

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	1	28
HWY. 7 CABLE MEDIAN BARRIER IMPVTS. (S)						

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

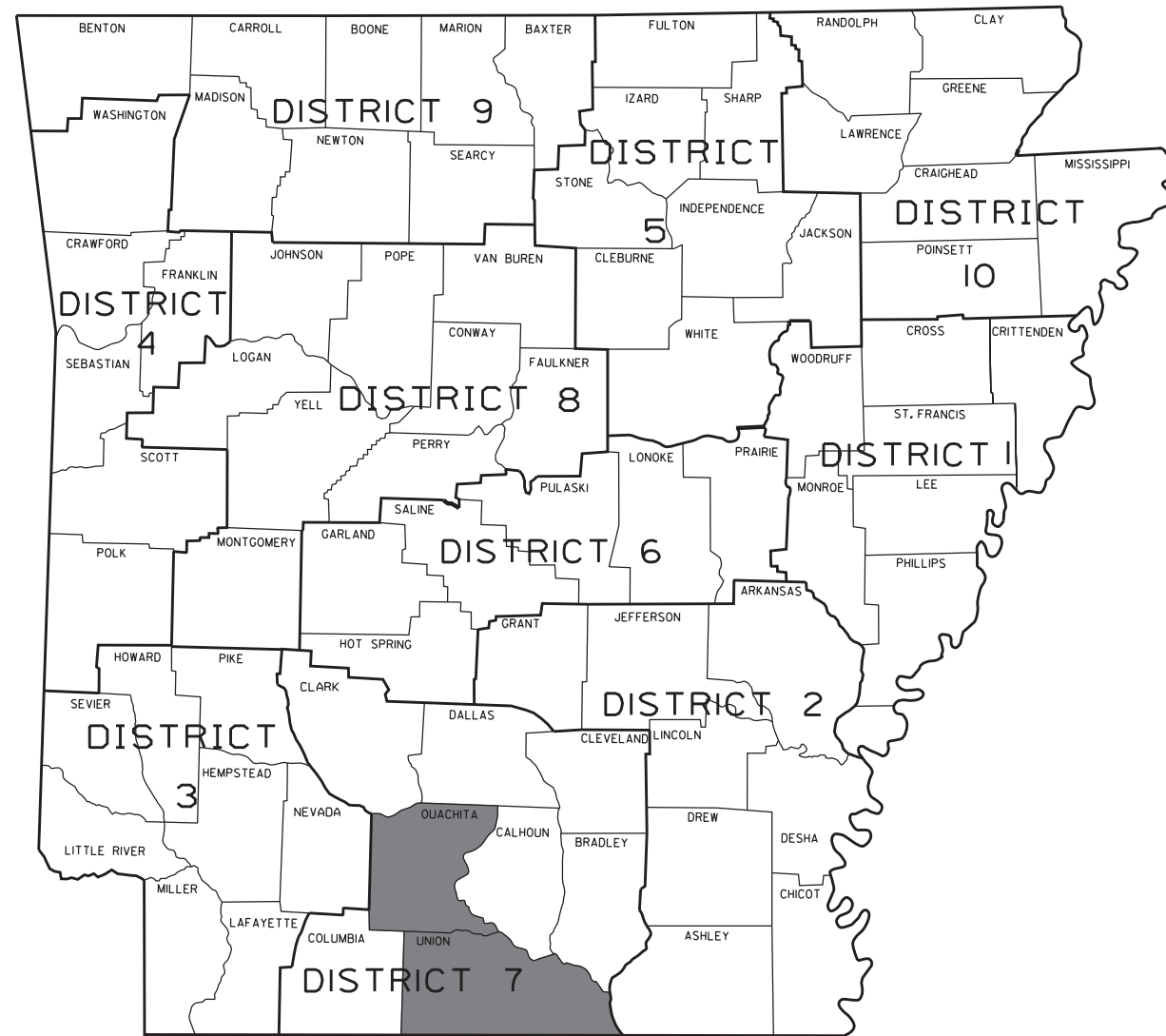


HWY. 7 CABLE MEDIAN
BARRIER IMPVTS. (S)

OUACHITA & UNION COUNTIES

JOB 070591

FED. AID PROJ. HSIP-5270(2)



ARK. HWY. DIST. NO. 7



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	2	28
INDEX OF SHEETS AND STANDARD DRAWINGS						



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Date: 2024.05.30

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GOVERNING SPECIFICATIONS

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

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GOVERNING SPECIFICATIONS AND GENERAL NOTES						

NUMBER

TITLE

- ERRATA _____ ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
- FHWA-1273 _____ REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
- FHWA-1273 _____ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
- FHWA-1273 _____ SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
- FHWA-1273 _____ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
- FHWA-1273 _____ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
- FHWA-1273 _____ SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
- FHWA-1273 _____ SUPPLEMENT - WAGE RATE DETERMINATION
- 100-3 _____ CONTRACTOR'S LICENSE
- 100-4 _____ DEPARTMENT NAME CHANGE
- 102-2 _____ ISSUANCE OF PROPOSALS
- 102-3 _____ PREQUALIFICATION OF BIDDERS
- 103-2 _____ CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
- 105-4 _____ MAINTENANCE DURING CONSTRUCTION
- 107-2 _____ RESTRAINING CONDITIONS
- 108-1 _____ LIQUIDATED DAMAGES
- 108-2 _____ WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
- 110-1 _____ PROTECTION OF WATER QUALITY AND WETLANDS
- 210-1 _____ UNCLASSIFIED EXCAVATION
- 303-1 _____ AGGREGATE BASE COURSE
- 306-1 _____ QUALITY CONTROL AND ACCEPTANCE
- 307-1 _____ CEMENT
- 308-1 _____ CEMENT
- 400-4 _____ DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
- 400-5 _____ PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
- 400-6 _____ LIQUID ANTI-STRIP ADDITIVE
- 404-3 _____ DESIGN OF ASPHALT MIXTURES
- 409-2 _____ ASPHALT LABORATORY FACILITY
- 410-1 _____ CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
- 410-2 _____ DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
- 410-4 _____ EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
- 416-1 _____ RECYCLED ASPHALT PAVEMENT
- 501-2 _____ CEMENT
- 600-2 _____ INCIDENTAL CONSTRUCTION
- 603-1 _____ LANE CLOSURE NOTIFICATION
- 604-1 _____ RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
- 604-3 _____ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
- 605-1 _____ CONCRETE DITCH PAVING
- 617-1 _____ GUARDRAIL TERMINAL (TYPE 2)
- 617-2 _____ GUARDRAIL DELINEATORS
- 620-1 _____ MULCH COVER
- 621-1 _____ FILTER SOCKS
- 734-1 _____ BRIDGE END TERMINAL
- 802-4 _____ CEMENT
- 804-2 _____ REINFORCING STEEL FOR STRUCTURES
- JOB 070591 _____ BIDDING REQUIREMENTS AND CONDITIONS
- JOB 070591 _____ BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
- JOB 070591 _____ BUY AMERICA - CONSTRUCTION MATERIALS
- JOB 070591 _____ CARGO PREFERENCE ACT REQUIREMENTS
- JOB 070591 _____ CONCRETE DITCH PAVING
- JOB 070591 _____ DESIGN AND QUALITY CONTROL ASPHALT MIXTURES
- JOB 070591 _____ DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
- JOB 070591 _____ FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
- JOB 070591 _____ GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
- JOB 070591 _____ LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
- JOB 070591 _____ MANDATORY ELECTRONIC CONTRACT
- JOB 070591 _____ MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
- JOB 070591 _____ PARTNERING REQUIREMENTS
- JOB 070591 _____ PERCENT AIR VOIDS AND DESIGN FOR ACHM SURFACE MIX DESIGNS
- JOB 070591 _____ PRICE ADJUSTMENT FOR ASPHALT BINDER
- JOB 070591 _____ PRICE ADJUSTMENT FOR FUEL
- JOB 070591 _____ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
- JOB 070591 _____ SEQUENCE OF CONSTRUCTION
- JOB 070591 _____ SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
- JOB 070591 _____ STORM WATER POLLUTION PREVENTION PLAN
- JOB 070591 _____ SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
- JOB 070591 _____ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
- JOB 070591 _____ UTILITY ADJUSTMENTS
- JOB 070591 _____ VALUE ENGINEERING
- JOB 070591 _____ WARM MIX ASPHALT
- JOB 070591 _____ WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
- JOB 070591 _____ WIRE ROPE SAFETY FENCE (POST REPAIR)
- JOB 070591 _____ WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
- JOB 070591 _____ WRSF TRAINING WORKSHOP

GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
2. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
4. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
5. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
6. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
7. AGGREGATE BASE COURSE OUTSIDE THE EXISTING SHOULDERS SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATION. THE DENSITY REQUIREMENTS OF SECTION 303 ARE HEREBY WAIVED.
8. PREPARATORY WORK, SUCH AS CLIPPING THE GRASS AND DEBRIS FROM THE EDGE OF THE EXISTING ROADWAY, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED A PART OF THE OTHER ITEMS OF WORK.

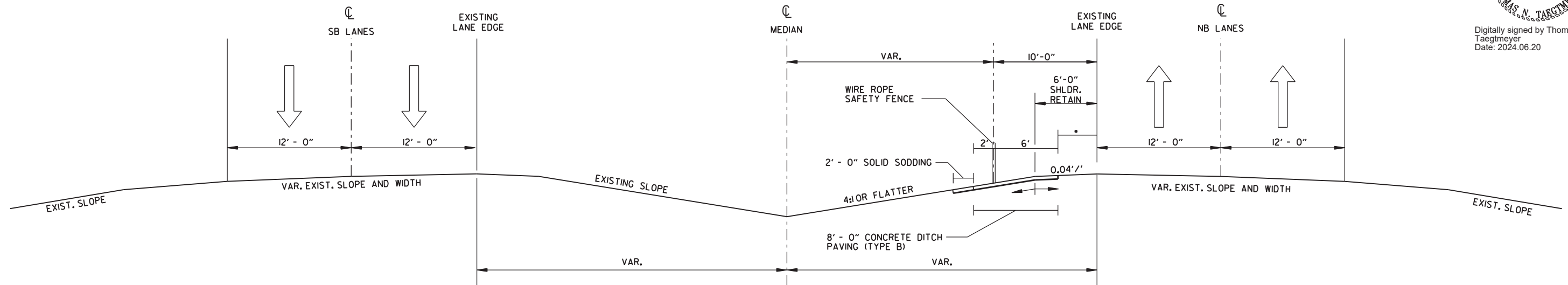


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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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TYPICAL SECTIONS OF IMPROVEMENT						



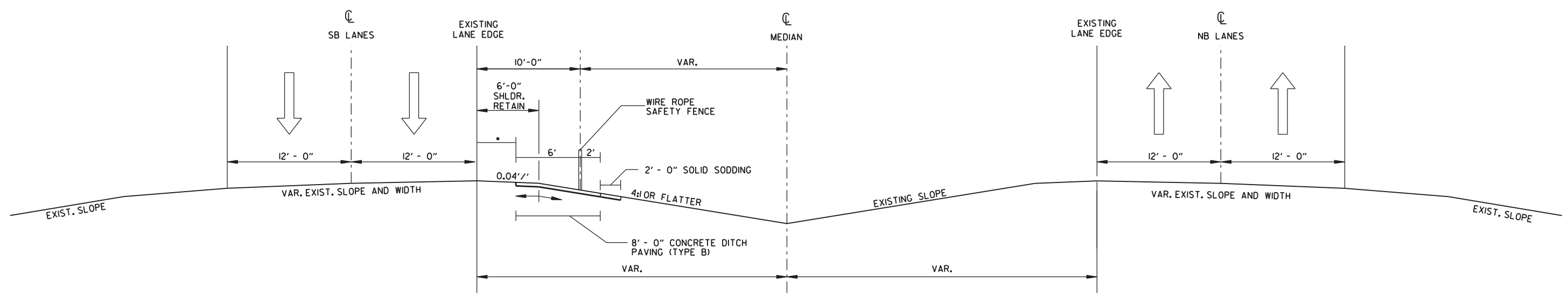
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Date: 2024.06.20



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

- LOG MILE 0.210 TO LOG MILE 2.840 (SEC. 2)
- LOG MILE 3.030 TO LOG MILE 6.208 (SEC. 2)
- LOG MILE 10.862 TO LOG MILE 11.750 (SEC. 2)
- LOG MILE 0.000 TO LOG MILE 1.410 (SEC. 3)
- LOG MILE 10.890 TO LOG MILE 12.460 (SEC. 3)

• 4'-0" EXISTING PAVED SHOULDER TO REMAIN



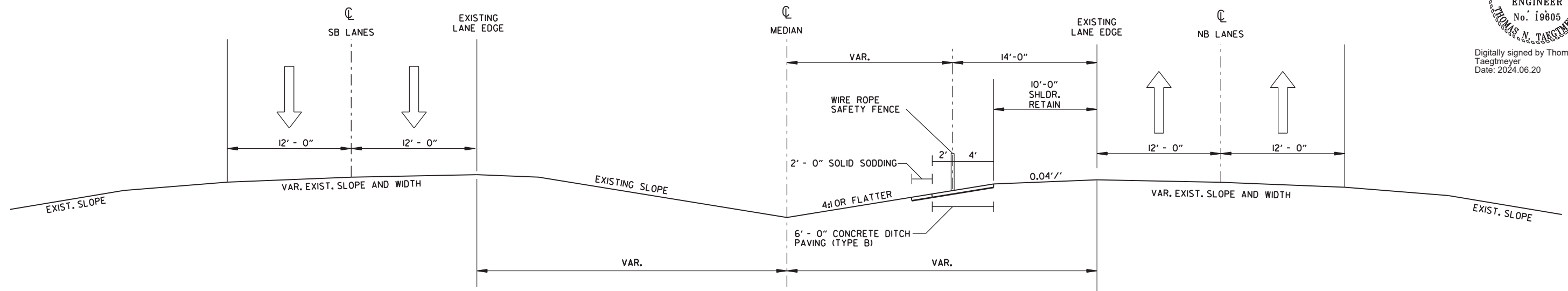
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FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE**

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- LOG MILE 10.862 TO LOG MILE 11.750 (SEC. 2)
- LOG MILE 0.000 TO LOG MILE 1.410 (SEC. 3)
- LOG MILE 10.890 TO LOG MILE 12.460 (SEC. 3)

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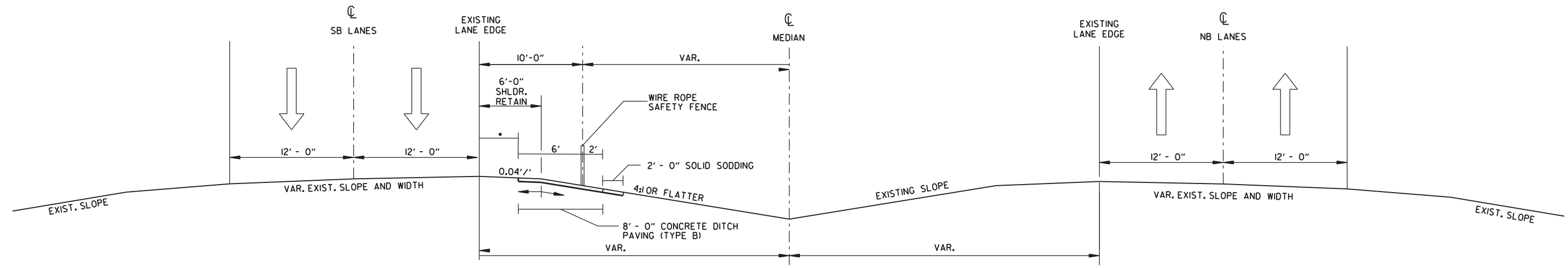


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**TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE**
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LOG MILE 8.970 TO LOG MILE 10.862 (SEC. 2)

• 4'-0" EXISTING PAVED SHOULDER TO REMAIN

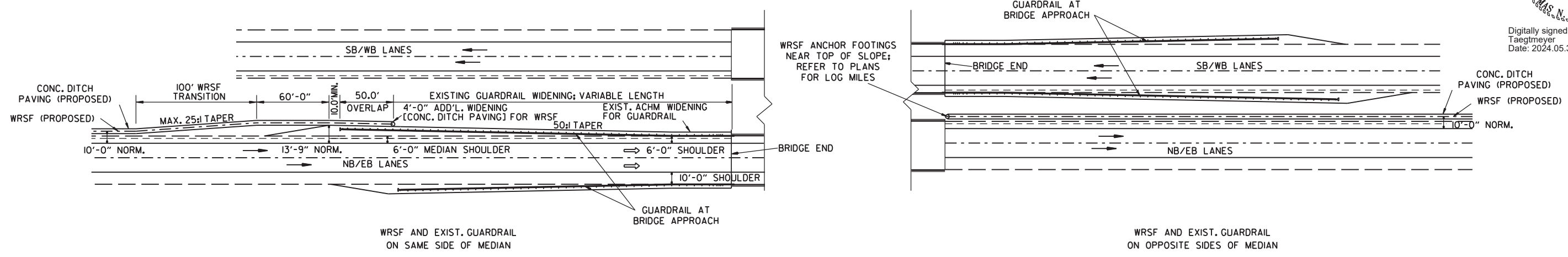


**TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE**
LOG MILE 6.208 TO LOG MILE 8.180 (SEC. 2)
LOG MILE 8.970 TO LOG MILE 10.862 (SEC. 2)

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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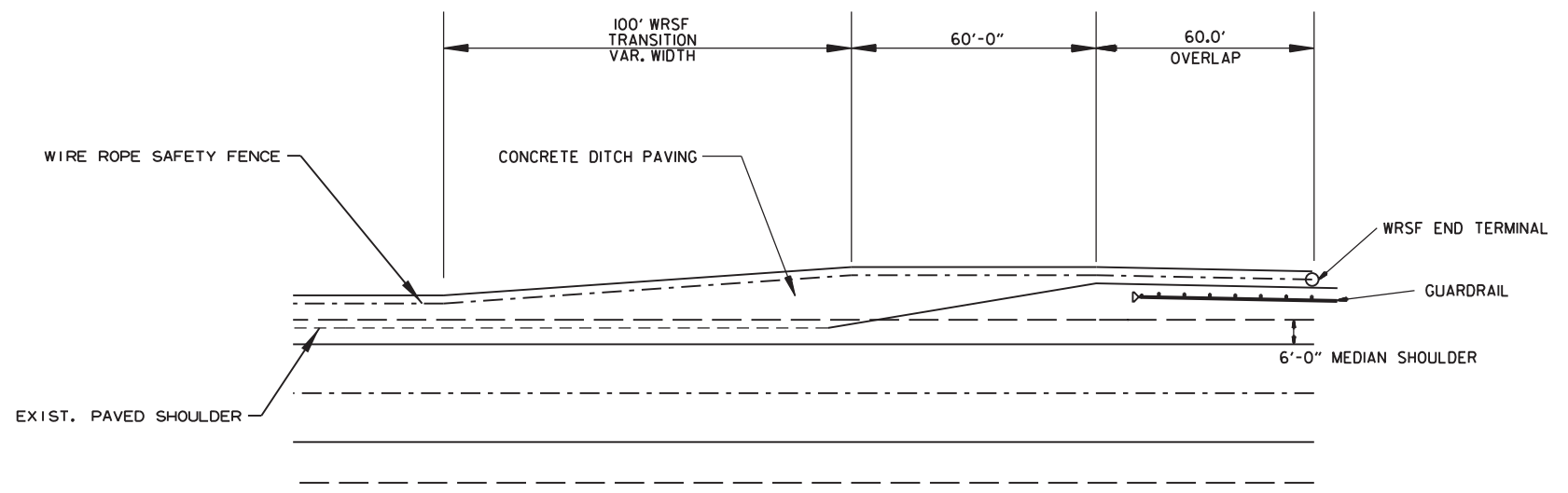


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DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

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



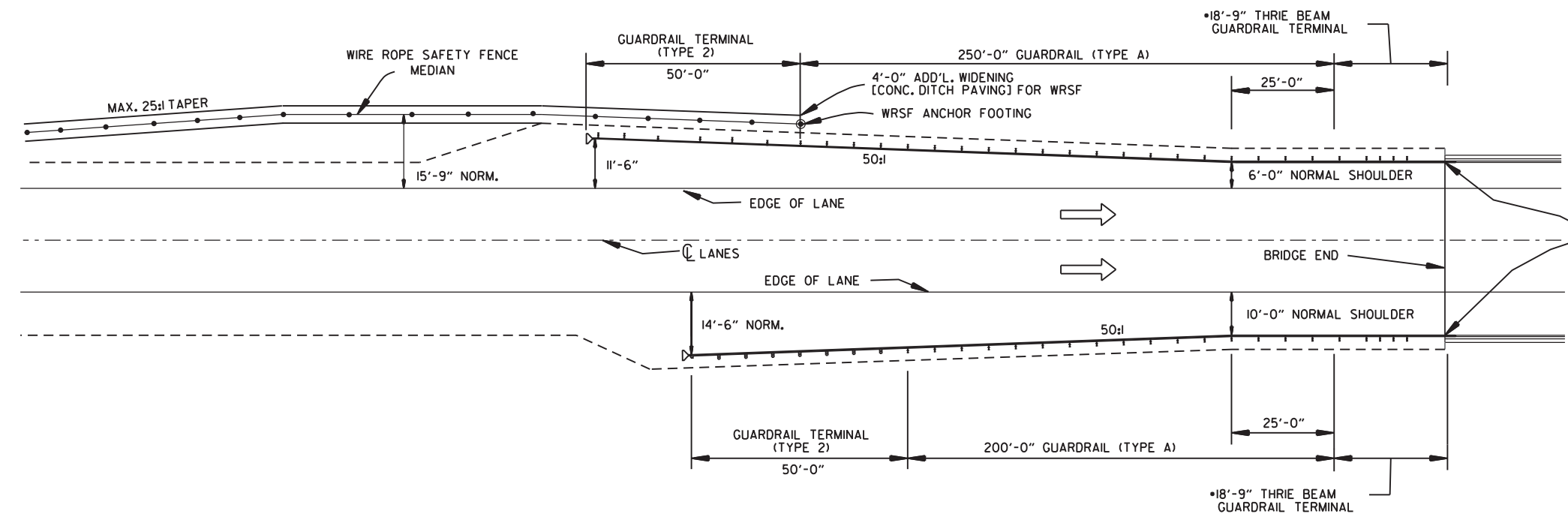
DETAIL OF CONCRETE DITCH PAVING AT GUARDRAIL LOCATIONS

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SPECIAL DETAILS						



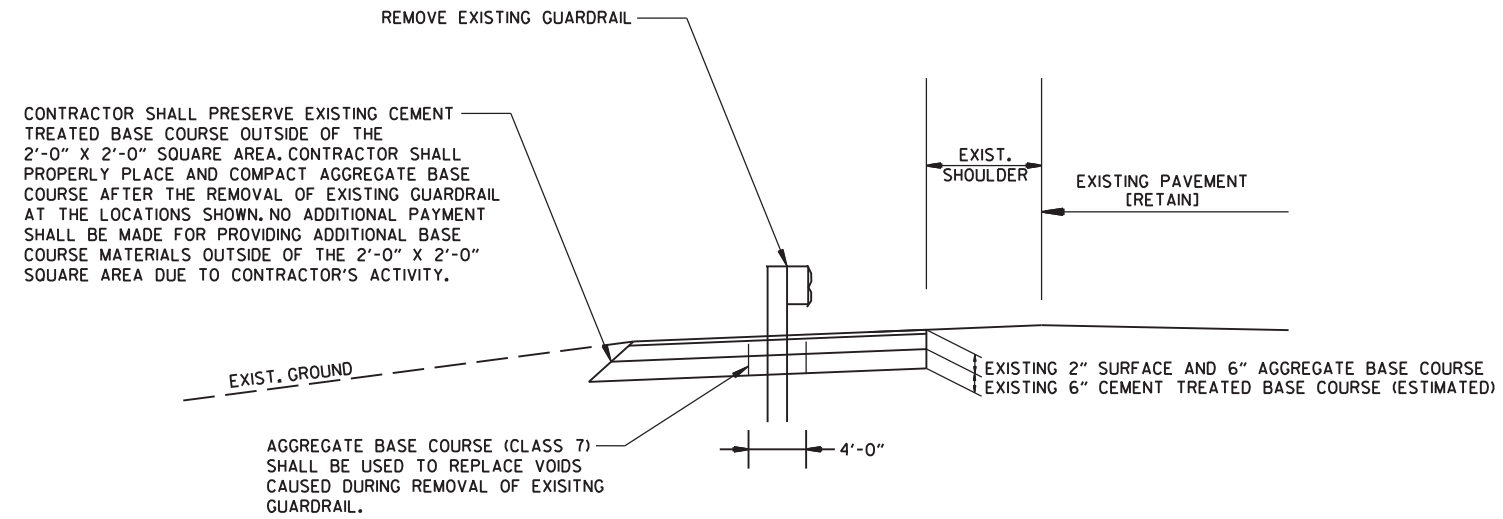
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THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE END. SEE STD. DWG. GR-10.

- 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.

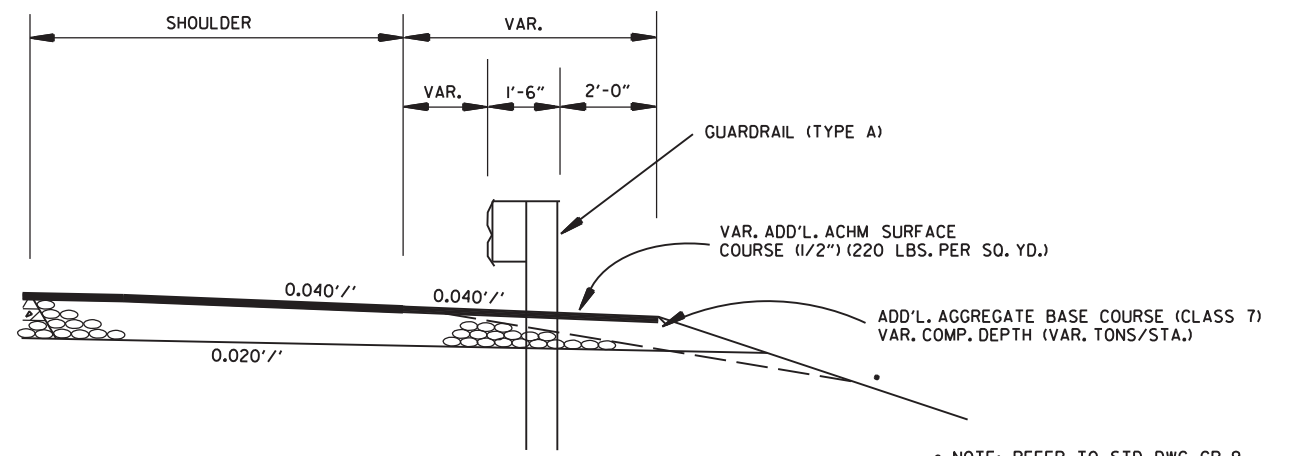
TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS



CONTRACTOR SHALL PRESERVE EXISTING CEMENT TREATED BASE COURSE OUTSIDE OF THE 2'-0" X 2'-0" SQUARE AREA. CONTRACTOR SHALL PROPERLY PLACE AND COMPACT AGGREGATE BASE COURSE AFTER THE REMOVAL OF EXISTING GUARDRAIL AT THE LOCATIONS SHOWN. NO ADDITIONAL PAYMENT SHALL BE MADE FOR PROVIDING ADDITIONAL BASE COURSE MATERIALS OUTSIDE OF THE 2'-0" X 2'-0" SQUARE AREA DUE TO CONTRACTOR'S ACTIVITY.

AGGREGATE BASE COURSE (CLASS 7) SHALL BE USED TO REPLACE VOIDS CAUSED DURING REMOVAL OF EXISTING GUARDRAIL.

DETAIL OF GUARDRAIL REMOVAL
N.T.S.



- NOTE: REFER TO STD. DWG. GR-9 AND CROSS SECTIONS FOR SLOPE REQUIREMENTS BEHIND GUARDRAIL.

