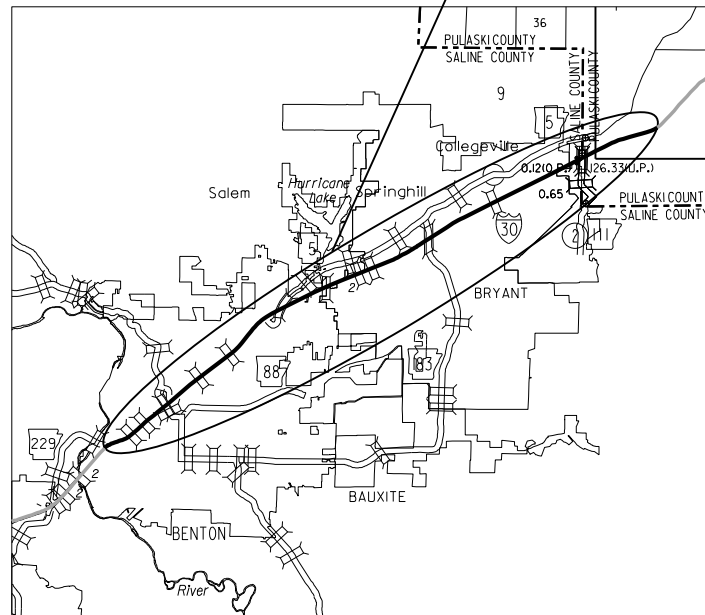


PROJECT
LOCATION

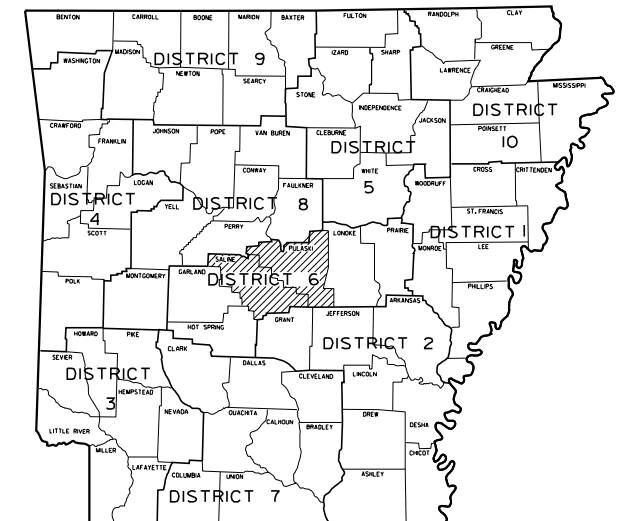


VICINITY MAP

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

SEVIER ST. - GEYER SPRINGS RD.
(CONC. PVMNT. PRES.) (S)
SALINE AND PULASKI COUNTIES
ROUTE 30 SECTIONS 22 AND 23
JOB 061622
FED. AID PROJ. - NHPP-0076(244)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		061622	I	25
(2) SEVIER ST. - GEYER SPRINGS RD. (CONC. PVMNT. PRES.) (S)								



ARKANSAS HIGHWAY DISTRICT 6

BRIDGE DATA

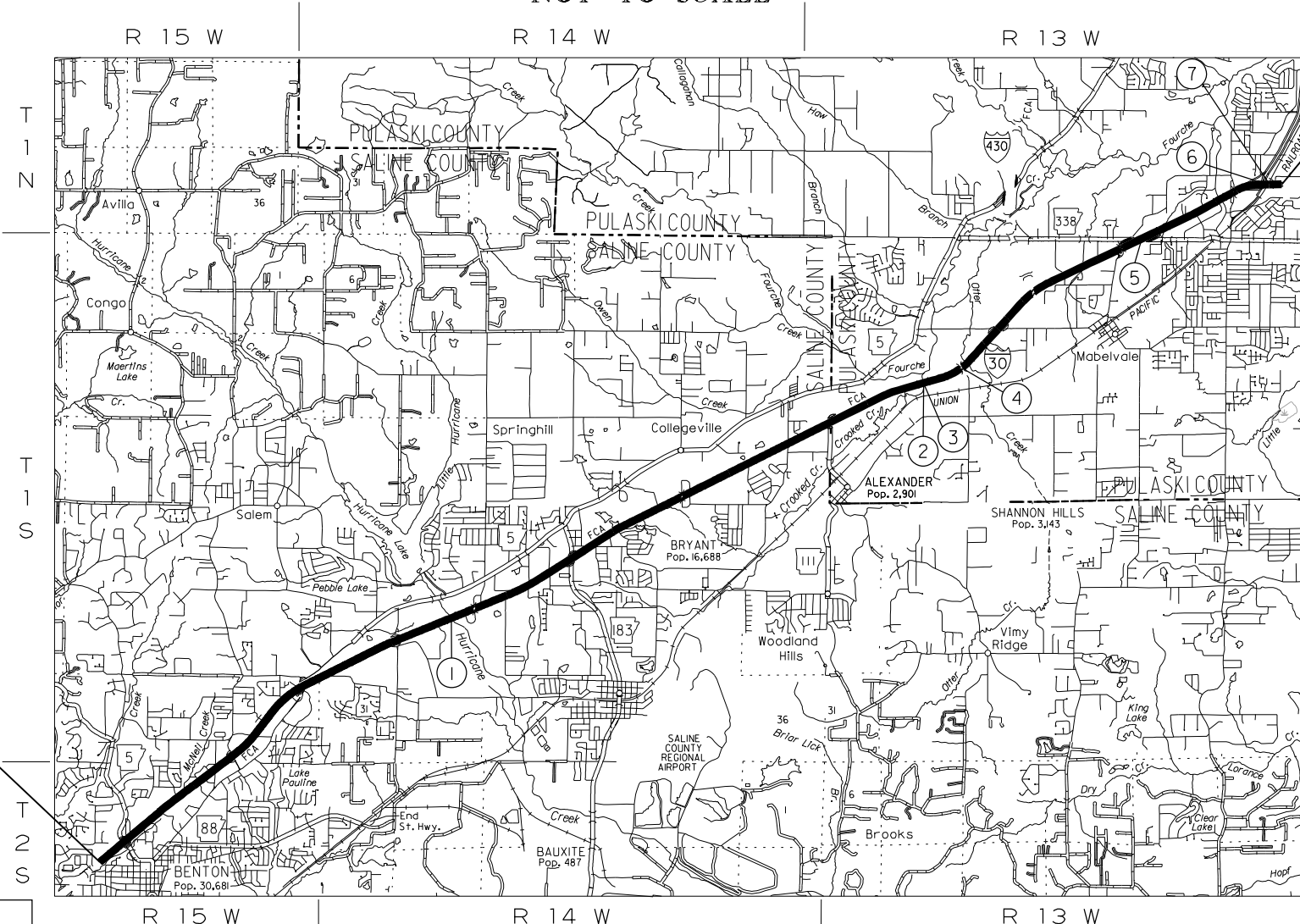
- L.M. 121.30 BRIDGE END
BR. NO. 06911
EXISTING 180' CONT.
COMP. W-BEAM UNIT
116'-0" CLEAR ROADWAY
L.M. 121.34 BRIDGE END
- L.M. 127.52 BRIDGE END
BR. NO. B6926
EXISTING 180' CONT.
COMP. W-BEAM UNIT
56'-0" CLEAR ROADWAY
L.M. 127.56 BRIDGE END
- L.M. 127.52 BRIDGE END
BR. NO. A2804
EXISTING 180' CONT.
COMP. W-BEAM UNIT
56'-0" CLEAR ROADWAY
L.M. 127.56 BRIDGE END
- L.M. 128.02 BRIDGE END
BR. NO. A&B6357
EXISTING 140' CONT.
COMP. W-BEAM UNIT
112'-0" CLEAR ROADWAY
L.M. 128.08 BRIDGE END
- L.M. 130.64 BRIDGE END
BR. NO. A&B6919
EXISTING 242' SIMPLE
COMP. PLATE GIRDER UNIT
112'-0" CLEAR ROADWAY
L.M. 130.69 BRIDGE END
- L.M. 132.18 BRIDGE END
BR. NO. A6920
EXISTING 411'-0" CONT.
COMP. PLATE GIRDER UNIT
64'-0" CLEAR ROADWAY
L.M. 132.26 BRIDGE END
- L.M. 132.19 BRIDGE END
BR. NO. B6920
EXISTING 401'-0" CONT.
COMP. PLATE GIRDER UNIT
56'-0" CLEAR ROADWAY
L.M. 132.27 BRIDGE END

BEGIN JOB 061622
L.M. 115.96

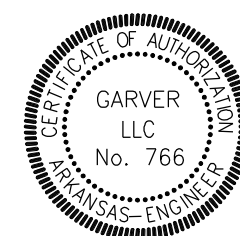
PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 34°33'59"	N 34°37'43"	N 34°40'44"
LONGITUDE	W 92°36'03"	W 92°28'31"	W 92°20'46"
LOG MILE	115.96	124.32	132.68

NOT TO SCALE



GROSS LENGTH OF PROJECT 88,281.60 FEET OR 16.720 MILES
NET LENGTH OF ROADWAY 86,953.60 FEET OR 16.468 MILES
NET LENGTH OF BRIDGES 1,328.00 FEET OR 0.252 MILES
NET LENGTH OF PROJECT 88,281.60 FEET OR 16.720 MILES



DIGITALLY SIGNED 2/17/2021

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3/31/2021		6/17/2021		6	ARK.			
5/6/2021		1/5/2022		JOB NO.		061622	2	25
5/26/2021		2/1/2022						
6/4/2021		2/14/2022						

2 INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3 - 4	TYPICAL SECTIONS OF IMPROVEMENT		
5 - 11	SPECIAL DETAILS		
12	TEMPORARY EROSION CONTROL DETAILS		
13 - 17	MAINTENANCE OF TRAFFIC DETAILS		
18	PERMANENT PAVEMENT MARKING DETAILS		
19 - 22	QUANTITIES		
23	SUMMARY OF BRIDGE QUANTITIES	06911, A2804, B6926, A&B6357, A&B6919, A&B6920	63940
24	SUMMARY OF QUANTITIES AND REVISIONS		
25 - 25B	DETAILS OF BACKWALL MODIFICATIONS		

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB 061622
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
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
400-7	TRACKLESS TACK
404-3	DESIGN OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
501-2	CEMENT
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)
621-1	FILTER SOCKS
800-1	STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 061622	ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING ROADWAY
JOB 061622	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 061622	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB 061622	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061622	BRIDGE BACKWALL MODIFICATION
JOB 061622	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 061622	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 061622	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061622	COLD MILLING - COUNTY PROPERTY
JOB 061622	CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB 061622	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 061622	COORDINATION OF WORK
JOB 061622	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 061622	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 061622	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 061622	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)
JOB 061622	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 061622	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 061622	MAINTENANCE OF TRAFFIC
JOB 061622	MANDATORY ELECTRONIC CONTRACT
JOB 061622	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 061622	MOTORIST ASSISTANCE PATROL
JOB 061622	PARTNERING REQUIREMENTS
JOB 061622	PERCENT WITHIN LIMITS
JOB 061622	POLYMER OVERLAY
JOB 061622	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 061622	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061622	REACTIVE AGGREGATE TESTING
JOB 061622	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 061622	SCARIFYING CONCRETE PAVEMENT
JOB 061622	SILANE PROTECTIVE SURFACE TREATMENT FOR CONCRETE PAVEMENT
JOB 061622	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 061622	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061622	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061622	ULTRATHIN BONDED WEARING COURSE
JOB 061622	UTILITY ADJUSTMENTS
JOB 061622	VALUE ENGINEERING
JOB 061622	VERY EARLY STRENGTH CONCRETE
JOB 061622	WARM MIX ASPHALT
JOB 061622	WATER POLLUTION CONTROL
JOB 061622	WRECKER SERVICE



DIGITALLY SIGNED 2/14/2022

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55064	STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATION	11-07-19

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17

GENERAL NOTES

- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 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.

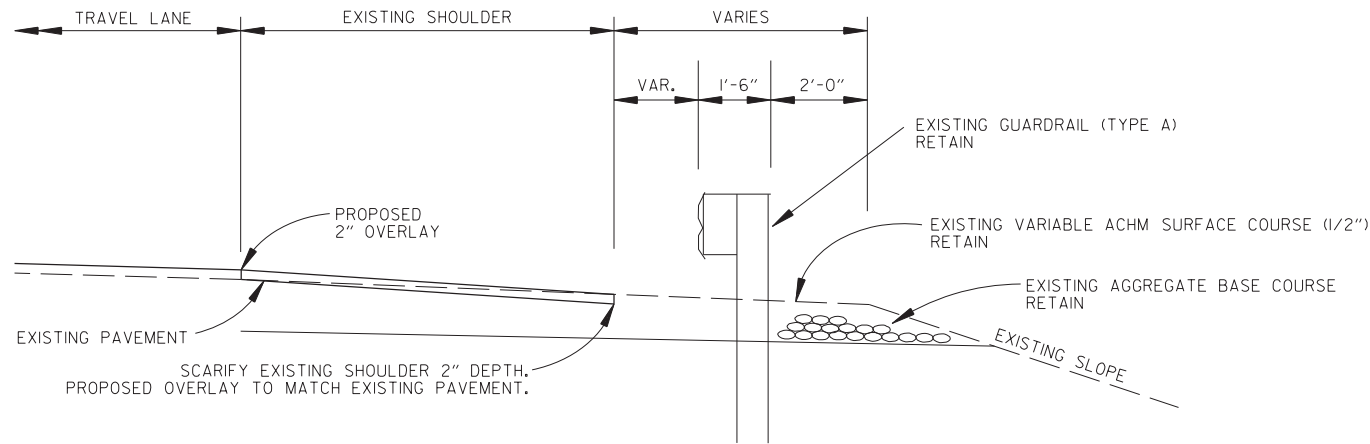
INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES

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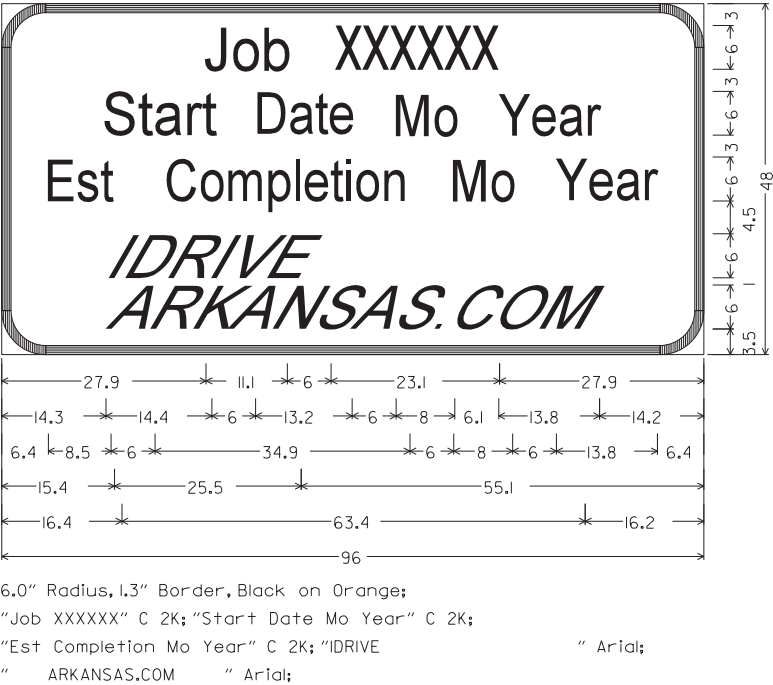
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				JOB NO.		061622	8	25
2 SPECIAL DETAILS								



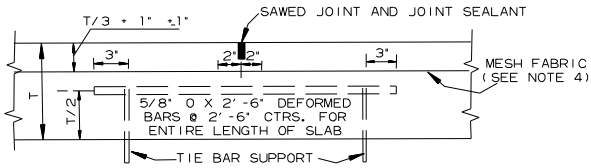
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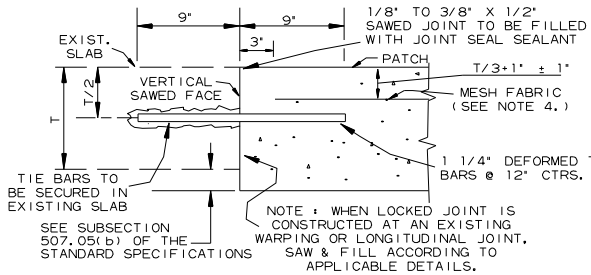
EXISTING GUARDRAIL
1-30 MAIN LANES



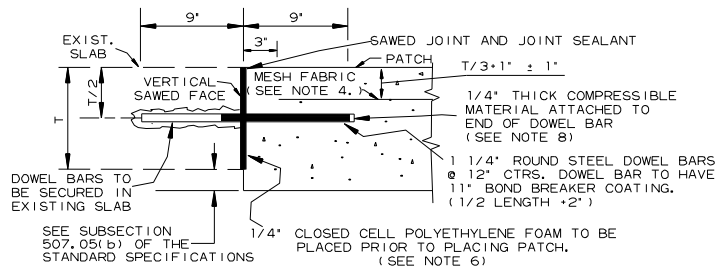
CONSTRUCTION PROJECT INFORMATION SIGN



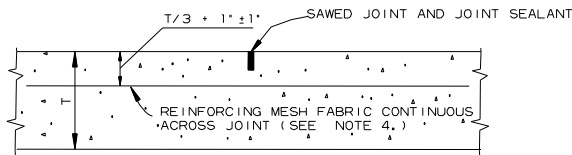
SECTION A-A
TIED LONGITUDINAL JOINT



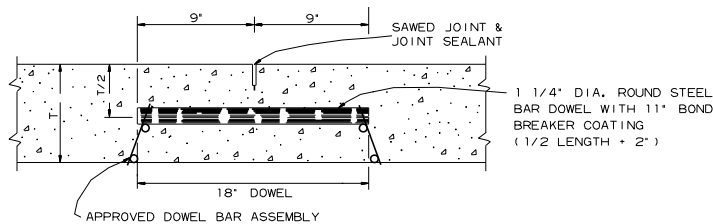
SECTION D-D
LOCKED JOINT



SECTION E-E
FREE TRANSVERSE JOINT



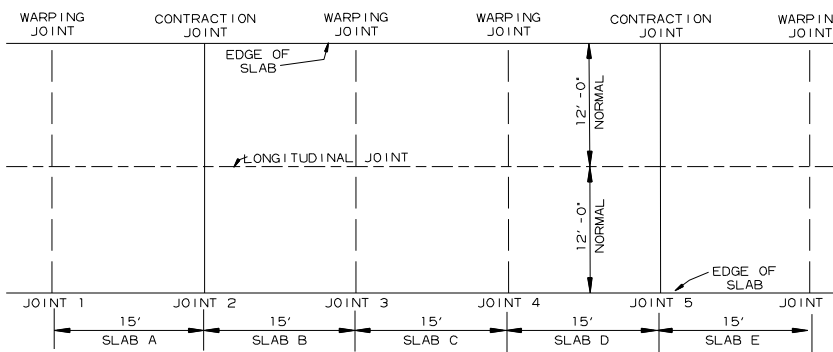
SECTION B-B
WARPING JOINT



SECTION C-C
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN - CONTRACTION JOINT

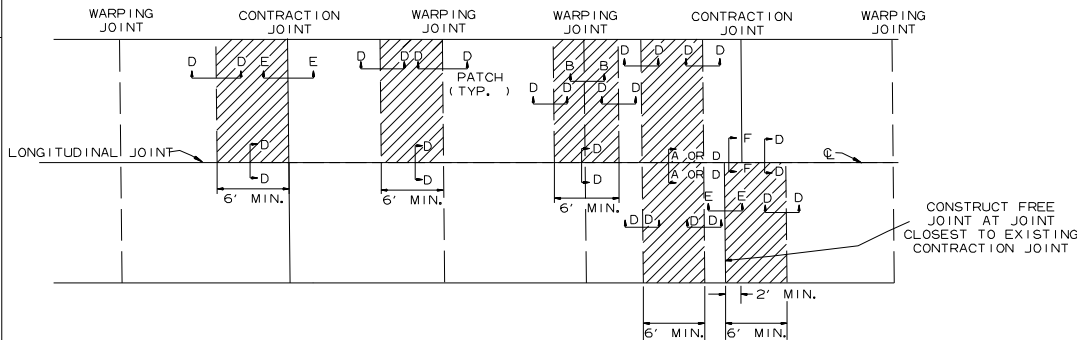
NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS

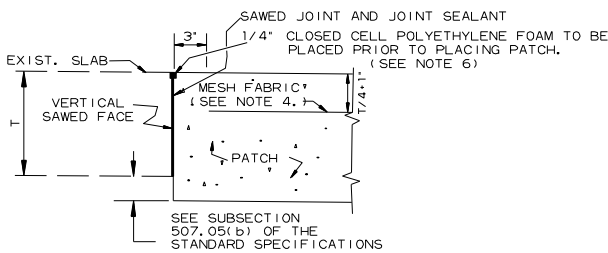


PLAN OF PAVEMENT REPAIR
(FULL SLABS)

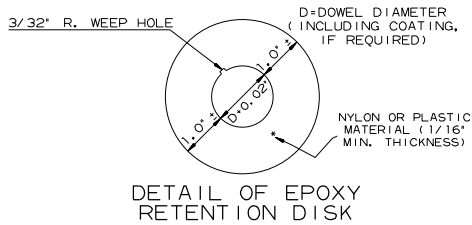
SLAB(S) TO BE RECONSTRUCTED	TYPE OF JOINT TO BE CONSTRUCTED					
	JOINT 1	JOINT 2	JOINT 3	JOINT 4	JOINT 5	JOINT 6
A OR D	LOCKED	FREE	LOCKED	LOCKED	FREE	LOCKED
B OR E	LOCKED	FREE	LOCKED	LOCKED	FREE	LOCKED
A & B OR D & E	LOCKED	CONTRACTION	LOCKED	LOCKED	CONTRACTION	LOCKED
B & C		FREE	WARPING	LOCKED		
B, C & D		FREE	WARPING	WARPING	FREE	
C			LOCKED	LOCKED		



PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)



SECTION F-F
FREE LONGITUDINAL JOINT



NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2

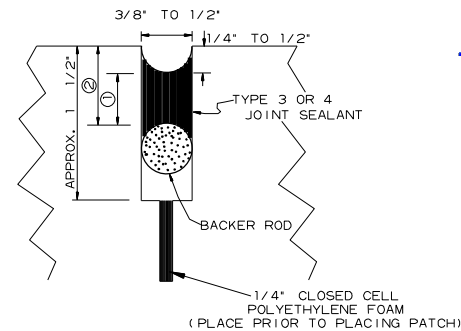
JOINT CONFIGURATION FOR
TYPE 5 OR 7 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1

