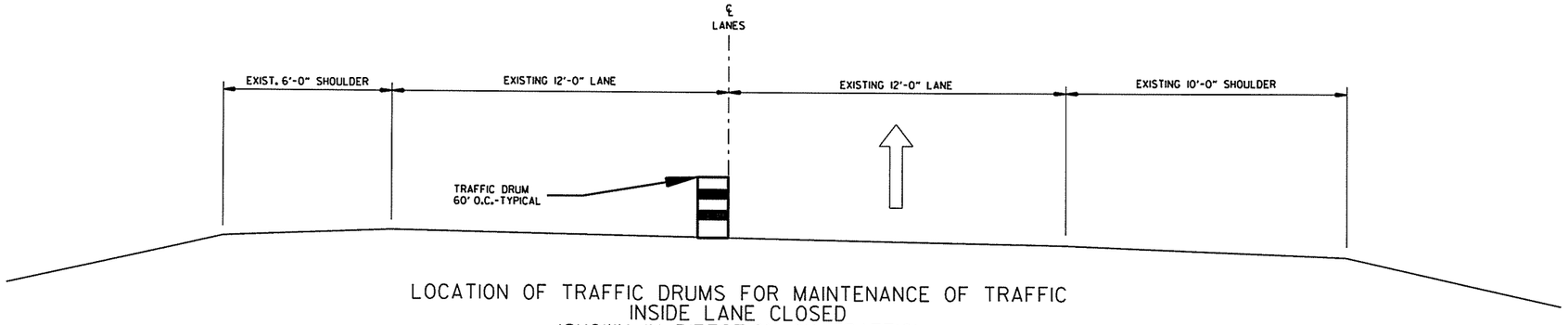
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880702	8	65

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



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



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

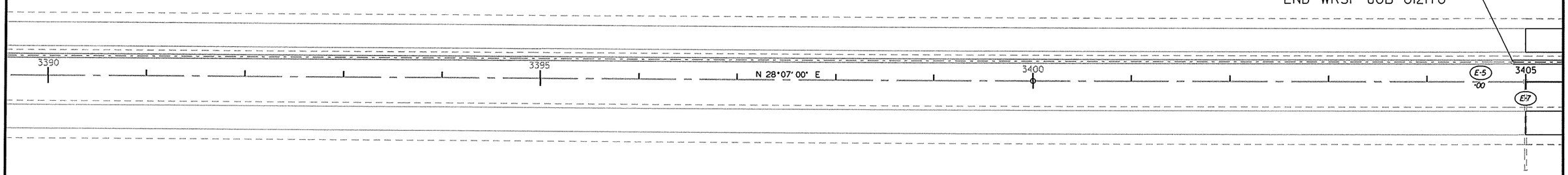
12/20/2013

RBB0702.DGN

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.		BB0702	9	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

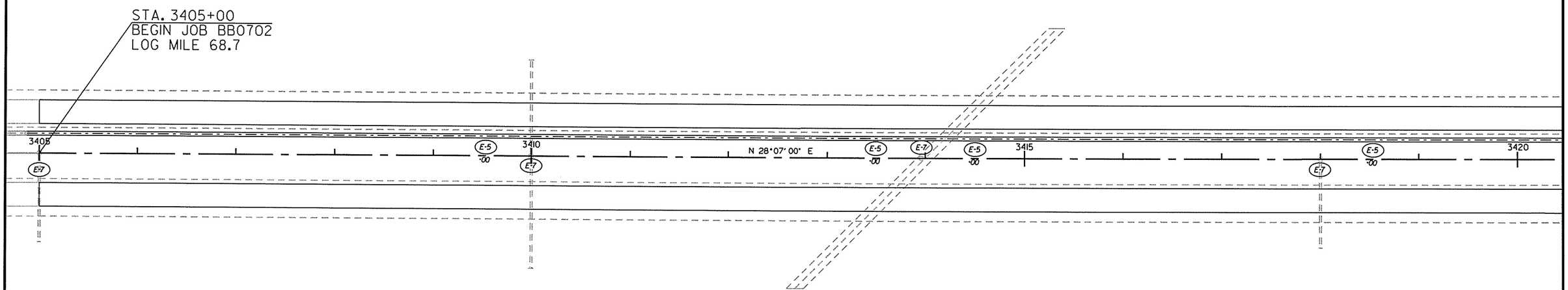
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

RBB0702.DGN

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.		BB0702	10	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

REVISIONS

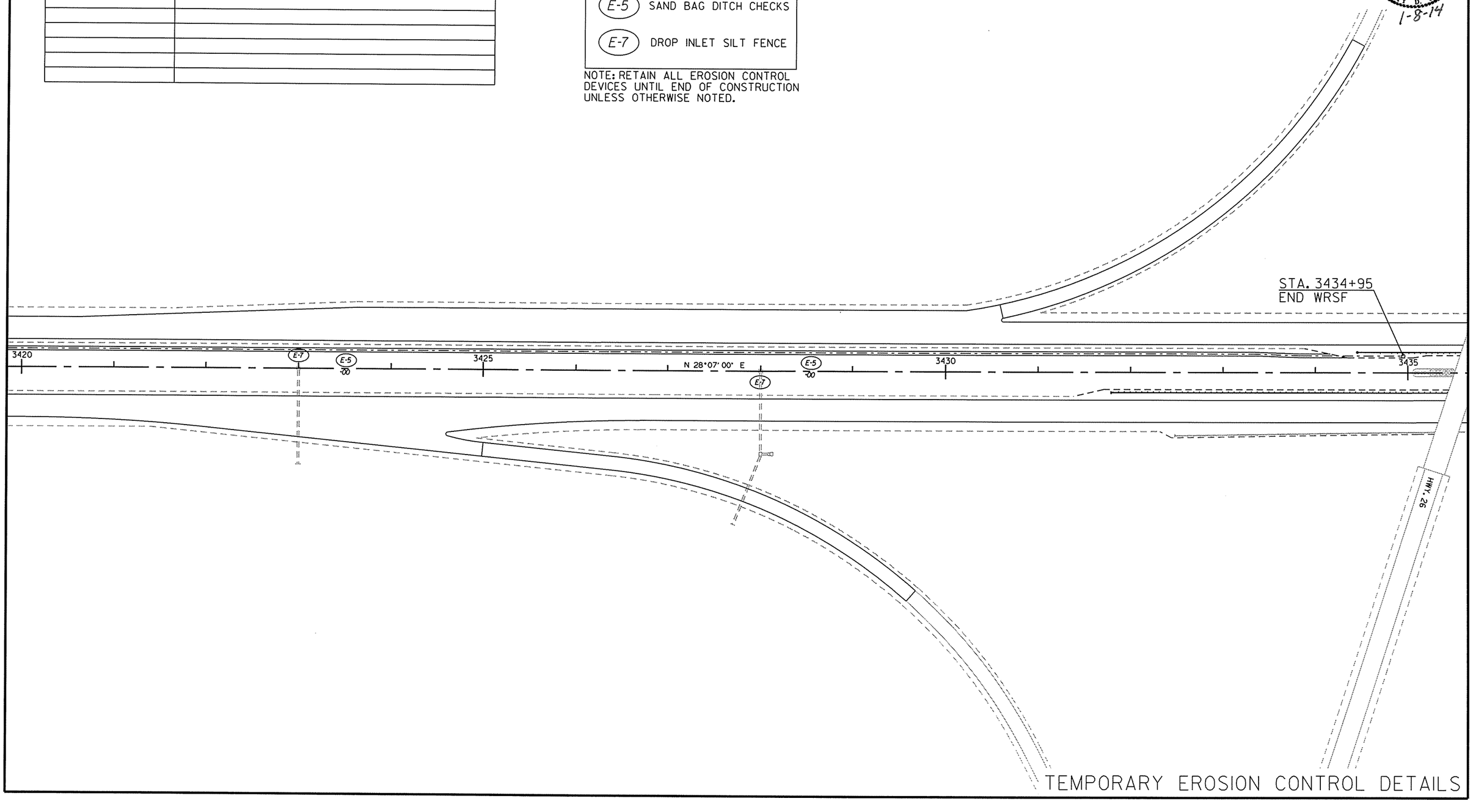
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



TEMPORARY EROSION CONTROL DETAILS

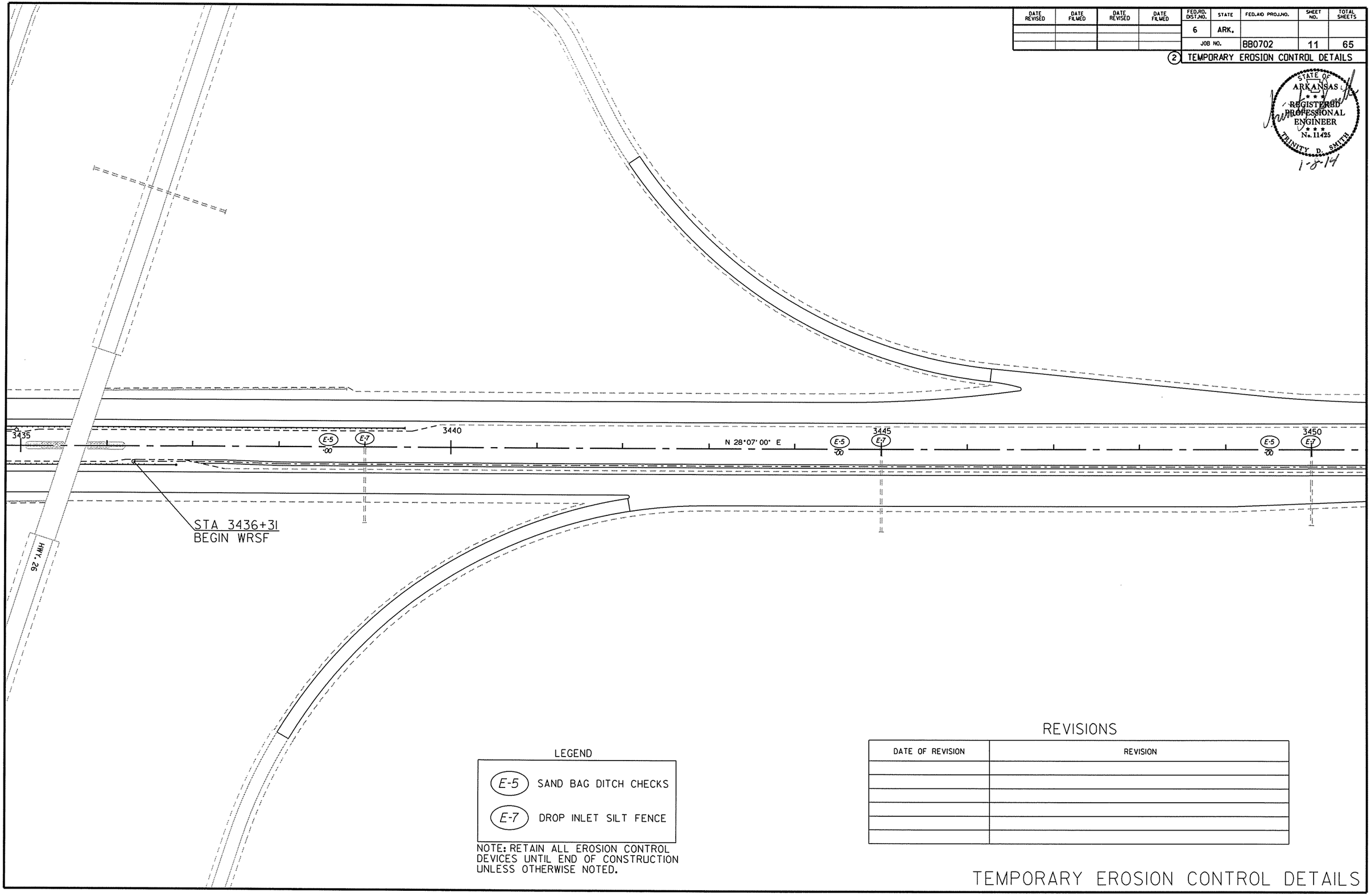
12/23/2013

RBB0702.DGN

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.		BB0702	11	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



LEGEND

E-5	SAND BAG DITCH CHECKS
E-7	DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

REVISIONS

DATE OF REVISION	REVISION

TEMPORARY EROSION CONTROL DETAILS

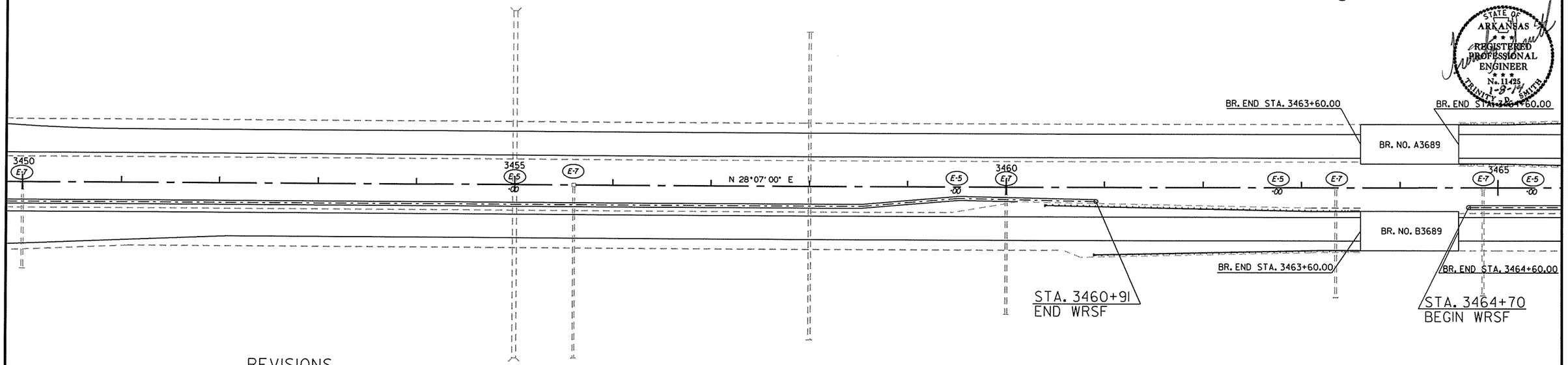
12/23/2013

RBB0702.DGN

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.		BB0702	12	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11435
1-9-14
TRINITY D. SMITH



REVISIONS

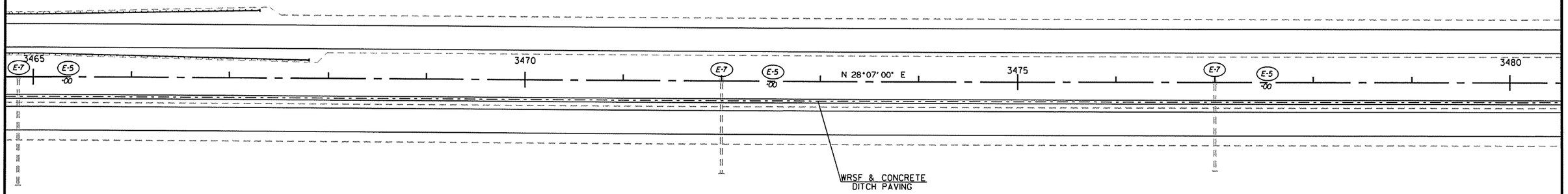
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

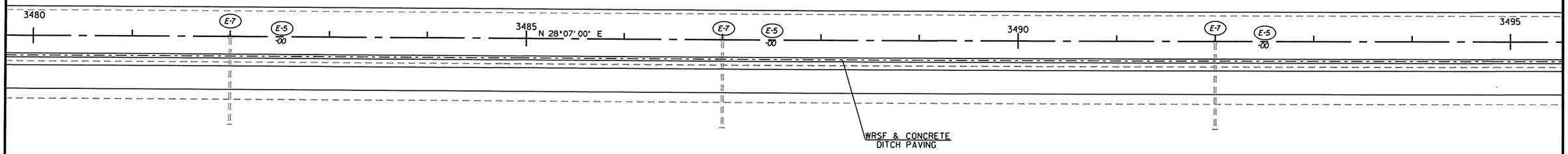
RBB0702.DGN

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.		BB0702	13	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

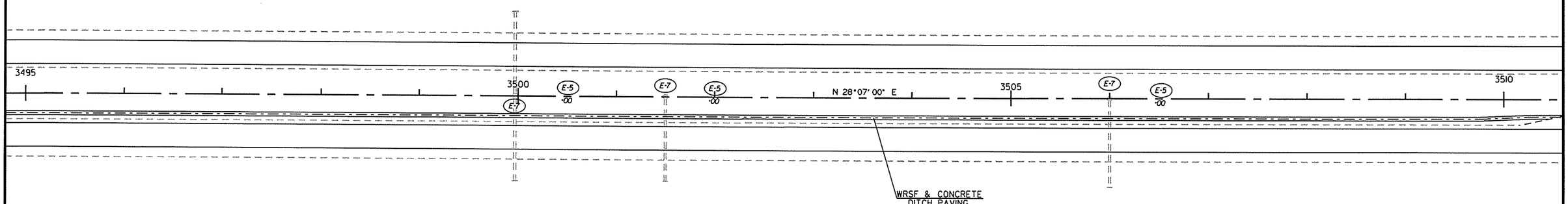
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

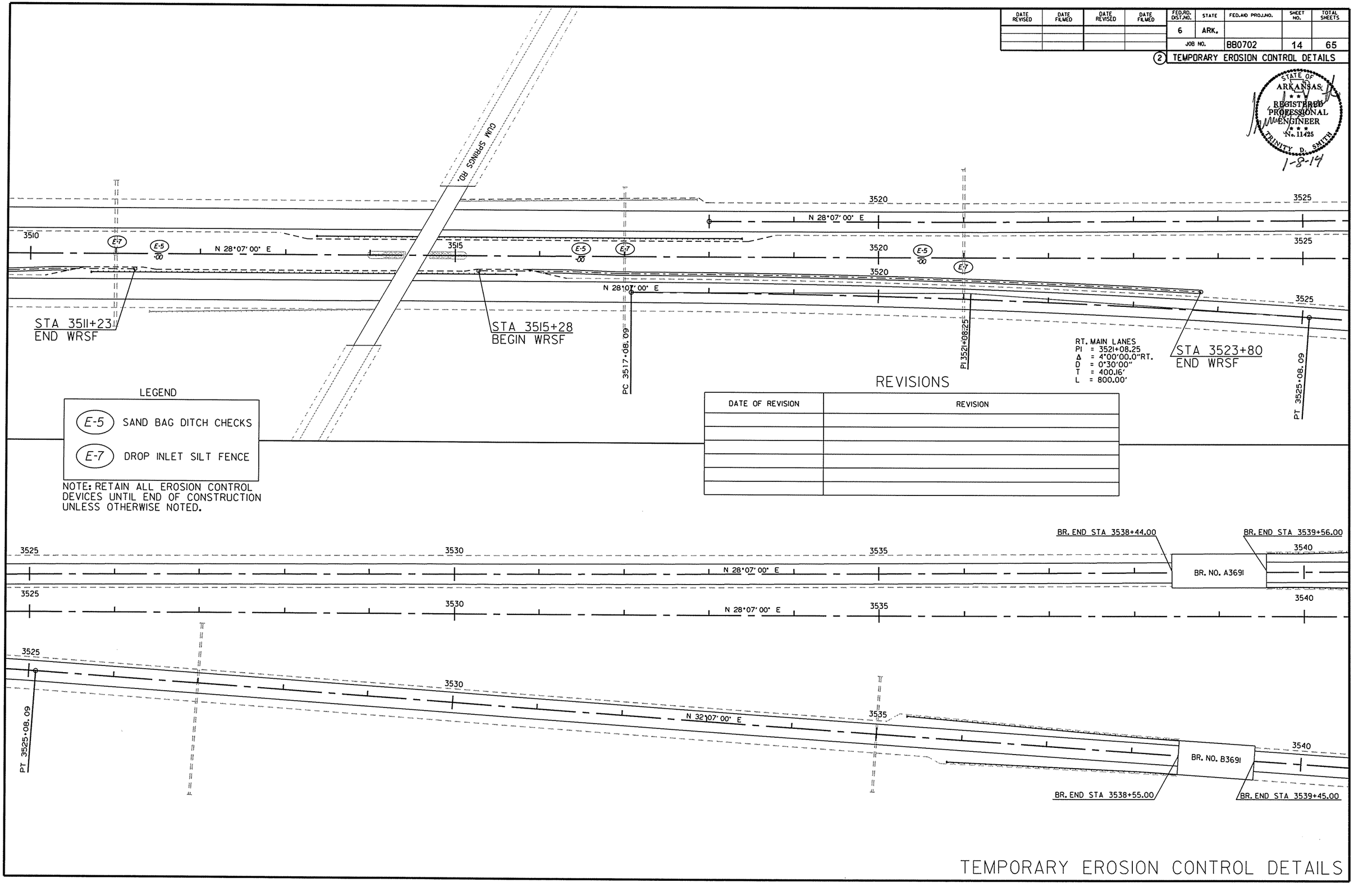
RBB0702.DGN

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.		BB0702	14	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

REVISIONS

DATE OF REVISION	REVISION

12/23/2013

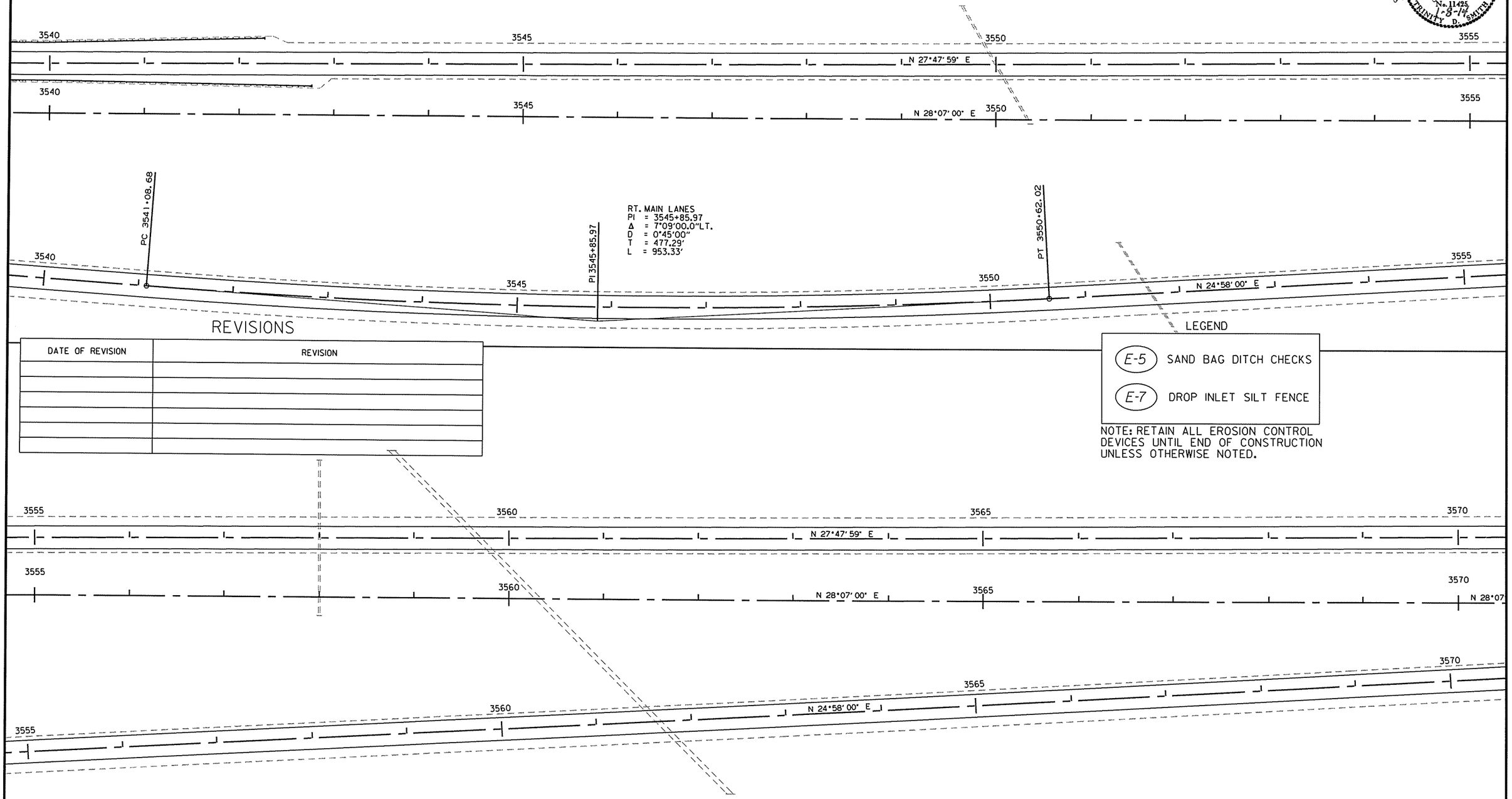
RBB0702.DGN

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.		BB0702	15	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	SAND BAG DITCH CHECKS
E-7	DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

12/23/2013

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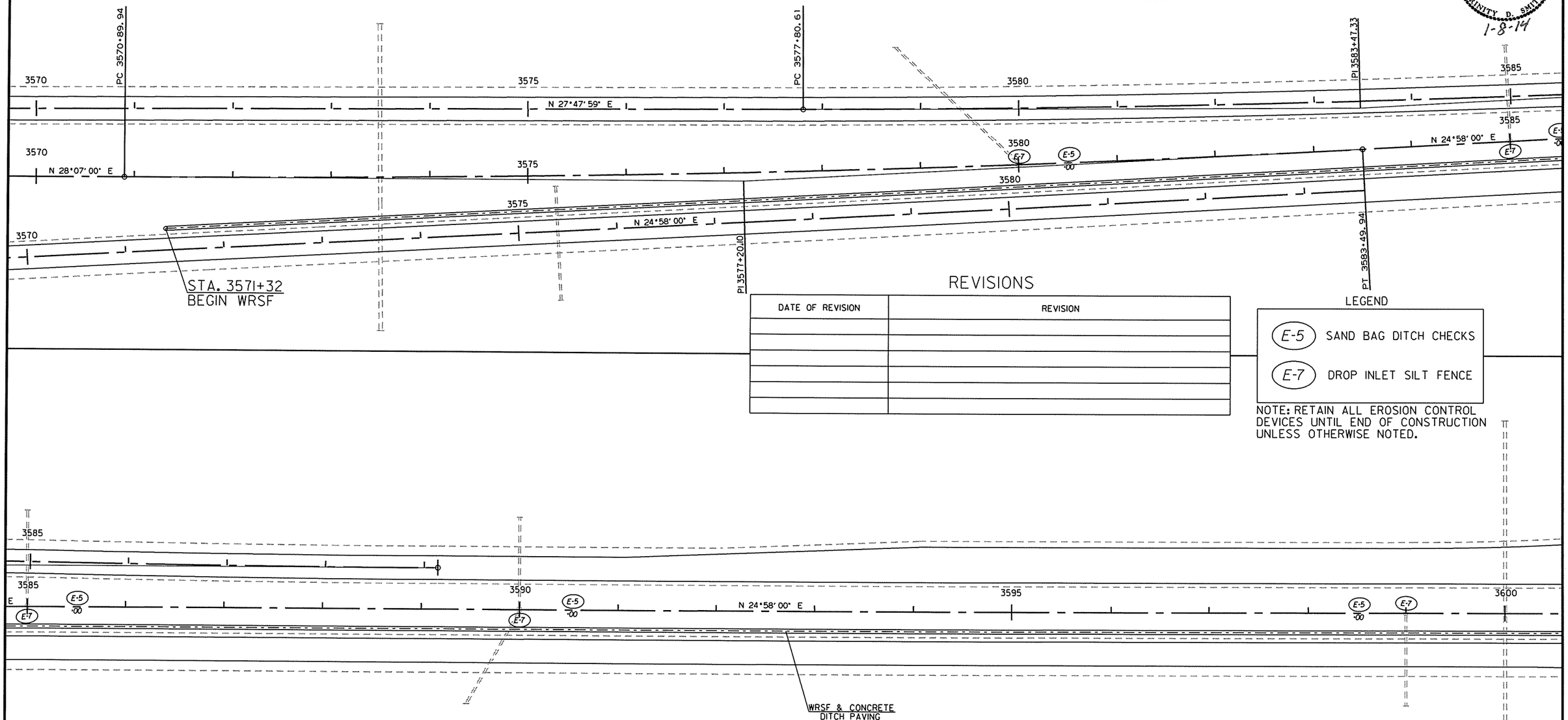
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	16	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