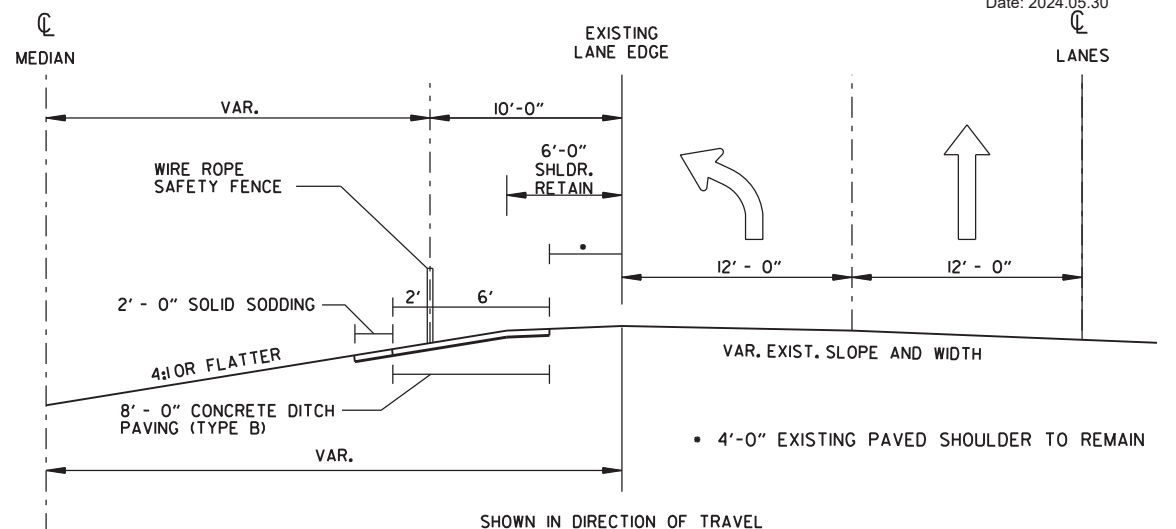
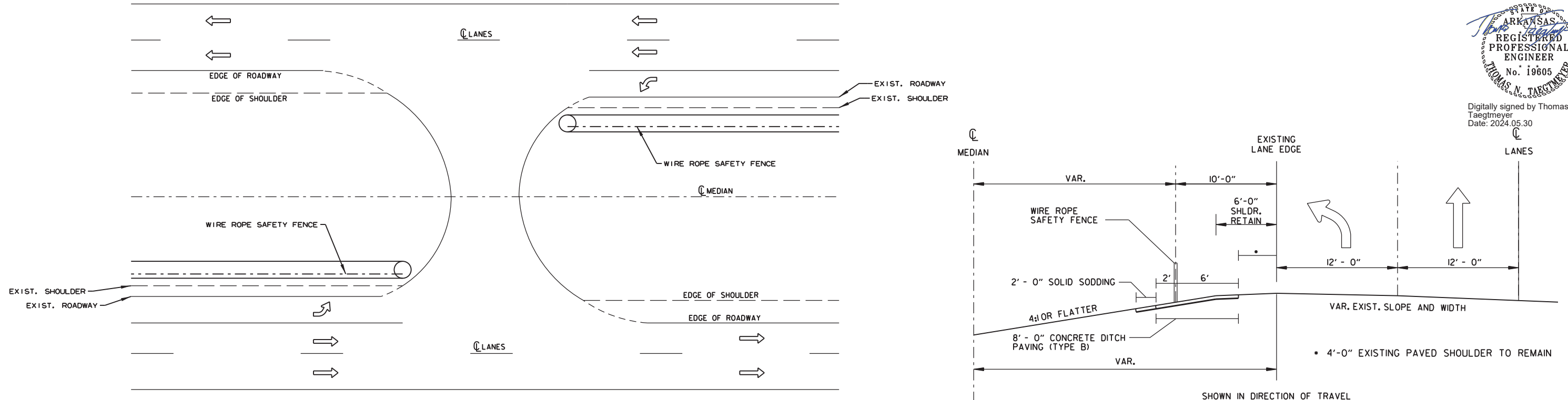
DETAILS OF SHOULDER WIDENING FOR GUARDRAIL

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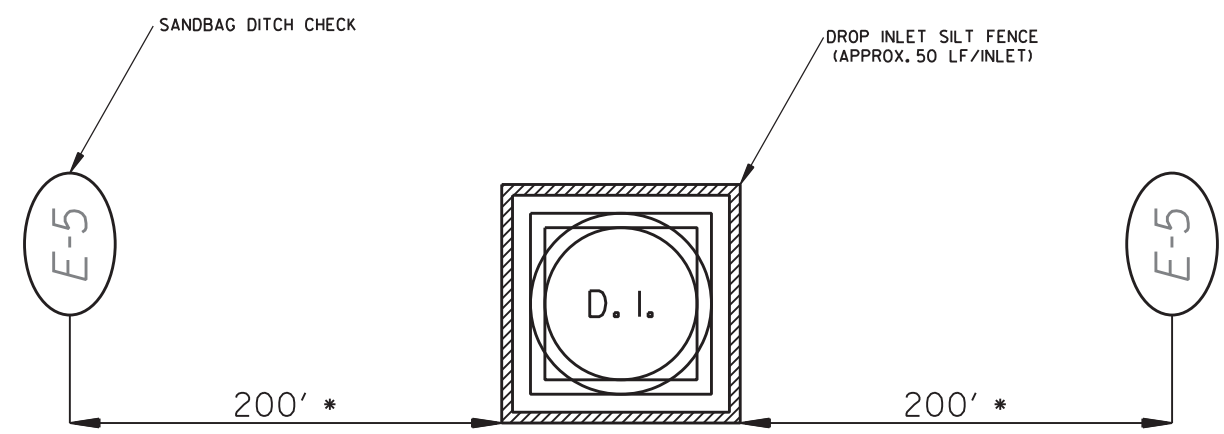
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		6	ARK.	070591	8	28
SPECIAL DETAILS						



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DETAIL OF EXISTING MEDIAN CROSSING



*200' SHOWN FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL ADJUST DISTANCE AS DIRECTED BY THE ENGINEER.

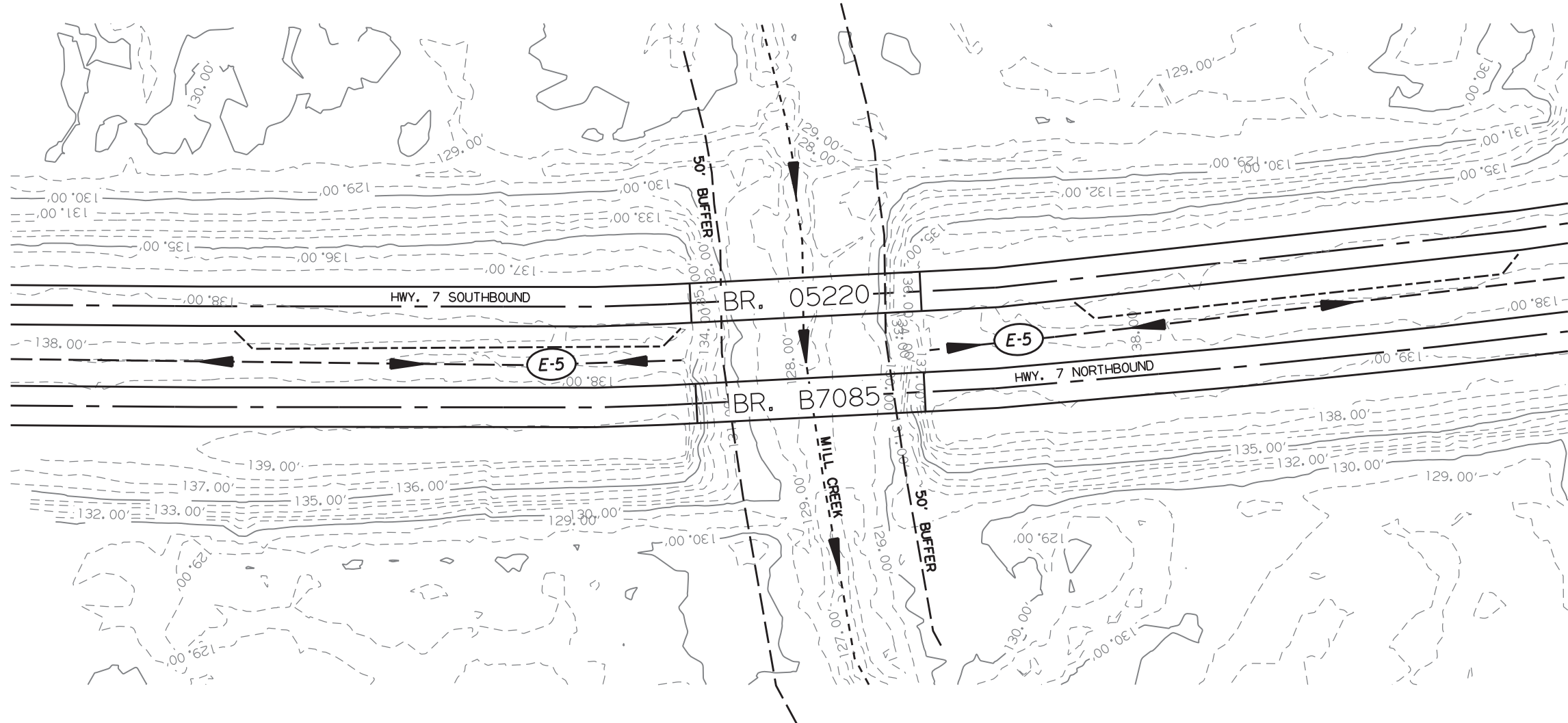
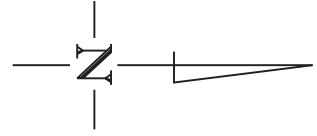
TEMPORARY EROSION CONTROL DETAIL AT MEDIAN INLET

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SPECIAL DETAILS						



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L.M. 0.825 HWY. 7, SEC. 2

SAND BAG DITCH CHECK	
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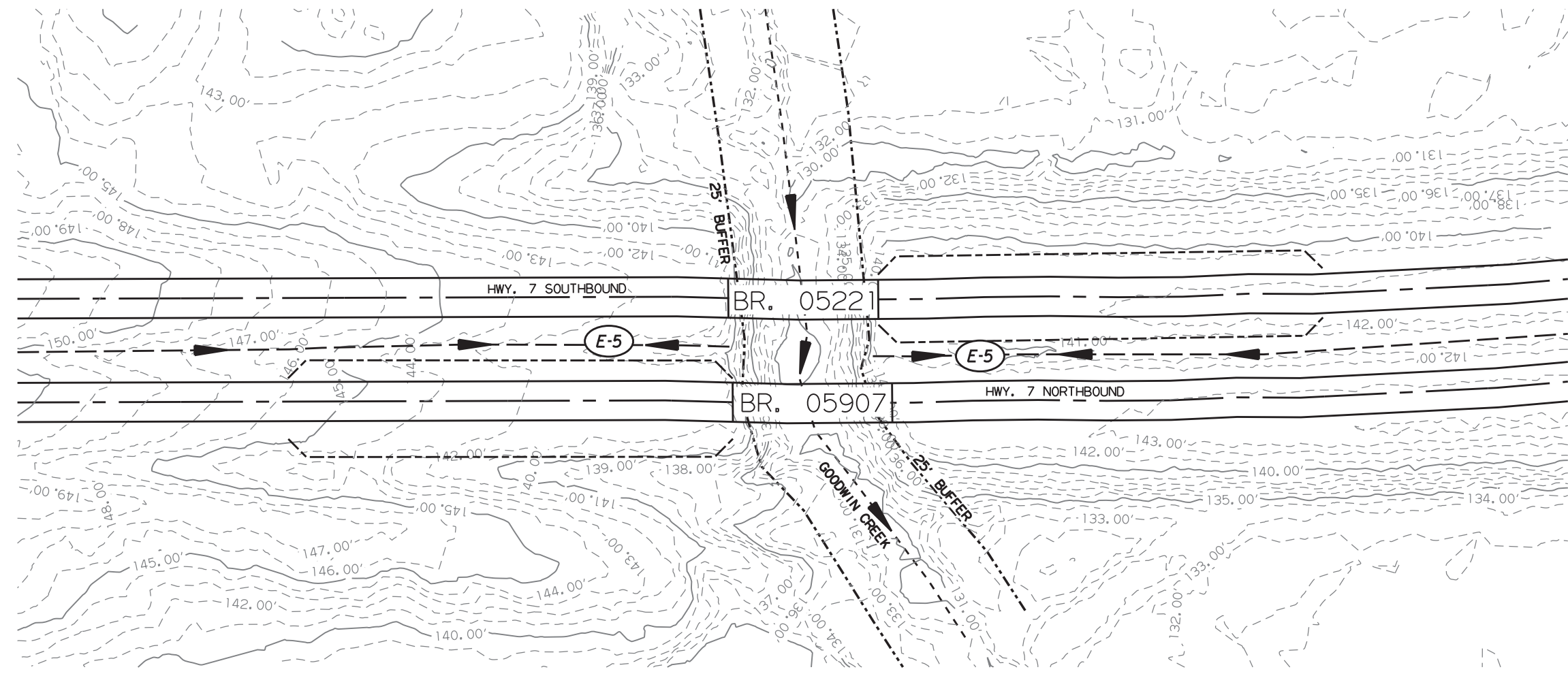
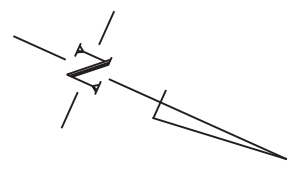
SITE 1 - UNION COUNTY
SPECIAL DETAILS

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SPECIAL DETAILS						



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L.M. 3.200 HWY. 7, SEC. 2

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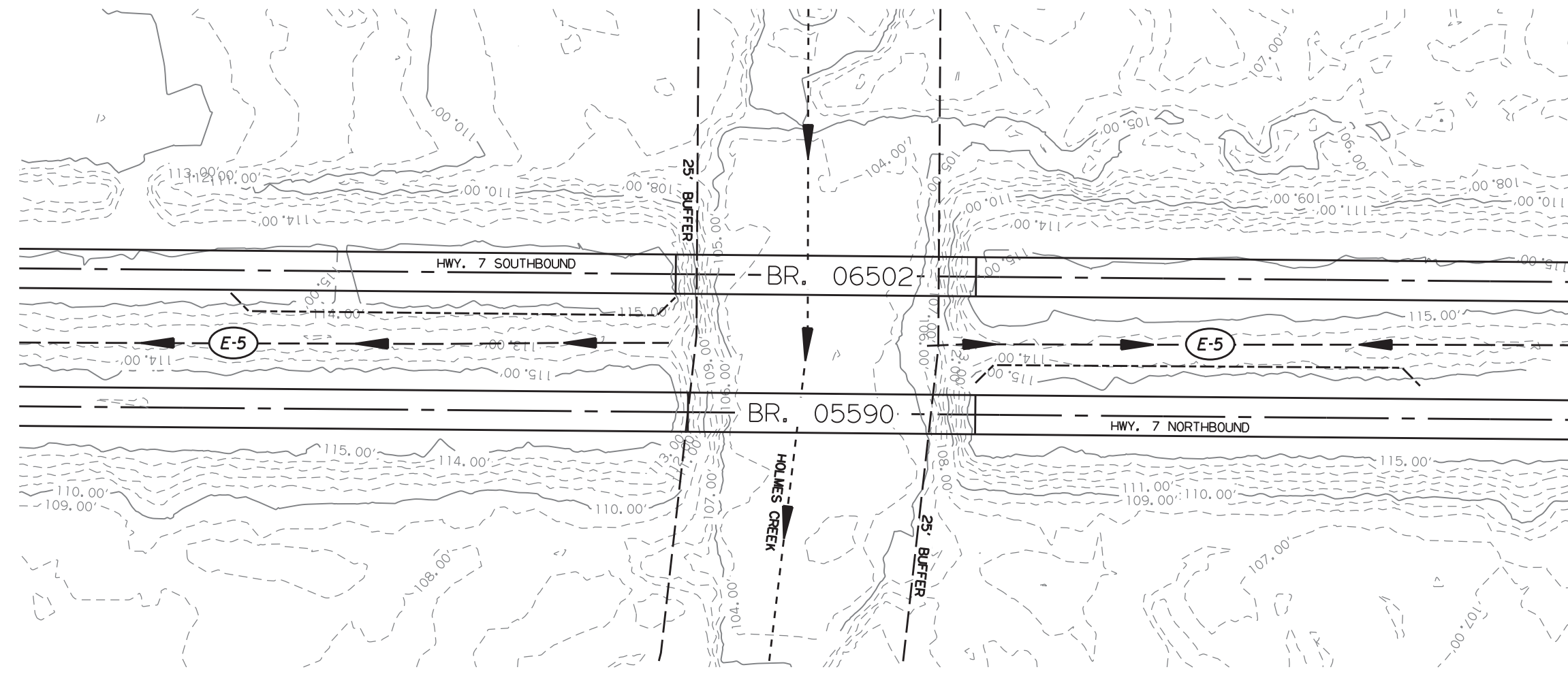
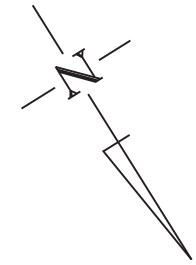
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SPECIAL DETAILS

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SPECIAL DETAILS						



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L.M. 7.544 HWY. 7, SEC. 2

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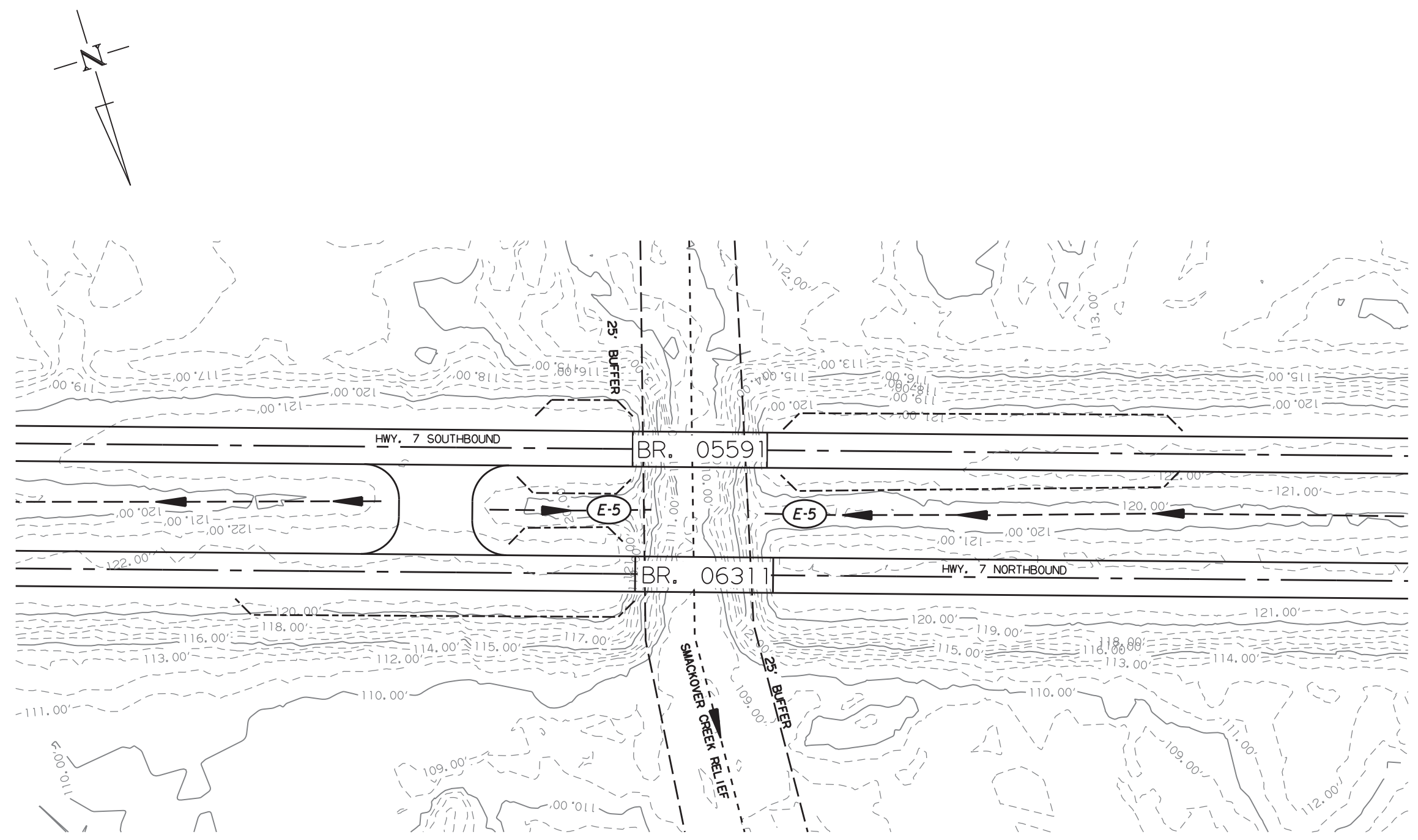
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SITE 3 - UNION COUNTY
SPECIAL DETAILS

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		6	ARK.	070591	12	28
SPECIAL DETAILS						



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SAND BAG DITCH CHECK	
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L.M. 11.339 HWY. 7, SEC. 2

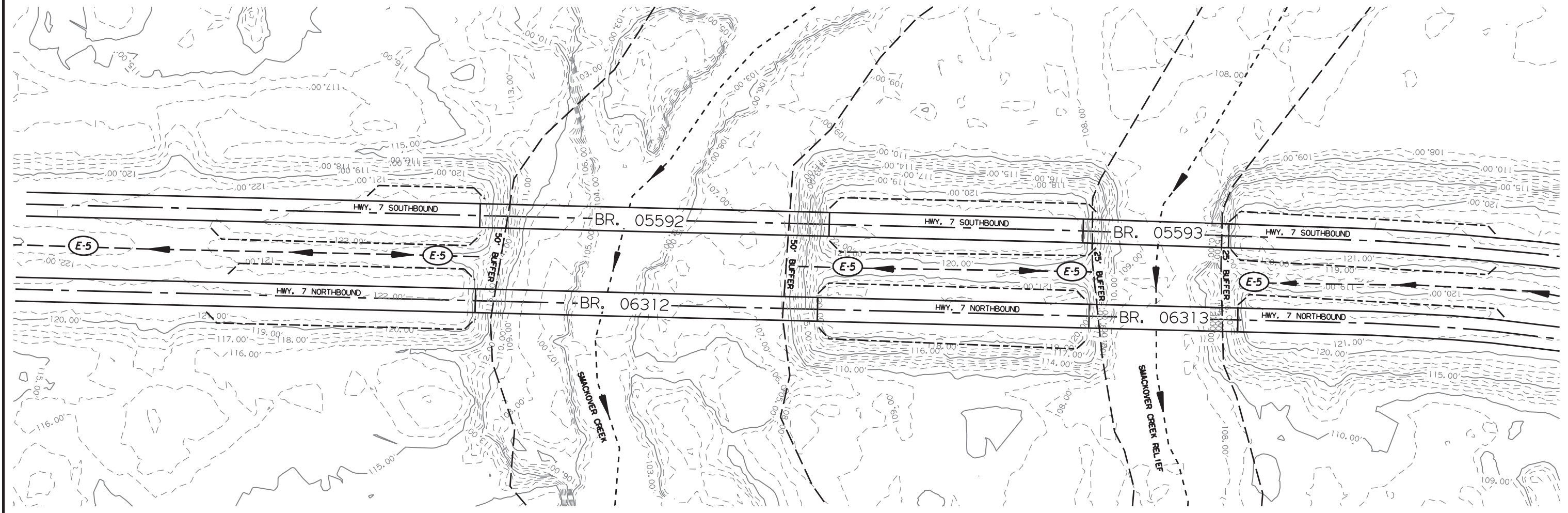
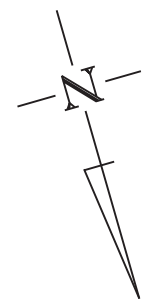
SITE 3 - UNION COUNTY
SPECIAL DETAILS

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SPECIAL DETAILS						



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L.M. 11.690 HWY. 7, SEC. 2

L.M. 0.090 HWY. 7, SEC. 3

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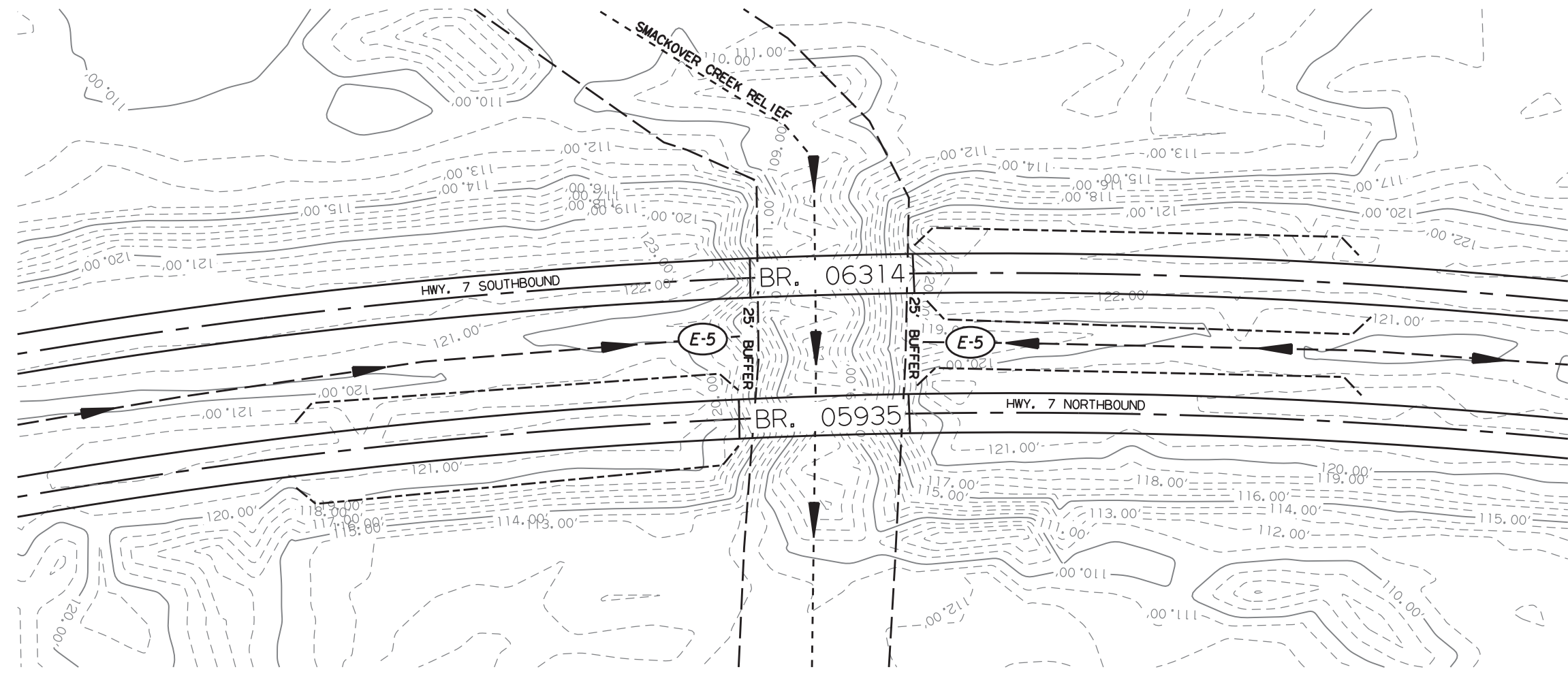
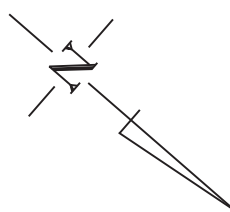
SITE 3 - UNION COUNTY
SPECIAL DETAILS

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SPECIAL DETAILS						



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L.M. 0.592 HWY. 7, SEC. 3

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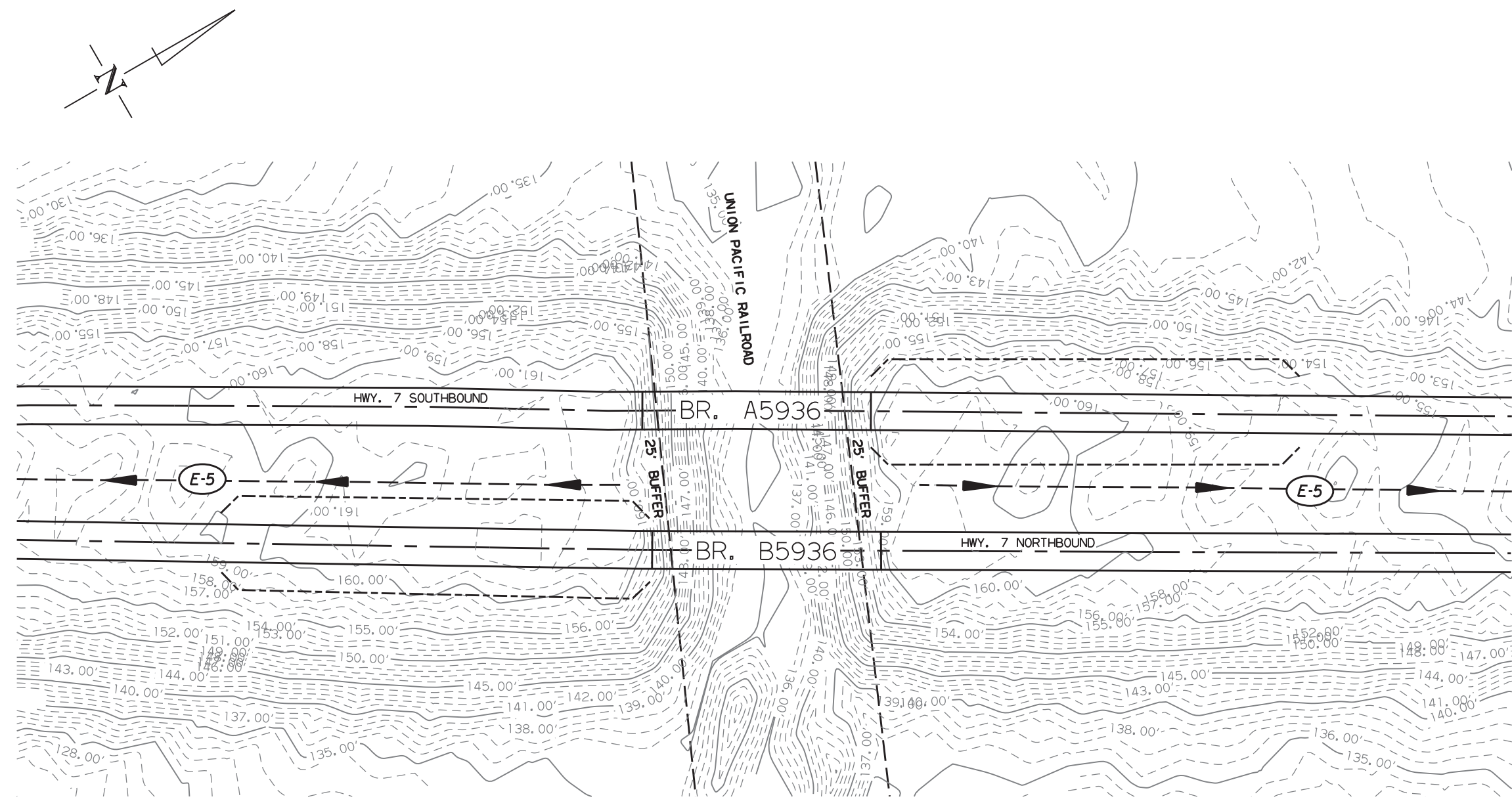
SITE 3 - OUACHITA COUNTY
SPECIAL DETAILS

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SPECIAL DETAILS						



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Date: 2024.05.30



L.M. 1.285 HWY. 7, SEC. 3

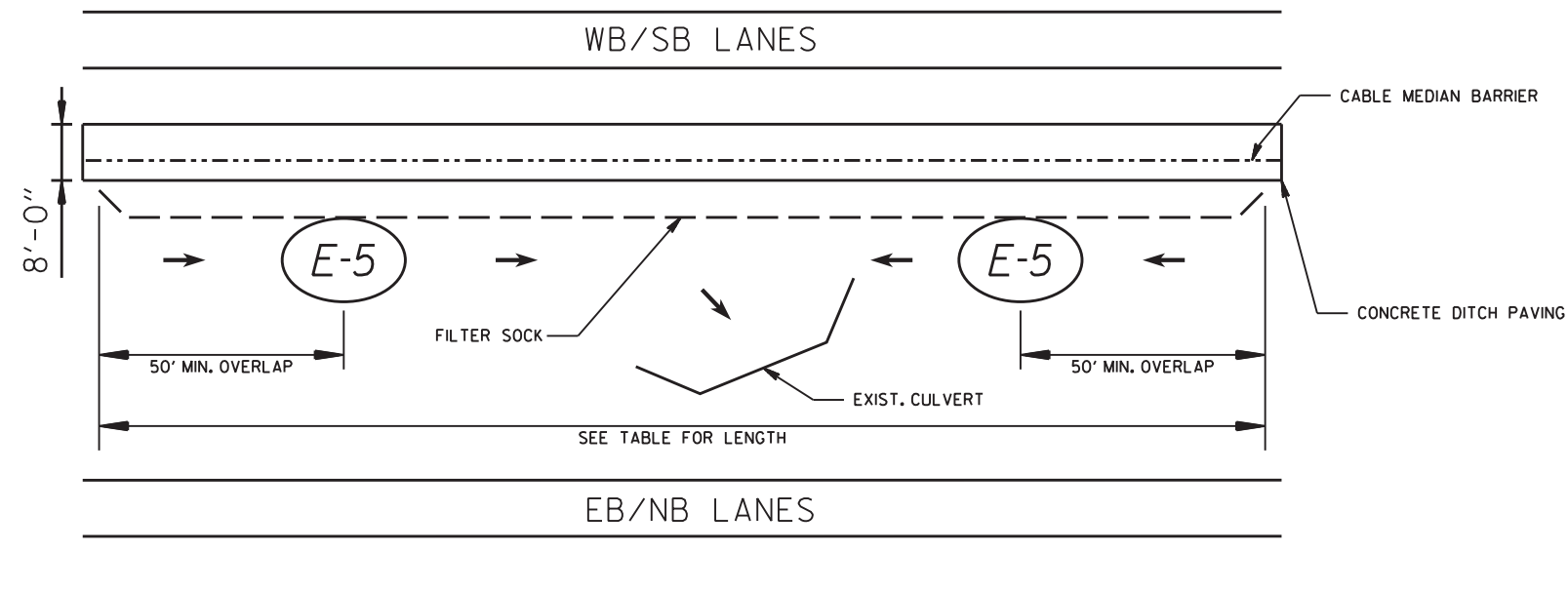
SAND BAG DITCH CHECK	
FILTER SOCK	

FILTER SOCK LOCATIONS

BEGIN LOG MILE	END LOG MILE	ROUTE AND SECTION	SITE	COUNTY	DESCRIPTION	LENGTH
0.778	0.825	HWY. 7, SEC. 2	1	UNION	BRIDGE END	250'
0.855	0.902	HWY. 7, SEC. 2	1	UNION	BRIDGE END	250'
3.139	3.196	HWY. 7, SEC. 2	2	UNION	BRIDGE END	540'
3.213	3.275	HWY. 7, SEC. 2	2	UNION	BRIDGE END	590'
4.286	4.400	HWY. 7, SEC. 2	2	UNION	CONCRETE DITCH PAVING	600'
4.436	4.475	HWY. 7, SEC. 2	2	UNION	CONCRETE DITCH PAVING	200'
5.364	5.666	HWY. 7, SEC. 2	2	UNION	CONCRETE DITCH PAVING	1595'
5.800	5.952	HWY. 7, SEC. 2	2	UNION	CONCRETE DITCH PAVING	805'
6.794	7.011	HWY. 7, SEC. 2	2	UNION	CONCRETE DITCH PAVING	1145'
7.497	7.544	HWY. 7, SEC. 2	2	UNION	BRIDGE END	250'
7.583	7.630	HWY. 7, SEC. 2	2	UNION	BRIDGE END	250'
9.006	9.126	HWY. 7, SEC. 2	3	UNION	CONCRETE DITCH PAVING	630'
9.208	9.307	HWY. 7, SEC. 2	3	UNION	CONCRETE DITCH PAVING	520'
9.565	9.684	HWY. 7, SEC. 2	3	UNION	CONCRETE DITCH PAVING	630'
9.913	9.939	HWY. 7, SEC. 2	3	UNION	CONCRETE DITCH PAVING	140'
10.217	10.416	HWY. 7, SEC. 2	3	UNION	CONCRETE DITCH PAVING	1050'
11.288	11.339	HWY. 7, SEC. 2	3	UNION	BRIDGE END	430'
11.358	11.418	HWY. 7, SEC. 2	3	UNION	BRIDGE END	590'
11.639	11.690	HWY. 7, SEC. 2	3	UNION	BRIDGE END	680'
0.038	0.090	HWY. 7, SEC. 2	3	UNION	BRIDGE END	1100'
0.118	0.178	HWY. 7, SEC. 3	3	OUACHITA	BRIDGE END	590'
0.532	0.592	HWY. 7, SEC. 3	3	OUACHITA	BRIDGE END	590'
0.613	0.673	HWY. 7, SEC. 3	3	OUACHITA	BRIDGE END	590'
0.869	1.045	HWY. 7, SEC. 3	3	OUACHITA	CONCRETE DITCH PAVING	930'
1.090	1.260	HWY. 7, SEC. 3	3	OUACHITA	CONCRETE DITCH PAVING	900'
1.225	1.285	HWY. 7, SEC. 3	3	OUACHITA	BRIDGE END	590'
1.313	1.373	HWY. 7, SEC. 3	3	OUACHITA	BRIDGE END	590'
1.360	1.410	HWY. 7, SEC. 3	3	OUACHITA	CONCRETE DITCH PAVING	260'



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Date: 2024.05.30



FILTER SOCK DETAIL
N.T.S.

