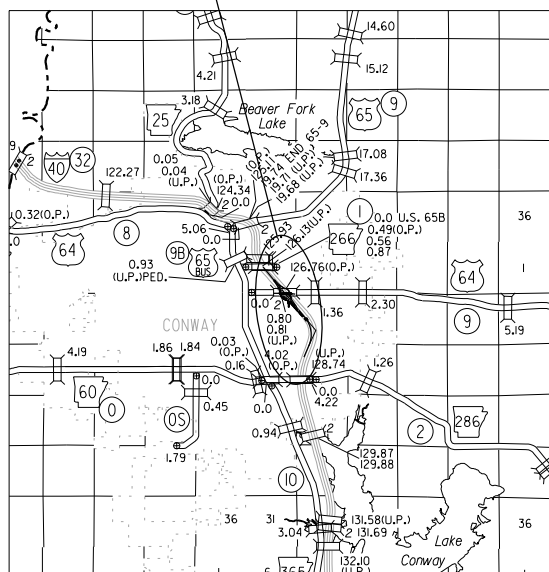


"THIS PROJECT IS A PARTIALLY CONTROLLED ACCESS FACILITY"
 CITY OF CONWAY
 CONSTRUCTION PLANS

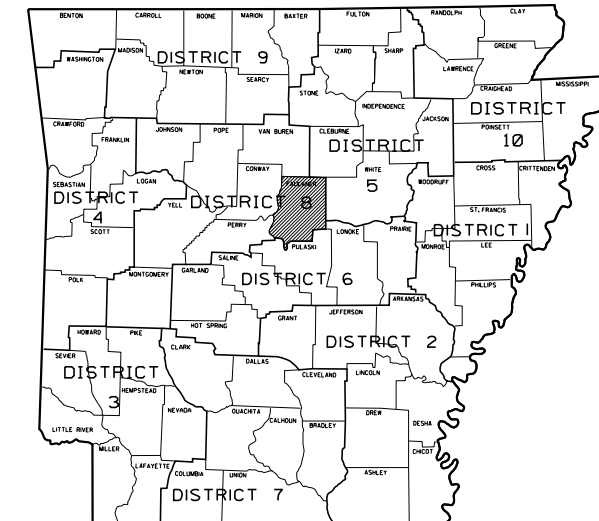
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				6	ARK.			
						080518	1	176
2							HWY. 64 INTCHNG. TRAFFIC OPERATION IMPVTS. (CONWAY) (S)	

PROJECT LOCATION

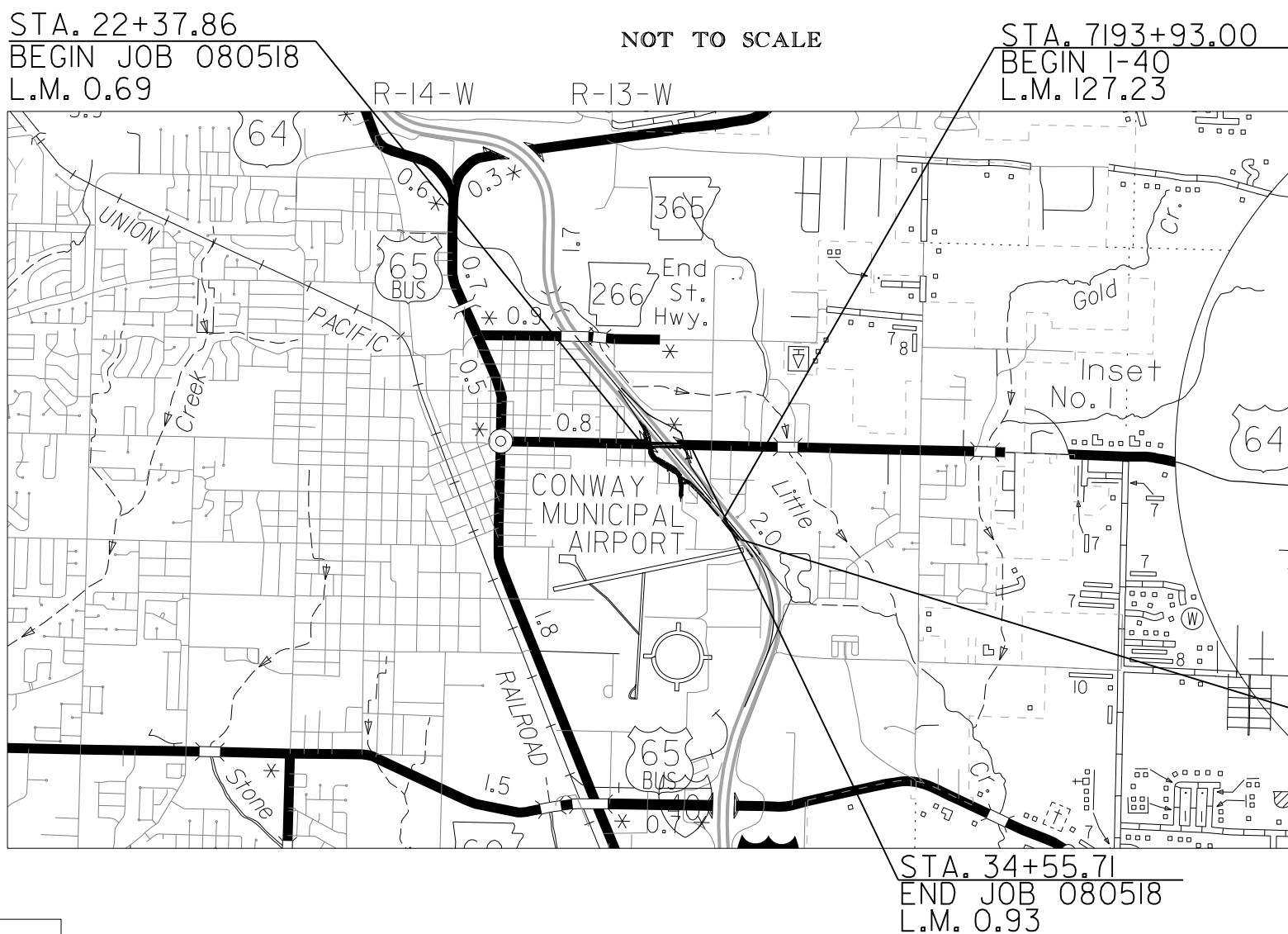


VICINITY MAP

HWY. 64 INTCHNG. TRAFFIC
 OPERATION IMPVTS. (CONWAY) (S)
 FAULKNER COUNTY
 ROUTE 64 SECTION 9
 FEDERAL AID PROJECT STPC-9095(31)
 JOB 080518



ARKANSAS HIGHWAY DISTRICT 8



· DESIGN TRAFFIC DATA ·

	HWY. 64
DESIGN YEAR-----	2036
2016 ADT-----	30,551
2036 ADT-----	37,318
2036 DHV-----	4,105
DIRECTIONAL DISTRIBUTION-----	60%
TRUCKS-----	4%
DESIGN SPEED-----	35 MPH

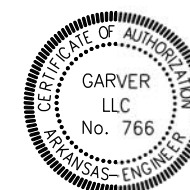
STA. 7200+93.00
 END I-40
 L.M. 127.35

STA. 34+55.71
 END JOB 080518
 L.M. 0.93

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 35°05'30"	N 35°05'30"	N 35°05'30"
LONGITUDE	W 92°25'28"	W 92°25'21"	W 92°25'14"
STATION	22+37.86	28+46.79	34+55.71

	C.L. HWY. 64		C.L. I-40 MEDIAN	
LENGTH COMPUTED ALONG				
GROSS LENGTH OF PROJECT	1217.85 FEET OR	0.231 MILES	700.00 FEET OR	0.133 MILES
NET LENGTH OF ROADWAY	1217.85 FEET OR	0.231 MILES	700.00 FEET OR	0.133 MILES
NET LENGTH OF BRIDGES	0.00 FEET OR	0.000 MILES	0.00 FEET OR	0.000 MILES
NET LENGTH OF PROJECT	1217.85 FEET OR	0.231 MILES	700.00 FEET OR	0.133 MILES



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				6	ARK.			
				JOB NO.		080518	2	176

2 INDEX OF SHEETS, GOV. SPECS., & GEN. NOTES



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SHEET NO.	TITLE	DRAWING NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3 - 9	TYPICAL SECTIONS OF IMPROVEMENT		
10 - 14	SPECIAL DETAILS		
15 - 22	TEMPORARY EROSION CONTROL DETAILS		
23 - 32	MAINTENANCE OF TRAFFIC DETAILS		
33	PERMANENT PAVEMENT MARKING DETAILS		
34 - 37	SIGN PLACEMENT SHEETS		
38 - 39	SIGN QUANTITIES		
40	SOIL BORING LOG		
41 - 45	QUANTITIES		
46 - 47	SUMMARY OF QUANTITIES AND REVISIONS		
48 - 50	SURVEY CONTROL DETAILS		
51	INTERCHANGE LAYOUT		
52	PLAN AND PROFILE - I40		
53	PLAN AND PROFILE - RAMP 1		
54	PLAN AND PROFILE - RAMP 2		
55	PLAN AND PROFILE - RAMP 3 AND RAMP 4		
56 - 59	PLAN AND PROFILE - HWY. 64		
60 - 63	PLAN AND PROFILE - CENTRAL LANDING BLVD.		
64	PLAN AND PROFILE - TEMP. RAMP 2		
65	TRAFFIC SIGNAL NOTES AND SUMMARY OF SIGNAL QUANTITIES		
66	MAST ARM MOUNTED SIGNS		
67 - 86	SIGNALIZATION PLANS		
87	CONCRETE DITCH PAVING	CDP-1	11/17/2010
88	CURBING DETAILS	CG-1	11/29/07
89	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	CPTJ-6A	05/25/06
90	DETAILS OF DRIVEWAYS & ISLANDS	DR-1	02/27/14
91	FLARED END SECTION	FES-1	10/18/96
92	FLARED END SECTION	FES-2	10/18/96
93	DETAILS OF DROP INLETS & JUNCTION BOXES	FPC-9	11/16/01
94	DETAILS OF DROP INLETS (TYPE C)	FPC-9E	08/22/02
95	DETAILS OF DROP INLETS (TYPE MO)	FPC-9M	08/22/02
96	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	FPC-9S	07/26/12
97	GUARD RAIL DETAILS	GR-8	07/14/10
98	GUARD RAIL DETAILS	GR-8A	07/14/10
99	GUARD RAIL DETAILS	GR-9	04/17/08
100	GUARD RAIL DETAILS	GR-9A	04/17/08
101	GUARD RAIL DETAILS	GRT-1	07/14/10
102	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	PCC-1	02/27/14
103	PAVEMENT MARKING DETAILS	PM-1	09/12/13
104	DETAILS OF PIPE UNDERDRAIN	PU-1	04/10/03
105	LOOP DETECTOR INSTALLATION	SD-4	09/12/13
106	CONTROLLER CABINET UTILITY DRAWER	SD-5	09/12/13
107	HEAVY DUTY PULL BOX	SD-6	09/12/13
108	SIGNAL HEAD PLACEMENT	SD-8	09/12/13
109	SERVICE POINT	SD-9	09/12/13
110	STEEL POLE WITH MAST ARM	SD-11	02/27/14
111	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	SE-1	01/09/87
112	STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES	SHS-1	09/12/13
113	U-CHANNEL POST ASSEMBLIES	SHS-2	02/27/14
114	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	SHS-3	09/12/13
115	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	SHS-4	09/12/13
116	DETAILS OF GUIDE SIGN PANELS	SHS-5	09/12/13
117	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	SHS-6	09/12/13
118	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	SHS-7	09/12/13
119	DETAIL OF SPECIAL ITEMS	SI-1	09/12/13
120	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12/15/11
121	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	09/12/13
122	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10/15/09
123	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	TC-4	2/27/14
124	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	TC-5	10/15/09
125	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12/15/11
126	TEMPORARY EROSION CONTROL DEVICES	TEC-2	6/2/94
127	TEMPORARY EROSION CONTROL DEVICES	TEC-3	11/3/94
128	TEMPORARY EROSION CONTROL DEVICES	TEC-4	7/26/12
129	WIRE FENCE TYPE A AND TYPE B	WF-1	8/22/02
130	CHAIN LINK FENCE	WF-3	11/17/10
131	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	WR-1	11/10/05
132 - 176	CROSS SECTIONS		

- GENERAL NOTES:
- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
 - 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.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
 - ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
 - ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
 - THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 - ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT REMOVED SHALL BE PAID FOR UNDER PAY ITEM 210 - EXCAVATION AND EMBANKMENT, UNLESS OTHERWISE NOTED.
 - LIGHTING MODIFICATIONS FOR INTERCHANGE TO BE PROVIDED BY CONWAY CORPORATION.

NOTE: CROSS SECTIONS NOT NORMALLY INCLUDED IN PLANS SOLD TO PROSPECTIVE BIDDERS, BUT MAY BE HAD UPON REQUEST.

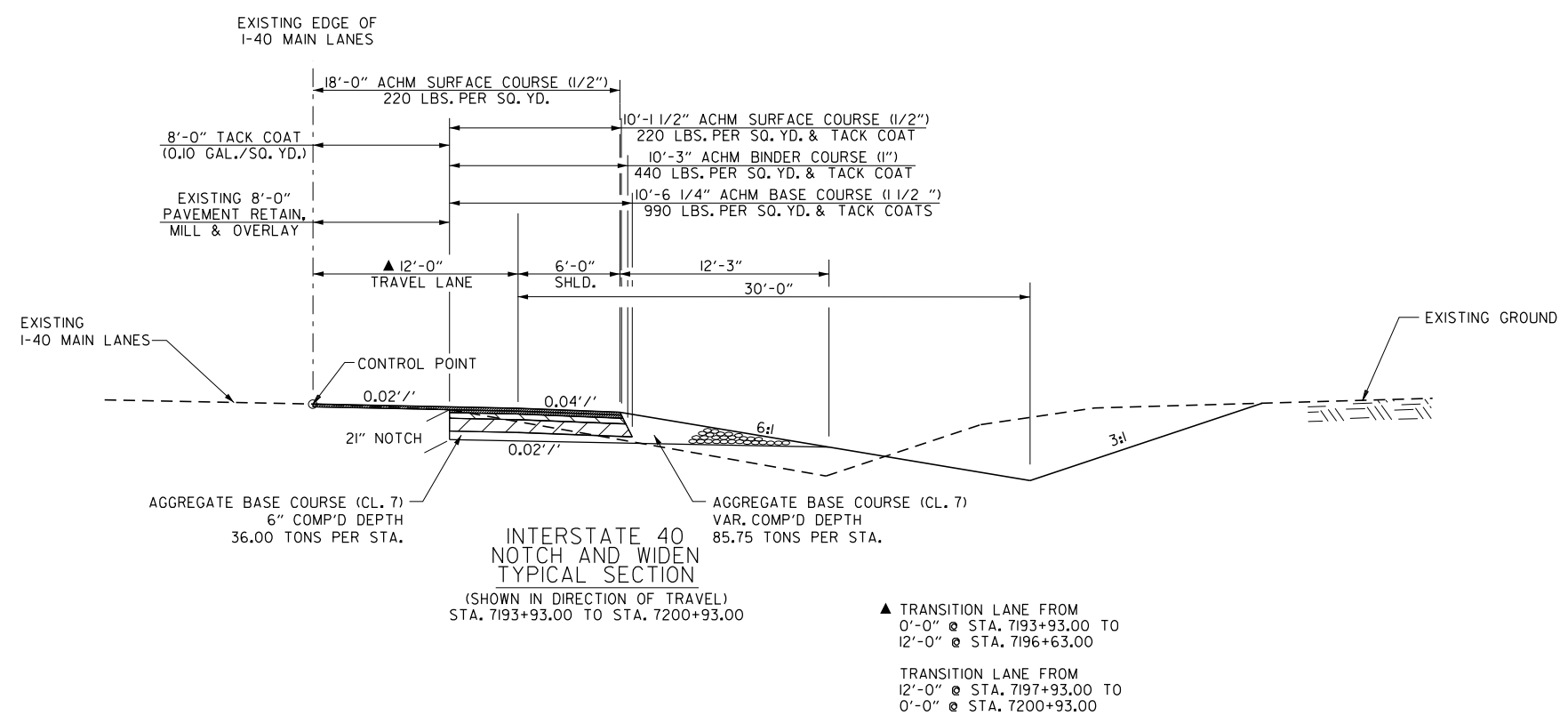
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				6	ARK.			
						080518	3	176

2 TYPICAL SECTIONS OF IMPROVEMENT



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NOTES:

REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

TYPICAL SECTIONS OF IMPROVEMENT

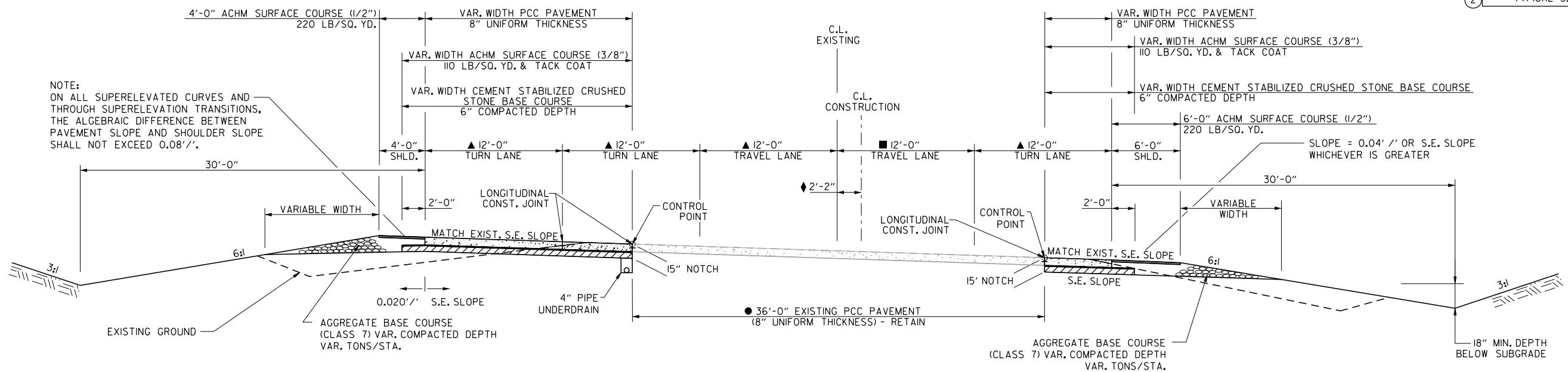
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				6	ARK.			
				JOB NO.	080518		4	176

2 TYPICAL SECTIONS OF IMPROVEMENT



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RAMP I
SUPERELEVATED NOTCH & WIDEN SECTION

(SHOWN IN DIRECTION OF TRAVEL)
STA. 7161+34.00 TO STA. 7166+72.80

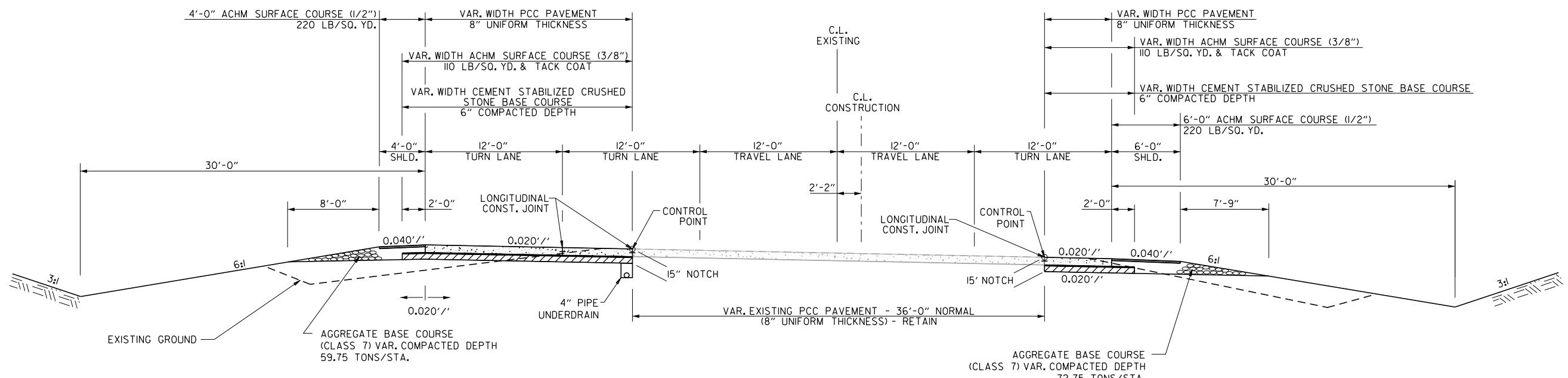
- ▲ TRANSITION LANE FROM 0'-0" @ STA. 7161+34.00 TO 12' @ STA. 7165+34.00
- TRANSITION LANE FROM 15'-0" @ STA. 7161+34.00 TO 12'-0" @ STA. 7165+34.00
- ◆ TRANSITION FROM 0'-0" @ STA. 7161+34.00 TO 2'-2" @ STA. 7165+34.00
- EXISTING PAVEMENT VARIES FROM 15'-0" @ STA. 7164+41.69 TO 36'-0" @ STA. 7165+34.00

NOTES:

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THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.



RAMP I
NOTCH & WIDEN SECTION

(SHOWN IN DIRECTION OF TRAVEL)
STA. 7166+72.80 TO STA. 7167+51.77

TYPICAL SECTIONS OF IMPROVEMENT

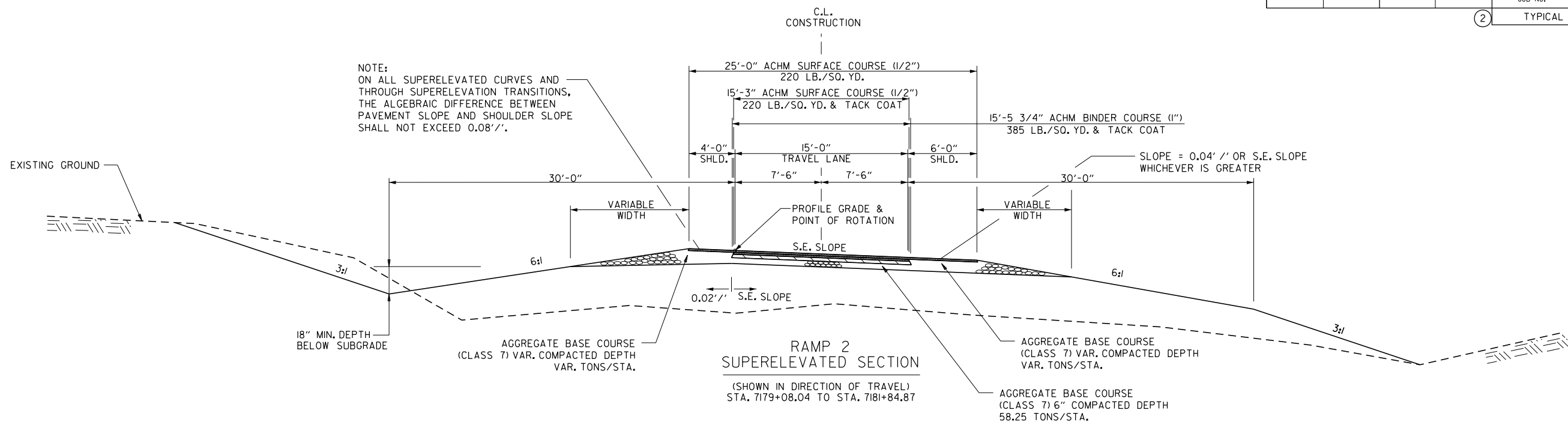
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				6	ARK.			
				JOB NO.		080518	5	176

2 TYPICAL SECTIONS OF IMPROVEMENT



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RAMP 2 SUPERELEVATED SECTION
(SHOWN IN DIRECTION OF TRAVEL)
STA. 7179+08.04 TO STA. 7181+84.87

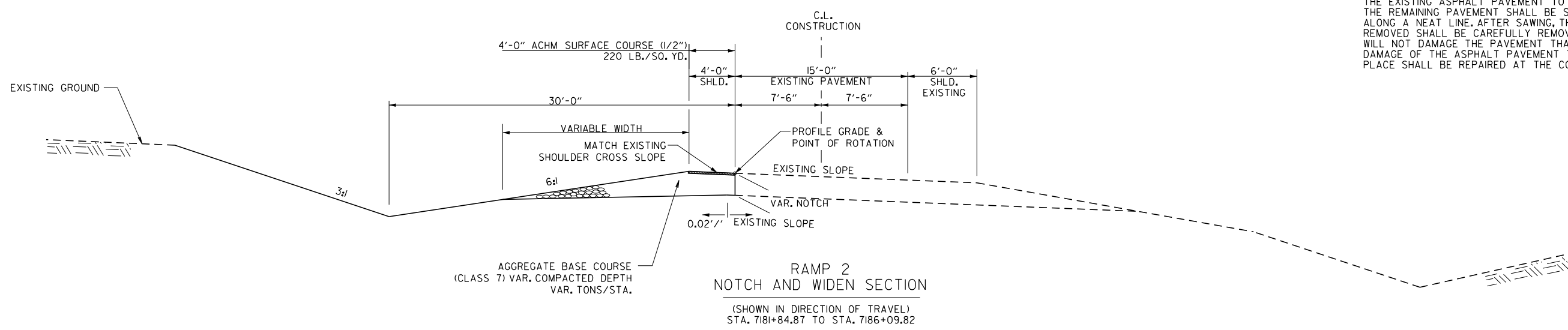
NOTES:

REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

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



RAMP 2 NOTCH AND WIDEN SECTION
(SHOWN IN DIRECTION OF TRAVEL)
STA. 7181+84.87 TO STA. 7186+09.82

TYPICAL SECTIONS OF IMPROVEMENT

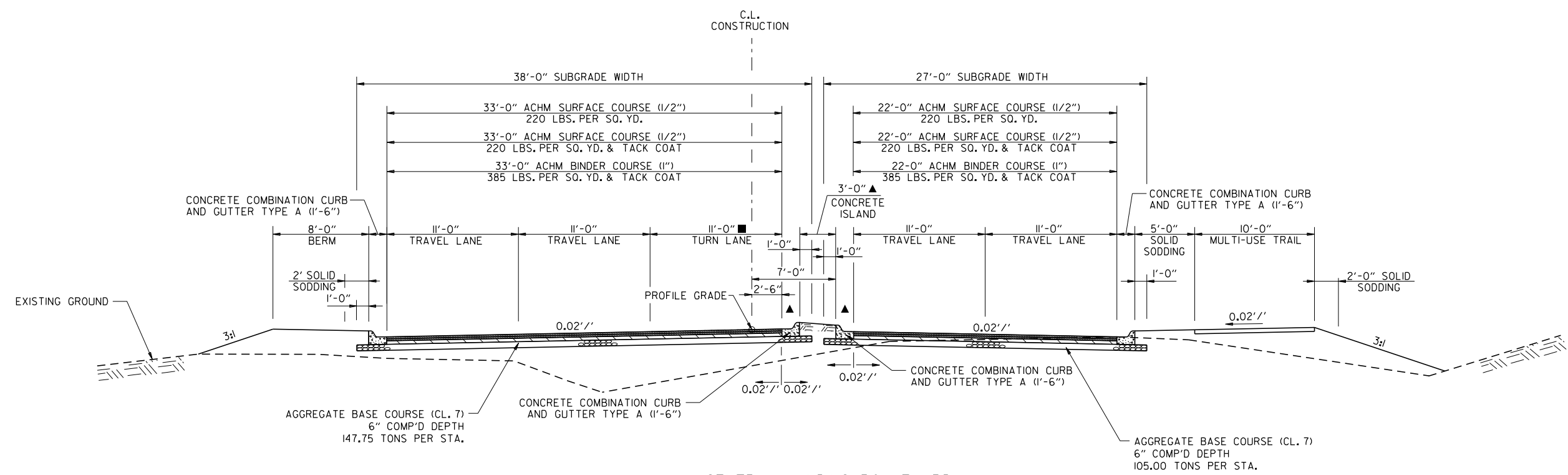
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				6	ARK.			
				JOB NO.	080518	7	176	

2 TYPICAL SECTIONS OF IMPROVEMENT



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CENTRAL LANDING BOULEVARD
TYPICAL SECTION
STA. 10+37.84 TO STA. 15+64.07

- ▲ INSIDE CURB MODIFIED TO DRAIN AWAY FROM CURB
- TRANSITION MEDIAN FROM 3'-0" @ STA. 14+64.07 TO 14'-0" @ STA. 15+64.07
- ▲ TRANSITION TURN LANE FROM 11'-0" @ STA. 14+64.07 TO 0'-0" @ STA. 15+64.07

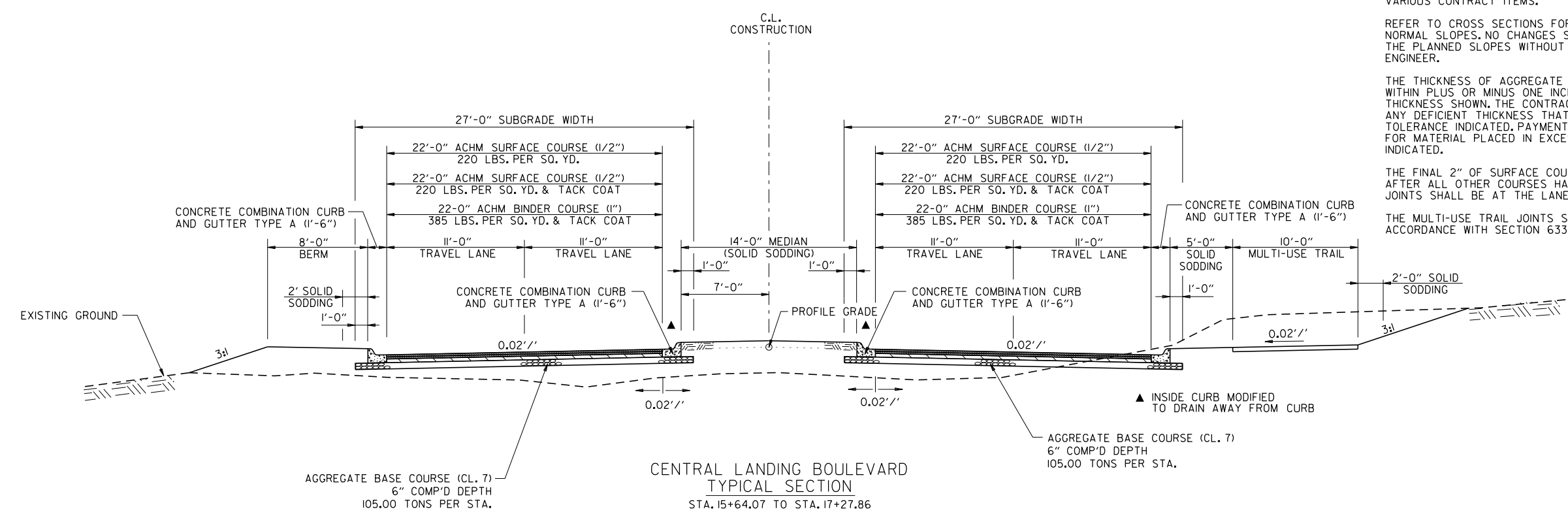
NOTES:
PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

THE MULTI-USE TRAIL JOINTS SHALL BE SAW CUT IN ACCORDANCE WITH SECTION 633.03(c).



CENTRAL LANDING BOULEVARD
TYPICAL SECTION
STA. 15+64.07 TO STA. 17+27.86

- ▲ INSIDE CURB MODIFIED TO DRAIN AWAY FROM CURB

TYPICAL SECTIONS OF IMPROVEMENT

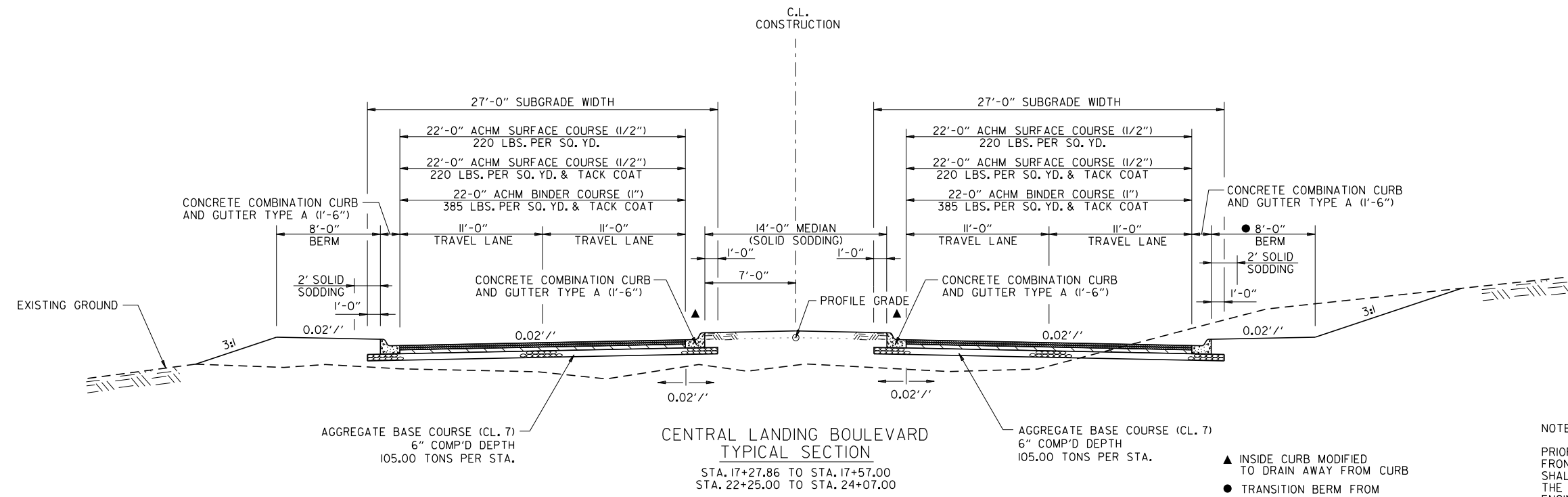
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2 TYPICAL SECTIONS OF IMPROVEMENT



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**CENTRAL LANDING BOULEVARD
TYPICAL SECTION**
STA. 17+27.86 TO STA. 17+57.00
STA. 22+25.00 TO STA. 24+07.00

- ▲ INSIDE CURB MODIFIED TO DRAIN AWAY FROM CURB
- TRANSITION BERM FROM 8'-0" @ STA. 23+60.00 TO 4'-0" @ STA. 24+00.00

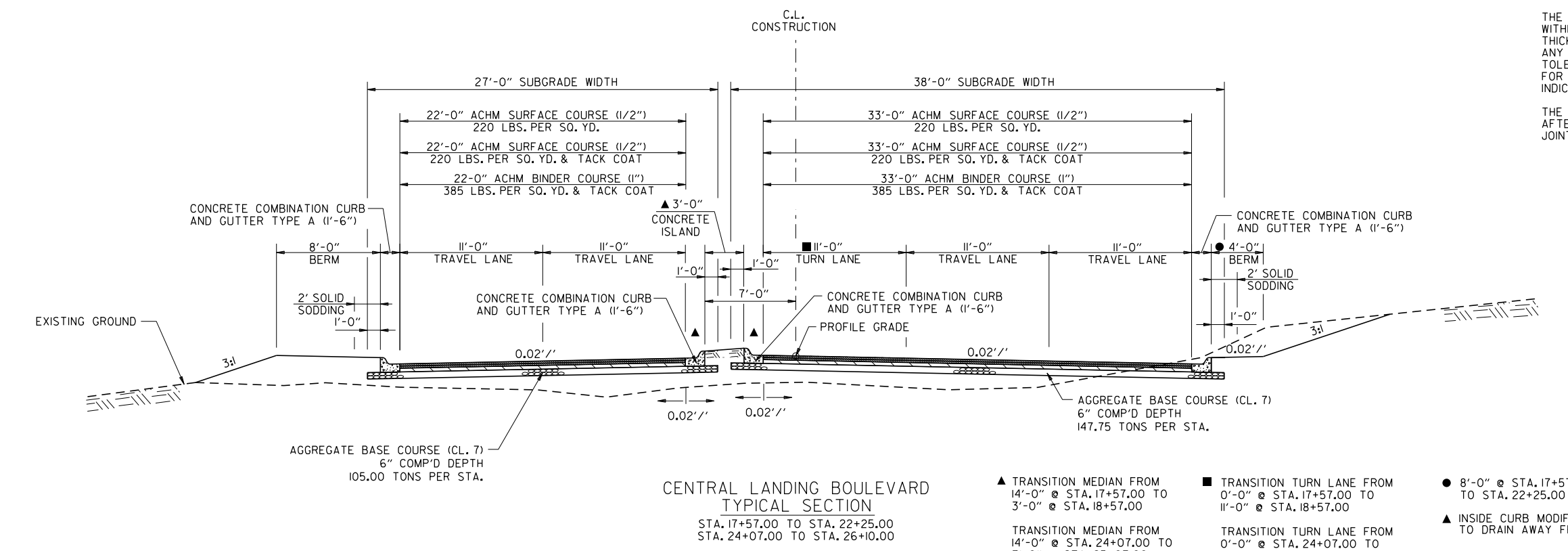
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**CENTRAL LANDING BOULEVARD
TYPICAL SECTION**
STA. 17+57.00 TO STA. 22+25.00
STA. 24+07.00 TO STA. 26+10.00

- ▲ TRANSITION MEDIAN FROM 14'-0" @ STA. 17+57.00 TO 3'-0" @ STA. 18+57.00
- TRANSITION TURN LANE FROM 0'-0" @ STA. 17+57.00 TO 11'-0" @ STA. 18+57.00
- 8'-0" @ STA. 17+57.00 TO STA. 22+25.00
- ▲ INSIDE CURB MODIFIED TO DRAIN AWAY FROM CURB
- 8'-0" @ STA. 17+57.00 TO STA. 22+25.00
- ▲ INSIDE CURB MODIFIED TO DRAIN AWAY FROM CURB

TYPICAL SECTIONS OF IMPROVEMENT

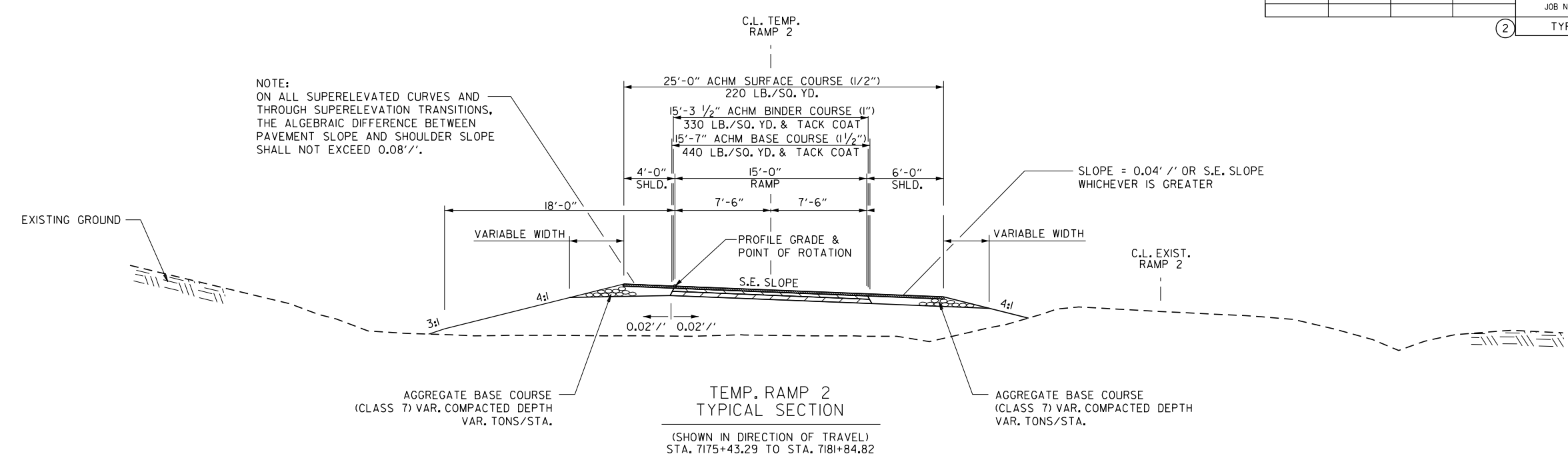
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				6	ARK.			
				JOB NO.		080518	9	176

2 TYPICAL SECTIONS OF IMPROVEMENT



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NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

SLOPE = 0.04'/' OR S.E. SLOPE WHICHEVER IS GREATER

TEMP. RAMP 2
TYPICAL SECTION
(SHOWN IN DIRECTION OF TRAVEL)
STA. 7175+43.29 TO STA. 7181+84.82

NOTES:

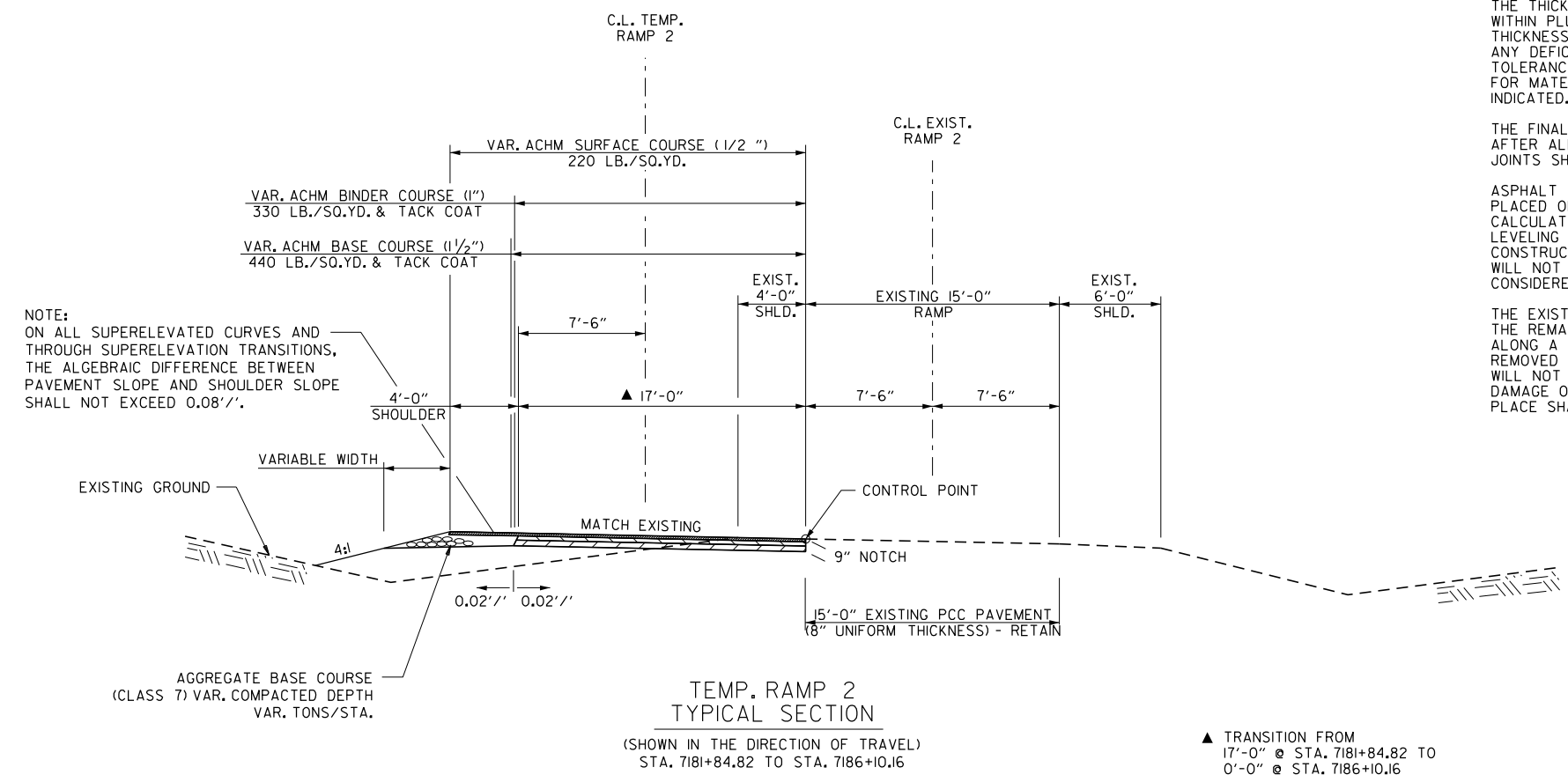
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THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

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



NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

▲ TRANSITION FROM
17'-0" @ STA. 7181+84.82 TO
0'-0" @ STA. 7186+10.16

TEMP. RAMP 2
TYPICAL SECTION
(SHOWN IN THE DIRECTION OF TRAVEL)
STA. 7181+84.82 TO STA. 7186+10.16

TYPICAL SECTIONS OF IMPROVEMENT

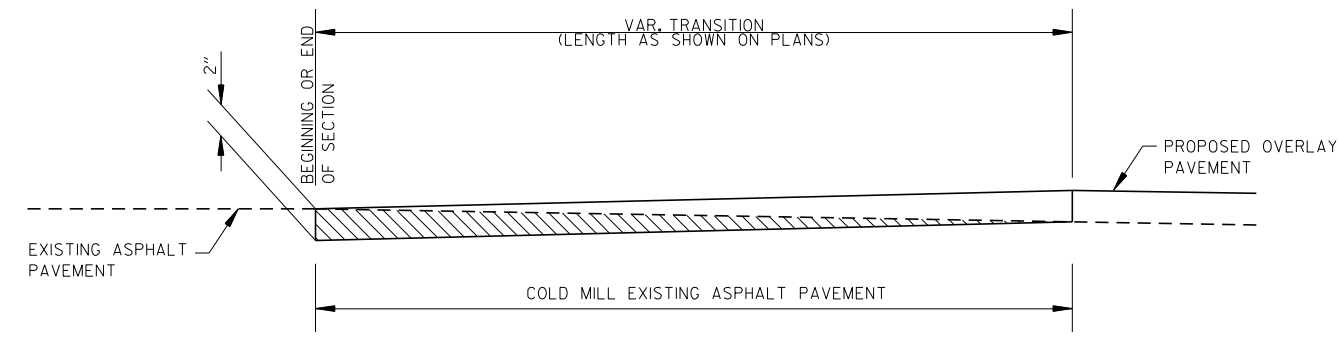
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080518		10	176

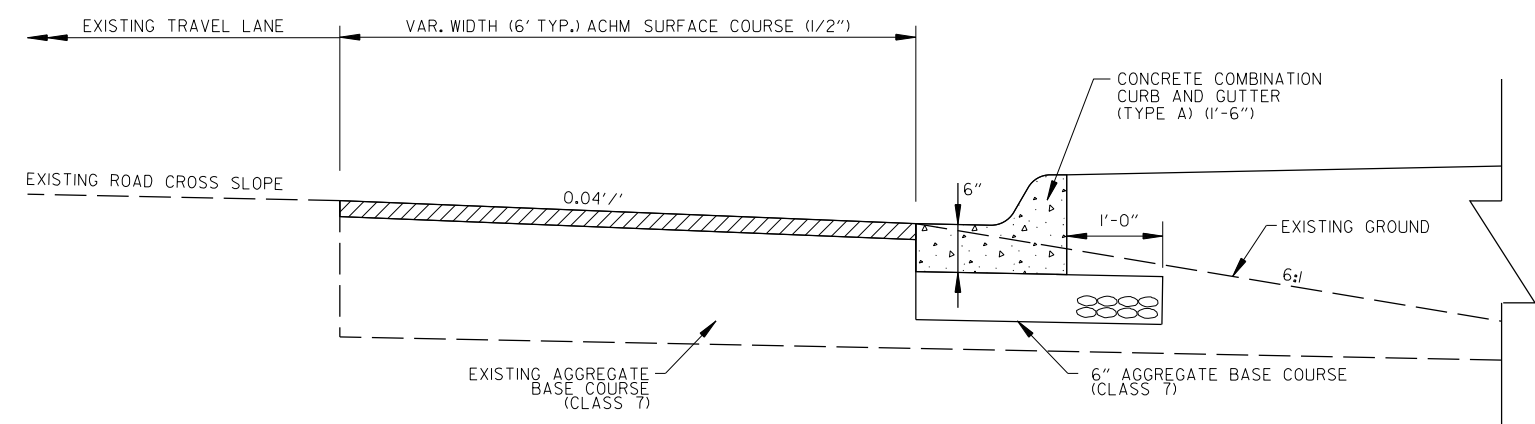
2 SPECIAL DETAILS



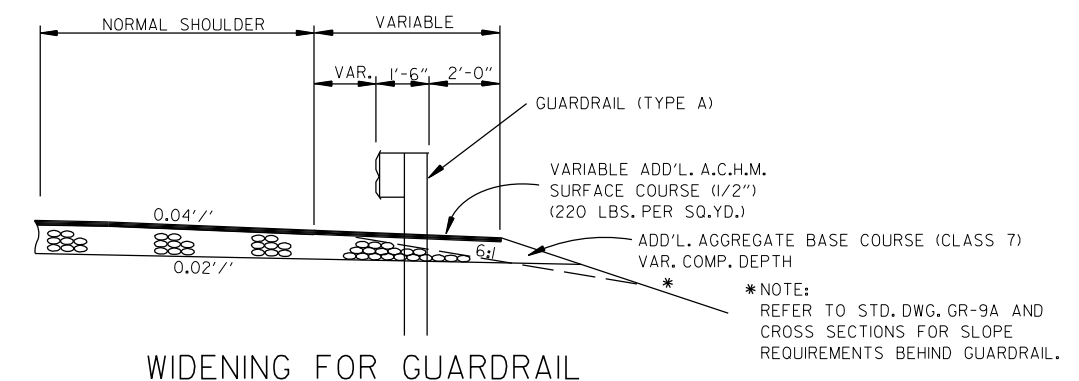
Digitally Signed 08/13/2015



DETAIL FOR TRANSITIONS

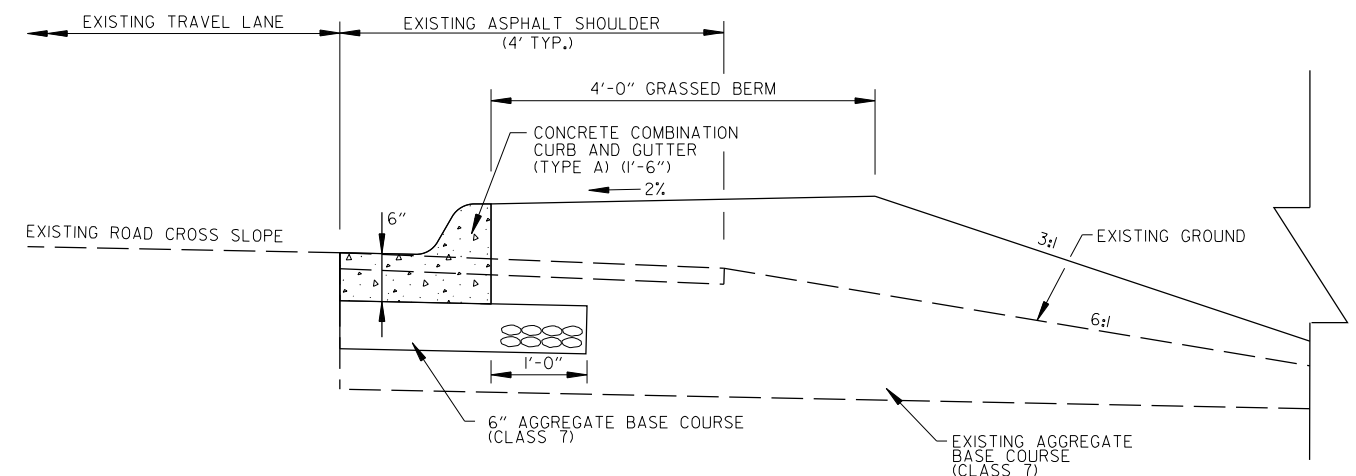


TYPICAL CURB RETURN DETAIL
EDGE OF SHOULDER
RAMPS 3 & 4

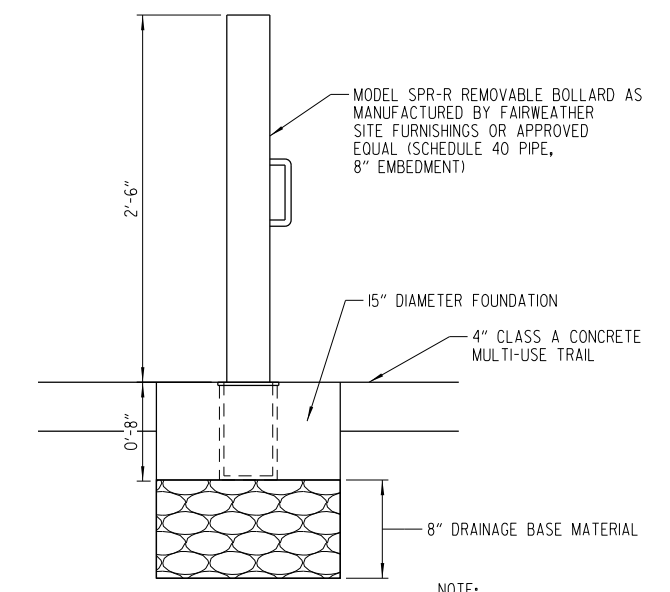


WIDENING FOR GUARDRAIL

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



TYPICAL CURB DETAIL
EDGE OF LANE
RAMP 4 (RT.)



REMOVABLE PIPE BOLLARD DETAIL
NO SCALE

NOTE:
BOLLARD RECEIVER SHALL BE
INSTALLED BY MANUFACTURER'S
RECOMMENDATIONS.

SPECIAL DETAILS

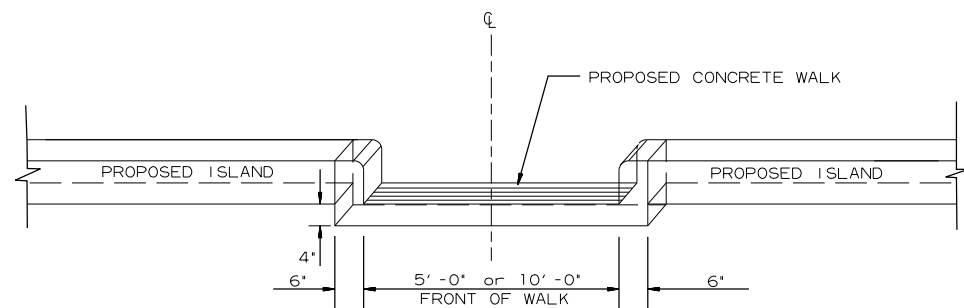
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	11	176

2 SPECIAL DETAILS



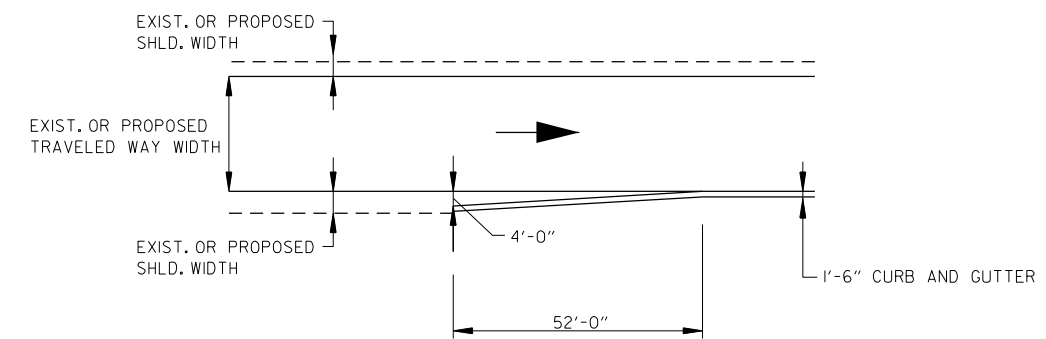
Digitally Signed 08/13/2015



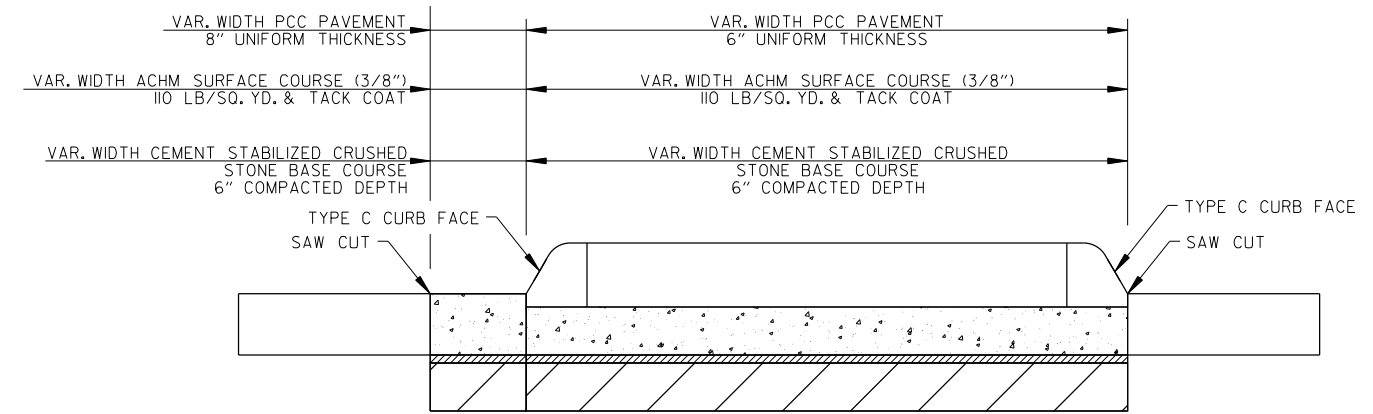
FACE SHALL MEET REQUIREMENTS OF TYPE B CURB

NOTE: CONCRETE WALK THROUGH ISLAND SHALL BE POURED MONOLITHICALLY. ALL MATERIALS REQUIRED TO CONSTRUCT CONCRETE WALK THRU ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.

CONCRETE WALK THROUGH ISLAND



RAMP TRANSITION FROM OPEN SHOULDER TO CURB AND GUTTER SECTION



TYPICAL CONCRETE ISLAND DETAIL ON CONCRETE PAVEMENT

SPECIAL DETAILS

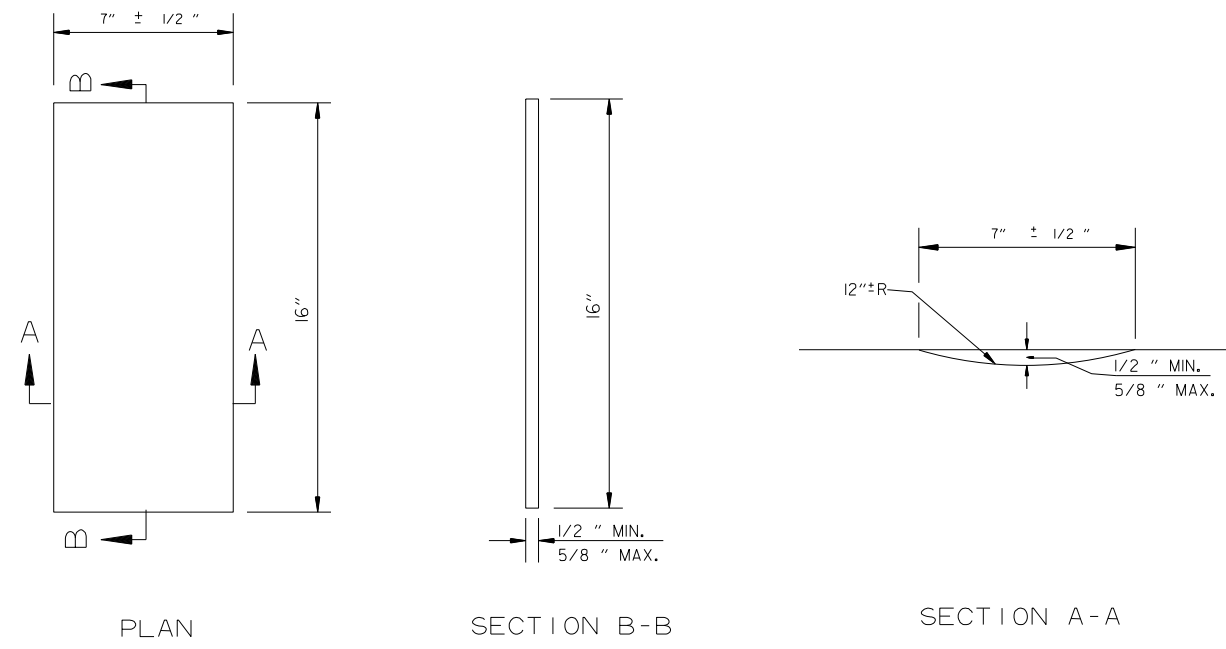
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	12	176

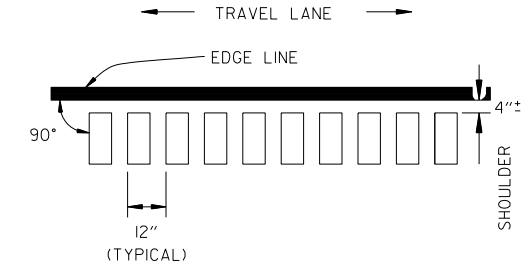
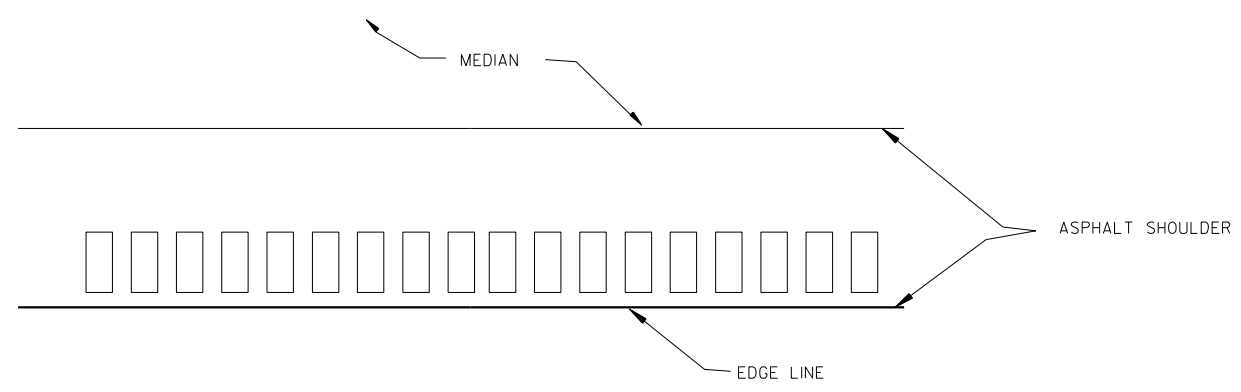
2 SPECIAL DETAILS



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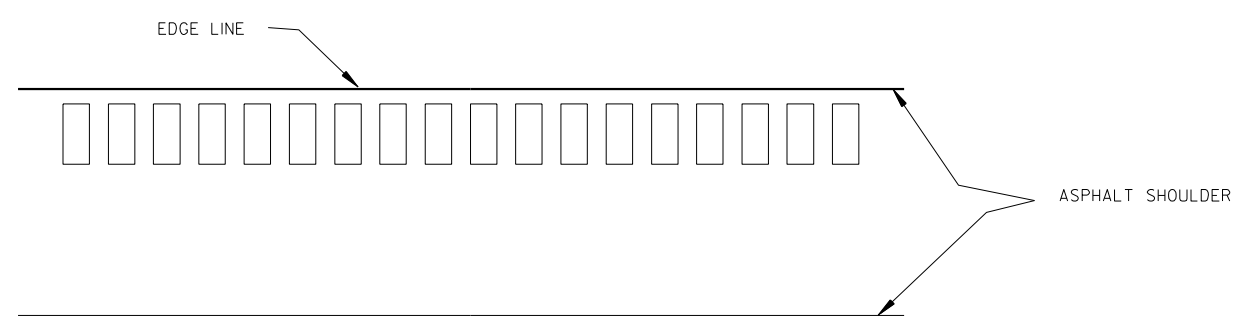
DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE AS WELL AS TO AVOID EXISTING LONGITUDINAL JOINTS.
2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.



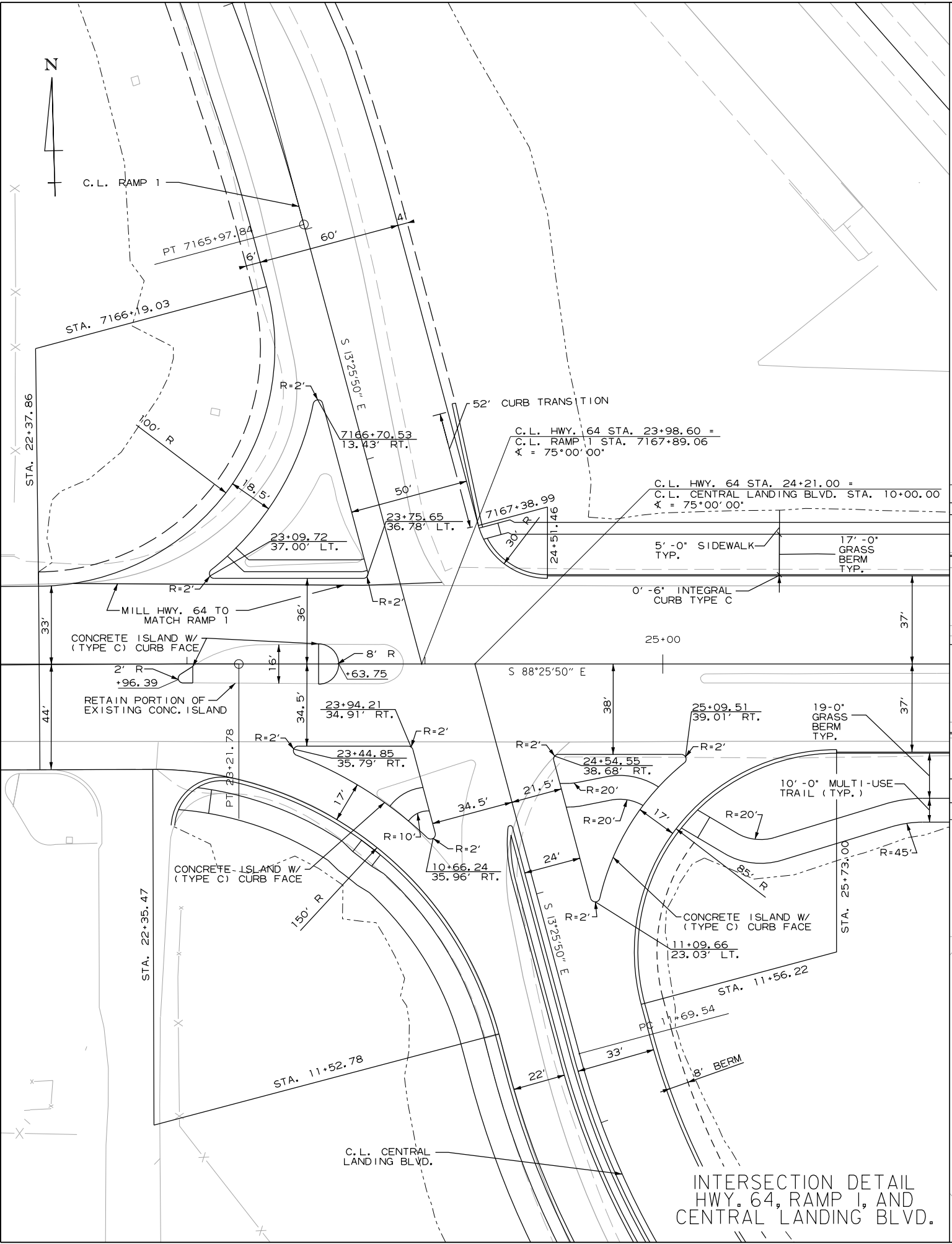
PLAN VIEW

SPECIAL DETAILS

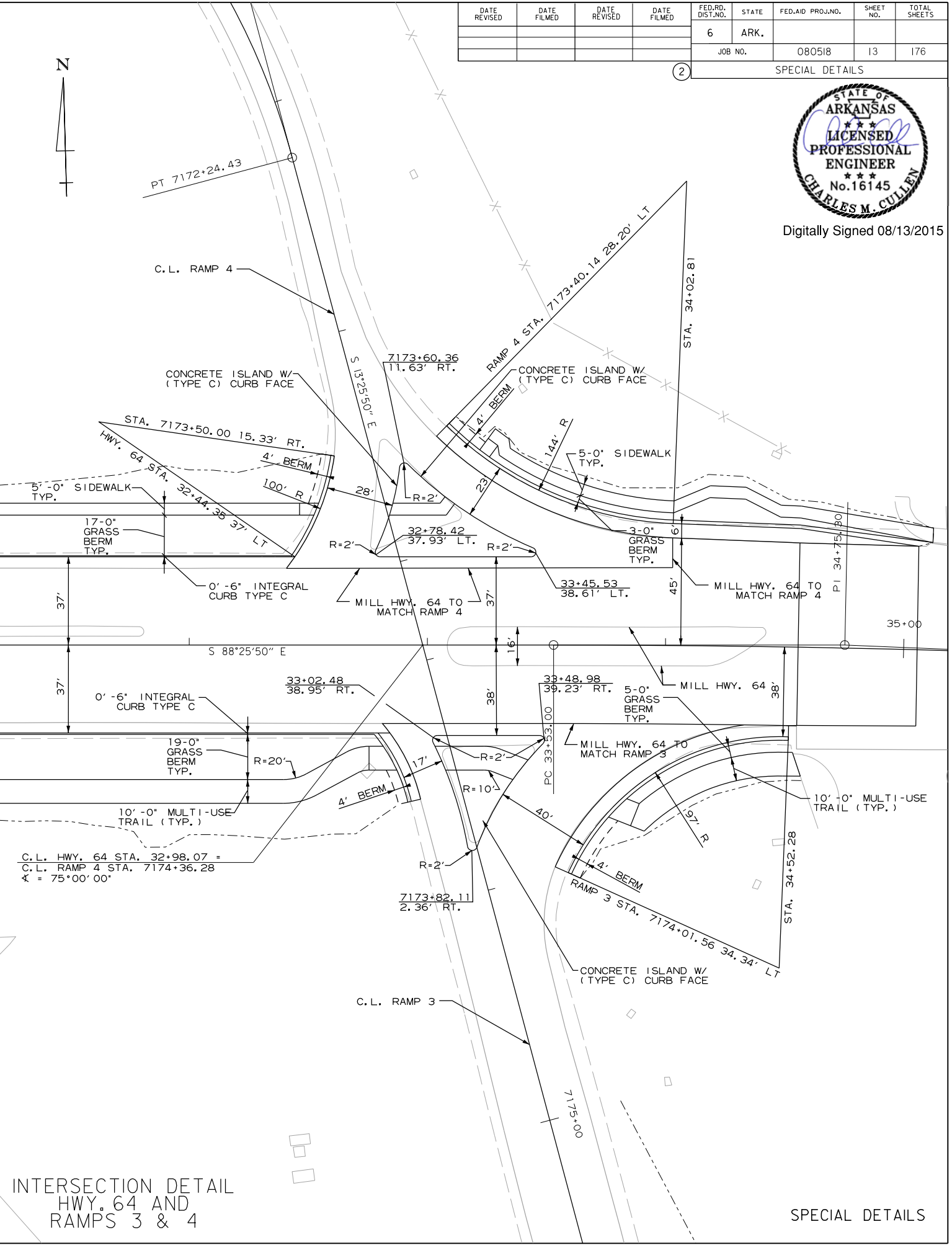
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				6	ARK.	080518	13	176
				JOB NO.		080518	13	176
				SPECIAL DETAILS				



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INTERSECTION DETAIL
HWY. 64, RAMP 1, AND
CENTRAL LANDING BLVD.



INTERSECTION DETAIL
HWY. 64 AND
RAMPS 3 & 4

SPECIAL DETAILS

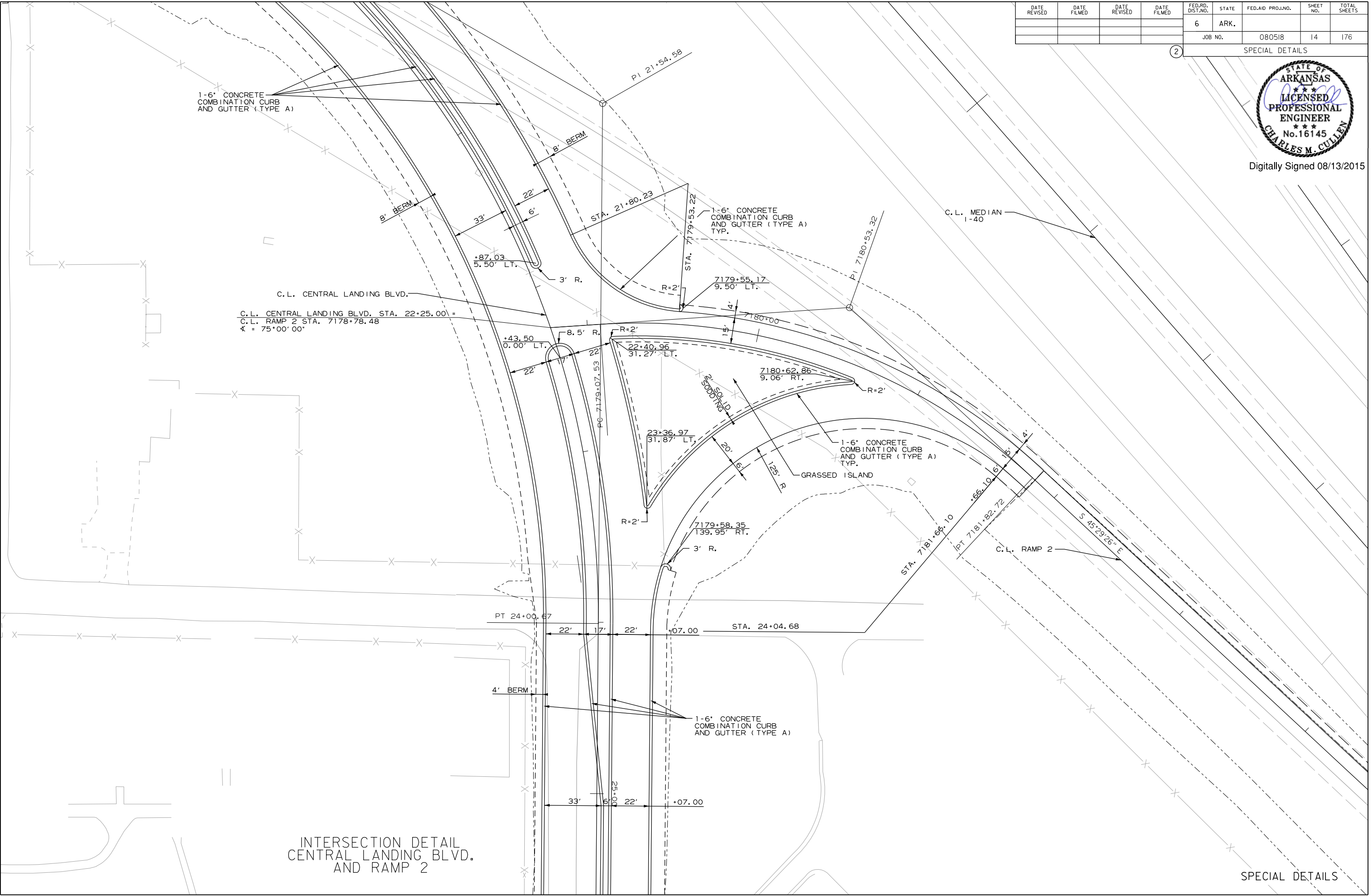
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				6	ARK.			
				JOB NO.		080518	14	176

2 SPECIAL DETAILS



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INTERSECTION DETAIL
CENTRAL LANDING BLVD.
AND RAMP 2

SPECIAL DETAILS

8/13/2015 6:43:37 AM
 CM/Cullen
 WORKSPACE: AHTD
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				6	ARK.			
				JOB NO.	080518	15	176	

2 TEMPORARY EROSION CONTROL DETAILS



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LEGEND

(E-5) = SAND BAG DITCH CHECK (E-7) = DROP INLET SILT FENCE
 (E-6) = ROCK DITCH CHECK (E-11) = SILT FENCE

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

CENTRAL LANDING BOULEVARD

SILT FENCE	(E-11)	LIN. FT.
STA. 11+09 TO 21+86	LT.	1131

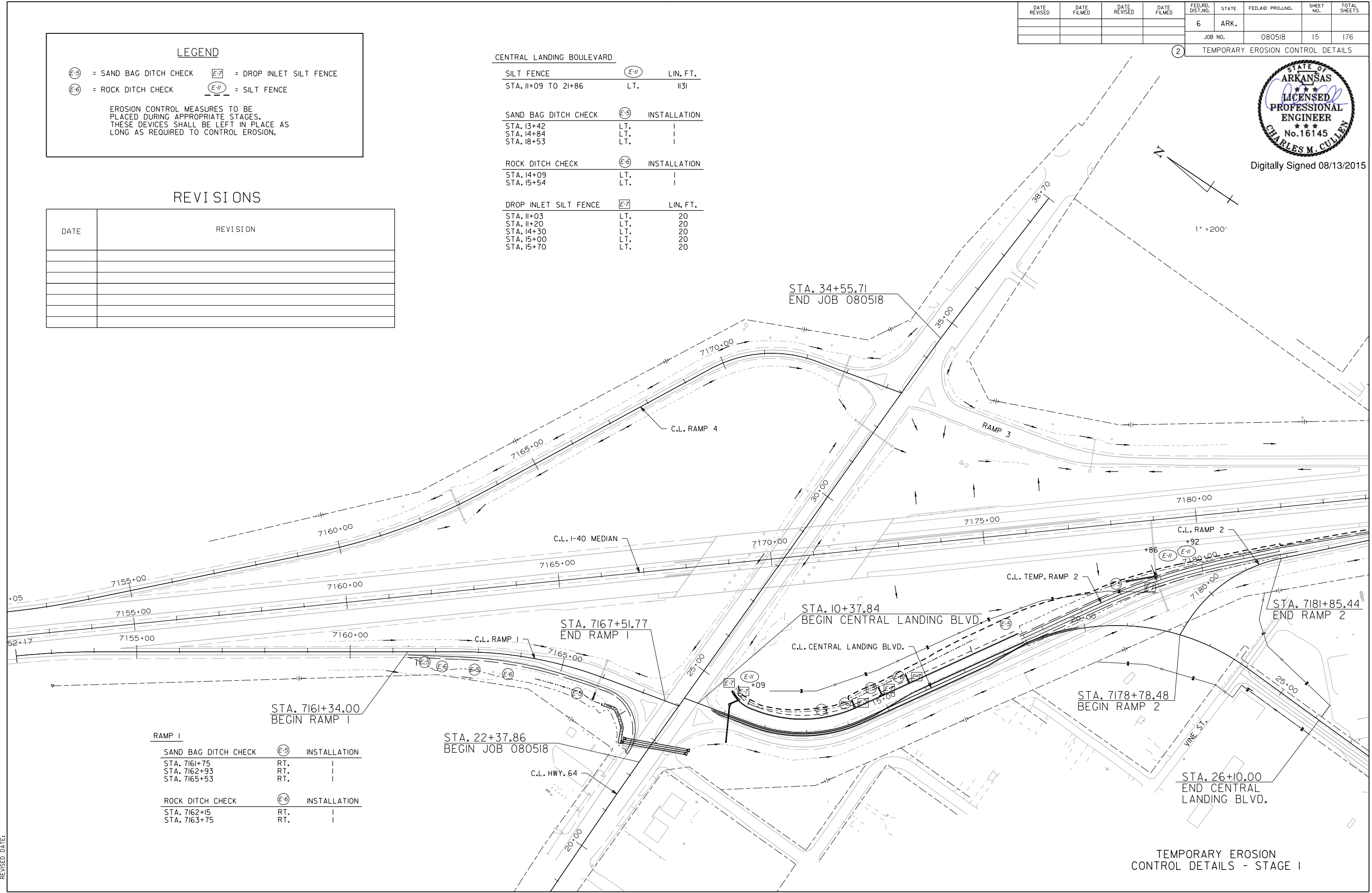
SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 13+42	LT.	
STA. 14+84	LT.	
STA. 18+53	LT.	

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 14+09	LT.	
STA. 15+54	LT.	

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 11+03	LT.	20
STA. 11+20	LT.	20
STA. 14+30	LT.	20
STA. 15+00	LT.	20
STA. 15+70	LT.	20

REVISIONS

DATE	REVISION



RAMP 1

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7161+75	RT.	
STA. 7162+93	RT.	
STA. 7165+53	RT.	

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 7162+15	RT.	
STA. 7163+75	RT.	

TEMPORARY EROSION CONTROL DETAILS - STAGE I

8/13/2015 6:43:37 AM
 CM/Cullen
 WORKSPACE: AHTD
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				6	ARK.			
				JOB NO.		080518	16	176

2 TEMPORARY EROSION CONTROL DETAILS



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I-40

SAND BAG DITCH CHECK	E-5	INSTALLATION
STA. 7196+51	RT.	
STA. 7199+39	RT.	
STA. 7200+62	RT.	

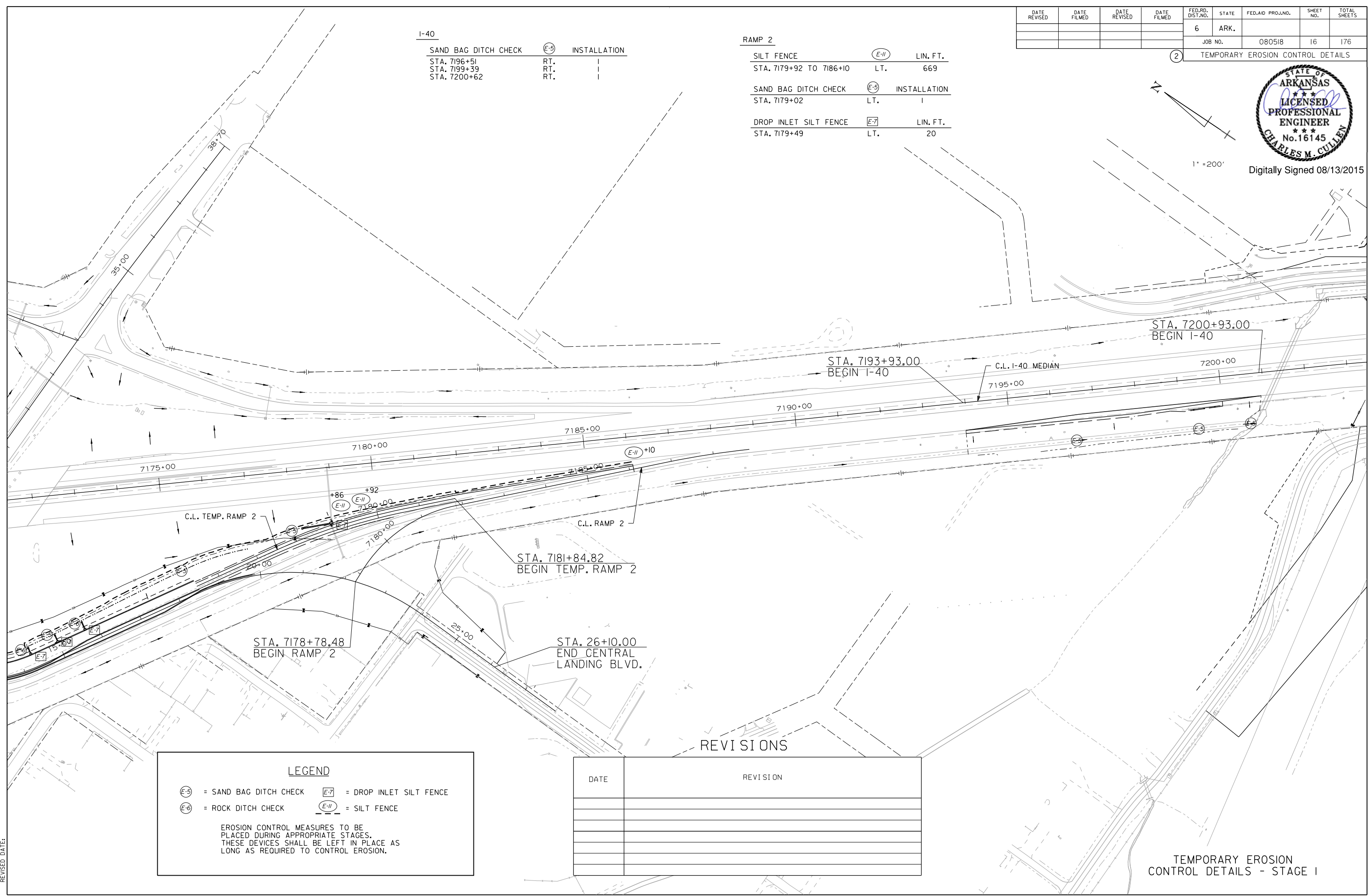
RAMP 2

SILT FENCE	E-11	LIN. FT.
STA. 7179+92 TO 7186+10	LT.	669

SAND BAG DITCH CHECK	E-5	INSTALLATION
STA. 7179+02	LT.	