12/23/2013

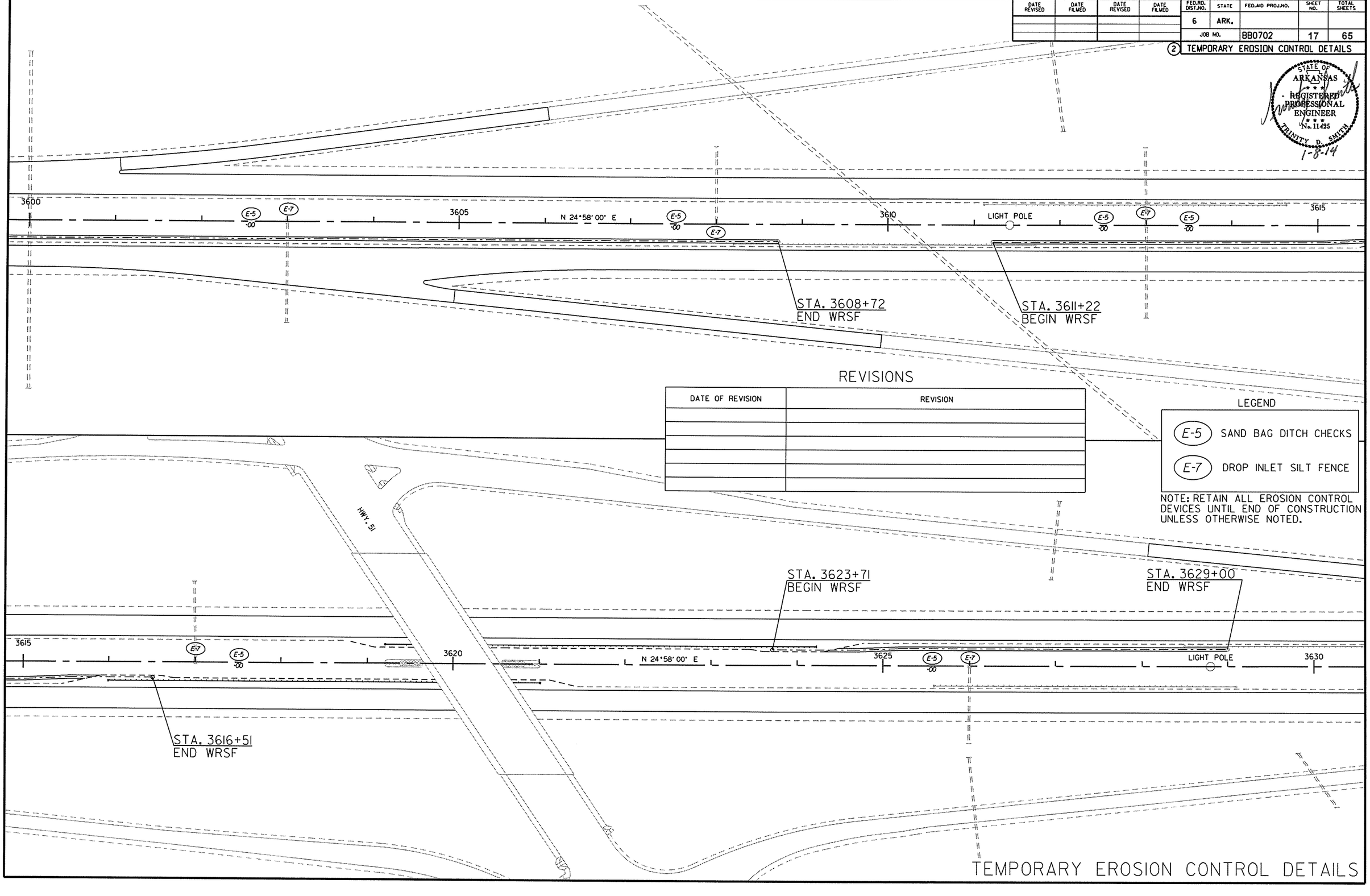
RBB0702.DGN

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.		BB0702	17	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

12/23/2013

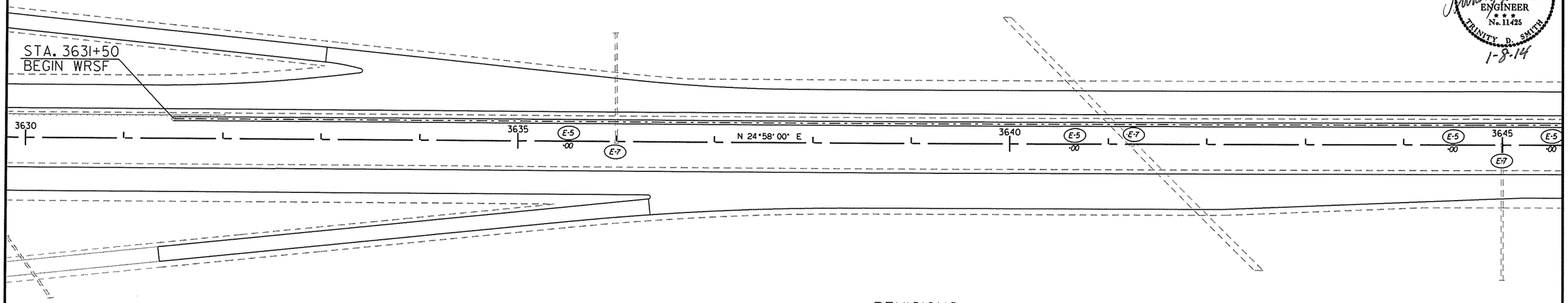
RBB0702.DGN

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.		BB0702	18	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

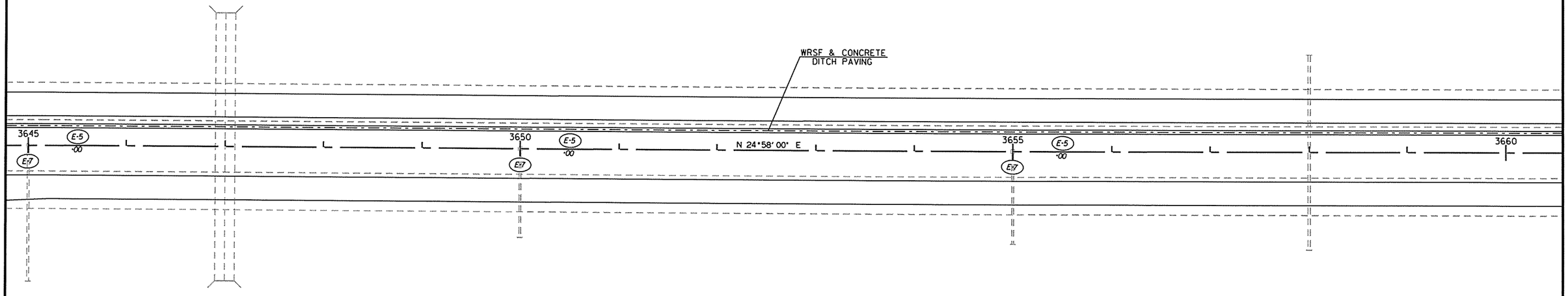
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

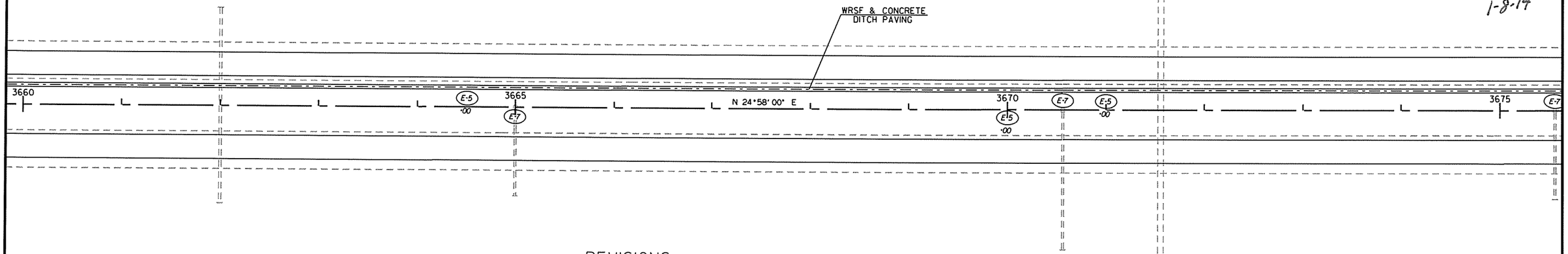
RBB0702.DGN

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.		BB0702	19	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



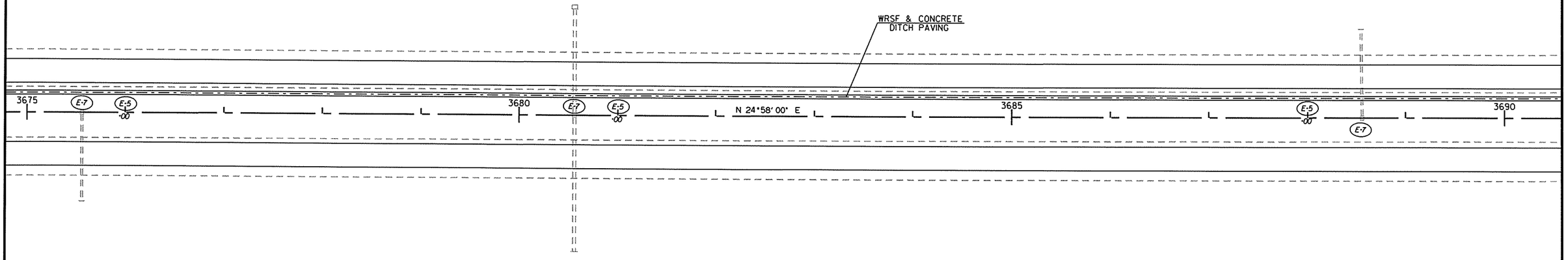
REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

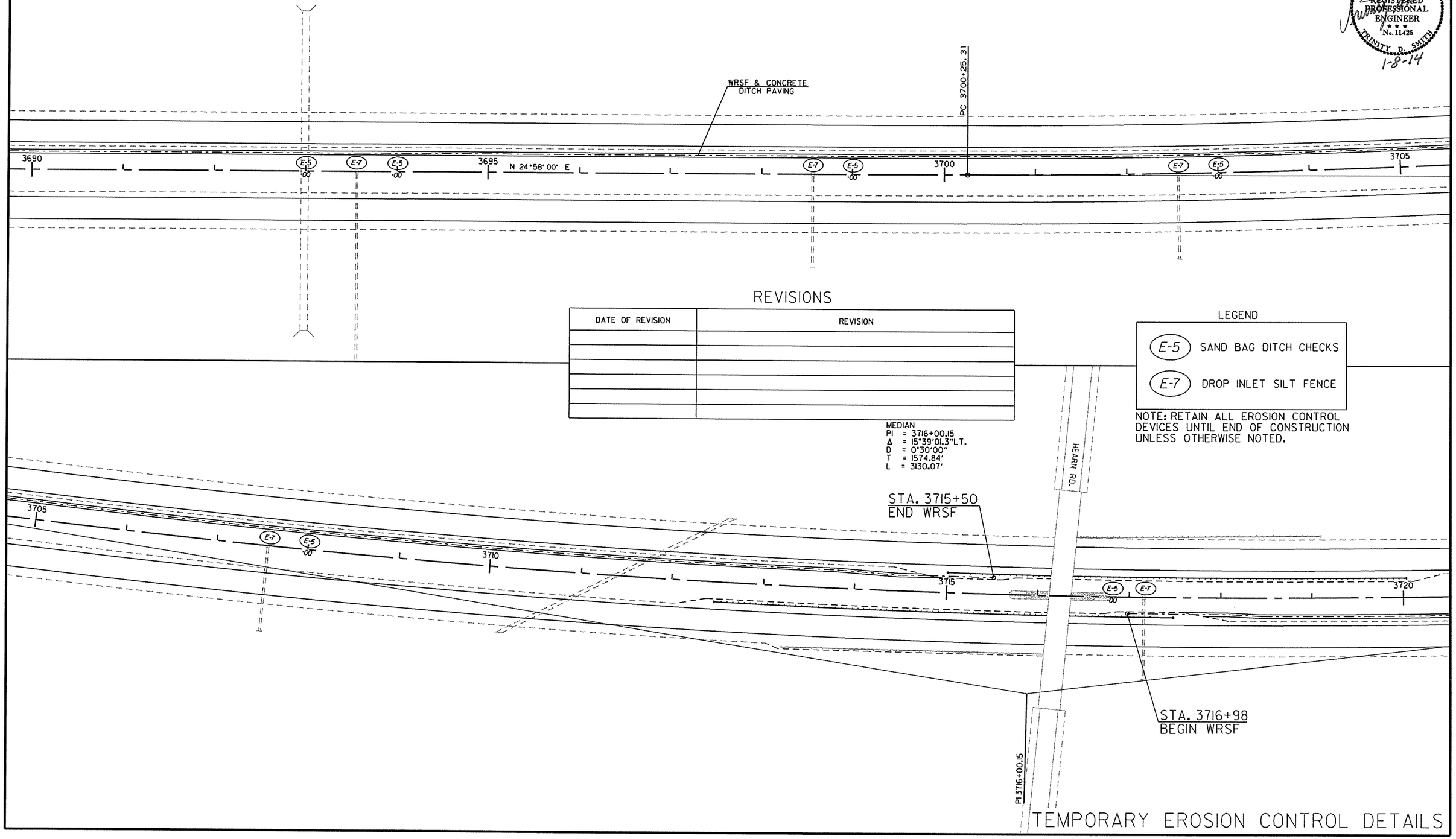
RBB0702.DGN

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.		BB0702	20	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

DATE OF REVISION	REVISION

MEDIAN
PI = 3716+00.15
Δ = 15°39'01.3"LT.
D = 0°30'00"
T = 1574.84'
L = 3130.07'

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

12/23/2013

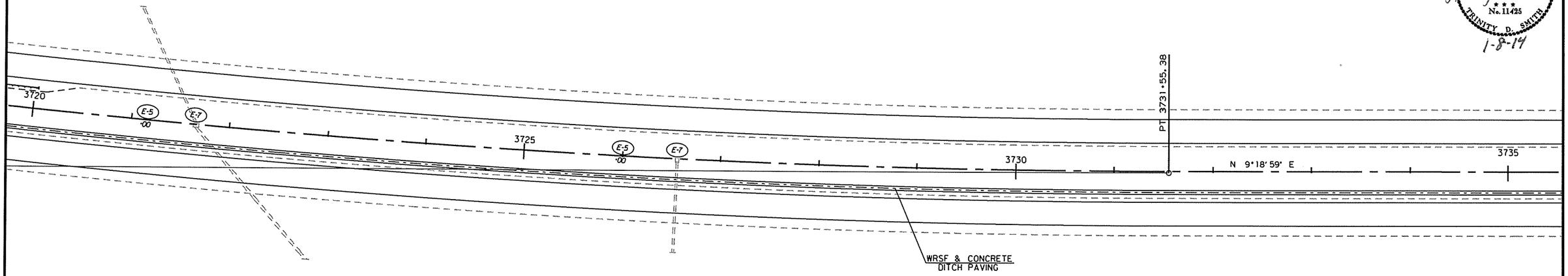
RBB0702.DGN

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.		BB0702	21	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



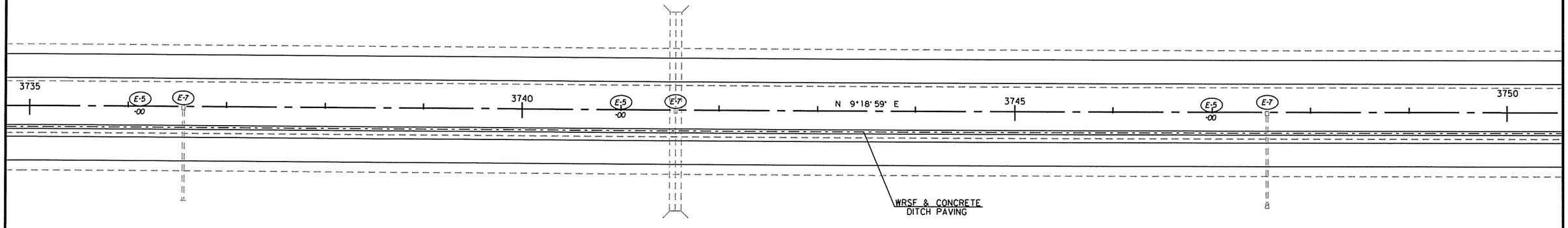
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 SAND BAG DITCH CHECKS
- E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

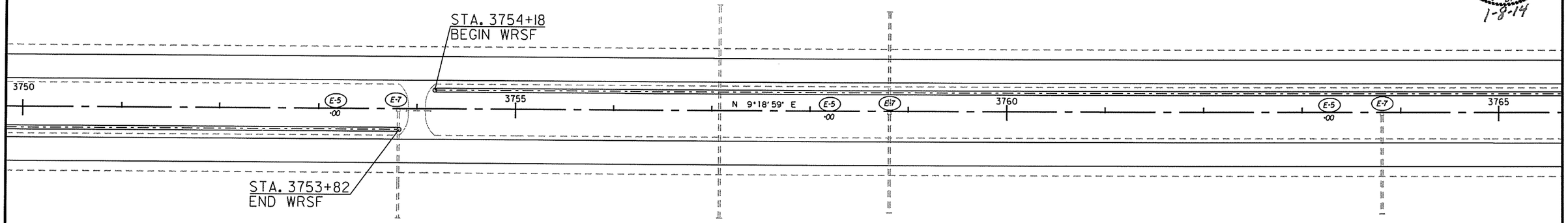
RBB0702.DGN

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.		BB0702	22	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



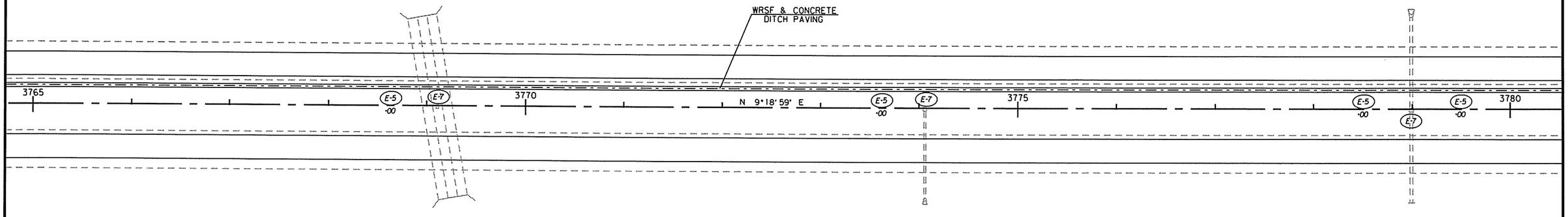
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 SAND BAG DITCH CHECKS
- E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

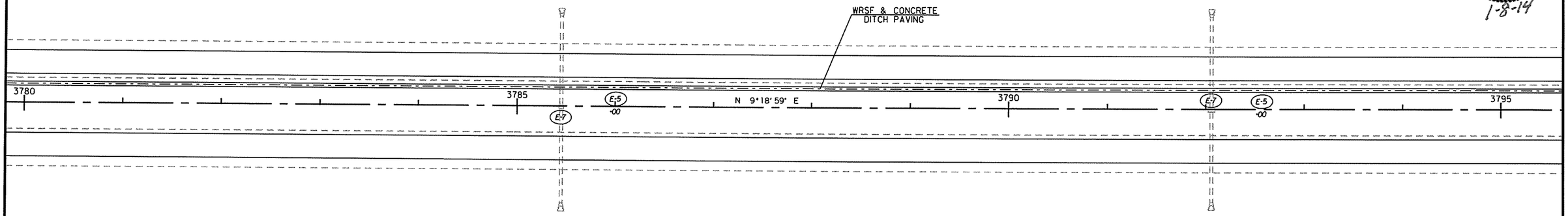
RBB0702.DGN

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.		BB0702	23	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

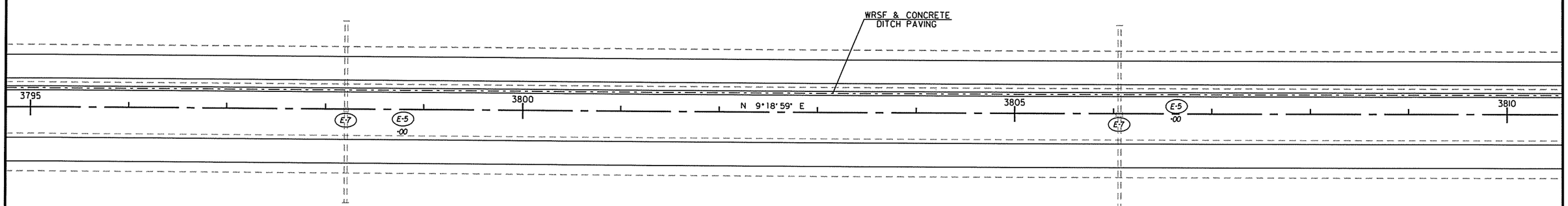
DATE OF REVISION	REVISION

LEGEND

E-5 SAND BAG DITCH CHECKS

E-7 DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



12/23/2013

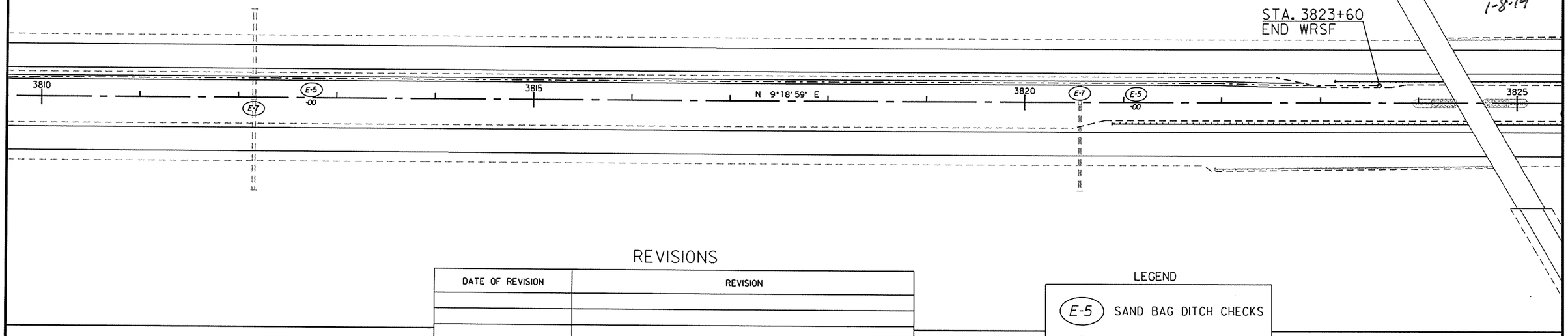
RBB0702.DGN

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.		BB0702	24	65

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



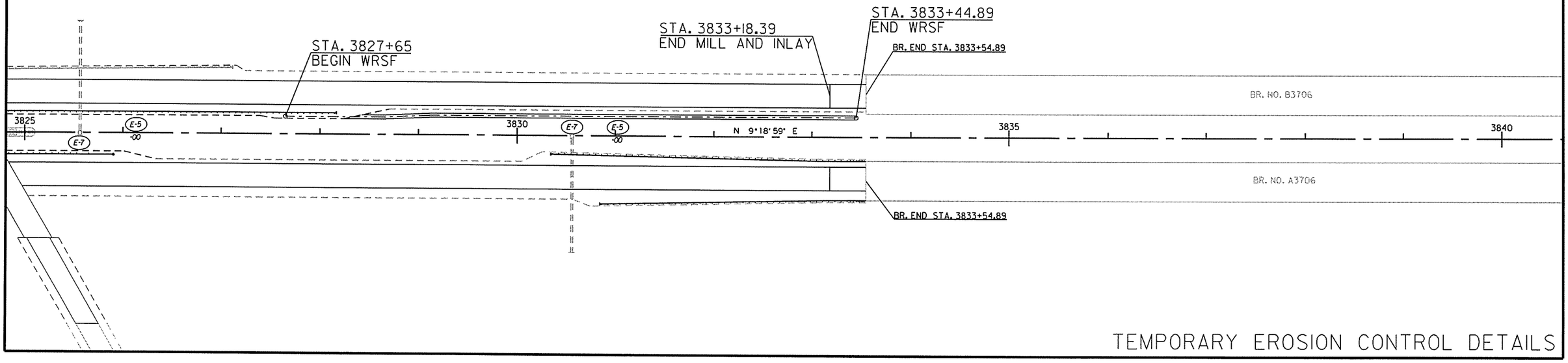
REVISIONS

DATE OF REVISION	REVISION

LEGEND

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

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.