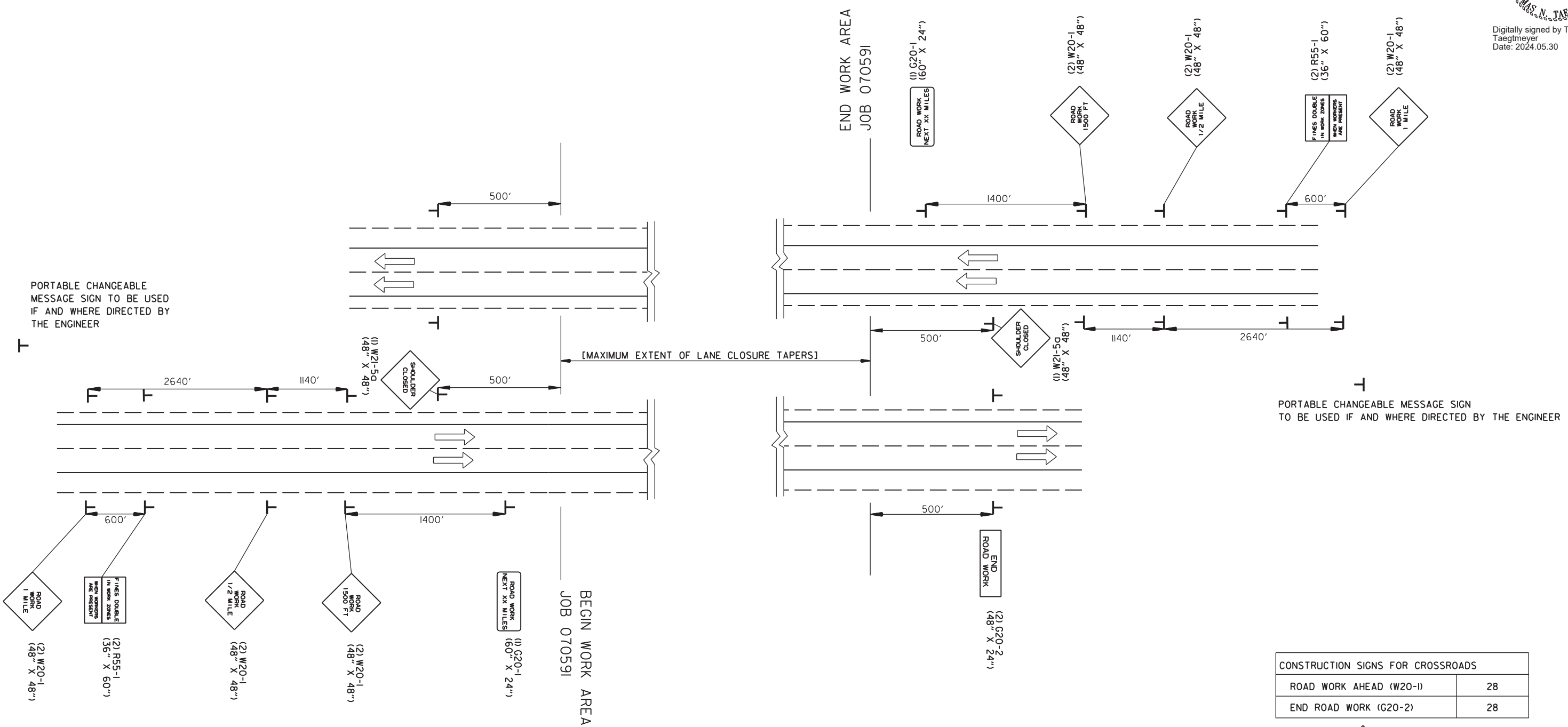


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	17	28
MAINTENANCE OF TRAFFIC DETAILS						



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Date: 2024.05.30

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



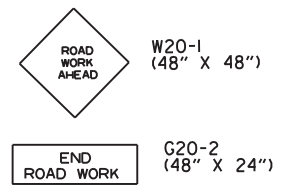
PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

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

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

ADVANCE SIGNS AT BEGINNING AND END OF JOB ALL STAGES

CONSTRUCTION SIGNS FOR CROSSROADS	
ROAD WORK AHEAD (W20-1)	28
END ROAD WORK (G20-2)	28



ADVANCE SIGNS AT SITE ENDS MAINTENANCE OF TRAFFIC DETAILS

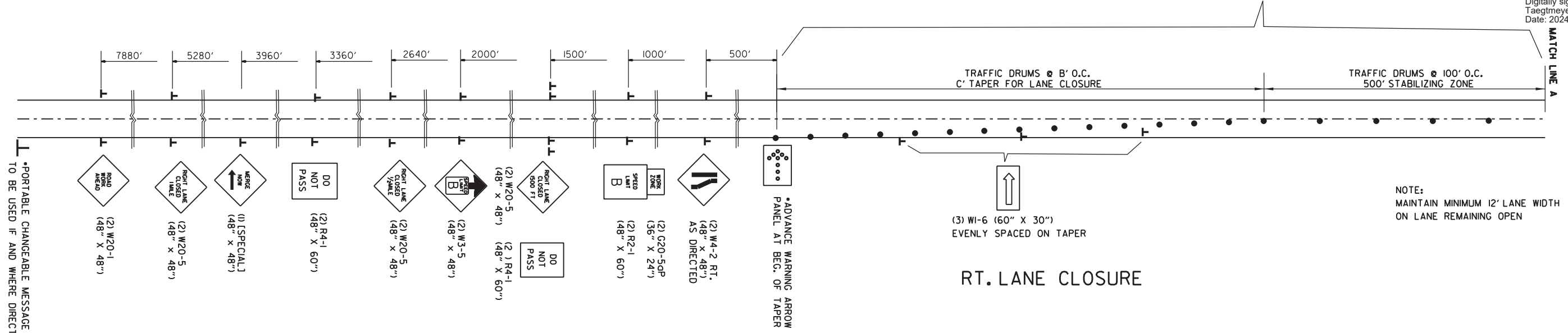
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	18	28
MAINTENANCE OF TRAFFIC DETAILS						



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Date: 2024.05.30

TABLE OF VARIABLES

DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780



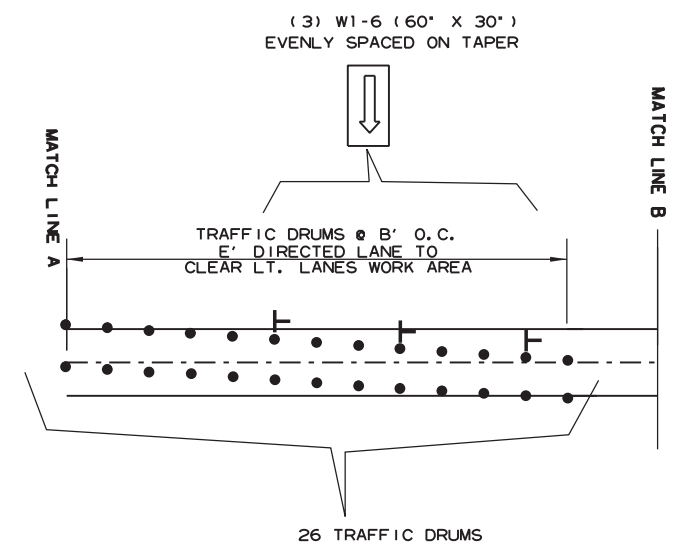
• TO BE PLACED AT MINIMUM OFFSET OF 12' FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.

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

•• SPEED LIMIT SIGNS SHALL MATCH PERMANENT SPEED LIMIT.



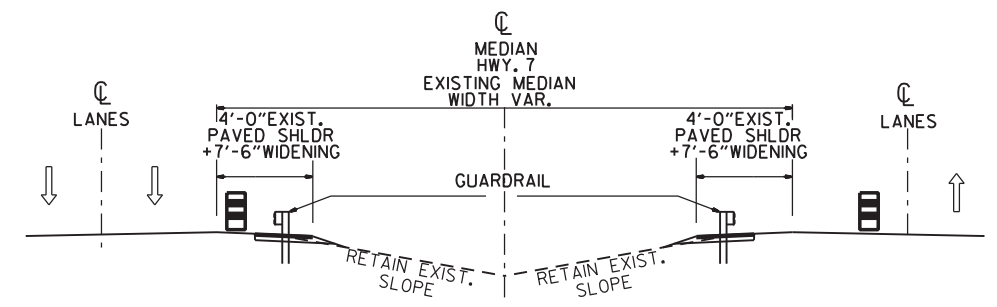
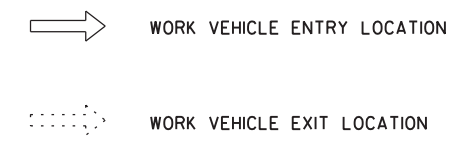
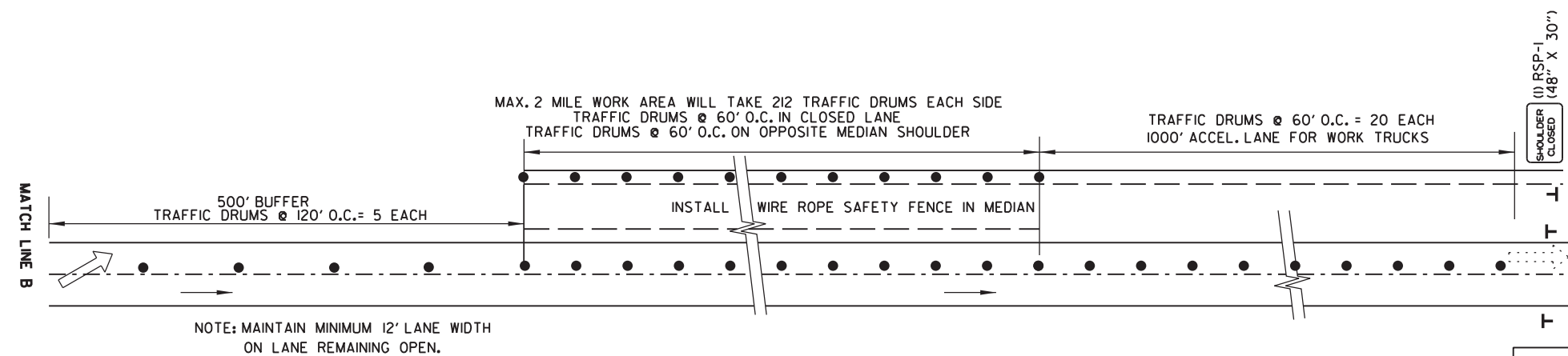
NOTE: LOG MILE 2.312 TO LOG MILE 3.180 SPEED LIMIT 55 MPH TRAVEL SPEED. ALL OTHER LOCATIONS SPEED LIMIT 65 MPH TRAVEL SPEED.



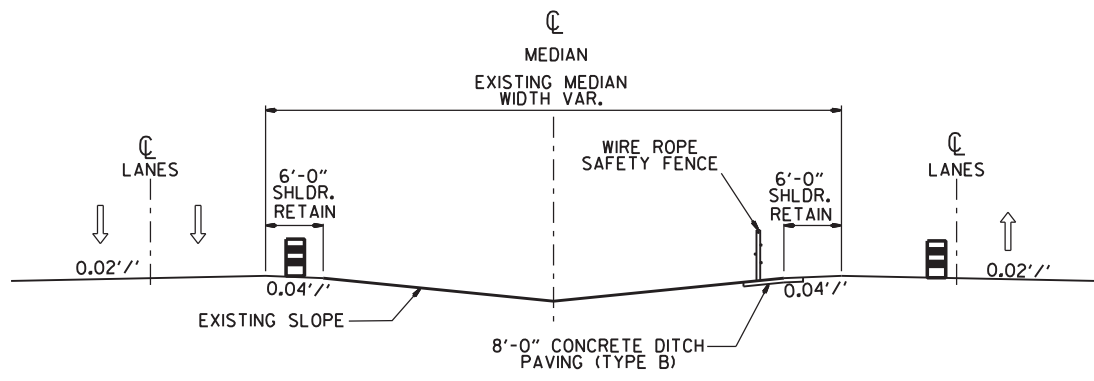
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	19	28
MAINTENANCE OF TRAFFIC DETAILS						



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Date: 2024.06.18



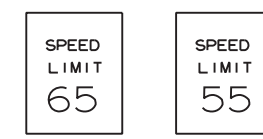
MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION



MOVABLE WORK ZONE FOR WRSF INSTALLATION

NOTE: QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED FOR ONE LANE CLOSURE.

*SPEED LIMIT SIGNS SHALL MATCH PERMANENT SPEED LIMIT.



NOTE: LOGMILE 2.312 TO LOG MILE 3.180 SPEED LIMIT 55 MPH TRAVEL SPEED. ALL OTHER LOCATIONS SPEED LIMIT 65 MPH TRAVEL SPEED.

NOTE: CONTRACTOR MUST UTILIZE ENTRY/EXIT LOCATION AS SHOWN ON THE PLANS.

DATE & TIME: 6/18/2024 10:43:39 AM
 FILE: J:\25846.17\070591 - Traffic Control Sheets.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	20	28
QUANTITIES						



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Date: 2024.05.30

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN
			EACH		NO.	SQ. FT.		DAY	WEEK
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0			
* W20-1	ROAD WORK AHEAD	48"x48"	30	30	30	480.0			
* G20-2	END ROAD WORK	48"x24"	32	32	32	256.0			
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	2	20.0			
G20-5aP	WORK ZONE	36"x24"	2	2	2	12.0			
W1-6	LARGE ARROW	60"x30"	6	6	6	75.0			
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	2	2	2	32.0			
W4-2	RIGHT LANE ENDS	48"x48"	2	2	2	32.0			
* R2-1	SPEED LIMIT	48"x60"	4	4	4	80.0			
R4-1	DO NOT PASS	48"x60"	4	4	4	80.0			
R55-1	FINE DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT	36"x60"	4	4	4	60.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	32.0			
W21-5a	SHOULDER CLOSED	48"x48"	2	2	2	32.0			
RSP-1	SHOULDER CLOSED	48"x30"	1	1	1	10.0			
SPECIAL	MERGE NOW ARROW	48"x48"	1	1	1	16.0			
	TRAFFIC DRUMS		494	494			494		
	ADVANCE WARNING ARROW PANEL		1	1				130	
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2					56
TOTALS:						1473.0	494	130	56

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

QUANTITIES ABOVE ARE LISTED FOR 1 SITE USE ONLY. QUANTITIES TO BE RE-USED PER EACH SITE, AS NECESSARY.

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	21	28
QUANTITIES						



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Date: 2024.05.30

EROSION CONTROL (BOX 1 OF 2)

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						
					SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	18" FILTER SOCK	SAND BAG DITCH CHECKS	DROP INLET SILT FENCE	*SEDIMENT REMOVAL & DISPOSAL
					ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	(E-3) LIN. FT.	(E-5) BAG	(E-7) LIN. FT.	CU. YD.
0.210	0.524	1	UNION	RT. OF C.L. HWY. 7, SEC. 2						0.30	0.30	6.1				
0.534	0.600	1		LT. OF C.L. HWY. 7, SEC. 2						0.06	0.06	1.2				
0.613	0.825	1		LT. OF C.L. HWY. 7, SEC. 2						0.21	0.21	4.3	250			
0.910	1.192	1		LT. OF C.L. HWY. 7, SEC. 2						0.27	0.27	5.5	250			
1.204	1.706	1		LT. OF C.L. HWY. 7, SEC. 2						0.49	0.49	10.0				
1.719	2.124	1		LT. OF C.L. HWY. 7, SEC. 2						0.39	0.39	8.0				
2.137	2.517	1		LT. OF C.L. HWY. 7, SEC. 2						0.37	0.37	7.5				
2.531	2.840	1		RT. OF C.L. HWY. 7, SEC. 2						0.30	0.30	6.1				
3.030	3.200	2		RT. OF C.L. HWY. 7, SEC. 2						0.16	0.16	3.3	540			
3.127	3.167	2		L.T OF R.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.04	0.08	0.04	4.1	0.04							
3.213	3.376	2		LT. OF C.L. HWY. 7, SEC. 2						0.16	0.16	3.3	590			
3.243	3.267	2		LT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.02	0.04	0.02	2.0	0.02							
3.243	3.284	2		RT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.04	0.08	0.04	4.1	0.04							
3.385	3.618	2		LT. OF C.L. HWY. 7, SEC. 2						0.23	0.23	4.7				
3.618	3.799	2		RT. OF C.L. HWY. 7, SEC. 2						0.18	0.18	3.7				
3.811	4.058	2		RT. OF C.L. HWY. 7, SEC. 2						0.24	0.24	4.9				
4.068	4.412	2		RT. OF C.L. HWY. 7, SEC. 2						0.33	0.33	6.7	600			
4.421	4.832	2		LT. OF C.L. HWY. 7, SEC. 2						0.40	0.40	8.2	200			
4.841	5.305	2		RT. OF C.L. HWY. 7, SEC. 2						0.45	0.45	9.2				
5.314	5.671	2		RT. OF C.L. HWY. 7, SEC. 2						0.35	0.35	7.1	1595			
5.682	6.197	2		LT. OF C.L. HWY. 7, SEC. 2						0.50	0.50	10.2	805			
6.208	6.686	2		LT. OF C.L. HWY. 7, SEC. 2						0.46	0.46	9.4				
6.695	7.148	2		LT. OF C.L. HWY. 7, SEC. 2						0.44	0.44	9.0	1145			
7.158	7.544	2		LT. OF C.L. HWY. 7, SEC. 2						0.37	0.37	7.5	250			
7.583	7.667	2		RT. OF C.L. HWY. 7, SEC. 2						0.08	0.08	1.6	250			
7.678	8.180	2		RT. OF C.L. HWY. 7, SEC. 2						0.49	0.49	10.0				
8.970	9.396	3		RT. OF C.L. HWY. 7, SEC. 2						0.41	0.41	8.4	1150			
9.406	9.755	3		RT. OF C.L. HWY. 7, SEC. 2						0.34	0.34	6.9	630			
9.769	10.183	3		RT. OF C.L. HWY. 7, SEC. 2						0.40	0.40	8.2	140			
10.194	10.590	3		RT. OF C.L. HWY. 7, SEC. 2						0.38	0.38	7.8	1050			
10.600	10.985	3		LT. OF C.L. HWY. 7, SEC. 2						0.37	0.37	7.5				
10.997	11.308	3		LT. OF C.L. HWY. 7, SEC. 2						0.30	0.30	6.1	110			
11.279	11.339	3		RT. OF R.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.06	0.12	0.06	6.1	0.06							
11.319	11.339	3		RT. OF C.L. HWY. 7, SEC. 2						0.02	0.02	0.4	320			
11.324	11.339	3		RT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.01	0.02	0.01	1.0	0.01							
11.324	11.339	3		LT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.01	0.02	0.01	1.0	0.01							
11.333	11.339	3		LT. OF R.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.01	0.02	0.01	1.0	0.01							
11.358	11.418	3		LT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.06	0.12	0.06	6.1	0.06							
11.358	11.427	3		RT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.07	0.14	0.07	7.1	0.07							
11.358	11.626	3		RT. OF C.L. HWY. 7, SEC. 2						0.26	0.26	5.3	590			
11.636	11.690	3	LT. OF C.L. HWY. 7, SEC. 2						0.05	0.05	1.0	680				
11.639	11.690	3	RT. OF R.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05								
11.643	11.690	3	LT. OF R.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05								
11.664	11.690	3	RT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.03	0.06	0.03	3.1	0.03								
11.664	11.690	3	LT. OF L.M.L. HWY. 7, SEC. 2 - GUARDRAIL WIDENING	0.03	0.06	0.03	3.1	0.03	0.03	0.03	0.6	680				
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER					2.00	4.00	2.00	204.0	2.00	0.49	0.49	10.0	1144	1300	77	
COUNTY SUBTOTALS:					2.48	4.96	2.48	252.9	2.48	10.28	10.28	209.7	11825	1144	1300	77
SUBTOTALS (BOX 1 OF 2):					2.48	4.96	2.48	252.9	2.48	10.28	10.28	209.7	11825	1144	1300	77

BASIS OF ESTIMATE:
LIME2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION

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

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

DATE & TIME: 5/30/2024 1:43:45 PM
FILE: J:\25846.17\070591 - Quantities.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	22	28
QUANTITIES						



Digitally signed by Thomas N. Taegtmeier
Date: 2024.05.30

EROSION CONTROL (BOX 2 OF 2)

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						
					SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	18" FILTER SOCK (E-3)	SAND BAG DITCH CHECKS (E-5)	DROP INLET SILT FENCE (E-7)	*SEDIMENT REMOVAL & DISPOSAL
					ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LINE FT.	BAG	LINE FT.	CU. YD.
0.038	0.090	3	OUACHITA	RT. OF C.L. HWY. 7, SEC. 3						0.05	0.05	1.0	1100			
0.038	0.090	3		RT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.038	0.090	3		LT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.038	0.090	3		RT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.038	0.090	3		LT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.118	0.178	3		LT. OF C.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.06	0.12	0.06	6.1	0.06							
0.118	0.592	3		RT. OF C.L. HWY. 7, SEC. 3						0.46	0.46	9.4	1180			
0.523	0.592	3		LT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.07	0.14	0.07	7.1	0.07							
0.541	0.592	3		RT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.613	0.664	3		LT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.05	0.10	0.05	5.1	0.05							
0.613	0.682	3		RT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.07	0.14	0.07	7.1	0.07							
0.613	0.731	3		RT. OF C.L. HWY. 7, SEC. 3						0.11	0.11	2.2	590			
0.740	1.062	3		RT. OF C.L. HWY. 7, SEC. 3						0.31	0.31	6.3	930			
1.079	1.285	3		RT. OF C.L. HWY. 7, SEC. 3						0.20	0.20	4.1	1490			
1.216	1.285	3		LT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.07	0.14	0.07	7.1	0.07							
1.244	1.285	3		RT. OF R.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.04	0.08	0.04	4.1	0.04							
1.313	1.373	3		LT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.06	0.12	0.06	6.1	0.06							
1.313	1.382	3		RT. OF L.M.L. HWY. 7, SEC. 3 - GUARDRAIL WIDENING	0.07	0.14	0.07	7.1	0.07							
1.313	1.410	3		LT. OF C.L. HWY. 7, SEC. 3						0.09	0.09	1.8	590			
10.890	11.006	4		RT. OF C.L. HWY. 7, SEC. 3						0.11	0.11	2.2				
11.014	11.476	4	RT. OF C.L. HWY. 7, SEC. 3						0.45	0.45	9.2					
11.482	11.925	4	RT. OF C.L. HWY. 7, SEC. 3						0.43	0.43	8.8					
11.932	12.460	4	LT. OF C.L. HWY. 7, SEC. 3						0.51	0.51	10.4					
ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER					2.00	4.00	2.00	204.0	2.00	0.13	0.13	2.7		176	200	14
COUNTY SUBTOTALS:					2.74	5.48	2.74	279.3	2.74	2.85	2.85	58.1	5880	176	200	14
SUBTOTALS (BOX 2 OF 2)					2.74	5.48	2.74	279.3	2.74	2.85	2.85	58.1	5880	176	200	14
SUBTOTALS (BOX 1 OF 2)					2.48	4.96	2.48	252.9	2.48	10.28	10.28	209.7	11825	1144	1300	77
TOTALS:					5.22	10.44	5.22	532.2	5.22	13.13	13.13	267.8	17705	1320	1500	91

BASIS OF ESTIMATE:

- LIME2 TONS / ACRE OF SEEDING
- WATER.....102.0 M.G. / ACRE OF SEEDING
- WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
- WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
- SAND BAG DITCH CHECKS.....22 BAGS / LOCATION

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

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

APPROACH GUTTERS AND SLABS

LOG MILE	SITE NUMBER	COUNTY	LOCATION	APPROACH GUTTER			REINFORCING STEEL-RDWY. (GR. 60) POUND	
				TYPE 'AT'	TYPE 'PT'	TOTAL		
				CU.YD.	CU.YD.	CU.YD.		
3.196	2	UNION	HWY. 7, SEC. 2 - LT. OF R.M.L.		8.13	8.13	848	
3.200	2		HWY. 7, SEC. 2 - RT. OF R.M.L.		8.13	8.13	848	
3.213	2		HWY. 7, SEC. 2 - LT. OF L.M.L.	19.30		19.30	1600	
3.213	2		HWY. 7, SEC. 2 - RT. OF L.M.L.	19.30		19.30	1600	
11.339	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	19.30		19.30	1600	
11.339	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	12.70		12.70	1087	
11.358	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	19.30		19.30	1600	
11.358	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	12.70		12.70	1087	
11.690	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	7.75		7.75	703	
11.690	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	7.75		7.75	703	
COUNTY SUBTOTALS:				118.10	16.26	134.36	11676	
0.038	3		OUACHITA	HWY. 7, SEC. 3 - LT. OF L.M.L.	7.75			703
0.038	3			HWY. 7, SEC. 3 - RT. OF L.M.L.	7.75			703
0.090	3	HWY. 7, SEC. 3 - LT. OF L.M.L.		7.75		7.75	703	
0.090	3	HWY. 7, SEC. 3 - RT. OF L.M.L.		7.75		7.75	703	
0.118	3	HWY. 7, SEC. 3 - LT. OF L.M.L.		7.75		7.75	703	
0.118	3	HWY. 7, SEC. 3 - RT. OF L.M.L.		7.75		7.75	703	
0.592	3	HWY. 7, SEC. 3 - LT. OF R.M.L.			8.13	8.13	848	
0.592	3	HWY. 7, SEC. 3 - RT. OF R.M.L.			8.13	8.13	848	
1.285	3	HWY. 7, SEC. 3 - LT. OF R.M.L.			8.13	8.13	848	
1.285	3	HWY. 7, SEC. 3 - RT. OF R.M.L.			8.13	8.13	848	
1.313	3	HWY. 7, SEC. 3 - LT. OF L.M.L.			8.13	8.13	848	
1.313	3	HWY. 7, SEC. 3 - RT. OF L.M.L.			8.13	8.13	848	
COUNTY SUBTOTALS:				46.50	48.78	79.78	9306	
TOTALS:				164.60	65.04	214.14	20982	



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Date: 2024.05.30

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED	COMPACTED
			EXCAVATION	EMBANKMENT
			CU. YD.	
ENTIRE PROJECT		GUARDRAIL WIDENING LOCATIONS	308	
ENTIRE PROJECT		TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	60	820
TOTALS:			368	820