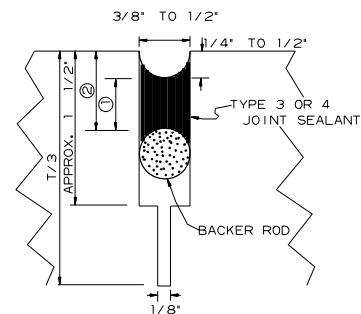
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				6	ARK.			
				JOB NO.		061622	9	25

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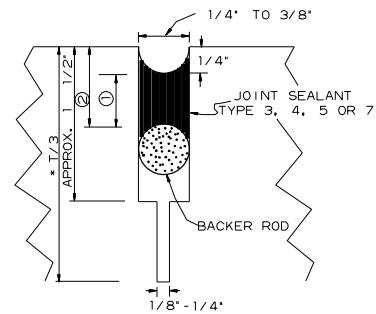
SPECIAL DETAILS



DETAIL OF SAWED FREE TRANSVERSE &
FREE LONGITUDINAL JOINT



DETAIL OF SAWED CONTRACTION JOINT



*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

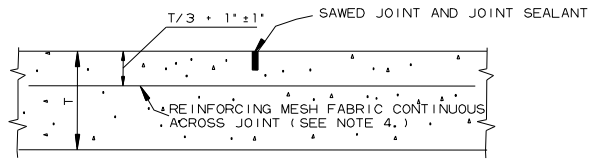
DETAIL OF SAWED
TIED LONGITUDINAL JOINT
AND WARPING JOINT

NOTES FOR PAVEMENT REPAIR

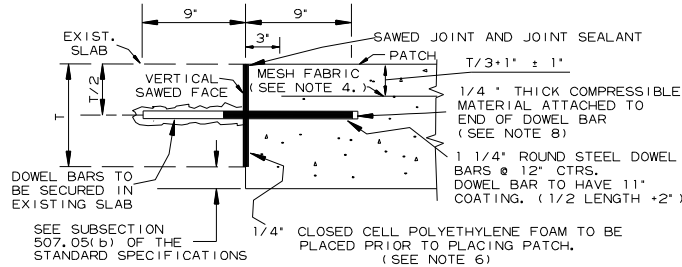
- EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
- THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
- WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
- ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12 X 12 - W4 X W4 WELDED WIRE FENCE (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6' IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2". FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
- WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL. COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
- 1/4" THICK COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OF OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
- DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

DETAILS OF PORTLAND CEMENT
CONCRETE PAVEMENT PATCHING
(MAIN LANES)

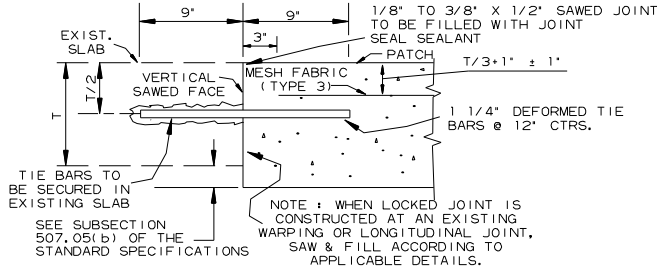
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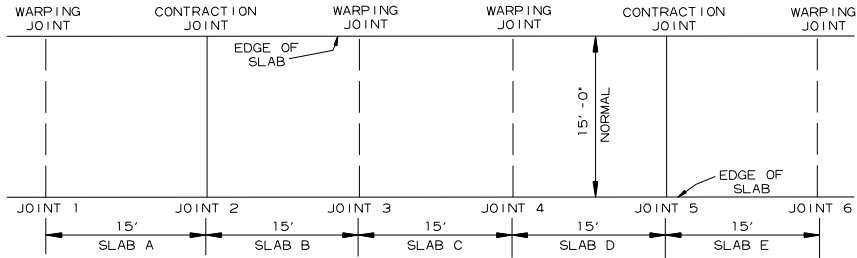
SECTION B-B
WARPING JOINT



SECTION E-E
FREE TRANSVERSE JOINT



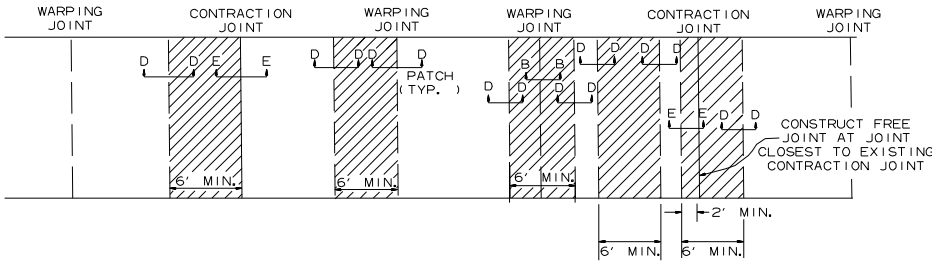
SECTION D-D



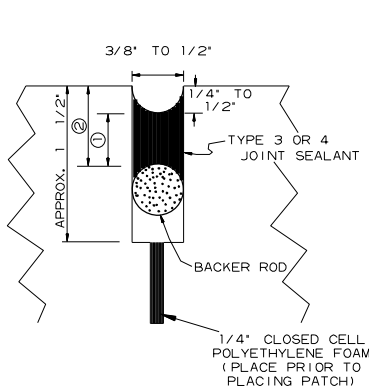
PLAN OF PAVEMENT REPAIR
(FULL SLABS)

TYPICAL SLAB REPLACEMENT EXAMPLES

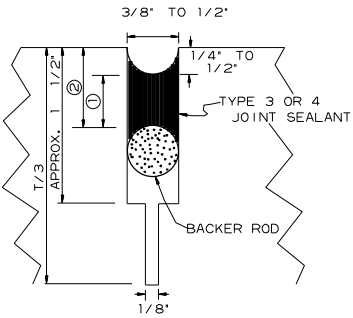
SLAB(S) TO BE RECONSTRUCTED	TYPE OF JOINT TO BE CONSTRUCTED					
	JOINT 1	JOINT 2	JOINT 3	JOINT 4	JOINT 5	JOINT 6
A OR D	LOCKED	FREE		LOCKED	FREE	
B OR E		FREE	LOCKED		FREE	LOCKED
A & B OR D & E	LOCKED	CONTRACTION	LOCKED	LOCKED	CONTRACTION	LOCKED
B & C		FREE	WARPING	LOCKED		
B, C & D		FREE	WARPING	WARPING	FREE	
C			LOCKED	LOCKED		



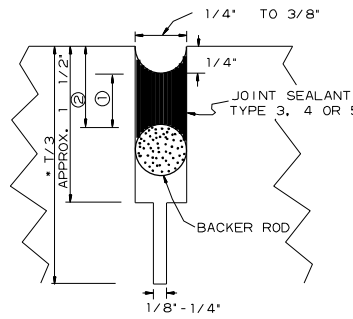
PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)



DETAIL OF SAWED FREE
TRANSVERSE JOINT

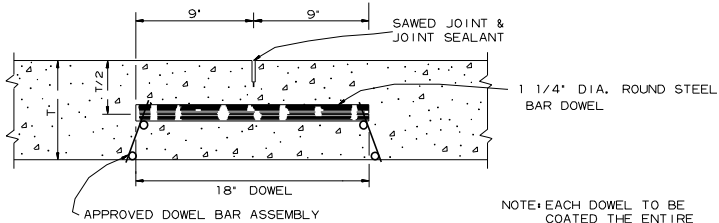


DETAIL OF SAWED CONTRACTION JOINT

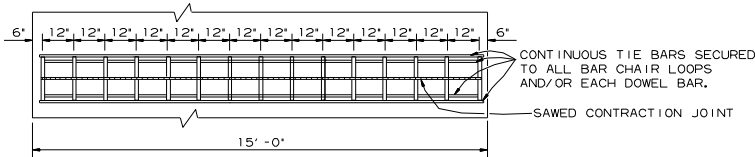


NOTE T/3 SAW CUT NOT REQUIRED FOR
LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED WARPING JOINT



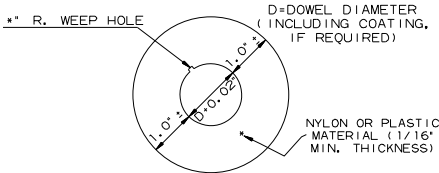
SECTION C-C



15' PAVEMENT
15 DOWELS
PLAN - CONTRACTION JOINT

NOTE: FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF EPOXY
RETENTION DISK

NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1

- NOTES FOR PAVEMENT REPAIR
- EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
 - THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
 - WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
 - ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12 X 12 - W4 X W4 WELDED WIRE FENCE (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2". FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
 - WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
 - 1/4" THICK COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OF OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
 - DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

DETAILS OF PORTLAND CEMENT
CONCRETE PAVEMENT PATCHING
FOR RAMPS

② SPECIAL DETAILS



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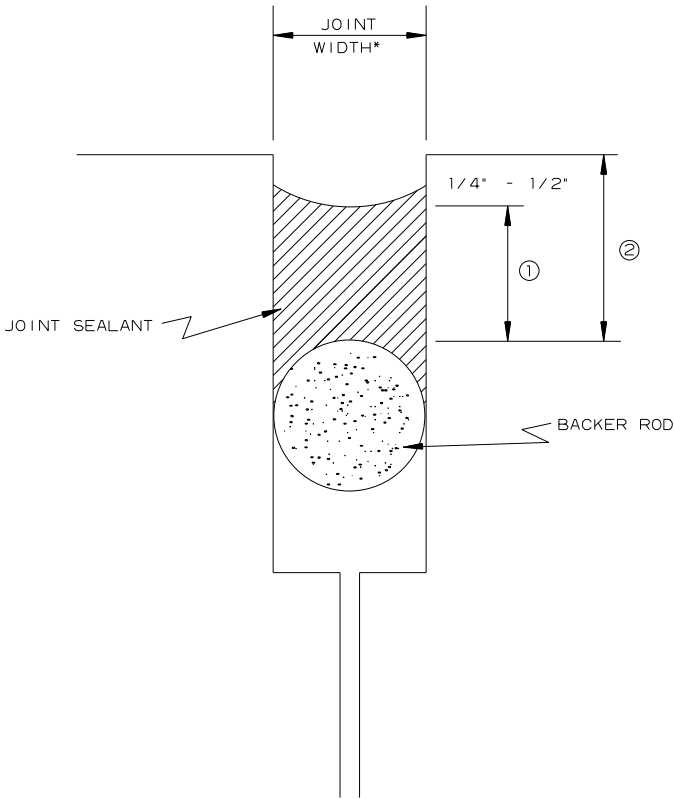
SA Donaldson 2/9/2021 4:52:16 PM
WORKSPACE: AHTD
L:\2017\101652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\SHEETS\061622 SD\130.07.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						061622	II	25
2 SPECIAL DETAILS								

JOINT CONFIGURATION FOR
TYPE 3 & 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2
5/8	5/16	3/4	9/16
3/4	3/8	7/8	7/8
4/8	7/16	1	11/16
1	1/2	1 1/4	3/4
1 TO 1 1/2	1/2	1 1/4 *	3/4

NOTE: JOINTS GREATER THAN 1 1/2" IN WIDTH SHALL BE SEALED WITH TYPE 5 JOINT SEALANT.

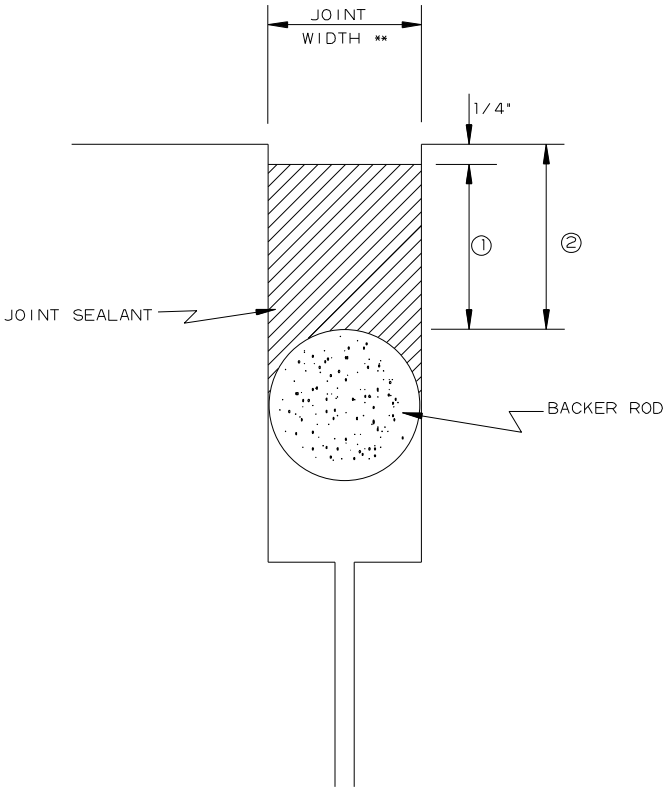


DETAILS OF TYPE A OR TYPE B
JOINT REHABILITATION

* CONTRACTION JOINTS SHALL BE SAWED TO MIN. WIDTH OF 3/8".
WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MIN. WIDTH OF EXISTING WIDTH + 1/8" (1/16" ON EACH SIDE).

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	APPROX. WIDTH TO DEPTH RATIO	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES		INCHES		
1/4	1:2	1/2	3/8	3/4
3/8		3/4	1/2	1
1/2		1	5/8	1 1/4
5/8		1 1/4	3/4	1 1/2
3/4	1:1.75	1 3/8	7/8	1 5/8
7/8		1 1/2	1	1 3/4
1	1:1.6	1 5/8	1 1/4	1 7/8
1 TO 3		1 5/8+	1 1/4+	1 7/8+



** WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MIN. WIDTH OF EXISTING WIDTH + 1/8" (1/16" ON EACH SIDE).

NOTE: FOR JOINTS WIDER THAN 1 1/2", THE CONTRACTOR SHALL HAVE THE OPTION OF COMPLETELY FILLING THE JOINT IN LIEU OF USING A BACKER ROD.

DETAILS OF TYPE B
JOINT REHABILITATION

REFER TO SECTION 509 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION.

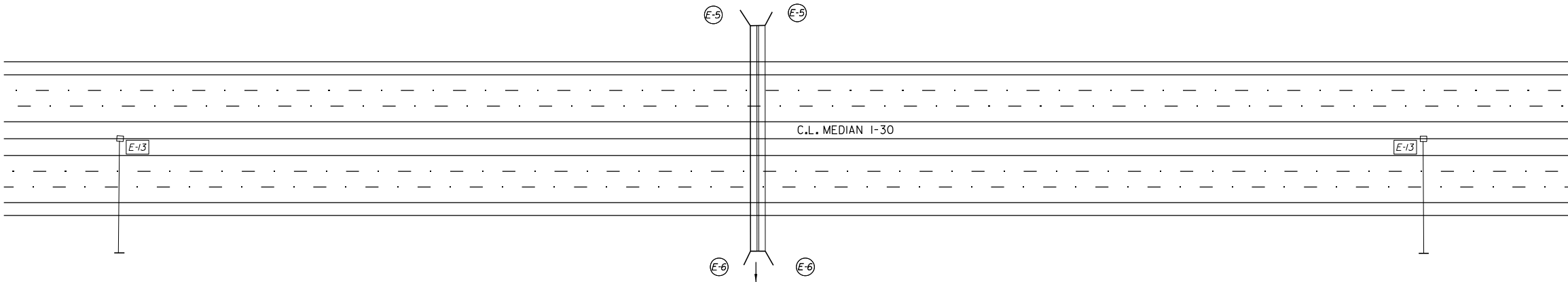


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	061622	12 25
② TEMPORARY EROSION CONTROL DETAILS								

LEGEND

ⓔ-5 = SAND BAG DITCH CHECKS ⓔ-6 = ROCK DITCH CHECKS
ⓔ-13 = COMPOST FILTER SOCK DROP INLET PROTECTION

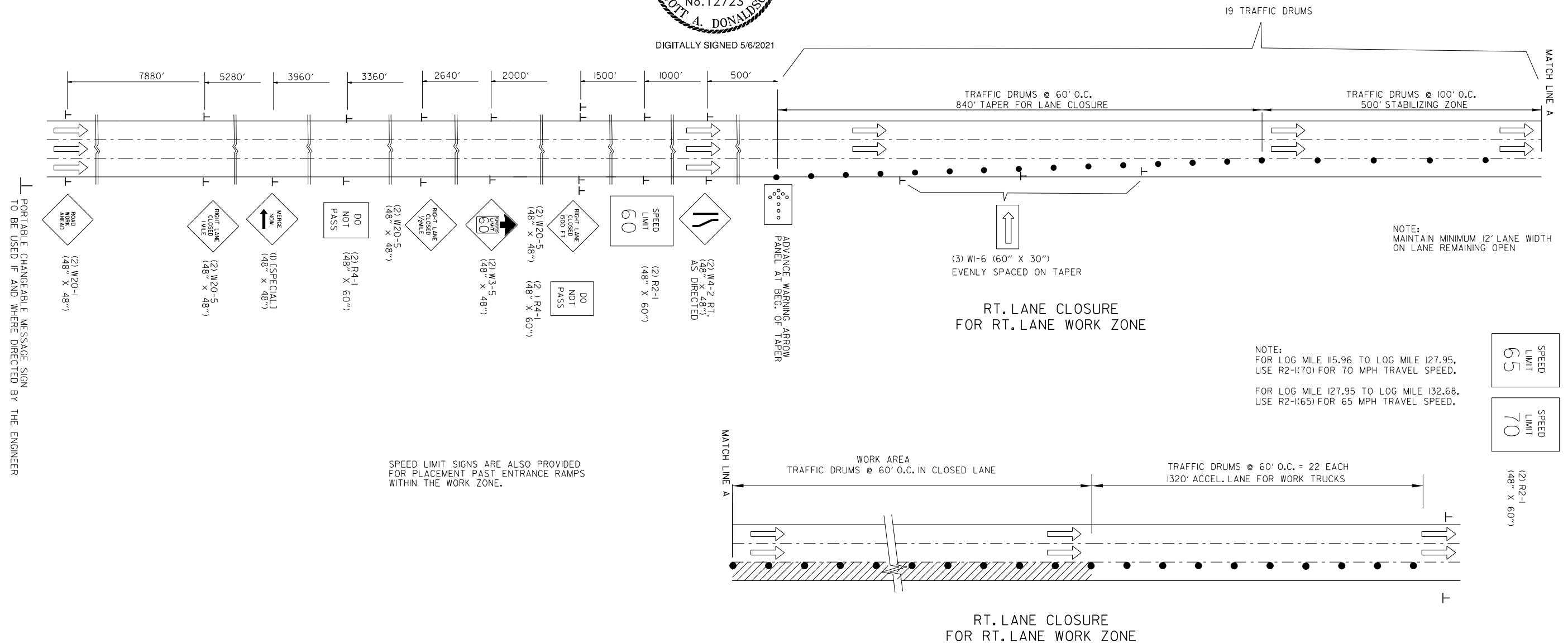
EROSION CONTROL MEASURES TO BE
PLACED DURING APPROPRIATE STAGES.
THESE DEVICES SHALL BE LEFT IN PLACE AS
LONG AS REQUIRED TO CONTROL EROSION.



TYPICAL EROSION CONTROL DEVICE PLACEMENT

NOTE:
DETAILED PLAN SHEETS FOR TEMPORARY EROSION CONTROL
HAVE NOT BEEN PROVIDED SINCE THERE ARE NO EXPECTED
SOIL DISTURBANCE ACTIVITIES INCLUDED IN THE PROJECT.
AS A SUBSTITUTE, ESTIMATED QUANTITIES FOR EROSION
CONTROL DEVICES HAVE BEEN PROVIDED TO BE USED IF
AND WHERE DIRECTED BY THE ENGINEER. THE PLAN VIEW
ABOVE SHOWS TYPICAL USES OF EACH DEVICE. IT SHOWS
FILTER SOCKS AT MEDIAN INLETS, AND DITCH
CHECKS IN ROADSIDE DITCHES.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
5/6/2021				6	ARK.			
				JOB NO.		061622	13	25
				MAINTENANCE OF TRAFFIC DETAILS				



NOTE:
FOR LOG MILE 115.96 TO LOG MILE 127.95,
USE R2-I(70) FOR 70 MPH TRAVEL SPEED.

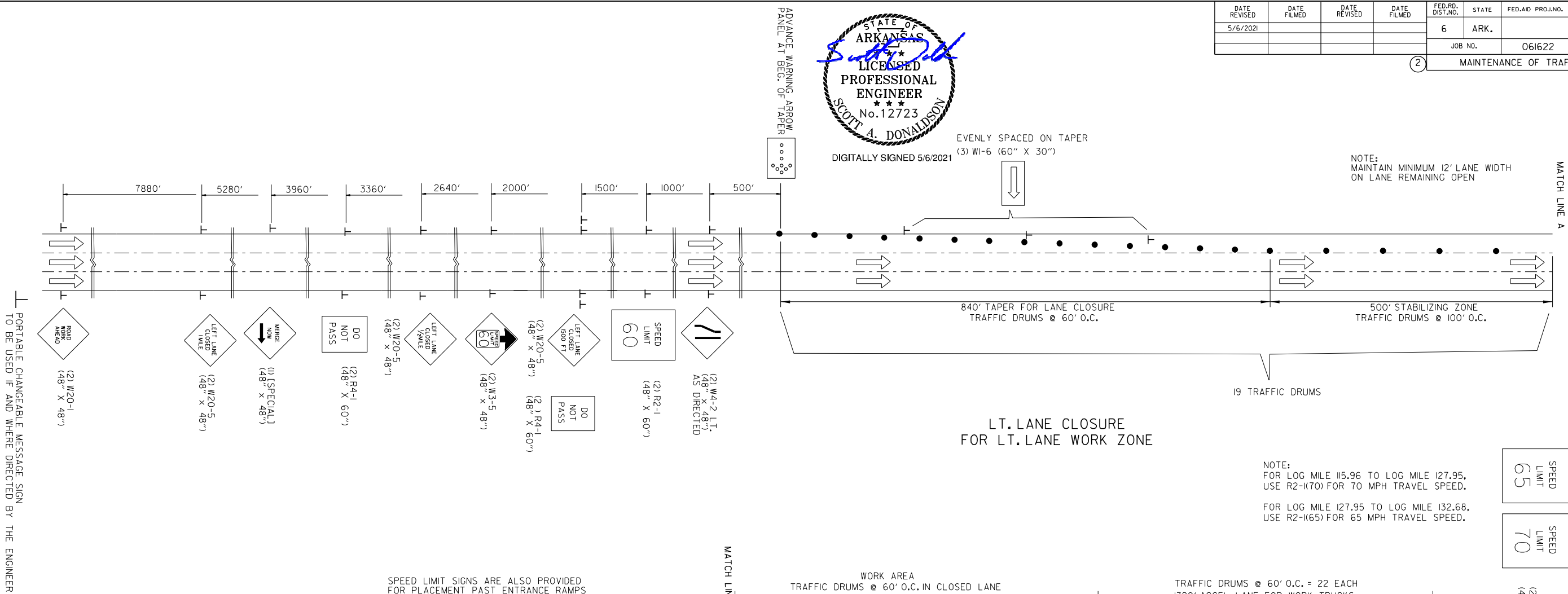
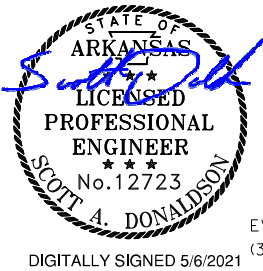
FOR LOG MILE 127.95 TO LOG MILE 132.68,
USE R2-I(65) FOR 65 MPH TRAVEL SPEED.