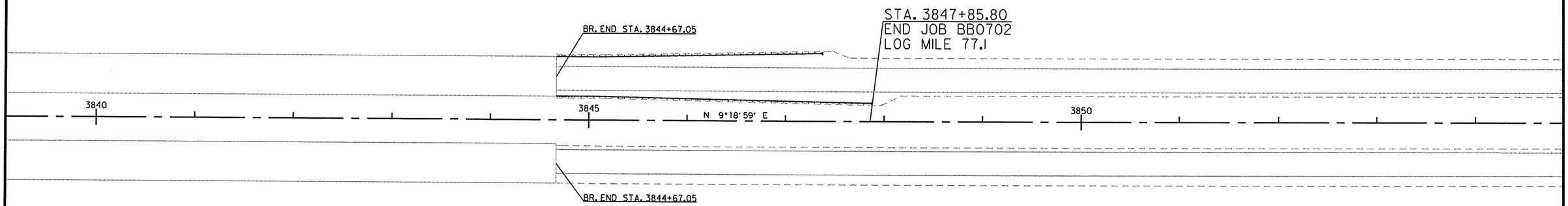
12/23/2013

RBB0702.DGN

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.		BB0702	25	65
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-5) SAND BAG DITCH CHECKS

(E-7) DROP INLET SILT FENCE

NOTE: RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

12/23/2013

RBB0702.DGN

TEMPORARY EROSION CONTROL DETAILS

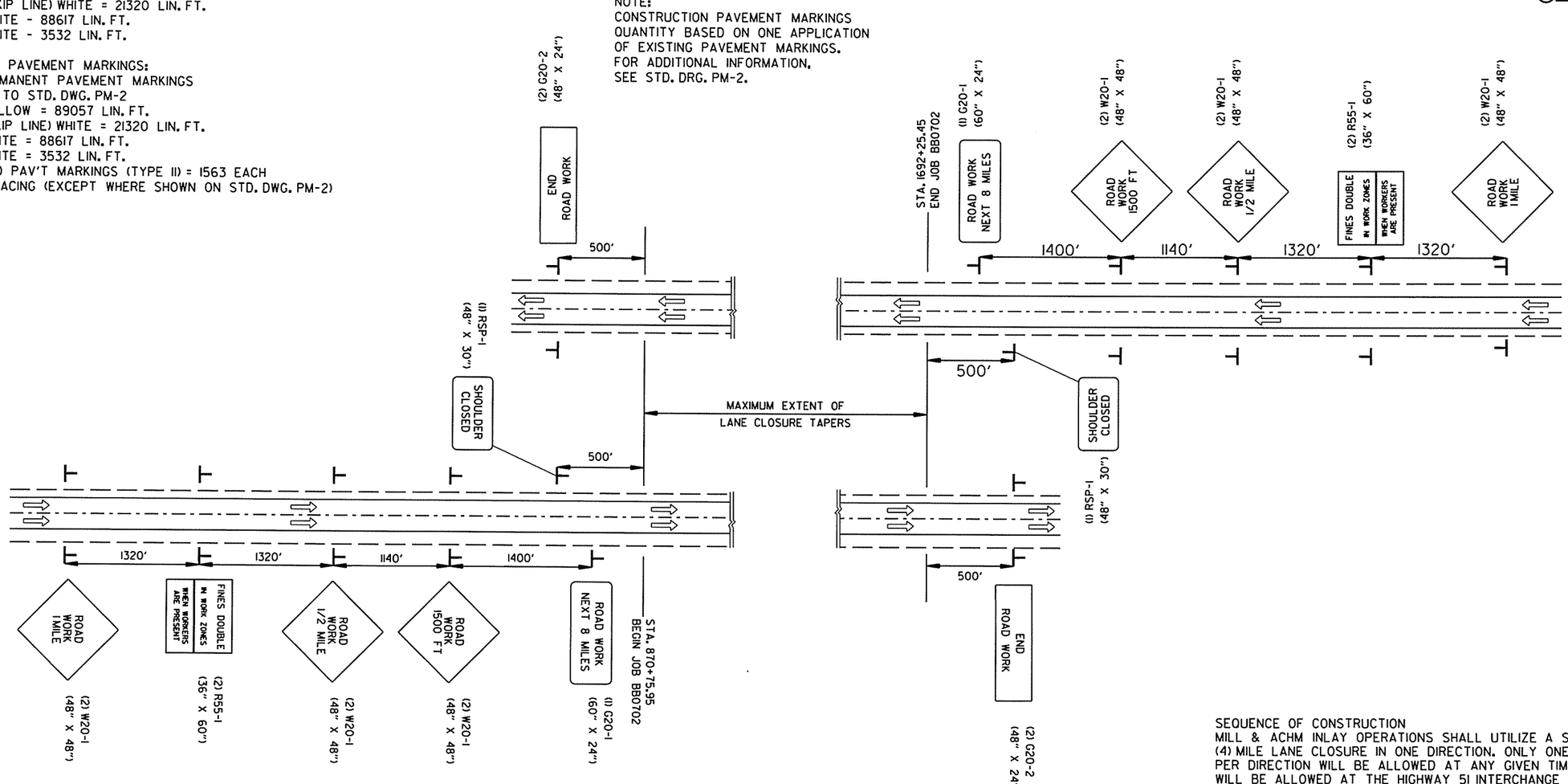
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0702	26	65

(2) MAINTENANCE OF TRAFFIC

CONSTRUCTION PAVEMENT MARKINGS:
APPLY CONSTRUCTION PAVEMENT MARKINGS
ACCORDING TO STD. DWG. PM-2
- 4" YELLOW - 89057 LIN. FT.
- 4" (SKIP LINE) WHITE = 21320 LIN. FT.
- 4" WHITE - 88617 LIN. FT.
- 8" WHITE - 3532 LIN. FT.

PERMANENT PAVEMENT MARKINGS:
APPLY PERMANENT PAVEMENT MARKINGS
ACCORDING TO STD. DWG. PM-2
- 4" YELLOW = 89057 LIN. FT.
- 4" (SKIP LINE) WHITE = 21320 LIN. FT.
- 4" WHITE = 88617 LIN. FT.
- 8" WHITE = 3532 LIN. FT.
- RAISED PAV'T MARKINGS (TYPE II) = 1563 EACH
- 80' SPACING (EXCEPT WHERE SHOWN ON STD. DWG. PM-2)

NOTE:
CONSTRUCTION PAVEMENT MARKINGS
QUANTITY BASED ON ONE APPLICATION
OF EXISTING PAVEMENT MARKINGS.
FOR ADDITIONAL INFORMATION,
SEE STD. DRG. PM-2.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

SEQUENCE OF CONSTRUCTION
MILL & ACHM INLAY OPERATIONS SHALL UTILIZE A SINGLE FOUR (4) MILE LANE CLOSURE IN ONE DIRECTION. ONLY ONE LANE CLOSURE PER DIRECTION WILL BE ALLOWED AT ANY GIVEN TIME. NO RAMP CLOSURES WILL BE ALLOWED AT THE HIGHWAY 51 INTERCHANGE BETWEEN THE HOURS OF 4 A.M. AND 10 P.M. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

MILL & ACHM INLAY OPERATIONS FOR THE WESTBOUND MAIN LANES SHALL BE COMPLETED BEFORE MILL AND A.C.H.M. INLAY OPERATIONS CAN BEGIN ON THE EASTBOUND MAIN LANES. A TWO (2) MILE LANE CLOSURE WILL BE PERMITTED IN THE OPPOSITE MAIN LANES FOR CONSTRUCTION OTHER THAN MILL & INLAY OPERATIONS AS LONG AS NO OTHER LANE CLOSURE EXISTS IN THAT SET OF LANES.

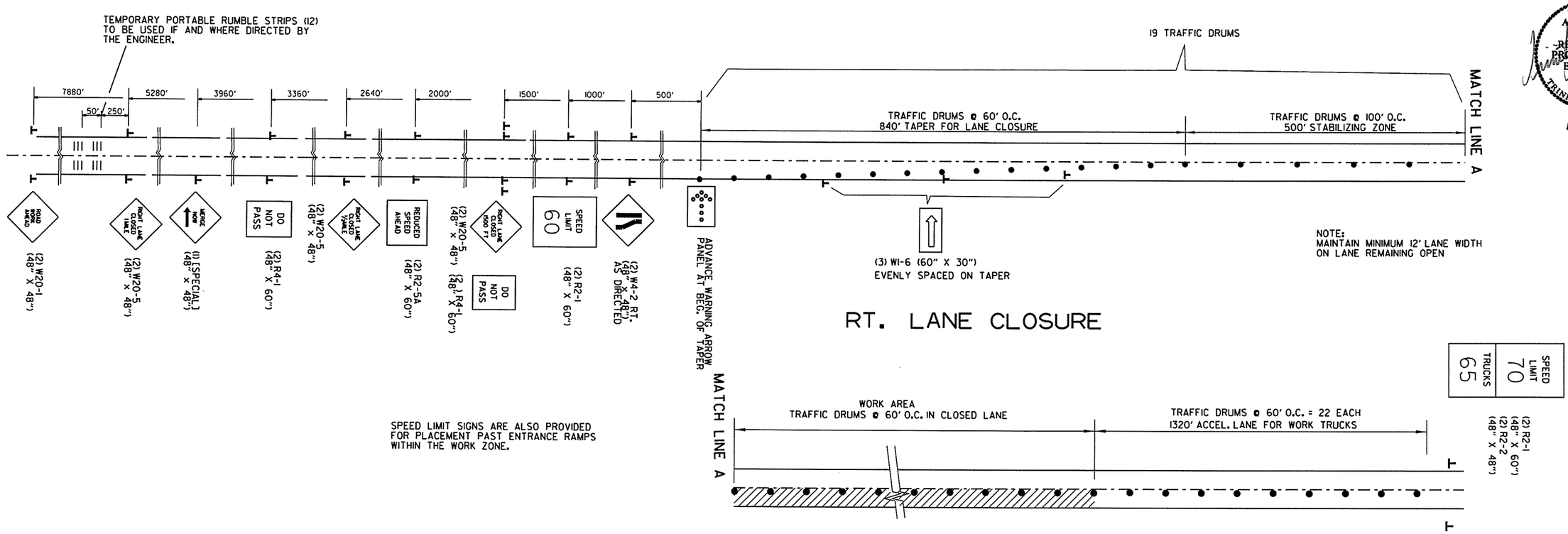
MAINTENANCE OF TRAFFIC
ADVANCE SIGNS AT JOB ENDS

RBB0702.DGN 12/23/2013

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.		880702	27	65

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



RT. LANE CLOSURE

SPEED LIMIT 70 / TRUCKS 65

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

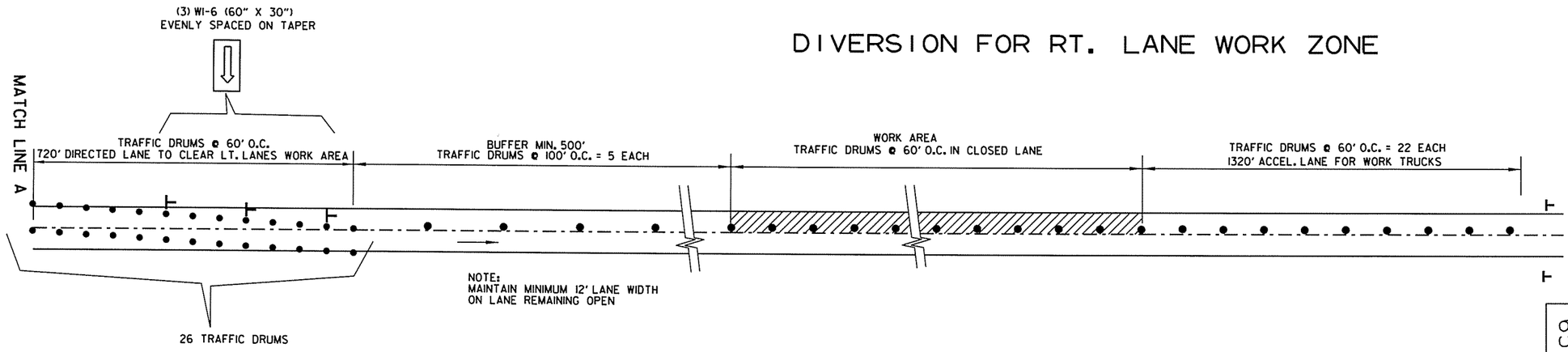
SPEED LIMIT 70 / TRUCKS 65

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

SPEED LIMIT 60

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

DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

MAINTENANCE OF TRAFFIC LANE CLOSURE

12/23/2013

RBB0702.DGN

ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMPS
ROAD WORK AHEAD (4) = 64 SQ. FT.
END ROAD WORK (4) = 32 SQ. FT.

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.		BB0702	28	65

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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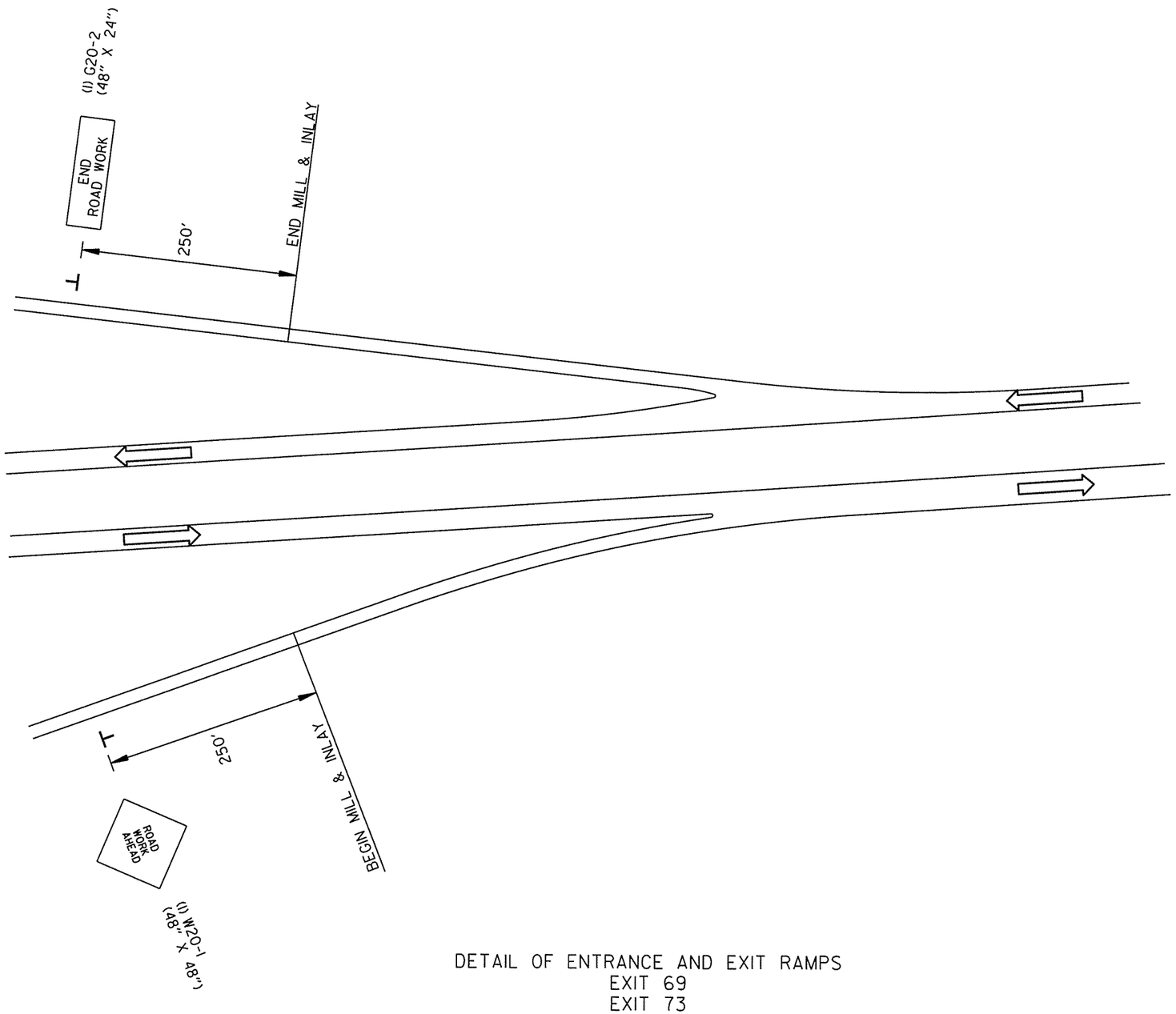

DETAIL OF ENTRANCE AND EXIT RAMPS
EXIT 69
EXIT 73

12/23/2013

RBB0702.DGN

MAINTENANCE OF TRAFFIC
DETAIL OF RAMPS

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.		880702	29	65

(2) MAINTENANCE OF TRAFFIC

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REGISTERED PROFESSIONAL ENGINEER
No. 11425
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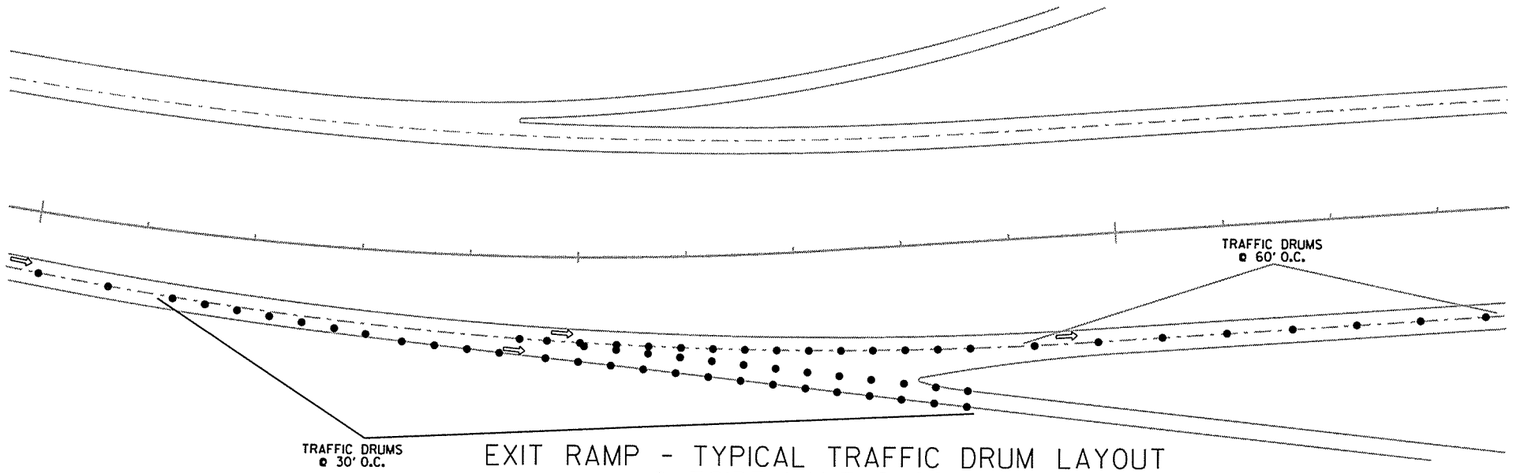
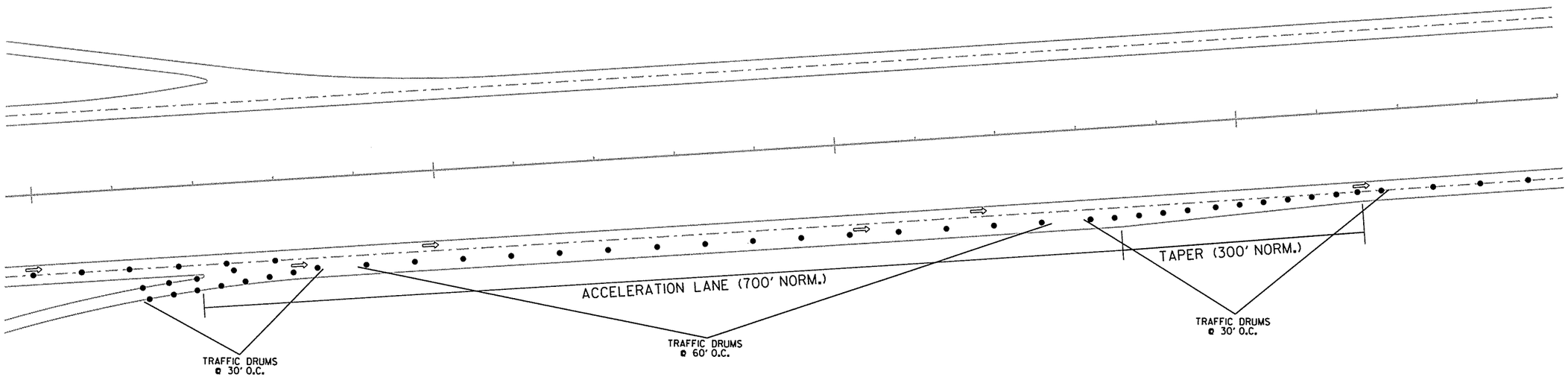


EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

EXIT 69:
EASTBOUND EXIT = 40 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 17 TRAFFIC DRUMS

WESTBOUND EXIT = 40 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 17 TRAFFIC DRUMS

EXIT 73:
EASTBOUND EXIT = 40 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 17 TRAFFIC DRUMS

WESTBOUND EXIT = 40 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 17 TRAFFIC DRUMS

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MAINTENANCE OF TRAFFIC
DETAIL OF RAMPS WITH LANE CLOSURE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
2-18-14				6	ARK.			
				JOB NO.		BB0702	29A	65

(2) MAINTENANCE OF TRAFFIC

PRECAST CONCRETE BARRIER WALL (10 LOCATIONS)
(1) FURNISH AND INSTALL = 493 LIN. FT.
(9) RELOCATE = 493 LIN. FT. (PER INSTALLATION)

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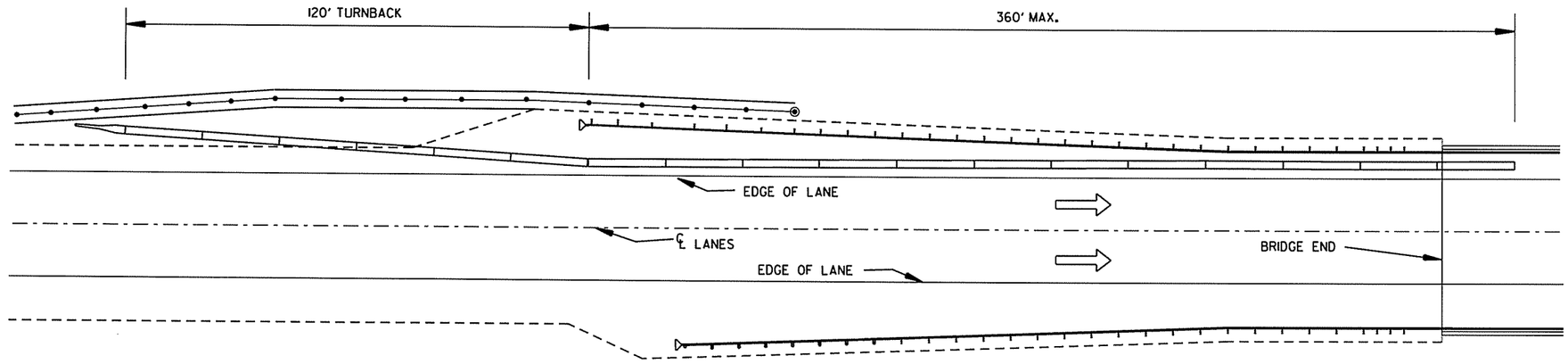

TYPICAL LAYOUT OF PRECAST BARRIER AT BRIDGE ENDS

2/18/2014

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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
2-18-14				6	ARK.			
				JOB NO.		BB0702	30	65

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	ENTIRE PROJECT	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	HIGH PERFORMANCE PAVEMENT MARKING			
				4"			8"
			TYPE II (WHITE/RED)	(SKIP LINE) WHITE	WHITE	YELLOW	WHITE
	LIN. FT.	LIN. FT.	EACH	LIN. FT.			
CONSTRUCTION PAVEMENT MARKINGS	202526	202526					
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	1563		1563				
HIGH PERFORMANCE PAVEMENT MARKING (SKIP LINE) WHITE (4")	21320			21320			
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")	88617				88617		
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")	89057					89057	
HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")	3532						3532
TOTALS:		**202526**	**1563**	**21320**	**88617**	**89057**	**3532**

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	ADVANCE WARNING ARROW PANEL	PORTABLE CHANGEABLE MESSAGE SIGN	TEMPORARY PORTABLE RUMBLE STRIP
			LIN. FT. - EACH		NO.	SQ. FT.	EACH	LIN. FT.		DAY	WEEK	EACH
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0			0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0						
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0						
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	128.0						
G20-2	END ROAD WORK	48"x24"	8	8	8	64.0						
G20-1	ROAD WORK NEXT XX MILES	60"x24"	2	2	2	20.0						
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	64.0						
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	60.0						
SPECIAL	MERGE NOW W/ ARROW	48"x48"	2	2	2	32.0						
R2-5A	REDUCED SPEED AHEAD	48"x60"	4	4	4	80.0						
W1-6	LARGE ARROW	48"x24"	12	12	12	96.0						
R4-1	DO NOT PASS	48"x60"	8	8	8	160.0						
R2-1	SPEED LIMIT 60 MPH	48"x60"	6	6	6	120.0						
R2-1	SPEED LIMIT 70 MPH	48"x60"	4	4	4	80.0						
R2-2	TRUCK SPEED LIMIT 65 MPH	48"x60"	4	4	4	80.0						
RSP-1	SHOULDER CLOSED	48"X30"	2	2	2	20.0						
W4-2 RT	MERGE RIGHT	48"x48"	4	4	4	64.0						
	TRAFFIC DRUMS		843	843			843					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		493	493				493				
	RELOCATING PRECAST CONCRETE BARRIER		4434	4434					4434			
	ADVANCE WARNING ARROW PANEL		2	2						80		
	PORTABLE CHANGEABLE MESSAGE SIGN		4	4							40	
	TEMPORARY PORTABLE RUMBLE STRIP		24	24								24
TOTALS:						**1388.0**	**843**	**493**	**4434**	**80**	**40**	**24**

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR ONE WORK AREA OF TWO MILES AND ONE WORK AREA OF FOUR MILES. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

2/18/2014

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				6	ARK.			
				JOB NO.		BB0702	31	65

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-10-14

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	IMPACT ATTENUATION BARRIER	GUARDRAIL	WIRE ROPE SAFETY FENCE END TERMINAL
			EACH	LIN. FT.	EACH
3435+63		HWY. 26 OVERPASS	2		
3514+55		GUM SPRINGS RD. OVERPASS	2		
3620+11		HWY. 51 OVERPASS	2		
3716+25		HEARN RD. OVERPASS	2		
3824+53		DEGRAY RD. OVERPASS	2		
3460+35.00	3463+60.00	LEFT OF RIGHT MAIN LANES		325	
3460+85.00	3463+60.00	RIGHT OF RIGHT MAIN LANES		275	
3464+60.00	3467+35.00	LEFT OF LEFT MAIN LANES		275	
3464+60.00	3467+85.00	RIGHT OF LEFT MAIN LANES		325	
3535+30.00	3538+55.00	LEFT OF RIGHT MAIN LANES		325	
3535+80.00	3538+55.00	RIGHT OF RIGHT MAIN LANES		275	
3539+56.00	3542+31.00	LEFT OF LEFT MAIN LANES		275	
3539+56.00	3542+81.00	RIGHT OF RIGHT MAIN LANES		325	
3830+29.89	3833+54.89	LEFT OF RIGHT MAIN LANES		325	
3830+79.89	3833+54.89	RIGHT OF RIGHT MAIN LANES		275	
3844+67.05	3847+92.05	RIGHT OF LEFT MAIN LANES		325	
3844+67.05	3847+42.05	LEFT OF LEFT MAIN LANES		275	
3404+87.20		RIGHT OF LEFT MAIN LANES			1
TOTALS:			10	3600	1

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
3431+80.85	3436+80.85	LEFT OF RIGHT MAIN LANES	450		1	1
3434+45.17	3439+45.17	RIGHT OF LEFT MAIN LANES	450		1	1
3460+41.25	3463+60.00	LEFT OF RIGHT MAIN LANES	250	1	1	
3460+91.25	3463+60.00	RIGHT OF RIGHT MAIN LANES	200	1	1	
3464+60.00	3467+28.75	LEFT OF LEFT MAIN LANES	200	1	1	
3464+60.00	3467+78.75	LEFT OF RIGHT MAIN LANES	250	1	1	
3510+72.85	3515+72.85	LEFT OF RIGHT MAIN LANES	450		1	1
3513+37.15	3518+37.15	RIGHT OF LEFT MAIN LANES	450		1	1
3535+36.25	3538+55.00	LEFT OF RIGHT MAIN LANES	250	1	1	
3535+86.25	3538+55.00	RIGHT OF RIGHT MAIN LANES	200	1	1	
3539+56.00	3542+24.75	LEFT OF LEFT MAIN LANES	200	1	1	
3539+56.00	3542+74.75	RIGHT OF LEFT MAIN LANES	250	1	1	
3616+00.96	3621+00.96	LEFT OF RIGHT MAIN LANES	450		1	1
3619+20.90	3624+20.90	RIGHT OF LEFT MAIN LANES	450		1	1
3712+49.03	3717+49.03	LEFT OF RIGHT MAIN LANES	450		1	1
3715+00.93	3720+00.93	RIGHT OF LEFT MAIN LANES	450		1	1
3820+90.18	3825+90.18	RIGHT OF LEFT MAIN LANES	450		1	1
3823+14.77	3828+14.77	LEFT OF RIGHT MAIN LANES	450		1	1
3830+36.14	3833+54.89	LEFT OF RIGHT MAIN LANES	250	1	1	
3830+86.14	3833+54.89	RIGHT OF RIGHT MAIN LANES	200	1	1	
3844+67.05	3847+35.80	LEFT OF LEFT MAIN LANES	200	1	1	
3844+67.05	3847+85.80	RIGHT OF LEFT MAIN LANES	250	1	1	
TOTALS:			7200	12	22	10