DROP INLET SILT FENCE	E-7	LIN. FT.
STA. 7179+49	LT.	20

1" = 200'



LEGEND

- = SAND BAG DITCH CHECK
 - = ROCK DITCH CHECK
 - = DROP INLET SILT FENCE
 - = SILT FENCE
- EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

REVISIONS

DATE	REVISION

TEMPORARY EROSION CONTROL DETAILS - STAGE I

8/13/2015 6:43:38 AM
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				6	ARK.			
				JOB NO.		080518	17	176

2 TEMPORARY EROSION CONTROL DETAILS



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LEGEND

(E-5) = SAND BAG DITCH CHECK (E-7) = DROP INLET SILT FENCE
 (E-6) = ROCK DITCH CHECK (E-11) = SILT FENCE

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

CENTRAL LANDING BOULEVARD

SILT FENCE	(E-11)	LIN. FT.
STA. 11+09 TO 21+86	LT.	RETAIN

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 13+42	LT.	RETAIN
STA. 14+84	LT.	RETAIN
STA. 18+53	LT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 14+09	LT.	RETAIN
STA. 15+54	LT.	RETAIN

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 11+03	LT.	RETAIN
STA. 11+20	LT.	RETAIN
STA. 14+30	LT.	RETAIN
STA. 15+00	LT.	RETAIN
STA. 15+70	LT.	RETAIN

HWY. 64

SILT FENCE	(E-11)	LIN. FT.
STA. 25+19 TO 31+78	RT.	657
STA. 32+01 TO 32+96	RT.	96

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 30+51	RT.	1
STA. 32+04	RT.	1

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 25+21	RT.	1
STA. 31+68	RT.	1
STA. 32+56	RT.	1

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 27+01	RT.	20
STA. 30+00	RT.	20
STA. 31+84	RT.	20

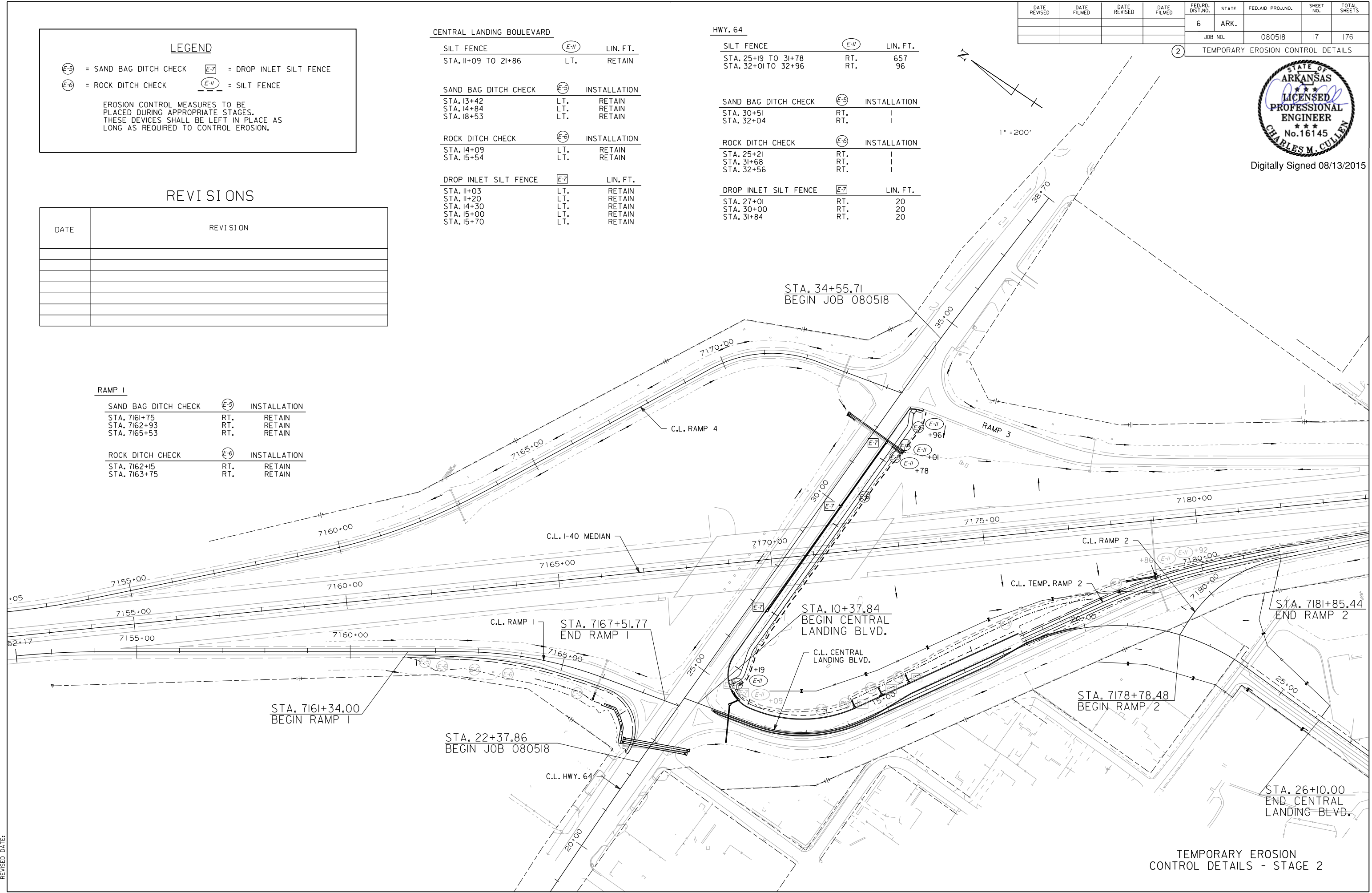
REVISIONS

DATE	REVISION

RAMP 1

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7161+75	RT.	RETAIN
STA. 7162+93	RT.	RETAIN
STA. 7165+53	RT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 7162+15	RT.	RETAIN
STA. 7163+75	RT.	RETAIN



TEMPORARY EROSION CONTROL DETAILS - STAGE 2

8/13/2015 6:43:39 AM
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 REVISION 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.		080518	18	176
(2) TEMPORARY EROSION CONTROL DETAILS								

I-40

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7196+51	RT.	RETAIN
STA. 7199+39	RT.	RETAIN
STA. 7200+62	RT.	RETAIN

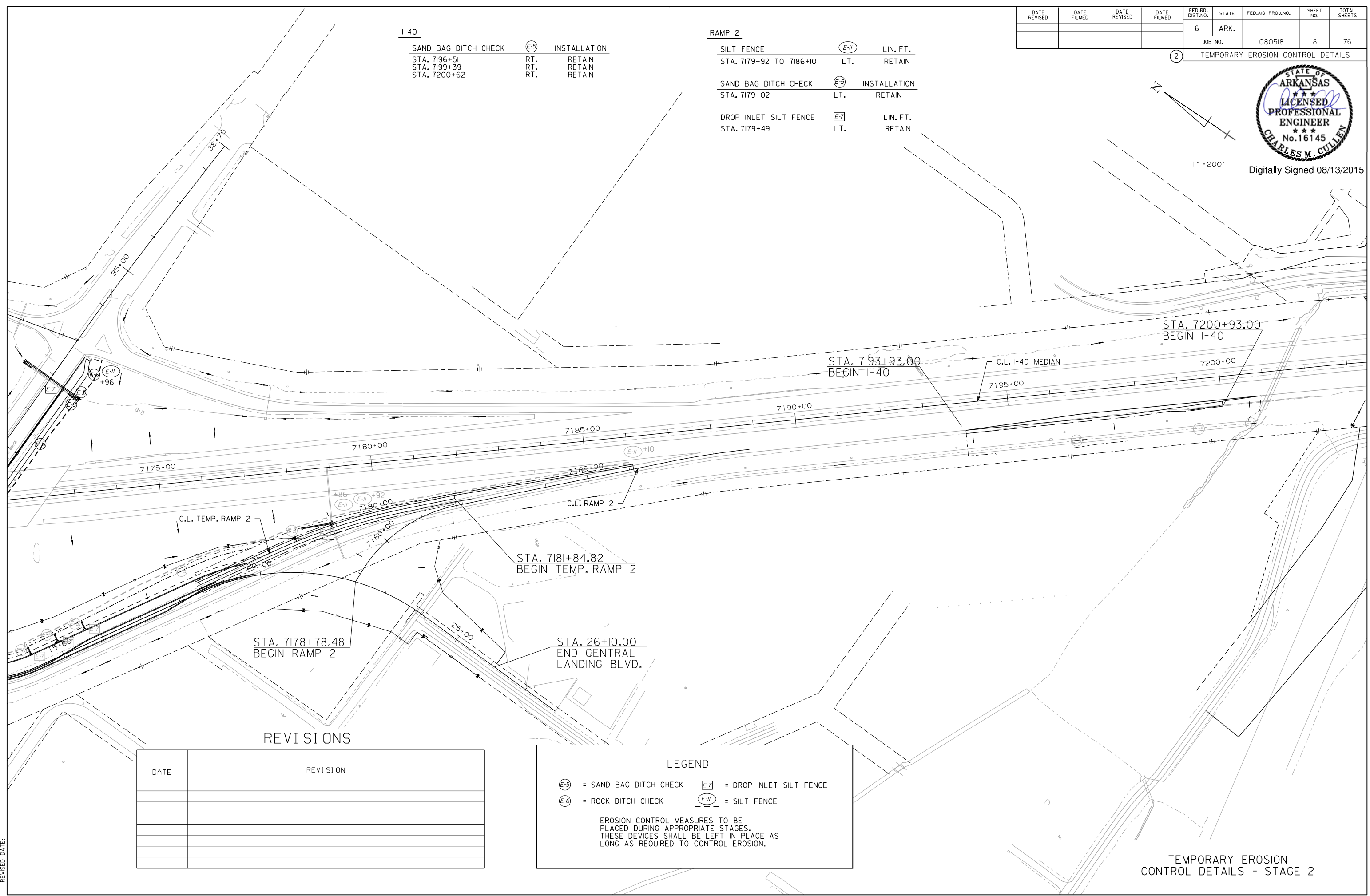
RAMP 2

SILT FENCE	(E-11)	LIN. FT.
STA. 7179+92 TO 7186+10	LT.	RETAIN
SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7179+02	LT.	RETAIN
DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 7179+49	LT.	RETAIN



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1" = 200'



REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK	(E-7) = DROP INLET SILT FENCE
(E-6) = ROCK DITCH CHECK	(E-11) = SILT FENCE

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

TEMPORARY EROSION CONTROL DETAILS - STAGE 2

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				6	ARK.			
				JOB NO.		080518	19	176

2 TEMPORARY EROSION CONTROL DETAILS



1" = 200' Digitally Signed 08/13/2015

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

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

REVISIONS

DATE	REVISION

CENTRAL LANDING BOULEVARD

SILT FENCE	(E-11)	LIN. FT.
STA. 11+09 TO 21+86	LT.	RETAIN 203
STA. 24+07 TO 26+10	LT.	RETAIN 656
STA. 19+43 TO 26+10	RT.	

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 13+42	LT.	RETAIN
STA. 14+84	LT.	RETAIN
STA. 18+33	LT.	RETAIN
STA. 11+12	RT.	
STA. 14+83	RT.	
STA. 17+13	RT.	
STA. 22+95	RT.	

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 14+09	LT.	RETAIN
STA. 15+54	LT.	RETAIN
STA. 14+14	RT.	
STA. 15+54	RT.	
STA. 19+09	RT.	
STA. 23+89	LT.	
STA. 23+89	RT.	

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 11+03	LT.	RETAIN
STA. 11+20	LT.	RETAIN
STA. 14+30	LT.	RETAIN
STA. 15+00	LT.	RETAIN
STA. 15+70	LT.	RETAIN
STA. 10+74	RT.	20
STA. 11+20	RT.	20
STA. 14+30	RT.	20
STA. 15+00	RT.	20
STA. 15+70	RT.	20
STA. 22+00	LT.	20
STA. 23+12	LT.	20
STA. 23+12	RT.	20
STA. 23+80	LT.	20
STA. 23+80	RT.	20
STA. 26+08	LT.	20
STA. 26+08	RT.	20

HWY. 64

SILT FENCE	(E-11)	LIN. FT.
STA. 25+19 TO 31+78	RT.	RETAIN
STA. 32+01 TO 32+96	RT.	RETAIN
STA. 24+74 TO 31+79	LT.	707

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 30+51	RT.	RETAIN
STA. 32+04	RT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 25+21	RT.	RETAIN
STA. 31+68	RT.	RETAIN
STA. 32+56	RT.	RETAIN

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 27+01	RT.	RETAIN
STA. 30+00	RT.	RETAIN
STA. 31+84	RT.	RETAIN
STA. 24+58	LT.	20
STA. 27+01	LT.	20
STA. 30+00	LT.	20

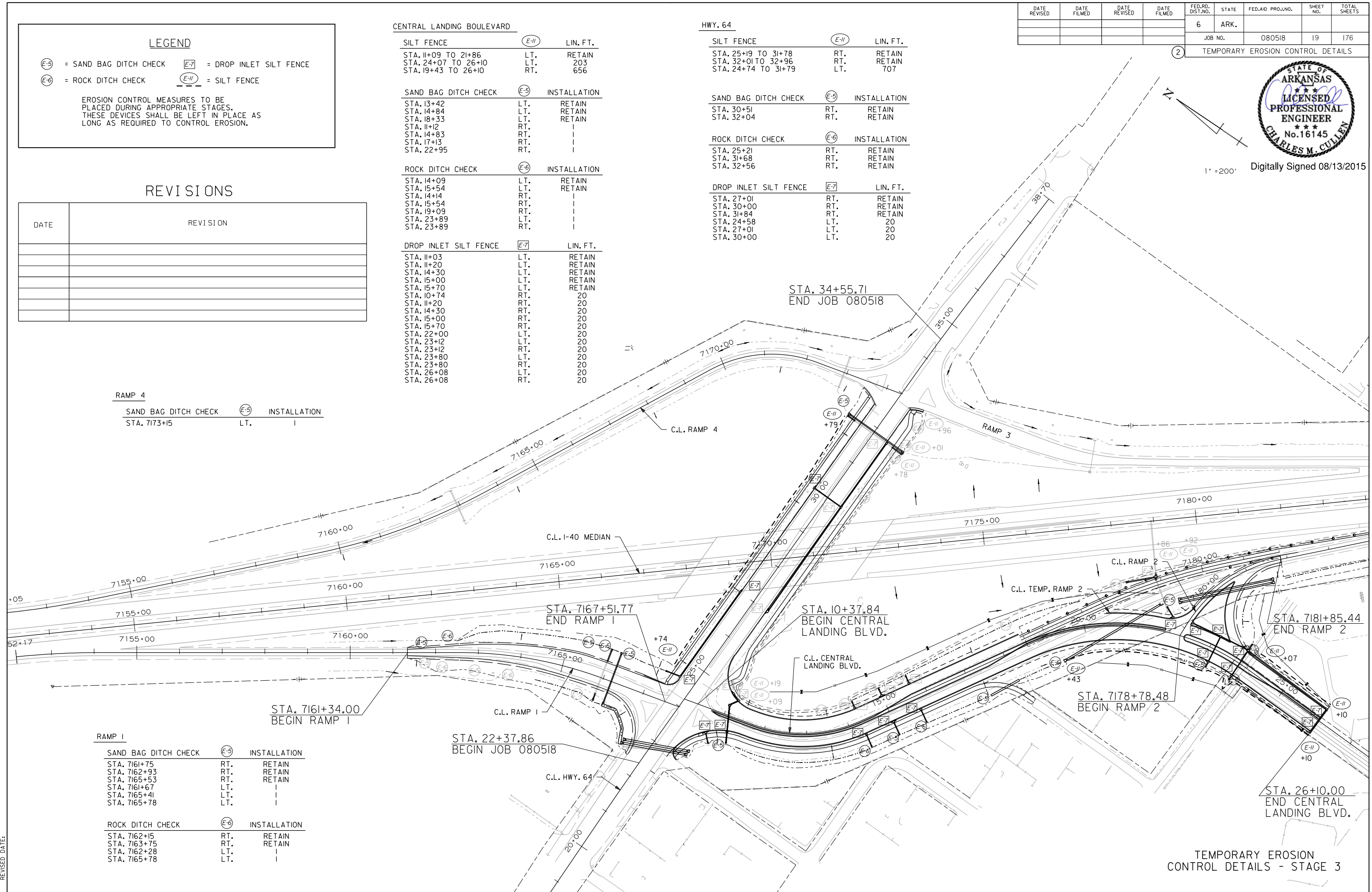
RAMP 4

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7173+15	LT.	

RAMP 1

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7161+75	RT.	RETAIN
STA. 7162+93	RT.	RETAIN
STA. 7165+53	RT.	RETAIN
STA. 7161+67	LT.	
STA. 7165+41	LT.	
STA. 7165+78	LT.	

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 7162+15	RT.	RETAIN
STA. 7163+75	RT.	RETAIN
STA. 7162+28	LT.	
STA. 7165+78	LT.	



TEMPORARY EROSION CONTROL DETAILS - STAGE 3

8/13/2015 6:43:40 AM
 CM/Cullen, AHTD
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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.		080518	20	176
2 TEMPORARY EROSION CONTROL DETAILS								



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1" = 200'

I-40

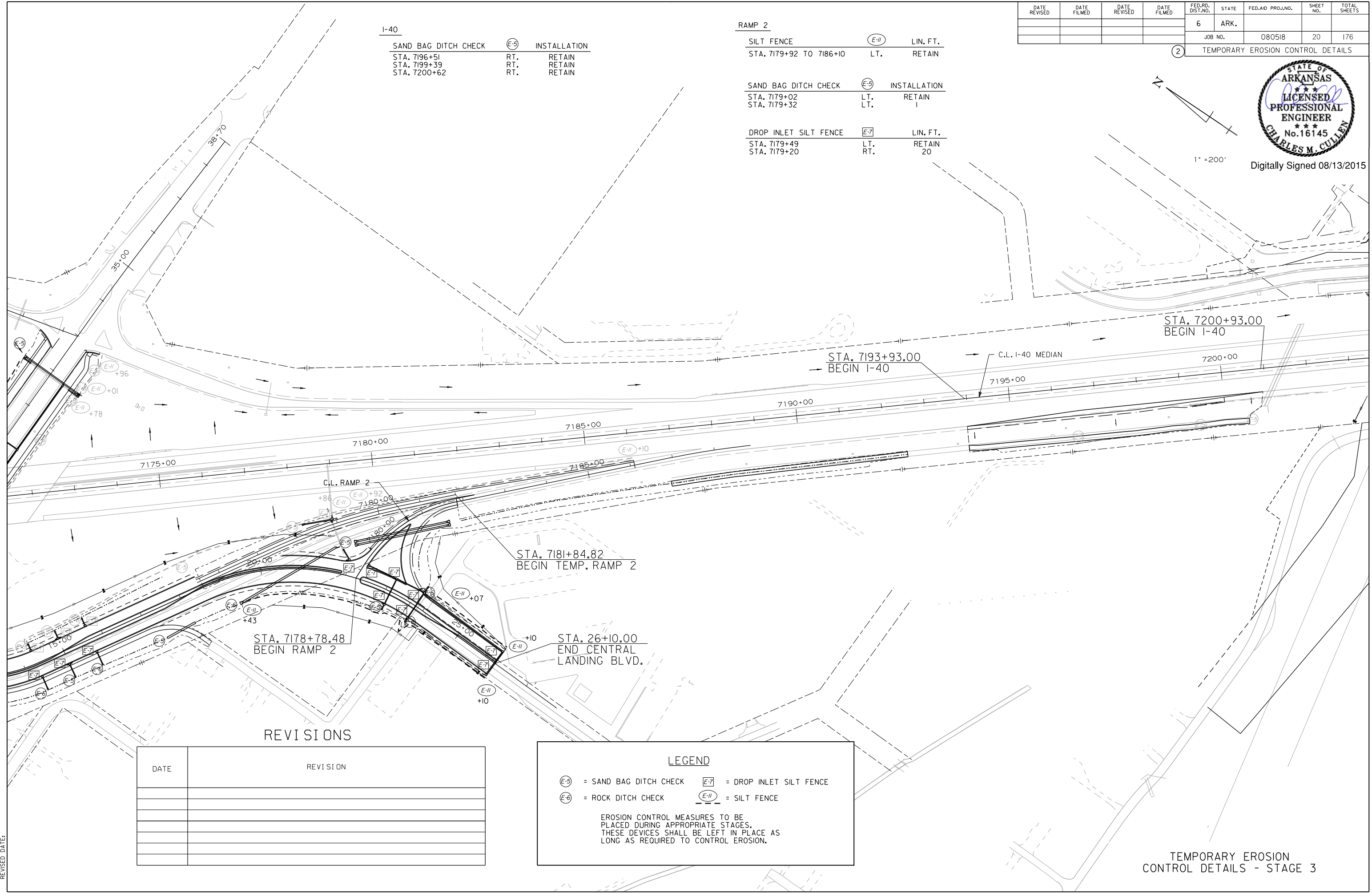
SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7196+51	RT.	RETAIN
STA. 7199+39	RT.	RETAIN
STA. 7200+62	RT.	RETAIN

RAMP 2

SILT FENCE	(E-11)	LIN. FT.
STA. 7179+92 TO 7186+10	LT.	RETAIN

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7179+02	LT.	RETAIN
STA. 7179+32	LT.	RETAIN

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 7179+49	LT.	RETAIN
STA. 7179+20	RT.	RETAIN



REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK	(E-7) = DROP INLET SILT FENCE
(E-6) = ROCK DITCH CHECK	(E-11) = SILT FENCE

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

TEMPORARY EROSION CONTROL DETAILS - STAGE 3

8/13/2015 6:43:41 AM
 CM: Cullen
 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	ARK.	080518	21	176
				TEMPORARY EROSION CONTROL DETAILS				



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LEGEND

(E-5) = SAND BAG DITCH CHECK (E-7) = DROP INLET SILT FENCE
 (E-6) = ROCK DITCH CHECK (E-11) = SILT FENCE

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

REVISIONS

DATE	REVISION

CENTRAL LANDING BOULEVARD

SILT FENCE	(E-11)	LIN. FT.
STA. 11+09 TO 20+21	LT.	RETAIN
STA. 11+09 TO 20+21	RT.	RETAIN
STA. 19+43 TO 26+10	LT.	RETAIN
STA. 19+43 TO 26+10	RT.	RETAIN
STA. 20+21 TO 22+02	LT.	215

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 13+42	LT.	RETAIN
STA. 14+84	LT.	RETAIN
STA. 18+33	LT.	RETAIN
STA. 11+12	RT.	RETAIN
STA. 14+83	RT.	RETAIN
STA. 17+13	RT.	RETAIN
STA. 22+95	RT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 14+09	LT.	RETAIN
STA. 15+54	LT.	RETAIN
STA. 14+14	RT.	RETAIN
STA. 15+54	RT.	RETAIN
STA. 19+09	RT.	RETAIN
STA. 23+89	LT.	RETAIN
STA. 23+89	RT.	RETAIN

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 11+03	LT.	RETAIN
STA. 11+05	LT.	20
STA. 11+20	LT.	RETAIN
STA. 14+30	LT.	RETAIN
STA. 15+00	LT.	RETAIN
STA. 15+70	LT.	RETAIN
STA. 10+74	RT.	RETAIN
STA. 11+20	RT.	RETAIN
STA. 14+30	RT.	RETAIN
STA. 15+00	RT.	RETAIN
STA. 15+70	RT.	RETAIN
STA. 22+00	LT.	RETAIN
STA. 23+12	LT.	RETAIN
STA. 23+12	RT.	RETAIN
STA. 23+80	LT.	RETAIN
STA. 23+80	RT.	RETAIN
STA. 26+08	LT.	RETAIN
STA. 26+08	RT.	RETAIN

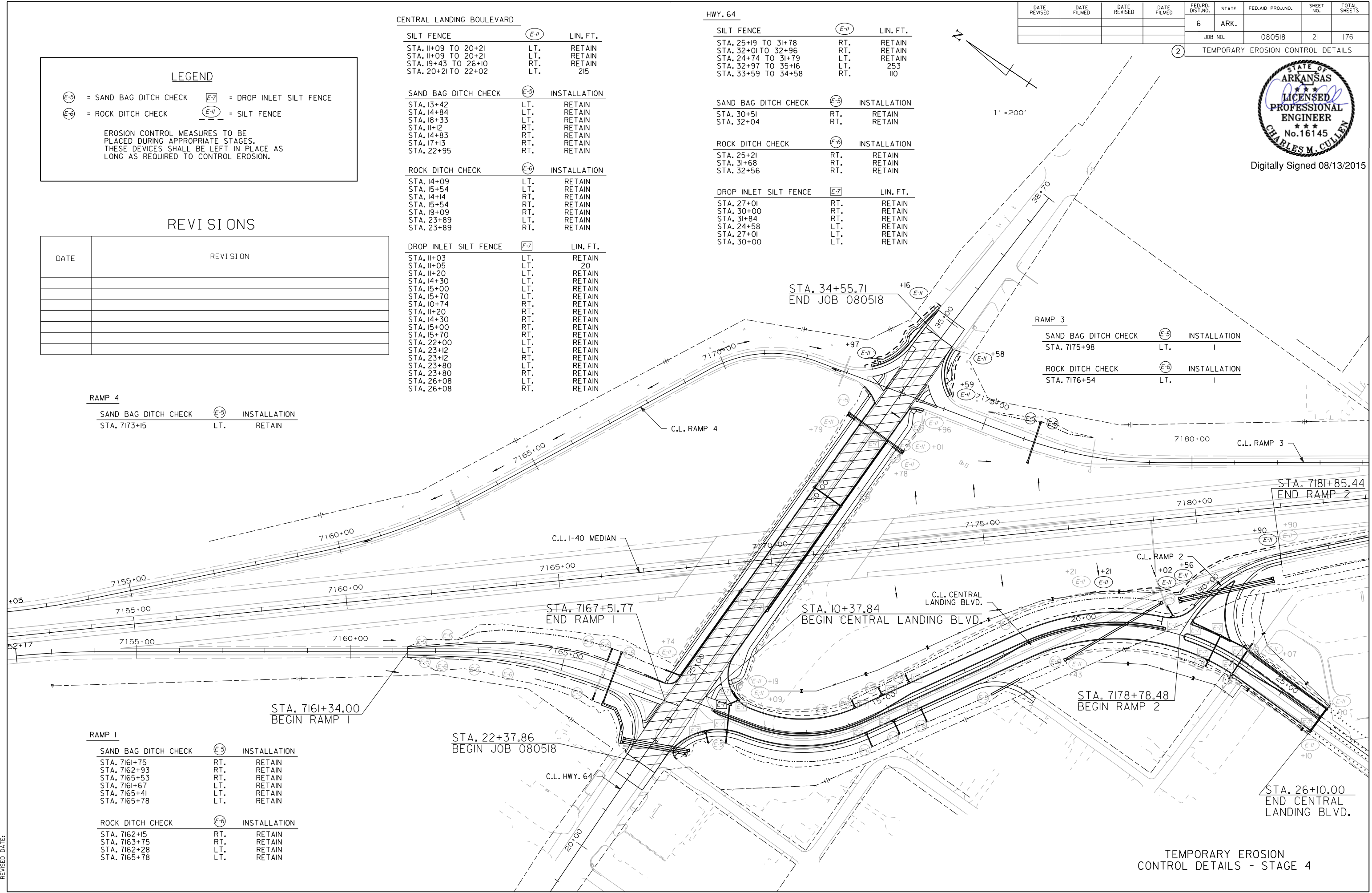
HWY. 64

SILT FENCE	(E-11)	LIN. FT.
STA. 25+19 TO 31+78	RT.	RETAIN
STA. 32+01 TO 32+96	RT.	RETAIN
STA. 24+74 TO 31+79	LT.	RETAIN
STA. 32+97 TO 35+16	LT.	253
STA. 33+59 TO 34+58	RT.	110

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 30+51	RT.	RETAIN
STA. 32+04	RT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 25+21	RT.	RETAIN
STA. 31+68	RT.	RETAIN
STA. 32+56	RT.	RETAIN

DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 27+01	RT.	RETAIN
STA. 30+00	RT.	RETAIN
STA. 31+84	RT.	RETAIN
STA. 24+58	LT.	RETAIN
STA. 27+01	LT.	RETAIN
STA. 30+00	LT.	RETAIN



RAMP 4

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7173+15	LT.	RETAIN

RAMP 3

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7175+98	LT.	I

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 7176+54	LT.	I

RAMP 1

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7161+75	RT.	RETAIN
STA. 7162+93	RT.	RETAIN
STA. 7165+53	RT.	RETAIN
STA. 7161+67	LT.	RETAIN
STA. 7165+41	LT.	RETAIN
STA. 7165+78	LT.	RETAIN

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 7162+15	RT.	RETAIN
STA. 7163+75	RT.	RETAIN
STA. 7162+28	LT.	RETAIN
STA. 7165+78	LT.	RETAIN

STA. 22+37.86
BEGIN JOB 080518

TEMPORARY EROSION CONTROL DETAILS - STAGE 4

8/13/2015 6:43:41 AM
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				TEMPORARY EROSION CONTROL DETAILS				



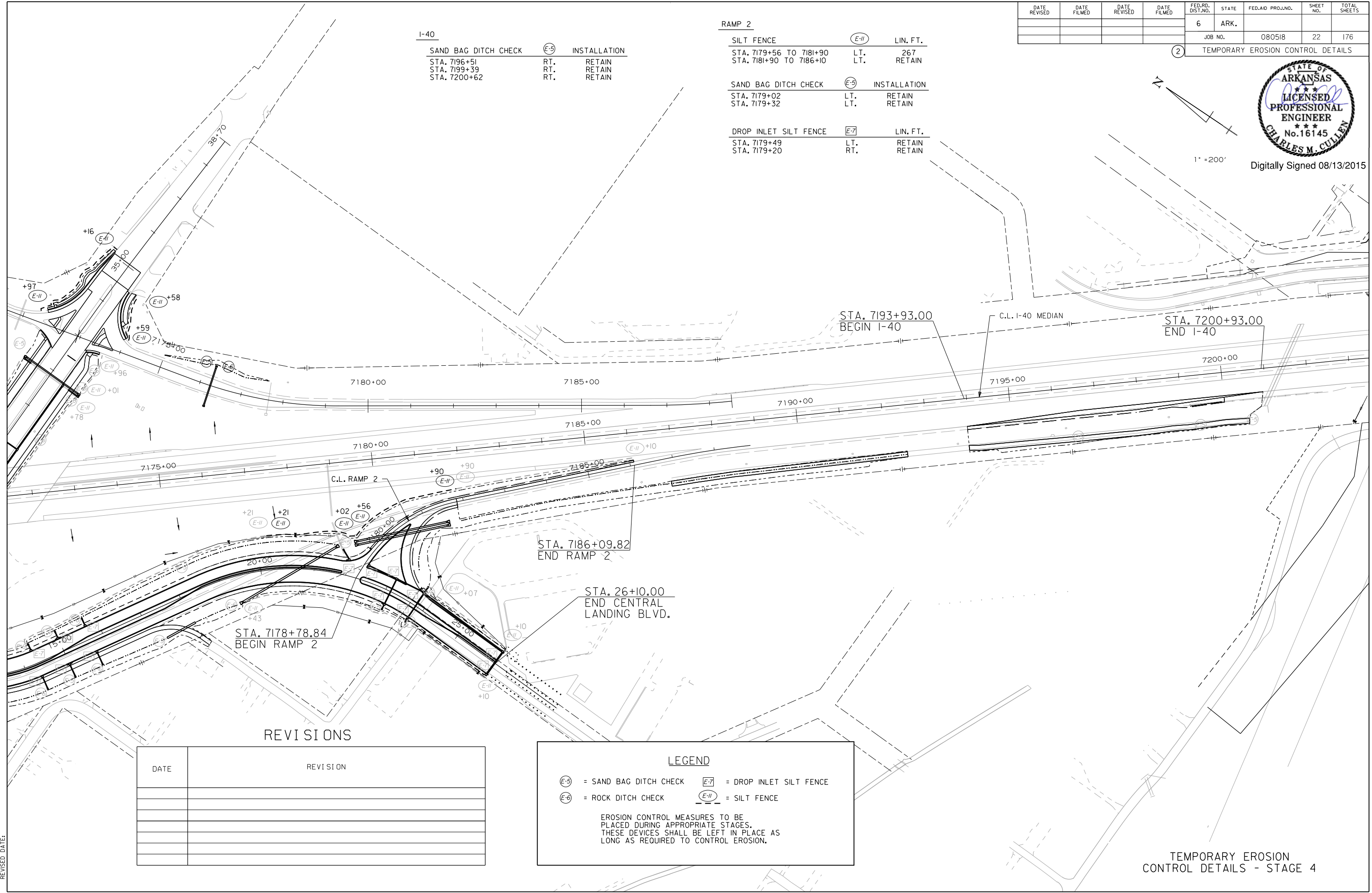
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I-40

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7196+51	RT.	RETAIN
STA. 7199+39	RT.	RETAIN
STA. 7200+62	RT.	RETAIN

RAMP 2

SILT FENCE	(E-11)	LIN. FT.
STA. 7179+56 TO 7181+90	LT.	267
STA. 7181+90 TO 7186+10	LT.	RETAIN
SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 7179+02	LT.	RETAIN
STA. 7179+32	LT.	RETAIN
DROP INLET SILT FENCE	(E-7)	LIN. FT.
STA. 7179+49	LT.	RETAIN
STA. 7179+20	RT.	RETAIN



REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK	(E-7) = DROP INLET SILT FENCE
(E-6) = ROCK DITCH CHECK	(E-11) = SILT FENCE

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

TEMPORARY EROSION CONTROL DETAILS - STAGE 4

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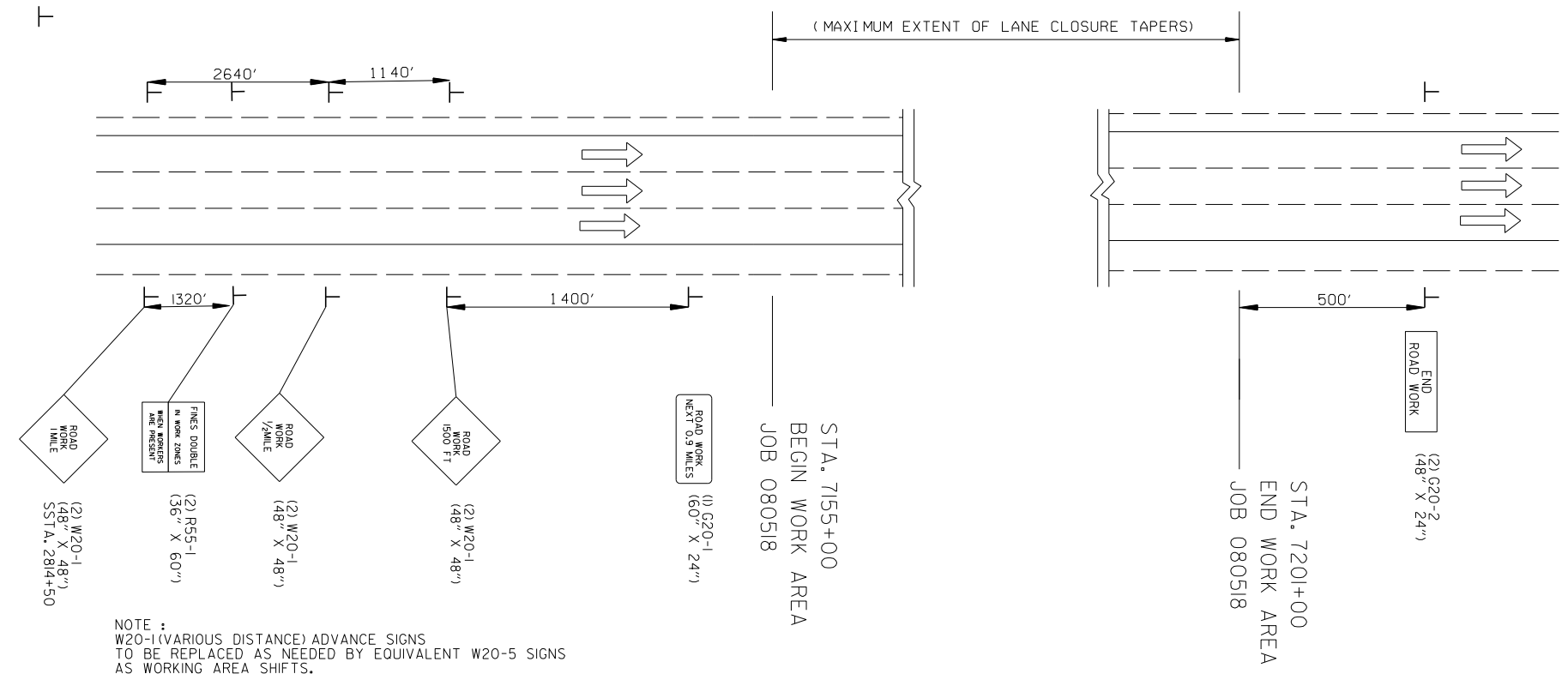
2 MAINTENANCE OF TRAFFIC DETAILS



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

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

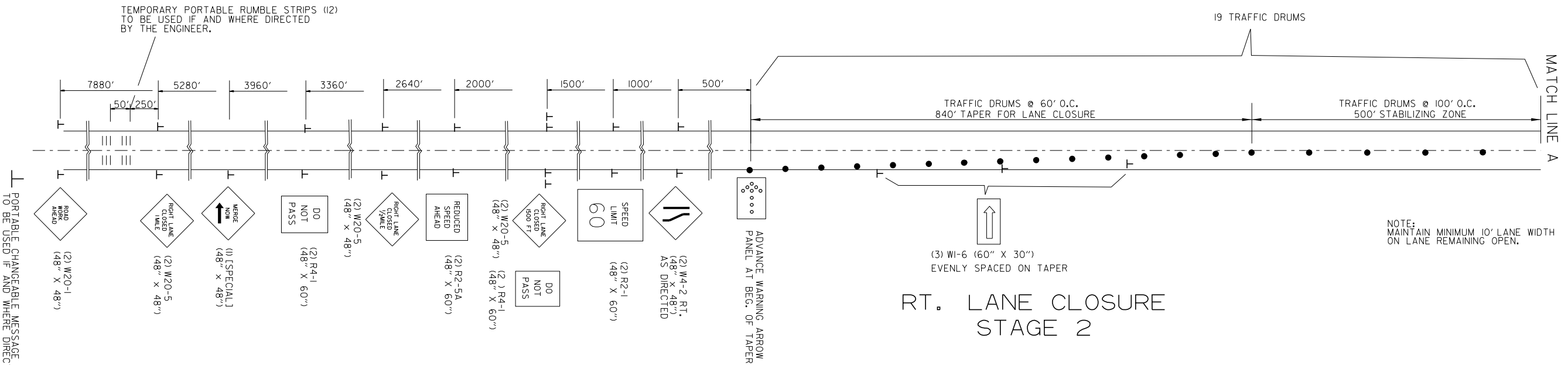


NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

ADVANCE SIGNS AT BEGINNING AND END OF JOB STAGES 1, 3, AND 4

TEMPORARY PORTABLE RUMBLE STRIPS (12) TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

19 TRAFFIC DRUMS



NOTE: MAINTAIN MINIMUM 10' LANE WIDTH ON LANE REMAINING OPEN.

RT. LANE CLOSURE STAGE 2

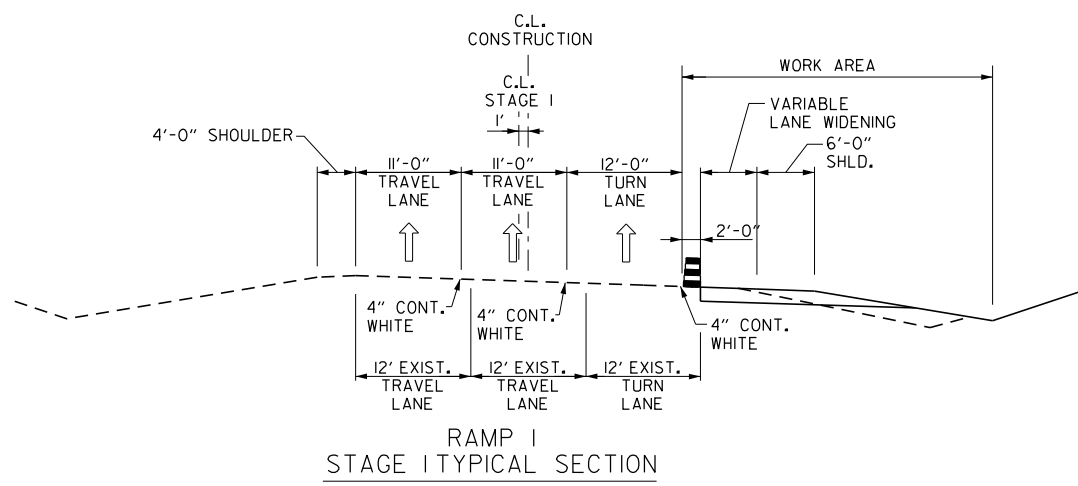
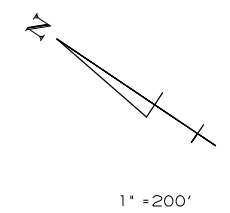
MAINTENANCE OF TRAFFIC DETAILS
ADVANCE SIGNS AT JOB ENDS
AND LANE CLOSURE

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.	080518	24	176	

2 MAINTENANCE OF TRAFFIC DETAILS



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RAMP 1
STAGE 1 TYPICAL SECTION

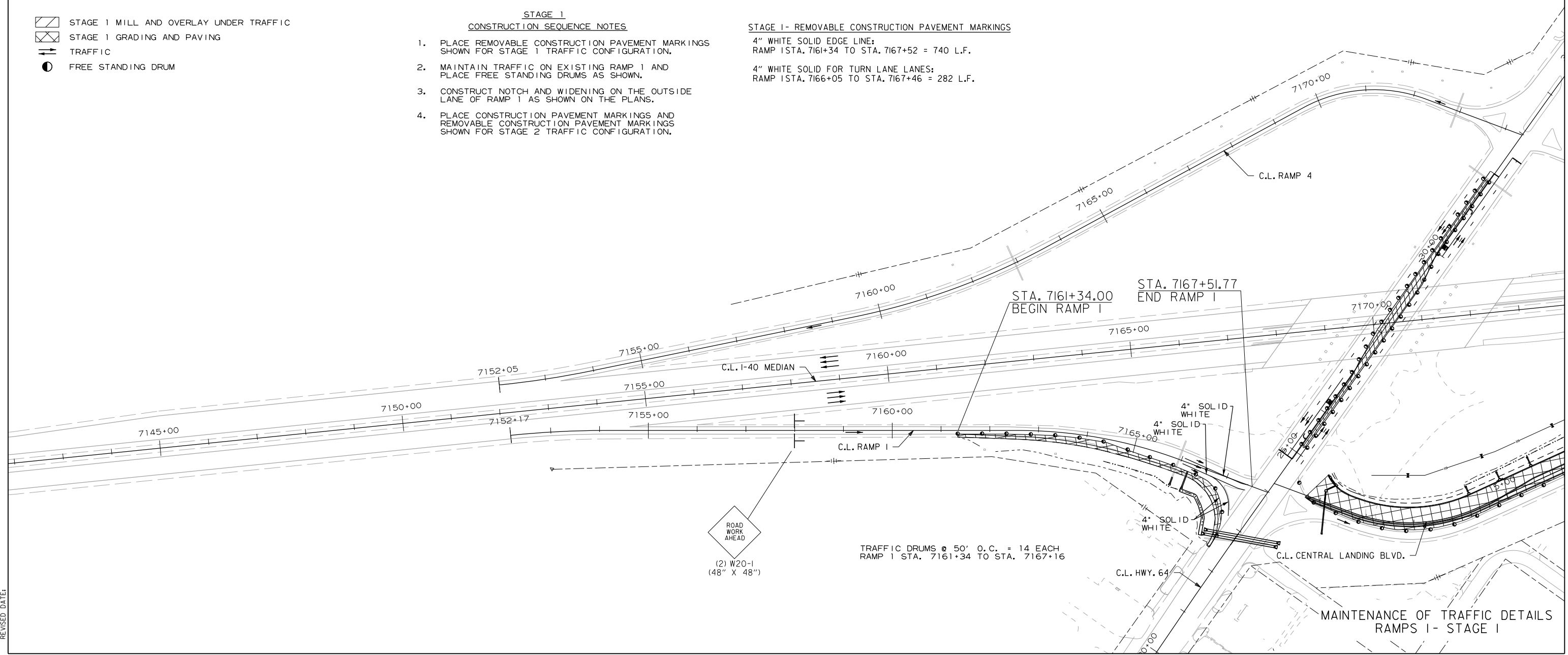
- STAGE 1 MILL AND OVERLAY UNDER TRAFFIC
- STAGE 1 GRADING AND PAVING
- TRAFFIC
- FREE STANDING DRUM

**STAGE 1
CONSTRUCTION SEQUENCE NOTES**

1. PLACE REMOVABLE CONSTRUCTION PAVEMENT MARKINGS SHOWN FOR STAGE 1 TRAFFIC CONFIGURATION.
2. MAINTAIN TRAFFIC ON EXISTING RAMP 1 AND PLACE FREE STANDING DRUMS AS SHOWN.
3. CONSTRUCT NOTCH AND WIDENING ON THE OUTSIDE LANE OF RAMP 1 AS SHOWN ON THE PLANS.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AND REMOVABLE CONSTRUCTION PAVEMENT MARKINGS SHOWN FOR STAGE 2 TRAFFIC CONFIGURATION.

STAGE 1- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

- 4" WHITE SOLID EDGE LINE:
RAMP 1 STA. 7161+34 TO STA. 7167+52 = 740 L.F.
- 4" WHITE SOLID FOR TURN LANE LANES:
RAMP 1 STA. 7166+05 TO STA. 7167+46 = 282 L.F.



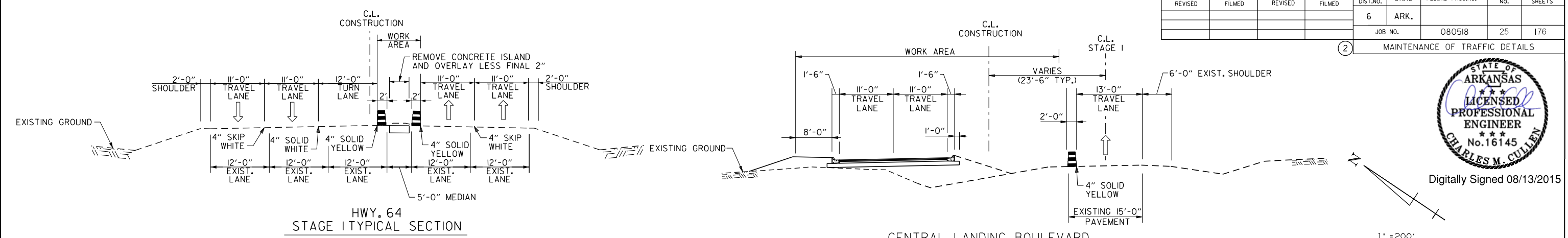
MAINTENANCE OF TRAFFIC DETAILS
RAMPS 1- STAGE 1

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				MAINTENANCE OF TRAFFIC DETAILS				



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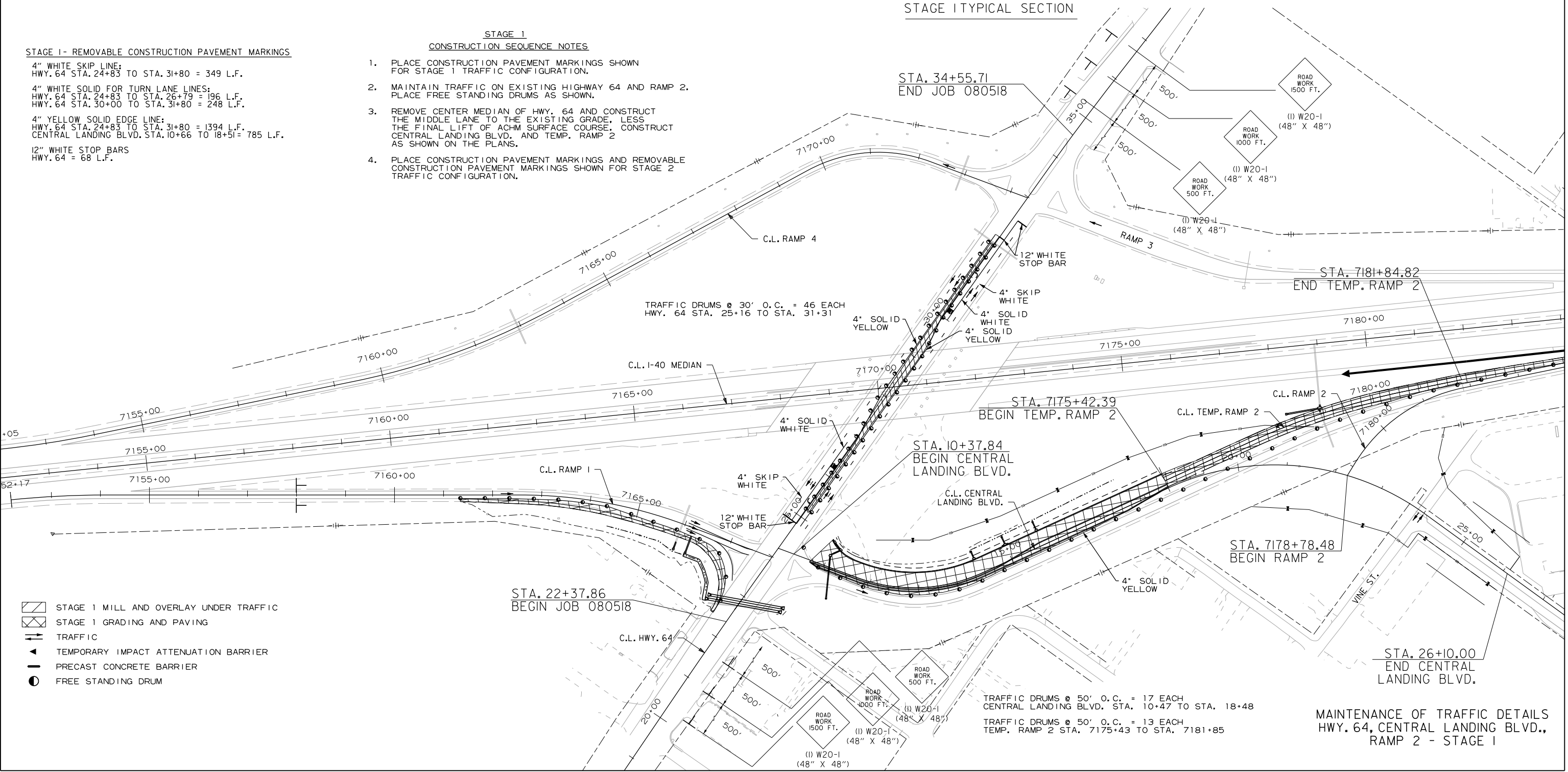


STAGE 1 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

- 4" WHITE SKIP LINE:
HWY. 64 STA. 24+83 TO STA. 31+80 = 349 L.F.
- 4" WHITE SOLID FOR TURN LANE LINES:
HWY. 64 STA. 24+83 TO STA. 26+79 = 196 L.F.
HWY. 64 STA. 30+00 TO STA. 31+80 = 248 L.F.
- 4" YELLOW SOLID EDGE LINE:
HWY. 64 STA. 24+83 TO STA. 31+80 = 1394 L.F.
CENTRAL LANDING BLVD. STA. 10+66 TO 18+51 = 785 L.F.
- 12" WHITE STOP BARS
HWY. 64 = 68 L.F.

STAGE 1 CONSTRUCTION SEQUENCE NOTES

- PLACE CONSTRUCTION PAVEMENT MARKINGS SHOWN FOR STAGE 1 TRAFFIC CONFIGURATION.
- MAINTAIN TRAFFIC ON EXISTING HIGHWAY 64 AND RAMP 2. PLACE FREE STANDING DRUMS AS SHOWN.
- REMOVE CENTER MEDIAN OF HWY. 64 AND CONSTRUCT THE MIDDLE LANE TO THE EXISTING GRADE, LESS THE FINAL LIFT OF ACHM SURFACE COURSE. CONSTRUCT CENTRAL LANDING BLVD. AND TEMP. RAMP 2 AS SHOWN ON THE PLANS.
- PLACE CONSTRUCTION PAVEMENT MARKINGS AND REMOVABLE CONSTRUCTION PAVEMENT MARKINGS SHOWN FOR STAGE 2 TRAFFIC CONFIGURATION.

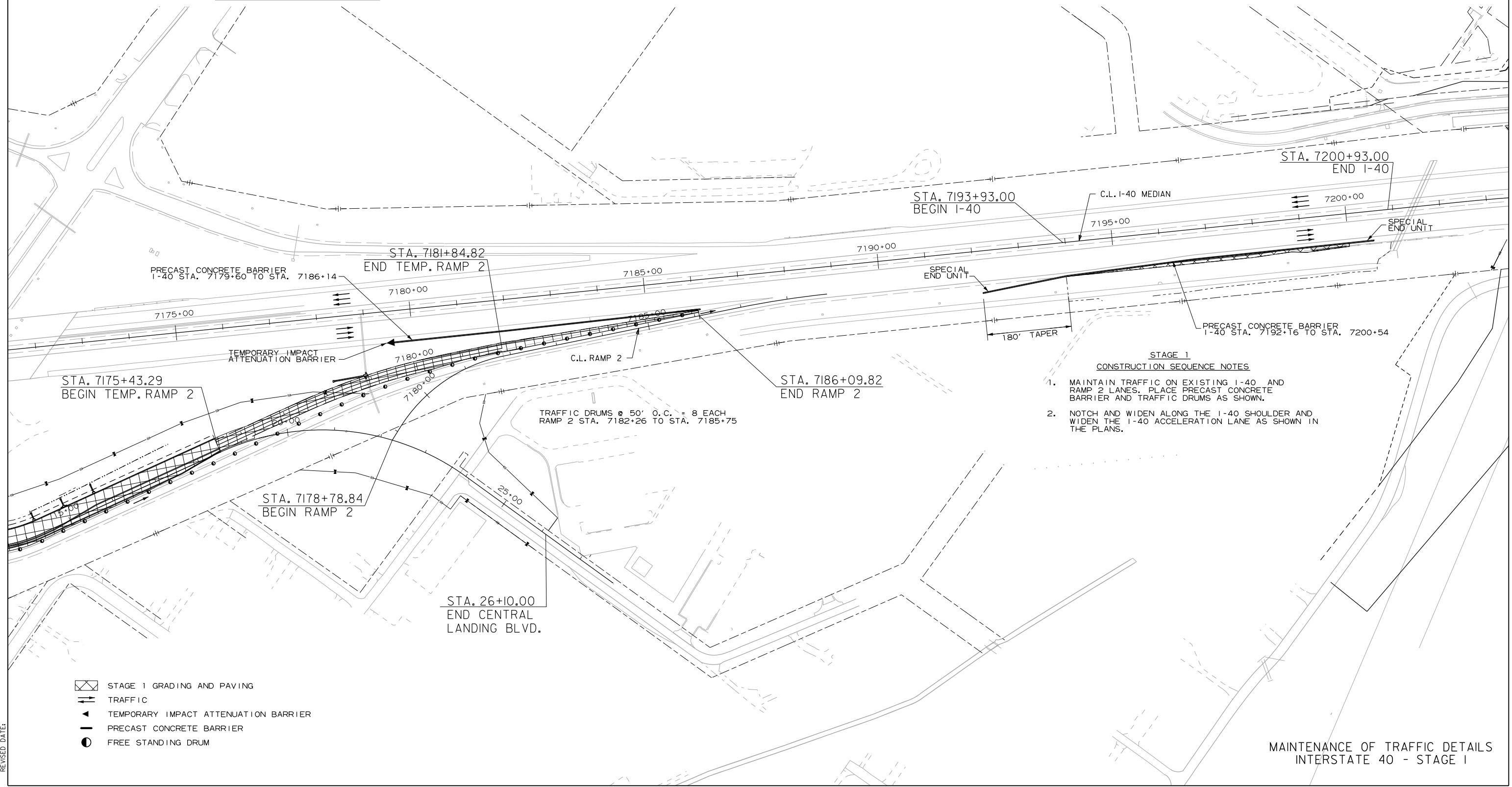
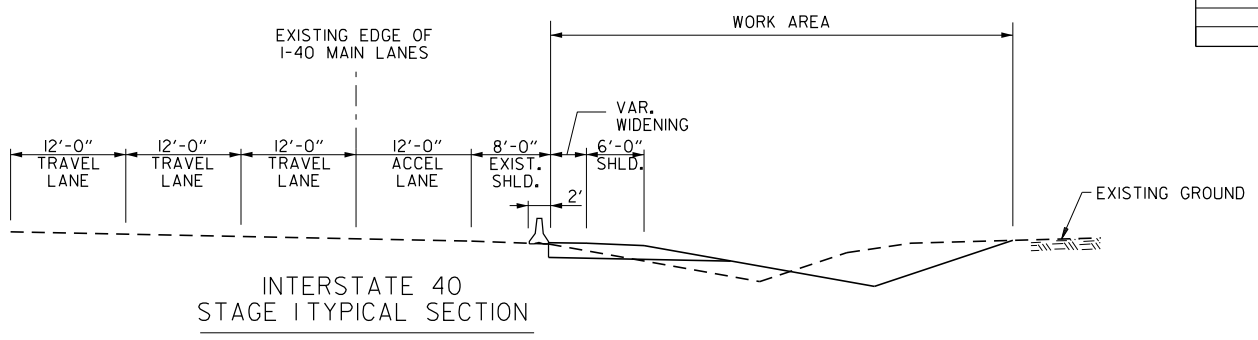
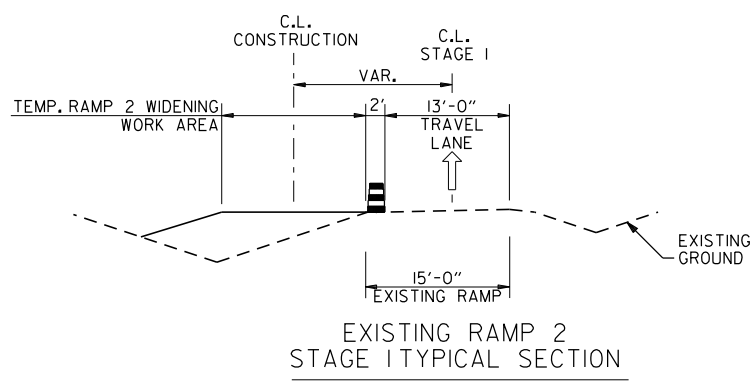


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				6	ARK.			
				JOB NO.	080518	26	176	

2 MAINTENANCE OF TRAFFIC DETAILS



1" = 200'



- STAGE 1 CONSTRUCTION SEQUENCE NOTES**
1. MAINTAIN TRAFFIC ON EXISTING I-40 AND RAMP 2 LANES. PLACE PRECAST CONCRETE BARRIER AND TRAFFIC DRUMS AS SHOWN.
 2. NOTCH AND WIDEN ALONG THE I-40 SHOULDER AND WIDEN THE I-40 ACCELERATION LANE AS SHOWN IN THE PLANS.

- STAGE 1 GRADING AND PAVING
- TRAFFIC
- TEMPORARY IMPACT ATTENUATION BARRIER
- PRECAST CONCRETE BARRIER
- FREE STANDING DRUM

MAINTENANCE OF TRAFFIC DETAILS
INTERSTATE 40 - STAGE 1

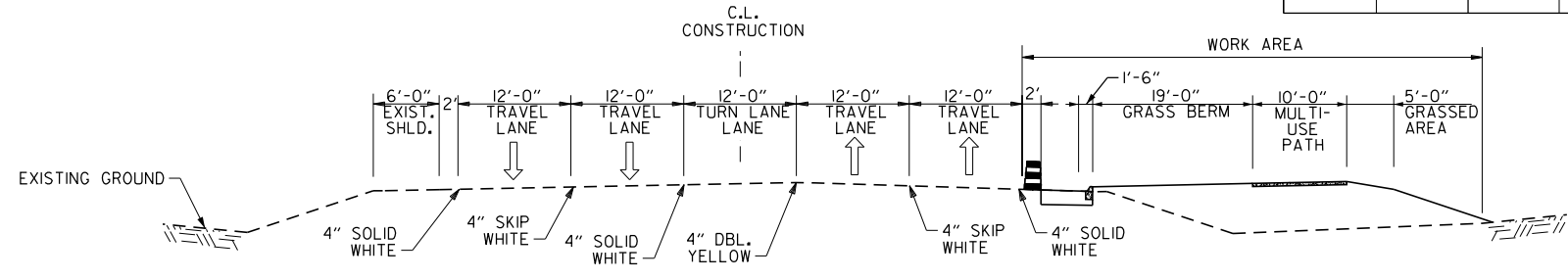
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				6	ARK.	080518	27	176
				JOB NO.		080518	27	176

2 MAINTENANCE OF TRAFFIC DETAILS



1" = 200' Digitally Signed 08/13/2015



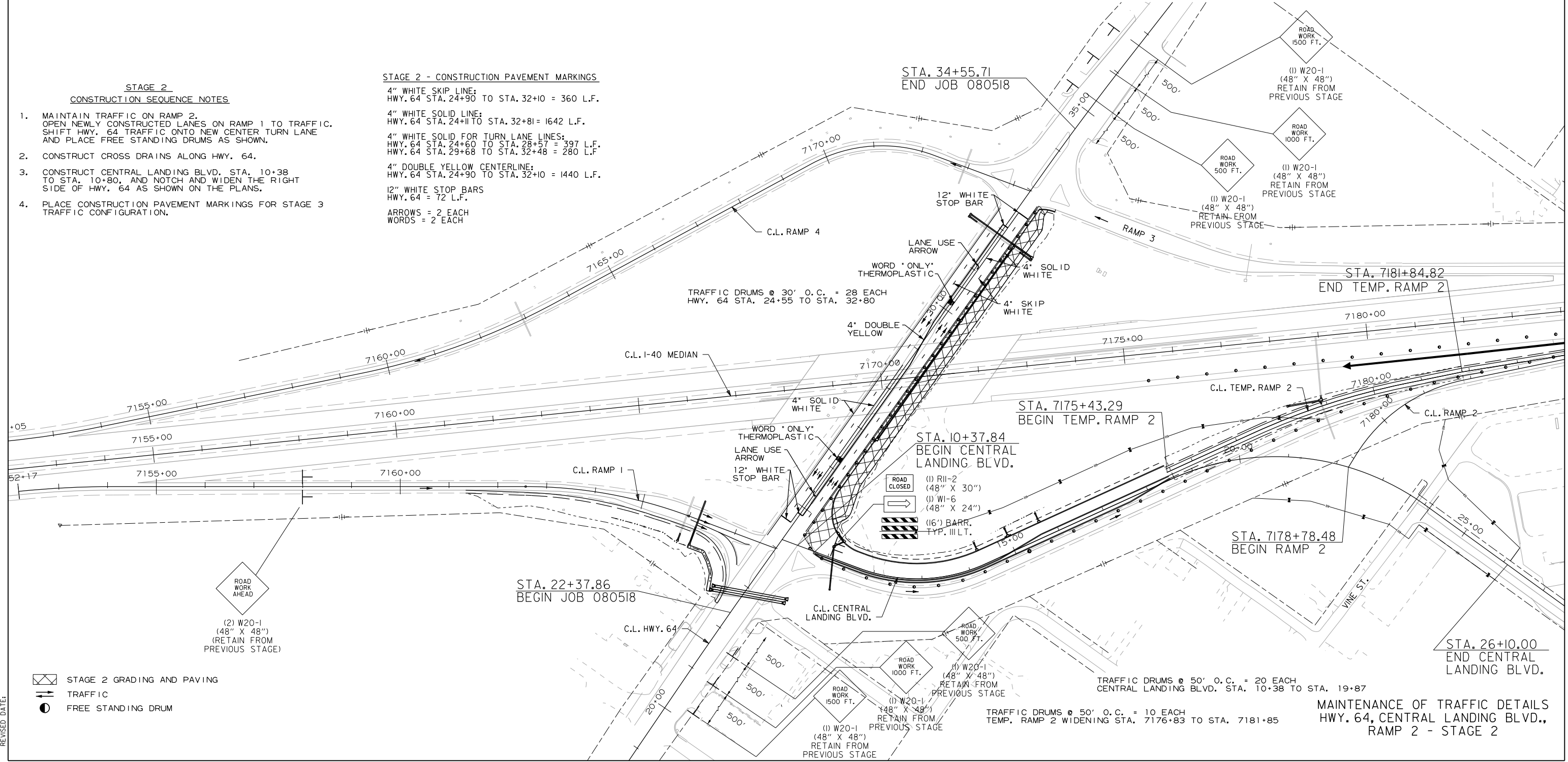
HWY. 64
STAGE 2 TYPICAL SECTION

**STAGE 2
CONSTRUCTION SEQUENCE NOTES**

1. MAINTAIN TRAFFIC ON RAMP 2. OPEN NEWLY CONSTRUCTED LANES ON RAMP 1 TO TRAFFIC. SHIFT HWY. 64 TRAFFIC ONTO NEW CENTER TURN LANE AND PLACE FREE STANDING DRUMS AS SHOWN.
2. CONSTRUCT CROSS DRAINS ALONG HWY. 64.
3. CONSTRUCT CENTRAL LANDING BLVD. STA. 10+38 TO STA. 10+80, AND NOTCH AND WIDEN THE RIGHT SIDE OF HWY. 64 AS SHOWN ON THE PLANS.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR STAGE 3 TRAFFIC CONFIGURATION.

STAGE 2 - CONSTRUCTION PAVEMENT MARKINGS

- 4" WHITE SKIP LINE:
HWY. 64 STA. 24+90 TO STA. 32+10 = 360 L.F.
- 4" WHITE SOLID LINE:
HWY. 64 STA. 24+11 TO STA. 32+81 = 1642 L.F.
- 4" WHITE SOLID FOR TURN LANE LINES:
HWY. 64 STA. 24+60 TO STA. 28+57 = 397 L.F.
HWY. 64 STA. 29+68 TO STA. 32+48 = 280 L.F.
- 4" DOUBLE YELLOW CENTERLINE:
HWY. 64 STA. 24+90 TO STA. 32+10 = 1440 L.F.
- 12" WHITE STOP BARS
HWY. 64 = 72 L.F.
- ARROWS = 2 EACH
- WORDS = 2 EACH



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 REVISED DATE:

- STAGE 2 GRADING AND PAVING
- TRAFFIC
- FREE STANDING DRUM

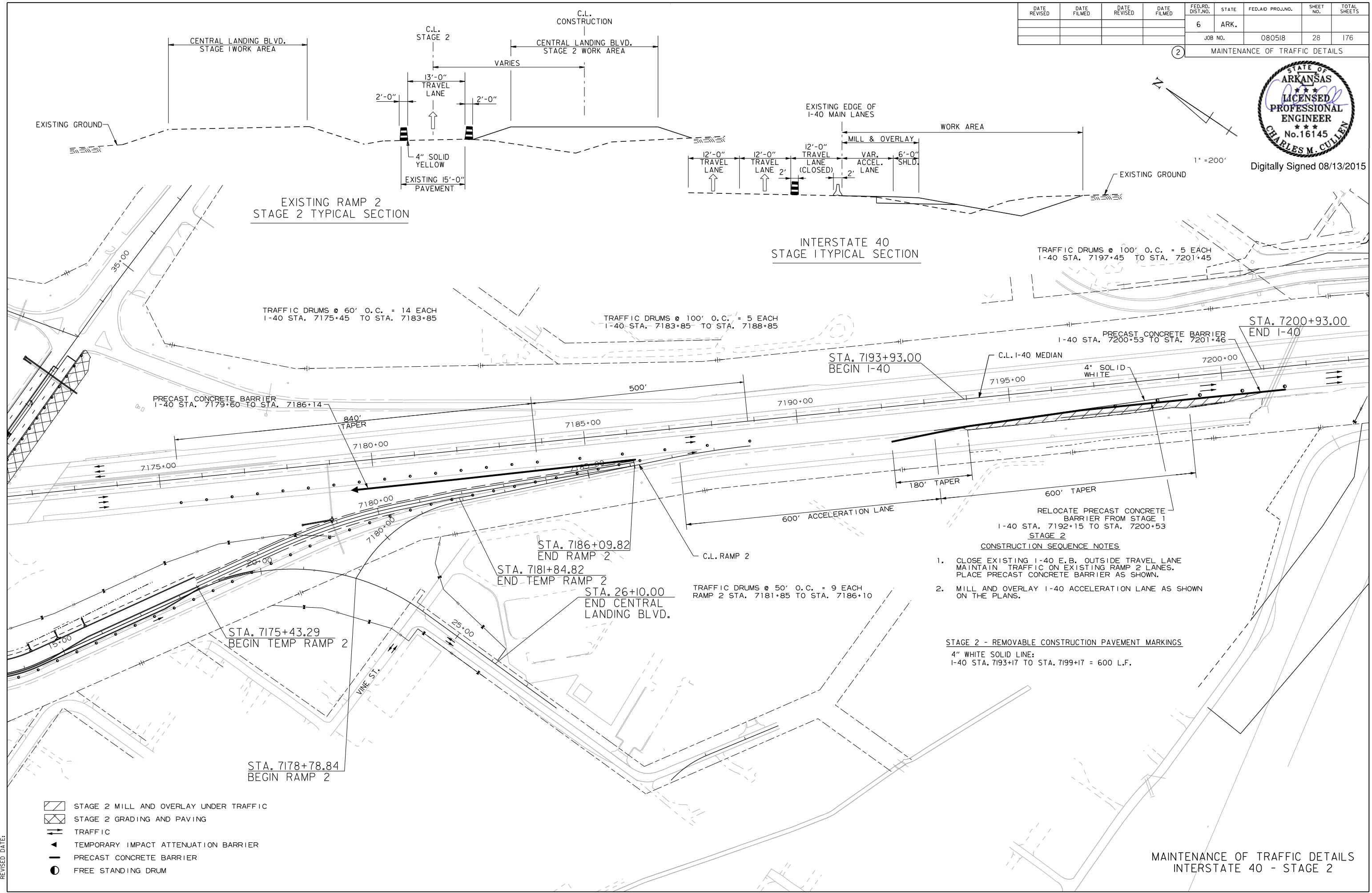
MAINTENANCE OF TRAFFIC DETAILS
HWY. 64, CENTRAL LANDING BLVD.,
RAMP 2 - STAGE 2

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				6	ARK.			
				JOB NO.		080518	28	176

2 MAINTENANCE OF TRAFFIC DETAILS



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- CONSTRUCTION SEQUENCE NOTES**
- CLOSE EXISTING I-40 E.B. OUTSIDE TRAVEL LANE. MAINTAIN TRAFFIC ON EXISTING RAMP 2 LANES. PLACE PRECAST CONCRETE BARRIER AS SHOWN.
 - MILL AND OVERLAY I-40 ACCELERATION LANE AS SHOWN ON THE PLANS.
- STAGE 2 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS**
 4" WHITE SOLID LINE:
 I-40 STA. 7193+17 TO STA. 7199+17 = 600 L.F.

- STAGE 2 MILL AND OVERLAY UNDER TRAFFIC
- STAGE 2 GRADING AND PAVING
- TRAFFIC
- TEMPORARY IMPACT ATTENUATION BARRIER
- PRECAST CONCRETE BARRIER
- FREE STANDING DRUM

MAINTENANCE OF TRAFFIC DETAILS
INTERSTATE 40 - STAGE 2

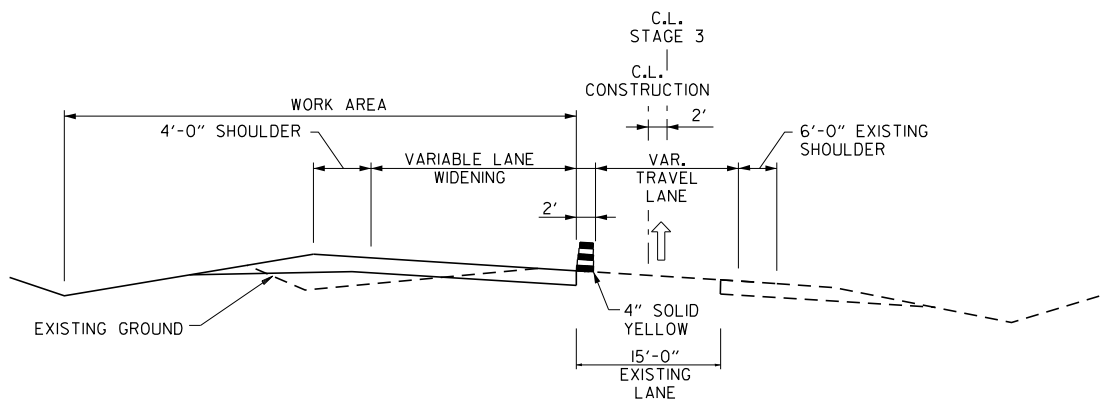
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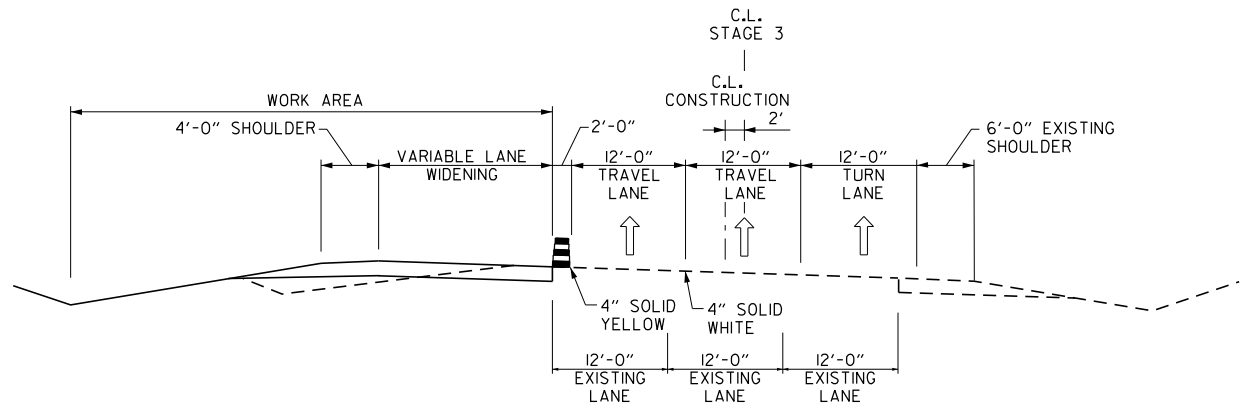
2 MAINTENANCE OF TRAFFIC DETAILS



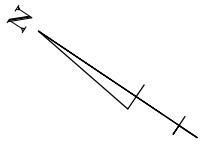
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RAMP 1
STAGE 3 TYPICAL SECTION
(SHOWN IN DIRECTION OF TRAVEL)
STA. 7161+34.00 TO STA. 7165+34.00



RAMP 1
STAGE 3 TYPICAL SECTION
(SHOWN IN DIRECTION OF TRAVEL)
STA. 7165+34.00 TO STA. 7167+51.77



1" = 200'

STAGE 3
CONSTRUCTION SEQUENCE NOTES

1. MAINTAIN TRAFFIC ON RAMPS 1 AND 4. PLACE FREE STANDING DRUMS AS SHOWN.
2. CONSTRUCT NOTCH AND WIDENING ON INSIDE LANE OF RAMPS 1 AS SHOWN ON THE PLANS.
3. CONSTRUCT CURB ALONG THE INSIDE EDGE OF LANE ON RAMP 4.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS SHOWN FOR STAGE 4 TRAFFIC CONFIGURATION.
5. PLACE FINAL PERMANENT PAVEMENT MARKINGS ON RAMP 1 EXCEPT AROUND CONCRETE ISLAND.

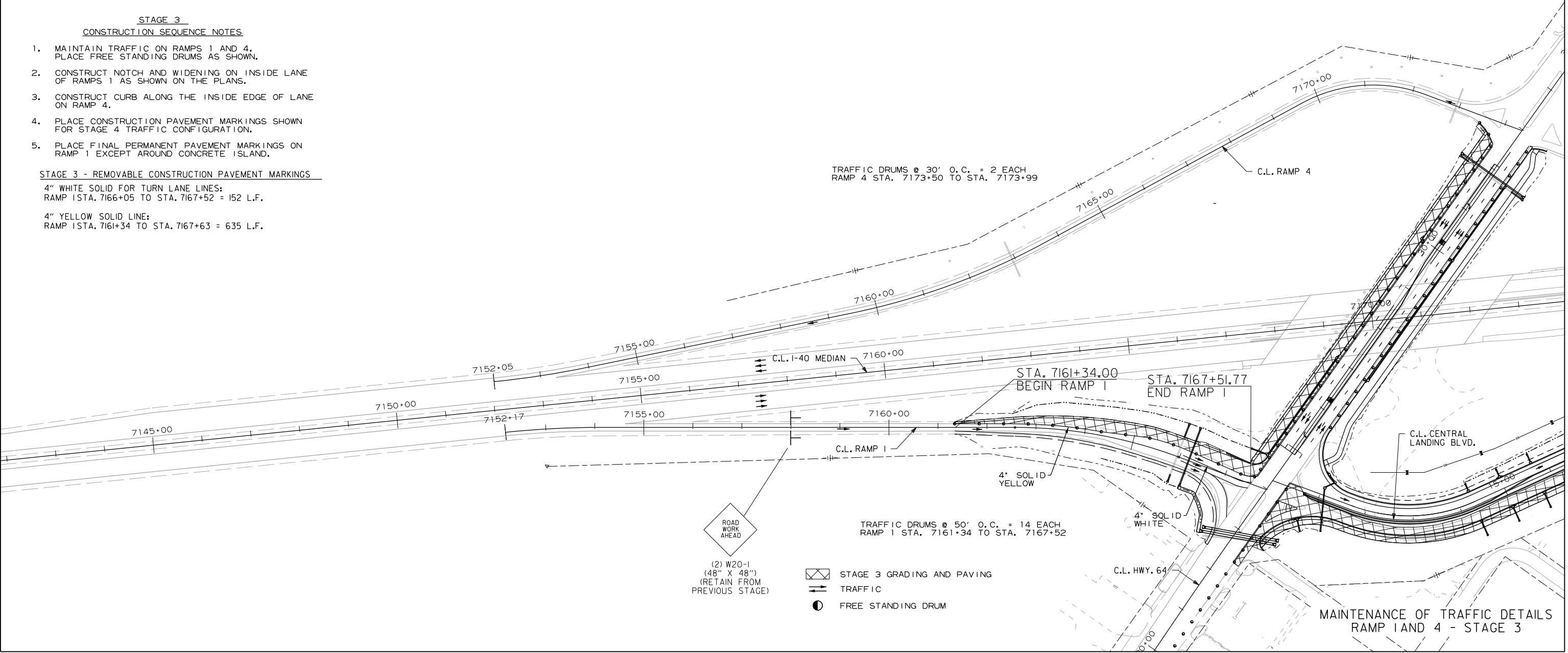
STAGE 3 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

4" WHITE SOLID FOR TURN LANE LINES:
RAMP 1 STA. 7166+05 TO STA. 7167+52 = 152 L.F.

4" YELLOW SOLID LINE:
RAMP 1 STA. 7161+34 TO STA. 7167+63 = 635 L.F.

TRAFFIC DRUMS @ 30' O.C. = 2 EACH
RAMP 4 STA. 7173+50 TO STA. 7173+99

TRAFFIC DRUMS @ 50' O.C. = 14 EACH
RAMP 1 STA. 7161+34 TO STA. 7167+52



(2) W20-1
(48" X 48")
(RETAIN FROM
PREVIOUS STAGE)

- STAGE 3 GRADING AND PAVING
- TRAFFIC
- FREE STANDING DRUM

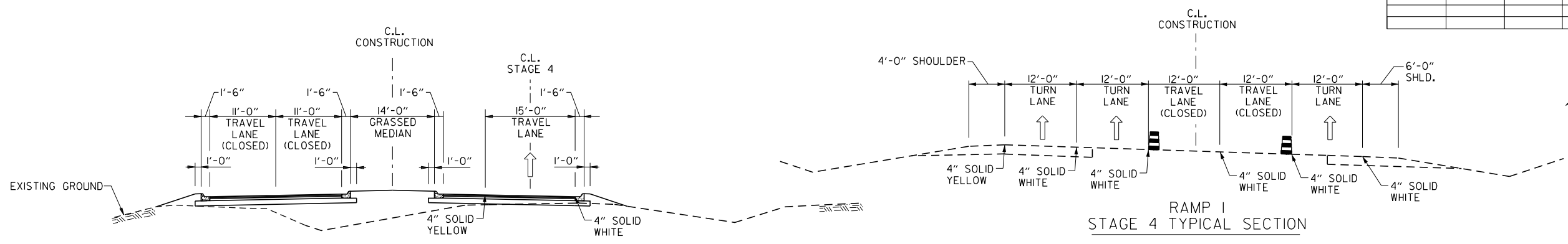
MAINTENANCE OF TRAFFIC DETAILS
RAMP 1 AND 4 - STAGE 3

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				6	ARK.	080518	31	176
				JOB NO. 080518				
				2 MAINTENANCE OF TRAFFIC DETAILS				



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**CENTRAL LANDING BOULEVARD
STAGE 4 TYPICAL SECTION**

- STAGE 4
CONSTRUCTION SEQUENCE NOTES**
1. MAINTAIN TRAFFIC ON HIGHWAY 64. OPEN NEW RAMP 4 AND RAMP 1 TRAVEL LANES. CLOSE TEMP. RAMP 2 AND SHIFT TRAFFIC ONTO SOUTHBOUND CENTRAL LANDING BLVD. AND RAMP 2. PLACE TRAFFIC DRUMS AS SHOWN.
 2. MILL AND OVERLAY HIGHWAY 64 UNDER TRAFFIC.
 3. CONSTRUCT CENTRAL LANDING STA. 18+50 TO STA. 21+00. CONSTRUCT CONCRETE ISLANDS, CURBS, SIDEWALK AND PAVING AS SHOWN ON THE PLANS.
 4. PLACE FINAL 2" LAYER OF ACHM SURFACE COURSE ON ALL REMAINING SECTIONS.
 5. PLACE FINAL PERMANENT PAVEMENT MARKINGS.

STAGE 4 - CONSTRUCTION PAVEMENT MARKINGS

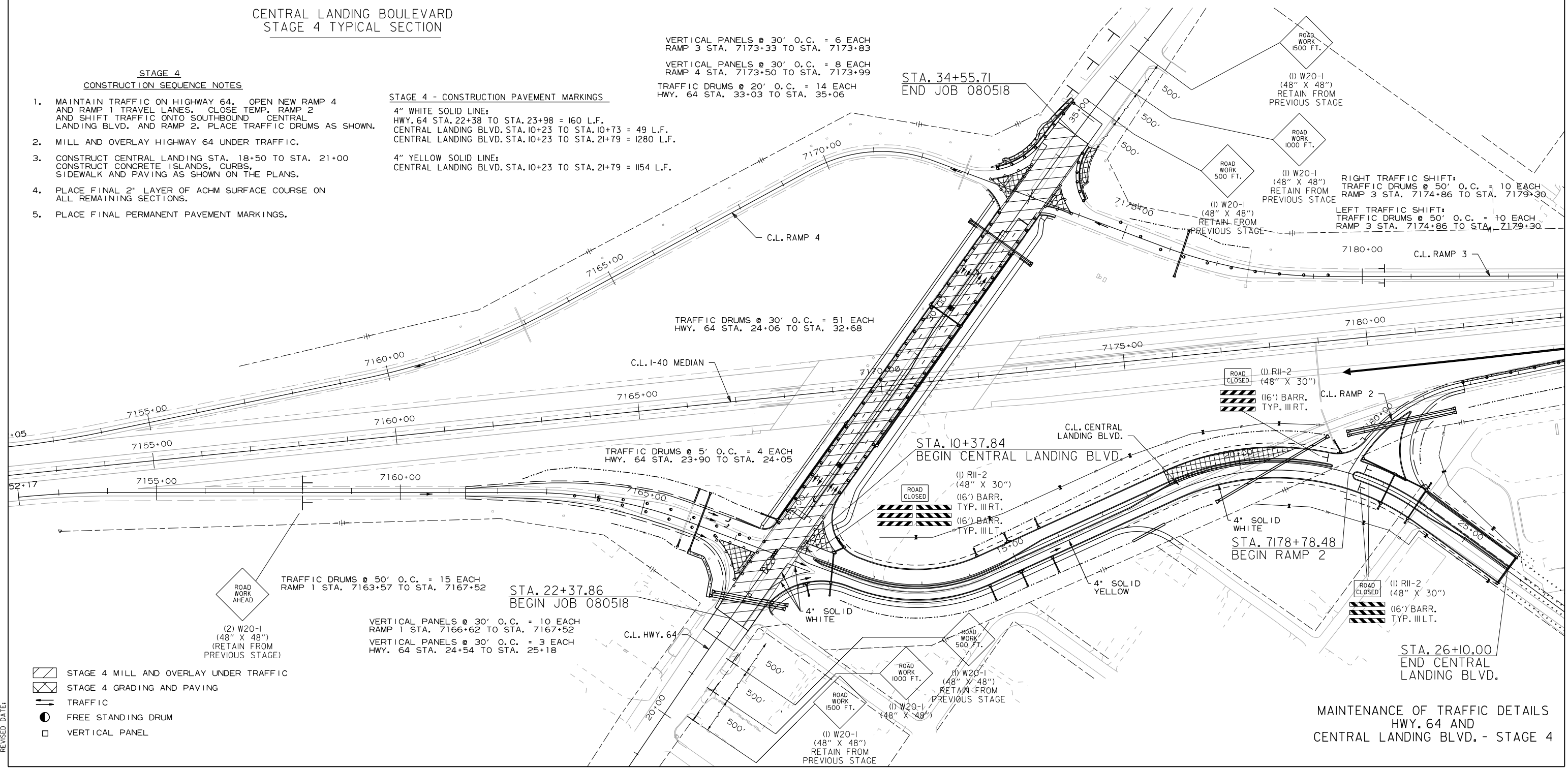
4" WHITE SOLID LINE:
HWY. 64 STA. 22+38 TO STA. 23+98 = 160 L.F.
CENTRAL LANDING BLVD. STA. 10+23 TO STA. 10+73 = 49 L.F.
CENTRAL LANDING BLVD. STA. 10+23 TO STA. 21+79 = 1280 L.F.

4" YELLOW SOLID LINE:
CENTRAL LANDING BLVD. STA. 10+23 TO STA. 21+79 = 1154 L.F.