SPEED
LIMIT
70

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5/6/2021				6	ARK.			
				JOB NO.	061622	13A	25	
MAINTENANCE OF TRAFFIC DETAILS								

2



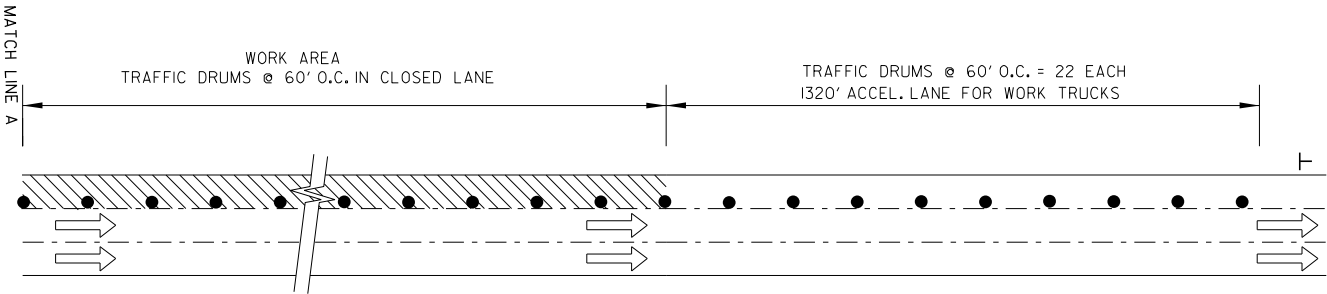
LT. LANE CLOSURE
FOR LT. LANE WORK ZONE

NOTE:
FOR LOG MILE 115.96 TO LOG MILE 127.95,
USE R2-1(70) FOR 70 MPH TRAVEL SPEED.

FOR LOG MILE 127.95 TO LOG MILE 132.68,
USE R2-1(65) FOR 65 MPH TRAVEL SPEED.

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

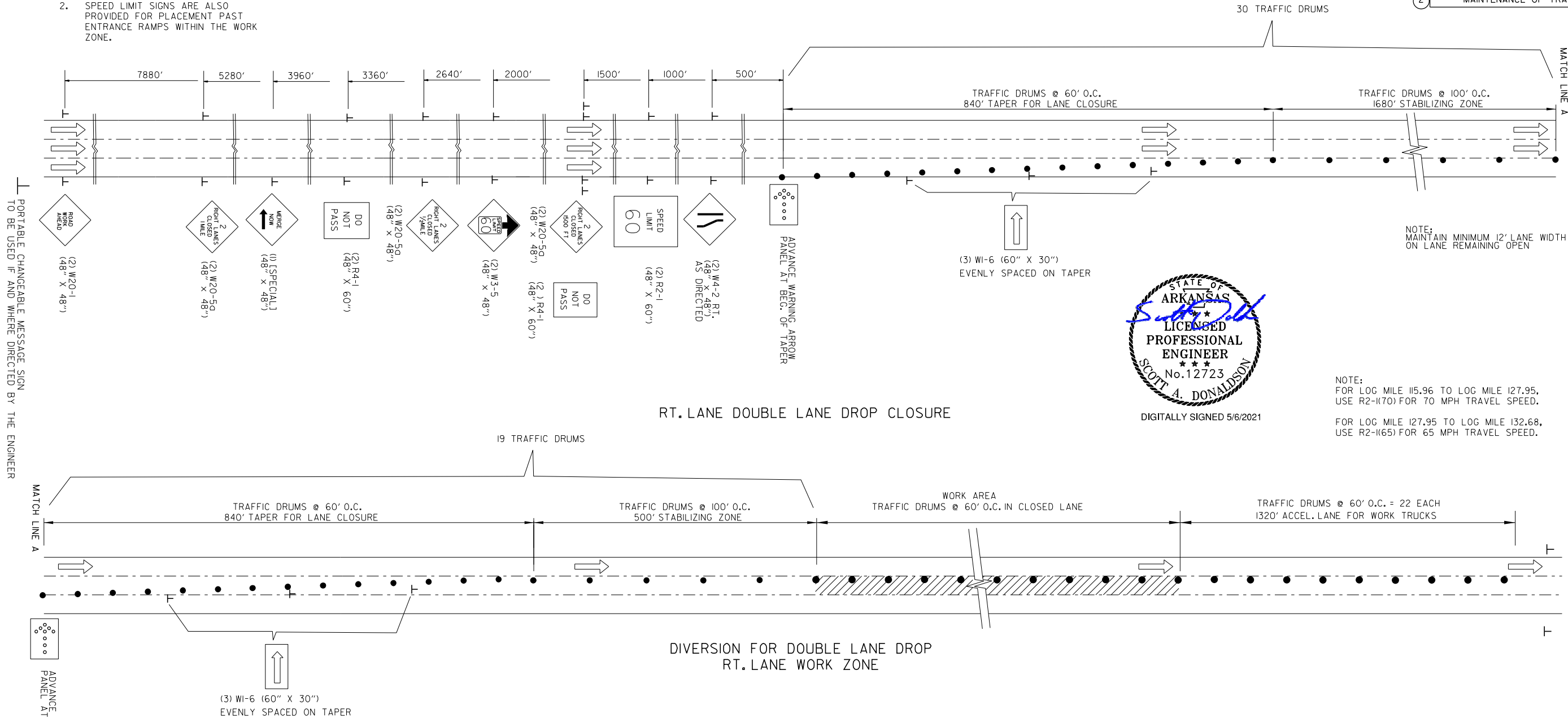
SPEED LIMIT SIGNS ARE ALSO PROVIDED
FOR PLACEMENT PAST ENTRANCE RAMP
WITHIN THE WORK ZONE.



LT. LANE CLOSURE
FOR LT. LANE WORK ZONE

- NOTES:
1. MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN.
 2. SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMP WITHIN THE WORK ZONE.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5/6/2021				6	ARK.			
				JOB NO.	061622		14	25
MAINTENANCE OF TRAFFIC DETAILS								



NOTE:
FOR LOG MILE 115.96 TO LOG MILE 127.95,
USE R2-1(70) FOR 70 MPH TRAVEL SPEED.
FOR LOG MILE 127.95 TO LOG MILE 132.68,
USE R2-1(65) FOR 65 MPH TRAVEL SPEED.

SPEED LIMIT 65

SPEED LIMIT 70

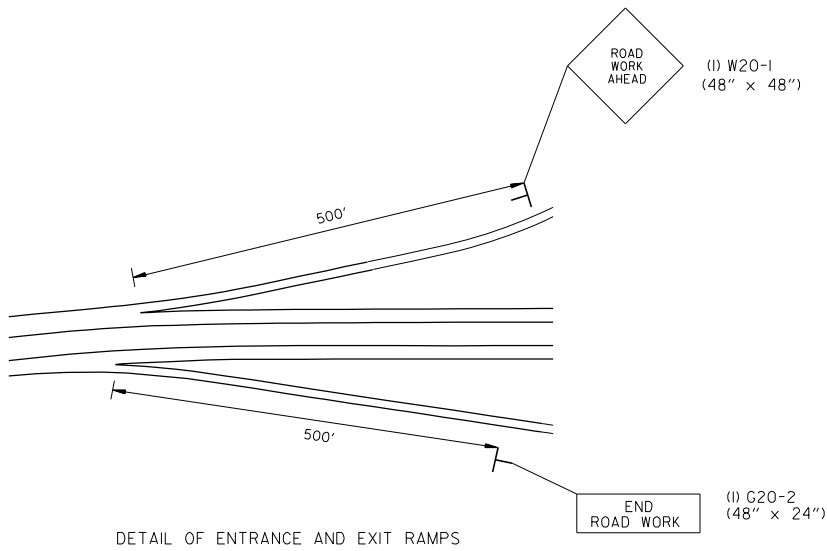
(2) R2-1 (48" X 60")

LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

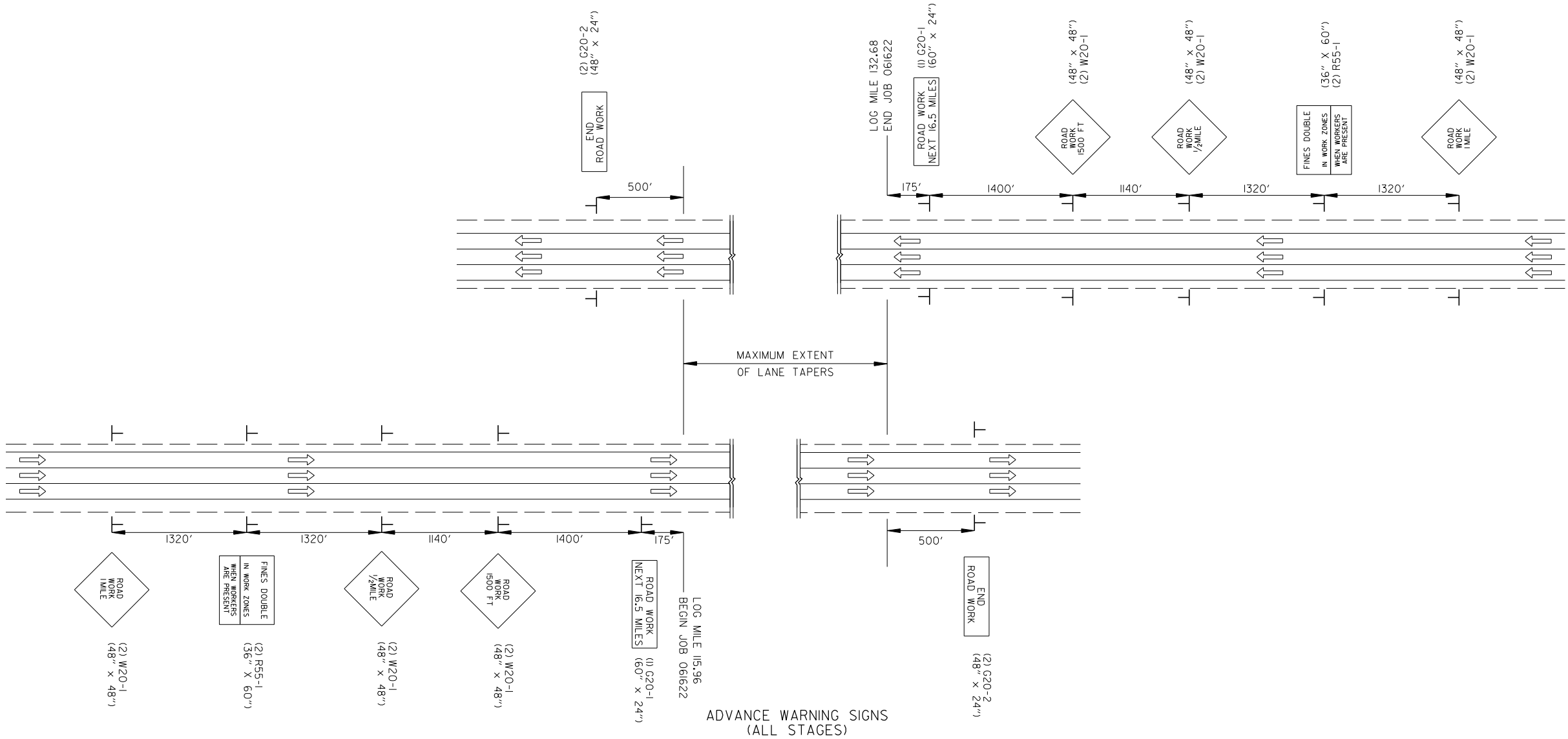
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				6	ARK.			
				JOB NO.		061622	15	25
				② MAINTENANCE OF TRAFFIC DETAILS				



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DETAIL OF ENTRANCE AND EXIT RAMPs



PORTABLE CHANGEABLE MESSAGE SIGN
TO BE USED IF AND WHERE DIRECTED
BY THE ENGINEER
ANY MESSAGES DISPLAYED
WILL BE COORDINATED WITH THE DISTRICT

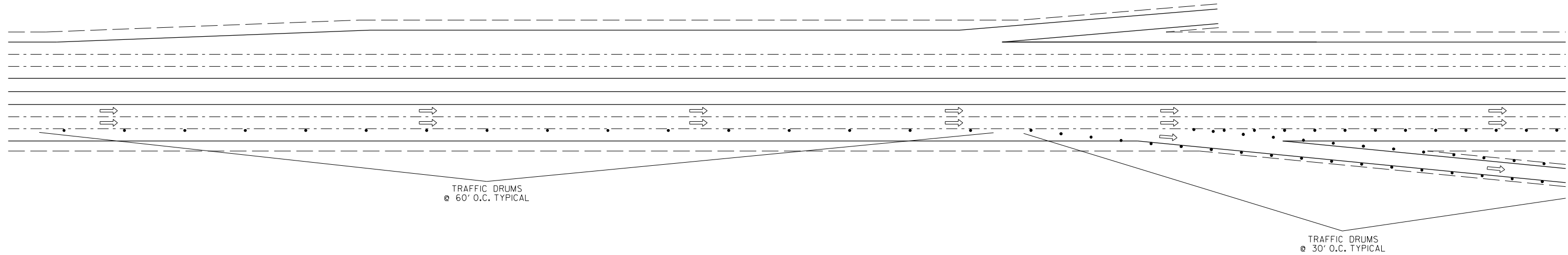
ADVANCE WARNING SIGNS
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 2/9/2021 1:52:17 PM
WORKSPACE: AHTD
L:\2017\101652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\SHEETS\061622_MOT_130_04.dgn
REVISED DATE:

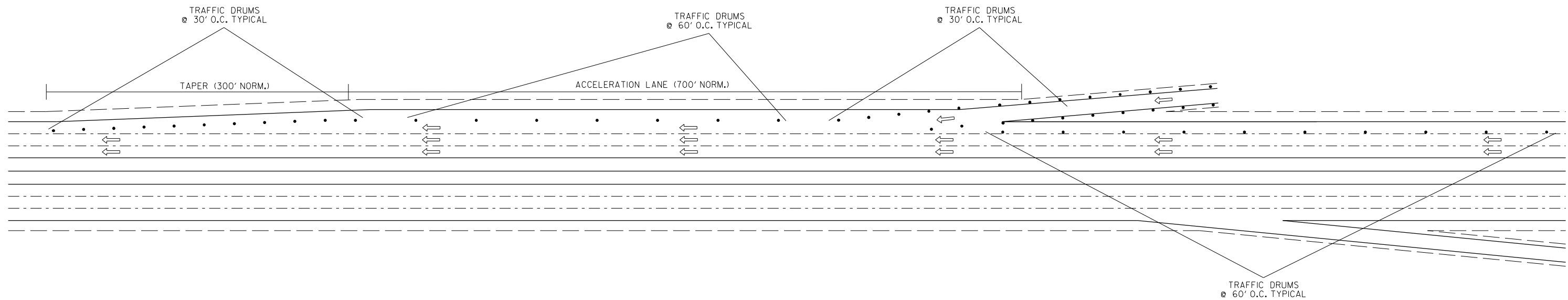


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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		061622	16	25
				2 MAINTENANCE OF TRAFFIC DETAILS				



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

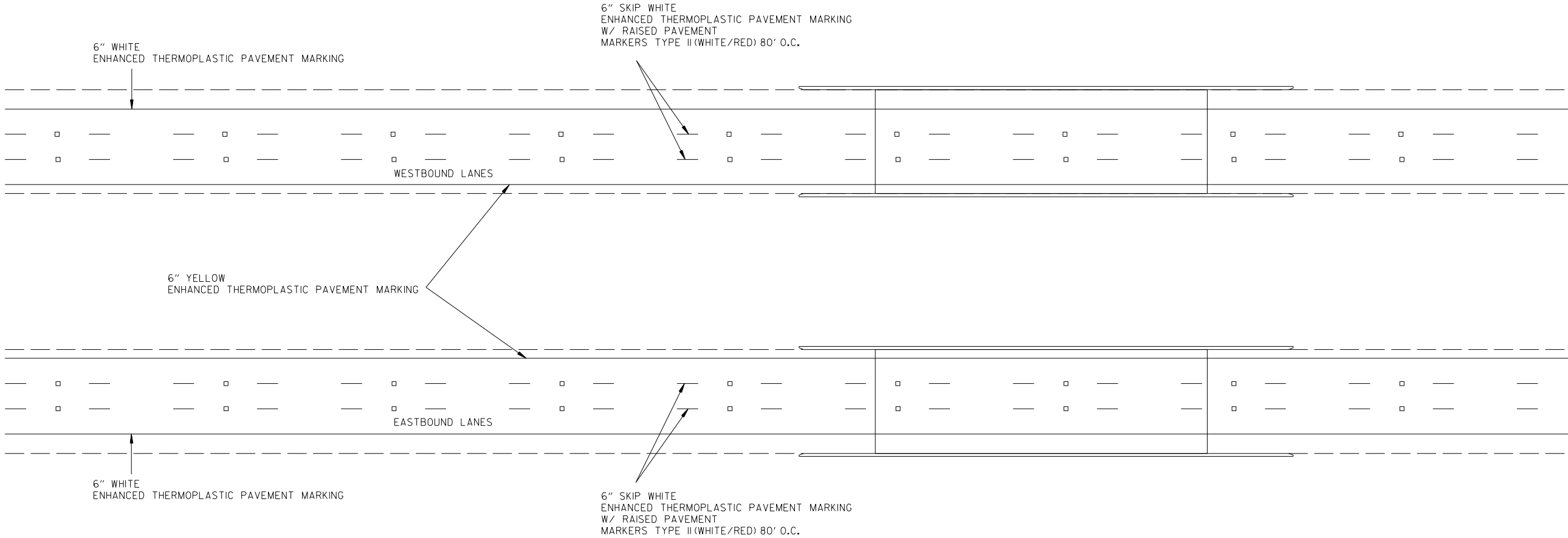
DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

SADonaldson 2/9/2021 1:52:18 PM
WORKSPACE: AHTD
L:\2017\1701652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\SHEETS\061622.PM\30_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		061622	18	25
				② PERMANENT PAVEMENT MARKING DETAILS				



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NOTE:
1. SEE PM-1 AND PM-2 FOR MAIN LANE AND
RAMP STRIPING DETAILS.

PERMANENT PAVEMENT MARKING DETAILS

SA Donaldson 2/1/2022 2:44:46 PM
WORKSPACE: AHTD
L:\2017\017652 - ARDOT 061622 Savier - Geyer Springs\Drawings\SHEETS\061622_QTY_130_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
5/6/2021		6/29/2021		6	ARK.			
6/17/2021		1/5/2022		JOB NO.		061622	19	25
6/25/2021		2/1/2022		QUANTITIES				
6/28/2021								

2

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	*CONSTRUCTION PROJECT INFORMATION SIGN UPDATE
			LIN. FT. - EACH				NO.	SQ. FT.		EACH	DAY	WEEK
W20-1	ROAD WORK 1 MILE	48"x48"	6	6	6	6	6	96.0				
W20-1	ROAD WORK 1/2 MILE	48"x48"	6	6	6	6	6	96.0				
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	64.0				
W20-1	ROAD WORK AHEAD	48"x48"	6	6	6	6	6	96.0				
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	32.0				
G20-1	ROAD WORK NEXT 16.5 MILES	60"x24"	4	4	4	4	4	40.0				
W1-6	LARGE ARROW	48"x24"	15	15	15	15	15	120.0				
R4-1	DO NOT PASS	24"x30"	12	12	12	12	12	60.0				
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	4	4	60.0				
W3-5	SPEED LIMIT 60 ↑	48"X48"	6	6	6	6	6	96.0				
W20-5	RIGHT LANE CLCSED 1 MILE	48"X48"	4	4	4	4	4	64.0				
W20-5	RIGHT LANE CLCSED 1/2 MILE	48"X48"	4	4	4	4	4	64.0				
W20-5	RIGHT LANE CLCSED 1500 FT	48"X48"	6	6	6	6	6	96.0				
W4-2 RT	LANE ENDS, MERGE	48"X48"	6	6	6	6	6	96.0				
R2-1	SPEED LIMIT 60	48"X60"	6	6	6	6	6	120.0				
SPECIAL	MERGE NOW W/ ARROW GRAPHIC (LEFT)	48"x48"	3	3	3	3	3	48.0				
R2-1	SPEED LIMIT 65	48"x60"	8	8	8	8	8	160.0				
R2-1	SPEED LIMIT 70	48"x60"	8	8	8	8	8	160.0				
SPECIAL	CONTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	2	64.0				
	CONTRUCTION PROJECT INFORMATION SIGN UPDATE											2
	TRAFFIC DRUMS		931	931	1017	1017			1017			
	ADVANCE WARNING ARROW PANEL		3	3	3	3				225		
	PORTABLE CHANGEABLE MESSAGE SIGN		5	5	5	5					55	
TOTALS:								1632.0	1017	225	55	2

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

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

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

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION/DESCRIPTION	AWIS MOBILIZATION	AWIS OPERATION	DEVICE RELOCATION	FURNISH AND INSTALL	
				VARIABLE MESSAGE SIGN	VEHICLE DETECTION SYSTEM
	LUMP SUM	MONTH		EACH	
ENTIRE PROJECT	1.00	18	164	9	32
TOTALS:	1.00	18	164	9	32

NOTE: QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	* CONSTRUCTION PAVEMENT MARKINGS	* REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		
				6"		12"
				WHITE	YELLOW	WHITE
	LIN. FT.	LIN. FT.	TYPE II (WHITE/RED) EACH	LIN. FT.		
CONSTRUCTION PAVEMENT MARKINGS	945682					
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		36000				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			6723			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")				268433		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					177270	
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")						27138
TOTALS:	945682	36000	6723	268433	177270	27138

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

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

PCCP PATCHING

LOCATION	* REM. & DISP. CONC. PVMT. FOR PATCHING	* P.C.C.P. PATCHING (14" U.T.)
	SQ. YD.	SQ. YD.
CENTER WESTBOUND LANE L.M. 128.05	60	60
TOTALS:	60	60

NOTE: IN ACCORDANCE WITH SECTION 501.08 OF THE STANDARD SPECIFICATIONS, HIGH EARLY STRENGTH CONCRETE PAVEMENT SHALL BE USED FOR P.C.C.P. PATCHING (14" U.T.) TO REDUCE THE AMOUNT OF TIME NEEDED FOR LANE CLOSURES.