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
		MAIN LANES		
3405+00.00	3463+60.00	I-30 RT. MAIN LANES	24.5	15952.2
3464+60.00	3538+55.00	I-30 RT. MAIN LANES	24.5	20130.8
3539+45.00	3833+18.39	I-30 RT. MAIN LANES	24.5	79960.9
3405+00.00	3463+60.00	I-30 LT. MAIN LANES	24.5	15952.2
3464+60.00	3538+44.00	I-30 LT. MAIN LANES	24.5	20100.9
3539+56.00	3833+18.39	I-30 LT. MAIN LANES	24.5	79931.0
		ADDITIONAL FOR ENTRANCE AND EXIT RAMPS		
3420+05.20	3426+69.66	EXIT 69 RT. MAIN LANES-TURN OUT	VARIES	923.4
3424+99.69	3429+99.69	EXIT 69 RAMP 1-EXIT RAMP	15.5	861.1
3442+06.15	3452+05.98	EXIT 69 RT. MAIN LANES-ACCELERATION LANE AND TAPER	VARIES	1154.1
3437+07.70	3442+07.70	EXIT 69 RAMP 2-ENTRANCE RAMP	15.5	861.1
3420+62.73	3430+62.36	EXIT 69 LT. MAIN LANES-ACCELERATION LANE AND TAPER	VARIES	1145.1
3430+60.27	3435+60.27	EXIT 69 RAMP 4-ENTRANCE RAMP	15.5	861.1
3444+53.45	3451+16.42	EXIT 69 LT. MAIN LANES-TURN OUT	VARIES	929.7
3441+27.36	3446+27.36	EXIT 69 RAMP 3-EXIT RAMP	15.5	861.1
3600+05.73	3606+71.02	EXIT 73 RT. MAIN LANES-TURN OUT	VARIES	921.7
3604+95.15	3609+95.15	EXIT 73 RAMP 1-EXIT RAMP	15.5	861.1
3636+32.80	3645+18.32	EXIT 73 RT. MAIN LANES-ACCELERATION LANE AND TAPER	VARIES	1057.2
3631+33.93	3636+33.93	EXIT 73 RAMP 2-ENTRANCE RAMP	15.5	861.1
3591+06.31	3601+06.10	EXIT 73 LT. MAIN LANES-ACCELERATION LANE AND TAPER	VARIES	1183.9
3601+05.49	3606+05.49	EXIT 73 RAMP 4-ENTRANCE RAMP	15.5	861.1
3631+29.82	3637+94.94	EXIT 73 LT. MAIN LANES-TURNOUT	VARIES	910.8
3628+04.80	3633+04.80	EXIT 73 RAMP 3-EXIT RAMP	15.5	861.1
TOTAL:				247142.7

NOTE: THE AVERAGE MILLING DEPTH FOR THE PROJECT IS 2". THE DEPTH OF MILLING SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL HAUL THE MATERIAL GENERATED FROM COLD MILLING OPERATIONS TO LOCATIONS DESIGNATED BY THE ENGINEER, AND DISTRIBUTE IT EVENLY UNTIL EACH LOCATION IS FULL. ONCE PLACED, THE MATERIAL WILL BECOME PROPERTY OF THE DEPARTMENT. THE MATERIAL SHALL BE PLACED AT THE DESIGNATED LOCATIONS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL STOCK PILE THE MATERIAL IN SUCH A WAY THAT IT CAN BE EASILY MEASURED USING THE AVERAGE END AREA METHOD. THE AREAS DESIGNATED FOR COLD MILLING MATERIAL STORAGE FOR THIS PROJECT ARE AS FOLLOWS: INTERCHANGE AT LOG MILE 69, AREA HEADQUARTERS ON HIGHWAY 26, AND INTERSECTION OF HIGHWAY 26 AND HIGHWAY 67 AS DIRECTED BY THE ENGINEER. STOCKPILING AT AREA HEADQUARTERS WILL REQUIRE SCHEDULING DURING NORMAL WORK HOURS WHEN THE SHOP IS OPEN AS DIRECTED BY THE ENGINEER.

1/10/2014

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2-7-14				6	ARK.			
				JOB NO.		BB0702	32	65

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
2-7-14

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	WIDTH	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
3404+87	3434+35	RIGHT OF LEFT MAIN LANES	2948	4	1310.22	1310.22	16.5
3436+91	3460+91	LEFT OF RIGHT MAIN LANES	2400	4	1066.67	1066.67	13.4
3464+70	3510+64	LEFT OF RIGHT MAIN LANES	4594	4	2041.78	2041.78	25.7
3515+85	3523+80	LEFT OF RIGHT MAIN LANES	795	4	353.33	353.33	4.5
3571+32	3608+72	LEFT OF RIGHT MAIN LANES	3740	4	1662.22	1662.22	20.9
3611+22	3615+91	LEFT OF RIGHT MAIN LANES	469	4	208.44	208.44	2.6
3624+30	3629+00	RIGHT OF LEFT MAIN LANES	470	4	208.89	208.89	2.6
3631+50	3714+88	RIGHT OF LEFT MAIN LANES	8338	4	3705.78	3705.78	46.7
3717+58	3753+82	LEFT OF RIGHT MAIN LANES	3624	4	1610.67	1610.67	20.3
3754+18	3823+02	RIGHT OF LEFT MAIN LANES	6884	4	3059.56	3059.56	38.6
3828+24	3833+45	RIGHT OF LEFT MAIN LANES	521	4	231.56	231.56	2.9
TOTALS:					15459.12	15459.12	194.7

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

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	* WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF POST REPAIR
			LIN. FT	EACH	LUMP SUM	EACH
3404+87.20	3434+95.00	RIGHT OF LEFT MAIN LANES	3007.80	2		
3436+31.00	3460+91.00	LEFT OF RIGHT MAIN LANES	2460.00	2		
3464+70.00	3511+23.00	LEFT OF RIGHT MAIN LANES	4653.00	2		
3515+28.00	3523+80.00	LEFT OF RIGHT MAIN LANES	852.00	2		
3571+32.00	3608+72.00	LEFT OF RIGHT MAIN LANES	3740.00	2		
3611+22.00	3616+51.00	LEFT OF RIGHT MAIN LANES	529.00	2		
3623+71.00	3629+00.00	RIGHT OF LEFT MAIN LANES	529.00	2		
3631+50.00	3715+50.00	RIGHT OF LEFT MAIN LANES	8400.00	2		
3716+98.00	3753+82.00	LEFT OF RIGHT MAIN LANES	3684.00	2		
3754+18.00	3823+60.00	RIGHT OF LEFT MAIN LANES	6942.00	2		
3827+65.00	3833+44.89	RIGHT OF LEFT MAIN LANES	579.89	2		
ENTIRE	PROJECT				1.00	50
TOTALS:			35376.69	22	1.00	50

* SHOWN FOR INFORMATION ONLY.
** QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL		
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SAND BAG DITCH CHECKS (E-5)	DROP INLET SILT FENCE (E-7)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	BAG	LIN. FT.	CU. YD.
ENTIRE	PROJECT	MAIN LANES	7.99	15.98	7.99	815.0	7.99	1606	1675	135
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.00	4.00	2.00	204.0	2.00	402	419	16
TOTALS:			9.99	19.98	9.99	1019.0	9.99	2008	2094	151

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING.
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
DROP INLET SILT FENCE.....25 LIN. FT./ LOCATION
NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
3431+39	3437+40	LT. OF RT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HWY. 26 OVERPASS	119	
3433+88	3439+89	RT. OF LT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HWY. 26 OVERPASS	119	
3510+17	3516+33	LT. OF RT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT GUM SPRINGS RD. OVERPASS	122	
3512+94	3518+80	RT. OF LT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT GUM SPRINGS RD. OVERPASS	116	
3615+95	3621+96	LT. OF RT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HWY. 51 OVERPASS	119	
3618+27	3624+28	RT. OF LT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HWY. 51 OVERPASS	119	
3712+06	3718+07	LT. OF RT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HEARN RD. OVERPASS	119	
3714+43	3720+44	RT. OF LT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT HEARN RD. OVERPASS	119	
3820+49	3826+35	LT. OF RT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT DEGRAY RD. OVERPASS	116	
3822+55	3828+71	RT. OF LT. MAIN LANES SHLDR. WIDENING FOR GUARDRAIL AT DEGRAY RD. OVERPASS	122	
* ENTIRE	PROJECT	TO BE USED IF AND WHERE		200*
		DIRECTED BY THE ENGINEER		
TOTALS:			1190	200

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
COMPACTION WILL BE AT THE SATISFACTION OF THE ENGINEER.
NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

FLUSHING UNDERDRAIN

STA.	STA.	LOCATION	LIN. FT.
3405+00	3463+60	RIGHT MAIN LANES	5860
3464+60	3538+55	RIGHT MAIN LANES	7395
3539+45	3833+55	RIGHT MAIN LANES	29410
3405+00	3463+60	LEFT MAIN LANES	5860
3464+60	3538+44	LEFT MAIN LANES	7384
3539+56	3833+55	LEFT MAIN LANES	29399
TOTAL:			85308

2/7/2014

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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.		BB0702	33	65

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET			FEET				FEET			TON
MAIN LANES													
3405+00.00	3463+60.00	I-30 RT. MAIN LANES	5860.0			24.5	15952.2	0.10	1595.2	24.5	15952.2	220.0	1754.7
3464+60.00	3538+55.00	I-30 RT. MAIN LANES	7395.0			24.5	20130.8	0.10	2013.1	24.5	20130.8	220.0	2214.4
3539+45.00	3833+18.39	I-30 RT. MAIN LANES	29373.4			24.5	79960.9	0.10	7996.1	24.5	79960.9	220.0	8795.7
3405+00.00	3463+60.00	I-30 LT. MAIN LANES	5860.0			24.5	15952.2	0.10	1595.2	24.5	15952.2	220.0	1754.7
3464+60.00	3538+44.00	I-30 LT. MAIN LANES	7384.0			24.5	20100.9	0.10	2010.1	24.5	20100.9	220.0	2211.1
3539+56.00	3833+18.39	I-30 LT. MAIN LANES	29362.4			24.5	79931.0	0.10	7993.1	24.5	79931.0	220.0	8792.4
ADDITIONAL FOR ENTRANCE AND EXIT RAMPS													
3420+05.20	3426+69.66	EXIT 69 RT. MAIN LANES-TURN OUT	664.5			VARIES	923.4	0.10	92.3	VARIES	923.4	220.0	101.6
3424+99.69	3429+99.69	EXIT 69 RAMP 1-EXIT RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3442+06.15	3452+05.98	EXIT 69 RT. MAIN LANES-ACCELERATION LANE AND TAPER	999.8			VARIES	1154.1	0.10	115.4	VARIES	1154.1	220.0	127.0
3437+07.70	3442+07.70	EXIT 69 RAMP 2-ENTRANCE RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3420+62.73	3430+62.36	EXIT 69 LT. MAIN LANES-ACCELERATION LANE AND TAPER	999.6			VARIES	1145.1	0.10	114.5	VARIES	1145.1	220.0	126.0
3430+60.27	3435+60.27	EXIT 69 RAMP 4-ENTRANCE RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3444+53.45	3451+16.42	EXIT 69 LT. MAIN LANES-TURN OUT	663.0			VARIES	929.7	0.10	93.0	VARIES	929.7	220.0	102.3
3441+27.36	3446+27.36	EXIT 69 RAMP 3-EXIT RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3600+05.73	3606+71.02	EXIT 73 RT. MAIN LANES-TURN OUT	665.3			VARIES	921.7	0.10	92.2	VARIES	921.7	220.0	101.4
3604+95.15	3609+95.15	EXIT 73 RAMP 1-EXIT RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3636+32.80	3645+18.32	EXIT 73 RT. MAIN LANES-ACCELERATION LANE AND TAPER	885.5			VARIES	1057.2	0.10	105.7	VARIES	1057.2	220.0	116.3
3631+33.93	3636+33.93	EXIT 73 RAMP 2-ENTRANCE RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3591+06.31	3601+06.10	EXIT 73 LT. MAIN LANES-ACCELERATION LANE AND TAPER	999.8			VARIES	1183.9	0.10	118.4	VARIES	1183.9	220.0	130.2
3601+05.49	3606+05.49	EXIT 73 RAMP 4-ENTRANCE RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
3631+29.82	3637+94.94	EXIT 73 LT. MAIN LANES-TURNOUT	665.1			VARIES	910.8	0.10	91.1	VARIES	910.8	220.0	100.2
3628+04.80	3633+04.80	EXIT 73 RAMP 3-EXIT RAMP	500.0			15.5	861.1	0.10	86.1	15.5	861.1	220.0	94.7
ADDITIONAL FOR WIDENING FOR GUARDRAIL													
3431+38.69	3437+39.69	LEFT OF RIGHT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3433+87.82	3439+88.82	RIGHT OF LEFT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3510+17.08	3516+33.08	LEFT OF RIGHT MAIN LANES	616.0	30.25	186.3					VARIES	540.4	220.0	59.4
3512+93.60	3518+79.60	RIGHT OF LEFT MAIN LANES	586.0	28.75	168.5					VARIES	468.2	220.0	51.5
3615+94.50	3621+95.50	LEFT OF RIGHT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3618+26.62	3624+27.62	RIGHT OF LEFT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3712+06.11	3718+07.11	LEFT OF RIGHT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3714+42.61	3720+43.61	RIGHT OF LEFT MAIN LANES	601.0	29.50	177.3					VARIES	504.3	220.0	55.5
3820+48.99	3826+34.99	LEFT OF RIGHT MAIN LANES	586.0	28.75	168.5					VARIES	468.2	220.0	51.5
3822+55.40	3828+71.40	RIGHT OF LEFT MAIN LANES	616.0	30.25	186.3					VARIES	540.4	220.0	59.4
TOTALS:					**1773.4**		**247142.7**		**24714.2**		**252185.7**		**27740.4**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

12/23/2013

RBB0702.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
2-7-14				6	ARK.			
2-18-14				JOB NO.		BB0702	34	65

(2) SUMMARY OF QUANTITIES AND REVISIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
2-20-14

	ITEM NUMBER	ITEM		QUANTITY	UNIT
	SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL		3600	LIN. FT.
	202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE END TERMINAL		1	EACH
	210	UNCLASSIFIED EXCAVATION		1190	CU. YD.
	210	COMPACTED EMBANKMENT		200	CU. YD.
	SS & 303	AGGREGATE BASE COURSE (CLASS 7)		1773	TON
	401	TACK COAT		24714	GAL.
	SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		26270	TON
	SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		1470	TON
	412	COLD MILLING ASPHALT PAVEMENT		247143	SQ. YD.
	601	MOBILIZATION		1.00	LUMP SUM
	SP, SS, & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
	SS & 604	SIGNS		1388	SQ. FT.
	SS & 604	TRAFFIC DRUMS		843	EACH
	SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		493	LIN. FT.
	SS & 604	RELOCATING PRECAST CONCRETE BARRIER		4434	LIN. FT.
	SS & 604	CONSTRUCTION PAVEMENT MARKINGS		202526	LIN. FT.
	SS & 604	ADVANCE WARNING ARROW PANEL		80	DAY
	SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN		40	WEEK
	SP & 605	CONCRETE DITCH PAVING (TYPE B)		15459	SQ. YD.
	SS & 617	GUARDRAIL (TYPE A)		7200	LIN. FT.
	SS & 617	GUARDRAIL TERMINAL (TYPE 2)		22	EACH
	SS & 617	THRIE BEAM GUARDRAIL TERMINAL		12	EACH
	SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)		10	EACH
	620	LIME		20	TON
	620	SEEDING		9.99	ACRE
	SS & 620	MULCH COVER		9.99	ACRE
	SS & 620	WATER		1213.7	M.GAL.
	621	SAND BAG DITCH CHECKS		2008	BAG
	621	DROP INLET SILT FENCE		2094	LIN. FT.
	621	SEDIMENT REMOVAL AND DISPOSAL		151	CU. YD.
	623	SECOND SEEDING APPLICATION		9.99	ACRE
	624	SOLID SODDING		15459	SQ. YD.
	635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
*	SP & 719	INVERTED PROFILED THERMOPLASTIC PAVEMENT MARKING (SKIP LINE) WHITE (4")	(ALTERNATE NO. 1)	21320	LIN. FT.
*	SP	HIGH PERFORMANCE MARKING TAPE (SKIP LINE) WHITE (4")	(ALTERNATE NO. 2)	21320	LIN. FT.
*	SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	88617	LIN. FT.
*	SP	HIGH PERFORMANCE MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	88617	LIN. FT.
*	SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	3532	LIN. FT.
*	SP	HIGH PERFORMANCE MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	3532	LIN. FT.
*	SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	(ALTERNATE NO. 1)	89057	LIN. FT.
*	SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4")	(ALTERNATE NO. 2)	89057	LIN. FT.
	721	RAISED PAVEMENT MARKERS (TYPE II)		1563	EACH
	SP	FLUSHING UNDERDRAIN		85308	LIN. FT.
	SP	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER		10	EACH
	SP	TEMPORARY PORTABLE RUMBLE STRIPS		24	EACH
	SP	WIRE ROPE SAFETY FENCE (POST REPAIR)		50	EACH
	SP	WIRE ROPE SAFETY FENCE		35377	LIN. FT
	SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS		1.00	LUMP SUM

* DENOTES ALTERNATE BID ITEMS

REVISIONS

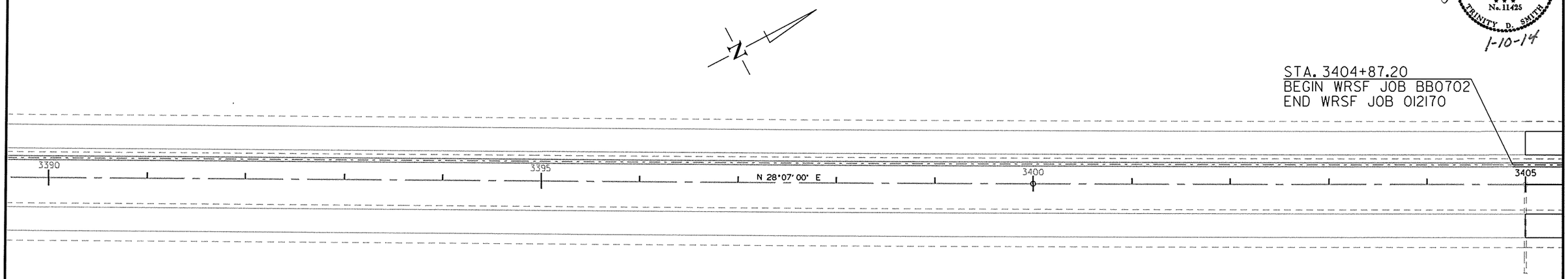
DATE	REVISION	SHEET NUMBER
2/7/2014	REMOVED SPECIAL PROVISION "PORTABLE CHANGEABLE MESSAGE SIGNS", ADDED EARTHWORK QUANTITY FOR "UNCLASSIFIED EXCAVATION" AND "COMPACTED EMBANKMENT"	2, 32, 34
2/18/2014	ADDED PRECAST CONCRETE BARRIER FOR GUARDRAIL INSTALLATION AT BRIDGE ENDS ADDED STANDARD DRAWINGS TC-4 & TC-5	2, 29A, 30, 34, 63A, 63B

2/19/2014

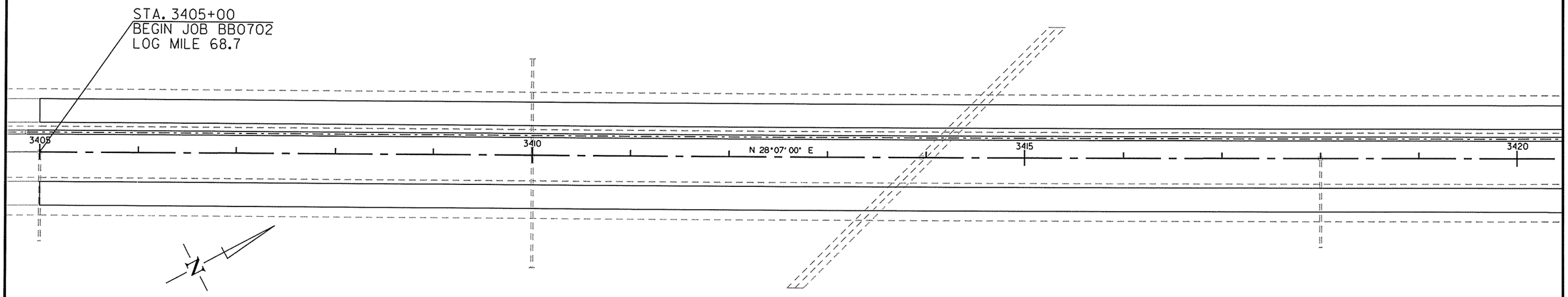
RBB0702.DGN

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.		BB0702	35	65
				(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-10-14



STA. 3404+87.20 IN PLACE
WIRE ROPE SAFETY FENCE END TERMINAL - REMOVE
CONNECT PROPOSED WIRE ROPE SAFETY FENCE TO
EXISTING WIRE ROPE SAFETY FENCE.



STA. 3405+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3' - 6" x H = 3' - 6" (I-OPENING)
WITH 24" x 88' R.C. PIPE CULVERT TO RT
RETAIN

STA. 3410+00 IN PLACE
TYPE H DROP INLET IN MEDAIN
4' x 3'-6" x H = 6'-6" (I-OPENING)
WITH 24" x 96' R.C. PIPE INLET ON LT
24" x 112' R.C. PIPE OUTLET ON RT
RETAIN

STA. 3414+00 IN PLACE
6' x 5' x 375' R.C. BOX CULVERT
45° LT. FWD. SKEW WITH
TYPE K DROP INLET IN MEDIAN
4' x 3' x H = 4'-0"
RETAIN

STA. 3418+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3' - 6" x H = 3' - 6" (I-OPENING)
WITH 24" x 88' R.C. PIPE CULVERT TO RT
RETAIN

1/10/2014

RBB0702.DGN

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.		BB0702	36	65

(2) PLAN SHEETS

STA. 3423+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 112' R.C. PIPE INLET RT
RETAIN

STA. 3428+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" (1-OPENING)
WITH 24" x 86' R.C. PIPE OUTLET RT
& TYPE M DROP INLET
3' x 3' x H = 2'-10"
24" x 6' R.C. PIPE INLET W/F.E.S.
24" x 80' R.C. PIPE OUTLET
UNDER RAMP I
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

STA. 3434+95
END WRSF

3420 3425 3430 3435

N 28°07' 00" E

HWY. 26

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
3431+80.85	3436+80.85	R.M.L. - LT.	450 LIN. FT.	1 EA.	1 EA.
3434+45.17	3439+45.17	L.M.L - RT.	450 LIN. FT.	1 EA.	1 EA.

I-30

12/27/2013

RBB0702.DGN

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.		BB0702	37	65

(2) PLAN SHEETS

HWY. 26
STA. 36+87.40 IN PLACE
24" x 162' R.C. PIPE CULVERT
RETAIN

STA. 3439+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3' x H = 3'-6" (I-OPENING)
WITH 24" x 86' R.C. PIPE OUTLET RT
RETAIN

STA. 3445+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-0" x H = 3'-6" (I-OPENING)
WITH 24" x 94' R.C. PIPE OUTLET RT
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14

STA. 3450+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3' x H = 3'-6"
WITH 24" x 86' R.C. PIPE OUTLET RT
RETAIN

REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER
STA. 3435+63 C.L. OF I-30 = 2 EACH

3435 3440 3445 3450

N 28°07'00" E

STA 3436+31
BEGIN WRSF

HWY. 26

N

I-30

12/27/2013

RBB0702.DGN

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.		BB0702	38	65

(2) PLAN SHEETS

STA. 3454+00 IN PLACE
4' x 4' x 352' R.C. BOX CULVERT
RETAIN

STA. 3455+60 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 7'-0"
WITH 24" x 174' R.C. PIPE OUTLET RT
RETAIN

STA. 3458+00 IN PLACE
30" x 312' R.C. PIPE CULVERT
RETAIN

STA. 3460+00 IN PLACE
36' x 14' STACK PIPE INLET IN MEDIAN
WITH 24' x 128' R.C. PIPE OUTLET RT
RETAIN

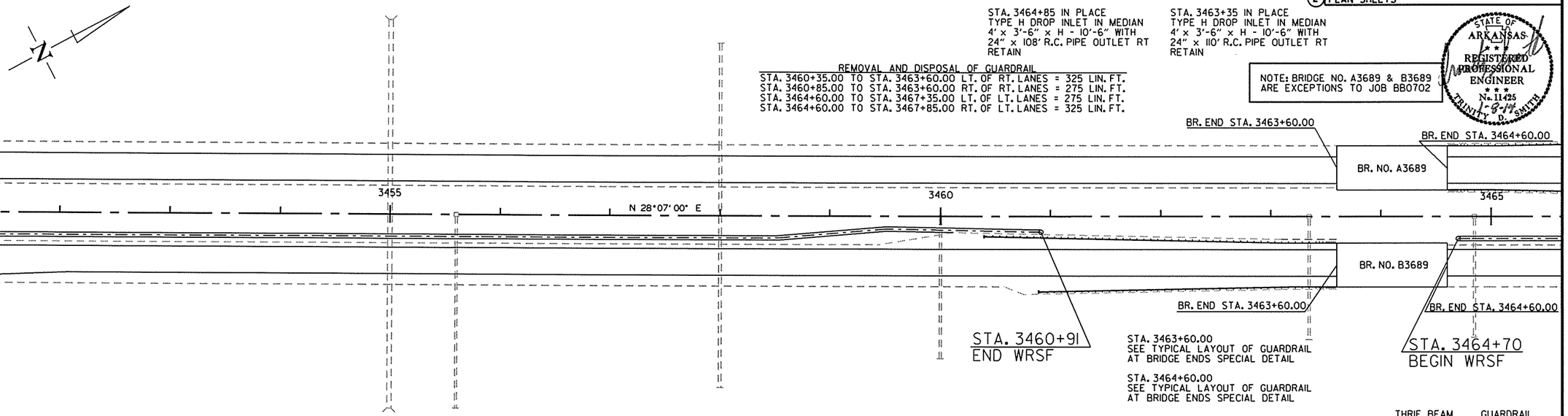
STA. 3464+85 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H - 10'-6" WITH
24" x 108' R.C. PIPE OUTLET RT
RETAIN

STA. 3463+35 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H - 10'-6" WITH
24" x 110' R.C. PIPE OUTLET RT
RETAIN

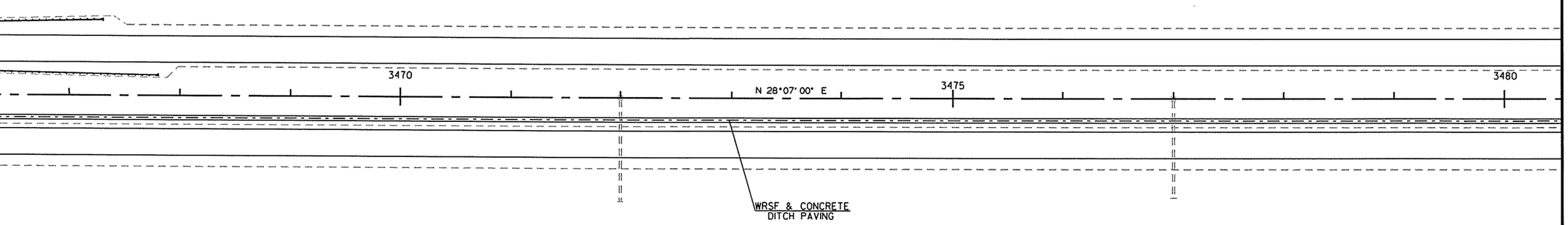
REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 3460+35.00 TO STA. 3463+60.00 LT. OF RT. LANES = 325 LIN. FT.
STA. 3460+85.00 TO STA. 3463+60.00 RT. OF RT. LANES = 275 LIN. FT.
STA. 3464+60.00 TO STA. 3467+35.00 LT. OF LT. LANES = 275 LIN. FT.
STA. 3464+60.00 TO STA. 3467+85.00 RT. OF LT. LANES = 325 LIN. FT.