VERTICAL PANELS @ 30' O.C. = 6 EACH
RAMP 3 STA. 7173+33 TO STA. 7173+83

VERTICAL PANELS @ 30' O.C. = 8 EACH
RAMP 4 STA. 7173+50 TO STA. 7173+99

TRAFFIC DRUMS @ 20' O.C. = 14 EACH
HWY. 64 STA. 33+03 TO STA. 35+06



- STAGE 4 MILL AND OVERLAY UNDER TRAFFIC
- STAGE 4 GRADING AND PAVING
- TRAFFIC
- FREE STANDING DRUM
- VERTICAL PANEL

MAINTENANCE OF TRAFFIC DETAILS
HWY. 64 AND
CENTRAL LANDING BLVD. - STAGE 4

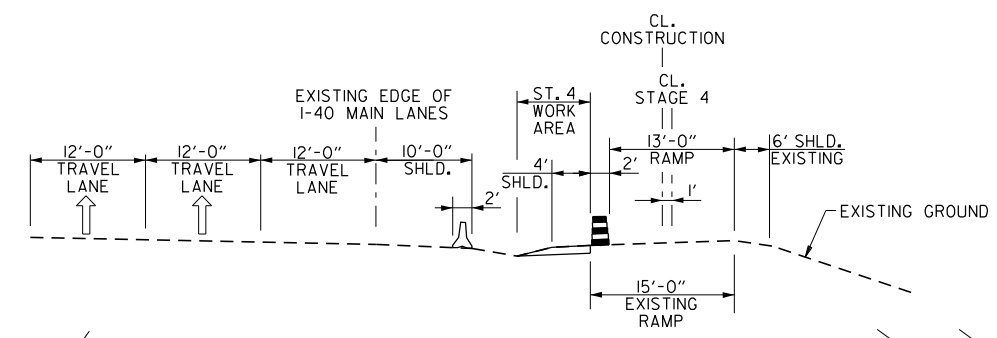
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2 MAINTENANCE OF TRAFFIC DETAILS

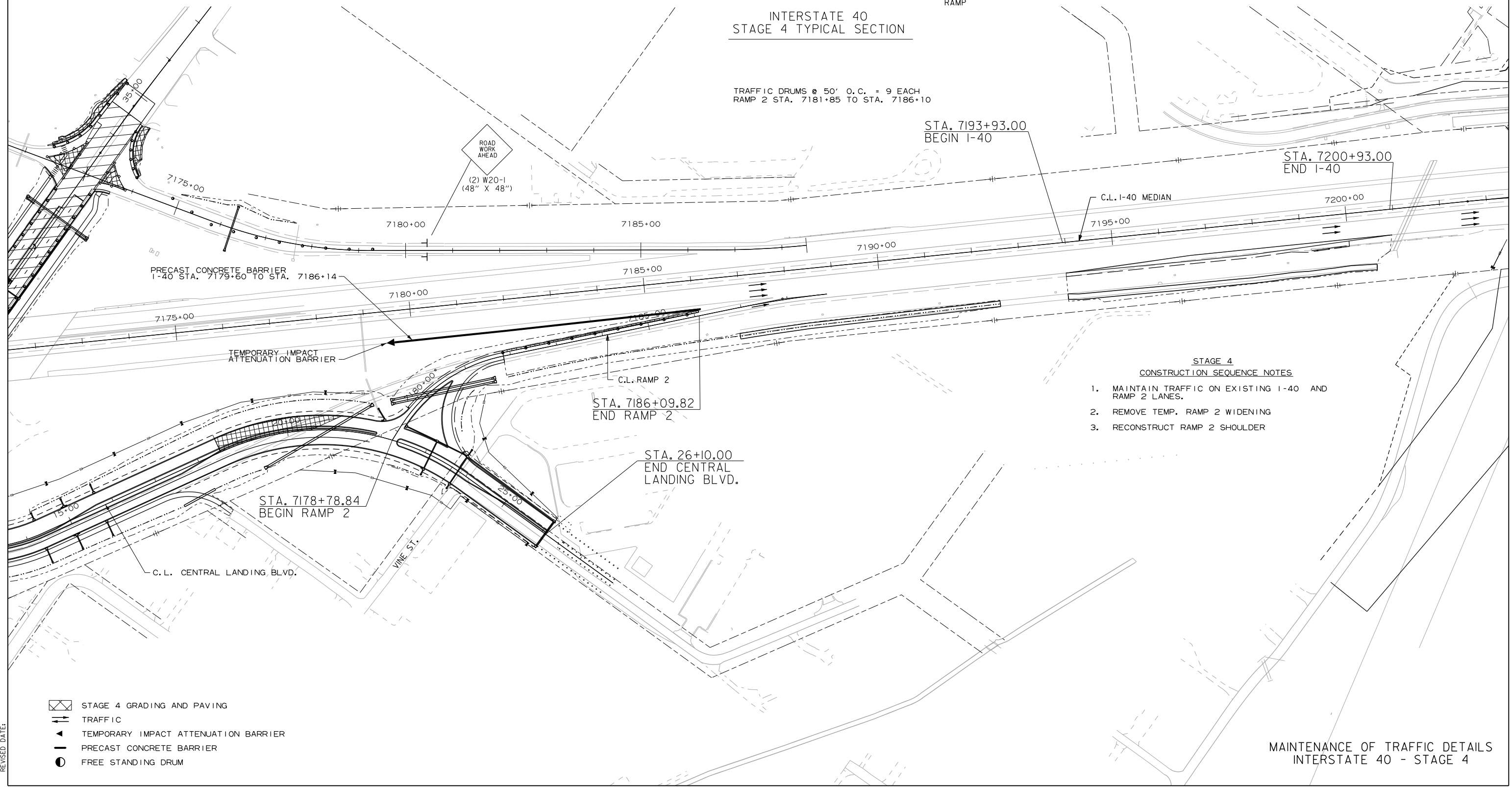


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INTERSTATE 40
STAGE 4 TYPICAL SECTION

TRAFFIC DRUMS @ 50' O.C. = 9 EACH
RAMP 2 STA. 7181+85 TO STA. 7186+10



- STAGE 4
CONSTRUCTION SEQUENCE NOTES
1. MAINTAIN TRAFFIC ON EXISTING I-40 AND RAMP 2 LANES.
 2. REMOVE TEMP. RAMP 2 WIDENING
 3. RECONSTRUCT RAMP 2 SHOULDER

- STAGE 4 GRADING AND PAVING
- TRAFFIC
- TEMPORARY IMPACT ATTENUATION BARRIER
- PRECAST CONCRETE BARRIER
- FREE STANDING DRUM

MAINTENANCE OF TRAFFIC DETAILS
INTERSTATE 40 - STAGE 4

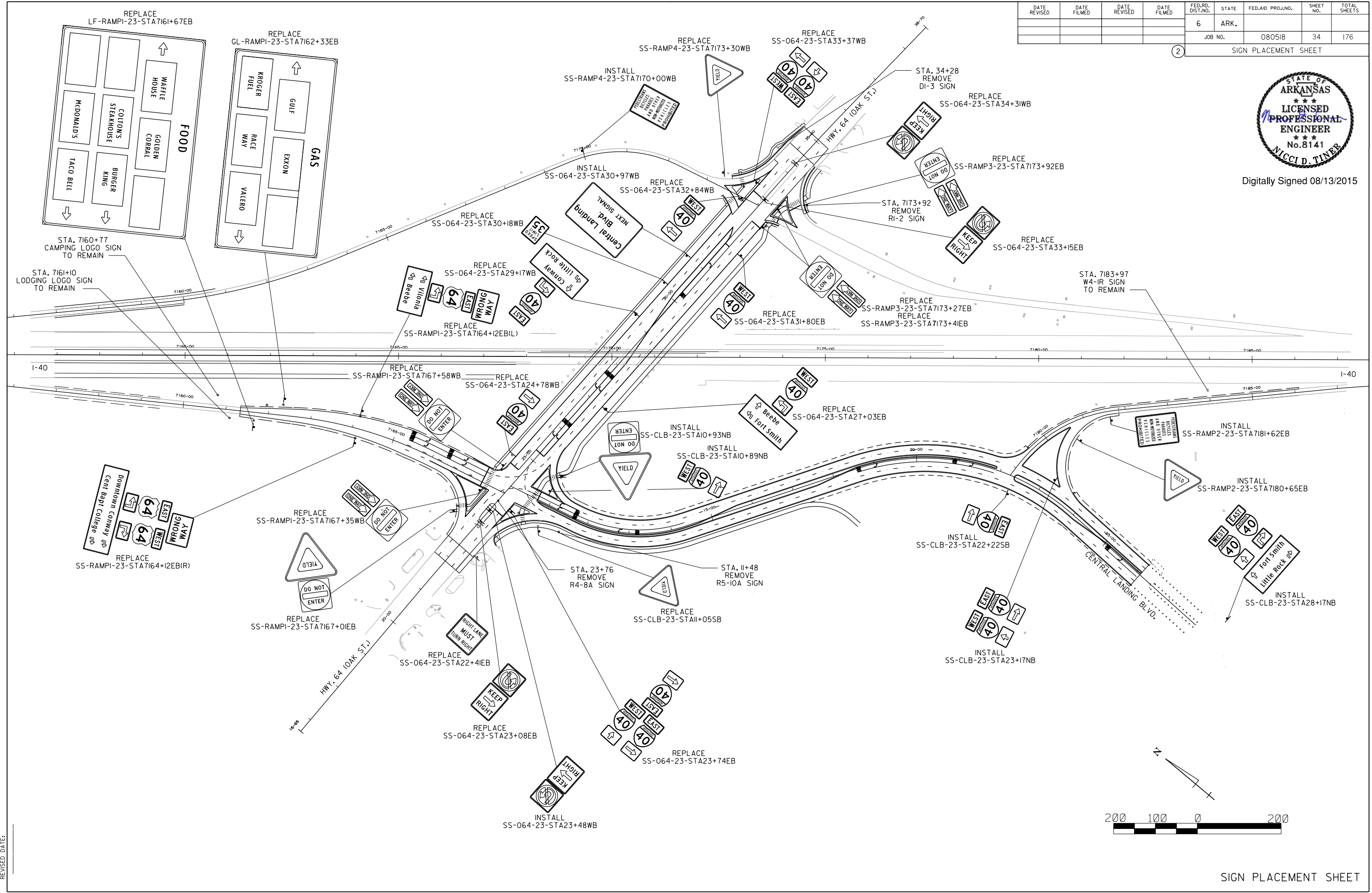
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080518		34	176

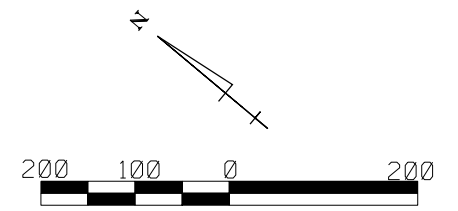
2 SIGN PLACEMENT SHEET



Digitally Signed 08/13/2015



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 REVISION DATE:



SIGN PLACEMENT SHEET

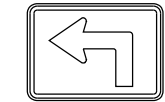
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
				JOB NO.	080518		35	176	
(2) SIGN PLACEMENT SHEET									

WEST

M3-4 (24"x12")



MI-1 (24"x24")



M5-IL (21"x15")

Diagram of a directional sign with two rows: "Beebe" with an up arrow and "Fort Smith" with a left arrow. Dimensions: 2'-6" height, 5'-6" width. Spacing: 8.8, 6, 6, 22.7, 22.5, 6.8, 8, 6, 14.1, 3.7, 20.6, 6.8.

DI-2
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
SS-064-23-STA27+03EB

Diagram of a rectangular sign: "Central Landing Blvd. NEXT SIGNAL". Dimensions: 3'-6" height, 6'-0" width. Spacing: 6.48, 24.84, 6, 28.2, 6.48, 27.54, 16.92, 27.54, 16.65, 13.59, 4.5, 20.61, 16.65.

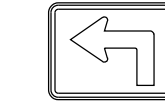
D3-2
2.3" Radius, 0.8" Border, White on Green;
[Central Landing Blvd.] D 2K;
[Next Signal] D 2K;
SS-064-23-STA30+97WB

EAST

M3-2 (24"x12")



MI-1 (24"x24")



M5-IL (21"x15")

Diagram of a directional sign with two rows: "Conway" with an up arrow and "Little Rock" with a left arrow. Dimensions: 2'-6" height, 5'-6" width. Spacing: 8.1, 6, 6, 29.1, 16.8, 6.1, 8, 6, 18.3, 4.4, 17.1, 6.1.

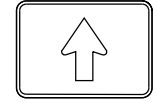
DI-2
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°; [Conway] ClearviewHwy-2-W;
90 Deg Advanced Turn Arrow 8.0" X 6.5"; [Little Rock] ClearviewHwy-2-W;
SS-064-23-STA29+17WB

WEST

M3-4 (24"x12")



MI-1 (24"x24")



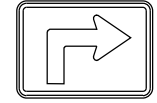
M6-3 (21"x15")

EAST

M3-2 (24"x12")



MI-1 (24"x24")



M5-IR (21"x15")

Diagram of a directional sign with two rows: "Fort Smith" with an up arrow and "Little Rock" with a right arrow. Dimensions: 2'-6" height, 5'-6" width. Spacing: 6.6, 6, 9, 14, 5.8, 20.6, 6, 6.1, 18.4, 4.4, 17.1, 6, 8, 6.

DI-2
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Fort Smith] ClearviewHwy-2-W;
[Little Rock] ClearviewHwy-2-W;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
SS-CLB-23-STA28+17NB

Diagram of a rectangular sign: "WRONG WAY". Dimensions: 36"x24".

Diagram of a rectangular sign: "EAST". Dimensions: 24"x12".

Diagram of a shield sign: "64". Dimensions: 24"x24".

Diagram of a rectangular sign with a left turn arrow. Dimensions: 21"x15".

Diagram of a directional sign with two rows: "Vilonia" with a left arrow and "Beebe" with a left arrow. Dimensions: 2'-6" height, 4'-6" width. Spacing: 6.9, 8, 6, 26.1, 7, 20.9, 22.7, 10.4.

DI-2
2.25" Radius, 0.75" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5"; [Vilonia] ClearviewHwy-2-W;
90 Deg Advanced Turn Arrow 8.0" X 6.5"; [Beebe] ClearviewHwy-2-W;
SS-RAMPI-23-STA7164+12EB(L)

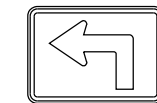
Diagram of a rectangular sign: "WRONG WAY". Dimensions: 36"x24".

EAST

M3-2 (24"x12")



MI-4 (24"x24")



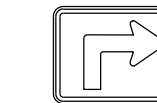
M5-IL (21"x15")

WEST

M3-4 (24"x12")



MI-4 (24"x24")



M5-IR (21"x15")

Diagram of a directional sign with two rows: "Downtown Conway" with a right arrow and "Cent Bapt College" with a right arrow. Dimensions: 2'-6" height, 8'-6" width. Spacing: 7.5, 39.4, 4.5, 29.2, 6, 8, 7.4, 11.4, 16.3, 4.2, 16.3, 4, 28.4, 6, 8, 7.4.

DI-2
2.25" Radius, 0.75" Border, White on Green;
[Downtown Conway] ClearviewHwy-2-W; 90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Cent Bapt College] ClearviewHwy-2-W; 90 Deg Advanced Turn Arrow 8.0" X 6.5";
SS-RAMPI-23-STA7164+12EB(R)



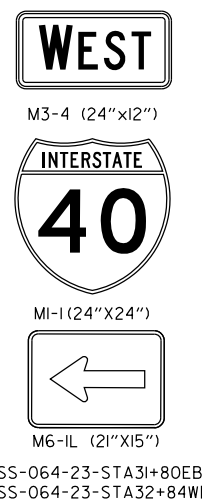
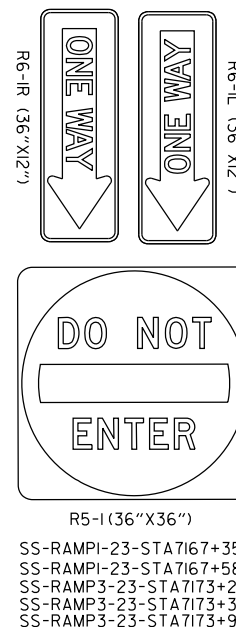
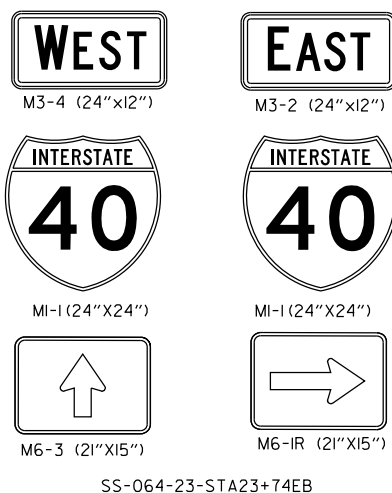
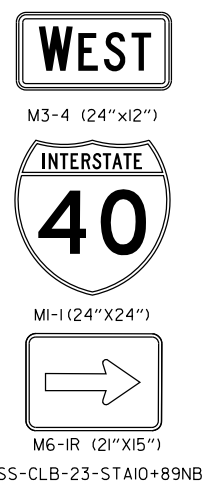
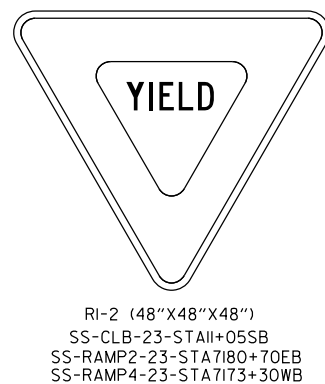
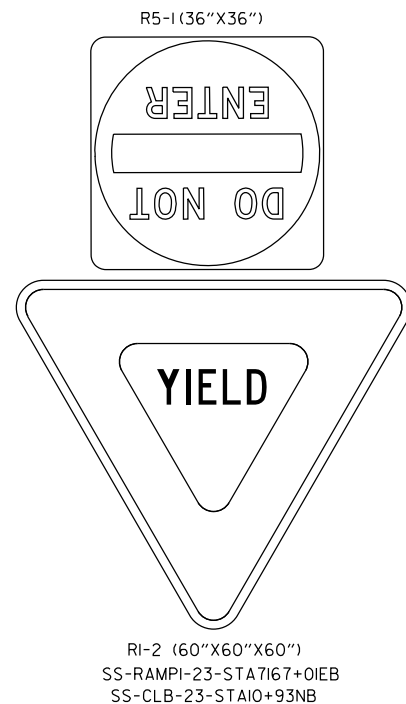
Digitally Signed 08/13/2015

8/12/2015 9:39:09 AM
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	36	176



Digitally Signed 08/13/2015



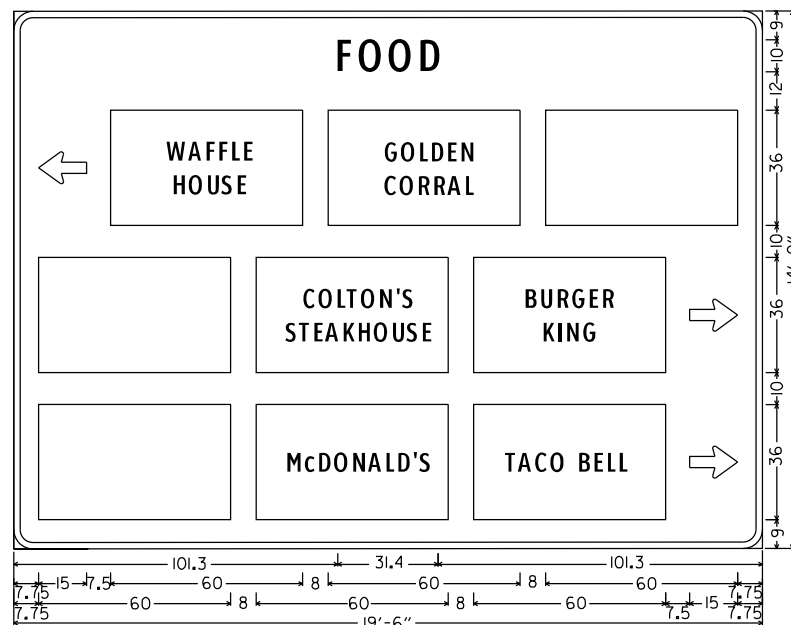
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 REVISION DATE:

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.		080518	37	176

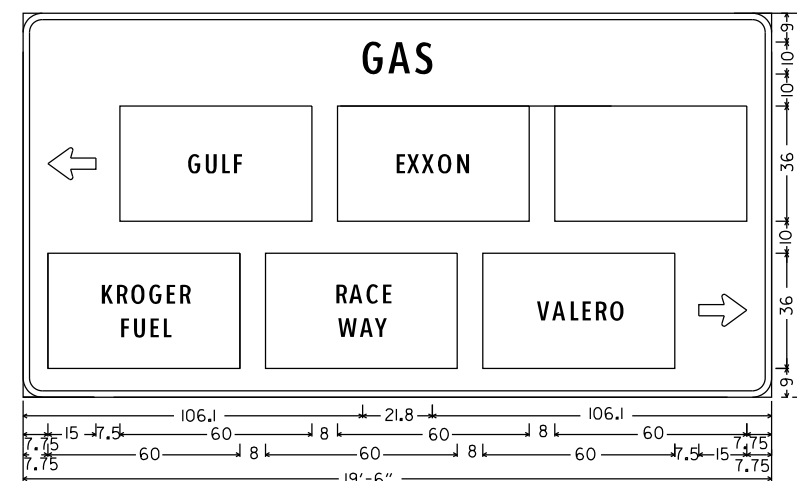
2 SIGN PLACEMENT SHEET



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LF-RAMPI-23-STA7161+67EB
 6.0" Radius, 2.0" Border, White on Blue;
 [FOOD] ClearviewHwy-2-W;



LG-RAMPI-23-STA7162+33EB
 6.0" Radius, 2.0" Border, White on Blue;
 [GAS] ClearviewHwy-2-W;

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	38	176
(2) SIGN QUANTITIES								

STANDARD SIGN QUANTITIES
U-CHANNEL POSTS

SIGN NO./LOCATION	U-CHANNEL POST ASSEMBLIES			
	U-1	U-2(B)	U-2(1)	U-2(3)
	EACH	EACH	EACH	EACH
SS-064-23-STA22+41EB	1			
SS-064-23-STA23+08EB	1			
SS-064-23-STA23+48WB	1			
SS-064-23-STA23+74EB				1
SS-064-23-STA24+78WB	1			
SS-064-23-STA30+18WB	1			
SS-064-23-STA31+80EB	1			
SS-064-23-STA32+84WB	1			
SS-064-23-STA33+15EB	1			
SS-064-23-STA33+37WB			1	
SS-064-23-STA34+31WB	1			
SS-CLB-23-STA10+89NB	1			
SS-CLB-23-STA10+93NB		1		
SS-CLB-23-STA11+05SB	1			
SSCLB-23-STA22+35SB	1			
SS-CLB-23-STA23+21NB			1	
TOTALS	12	1	2	1

MAIN LANES SIGNING QUANTITIES
SQUARE TUBE POSTS

SIGN NO./LOCATION	SQUARE TUBE POST ASSEMBLIES	
	G-1	G2-3
	EACH	EACH
SS-RAMP1-23-STA7167+01EB		1
SS-RAMP1-23-STA7167+35WB	1	
SS-RAMP1-23-STA7167+58WB	1	
SS-RAMP2-23-STA7180+70EB	1	
SS-RAMP2-23-STA7181+62EB	1	
SS-RAMP3-23-STA7173+25EB	1	
SS-RAMP3-23-STA7173+38EB	1	
SS-RAMP3-23-STA7173+92EB	1	
SS-RAMP4-23-STA7173+30WB	1	
SS-RAMP4-23-STA7170+00WB	1	
TOTALS	9	1



Digitally Signed 08/13/2015

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.100" THICKNESS
(5 SQ. FT. OR LESS)

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.100" THICKNESS (5 SF OR LESS)					
SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M1-1	24" x 24"	4.00	16	64.00	WHITE/BLUE
M1-4	24" x 24"	4.00	3	12.00	BLACK/WHITE
M3-2	24" x 12"	2.00	2	4.00	BLACK/WHITE
M3-2	24" x 12"	2.00	8	16.00	WHITE/BLUE
M3-4	24" x 12"	2.00	1	2.00	BLACK/WHITE
M3-4	24" x 12"	2.00	8	16.00	WHITE/BLUE
M5-1L	21" x 15"	2.19	2	4.38	BLACK/WHITE
M5-1L	21" x 15"	2.19	2	4.38	WHITE/BLUE
M5-1R	21" x 15"	2.19	1	2.19	BLACK/WHITE
M5-1R	21" x 15"	2.19	1	2.19	WHITE/BLUE
M6-1L	21" x 15"	2.19	5	10.94	WHITE/BLUE
M6-1R	21" x 15"	2.19	4	8.75	WHITE/BLUE
M6-3	21" x 15"	2.19	4	8.75	WHITE/BLUE
R3-4	24" x 24"	4.00	4	16.00	RED&BLACK/WHITE
R4-7A	24" x 30"	5.00	4	20.00	BLACK/WHITE
R6-1L	36" x 12"	3.00	5	15.00	BLACK/WHITE
R6-1R	36" x 12"	3.00	5	15.00	BLACK/WHITE
TOTAL 0.100" THICKNESS				221.57	

STANDARD ROADSIDE SIGNS
SHEET ALUMINUM 0.125" THICKNESS
(GREATER THAN 5 SQ. FT.)

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SF)					
SIGN NO.	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
R1-2	48" x 48" x 48"	6.93	3	20.78	RED/WHITE
R1-2	60" x 60" x 60"	10.83	2	21.65	RED/WHITE
R2-1	30" x 36"	7.50	1	7.50	BLACK/WHITE
R3-7R	36" x 36"	9.00	1	9.00	BLACK/WHITE
R5-1	36" x 36"	9.00	7	63.00	WHITE/RED
R5-1A	36" x 24"	6.00	2	12.00	WHITE/RED
R5-10A	36" x 48"	12.00	2	24.00	BLACK/WHITE
TOTAL 0.125" THICKNESS				157.93	

SIGN QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
						080518	39	176	
(2) SIGN QUANTITIES									

MAIN LANES SIGNING QUANTITIES
ROADSIDE MOUNTED I-BEAM SIGN SUPPORTS

SIGN NO./ LOCATION	STRUCTURE TYPE			SIGN				BREAKAWAY SIGN SUPPORT									SIGN POST AND STUB
	TYPE			STANDARD SIGN	GUIDE SIGN			STEEL SECT. A-572		SIGN POST LENGTH		STUB POST		FOOTINGS			
					LENGTH	HEIGHT				H-1	H-2	H-1	H-2	DIA.	DEPTH	EMBED.	
	G-2	G2-4	G2-5	SQ. FT.	FT.	FT.	SQ. FT.	BEAM	LBS	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	POUND		
SS-064-23-STA27+03EB		1		8.19	5.50	2.50	13.75	W6	9	9	9	3.00	3.00	1.5	4	2.67	215.94
SS-064-23-STA29+17WB		1		8.19	5.50	2.50	13.75	W6	9	9	9	3.00	3.00	1.5	4	2.67	215.94
SS-064-23-STA30+97WB	1				6.00	3.50	21.00	W6	9	10.25	10	3.00	3.00	1.5	4	2.67	236.19
SS-CLB-23-STA28+17NB			1	16.38	5.50	2.50	13.75	W6	9	8	8	3.00	3.00	1.5	4	2.67	197.94
LF-RAMP1-23-STA7161+67EB	1				19.50	14.00	273.00	W10	26	23.5	24.75	7.66	7.66	3	11	7.33	1653.01
LG-RAMP1-23-STA7162+33EB	1				19.50	10.00	195.00	W8	18	18.5	19	6.66	6.66	3	9.5	6.33	914.89
SS-RAMP1-23-STA7164+12EB(L)		1		14.19	4.50	2.50	11.25	W6	9	11.5	11.75	3.33	3.33	1.5	4.5	3.00	269.19
SS-RAMP1-23-STA7164+12EB(R)			1	22.38	8.50	2.50	21.25	W6	9	12	13	3.66	3.66	1.5	5	3.33	290.94
TOTALS:	3	3	2	69.33			562.75										3994.04

NOTE:
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).



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SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	OMN-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	9	EACH
SP	OMN-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	1	EACH
SP & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	563	SQ. FT.
SP & 726	STANDARD SIGN	380	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	12	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2(B))	1	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2(1))	2	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2(3))	1	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	2804	POUND
730	BREAKAWAY SIGN SUPPORT (TYPE G2-4)	701	POUND
730	BREAKAWAY SIGN SUPPORT (TYPE G2-5)	489	POUND

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	40	176

2 SOIL BORING LOG



Digitally Signed 08/13/2015

SOIL BORING LOG										
BORING/ TEST PIT NO.	APPROX STATION		SAMPLE DEPTH (ft.)	WATER CONTENT (%)	ATTERBERG LIMITS			PERCENT PASSING #200	UNIFIED CLASS.	AASHTO CLASS.
	STA	OFFSET (ft.)			LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX			
B1	CLB 11+01	2' L	0.5-1.5	15	24	17	7	80	CL	A-4
B1	CLB 11+01	2' L	4.5-5.5	17	39	23	16	43	GC	A-6
B2	CLB 16+44	24' R	2.5-3.5	14	30	19	11	43	GC	A-6
B2	CLB 16+44	24' R	4.5-5.5	23	51	20	31	75	CH	A-7-6
B3	CLB 22+43	12' R	2.5-3.5	19	33	20	13	16	GC	A-2-4
B3	CLB 22+43	12' R	4.5-5.5	26	30	18	12	81	CL	A-6
B4	CLB 27+33	19' R	1-2	20	26	16	10	71	CL	A-4
B4	CLB 27+33	19' R	2.5-3.5	25	35	17	18	92	CL	A-6
B5	CLB 31+31	27' R	1-2	10	30	19	11	---	SHALE	
B6	RAMP 1 7165+35	19' R	2.5-3.5	24	31	19	12	85	CL	A-6
B6	RAMP 1 7165+35	19' R	6.5-7.5	24	42	20	22	91	CL	A-7-6

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

8/10/2015 2:49:30 PM
 CMcullen
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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	ARK.			
							JOB NO.	080518
								41
								176

(2) QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	MAX. NUMBER	TOTAL REQUIRED	BARRICADE LT.	BARRICADE RT.	PORTABLE CHANGEABLE MESSAGE SIGN	VERTICAL PANELS	TRAFFIC DRUMS	TEMP. IMP. ATT. BARRIER	TEMP. IMP. ATT. BARRIER (REPAIR)	FURNISH AND INSTALL PRECAST CONC. BARRIER	RELOCATING PRECAST CONC. BARRIER
			IN.	EACH	EACH	EACH	EACH	REQ'D.	SQ. FT.	LN. FT.	LN. FT.	WEEK	EACH	EACH	EACH	EACH	L.F.
G20-1	ROAD WORK NEXT 0.9 MILES	60X24	1	1	1	1	1	10.0									
G20-2	END ROAD WORK	48X24	2	2	2	2	2	16.0									
W1-6	LEFT ARROW	48X24		4			4	32.0									
W4-2	LANE ENDS (SYMBOL)	48X48		2			2	32.0									
W20-1	ROAD WORK 1 MILE	48X48	2		2	2	2	32.0									
W20-1	ROAD WORK 1/2 MILE	48X48	2		2	2	2	32.0									
W20-1	ROAD WORK 1500 FT.	48X48	4	2	3	6	6	96.0									
W20-1	ROAD WORK 1000 FT.	48X48	2	2	2	4	4	64.0									
W20-1	ROAD WORK 500 FT.	48X48	2	2	2	4	4	64.0									
W20-1	ROAD WORK AHEAD	48X48	2	2	2	2	2	32.0									
W20-5	RIGHT LANE CLOSED 1 MILE	48X48		2			2	32.0									
W20-5	RIGHT LANE CLOSED 1/2 MILE	48X48		2			2	32.0									
W20-5	RIGHT LANE CLOSED 1500 FEET	48X48		2			2	32.0									
W20-5	RIGHT LANE CLOSED 1000 FEET	48X48			1		1	16.0									
R2-1	SPEED LIMIT 60 MPH	48X60		2			2	40.0									
R2-5A	REDUCED SPEED AHEAD	48X60		2			2	40.0									
R4-1	DO NOT PASS	48X60		4			4	80.0									
R11-2	ROAD CLOSED	48X30		1	2	4	4	40.0									
R55-1	FINES DOUBLE IN WORK ZONE	36X60	2	2	2	2	2	30.0									
SPECIAL	MERGE NOW	48X48		1			1	16.0									
	16' BARRICADE TYPE III RT.				1	2	2		32	48							
	16' BARRICADE TYPE III LT.			1	2	3	3										
	TRAFFIC DRUMS		98	93	105	113	113					113					
	VERTICAL PANELS				7	27	27					27					
	TEMPORARY IMPACT ATTENUATION BARRIER		1				1						1				
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		1				1							1			
	FURN. AND INST. PRECAST CONC. BARRIER		1492	93			1585								1585		
	RELOCATING PRECAST CONC. BARRIER			838			838										838
*	PORTABLE CHANGEABLE MESSAGE SIGN		1	1	1	1	1				12						
TOTALS:								768.0	32	48	12	27	113	1	1	1585	838

NOTE: THIS IS A HIGH VOLUME ROAD AS DEFINED IN SECTION 604.03 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
 * QUANTITY ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.



Digitally Signed 08/13/2015

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	ENTIRE JOB	REMOVAL PERMANENT PAVEMENT MARKINGS	REMOVAL PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS		REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING							REFLECTORIZED PAINT PAVEMENT MARKING	HIGH PERFORMANCE PAVEMENT MARKING		HIGH PERFORMANCE CONTRAST PAVEMENT MARKING				
					ARROWS	WORDS		LN. FT.	EACH	LN. FT.	TYPE II		4"	8"	12"	YIELD LINE	ARROWS	WORDS	10"	4"		4"		8"
											(WHITE/RED)	(YELLOW)								WHITE	YELLOW	WHITE	WHITE	
LN. FT. - EACH	LN. FT.	ARROWS	LN. FT.	ARROWS	WORDS	LN. FT.	EACH	LN. FT.	WHITE	YELLOW	WHITE	WHITE	YIELD LINE	ARROWS	WORDS	LN. FT.	WHITE	YELLOW	WHITE	WHITE				
REMOVAL OF PERMANENT PAVEMENT MARKINGS		2520																						
REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)			4																					
CONSTRUCTION PAVEMENT MARKINGS	10384			10384																				
CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	2				2																			
CONSTRUCTION PAVEMENT MARKINGS (WORDS)	2					2																		
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	6846						6846																	
THERMOPLASTIC PAVEMENT MARKING (ARROWS)	15													15										
THERMOPLASTIC PAVEMENT MARKING (WORDS)	15														15									
THERMOPLASTIC PAVEMENT MARKING WHITE (4")	3300								3300															
THERMOPLASTIC PAVEMENT MARKING WHITE (8")	1542									1542														
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	787										787													
THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	2012											2012												
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	15												15											
(TYPE II) RAISED PAVEMENT MARKERS WHITE/RED	93							93																
(TYPE II) RAISED PAVEMENT MARKERS YELLOW	13								13															
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	1355															1355								
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")	2298																2298							
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")	1438																	1438						
HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4")																				511				
HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (8")																					53			
HIGH PERFORMANCE CONTRAST MARKING TAPE (SKIP LINE) WHITE (4")	0																							
TOTALS:		2520	4	10384	2	2	6846	93	13	3300	2012	1542	787	15	15	15	1355	2298	1438	511	53			

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

QUANTITIES

8/13/2015 6:55:43 AM
 CM/Cullen
 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	ARK.			
				JOB NO.	080518	43	176	
				QUANTITIES				

TEMPORARY EROSION CONTROL												
STATION	STATION	SAND BAG DITCH CHECK (E-5)	ROCK DITCH CHECK (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	TRIANGULAR SILT DKE	OBLITERATION OF SEDIMENT BASIN	SEDIMENT REMOVAL AND DISPOSAL	TEMPORARY SEEDING	MULCH COVER	WATER
		BAG	CU. YD.	L.F.	L.F.	CU. YD.	L.F.	CU. YD.	CU. YD.	ACRE	ACRE	M.G.
STAGE 1												
CENTRAL LANDING BLVD.												
11+03	21+86	66	6	100	1131							
RAMP 1												
7161+75	7165+53	66	6									
RAMP 2												
7179+02	7186+10	22		20	669							
I-40												
7196+51	7200+62	66										
STAGE 2												
HWY. 64												
25+19	32+96	44	9	60	753							
STAGE 3												
HWY. 64												
24+58	31+79			60	707							
CENTRAL LANDING BLVD.												
10+74	26+10	88	15	240	859							
RAMP 1												
7161+67	7165+78	66	6									
RAMP 2												
7179+20	7179+32	22		20								
RAMP 4												
7173+15	7173+15	22										
STAGE 4												
HWY. 64												
32+97	35+16				363							
CENTRAL LANDING BLVD.												
11+05	11+05			20								
20+21	22+02				215							
RAMP 2												
7179+56	7181+90				267							
RAMP 3												
7175+98	7176+54	22	3									
* ENTIRE PROJECT												
						100	100	100	100	8.74	8.74	178.3
TOTALS:		484	45	520	4964	100	100	100	100	8.74	8.74	178.3

* QUANTITIES ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.
BASIS OF ESTIMATE:
SAND BAG DITCH CHECKS = 22 BAGS / LOCATION
ROCK DITCH CHECKS = 3 CU. YD. / LOCATION
WATER = 20.4 M.G. PER ACRE TEMPORARY SEEDING

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

CONCRETE COMBINATION CURB AND GUTTER				
STATION	STATION	LOCATION	SIDE	TYPE A (1'6") L.F.
10+18.27	26+10.00	CENTRAL LANDING BLVD.	RT.	1589
10+69.44	21+90.00	CENTRAL LANDING BLVD.	CT.	2264
22+35.00	26+10.00	CENTRAL LANDING BLVD.	CT.	764
10+74.11	21+80.23	CENTRAL LANDING BLVD.	LT.	1134
23+68.02	26+10.00	CENTRAL LANDING BLVD.	LT.	200
7166+86.99	7167+67.96	RAMP 1	LT.	91
7178+93.72	7179+55.17	RAMP 2	LT.	79
7179+12.95	7180+62.86	RAMP 2	CT.	389
7179+44.66	7179+58.35	RAMP 2	RT.	42
7173+23.11	7173+55.58	RAMP 3	RT.	33
7173+70.12	7174+02.51	RAMP 3	LT.	115
7173+44.06	7173+83.74	RAMP 4	RT.	46
7173+39.48	7174+14.27	RAMP 4	LT.	210
TOTAL:				6956

INTEGRAL CURB				
STATION	STATION	LOCATION	SIDE	TYPE C L.F.
24+51.46	32+28.81	HWY. 64	LT.	792
25+73.00	32+78.40	HWY. 64	RT.	705
TOTAL:				1497

CONCRETE ISLAND				
STATION	LOCATION	SIDE	CURB FACE TYPE	AREA SQ. YD.
23+00.00	HWY. 64	RT.	C	3.28
23+09.56	HWY. 64	LT.	C	251.58
23+44.75	HWY. 64	RT.	C	108.84
23+55.25	HWY. 64	CTR.	C	12.61
24+54.46	HWY. 64	RT.	C	178.87
32+68.07	HWY. 64	LT.	C	144.31
33+02.48	HWY. 64	RT.	C	122.15
TOTAL:				821.64

WHEELCHAIR RAMPS		
STATION	LOCATION	WHEELCHAIR RAMPS (TYPE 3) S.Y.
23+00.00	HWY. 64 - RT.	11.26
23+70.00	HWY. 64 - RT.	6.75
24+30.00	HWY. 64 - LT.	3.56
25+17.00	HWY. 64 - RT.	7.92
32+79.00	HWY. 64 - RT.	10.05
32+40.00	HWY. 64 - LT.	3.91
33+25.00	HWY. 64 - LT.	3.34
33+82.00	HWY. 64 - RT.	9.19
TOTAL:		55.98

REMOVABLE PIPE BOLLARDS		
STATION	LOCATION	BOLLARD EACH
18+04	CENTRAL LANDING BLVD. RT. - MULT-USE PATH	1
18+09	CENTRAL LANDING BLVD. RT. - MULT-USE PATH	1
TOTAL:		2

CONCRETE WALKS (4" U.T.)				
STATION	STATION	LOCATION	LENGTH LIN. FT.	CONCRETE WALKS SQ. YD.
24+29.24	32+35.46	HWY. 64 - LT.	806.22	453.85
33+25.58	35+11.26	HWY. 64 - LT.	185.68	111.82
25+15.59	32+75.46	HWY. 64 - RT.	759.87	850.95
33+86.08	34+57.79	HWY. 64 - RT.	71.71	81.88
10+20.00	18+24.93	CENTRAL LANDING BLVD - RT.	804.93	993.15
TOTAL:				2491.65

4" PIPE UNDERDRAINS		
LOCATION	4" PIPE UNDERDRAINS LIN. FT.	UNDERDRAIN OUTLET PROTECTORS EACH
ENTIRE PROJECT *	300	3
TOTALS:	300	3

* QUANTITIES ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS. PIPE UNDERDRAINS SHALL BE CONNECTED TO DROP INLETS AND GROUTED IN PLACE WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR 4" PIPE UNDERDRAINS.

GUARDRAIL				
STATION	STATION	LOCATION	GUARDRAIL TYPE "A" L.F.	GUARDRAIL TERMINAL (TYPE 2) EACH
7199+19.59	7199+94.59	I40 RT.	25	1
TOTALS:			25	1

QUANTITIES



Digitally Signed 08/13/2015

8/13/2015 6:58:26 AM
CMCullen
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	ARK.			
				JOB NO.	080518	44	176	

2 QUANTITIES

ACHM PATCHING OF EXISTING ROADWAY	
LOCATION	TON
ENTIRE PROJECT*	
TOTAL:	100

*QUANTITIES ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.

SOIL STABILIZATION	
LOCATION	TON
ENTIRE PROJECT*	500
TOTAL:	500

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		
LOCATION	ASPHALT CONCRETE TON	TACK COAT GAL.
ENTIRE PROJECT*	9	18
TOTALS:	9	18

*QUANTITIES ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.

BASIS OF ESTIMATE:
ASPHALT CONCRETE = 25 TONS PER MILE
TACK COAT = 50 GAL. PER MILE

STEEL CHAIN LINK FENCE			
STATION	STATION	LOCATION	4' STEEL CHAIN LINK FENCE
			L.F.
17+80.00	18+00.00	CENTRAL LANDING BLVD. - RT.	20
18+13.00	18+20.00	CENTRAL LANDING BLVD. - RT.	7
20+17.00	26+10.00	CENTRAL LANDING BLVD. - RT.	567
23+49.00	26+10.00	CENTRAL LANDING BLVD. - LT.	330
TOTAL:			924

WIRE FENCE			
STATION	STATION	LOCATION	WIRE FENCE (TYPE A)
			L.F.
11+85.00	21+50.00	CENTRAL LANDING BLVD. - LT.	953
TOTAL:			953

CLEARING AND GRUBBING				
STATION	STATION	LOCATION	CLEARING STA.	GRUBBING STA.
22+37.86	34+55.71	HWY. 64	12	12
10+00.00	26+10.00	CENTRAL LANDING BLVD.	16	16
TOTALS:			28	28

EARTHWORK SUMMARY			
LOCATION	*UNDERCUT AND SELECT BACKFILL	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
		CU. YD.	
I40 - STAGE 1		1254	649
RAMP 1 - STAGE 1		1227	38
RAMP 1 - STAGE 3		1813	465
RAMP 2 - STAGE 3		1687	1341
RAMP 2 - STAGE 4		753	
RAMP 3 - STAGE 4		166	14
HWY. 64 - STAGE 2		172	1514
HWY. 64 - STAGE 3		200	1125
HWY. 64 - STAGE 4		24	127
CENTRAL LANDING BLVD. - STAGE 1		415	4207
CENTRAL LANDING BLVD. - STAGE 2		129	
CENTRAL LANDING BLVD. - STAGE 3		2055	4690
CENTRAL LANDING BLVD. - STAGE 4		1812	150
TEMPORARY RAMP 2 - STAGE 1		123	1880
**ENTIRE PROJECT	15985		
TOTALS:	15985	11830	16200

EARTHWORK NOTES:

1. ESTIMATES FOR QUANTITIES OF EXCAVATION AND EMBANKMENT ARE TAKEN DIRECTLY FROM THE CROSS SECTIONS, DETAILED IN ACCORDANCE WITH THE PLANS. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WILL BE PAID FOR AS A PLAN QUANTITY.

2. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT REMOVED SHALL BE PAID FOR UNDER PAY ITEM 210 - EXCAVATION AND EMBANKMENT, UNLESS OTHERWISE NOTED.

*UNDERCUT AND SELECT BACKFILL TO BE PAID FOR BY FIELD MEASUREMENT USING AVERAGE END AREA METHOD.

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

PAVEMENT REPAIR OVER CULVERTS		
LOCATION	CONCRETE	ASPHALT
	CU. YD.	TON
RAMP 1 STA. 7166+20	8.0	1
RAMP 3 STA. 7176+25	8.7	1
HWY. 64 STA. 22+77		148
HWY. 64 STA. 30+00		34
HWY. 64 STA. 31+89		39
TOTALS:	16.7	223

BASIS OF ESTIMATE:
1.5' OUTSIDE TRENCH EXCAVATION
9" ESTIMATED CONCRETE PAVEMENT DEPTH
9" ESTIMATED ASPHALT PAVEMENT DEPTH
2" ASPHALT SHOULDER

QUANTITIES

REMOVAL AND DISPOSAL OF STRUCTURES										
STATION	STATION	LOCATION	BILLBOARDS	CONCRETE DITCH PAVING	CONCRETE ISLANDS	*CONCRETE PAVEMENT	FENCE	GUARDRAIL	PIPE CULVERTS	SIGNS
			EACH	SQ. YD.	SQ. YD.	SQ. YD.	L.F.	L.F.	EACH	EACH
7179+33.45		RAMP 2 - RT.	1							
23+24.38	23+73.61	HWY. 64 - LT.			100					
23+55.25	23+90.87	HWY. 64 - CT.			61					
23+79.79	24+21.31	HWY. 64 - RT.			103					
25+15.80	31+80.93	HWY. 64 - CT.			627					
32+76.18	33+14.37	HWY. 64 - LT.			105					
33+06.40	33+45.03	HWY. 64 - RT.			91					
10+10.55	7181+84.82	EXISTING RAMP 2/ RAMP 2				3031				
17+80.00	18+20.00	CENTRAL LANDING BLVD. - RT.					40			
20+98.99	22+55.34	CENTRAL LANDING BLVD. - RT./LT.					192			
23+63.09	23+69.32	CENTRAL LANDING BLVD. - RT./LT.					84			
7179+44.01	7179+55.93	RAMP 2 - RT.					126			
7179+44.01	7180+97.28	RAMP 2 - RT.					143			
7199+20.00	7199+95.00	I40						75		
7186+93.00	7192+50.00	I40 - RT.		744						
7193+93.00	7200+63.00	I40 - RT.		891						
22+46.06	23+13.51	HWY. 64							1	
21+50.30	21+85.94	CENTRAL LANDING BLVD. - LT.							1	
24+77.74	34+28.28	HWY. 64 - LT.								6
23+75.71	34+27.75	HWY. 64 - CT.								1
24+03.93	33+94.56	HWY. 64 - RT.								8
10+84.52	21+61.58	CENTRAL LANDING BLVD. - LT.								2
	23+83.51	CENTRAL LANDING BLVD. - CT.								1
10+99.06	23+80.15	CENTRAL LANDING BLVD. - RT.								8
7166+70.53	7167+47.93	RAMP 1 - CT.				252				
7167+50.19	7167+50.27	RAMP 1 - LT.								2
7167+04.20	7167+33.43	RAMP 1 - RT.								2
7179+96.21	7183+97.42	RAMP 2 - LT.								5
7180+48.00	7180+49.15	RAMP 2 - CT.								2
7173+32.74	7173+82.11	RAMP 3 - CT.				122				
7173+48.77	7173+97.98	RAMP 4 - CT.				182				
7173+82.93	7173+85.48	RAMP 4 - CT.								2
TOTALS:			1	1635	1087	3587	585	75	2	39

* PAYMENT FOR REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKERS SHALL BE INCLUDED IN PAYMENT FOR REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT.

CONCRETE DITCH PAVING									
STATION	STATION	LOCATION	LENGTH	CONCRETE DITCH PAVING		CONCRETE DITCH PAVING	SOLID SODDING	WATER	
			FEET	(TYPE A)		(TYPE B)	SQ. YD.	M.G.	
				"B"	"W"	SQ. YD.			
7186+93	7192+50	I40 - RT.	558			12	744	248.0	
7193+93	7200+55	I40 - RT.	660	5	12	880		293.3	
7166+18	7166+89	RAMP 1 - RT.	117	4	6	78		52.0	
TOTALS:						958	744	593.3	7.5

BASIS OF ESTIMATE:
WATER = 12.6 GALS. PER SQ. YD. SOLID SODDING

RUMBLE STRIPS IN ASPHALT SHOULDERS			
STATION	STATION	LOCATION	RUMBLE STRIPS IN ASPHALT SHOULDERS
			L.F.
7193+93.00	7200+93.00	I40 - RT. OF RT. MAIN LANES	700
TOTAL:			700

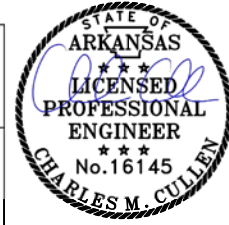
SUMMARY OF QUANTITIES (BOX 1 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	28	STA.
201	GRUBBING	28	STA.
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	1635	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	1087	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT	3587	SQ. YD.
202	REMOVAL AND DISPOSAL OF FENCE	585	L.F.
SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL	75	L.F.
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	2	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	39	EACH
202	REMOVAL AND DISPOSAL OF BILLBOARDS	1	EACH
210	UNCLASSIFIED EXCAVATION	11830	CU. YD.
210	COMPACTED EMBANKMENT	16200	CU. YD.
SP & 210	UNDERCUT AND SELECT BACKFILL	15985	CU. YD.
SP & 210	SOIL STABILIZATION	500	TON
303	AGGREGATE BASE COURSE (CLASS 7)	7846	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	829	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	53	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	2519	SQ. YD.
309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)	1515	SQ. YD.
401	TACK COAT	2185	GAL.
SP & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	648	TON
SP & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")	27	TON
SP, SS & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	2348	TON
SP, SS & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")	108	TON
SP, SS & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")	131	TON
SP, SS & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")	7	TON
SP, SS & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	4276	TON
SP, SS & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	244	TON
412	COLD MILLING ASPHALT PAVEMENT	10003	SQ. YD.
SP & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	9	TON
SP & 415	ACHM PATCHING OF EXISTING ROADWAY	100	TON
501	PORTLAND CEMENT CONCRETE PAVEMENT (6" UNIFORM THICKNESS)	518	SQ. YD.
501	PORTLAND CEMENT CONCRETE PAVEMENT (8" UNIFORM THICKNESS)	1711	SQ. YD.
601	MOBILIZATION	1.00	L.S.
SP & 603	MAINTENANCE OF TRAFFIC	1.00	L.S.
SS & 604	SIGNS	768	SQ. FT.
SS & 604	TRAFFIC DRUMS	113	EACH
SS & 604	BARRICADES	80	L.F.
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	1585	L.F.
604	RELOCATING PRECAST CONCRETE BARRIER	838	L.F.
604	CONSTRUCTION PAVEMENT MARKINGS	10384	L.F.
604	CONSTRUCTION PAVEMENT MARKINGS (WORDS)	2	EACH
604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	2	EACH
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	6846	L.F.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	2520	L.F.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)	4	EACH
SS & 604	VERTICAL PANELS	27	EACH
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	12	WEEK
605	CONCRETE DITCH PAVING (TYPE A)	958	SQ. YD.
605	CONCRETE DITCH PAVING (TYPE B)	744	SQ. YD.
606	48" SIDE DRAIN	75	L.F.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1435	L.F.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	334	L.F.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	151	L.F.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	145	L.F.
606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	426	L.F.
606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	251	L.F.
606	29" X 18" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	88	L.F.
606	51" X 31" REINFORCED CONCRETE ARCH PIPE CULVERTS (CLASS III)	290	L.F.
605	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	13	EACH
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	7	EACH
606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2	EACH
606	42" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4	EACH
606	48" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2	EACH
606	29" X 18" FLARED END SECTIONS FOR REINFORCED CONCRETE ARCH PIPE CULVERTS	2	EACH
606	51" X 31" FLARED END SECTIONS FOR REINFORCED CONCRETE ARCH PIPE CULVERTS	4	EACH
606	SELECTED PIPE BEDDING	100	CU. YD.
609	DROP INLETS (TYPE C)	2	EACH
609	DROP INLETS (TYPE MO)	23	EACH
609	JUNCTION BOXES (TYPE ST)	1	EACH
609	JUNCTION BOXES (TYPE E)	1	EACH
609	DROP INLET EXTENSIONS (4')	17	EACH
611	4" PIPE UNDERDRAINS	300	L.F.
611	UNDERDRAIN OUTLET PROTECTORS	3	EACH
615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	16.7	CU. YD.
616	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)	223	TON
617	GUARDRAIL (TYPE A)	25	L.F.
617	GUARDRAIL TERMINAL (TYPE 2)	1	EACH
619	WIRE FENCE (TYPE A)	953	L.F.
619	4' STEEL CHAIN LINK FENCE	924	L.F.
619	4' ALUMINUM CHAIN LINK FENCE	924	L.F.
620	LIME	15	TON
620	SEEDING	7.66	ACRE
SS & 620	MULCH COVER	16.40	ACRE
620	WATER	1044.6	M.G.
621	TEMPORARY SEEDING	8.74	ACRE
621	SILT FENCE	4964	L.F.
621	SAND BAG DITCH CHECKS	484	BAG
621	DROP INLET SILT FENCE	520	L.F.
621	SEDIMENT BASIN	100	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	100	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	100	CU. YD.
621	ROCK DITCH CHECKS	45	CU. YD.
621	TRIANGULAR SILT DIKE	100	L.F.
623	SECOND SEEDING APPLICATION	7.66	ACRE
624	SOLID SODDING	6726	SQ. YD.
632	CONCRETE ISLAND	822	SQ. YD.
633	CONCRETE WALKS	2492	SQ. YD.
634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (16")	6956	L.F.
634	INTEGRAL CURB (TYPE C)	1497	L.F.
635	ROADWAY CONSTRUCTION CONTROL	1.00	L.S.
641	WHEELCHAIR RAMPS (TYPE 3)	56	SQ. YD.
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	700	L.F.

* DENOTES ALTERNATE BID ITEMS.

SUMMARY OF QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	46	176
				JOB NO. 080518				
				SUMMARY OF QUANTITIES				



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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.			
						080518	48	176

SURVEY CONTROL COORDINATES

Project Name: Cantrell Field Survey Topo
 Date: 6/30/2014
 Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
 Units: U.S. SURVEY FOOT



Digitally Signed 08/13/2015

Point Name	Northing	Easting	Elev	Feature	Description
22	279056.243800	1182493.635500	320.631	CTL	5/8" REBAR W/2" CAP
23	278961.947800	1184433.373700	314.728	CTL	5/8" REBAR W/2" CAP
24	278948.508100	1184985.254600	325.985	CTL	5/8" REBAR W/2" CAP
28	276799.780300	1186017.071400	316.816	CTL	5/8" REBAR W/2" CAP
29	276360.524400	1185850.567400	330.506	CTL	5/8" REBAR W/2" CAP
30	276284.141800	1183301.984500	314.555	CTL	5/8" REBAR W/2" CAP
31	276255.698200	1184596.198900	310.657	CTL	5/8" REBAR W/2" CAP
32	276334.187100	1185457.032800	310.494	CTL	5/8" REBAR W/2" CAP
33	276215.317400	1186291.926500	312.116	CTL	5/8" REBAR W/2" CAP
34	276180.742300	1186974.861600	310.667	CTL	5/8" REBAR W/2" CAP
35	276227.997700	1187852.465300	302.753	CTL	5/8" REBAR W/2" CAP
36	275838.015400	1185744.601100	308.660	CTL	5/8" REBAR W/2" CAP
48	267680.764800	1187808.395100	305.579	CTL	5/8" REBAR W/2" CAP
49	267548.414000	1186840.708100	301.883	CTL	5/8" REBAR W/2" CAP
51	267209.268600	1184917.282600	305.752	CTL	5/8" REBAR W/2" CAP
52	267106.452000	1185891.966100	299.707	CTL	5/8" REBAR W/2" CAP
53	267199.051100	1186651.607200	303.798	CTL	5/8" REBAR W/2" CAP
54	267123.767200	1187519.089700	319.857	CTL	5/8" REBAR W/2" CAP
55	267121.620700	1188138.621400	298.767	CTL	5/8" REBAR W/2" CAP
56	267133.170300	1189152.020200	293.970	CTL	5/8" REBAR W/2" CAP
57	267370.782500	1190031.695200	298.641	CTL	5/8" REBAR W/2" CAP
58	266579.320100	1187736.710400	295.193	CTL	5/8" REBAR W/2" CAP
59	266520.771100	1187184.041600	297.201	CTL	5/8" REBAR W/2" CAP
60	265847.760200	1187306.537500	293.103	CTL	5/8" REBAR W/2" CAP
62	264067.006800	1187664.329400	285.198	CTL	5/8" REBAR W/2" CAP
100	279014.516200	1183494.719500	337.509	GPS	AHTD GPS 230028
102	269801.090000	1182729.506700	298.567	GPS	AHTD GPS 230020
900	273565.583800	1186911.746100	300.378	TBM	HOWL, S/SIDE E 6TH ST
901	273669.401200	1188550.610200	294.366	TBM	CONC LP BASE, S SIDE ELSINGER BLVD
910	275452.684900	1186326.793200	306.468	TBM	CHISELED SQUARE
912	275258.280600	1185644.167100	306.318	TBM	CHISELED SQUARE
914	274461.557800	1187743.096100	303.310	TBM	BOLT ON FIRE HYDRANT BOLT HAS B
920	276336.976400	1183968.652100	313.462	TBM	CHL SQ IN CA
921	276219.756600	1185505.287000	310.837	TBM	CHL SQ
922	276315.582100	1186397.733300	313.531	TBM	CHL SQ
923	276159.917000	1187705.587700	303.723	TBM	CHL SQ IN CA

*Note - Rebar and Cap - Standard - * Rebar with 2" Aluminum Cap stamped
 *(standard markings common to all caps), or as indicated
 (other markings indicated in the point description of the individual point).
 ALL DISTANCES ARE GROUND.
 USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
 A PROJECT CAF OF .9999676209 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
 THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
 GRID DISTANCE = GROUND DISTANCE X CAF.
 GRID COORDINATES ARE STORED UNDER FILE *REVISED-ONGOING-MAIN CANTRELL-FIELD TOPO GI.CTL*
 HORIZONTAL DATUM: NAD 83 (1997)
 VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE
 AT A SPECIFIC POINT.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL
 IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
 REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

BASIS OF BEARING:
 ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
 DETERMINED FROM GPS CONTROL POINTS: 230026 - 230020, 230028 - 230028A, 230027 - 230027A
 CONVERGENCE ANGLE: 00-14-33 LEFT AT PN: 62
 GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

ALIGNMENT NAME: I-40

POINT	STATION	TYPE	NORTHING	EASTING
8000	7134+34.67	POB	279034.4201	1183631.6785
8001	7202+60.36	PC	273781.8867	1187990.6826
8002	7220+17.86	PI	272429.4480	1189113.0526
8003	7234+13.20	PT	270816.1053	1188415.9658
8004	7246+74.42	POE	269658.3344	1187915.7208

ALIGNMENT NAME: HIGHWAY 64

POINT	STATION	TYPE	NORTHING	EASTING
8036	16+64.81	POB	276287.6585	1184768.5040
8037	20+78.21	PC	276285.1226	1185181.8969
8038	22+00.00	PI	276284.3755	1185303.6848
8039	23+21.78	PT	276281.0401	1185425.4293
8040	33+53.00	PC	276252.7985	1186456.2655
8041	34+75.30	PI	276249.4492	1186578.5168
8042	35+97.56	PT	276240.8865	1186700.5138
8043	38+70.39	POE	276221.7843	1186972.6704

ALIGNMENT NAME: RAMP 1

POINT	STATION	TYPE	NORTHING	EASTING
8005	7152+17.32	PC	277632.9340	1184734.3253
8006	7153+14.33	PI	277558.2817	1184796.2782
8007	7154+11.18	PT	277477.7361	1184850.3478
8008	7162+57.13	PC	276775.3604	1185321.8471
8009	7164+29.32	PI	276632.4002	1185417.8151
8010	7165+97.84	PT	276464.9248	1185457.8081
8011	7167+89.06	POE	276278.9362	1185502.2221

ALIGNMENT NAME: CENTRAL LANDING BLVD.

POINT	STATION	TYPE	NORTHING	EASTING
8044	10+00.00	POB	276278.3228	1185524.6111
8045	11+69.54	PC	276113.4216	1185563.9894
8046	13+09.04	PI	275977.7360	1185596.3910
8047	14+34.07	PT	275904.6410	1185715.2084
8048	18+51.11	PC	275686.1196	1186070.4195
8049	21+54.58	PI	275527.1098	1186328.8932
8050	24+00.67	PT	275223.8363	1186318.0330
8051	27+85.98	POE	274838.7721	1186304.2439

ALIGNMENT NAME: RAMP 2

POINT	STATION	TYPE	NORTHING	EASTING
8012	7178+78.48	POB	275397.1365	1186294.8757
8013	7179+07.53	PC	275398.2887	1186323.9026
8014	7180+53.32	PI	275404.0708	1186469.5742
8015	7181+82.72	PT	275301.8707	1186573.5396
8016	7186+95.68	PC	274942.2740	1186939.3478
8017	7187+90.34	PI	274875.9164	1187006.8517
8018	7188+84.84	PT	274803.2090	1187067.4631

ALIGNMENT NAME: TEMP. RAMP 2

POINT	STATION	TYPE	NORTHING	EASTING
8061	7175+43.29	POB	275699.7473	1186078.8031
8062	7177+39.67	PC	275596.8501	1186246.0646
8063	7179+01.73	PI	275511.9334	1186384.0985
8064	7180+62.42	PT	275398.3234	1186499.6710
8065	7181+84.82	PI	275312.5205	1186586.9560
8066	7186+10.16	POE	275002.4610	1186878.1212

ALIGNMENT NAME: RAMP 3

POINT	STATION	TYPE	NORTHING	EASTING
8019	7172+93.41	POB	276254.3030	1186401.3484
8020	7175+86.82	PC	275968.8720	1186469.2887
8021	7177+60.28	PI	275800.1183	1186509.4567
8022	7179+30.01	PT	275656.2734	1186606.4100
8023	7186+62.04	PC	275049.2511	1187015.5508
8024	7187+57.26	PI	274970.2939	1187068.7689
8025	7188+52.32	PT	274897.0216	1187129.5766

ALIGNMENT NAME: RAMP 4

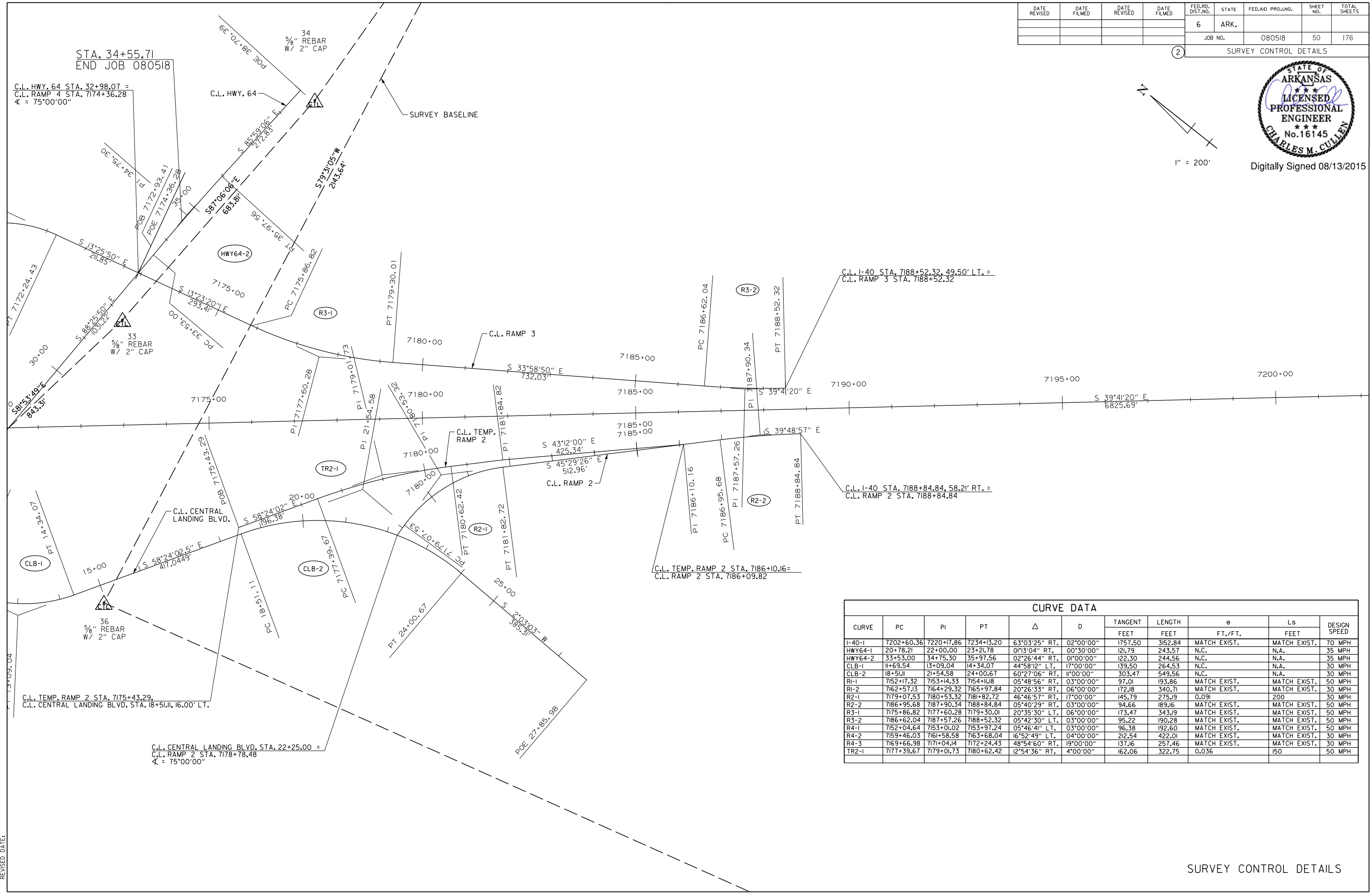
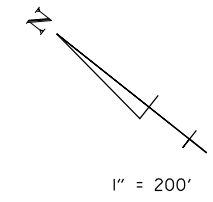
POINT	STATION	TYPE	NORTHING	EASTING
8026	7152+04.64	PC	277709.7476	1184807.0267
8027	7153+01.02	PI	277635.5780	1184868.5790
8028	7153+97.24	PT	277567.9821	1184937.2857
8029	7159+46.03	PC	277183.1055	1185328.4870
8030	7161+58.58	PI	277034.0446	1185479.9974
8031	7163+68.04	PT	276935.4007	1185668.2630
8032	7169+66.98	PC	276657.4253	1186198.7897
8033	7171+04.14	PI	276593.7667	1186320.2847
8034	7172+24.43	PT	276460.3557	1186352.1431
8035	7174+36.28	POE	276254.3030	1186401.3484

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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.	080518	50	176	
(2) SURVEY CONTROL DETAILS								



Digitally Signed 08/13/2015



CURVE	PC	PI	PT	Δ	D	TANGENT	LENGTH	e	Ls	DESIGN SPEED
						FEET	FEET	FT./FT.	FEET	
I-40-1	7202+60.36	7220+17.86	7234+13.20	63°03'25" RT.	02°00'00"	1757.50	3152.84	MATCH EXIST.	MATCH EXIST.	70 MPH
HWY64-1	20+78.21	22+00.00	23+21.78	01°13'04" RT.	00°30'00"	121.79	243.57	N.C.	N.A.	35 MPH
HWY64-2	33+53.00	34+75.30	35+97.56	02°26'44" RT.	01°00'00"	122.30	244.56	N.C.	N.A.	35 MPH
CLB-1	11+69.54	13+09.04	14+34.07	44°58'12" LT.	17°00'00"	139.50	264.53	N.C.	N.A.	30 MPH
CLB-2	18+51.11	21+54.58	24+00.67	60°27'06" RT.	11°00'00"	303.47	549.56	N.C.	N.A.	30 MPH
RI-1	7152+17.32	7153+14.33	7154+11.18	05°48'56" RT.	03°00'00"	97.01	193.86	MATCH EXIST.	MATCH EXIST.	50 MPH
RI-2	7162+57.13	7164+29.32	7165+97.84	20°26'33" RT.	06°00'00"	172.18	340.71	MATCH EXIST.	MATCH EXIST.	30 MPH
R2-1	7179+07.53	7180+53.32	7181+82.72	46°46'57" RT.	17°00'00"	145.79	275.19	0.091	200	30 MPH
R2-2	7186+95.68	7187+90.34	7188+84.84	05°40'29" RT.	03°00'00"	94.66	189.16	MATCH EXIST.	MATCH EXIST.	50 MPH
R3-1	7175+86.82	7177+60.28	7179+30.01	20°35'30" LT.	06°00'00"	173.47	343.19	MATCH EXIST.	MATCH EXIST.	50 MPH
R3-2	7186+62.04	7187+57.26	7188+52.32	05°42'30" LT.	03°00'00"	95.22	190.28	MATCH EXIST.	MATCH EXIST.	50 MPH
R4-1	7152+04.64	7153+01.02	7153+97.24	05°46'41" LT.	03°00'00"	96.38	192.60	MATCH EXIST.	MATCH EXIST.	50 MPH
R4-2	7159+46.03	7161+58.58	7163+68.04	16°52'49" LT.	04°00'00"	212.54	422.01	MATCH EXIST.	MATCH EXIST.	30 MPH
R4-3	7169+66.98	7171+04.14	7172+24.43	48°54'60" RT.	19°00'00"	137.16	257.46	MATCH EXIST.	MATCH EXIST.	30 MPH
TR2-1	7177+39.67	7179+01.73	7180+62.42	12°54'36" RT.	4°00'00"	162.06	322.75	0.036	150	50 MPH

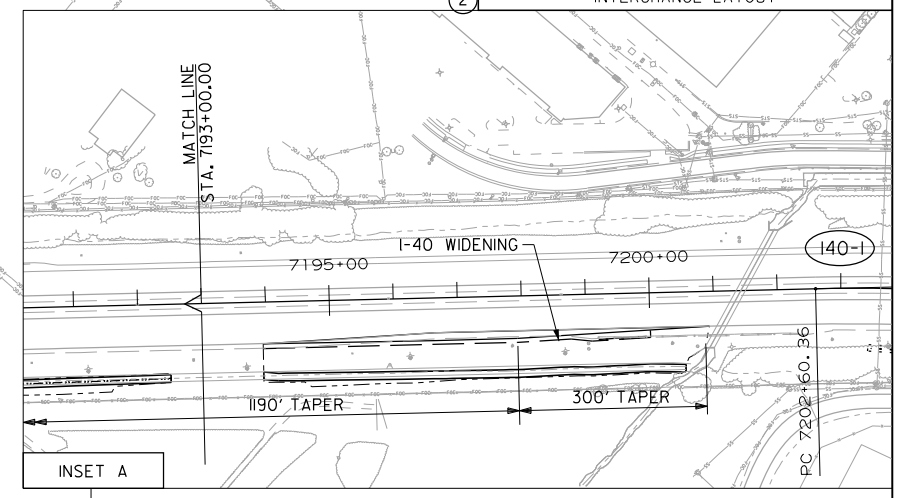
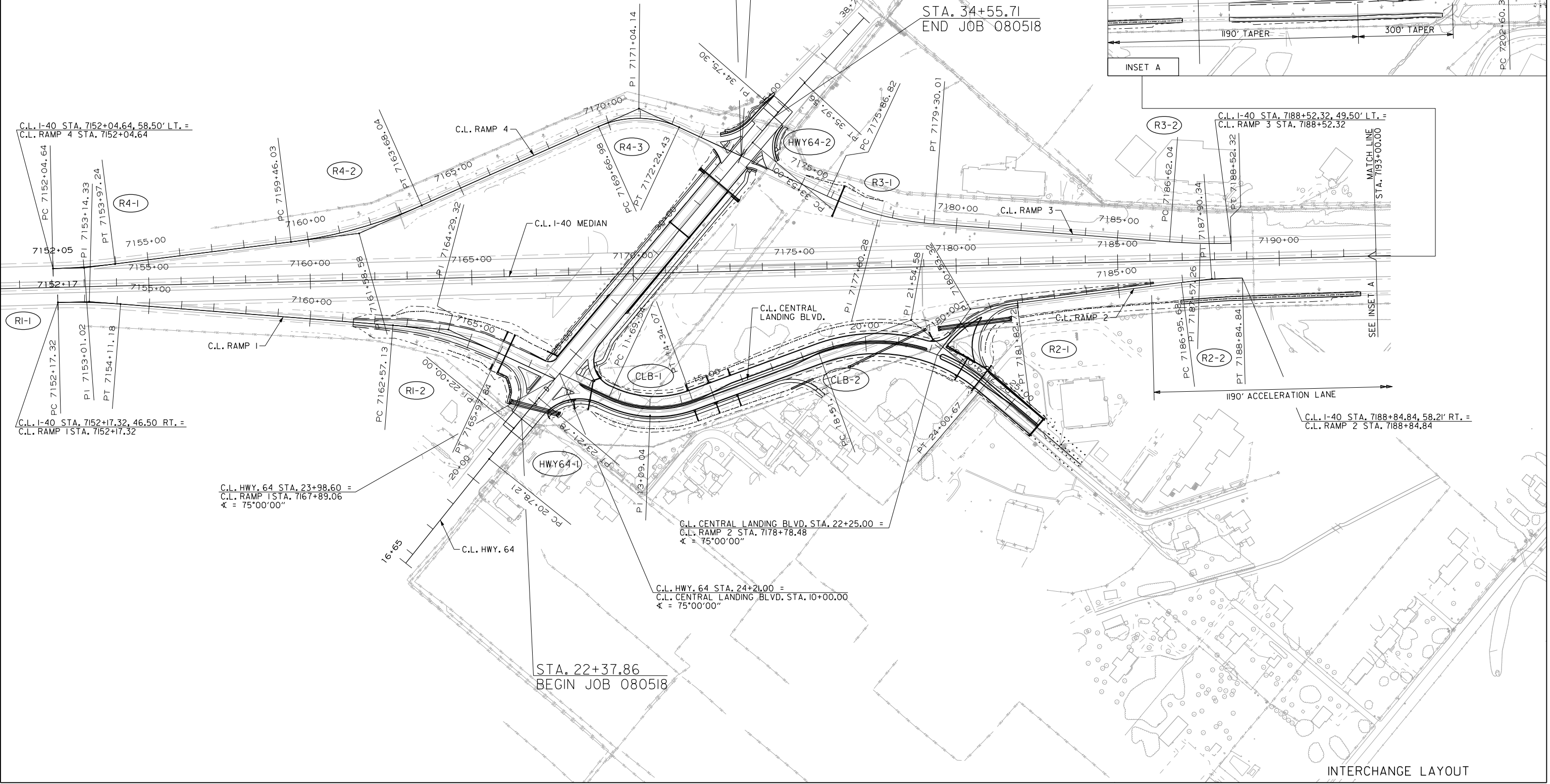
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	51	176



Digitally Signed 08/13/2015

CURVE DATA										
CURVE	PC	PI	PT	Δ	D	TANGENT	LENGTH	e	Ls	DESIGN SPEED
						FEET	FEET	FT./FT.	FEET	
I-40-1	7202+60.36	7220+17.86	7234+13.20	63°03'25" RT.	02°00'00"	1757.50	3152.84	MATCH EXIST.	MATCH EXIST.	70 MPH
HWY64-1	20+78.21	22+00.00	23+21.78	01°13'04" RT.	00°30'00"	121.79	243.57	N.C.	N.A.	35 MPH
HWY64-2	33+53.00	34+75.30	35+97.56	02°26'44" RT.	01°00'00"	122.30	244.56	N.C.	N.A.	35 MPH
CLB-1	11+69.54	13+09.04	14+34.07	44°58'12" LT.	17°00'00"	139.50	264.53	N.C.	N.A.	30 MPH
CLB-2	18+51.11	21+54.58	24+00.67	60°27'06" RT.	11°00'00"	303.47	549.56	N.C.	N.A.	30 MPH
RI-1	7152+17.32	7153+14.33	7154+11.18	05°48'56" RT.	03°00'00"	97.01	193.86	MATCH EXIST.	MATCH EXIST.	50 MPH
RI-2	7162+57.13	7164+29.32	7165+97.84	20°26'33" RT.	06°00'00"	172.18	340.71	MATCH EXIST.	MATCH EXIST.	30 MPH
R2-1	7179+07.53	7180+53.32	7181+82.72	46°46'57" RT.	17°00'00"	145.79	275.19	0.091	200	30 MPH
R2-2	7186+95.68	7187+90.34	7188+84.84	05°40'29" RT.	03°00'00"	94.66	189.16	MATCH EXIST.	MATCH EXIST.	50 MPH
R3-1	7175+86.82	7177+60.28	7179+30.01	20°35'30" LT.	06°00'00"	173.47	343.19	MATCH EXIST.	MATCH EXIST.	50 MPH
R3-2	7186+62.04	7187+57.26	7188+52.32	05°42'30" LT.	03°00'00"	95.22	190.28	MATCH EXIST.	MATCH EXIST.	50 MPH
R4-1	7152+04.64	7153+01.02	7153+97.24	05°46'41" LT.	03°00'00"	96.38	192.60	MATCH EXIST.	MATCH EXIST.	50 MPH
R4-2	7159+46.03	7161+58.58	7163+68.04	16°52'49" LT.	04°00'00"	212.54	422.01	MATCH EXIST.	MATCH EXIST.	30 MPH
R4-3	7169+66.98	7171+04.14	7172+24.43	48°54'60" RT.	19°00'00"	137.16	257.46	MATCH EXIST.	MATCH EXIST.	30 MPH



INTERCHANGE LAYOUT

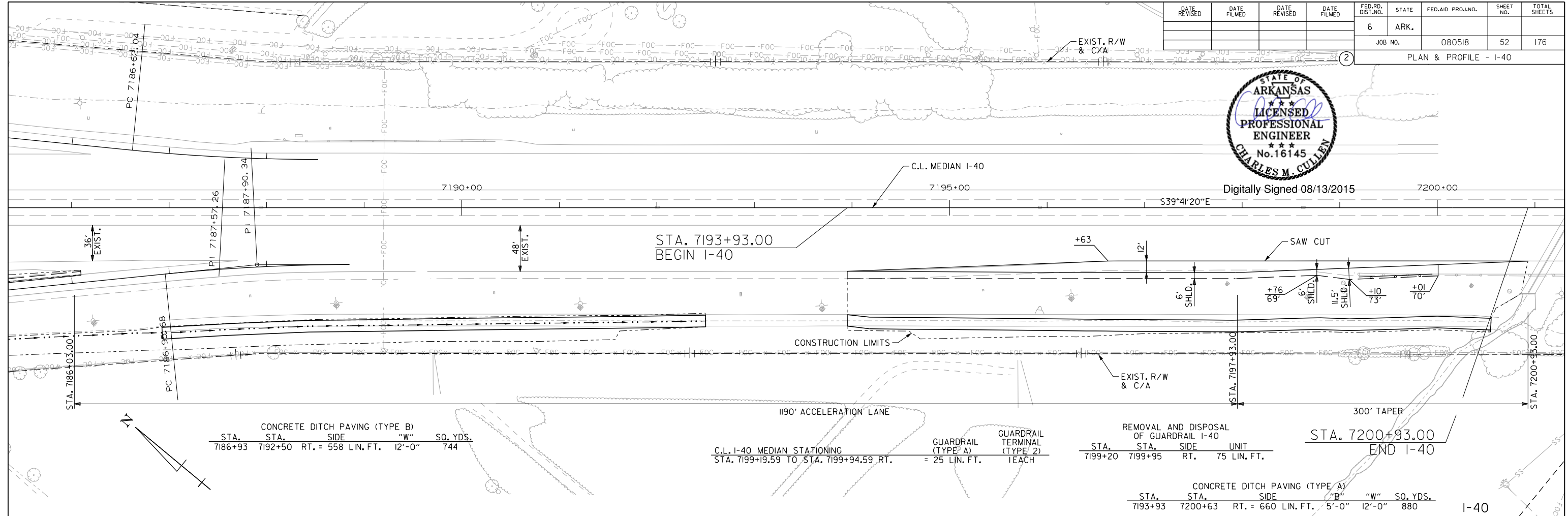
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	52	176

PLAN & PROFILE - I-40



Digitally Signed 08/13/2015

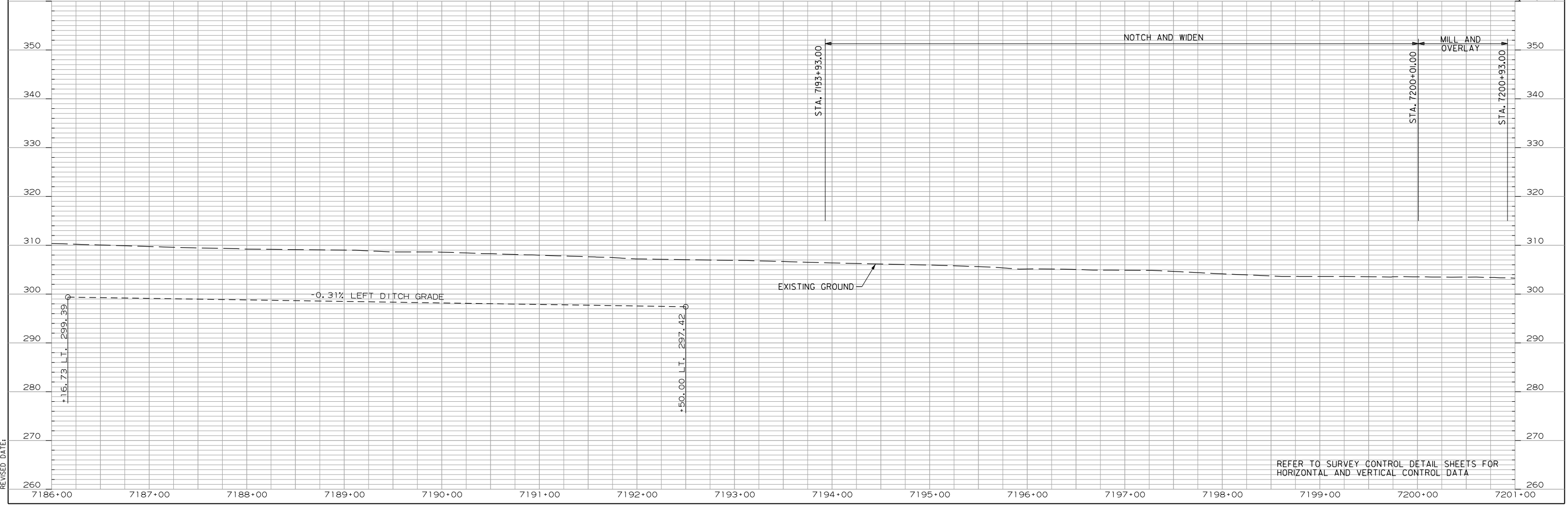


STA.	STA.	SIDE	"W"	SO. YDS.
7186+93	7192+50	RT.	= 558 LIN. FT.	12'-0"
				744

C.L. I-40 MEDIAN STATIONING
STA. 7199+19.59 TO STA. 7199+94.59 RT. = 25 LIN. FT.

STA.	STA.	SIDE	UNIT
7199+20	7199+95	RT.	75 LIN. FT.