* QUANTITY ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

REMOVAL AND DISPOSAL OF ITEMS

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)	BRIDGE END TERMINAL	
					LIN. FT.	EACH				
					3.136	3.196	2	UNION	HWY. 7, SEC. 2 - LT. OF R.M.L.	250
3.162	3.200	2	HWY. 7, SEC. 2 - RT. OF R.M.L.	125	1	1				
3.213	3.264	2	HWY. 7, SEC. 2 - LT. OF L.M.L.	200	1	1				
3.213	3.273	2	HWY. 7, SEC. 2 - RT. OF L.M.L.	250	1	1				
11.288	11.339	3	HWY. 7, SEC. 2 - RT. OF R.M.L.	200	1	1				
11.324	11.339	3	HWY. 7, SEC. 2 - LT. OF L.M.L.	75	1		1			
11.324	11.339	3	HWY. 7, SEC. 2 - RT. OF L.M.L.	75	1		1			
11.333	11.339	3	HWY. 7, SEC. 2 - LT. OF R.M.L.						1	
11.358	11.409	3	HWY. 7, SEC. 2 - LT. OF L.M.L.	200	1	1				
11.358	11.418	3	HWY. 7, SEC. 2 - RT. OF L.M.L.	250	1	1				
11.639	11.690	3	HWY. 7, SEC. 2 - RT. OF R.M.L.	200	1	1				
11.643	11.690	3	HWY. 7, SEC. 2 - LT. OF R.M.L.	175	1	1				
11.675	11.690	3	HWY. 7, SEC. 2 - LT. OF L.M.L.	75	1		1			
11.675	11.690	3	HWY. 7, SEC. 2 - RT. OF L.M.L.	75	1		1			
COUNTY SUBTOTALS:					2150	13	9		4	1
0.038	0.090	3	OUACHITA	HWY. 7, SEC. 3 - LT. OF R.M.L.	275	2				
0.038	0.090	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	275	2				
0.038	0.090	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	275	2				
0.038	0.090	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	275	2				
0.118	0.169	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	200	1	1			
0.118	0.178	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	250	1	1			
0.532	0.592	3		HWY. 7, SEC. 3 - LT. OF R.M.L.	200	1	1			
0.541	0.592	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	250	1	1			
0.613	0.664	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	200	1	1			
0.613	0.673	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	250	1	1			
1.225	1.285	3		HWY. 7, SEC. 3 - LT. OF R.M.L.	250	1	1			
1.235	1.285	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	200	1	1			
1.313	1.364	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	200	1	1			
1.313	1.373	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	250	1	1			
COUNTY SUBTOTALS:					3350	18	10			
TOTALS:					5500	31	19	4	1	

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	APPROACH GUTTERS	GUARDRAIL	
					EACH	LIN. FT.	
3.170	3.196	2	UNION	HWY. 7, SEC. 2 - LT. OF R.M.L.	1	150	
3.172	3.200	2		HWY. 7, SEC. 2 - RT. OF R.M.L.	1	150	
3.213	3.237	2		HWY. 7, SEC. 2 - LT. OF L.M.L.	1	150	
3.213	3.237	2		HWY. 7, SEC. 2 - RT. OF L.M.L.	1	150	
11.299	11.339	3		HWY. 7, SEC. 2 - RT. OF R.M.L.		200	
11.331	11.339	3		HWY. 7, SEC. 2 - LT. OF L.M.L.		25	
11.331	11.339	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	1	50	
11.333	11.339	3		HWY. 7, SEC. 2 - LT. OF R.M.L.	1	50	
11.358	11.387	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	1	175	
11.358	11.387	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	1	175	
11.651	11.690	3		HWY. 7, SEC. 2 - LT. OF R.M.L.		200	
11.651	11.690	3		HWY. 7, SEC. 2 - RT. OF R.M.L.		200	
11.673	11.690	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	1	75	
11.673	11.690	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	1	75	
COUNTY SUBTOTALS:					10	1825	
0.038	0.090	3		OUACHITA	HWY. 7, SEC. 3 - LT. OF R.M.L.		275
0.038	0.090	3			HWY. 7, SEC. 3 - RT. OF R.M.L.		275
0.038	0.090	3	HWY. 7, SEC. 3 - LT. OF L.M.L.		2	275	
0.038	0.090	3	HWY. 7, SEC. 3 - RT. OF L.M.L.		2	275	
0.118	0.155	3	HWY. 7, SEC. 3 - LT. OF L.M.L.		1	200	
0.118	0.155	3	HWY. 7, SEC. 3 - RT. OF L.M.L.		1	200	
0.552	0.592	3	HWY. 7, SEC. 3 - LT. OF R.M.L.		1	200	
0.552	0.592	3	HWY. 7, SEC. 3 - RT. OF R.M.L.		1	200	
0.613	0.653	3	HWY. 7, SEC. 3 - LT. OF L.M.L.			200	
0.613	0.653	3	HWY. 7, SEC. 3 - RT. OF L.M.L.			200	
1.247	1.285	3	HWY. 7, SEC. 3 - LT. OF R.M.L.		1	200	
1.247	1.285	3	HWY. 7, SEC. 3 - RT. OF R.M.L.		1	200	
1.313	1.351	3	HWY. 7, SEC. 3 - LT. OF L.M.L.		1	200	
1.313	1.351	3	HWY. 7, SEC. 3 - RT. OF L.M.L.		1	200	
COUNTY SUBTOTALS:					12	3100	
TOTALS:					22	4925	

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.



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Date: 2024.05.30

CONCRETE DITCH PAVING

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	LENGTH LIN. FT.	"W" FEET	CONC. DITCH PAVING (TYPE B)		SOLID SODDING	WATER M. GAL.
							SQ. YD.	SQ. YD.		
0.210	0.524	1	UNION	RT. OF C.L. HWY. 7, SEC. 2	1657.92	8.00	1473.71	368.43	4.64	
0.534	0.600	1		LT. OF C.L. HWY. 7, SEC. 2	348.48	8.00	309.76	77.44	0.98	
0.613	0.825	1		LT. OF C.L. HWY. 7, SEC. 2	1119.36	8.00	994.99	248.75	3.13	
0.910	0.933	1		LT. OF C.L. HWY. 7, SEC. 2	121.44	VAR.	214.11	26.99	0.34	
0.933	1.192	1		LT. OF C.L. HWY. 7, SEC. 2	1367.52	8.00	1215.57	303.89	3.83	
1.204	1.706	1		LT. OF C.L. HWY. 7, SEC. 2	2650.56	8.00	2356.05	589.01	7.42	
1.719	2.124	1		LT. OF C.L. HWY. 7, SEC. 2	2138.40	8.00	1900.80	475.20	5.99	
2.137	2.517	1		LT. OF C.L. HWY. 7, SEC. 2	2006.40	8.00	1783.47	445.87	5.62	
2.531	2.840	1		RT. OF C.L. HWY. 7, SEC. 2	1631.52	8.00	1450.24	362.56	4.57	
3.030	3.104	1		RT. OF C.L. HWY. 7, SEC. 2	390.72	8.00	347.31	86.83	1.09	
3.104	3.145	2		RT. OF C.L. HWY. 7, SEC. 2	216.48	VAR.	214.11	48.11	0.61	
3.266	3.307	2		LT. OF C.L. HWY. 7, SEC. 2	216.48	VAR.	214.11	48.11	0.61	
3.307	3.376	2		LT. OF C.L. HWY. 7, SEC. 2	364.32	8.00	323.84	80.96	1.02	
3.385	3.618	2		LT. OF C.L. HWY. 7, SEC. 2	1230.24	8.00	1093.55	273.39	3.44	
3.609	3.799	2		RT. OF C.L. HWY. 7, SEC. 2	1003.20	8.00	891.73	222.93	2.81	
3.811	4.058	2		RT. OF C.L. HWY. 7, SEC. 2	1304.16	8.00	1159.25	289.81	3.65	
4.068	4.412	2		RT. OF C.L. HWY. 7, SEC. 2	1816.32	8.00	1614.51	403.63	5.09	
4.421	4.832	2		LT. OF C.L. HWY. 7, SEC. 2	2170.08	8.00	1928.96	482.24	6.08	
4.841	5.305	2		RT. OF C.L. HWY. 7, SEC. 2	2449.92	8.00	2177.71	544.43	6.86	
5.314	5.671	2		RT. OF C.L. HWY. 7, SEC. 2	1884.96	8.00	1675.52	418.88	5.28	
5.682	6.197	2		LT. OF C.L. HWY. 7, SEC. 2	2719.20	8.00	2417.07	604.27	7.61	
6.208	6.686	2		LT. OF C.L. HWY. 7, SEC. 2	2523.84	8.00	2243.41	560.85	7.07	
6.695	7.148	2		LT. OF C.L. HWY. 7, SEC. 2	2391.84	8.00	2126.08	531.52	6.70	
7.158	7.544	2		LT. OF C.L. HWY. 7, SEC. 2	2038.08	8.00	1811.63	452.91	5.71	
7.583	7.627	2		RT. OF C.L. HWY. 7, SEC. 2	232.32	6.00	154.88	51.63	0.65	
7.627	7.667	2		RT. OF C.L. HWY. 7, SEC. 2	211.20	8.00	187.73	46.93	0.59	
7.678	8.154	2		RT. OF C.L. HWY. 7, SEC. 2	2513.28	6.00	1675.52	558.51	7.04	
8.154	8.180	2		RT. OF C.L. HWY. 7, SEC. 2	137.28	8.00	122.03	30.51	0.38	
8.970	9.373	3		RT. OF C.L. HWY. 7, SEC. 2	2127.84	6.00	1418.56	472.85	5.96	
9.373	9.396	3		RT. OF C.L. HWY. 7, SEC. 2	121.44	8.00	107.95	26.99	0.34	
9.406	9.722	3		RT. OF C.L. HWY. 7, SEC. 2	1668.48	6.00	1112.32	370.77	4.67	
9.722	9.755	3		RT. OF C.L. HWY. 7, SEC. 2	174.24	8.00	154.88	38.72	0.49	
9.769	10.159	3		RT. OF C.L. HWY. 7, SEC. 2	2059.20	6.00	1372.80	457.60	5.77	
10.159	10.183	3		RT. OF C.L. HWY. 7, SEC. 2	126.72	8.00	112.64	28.16	0.35	
10.194	10.543	3		RT. OF C.L. HWY. 7, SEC. 2	1842.72	6.00	1228.48	409.49	5.16	
10.543	10.590	3		RT. OF C.L. HWY. 7, SEC. 2	248.6	8.00	220.59	55.15	0.69	
10.600	10.985	3		LT. OF C.L. HWY. 7, SEC. 2	2032.80	8.00	1806.93	451.73	5.69	
10.997	11.308	3		LT. OF C.L. HWY. 7, SEC. 2	1642.08	8.00	1459.63	364.91	4.60	
11.319	11.339	3		RT. OF C.L. HWY. 7, SEC. 2	105.60	8.00	93.87	23.47	0.30	
11.358	11.626	3		RT. OF C.L. HWY. 7, SEC. 2	1415.04	8.00	1257.81	314.45	3.96	
11.636	11.645	3		LT. OF C.L. HWY. 7, SEC. 2	47.52	8.00	42.24	10.56	0.13	
11.643	11.684	3		LT. OF C.L. HWY. 7, SEC. 2	216.48	VAR.	193.00	48.11	0.61	
COUNTY SUBTOTALS:							44659.35	11707.55	147.53	
0.118	0.500	3		OUACHITA	RT. OF C.L. HWY. 7, SEC. 3	2016.96	8.00	1792.85	448.21	5.65
0.500	0.541	3			RT. OF C.L. HWY. 7, SEC. 3	216.48	VAR.	193.00	48.11	0.61
0.613	0.731	3			RT. OF C.L. HWY. 7, SEC. 3	623.04	8.00	553.81	138.45	1.74
0.740	1.062	3			RT. OF C.L. HWY. 7, SEC. 3	1700.16	8.00	1511.25	377.81	4.76
1.079	1.193	3			RT. OF C.L. HWY. 7, SEC. 3	601.92	8.00	535.04	133.76	1.69
1.193	1.234	3			RT. OF C.L. HWY. 7, SEC. 3	216.48	VAR.	214.11	48.11	0.61
1.364	1.405	3			LT. OF C.L. HWY. 7, SEC. 3	216.48	VAR.	193.00	48.11	0.61
1.405	1.410	3			LT. OF C.L. HWY. 7, SEC. 3	26.40	8.00	23.47	5.87	0.07
10.890	11.006	4			RT. OF C.L. HWY. 7, SEC. 3	612.48	8.00	544.43	136.11	1.71
11.014	11.476	4			RT. OF C.L. HWY. 7, SEC. 3	2439.36	8.00	2168.32	542.08	6.83
11.482	11.925	4			RT. OF C.L. HWY. 7, SEC. 3	2339.04	8.00	2079.15	519.79	6.55
11.932	12.460	4		LT. OF C.L. HWY. 7, SEC. 3	2787.84	8.00	2478.08	619.52	7.81	
COUNTY SUBTOTALS:							12286.51	3065.93	38.64	
TOTALS:							56945.86	14773.48	186.17	

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

WIRE ROPE SAFETY FENCE

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF (POST REPAIR)	
					LIN. FT.	EACH	LUMP SUM	EACH	
0.210	0.524	1	UNION	RT. OF C.L. HWY. 7, SEC. 2	1658	2			
0.534	0.600	1		LT. OF C.L. HWY. 7, SEC. 2	348	2			
0.613	0.825	1		LT. OF C.L. HWY. 7, SEC. 2	1119	2			
0.910	1.192	1		LT. OF C.L. HWY. 7, SEC. 2	1489	2			
1.204	1.706	1		LT. OF C.L. HWY. 7, SEC. 2	2651	2			
1.719	2.124	1		LT. OF C.L. HWY. 7, SEC. 2	2138	2			
2.137	2.517	1		LT. OF C.L. HWY. 7, SEC. 2	2006	2			
2.531	2.840	1		RT. OF C.L. HWY. 7, SEC. 2	1632	2			
3.030	3.145	2		RT. OF C.L. HWY. 7, SEC. 2	607	2			
3.266	3.376	2		LT. OF C.L. HWY. 7, SEC. 2	581	2			
3.385	3.618	2		LT. OF C.L. HWY. 7, SEC. 2	1230	2			
3.609	3.799	2		RT. OF C.L. HWY. 7, SEC. 2	1003	2			
3.811	4.058	2		RT. OF C.L. HWY. 7, SEC. 2	1304	2			
4.068	4.412	2		RT. OF C.L. HWY. 7, SEC. 2	1816	2			
4.421	4.832	2		LT. OF C.L. HWY. 7, SEC. 2	2170	2			
4.841	5.305	2		RT. OF C.L. HWY. 7, SEC. 2	2450	2			
5.314	5.671	2		RT. OF C.L. HWY. 7, SEC. 2	1885	2			
5.682	6.197	2		LT. OF C.L. HWY. 7, SEC. 2	2719	2			
6.208	6.686	2		LT. OF C.L. HWY. 7, SEC. 2	2524	2			
6.695	7.148	2		LT. OF C.L. HWY. 7, SEC. 2	2392	2			
7.158	7.544	2		LT. OF C.L. HWY. 7, SEC. 2	2038	2			
7.583	7.667	2		RT. OF C.L. HWY. 7, SEC. 2	444	2			
7.678	8.180	2		RT. OF C.L. HWY. 7, SEC. 2	2651	2			
8.970	9.396	3		RT. OF C.L. HWY. 7, SEC. 2	2249	2			
9.406	9.755	3		RT. OF C.L. HWY. 7, SEC. 2	1843	2			
9.769	10.183	3		RT. OF C.L. HWY. 7, SEC. 2	2186	2			
10.194	10.590	3		RT. OF C.L. HWY. 7, SEC. 2	2091	2			
10.600	10.985	3		LT. OF C.L. HWY. 7, SEC. 2	2033	2			
10.997	11.308	3		LT. OF C.L. HWY. 7, SEC. 2	1642	2			
11.319	11.339	3		RT. OF C.L. HWY. 7, SEC. 2	106	2			
11.358	11.626	3		RT. OF C.L. HWY. 7, SEC. 2	1415	2			
11.636	11.684	3		LT. OF C.L. HWY. 7, SEC. 2	253	2			
COUNTY SUBTOTALS:					52673	64			
0.118	0.541	3		OUACHITA	RT. OF C.L. HWY. 7, SEC. 3	2233	2		
0.613	0.731	3			RT. OF C.L. HWY. 7, SEC. 3	623	2		
0.740	1.062	3			RT. OF C.L. HWY. 7, SEC. 3	1700	2		
1.079	1.234	3			RT. OF C.L. HWY. 7, SEC. 3	818	2		
1.364	1.410	3			LT. OF C.L. HWY. 7, SEC. 3	243	2		
10.890	11.006	4			RT. OF C.L. HWY. 7, SEC. 3	612	2		
11.014	11.476	4			RT. OF C.L. HWY. 7, SEC. 3	2439	2		
11.482	11.925	4		RT. OF C.L. HWY. 7, SEC. 3	2339	2			
11.932	12.460	4		LT. OF C.L. HWY. 7, SEC. 3	2788	2			
COUNTY SUBTOTALS:					13795	18			
TOTALS:					66468	82	1.00	50	

* THIS ITEM IS SHOWN FOR INFORMATION ONLY.
** QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	25	28
QUANTITIES						



Digitally signed by Thomas N. Taegtmeier
Date: 2024.05.30

BASE AND SURFACING - ADDITIONAL FOR GUARDRAIL WIDENING

LOG MILE	LOG MILE	SITE NUMBER	COUNTY	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")				
						TON / STATION	TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON	
3.127	3.167	2	UNION	HWY. 7, SEC. 2 - LT. OF R.M.L.	211.20	40.00	84.48	VAR.	26067	220.00	28.67	
3.243	3.267	2		HWY. 7, SEC. 2 - LT. OF L.M.L.	126.72	40.00	50.69	VAR.	15020	220.00	16.52	
3.243	3.284	2		HWY. 7, SEC. 2 - RT. OF L.M.L.	216.48	40.00	86.59	VAR.	27577	220.00	30.33	
11.279	11.339	3		HWY. 7, SEC. 2 - RT. OF R.M.L.	316.80	40.00	126.72	5.50	19360	220.00	21.30	
11.324	11.339	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	79.20	40.00	31.68	5.50	48.40	220.00	5.32	
11.324	11.339	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	79.20	40.00	31.68	5.50	48.40	220.00	5.32	
11.333	11.339	3		HWY. 7, SEC. 2 - LT. OF R.M.L.	31.68	40.00	12.67	3.50	12.32	220.00	1.36	
11.358	11.413	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	316.80	40.00	126.72	5.50	19360	220.00	21.30	
11.358	11.427	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
11.639	11.690	3		HWY. 7, SEC. 2 - RT. OF R.M.L.	269.28	40.00	107.71	5.50	16456	220.00	18.10	
11.643	11.690	3		HWY. 7, SEC. 2 - LT. OF R.M.L.	248.16	40.00	99.26	5.50	15165	220.00	16.68	
11.664	11.690	3		HWY. 7, SEC. 2 - LT. OF L.M.L.	137.28	40.00	54.91	3.50	53.39	220.00	5.87	
11.664	11.690	3		HWY. 7, SEC. 2 - RT. OF L.M.L.	137.28	40.00	54.91	5.50	83.89	220.00	9.23	
* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.									51.00	93.00	10.00	
COUNTY SUBTOTALS:							1064.75			1952.09		214.49
0.038	0.090	3	OUACHITA	HWY. 7, SEC. 3 - LT. OF R.M.L.	274.56	40.00	109.82	5.50	16779	220.00	18.46	
0.038	0.090	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	274.56	40.00	109.82	5.50	16779	220.00	18.46	
0.038	0.090	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	274.56	40.00	109.82	5.50	16779	220.00	18.46	
0.038	0.090	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	274.56	40.00	109.82	5.50	16779	220.00	18.46	
0.118	0.176	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	316.80	40.00	126.72	5.50	19360	220.00	21.30	
0.118	0.187	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
0.523	0.592	3		HWY. 7, SEC. 3 - LT. OF R.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
0.541	0.592	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	269.28	40.00	107.71	5.50	16456	220.00	18.10	
0.613	0.664	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	269.28	40.00	107.71	5.50	16456	220.00	18.10	
0.613	0.682	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
1.216	1.285	3		HWY. 7, SEC. 3 - LT. OF R.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
1.244	1.285	3		HWY. 7, SEC. 3 - RT. OF R.M.L.	216.48	40.00	86.59	5.50	13229	220.00	14.55	
1.313	1.373	3		HWY. 7, SEC. 3 - LT. OF L.M.L.	316.80	40.00	126.72	5.50	19360	220.00	21.30	
1.313	1.382	3		HWY. 7, SEC. 3 - RT. OF L.M.L.	364.32	40.00	145.73	5.50	22264	220.00	24.49	
* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.									86.00	13200	14.00	
COUNTY SUBTOTALS:							1809.38			2764.97		303.64
TOTALS:							2874.13			4717.06		518.13

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.1% MIN. AGGR.....5.9% ASPHALT BINDER

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	26	28
SUMMARY OF QUANTITIES AND REVISIONS						



Digitally signed by Thomas N. Taegtmeier
Date: 2024.06.17

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	22	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	4925	LIN. FT.
SP, SS, & 210	UNCLASSIFIED EXCAVATION	368	CU. YD.
SP & 210	COMPACTED EMBANKMENT	820	CU. YD.
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	2874	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	487	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	31	TON
SP, SS, & 504	APPROACH GUTTERS	214.14	CU. YD.
601	MOBILIZATION	1.00	LUMP SUM
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1473	SQ. FT.
SS & 604	TRAFFIC DRUMS	494	EACH
SS & 604	ADVANCE WARNING ARROW PANEL	130	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	56	WEEK
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	56946	SQ. YD.
SS & 617	GUARDRAIL (TYPE A)	5500	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	4	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	19	EACH
SS & 617	THREE BEAM GUARDRAIL TERMINAL	31	EACH
SP	WIRE ROPE SAFETY FENCE	66468	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	EACH
620	LIME	10	TON
620	SEEDING	5.22	ACRE
SS & 620	MULCH COVER	18.35	ACRE
620	WATER	986.2	M. GAL.
621	TEMPORARY SEEDING	13.13	ACRE
621	SAND BAG DITCH CHECKS	1320	BAG
621	DROP INLET SILT FENCE	1500	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	91	CU. YD.
SS & 621	FILTER SOCK (18")	17705	LIN. FT.
623	SECOND SEEDING APPLICATION	5.22	ACRE
624	SOLID SODDING	14773	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 734	BRIDGE END TERMINAL	1	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	20982	POUND

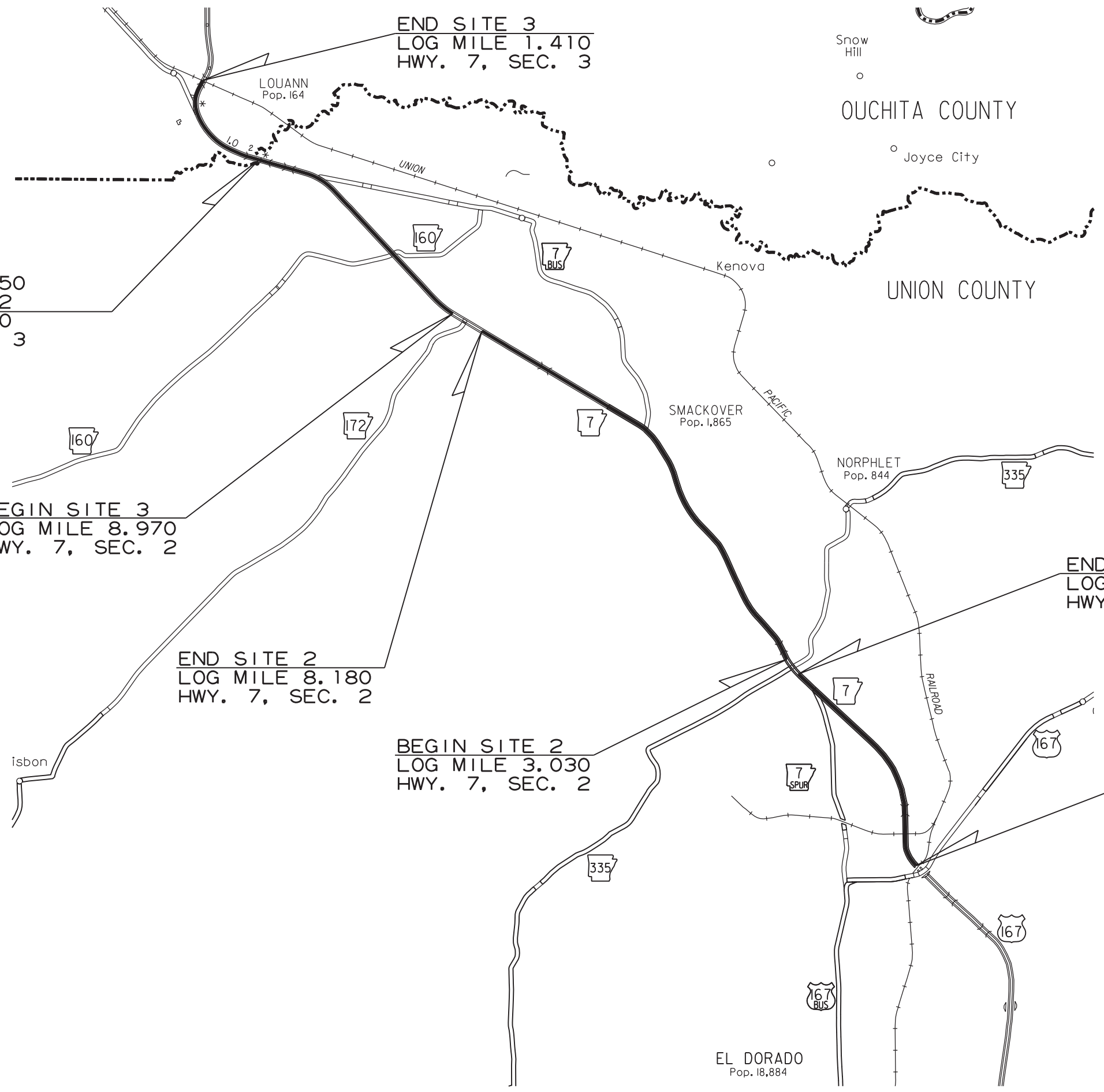
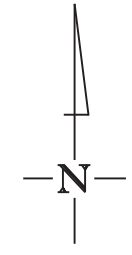
REVISIONS

DATE	REVISION	SHEET NUMBER

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	27	28
OUACHITA AND UNION COUNTY PLAN						



Digitally signed by Thomas N. Taegtmeier
Date: 2024.05.30



END SITE 3
LOG MILE 1.410
HWY. 7, SEC. 3

LOG MILE 11.750
HWY. 7, SEC. 2
LOG MILE 0.000
HWY. 7, SEC. 3

BEGIN SITE 3
LOG MILE 8.970
HWY. 7, SEC. 2

END SITE 2
LOG MILE 8.180
HWY. 7, SEC. 2

BEGIN SITE 2
LOG MILE 3.030
HWY. 7, SEC. 2

END SITE 1
LOG MILE 2.840
HWY. 7, SEC. 2

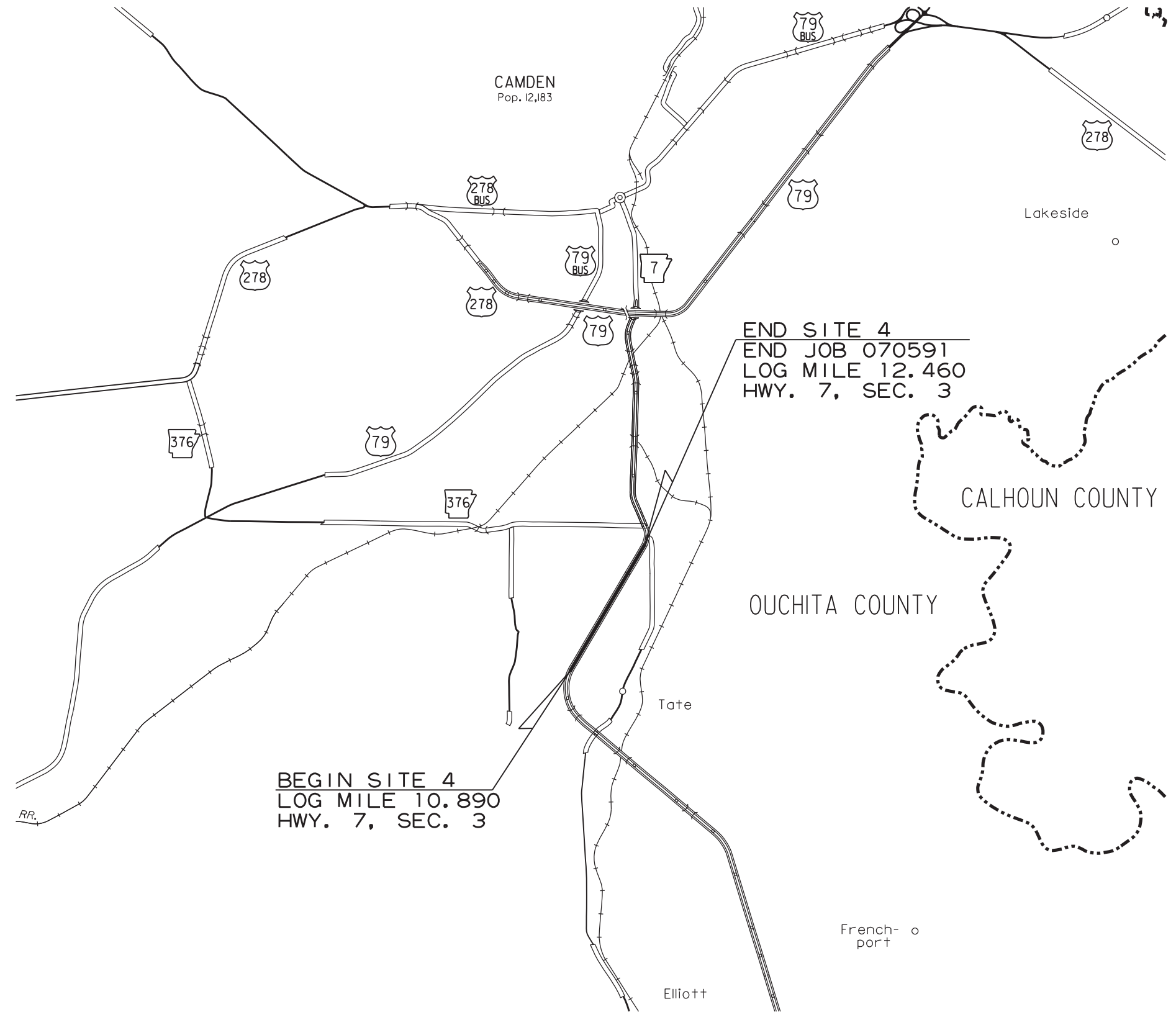
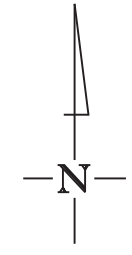
BEGIN SITE 1
BEGIN JOB 070591
LOG MILE 0.210
HWY. 7, SEC. 2

DATE & TIME: 5/30/2024 11:44:11 AM
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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	070591	28	28
OUACHITA COUNTY PLAN						



Digitally signed by Thomas N. Taegtmeier
Date: 2024.05.30



END SITE 4
END JOB 070591
LOG MILE 12.460
HWY. 7, SEC. 3

BEGIN SITE 4
LOG MILE 10.890
HWY. 7, SEC. 3

CALHOUN COUNTY

OUCHITA COUNTY

CAMDEN
Pop. 12,183

Lakeside

Tate

French-
port

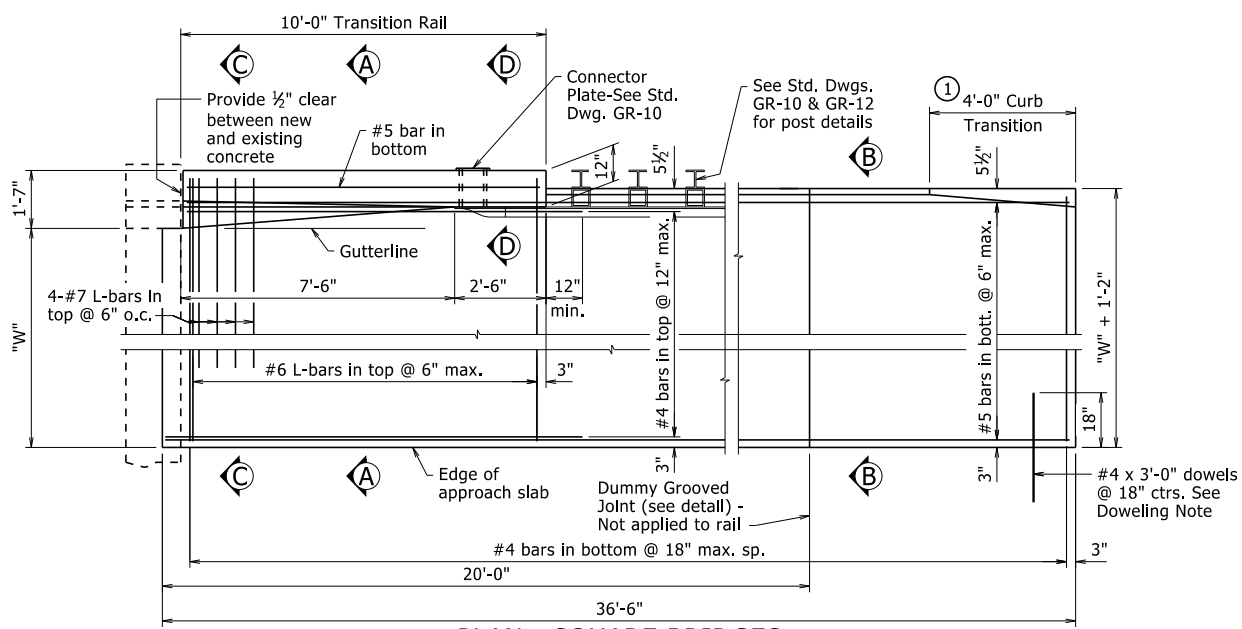
Elliott

RR.