NOTE: BRIDGE NO. A3689 & B3689 ARE EXCEPTIONS TO JOB BB0702

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
1-8-14
TRINITY D. SMITH



STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
3460+41.25	3463+60.00	R.M.L. - LT.	250 LIN. FT.	1EA.	1EA.
3460+91.25	3463+60.00	R.M.L. - RT.	200 LIN. FT.	1EA.	1EA.
3464+60.00	3467+28.75	L.M.L. - LT.	200 LIN. FT.	1EA.	1EA.
3464+60.00	3467+78.75	L.M.L. - RT.	250 LIN. FT.	1EA.	1EA.



STA. 3472+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H 6'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3477+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

12/27/2013

RBB0702.DGN

STA. 3482+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

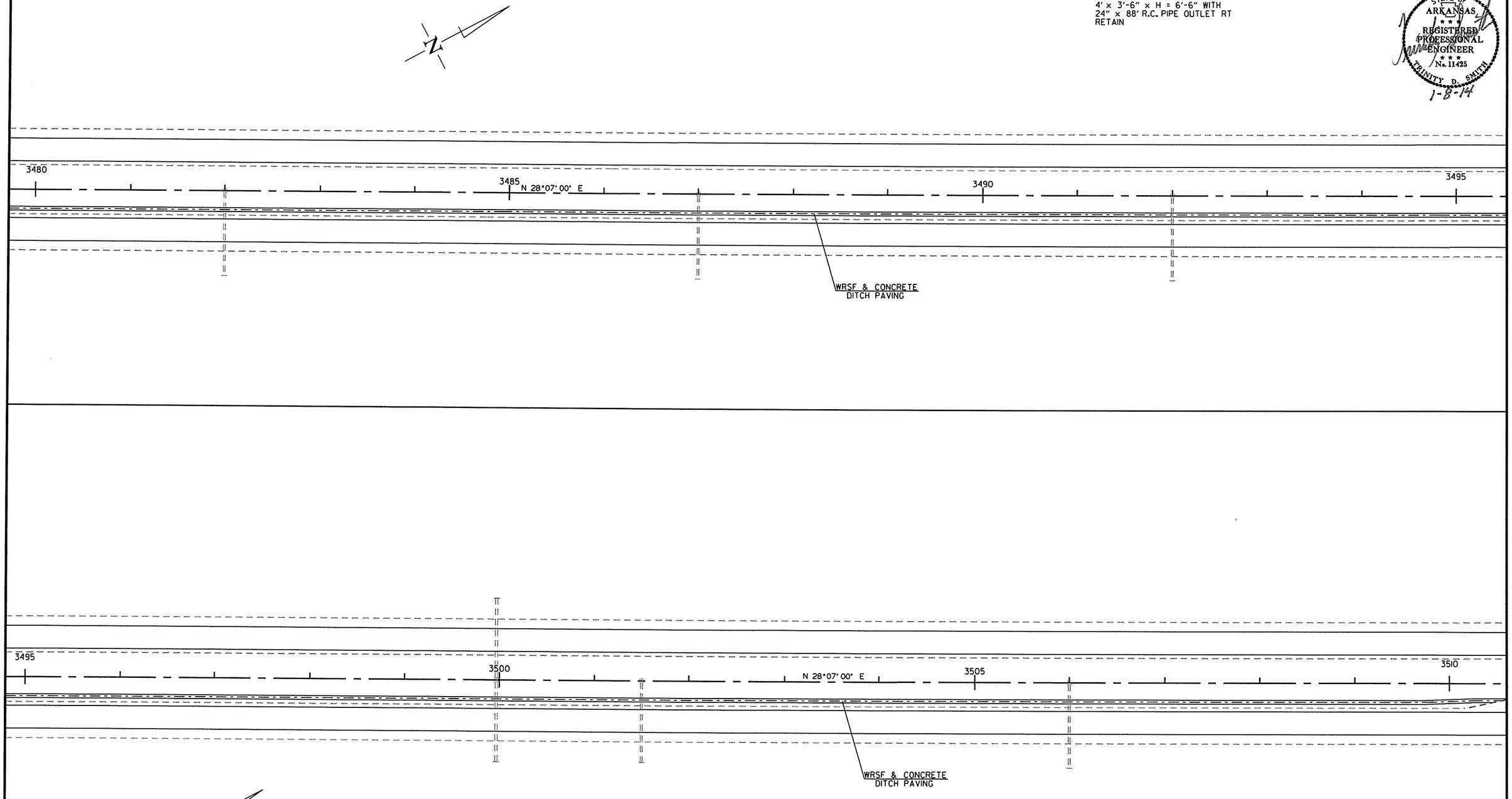
STA. 3487+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

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.		BB0702	39	65

(2) PLAN SHEETS

STA. 3492+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



STA. 3497+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4' x H = 4'-6" WITH
30" x 84' R.C. PIPE OUTLET LT
30" x 84' R.C. PIPE OUTLET RT
RETAIN

STA. 3501+50 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 84' R.C. PIPE OUTLET RT
RETAIN

STA. 3506+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 6'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

12/27/2013

RBB0702.DGN

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.		BB0702	40	65
				(2) PLAN SHEETS				

STA. 3511+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 5'-0" WITH
36" x 84' R.C. PIPE INLET LT
36" x 84' R.C. PIPE OUTLET RT
RETAIN

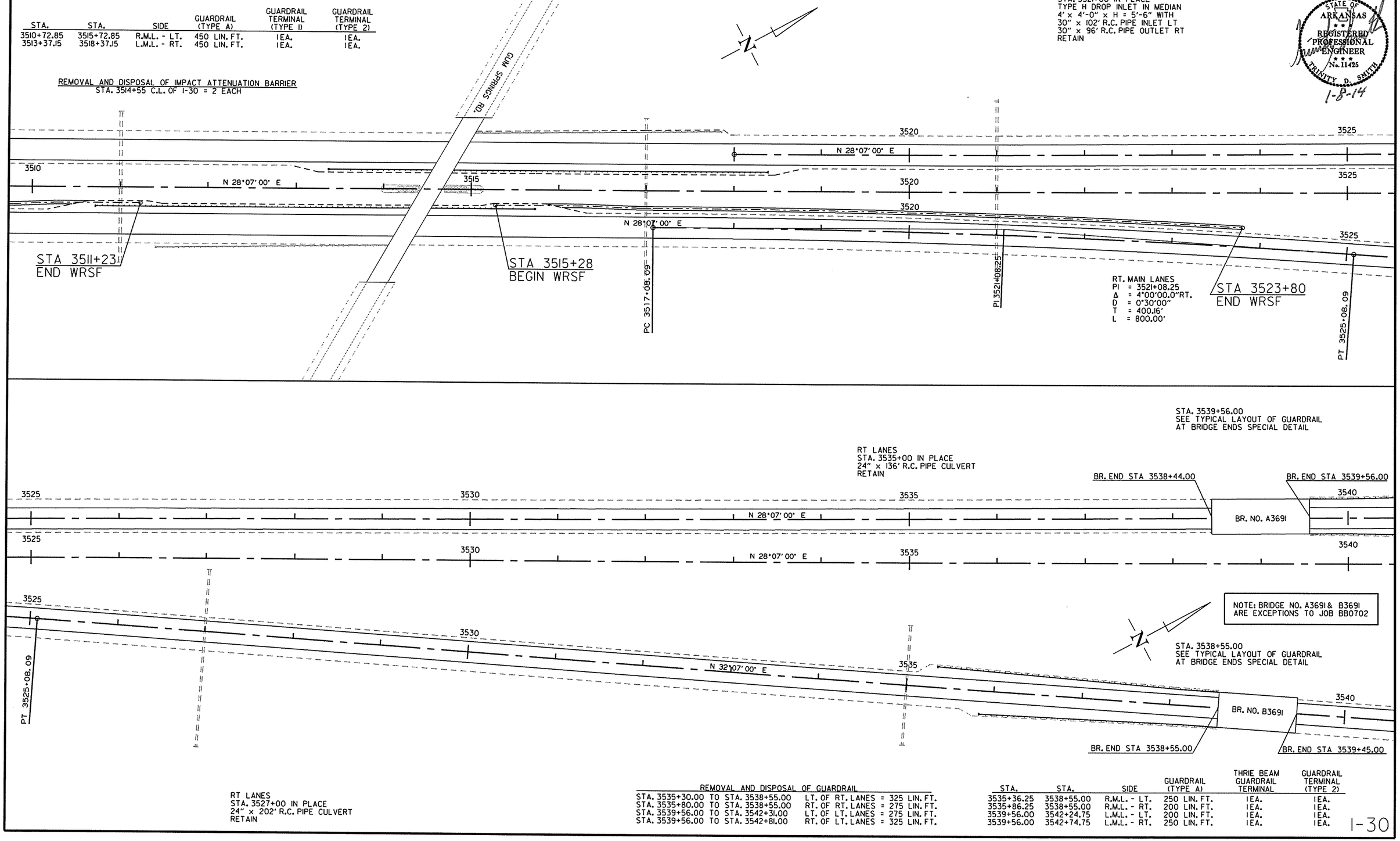
STA. 3517+00 IN PLACE
TYPE H DROP INLET IN MEDIAN WITH
24" x 80' R.C. PIPE INLET LT
24" x 108' R.C. PIPE OUTLET RT
RETAIN

STA. 3521+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-0" x H = 5'-6" WITH
30" x 102' R.C. PIPE INLET LT
30" x 96' R.C. PIPE OUTLET RT
RETAIN

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
3510+72.85	3515+72.85	R.M.L. - LT.	450 LIN. FT.	1 EA.	1 EA.
3513+37.15	3518+37.15	L.M.L. - RT.	450 LIN. FT.	1 EA.	1 EA.

REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER
STA. 3514+55 C.L. OF I-30 = 2 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-8-14



REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 3535+30.00 TO STA. 3538+55.00	LT. OF RT. LANES = 325 LIN. FT.
STA. 3535+80.00 TO STA. 3538+55.00	RT. OF RT. LANES = 275 LIN. FT.
STA. 3539+56.00 TO STA. 3542+31.00	LT. OF LT. LANES = 275 LIN. FT.
STA. 3539+56.00 TO STA. 3542+81.00	RT. OF LT. LANES = 325 LIN. FT.

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
3535+36.25	3538+55.00	R.M.L. - LT.	250 LIN. FT.	1 EA.	1 EA.
3535+86.25	3538+55.00	R.M.L. - RT.	200 LIN. FT.	1 EA.	1 EA.
3539+56.00	3542+24.75	L.M.L. - LT.	200 LIN. FT.	1 EA.	1 EA.
3539+56.00	3542+74.75	L.M.L. - RT.	250 LIN. FT.	1 EA.	1 EA.

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				6	ARK.			
				JOB NO.		BB0702	41	65
				(2) PLAN SHEETS				

STATE OF ARKANSAS
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1-8-14
TRINITY D. SMITH

LT LANES
STA. 3550+00 IN PLACE
24" x 144' R.C. PIPE CULVERT
(30° RT FWD. SKEW)
RETAIN

3540 3545 3550 3555
N 27°47'59" E

3540 3545 3550 3555
N 28°07'00" E

PC 3541+08.68
PI 3545+85.97
PT 3550+62.02

RT. MAIN LANES
PI = 3545+85.97
Δ = 7°09'00.0"LT.
D = 0°45'00"
T = 477.29'
L = 953.33'

3540 3545 3550 3555
N 24°58'00" E

RT LANES
STA. 3551+70 IN PLACE
24" x 128' R.C. PIPE CULVERT
(30° RT FWD. SKEW)
RETAIN

3555 3560 3565 3570
N 27°47'59" E

3555 3560 3565 3570
N 28°07'00" E

STA. 3560+31 IN PLACE
54" x 508' R.C. PIPE CULVERT
(45° RT FWD. SKEW)
RETAIN

LT. LANES
STA. 3558+00 IN PLACE
24" x 164' R.C. PIPE CULVERT
RETAIN

3555 3560 3565 3570
N 24°58'00" E

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				6	ARK.			
				JOB NO.		BB0702	42	65

(2) PLAN SHEETS

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STA. 3573+50 IN PLACE
42" x 312' R.C. PIPE CULVERT
RETAIN

STA. 3580+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 5'-0" x H = 6'-0" WITH
24" x 172' R.C. PIPE OUTLET LT
(45° RT FWD. SKEW)
RETAIN

MEDIAN
PI = 3577+20.10
Δ = 3°09'00.0"LT.
D = 0°15'00"
T = 630.16'
L = 1260.00'

LT. MAIN LANES
PI = 3583+47.33
Δ = 2°49'58.8"LT.
D = 0°15'00"
T = 566.71'
L = 1133.20'

STA. 3585+00 IN PLACE
TYPE H DROP INLET 2' LT
4' x 3'-6" x H = 3'-6" WITH
24" x 96' R.C. PIPE OUTLET LT
RETAIN

PC 3570+89.94
PC 3577+80.61
PI 3583+47.33
PI 3577+20.10
PT 3583+49.94

N 28°07'00" E
N 27°47'59" E
N 24°58'00" E

STA. 3571+32
BEGIN WRSF

RT LANES
STA. 3575+40 IN PLACE
24" x 116' R.C. PIPE CULVERT
RETAIN

WRSF & CONCRETE
DITCH PAVING

STA. 3590+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-0" x H = 5'-6" WITH
24" x 92' R.C. PIPE INLET LT
24" x 108' R.C. PIPE OUTLET RT
(30° LT FWD. SKEW)
RETAIN

STA. 3599+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3600+00 IN PLACE
36" x 392' R.C. PIPE CULVERT
RETAIN

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				6	ARK.			
				JOB NO.		BB0702	43	65

(2) PLAN SHEETS

STA. 3603+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 5'-6" WITH
24" x 116' R.C. PIPE OUTLET RT
RETAIN

STA. 3608+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET LT
RETAIN

STA. 3610+15 IN PLACE
48" x 788' R.C. PIPE CULVERT
(40° RT FWD. SKEW)
RETAIN

STA. 3613+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 7'-6" WITH
24" x 88' R.C. PIPE INLET RT
24" x 110' R.C. PIPE OUTLET LT
RETAIN

RAMP 4
STA. 3612+00 IN PLACE
30" x 198' R.C. PIPE CULVERT

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3600 3605 N 24°58'00" E 3610 LIGHT POLE 3615

STA. 3608+72
END WRSF

STA. 3611+22
BEGIN WRSF

STA. 3617+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92' R.C. PIPE OUTLET LT
RETAIN

HWY. 51

REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER
STA. 3620+11 C.L. OF I-30 = 2 EACH

RAMP 3
STA. 3628+96 IN PLACE
24" x 92' R.C. PIPE CULVERT
RETAIN

STA. 3623+71
BEGIN WRSF

STA. 3629+00
END WRSF

3615 3620 N 24°58'00" E 3625 LIGHT POLE 3630

STA. 3616+51
END WRSF

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
3616+00.96	3621+00.94	R.M.L. - LT.	450 LIN. FT.	1 EA.	1 EA.
3619+20.90	3624+20.90	L.M.L. - RT.	450 LIN. FT.	1 EA.	1 EA.

STA. 3626+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

RAMP 2
STA. 3630+00 IN PLACE
24" x 76' R.C. PIPE CULVERT
(30° RT FWD. SKEW)
RETAIN

RAMP 2
STA. 3626+00 IN PLACE
24" x 136' R.C. PIPE CULVERT
RETAIN

I-30

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				6	ARK.			
				JOB NO.		BB0702	44	65

(2) PLAN SHEETS

STA. 3636+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 108' R.C. PIPE OUTLET LT
RETAIN

STA. 3641+25 IN PLACE
6' x 6' x 362' R.C. BOX CULVERT
(45° RT FWD. SKEW) WITH
TYPE K DROP INLET IN MEDIAN
4' x 3' x H = 10'-9"
RETAIN

STA. 3645+00 IN PLACE
36" x 16' STACK PIPE INLET IN MEDIAN WITH
24" x 136' T.C. PIPE OUTLET RT
RETAIN

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STA. 3631+50
BEGIN WRSF

WRSF & CONCRETE DITCH PAVING

3630 3635 N 24°58' 00" E 3640 3645

RAMP 2
STA. 3630+00 IN PLACE
24" x 76' R.C. PIPE CULVERT
(30° RT FWD. SKEW)
RETAIN

WRSF & CONCRETE DITCH PAVING

3645 3650 N 24°58' 00" E 3655 3660

STA. 3647+00 IN PLACE
DBL. 10' x 8' x 272' R.C. BOX CULVERT
(SPAN = 22.17')
RETAIN

STA. 3650+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

STA. 3655+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92 R.C. PIPE OUTLET RT
RETAIN

STA. 3658+00 IN PLACE
30" x 198' R.C. PIPE CULVERT
RETAIN

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STA. 3662+00 IN PLACE
30" x 198' R.C. PIPE CULVERT
RETAIN

STA. 3665+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

STA. 3670+56 IN PLACE
TYPE H DROP INLET IN EDIAN
4' x 3'-6" x H = 8'-0"
24" x 140' R.C. PIPE OUTLET RT
RETAIN

STA. 3671+56 IN PLACE
6' x 5' x 342' R.C. BOX CULVERT
RETAIN

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				6	ARK.			
				JOB NO.		BB0702	45	65

(2) PLAN SHEETS

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WRSF & CONCRETE DITCH PAVING

3660 3665 N 24°58' 00" E 3670 3675

WRSF & CONCRETE DITCH PAVING

3675 3680 N 24°58' 00" E 3685 3690

STA. 3657+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

STA. 3680+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 9'-0" WITH
36" x 136' R.C. PIPE OUTLET RT
TYPE M DROP INLET ON LT
4' x 5'-8" x H = 3'-10" WITH
36" x 106' R.C. PIPE OUTLET
RETAIN

STA. 3688+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET LT
RETAIN

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STA. 4052+43 IN PLACE
8' x 7' x 352' R.C. BOX CULVERT
RETAIN

STA. 3693+56 IN PLACE
36" x 28' STACK PIPE INLET IN MEDIAN WITH
24" x 210' R.C. PIPE OUTLET RT
RETAIN

STA. 3698+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 5'-0" WITH
24" x 100' R.C. PIPE OUTLET RT
RETAIN

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				6	ARK.			
				JOB NO.		BB0702	46	65

(2) PLAN SHEETS

STA. 3702+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

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WRSF & CONCRETE DITCH PAVING

PC 3700+25.31

3690 3695 N 24°58'00" E 3700 3705

3705 3710 3715 3720

MEDIAN
PI = 3716+00.15
Δ = 15°39'01.3" LT.
D = 0°30'00"
T = 1574.84'
L = 3130.07'

HEARN RD.

STA. 3715+50
END WRSF

STA. 3716+98
BEGIN WRSF

PI 3716+00.15

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
3712+49.03	3717+49.03	R.M.L. - LT.	450 LIN. FT.	1 EA.	1 EA.
3715+00.93	3720+00.93	L.M.L. - RT.	450 LIN. FT.	1 EA.	1 EA.

REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER
STA. 3716+25 C.L. OF I-30 = 2 EACH

STA. 3707+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H - 3'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3711+38 IN PLACE
42" x 284' R.C. PIPE CULVERT
(30° LT FWD. SKEW)
RETAIN

STA. 3717+16 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET LT
RETAIN

I-30

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				6	ARK.			
				JOB NO.		BB0702	47	65

(2) PLAN SHEETS

STA. 3721+66 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 5'-9" x H = 11'-0" WITH
30" x 130' R.C. PIPE INLET LT
(30° RT FWD. SKEW)
30" x 174' R.C. PIPE OUTLET RT
(45° RT FWD SKEW)
RETAIN

STA. 3726+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

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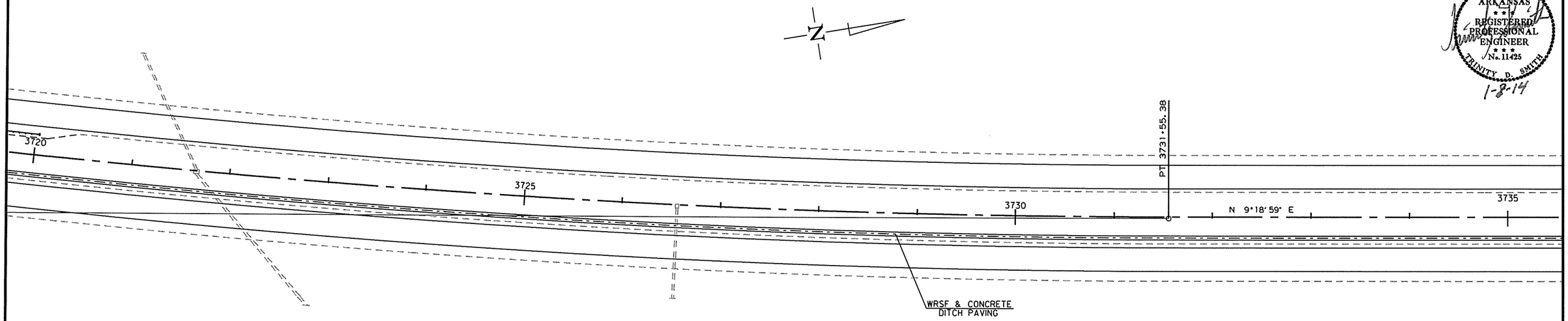

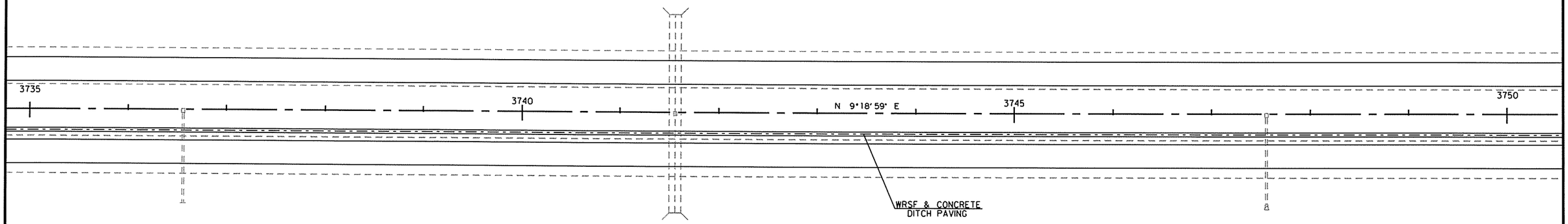

STA. 3736+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3741+56 IN PLACE
DBL. 6' x 4' x 202' R.C. BOX CULVERT WITH
TYPE K DROP INLET IN MEDIAN
RETAIN

STA. 3747+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET &
F.E.S. RT
RETAIN

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				6	ARK.			
				JOB NO.		BB0702	48	65
				(2) PLAN SHEETS				

STA. 3753+81 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 7'-0" WITH
24" x 108' R.C. PIPE OUTLET RT
RETAIN

STA. 3757+08 IN PLACE
24" x 216' R.C. PIPE CULVERT
RETAIN

STA. 3758+81 IN PLACE
THPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 5'-6" WITH
24" x 100' R.C. PIPE OUTLET RT
24" x 100' R.C. PIPE INLET LT
RETAIN

STA. 3763+81 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 4'-6" WITH
24" x 100' R.C. PIPE OUTLET RT
RETAIN

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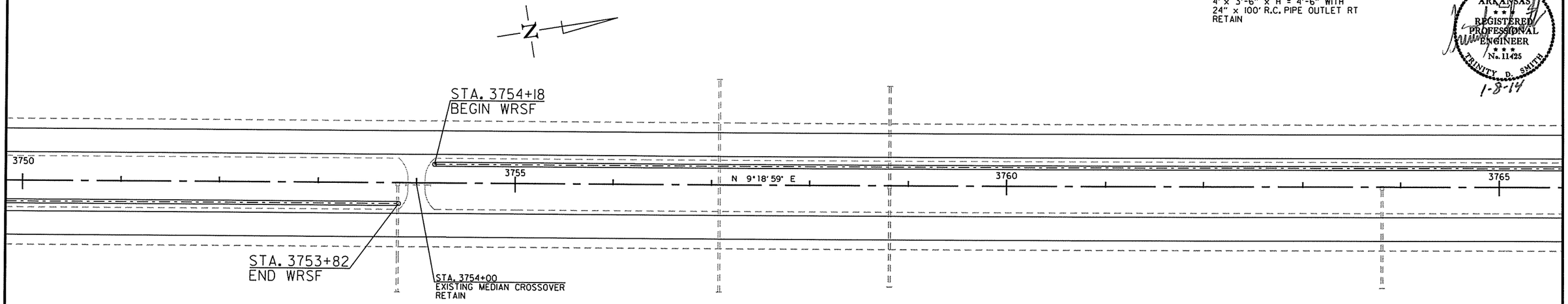

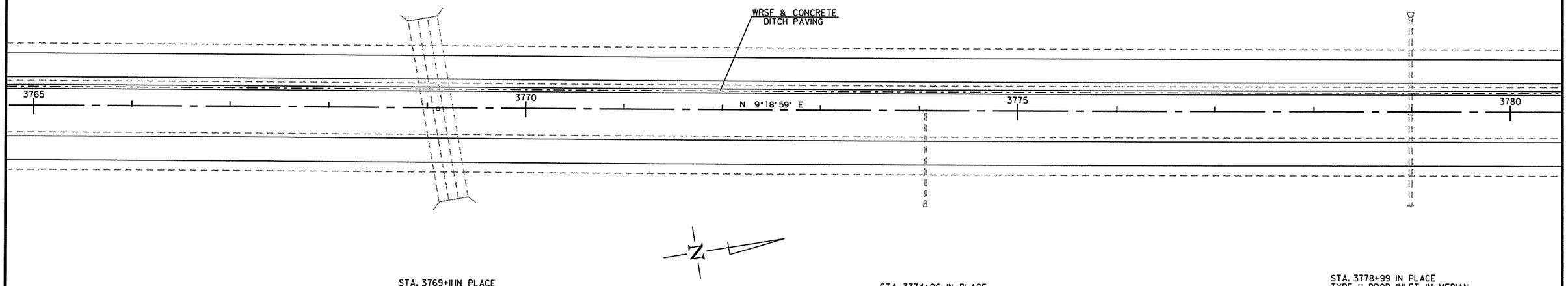

STA. 3769+11 IN PLACE
TRP. 10' x 5' x 186' R.C. BOX CULVERT
(10° RT FWD. SKEW)(SPAN 33.17')
TYPE K DROP INLET IN MEDIAN
4' x 3' x H = 3'-0"
RETAIN

STA. 3774+06 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET &
F.E.S. RT
RETAIN

STA. 3778+99 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 4'-6" WITH
36" X 92' R.C. PIPE INLET &
WITH F.E.S. LT
36" x 92' R.C. PIPE OUTLET RT
RETAIN

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STA. 3785+45 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 4'-6" WITH
36" x 90' R.C. PIPE INLET WITH F.E.S. LT
36" x 90' R.C. PIPE OUTLET WITH F.E.S. RT
RETAIN