STA.	STA.	SIDE	"B"	"W"	SO. YDS.
7193+93	7200+63	RT.	= 660 LIN. FT.	5'-0" 12'-0"	880



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA

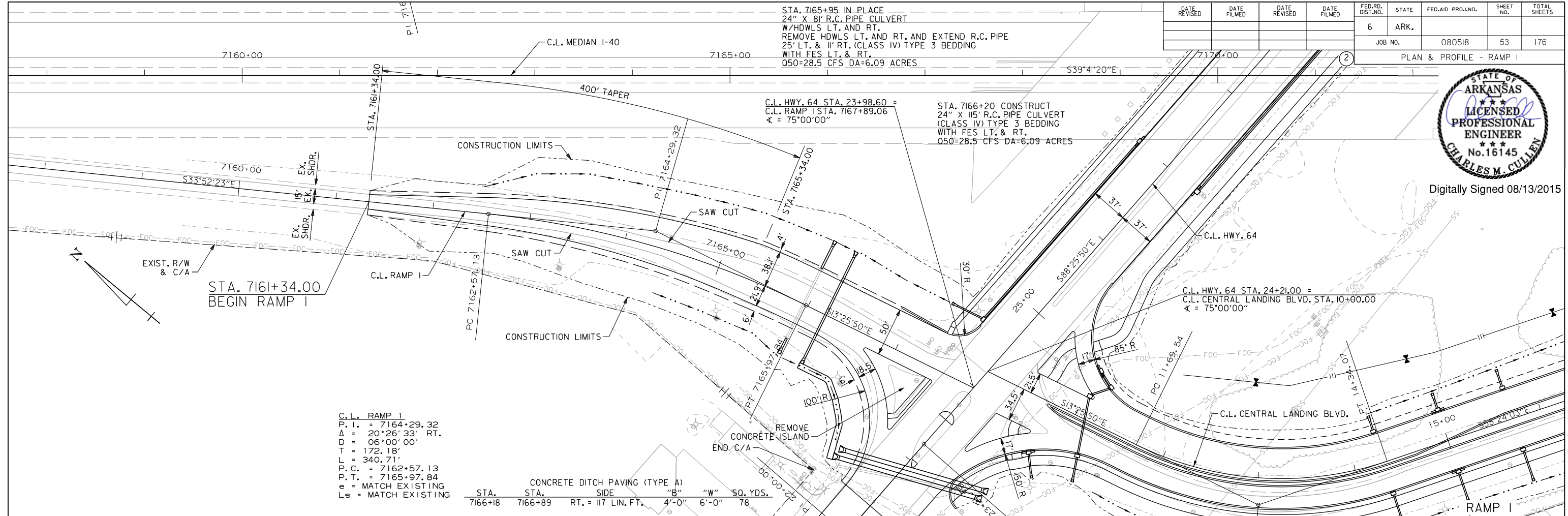
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	53	176

PLAN & PROFILE - RAMP I

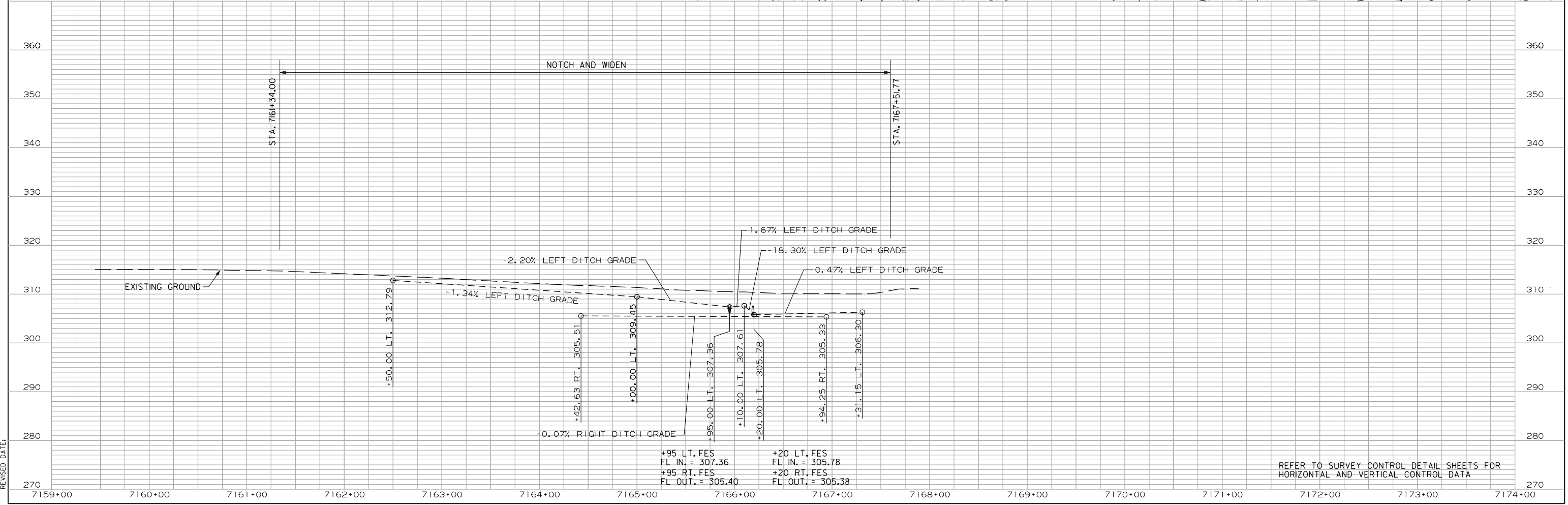


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C.L. RAMP I
 P.I. = 7164+29.32
 Δ = 20°26'33" RT.
 D = 06°00'00"
 T = 172.18'
 L = 340.71'
 P.C. = 7162+57.13
 P.T. = 7165+97.84
 e = MATCH EXISTING
 Ls = MATCH EXISTING

STA.	STA.	SIDE	"B"	"W"	SO. YDS.
7166+18	7166+89	RT. = 117 LIN. FT.	4'-0"	6'-0"	78



+95 LT. FES FL IN. = 307.36
 +95 RT. FES FL OUT. = 305.40
 +20 LT. FES FL IN. = 305.78
 +20 RT. FES FL OUT. = 305.38

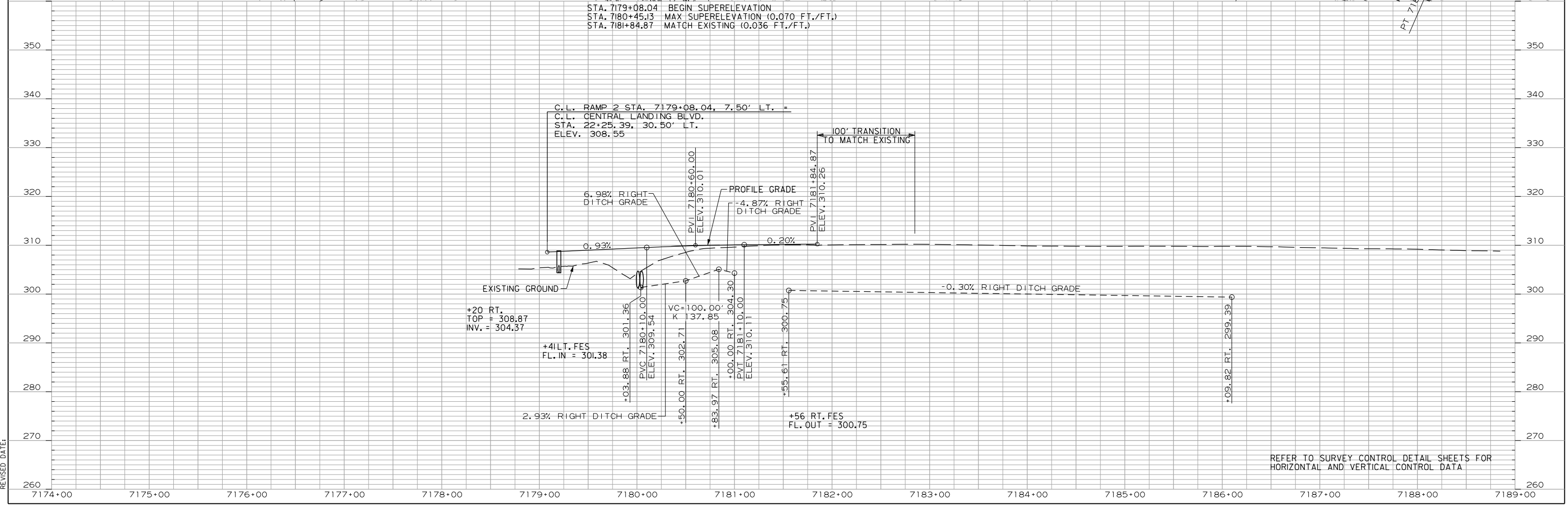
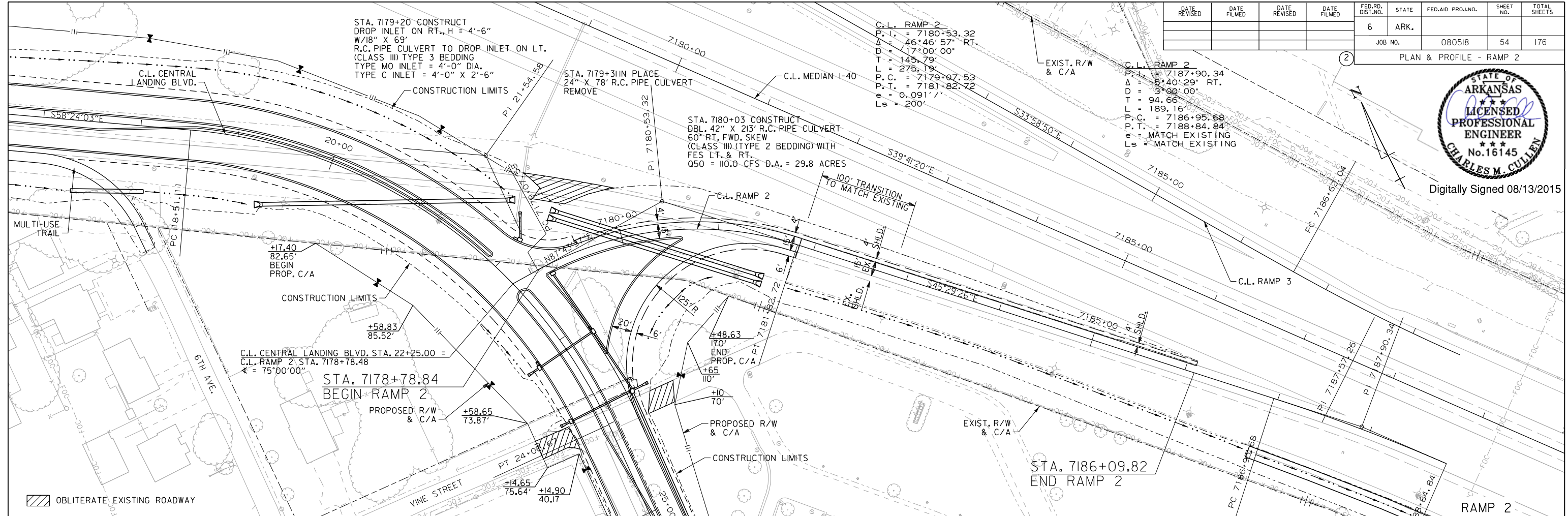
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				6	ARK.	080518	54	176
				JOB NO.		080518	54	176



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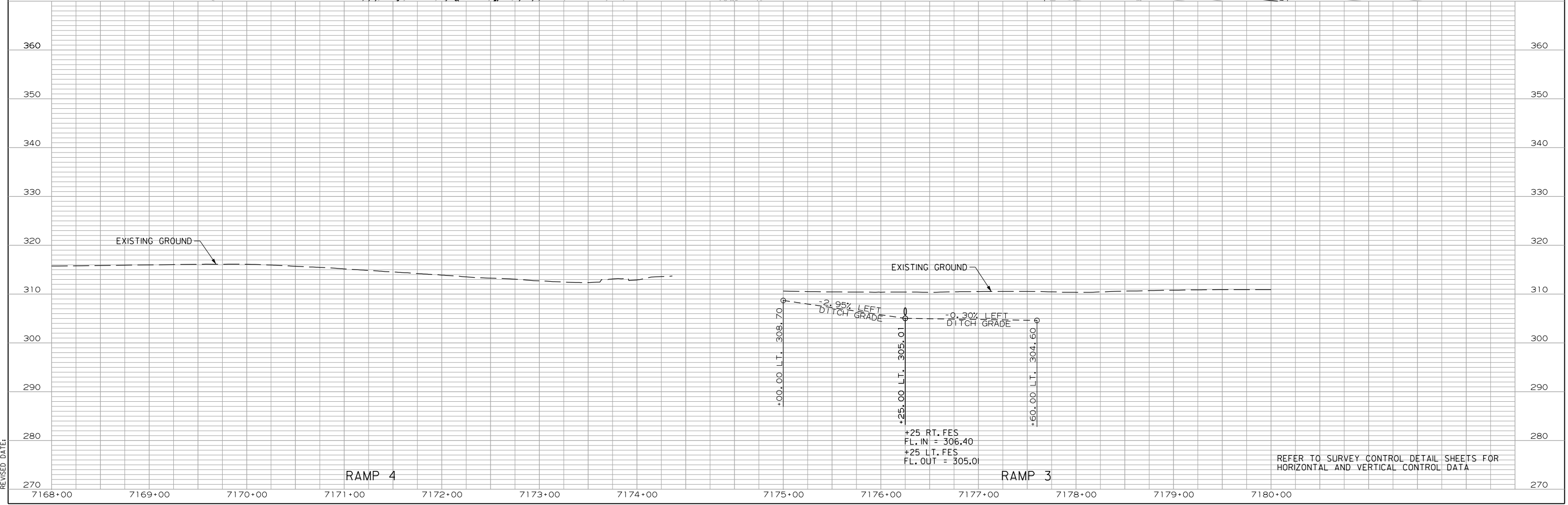
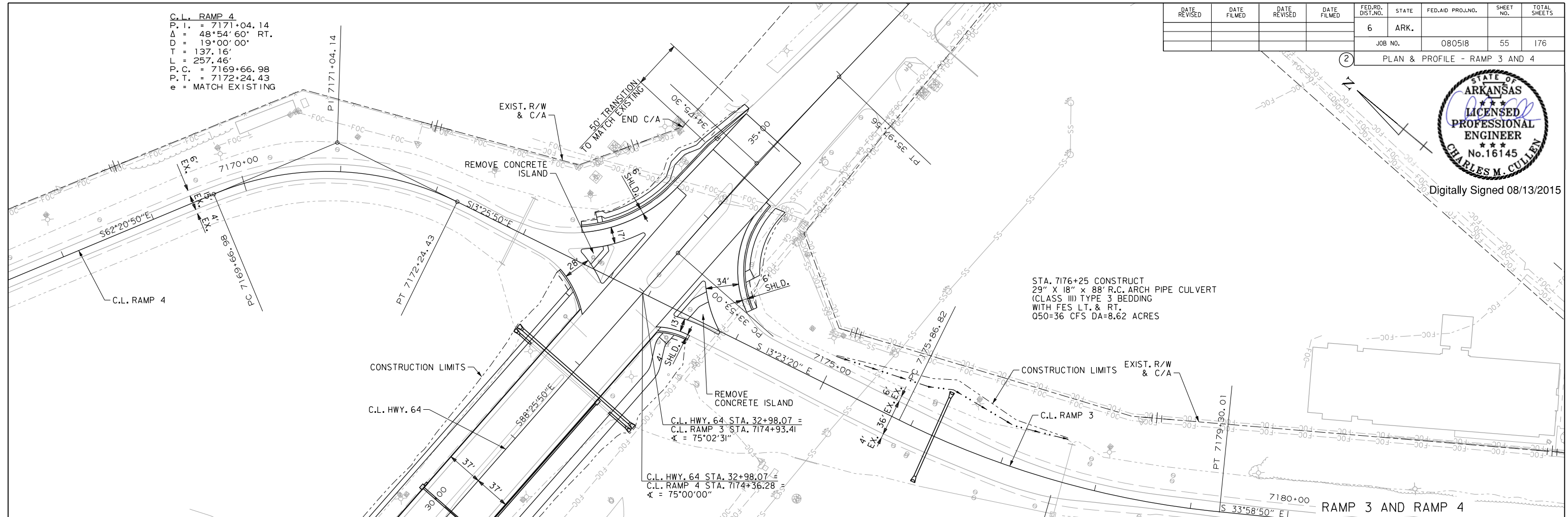
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 REVISED DATE:

C.L. RAMP 4
 P.I. = 7171+04.14
 Δ = 48°54'60" RT.
 D = 19°00'00"
 T = 137.16'
 P.C. = 257.46'
 P.T. = 7169+66.98
 P.T. = 7172+24.43
 e = MATCH EXISTING

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	55	176
				JOB NO. 080518				
				PLAN & PROFILE - RAMP 3 AND 4				



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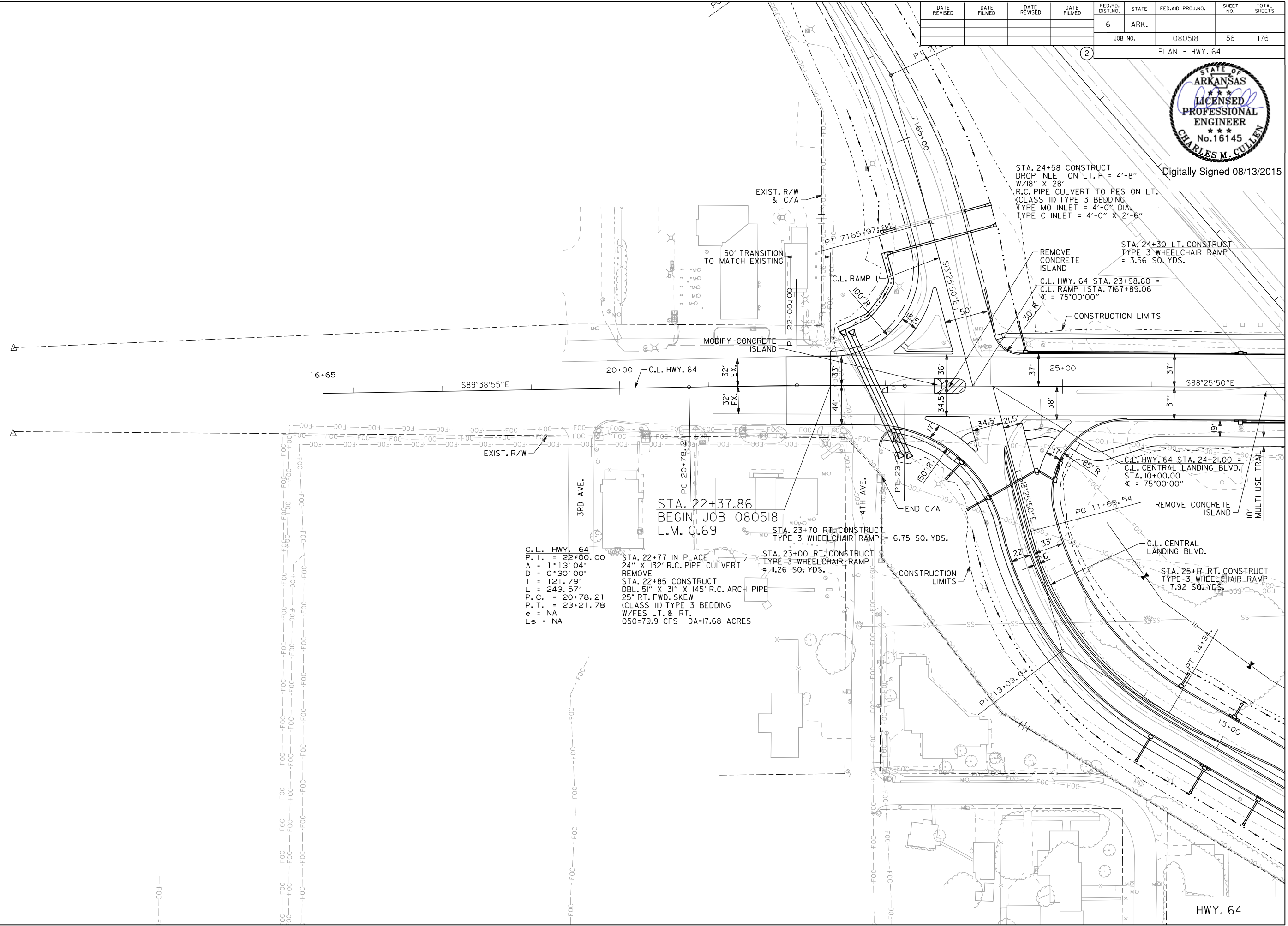


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				6	ARK.	080518	56	176
				JOB NO.		080518	56	176
				PLAN - HWY. 64				



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C.L. HWY. 64
P. I. = 22+00.00
Δ = 1°13'04"
D = 0°30'00"
T = 121.79'
L = 243.57'
P. C. = 20+78.21
P. T. = 23+21.78
e = NA
Ls = NA

STA. 22+77 IN PLACE
24" X 132" R.C. PIPE CULVERT
REMOVE
STA. 22+85 CONSTRUCT
DBL. 51" X 31" X 145" R.C. ARCH PIPE
25° RT. FWD. SKEW
(CLASS III) TYPE 3 BEDDING
W/FES LT. & RT.
Q50=79.9 CFS DA=17.68 ACRES

STA. 23+00 RT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP
= 6.75 SQ. YDS.

STA. 23+70 RT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP
= 6.26 SQ. YDS.

STA. 24+58 CONSTRUCT
DROP INLET ON LT. H = 4'-8"
W/18" X 28"
R.C. PIPE CULVERT TO FES ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 24+30 LT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP
= 3.56 SQ. YDS.

C.L. HWY. 64 STA. 24+21.00 =
C.L. CENTRAL LANDING BLVD.
STA. 10+00.00
Δ = 75°00'00"

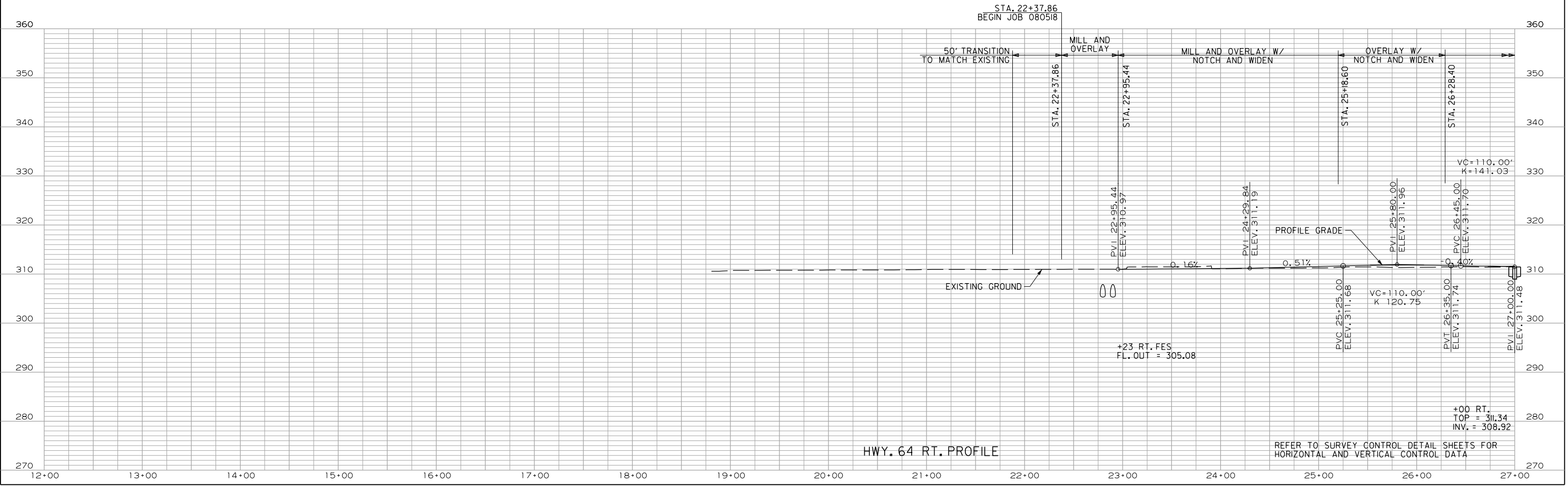
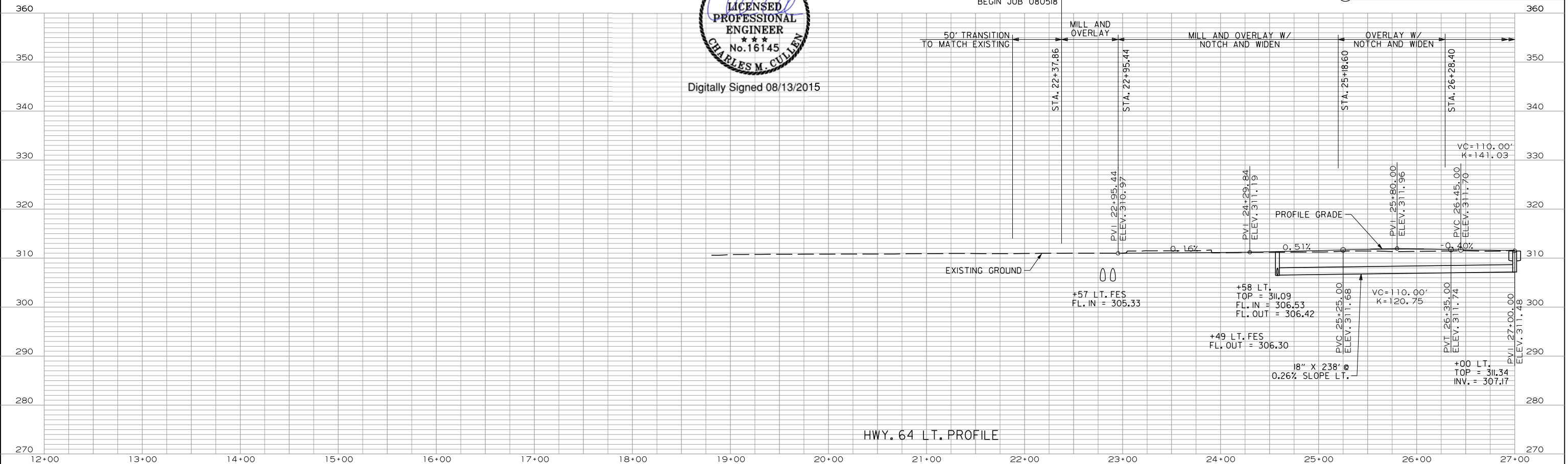
STA. 25+17 RT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP
= 7.92 SQ. YDS.

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				6	ARK.	080518	57	176
				JOB NO.		080518	57	176
				PROFILE - HWY. 64				



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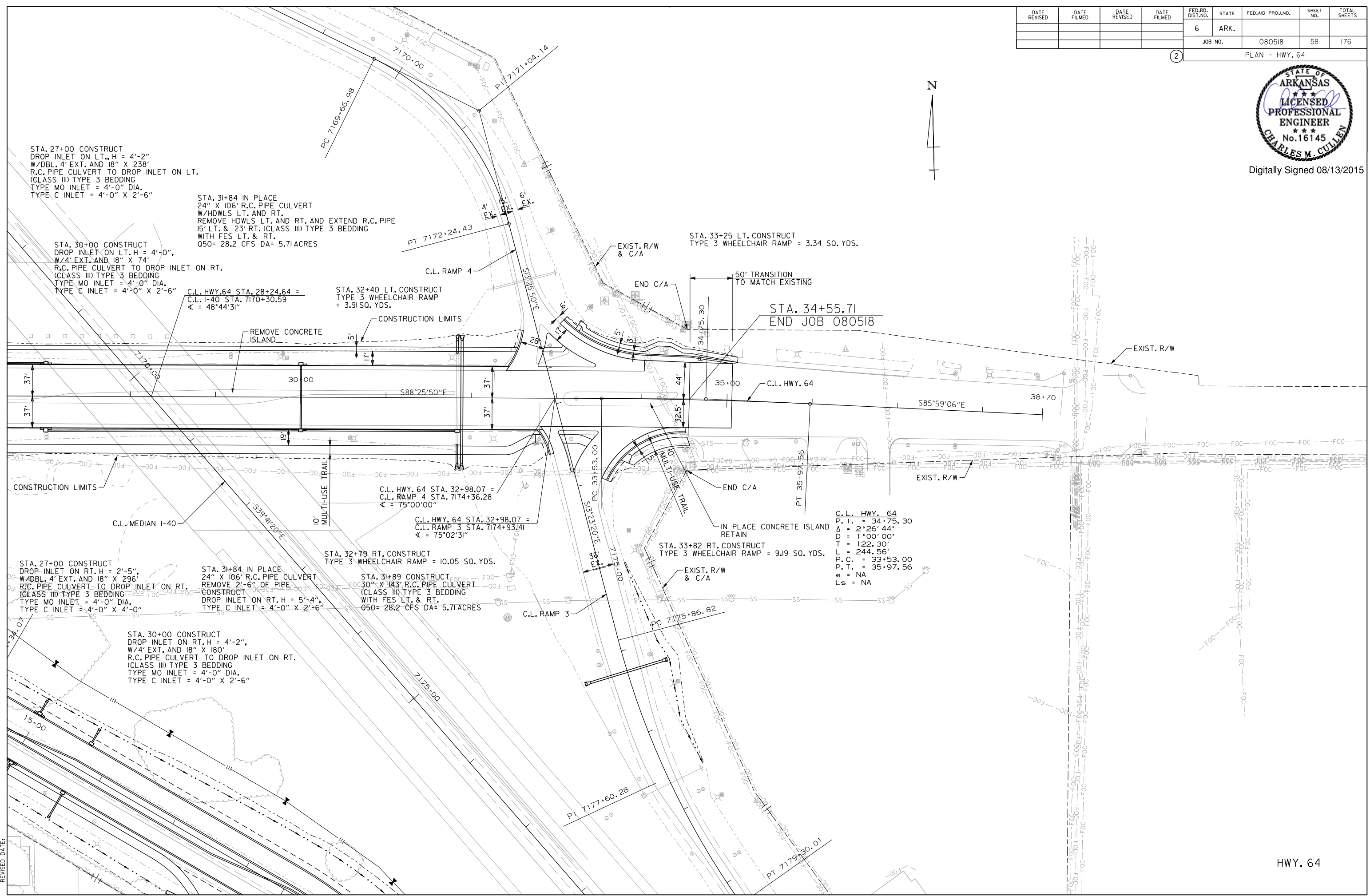
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				6	ARK.	080518	58	176
				JOB NO.		080518	58	176
				PLAN - HWY. 64				

2



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STA. 27+00 CONSTRUCT
DROP INLET ON LT., H = 4'-2"
W/DBL. 4' EXT. AND 18" X 238'
R.C. PIPE CULVERT TO DROP INLET ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 31+84 IN PLACE
24" X 106' R.C. PIPE CULVERT
W/HDWLS LT. AND RT.
REMOVE HDWLS LT. AND RT. AND EXTEND R.C. PIPE
15' LT. & 23' RT. (CLASS III) TYPE 3 BEDDING
WITH FES LT. & RT.
Q50= 28.2 CFS DA= 5.71 ACRES

STA. 30+00 CONSTRUCT
DROP INLET ON LT. H = 4'-0",
W/4' EXT. AND 18" X 74'
R.C. PIPE CULVERT TO DROP INLET ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

C.L. HWY. 64 STA. 28+24.64 =
C.L. I-40 STA. 7170+30.59
∠ = 48°44'31"

STA. 32+40 LT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP
= 3.91 SO. YDS.

STA. 33+25 LT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP = 3.34 SO. YDS.

STA. 34+55.71
END JOB 080518

C.L. HWY. 64 STA. 32+98.07 =
C.L. RAMP 4 STA. 7174+36.28
∠ = 75°00'00"

C.L. HWY. 64 STA. 32+98.07 =
C.L. RAMP 3 STA. 7174+93.41
∠ = 75°02'31"

C.L. HWY. 64
P. I. = 34+75.30
Δ = 2°26'44"
D = 1°00'00"
T = 122.30'
L = 244.56'
P. C. = 33+53.00
P. T. = 35+97.56
e = NA
Ls = NA

STA. 27+00 CONSTRUCT
DROP INLET ON RT. H = 2'-5",
W/DBL. 4' EXT. AND 18" X 296'
R.C. PIPE CULVERT TO DROP INLET ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 4'-0"

STA. 31+84 IN PLACE
24" X 106' R.C. PIPE CULVERT
REMOVE 2'-6" OF PIPE
CONSTRUCT
DROP INLET ON RT. H = 5'-4",
TYPE C INLET = 4'-0" X 2'-6"

STA. 32+79 RT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP = 10.05 SO. YDS.

STA. 31+89 CONSTRUCT
30" X 143' R.C. PIPE CULVERT
(CLASS III) TYPE 3 BEDDING
WITH FES LT. & RT.
Q50= 28.2 CFS DA= 5.71 ACRES

STA. 33+82 RT. CONSTRUCT
TYPE 3 WHEELCHAIR RAMP = 9.19 SO. YDS.

STA. 30+00 CONSTRUCT
DROP INLET ON RT. H = 4'-2",
W/4' EXT. AND 18" X 180'
R.C. PIPE CULVERT TO DROP INLET ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

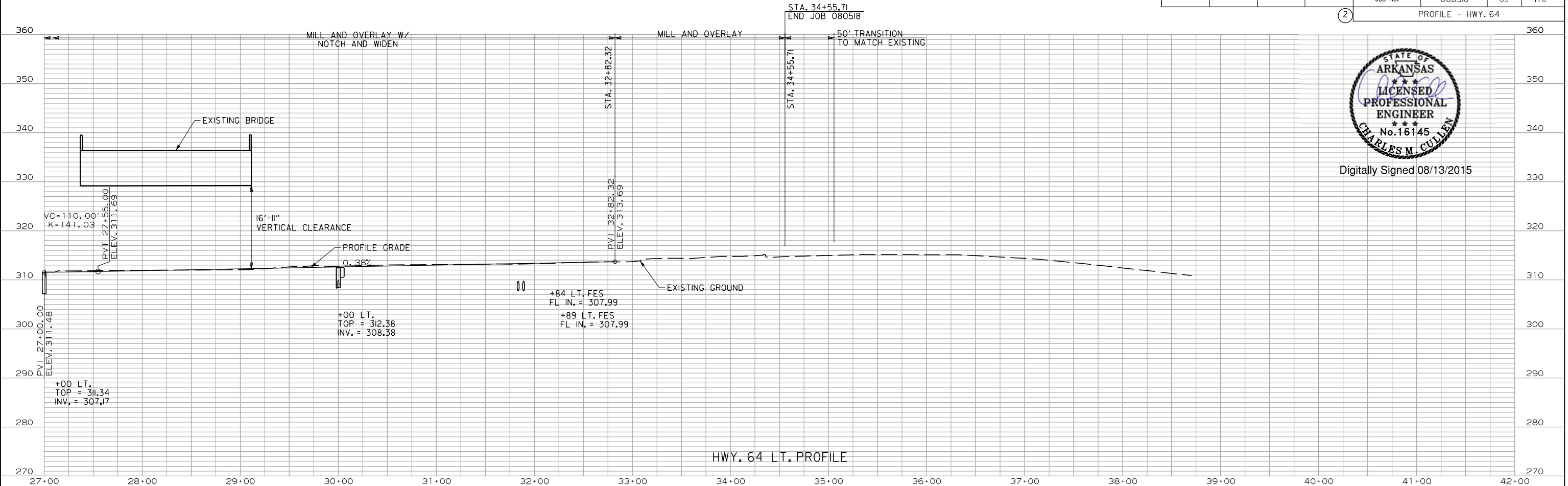
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HWY. 64

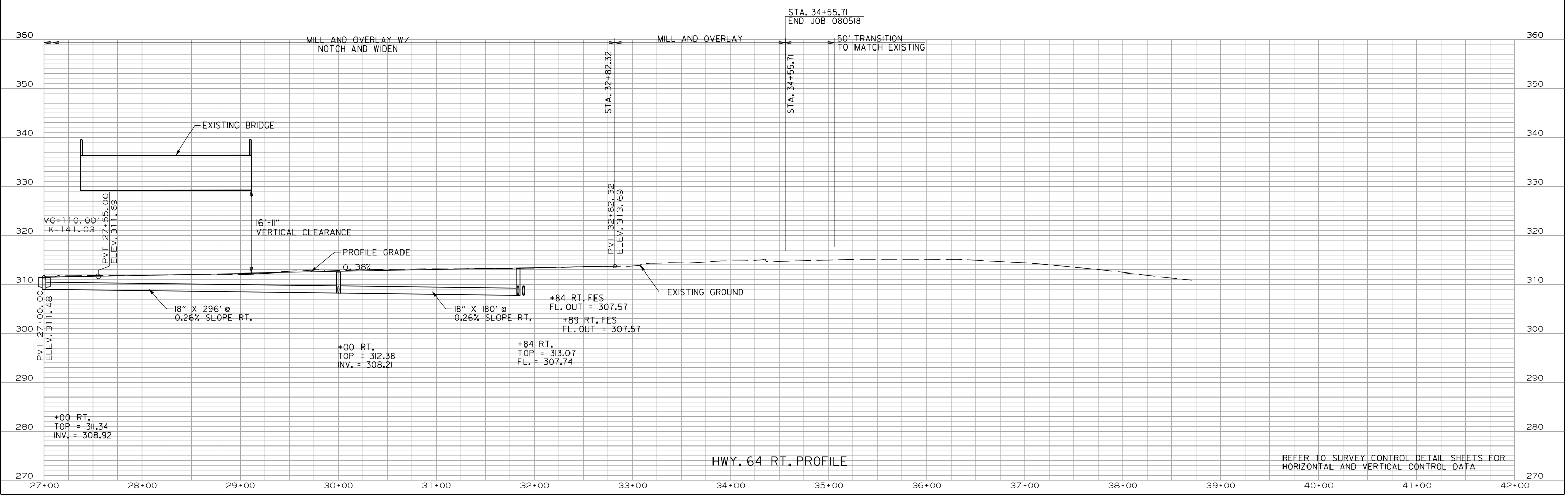
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				6	ARK.	080518	59	176
				JOB NO.		080518	59	176
				PROFILE - HWY. 64				



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HWY. 64 LT. PROFILE



HWY. 64 RT. PROFILE

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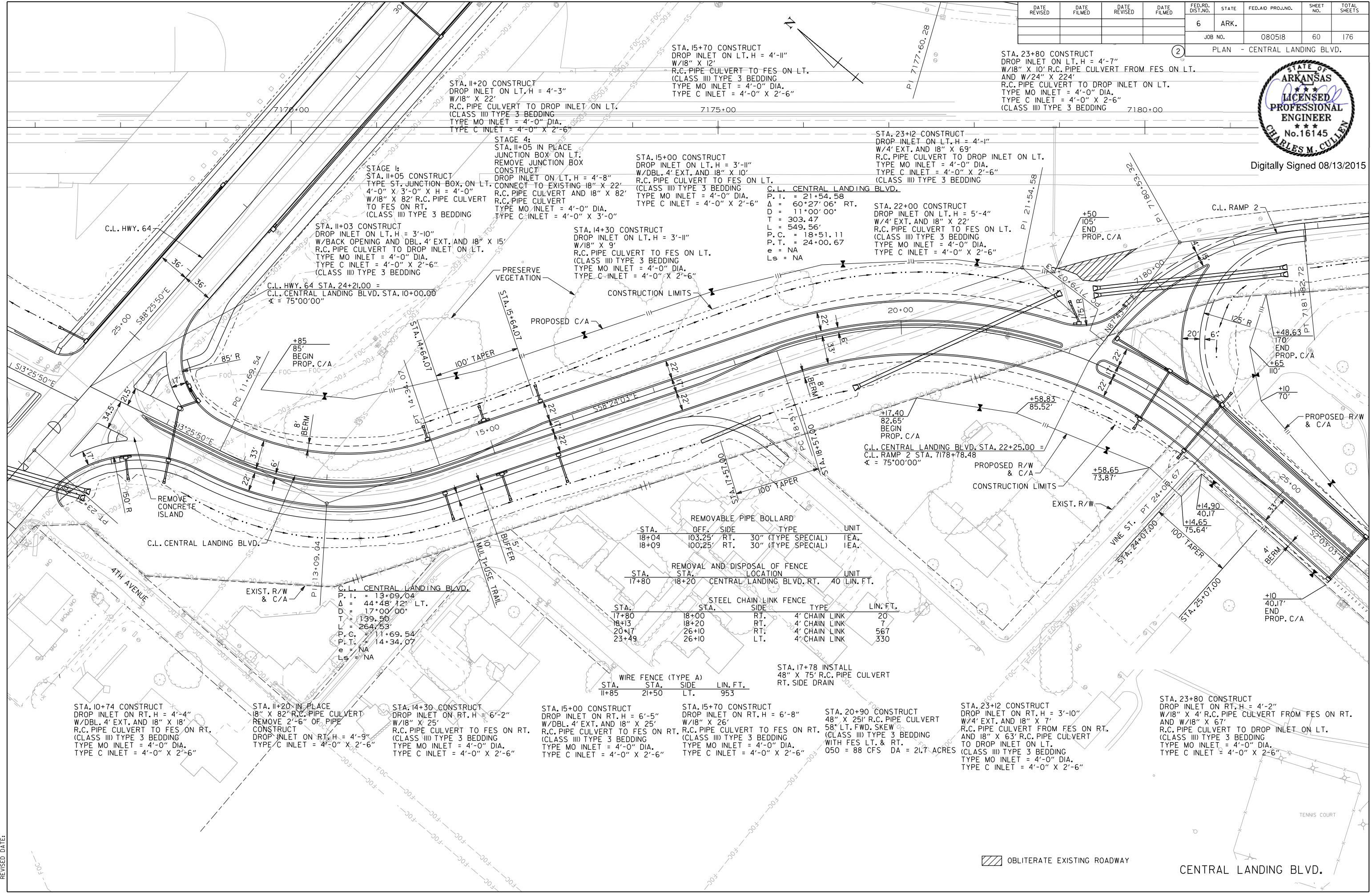
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				6	ARK.	080518	60	176

PLAN - CENTRAL LANDING BLVD.



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STA. 11+20 CONSTRUCT
DROP INLET ON LT. H = 4'-3"
W/18" X 22"
R.C. PIPE CULVERT TO DROP INLET ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 15+00 CONSTRUCT
DROP INLET ON LT. H = 3'-11"
W/DBL. 4' EXT. AND 18" X 10"
R.C. PIPE CULVERT TO FES ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 23+80 CONSTRUCT
DROP INLET ON LT. H = 4'-7"
W/18" X 10" R.C. PIPE CULVERT FROM FES ON LT.
AND W/24" X 22"
R.C. PIPE CULVERT TO DROP INLET ON LT.
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"
(CLASS III) TYPE 3 BEDDING

STAGE 1:
STA. 11+05 CONSTRUCT
TYPE ST. JUNCTION BOX ON LT.
4'-0" X 3'-0" X H = 4'-0"
W/18" X 82" R.C. PIPE CULVERT
TO FES ON RT.
(CLASS III) TYPE 3 BEDDING

STA. 11+03 CONSTRUCT
DROP INLET ON LT. H = 3'-10"
W/BACK OPENING AND DBL. 4' EXT. AND 18" X 15"
R.C. PIPE CULVERT TO DROP INLET ON LT.
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"
(CLASS III) TYPE 3 BEDDING

STA. 14+30 CONSTRUCT
DROP INLET ON LT. H = 3'-11"
W/18" X 9"
R.C. PIPE CULVERT TO FES ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 22+00 CONSTRUCT
DROP INLET ON LT. H = 5'-4"
W/4' EXT. AND 18" X 22"
R.C. PIPE CULVERT TO FES ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

C.L. HWY. 64 STA. 24+21.00 =
C.L. CENTRAL LANDING BLVD. STA. 10+00.00
X = 75'00'00"

C.L. CENTRAL LANDING BLVD. STA. 22+25.00 =
C.L. RAMP 2 STA. 7178+78.48
X = 75'00'00"

STA.	OFF. SIDE	TYPE	UNIT
18+04	103.25 RT.	30" (TYPE SPECIAL)	1EA.
18+09	100.25 RT.	30" (TYPE SPECIAL)	1EA.

STA.	STA.	LOCATION	UNIT
17+80	18+20	CENTRAL LANDING BLVD. RT.	40 LIN. FT.

STA.	STA.	SIDE	TYPE	LIN. FT.
17+80	18+00	RT.	4' CHAIN LINK	20
18+13	18+20	RT.	4' CHAIN LINK	7
20+17	26+10	RT.	4' CHAIN LINK	567
23+49	26+10	LT.	4' CHAIN LINK	330

STA.	STA.	SIDE	LIN. FT.
11+85	21+50	LT.	953

STA. 17+78 INSTALL
48" X 75' R.C. PIPE CULVERT
RT. SIDE DRAIN

STA. 10+74 CONSTRUCT
DROP INLET ON RT. H = 4'-4"
W/DBL. 4' EXT. AND 18" X 18"
R.C. PIPE CULVERT TO FES ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 11+20 IN PLACE
18" X 82" R.C. PIPE CULVERT
REMOVE 2'-6" OF PIPE
CONSTRUCT
DROP INLET ON RT. H = 4'-9"
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 14+30 CONSTRUCT
DROP INLET ON RT. H = 6'-2"
W/18" X 25"
R.C. PIPE CULVERT TO FES ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 15+00 CONSTRUCT
DROP INLET ON RT. H = 6'-5"
W/DBL. 4' EXT. AND 18" X 25"
R.C. PIPE CULVERT TO FES ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 15+70 CONSTRUCT
DROP INLET ON RT. H = 6'-8"
W/18" X 26"
R.C. PIPE CULVERT TO FES ON RT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 20+90 CONSTRUCT
48" X 251' R.C. PIPE CULVERT
58' LT. FWD. SKEW
(CLASS III) TYPE 3 BEDDING
WITH FES LT. & RT.
050 = 88 CFS DA = 21.7 ACRES

STA. 23+12 CONSTRUCT
DROP INLET ON RT. H = 3'-10"
W/4' EXT. AND 18" X 7"
R.C. PIPE CULVERT FROM FES ON RT.
AND 18" X 63" R.C. PIPE CULVERT
TO DROP INLET ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

STA. 23+80 CONSTRUCT
DROP INLET ON RT. H = 4'-2"
W/18" X 4' R.C. PIPE CULVERT FROM FES ON RT.
AND W/18" X 6"
R.C. PIPE CULVERT TO DROP INLET ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

OBLITERATE EXISTING ROADWAY

CENTRAL LANDING BLVD.

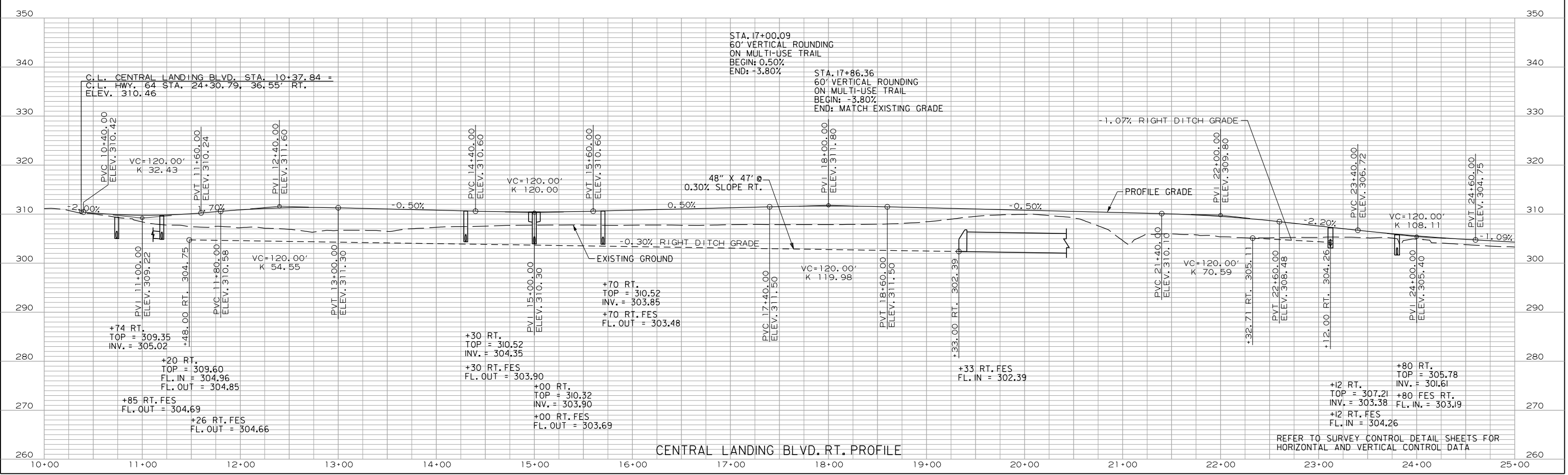
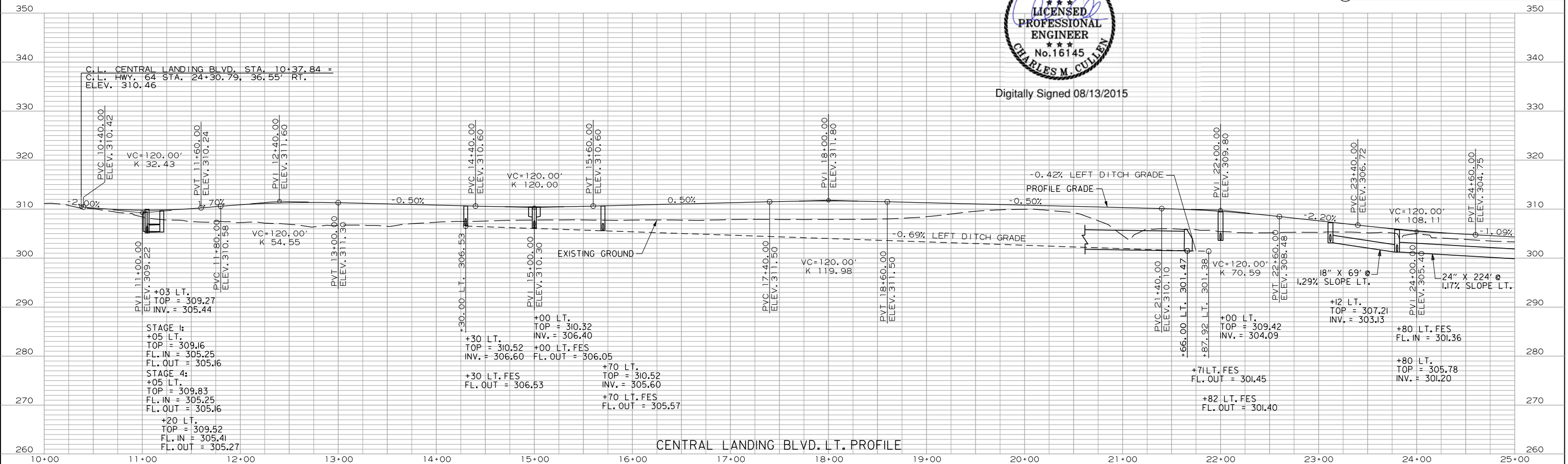
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	61	176

2 PROFILE - CENTRAL LANDING BLVD.



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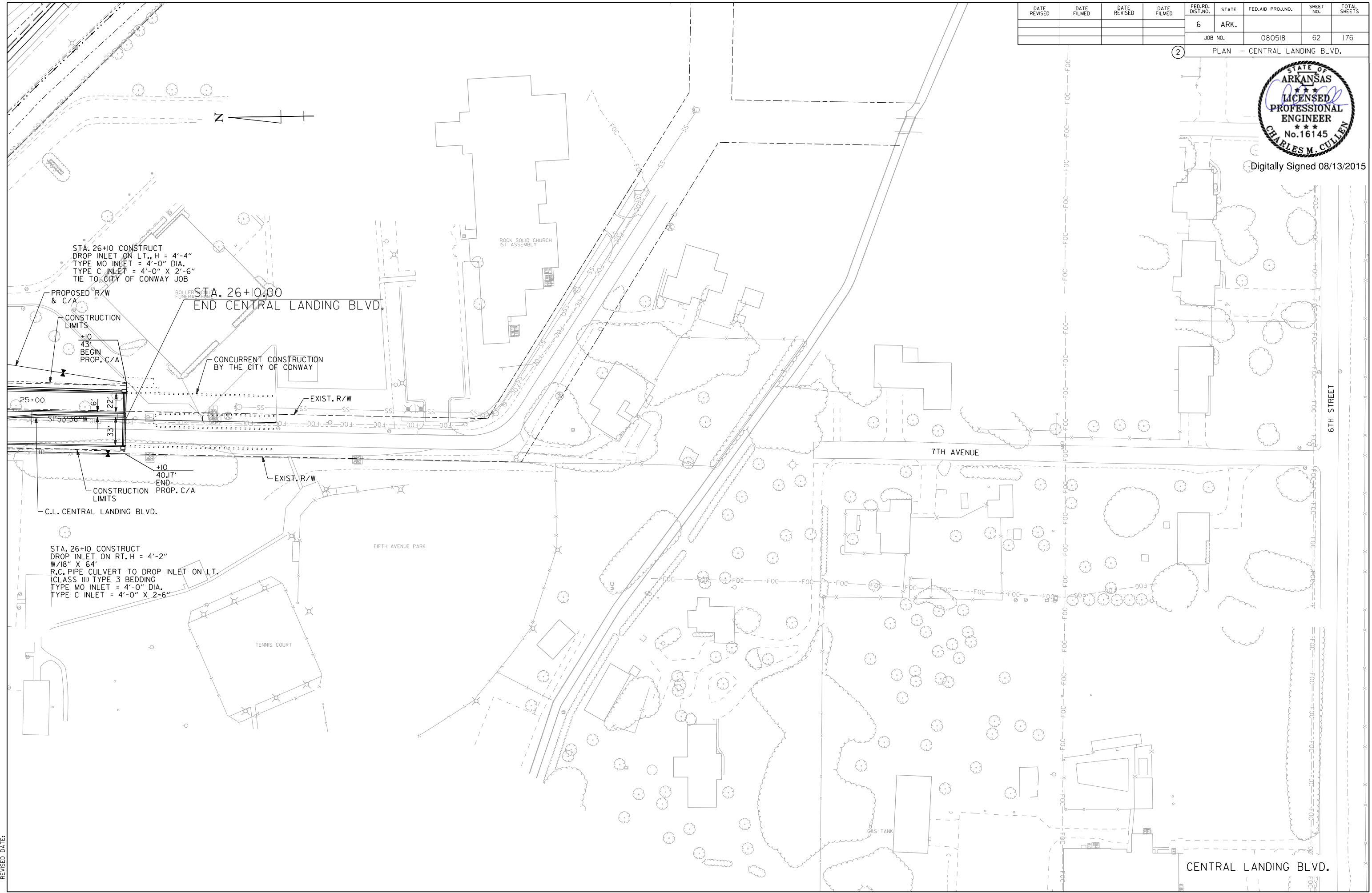
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				6	ARK.			
				JOB NO.	080518	62	176	

2 PLAN - CENTRAL LANDING BLVD.



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STA. 26+10 CONSTRUCT
DROP INLET ON LT., H = 4'-4"
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"
TIE TO CITY OF CONWAY JOB

STA. 26+10.00
END CENTRAL LANDING BLVD.

CONCURRENT CONSTRUCTION
BY THE CITY OF CONWAY

+10
40.17'
END
PROP. C/A
LIMITS

STA. 26+10 CONSTRUCT
DROP INLET ON RT. H = 4'-2"
W/18" X 64'
R.C. PIPE CULVERT TO DROP INLET ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE MO INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

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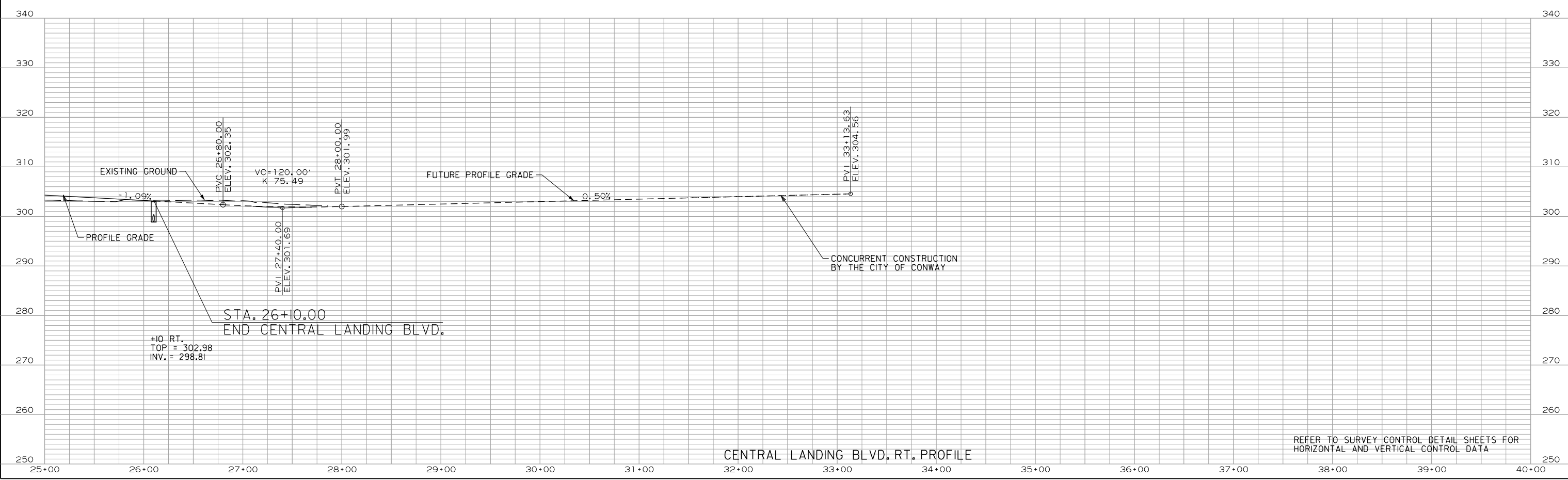
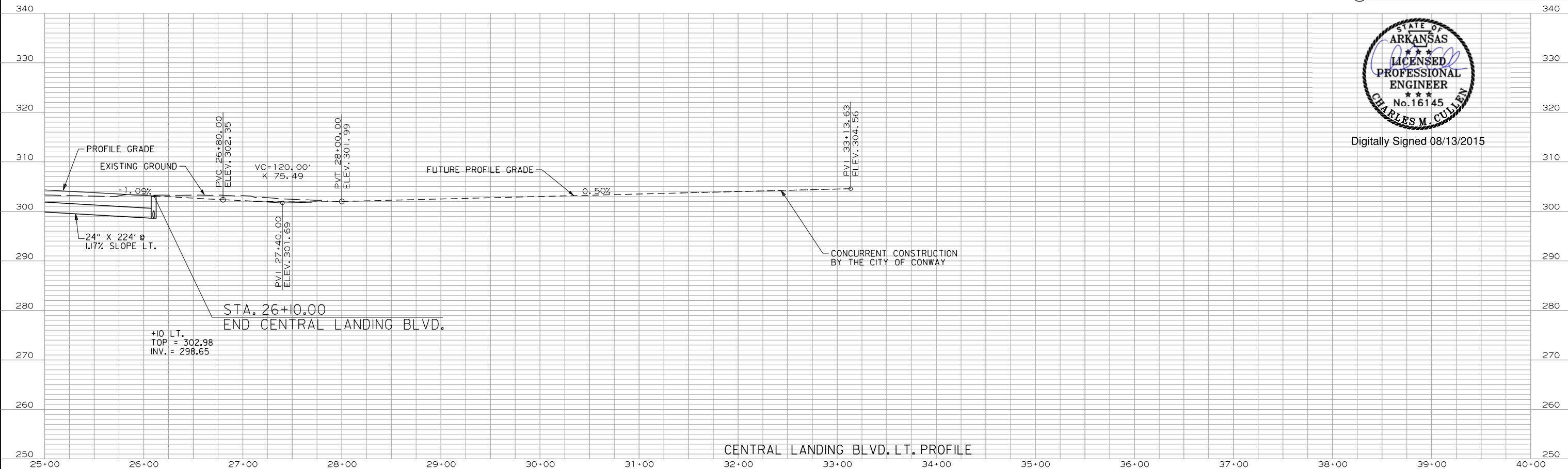
CENTRAL LANDING BLVD.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	63	176

2 PROFILE - CENTRAL LANDING BLVD.



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REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA

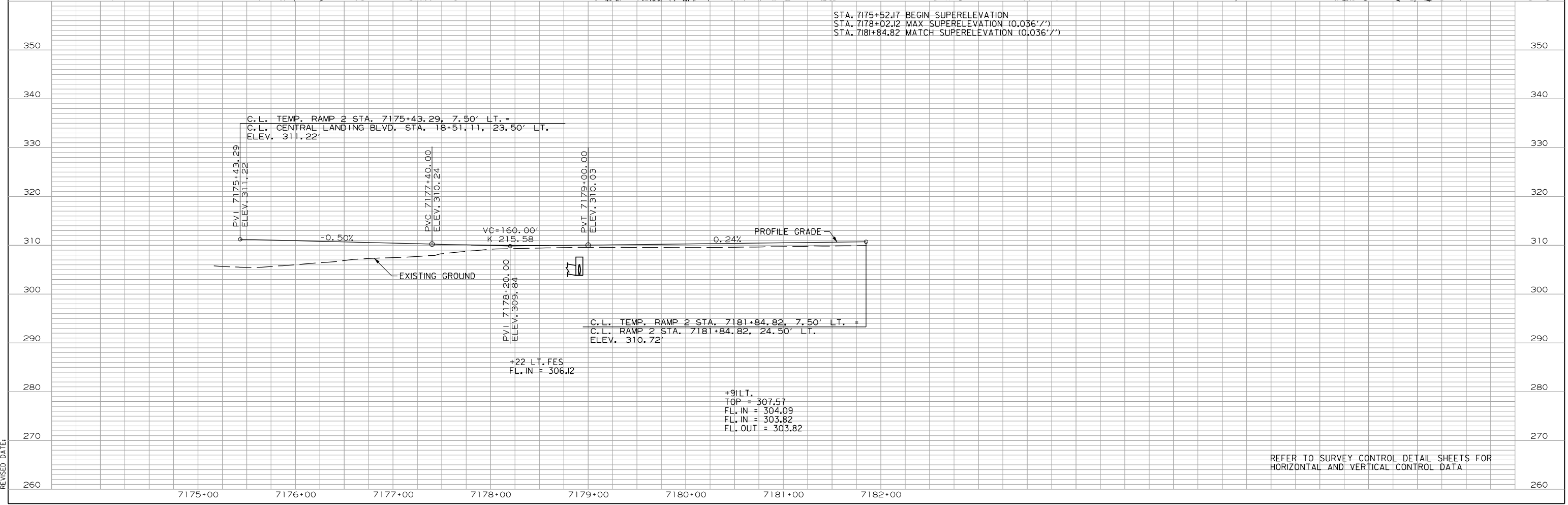
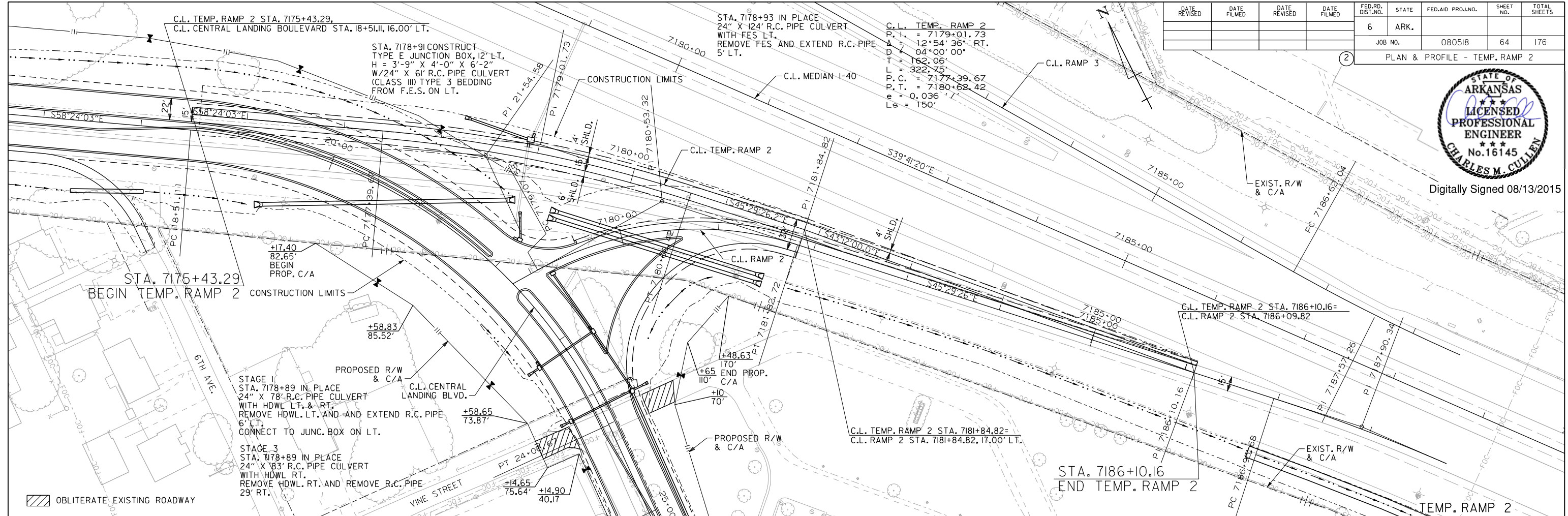
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	64	176
				JOB NO.		080518	64	176

PLAN & PROFILE - TEMP. RAMP 2



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STA. 7175+52.17 BEGIN SUPERELEVATION
 STA. 7178+02.12 MAX SUPERELEVATION (0.036'/'')
 STA. 7181+84.82 MATCH SUPERELEVATION (0.036'/'')

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8/13/2015 6:44:24 AM
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 REVISED DATE:

TRAFFIC SIGNAL NOTES

1. PERFORM ELECTRICAL WORK IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2014) NATIONAL ELECTRICAL CODE, NFPA 101(2012) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (EGC) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND EGC TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY TO A SERVICE POLE WITH EXTERNAL RAIN-TIGHT BREAKER (MAIN BREAKER, GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/*6 USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED, AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/*12 AWG UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARDS AND DETAILS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE DETAILS MAY BE USED.
9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.
10. PAVEMENT MARKING SHOWN FOR REFERENCE ONLY. SEE PAVEMENT MARKING PLAN SHEETS.
11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON SPECIAL DETAILS). PAYMENT WILL BE INCLUDED IN SECTION 714, AHTD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
12. ALL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE 3" DIAMETER UNLESS SPECIFIED ON PLANS.
13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.
15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
16. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, 38 FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF 21 FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL 6 FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
17. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS 6 FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
18. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT IS KEYED INTO COMPETENT ROCK.
19. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HANDHOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714-TRAFFIC SIGNAL MAST ARM POLE WITH FOUNDATION.
20. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
21. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
22. TRAFFIC SIGNAL CONTRACTOR MUST NOTIFY RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
23. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.
24. NEW TRAFFIC SIGNALS MUST BE OPERATIONAL PRIOR TO REMOVAL OF EXISTING SIGNALS.
25. TRAFFIC SIGNAL EQUIPMENT REMOVED FROM THE INTERSECTIONS SHALL BE THE PROPERTY OF THE CITY OF CONWAY. (SEE SPECIAL PROVISION)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	65	176

2 TRAFFIC SIGNAL NOTES AND SIGNAL SUMM. OF QUANT.



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SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NO.	ITEM	HWY. 64 AT L40 EB RAMPS	HWY. 64 AT L40 WB RAMPS	TOTAL	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS 2-TYPE 2 (8 PHASES)	1	1	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	13	8	21	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	0	1	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	6	10	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1984	1907	3891	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	0	85	85	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	347	573	920	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	398	82	480	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	15	15	30	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	12	10	22	LIN. FT.
710	NON-METALLIC CONDUIT (2")	15	38	53	LIN. FT.
710	NON-METALLIC CONDUIT (3")	568	538	1106	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2 HD)	8	10	18	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	1	2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	0	1	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	0	1	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (52')	2	0	2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (60')	1	0	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	0	1	1	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	5	7	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	1	2	EACH
733	VIDEO CABLE	1674	1018	2692	LIN. FT.
SP & 733	VIDEO DETECTOR (CLR)	6	5	11	EACH *
SP & 733	VIDEO DETECTOR RELOCATION	1	0	1	EACH
733	VIDEO MONITOR (CLR)	1	1	2	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	3	7	EACH *
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	12	10	22	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G, EGC)	642	633	1275	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G, EGC)	200	200	400	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	945	832	1777	LIN. FT.
SP	LUMINAIRE ASSEMBLY	4	4	8	EACH
SP	MODEM (RCM TELEMETRY)	1	1	2	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	2	0	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	0.50	1.00	L.S.
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	2	EACH
SP	18" STREET NAME SIGN	4	1	5	EACH

* ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED FOR FUTURE USE.

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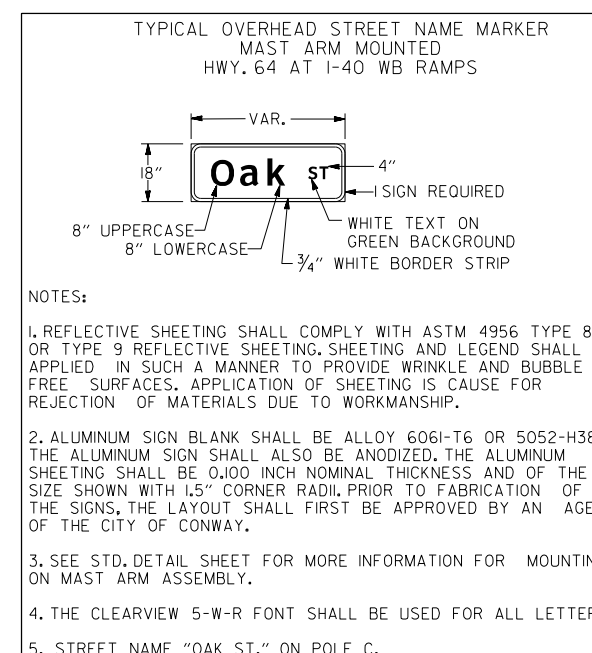
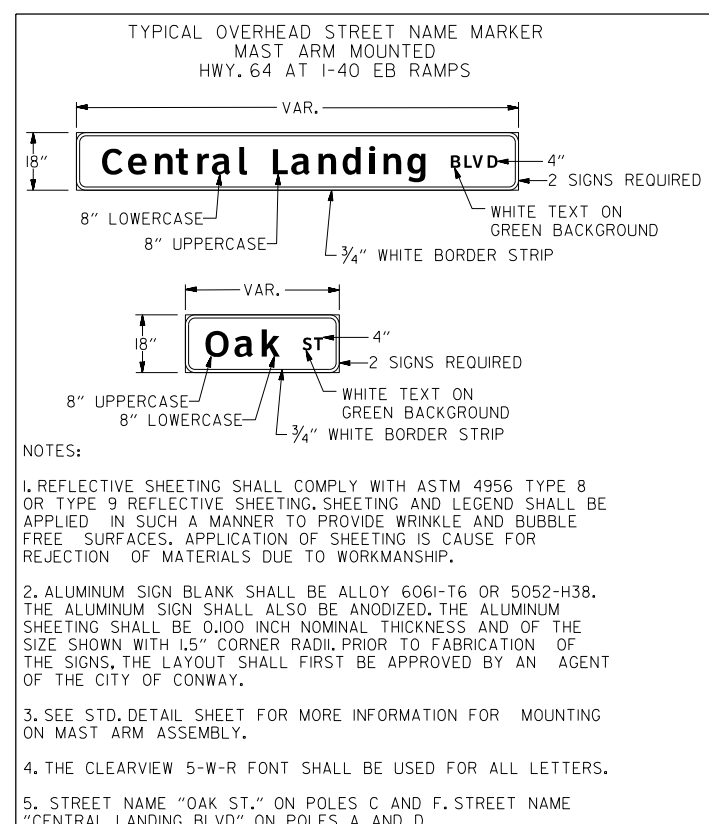
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 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: 1" = 80' DRAWN BY: CEM

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				6	ARK.			
				JOB NO.		080518	66	176

2 MAST ARM MOUNTED SIGNS



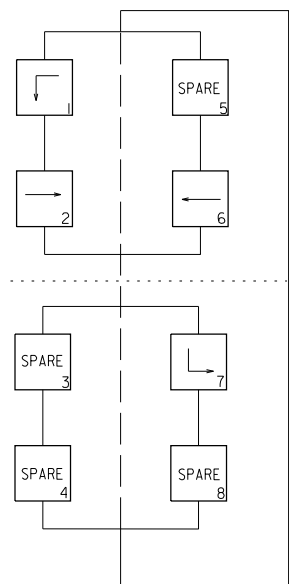
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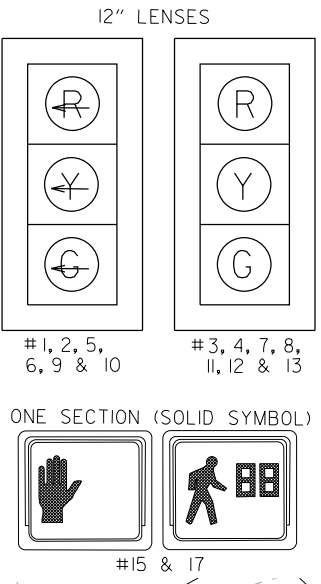
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 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: 1" = 40' DRAWN BY: CEM

STAGE 1 PHASING DIAGRAM



STAGE 1 SIGNAL FACES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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JOB NO. 080518							68	176

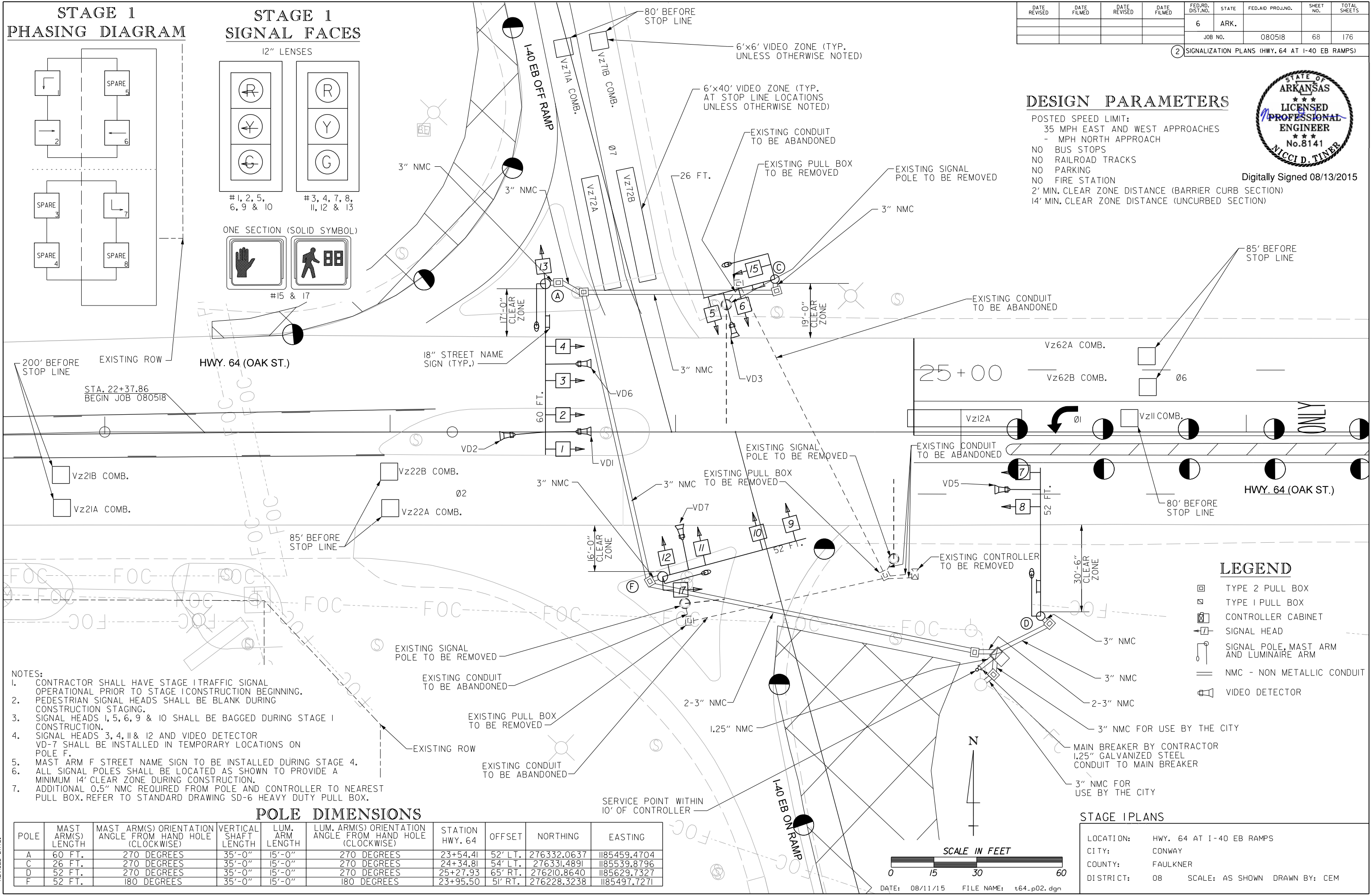
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)



DESIGN PARAMETERS

- POSTED SPEED LIMIT:
 - 35 MPH EAST AND WEST APPROACHES
 - 70 MPH NORTH APPROACH
- NO BUS STOPS
 NO RAILROAD TRACKS
 NO PARKING
 NO FIRE STATION
 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

Digitally Signed 08/13/2015



- NOTES:
- CONTRACTOR SHALL HAVE STAGE 1 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 1 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - SIGNAL HEADS 1, 5, 6, 9 & 10 SHALL BE BAGGED DURING STAGE 1 CONSTRUCTION.
 - SIGNAL HEADS 3, 4, 11 & 12 AND VIDEO DETECTOR VD-7 SHALL BE INSTALLED IN TEMPORARY LOCATIONS ON POLE F.
 - MAST ARM F STREET NAME SIGN TO BE INSTALLED DURING STAGE 4.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.
 - ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

POLE DIMENSIONS

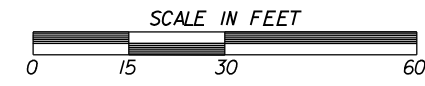
POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	60 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	23+54.41	52' LT.	276332.0637	1185459.4704
C	26 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	24+34.81	54' LT.	276331.4891	1185539.8796
D	52 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	25+27.93	65' RT.	276210.8640	1185629.7327
F	52 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	23+95.50	51' RT.	276228.3238	1185497.7271

LEGEND

- TYPE 2 PULL BOX
- TYPE 1 PULL BOX
- CONTROLLER CABINET
- SIGNAL HEAD
- SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- VIDEO DETECTOR

STAGE 1 PLANS

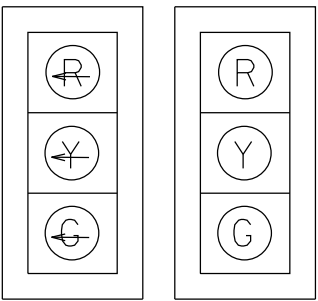
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 CITY: CONWAY
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 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



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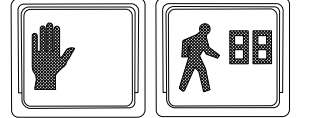
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STAGE 2 SIGNAL FACES
12" LENSES



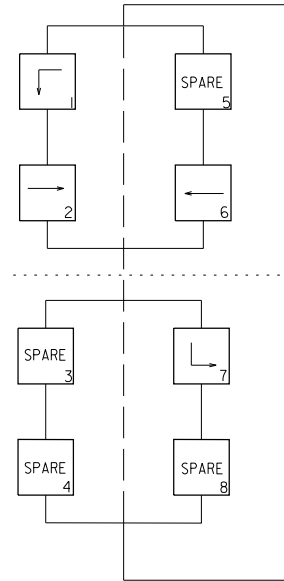
#1, 2, 5, 6, 9 & 10 #3, 4, 7, 8, 11, 12 & 13

ONE SECTION (SOLID SYMBOL)



#15 & 17

STAGE 2 PHASING DIAGRAM



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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							JOB NO.	080518
							69	176

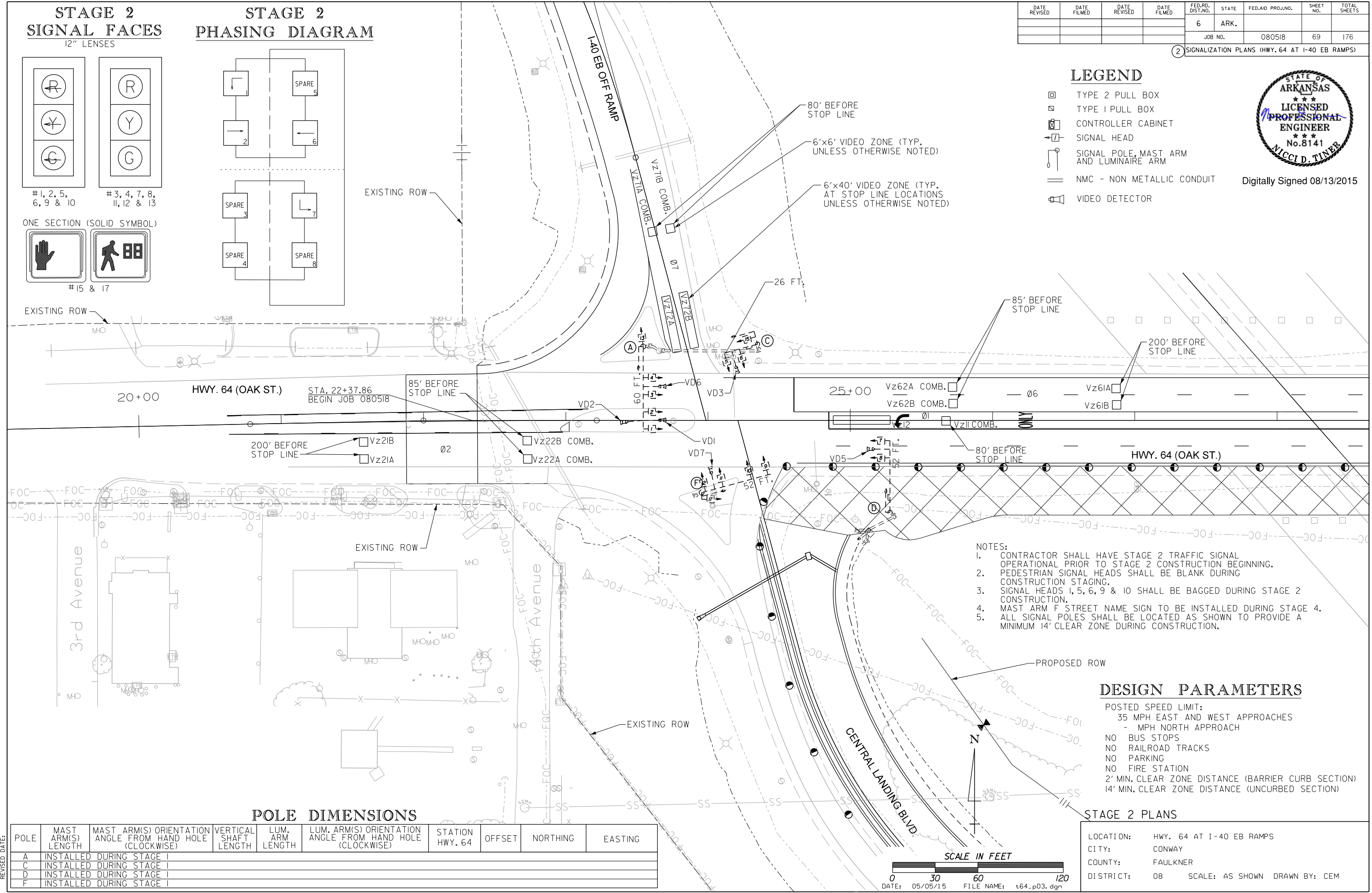
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMP)

LEGEND

- ☐ TYPE 2 PULL BOX
- ☐ TYPE 1 PULL BOX
- ☐ CONTROLLER CABINET
- ☐ SIGNAL HEAD
- ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- == NMC - NON METALLIC CONDUIT
- ☐ VIDEO DETECTOR



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- NOTES:
- CONTRACTOR SHALL HAVE STAGE 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - SIGNAL HEADS 1, 5, 6, 9 & 10 SHALL BE BAGGED DURING STAGE 2 CONSTRUCTION.
 - MAST ARM F STREET NAME SIGN TO BE INSTALLED DURING STAGE 4.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.

DESIGN PARAMETERS

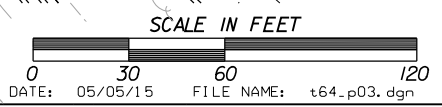
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35 MPH EAST AND WEST APPROACHES
- MPH NORTH APPROACH
- NO BUS STOPS
 - NO RAILROAD TRACKS
 - NO PARKING
 - NO FIRE STATION
 - 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 - 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE I								
C	INSTALLED DURING STAGE I								
D	INSTALLED DURING STAGE I								
F	INSTALLED DURING STAGE I								

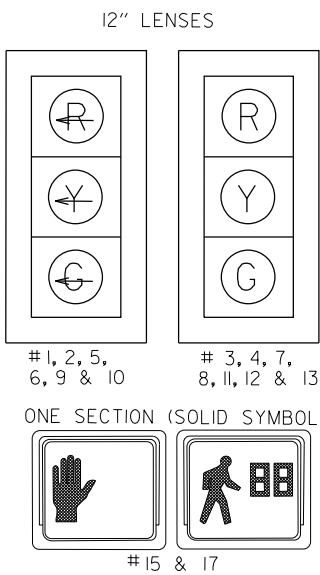
STAGE 2 PLANS

LOCATION:	HWY. 64 AT I-40 EB RAMP
CITY:	CONWAY
COUNTY:	FAULKNER
DISTRICT:	08
SCALE:	AS SHOWN
DRAWN BY:	CEM

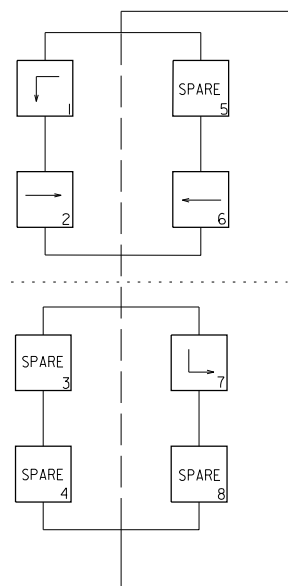


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 REVISION DATE:

STAGE 3 SIGNAL FACES



STAGE 3 PHASING DIAGRAM



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JOB NO. 080518							70	176

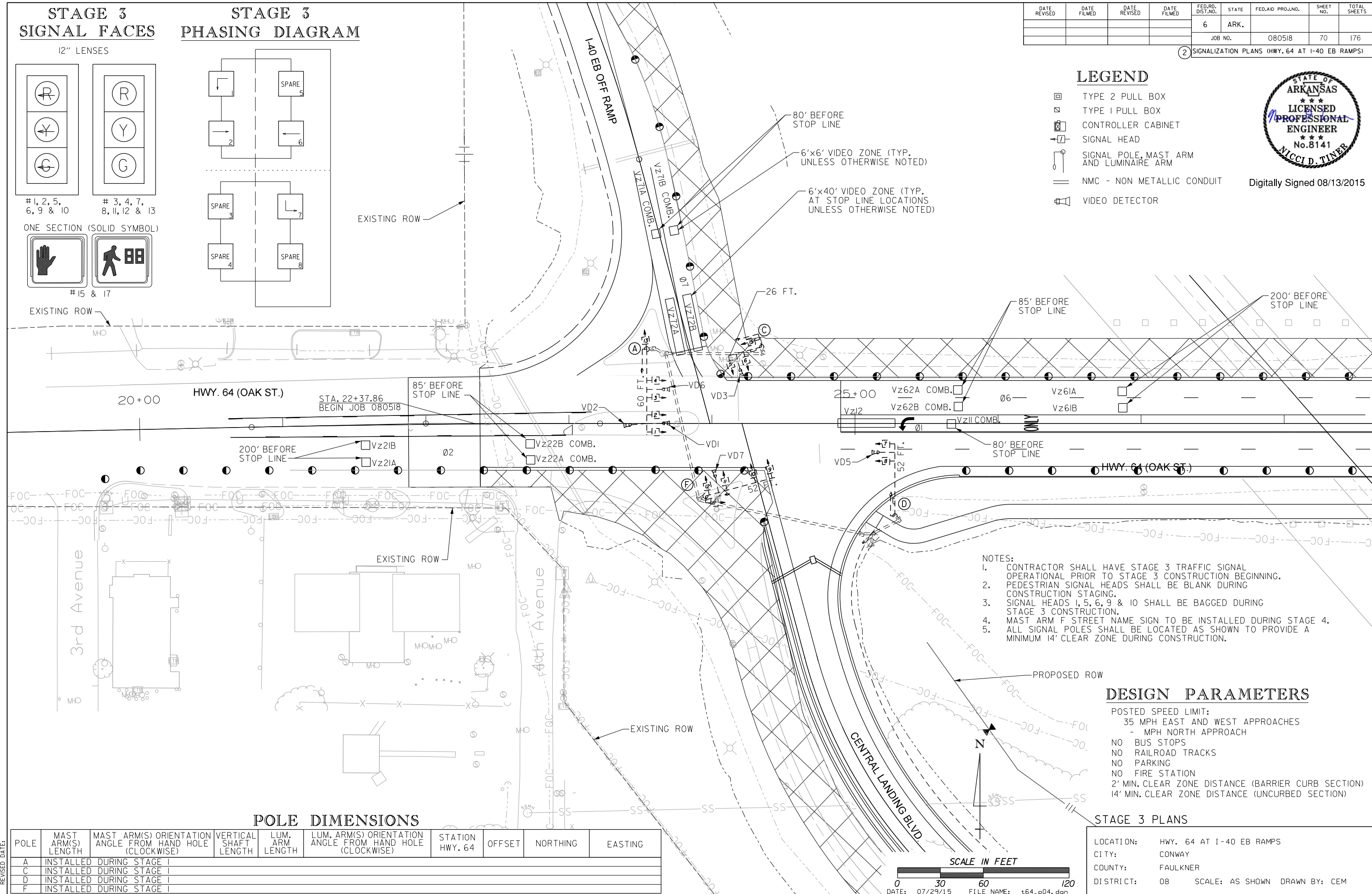
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)

LEGEND

- TYPE 2 PULL BOX
- TYPE 1 PULL BOX
- CONTROLLER CABINET
- ⊕ SIGNAL HEAD
- ⊕ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- ⊕ VIDEO DETECTOR



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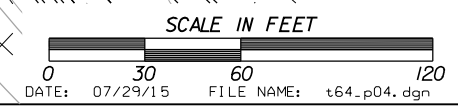
- NOTES:
- CONTRACTOR SHALL HAVE STAGE 3 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 3 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - SIGNAL HEADS 1, 5, 6, 9 & 10 SHALL BE BAGGED DURING STAGE 3 CONSTRUCTION.
 - MAST ARM F STREET NAME SIGN TO BE INSTALLED DURING STAGE 4.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.

DESIGN PARAMETERS

- POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
- MPH NORTH APPROACH
- NO BUS STOPS
 - NO RAILROAD TRACKS
 - NO PARKING
 - NO FIRE STATION
 - 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 - 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE I								
C	INSTALLED DURING STAGE I								
D	INSTALLED DURING STAGE I								
F	INSTALLED DURING STAGE I								

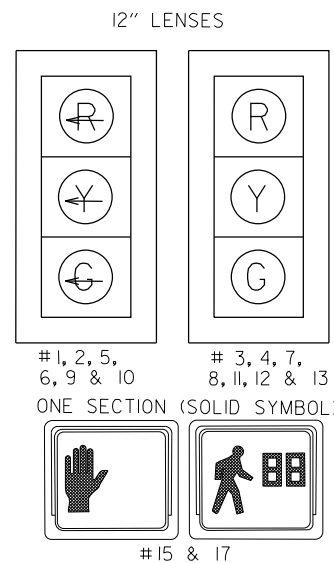


STAGE 3 PLANS

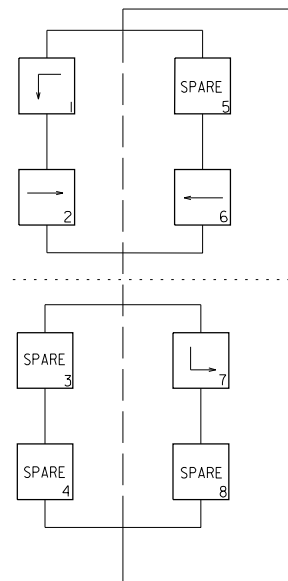
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COUNTY:	FAULKNER
DISTRICT:	08
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 REVISED DATE:

STAGE 4 SIGNAL FACES



STAGE 4 PHASING DIAGRAM



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. 080518							71	176

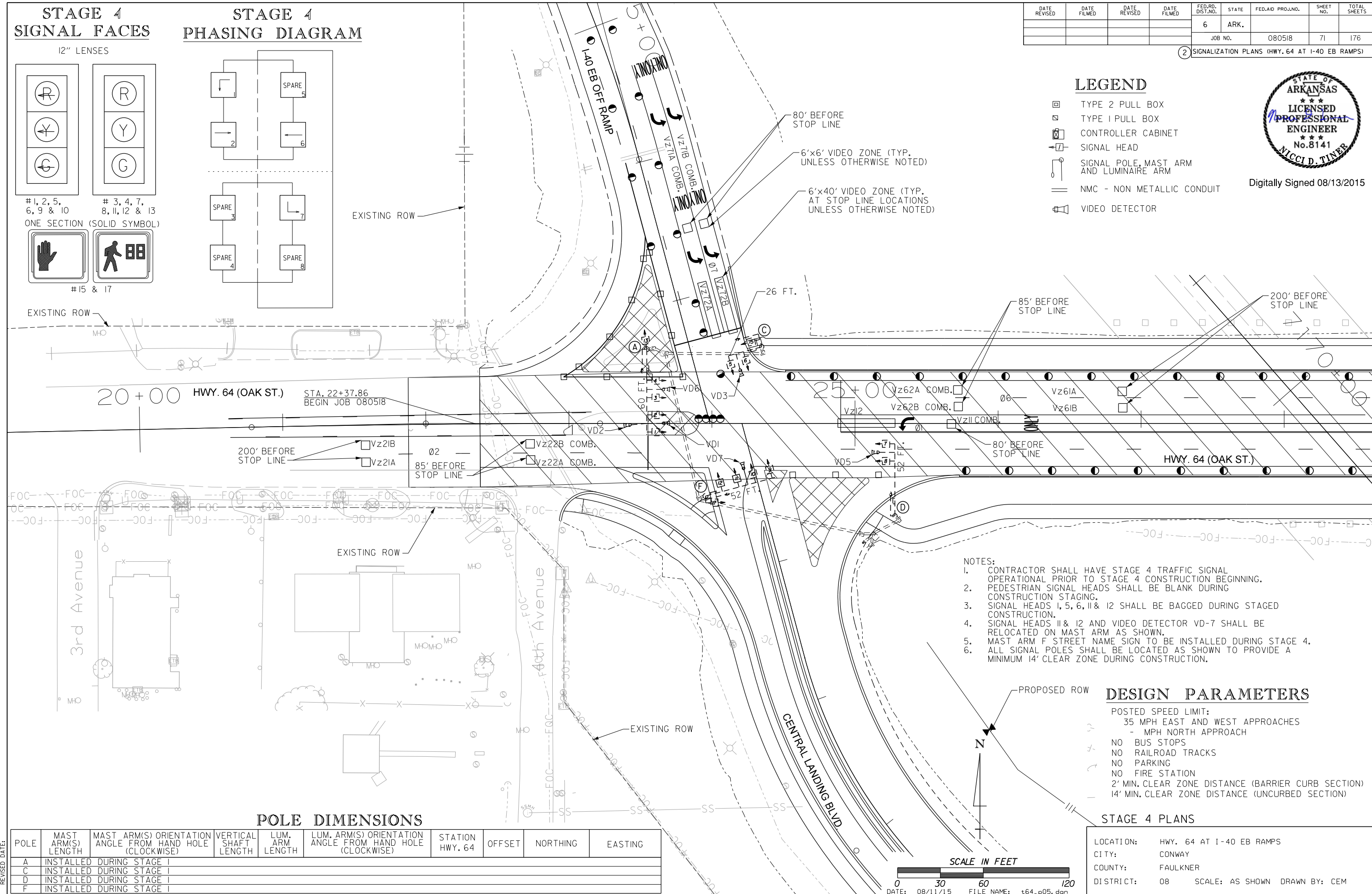
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)

LEGEND

- TYPE 2 PULL BOX
- TYPE 1 PULL BOX
- CONTROLLER CABINET
- SIGNAL HEAD
- SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- VIDEO DETECTOR



Digitally Signed 08/13/2015



- NOTES:
- CONTRACTOR SHALL HAVE STAGE 4 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 4 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - SIGNAL HEADS 1, 5, 6, 11 & 12 SHALL BE BAGGED DURING STAGED CONSTRUCTION.
 - SIGNAL HEADS 11 & 12 AND VIDEO DETECTOR VD-7 SHALL BE RELOCATED ON MAST ARM AS SHOWN.
 - MAST ARM F STREET NAME SIGN TO BE INSTALLED DURING STAGE 4.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.