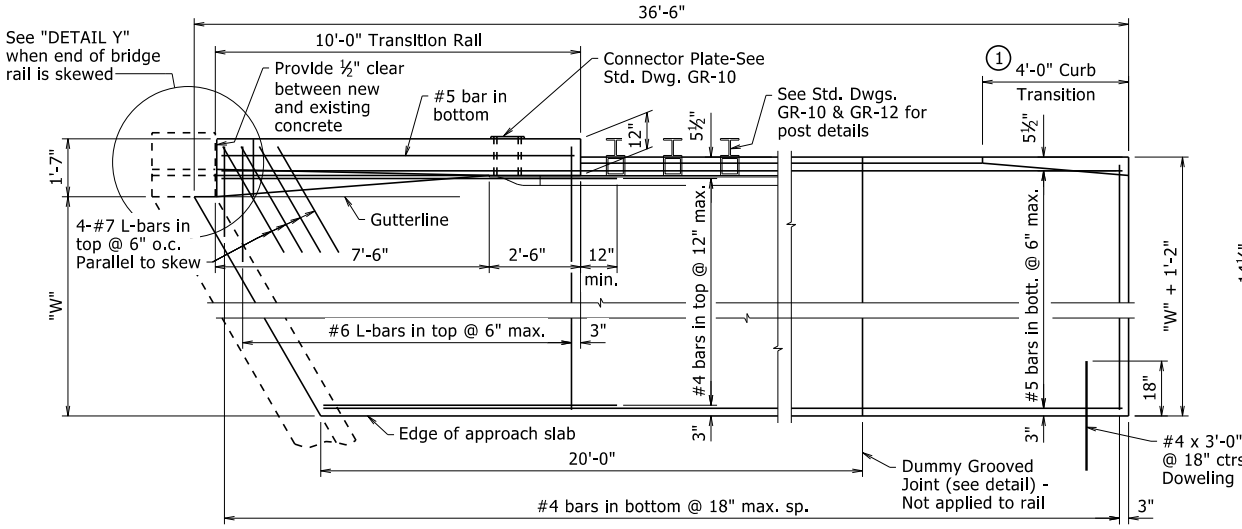
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11/7/19				6	ARK.			
				JOB NO.				

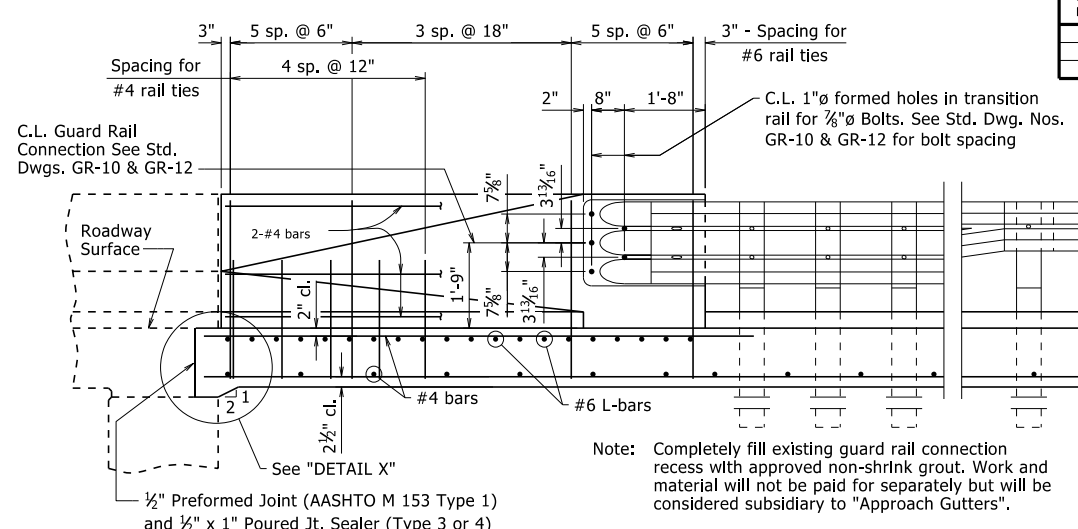
- TYPE PT GUTTERS - 55035



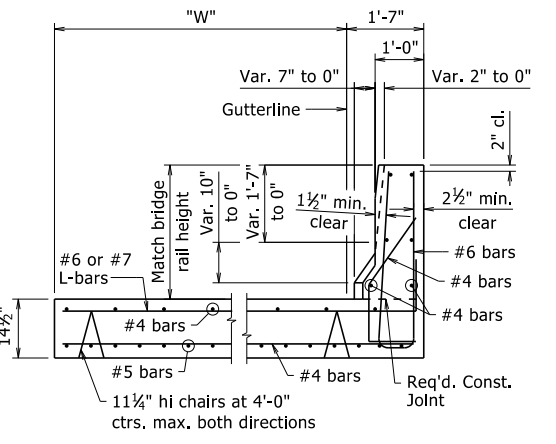
PLAN - SQUARE BRIDGES
3/8" = 1'-0"



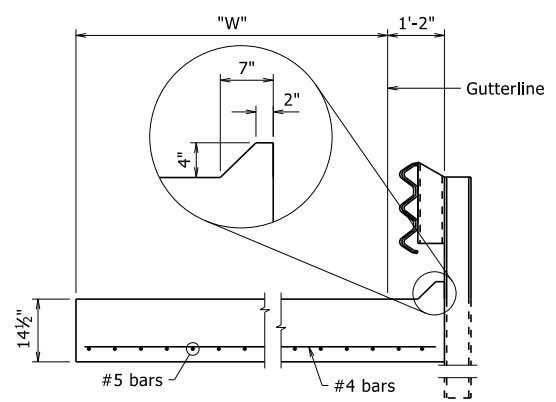
PLAN - SKEWED BRIDGES
3/8" = 1'-0"



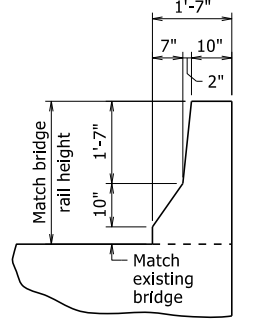
LONGITUDINAL SECTION THRU GUTTER
1/2" = 1'-0"



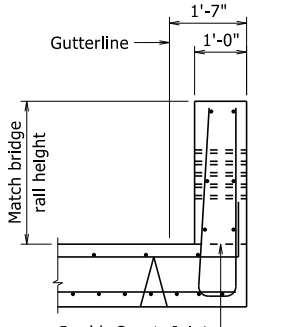
SECTION A-A
1/2" = 1'-0"



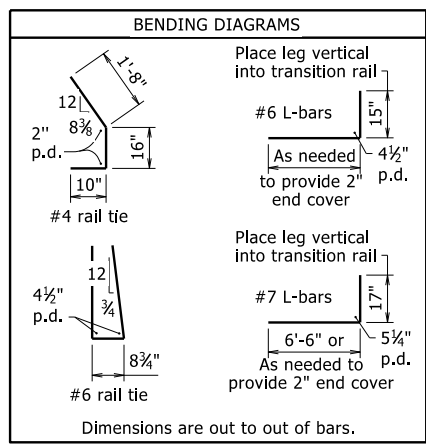
SECTION B-B
1/2" = 1'-0"



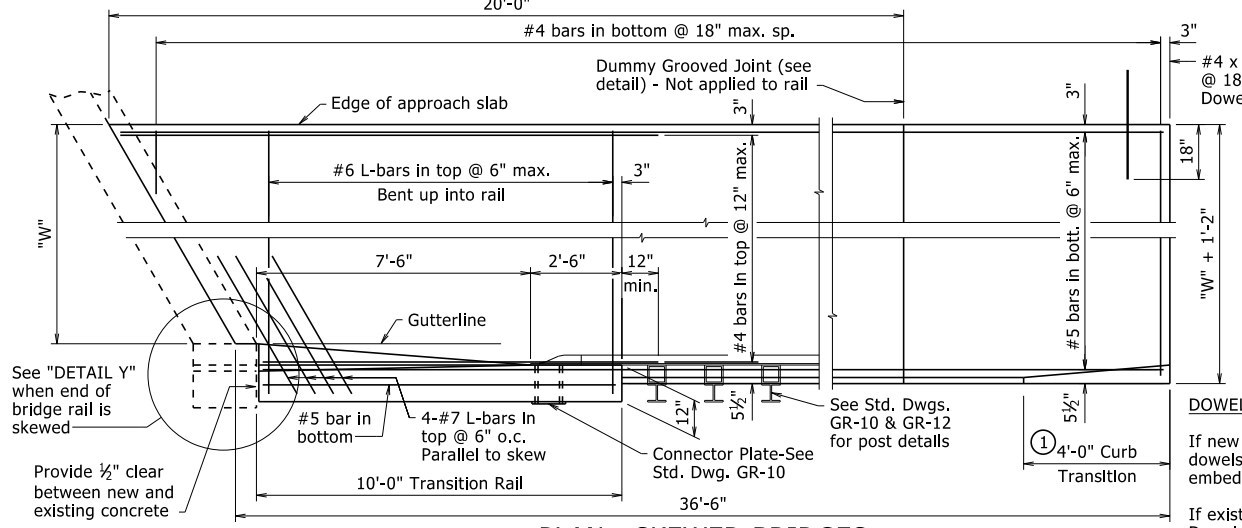
SECTION C-C
At End of Transition Rail
1/2" = 1'-0"



SECTION D-D
1/2" = 1'-0"



Revised and Redrawn. By: TMG
Checked By: CRE 11/7/2019

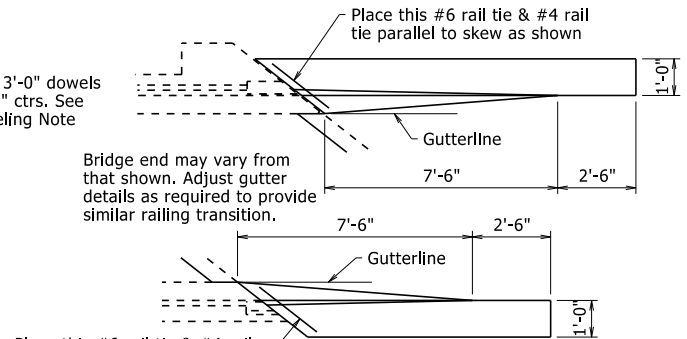


DUMMY GROOVED JOINT
No Scale

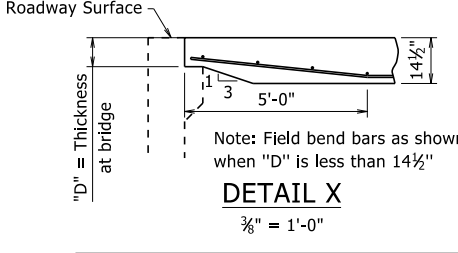
DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.
If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.



DETAIL Y
No Scale



DETAIL X
3/8" = 1'-0"

GENERAL NOTES

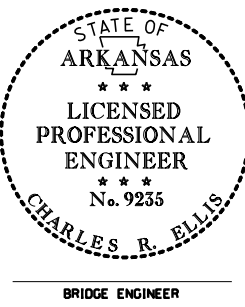
Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.
Reinforcing steel shall be Grade 60 (fy = 60,000 psi.) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.
Approach gutters will be measured and paid for in accordance with Section 504.
Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters".
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.
When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER
(For Information Only)

Concrete (cu. yd.)	("W" x 1.63) + 3.24
Reinforcing Steel (lb.)	("W" x 129) + 461

Variables: Units of "W" and "L" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

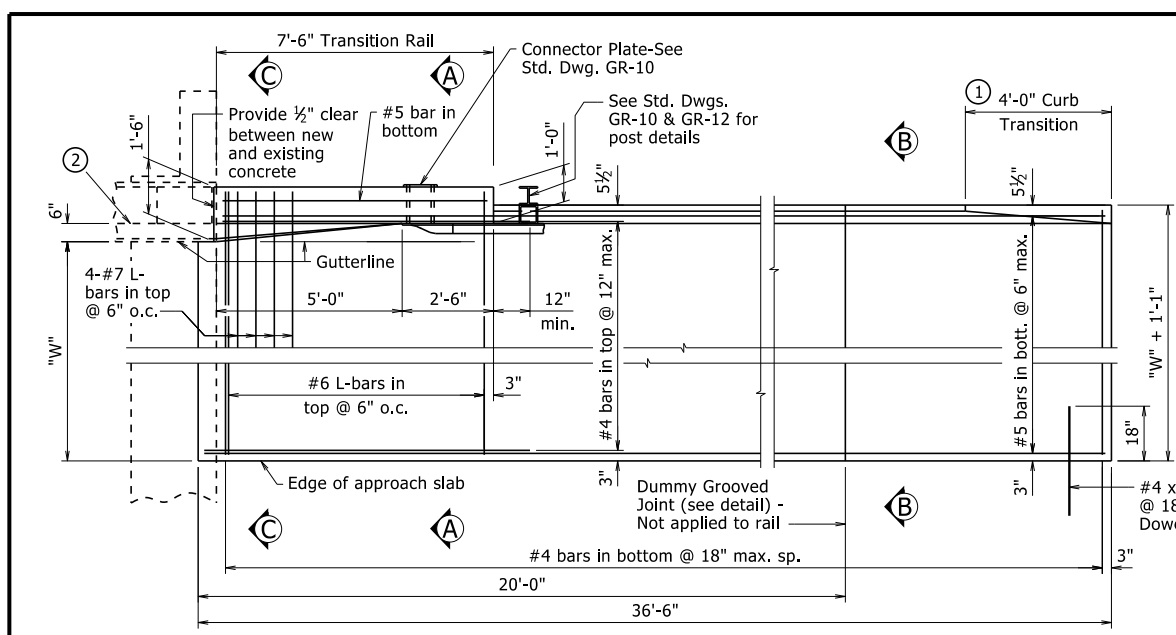


STANDARD DETAILS FOR TYPE 'PT' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)
ROUTE _____ SEC. _____
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: KDH DATE: 2/27/2014 FILENAME: b55035.dgn
CHECKED BY: KWKY DATE: 2/27/2014 SCALE: AS NOTED
DESIGNED BY: STD DATE: -
DRAWING NO. 55035

PRINT DATE: 11/20/2019

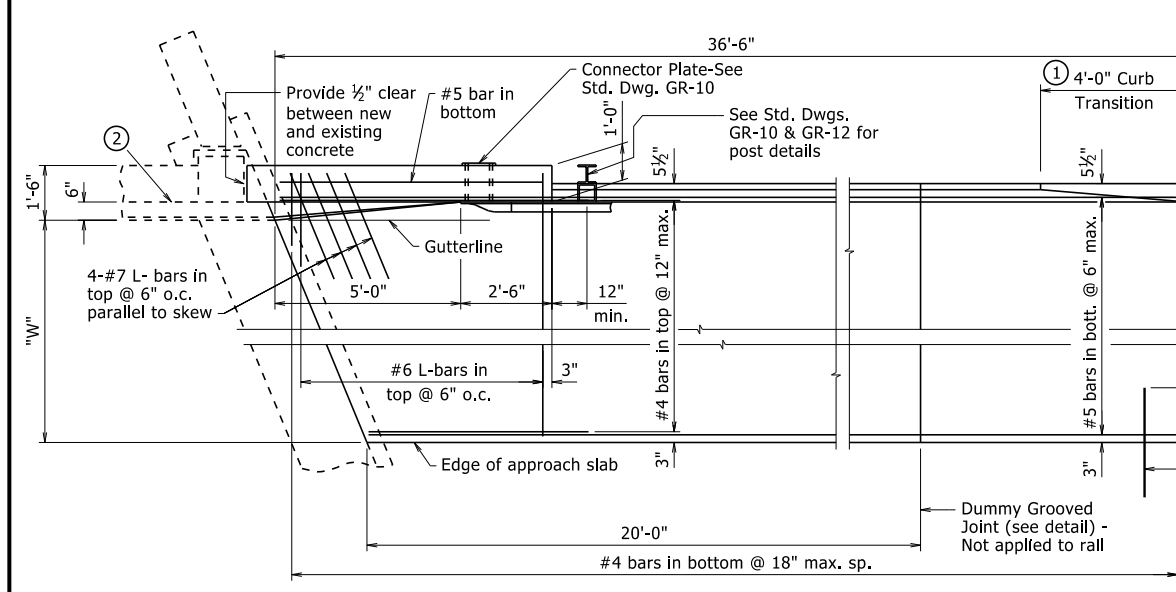
This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 7, 2019. This copy is not a signed and sealed document.

DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11/7/19				6	ARK.			
				JOB NO.		- TYPE AT GUTTERS - 55036		

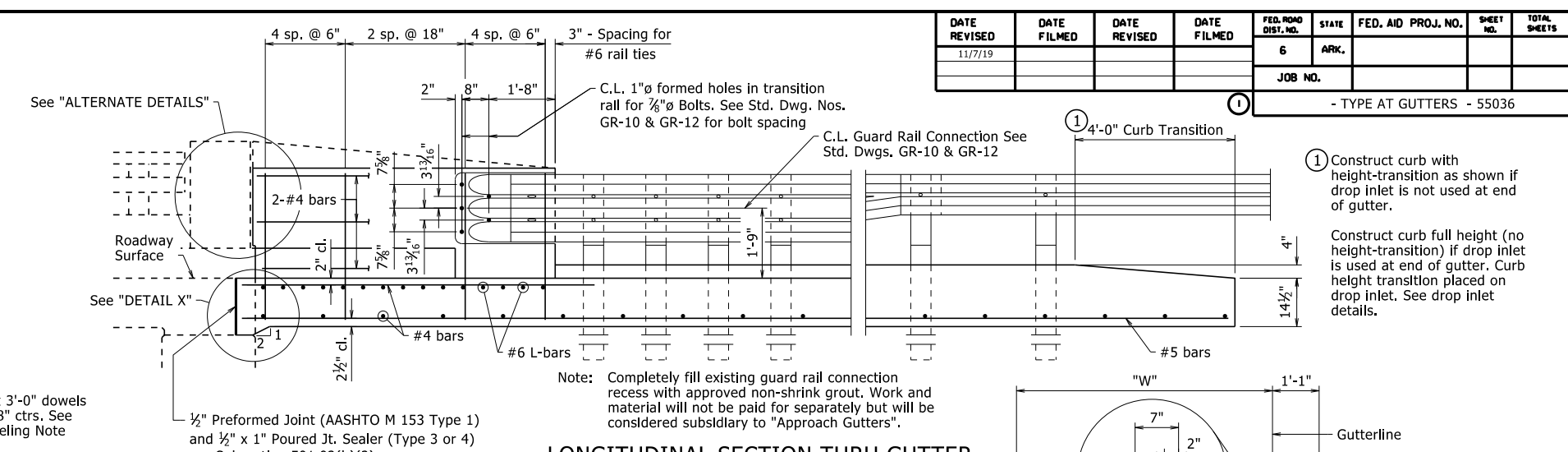


PLAN - SQUARE BRIDGES
3/8" = 1'-0"

② Front face of concrete wall (Type A Rail) or front face of metal pipe or tubing (Types B, C, D or E Rail).

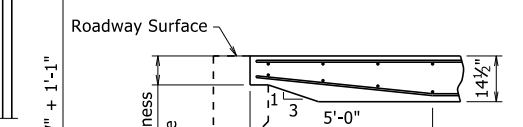


PLAN - SKEWED BRIDGES
3/8" = 1'-0"

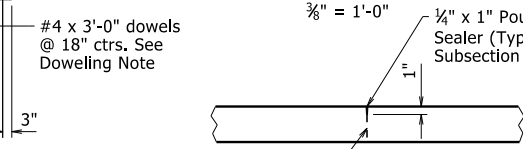


LONGITUDINAL SECTION THRU GUTTER
1/2" = 1'-0"

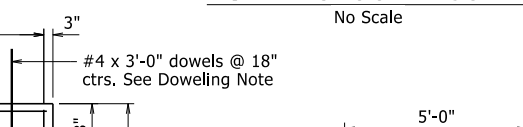
DOWELING NOTES
If new approach slab is used: Place dowels into approach slab using 18" embedment.
If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".
Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.



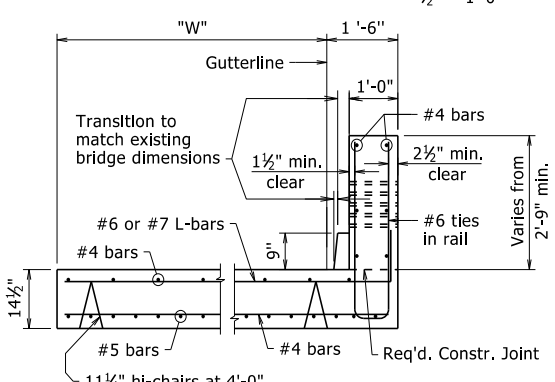
DETAIL X
3/8" = 1'-0"



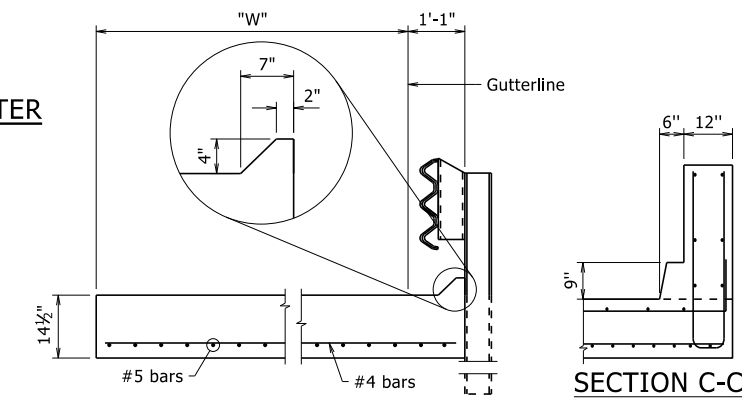
DUMMY GROOVED JOINT
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ALTERNATE DETAILS
NO SCALE

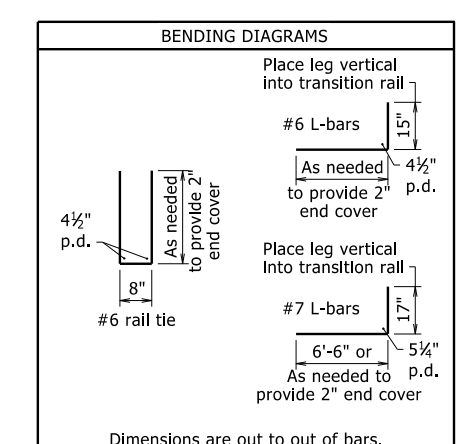


SECTION A-A
1/2" = 1'-0"

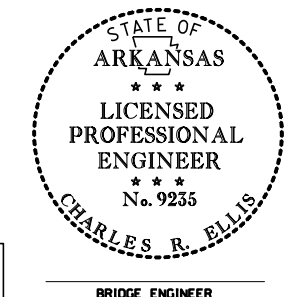


SECTION B-B
1/2" = 1'-0"

SECTION C-C
At End of Transition Rail
1/2" = 1'-0"



Revised and Redrawn. By: TMG
Checked By: CRE 11/7/2019



GENERAL NOTES
Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.
Reinforcing steel shall be Grade 60 (fy = 60,000 psi.) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.
Approach gutters will be measured and paid for in accordance with Section 504.
Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters".
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.
When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER
(For Information Only)

Concrete (cu. yd.)	("W" x 1.65) + 2.80
Reinforcing Steel (lb.)	("W" x 128.1) + 318.5

Variables: Units of "W" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

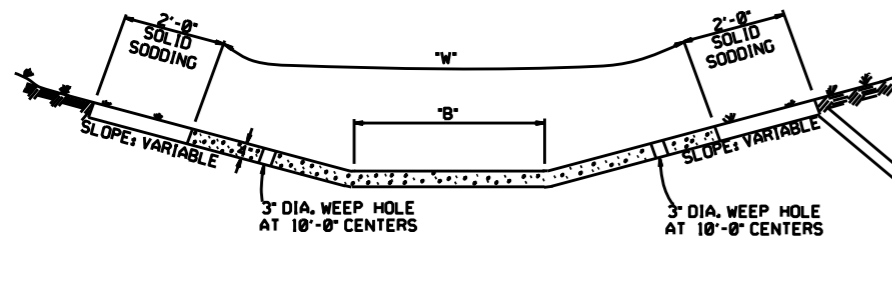
STANDARD DETAILS FOR TYPE 'A' APPROACH GUTTERS (BRIDGES WITH 6" CURBS & TYPE A, B, C, D OR E RAILING)
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2/27/2014 FILENAME: b55036.dgn
CHECKED BY: KWH DATE: 2/27/2014 SCALE: AS NOTED
DESIGNED BY: STD. DATE: -
DRAWING NO. 55036

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

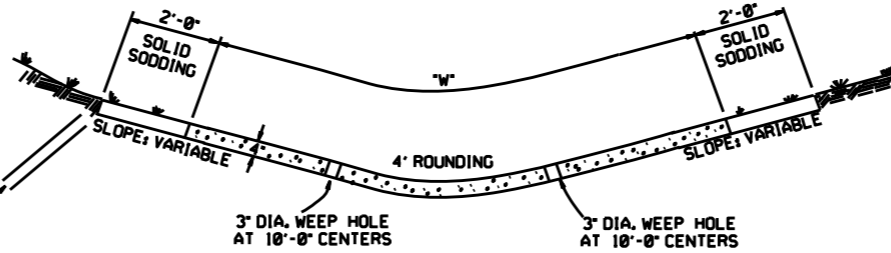
PRINT DATE: 11/20/2019

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



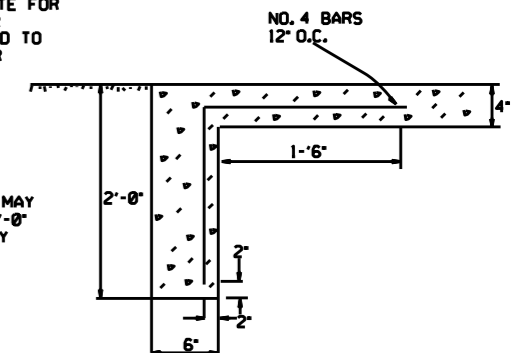
TYPE A

REFER TO TABULATION OF QUANTITIES FOR "W" DIMENSIONS



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."