STA. 3792+06 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 6'-0" x H = 4'-9" WITH
36" x 92' R.C. PIPE INLET WITH F.E.S. LT
36" x 92' 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.		BB0702	49	65

(2) PLAN SHEETS

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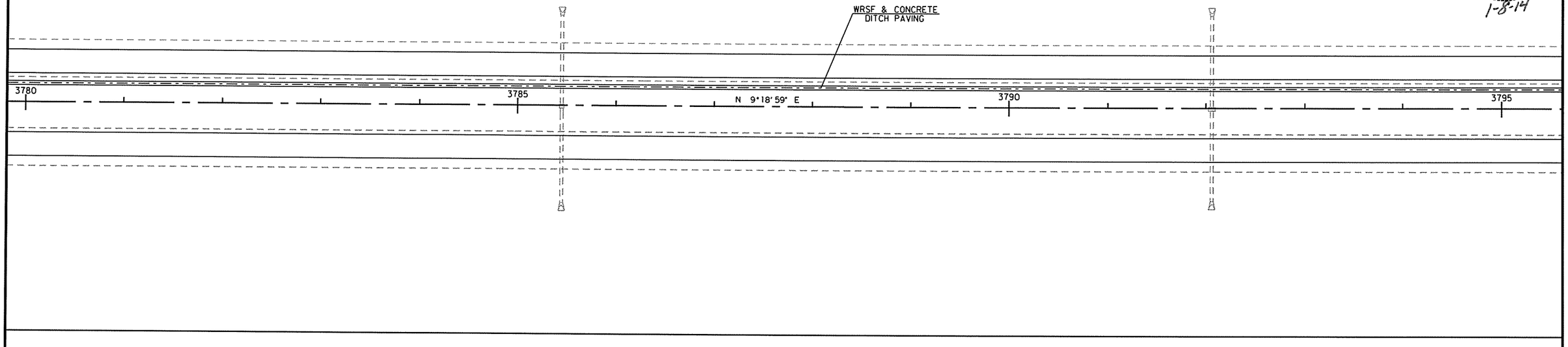

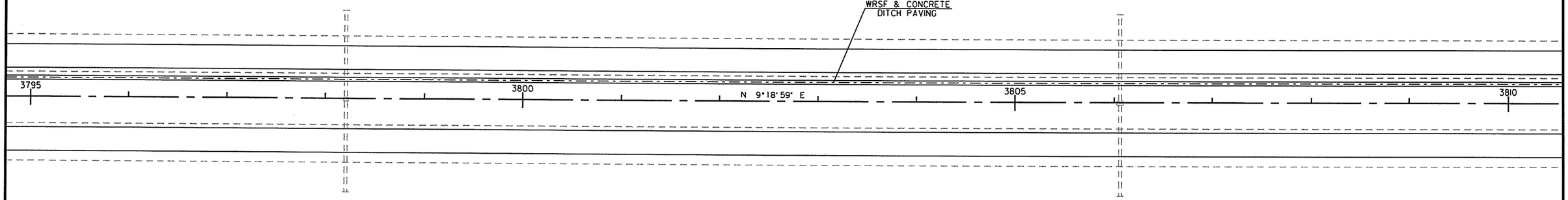

STA. 3798+21 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 4'-6" WITH
36" x 88' R.C. PIPE INLET LT
36" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3806+56 IN PLACE
TYPE H DROP INLET IN MEDAIN
4' x 6'-6" x H = 4'-6" WITH
36" x 88' R.C. PIPE INLET LT
36" x 92' R.C. PIPE OUTLET RT
RETAIN

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				6	ARK.			
				JOB NO.		BB0702	50	65

(2) PLAN SHEETS

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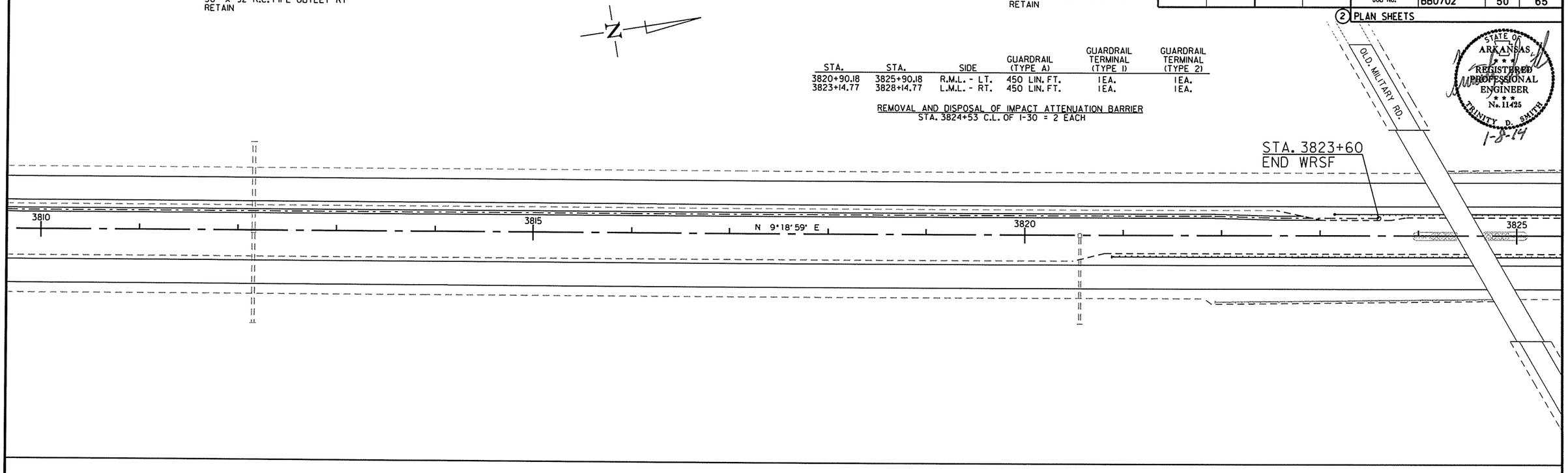
STA. 3812+16 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 4'-6" x H = 5'-6" WITH
36" x 88' R.C. PIPE INLET LT
36" x 92' R.C. PIPE OUTLET RT
RETAIN

STA. 3820+56 IN PLACE
TYPE H DROP INLET IN MEDAIN
4' x 3'-6" x H = 3'-6" WITH
24" x 88' R.C. PIPE OUTLET RT
RETAIN

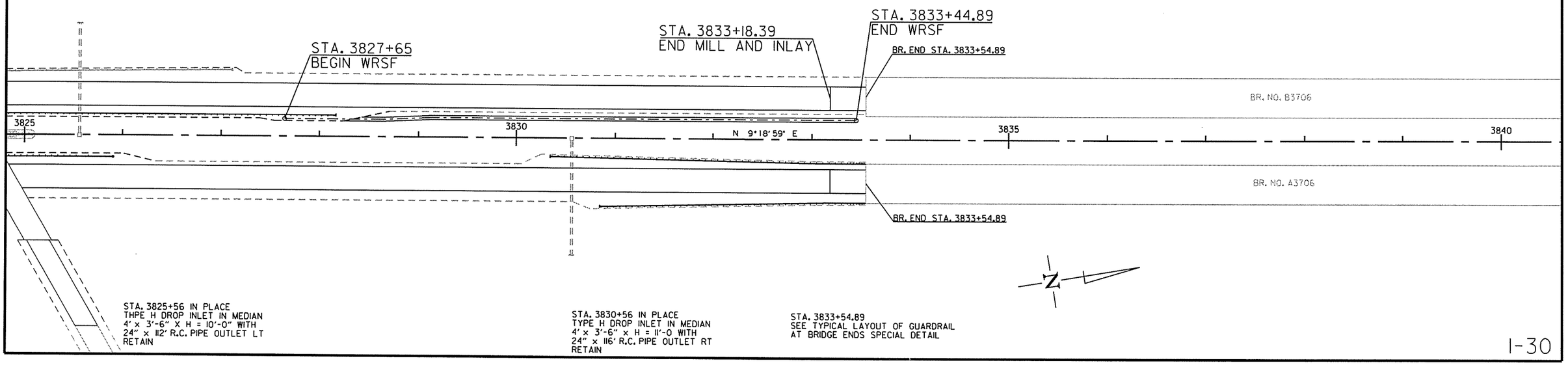
STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
3820+90.18	3825+90.18	R.M.L. - LT.	450 LIN. FT.	1EA.	1EA.
3823+14.77	3828+14.77	L.M.L. - RT.	450 LIN. FT.	1EA.	1EA.

REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER
STA. 3824+53 C.L. OF I-30 = 2 EACH



STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
3830+36.14	3833+54.89	R.M.L. - LT.	250 LIN. FT.	1EA.	1EA.
3830+86.14	3833+54.89	R.M.L. - RT.	200 LIN. FT.	1EA.	1EA.

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 3830+29.89 TO STA. 3833+54.89 LT. OF RT. LANES = 325 LIN. FT.
STA. 3830+79.89 TO STA. 3833+54.89 RT. OF RT. LANES = 275 LIN. FT.



STA. 3825+56 IN PLACE
THPE H DROP INLET IN MEDIAN
4' x 3'-6" X H = 10'-0" WITH
24" x 112' R.C. PIPE OUTLET LT
RETAIN

STA. 3830+56 IN PLACE
TYPE H DROP INLET IN MEDIAN
4' x 3'-6" x H = 11'-0 WITH
24" x 116' R.C. PIPE OUTLET RT
RETAIN

STA. 3833+54.89
SEE TYPICAL LAYOUT OF GUARDRAIL
AT BRIDGE ENDS SPECIAL DETAIL

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				6	ARK.			
				JOB NO.		BB0702	51	65

(2) PLAN SHEETS

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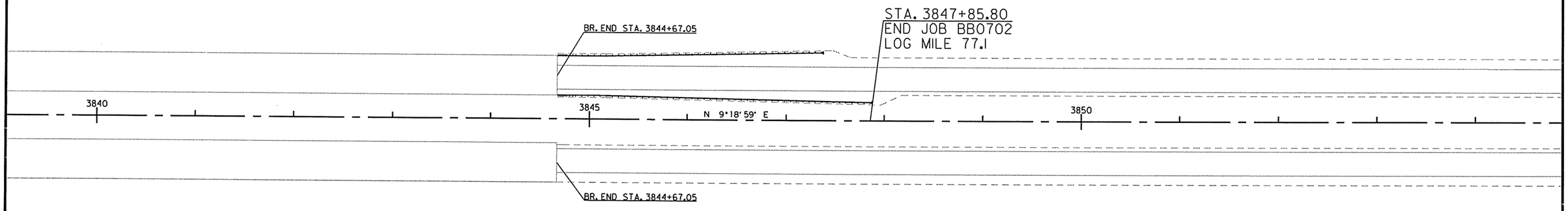
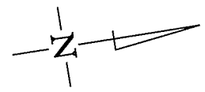
STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
3844+67.05	3847+35.80	L.M.L. - LT.	200 LIN. FT.	1EA.	1EA.
3844+67.05	3847+85.80	L.M.L. - RT.	250 LIN. FT.	1EA.	1EA.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 3844+67.05 TO STA. 3847+92.05 RT. OF LT. LANES = 325 LIN. FT.
STA. 3844+67.05 TO STA. 3847+42.05 LT. OF LT. LANES = 275 LIN. FT.

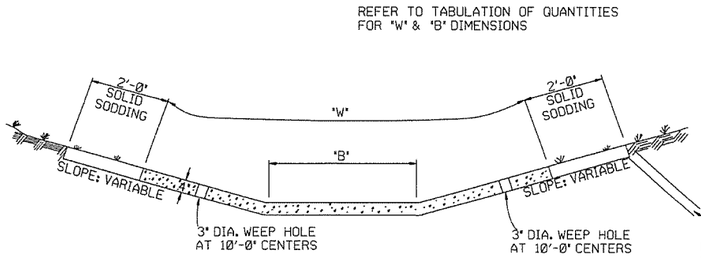


STA. 3844+67.05
SEE TYPICAL LAYOUT OF GUARDRAIL
AT BRIDGE ENDS SPECIAL DETAIL

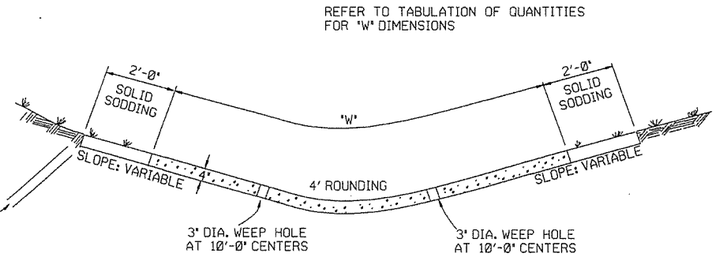


12/27/2013

RBB0702.DGN

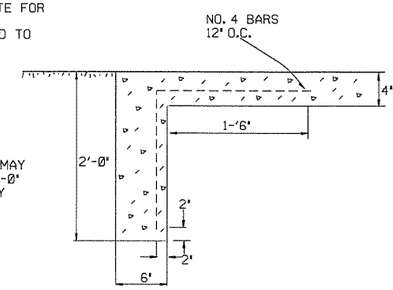


TYPE A



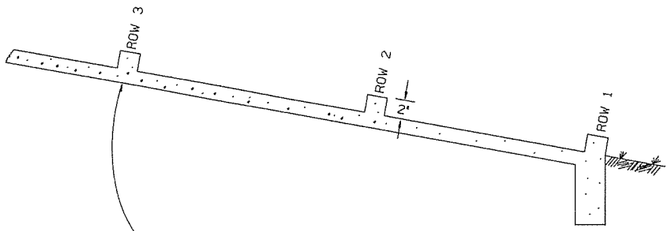
TYPE B

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.'



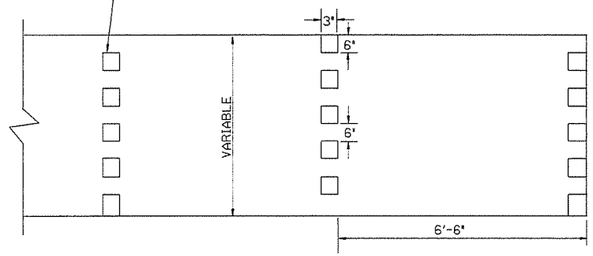
TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

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



ENERGY DISSIPATORS
(NO SCALE)

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.

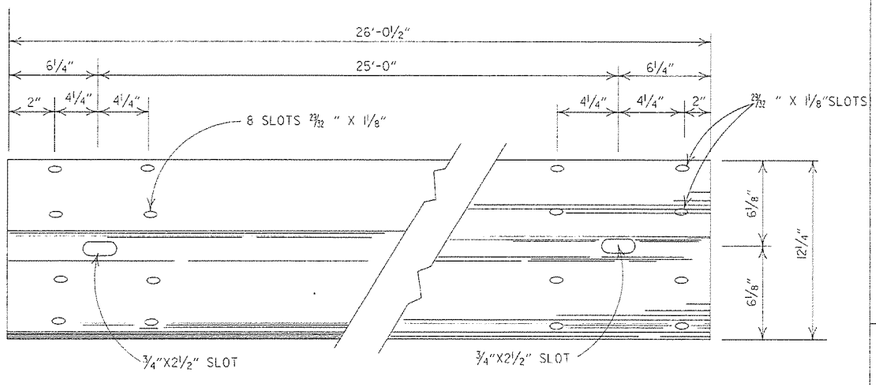
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

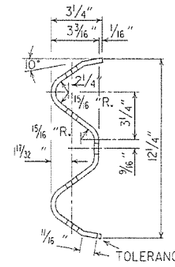
DATE	REVISION	DATE FILM'D
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED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

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1

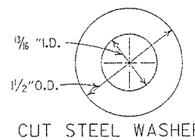




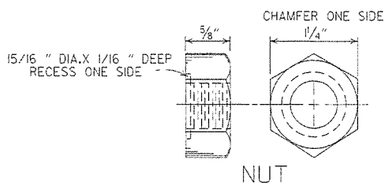
DETAILS OF W-BEAM GUARD RAIL

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

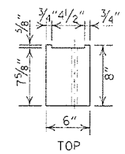
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

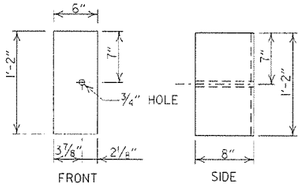


NUT

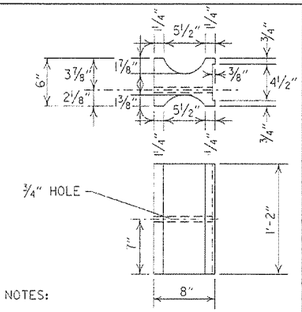


WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

TOP



WOOD BLOCKOUT (W-BEAM)

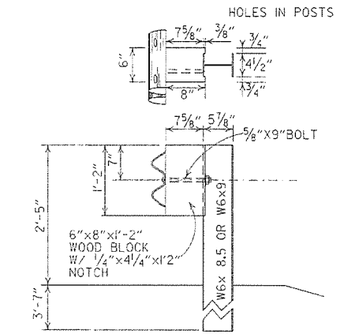


NOTES:

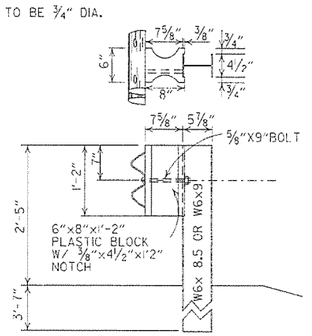
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

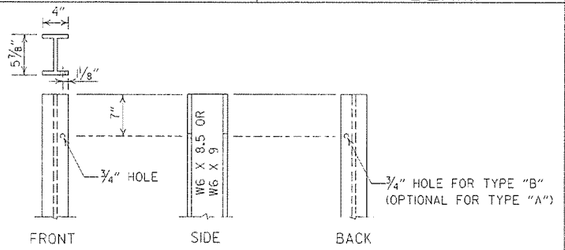


WOOD BLOCKOUT CONNECTIONS

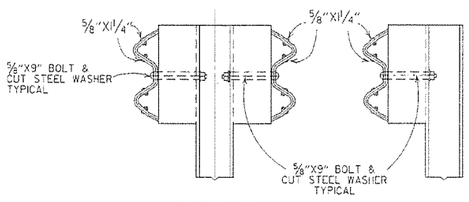


PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



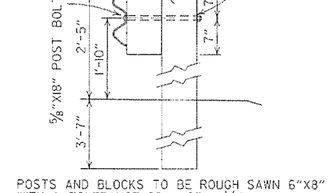
STEEL POST



TYPE "B" TYPE "A"

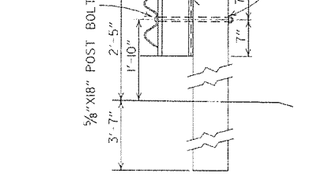
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.



POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - 1/4".

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 9.7# (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.

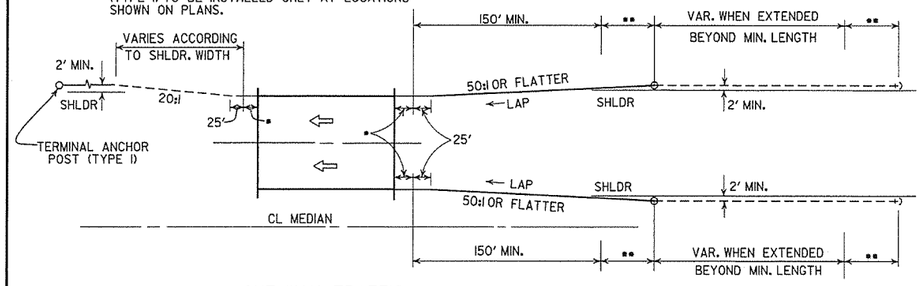
DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	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 & DEPHT 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

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

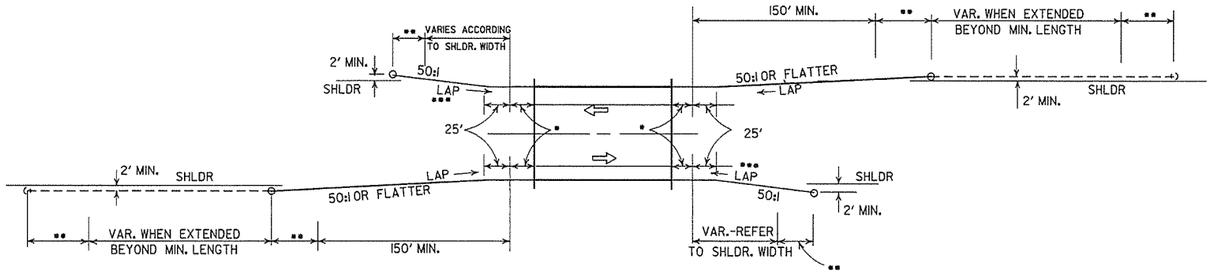
STANDARD DRAWING GR-8

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

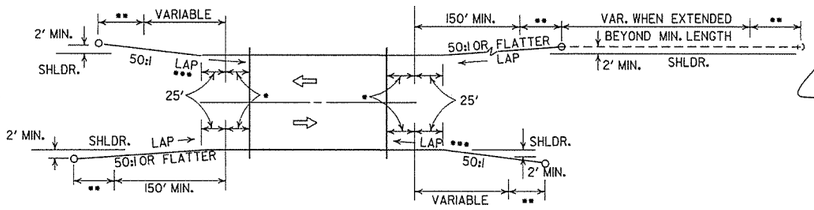
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

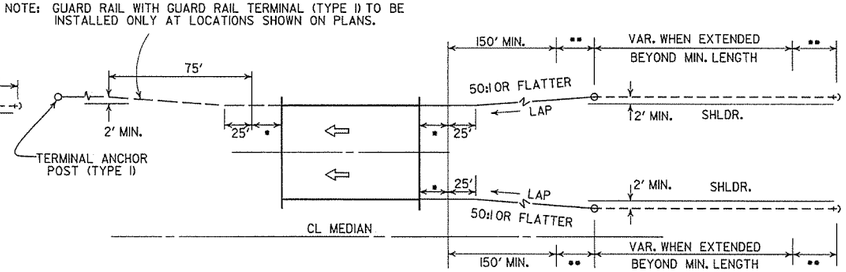
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

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



TWO-WAY TRAFFIC

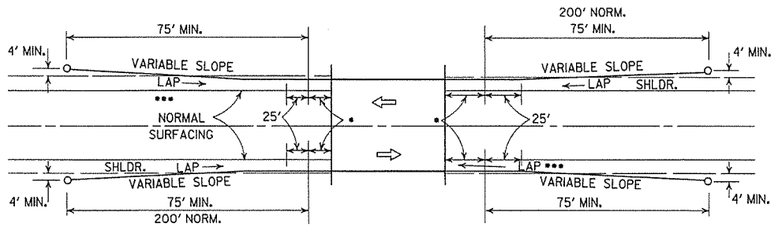
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

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

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



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

LEGEND

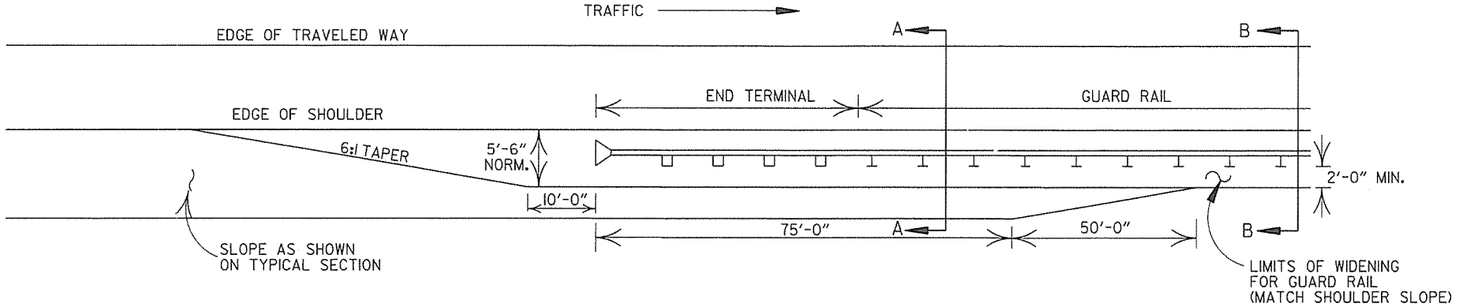
- ▪ THRIE BEAM GUARD RAIL TERMINAL
- ▪▪ GUARD RAIL TERMINAL (TYPE 2)

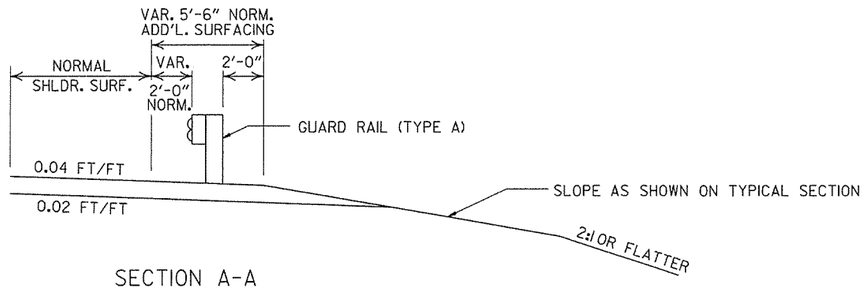
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

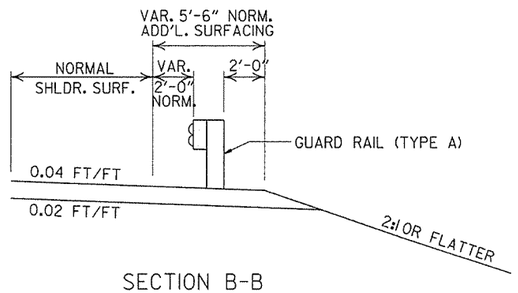
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





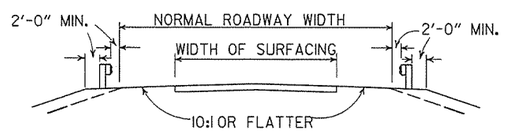
SECTION A-A



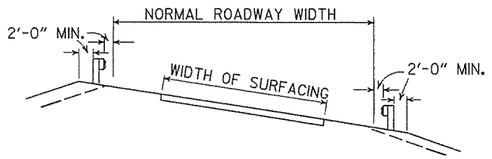
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

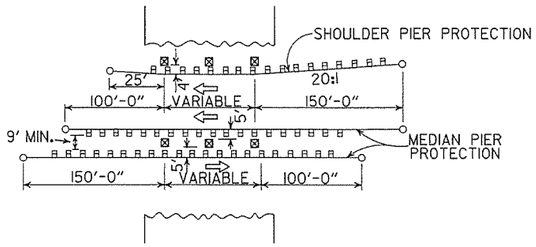


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



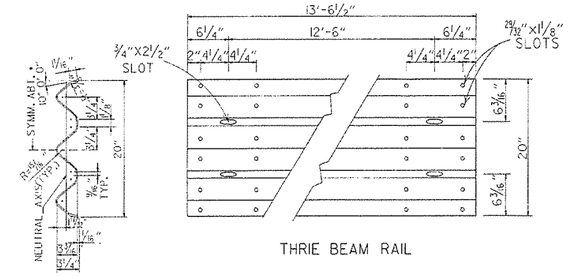
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

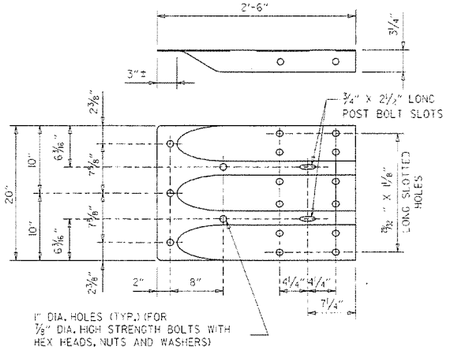
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A



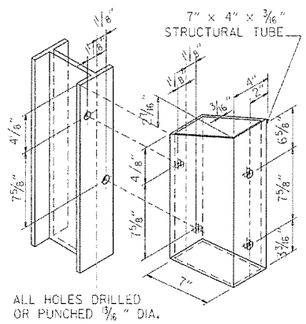
THRIE BEAM RAIL

SECTION THRU
THRIE BEAM RAIL



1" DIA. HOLES (TYP.) (FOR
⅞" DIA. HIGH STRENGTH BOLTS WITH
HEX HEADS, NUTS AND WASHERS)

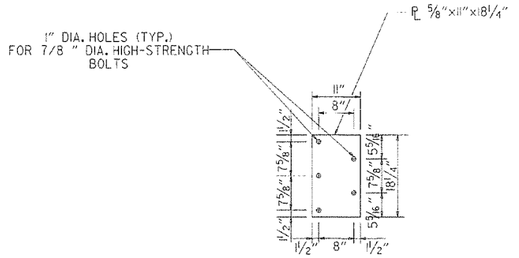
SPECIAL END SHOE



ALL HOLES DRILLED
OR PUNCHED ⅜" DIA.