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

JOINT REHABILITATION

LOCATION	* NUMBER OF JOINTS	LENGTH	* TYPE A
		LIN. FT.	
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	3	54	162
TOTALS:	3		162

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

EROSION CONTROL

STATION	STATION	LOCATION	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	SILT FENCE	COMPOST FILTER SOCK DROP INLET	*SEDIMENT REMOVAL & DISPOSAL
			(E-5)	(E-6)	(E-11)	(E-13)	
			BAG	CU.YD.		LIN. FT.	CU. YD.
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			748	102	500	850	223
TOTALS:			748	102	500	850	223

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



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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		061622	20	25
QUANTITIES								



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BASE AND SURFACING (BOX 1 OF 3)

LOG MILE	LOG MILE	LOCATION	LENGTH	TACK COAT				ACHM SURFACE COURSE ('/2")				ULTRATHIN BONDED WEARING CRSE. (5/8" - TY. B)	AGGREGATE BASE COURSE (CLASS 7)
				(0.17 GAL. PER SQ. YD.)				AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22		
				TOTAL WID.	SQ.YD.	GALLON	FEET						
			FEET	FEET							SQ. YD.	TON	
MAIN LANES													
115.96	116.28	I-30 WB MAIN LANES	1690	58	10891	1851	58	10891	220	1198	10891	42	
116.28	116.50	I-30 WB MAIN LANES	1153	48	6149	1045	48	6149	220	676	6149	29	
116.50	117.32	I-30 WB MAIN LANES	4346	58	28008	4761	58	28008	220	3081	28008	109	
117.32	117.58	I-30 WB MAIN LANES	1360	60	9067	1541	60	9067	220	997	9067	34	
117.58	117.80	I-30 WB MAIN LANES	1144	50	6356	1081	50	6356	220	699	6356	29	
117.80	118.38	I-30 WB MAIN LANES	3082	58	19862	3377	58	19862	220	2185	19862	77	
118.38	118.70	I-30 WB MAIN LANES	1690	58	10891	1851	58	10891	220	1198	10891	42	
118.70	119.00	I-30 WB MAIN LANES	1584	58	10208	1735	58	10208	220	1123	10208	40	
119.00	119.52	I-30 WB MAIN LANES	2750	58	17722	3013	58	17722	220	1949	17722	69	
119.52	120.00	I-30 WB MAIN LANES	2551	58	16440	2795	58	16440	220	1808	16440	64	
120.00	120.35	I-30 WB MAIN LANES	1815	48	9680	1646	48	9680	220	1065	9680	45	
120.35	121.33	I-30 WB MAIN LANES	5211	58	33582	5709	58	33582	220	3694	33582	130	
121.46	122.10	I-30 WB MAIN LANES	3387	58	21827	3711	58	21827	220	2401	21827	85	
122.10	122.52	I-30 WB MAIN LANES	2218	58	14294	2430	58	14294	220	1572	14294	55	
122.52	122.73	I-30 WB MAIN LANES	1127	48	6011	1022	48	6011	220	661	6011	28	
122.73	123.52	I-30 WB MAIN LANES	4153	58	26764	4550	58	26764	220	2944	26764	104	
123.52	123.65	I-30 WB MAIN LANES	686	58	4421	752	58	4421	220	486	4421	17	
123.65	125.90	I-30 WB MAIN LANES	11856	58	76405	12989	58	76405	220	8405	76405	296	
125.90	126.09	I-30 WB MAIN LANES	1038	48	5536	941	48	5536	220	609	5536	26	
126.09	126.99	I-30 WB MAIN LANES	4742	58	30560	5195	58	30560	220	3362	30560	119	
126.99	127.22	I-30 WB MAIN LANES	1214	58	7824	1330	58	7824	220	861	7824	30	
127.22	127.49	I-30 WB MAIN LANES	1439	58	9274	1577	58	9274	220	1020	9274	36	
127.62	127.67	I-30 WB MAIN LANES	282	58	1817	309	58	1817	220	200	1817	7	
127.67	127.71	I-30 WB MAIN LANES	207	58	1334	227	58	1334	220	147	1334	5	
127.71	127.97	I-30 WB MAIN LANES	1368	48	7296	1240	48	7296	220	803	7296	34	
127.97	127.99	I-30 WB MAIN LANES	141	58	909	155	58	909	220	100	909	4	
128.11	128.15	I-30 WB MAIN LANES	198	60	1320	224	60	1320	220	145	1320	5	
128.15	128.18	I-30 WB MAIN LANES	176	66	1291	219	66	1291	220	142	1291	4	
128.18	128.37	I-30 WB MAIN LANES	976	72	7808	1327	72	7808	220	859	7808	24	
128.37	128.53	I-30 WB MAIN LANES	833	77	7127	1212	77	7127	220	784	7127	21	
128.53	129.02	I-30 WB MAIN LANES	2607	82	23753	4038	82	23753	220	2613	23753	65	
129.02	129.09	I-30 WB MAIN LANES	344	83	3172	539	83	3172	220	349	3172	9	
129.09	129.13	I-30 WB MAIN LANES	218	48	1163	198	48	1163	220	128	1163	5	
129.13	129.46	I-30 WB MAIN LANES	1762	58	11355	1930	58	11355	220	1249	11355	44	
129.46	129.79	I-30 WB MAIN LANES	1746	58	11252	1913	58	11252	220	1238	11252	44	
129.79	130.15	I-30 WB MAIN LANES	1893	48	10096	1716	48	10096	220	1111	10096	47	
130.15	130.53	I-30 WB MAIN LANES	1995	58	12857	2186	58	12857	220	1414	12857	50	
130.75	131.77	I-30 WB MAIN LANES	5431	58	35000	5950	58	35000	220	3850	35000	136	
131.77	131.87	I-30 WB MAIN LANES	507	48	2704	460	48	2704	220	297	2704	13	
131.87	131.89	I-30 WB MAIN LANES	87	49	474	81	49	474	220	52	474	2	
131.89	132.00	I-30 WB MAIN LANES	616	49	3354	570	49	3354	220	369	3354	15	
132.00	132.20	I-30 WB MAIN LANES	1024	59	6713	1141	59	6713	220	738	6713	26	
132.36	132.66	I-30 WB MAIN LANES	1562	48	8331	1416	48	8331	220	916	8331	39	
SUBTOTALS (BOX 1 OF 3):					540898	91953		540898		59498	540898	2105	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 70-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

BASE AND SURFACING (BOX 2 OF 3)

LOG MILE	LOG MILE	LOCATION	LENGTH	TACK COAT			ACHM SURFACE COURSE (1/2")				ULTRATHIN BONDED WEARING CRSE. (5/8" - TY. B)	AGGREGATE BASE COURSE (CLASS 7)	
				(0.17 GAL. PER SQ. YD.)			AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22			
				TOTAL WID.	SQ.YD.	GALLON							FEET
MAIN LANES CONTINUED													
115.96	116.10	I-30 EB MAIN LANES	743	48	3963	674	48	3963	220	436	3963	19	
116.10	117.10	I-30 EB MAIN LANES	5301	58	34162	5808	58	34162	220	3758	34162	133	
117.10	117.28	I-30 EB MAIN LANES	931	48	4965	844	48	4965	220	546	4965	23	
117.28	118.38	I-30 EB MAIN LANES	5802	58	37391	6356	58	37391	220	4113	37391	145	
118.38	118.70	I-30 EB MAIN LANES	1690	58	10891	1851	58	10891	220	1198	10891	42	
118.70	119.00	I-30 EB MAIN LANES	1584	58	10208	1735	58	10208	220	1123	10208	40	
119.00	119.52	I-30 EB MAIN LANES	2746	58	17696	3008	58	17696	220	1947	17696	69	
119.52	119.59	I-30 EB MAIN LANES	368	58	2372	403	58	2372	220	261	2372	9	
119.59	119.79	I-30 EB MAIN LANES	1038	48	5536	941	48	5536	220	609	5536	26	
119.79	121.33	I-30 EB MAIN LANES	8176	58	52690	8957	58	52690	220	5796	52690	204	
121.46	121.79	I-30 EB MAIN LANES	1774	58	11432	1943	58	11432	220	1258	11432	44	
121.79	122.09	I-30 EB MAIN LANES	1568	48	8363	1422	48	8363	220	920	8363	39	
122.09	122.10	I-30 EB MAIN LANES	46	58	296	50	58	296	220	33	296	1	
122.10	122.52	I-30 EB MAIN LANES	2218	58	14294	2430	58	14294	220	1572	14294	55	
122.52	123.42	I-30 EB MAIN LANES	4769	58	30734	5225	58	30734	220	3381	30734	119	
123.42	123.52	I-30 EB MAIN LANES	511	48	2725	463	48	2725	220	300	2725	13	
123.52	123.65	I-30 EB MAIN LANES	686	48	3659	622	48	3659	220	402	3659	17	
123.65	123.72	I-30 EB MAIN LANES	344	48	1835	312	48	1835	220	202	1835	9	
123.72	125.95	I-30 EB MAIN LANES	11804	58	76070	12932	58	76070	220	8368	76070	295	
125.95	126.03	I-30 EB MAIN LANES	434	59	2844	483	59	2844	220	313	2844	11	
126.03	126.70	I-30 EB MAIN LANES	3516	60	23440	3985	60	23440	220	2578	23440	88	
126.70	126.89	I-30 EB MAIN LANES	1004	48	5355	910	48	5355	220	589	5355	25	
126.89	126.99	I-30 EB MAIN LANES	533	58	3435	584	58	3435	220	378	3435	13	
126.99	127.22	I-30 EB MAIN LANES	1214	58	7824	1330	58	7824	220	861	7824	30	
127.22	127.49	I-30 EB MAIN LANES	1439	58	9274	1577	58	9274	220	1020	9274	36	
127.62	127.67	I-30 EB MAIN LANES	282	58	1817	309	58	1817	220	200	1817	7	
127.67	127.99	I-30 EB MAIN LANES	1715	58	11052	1879	58	11052	220	1216	11052	43	
128.11	128.15	I-30 EB MAIN LANES	198	58	1276	217	58	1276	220	140	1276	5	
128.15	129.02	I-30 EB MAIN LANES	4594	58	29606	5033	58	29606	220	3257	29606	115	
129.02	129.13	I-30 EB MAIN LANES	566	58	3648	620	58	3648	220	401	3648	14	
129.13	129.32	I-30 EB MAIN LANES	1038	47	5421	922	47	5421	220	596	5421	26	
129.32	129.46	I-30 EB MAIN LANES	720	58	4640	789	58	4640	220	510	4640	18	
129.46	129.49	I-30 EB MAIN LANES	132	58	851	145	58	851	220	94	851	3	
129.49	129.68	I-30 EB MAIN LANES	1046	48	5579	948	48	5579	220	614	5579	26	
129.68	130.53	I-30 EB MAIN LANES	4456	58	28716	4882	58	28716	220	3159	28716	111	
130.75	131.04	I-30 EB MAIN LANES	1574	58	10144	1724	58	10144	220	1116	10144	39	
131.04	131.42	I-30 EB MAIN LANES	1973	48	10523	1789	48	10523	220	1158	10523	49	
131.42	131.87	I-30 EB MAIN LANES	2391	58	15409	2620	58	15409	220	1695	15409	60	
131.87	132.17	I-30 EB MAIN LANES	1585	58	10214	1736	58	10214	220	1124	10214	40	
132.17	132.19	I-30 EB MAIN LANES	105	58	677	115	58	677	220	74	677	3	
132.36	132.53	I-30 EB MAIN LANES	942	58	6071	1032	58	6071	220	668	6071	24	
132.53	132.68	I-30 EB MAIN LANES	769	58	4956	843	58	4956	220	545	4956	19	
SUBTOTALS (BOX 2 OF 3):					532054	90448		532054		58529	532054	2107	

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6/4/2021				6	ARK.			
				JOB NO.		061622	21	25
				QUANTITIES				

2

BASE AND SURFACING (BOX 3 OF 3)

LOG MILE	STATION	LOCATION	LENGTH	TACK COAT			ACHM SURFACE COURSE (1/2")				ULTRATHIN BONDED WEARING CRSE. (5/8" - TY. B)	AGGREGATE BASE COURSE (CLASS 7)	
				(0.17 GAL. PER SQ. YD.)			AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22			
				TOTAL WID.	SQ.YD.	GALLON							FEET
ADDITIONAL FOR RAMPS													
116.07	93+51.14	EB ENTRANCE RAMP	176	19	372	63	19	372	220	41	372	4	
116.09	98+01.80	WB EXIT RAMP	503	16	887	151	16	887	220	98	887	13	
116.28	114+53.48	WB ENTRANCE RAMP AND AUX LANE	1153	22	2786	474	22	2786	220	306	2786	29	
116.50	117+20.30	EB EXIT RAMP	276	13	408	69	13	408	220	45	408	7	
117.13	155+83.47	EB ENTRANCE RAMP AND AUX LANE	931	17	1718	292	17	1718	220	189	1718	23	
117.24	157+99.10	WB EXIT RAMP	430	20	954	162	20	954	220	105	954	11	
117.55	174+41.46	EB EXIT RAMP	461	14	726	123	14	726	220	80	726	12	
117.58	183+03.67	WB ENTRANCE RAMP AND AUX LANE	1144	20	2604	443	20	2604	220	286	2604	29	
119.06	255+34.45	WB EXIT RAMP	534	19	1125	191	19	1125	220	124	1125	13	
119.60	288+09.97	EB ENTRANCE RAMP AND AUX LANE	1038	19	2154	366	19	2154	220	237	2154	26	
120.23	317+40.50	EB EXIT RAMP	594	11	738	125	11	738	220	81	738	15	
120.00	317+75.12	WB ENTRANCE RAMP AND AUX LANE	1815	19	3740	636	19	3740	220	411	3740	45	
121.16	365+17.52	WB EXIT RAMP	444	14	668	114	14	668	220	73	668	11	
121.80	409+81.63	EB ENTRANCE RAMP AND AUX LANE	1568	20	3470	590	20	3470	220	382	3470	39	
122.54	437+56.63	EB EXIT RAMP	398	17	752	128	17	752	220	83	752	10	
122.52	443+71.44	WB ENTRANCE RAMP AND AUX LANE	1145	20	2583	439	20	2583	220	284	2583	29	
123.45	495+55.30	EB ENTRANCE RAMP AND AUX LANE	1541	17	2919	496	17	2919	220	321	2919	39	
123.64	496+29.79	WB EXIT RAMP	463	15	782	133	15	782	220	86	782	12	
123.97	519+04.00	WB ENTRANCE RAMP AND AUX LANE	1003	18	1979	336	18	1979	220	218	1979	25	
125.13	581+87.20	EB ENTRANCE RAMP AND AUX LANE	1162	20	2567	436	20	2567	220	282	2567	29	
125.95	617+93.09	EB EXIT RAMP	426	14	671	114	14	671	220	74	671	11	
125.85	621+04.57	WB ENTRANCE RAMP AND AUX LANE	1038	19	2227	379	19	2227	220	245	2227	26	
126.70	663+13.38	EB ENTRANCE RAMP AND AUX LANE	1004	19	2086	355	19	2086	220	229	2086	25	
126.86	665+58.19	WB EXIT RAMP	407	17	749	127	17	749	220	82	749	10	
127.71	720+11.64	WB ENTRANCE RAMP AND AUX LANE	1368	23	3513	597	23	3513	220	386	3513	34	
128.34	743+80.07	EB EXIT RAMP	408	16	725	123	16	725	220	80	725	10	
128.84	768+85.74	EB EXIT RAMP	251	12	345	59	12	345	220	38	345	6	
129.13	791+68.07	EB ENTRANCE RAMP AND AUX LANE	1038	18	2102	357	18	2102	220	231	2102	26	
129.42	799+66.41	WB EXIT RAMP	264	14	399	68	14	399	220	44	399	7	
129.51	810+65.82	EB ENTRANCE RAMP	1046	18	2043	347	18	2043	220	225	2043	26	
129.80	835+26.91	WB EXIT RAMP / WB ENTRANCE RAMP	1893	25	5220	887	25	5220	220	574	5220	47	
129.98	830+70.84	EB EXIT RAMP	458	16	796	135	16	796	220	88	796	11	
131.06	902+21.76	EB ENTRANCE RAMP / EB EXIT RAMP	1973	21	4691	797	21	4691	220	516	4691	49	
131.05	888+05.36	WB EXIT RAMP	502	15	809	138	15	809	220	89	809	13	
131.58	915+69.26	WB EXIT RAMP	494	16	868	148	16	868	220	95	868	12	
131.86	929+98.84	EB EXIT RAMP	446	13	634	108	13	634	220	70	634	11	
131.77	933+16.38	WB ENTRANCE RAMP AND AUX LANE	1211	23	3077	523	23	3077	220	338	3077	30	
132.16	943+02.40	EB ENTRANCE RAMP AND AUX LANE	232	11	291	49	11	291	220	32	291	6	
132.16	966+47.59	EB EXIT RAMP AND AUX LANE	1469	10	1571	267	10	1571	220	173	1571	37	
132.36	970+17.39	WB EXIT RAMP	1795	26	5123	871	26	5123	220	564	5123	45	
ENTIRE PROJECT - TEMPORARY TRANSITIONS FOR ULTRA THIN BONDED WEARING COURSE						27643	4699		27643	220	3041		
SUBTOTALS (BOX 3 OF 3):						99515	16915		99515		10946	71872	863
SUBTOTALS (BOX 1 OF 3):						540898	91953		540898		59498	540893	2105
SUBTOTALS (BOX 2 OF 3):						532054	90448		532054		58529	532054	2107
TOTALS:						1172467	199316		1172467		128973	1144824	5075

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

ASPHALT CONCRETE PATCHING FOR
MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	418	836
TOTALS:	418	836

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL/MILE

SILANE PROTECTIVE SURFACE TREATMENT

LOG MILE	LOG MILE	LOCATION	LENGTH LIN. FT.	WIDTH FT.	SILANE PROTECTIVE SURFACE TREATMENT SQ. YD.
115.96	121.30	I-30 MEDIAN	28195	7.79	24404
121.34	127.52	I-30 MEDIAN	32630	7.79	28243
127.56	128.02	I-30 MEDIAN	2429	7.79	2102
128.08	130.64	I-30 MEDIAN	13517	7.79	11700
130.69	132.18	I-30 MEDIAN	7867	7.79	6809
132.26	132.68	I-30 MEDIAN	2218	7.79	1920
115.96	116.02	I-30 WESTBOUND OUTSIDE BARRIER	325	6.36	230
116.04	116.11	I-30 WESTBOUND OUTSIDE BARRIER	369	6.36	261
116.13	116.46	I-30 WESTBOUND OUTSIDE BARRIER	1739	6.36	1229
116.52	116.90	I-30 WESTBOUND OUTSIDE BARRIER	2003	6.36	1415
116.87	117.02	I-30 EASTBOUND OUTSIDE BARRIER	770	6.36	544
117.12	117.50	I-30 EASTBOUND OUTSIDE BARRIER	2029	6.36	1434
117.25	117.74	I-30 WESTBOUND OUTSIDE BARRIER	2568	6.36	1815
117.88	118.10	I-30 EASTBOUND OUTSIDE BARRIER	1161	6.36	820
118.25	118.53	I-30 WESTBOUND OUTSIDE BARRIER	1449	6.36	1024
118.30	118.84	I-30 EASTBOUND OUTSIDE BARRIER	2854	6.36	2017
118.71	118.90	I-30 WESTBOUND OUTSIDE BARRIER	997	6.36	705
120.42	121.38	I-30 EASTBOUND OUTSIDE BARRIER	5076	6.36	3587
122.64	122.75	I-30 EASTBOUND OUTSIDE BARRIER	575	6.36	406
123.17	123.39	I-30 EASTBOUND OUTSIDE BARRIER	1194	6.36	844
123.46	123.58	I-30 EASTBOUND OUTSIDE BARRIER	665	6.36	470
125.97	126.05	I-30 WESTBOUND OUTSIDE BARRIER	456	6.36	322
126.19	126.33	I-30 WESTBOUND OUTSIDE BARRIER	752	6.36	531
126.87	126.91	I-30 WESTBOUND OUTSIDE BARRIER	191	6.36	135
127.72	127.97	I-30 WESTBOUND OUTSIDE BARRIER	1321	6.36	934
128.08	128.20	I-30 EASTBOUND OUTSIDE BARRIER	599	6.36	423
128.18	129.07	I-30 WESTBOUND OUTSIDE BARRIER	4667	6.36	3298
129.23	129.25	I-30 EASTBOUND OUTSIDE BARRIER	149	6.36	105
129.51	129.78	I-30 WESTBOUND OUTSIDE BARRIER	1402	6.36	991
129.83	130.10	I-30 WESTBOUND OUTSIDE BARRIER	1424	6.36	1006
130.10	130.63	I-30 EASTBOUND OUTSIDE BARRIER	2797	6.36	1977
130.17	130.59	I-30 WESTBOUND OUTSIDE BARRIER	2222	6.36	1570
130.64	131.03	I-30 WESTBOUND OUTSIDE BARRIER	2080	6.36	1470
130.68	131.02	I-30 EASTBOUND OUTSIDE BARRIER	1817	6.36	1284
131.14	131.56	I-30 WESTBOUND OUTSIDE BARRIER	2227	6.36	1574
131.71	132.00	I-30 WESTBOUND OUTSIDE BARRIER	1567	6.36	1107
132.44	132.68	I-30 WESTBOUND OUTSIDE BARRIER	1361	6.36	962
TOTALS:					
					109668