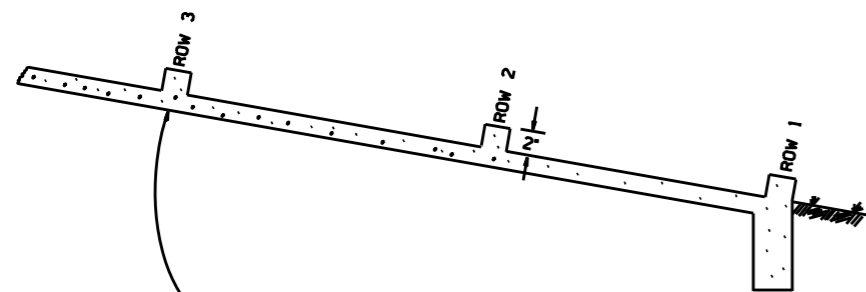
TOE WALL DETAIL FOR CONCRETE DITCH PAVING

GENERAL NOTES:

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

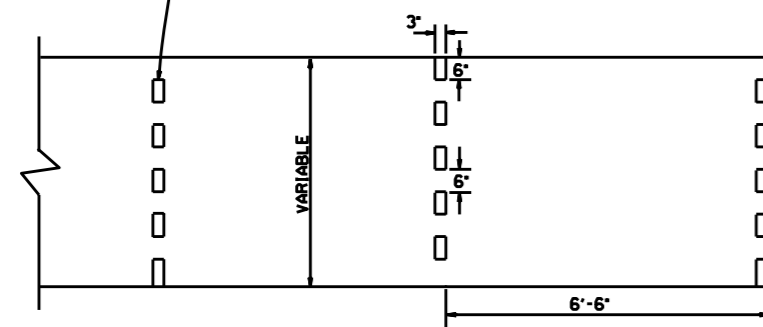
SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

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



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

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



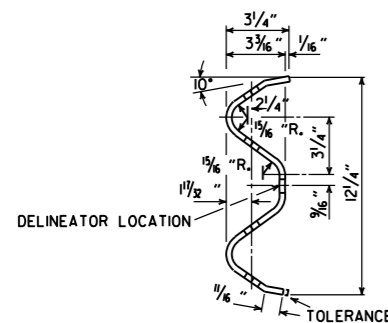
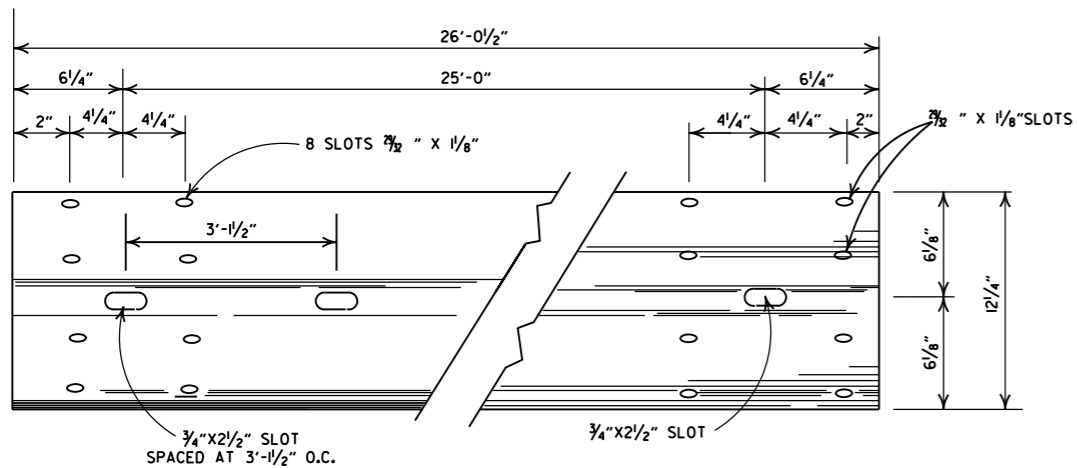
ENERGY DISSIPATORS
(NO SCALE)

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
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.	632-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	639-12-1-86
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
	DATE	REVISION
		DATE FILM'D

ARKANSAS STATE HIGHWAY COMMISSION

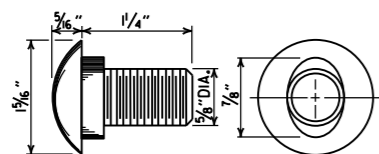
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1

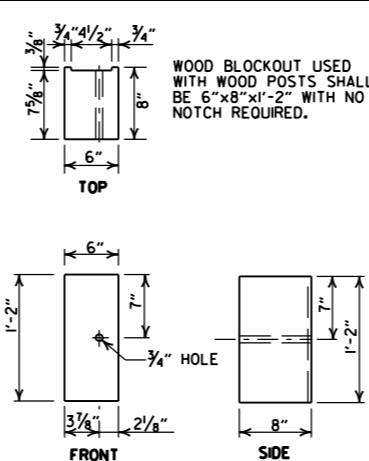
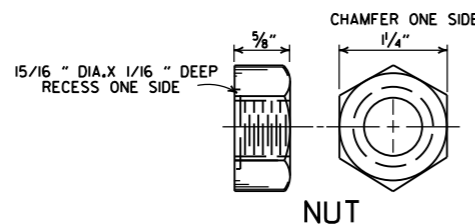
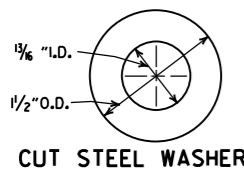


DETAILS OF W-BEAM GUARDRAIL

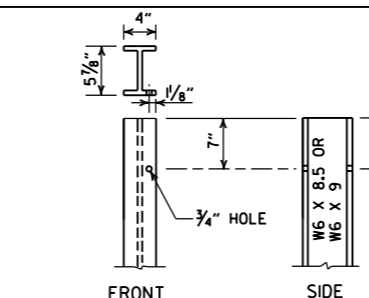
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



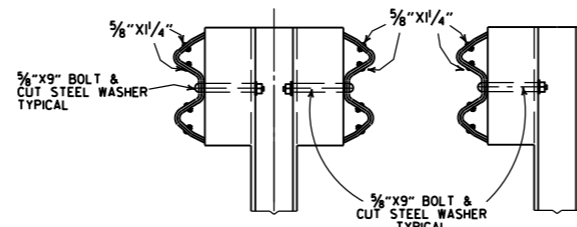
**SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH**



WOOD BLOCKOUT (W-BEAM)



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

WHERE W-BEAM GUARDRAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARDRAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

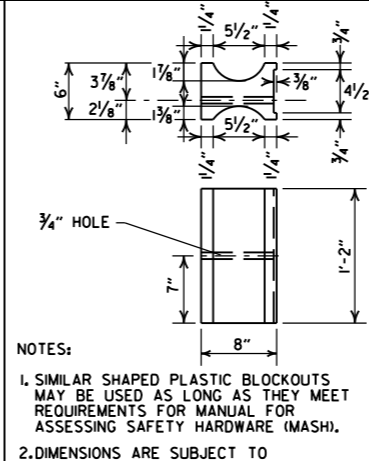
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

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

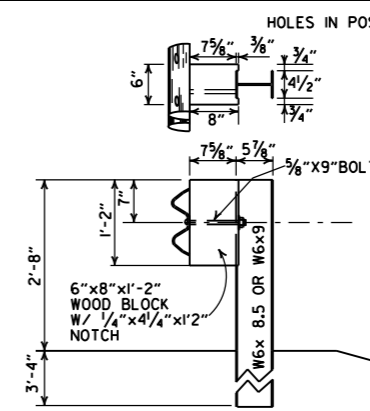
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

DELINATORS SHALL BE MOUNTED AT 37.5' SPACING ON THE FRONT FACE OF THE GUARDRAIL. SPACING MAY BE REDUCED IN CURVES, AS DIRECTED BY THE ENGINEER. 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 GUARDRAIL.



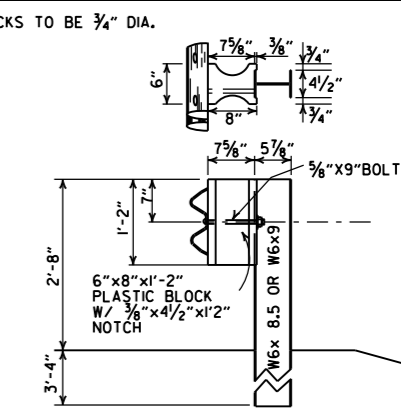
PLASTIC BLOCKOUT (W-BEAM)

NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

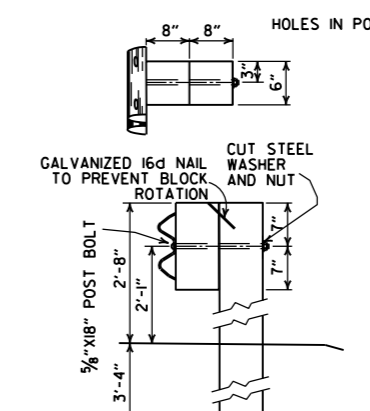


WOOD BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

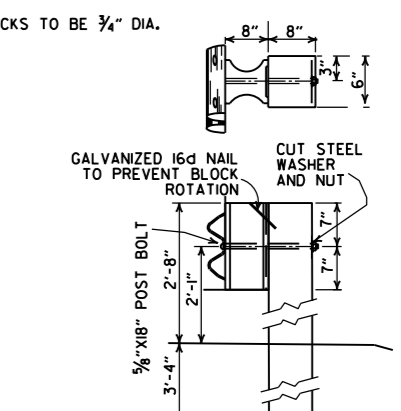


PLASTIC BLOCKOUT CONNECTIONS



WOOD BLOCKOUT CONNECTIONS

DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)



WOOD BLOCKOUT CONNECTIONS

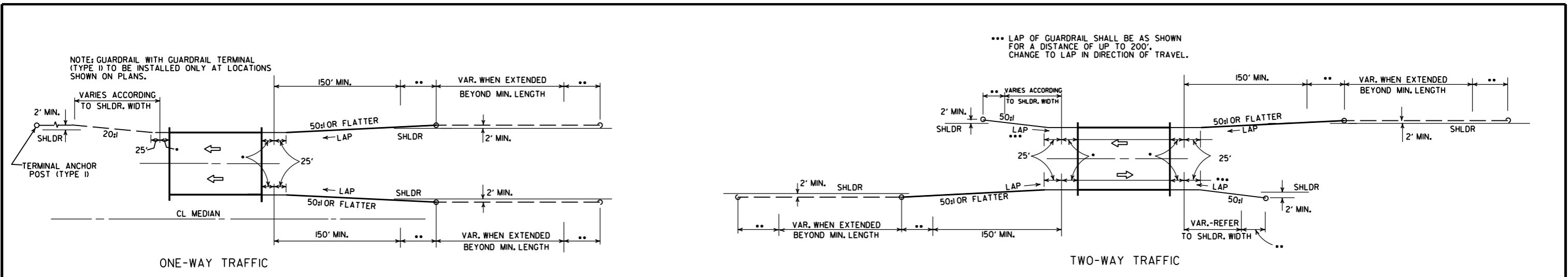
PLASTIC BLOCKOUT CONNECTIONS

05-19-22	REVISED GENERAL NOTES, ADDED DELINEATOR LOCATION.	
11-07-19	RENUMBERED AND RENAMED	
11-16-17	REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARDRAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARDRAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONC. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	FILMED

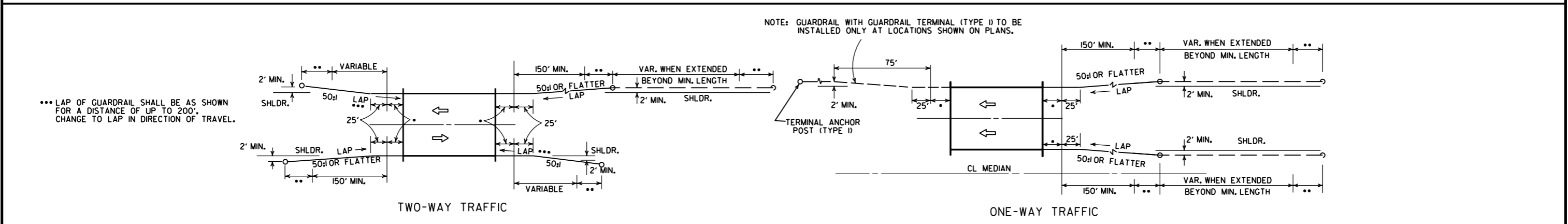
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

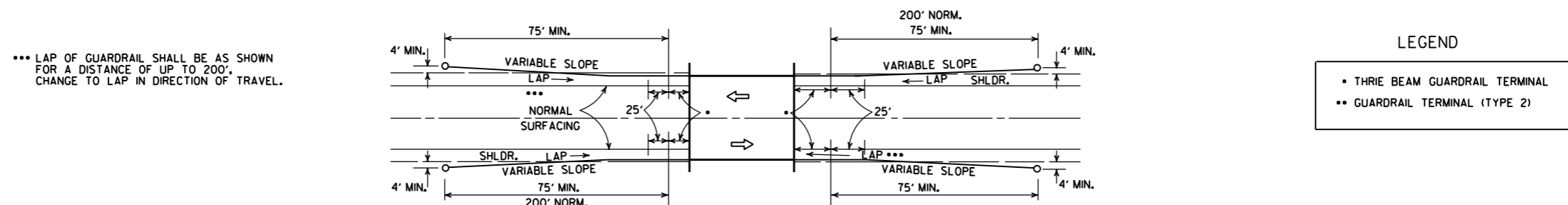
STANDARD DRAWING GR-6



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



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



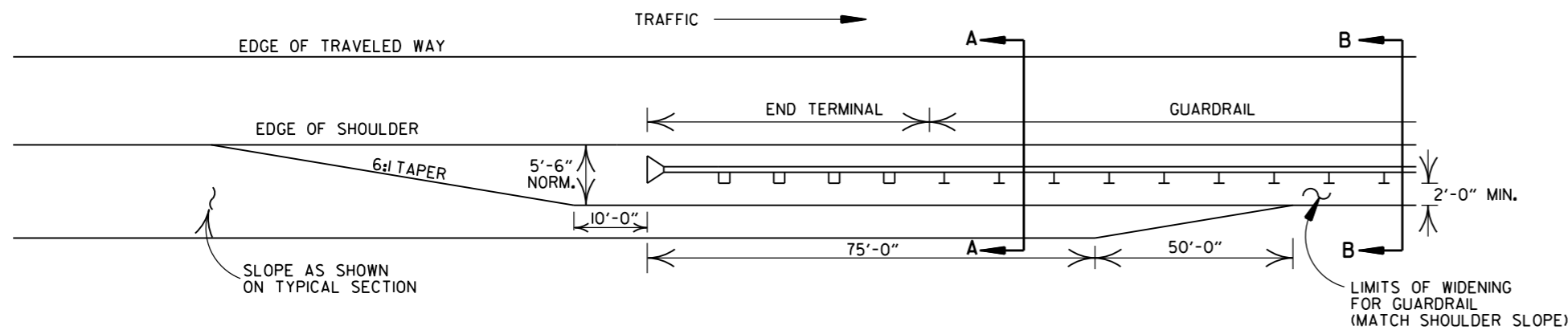
METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
10-9-87	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

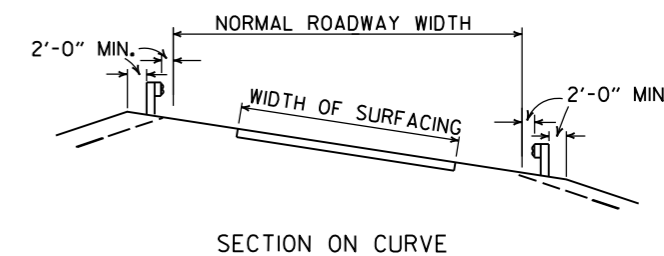
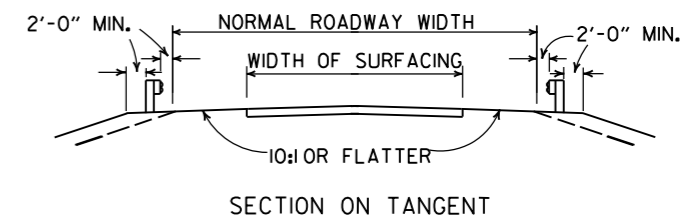
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

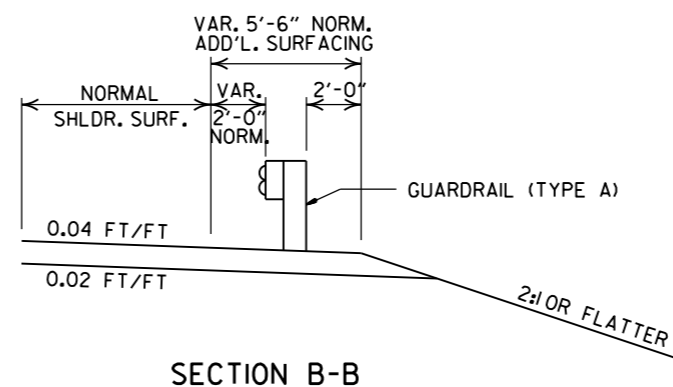
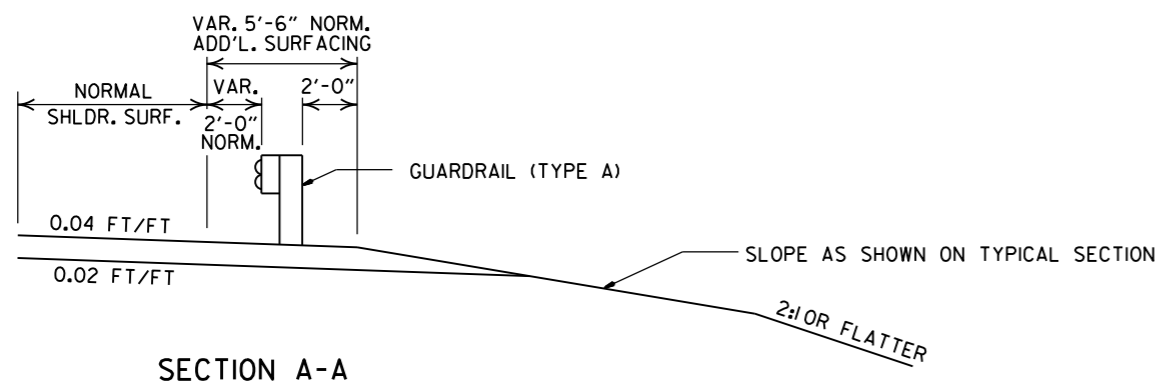
STANDARD DRAWING GR-8



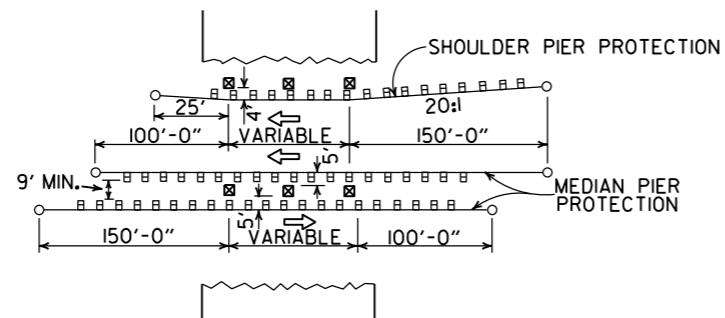
NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY



DETAILS OF WIDENING FOR GUARDRAIL



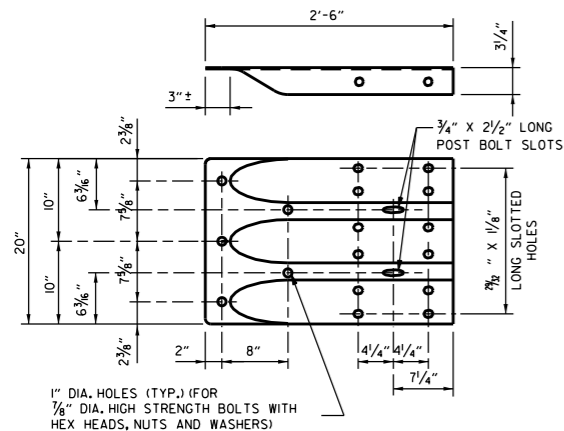
METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

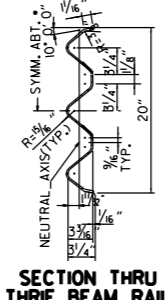
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

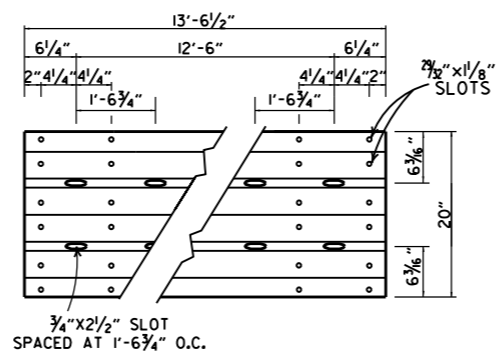
STANDARD DRAWING GR-9



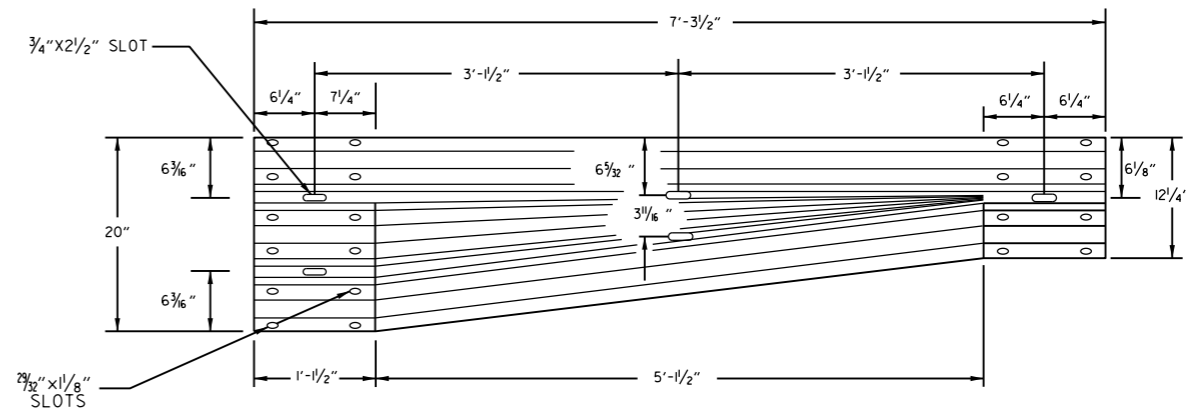
SPECIAL END SHOE



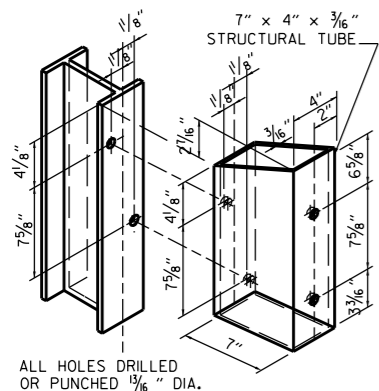
SECTION THRU THRIE BEAM RAIL



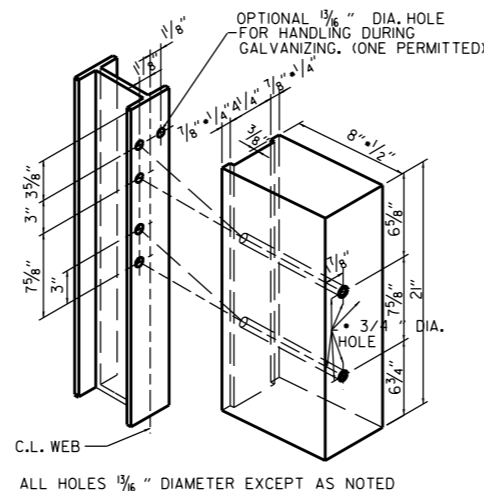
THRIE BEAM RAIL



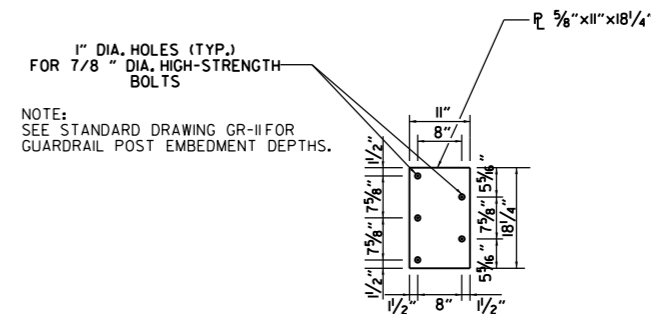
TRANSITION SECTION



STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

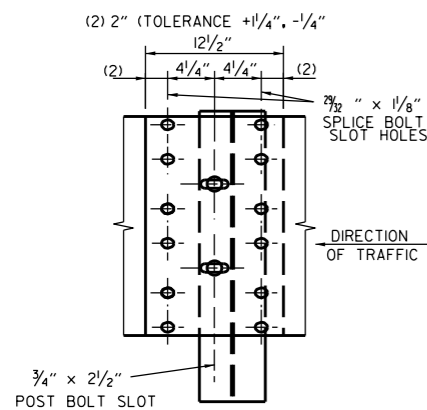


HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS



CONNECTOR PLATE

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



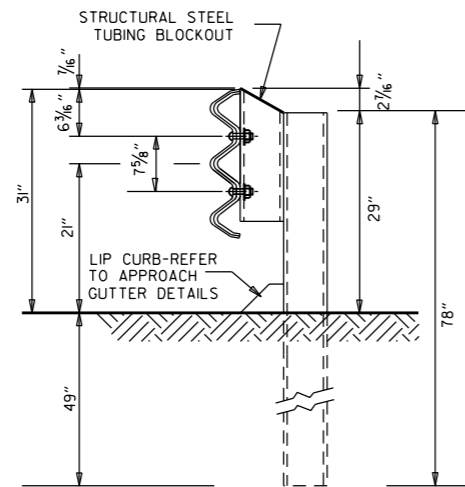
THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

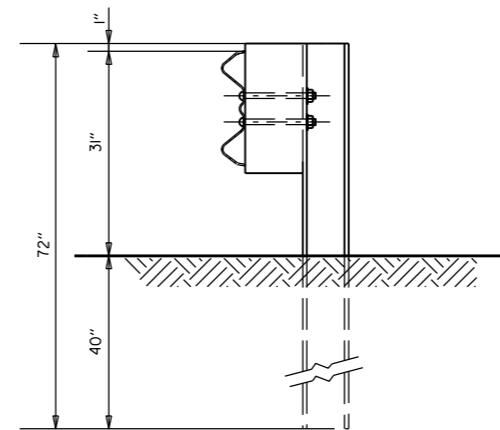
- THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.
- RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.
- ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3"4" BEYOND IT.
- ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.
- REFER TO STD. DRWG. GR-II FOR POST DETAILS.
- USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.
- THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.
- WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7F (1400 F) OR NO. 1 1350 F SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED AND REVISED REFERENCES	
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGE ENDS TO STD. DRWG. GR-12	
07-14-10	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	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

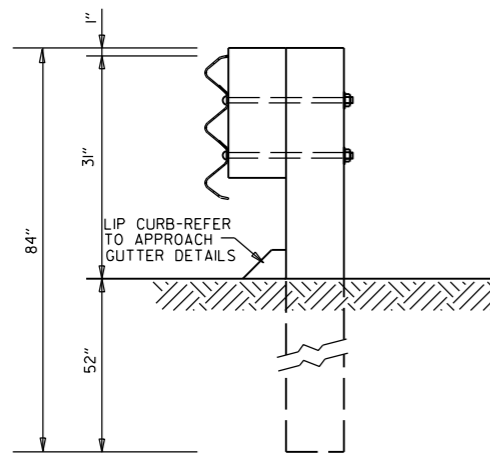
ARKANSAS STATE HIGHWAY COMMISSION
GUARDRAIL DETAILS
 STANDARD DRAWING GR-10



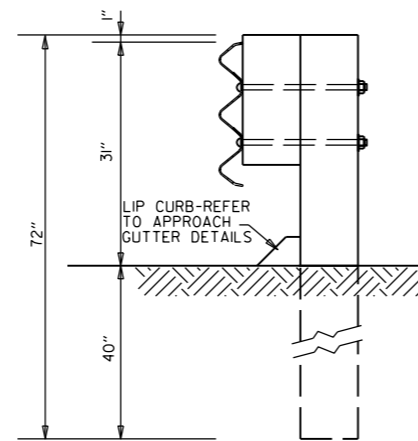
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



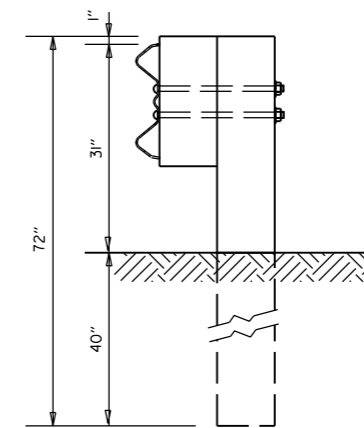
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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



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

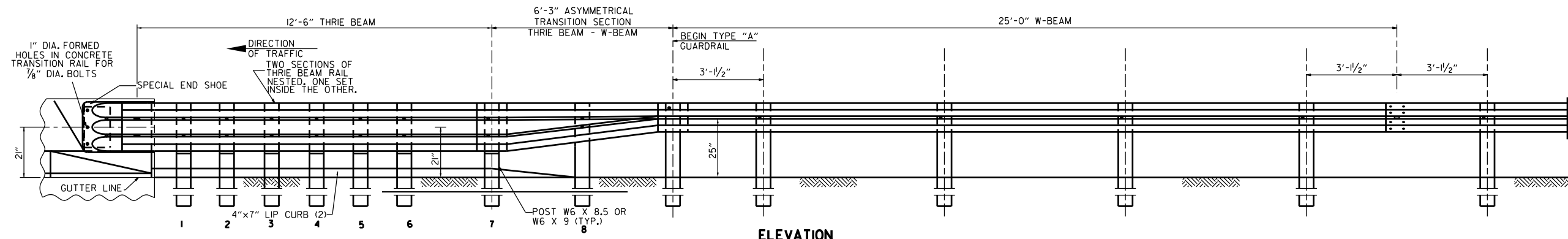


W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

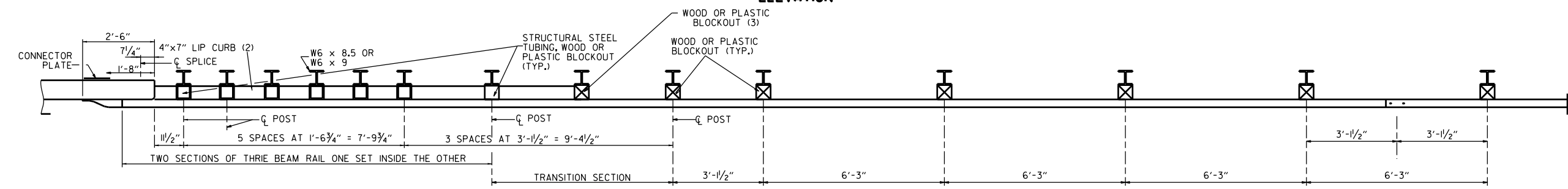
GENERAL NOTES:
RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND
VERTICALLY IN CROSS SECTION.

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

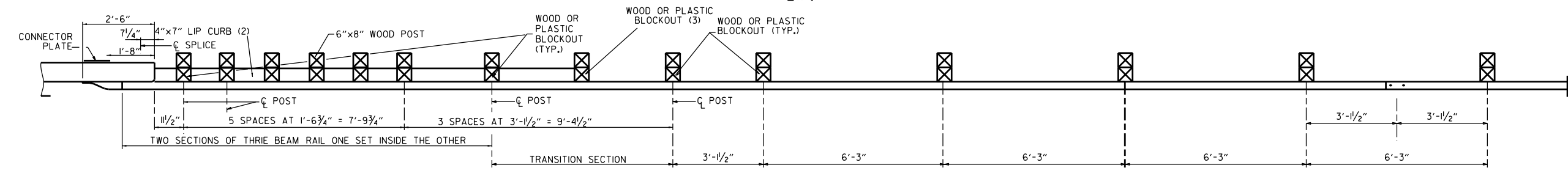
DATE	REVISION	FILMED	ARKANSAS STATE HIGHWAY COMMISSION
11-07-19	RENAMED		GUARDRAIL DETAILS
11-16-17	REVISED GUARDRAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-II		
07-14-10	REVISED POST 8 DIMENSIONS		STANDARD DRAWING GR-II
11-29-07	ADDED PLASTIC BLOCKOUTS		
08-22-02	REVISED LIP CURB NOTE		
03-30-00	DRAWN & ISSUED		



ELEVATION



PLAN



PLAN

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

THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

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

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-8 & GR-13.