DESIGN PARAMETERS

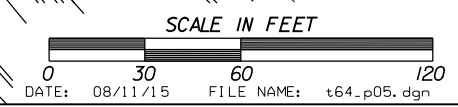
- POSTED SPEED LIMIT:
 35 MPH EAST AND WEST APPROACHES
 - MPH NORTH APPROACH
- NO BUS STOPS
 - NO RAILROAD TRACKS
 - NO PARKING
 - NO FIRE STATION
 - 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 - 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

STAGE 4 PLANS

LOCATION:	HWY. 64 AT I-40 EB RAMPS
CITY:	CONWAY
COUNTY:	FAULKNER
DISTRICT:	08
SCALE:	AS SHOWN
DRAWN BY:	CEM

POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE I								
C	INSTALLED DURING STAGE I								
D	INSTALLED DURING STAGE I								
F	INSTALLED DURING STAGE I								



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 REVISION DATE:

DETECTOR CHART (STAGES 1,2,3&4)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP. CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz11	WB LEFT FAR	COMB.		1	V9	1	1		23"	VD1	
Vz12	WB LEFT NEAR	LOCAL		2	V1	1			23"	VD1	
Vz21A&B	EB FAR	LOCAL		5	V2	2			72"	VD2	
Vz22A&B	EB NEAR	COMB.		6	V10	2	2		23"	VD5	
Vz61A&B	WB FAR	LOCAL		3	V6	6			72"	VD6	
Vz62A&B	WB NEAR	COMB.		4	V14	6	6		72"	VD6	
Vz71A&B	SB LEFT FAR	COMB.		15	V15	7	7		23"	VD7	
Vz72A&B	SB LEFT NEAR	LOCAL		16	V7	7			23"	VD7	

CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 7-14

INTERVAL CHART (STAGES 1,2&3)

SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	I+6	CLR.	2+6	CLR.	7	CLR.	
1	B	B	B	B	B	B	B
2	←	↔	→	→	→	→	→
3 & 4	G	**	G	**	R	R	R
5 & 6	B	B	B	B	B	B	B
7 & 8	R	R	G	Y	R	R	R
9 & 10	B	B	B	B	B	B	B
11, 12&13	R	R	R	R	G	Y	R
15	B	B	B	B	B	B	B
17	B	B	B	B	B	B	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

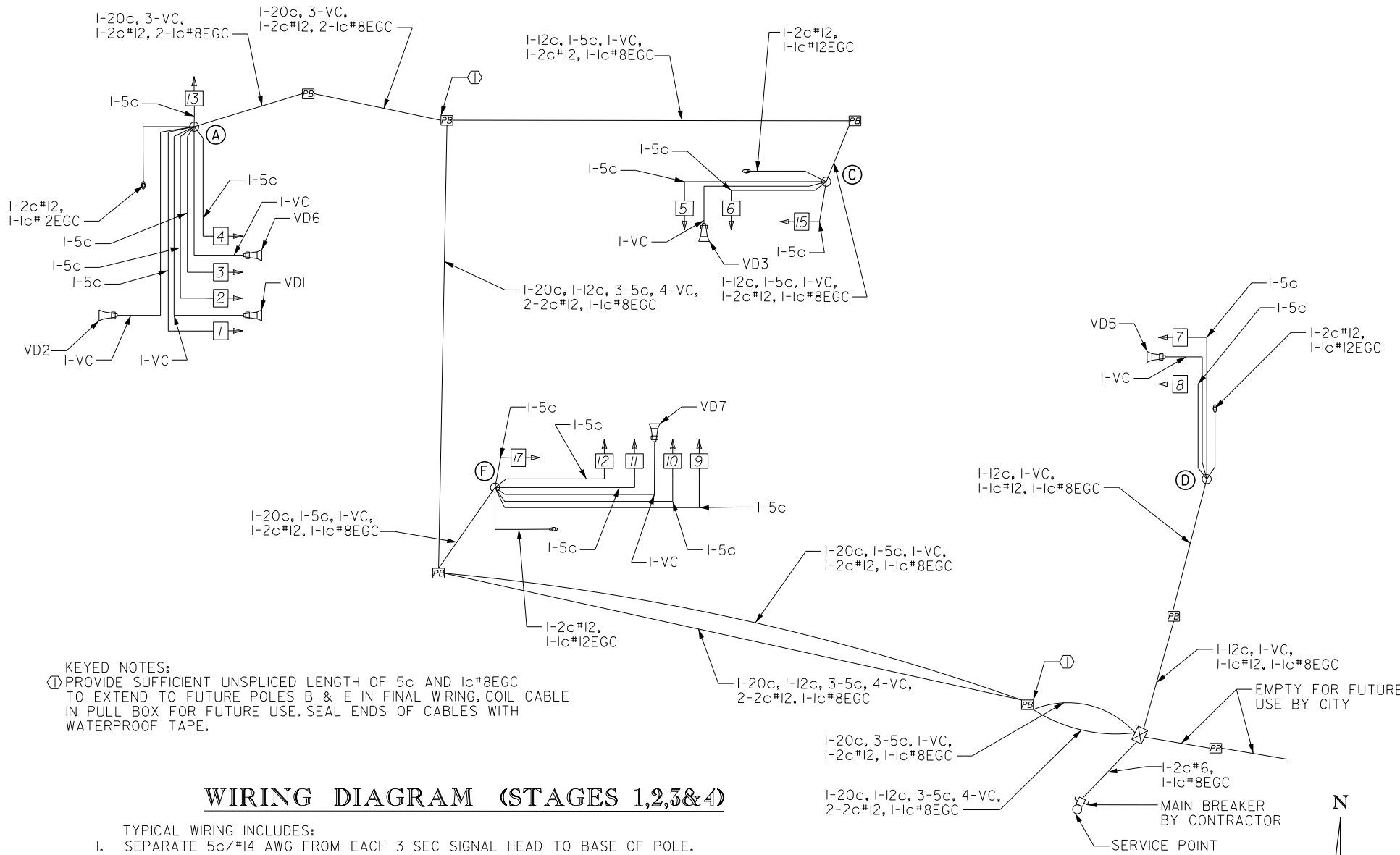
INTERVAL CHART (STAGE 4)

SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	I+6	CLR.	2+6	CLR.	7	CLR.	
1	B	B	B	B	B	B	B
2	←	↔	→	→	→	→	→
3 & 4	G	**	G	**	R	R	R
5 & 6	B	B	B	B	B	B	B
7 & 8	R	R	G	Y	R	R	R
9 & 10	←	←	←	←	←	←	←
11, 12&13	B	B	B	B	B	B	B
15	B	B	B	B	B	B	B
17	B	B	B	B	B	B	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE



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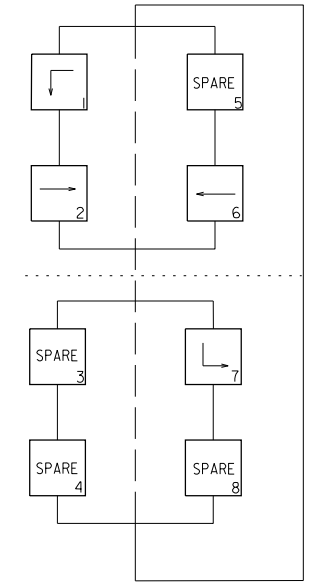


KEYED NOTES:
 ① PROVIDE SUFFICIENT UNSPLICED LENGTH OF 5c AND 1c#8EGC TO EXTEND TO FUTURE POLES B & E IN FINAL WIRING. COIL CABLE IN PULL BOX FOR FUTURE USE. SEAL ENDS OF CABLES WITH WATERPROOF TAPE.

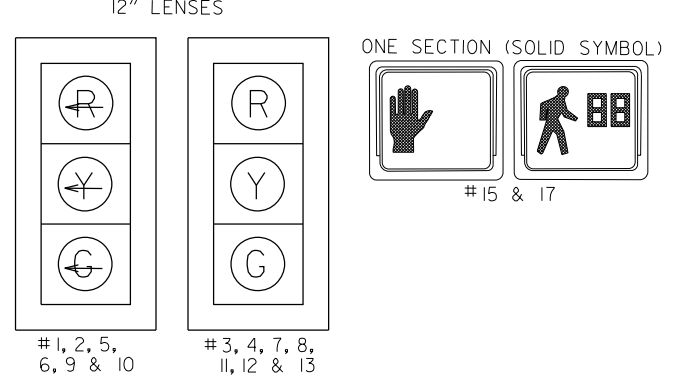
WIRING DIAGRAM (STAGES 1,2,3&4)

- TYPICAL WIRING INCLUDES:
- SEPARATE 5c/#14 AWG FROM EACH 3 SEC SIGNAL HEAD TO BASE OF POLE.
 - SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

STAGES 1,2,3&4 PHASING DIAGRAM



STAGES 1,2,3&4 SIGNAL FACES



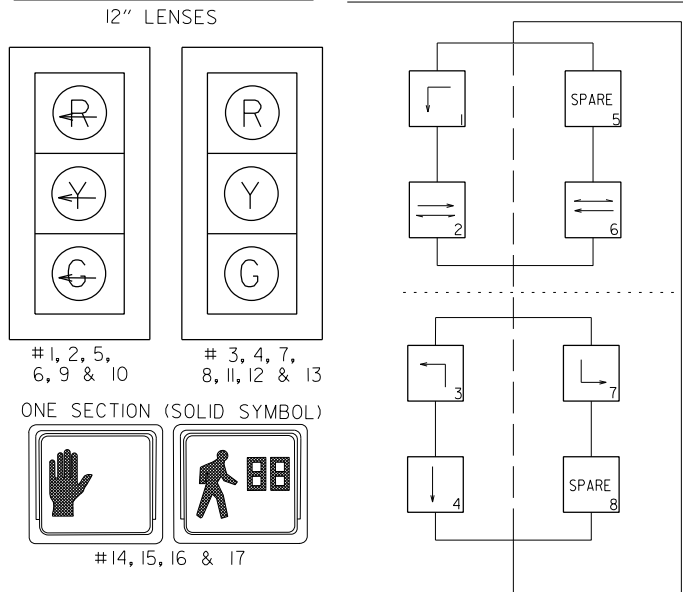
NOTE:
 ADDITIONAL 1-1c#8EGC IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

STAGES 1, 2, 3 AND 4 PLANS

LOCATION:	HWY. 64 AT I-40 EB RAMPS
CITY:	CONWAY
COUNTY:	FAULKNER
DISTRICT:	08
SCALE:	AS SHOWN
DRAWN BY:	CEM

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FINAL SIGNAL FACES PHASING DIAGRAM



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.	080518	73	176	

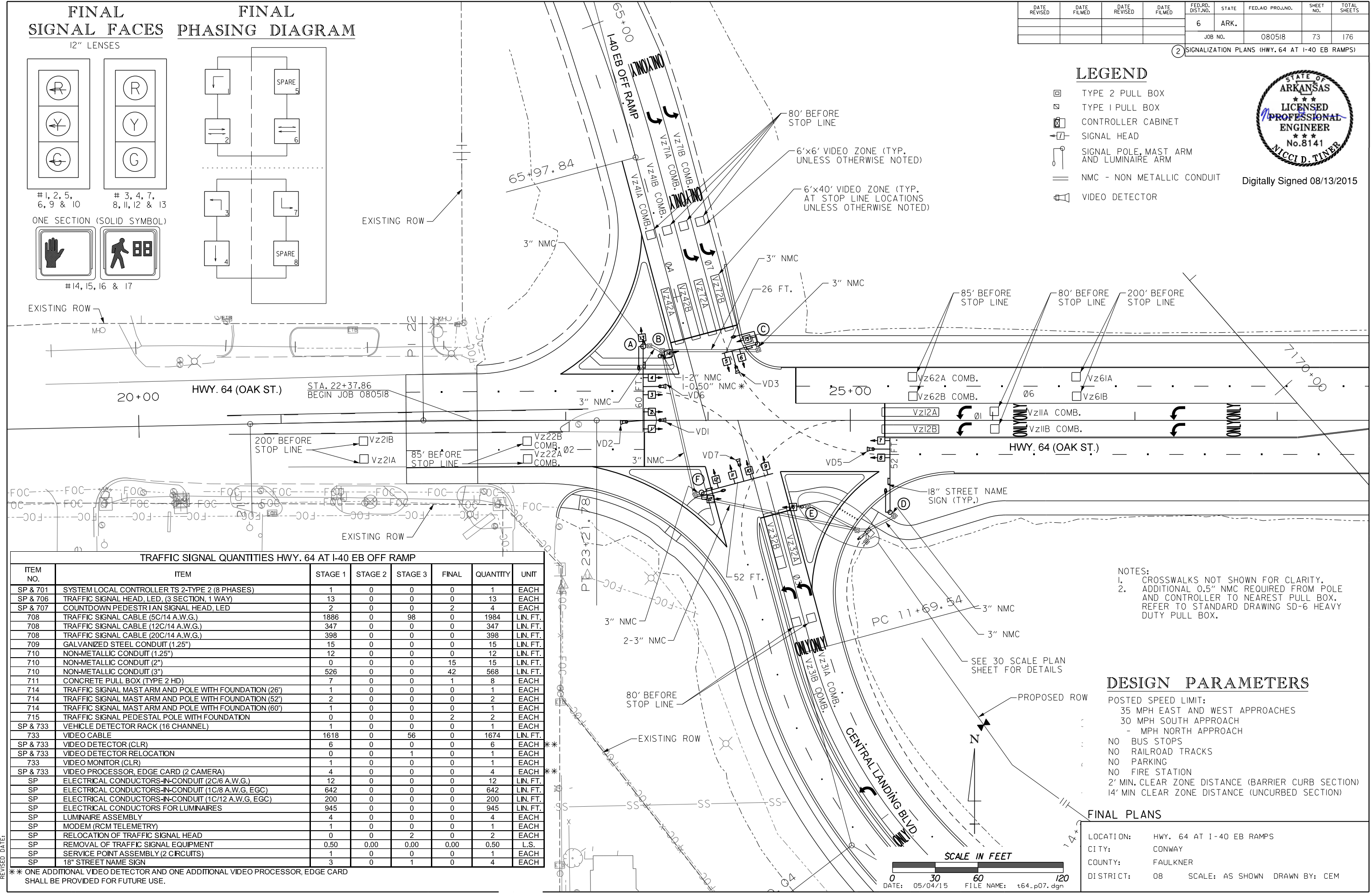
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)

LEGEND

- ☐ TYPE 2 PULL BOX
- ☐ TYPE 1 PULL BOX
- ☐ CONTROLLER CABINET
- ☐ SIGNAL HEAD
- ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- ☐ VIDEO DETECTOR



Digitally Signed 08/13/2015



TRAFFIC SIGNAL QUANTITIES HWY. 64 AT I-40 EB OFF RAMP

ITEM NO.	ITEM	STAGE 1	STAGE 2	STAGE 3	FINAL	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS 2-TYPE 2 (8 PHASES)	1	0	0	0	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	13	0	0	0	13	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	0	0	2	4	EACH
708	TRAFFIC SIGNAL CABLE (6C/14 A.W.G.)	1886	0	98	0	1984	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	347	0	0	0	347	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	398	0	0	0	398	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	15	0	0	0	15	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	12	0	0	0	12	LIN. FT.
710	NON-METALLIC CONDUIT (2")	0	0	0	15	15	LIN. FT.
710	NON-METALLIC CONDUIT (3")	526	0	0	42	568	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2 HD)	7	0	0	1	8	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	0	0	0	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	2	0	0	0	2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (80')	1	0	0	0	1	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	0	0	0	2	2	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	0	0	0	1	EACH
733	VIDEO CABLE	1618	0	56	0	1674	LIN. FT.
SP & 733	VIDEO DETECTOR (CLR)	6	0	0	0	6	EACH
SP & 733	VIDEO DETECTOR RELOCATION	0	0	1	0	1	EACH
733	VIDEO MONITOR (CLR)	1	0	0	0	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	0	0	0	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	12	0	0	0	12	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G. EGC)	642	0	0	0	642	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G. EGC)	200	0	0	0	200	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMNAIRES	945	0	0	0	945	LIN. FT.
SP	LUMINAIRE ASSEMBLY	4	0	0	0	4	EACH
SP	MODEM (RCM TELEMETRY)	1	0	0	0	1	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	0	0	2	0	2	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	0.00	0.00	0.00	0.50	L.S.
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	0	0	0	1	EACH
SP	18" STREET NAME SIGN	3	0	1	0	4	EACH

** ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED FOR FUTURE USE.

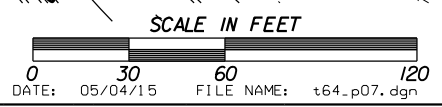
- NOTES:
- CROSSWALKS NOT SHOWN FOR CLARITY.
 - ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

DESIGN PARAMETERS

- POSTED SPEED LIMIT:
 35 MPH EAST AND WEST APPROACHES
 30 MPH SOUTH APPROACH
 - MPH NORTH APPROACH
- NO BUS STOPS
 - NO RAILROAD TRACKS
 - NO PARKING
 - NO FIRE STATION
 - 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 - 14' MIN CLEAR ZONE DISTANCE (UNCURBED SECTION)

FINAL PLANS

LOCATION: HWY. 64 AT I-40 EB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

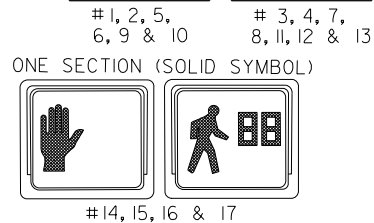
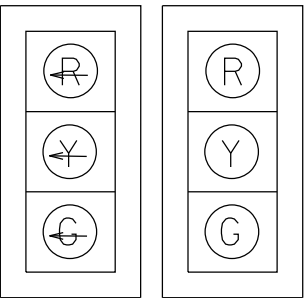
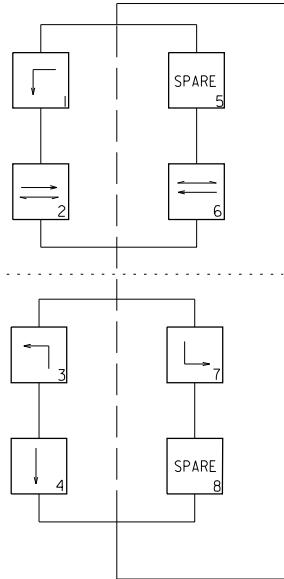


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 REVISION DATE:

FINAL PHASING DIAGRAM

FINAL SIGNAL FACES

12" LENSES



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.	080518	74	176	

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)

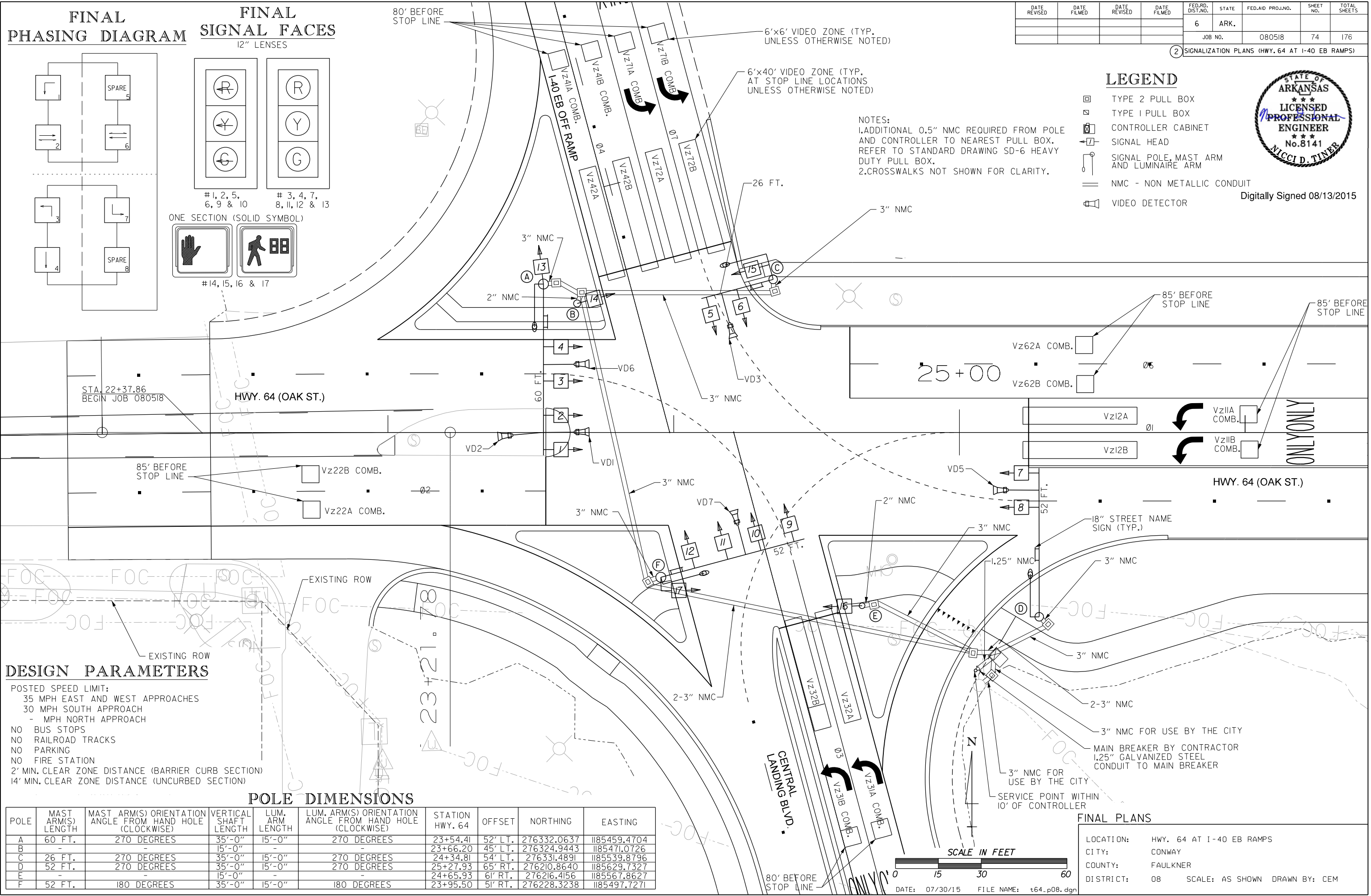
LEGEND

- TYPE 2 PULL BOX
- TYPE 1 PULL BOX
- CONTROLLER CABINET
- SIGNAL HEAD
- SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- VIDEO DETECTOR



Digitally Signed 08/13/2015

NOTES:
 1. ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.
 2. CROSSWALKS NOT SHOWN FOR CLARITY.



DESIGN PARAMETERS

- EXISTING ROW
- POSTED SPEED LIMIT:
 35 MPH EAST AND WEST APPROACHES
 30 MPH SOUTH APPROACH
 - MPH NORTH APPROACH
- NO BUS STOPS
 NO RAILROAD TRACKS
 NO PARKING
 NO FIRE STATION
 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

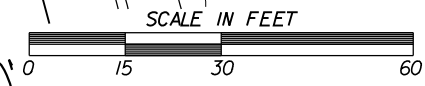
POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	60 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	23+54.41	52' LT.	276332.0637	1185459.4704
B	-	-	15'-0"	-	-	23+66.20	45' LT.	276324.9443	1185471.0726
C	26 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	24+34.81	54' LT.	276331.4891	1185539.8796
D	52 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	25+27.93	65' RT.	276210.8640	1185629.7327
E	-	-	15'-0"	-	-	24+65.93	61' RT.	276216.4156	1185567.8627
F	52 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	23+95.50	51' RT.	276228.3238	1185497.7271

FINAL PLANS

LOCATION: HWY. 64 AT I-40 EB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08

SCALE: AS SHOWN DRAWN BY: CEM



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 REVISION DATE:

DETECTOR CHART (FINAL)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz11A&B	WB LEFT FAR	COMB.		1	V9	1	1		23"	VD1	
Vz12A&B	WB LEFT NEAR	LOCAL		2	V1	1			23"	VD1	
Vz21A&B	EB FAR	LOCAL		5	V2	2			72"	VD2	
Vz22A&B	EB NEAR	COMB.		6	V10	2	2		23"	VD5	
Vz31A&B	NB LEFT FAR	COMB.		9	V11	3	3		23'	VD3	
Vz32A&B	NB LEFT NEAR	LOCAL		10	V3	3			23'	VD3	
Vz41A&B	SB FAR	COMB.		13	V12	4	4		23"	VD7	
Vz42A&B	SB NEAR	LOCAL		14	V4	4			23"	VD7	
Vz61A&B	WB FAR	LOCAL		3	V6	6			72"	VD6	
Vz62A&B	WB NEAR	COMB.		4	V14	6	6		72"	VD6	
Vz71A&B	SB LEFT FAR	COMB.		15	V15	7	7		23"	VD7	
Vz72A&B	SB LEFT NEAR	LOCAL		16	V7	7			23"	VD7	
P2	W TO E	PED.				P2	2				
P6	E TO W	PED.				P6	6				

INTERVAL CHART (FINAL)

SIGNAL FACES	INTERSECTION INTERVALS								FLASH SEQ.
	I+6	CLR.	2+6	CLR.	3+7	CLR.	4+7	CLR.	
1 & 2	←	←	←	←	←	←	←	←	
3 & 4	G	**	G	**	R	R	R	R	R
5 & 6	←	←	←	←	←	←	←	←	
7 & 8	R	R	G	Y	R	R	R	R	R
9 & 10	←	←	←	←	←	*	←	*	←
11, 12&13	R	R	R	R	R	R	G	**	R
14 & 15	DW	DW	W	FDW	DW	DW	DW	DW	B
16 & 17	DW	DW	W	FDW	DW	DW	DW	DW	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

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. 080518							75	176

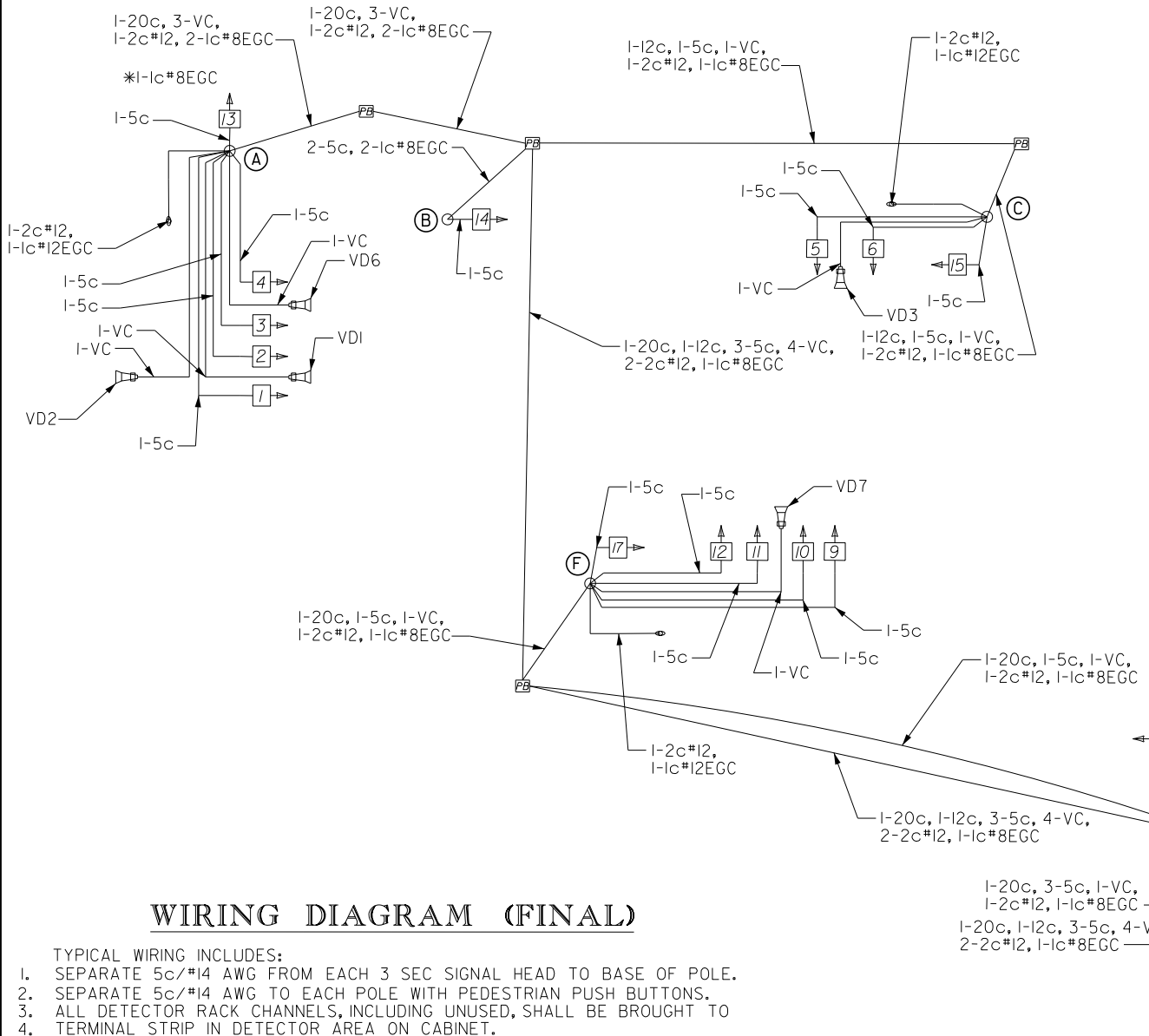
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 EB RAMPS)



Digitally Signed 08/13/2015

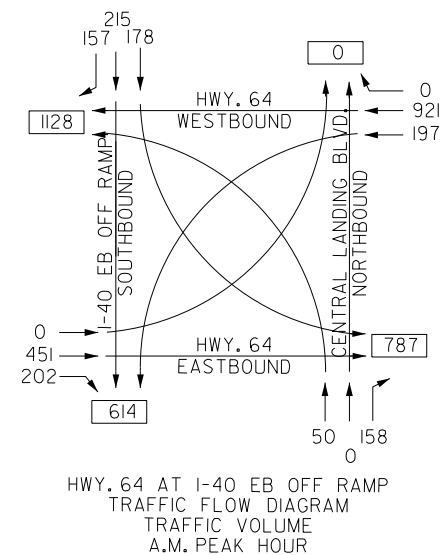
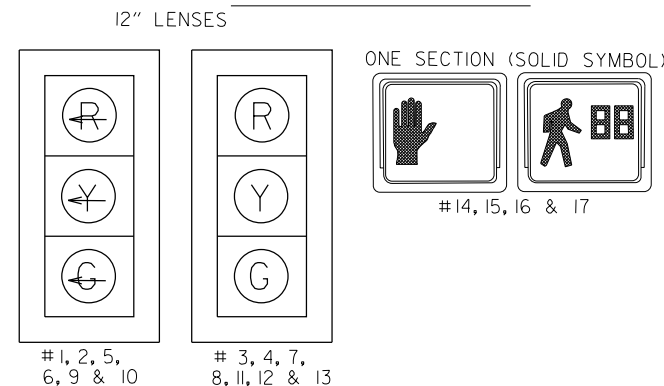
CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 7, 8, 11 & 12

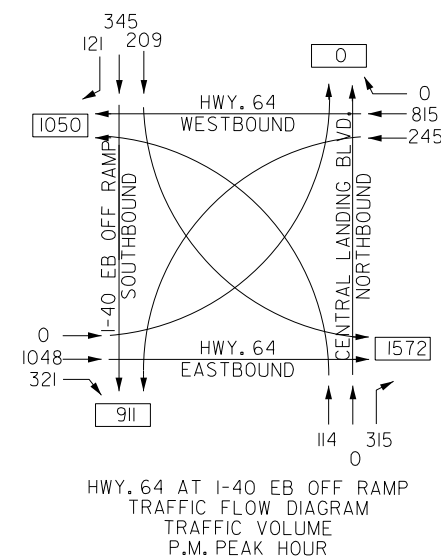
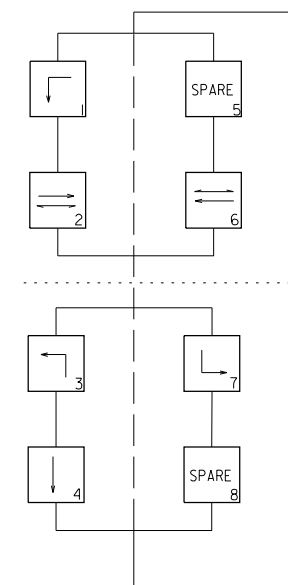


NOTE:
 ADDITIONAL I-C#8EGC IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

FINAL SIGNAL FACES



FINAL PHASING DIAGRAM



FINAL PLANS

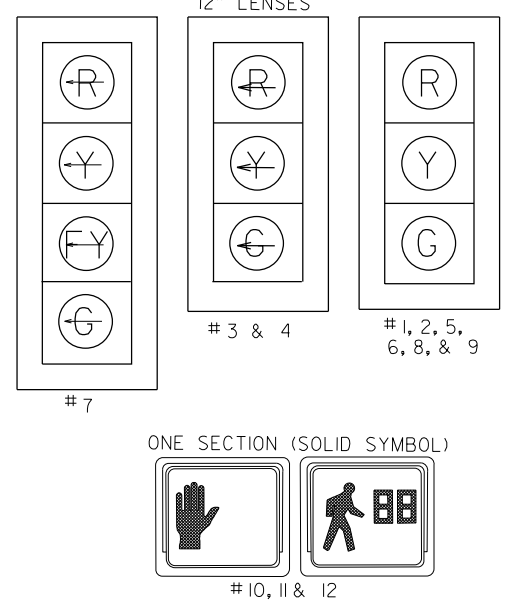
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 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

DATE: 08/11/15 FILE NAME: t64-p09.dgn

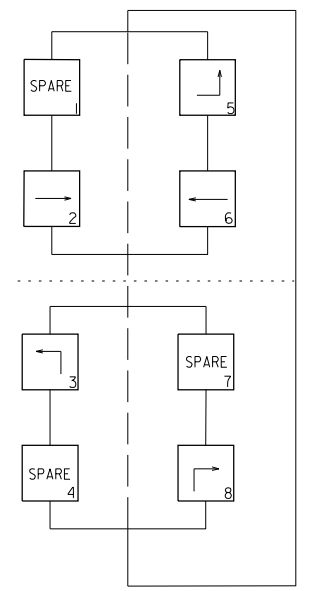
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	76	176

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMPS)

STAGE 1 SIGNAL FACES



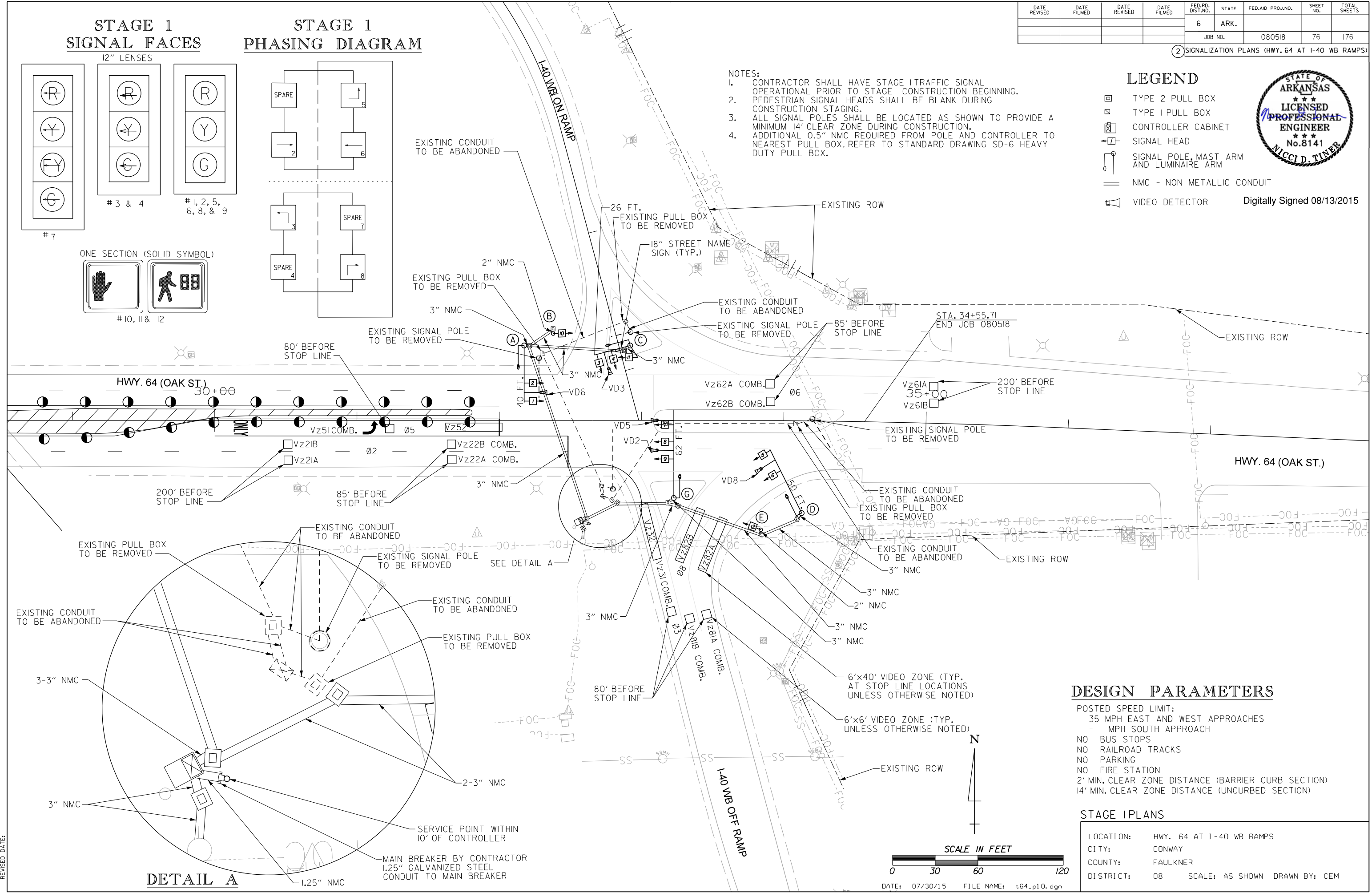
STAGE 1 PHASING DIAGRAM



- NOTES:
1. CONTRACTOR SHALL HAVE STAGE I TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE I CONSTRUCTION BEGINNING. PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 2. ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION. ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

LEGEND

- TYPE 2 PULL BOX
 - TYPE 1 PULL BOX
 - CONTROLLER CABINET
 - SIGNAL HEAD
 - SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
 - NMC - NON METALLIC CONDUIT
 - VIDEO DETECTOR
- Digitally Signed 08/13/2015

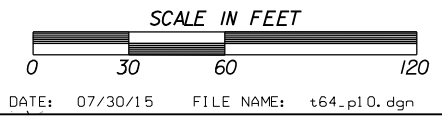


DESIGN PARAMETERS

- POSTED SPEED LIMIT: 35 MPH EAST AND WEST APPROACHES - MPH SOUTH APPROACH
- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
- 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

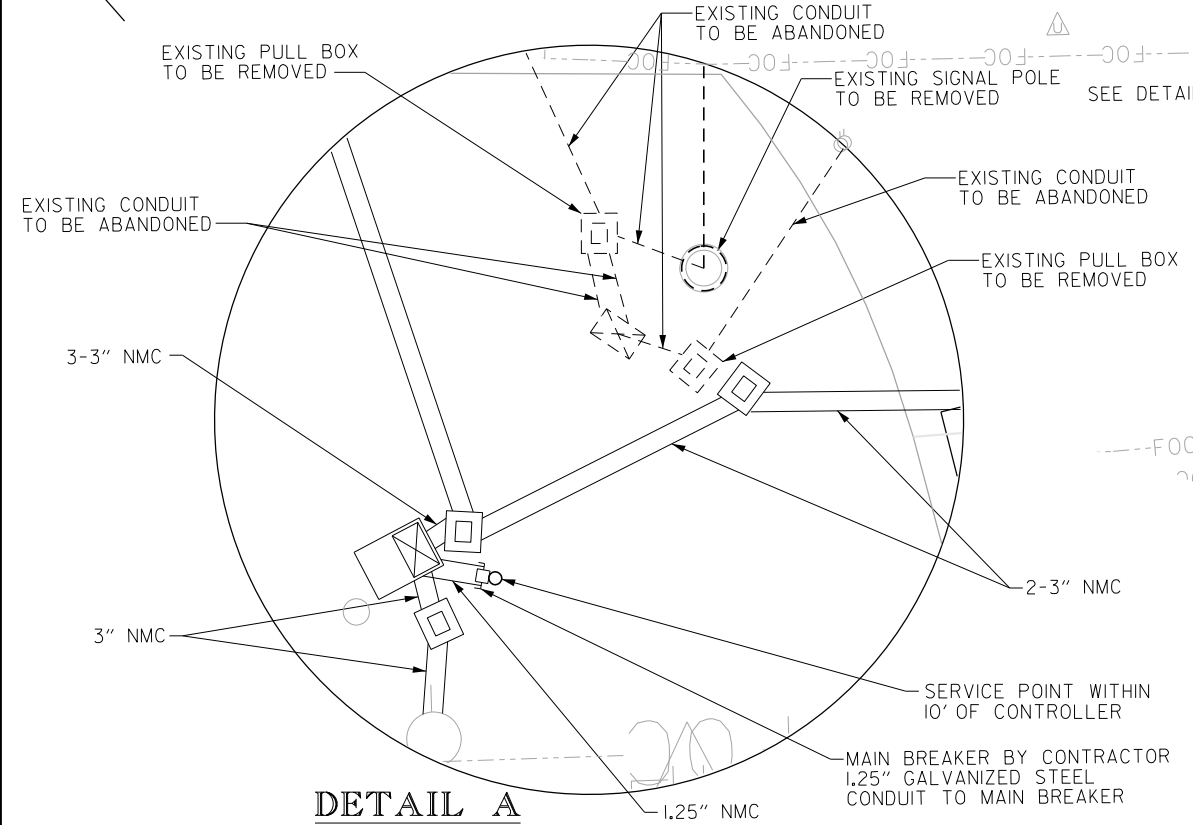
STAGE I PLANS

LOCATION: HWY. 64 AT I-40 WB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



DATE: 07/30/15 FILE NAME: t64_p1.0.dgn

DETAIL A

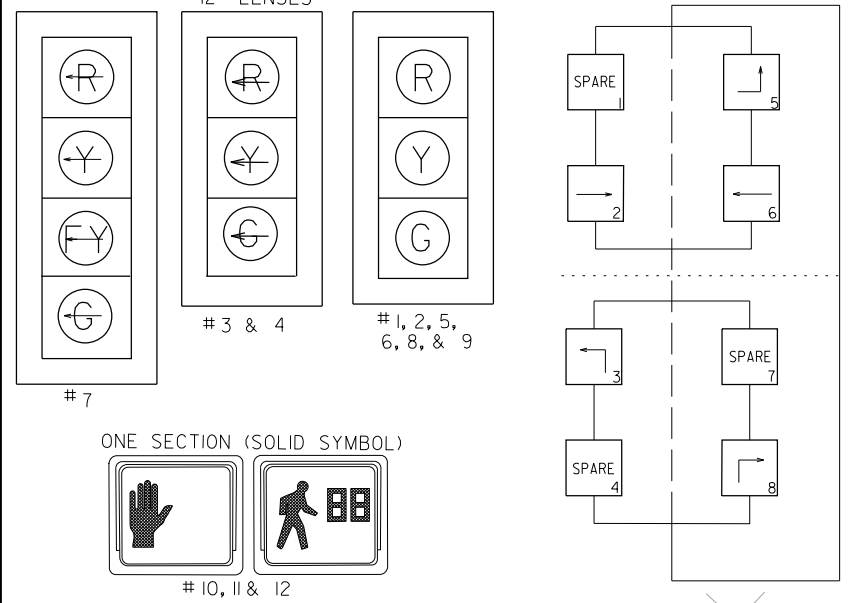


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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	77	176
				JOB NO.	080518		77	176

STAGE 1 SIGNAL FACES

STAGE 1 PHASING DIAGRAM

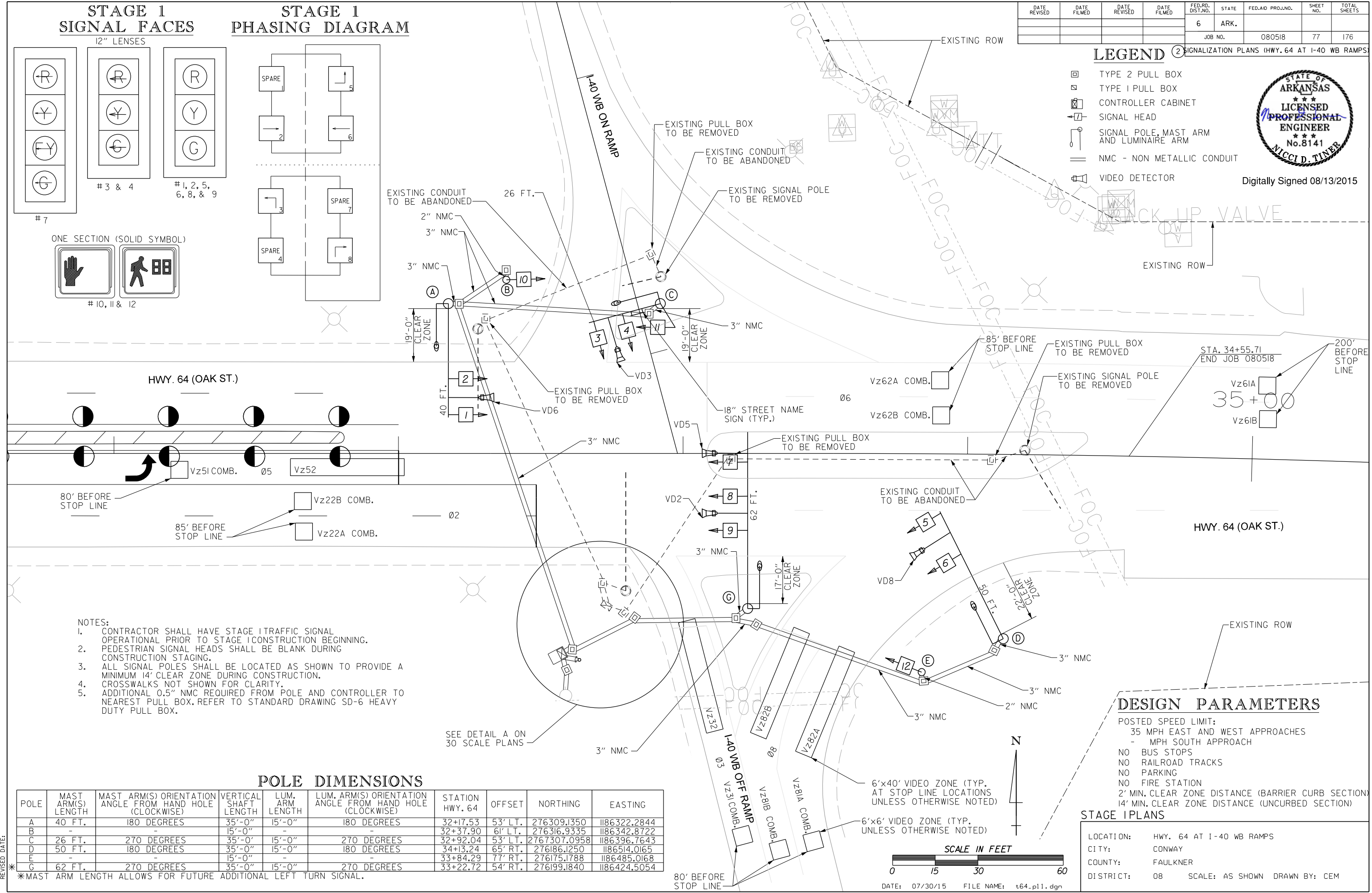


LEGEND

- TYPE 2 PULL BOX
- ▣ TYPE 1 PULL BOX
- ▢ CONTROLLER CABINET
- ⊠ SIGNAL HEAD
- ⊡ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- ⊞ VIDEO DETECTOR



Digitally Signed 08/13/2015



- NOTES:
- CONTRACTOR SHALL HAVE STAGE I TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE I CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION. CROSSWALKS NOT SHOWN FOR CLARITY.
 - ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	40 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	32+17.53	53' LT.	276309.1350	1186322.2844
B	-	-	15'-0"	-	-	32+37.90	61' LT.	276316.9335	1186342.8722
C	26 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	32+92.04	53' LT.	2767307.0958	1186396.7643
D	50 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	34+13.24	65' RT.	276186.1250	1186514.0165
E	-	-	15'-0"	-	-	33+84.29	77' RT.	276175.1788	1186485.0168
G	62 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	33+22.72	54' RT.	276199.1840	1186424.5054

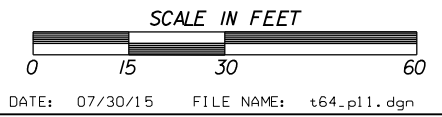
*MAST ARM LENGTH ALLOWS FOR FUTURE ADDITIONAL LEFT TURN SIGNAL.

DESIGN PARAMETERS

- POSTED SPEED LIMIT:
 35 MPH EAST AND WEST APPROACHES
 - MPH SOUTH APPROACH
- NO BUS STOPS
 - NO RAILROAD TRACKS
 - NO PARKING
 - NO FIRE STATION
 - 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 - 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

STAGE I PLANS

LOCATION: HWY. 64 AT I-40 WB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



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 REVISION DATE:

DETECTOR CHART (STAGE 1)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz21A&B	EB FAR	LOCAL			5	V2	2		72"	VD2	
Vz22A&B	EB NEAR	COMB.			6	V10	2	2	72"	VD2	
Vz31	NB LEFT FAR	COMB.			9	V11	3	3	23"	VD3	
Vz32	NB LEFT NEAR	LOCAL			10	V3	3		23"	VD3	
Vz51	EB LEFT FAR	COMB.			7	V13	5	5	23"	VD5	
Vz52	EB LEFT NEAR	LOCAL			8	V5	5		23"	VD5	
Vz61A&B	WB FAR	LOCAL			1	V6	6		72"	VD6	
Vz62A&B	WB NEAR	COMB.			2	V14	6	6	72"	VD6	
Vz81A&B	NB FAR	COMB.			11	V16	8	8	23"	VD8	
Vz82A&B	NB NEAR	LOCAL			12	V8	8		23"	VD8	

CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 D = SYSTEM OR AUXILIARY INPUT
 P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 3, 4, 13-16

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. 080518							78	176

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMP)



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INTERVAL CHART (STAGE 1)

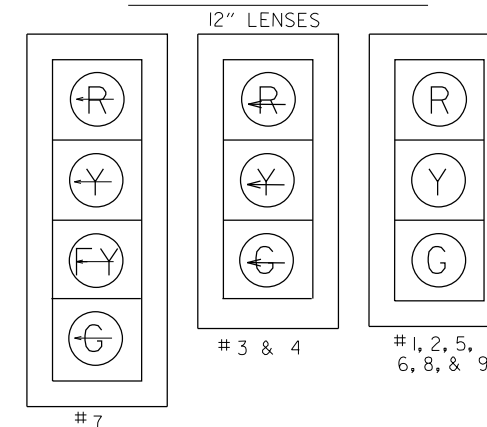
SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	2+5	CLR.	2+6	CLR.	3+8	CLR.	
1 & 2	R	R	G	Y	R	R	R
3 & 4	R	R	R	R	G	Y	R
5 & 6	R	R	R	R	G	Y	R
7	G	Y	R	Y	R	R	R
8 & 9	G	**	G	**	R	R	R
10, 11 & 12	B	B	B	B	B	B	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

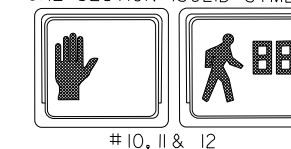
KEYED NOTES:
 1. PROVIDE SUFFICIENT UNSPLICED LENGTH OF 5c AND 1c#8EGC TO EXTEND TO FUTURE POLES F, H & I IN FINAL WIRING. COIL CABLE IN PULL BOX FOR FUTURE USE. SEAL ENDS OF CABLES WITH WATERPROOF TAPE.

NOTE:
 ADDITIONAL 1-1c#8EGC IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

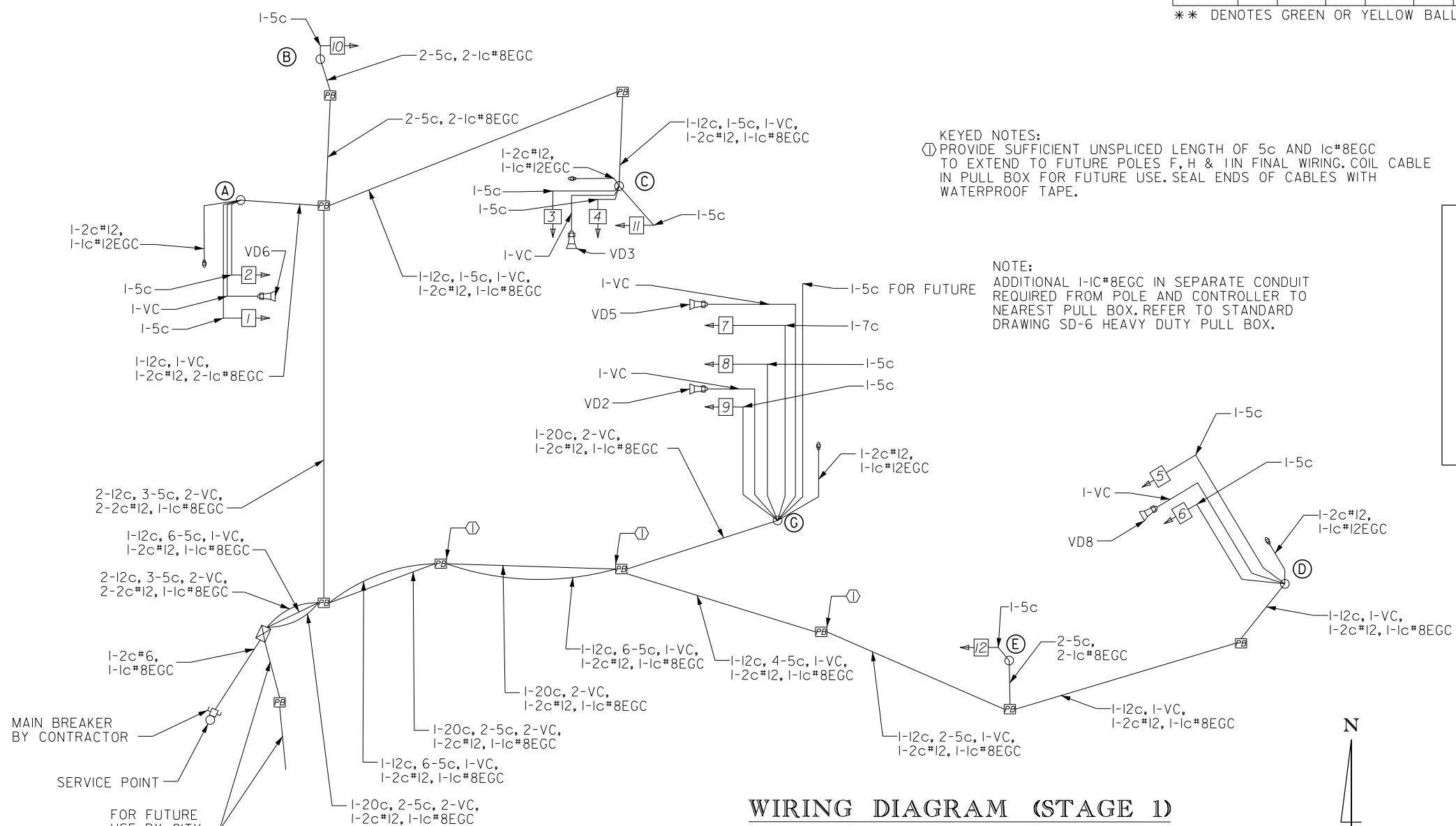
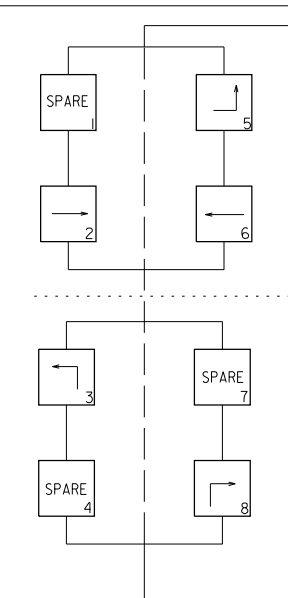
STAGE 1 SIGNAL FACES



ONE SECTION (SOLID SYMBOL)



STAGE 1 PHASING DIAGRAM



WIRING DIAGRAM (STAGE 1)

- TYPICAL WIRING INCLUDES:
- SEPARATE 5c/#14 AWG FROM EACH 3 SEC SIGNAL HEAD TO BASE OF POLE.
 - SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
 - SEPARATE 7c/#14 AWG FROM EACH 4 SEC SIGNAL HEAD TO BASE OF POLE.
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.



STAGE 1 PLANS

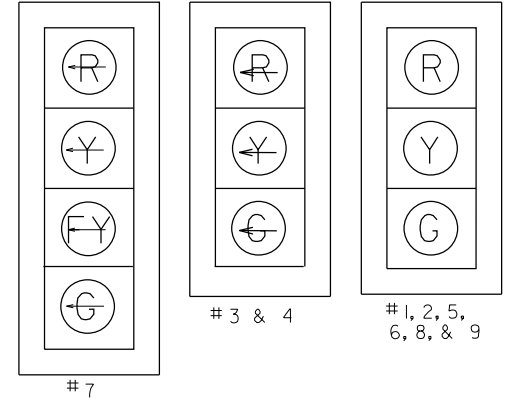
LOCATION: HWY. 64 AT I-40 WB RAMP
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

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.	080518	79	176	

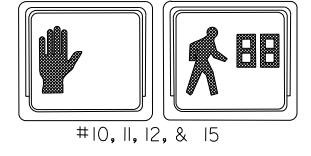
2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMPS)

STAGE 2 SIGNAL FACES

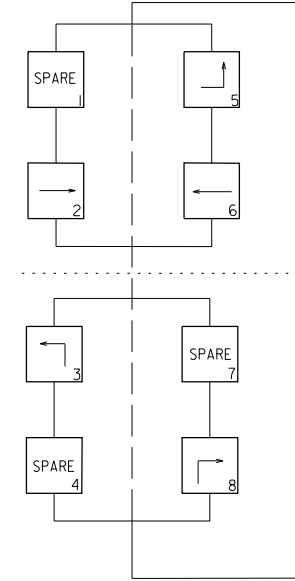
12" LENSES



ONE SECTION (SOLID SYMBOL)



STAGE 2 PHASING DIAGRAM



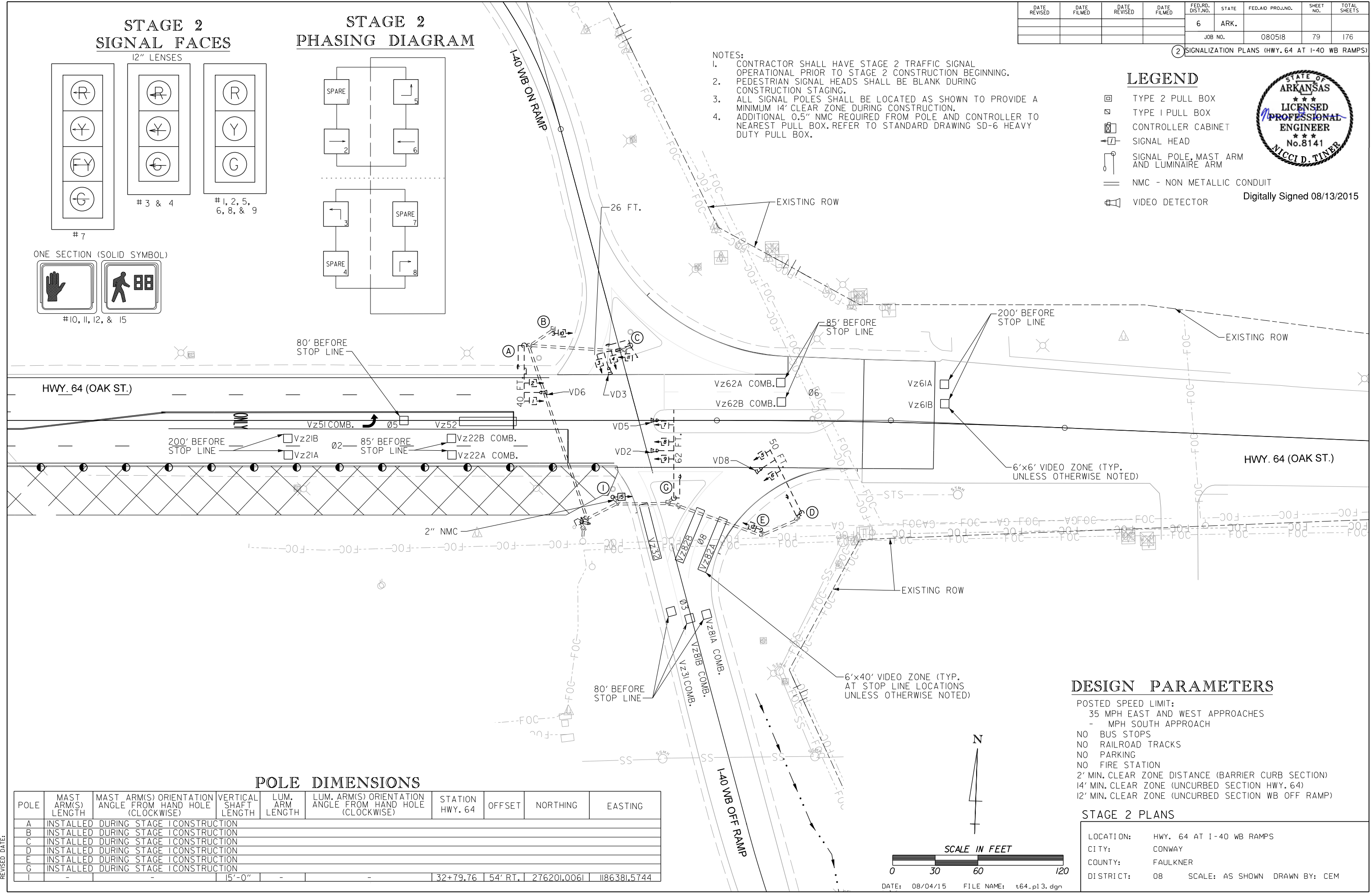
- NOTES:
1. CONTRACTOR SHALL HAVE STAGE 2 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 2 CONSTRUCTION BEGINNING.
 2. PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 3. ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.
 4. ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

LEGEND

- ☐ TYPE 2 PULL BOX
- ☐ TYPE 1 PULL BOX
- ☐ CONTROLLER CABINET
- ☐ SIGNAL HEAD
- ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- ☐ VIDEO DETECTOR



Digitally Signed 08/13/2015



POLE DIMENSIONS

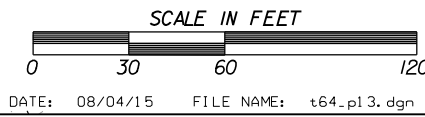
POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE 1 CONSTRUCTION								
B	INSTALLED DURING STAGE 1 CONSTRUCTION								
C	INSTALLED DURING STAGE 1 CONSTRUCTION								
D	INSTALLED DURING STAGE 1 CONSTRUCTION								
E	INSTALLED DURING STAGE 1 CONSTRUCTION								
G	INSTALLED DURING STAGE 1 CONSTRUCTION								
I			15'-0"			32+79.76	54' RT.	276201.0061	1186381.5744

DESIGN PARAMETERS

- POSTED SPEED LIMIT:
 35 MPH EAST AND WEST APPROACHES
 - MPH SOUTH APPROACH
- NO BUS STOPS
 NO RAILROAD TRACKS
 NO PARKING
 NO FIRE STATION
 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
 14' MIN. CLEAR ZONE (UNCURBED SECTION HWY. 64)
 12' MIN. CLEAR ZONE (UNCURBED SECTION WB OFF RAMP)

STAGE 2 PLANS

LOCATION: HWY. 64 AT I-40 WB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



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				6	ARK.			
						080518	80	176

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMPS)

DETECTOR CHART (STAGE 2)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP. CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz21A&B	EB FAR	LOCAL		5	V2	2			72"	VD2	
Vz22A&B	EB NEAR	COMB.		6	V10	2	2		72"	VD2	
Vz31	NB LEFT FAR	COMB.		9	V11	3	3		23"	VD3	
Vz32	NB LEFT NEAR	LOCAL		10	V3	3			23"	VD3	
Vz51	EB LEFT FAR	COMB.		7	V13	5	5		23"	VD5	
Vz52	EB LEFT NEAR	LOCAL		8	V5	5			23"	VD5	
Vz61A&B	WB FAR	LOCAL		1	V6	6			72"	VD6	
Vz62A&B	WB NEAR	COMB.		2	V14	6	6		72"	VD6	
Vz81A&B	NB FAR	COMB.		11	V16	8	8		23"	VD8	
Vz82A&B	NB NEAR	LOCAL		12	V8	8			23"	VD8	

CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 3, 4, 13-16

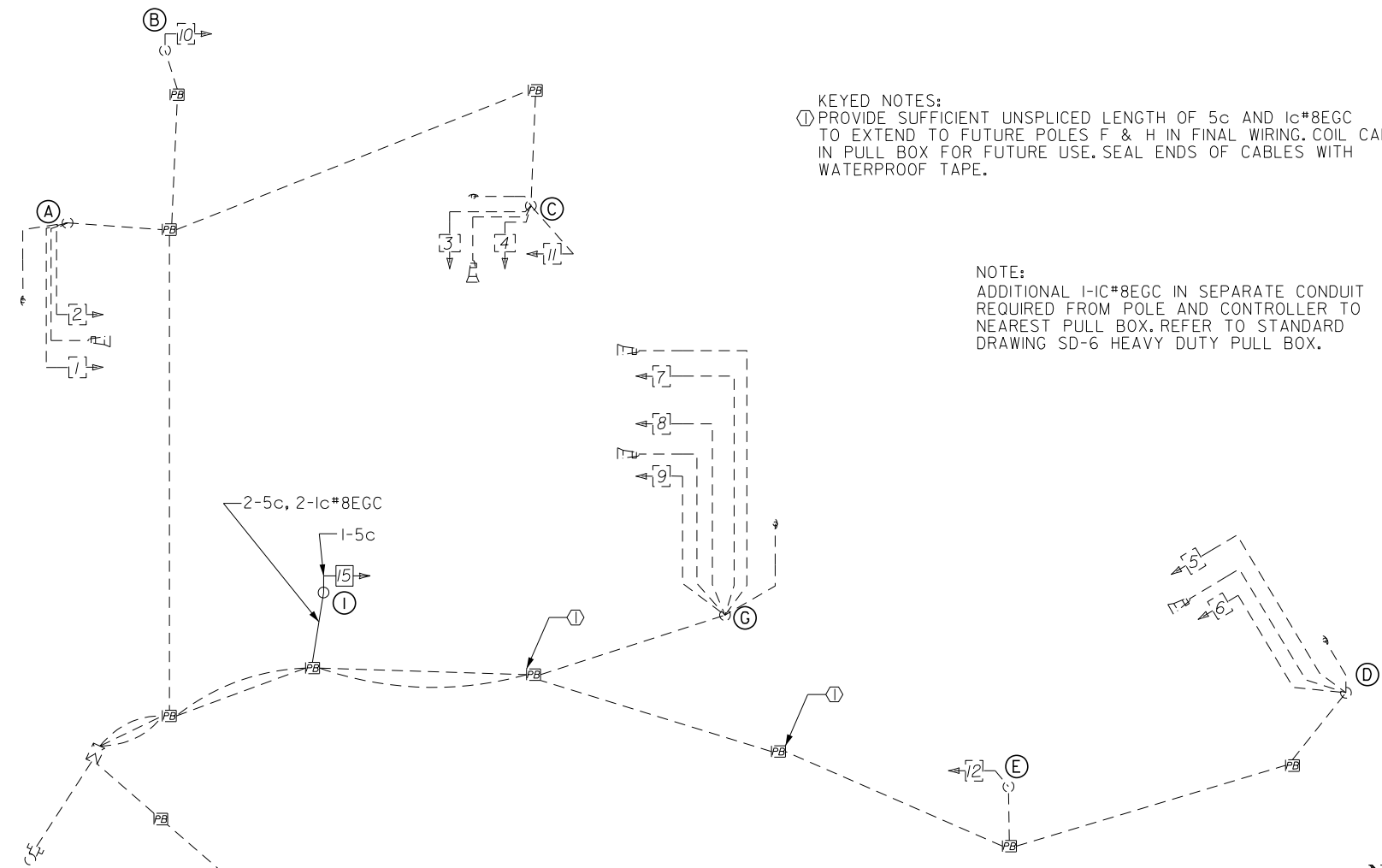
INTERVAL CHART (STAGE 2)

SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	2+5	CLR.	2+6	CLR.	3+8	CLR.	
1 & 2	R	R	G	Y	R	R	R
3 & 4	R	R	R	R	G	Y	R
5 & 6	R	R	R	R	G	Y	R
7	G	Y	FY	Y	R	R	R
8 & 9	G	**	G	**	R	R	R
10, 11, 12 & 15	B	B	B	B	B	B	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE



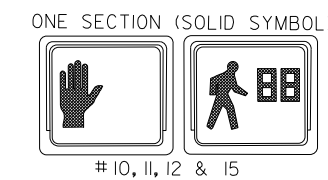
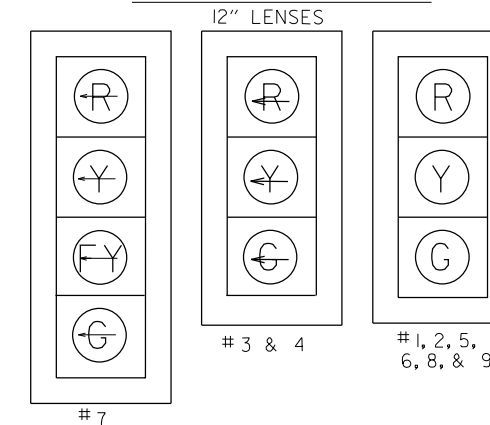
Digitally Signed 08/13/2015



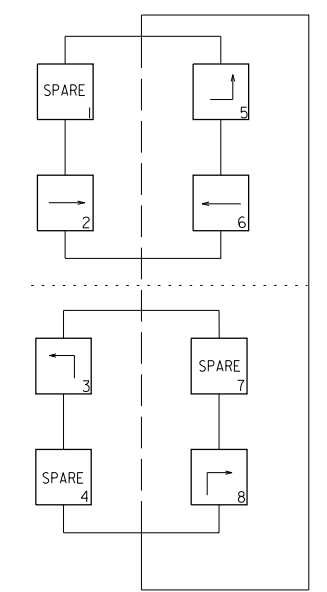
KEYED NOTES:
① PROVIDE SUFFICIENT UNSPLICED LENGTH OF 5c AND 1c#8EGC TO EXTEND TO FUTURE POLES F & H IN FINAL WIRING. COIL CABLE IN PULL BOX FOR FUTURE USE. SEAL ENDS OF CABLES WITH WATERPROOF TAPE.

NOTE:
ADDITIONAL 1-1c#8EGC IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

STAGE 1 SIGNAL FACES



STAGE 2 PHASING DIAGRAM



WIRING DIAGRAM (STAGE 2)

- TYPICAL WIRING INCLUDES:
- SEPARATE 5c/#14 AWG FROM EACH 3 SEC SIGNAL HEAD TO BASE OF POLE.
 - SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
 - SEPARATE 7c/#14 AWG FROM EACH 4 SEC SIGNAL HEAD TO BASE OF POLE.
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.



STAGE 2 PLANS

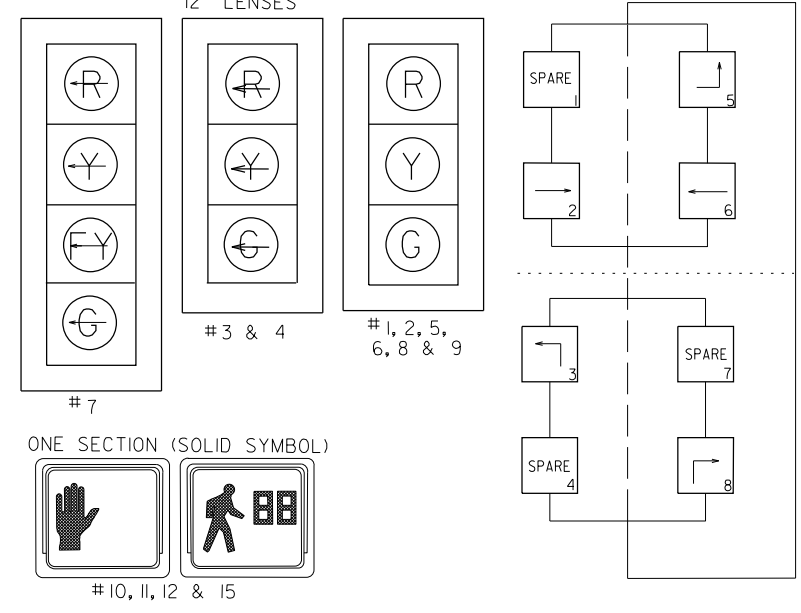
LOCATION: HWY. 64 AT I-40 WB RAMPS
CITY: CONWAY
COUNTY: FAULKNER
DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

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.	080518	81	176	

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMP)

STAGE 3 SIGNAL FACES

STAGE 3 PHASING DIAGRAM



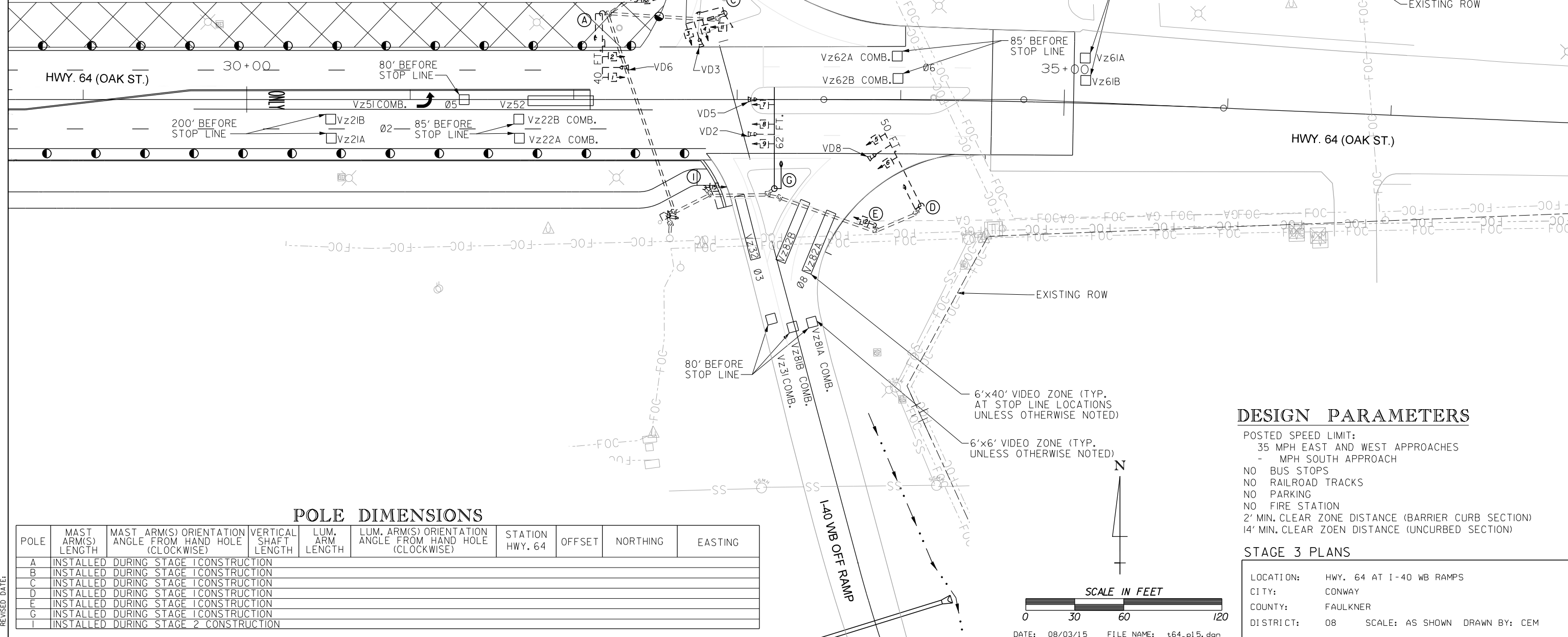
- NOTES:
- CONTRACTOR SHALL HAVE STAGE 3 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 3 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.

LEGEND

- TYPE 2 PULL BOX
- TYPE 1 PULL BOX
- CONTROLLER CABINET
- SIGNAL HEAD
- SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- VIDEO DETECTOR



Digitally Signed 08/13/2015



POLE DIMENSIONS

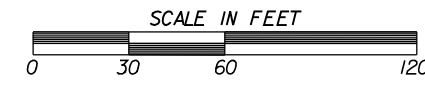
POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE 1 CONSTRUCTION								
B	INSTALLED DURING STAGE 1 CONSTRUCTION								
C	INSTALLED DURING STAGE 1 CONSTRUCTION								
D	INSTALLED DURING STAGE 1 CONSTRUCTION								
E	INSTALLED DURING STAGE 1 CONSTRUCTION								
G	INSTALLED DURING STAGE 1 CONSTRUCTION								
I	INSTALLED DURING STAGE 2 CONSTRUCTION								

DESIGN PARAMETERS

- POSTED SPEED LIMIT: 35 MPH EAST AND WEST APPROACHES
- MPH SOUTH APPROACH
- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
- 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

STAGE 3 PLANS

LOCATION: HWY. 64 AT I-40 WB RAMP
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



DATE: 08/03/15 FILE NAME: t64_p15.dgn

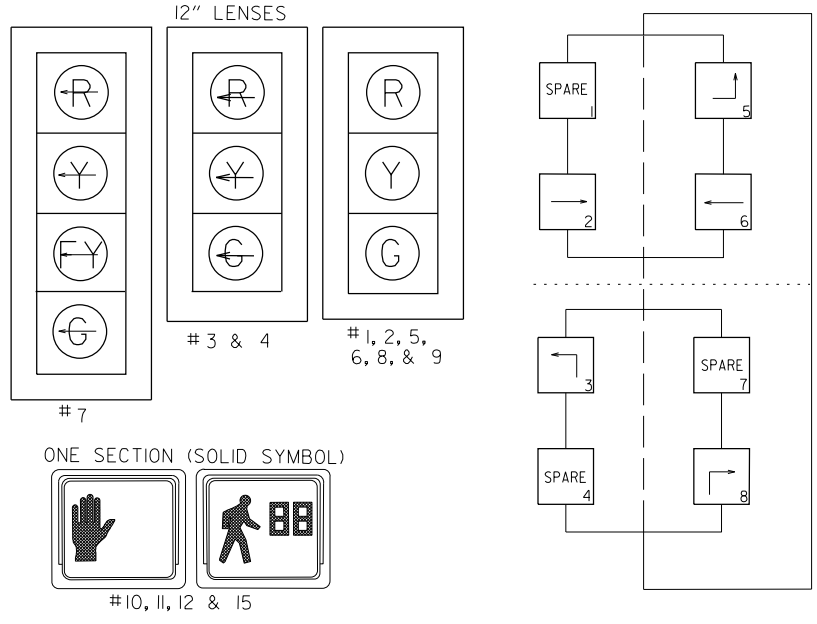
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080518	82	176	

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMPS)

STAGE 4 SIGNAL FACES

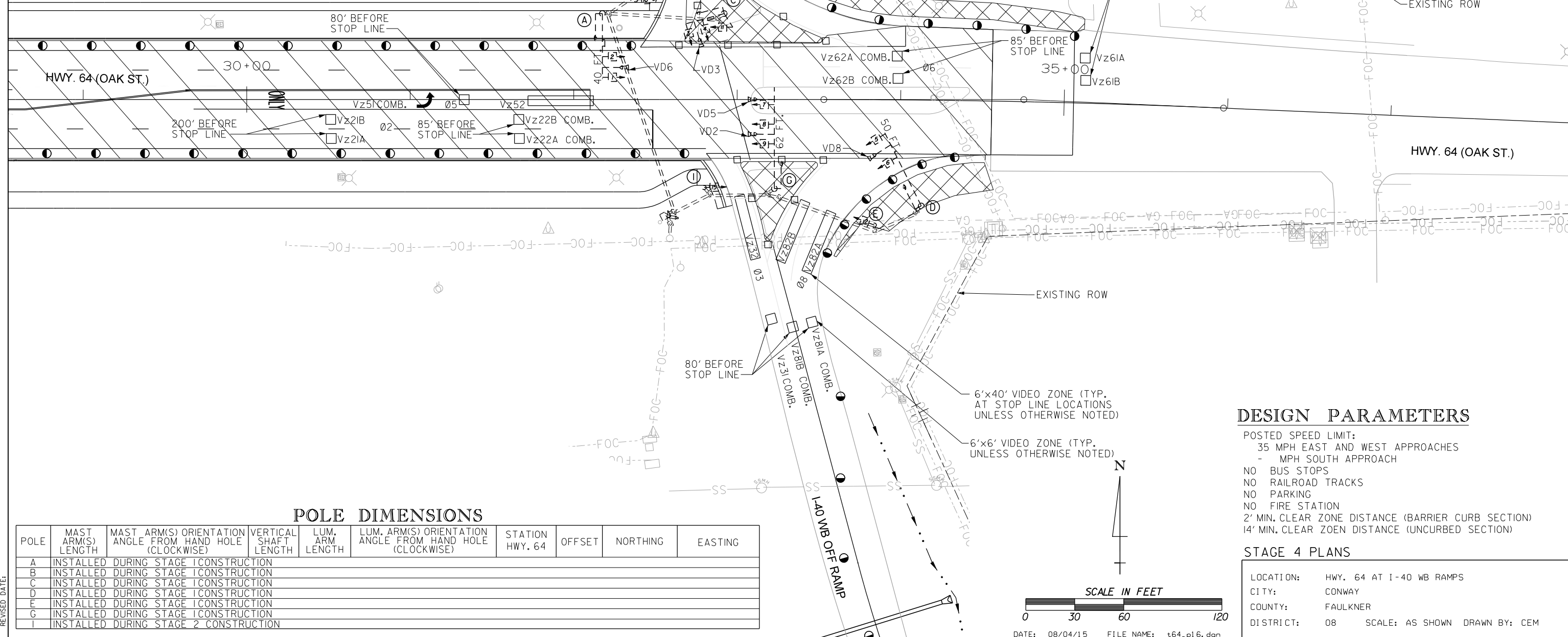
STAGE 4 PHASING DIAGRAM



- NOTES:
- CONTRACTOR SHALL HAVE STAGE 4 TRAFFIC SIGNAL OPERATIONAL PRIOR TO STAGE 4 CONSTRUCTION BEGINNING.
 - PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING CONSTRUCTION STAGING.
 - ALL SIGNAL POLES SHALL BE LOCATED AS SHOWN TO PROVIDE A MINIMUM 14' CLEAR ZONE DURING CONSTRUCTION.

LEGEND

- ☐ TYPE 2 PULL BOX
 - ☐ TYPE 1 PULL BOX
 - ☐ CONTROLLER CABINET
 - ☐ SIGNAL HEAD
 - ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
 - NMC - NON METALLIC CONDUIT
 - ☐ VIDEO DETECTOR
- Digitally Signed 08/13/2015



POLE DIMENSIONS

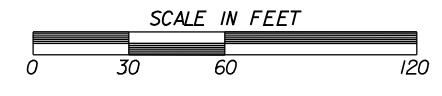
POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	INSTALLED DURING STAGE 1 CONSTRUCTION								
B	INSTALLED DURING STAGE 1 CONSTRUCTION								
C	INSTALLED DURING STAGE 1 CONSTRUCTION								
D	INSTALLED DURING STAGE 1 CONSTRUCTION								
E	INSTALLED DURING STAGE 1 CONSTRUCTION								
G	INSTALLED DURING STAGE 1 CONSTRUCTION								
I	INSTALLED DURING STAGE 2 CONSTRUCTION								

DESIGN PARAMETERS

- POSTED SPEED LIMIT: 35 MPH EAST AND WEST APPROACHES
- MPH SOUTH APPROACH
- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
- 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

STAGE 4 PLANS

LOCATION: HWY. 64 AT I-40 WB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM



DATE: 08/04/15 FILE NAME: t64_p16.dgn

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 REVISION 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.	080518	83	176	

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMP)

DETECTOR CHART (STAGES 3&4)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz21A&B	EB FAR	LOCAL			5	V2	2		72"	VD2	
Vz22A&B	EB NEAR	COMB.			6	V10	2	2	72"	VD2	
Vz31	NB LEFT FAR	COMB.			9	V11	3	3	23"	VD3	
Vz32	NB LEFT NEAR	LOCAL			10	V3	3		23"	VD3	
Vz51	EB LEFT FAR	COMB.			7	V13	5	5	23"	VD5	
Vz52	EB LEFT NEAR	LOCAL			8	V5	5		23"	VD5	
Vz61A&B	WB FAR	LOCAL			1	V6	6		72"	VD6	
Vz62A&B	WB NEAR	COMB.			2	V14	6	6	72"	VD6	
Vz81A&B	NB FAR	COMB.			11	V16	8	8	23"	VD8	
Vz82A&B	NB NEAR	LOCAL			12	V8	8		23"	VD8	

CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 3, 4, 13-16

INTERVAL CHART (STAGES 3&4)

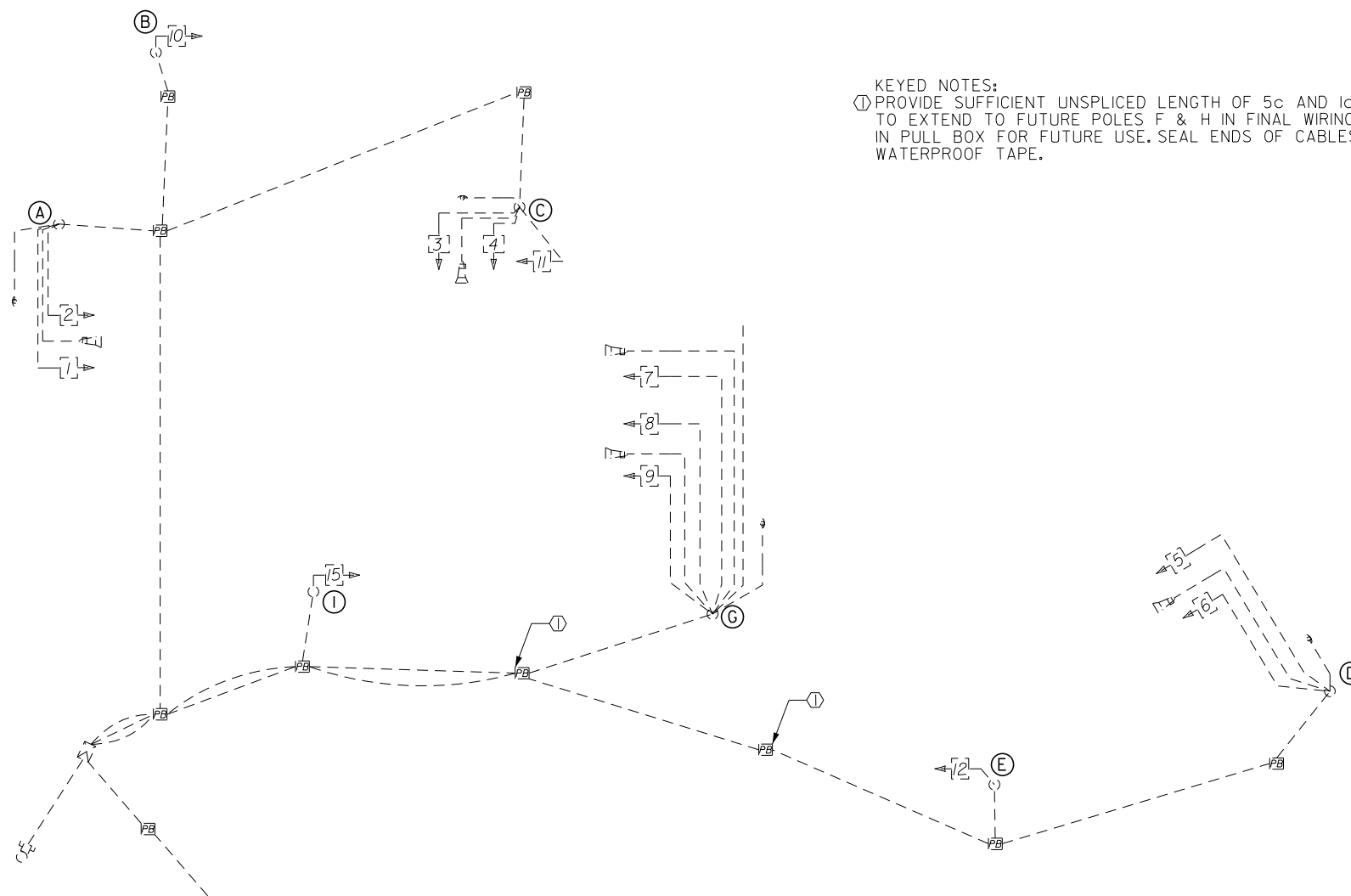
SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	2+5	CLR.	2+6	CLR.	3+8	CLR.	
1 & 2	R	R	G	Y	R	R	R
3 & 4	R	R	R	R	R	R	R
5 & 6	R	R	R	R	G	Y	R
7	R	R	R	R	R	R	R
8 & 9	G	**	G	**	R	R	R
10, 11, 12 & 15	B	B	B	B	B	B	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE



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KEYED NOTES:
① PROVIDE SUFFICIENT UNSPLICED LENGTH OF 5c AND 1c#8EGC TO EXTEND TO FUTURE POLES F & H IN FINAL WIRING. COIL CABLE IN PULL BOX FOR FUTURE USE. SEAL ENDS OF CABLES WITH WATERPROOF TAPE.