RUMBLE STRIPS IN ASPHALT SHOULDERS

LOG MILE	LOG MILE	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
115.96	121.30	LT. OF WB MAIN LANES	28195
121.34	127.52	LT. OF WB MAIN LANES	32630
127.56	128.02	LT. OF WB MAIN LANES	2429
128.08	130.64	LT. OF WB MAIN LANES	13517
130.69	132.18	LT. OF WB MAIN LANES	7867
132.26	132.66	LT. OF WB MAIN LANES	2112
115.96	121.30	RT. OF WB. MAIN L ANES	28195
121.34	127.52	RT. OF WB. MAIN L ANES	32630
127.56	128.05	RT. OF WB. MAIN L ANES	2587
128.08	130.64	RT. OF WB. MAIN L ANES	13517
130.69	132.18	RT. OF WB. MAIN L ANES	7867
132.26	132.66	RT. OF WB. MAIN L ANES	2112
115.96	121.30	LT. OF EB MAIN LANES	28195
121.34	127.52	LT. OF EB MAIN LANES	32630
127.56	128.02	LT. OF EB MAIN LANES	2429
128.08	130.64	LT. OF EB MAIN LANES	13517
130.69	132.19	LT. OF EB MAIN LANES	7920
132.27	132.68	LT. OF EB MAIN LANES	2165
115.96	121.30	RT. OF EB MAIN LANES	28195
121.34	127.52	RT. OF EB MAIN LANES	32630
127.56	128.05	RT. OF EB MAIN LANES	2587
128.08	130.64	RT. OF EB MAIN LANES	13517
130.69	132.19	RT. OF EB MAIN LANES	7920
132.27	132.68	RT. OF EB MAIN LANES	2165
TOTAL:			347528

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



DIGITALLY SIGNED 6/8/2021

QUANTITIES

SA Donaldson
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6/4/2021				6	ARK.			
2/1/2022								
2/14/2022								
				JOB NO.		061622	22	25
				QUANTITIES				

2

SCARIFYING CONCRETE PAVEMENT (BOX 1 OF 2)

LOG MILE	LOG MILE	LOCATION	LENGTH	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT
			FEET	FEET	SQ. YD.
115.96	116.00	START JOB E.B.	200	48	1067
155.96	116.00	START JOB WB.	200	45	1000
132.64	132.68	END JOB E.B.	200	62	1378
132.62	132.66	END JOB W.B.	200	56	1244
116.14	116.18	EB SHOULDER WITH GUARDRAIL	200	10	222
116.69	117.29	EB SHOULDER WITH GUARDRAIL	200	10	222
116.80	116.84	EB SHOULDER WITH GUARDRAIL	200	10	222
116.90	117.08	WB SHOULDER WITH GUARDRAIL	950	10	1056
117.17	117.24	WB SHOULDER WITH GUARDRAIL	400	10	444
117.74	117.78	WB SHOULDER WITH GUARDRAIL	225	10	250
117.85	117.88	EB SHOULDER WITH GUARDRAIL	200	10	222
118.26	118.30	EB SHOULDER WITH GUARDRAIL	200	10	222
118.89	119.06	WB SHOULDER WITH GUARDRAIL	900	10	1000
120.38	120.42	EB SHOULDER WITH GUARDRAIL	200	10	222
121.42	121.46	WB SHOULDER WITH GUARDRAIL	200	10	222
122.49	122.49	EB SHOULDER WITH GUARDRAIL	200	10	222
123.13	123.17	EB SHOULDER WITH GUARDRAIL	200	10	222
124.04	124.07	EB SHOULDER WITH GUARDRAIL	200	10	222
125.30	125.34	WB SHOULDER WITH GUARDRAIL	200	10	222
125.82	125.97	EB SHOULDER WITH GUARDRAIL	800	10	889
125.85	125.90	WB SHOULDER WITH GUARDRAIL	300	10	333
126.13	126.19	EB SHOULDER WITH GUARDRAIL	300	10	333
126.33	126.69	WB SHOULDER WITH GUARDRAIL	1900	10	2111
126.45	126.68	EB SHOULDER WITH GUARDRAIL	1200	10	1333
126.74	126.92	EB SHOULDER WITH GUARDRAIL	1000	10	1111
126.81	126.85	WB SHOULDER WITH GUARDRAIL	200	10	222
126.91	126.96	WB SHOULDER WITH GUARDRAIL	300	10	333
126.98	127.02	WB SHOULDER WITH GUARDRAIL	200	10	222
127.06	127.29	WB SHOULDER WITH GUARDRAIL	1200	10	1333
127.46	127.54	WB SHOULDER WITH GUARDRAIL	400	10	444
127.49	127.54	EB SHOULDER WITH GUARDRAIL	250	10	278
127.57	127.72	WB SHOULDER WITH GUARDRAIL	750	10	833
127.70	127.75	EB SHOULDER WITH GUARDRAIL	300	10	333
127.82	128.04	EB SHOULDER WITH GUARDRAIL	1200	10	1333
128.02	128.03	WB SHOULDER WITH GUARDRAIL	100	10	111
128.08	128.14	WB SHOULDER WITH GUARDRAIL	300	10	333
128.32	128.37	EB SHOULDER WITH GUARDRAIL	250	10	278
128.70	128.85	EB SHOULDER WITH GUARDRAIL	800	10	889
129.19	129.23	EB SHOULDER WITH GUARDRAIL	200	10	222
129.97	130.01	EB SHOULDER WITH GUARDRAIL	200	10	222
131.09	131.14	WB SHOULDER WITH GUARDRAIL	250	10	278
131.33	131.37	EB SHOULDER WITH GUARDRAIL	200	10	222
131.42	131.54	EB SHOULDER WITH GUARDRAIL	600	10	667
131.82	131.88	EB SHOULDER WITH GUARDRAIL	300	10	333
131.96	132.02	EB SHOULDER WITH GUARDRAIL	300	10	333
131.96	132.09	WB SHOULDER WITH GUARDRAIL	700	10	778
132.06	132.10	WB SHOULDER WITH GUARDRAIL	200	10	222
132.16	132.22	EB SHOULDER WITH GUARDRAIL	300	10	333
132.19	132.23	EB SHOULDER WITH GUARDRAIL	200	10	222
132.20	132.24	WB SHOULDER WITH GUARDRAIL	200	10	222
132.21	132.25	WB SHOULDER WITH GUARDRAIL	200	10	222
132.30	132.58	EB SHOULDER WITH GUARDRAIL	1450	10	1611
132.31	132.47	EB SHOULDER WITH GUARDRAIL	850	10	944
132.32	132.48	WB SHOULDER WITH GUARDRAIL	850	10	944
132.37	132.44	WB SHOULDER WITH GUARDRAIL	400	10	444
SUBTOTAL (BOX 1 OF 2):					31152

SCARIFYING CONCRETE PAVEMENT (BOX 2 OF 2)

LOG MILE	LOG MILE	LOCATION	LENGTH	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT
			FEET	FEET	SQ. YD.
121.26	121.30	BRIDGE START EB	200	58	1289
121.34	121.38	BRIDGE END EB	200	58	1289
121.26	121.30	BRIDGE START WB	200	58	1289
121.34	121.38	BRIDGE END WB	200	58	1289
127.48	127.52	BRIDGE START EB	200	56	1244
127.56	127.60	BRIDGE END EB	200	56	1244
127.48	127.52	BRIDGE START WB	200	56	1244
127.56	127.60	BRIDGE END WB	200	56	1244
127.98	128.02	BRIDGE START EB	200	56	1244
128.08	128.12	BRIDGE END EB	200	56	1244
127.98	128.02	BRIDGE START WB	200	56	1244
128.08	128.12	BRIDGE END WB	200	56	1244
130.60	130.64	BRIDGE START EB	200	56	1244
130.69	130.73	BRIDGE END EB	200	56	1244
130.60	130.64	BRIDGE START WB	200	56	1244
130.69	130.73	BRIDGE END WB	200	56	1244
132.14	132.18	BRIDGE START EB	200	64	1422
132.26	132.30	BRIDGE END EB	200	64	1422
132.14	132.18	BRIDGE START WB	200	56	1244
132.26	132.30	BRIDGE END WB	200	56	1244
116.07	116.11	EB ENTRANCE RAMP	200	19	422
116.09	116.13	WB EXIT RAMP	200	29	644
116.43	116.47	WB ENTRANCE RAMP	200	30	667
116.51	116.55	EB EXIT RAMP	200	17	378
117.13	117.17	EB ENTRANCE RAMP	200	27	600
117.24	117.28	WB EXIT RAMP	200	32	711
117.59	117.63	EB EXIT RAMP	200	25	556
117.73	117.77	WB ENTRANCE RAMP	200	31	689
119.06	119.10	WB EXIT RAMP	200	36	800
119.60	119.64	EB ENTRANCE RAMP	200	28	622
120.30	120.34	EB EXIT RAMP	200	24	533
120.29	120.33	WB ENTRANCE RAMP	200	27	600
121.16	121.20	WB EXIT RAMP	200	23	511
121.80	121.84	EB ENTRANCE RAMP	200	30	667
122.58	122.62	EB EXIT RAMP	200	25	556
122.67	122.71	WB ENTRANCE RAMP	200	28	622
123.45	123.49	EB ENTRANCE RAMP	200	27	600
123.64	123.68	WB EXIT RAMP	200	26	578
124.12	124.16	WB ENTRANCE RAMP	200	23	511
125.13	125.17	EB ENTRANCE RAMP	200	30	667
125.99	126.03	EB EXIT RAMP	200	24	533
125.98	126.02	WB ENTRANCE RAMP	200	30	667
126.70	126.74	EB ENTRANCE RAMP	200	28	622
126.86	126.92	WB EXIT RAMP	200	26	578
127.89	127.93	WB ENTRANCE RAMP	200	32	711
128.38	128.42	EB EXIT RAMP	200	25	556
128.85	128.89	EB EXIT RAMP	200	15	333
129.08	129.12	I-430 WB CONNECTOR	200	34	756
129.13	129.17	EB ENTRANCE RAMP	200	23	511
129.42	129.46	WB EXIT RAMP	200	17	378
129.51	129.55	EB ENTRANCE RAMP	200	27	600
129.80	129.84	WB EXIT RAMP	200	33	733
130.09	130.13	WB ENTRANCE RAMP	200	24	533
130.02	130.06	EB EXIT RAMP	200	26	578
131.06	131.10	EB ENTRANCE RAMP	200	26	578
131.35	131.39	EB EXIT RAMP	200	30	667
131.05	131.09	WB EXIT RAMP	200	27	600
131.58	131.62	WB EXIT RAMP	200	27	600
131.86	131.90	EB EXIT RAMP	200	21	467
131.89	131.93	WB ENTRANCE RAMP	200	35	778
132.16	132.20	EB ENTRANCE RAMP	200	13	289
132.59	132.63	EB EXIT RAMP	200	25	556
132.36	132.40	WB EXIT RAMP	200	28	622
SUBTOTAL (BOX 2 OF 2):					50596
SUBTOTAL (BOX 1 OF 2):					31152
TOTAL:					81748

NOTE: AVERAGE MILLING DEPTH 2 5/8".



DIGITALLY SIGNED 2/14/2022

COLD MILLING ASPHALT PAVEMENT

LOCATION	* COLD MILLING ASPHALT PAVEMENT
	SQ. YD.
ENTIRE PROJECT - TEMPORARY TRANSITIONS FOR ULTRA THIN BONDED WEARING COURSE	27643
TOTAL:	27643

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

STOCKPILE LOCATIONS:
PULASKI COUNTY - 9024 JORDAN RD., LITTLE ROCK, AR LAT 34°39'47.96" N, LONG 92°16'01.33" W
SALINE COUNTY - 5555 CYNAMIDE RD, BENTON, AR LAT 34°34'48.00" N, LONG 92°31'22.80" W

QUANTITIES

wmcentire 6/13/2021 2:58:39 PM
WORKSPACE: ARDOT Bridge (2019)
L:\2017\1701652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\BRIDGE 061622 130, S001-01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5/06/2021				6	ARK.			
6/04/2021								
				JOB NO.		061622	23	25

① 0691I, A2804, B6926,
A&B6357, A&B6919,
A&B6920 QUANTITIES 63940

SCHEDULE OF BRIDGE QUANTITIES - JOB 061622

I-30 LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 804	SS & 809	① 821	② SP JOB 061622	SP JOB 061622	SP JOB 061622	SP JOB 061622
		ITEM	EPOXY COATED REINFORCING STEEL (GRADE 60)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. .)	BRIDGE BACKWALL MODIFICATION	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY	SILANE PROTECTIVE SURFACE TREATMENT
		UNIT	LBS.	LIN. FT.	LUMP SUM	SQ. FT.	SQ. FT.	SQ. YD.	SQ. YD.
121.30	EXISTING BRIDGE NO. 0691I		1,796				1,057	3,327	3,735 3,910
127.52	EXISTING BRIDGE NO. A2804		858	② 112	② 1	⑦ 62	504	1,593	1,796 1,871
127.52	EXISTING BRIDGE NO. B6926		867	② 56	③ 1	⑧ 56	510	1,606	1,809 1,886
128.02	EXISTING BRIDGE NO. A6357		670	④ 111			394	1,346	1,526 1,596
128.02	EXISTING BRIDGE NO. B6357		677				398	1,358	1,525 1,587
130.62	EXISTING BRIDGE NO. A6919		1,176				692	2,707	3,086 3,453
130.65	EXISTING BRIDGE NO. B6919		1,176				692	2,757	3,143 3,516
132.18	EXISTING BRIDGE NO. A6920		2,250				1,323	3,759	4,150 4,529
132.19	EXISTING BRIDGE NO. B6920		1,920				1,130	3,157	3,540 3,911
	TOTALS FOR JOB NO. 061622		① 11,390	② 279	-	118	① 6,700	⑤ 21,610	⑥ 24,310 26,259

② REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS	APPLICABLE STANDARD DRAWING NUMBERS
0691I	43574	-----
A2804	31003, 31005, & 31008	① 55065
B6926	43858, 43861, & 43862	① 55065
A6357	31015	55064
B6357	43871	-----
A6919	44709	-----
B6919	44709	-----
A6920	44730	-----
B6920	44757	-----

- ① This quantity shown is for estimating purposes only. Actual quantity, if any, will be determined in the field.
- ① ② This work consists of removing and repairing portions of the backwall at each end of the bridge in accordance with the details shown on Dwg. No. 6394I and Std. Dwg. No. 55065.
- ① ③ This work consists of removing and repairing portions of the backwall at the east end of the bridge in accordance with the details shown on Dwg. No. 6394I and Std. Dwg. No. 55065.
- ④ This consists of the complete replacement of the existing expansion joint seal at each end of the bridge in accordance with Std. Dwg. No. 55064.
- ⑤ This quantity includes the entire bridge deck, abutment backwalls, and approach slabs.
- ① ⑥ This quantity includes the entire bridge deck, abutment backwalls, approach slabs and all median and bridge barriers through the limits of the bridge and approach slabs. Median barrier surfaces include both sides and top of barrier. Bridge barrier surfaces include roadway face, top, outside face of barrier and outside face of deck.
- ② ⑦ This quantity shown is for estimating purposes only. Average depth of repair at south backwall of Bridge A2804 is estimated to be 1 1/2". Average depth of repair at north backwall of Bridge A2804 is estimated to be 2 1/2".
- ② ⑧ This quantity shown is for estimating purposes only. Average depth of repair at north backwall of Bridge B6926 is estimated to be 3 3/4".

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS	APPLICABLE STANDARD DRAWING NUMBERS
0691I	43574	-----
A2804	31003, 31005, & 31008	② 55064
B6926	43858, 43861, & 43862	② 55064
A6357	31015	55064
B6357	43871	-----
A6919	44709	-----
B6919	44709	-----
A6920	44730	-----
B6920	44757	-----

① Revised quantities and reference notes

Revised By: WMM Date: 5/06/2021
Checked By: JHR Date: 5/06/2021

② Revised quantities, reference notes, and reference table

Revised By: WMM Date: 6/04/2021
Checked By: JHR Date: 6/04/2021



DIGITALLY SIGNED 6/4-2021

BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
SEVIER ST. - GEYER SPRINGS RD.
(CONC. PVMNT. PRES.) (S)
SALINE AND PULASKI COUNTIES

ROUTE 30 SEC. 22 & 23
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: WMM DATE: JUN. 2021 FILENAME: _____
CHECKED BY: JHR DATE: JUN. 2021 SCALE: NO SCALE
DESIGNED BY: WMM DATE: JUN. 2021
BRIDGE NO. 0691I, A2804, B6926, A&B6357, A&B6919, A&B6920 DRAWING NO. 63940

SA Donaldson 2/14/2022 10:55:49 AM
WORKSPACE: AHTD
L:\2017\101652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\Sheets\061622_QTY_SUM_130_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
3/31/2021		6/28/2021		6	ARK.			
5/6/2021		6/29/2021		JOB NO.		061622	24	25
5/26/2021		1/5/2022		SUMMARY OF QUANTITIES AND REVISIONS				
6/4/2021		2/1/2022						
6/17/2021		2/14/2022						
6/25/2021								

2



DIGITALLY SIGNED 2/14/2022

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	5075	TON
SS & 401	TACK COAT	200152	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	122524	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	6449	TON
SP	ULTRATHIN BONDED WEARING COURSE (5/8"-TYPE B)	1144824	SQ. YD.
SP & 412	COLD MILLING ASPHALT PAVEMENT	27643	SQ. YD.
SP	SCARIFYING CONCRETE PAVEMENT	81748	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	418	TON
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	60	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (14" UNIFORM THICKNESS)	60	SQ. YD.
509	JOINT REHABILITATION (TYPE A)	162	LIN. FT.
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1632	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	2	EACH
SS & 604	TRAFFIC DRUMS	1017	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	945682	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	36000	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	225	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	55	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	WRECKER SERVICE	1.00	LUMP SUM
SP	AWIS MOBILIZATION	1.00	LUMP SUM
SP	AWIS OPERATION	18	MONTH
SP	DEVICE RELOCATION	164	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	9	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	32	EACH
621	SILT FENCE	500	LIN. FT.
621	SAND BAG DITCH CHECKS	748	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	223	CU. YD.
621	ROCK DITCH CHECKS	102	CU. YD.
SS & 621	FILTER SOCK (18")	850	LIN. FT.
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	347528	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	268433	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	27138	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW(6")	177270	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	6723	EACH
SP	SILANE PROTECTIVE SURFACE TREATMENT	109668	SQ. YD.
STRUCTURES OVER 20' SPAN			
SP	SILANE PROTECTIVE SURFACE TREATMENT	26259	SQ. YD.
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	11390	POUND
SS & 809	SILICONE JOINT SEALANT	279	LIN. FT.
SP	BRIDGE BACKWALL MODFICATION	118	SQ. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	6700	SQ. FT.
SP	POLYMER OVERLAY	21610	SQ. YD.

REVISIONS

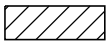


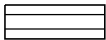
DATE	REVISION	SHEET NUMBER
3/31/2021	ADDED "VERY EARLY STRENGTH CONCRETE" AND "PRICE ADJUSTMENT FOR ASPHALT BINDER" SPECIAL PROVISION	2, 24
5/6/2021	UPDATED LANE CLOSURE DETAILS IN MAINTENANCE OF TRAFFIC DETAILS. ADDED TWO NEW LANE CLOSURE DETAIL SHEETS IN MAINTENANCE OF TRAFFIC DETAILS. REVISED "MAINTENANCE OF TRAFFIC" SPECIAL PROVISION. ADDED "PROSECUTION AND PROGRESS WITH BID SCHEDULE", "SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSALS (ACP)", "MOTORIST ASSISTANCE PATROL", AND "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISIONS. ADDED ADDITIONAL ADVANCE WARNING SIGN QUANTITIES FOR LANE CLOSURE ON I-430 SOUTH WHEN COMING ONTO I-30 WEST. UPDATED SCHEDULE OF BRIDGE QUANTITY SHEET. ADDED QUANTITIES FOR MOTORIST ASSISTANCE PATROL AND AUTOMATED WORK ZONE INFORMATION SYSTEM. REMOVED BACKWALL REPAIR FROM SCOPE AND REMOVED ASSOCIATED QUANTITIES.	2, 13, 13A, 14, 14A, 19, 23, 24, 25
5/26/2021	REMOVED STANDARD DRAWING NO. 55065 FROM LIST OF BRIDGE STANDARD DRAWINGS. REVISED THE "SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT" AND "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISIONS.	2, 24
6/4/2021	ADDED BACKWALL REPAIR TO SCOPE AND ADDED ASSOCIATED QUANTITY. ADDED "BRIDGE BACKWALL REPAIR" SPECIAL PROVISION. ADDED "COLD MILLING ASPHALT PAVEMENT" PAY ITEM. ADDED ADDITIONAL ACHM SURFACE COURSE FOR TEMPORARY TRANSITIONS FOR THE ULTRATHIN BONDED WEARING COURSE. ADDED SHEETS 25A AND 25B. REVISED "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION. STANDARD DRAWINGS TC-2 AND TC-3 HAVE BEEN UPDATED.	2, 21-24, 25, 25A, 25B
6/17/2021	ADDED "WRECKER SERVICE" SPECIAL PROVISION AND ASSOCIATED PAY ITEM. REVISED AUTOMATED WORK ZONE INFORMATION SYSTEM QUANTITIES.	2, 19, 24
6/25/2021	REVISED "CONSTRUCTION PAVEMENT MARKINGS" QUANTITY.	19, 24
6/28/2021	REMOVED "FURNISH AND INSTALL PUBLIC NOTIFICATION SYSTEM" PAY ITEM.	19, 24
6/29/2021	REVISED "CONSTRUCTION PAVEMENT MARKINGS" QUANTITY.	19, 24
1/5/2022	REVISED PCCP PATCHING AND JOINT REHABILITATION QUANTITIES. ADDED THE "INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)" AND "COLD MILLING - COUNTY PROPERTY" SPECIAL PROVISIONS. REVISED THE "UTILITY ADJUSTMENTS" SPECIAL PROVISION.	2, 19, 24
2/1/2022	ADDED "MAINTENANCE DURING CONSTRUCTION", "RESTRAINING CONDITIONS", "EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL", AND "CEMENT" SUPPLEMENTAL SPECIFICATIONS. ADDED "ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING ROADWAY", "CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS", "LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS", "LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES", AND "REACTIVE AGGREGATE TESTING" SPECIAL PROVISIONS. REVISED THE "ULTRATHIN BONDED WEARING COURSE" SPECIAL PROVISION. REMOVED THE "SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP)" SPECIAL PROVISION. REVISED QUANTITIES FOR "REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING", "PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (14" UNIFORM THICKNESS)", "JOINT REHABILITATION (TYPE A)", AND "TACK COAT". REMOVED THE "WORK WITH US" SIGNS AND REVISED THE QUANTITY FOR "SIGNS". THE "SITE USE (A+C METHOD) - CALENDAR CONTRACT" SPECIAL PROVISION HAS BEEN REVISED AND THE "PROSECUTION AND PROGRESS WITH BID SCHEDULE" SPECIAL PROVISION HAS BEEN REMOVED. ADDED STOCKPILE LOCATIONS UNDER THE COLD MILLING QUANTITY BOX. REMOVED THE "FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT" SPECIAL PROVISION. ADDED THE "UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION" SPECIAL PROVISION AND ASSOCIATED QUANTITIES. ADDED 600-2 "INCIDENTAL CONSTRUCTION" SUPPLEMENTAL SPECIFICATION TO THE GOVERNING SPECIFICATIONS LIST. REVISED THE "MAINTENANCE OF TRAFFIC" SPECIAL PROVISION.	2, 8, 19, 22, 24
2/14/2022	REMOVED THE "UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION" SPECIAL PROVISION AND ASSOCIATED QUANTITIES. REMOVED THE 600-2 "INCIDENTAL CONSTRUCTION" SUPPLEMENTAL SPECIFICATION FROM THE GOVERNING SPECIFICATIONS LIST.	2, 22, 24

6/13/2021 3:49:45 PM
wmcenfire
WORKSPACE: ARDOT Bridge (2019)
L:\2017\1701652 - ARDOT 061622 Sevier - Geyer Springs\Drawings\BRIDGE\061622.130.SIOI-BACKWALL LAYOUT.dgn
REVISED DATE:

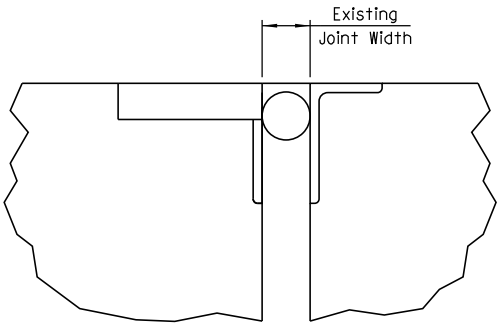
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5/06/2021				6	ARK.			
6/04/2021								
				JOB NO.		061622	25	25
				A2804 & B6926	BACKWALL MOD.		63941	

① Actual limits of repair areas shall be determined in the field.