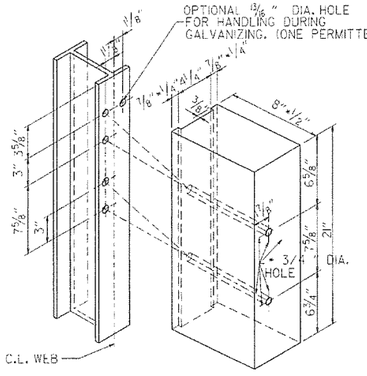
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

ATTACH BLOCKOUT TO POST USING
⅝" DIA. HEX HEAD BOLTS WITH 1½"
O.D. CUT STEEL WASHERS AND NUT.



CONNECTOR PLATE

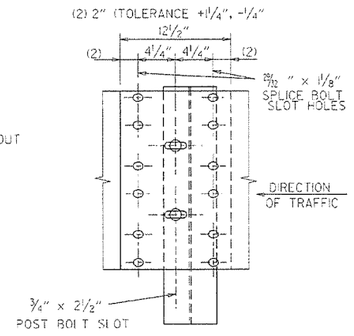
CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS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



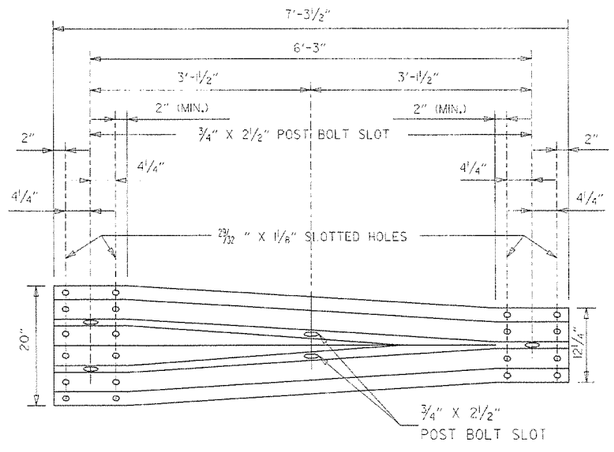
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD
OR PLASTIC BLOCKOUTS

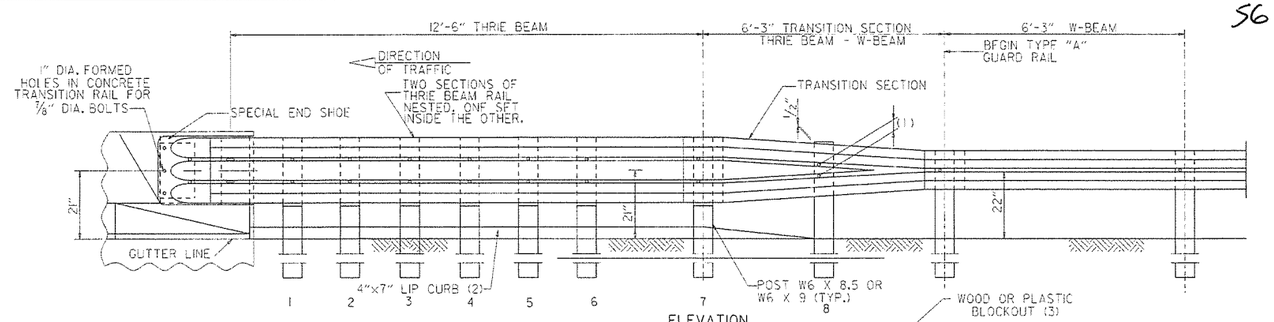
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



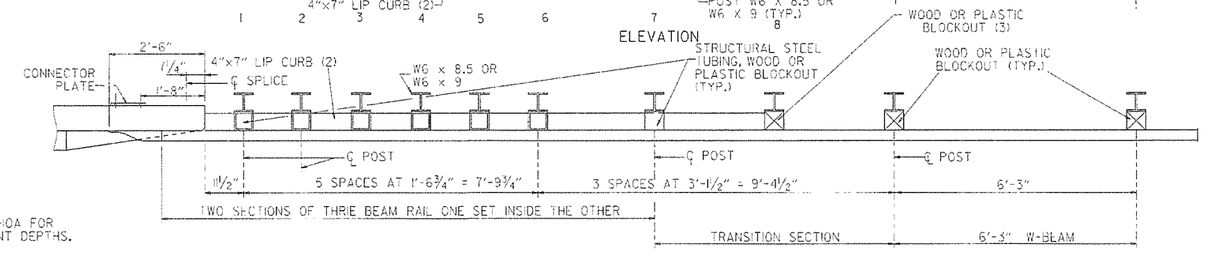
THRIE BEAM RAIL
SPLICE AT POST



TRANSITION SECTION

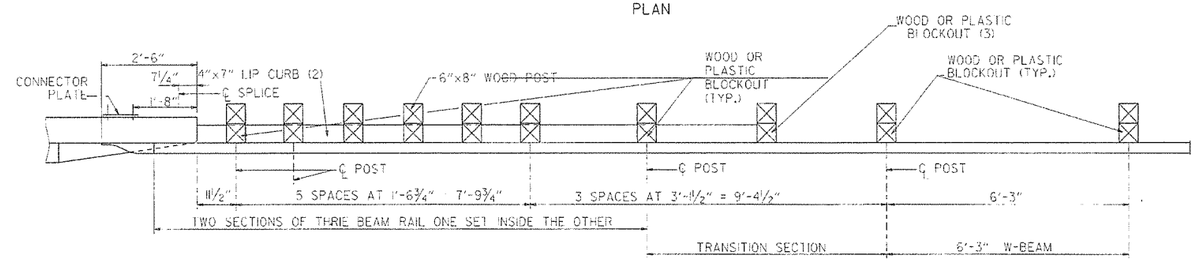


ELEVATION



PLAN

NOTE:
SEE STANDARD DRAWING GR-10A FOR
GUARD RAIL POST EMBEDMENT DEPTHS.



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

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 II.

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 ¾" 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 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

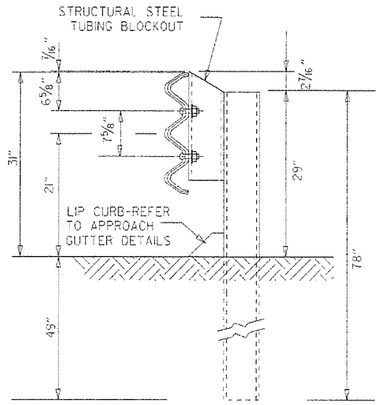
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

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

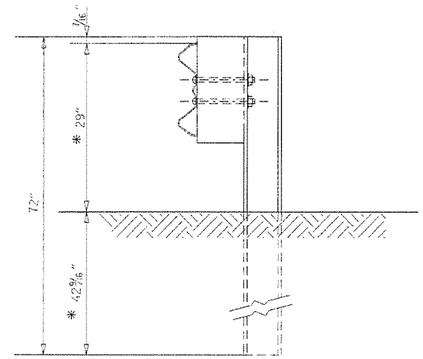
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

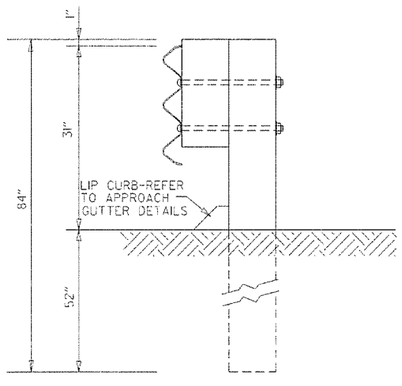


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

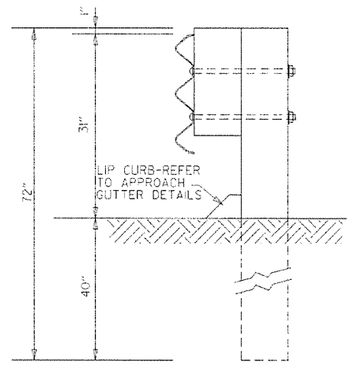


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

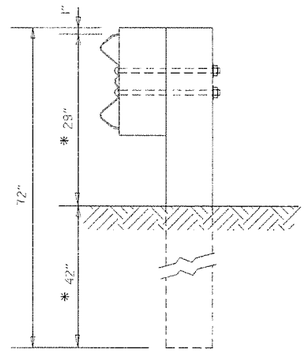
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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.

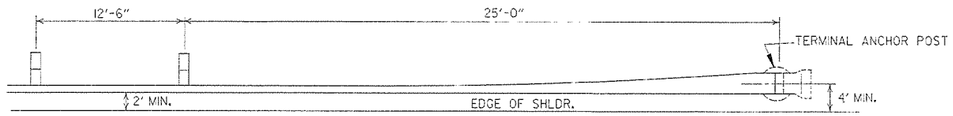
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

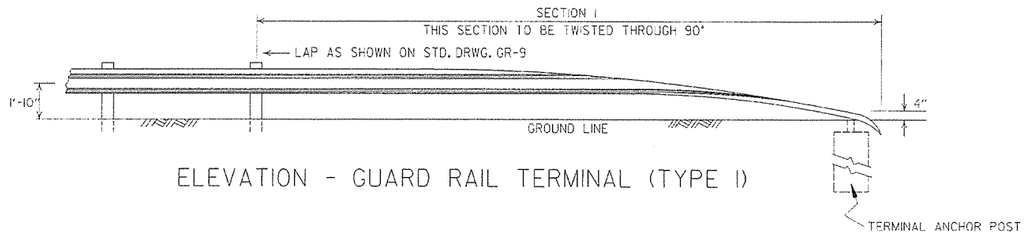
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

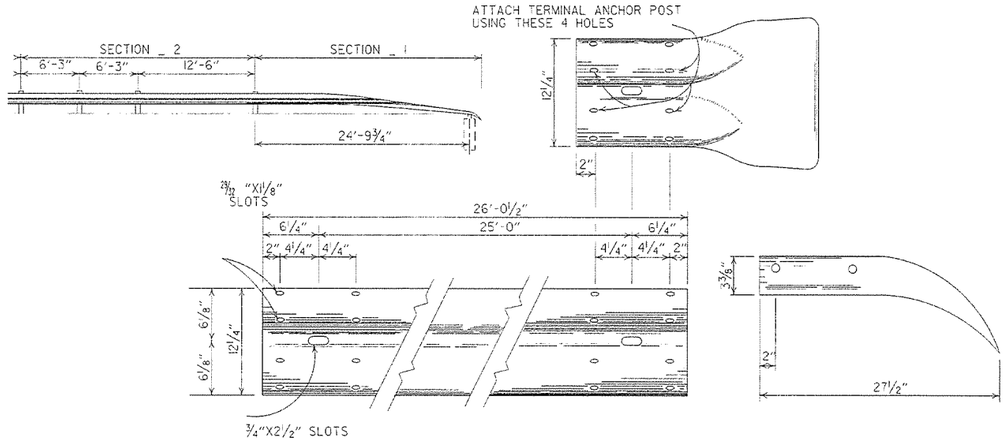


PLAN - GUARD RAIL TERMINAL (TYPE I)



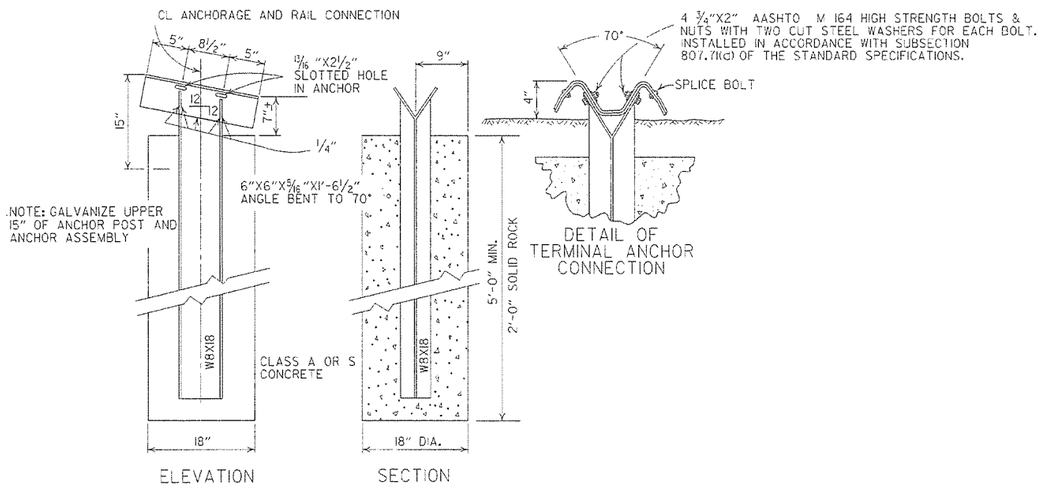
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION I

TERMINAL SECTION



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

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL I"	
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

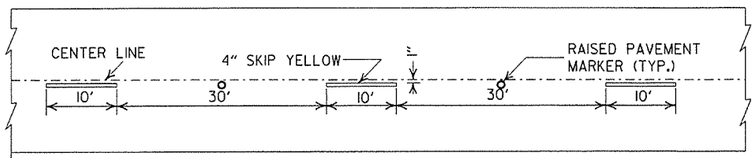
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

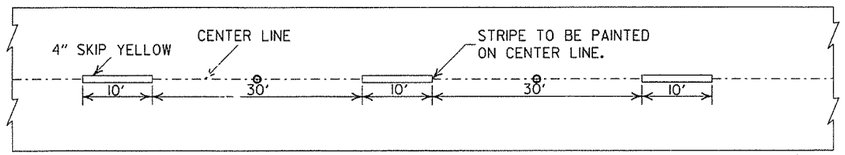
STANDARD DRAWING GRT-1

NOTES:

1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

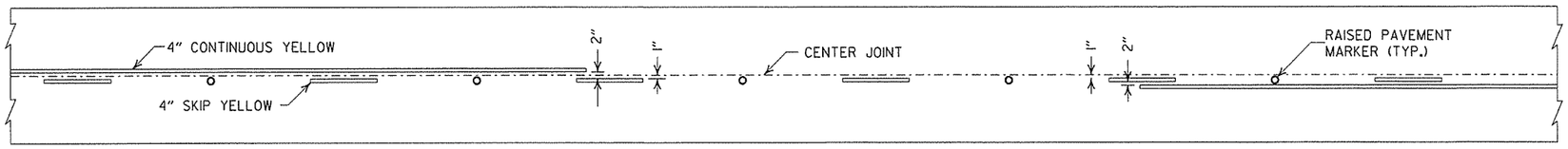


CONCRETE PAVEMENT

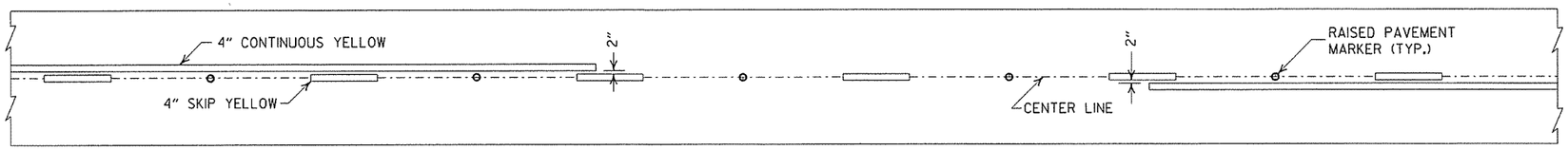


ASPHALT PAVEMENT

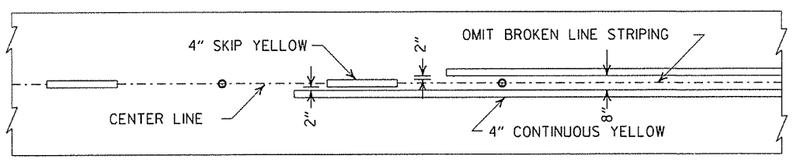
BROKEN LINE STRIPING



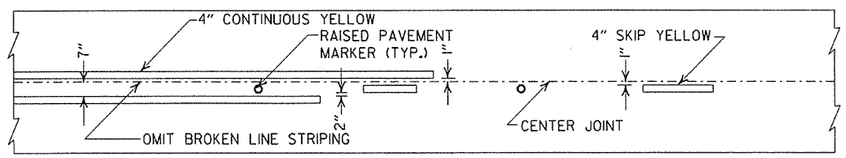
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

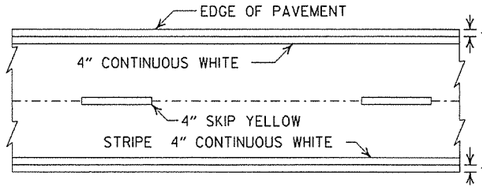


ASPHALT PAVEMENT

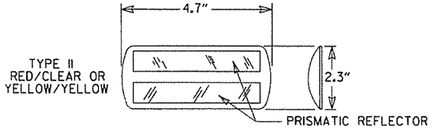


CONCRETE PAVEMENT

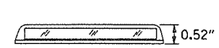
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING



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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

GENERAL NOTES:

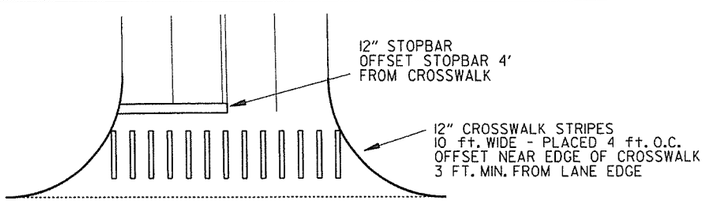
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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

NOTE:

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

STRIPING AT ADJACENT NO PASSING LANES



CROSSWALK AND STOPBAR DETAILS

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

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

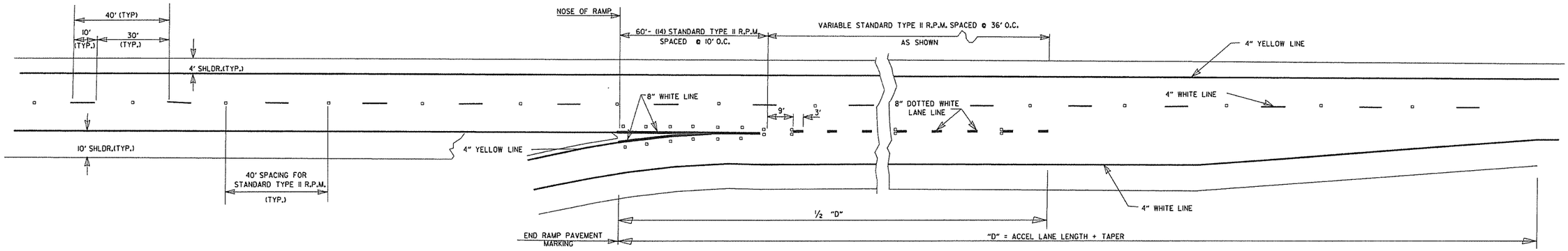
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

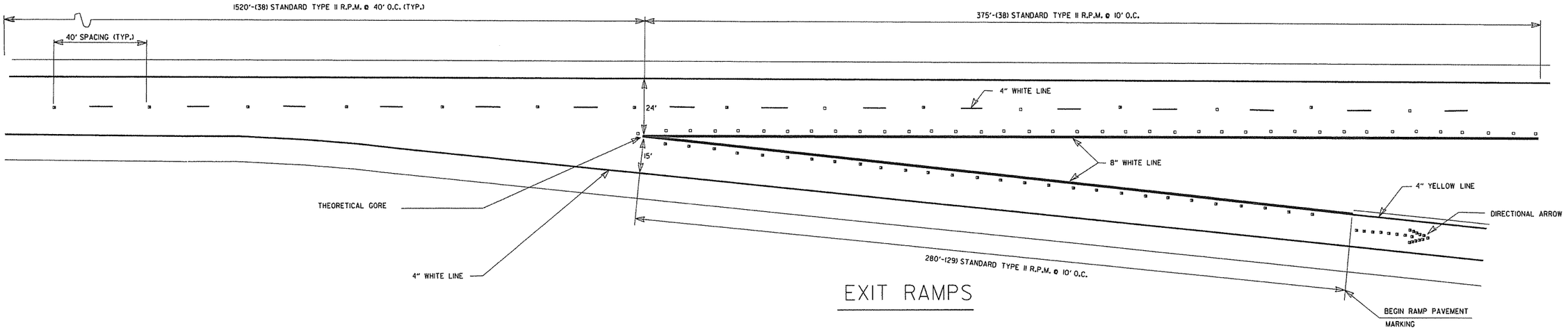
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

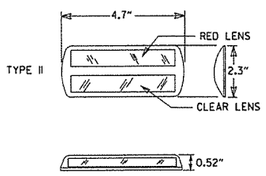
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

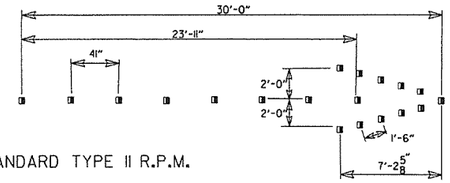


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

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

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

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

DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

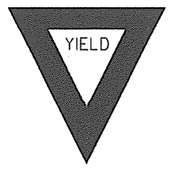
PERMANENT PAVEMENT MARKING
ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

R1-1

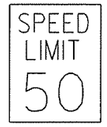
STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5A

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5C

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

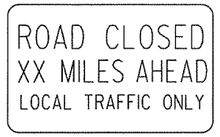
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A



60"X30"

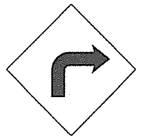
RII-4

60"X30"

RSP-1

48"X30"

WI-1



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

WI-2

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

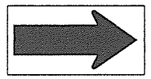
WI-3

STD. 48"X48"

WI-4

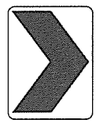
STD. 48"X48"

WI-6



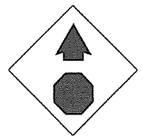
STD. 48"X24"
SPECIAL 60"X30"

WI-8



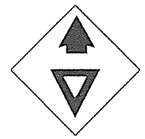
STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



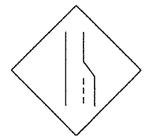
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1

STD. 36"X36"
SPECIAL 48"X48"

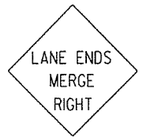
W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2



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

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

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

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

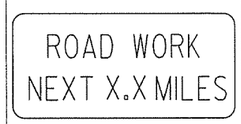
W8-11

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

W8-9

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

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

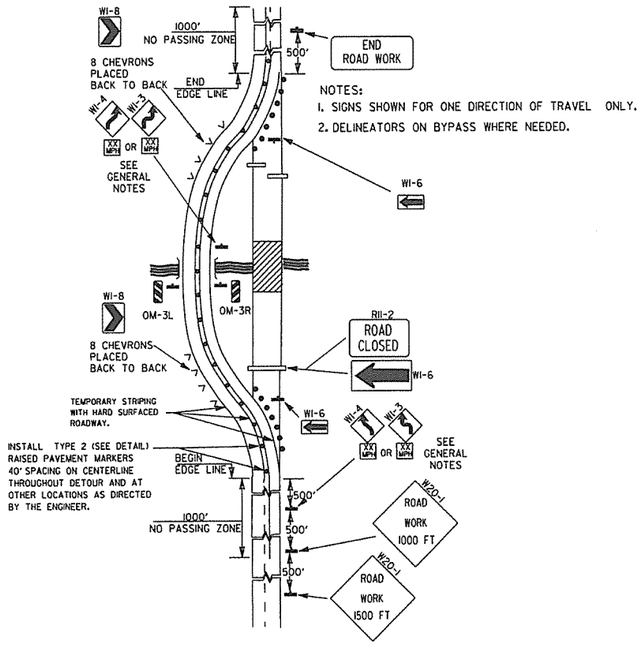
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

DATE	REVISION	FILMED
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	

ARKANSAS STATE HIGHWAY COMMISSION

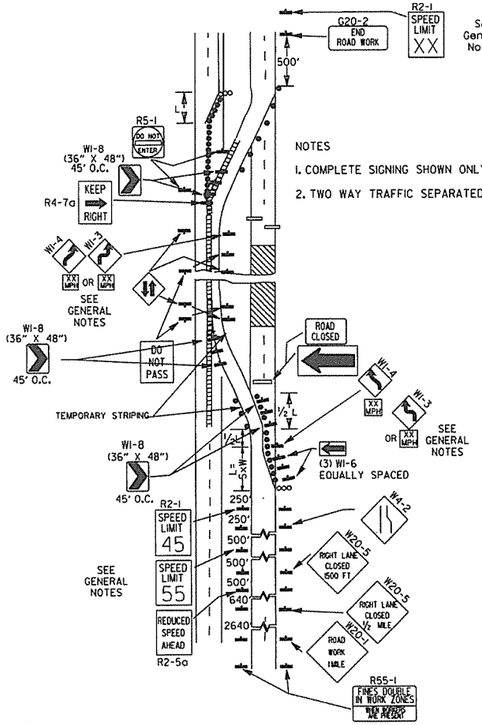
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



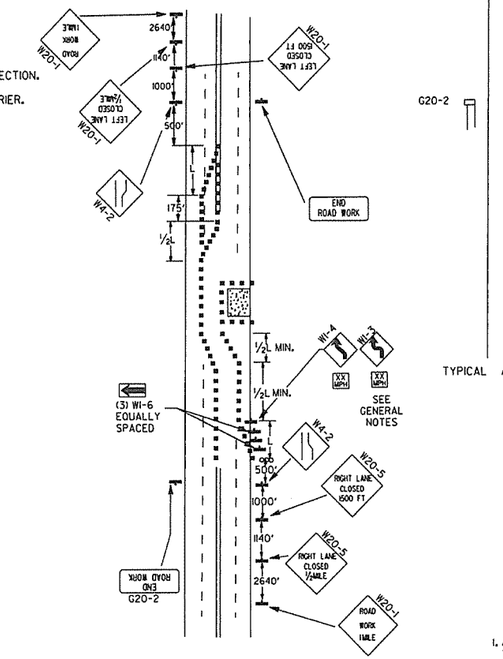
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