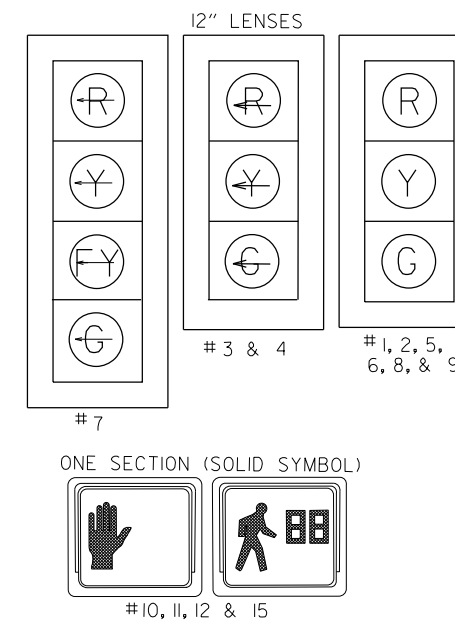


WIRING DIAGRAM (STAGES 3&4)

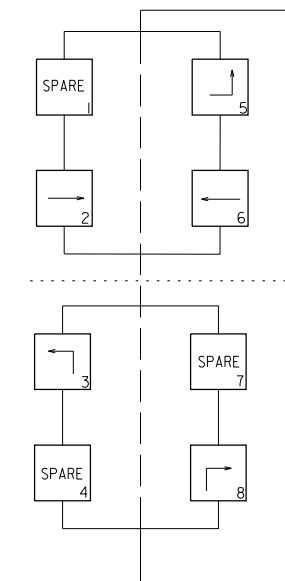
- TYPICAL WIRING INCLUDES:
- SEPARATE 5c/#14 AWG FROM EACH 3 SEC SIGNAL HEAD TO BASE OF POLE.
 - SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
 - SEPARATE 7c/#14 AWG FROM EACH 4 SEC SIGNAL HEAD TO BASE OF POLE.
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.



STAGES 3&4 SIGNAL FACES



STAGES 3&4 PHASING DIAGRAM



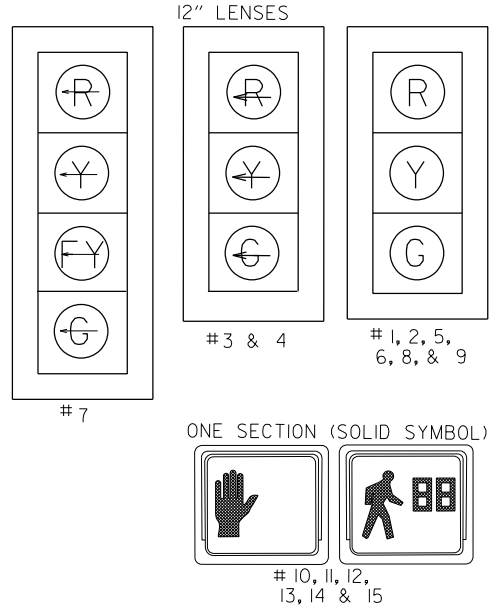
STAGES 3 & 4 PLANS

LOCATION: HWY. 64 (OAK ST.) AT I-40 WB RAMP
CITY: CONWAY
COUNTY: FAULKNER
DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

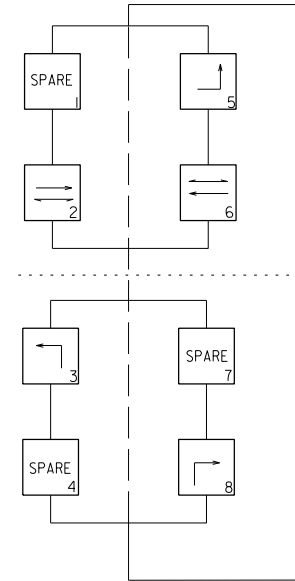
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				6	ARK.			
				JOB NO.		080518	84	176

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMPS)

FINAL SIGNAL FACES



FINAL PHASING DIAGRAM



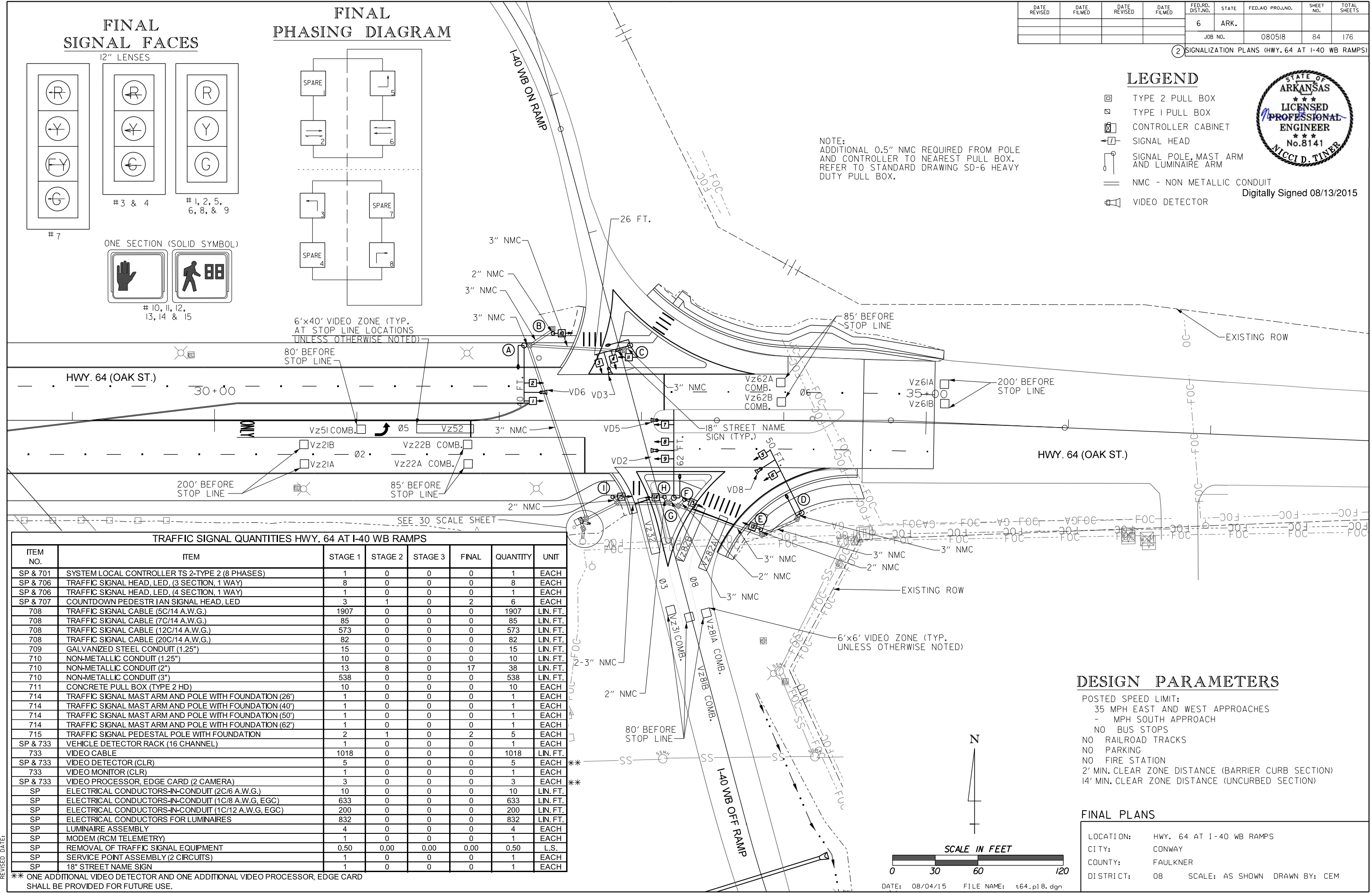
LEGEND

- ☐ TYPE 2 PULL BOX
- ☐ TYPE 1 PULL BOX
- ☐ CONTROLLER CABINET
- ☐ SIGNAL HEAD
- ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- NMC - NON METALLIC CONDUIT
- ☐ VIDEO DETECTOR



Digitally Signed 08/13/2015

NOTE:
ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.



TRAFFIC SIGNAL QUANTITIES HWY. 64 AT I-40 WB RAMPS

ITEM NO.	ITEM	STAGE 1	STAGE 2	STAGE 3	FINAL	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS 2-TYPE 2 (8 PHASES)	1	0	0	0	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	0	0	0	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	0	0	1	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	3	1	0	2	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1907	0	0	0	1907	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	85	0	0	0	85	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	573	0	0	0	573	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	82	0	0	0	82	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	15	0	0	0	15	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	10	0	0	0	10	LIN. FT.
710	NON-METALLIC CONDUIT (2")	13	8	0	17	38	LIN. FT.
710	NON-METALLIC CONDUIT (3")	538	0	0	0	538	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2 HD)	10	0	0	0	10	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	0	0	0	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	0	0	0	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	0	0	0	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	1	0	0	0	1	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	1	0	2	5	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	0	0	0	1	EACH
733	VIDEO CABLE	1018	0	0	0	1018	LIN. FT.
SP & 733	VIDEO DETECTOR (CLR)	5	0	0	0	5	EACH
733	VIDEO MONITOR (CLR)	1	0	0	0	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	0	0	0	3	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	0	0	0	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., EGC)	633	0	0	0	633	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., EGC)	200	0	0	0	200	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	832	0	0	0	832	LIN. FT.
SP	LUMINAIRE ASSEMBLY	4	0	0	0	4	EACH
SP	MODEM (RCM TELEMETRY)	1	0	0	0	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.50	0.00	0.00	0.00	0.50	L.S.
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	0	0	0	1	EACH
SP	18" STREET NAME SIGN	1	0	0	0	1	EACH

** ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED FOR FUTURE USE.

DESIGN PARAMETERS

- POSTED SPEED LIMIT: 35 MPH EAST AND WEST APPROACHES
- MPH SOUTH APPROACH
- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
- 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)

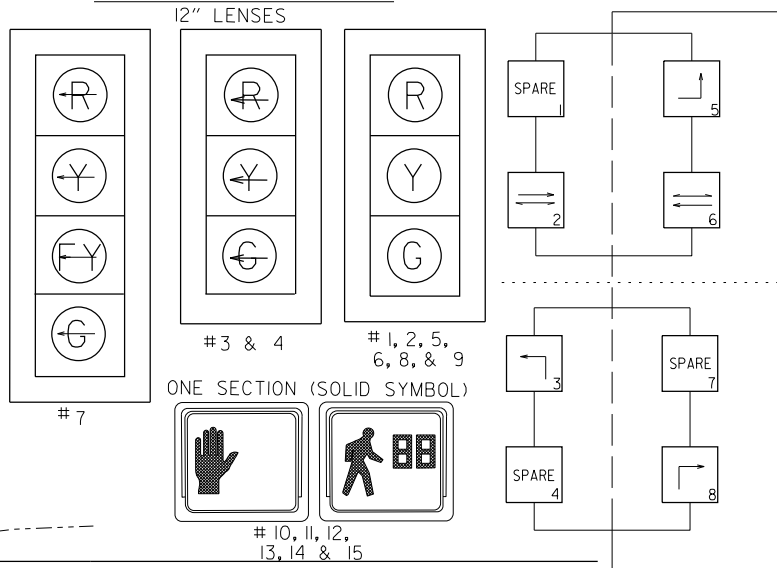
FINAL PLANS

LOCATION: HWY. 64 AT I-40 WB RAMPS
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

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 REVISION DATE:

FINAL SIGNAL FACES

FINAL PHASING DIAGRAM



LEGEND

- ☐ TYPE 2 PULL BOX
- ☐ TYPE 1 PULL BOX
- ☐ CONTROLLER CABINET
- ☐ SIGNAL HEAD
- ☐ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- ☐ NMC - NON METALLIC CONDUIT
- ☐ VIDEO DETECTOR

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.	080518	85	176	

2 SIGNALIZATION PLANS (HWY. 64 AT I-40 WB RAMP)

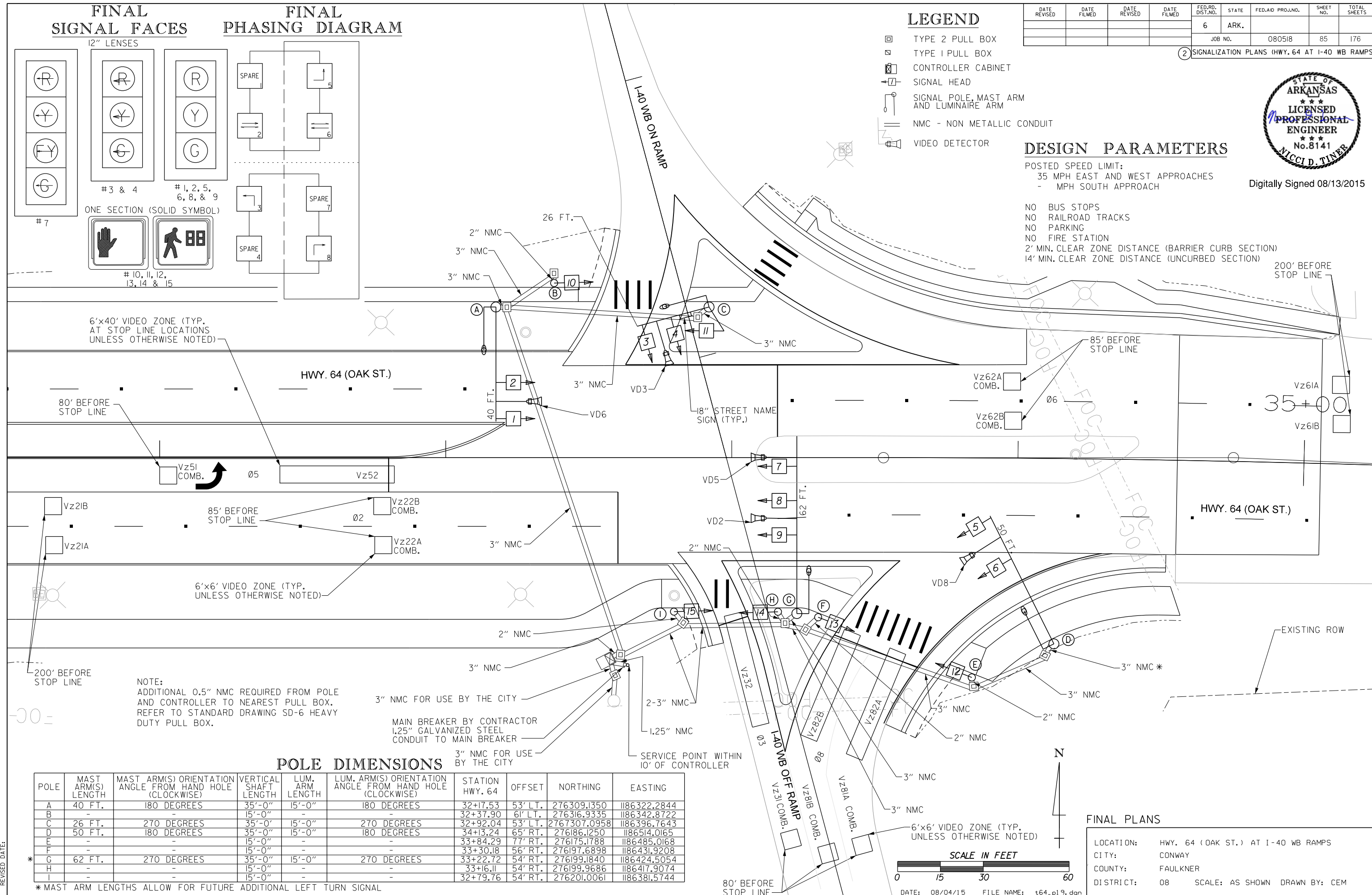


DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACHES
- MPH SOUTH APPROACH

Digitally Signed 08/13/2015

- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 2' MIN. CLEAR ZONE DISTANCE (BARRIER CURB SECTION)
- 14' MIN. CLEAR ZONE DISTANCE (UNCURBED SECTION)



NOTE:
ADDITIONAL 0.5" NMC REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

3" NMC FOR USE BY THE CITY
MAIN BREAKER BY CONTRACTOR
1.25" GALVANIZED STEEL CONDUIT TO MAIN BREAKER

3" NMC FOR USE BY THE CITY
SERVICE POINT WITHIN 10' OF CONTROLLER

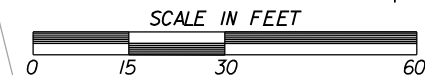
POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION HWY. 64	OFFSET	NORTHING	EASTING
A	40 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	32+17.53	53' LT.	276309.1350	1186322.2844
B	-	-	15'-0"	-	-	32+37.90	61' LT.	276316.9335	1186342.8722
C	26 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	32+92.04	53' LT.	2767307.0958	1186396.7643
D	50 FT.	180 DEGREES	35'-0"	15'-0"	180 DEGREES	34+13.24	65' RT.	276186.1250	1186514.0165
E	-	-	15'-0"	-	-	33+84.29	77' RT.	276175.1788	1186485.0168
F	-	-	15'-0"	-	-	33+30.18	56' RT.	276197.6898	1186431.9208
G	62 FT.	270 DEGREES	35'-0"	15'-0"	270 DEGREES	33+22.72	54' RT.	276199.1840	1186424.5054
H	-	-	15'-0"	-	-	33+16.11	54' RT.	276199.9686	1186417.9074
I	-	-	15'-0"	-	-	32+79.76	54' RT.	276201.0061	1186381.5744

* MAST ARM LENGTHS ALLOW FOR FUTURE ADDITIONAL LEFT TURN SIGNAL

FINAL PLANS

LOCATION: HWY. 64 (OAK ST.) AT I-40 WB RAMP
CITY: CONWAY
COUNTY: FAULKNER
DISTRICT: 08
SCALE: AS SHOWN
DRAWN BY: CEM



DATE: 08/04/15 FILE NAME: t64-pl 9.dgn

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 REVISION DATE:

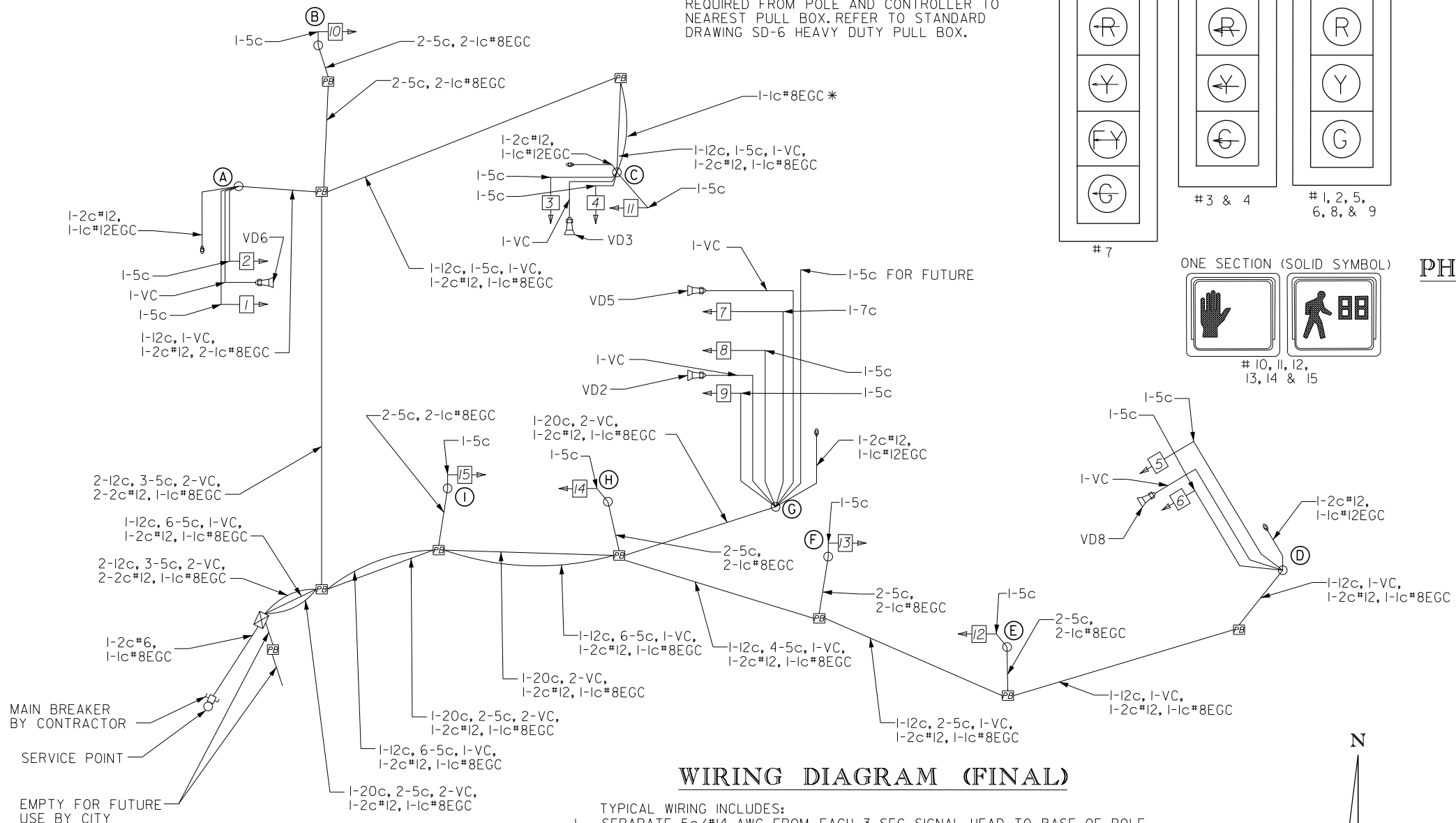
DETECTOR CHART (FINAL)

DETECTOR I.D. #	DIRECTION & LOCATION	TYPE	DET. #	HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGTH	COMMENT
				CAB. TRM. #	AMP CHN. #	CON. INP. #	LOCAL		MSTR. SYS. DET. #		
							PHS.	SYS. DET. #			
Vz21A&B	EB FAR	LOCAL			5	V2	2		72"	VD2	
Vz22A&B	EB NEAR	COMB.			6	VI0	2	2	72"	VD2	
Vz31	NB LEFT FAR	COMB.			9	VII	3	3	23"	VD3	
Vz32	NB LEFT NEAR	LOCAL			10	V3	3		23"	VD3	
Vz51	EB LEFT FAR	COMB.			7	VI3	5	5	23"	VD5	
Vz52	EB LEFT NEAR	LOCAL			8	V5	5		23"	VD5	
Vz61A&B	WB FAR	LOCAL			1	V6	6		72"	VD6	
Vz62A&B	WB NEAR	COMB.			2	VI4	6	6	72"	VD6	
Vz81A&B	NB FAR	COMB.			11	VI6	8	8	23"	VD8	
Vz82A&B	NB NEAR	LOCAL			12	V8	8		23"	VD8	
P2	W TO E	PED.				P2	2				
P6	E TO W	PED.				P6	6				

CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 D = SYSTEM OR AUXILIARY INPUT
 P = PEDESTRIAN INPUT

SPARE AMP CHN. # = 3, 4, 13-16

NOTE:
 ADDITIONAL 1-1c#8EGC IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.



WIRING DIAGRAM (FINAL)

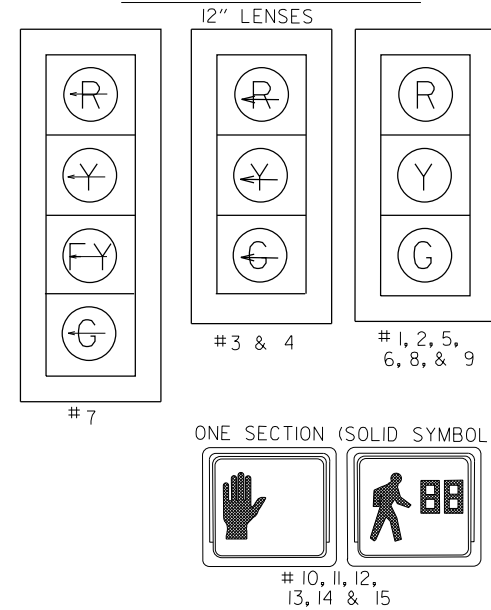
- TYPICAL WIRING INCLUDES:
- SEPARATE 5c/#14 AWG FROM EACH 3 SEC SIGNAL HEAD TO BASE OF POLE.
 - SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
 - SEPARATE 7c/#14 AWG FROM EACH 4 SEC SIGNAL HEAD TO BASE OF POLE.
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

INTERVAL CHART (FINAL)

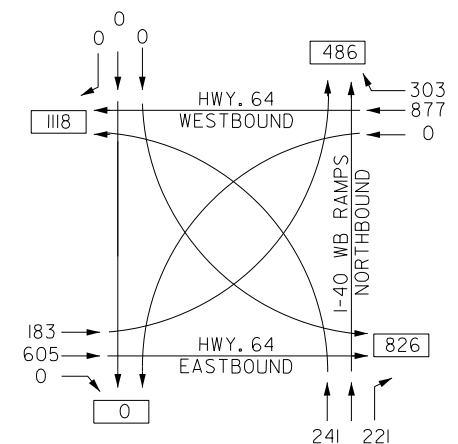
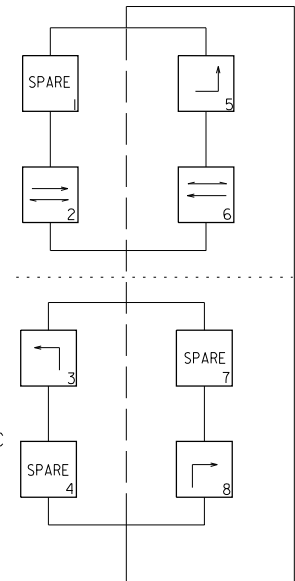
SIGNAL FACES	INTERSECTION INTERVALS						FLASH SEQ.
	2+5	CLR.	2+6	CLR.	3+8	CLR.	
1 & 2	R	R	G	Y	R	R	R
3 & 4	R	R	R	R	G	Y	R
5 & 6	R	R	R	R	G	Y	R
7	G	Y	FY	Y	R	R	R
8 & 9	G	**	G	**	R	R	R
10 & 11	DW	DW	W	FDW	DW	DW	B
12-15	DW	DW	W	FDW	DW	DW	B

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

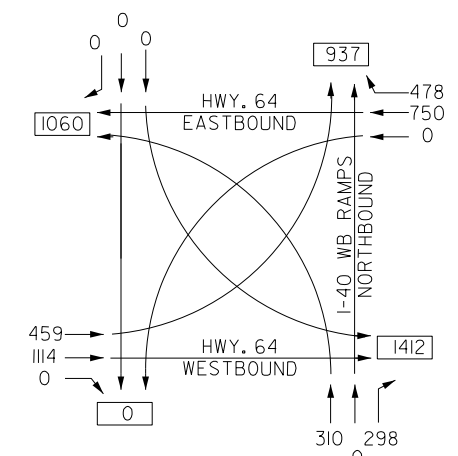
FINAL SIGNAL FACES



FINAL PHASING DIAGRAM



HWY. 64 AT I-40 WB RAMP
 TRAFFIC FLOW DIAGRAM
 TRAFFIC VOLUME
 A.M. PEAK HOUR



HWY. 64 AT I-40 WB RAMP
 TRAFFIC FLOW DIAGRAM
 TRAFFIC VOLUME
 P.M. PEAK HOUR

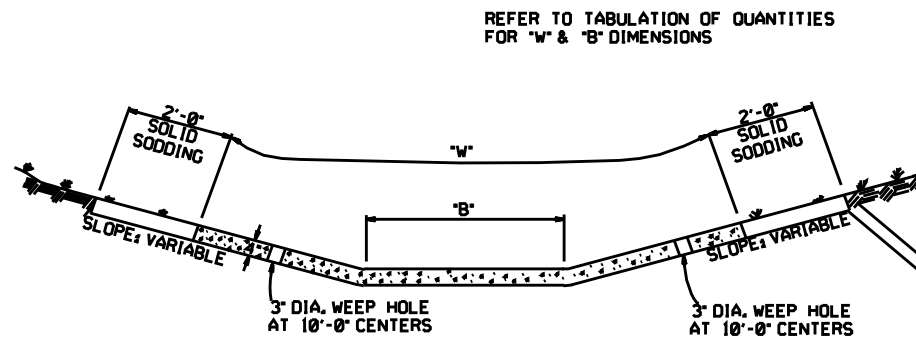
FINAL PLANS

LOCATION: HWY. 64 AT I-40 WB RAMP
 CITY: CONWAY
 COUNTY: FAULKNER
 DISTRICT: 08 SCALE: AS SHOWN DRAWN BY: CEM

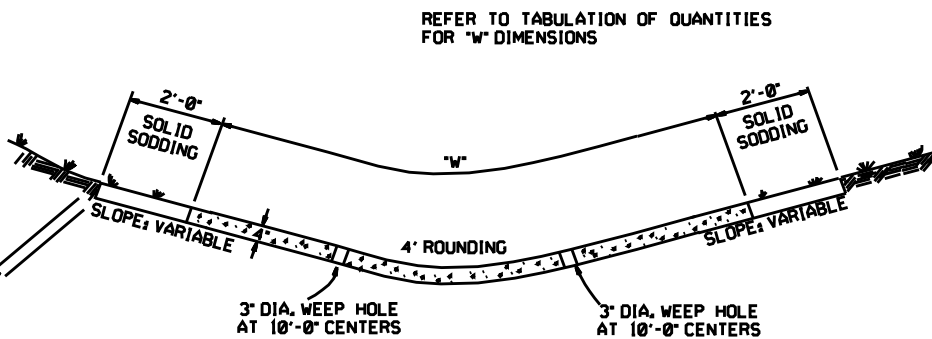


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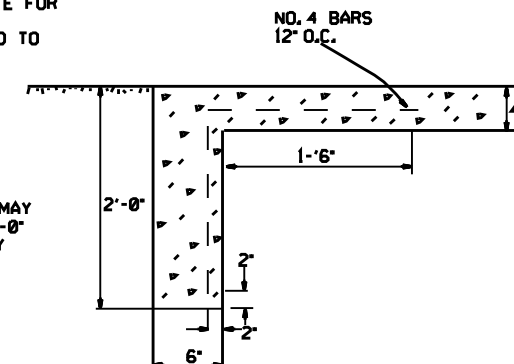
TYPE A



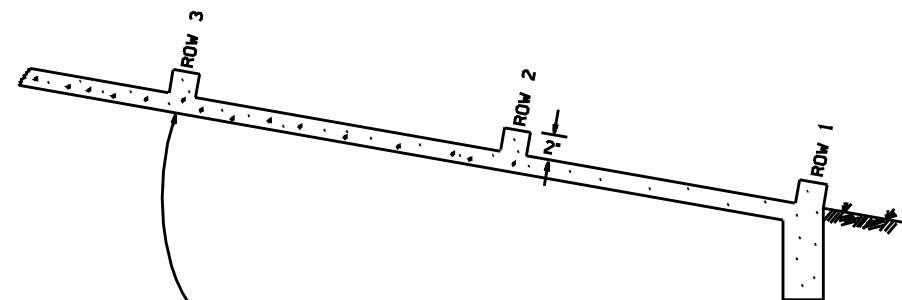
TYPE B

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

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

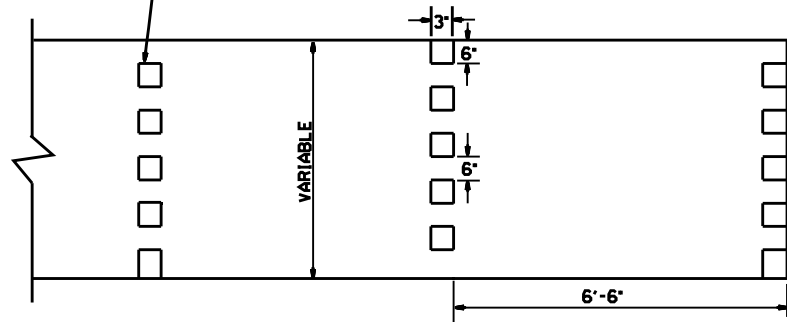


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

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



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

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

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

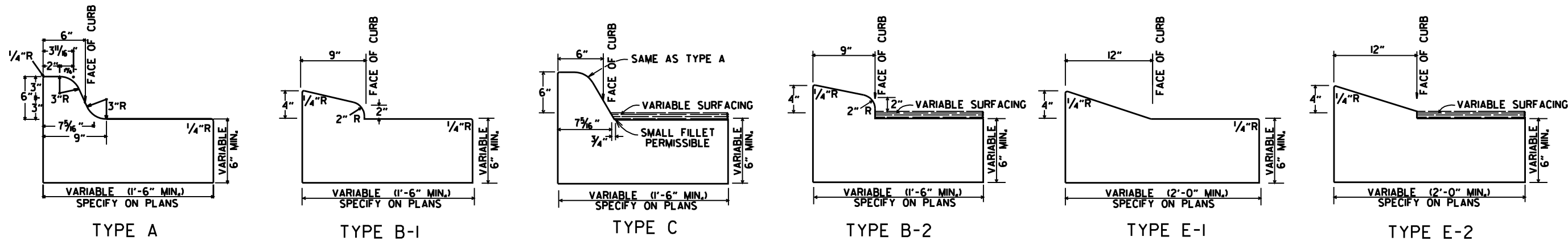
1' WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-88	ELIMINATED MIN. ROWS OF ELEMENTS	11-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	632-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-2-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED	
	TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

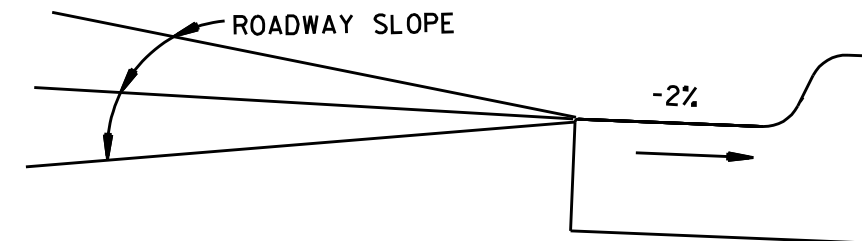
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

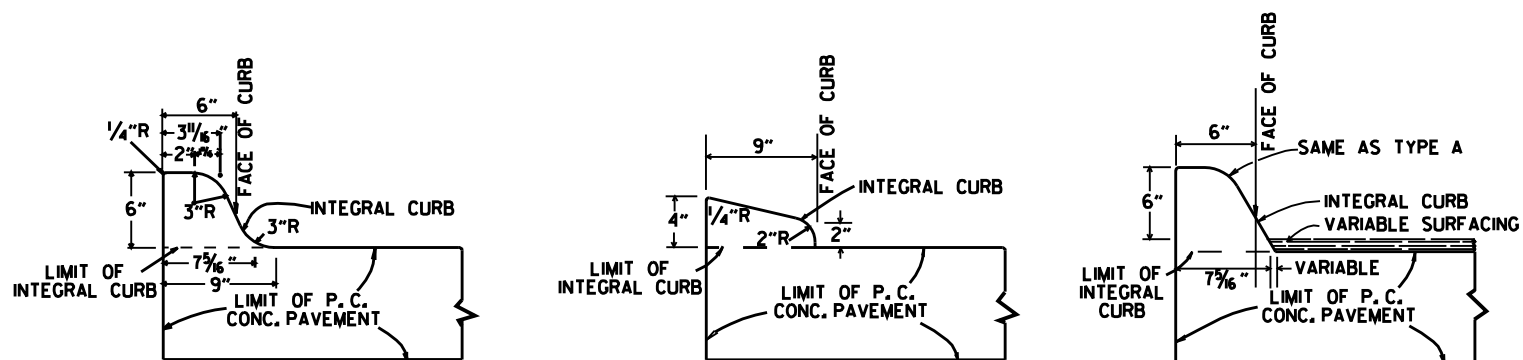
STANDARD DRAWING CDP-1



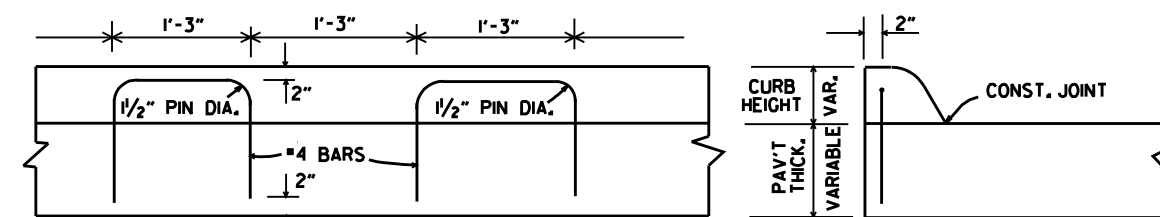
CONCRETE COMBINATION CURB AND GUTTER



DETAIL OF GUTTER SLOPE
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



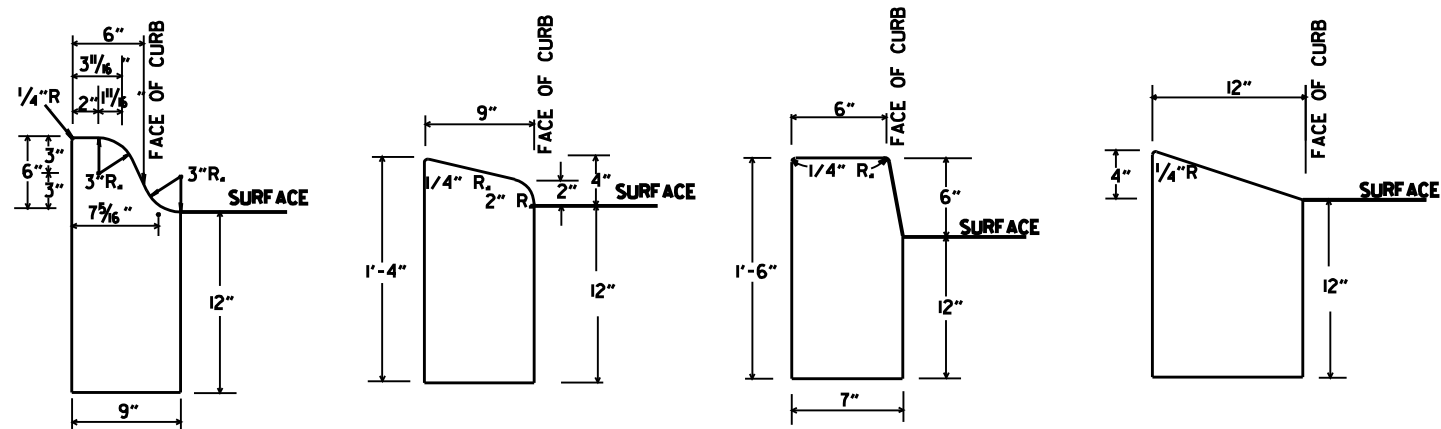
INTEGRAL CURB



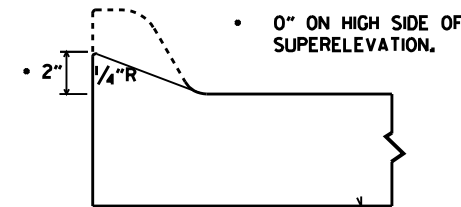
LONGITUDINAL SECTION

ELEVATION

ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

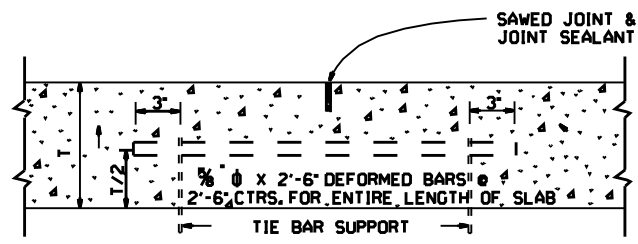
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

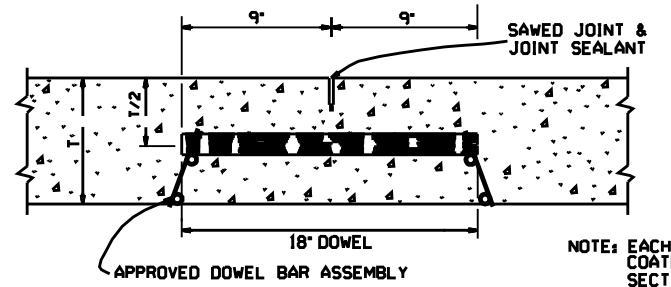
CURBING DETAILS

STANDARD DRAWING CG-1

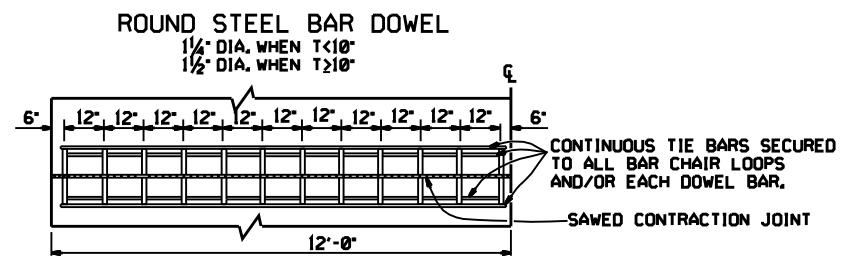


LONGITUDINAL JOINT

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.



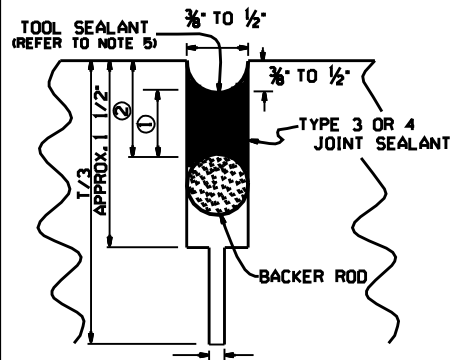
NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.



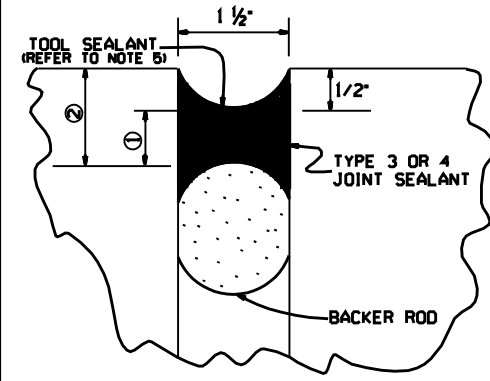
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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



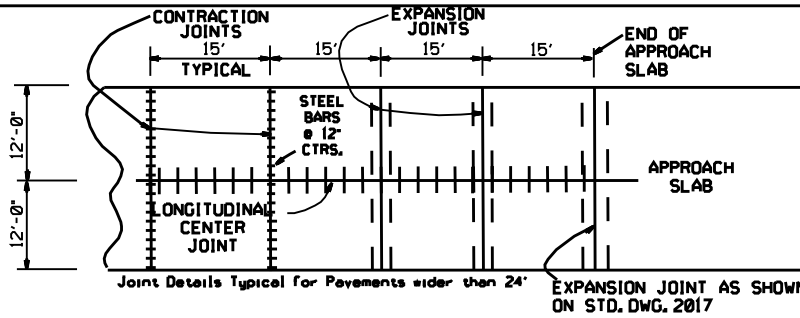
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

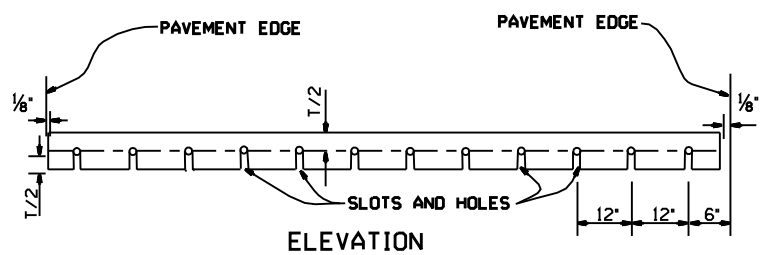
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/2	1/4	3/8	1/2
3/4	1/4	1/2	1/2
1	1/4	3/4	1/2
1 1/2	3/8	1	1/2

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

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

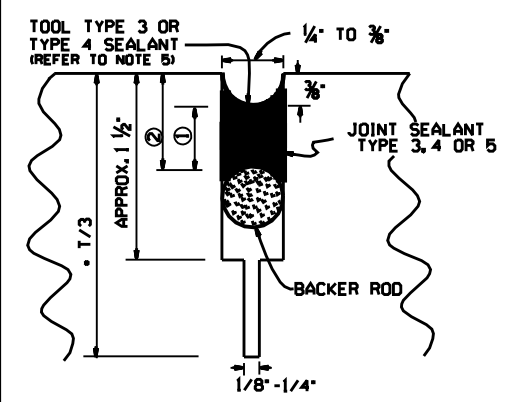


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

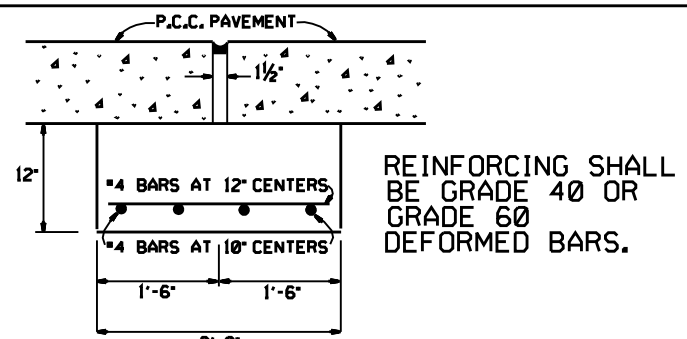
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

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

DATE	REVISION	DATE FILMED
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 TO T/3	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE 5	02-03-23-89
07-15-88	REVISED AND REDRAWN	532-07-15-88

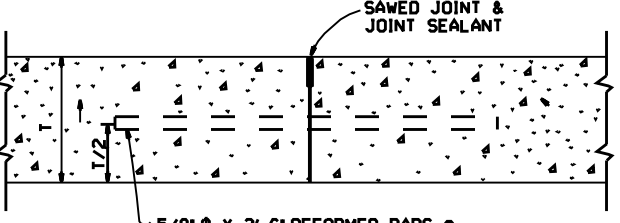
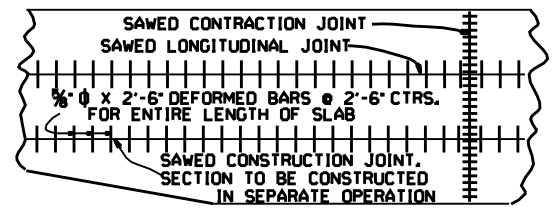


DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

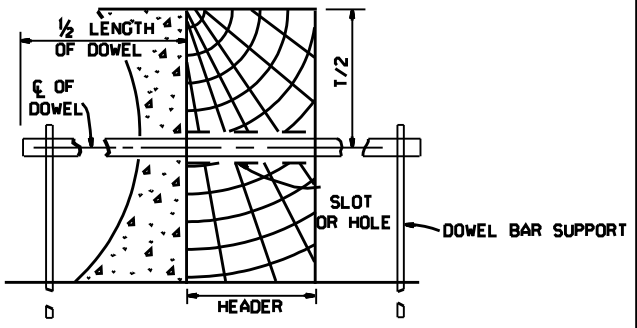
REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

- GENERAL NOTES
- *T* DENOTES THICKNESS OF SLAB.
 - 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.
 - 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.
 - CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
 - TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
 - 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. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

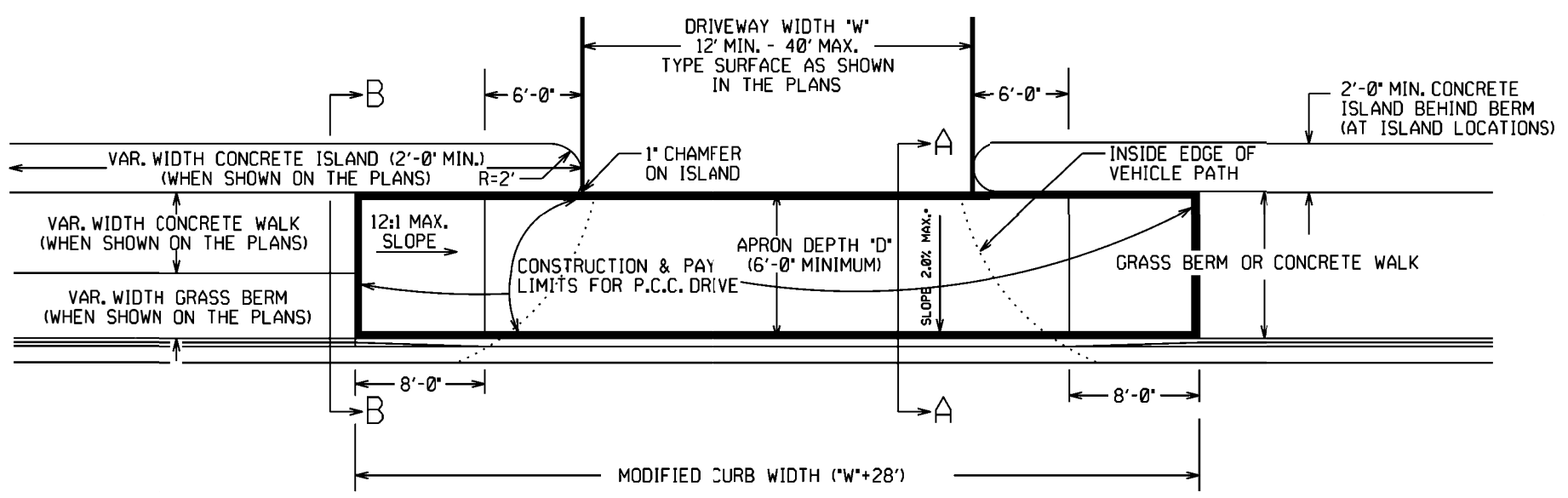
ARKANSAS STATE HIGHWAY COMMISSION
TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)
STANDARD DRAWING CPTJ - 6A



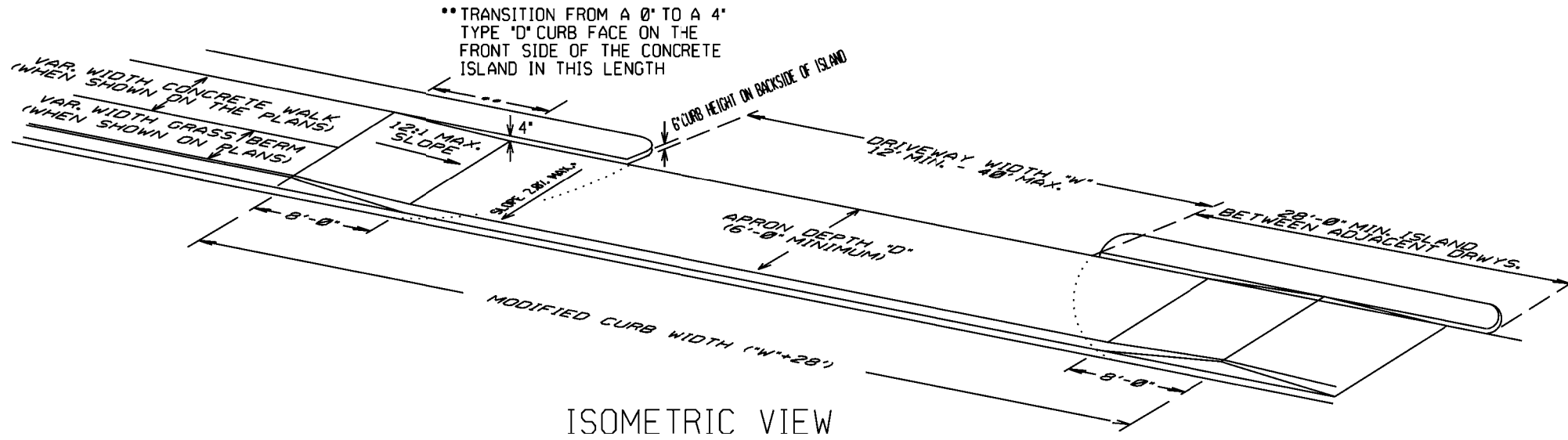
5/8" Ø X 2'-6" DEFORMED BARS @ 2'-6" CTRS. FOR ENTIRE LENGTH OF SLAB
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS, LONGITUDINAL CONSTRUCTION JOINT



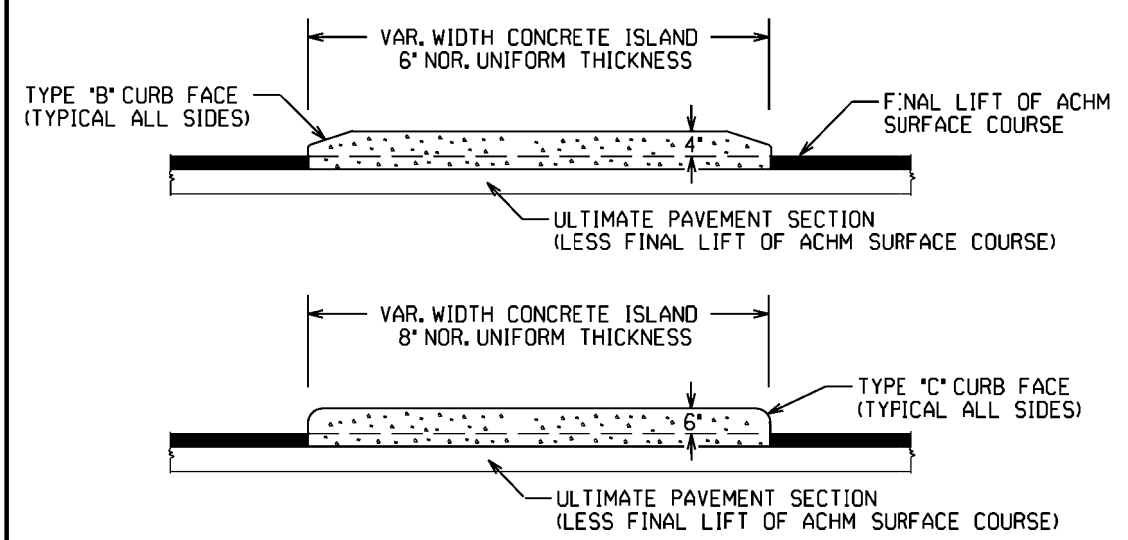
SECTION
TRANSVERSE CONSTRUCTION JOINT



PLAN VIEW

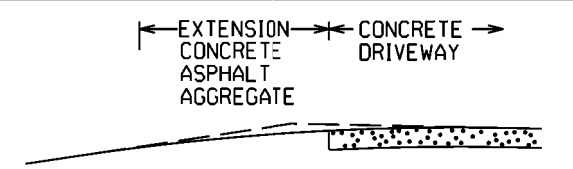


ISOMETRIC VIEW



CURBED ISLANDS FOR CHANNELIZATION

REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

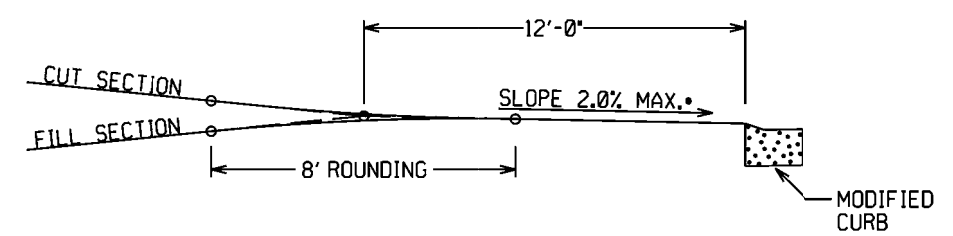


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

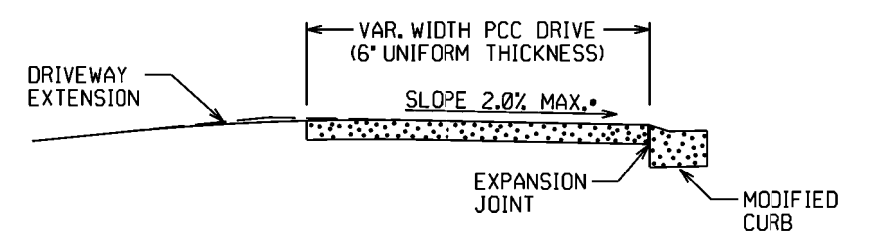
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

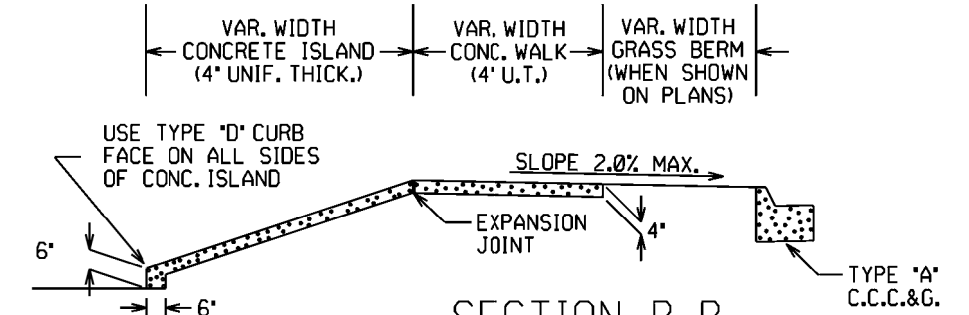


DRIVEWAY VERTICAL ALIGNMENT DETAILS

NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



SECTION B-B
CURBED ISLAND BEHIND WALK

DATE	REV	DATE FILMED	DESCRIPTION
2-27-14			REVISED PLAN & ISOMETRIC VIEW
11-29-07			ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05			REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02			ADDED ISLAND DETAILS & NOTES
3-30-00			REV. MOD. CURB WIDTH & TRANS. NOTE
11-14-98			REVISED NOTES
11-18-98			REDRAWN AND REISSUED
			DATE REV DATE FILMED DESCRIPTION

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DRIVEWAYS & ISLANDS
STANDARD DRAWING DR-1

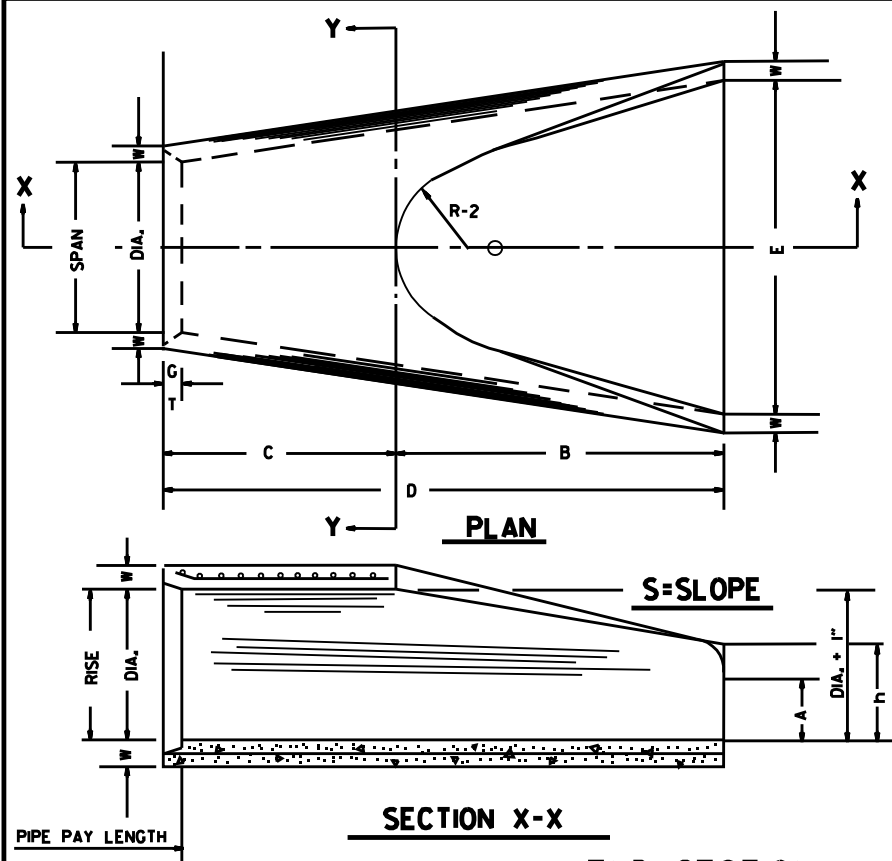
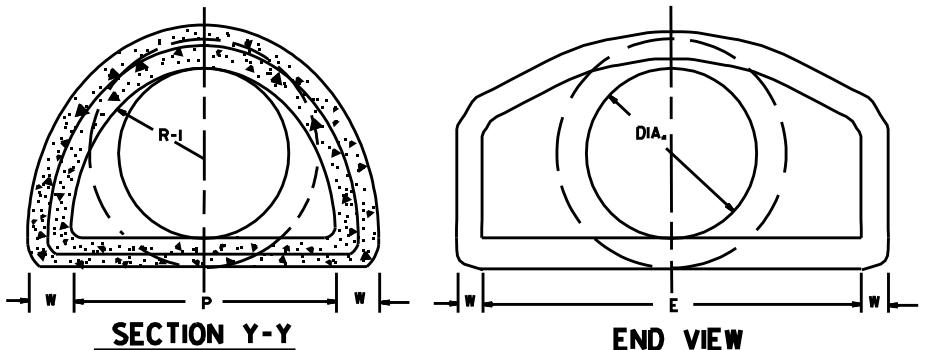


TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-1	R-2	G-T	WT.	h
18"	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3#	19"	29"	15 1/2"	12"	2"	1000	1'-0 1/2"
24"	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3#	25"	33 3/8"	16 3/8"	14"	2 1/2"	1600	1'-1 1/2"
30"	3 1/2"	1'-0"	4'-6"	1'-7 1/2"	6'-1 3/4"	5'-0"	3#	31"	37"	18 1/2"	15"	3 1/4"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 1/4"	8'-1 1/2"	6'-0"	3#	37"	47 1/8"	24 1/8"	20"	3 1/2"	4100	1'-8"
42"	4 1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3#	43"	53 1/2"	27 1/2"	22"	3 1/2"	5380	2'-2 1/2"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3#	49"	56 1/2"	28 1/2"	22"	3 1/2"	6550	2'-6"
54"	5 1/2"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3#	55"	65 1/2"	33 1/8"	24"	4"	8750	2'-10 1/2"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3#	61"	72 1/2"	36 3/8"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3#	73"	77 1/8"	38 3/8"	24"	5"	13250	4'-6"

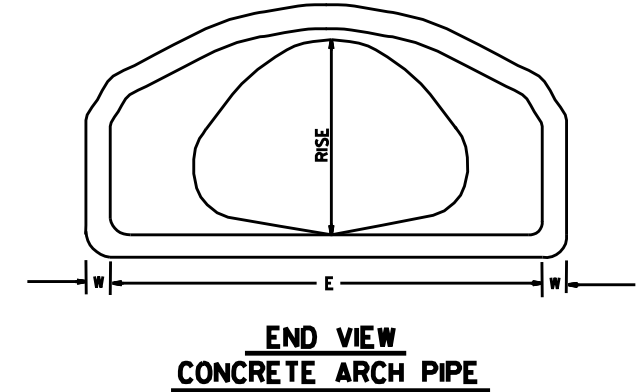


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

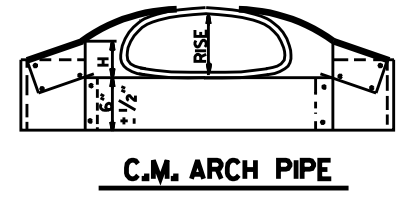
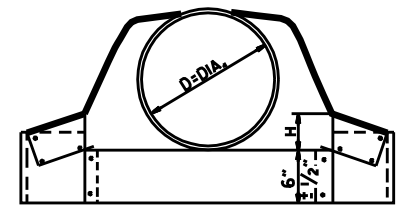
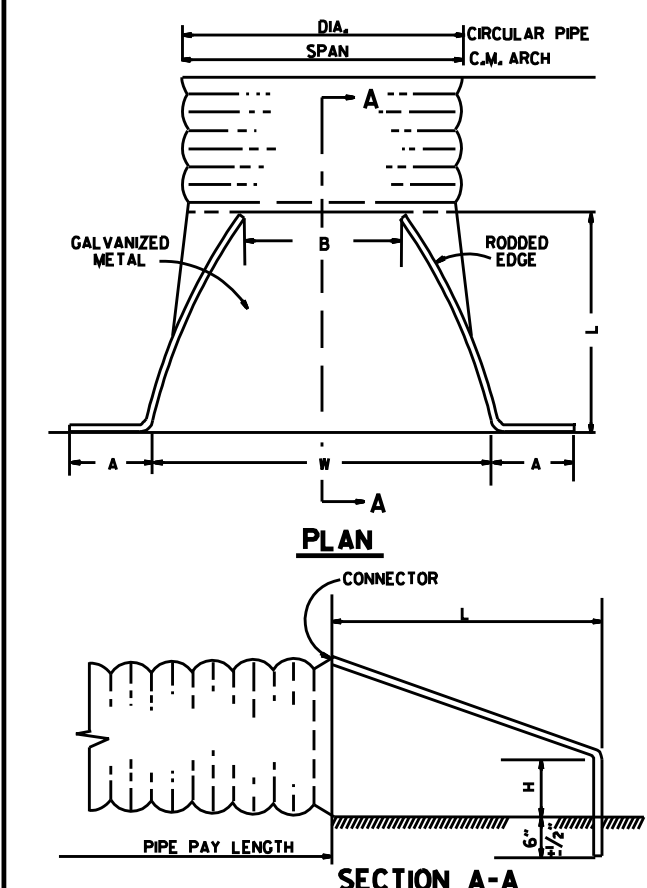
ARCH PIPE

EQUIV. DIA.	SPAN		RISE		W	A	B	C	D	E	P	R2	G-T	S
	AASHTO M 206	AHD NOMINAL	AASHTO M 206	AHD NOMINAL										
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1 1/2"	2 1/2#
18	22	22	13 1/2	14	2 1/2"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32 1/8"	13"	2 1/2"	2 1/2#
21	26	26	15 1/2	16	3"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34 1/8"	14"	2 1/2"	2 1/2#
24	28 1/2	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 3/8"	15"	2 1/2"	2 1/2#
30	36 1/4	36	22 1/2	23	3 1/2"	10"	3'-1"	3'-0 1/2"	6'-1 1/2"	6'-0"	47 1/8"	20"	3"	2 1/2#
36	43 1/4	44	26 1/2	27	4"	10 1/2"	4'-0"	2'-1 1/2"	6'-1 1/2"	6'-6"	54 1/8"	22"	3 1/2"	2 1/2#
42	51 1/8	51	31 1/2	31	4 1/2"	11 1/2"	4'-7"	1'-10 1/4"	6'-5 1/4"	7'-2"	59 1/2"	23"	3 3/4"	2 1/2#
48	58 1/2	59	36	36	5"	1'-3"	5'-3"	2'-10 1/4"	8'-1 1/4"	7'-10"	70 1/8"	24"	4 1/4"	2 1/2#
54	65	65	40	40	5 1/2"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/8"	24"	4 1/4"	2 1/2#
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/8"	24"	5"	2 1/2#

* THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS

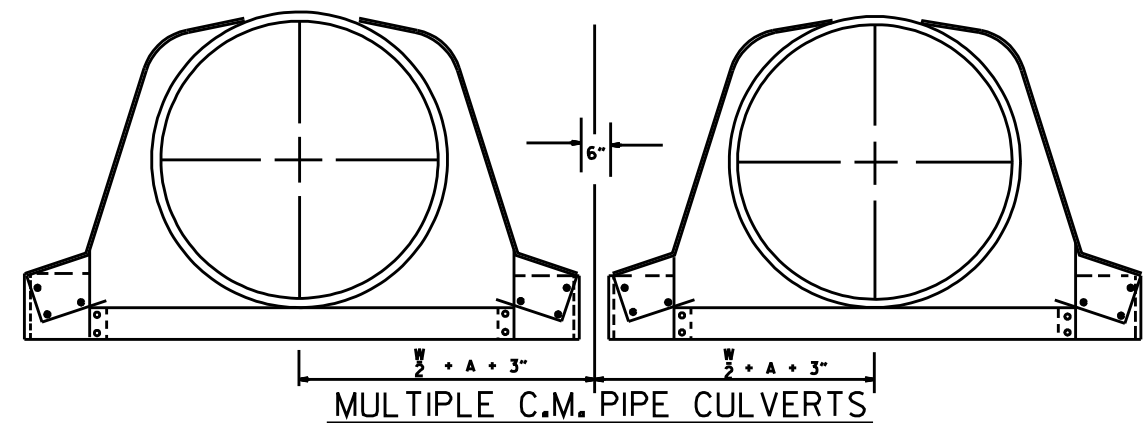
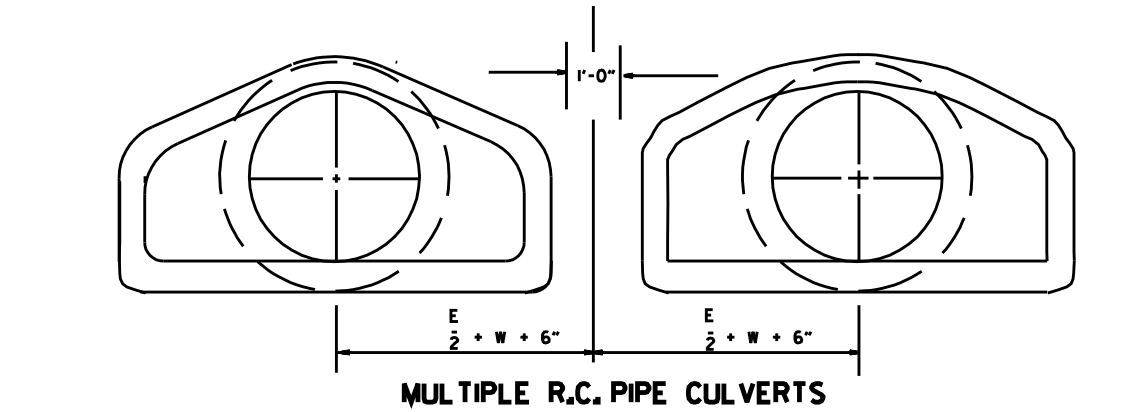


CIRCULAR PIPE

D. DIA.	GAUGE	A	B. MAX.	H	L	W	S
12	16	6	6	6	21	24	2 1/2#
15	16	7	8	6	26	30	2 1/2#
18	16	8	10	6	31	36	2 1/2#
21	16	9	12	6	36	42	2 1/2#
24	16	10	13	6	41	48	2 1/2#
30	14	12	16	8	51	60	2 1/2#
36	14	14	19	9	60	72	2 1/2#
42	12	16	22	11	69	84	2 1/2#
48	12	18	27	12	78	90	2 1/2#
54	12	18	30	12	84	102	2#
60	12	18	33	12	87	114	1 1/2#
66	12	18	36	12	87	120	1 1/2#
72	12	18	39	12	87	126	1 1/3#

C.M. ARCH PIPE

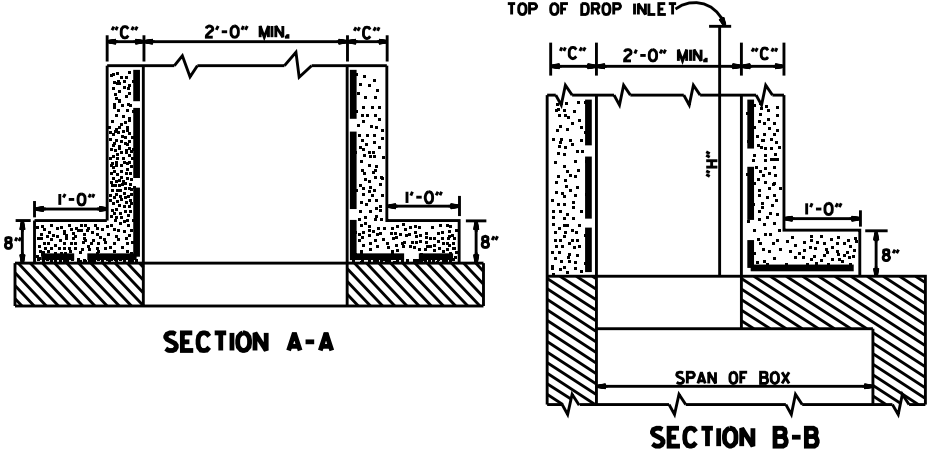
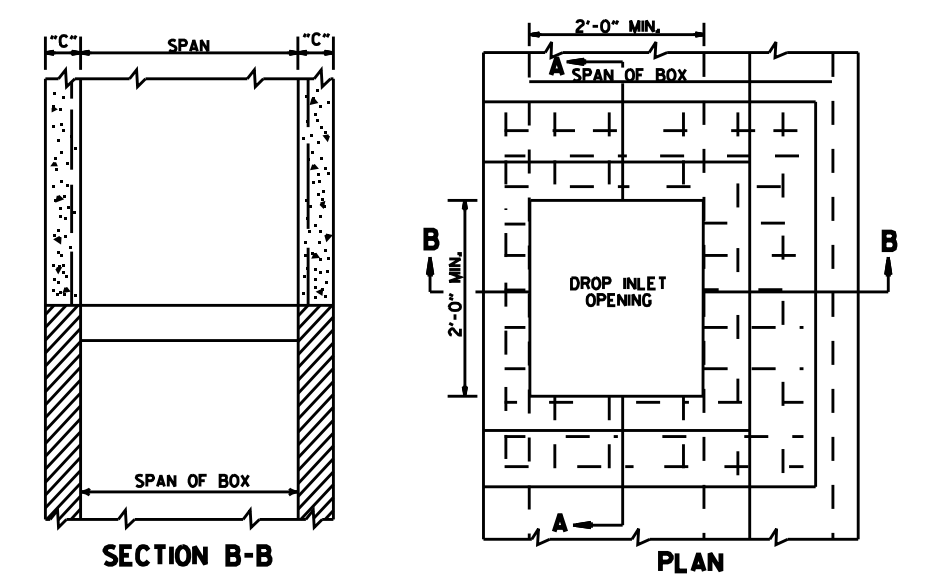
EQUIV. DIA.	SPAN	RISE	A		B MAX.	H	L	W	S	GAUGE
			1"	±						
15"	17	13	7	9	6	19	30	2 1/2#	16	
18"	21	15	7	10	6	23	36	2 1/2#	16	
21"	24	18	8	12	6	28	42	2 1/2#	16	
24"	28	20	9	14	6	32	48	2 1/2#	16	
30"	35	24	10	16	6	39	60	2 1/2#	14	
36"	42	29	12	18	8	46	75	2 1/2#	14	
42"	49	33	13	21	9	53	85	2 1/2#	12	
48"	57	38	18	26	12	63	90	2 1/2#	12	
54"	64	43	18	30	12	70	102	2 1/2#	12	
60"	71	47	18	33	12	77	114	2 1/2#	12	



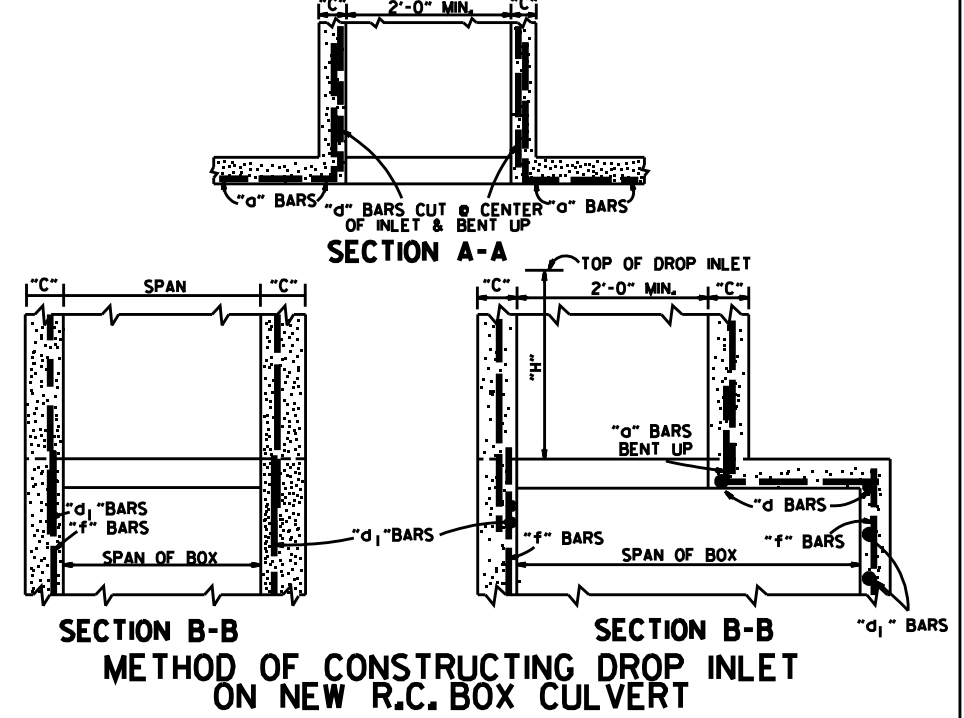
NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS

10-18-96	REVISED ASTM REF. TO AASHTO		ARKANSAS STATE HIGHWAY COMMISSION
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80	
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78	
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75	FLARED END SECTION
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74	
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73	
10-2-72	REVISED AND REDRAWN	760-10-2-72	STANDARD DRAWING FES-2
DATE	REVISION	FIG. NO.	

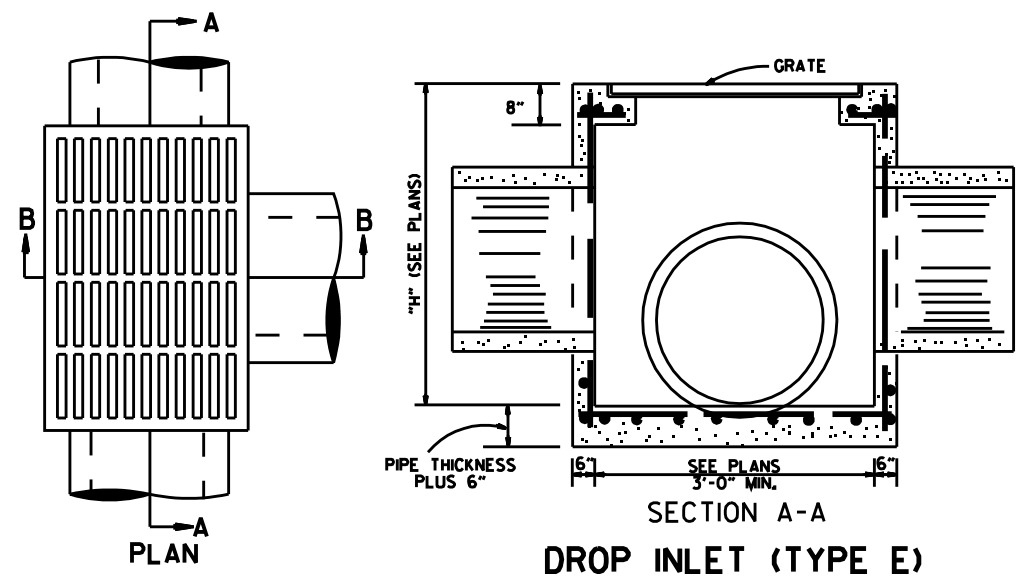


METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT

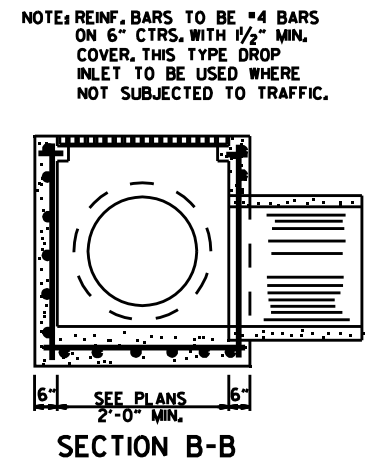


METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.

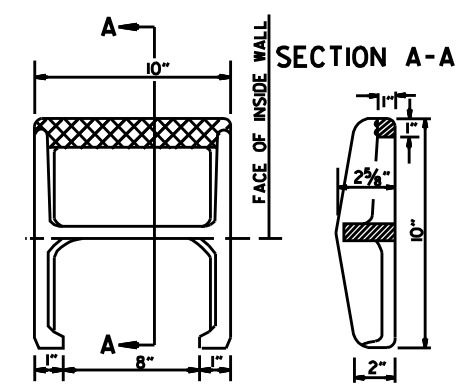


DROP INLET (TYPE E)



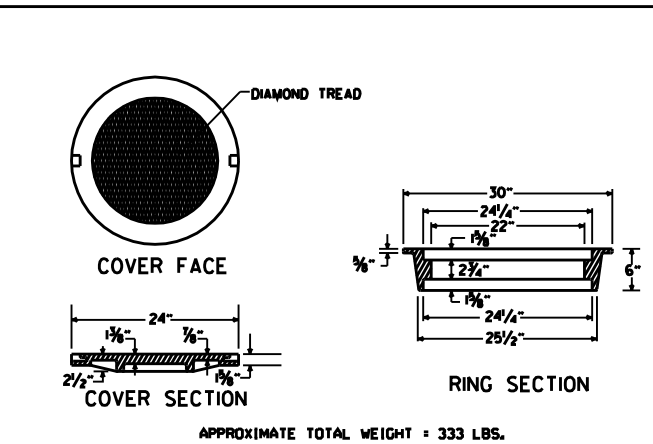
SECTION B-B

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1/2" MIN. COVER. THIS TYPE DROP INLET TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.



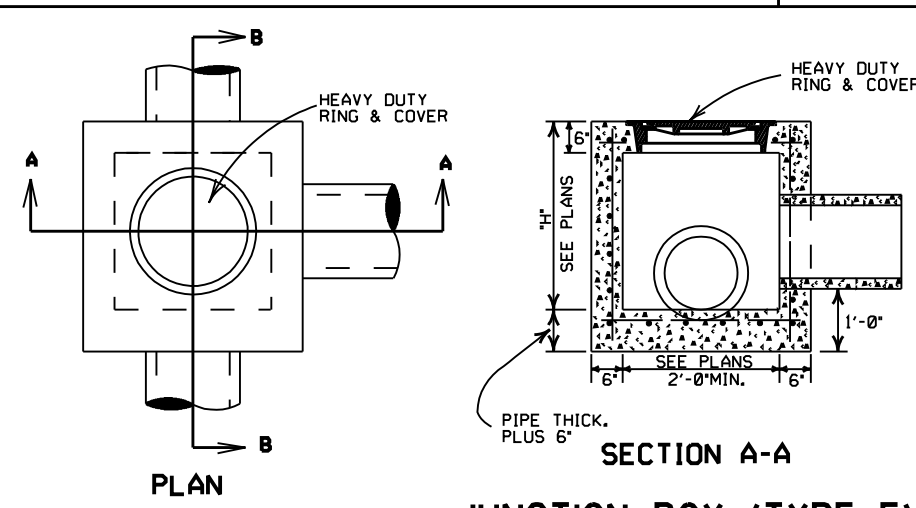
DETAIL OF STEP FOR DROP INLET

APPROX. WEIGHT = 11 LBS. (CAST IRON)
NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

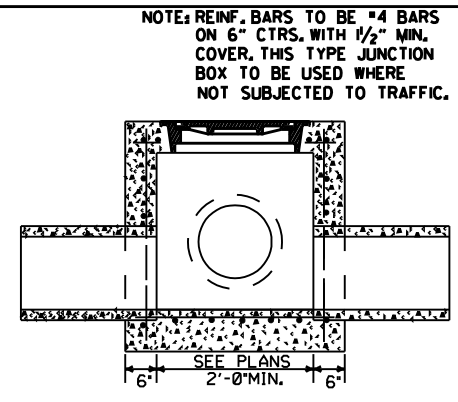


HEAVY DUTY RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.

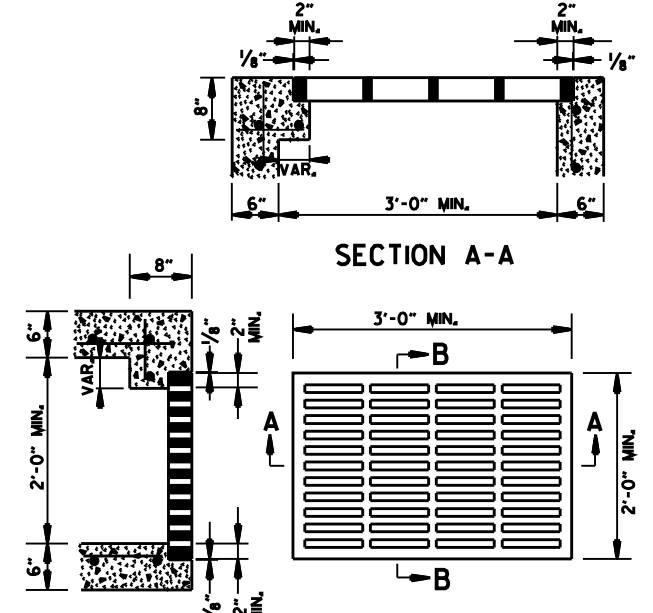


JUNCTION BOX (TYPE E)



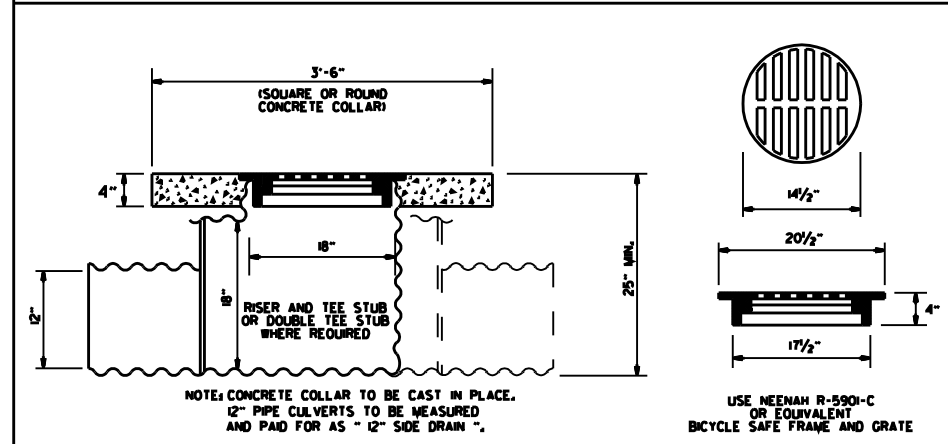
SECTION B-B

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1/2" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.



GRATE FOR TYPE E DROP INLET

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.