LEGEND

-  Denotes removal of a portion of existing backwall and joint armor.
-  Denotes removal of a portion of existing backwall (no joint armor).
-  Denotes removal of a portion of existing backwall and removal of entire joint armor.
-  Denotes removal upper 6" of backwall and entire joint armor.

Note: After backwall repairs are complete, the existing expansion joint shall be repaired per "Detail A".



DETAIL A
No Scale

NOTE:
See "POURED SILICONE JOINT SEAL DETAILS" on Std. Dwg. No. 55064 for additional information.

GENERAL NOTES

The proposed work is to be done in phases and consists of the removal of portions of the existing abutment backwall to sound concrete and replacement with elastomeric mortar in accordance with the details and SP Job 061622 "Bridge Backwall Modification".

Dimensions shown are based on original plans and limited field measurements. The Contractor shall check measurements and inspect conditions of concrete and joint armor anchorage and make adjustments to lengths and depths as necessary.

All material removed and not incorporated into the finished property shall become the property of the Contractor and shall be removed and disposed of.

Material used in the repair areas shall be elastomeric mortar in accordance with the requirements of SP Job 061622 "Bridge Backwall Modification".

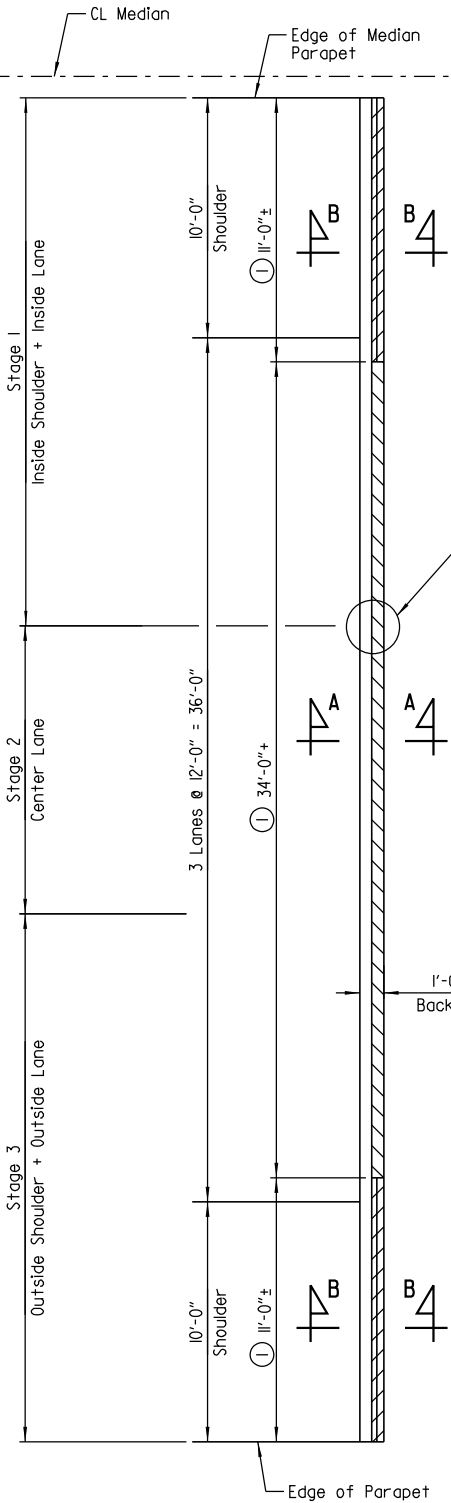


DIGITALLY SIGNED 6/4-2021
BRIDGE ENGINEER

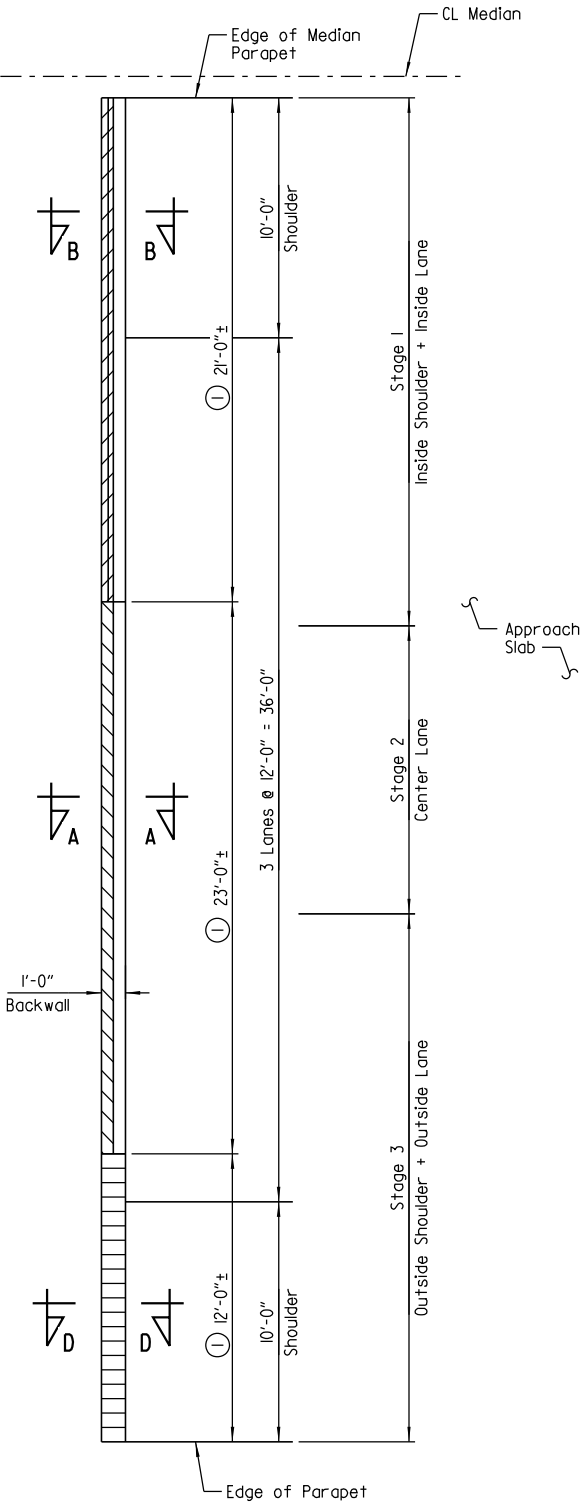
DETAILS OF BACKWALL MODIFICATIONS

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

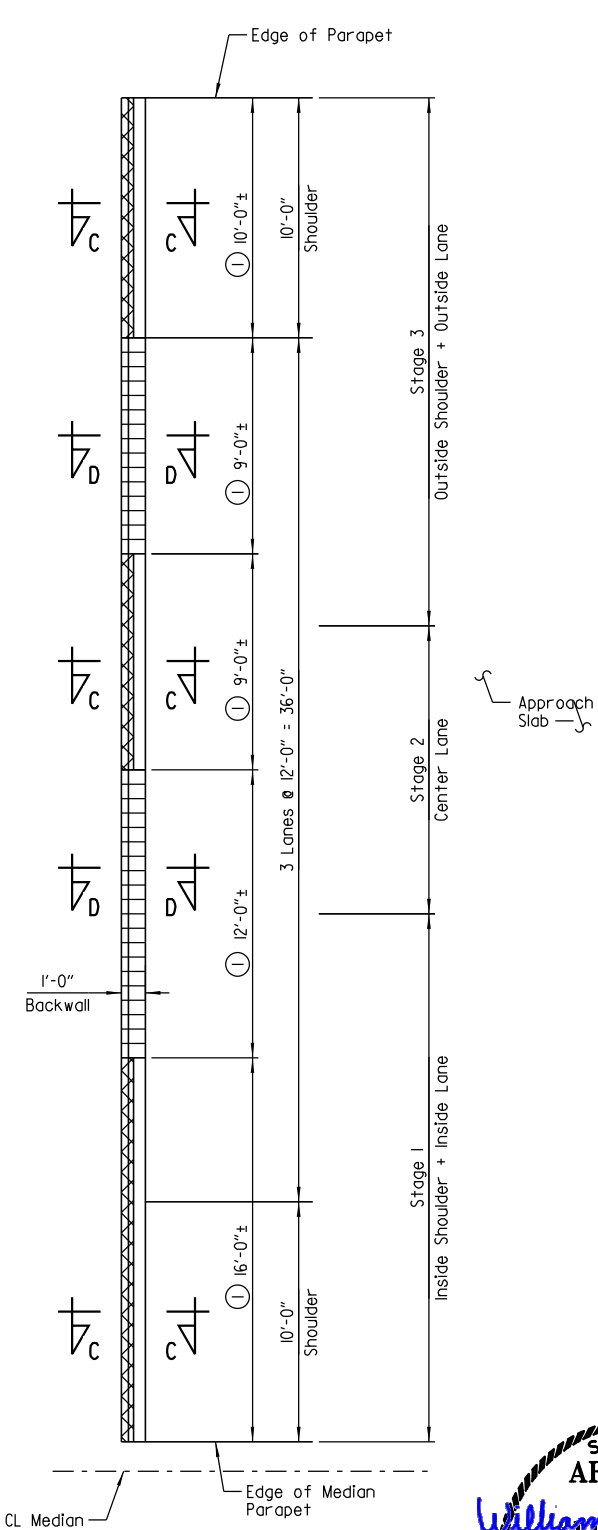
DRAWN BY: WMM DATE: JUN. 2021 FILENAME: _____
CHECKED BY: JHR DATE: JUN. 2021 SCALE: NO SCALE
DESIGNED BY: WMM DATE: JUN. 2021
BRIDGE NO. A2804 & B6926 DRAWING NO. 63941



PLAN - BRIDGE A2804 (SOUTH END)
Scale: 1/4" = 1'-0"

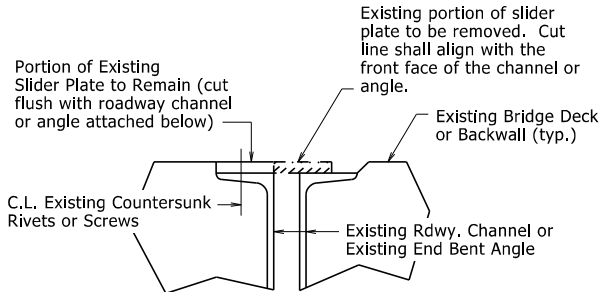


PLAN - BRIDGE A2804 (NORTH END)
Scale: 1/4" = 1'-0"



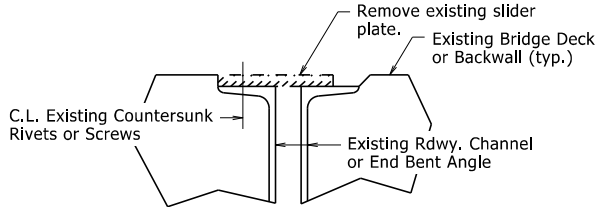
PLAN - BRIDGE B6926 (NORTH END)
Scale: 1/4" = 1'-0"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
1JOINT REPAIR - 55064								



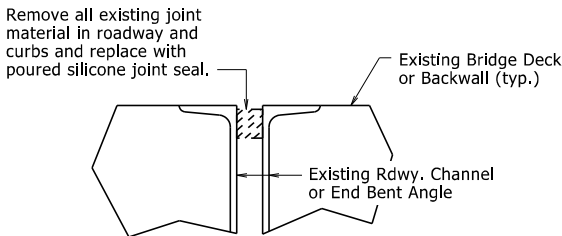
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

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



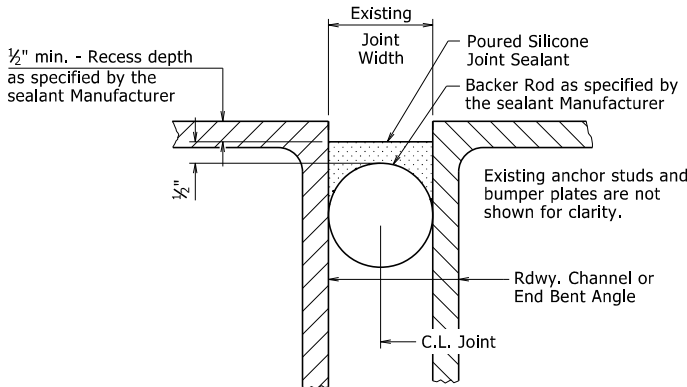
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

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



REMOVAL DETAILS AT EXISTING FILLED JOINTS

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



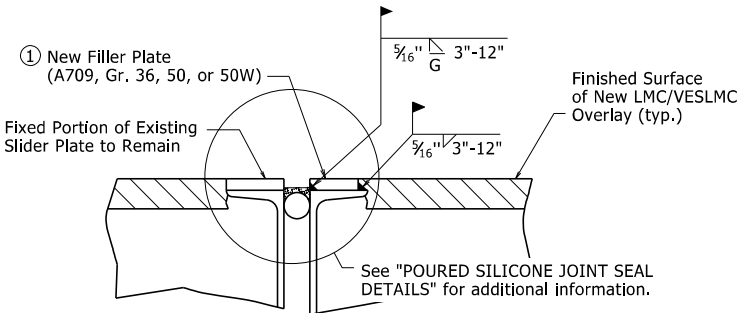
POURED SILICONE JOINT SEAL DETAILS

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

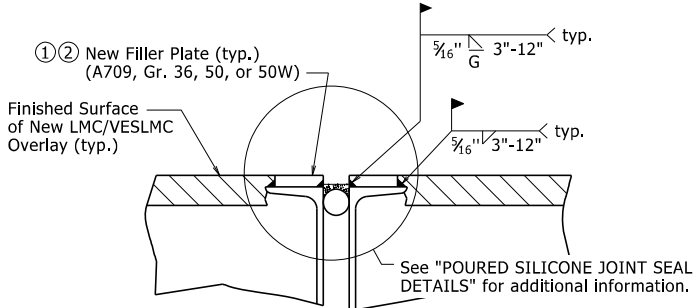
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair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

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

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



SLIDER PLATE JOINT MODIFICATION

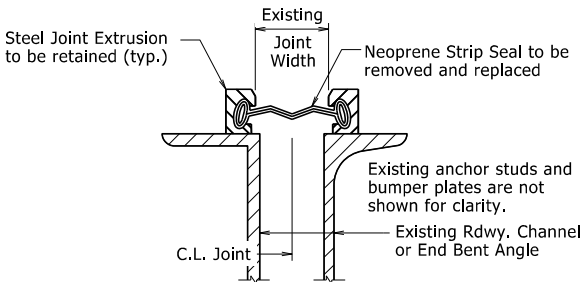


JOINT MODIFICATION WITH GRADE RAISE

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

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

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



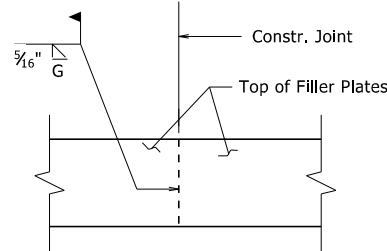
STRIP SEAL JOINT DETAILS

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

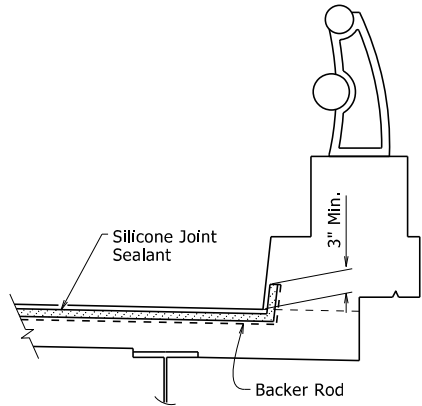
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

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

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

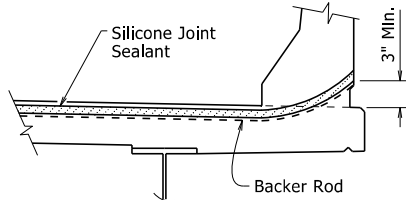


PLAN VIEW OF FILLER PLATE

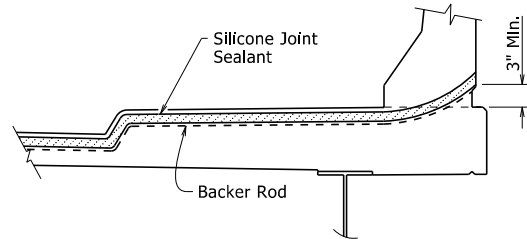


SILICONE JOINT SEAL PLACEMENT AT CURB

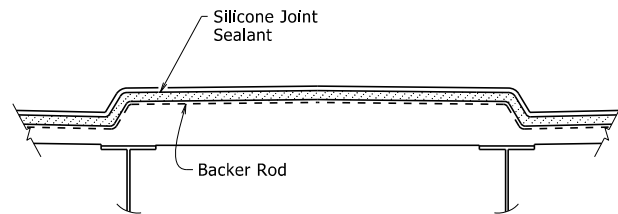
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL



SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

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

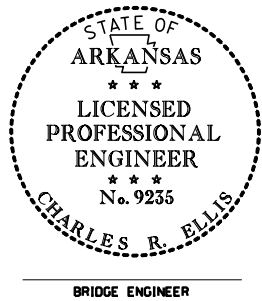
STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION

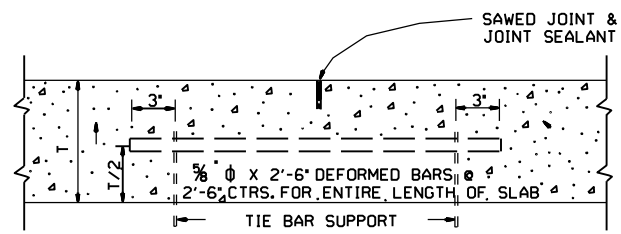
LITTLE ROCK, ARK.