REFER TO STD. DRWG. GR-II FOR POST DETAILS.

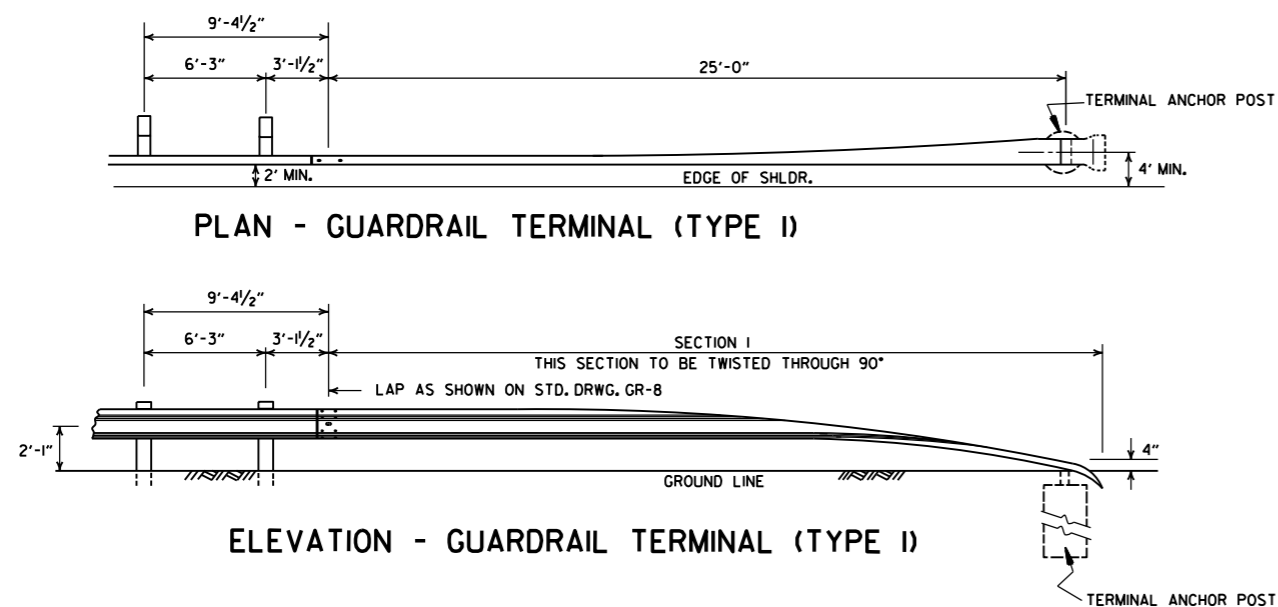
USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

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

POSTS SHALL NOT BE PLACED AT SPLICE LOCATIONS ALONG W-BEAM RAILS.

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

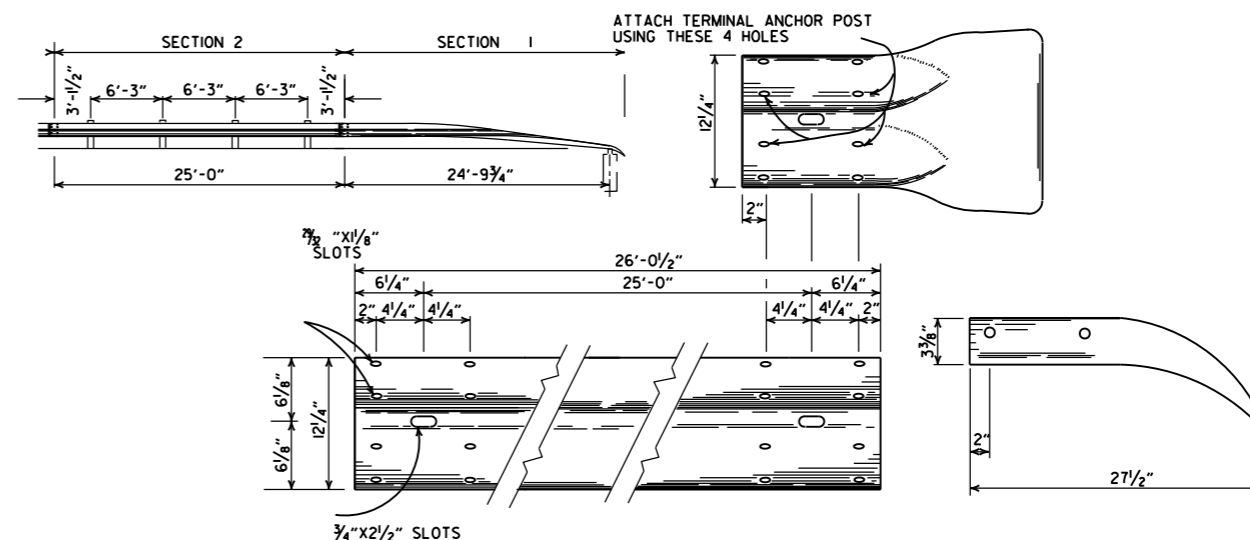
			ARKANSAS STATE HIGHWAY COMMISSION
			GUARDRAIL DETAILS
05-14-20	REVISED NOTES		STANDARD DRAWING GR-12
11-07-19	RENAMED & REVISED REFERENCES		
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED		
DATE	REVISION	FILMED	



PLAN - GUARDRAIL TERMINAL (TYPE I)

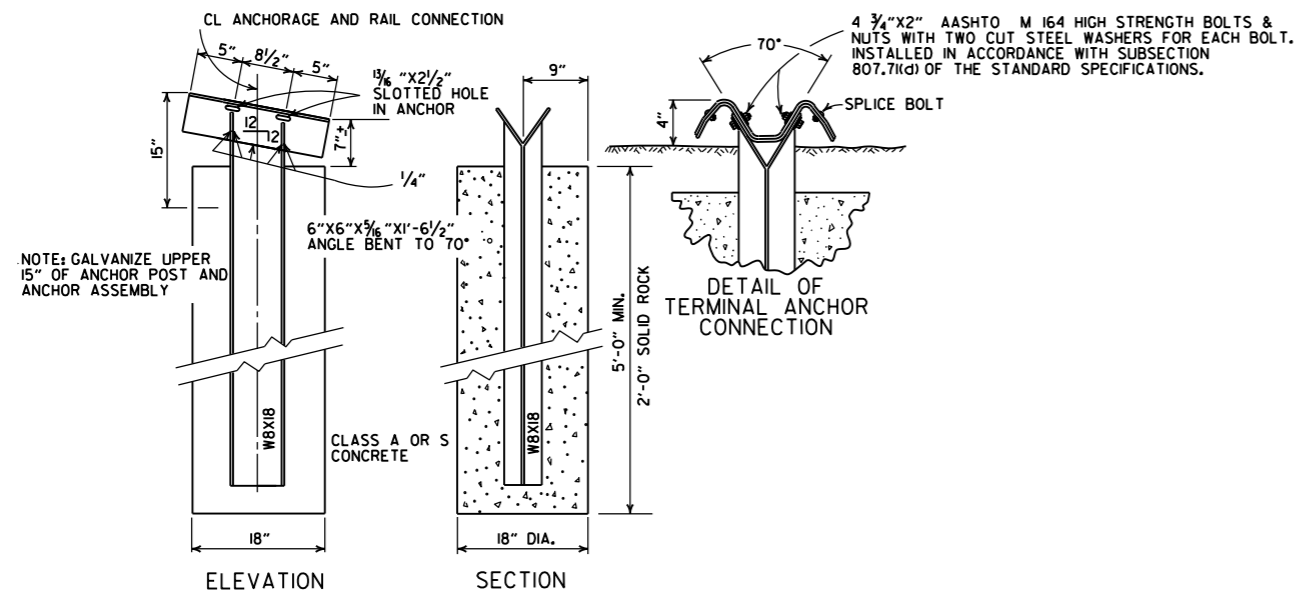
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

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



SECTION 1


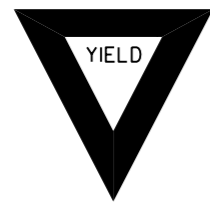







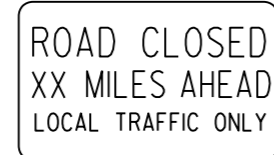
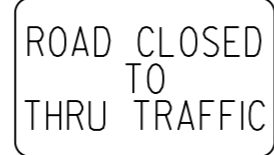

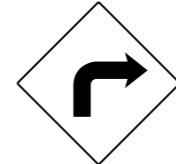



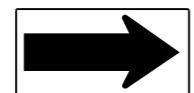

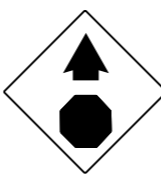
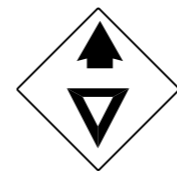
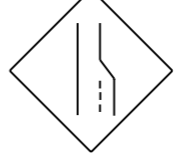

















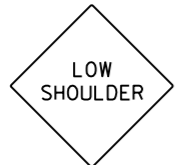
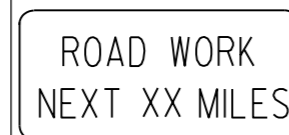
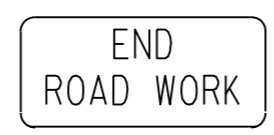
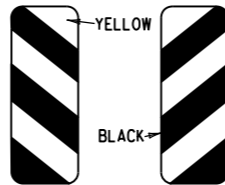


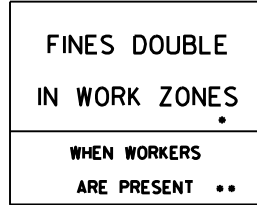
TERMINAL SECTION



DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

11-07-19	RENAMED & REVISED REFERENCE.		ARKANSAS STATE HIGHWAY COMMISSION
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS		GUARDRAIL DETAILS
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"		
06-26-97	REVISED LAP NOTE		STANDARD DRAWING GRT-1
10-18-96	REVISED ASTM REF. TO AASHTO		
11-03-94	DIMENSION TERMINAL DETAIL		
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92	
10-01-92	DRAWN & ISSUED	10-1-92	
DATE	REVISION	FILMED	

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>WI-3</p>  <p>STD. 48"x48"</p>	<p>WI-4</p>  <p>STD. 48"x48"</p>	<p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>WI-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>18" 500 FEET 24" W16-2</p> <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>WI-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

ADVANCE DISTANCES
(XXXX)

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

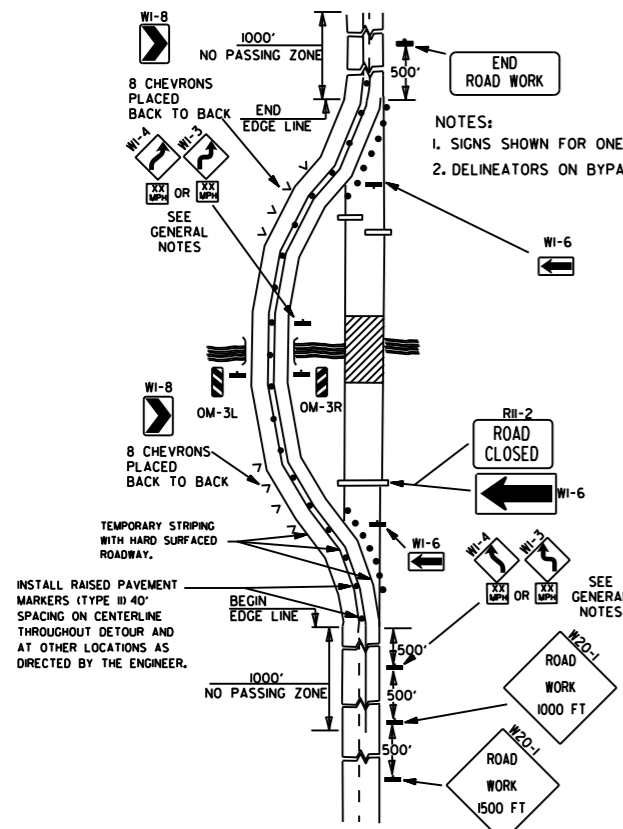
GENERAL NOTES:

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

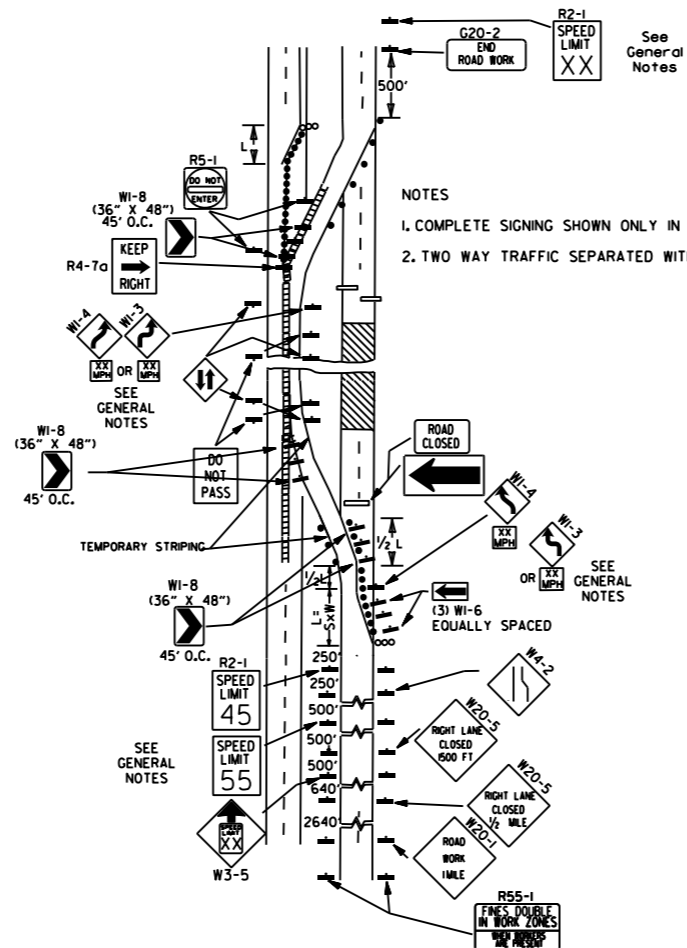
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
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	

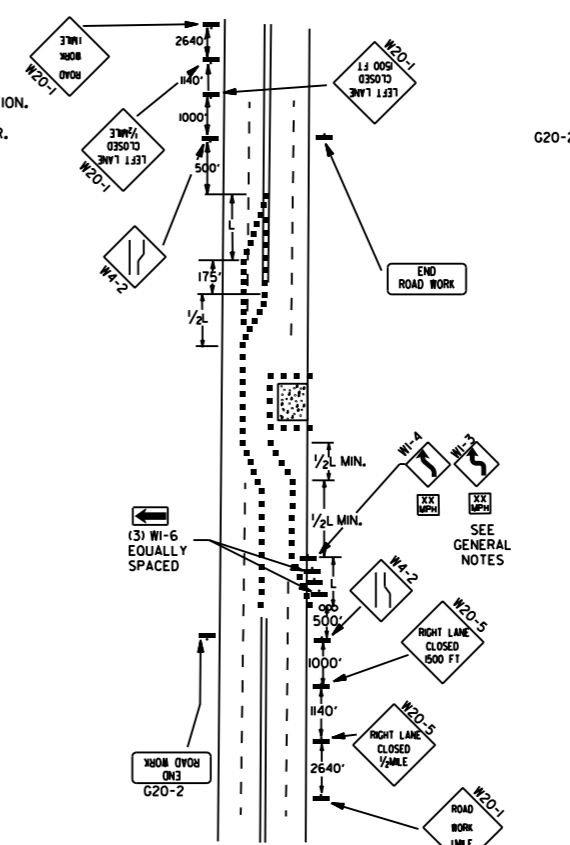
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



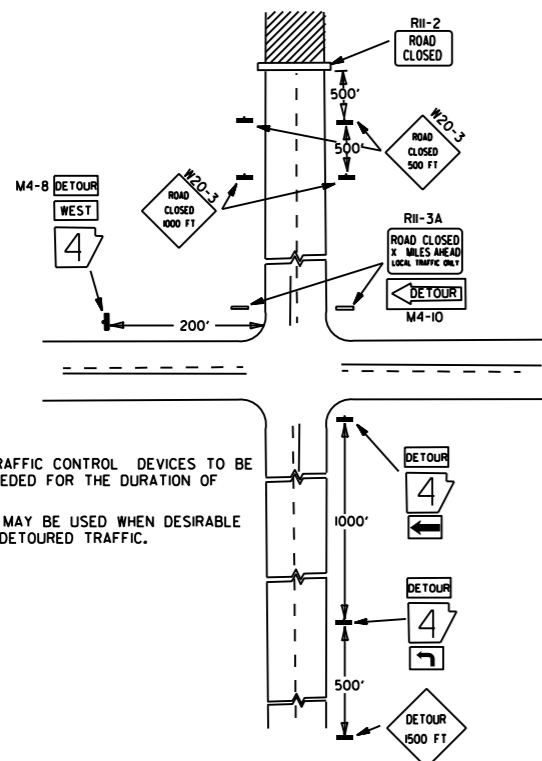
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



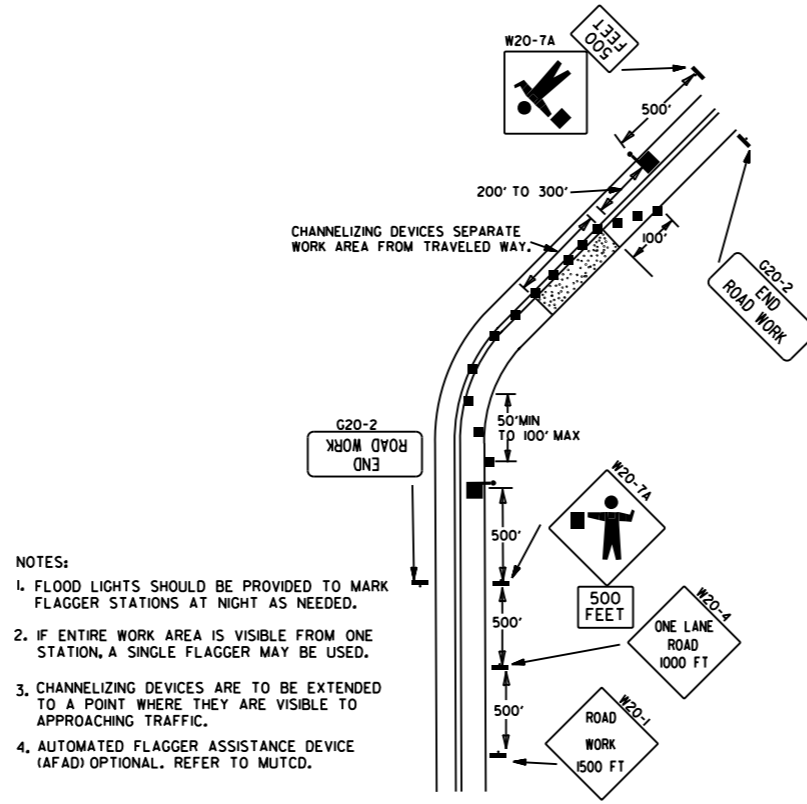
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



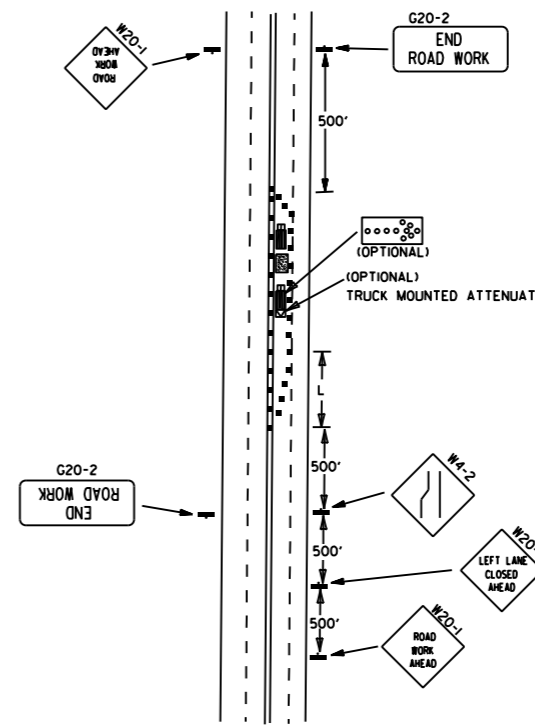
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

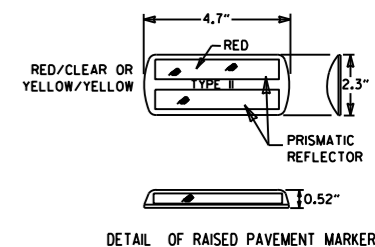


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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

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



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.

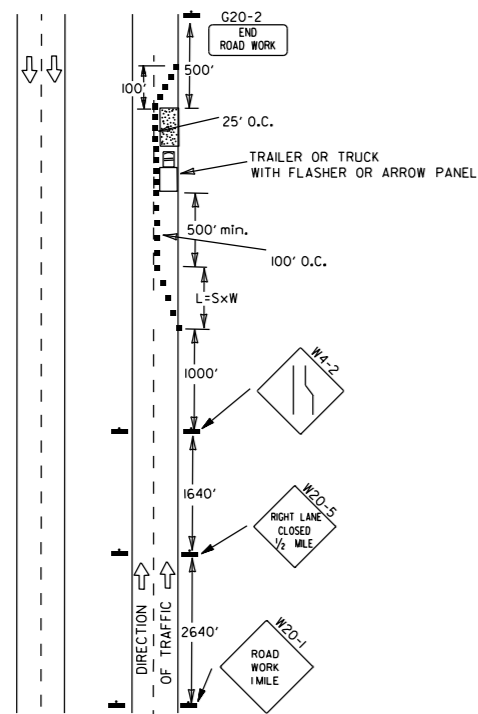
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 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(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

DATE	REVISION	FILED
05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

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.

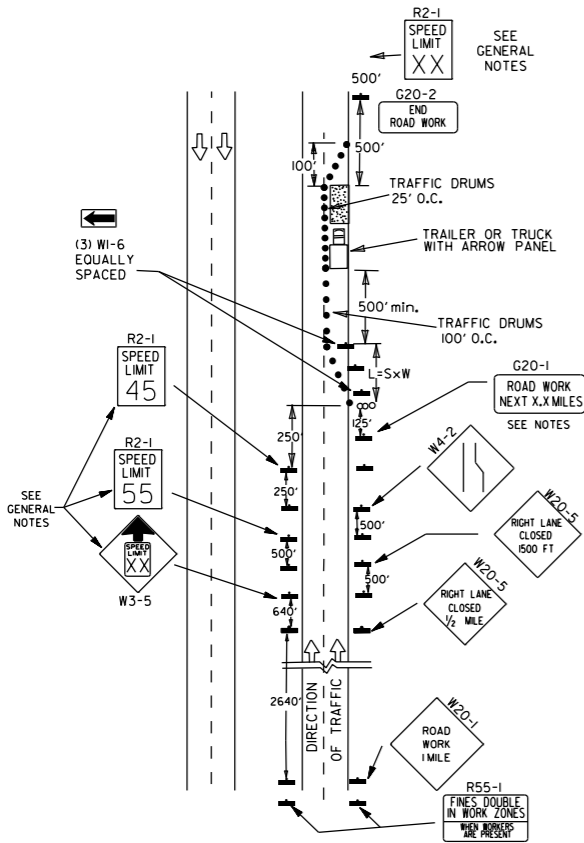
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

- ○ ○ ARROW PANEL (IF REQUIRED)
- CHANNELIZING DEVICE
- TRAFFIC DRUM

GENERAL NOTES:

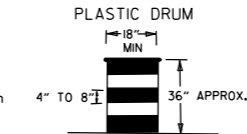
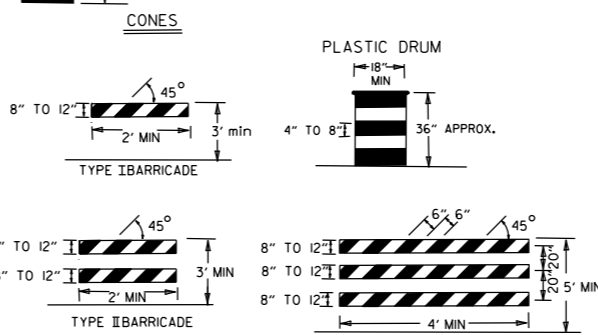
1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(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-(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(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 SHOULD 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(1/2 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



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

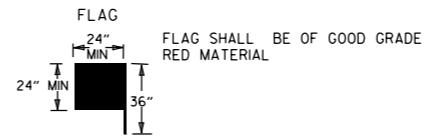
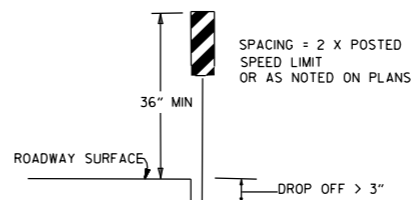
CHANNELIZING DEVICES

WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



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

VERTICAL PANEL PLACEMENT



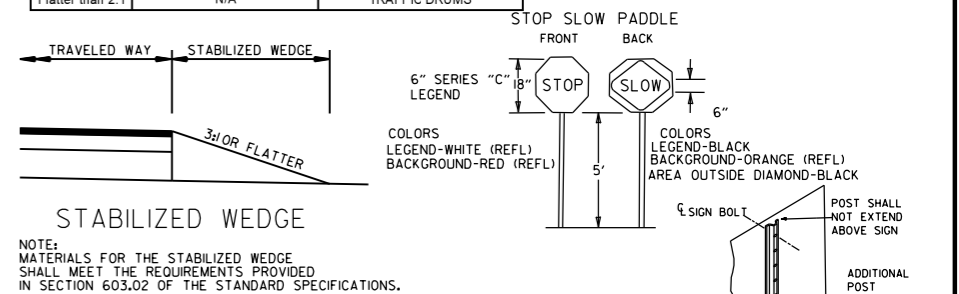
FLAG SHALL BE OF GOOD GRADE RED MATERIAL

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

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

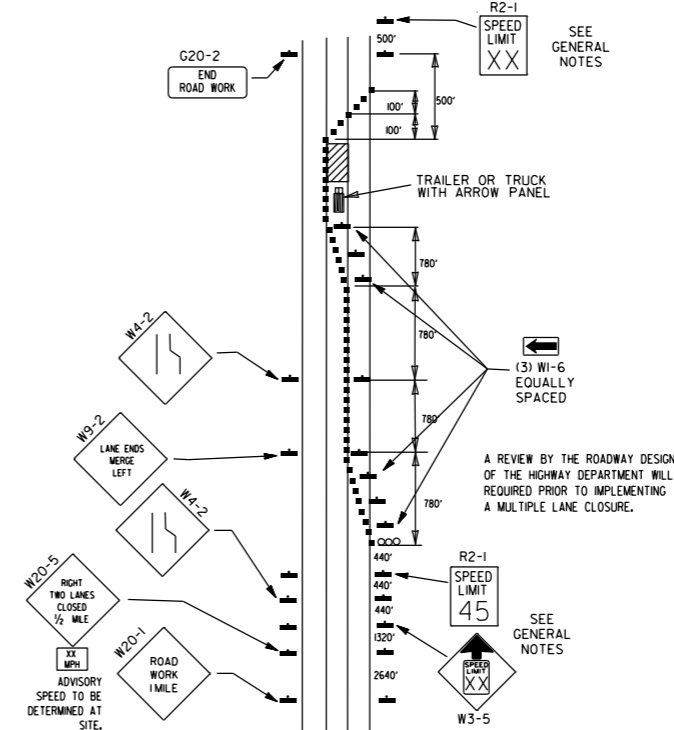
INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

- GENERAL NOTES:
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
 3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
 4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
 5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
 6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).



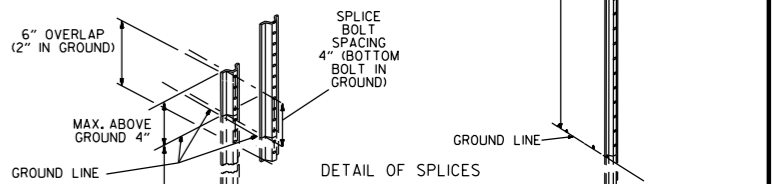
STABILIZED WEDGE

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



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

NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. 5H5-2). 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.

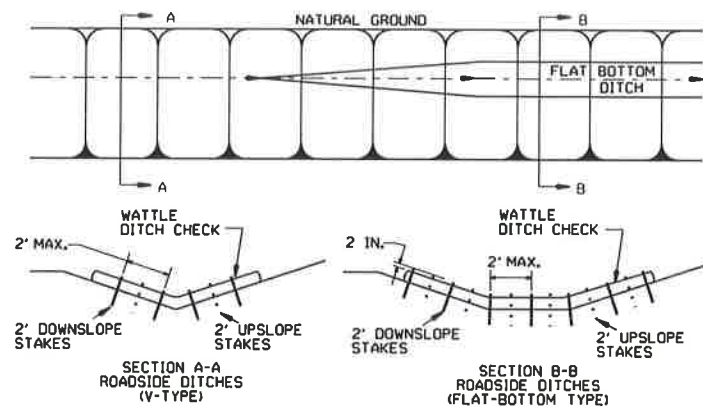


DATE	REVISION	FILED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (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

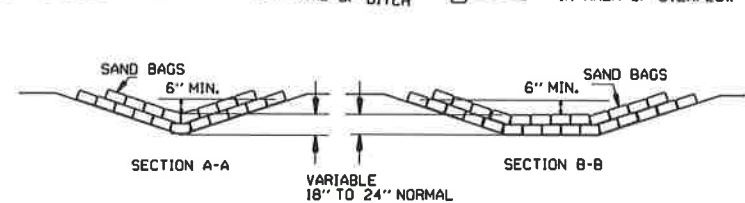
GENERAL NOTES

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

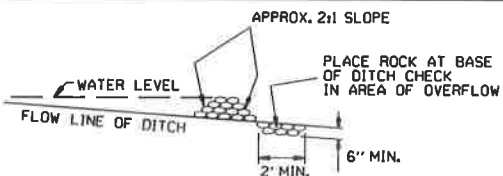


WATTLE DITCH CHECK (E-1)

NUMBER OF SAND BAGS AND ARRANGEMENT VARIABLE WITH ON-SITE CONDITIONS. PLACE SAND BAGS AT BASE OF DITCH CHECK IN AREA OF OVERFLOW.