DETAIL OF YARD DRAIN

DATE	REV.	REVISION	DATE FILMED
11-16-01		ADDED NOTE 10	
1-12-00		REVISED HEAVY DUTY RING & COVER	
7-02-98		CHANGED GRATE DETAIL, DELETED D (TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97		ADDED DIMENSION TO TYPE IV-A	
10-18-96		ADDED DETAIL OF YARD DRAIN	
8-15-91		DELETE TYPE IV GRATE	
7-15-88		REVISED STEP DETAIL	
5-20-83		REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83		ADDED GENERAL NOTE NO. 4	
3-2-81		ADDED TYPE IV-A GRATE	
5-22-74		DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72		REVISED AND REDRAWN	

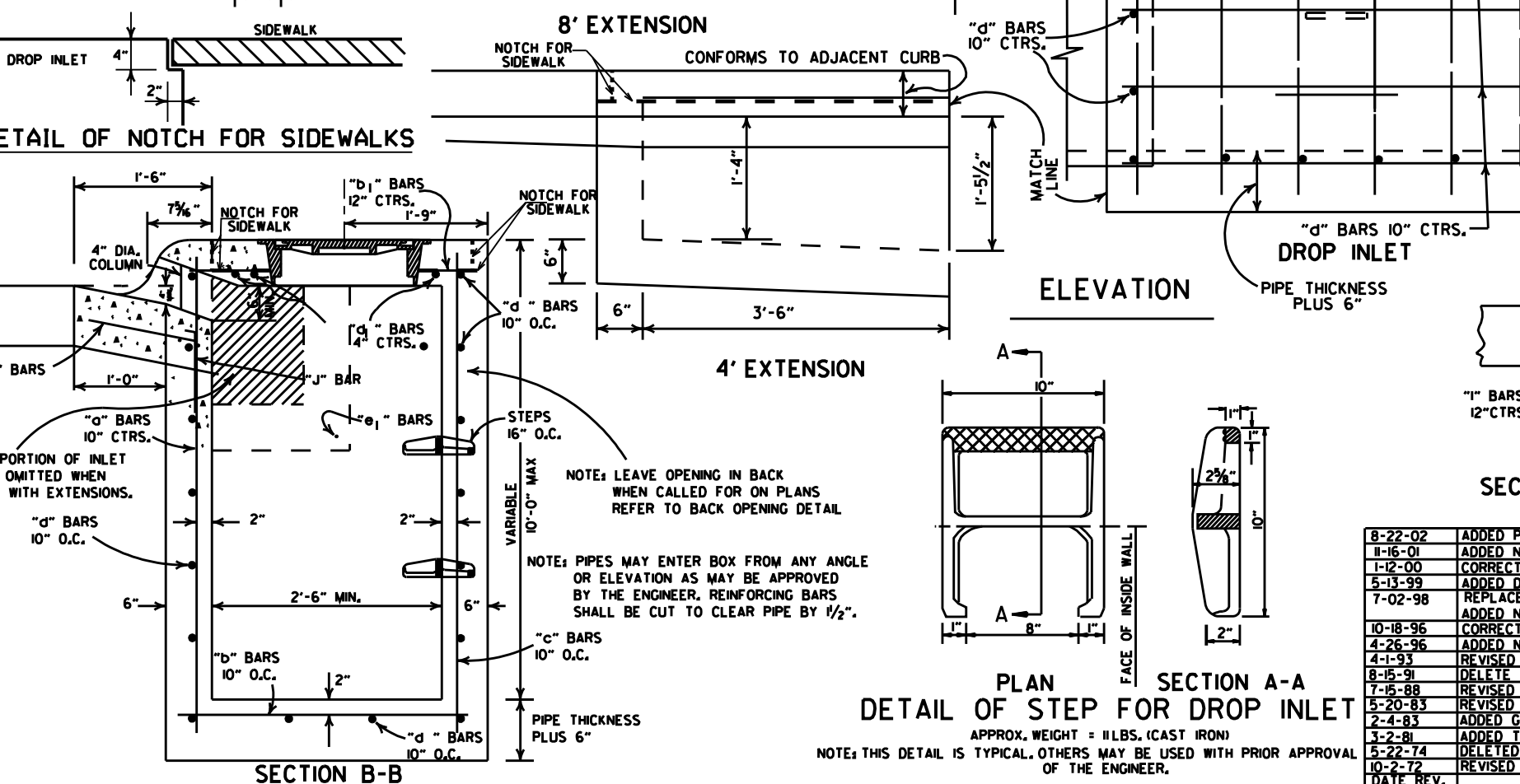
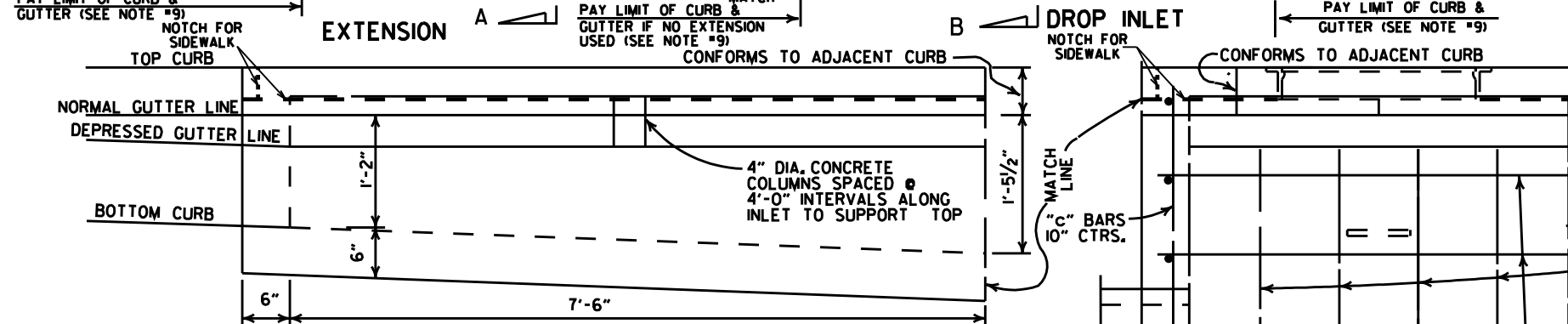
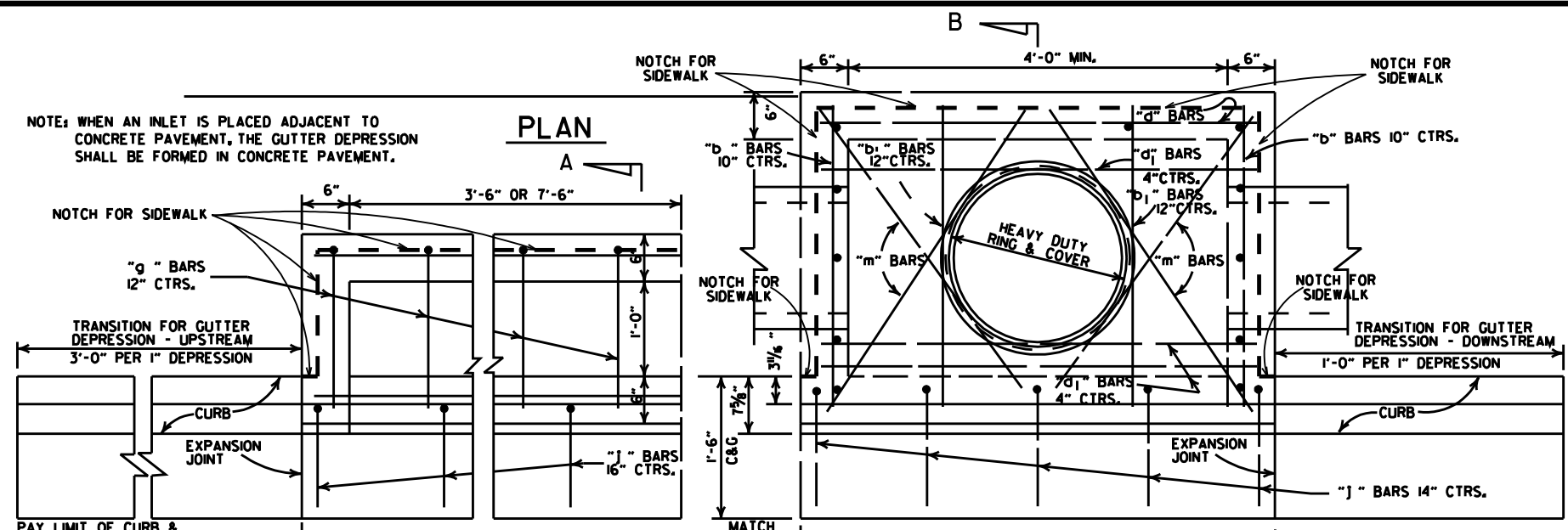
- GENERAL NOTES:**
1. ALL EXPOSED CORNERS SHALL BE 3/4" CHAMFERED.
 2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
 3. EXPANSION JOINT MATERIAL SHALL BE 3/4" PREFORMED FIBER.
 4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
 5. GRATE AND FRAME SHALL NOT BE PAINTED.
 6. GRATE SHALL BE BICYCLE SAFE.
 7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
 8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
 9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
 10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DROP INLETS & JUNCTION BOXES
STANDARD DRAWING FPC-9

4'-0" LENGTH DROP INLET DROP INLET EXTENSION

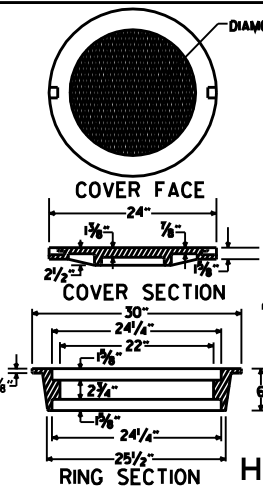
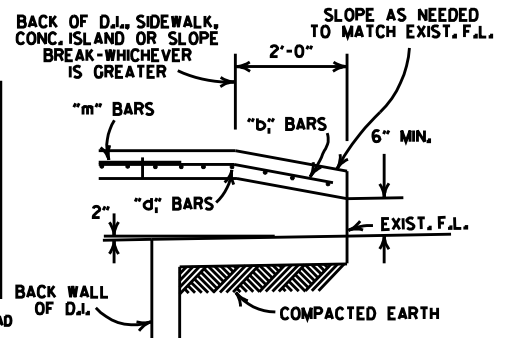
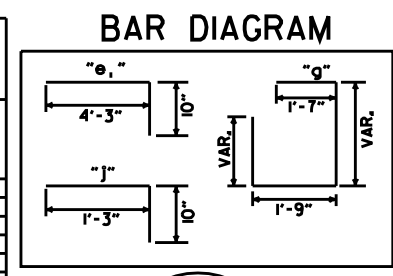
PIPE SIZE	MIN. WIDTH	HEIGHT 5'-0"		PLUS OR MINUS PER LIN. FT. OF HEIGHT		4'-0"		8'-0"	
		CLASS A CONC. CU. YDS.	REINF. STEEL POUNDS	CLASS A CONC. CU. YDS.	REINF. STEEL POUNDS	CLASS A CONC. CU. YDS.	REINF. STEEL POUNDS	CLASS A CONC. CU. YDS.	REINF. STEEL POUNDS
18"	2'-6"	1.77	156	0.28	22				
24"	2'-6"	1.79	156	0.28	22				
30"	3'-2"	2.39	205	0.30	26				
36"	3'-8"	2.63	236	0.32	28				
42"	4'-4"	2.95	250	0.34	30				
48"	4'-10"	3.21	265	0.36	32				
						DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
						0.04	3		

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.



DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

INSIDE DIA. PIPE INCHES	CLASS CONC. CU. YDS.	REINF. STEEL POUNDS
18	0.05	2
24	0.09	3
30	0.13	4
42	0.24	8



BACK OPENING
WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

COVER FACE
COVER SECTION
RING SECTION
APPROXIMATE TOTAL WEIGHT = 333 LBS.

- GENERAL NOTES:
- ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
 - STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
 - ALL REINF. BARS SHALL BE #4 AND HAVE 1/2" COVER.
 - DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
 - THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
 - WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (F.P.C.-9D).
 - HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
 - DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
 - PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
 - HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
 - HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
 - 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
 - DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

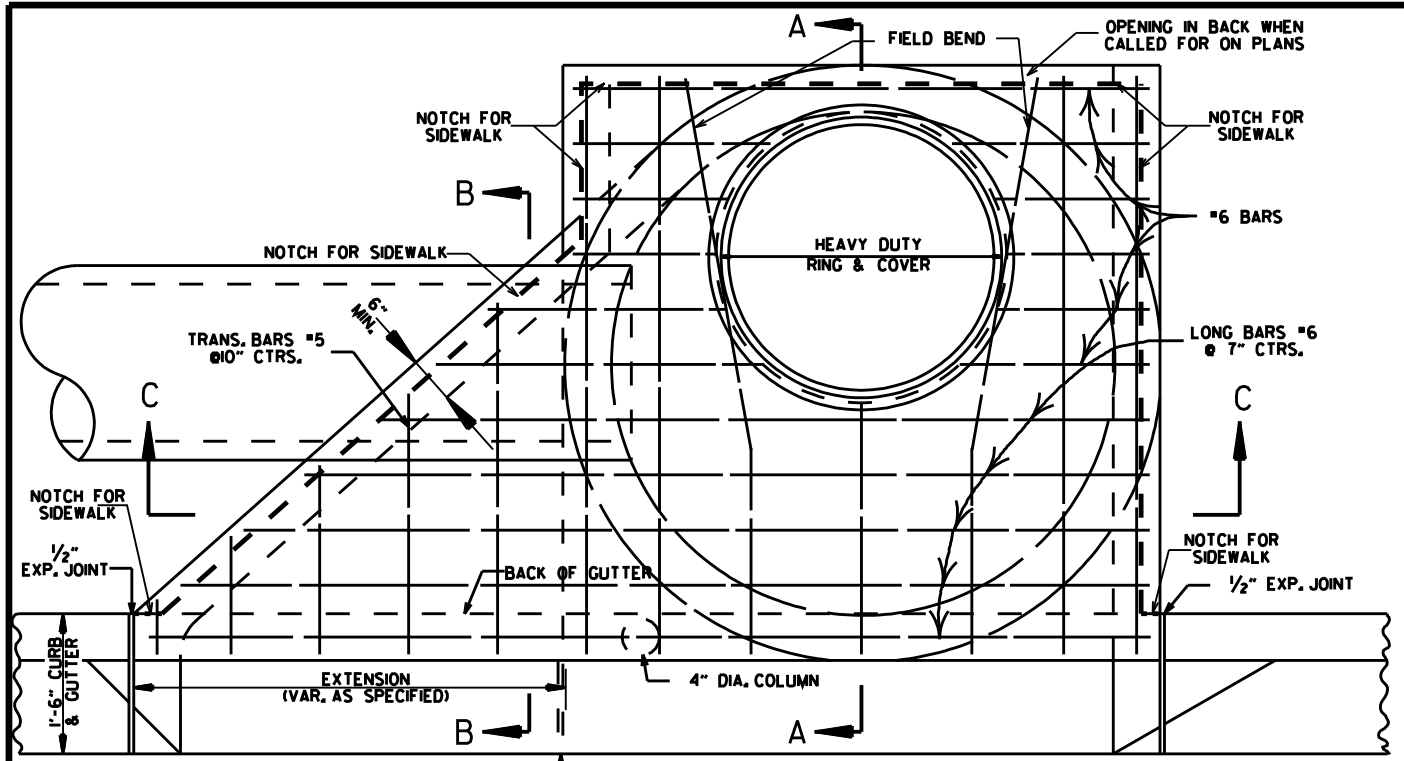
DATE	REV.	REVISION	DATE FILMED
8-22-02		ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01		ADDED NOTE 13; REVISED SECTION B-B	
1-12-00		CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99		ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98		REPLACED RING & COVER W/HEAVY DUTY RING & COVER	
		ADDED NOTES 9, 10, & 11	
10-18-96		CORRECTED SPELLING	
4-26-96		ADDED NOTE 8 & REVISED (4'x8') EXTENSION TITLES	10-18-96
4-1-93		REVISED BACK OPENING & NOTE	
8-15-91		DELETE TYPE IV GRATE	
7-15-88		REVISED STEP DETAIL	
5-20-83		REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83		ADDED GENERAL NOTE NO. 4	
3-2-81		ADDED TYPE IV-A GRATE	
5-22-74		DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72		REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

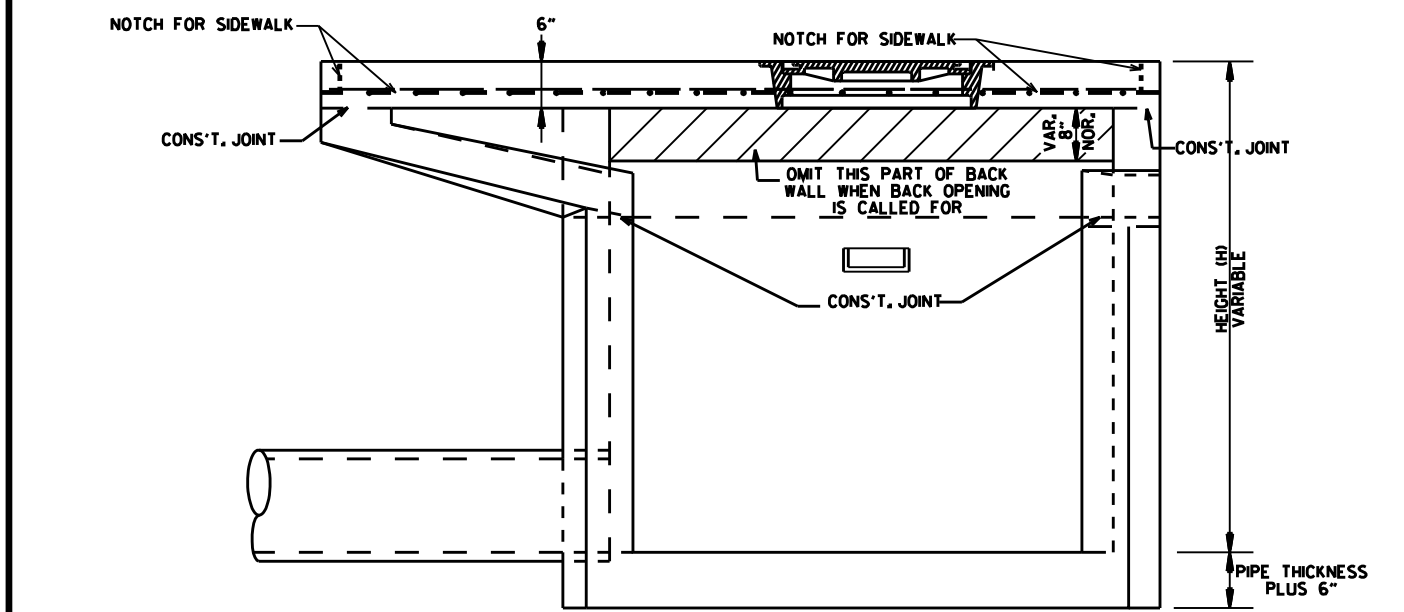
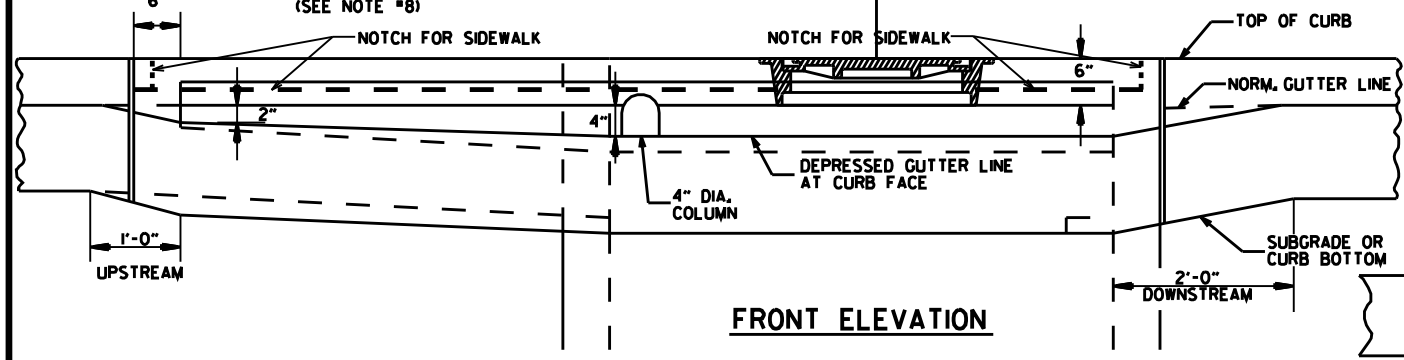
DETAILS OF DROP INLETS (TYPE C)

STANDARD DRAWING FPC-9E

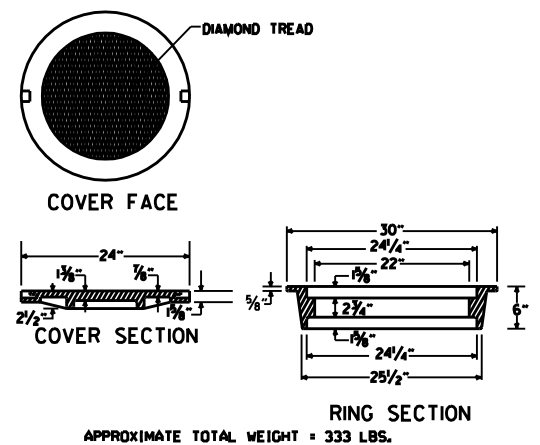
PLAN SECTION A-A
DETAIL OF STEP FOR DROP INLET
APPROX. WEIGHT = 11 LBS. (CAST IRON)
NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.



PLAN - W/SINGLE EXTENSION
 PAY LIMIT OF CURB & GUTTER (SEE NOTE #8)
 EXP. JOINT (IF NO EXTENSION USED)
 PAY LIMIT OF CURB & GUTTER IF NO EXTENSION USED (SEE NOTE #8)
 NOTE: FOR DOUBLE EXTENSION USE SINGLE ON BOTH SIDES.
 PAY LIMIT OF CURB & GUTTER (SEE NOTE #8)

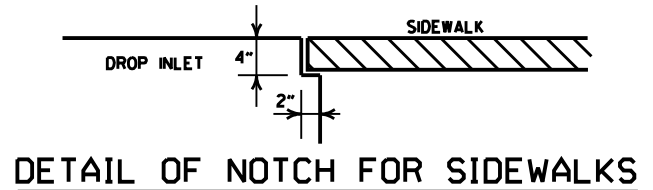


SECTION C-C
 HEIGHT (H) VARIABLE
 PIPE THICKNESS PLUS 6"

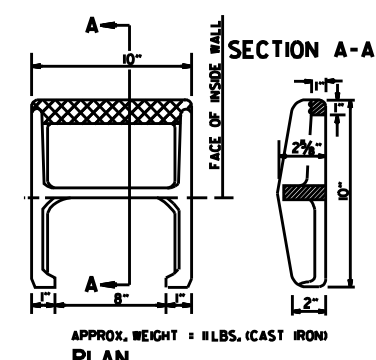


HEAVY DUTY RING & COVER
 APPROXIMATE TOTAL WEIGHT = 333 LBS.

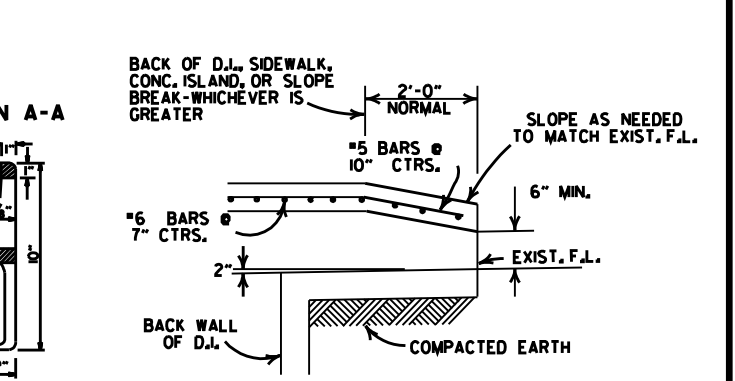
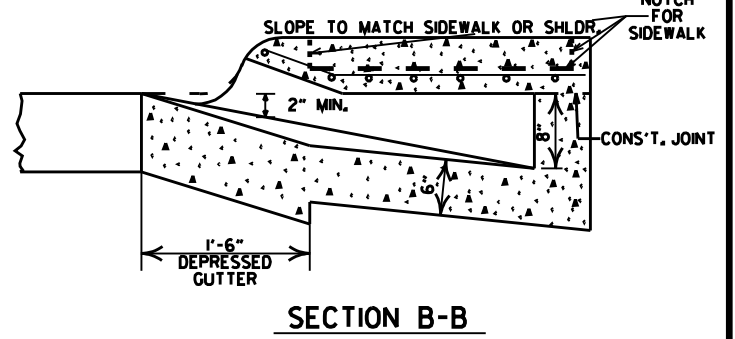
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



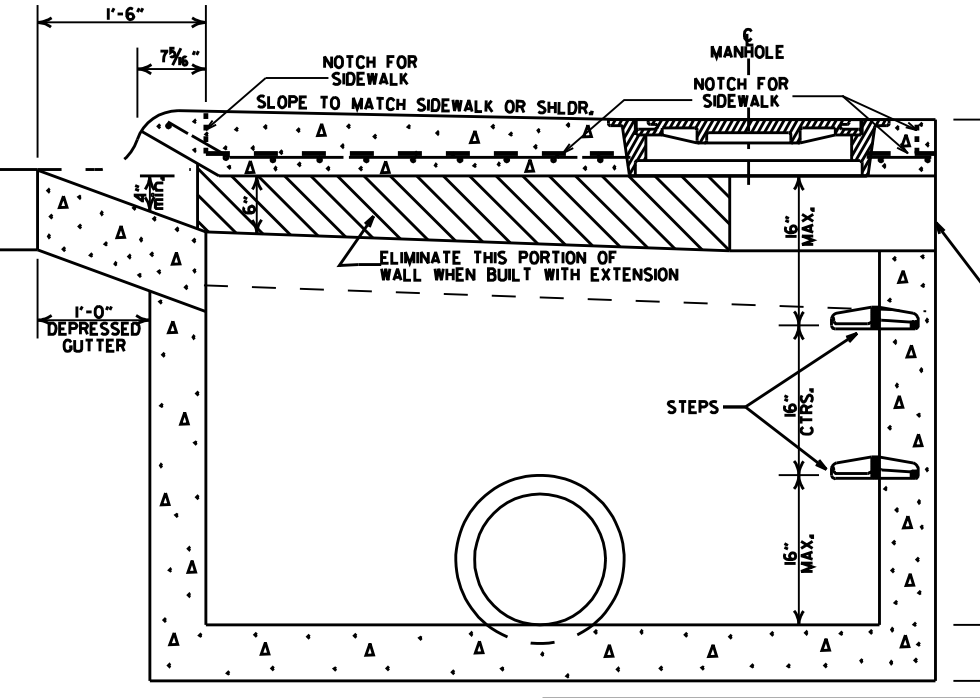
DETAIL OF NOTCH FOR SIDEWALKS



DETAIL OF STEP FOR DROP INLET
 APPROX. WEIGHT = #LBS. (CAST IRON)
 PLAN
 NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.



BACK OPENING
 WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).
 GENERAL NOTES:
 1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
 2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
 3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1/2" COVER.
 4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
 5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
 6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
 7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
 8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
 9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
 10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
 11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
 12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
 13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

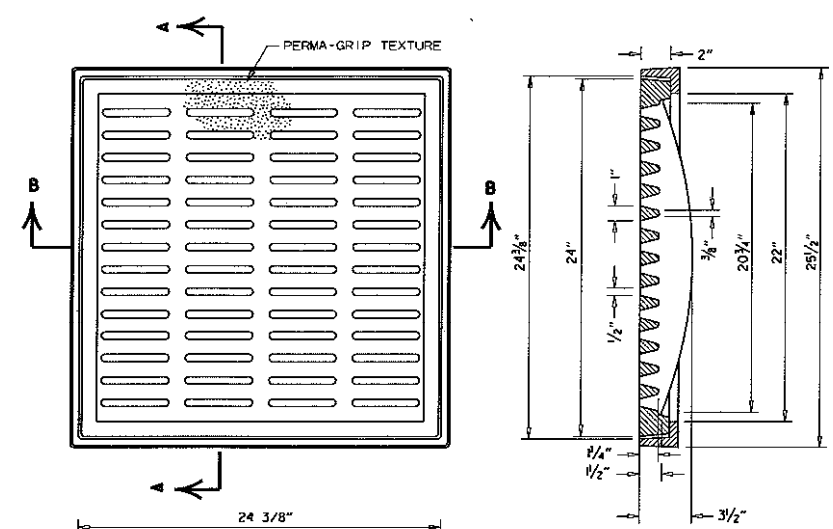


SECTION A-A
 HEIGHT (H) VARIABLE
 PIPE THICKNESS PLUS 6"

MINIMUM WALL THICKNESS			
DIA. OF D.I.	DIA. OF OUTLET PIPE	CAST IN PLACE	PRECAST
4" LD.	12" THRU 27"	6"	5"
5" LD.	30" THRU 42"	8"	6"
6" LD.	48" THRU 54"	8"	7"

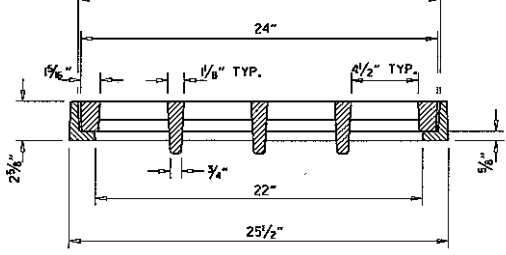
DATE	REVISIONS	DATE FILED
11-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
11-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE B, RING PLAN DET., REV. PICTURE FOR COVER AND DETAIL OF STEP FOR DROP INLET	
10-12-96	ADDED NOTE 11 TO OPENING DETAIL	
10-12-96	CORRECTED #5 BAR SPACING	
11-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
12-2-95	TYPE C TO MO (OPEN BACK DETAIL)	
11-15-94	REVISED GENERAL NOTES	11-15-94
11-15-94	REV. BACK OPEN DETAIL & NOTE	4-1-94
11-15-94	REVISED NOTES 11/2 & ADDED BACK OPEN DETAIL	8-15-94
11-15-94	ADDED NOTE NO. 12	8-30-89
11-15-94	ADDED NOTE & MINIMUM WALL THICKNESS	5-11-23-88
11-15-94	ADDED EXTENT NOTE TO SECTION A-A	6-29-74-88
11-15-94	MODIFIED WALL THICKNESS	7-8-74-88
11-15-94	ISSUED	4-15-74-87

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DROP INLET (TYPE MO)
 STANDARD DRAWING FPC-9M

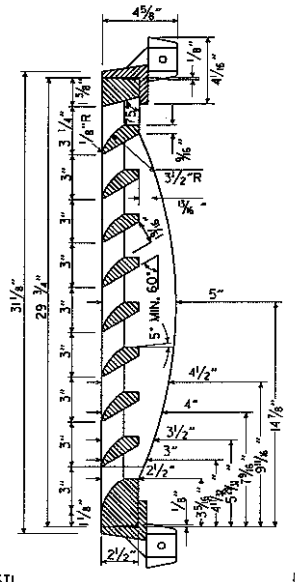
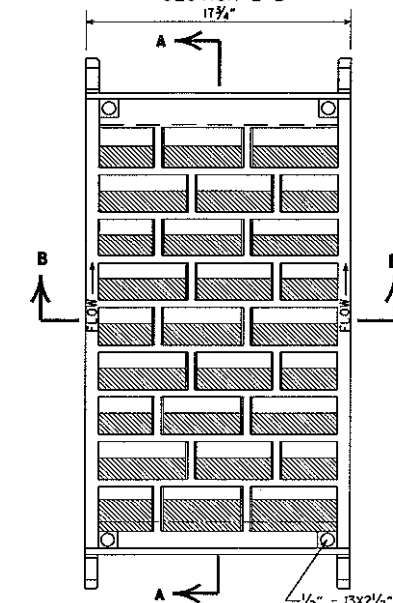
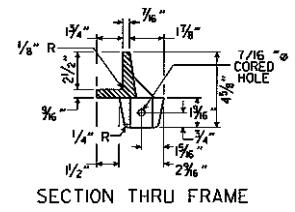
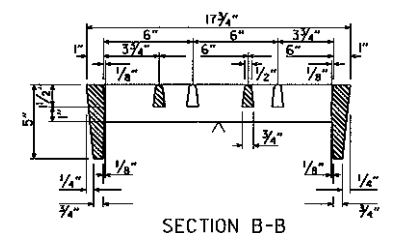


SECTION A-A
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE 1/2" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 21 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

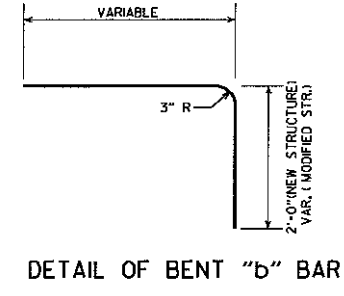


SECTION B-B
DETAILS OF PEDESTRIAN GRATE AND FRAME

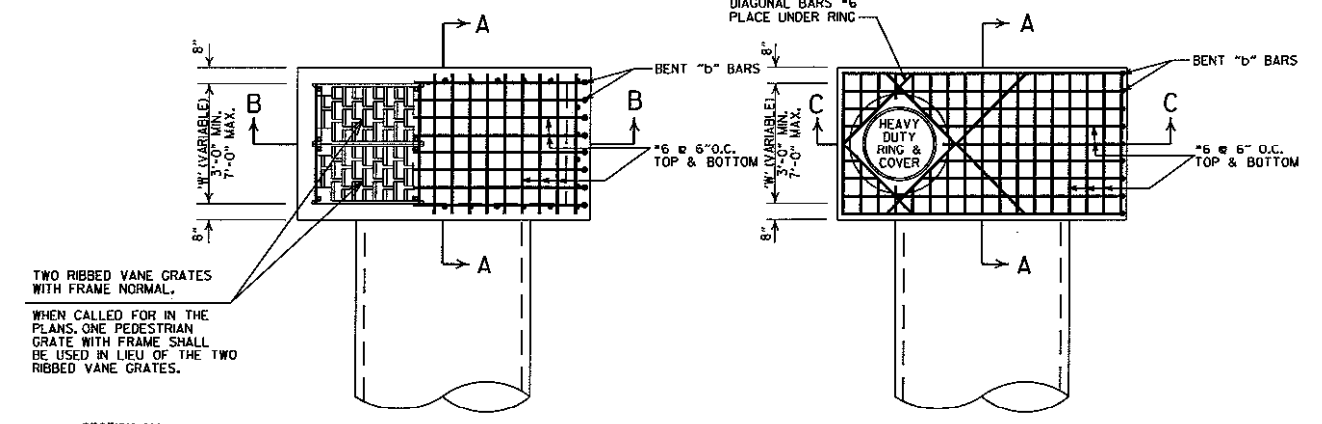


GENERAL NOTES (RIBBED VANE GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

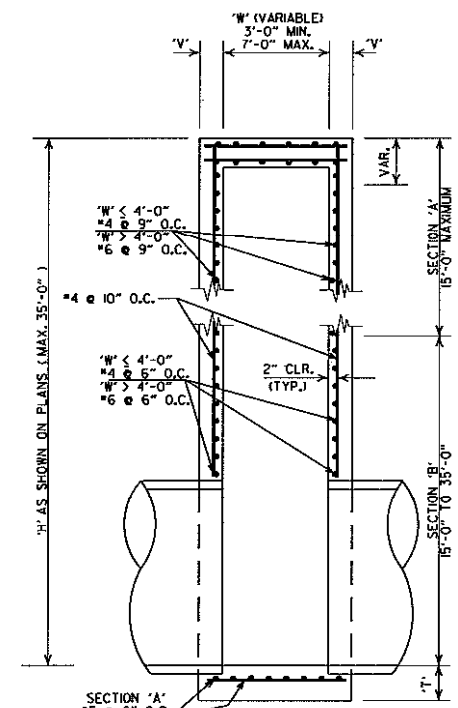


DETAIL OF BENT "D" BAR

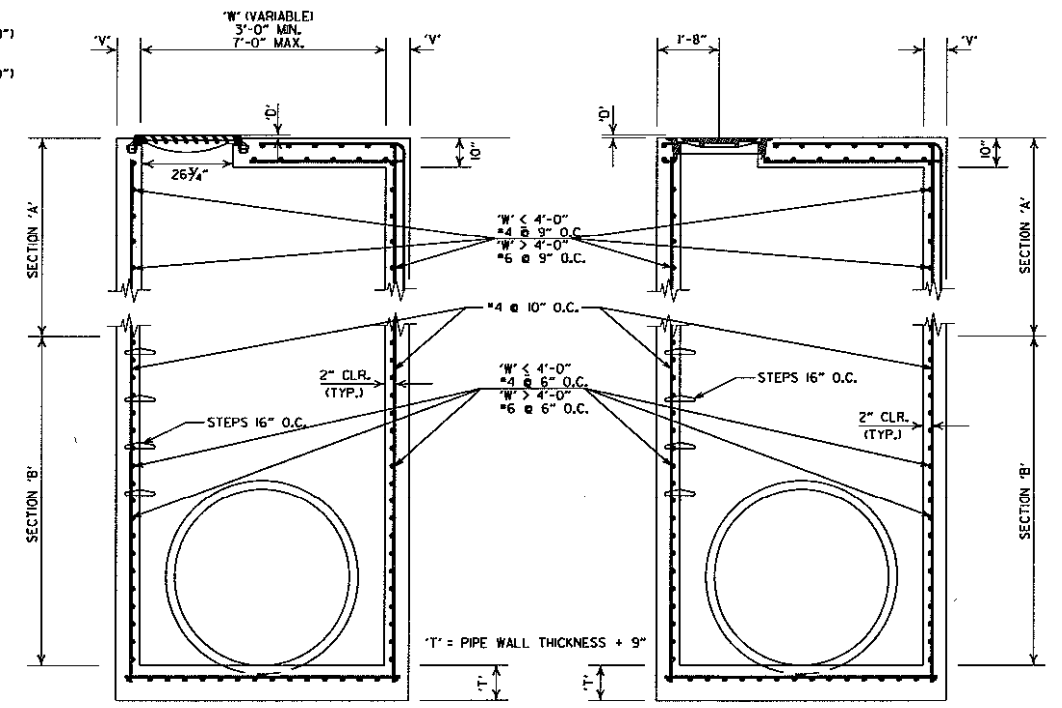


TWO RIBBED VANE GRATES WITH FRAME NORMAL.
 WHEN CALLED FOR IN THE PLANS, ONE PEDESTRIAN GRATE WITH FRAME SHALL BE USED IN LIEU OF THE TWO RIBBED VANE GRATES.

SECTION 'A'
 'V' = 8"
SECTION 'B' (W < 4'-0")
 'V' = 8"
SECTION 'B' (W > 4'-0")
 'V' = 10"



SECTION A-A
DETAILS OF DROP INLET (TYPE ST)



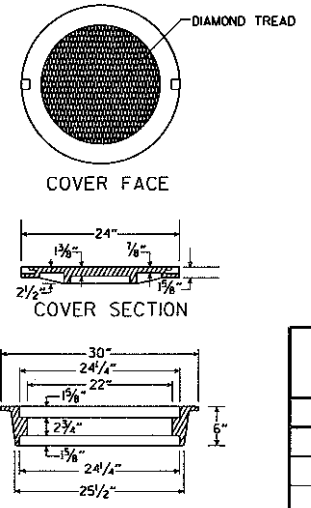
SECTION B-B
SECTION C-C
DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A 3/4" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

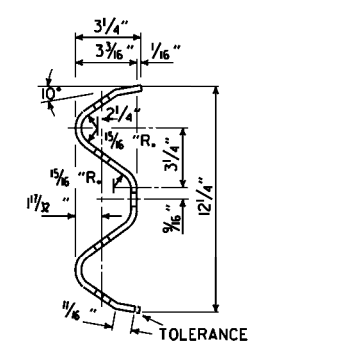
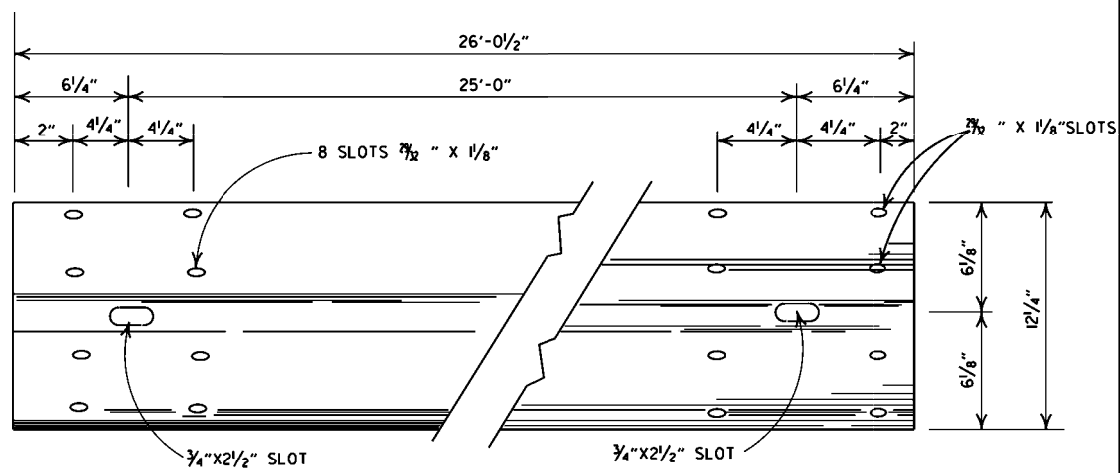
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.



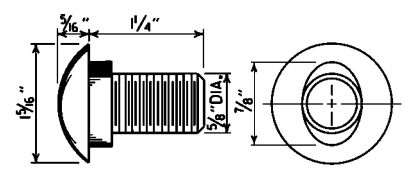
RING SECTION
HEAVY DUTY RING & COVER
 APPROXIMATE TOTAL WEIGHT = 333 LBS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER, ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

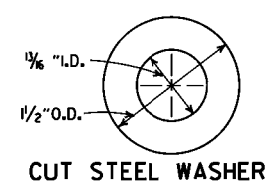
ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)
 STANDARD DRAWING FPC-95



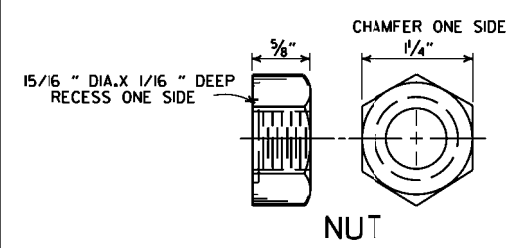
DETAILS OF W-BEAM GUARD RAIL
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



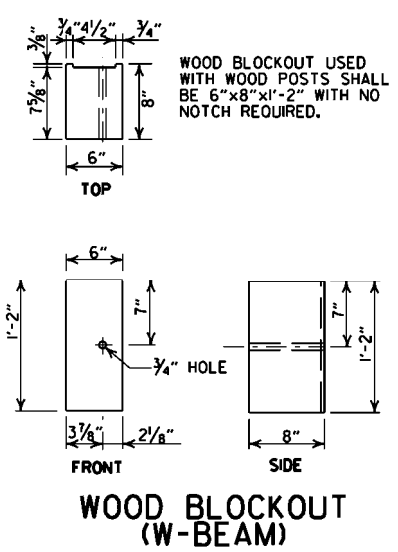
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



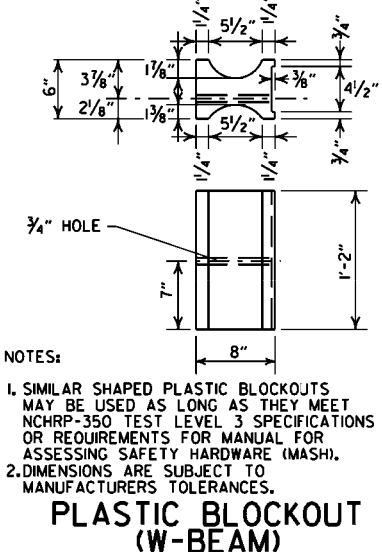
CUT STEEL WASHER



NUT

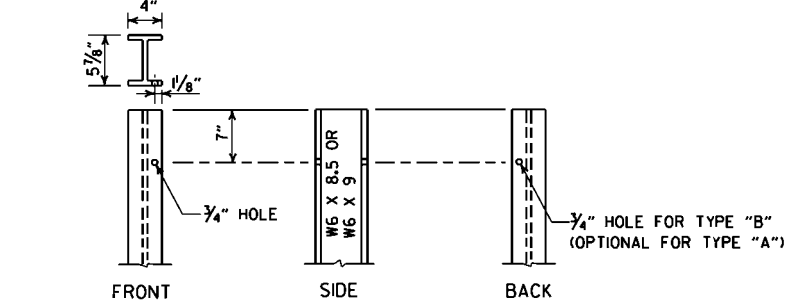


WOOD BLOCKOUT (W-BEAM)

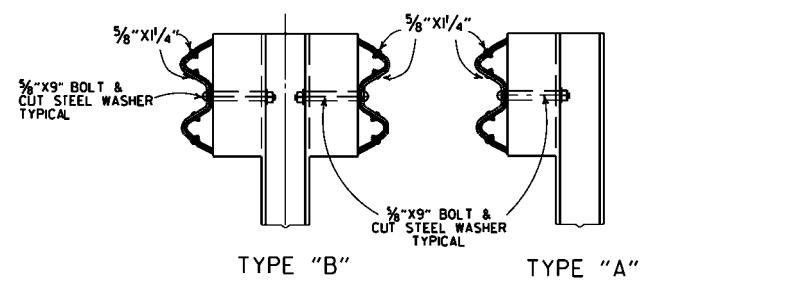


PLASTIC BLOCKOUT (W-BEAM)

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



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 1/4\"/>

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3\"/>

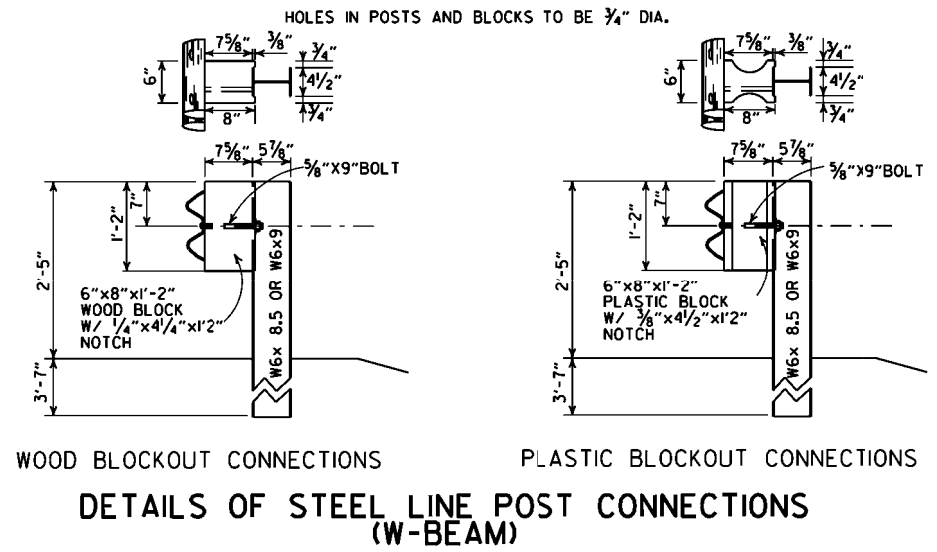
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

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

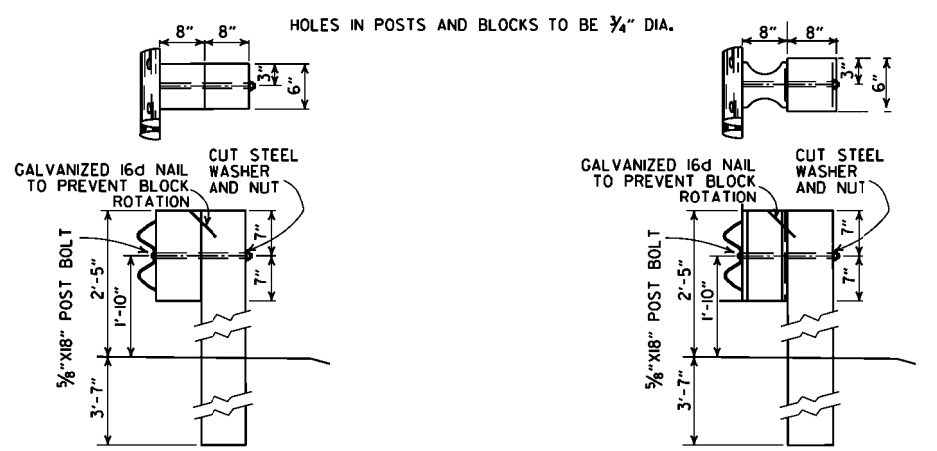
ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (400 f) OR NO. 11350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.



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



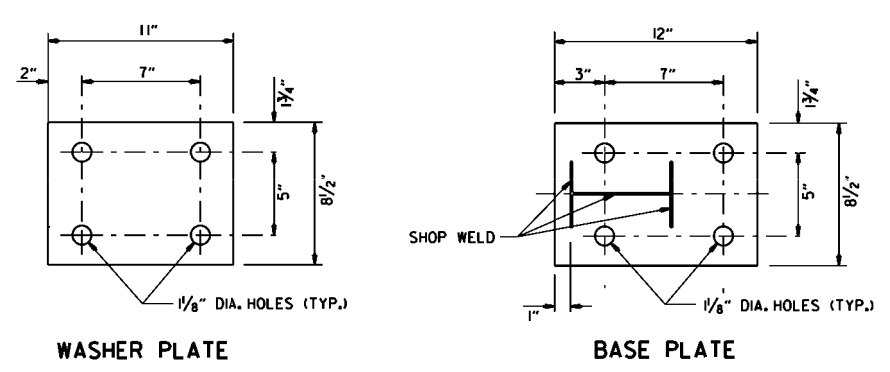
WOOD BLOCKOUT CONNECTIONS **PLASTIC BLOCKOUT CONNECTIONS**
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

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

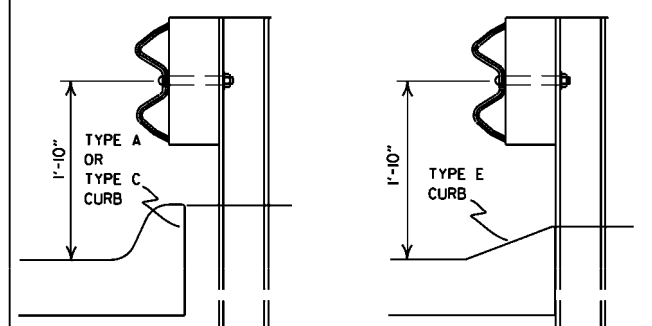
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8



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

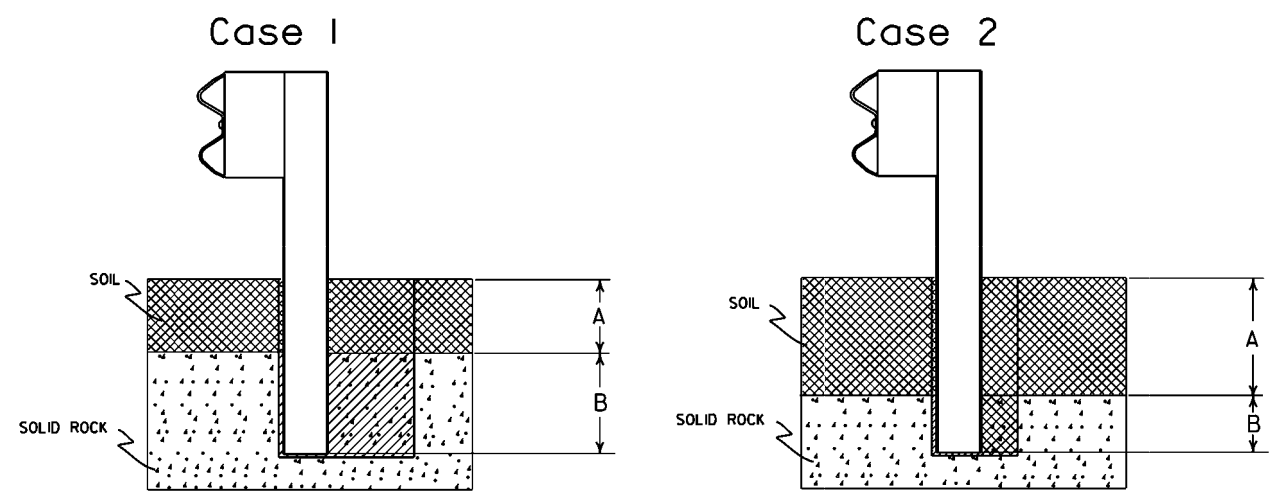


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

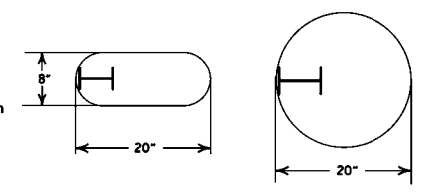
FOR DESIGN SPEEDS OF 50 MPH OR LESS
ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.

FOR DESIGN SPEEDS OF 55 MPH OR MORE
PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

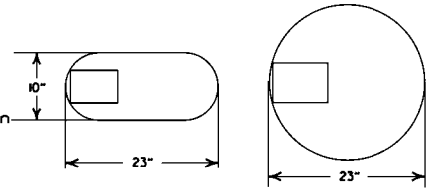
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



Plan View Steel Posts
Either hole configuration acceptable



Plan View Wood Posts
Either hole configuration acceptable



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

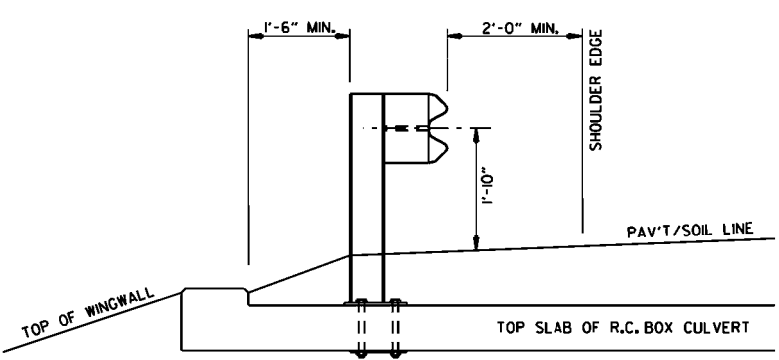
Zone A:
Backfill according to Section 617.03(a).

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

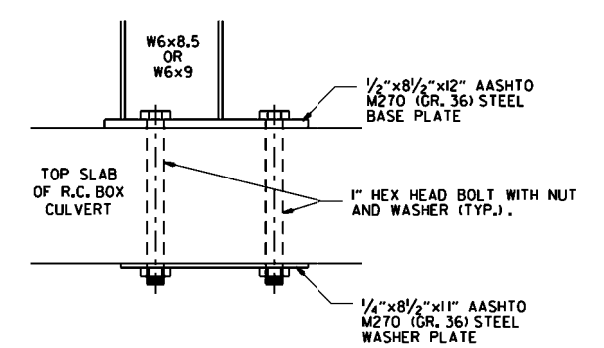
Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

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

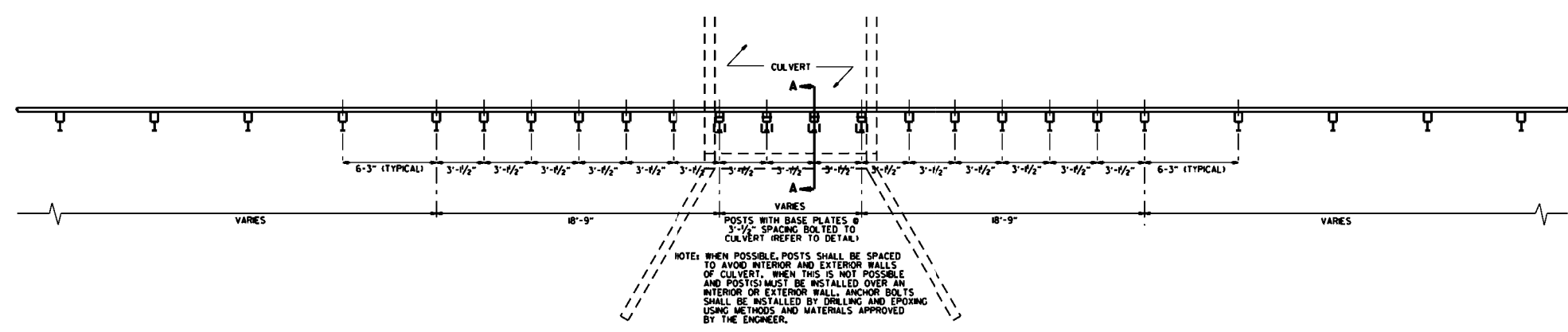
DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



SECTION A-A



DETAIL OF CONNECTION



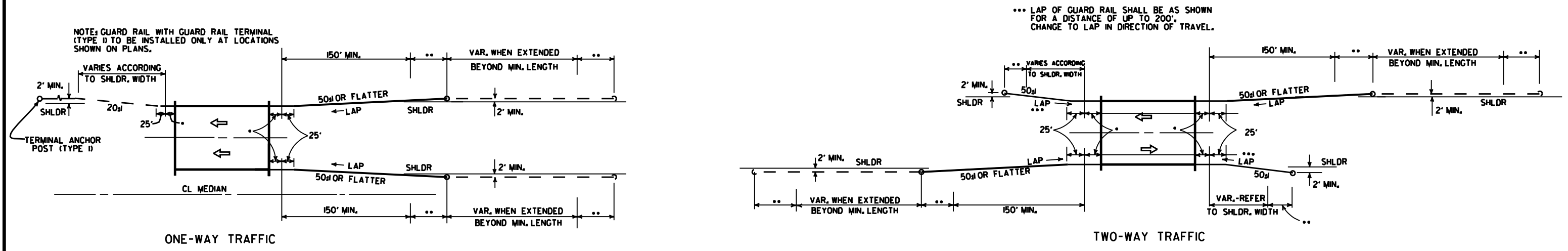
PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DRWG. GR-8.

7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
8-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
8-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T. DELETED DET. OF STEEL LINE POST CONN. ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY CONFORMED TO 1988 SPECS	8-2-90
7-15-88	REMOVED ANCHOR NOTE	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	72-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87
DATE	REVISION	DATE FILM

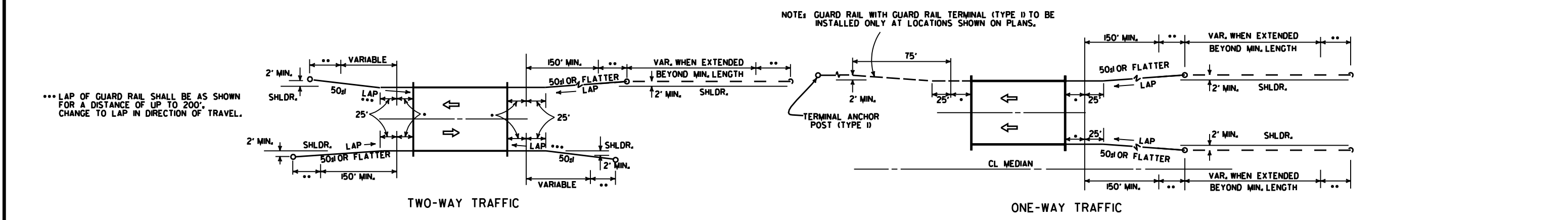
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

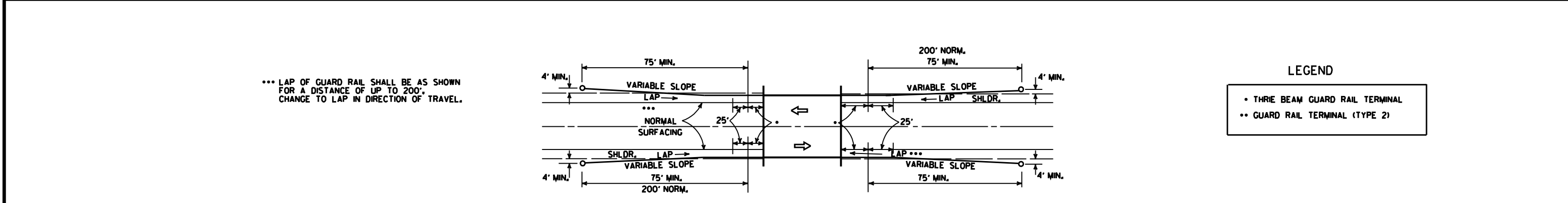
STANDARD DRAWING GR-8A



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



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



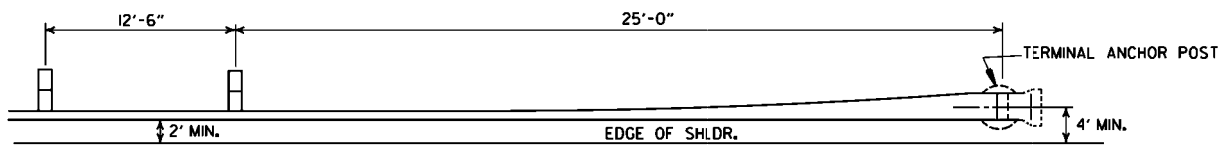
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

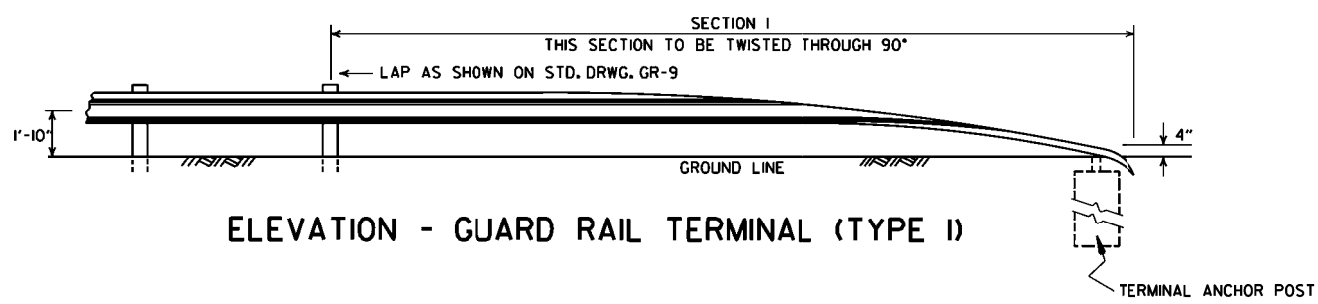
- THREE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

ARKANSAS STATE HIGHWAY COMMISSION		
GUARD RAIL DETAILS		
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. 2)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	
DATE	REVISION	DATE FILED

STANDARD DRAWING GR-9

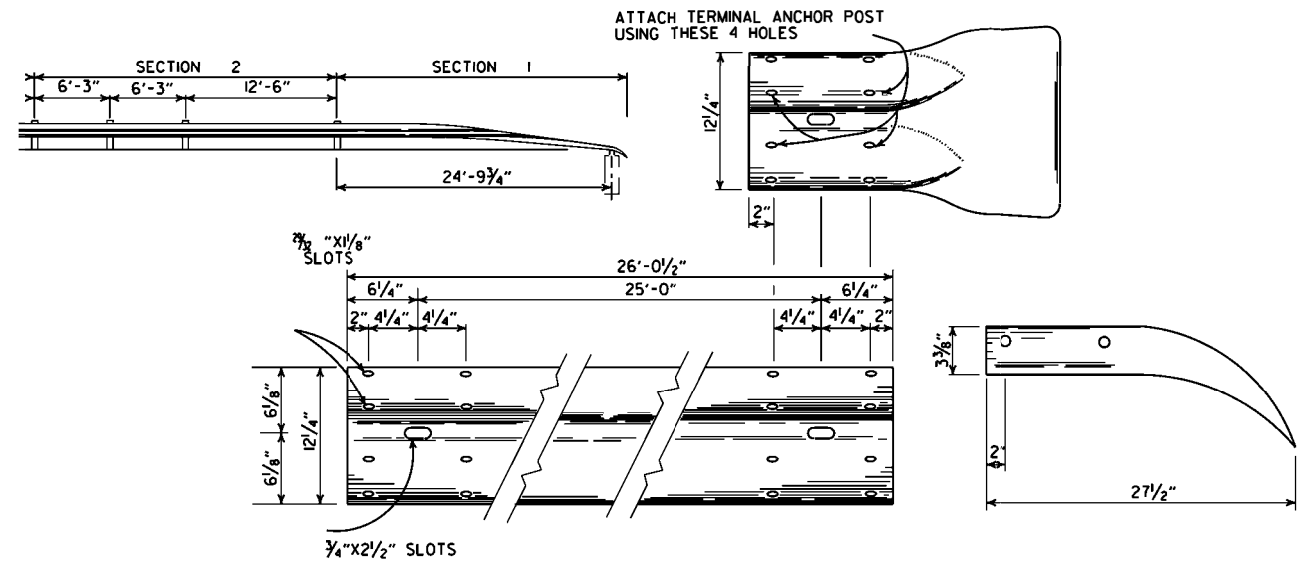


PLAN - GUARD RAIL TERMINAL (TYPE I)



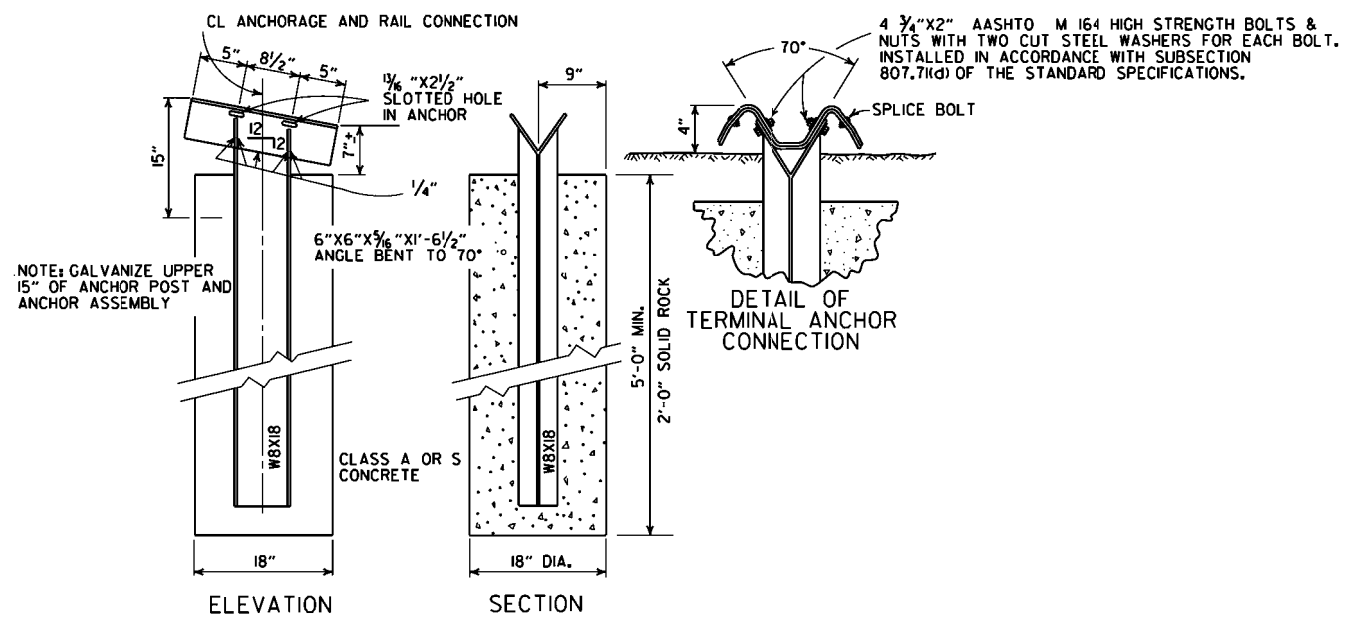
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION 1

TERMINAL SECTION



ELEVATION

SECTION

DETAIL OF TERMINAL ANCHOR CONNECTION

NOTE: GALVANIZE UPPER 15" OF ANCHOR POST AND ANCHOR ASSEMBLY.
NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

ARKANSAS STATE HIGHWAY COMMISSION
GUARD RAIL DETAILS
STANDARD DRAWING GRT-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA. INCHES	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
15	18	18	11	11
18	22	22	13 1/2	14
21	26	26	15 1/2	16
24	28 1/2	29	18	18
30	36 1/4	36	22 1/2	23
36	43 3/8	44	26 3/8	27
42	51 1/8	51	31 1/8	31
48	58 1/2	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77 1/2	77
108	138	138	87 1/8	87
120	154	154	96 1/8	97
132	168 3/4	169	106 1/2	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA. INCHES	AASHTO M 207	
	SPAN	RISE
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(F)(II).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

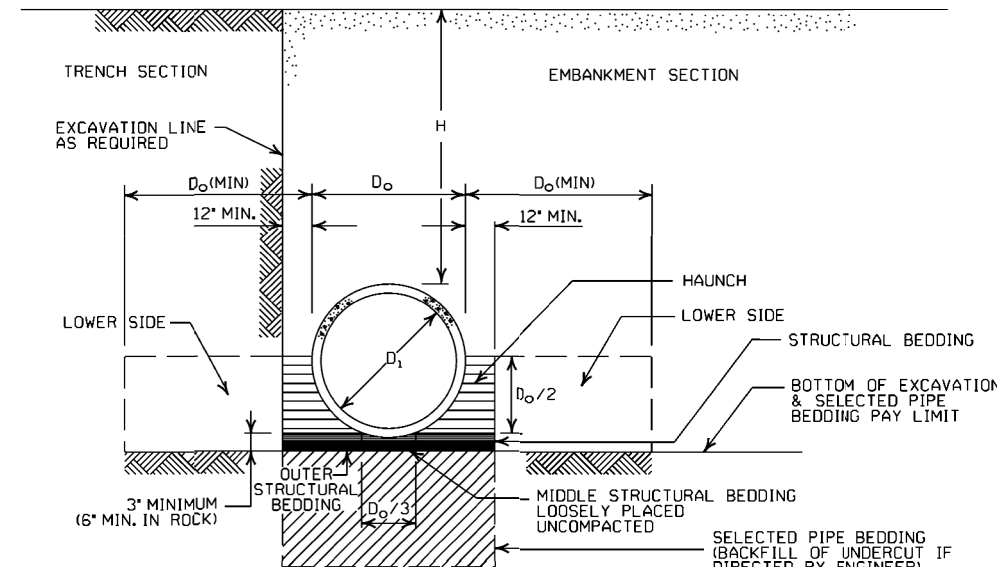
- LEGEND -

- D₁ = NORMAL INSIDE DIAMETER OF PIPE
- D₀ = OUTSIDE DIAMETER OF PIPE
- H = FILL COVER HEIGHT OVER PIPE (FEET)
- MIN. = MINIMUM
- [Symbol] = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH, IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE			
	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

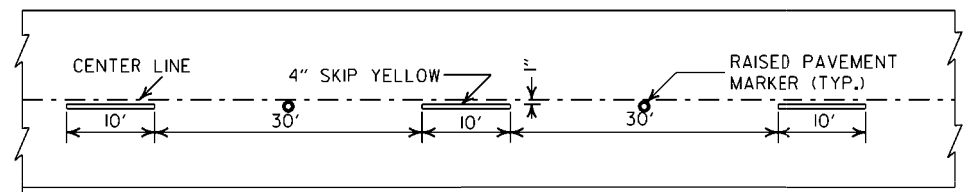
INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

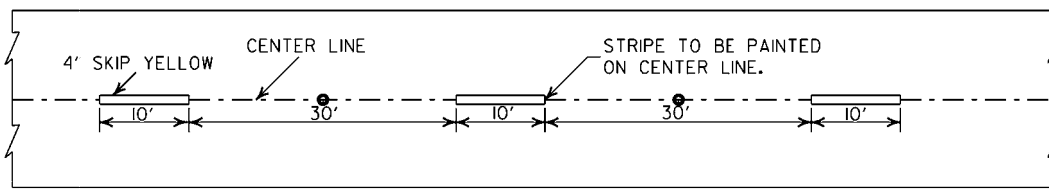
ARKANSAS STATE HIGHWAY COMMISSION		
CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING		
STANDARD DRAWING PCC-1		
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	
DATE	REVISION	DATE FILMED

NOTES:

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

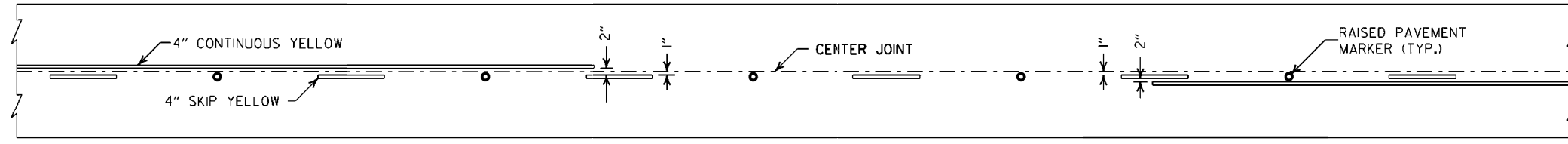


CONCRETE PAVEMENT

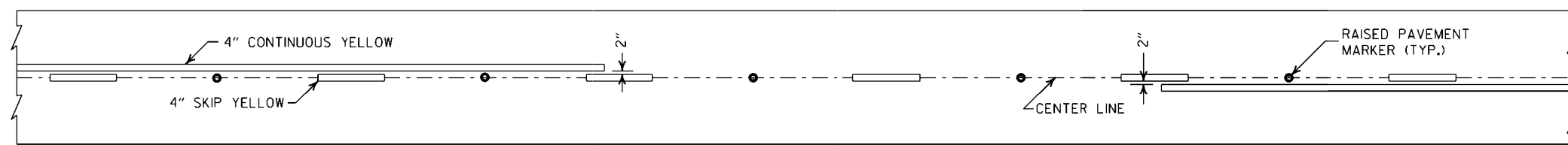


ASPHALT PAVEMENT

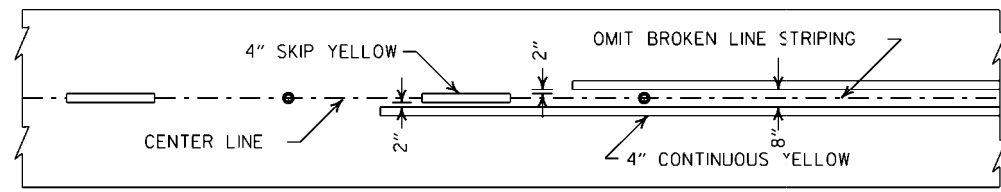
BROKEN LINE STRIPING



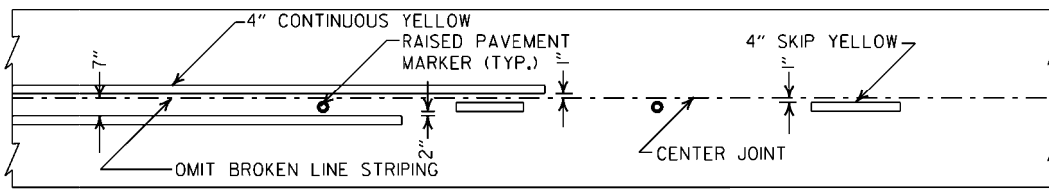
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

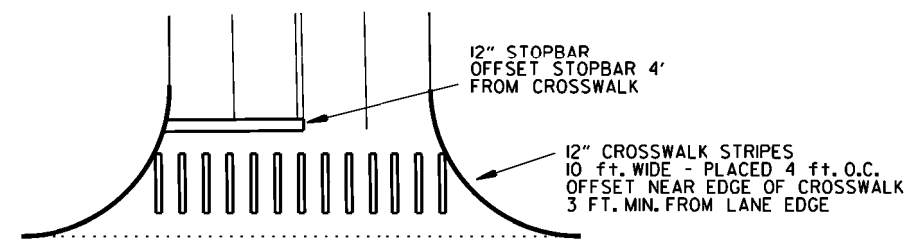


ASPHALT PAVEMENT

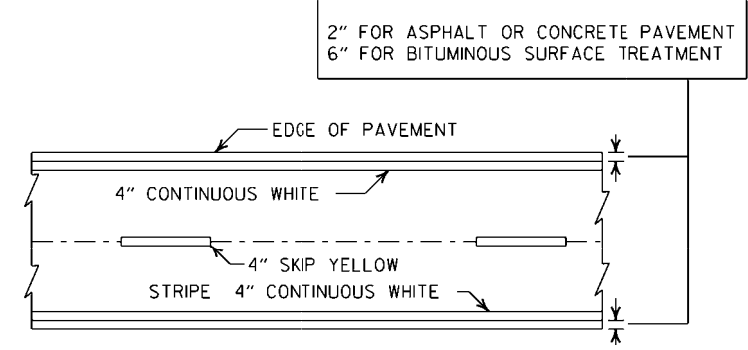


CONCRETE PAVEMENT

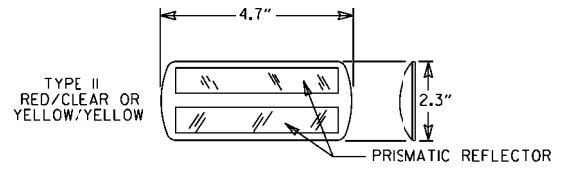
STRIPING AT ADJACENT NO PASSING LANES



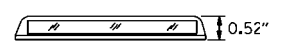
CROSSWALK AND STOPBAR DETAILS



PAVEMENT EDGE LINE MARKING



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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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

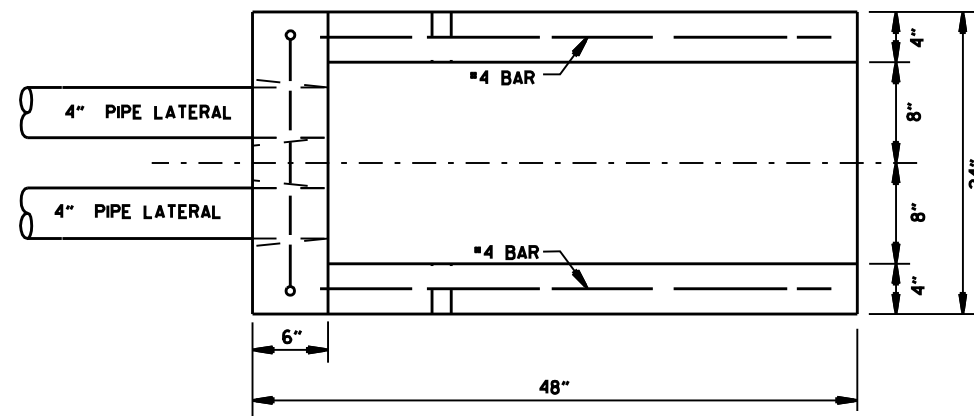
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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

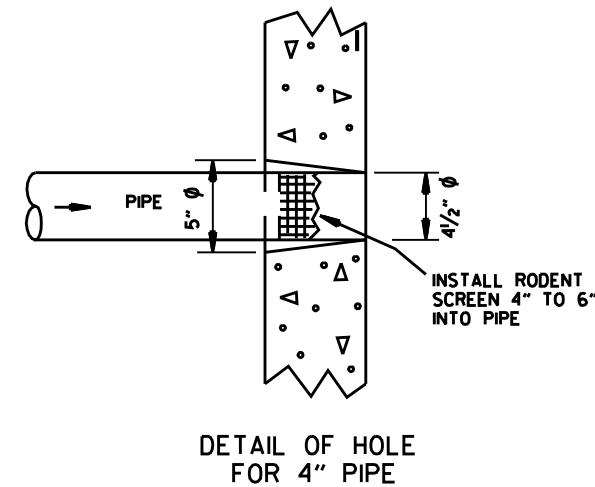
DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAVT. MARKERS	
4-26-96	REV. NOTES 3&4;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

ARKANSAS STATE HIGHWAY COMMISSION	
PAVEMENT MARKING DETAILS	
STANDARD DRAWING PM-1	

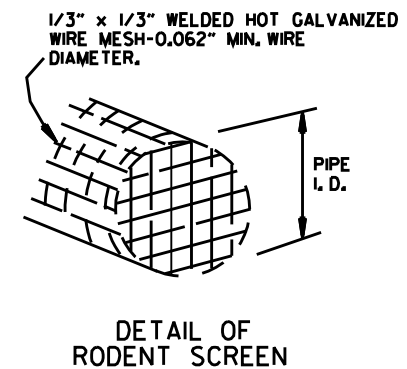
NOTE:
 1. GRANULAR BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.
 2. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.
 3. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC, LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



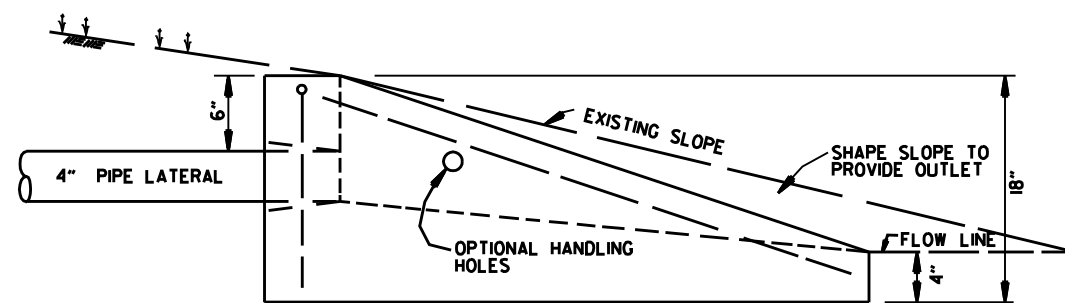
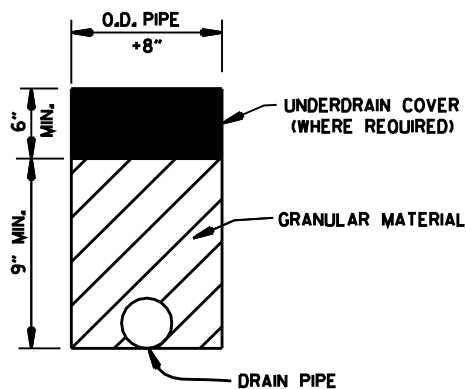
PLAN VIEW



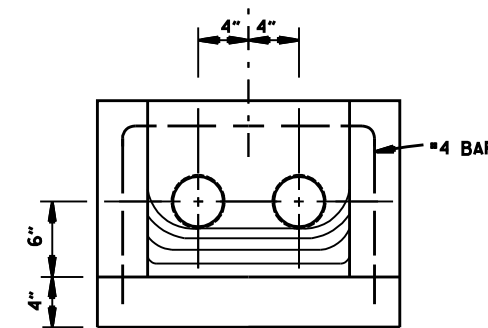
DETAIL OF HOLE FOR 4" PIPE



DETAIL OF RODENT SCREEN



SIDE VIEW

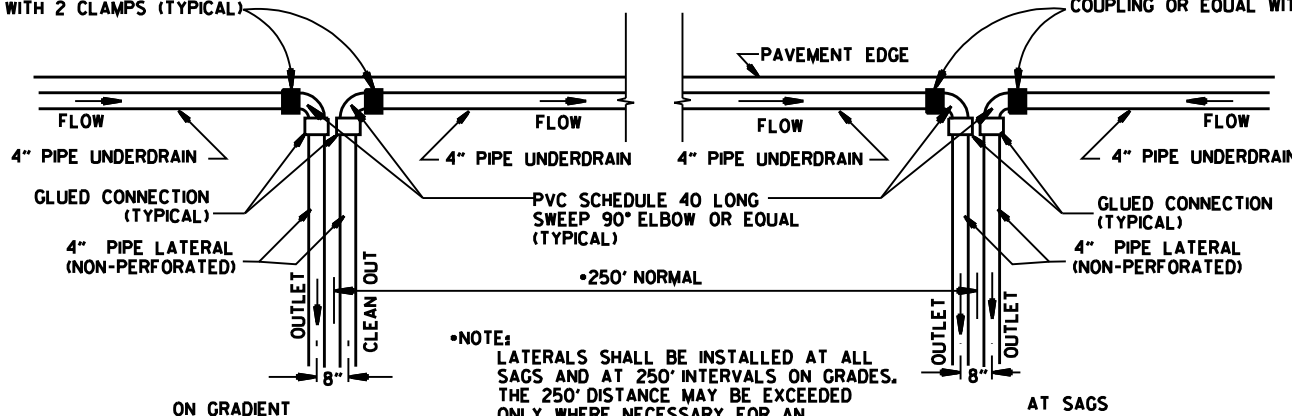


FRONT VIEW

FERNCO 1056-44 (4" CI/PLASTIC) OR
 FERNCO 1051-44 (4" AC/DIOR 4" CI/PLASTIC)
 COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)

UNDERDRAIN OUTLET PROTECTORS

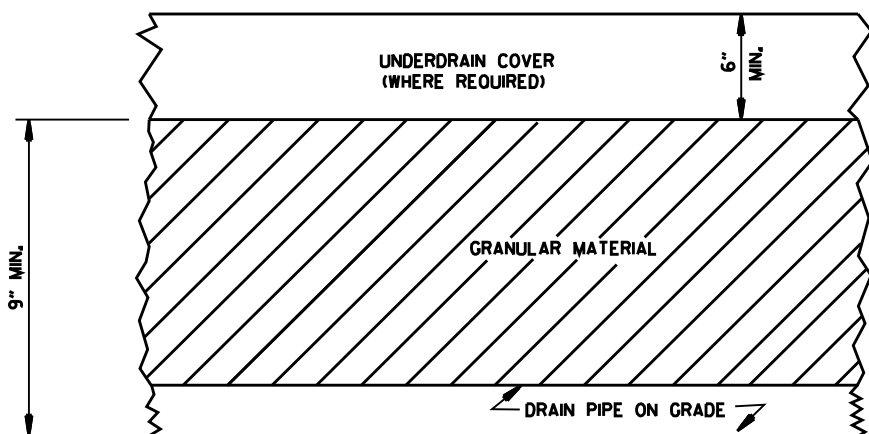
FERNCO 1056-44 (4" CI/PLASTIC) OR
 FERNCO 1051-44 (4" AC/DIOR 4" CI/PLASTIC)
 COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)



*NOTE:
 LATERALS SHALL BE INSTALLED AT ALL SAGS AND AT 250' INTERVALS ON GRADES. THE 250' DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.



DETAILS OF PIPE UNDERDRAIN

4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE: 5 1/2" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYETHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88
DATE	REVISION	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

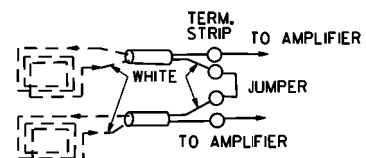
STANDARD DRAWING PU-1

LOOP DETECTOR INSTALLATION AND TESTING

NOTES:

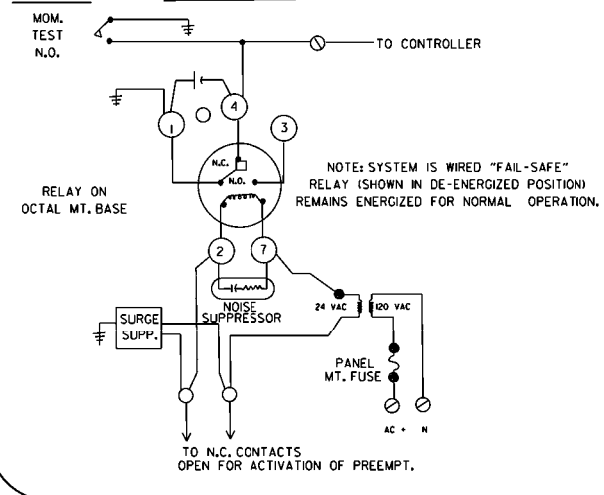
- LOOPS WITH A PERIMETER GREATER THAN 40' SHALL HAVE TWO TURNS. LOOPS WITH A PERIMETER LESS THAN OR EQUAL TO 40' SHALL HAVE THREE TURNS, UNLESS OTHERWISE NOTED ON THE PLANS. QUADRUPOLE LOOPS SHALL BE TWO TURNS (2-4-2 CONFIGURATION) UNLESS OTHERWISE NOTED.
- LOOP AND FEEDER WIRE SHALL BE CONTINUOUS WITHOUT SPLICES EXCEPT AT THE LOOP/FEEDER WIRE SPlice AS SHOWN. SPlice SHALL BE ROSIN SOLDERED AND WATERPROOFED WITH AN ACCEPTED SPlice KIT. DRAIN WIRE SHALL BE GROUNDED IN CABINET AND INSULATED AT LOOP TO FEEDER SPlice.
- THE LOOP TO FEEDER SPlice, FEEDER JACKET AND JACKET OF LOOP WIRE IN DUCT SHALL BE COMPLETELY SEALED AND WATERPROOFED.
- CONTRACTOR MAY MAKE CONNECTIONS TO SIGNAL CABLE AND LOOP TO FEEDER CONNECTION AT TERMINAL STRIPS MOUNTED TO POLE INSIDE HAND HOLD COVER AS SHOWN IN DETAIL. TERMINALS MUST BE EASILY ACCESSIBLE, BUT PROTECTED AGAINST ACCIDENTAL CONTACT. CONNECTION OF POWER CARRYING CIRCUITS MUST BE SEPARATED FROM LOOP OR LOGIC CIRCUITS. ALL CONNECTIONS TO TERMINAL STRIPS SHALL UTILIZE SPADE LUGS OR AS APPROVED BY THE ENGINEER.
- EACH LOOP SHALL HAVE A SEPARATE "FEEDER WIRE" UNLESS OTHERWISE NOTED. ALL FEEDER WIRES SHALL BE LABELED AS TO LOOP NUMBER AS DESIGNATED ON THE PLANS.
- ALL LOOP WIRE ENTERING PULL BOXES SHALL BE ENCLOSED IN CONDUIT. EACH LOOP WIRE SHALL ENTER PULL BOX OR POLE BASE THROUGH A SEPARATE PIECE OF ONE INCH (1") CONDUIT.
- LOOP WIRE FROM LOOP TO CONDUIT IS NOT TWISTED. LOOP WIRE IN THE CONDUIT MUST BE TWISTED TWO TO FIVE TURNS PER FOOT.
- WARRANTY PERIOD FOR LOOPS SHALL NOT COMMENCE UNTIL TESTED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER. CONTRACTOR SHALL PERFORM TEST AND PROVIDE A RECORD TO THE ENGINEER AS LISTED IN THE DETECTOR LOOP TESTING PROCEDURE.
- UNLESS OTHERWISE APPROVED BY THE ENGINEER, BACKER ROD SHALL BE INSTALLED IN SHORT SECTIONS SPACED NOT MORE THAN 18" APART AND WEDGED INTO SLOT TO HOLD CABLE IN PLACE. CABLE SHALL BE TOTALLY ENCAPSULATED IN SEALER.
- "HOT POUR" SEALER SHALL NOT BE ALLOWED WITH 705-LOOP WIRING IN DUCT.
- WHERE UNDERGROUND SPLICES OF SIGNAL CABLE ARE REQUIRED, CONNECTIONS SHALL BE SOLDERED AND COMPLETELY WATERPROOFED TO THE SATISFACTION OF THE ENGINEER. WATERPROOFING SHALL EXTEND A MINIMUM OF TWO INCHES PAST THE SIGNAL CABLE JACKET AND SHALL COMPLETELY COVER ALL INDIVIDUAL CONDUCTORS OF THE SIGNAL CABLE. WATERPROOFING DOES NOT APPLY TO CONNECTIONS MADE IN POLE BASES.
- CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE. ONLY ONE NEUTRAL IS REQUIRED FOR PEDESTRIAN SIGNALS. A SEPARATE 5C (TYPICAL) IS PROVIDED FOR PEDESTRIAN PUSH BUTTONS.
- TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO CONTROLLER. CONTROLLER CABINET SHALL BE WIRED SUCH POWER TO LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS DURING FLASH OPERATION.