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

DRAWING NO. 55064

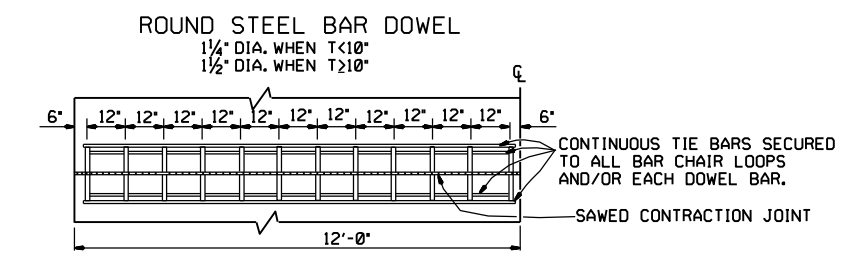
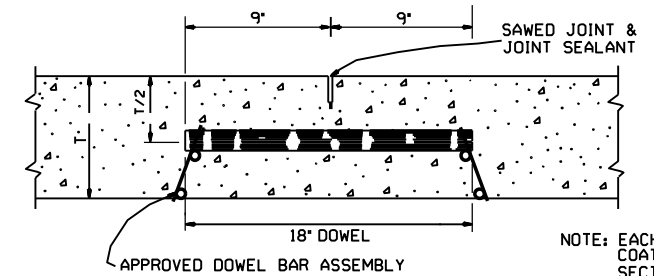


BRIDGE ENGINEER



LONGITUDINAL JOINT

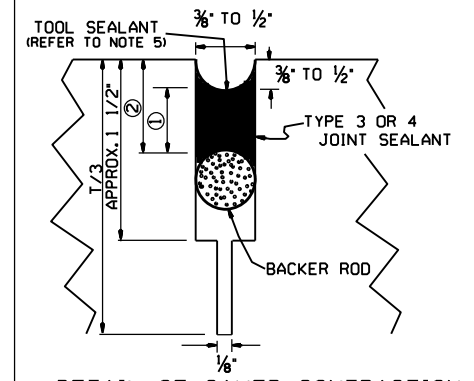
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.
TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



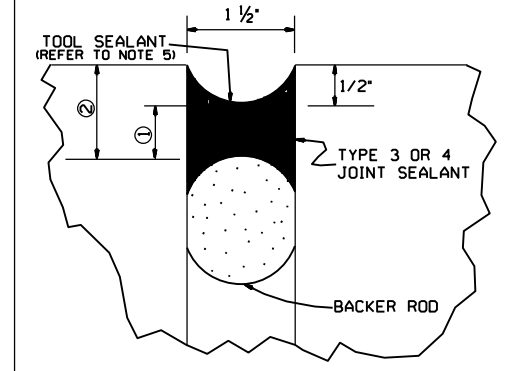
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12' CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



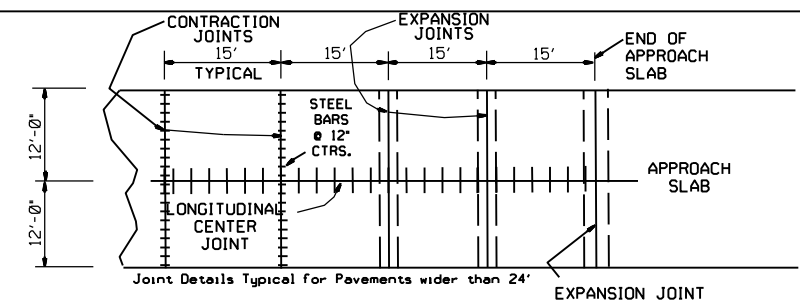
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

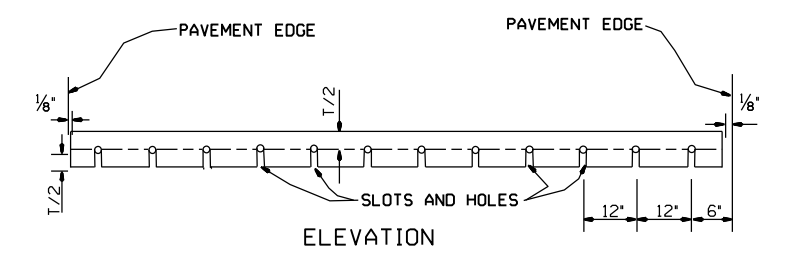
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2
3/4	3/8	3/4	3/4
1 1/2	3/4	2	1 1/4

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	3/8	1/2	1/2

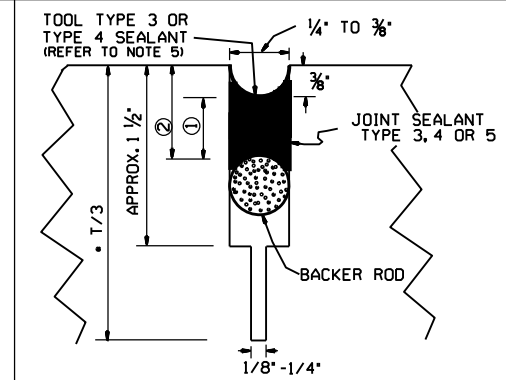


PLAN SHOWING EXPANSION JOINTS AT
BRIDGE APPROACH SLABS



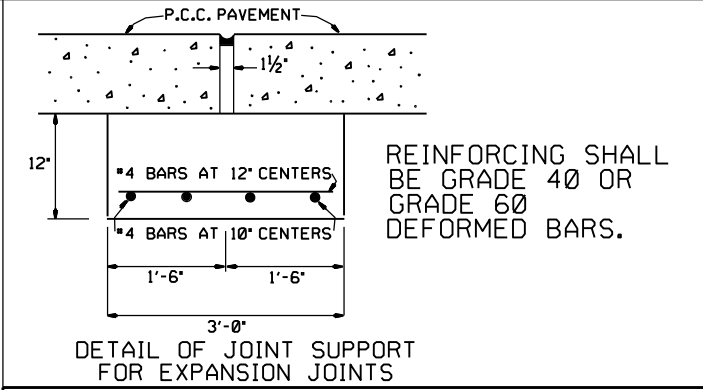
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.

ELEVATION



*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED
LONGITUDINAL JOINT
AND LONGITUDINAL CONSTRUCTION JOINT



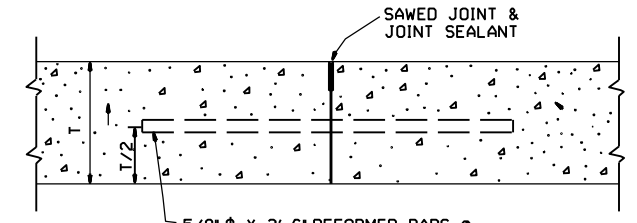
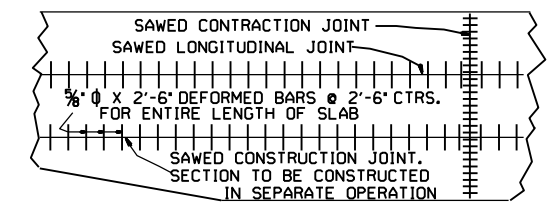
DETAIL OF JOINT SUPPORT
FOR EXPANSION JOINTS

- GENERAL NOTES
1. "T" DENOTES THICKNESS OF SLAB.
 2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
 3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
 4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
 5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
 6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
 7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

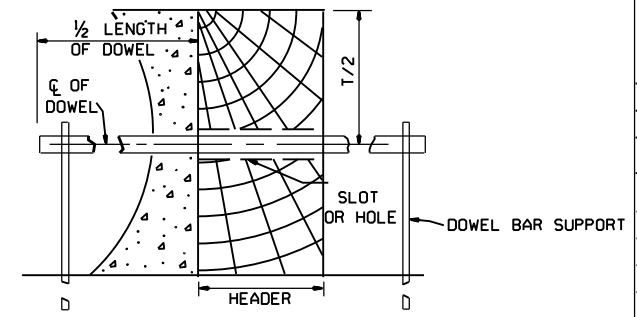
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS
FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A



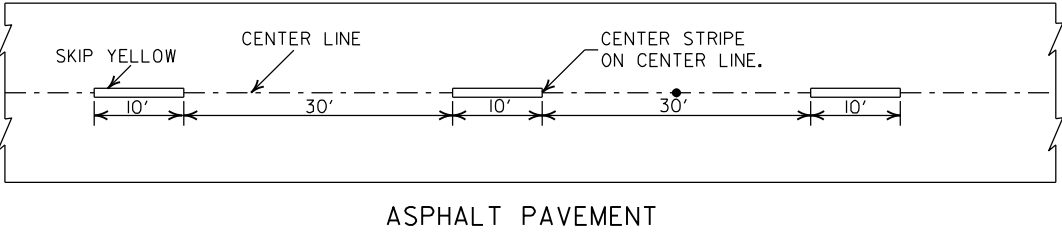
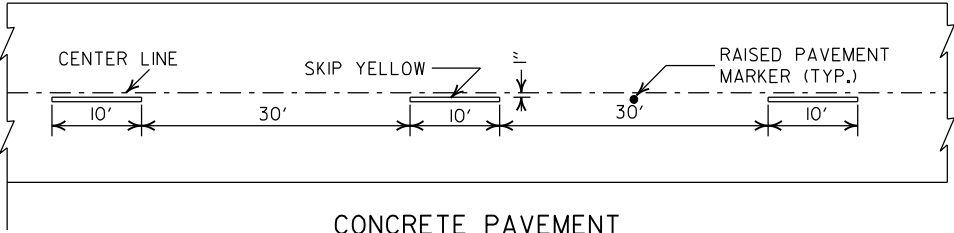
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.
LONGITUDINAL CONSTRUCTION JOINT



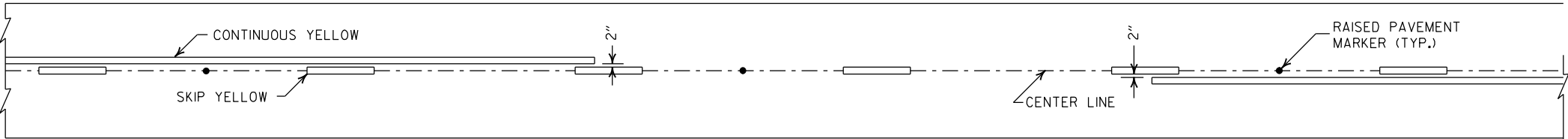
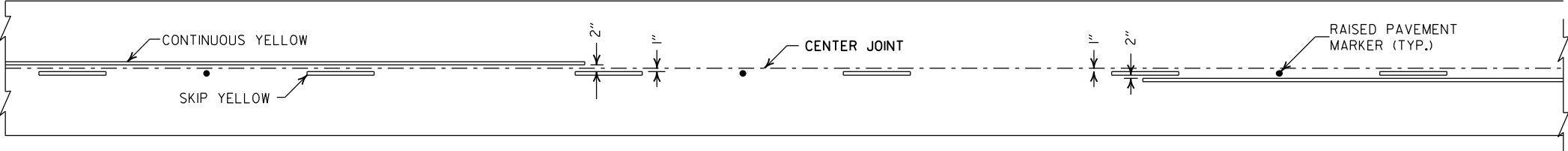
SECTION
TRANSVERSE
CONSTRUCTION JOINT

11-07-19	REV. EXP. JOINT REF ON APP. SLAB	
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11-3-94	ADDED NOTE RE: REINF. BARS	
4-1-93	REVISED DOWEL BARS & GEN. NOTES	4-1-93
10-1-92	REVISED DOWEL SPACING	10-1-92
8-15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE 5	03-23-89
07-15-88	REVISED AND REDRAWN	07-15-88
DATE	REVISION	DATE FILMED

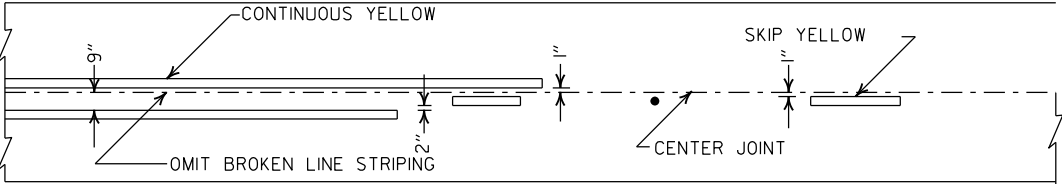
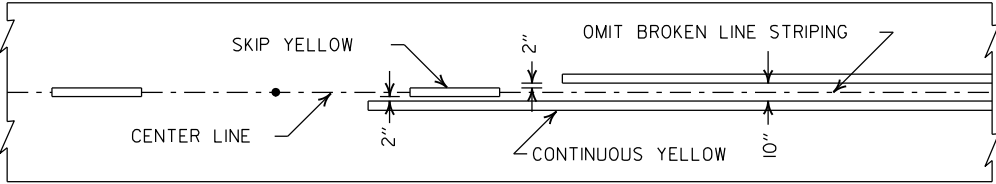
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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



BROKEN LINE STRIPING



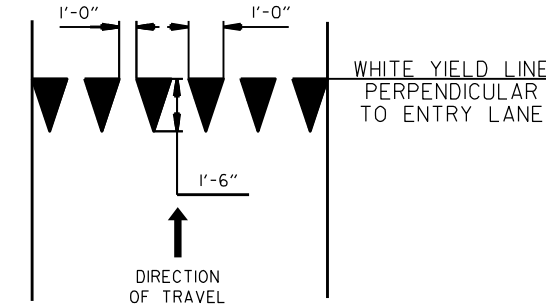
SOLID LINE STRIPING ON ASPHALT PAVEMENT



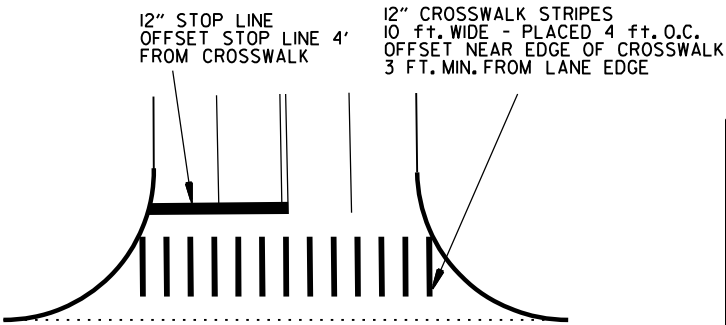
ASPHALT PAVEMENT

CONCRETE PAVEMENT

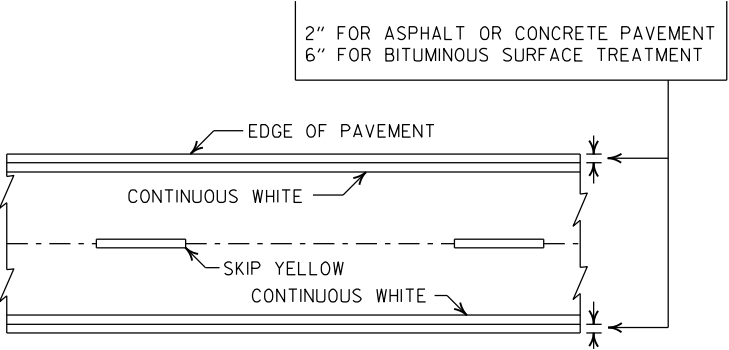
STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL



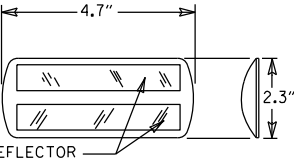
CROSSWALK AND STOP LINE DETAILS



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



PRISMATIC REFLECTOR

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



**DETAIL OF STANDARD
RAISED PAVEMENT MARKERS**

2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAVT. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

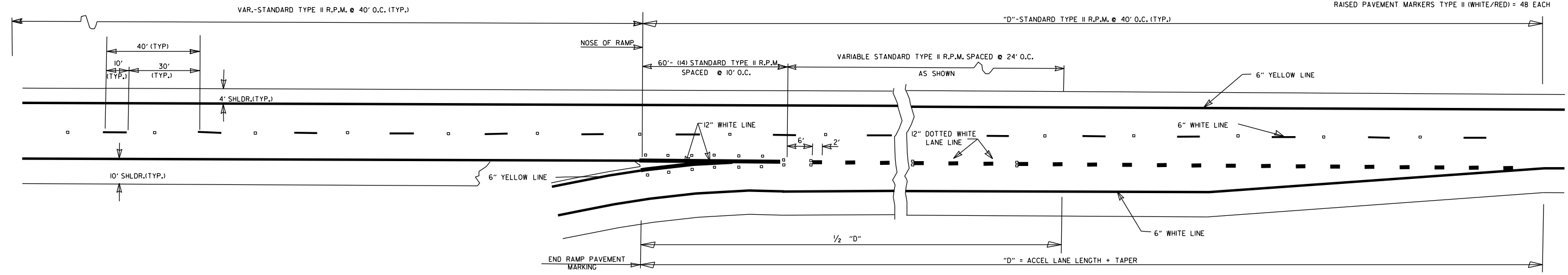
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

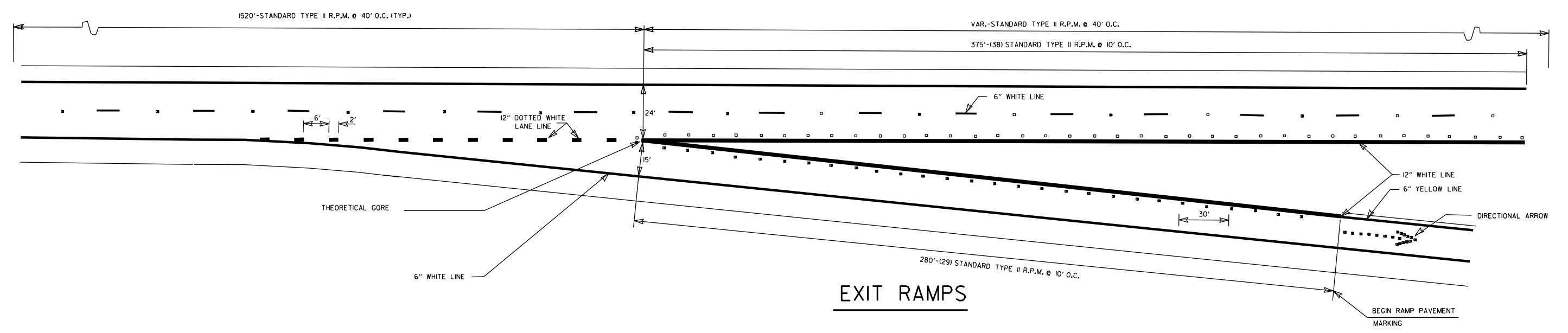
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

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

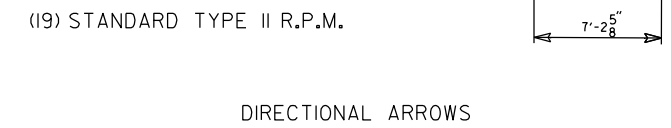
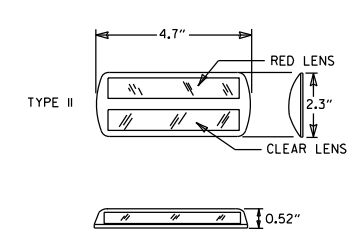
EXIT RAMP
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMP



EXIT RAMP



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

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


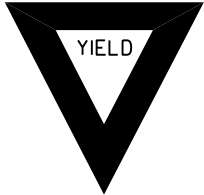







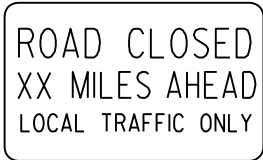
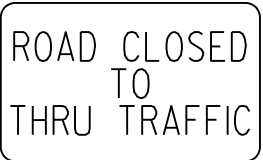

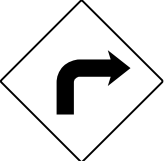





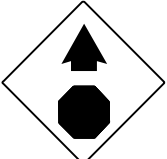
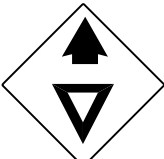
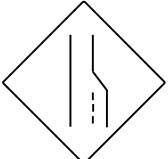



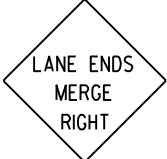









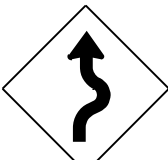



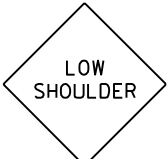

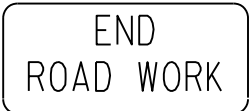
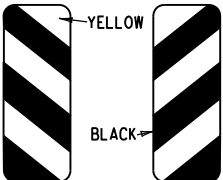
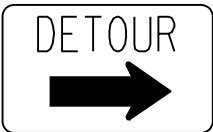

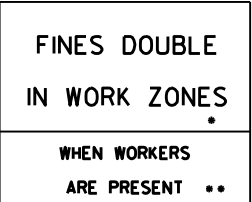
NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

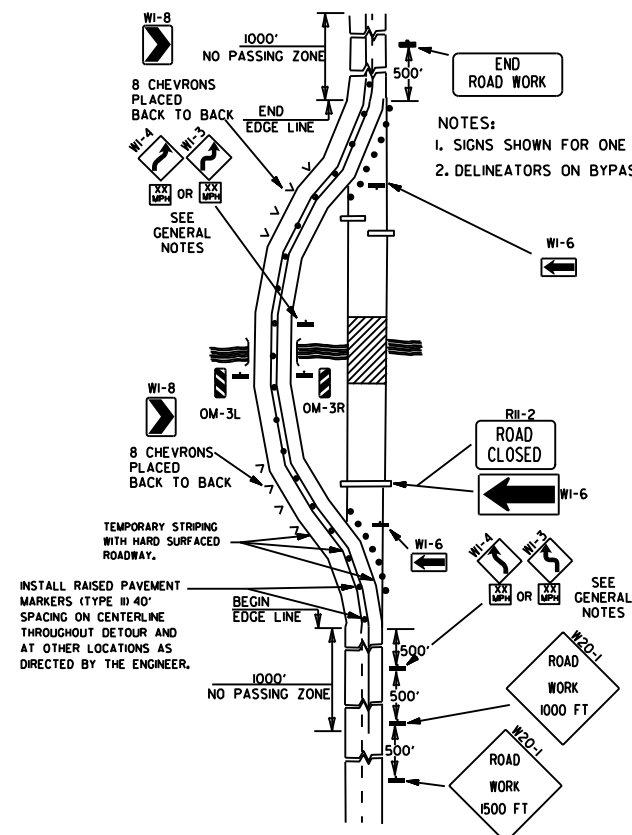
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMP	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION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

ARKANSAS STATE HIGHWAY COMMISSION

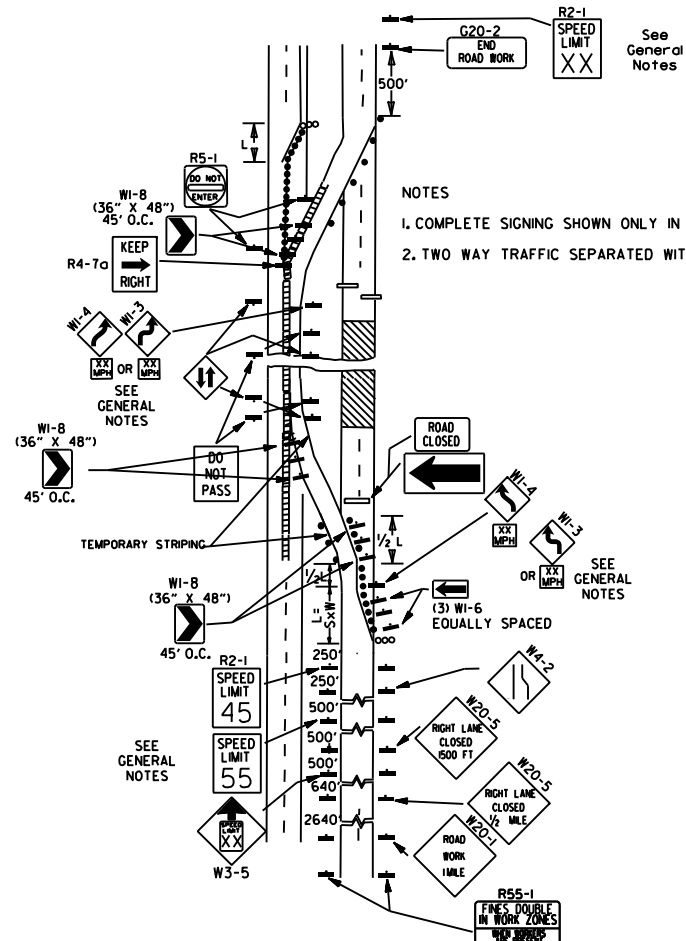
PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