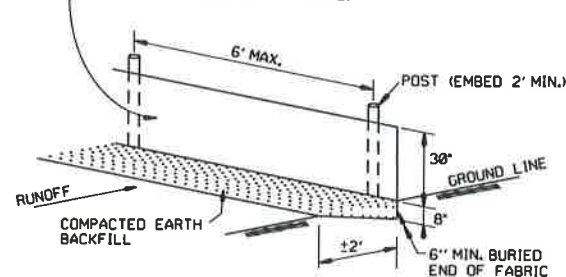


SAND BAG DITCH CHECK (E-5)

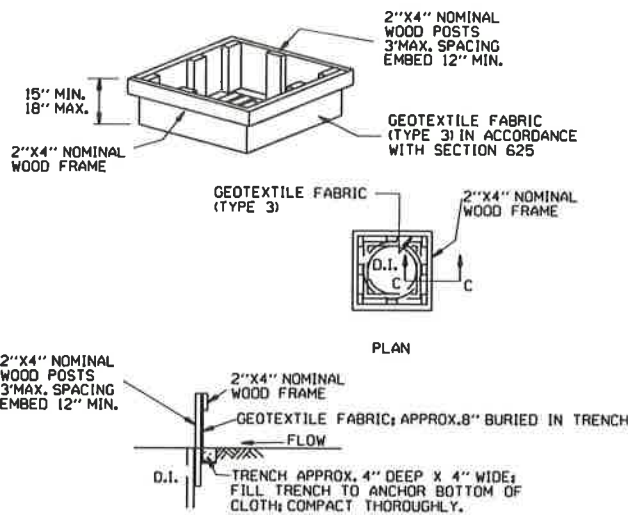


ROCK DITCH CHECK (E-6)

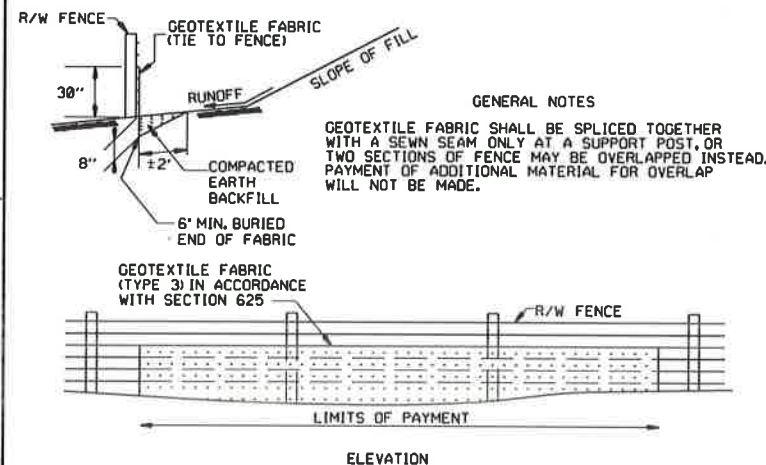
GENERAL NOTES
 GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625
 GEOTEXTILE FABRIC SHALL BE SPICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILTS FENCE (E-11)

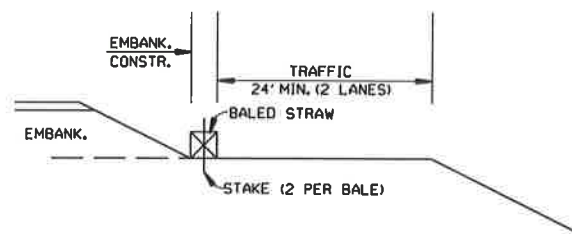


DROP INLET SILTS FENCE (E-7)

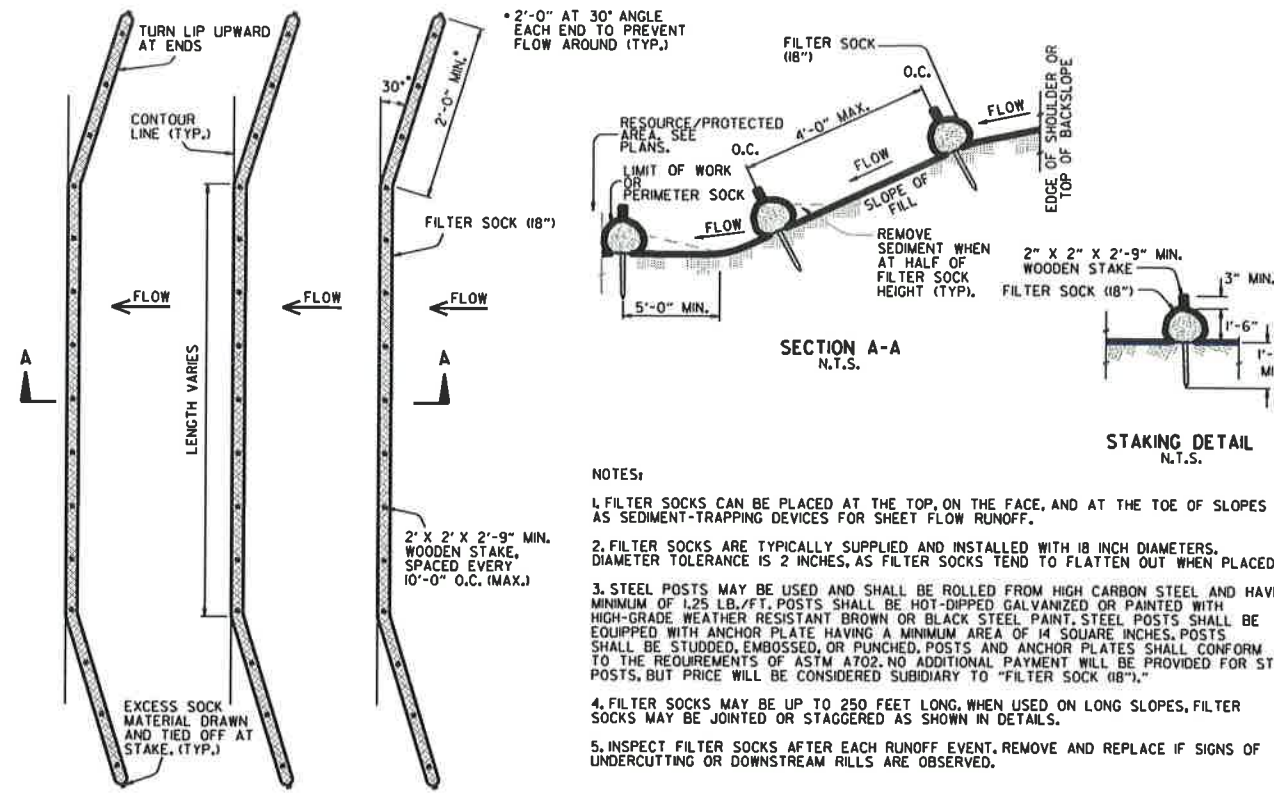


SILTS FENCE ON R/W FENCE (E-4)

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

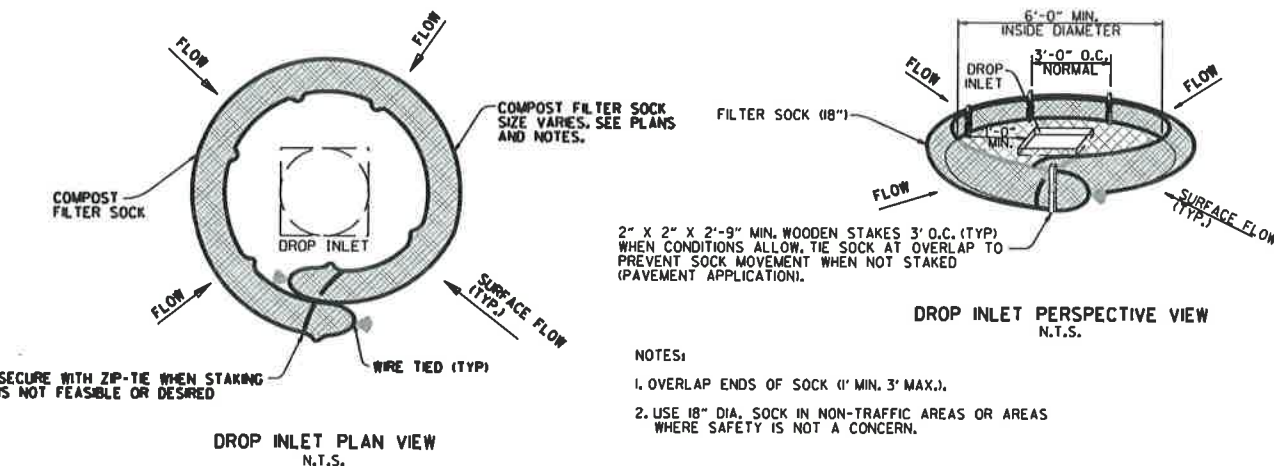


BALED STRAW FILTER BARRIER (E-2)



FILTER SOCK ALONG SLOPE (E-3)

NOTES:
 1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.
 2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.
 3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."
 4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.
 5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

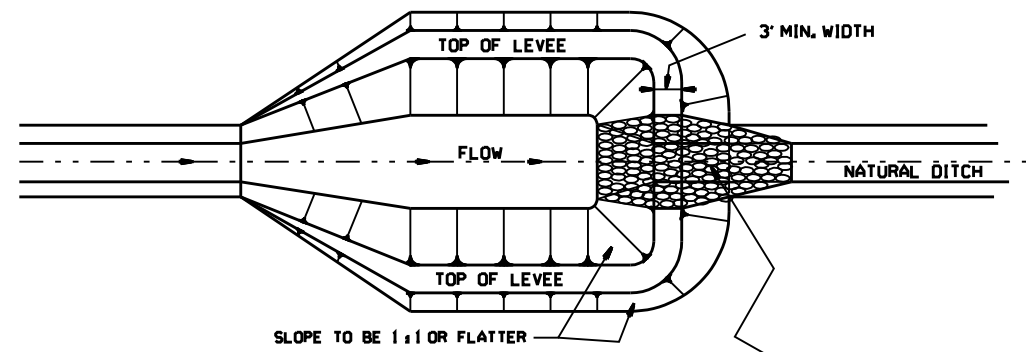


COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

NOTES:
 1. OVERLAP ENDS OF SOCK (1" MIN. 3" MAX.).
 2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

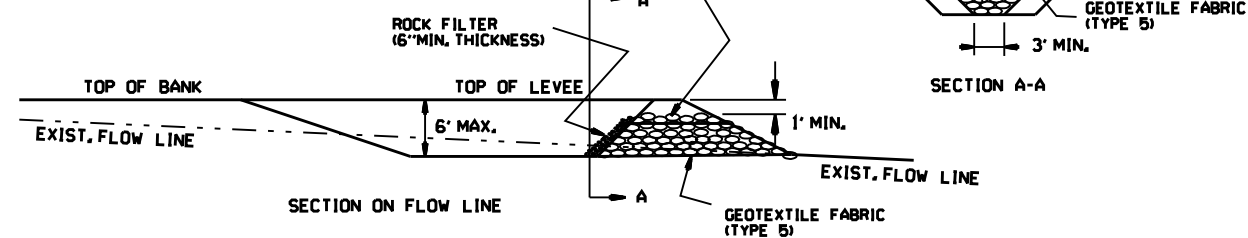
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
1-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	7-20-95
07-20-95	REVISED SILTS FENCE E-4 AND E-11	
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1, 4, 7 & 11 DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76
DATE	REVISION	FILMED

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



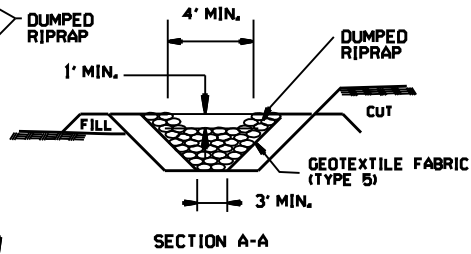
NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

PLAN

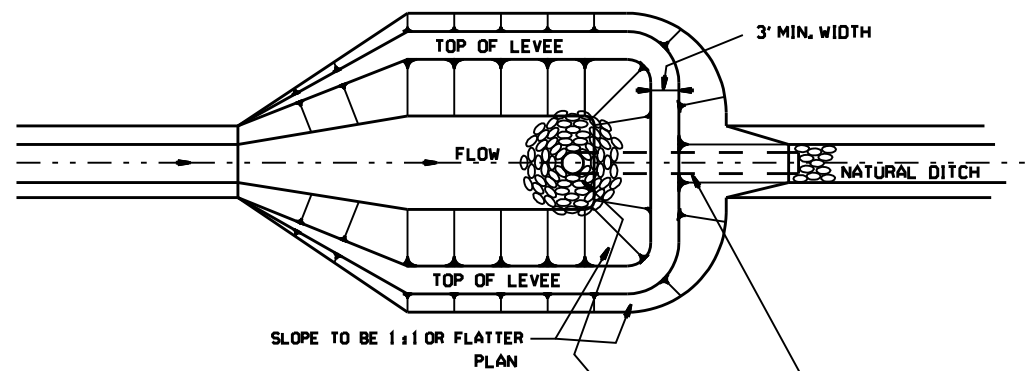


SECTION ON FLOW LINE

SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)

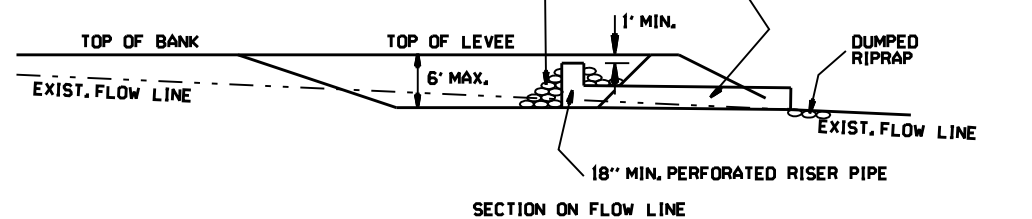


SECTION A-A



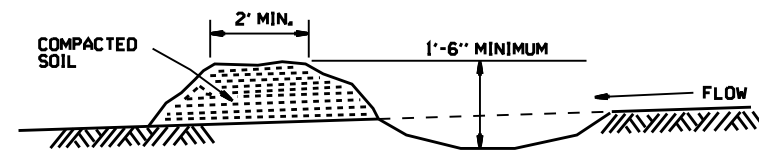
NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

PLAN



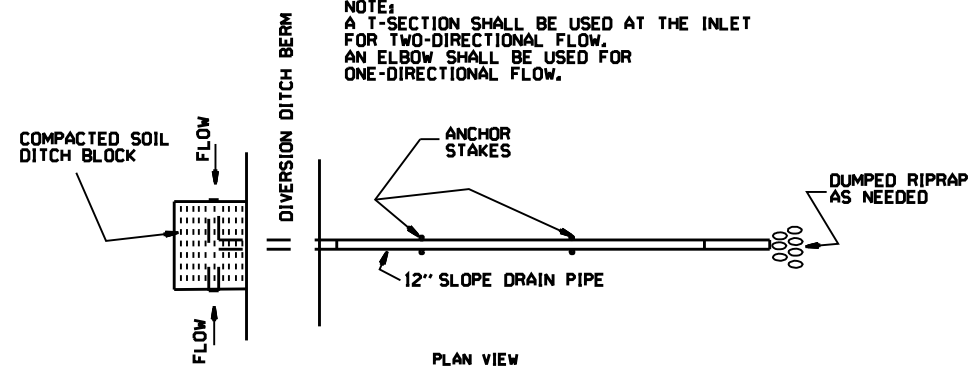
SECTION ON FLOW LINE

SEDIMENT BASIN WITH PIPE OUTLET (E-10)

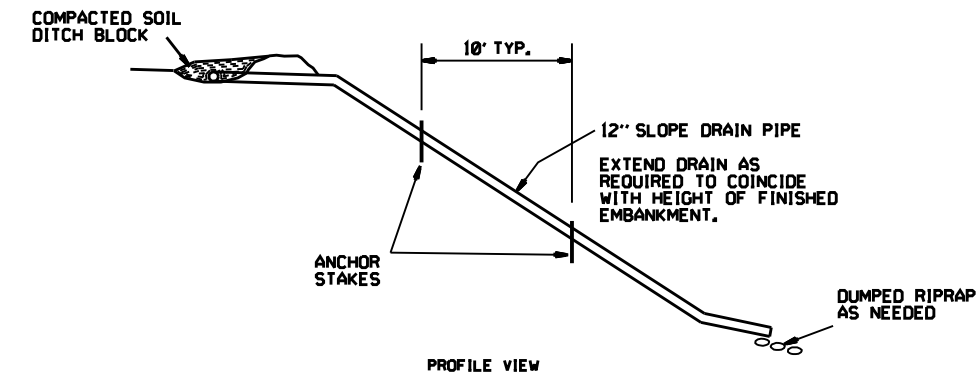


DIVERSION DITCH (E-8)

NOTE:
A T-SECTION SHALL BE USED AT THE INLET
FOR TWO-DIRECTIONAL FLOW.
AN ELBOW SHALL BE USED FOR
ONE-DIRECTIONAL FLOW.

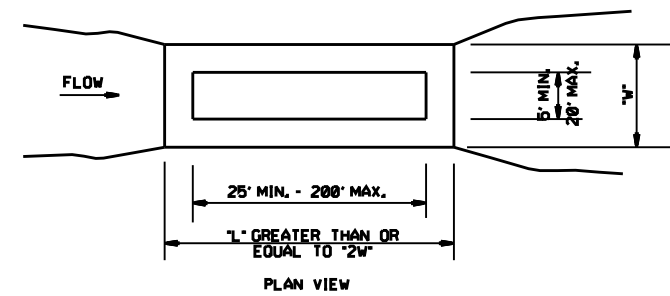


PLAN VIEW

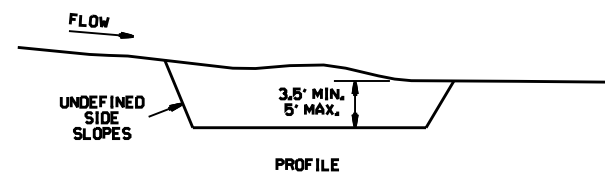


PROFILE VIEW

SLOPE DRAIN (E-12)



PLAN VIEW



PROFILE

SEDIMENT BASIN (E-14)

6-2-94	Revised E-8 & E-12 Added E-14 & Deleted E-13
4-1-93	ISSUED
DATE	REVISION
	FILMED

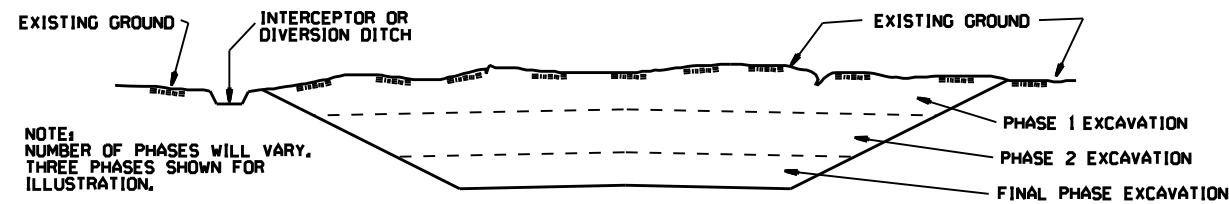
ARKANSAS STATE HIGHWAY COMMISSION
TEMPORARY EROSION
CONTROL DEVICES
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



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

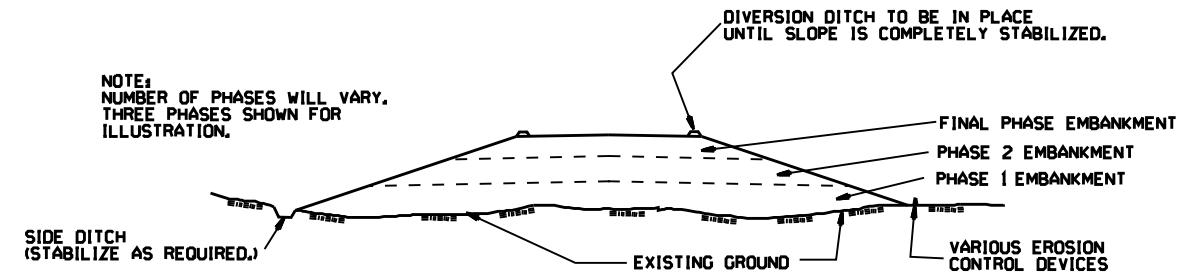
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



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

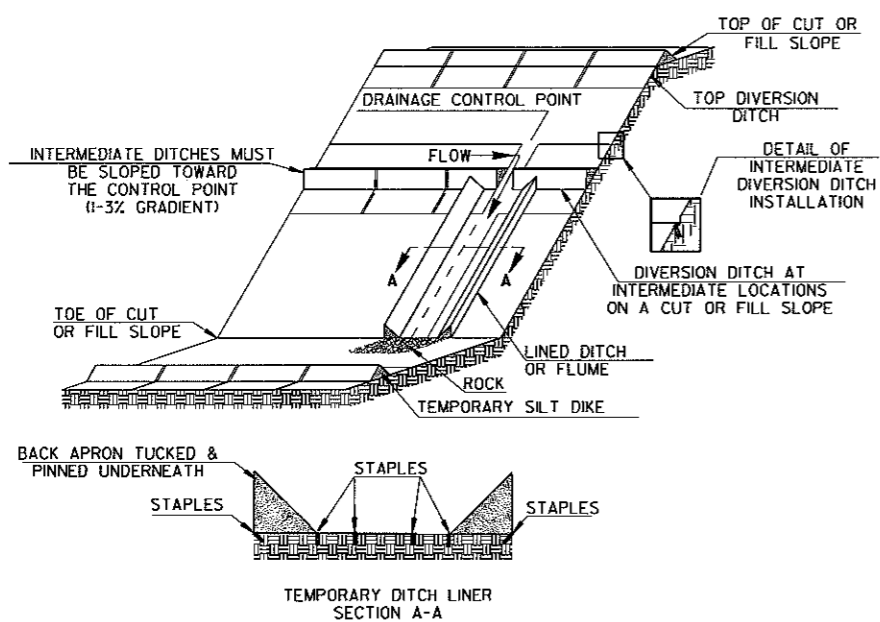
GENERAL NOTE

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

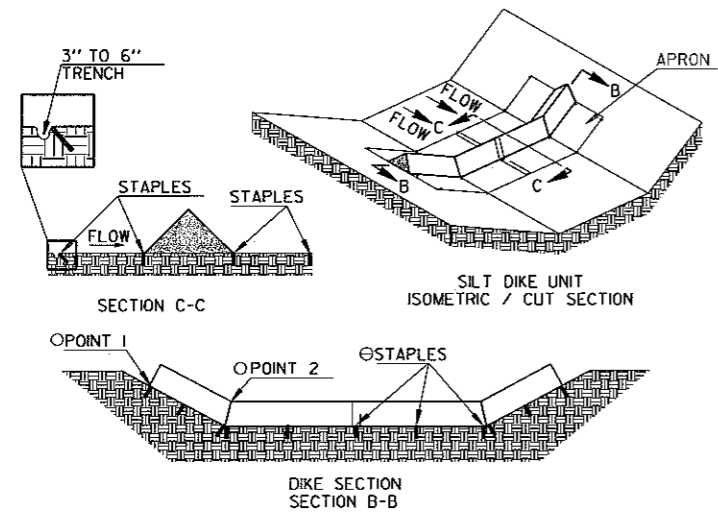
CONSTRUCTION SEQUENCE

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

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

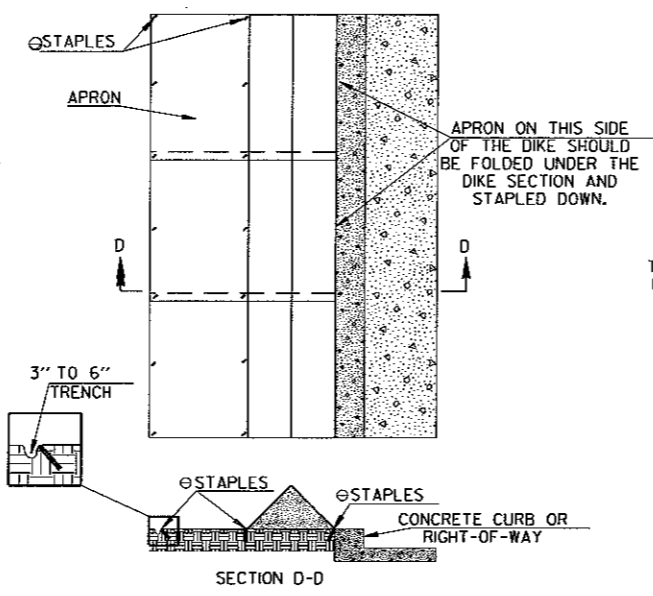


TRIANGULAR SILT DIKE INSTALLATION FOR DIVERSION DITCH AND/OR DITCH LINER

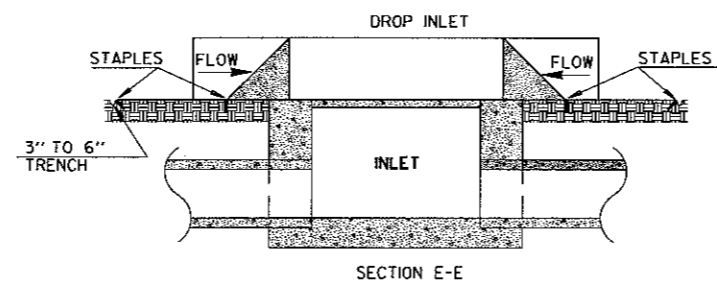
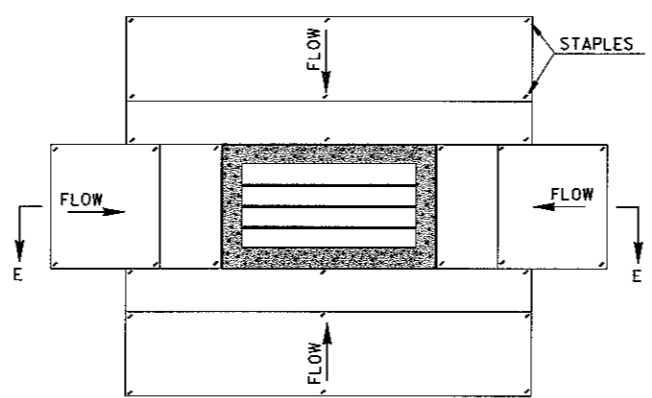


TRIANGULAR SILT DIKE INSTALLATION FOR ROADWAY DITCH OR DRAINAGE DITCH

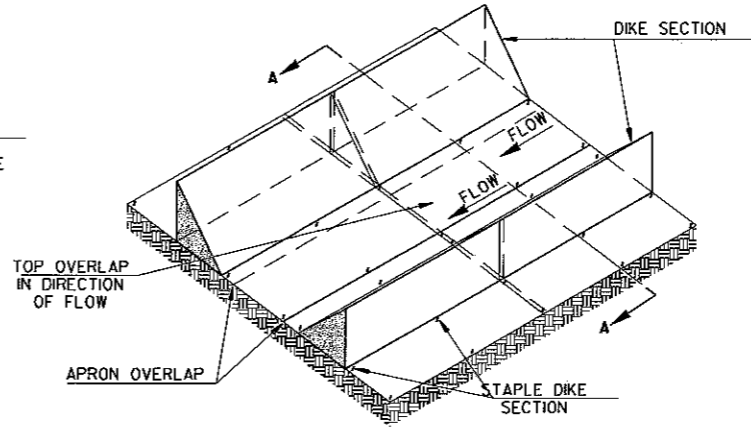
- POINT "1" MUST BE HIGHER THAN POINT "2" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.
- ⊙ STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT AS SHOWN ON THE DIAGRAM.



TRIANGULAR SILT DIKE INSTALLATION FOR CONTINUOUS BARRIER



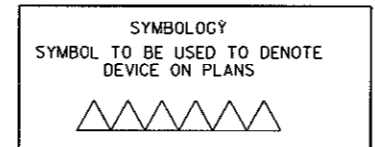
TRIANGULAR SILT DIKE INSTALLATION FOR DROP INLETS



TRIANGULAR SILT DIKE INSTALLATION FOR TEMPORARY DITCH LINER

GENERAL NOTES

1. THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, AND MAINTAINING THE TRIANGULAR SILT DIKE. THE DIKES SHALL BE USED AS A CONTINUOUS LINE BARRIER AT THE TOE OF SLOPE OR ACROSS THE ROADWAY DITCH TO CONTAIN SEDIMENT AND MINIMIZE EROSION, OR AS DIRECTED BY THE ENGINEER. THESE DIKES SHALL BE INSTALLED AND LOCATED AS SOON AS CONSTRUCTION WILL ALLOW OR AS DIRECTED BY THE ENGINEER.
2. TRIANGULAR SILT DIKE SHALL BE TRIANGULAR SHAPED HAVING A HEIGHT OF AT LEAST 8" TO 10" IN THE CENTER WITH EQUAL SIDES AND A 16" TO 20" BASE. THE TRIANGULAR SHAPED INNER MATERIAL SHALL BE URETHANE FOAM. THE OUTER COVER SHALL BE A WOVEN GEOTEXTILE FABRIC PLACED AROUND THE INNER MATERIAL & ALLOWED TO EXTEND BEYOND BOTH SIDES OF THE TRIANGLE 24" TO 36". THIS FABRIC SHOULD BE MILDEW RESISTANT, ROT-PROOF AND RESISTANT TO HEAT AND ULTRAVIOLET RADIATION MEETING REQUIREMENTS FOR SEDIMENT CONTROL IN AASHTO M288. THE DIKES SHALL BE ATTACHED TO THE GROUND WITH WIRE STAPLES. THE STAPLES SHALL BE NO. 11 GAUGE WIRE AND BE AT LEAST 6" TO 8" LONG. STAPLES SHALL BE PLACED AS SHOWN ON THESE DETAILS.
- THE CONTRACTOR SHALL INSPECT ALL DIKES AFTER EACH RAINFALL EVENT OF AT LEAST 0.5" OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR. ACCUMULATED SILT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE DIKES ARE DAMAGED OR INADVERTENTLY MOVED DURING THE SILT REMOVAL PROCESS, THE CONTRACTOR SHALL IMMEDIATELY REPLACE AFTER DAMAGE OCCURS.
3. ACCEPTED TRIANGULAR SILT DIKE, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR TRIANGULAR SILT DIKE. PRICE BID WILL INCLUDE THE COST OF FURNISHING THE DIKES, INSTALLING, MAINTAINING AND REMOVAL WHEN DIRECTED BY THE ENGINEER.



NOTE: SILT DIKE SHOULD ONLY BE USED FOR DROP INLETS IN SUMP LOCATIONS.

			ARKANSAS STATE HIGHWAY COMMISSION
			TEMPORARY EROSION CONTROL DEVICES
7-26-12	REVISED GENERAL NOTE 2.		STANDARD DRAWING TEC-4
12-15-11	ISSUED		
DATE	REVISION	FILMED	