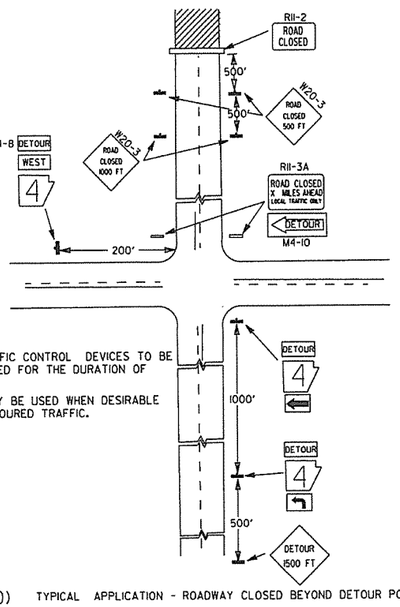


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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

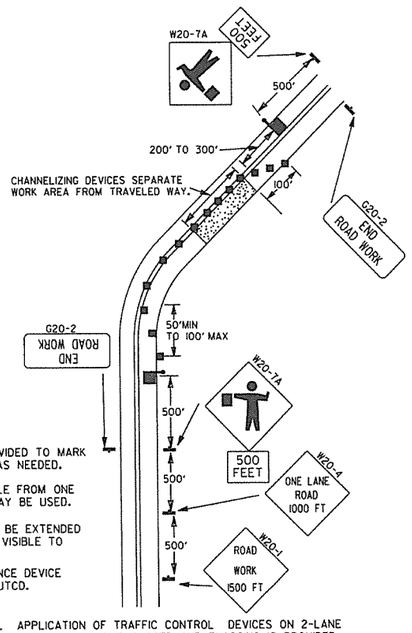


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



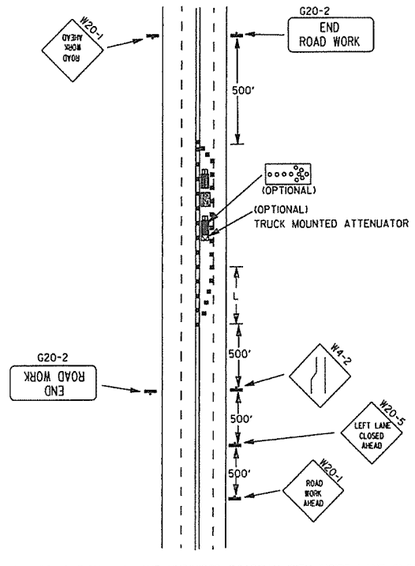
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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

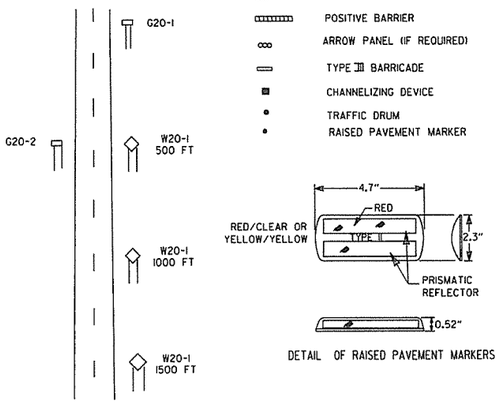


NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE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

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



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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

GENERAL NOTES:

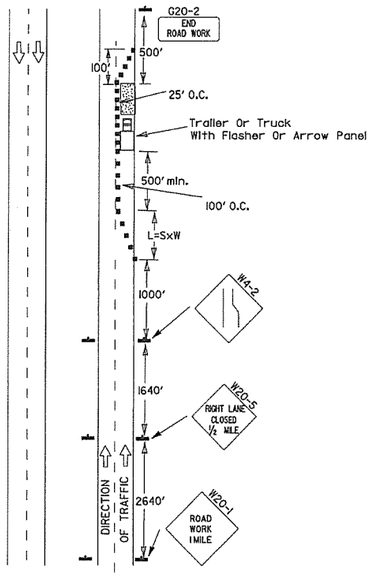
1. ADVISORY SPEED POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE R2-5A SHALL BE INSTALLED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

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

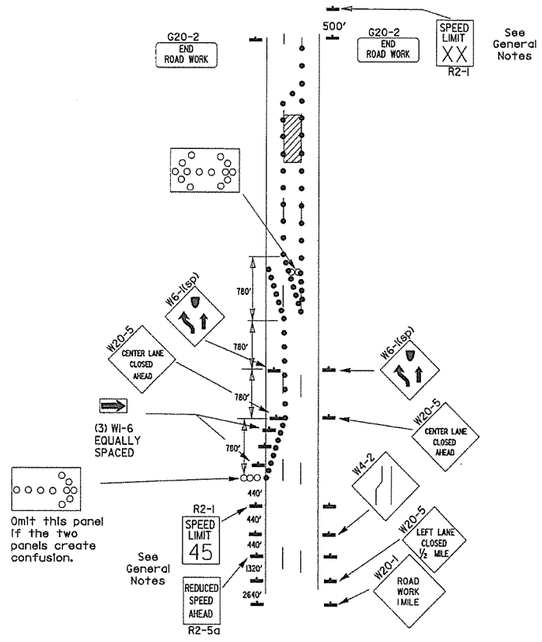
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

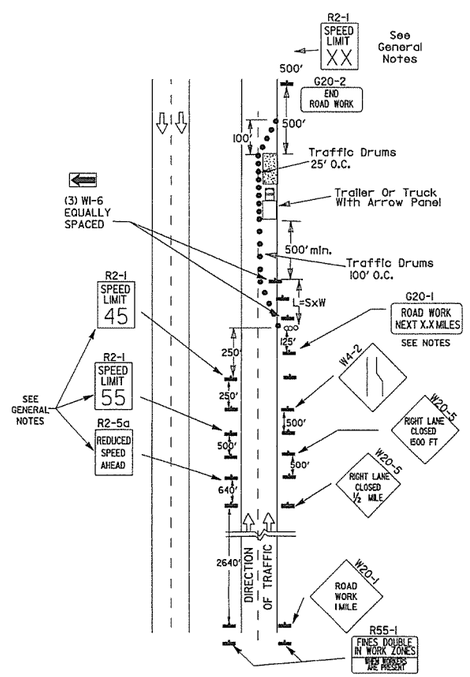
STANDARD DRAWING TC-2



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



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



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

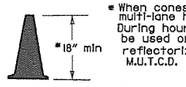
KEY:

- ○○○ Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

GENERAL NOTES:

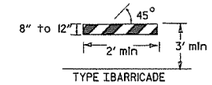
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional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

Channelizing devices



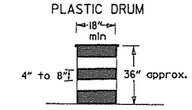
* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

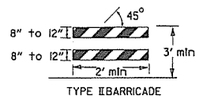
CONES



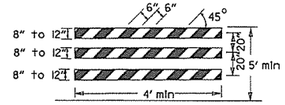
TYPE I BARRICADE

PLASTIC DRUM



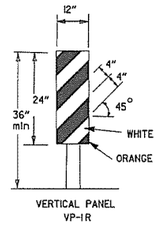


TYPE II BARRICADE



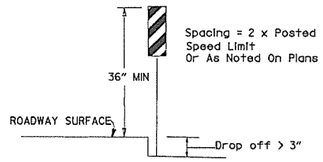
TYPE III BARRICADE

NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



VERTICAL PANEL
VP-1R

VERTICAL PANEL PLACEMENT



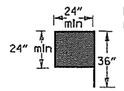
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

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-1 and 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.

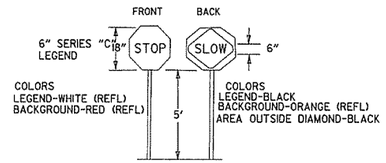
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

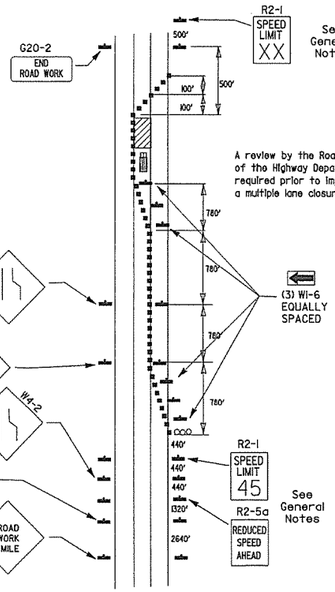
FLAG



Flag shall be of good grade red material

STOP SLOW PADDLE





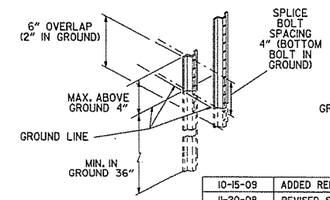
(D) Typical application - closing multiple lanes of a multilane highway.

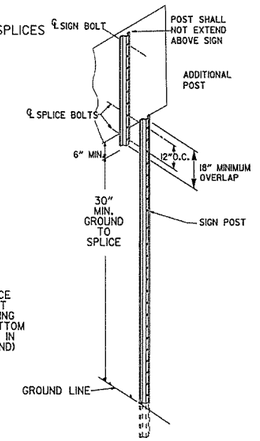
DETAIL OF SPLICES

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

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

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





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

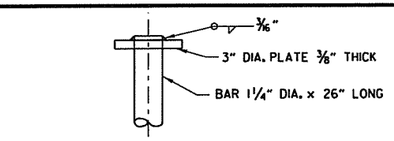
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

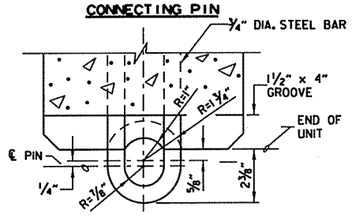
STANDARD DRAWING TC-3

REINFORCING BAR TABLE PER BARRIER UNIT

MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 9 1/2", 2'-1 3/8", 4 3/8"

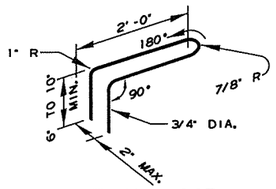


CONNECTING PIN

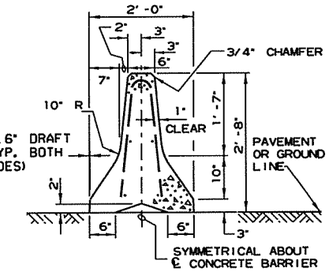


SECTION E-E

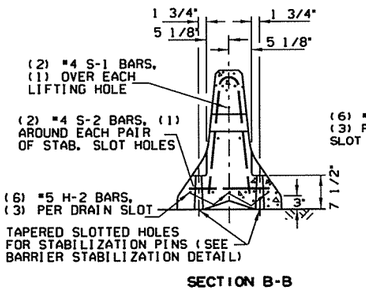
CONNECTION DETAILS



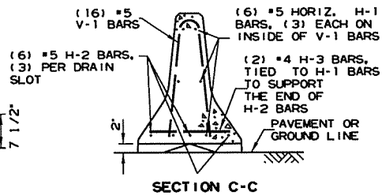
CONNECTION LOOP



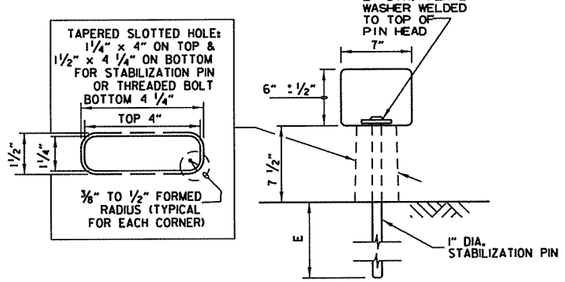
SECTION A-A



SECTION B-B



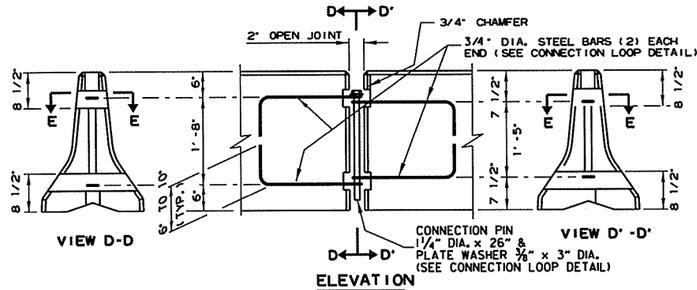
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

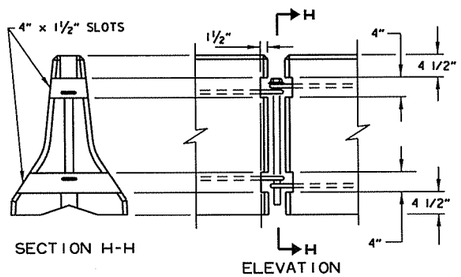
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



VIEW D-D

VIEW D'-D'

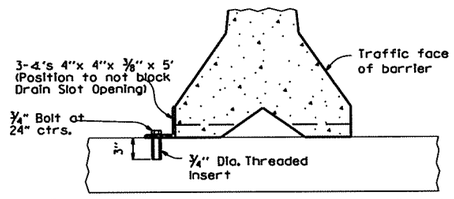
ELEVATION



SECTION H-H

ELEVATION

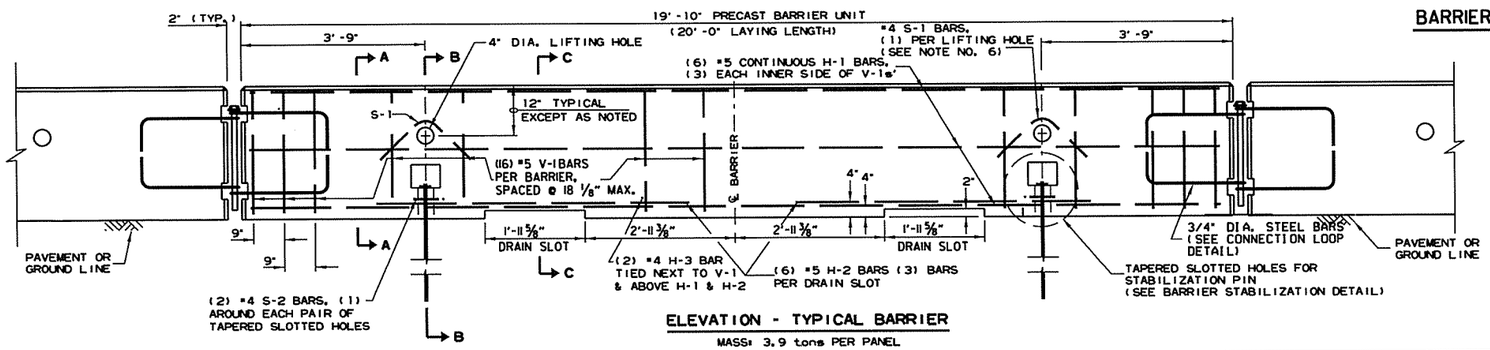
BARRIER REMOVAL SLOT DETAILS



NOTE: 3/4" Threaded inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks to be retained. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

BRIDGE DECKS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

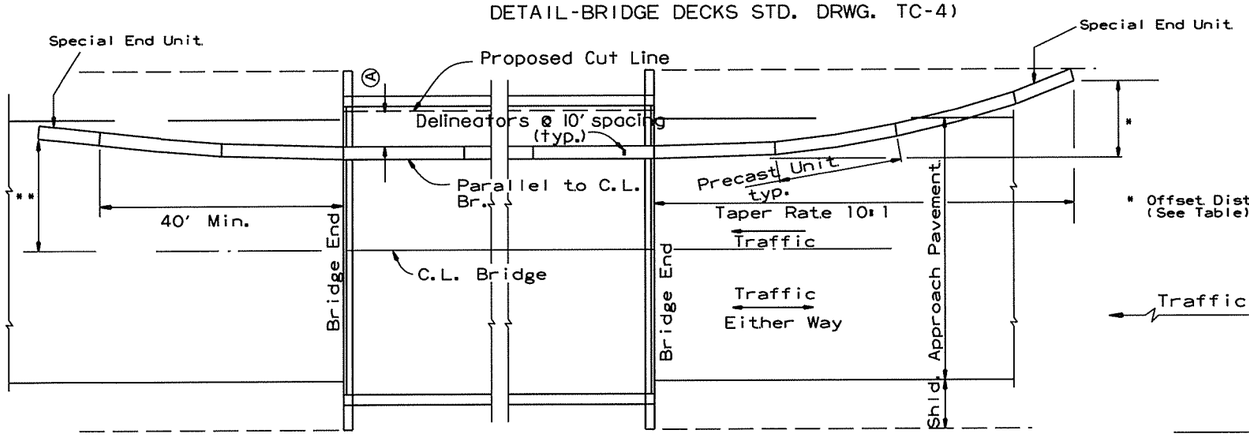
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

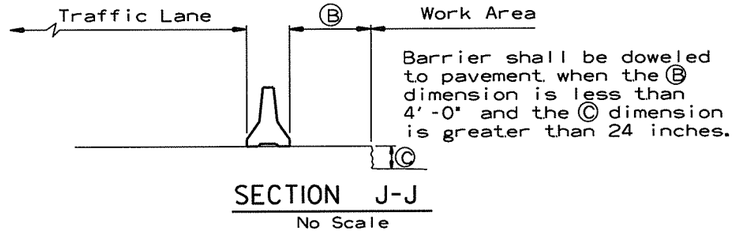
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

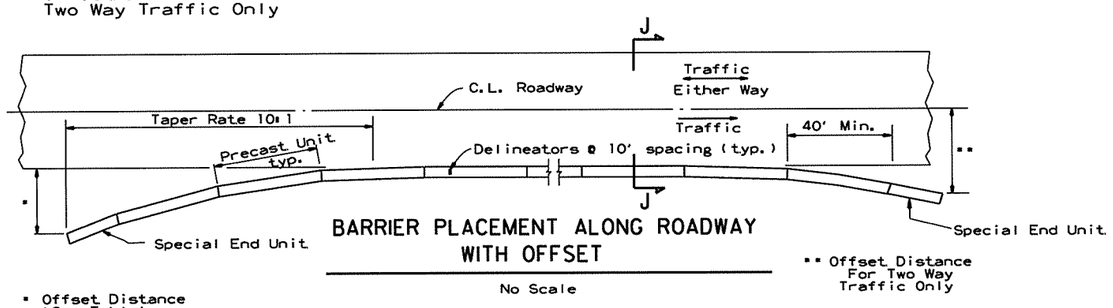
** Offset Distance for Two Way Traffic Only



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

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

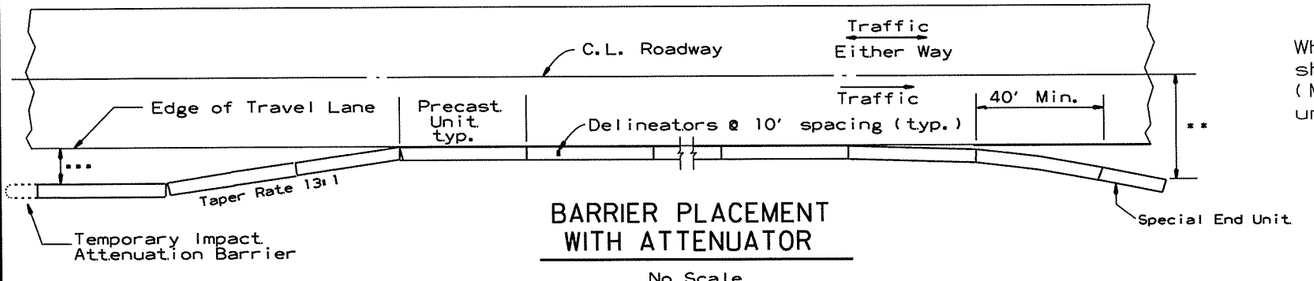
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

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

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

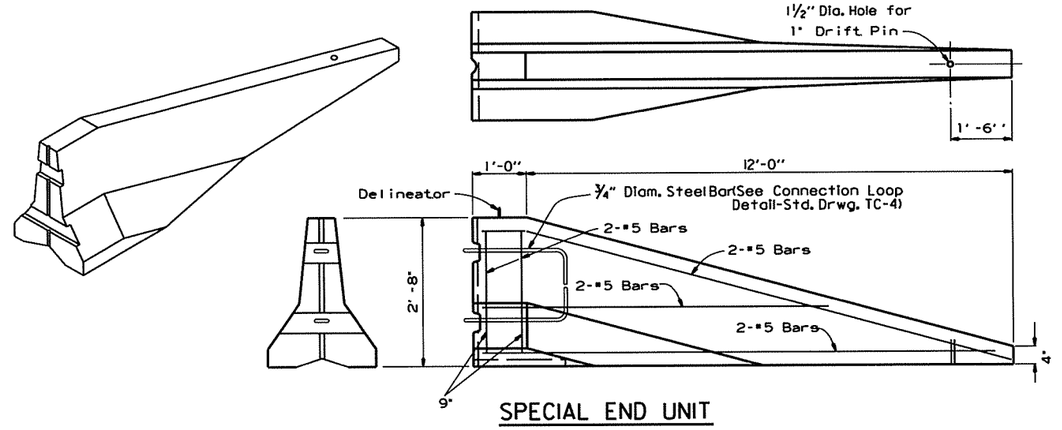


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

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

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

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

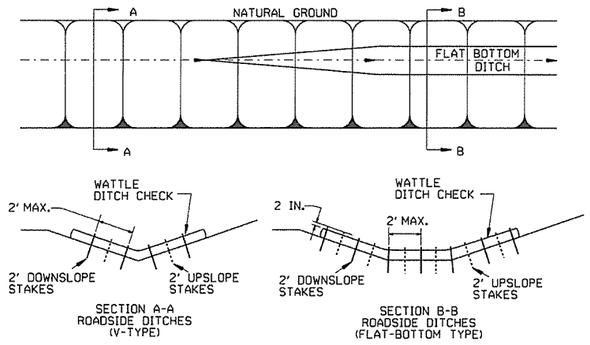
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

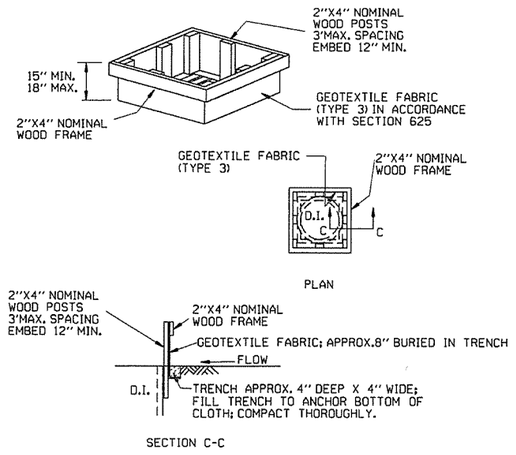
STANDARD DRAWING TC-5

GENERAL NOTES

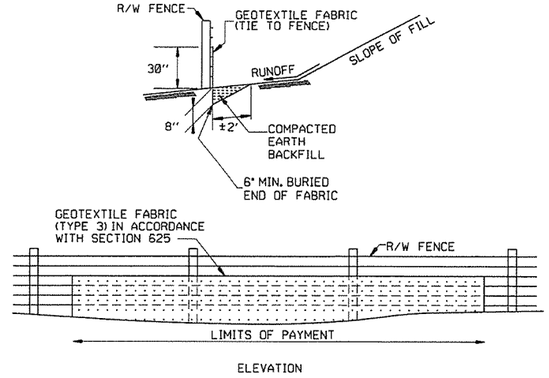
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



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

GENERAL NOTES

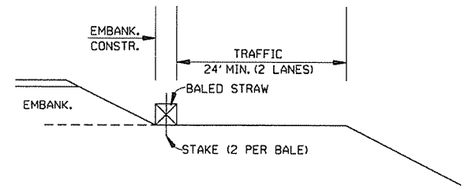
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

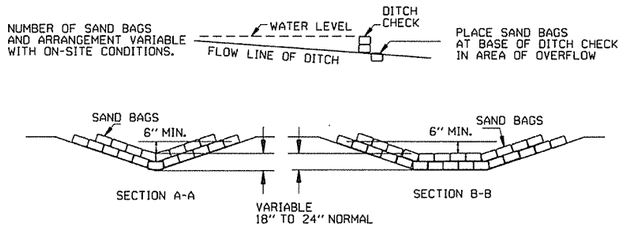
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

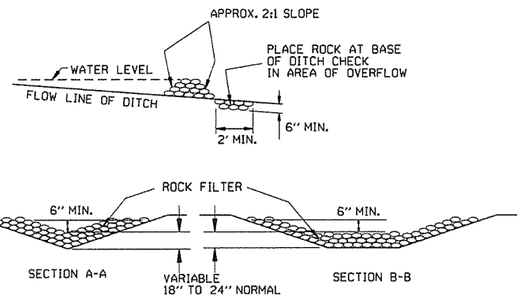
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



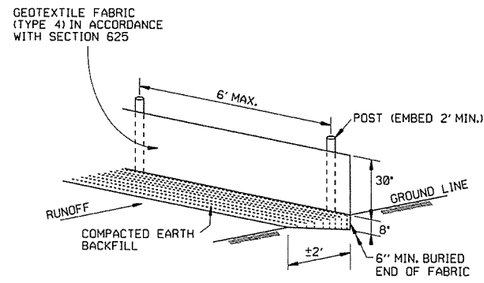
BALED STRAW FILTER BARRIER (E-2)



SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

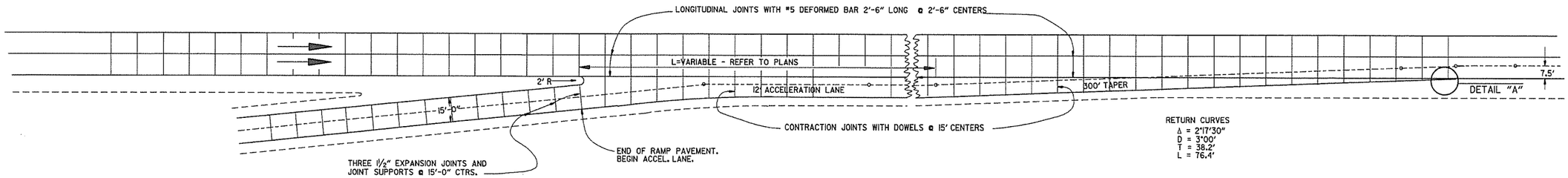
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

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

ARKANSAS STATE HIGHWAY COMMISSION

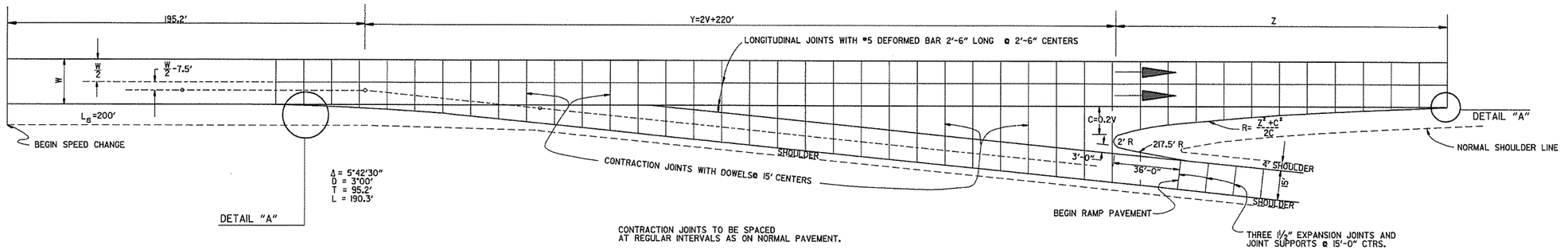
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1



ENTRANCE RAMP

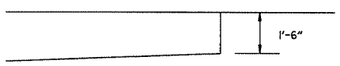
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



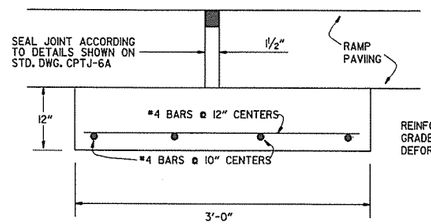
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A