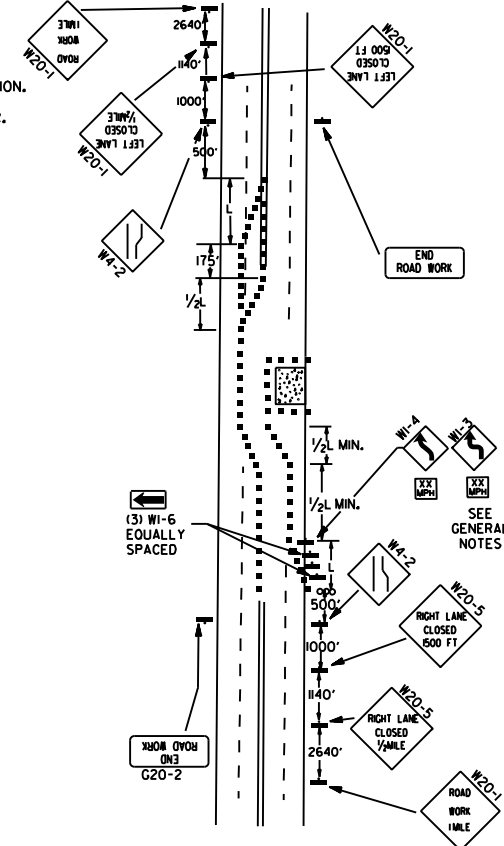
<div>RI-1</div> <div></div> <div>STANDARD 30"X30" EXPRESSWAY 36"X36" SPECIAL 48"X48"</div>	<div>RI-2</div> <div></div> <div>STD. 36"X36"X36" EXPWY. 48"X48"X48" FWY. 60"X60"X60"</div>	<div>R2-1</div> <div></div> <div>STD. 24"X30" EXPWY. 36"X48" FWY. 48"X60"</div>	<div>W3-5</div> <div></div> <div>STD. 36"X36" EXPWY. 48"X48" FWY. 48"X48"</div>	<div>W3-5a</div> <div></div> <div>STD. 36"X36" EXPWY. 48"X48" FWY. 48"X48"</div>	<div>R4-1</div> <div></div> <div>STD. 24"X30" EXPWY. 36"X48" FWY. 48"X60"</div>	<div>R4-2</div> <div></div> <div>STD. 24"X30" EXPWY. 36"X48" FWY. 48"X60"</div>	<div>ADVANCE DISTANCES (XXXX)</div> <div>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</div> <div>GENERAL NOTES: 1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. 2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. 3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. 6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. 7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. 10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN. • NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF 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.</div>
<div>R5-1</div> <div></div> <div>STD. 30"X30" EXPWY. 36"X36" SPECIAL 48"X48"</div>	<div>R11-2</div> <div></div> <div>48"X30"</div>	<div>R11-3A</div> <div></div> <div>60"X30"</div>	<div>R11-4</div> <div></div> <div>60"X30"</div>	<div>W21-5a</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>W1-1</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>W1-2</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	
<div>W1-3</div> <div></div> <div>STD. 48"X48"</div>	<div>W1-4</div> <div></div> <div>STD. 48"X48"</div>	<div>W1-6</div> <div></div> <div>STD. 48"X24" SPECIAL 60"X30"</div>	<div>W1-8</div> <div></div> <div>STD. 18"X24" SPECIAL 24"X30" EXPWY. 30"X36" FWY. 36"X48"</div>	<div>W3-1</div> <div></div> <div>STD. 36"X36" SPECIAL 48"X48"</div>	<div>W3-2</div> <div></div> <div>STD. 36"X36" SPECIAL 48"X48"</div>	<div>W4-2</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	
<div>W5-1</div> <div></div> <div>STD. 36"X36" SPECIAL 48"X48"</div>	<div>W6-3</div> <div></div> <div>EXPWY. 36"X36" SPECIAL 48"X48"</div>	<div>W8-7</div> <div></div> <div>EXPWY. 36"X36" FWY. 48"X48"</div>	<div>W9-2</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>W13-1</div> <div></div> <div>STD. 24"X24"</div>	<div>W20-1</div> <div></div> <div>STD. 48"X48"</div>	<div>W20-2</div> <div></div> <div>STD. 48"X48"</div>	<div>W20-3</div> <div></div> <div>STD. 48"X48"</div>
<div>W20-4</div> <div></div> <div>STD. 48"X48"</div>	<div>W20-5</div> <div></div> <div>STD. 48"X48"</div>	<div>W20-7a</div> <div><div>18" 500 FEET 24" W6-2</div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>W21-2</div> <div></div> <div>STD. 30"X30" SPECIAL 36"X36"</div>	<div>W21-5</div> <div></div> <div>STD. 30"X30" SPECIAL 36"X36"</div>	<div>W24-1</div> <div></div> <div>STD. 36"X36"</div>	<div>W1-4b</div> <div></div> <div>STD. 48"X48"</div>	<div>R56-1</div> <div></div> <div>STD. 18"X18"</div>
<div>W8-11</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>W8-9</div> <div></div> <div>STD. 36"X36" FWY. 48"X48"</div>	<div>G20-1</div> <div></div> <div>60"X24"</div>	<div>G20-2</div> <div></div> <div>48"X24"</div>	<div>OM-3L OM-3R</div> <div></div> <div>12"X36"</div>	<div>M4-9</div> <div></div> <div>STD. 30"X24" SPECIAL 48"X36" SPECIAL 60"X48"</div>	<div>M4-10</div> <div></div> <div>48"X18"</div>	<div>R55-1</div> <div></div> <div>36"X60" • USE 6" C LETTERS •• USE 4" D LETTERS</div>



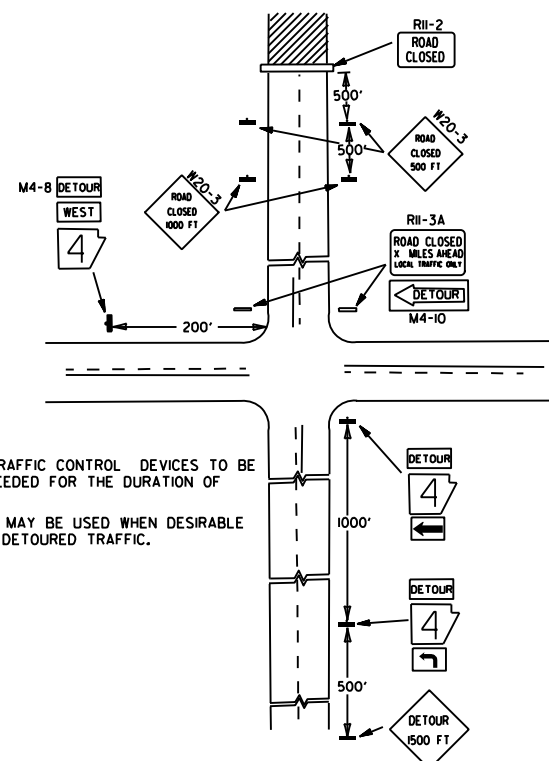
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



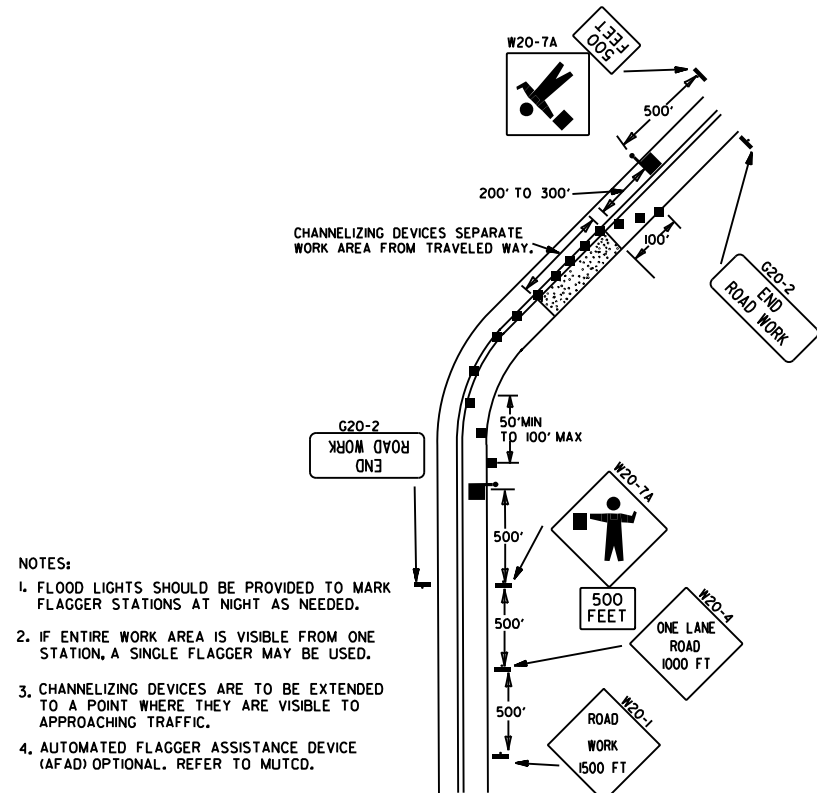
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



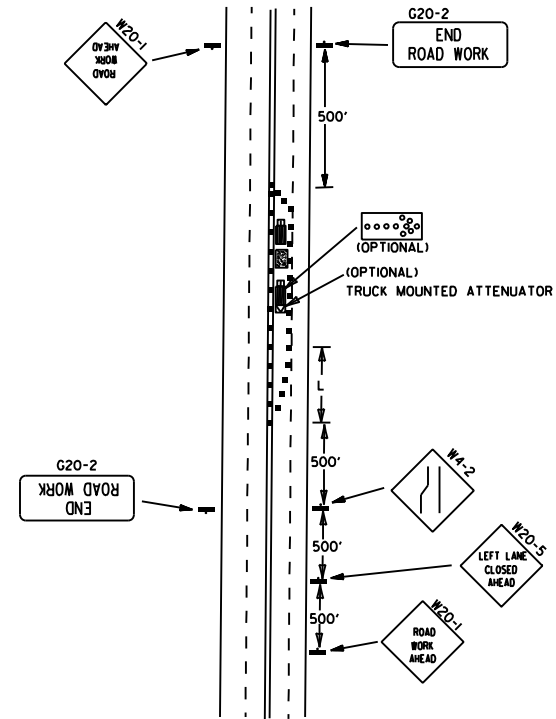
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



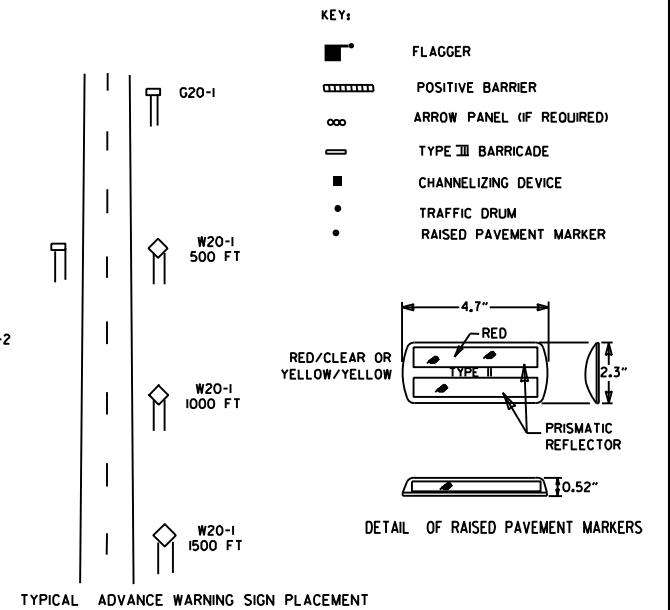
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



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	
DATE	REVISION	FILMED

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

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

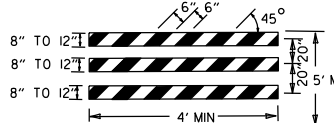
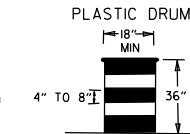
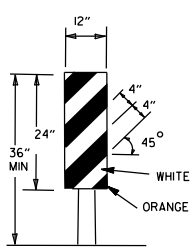
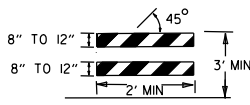
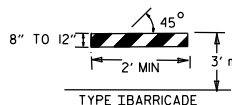
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES



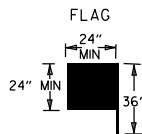
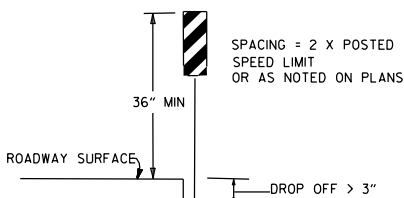
• WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES



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

KEY:

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

GENERAL NOTES:

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

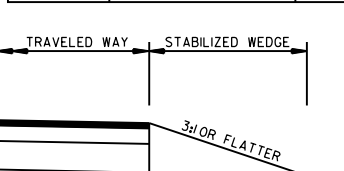
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

TRAFFIC CONTROL DEVICES

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
≤ 3"	CENTERLINE	STANDARD LANE CLOSURE ⁽⁶⁾	STANDARD LANE CLOSURE ⁽⁶⁾
> 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



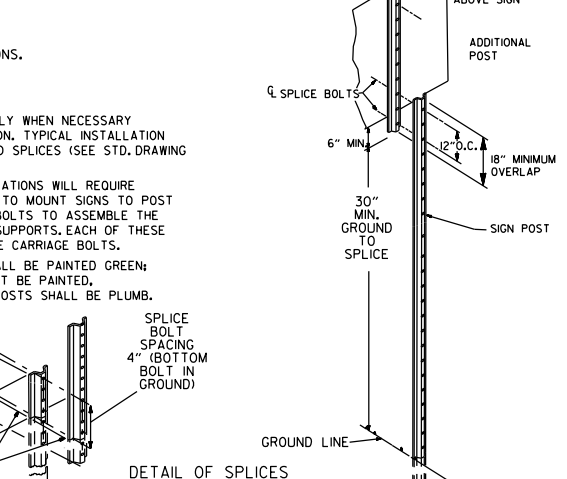
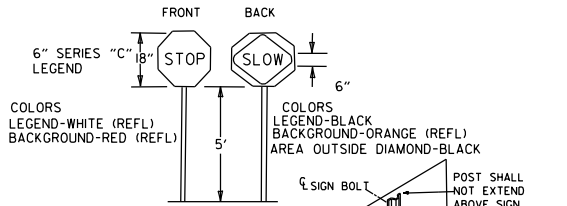
STABILIZED WEDGE

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

GENERAL NOTES:

- 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.
- WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
- 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.
- 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.
- W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
- TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

STOP SLOW PADDLE



DETAIL OF SPLICES

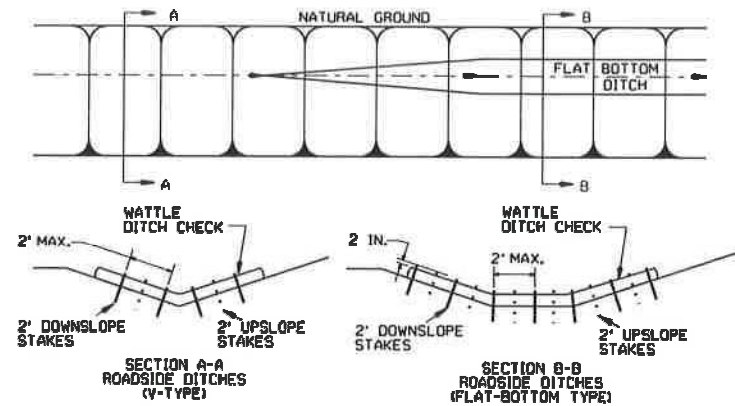
DATE	REVISION	FILED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED 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 W6-18 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

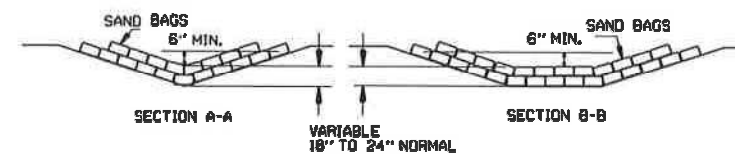
GENERAL NOTES

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

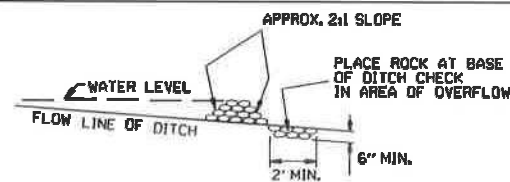


WATTLE DITCH CHECK (E-1)

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

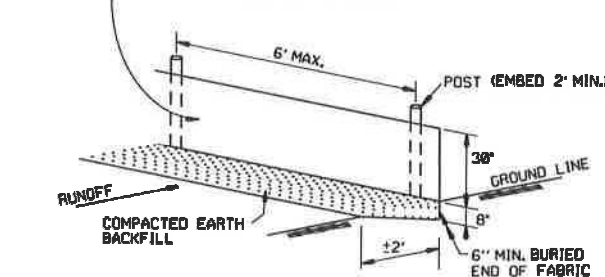


SAND BAG DITCH CHECK (E-5)

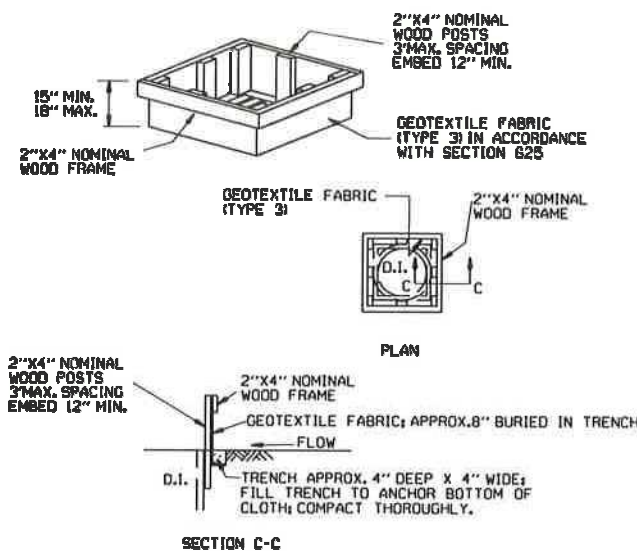


ROCK DITCH CHECK (E-6)

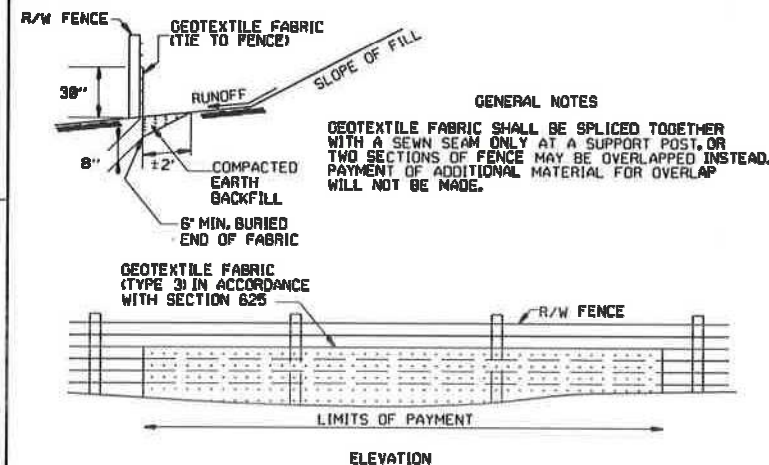
GENERAL NOTES
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
2. NO GAPS SHALL BE LEFT BETWEEN BALES.
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL 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.



SILTS FENCE (E-11)

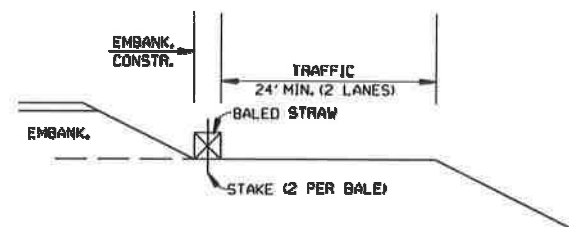


DROP INLET SILTS FENCE (E-7)

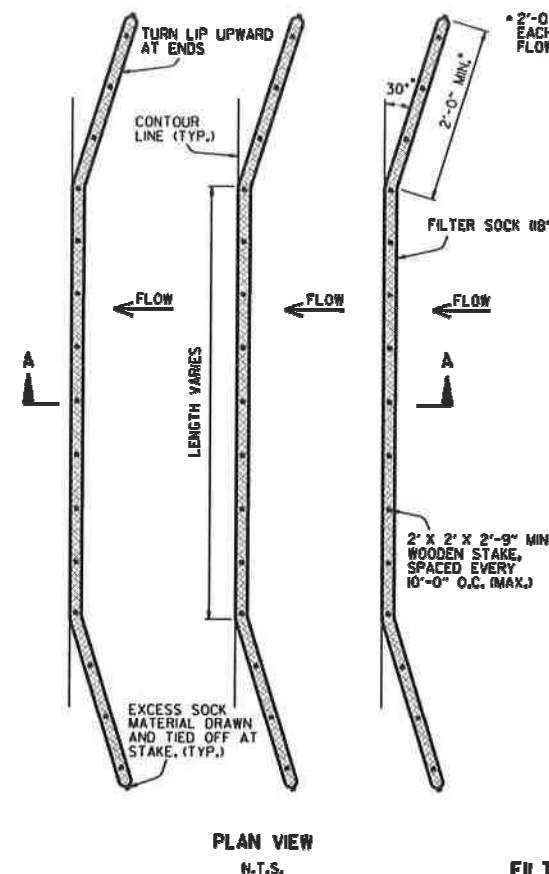


SILTS FENCE ON R/W FENCE (E-4)

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.



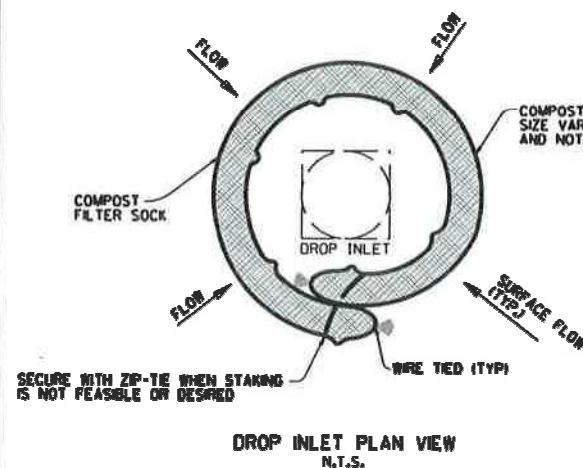
BALED STRAW FILTER BARRIER (E-2)



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)

2' X 2' X 2'-9' MIN. WOODEN STAKES 3' O.C. (TYP.) WHEN CONDITIONS ALLOW, TIE SOCK AT OVERLAP TO PREVENT SOCK MOVEMENT WHEN NOT STAKED (PAVEMENT APPLICATION).

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

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