SERIES CONNECTED LOOPS

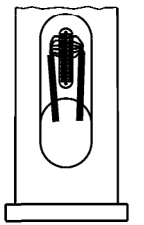


WIND LOOPS COUNTERCLOCKWISE; TAG WIRE EXITING SLOT AND TIE TO WHITE LEAD OF FEEDER WIRE; WHEN LOOPS ARE TIED TO SAME VEHICLE DETECTOR, SERIES CONNECT IN CABINET AS SHOWN.

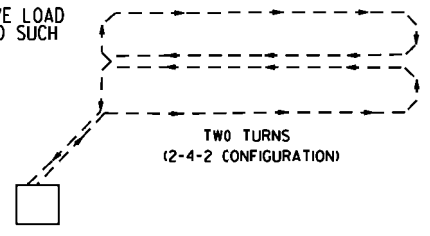
TRAFFIC SIGNAL PRE-EMPTION INTERFACE WIRING DIAGRAM



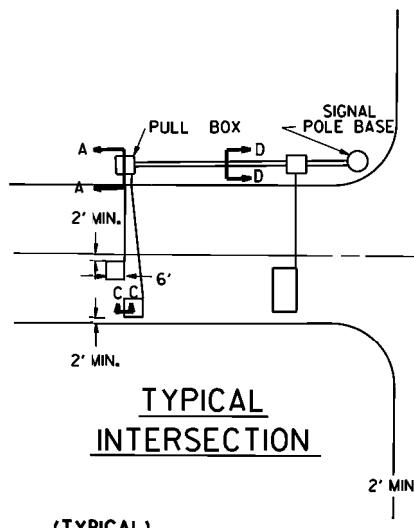
HANDHOLE TERMINAL



QUADRUPOLE LOOP



TYPICAL INTERSECTION

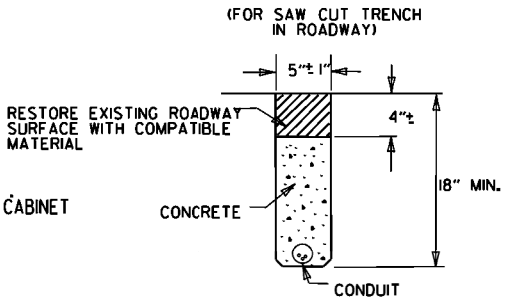


WHEN NECESSARY, USE WOODEN STICK TO PUSH WIRE IN SAWED SLOT.
CUT DIAGONALS TO PREVENT SHARP BENDS OF WIRE.

TYPICAL PROCEDURE FOR DETECTOR LOOP TESTING

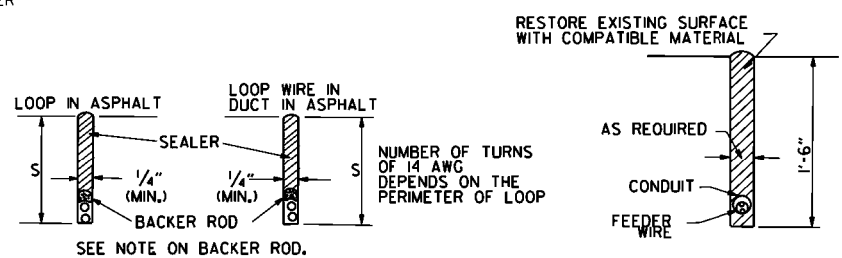
- DISCONNECT AND TEST CONTINUITY (< 10 OHMS) IF CONTINUITY IS BAD, GO TO TEST 3
 - TEST INSULATION (@ 500 VOLT TEST > 10 MEG-OHM) IF TESTS 1 & 2 ARE GOOD, NO FURTHER TESTING IS NECESSARY. RECORDED RESULTS CONSIST OF TESTS 1 & 2 FROM CONTROL CABINET WITH FEEDER WIRE CONNECTED TO LOOP.
 - OPEN SPlice (DO NOT BREAK CONNECTION) REPEAT TEST 1 & 2 IF TEST 3 IS BAD, GO TO TEST 4
 - BREAK SPlice, INSTALL JUMPER IN CABINET, REPEAT TESTS 1 & 2 SEPARATELY FOR FEEDER AND FOR LOOP
- FAILURES TYPICALLY RESULT FROM BROKEN WIRE IN PAVEMENT, FAULTY INSULATION OF LOOP OR FEEDER WIRE, OR POORLY INSULATED SPlice CONNECTION.

TRENCHING DETAIL



NOTE: CONDUIT SHALL BE INSTALLED IN CURB AS SHOWN OR AS DIRECTED BY THE ENGINEER. END OF CONDUIT SHALL BE WATER-TIGHT.

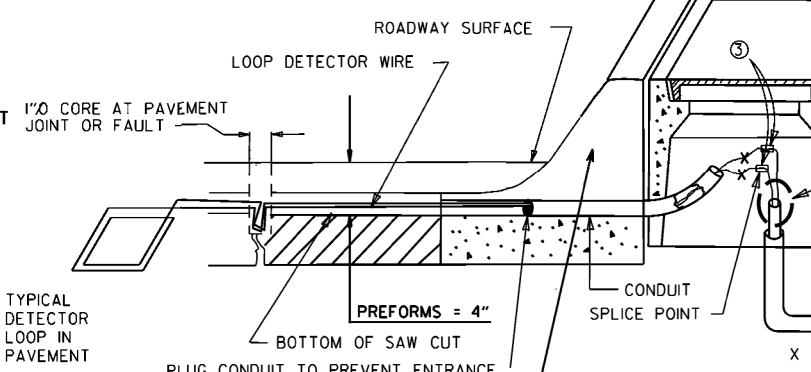
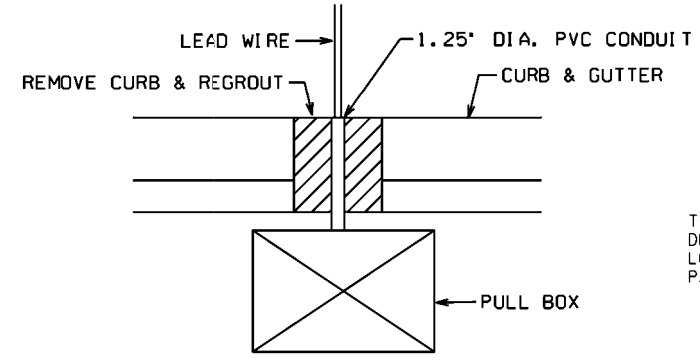
TYPICAL SECTIONS FOR PULSE AND PRESENCE LOOP DETECTORS



SECTION C-C

S=2 1/2" IN ASPHALT
S=1 1/2" IN CONCRETE

SECTION D-D



SECTION A-A

1'-6" CONCRETE COMBINATION CURB AND GUTTER

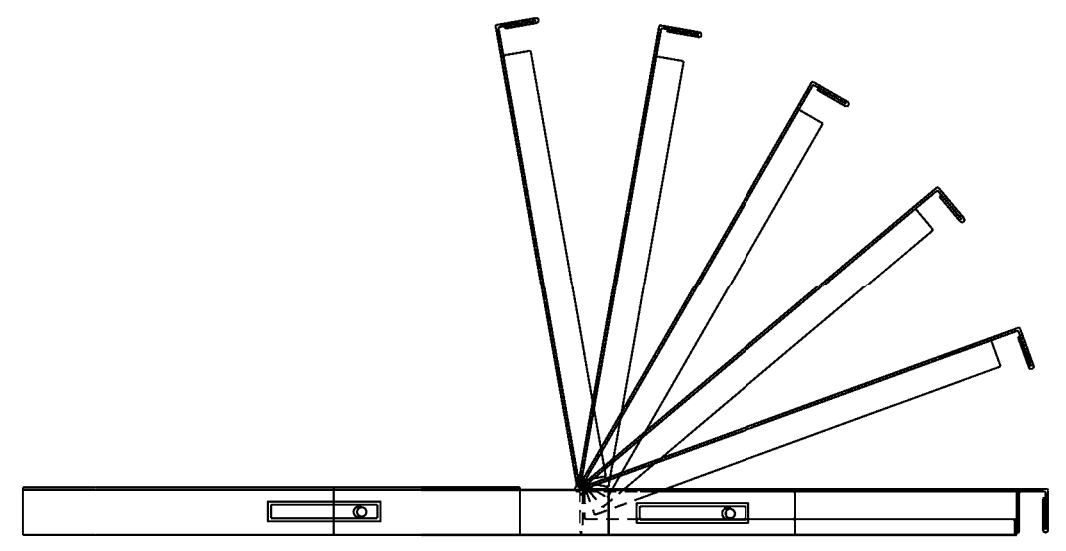
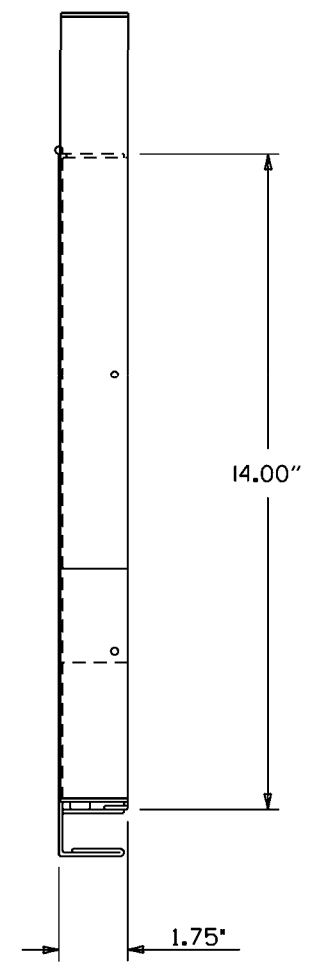
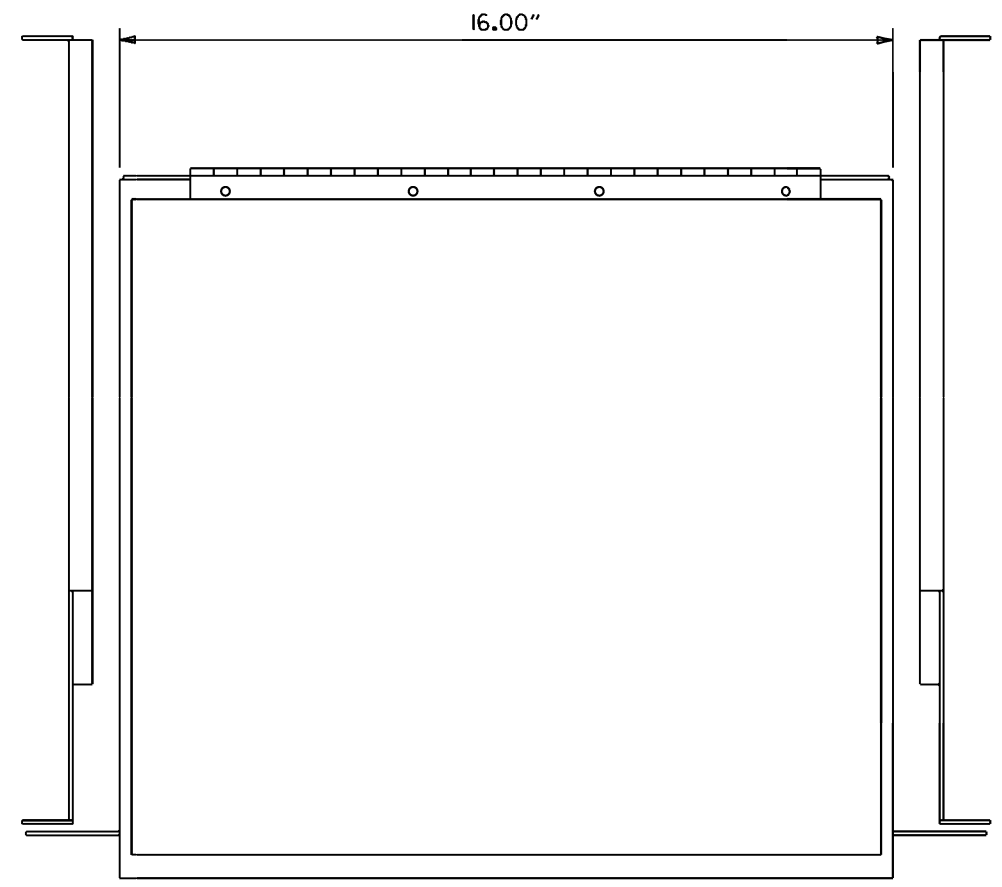
SPECIAL NOTE
IF FEEDER WIRE JACKET IS LEFT UNSEALED AND WATER IS ALLOWED TO ENTER JACKET, CONTRACTOR WILL BE REQUIRED TO REPLACE FEEDER AT NO COST TO THE DEPARTMENT.

PREFORMS - SAW COMPLETELY THROUGH CURB
ALTERNATE - WHEN INSTALLING PREFORMS ON SUBSTRATE, LEAD-INS MAY BE INSTALLED IN CONDUIT UNDERNEATH THE CURB AND GUTTER.

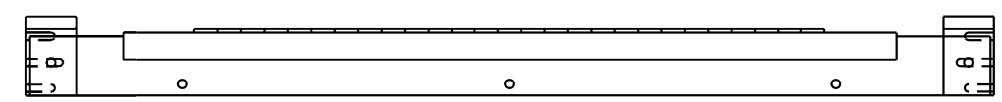
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
5-17-01	REVISED	
4-11-01	REVISED	
2-4-00	REVISED PRE-EMPTION TEST SWITCH	
11-18-98	REVISED NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION		
LOOP DETECTOR INSTALLATION		
STANDARD DRAWING SD-4		

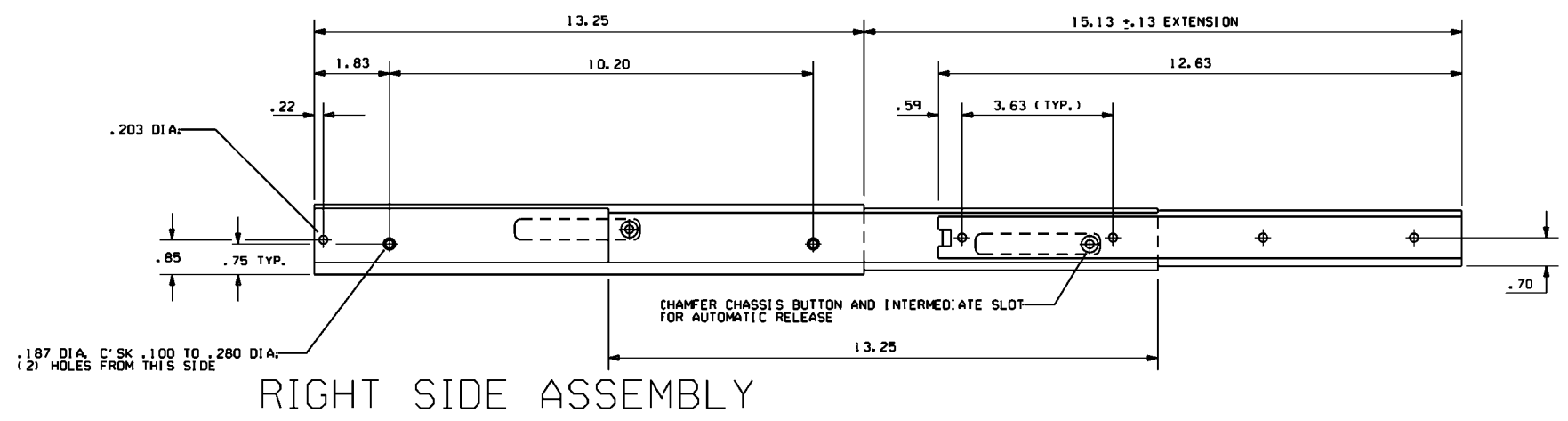
DRAWER PLAN VIEW



- NOTES:
 1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
 2. GENERAL DEVICES (CC3002-99-01 02) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
 3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



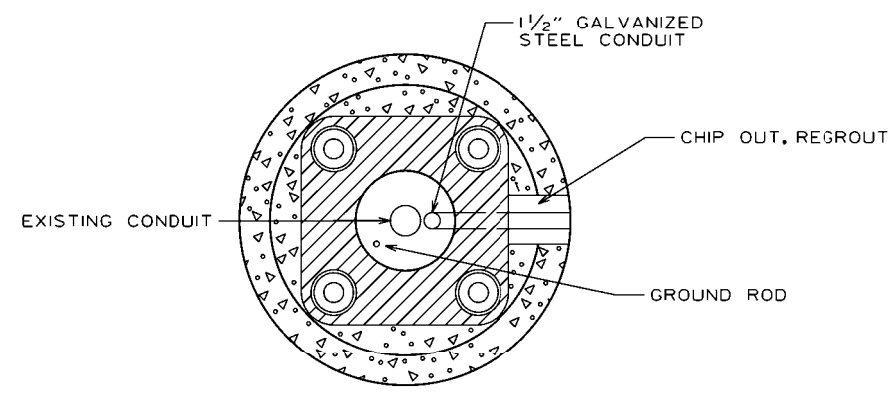
FRONT VIEW



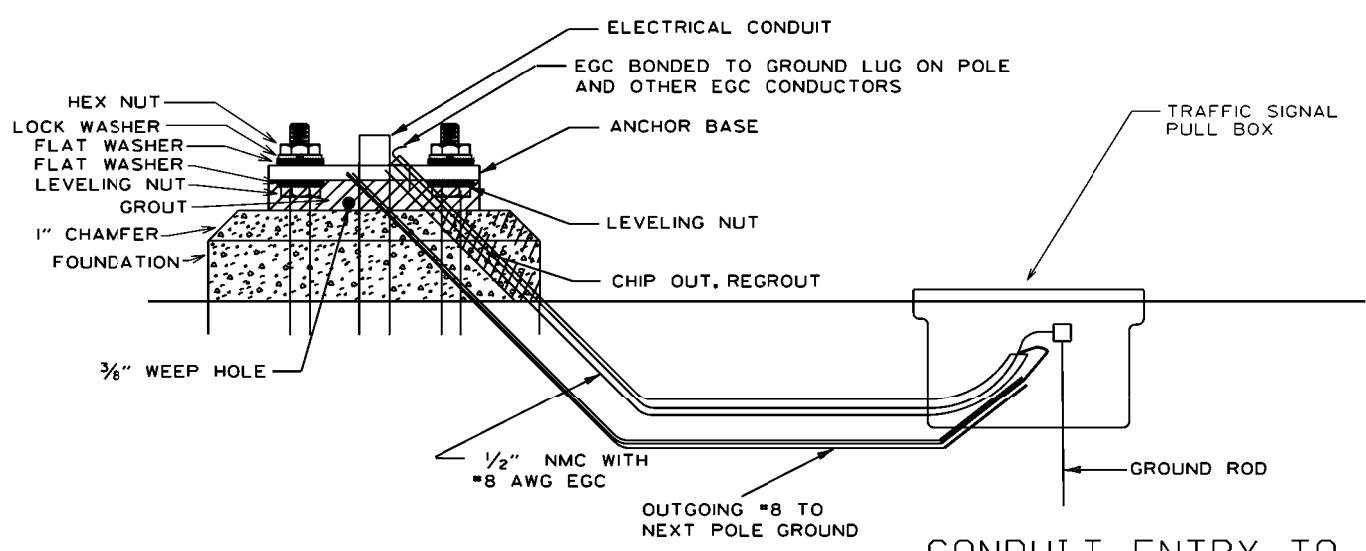
RIGHT SIDE ASSEMBLY

			ARKANSAS STATE HIGHWAY COMMISSION
			CONTROLLER CABINET UTILITY DRAWER
9-12-13	ISSUED AS STANDARD DRAWING		
G 15 05	ISSUED		
DATE	REVISION	DATE FILM	STANDARD DRAWING SD-5

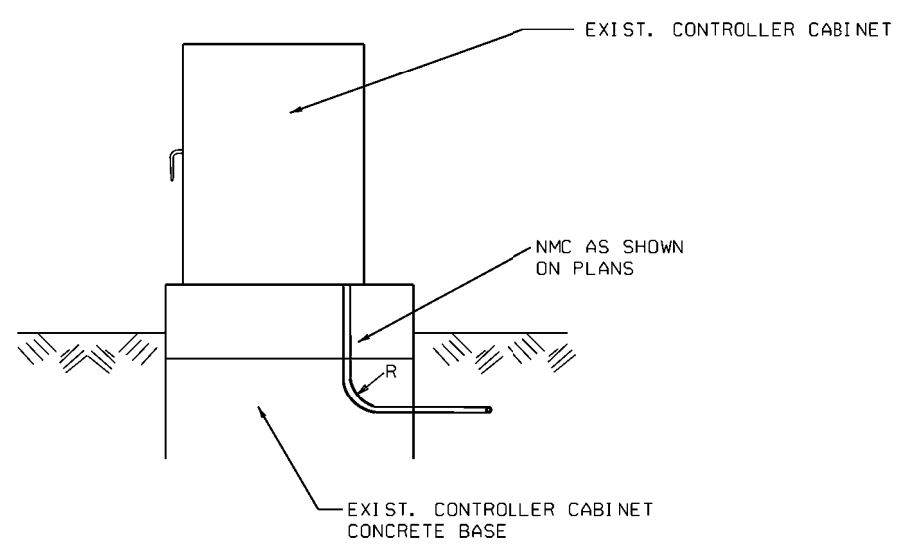
CONDUIT ENTRY TO EXISTING POLE BASE



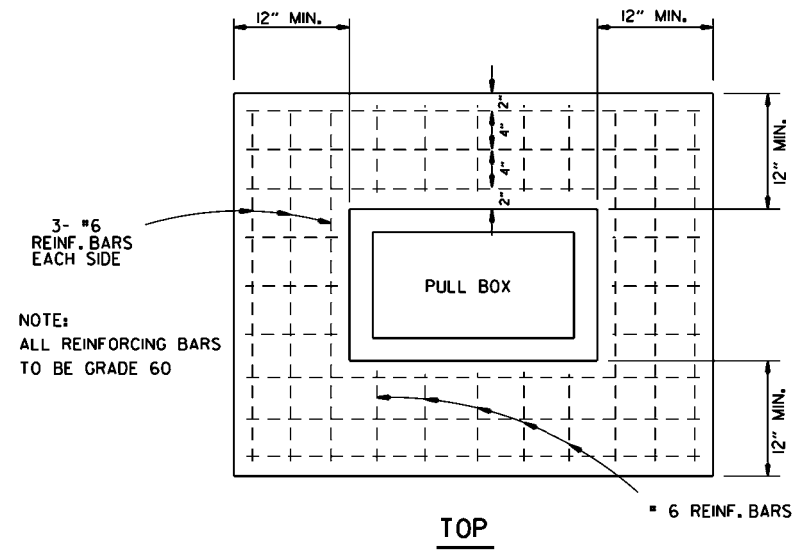
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

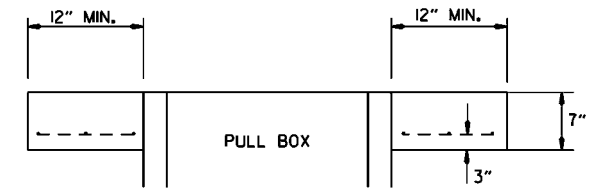


NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



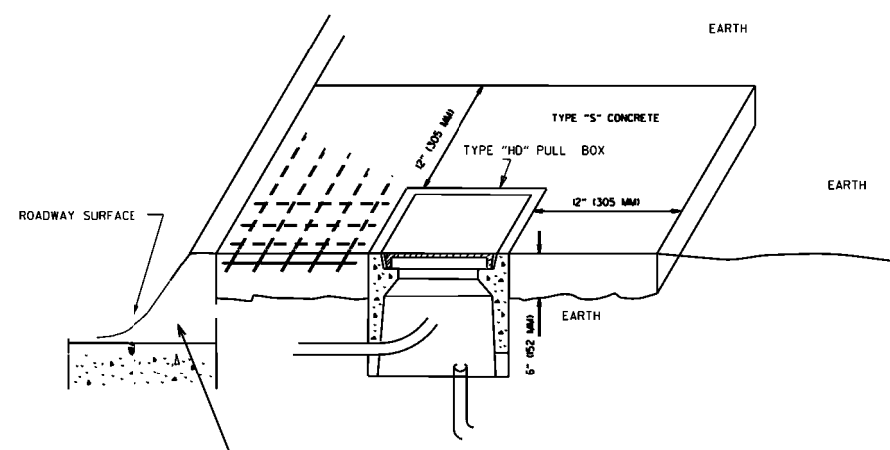
NOTE: ALL REINFORCING BARS TO BE GRADE 60

TOP



ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL

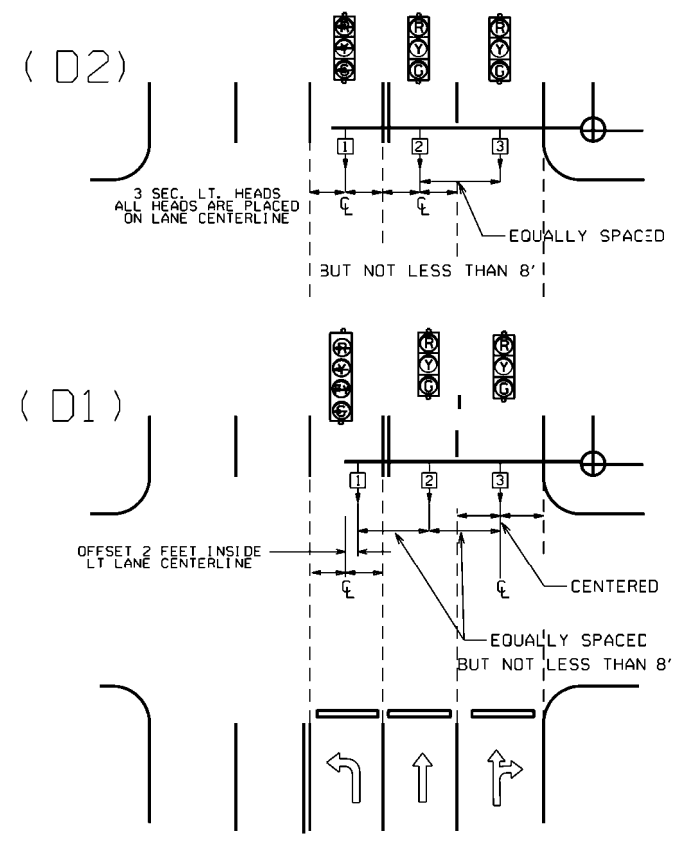
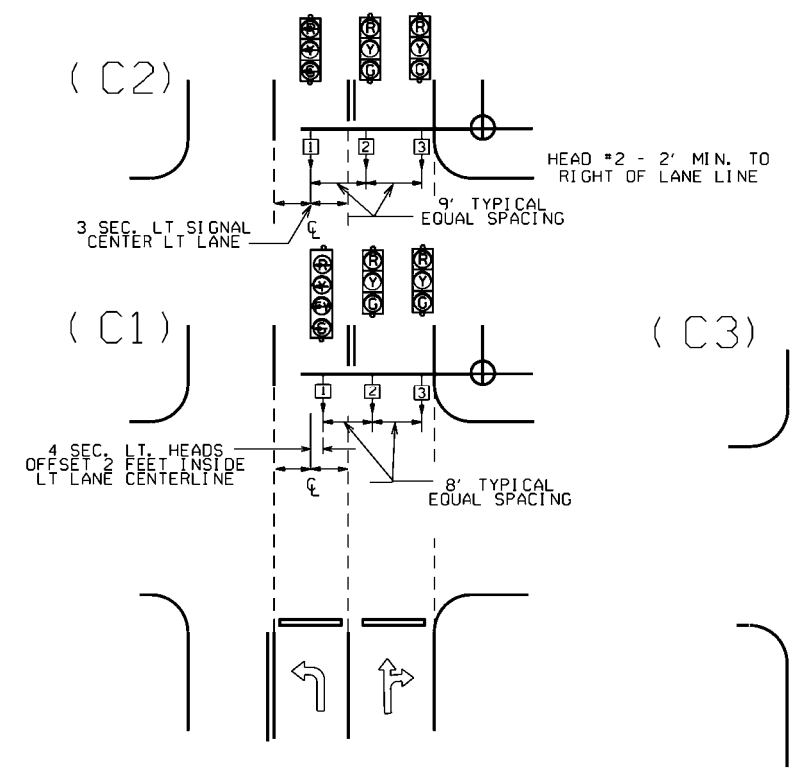
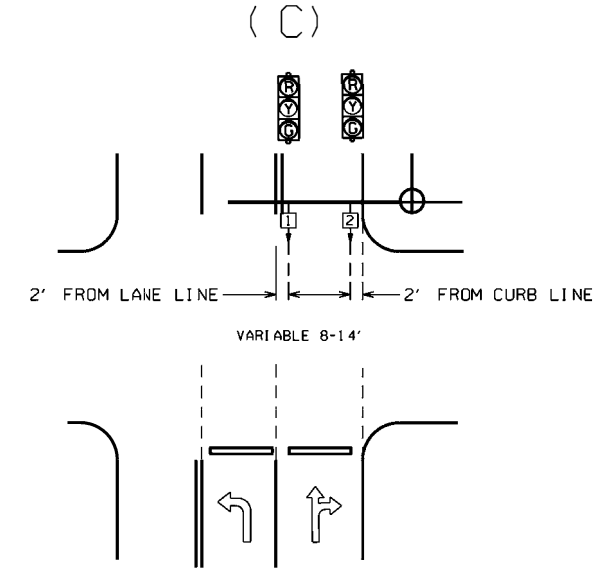
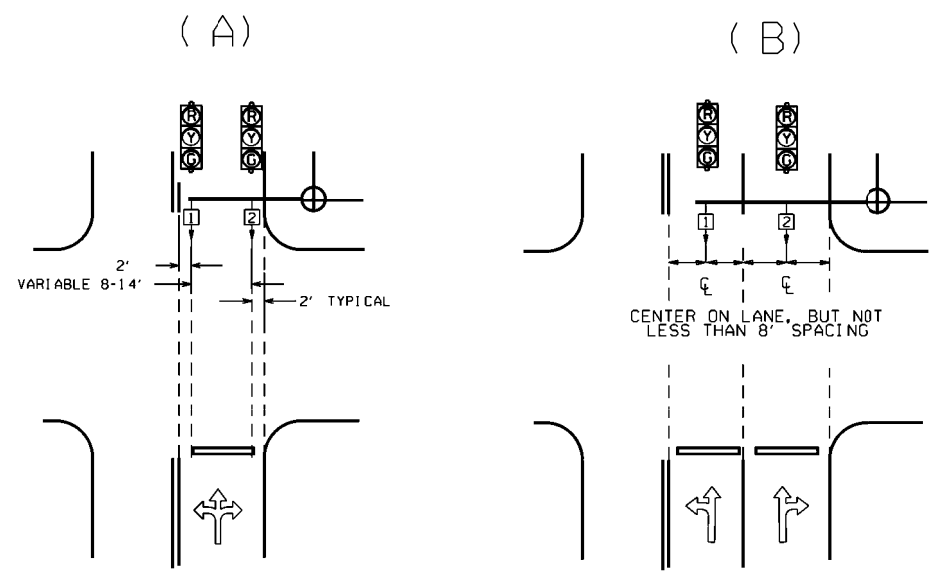


2" CLEAR FROM TOP (TOLERANCE +/- 0.5")

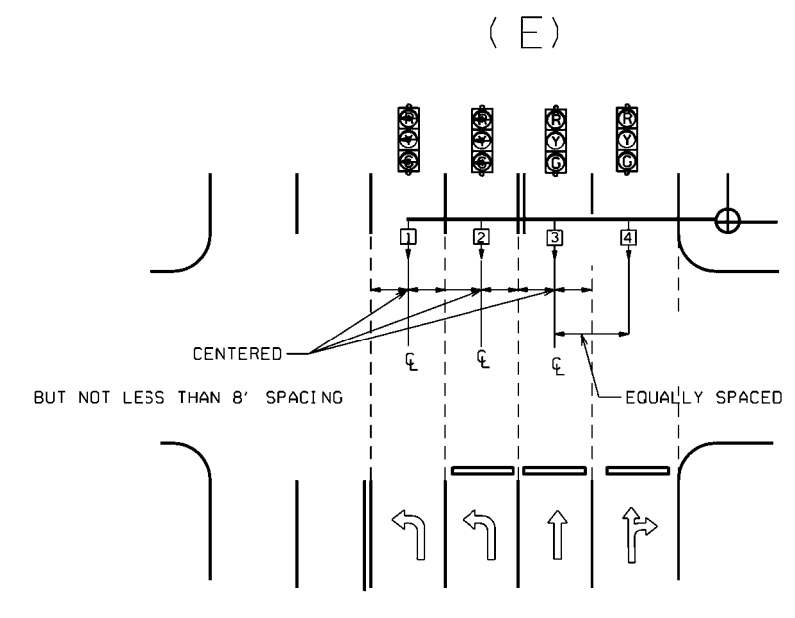
NOTE: ALL TYPE 1 AND TYPE 2 HD PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" (305 MM) WIDE AND 6" (152 MM) IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD PULL BOX. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S." THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE PULL BOX IS REQUIRED IN CONCRETE.

DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
5-21-09	REVISED GROUNDING	
7-31-08	ADDED & REVISED CONDUIT ENTRY	
6-23-04	REVISED CLEARANCE AT CURB ENTRY	
1-4-02	ADDED REINFORCING TO BOX APRON	
7-2-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION
HEAVY DUTY PULL BOX
STANDARD DRAWING SD-6



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.
4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.
6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-1 OF 2009 MUTCD.

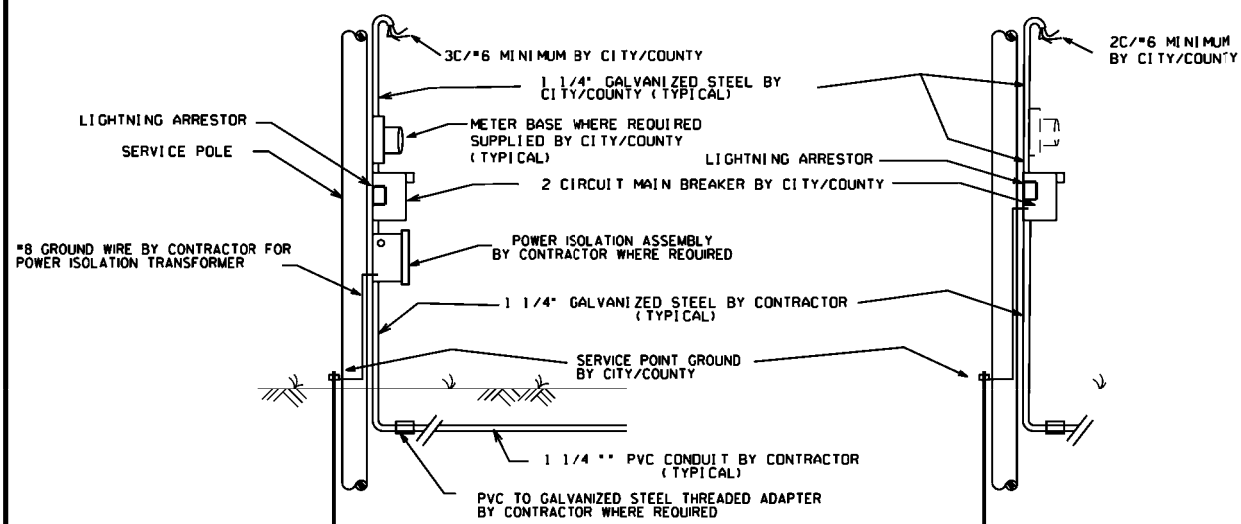
℄ = CENTER OF LANE FROM APPROACH SIDE

			ARKANSAS STATE HIGHWAY COMMISSION
9-12-13	ISSUED AS STANDARD DRAWING		SIGNAL HEAD PLACEMENT
3-11-10	2009 MUTCD		
12-9-99	ISSUED		
DATE	REVISION	DATE FILED	STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

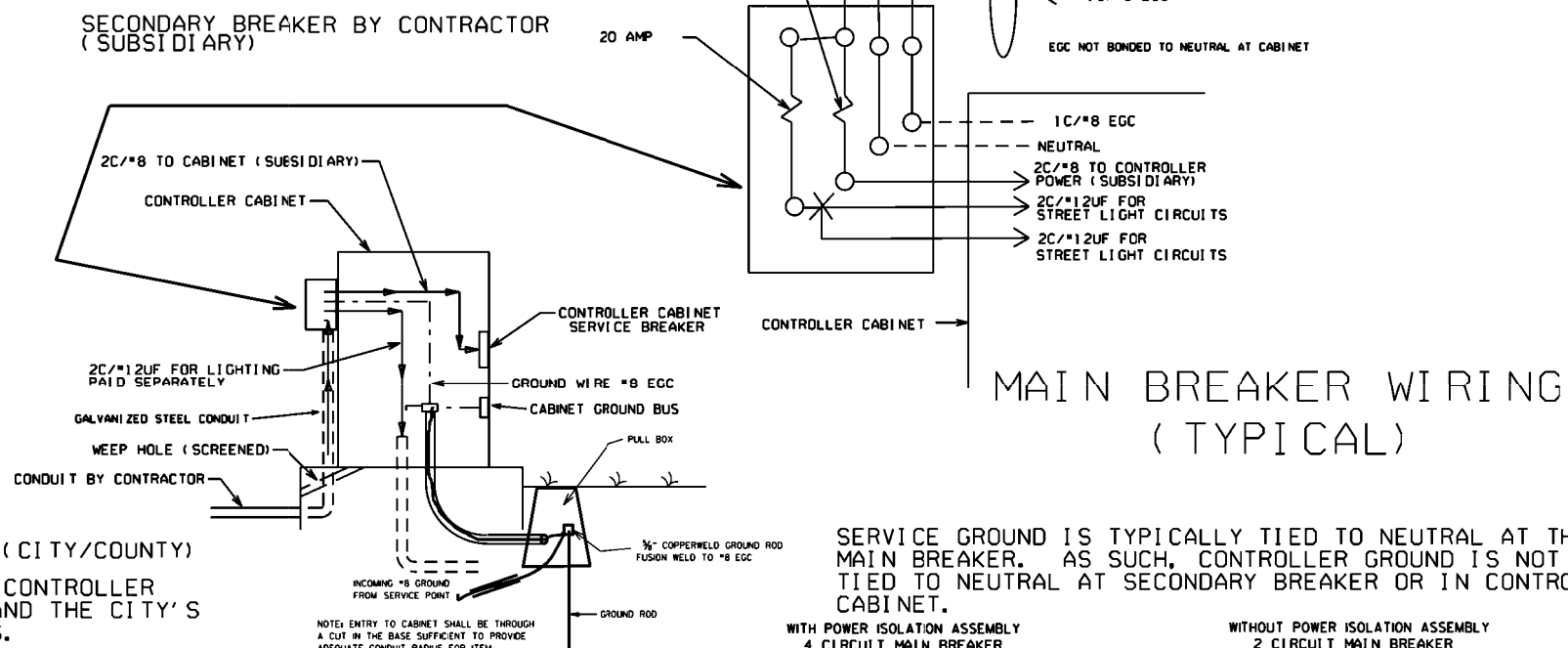
WITH POWER ISOLATION ASSEMBLY

WITHOUT POWER ISOLATION ASSEMBLY



GROUND ROD-A 10' X 3/4" GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



MAIN BREAKER WIRING (TYPICAL)

NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY)

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES: MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S OR COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

1. ALL SITUATIONS: ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAIN TIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2C/#12 AWG UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

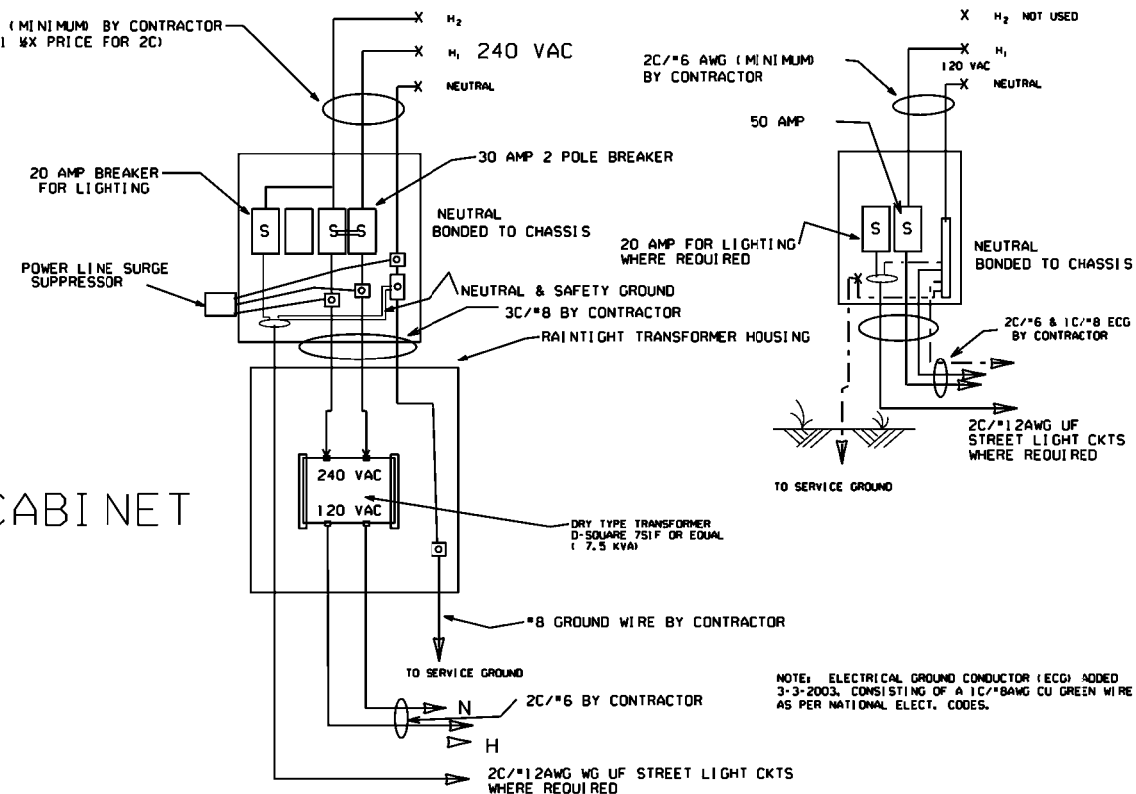
2. MAIN BREAKER NOT NEAR CONTROLLER CABINET: THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

3. MAIN BREAKER NEAR CONTROLLER CABINET: ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

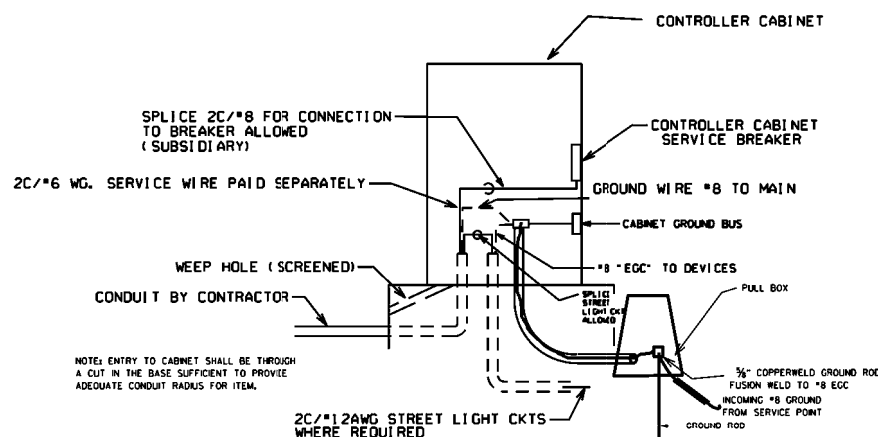
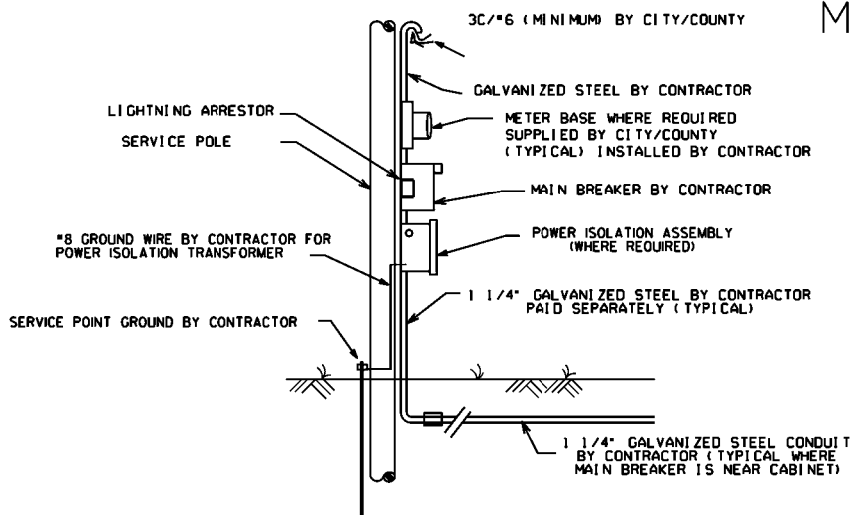
SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED



DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
4-18-13	ADDED LIGHTNING ARRESTOR	
5-21-09	REVISED GROUNDING	
7-31-08	REVISED GROUNDING	
3-3-03	ADDED EGC NOTE	
9-26-01	REVISED	
12-27-99	REVISED	
7-28-99	REVISED	
2-5-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION		
SERVICE POINT		
STANDARD DRAWING SD 9		

NOTES, PED AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12' TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12' TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGN FACES SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF 4 FT. BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

3. MINIMUM STRUCTURAL REQUIREMENTS: DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN ARM 60' OR LONGER.

USE FATIGUE CATEGORY II FOR STRUCTURES ON ROUTES WITH A SPEED LIMIT LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH ARMS LESS THAN 60' AND ROUTES WITH SPEED LIMITS OF 45 MPH AND LESS WITH AN ARM 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE SPEED LIMIT IS 45 MPH AND LESS AND ARMS LESS THAN 60'.

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHURPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, 12 INCH, AND HAVE 5 IN. BACK PLATES:

HEADS AT END OF ARM - ONE 4 SEC., 85 LB., 16.0 SQ. FT. ONE SIGN MOUNTED 3 FT. FROM SIGNAL * 2' x 0' x 2' x 6'; 20 LB. REMAINING HEADS SPACED A 8 FT. * 3 SEC., 56 LB., TWO 5 SEC.:

14.4 SQ. FT. DESIGN TO ACCOMMODATE (INCLUDING 2 HEADS FOR ARMS 10 TO 16 FT., 2 HEADS FOR ARMS 10 TO 16 FT., INCLUDING LB., 3 HEADS FOR 18 TO 24 FT. ARMS, 4 HEADS FOR OVER 26 FT. ARMS.

STREET NAME SIGN -- 72" x 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAN 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) * VARIABLE ARM LENGTH (MAX.), 3.3 SQ. FT., 75 LB. PED SIGNALS -- TWO 2 SEC. 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

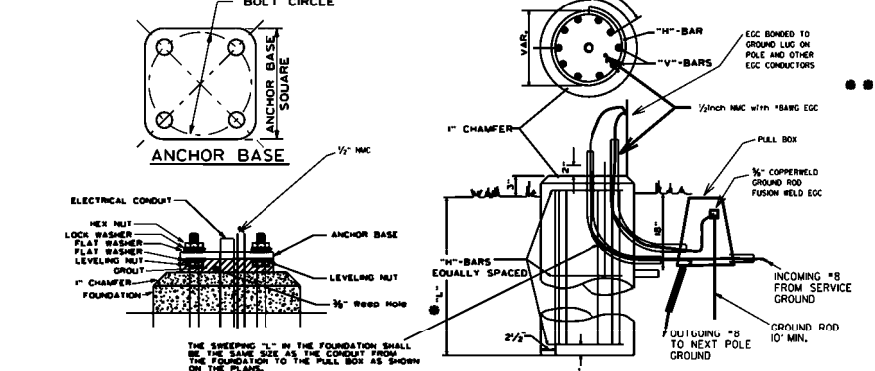
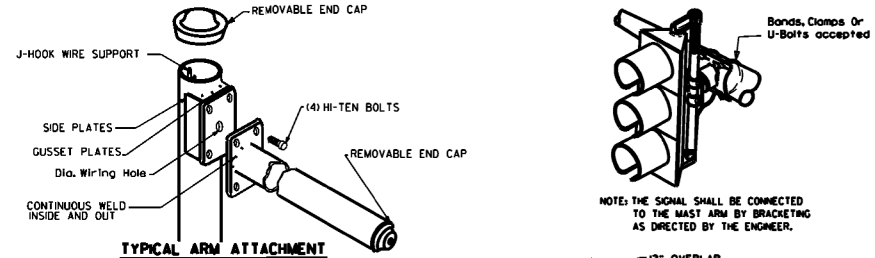
4. POLE/MAST ARM CAP -- POLE AND MAST ARMS CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE -- HAND HOLES SHALL BE 4 X 6 INCHES FOR STANDARD, AND 3 X 5 INCHES FOR PED POLES, MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21 FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDE A HAND HOLD WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

6. POLE/MAST ARM TAPER AND SLOPE - AVERAGE TAPER OF SIGNAL ARMS AND POLE SHALL BE 0.125 TO 0.15 INCHES PER FT.

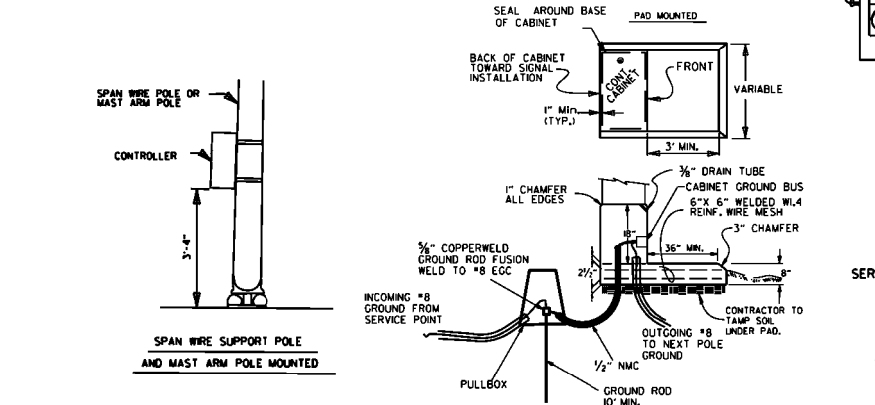
MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE ARM SHALL MAINTAIN A POSITIVE AFTER IT IS PLACED UNDER LOAD.

7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FDN. DIAMETER	DEPTH 'L'	STEEL		
			VERT.	HORZ.	O/C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44'
2' to 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42'
over 12' to 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66'
over 20' to 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88'
over 35' to 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56'
over 50' to 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74'
Twins to 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76'
Twins over 20' to 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76'
Twins over 44' to 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76'
Twins over 50' to 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64'



UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' x 5/8" GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX. NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUDED WITH A 1/4" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

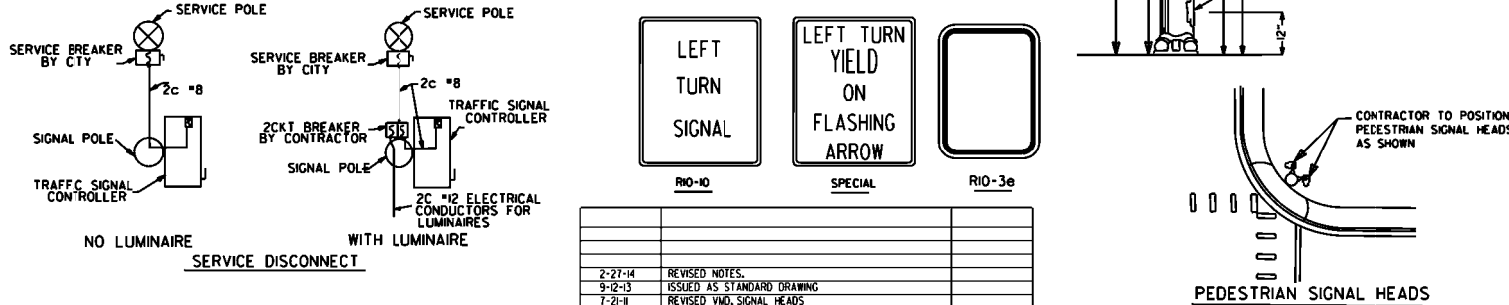
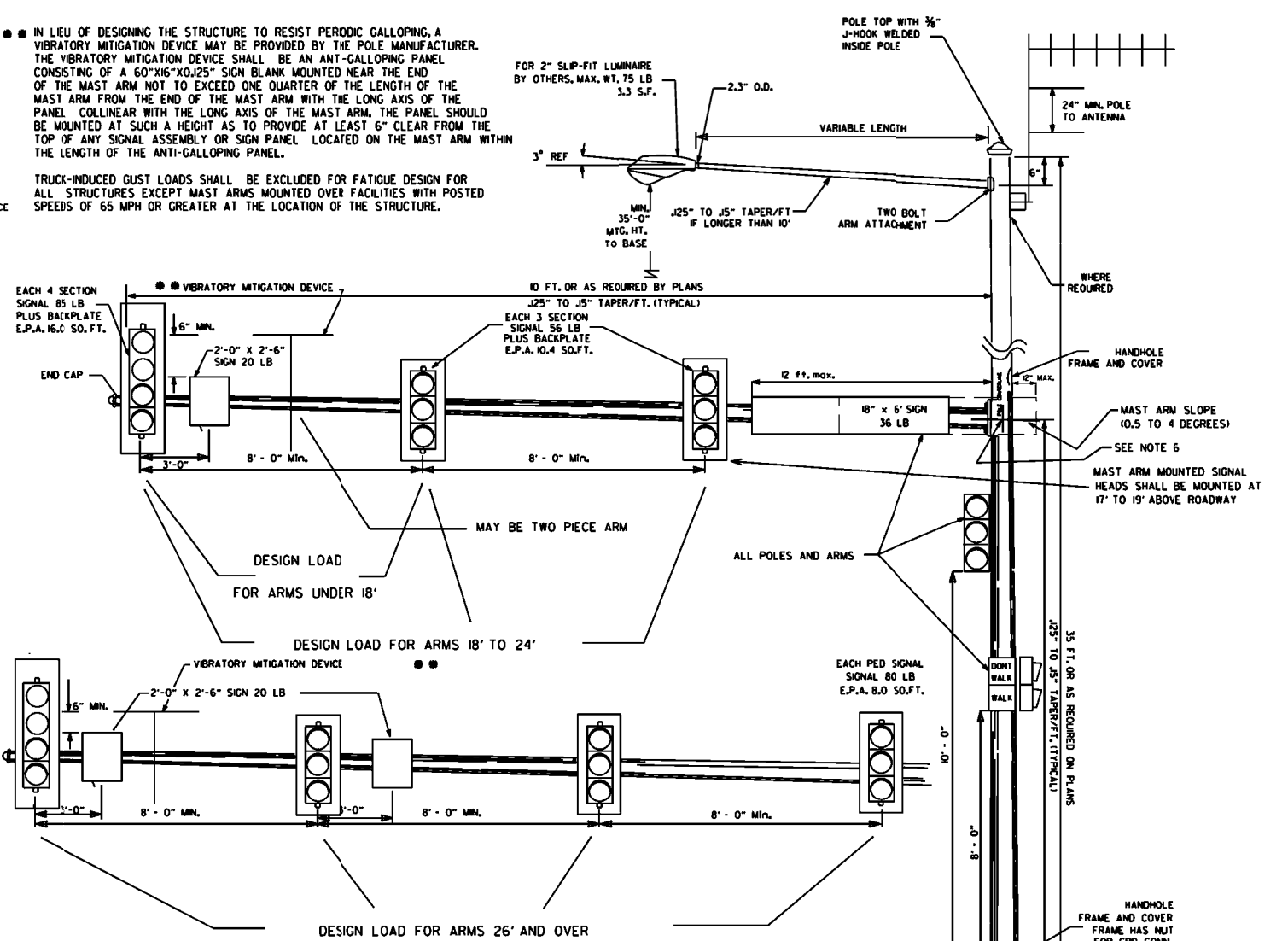
10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PED PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM PEDESTRIAN SIGNAL HEAD.

SIGNAL OPERATION NOTES:
FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.
THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.

WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 OF THE STANDARD SPECIFICATIONS.

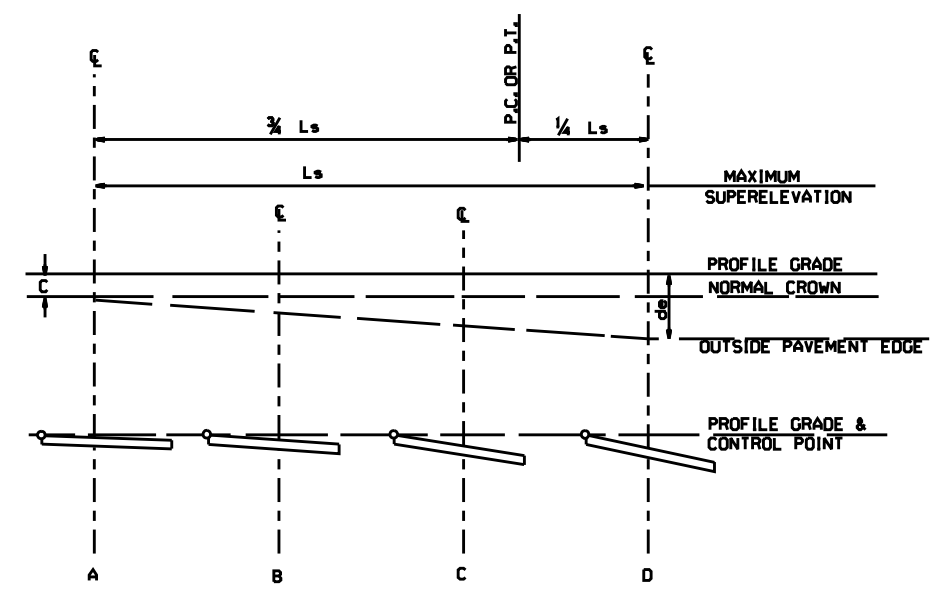


DATE	REVISION	DATE FILED
2-27-04	REVISED NOTES, ISSUED AS STANDARD DRAWING	
9-2-03	REVISED VMD, SIGNAL HEADS	
7-21-03	REVISED VMD, SIGNAL HEADS	
5-21-09	REVISED GROUNDING	
7-31-08	REVISED GROUNDING	
4-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
4-8-08	REVISED AASHTO NOTES	
4-17-08	REVISED TO 2008 AASHTO STANDARDS	
0-12-04	REVISED CABINET ORIENTATION	
6-23-04	REVISED	
5-1-04	REV. NOTE 3/AASHTO REQUIREMENTS	
6-8-01	REV. NOTES & POLE/MAST ARM SLOPE	
4-8-01	REVISED POLE TAPERS	
4-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
1-22-99	REVISED FOUNDATION DETAILS	
1-17-98	REVISED DETAILS AND NOTES	
8-21-95	ISSUED	

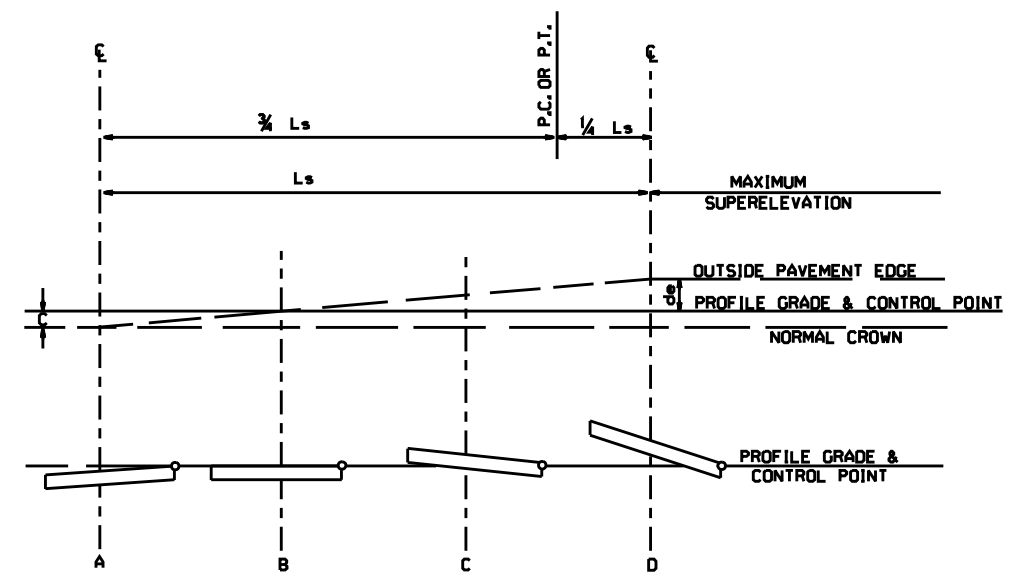
ARKANSAS STATE HIGHWAY COMMISSION
STEEL POLE WITH MAST ARM
STANDARD DRAWING SD-11

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH		40 MPH		50 MPH		55 MPH		60 MPH		65 MPH		70 MPH	
	Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)		Ls (FT)	
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
0° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
0° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
0° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
1° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
2° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
2° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
2° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
2° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
3° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
3° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
3° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
3° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
4° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
4° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
5° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
5° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
6° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
6° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
7° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
7° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
8° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
8° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
9° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
9° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
10° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
10° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
10° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
11° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
11° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
11° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
11° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
12° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
12° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
12° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
12° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
13° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
13° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
13° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
13° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
14° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
14° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
14° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
14° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
15° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
15° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
15° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
15° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
16° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
16° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
16° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
16° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
17° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
17° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
17° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
17° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
18° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
18° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
18° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
18° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
19° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
19° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
19° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
19° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
20° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
20° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
20° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
20° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
21° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
21° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
21° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
21° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
22° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
22° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
22° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
22° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
23° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
23° 15'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
23° 30'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
23° 45'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	
24° 00'	N.C.		N.C.		N.C.		N.C.		N.C.		N.C.		N.C.	



SUPERELEVATION FORMULA = $S = - \frac{L(d-c)}{L_s} - C$



SUPERELEVATION FORMULA = $S = + \frac{L(d+c)}{L_s} - C$



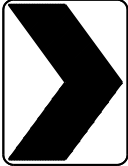






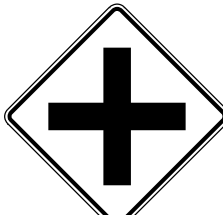



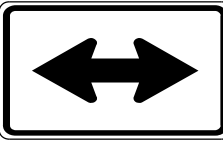
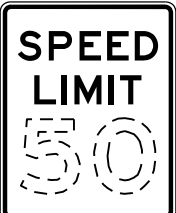

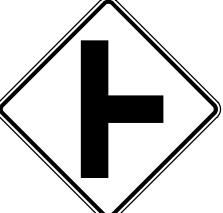



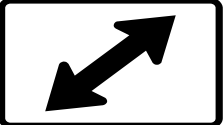

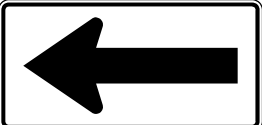
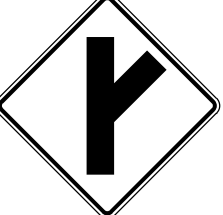

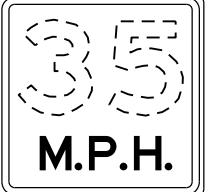
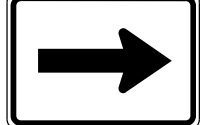
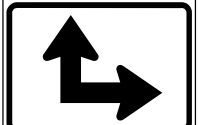

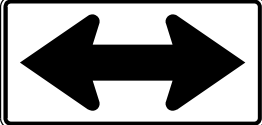
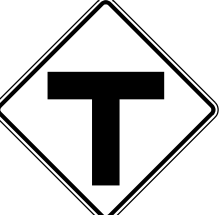

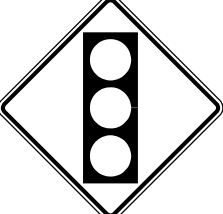




- ABBREVIATIONS**
- NC - NORMAL CROWN
 - RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
 - S - SUPERELEVATION
 - L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
 - d - WIDTH OF PAVEMENT
 - e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
 - Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
 - C - NORMAL CROWN (FT.)

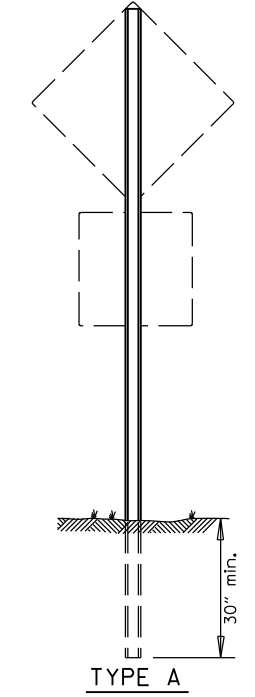
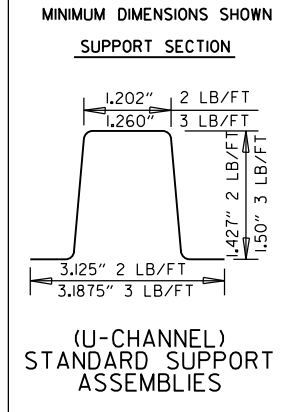
- GENERAL NOTES**
1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
 2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
 3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
 4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
 5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

6 LANE DIVIDED-----+20%
 8 LANE DIVIDED-----+50%

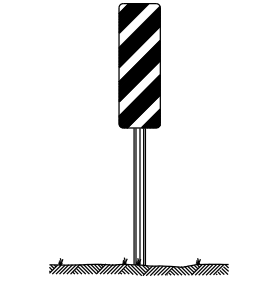
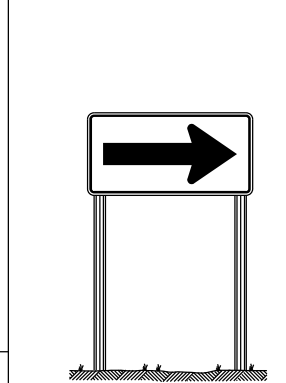
01-09-87	ISSUED	578-1-15-87	DATE FILMED
DATE	REVISION	DATE FILMED	

ARKANSAS STATE HIGHWAY COMMISSION
 TABLES AND METHOD OF SUPERELEVATION
 FOR ONE-WAY TRAFFIC
 STANDARD DRAWING SE-1

 RI-1 30"x30"	 W1-3 30"x30" (LT. OR RT.)	 W1-8 18"x24"	 W2-5 30"x30"	 W3-1 36"x36"	 W5-1 36"x36"	 M6-3 21"x15"
 RI-2 36"x36"x36"	 W1-4 30"x30" (LT. OR RT.)	 W2-1 30"x30"	 SI-1 36"x36"	 W3-2 36"x36"	 LASSEN 16 COUNTY County Route Marker MI-6 24"x24"	 M6-4 21"x15"
 R2-1 24"x30"	 W1-5 30"x30" (LT. OR RT.)	 W2-2 30"x30"	 NARROW BRIDGE W5-2 36"x36"	 PAVEMENT ENDS W8-3 36"x36"	 ALL WAY RI-3P 18"x6"	 M6-5 21"x15"
 W1-1 30"x30" (LT. OR RT.)	 W1-6 48"x24"	 W2-3 30"x30" (LT. OR RT.)	 ONE LANE BRIDGE W5-3 36"x36"	 M.P.H. W13-IP 18"x18"	 M6-1 21"x15"	 M6-6 21"x15"
 W1-2 30"x30" (LT. OR RT.)	 W1-7 48"x24"	 W2-4 30"x30"	 R X R W10-1 36" DIAMETER	 W3-3 36"x36"	 M6-2 21"x15"	 SCHOOL S4-3P 24"x8"
					 WHEN CHILDREN ARE PRESENT S4-2P 24"x10"	 OM-3 12"x36" (LT. OR RT.)



NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.

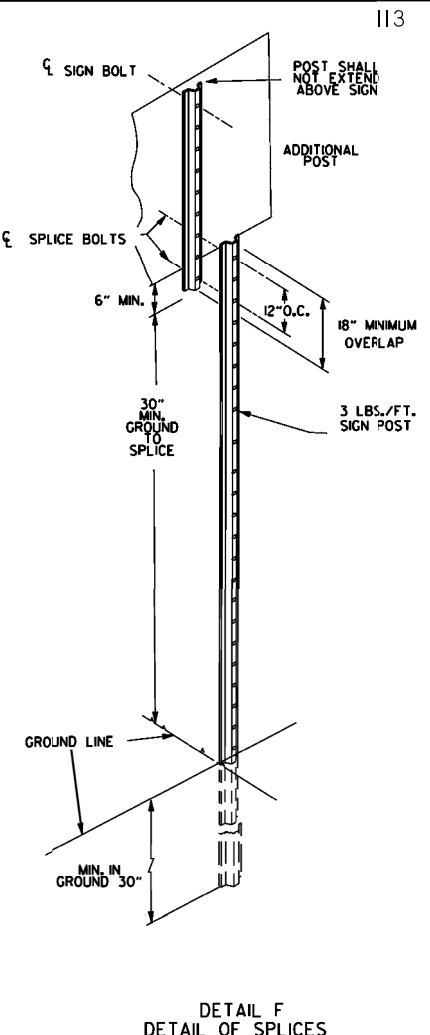
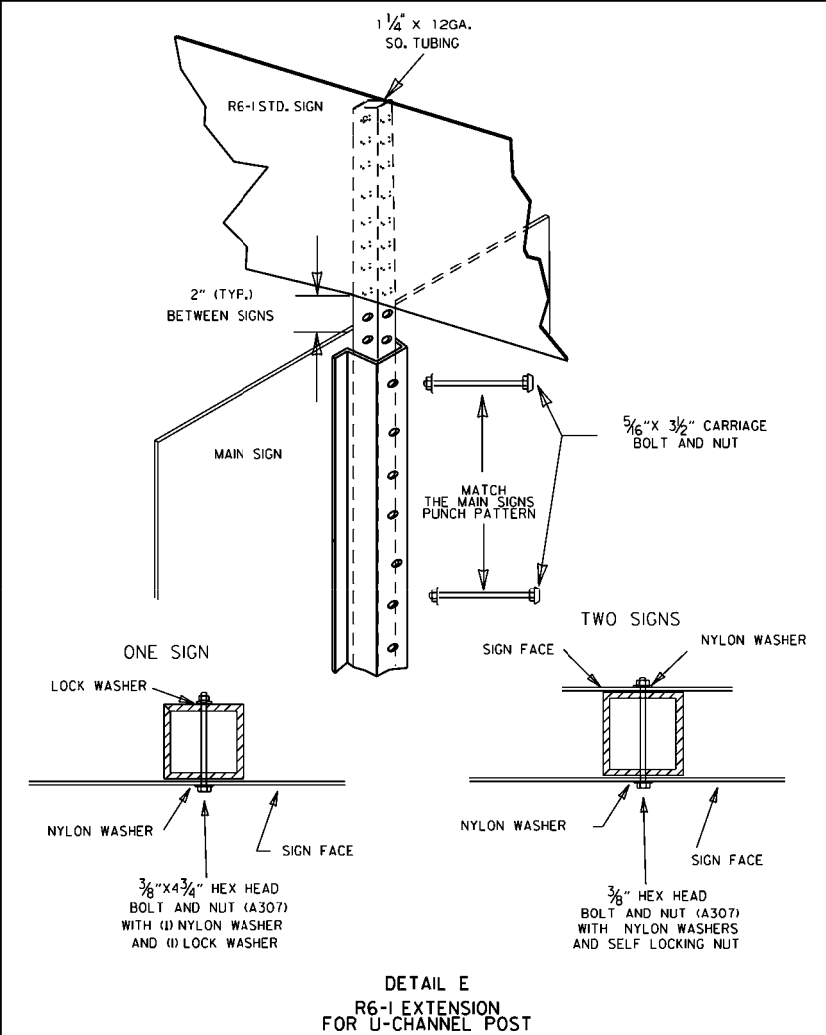
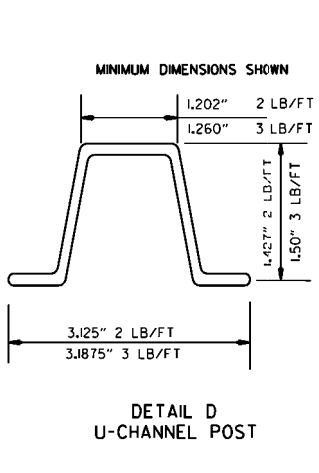
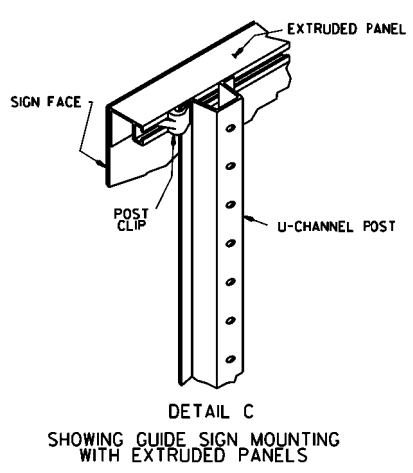
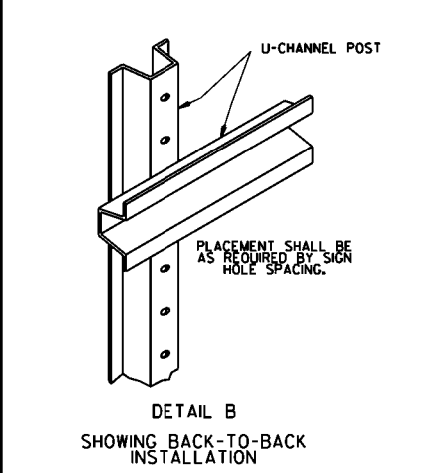
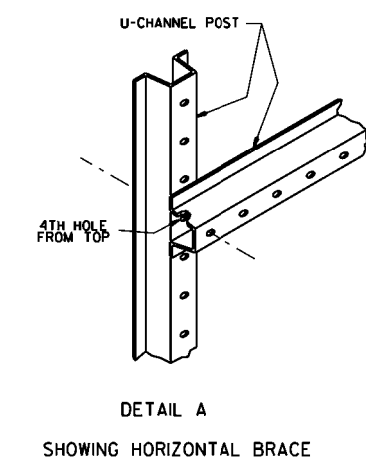
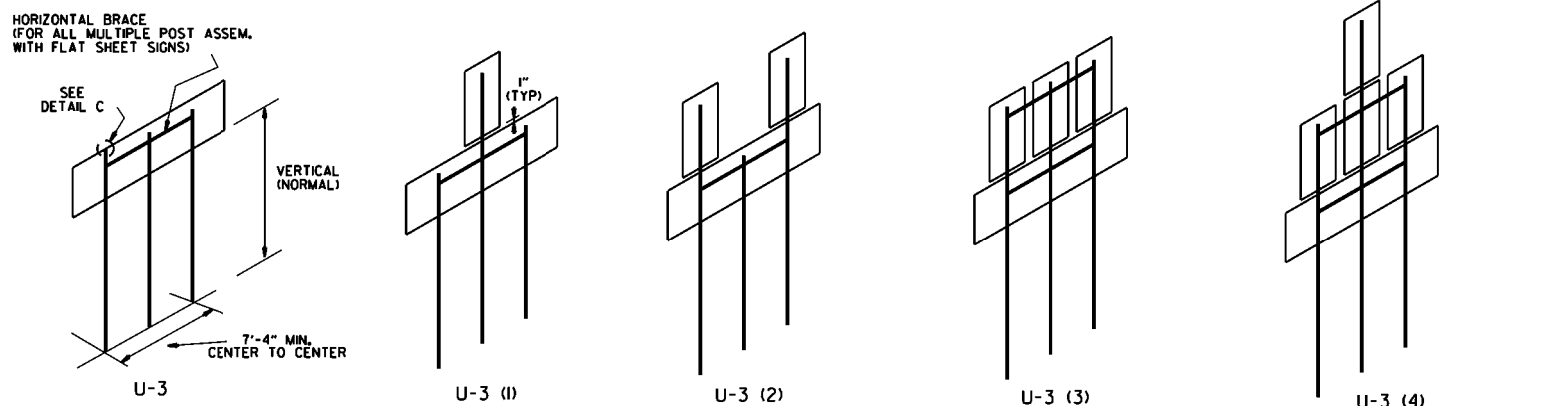
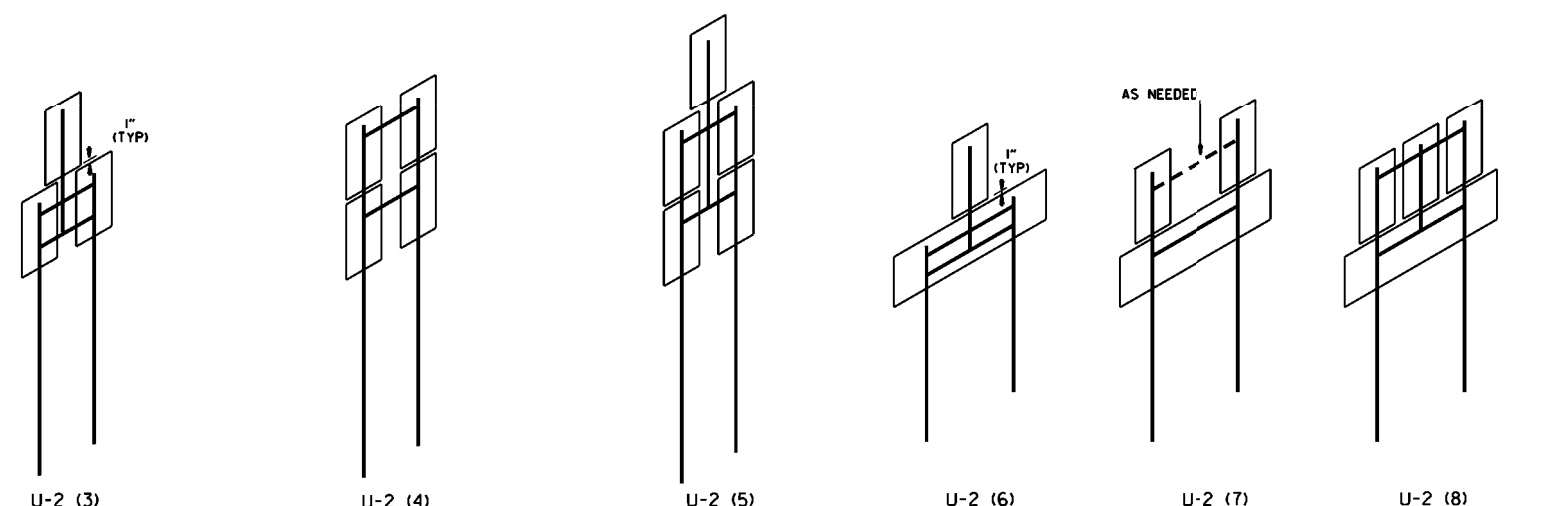
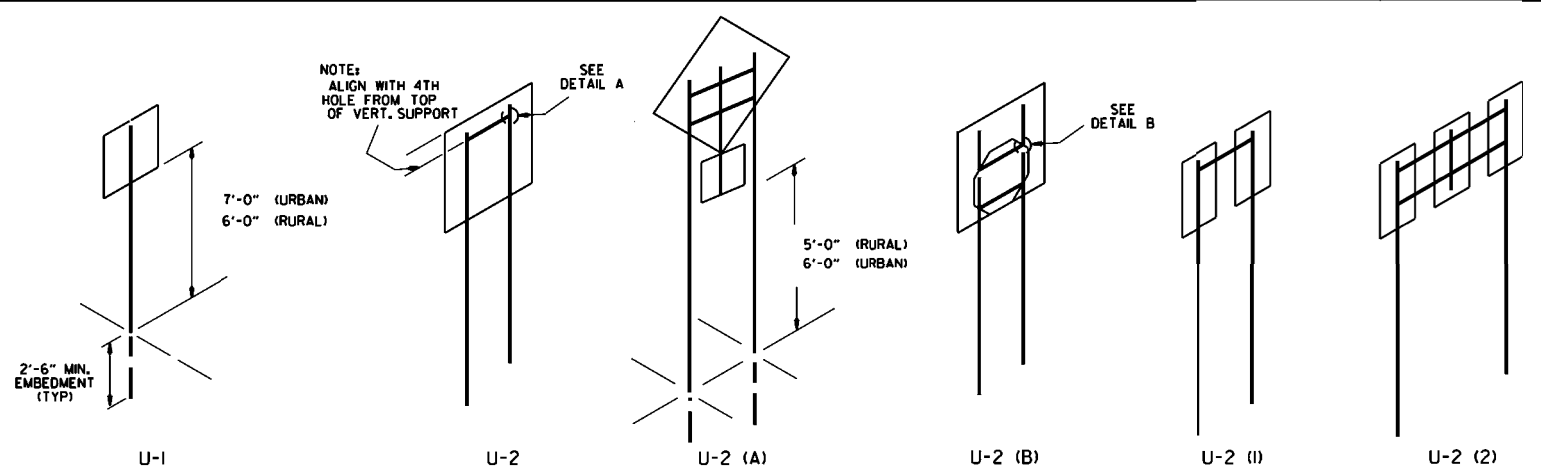


MINIMUM WEIGHT
TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED W1-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED W14-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72
DATE	REVISION	DATE FILMED

SUPPORT ASSEMBLIES
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES
STANDARD DRAWING SHS-1



NOTES:

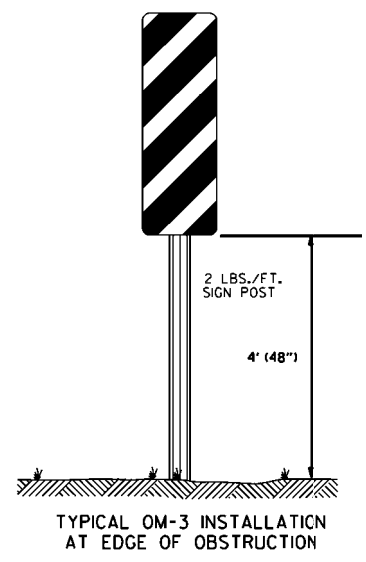
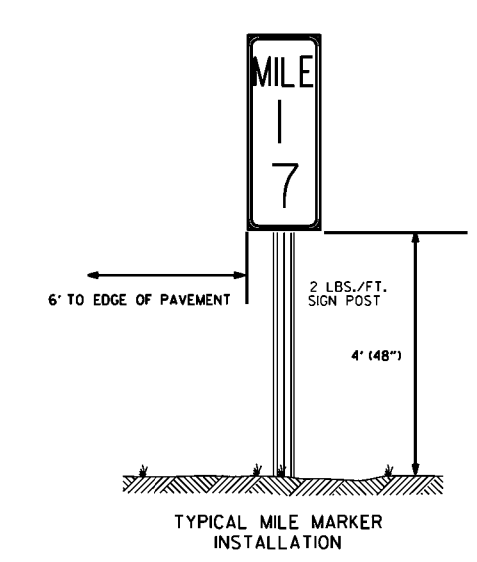
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

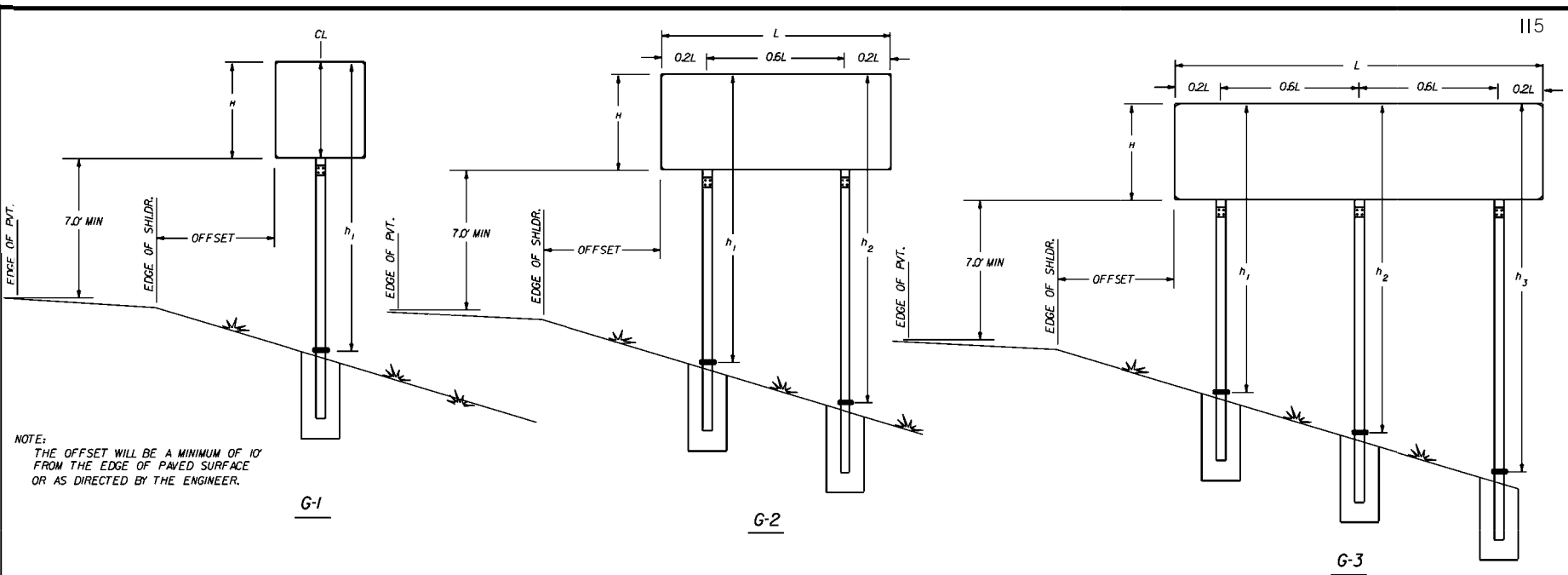
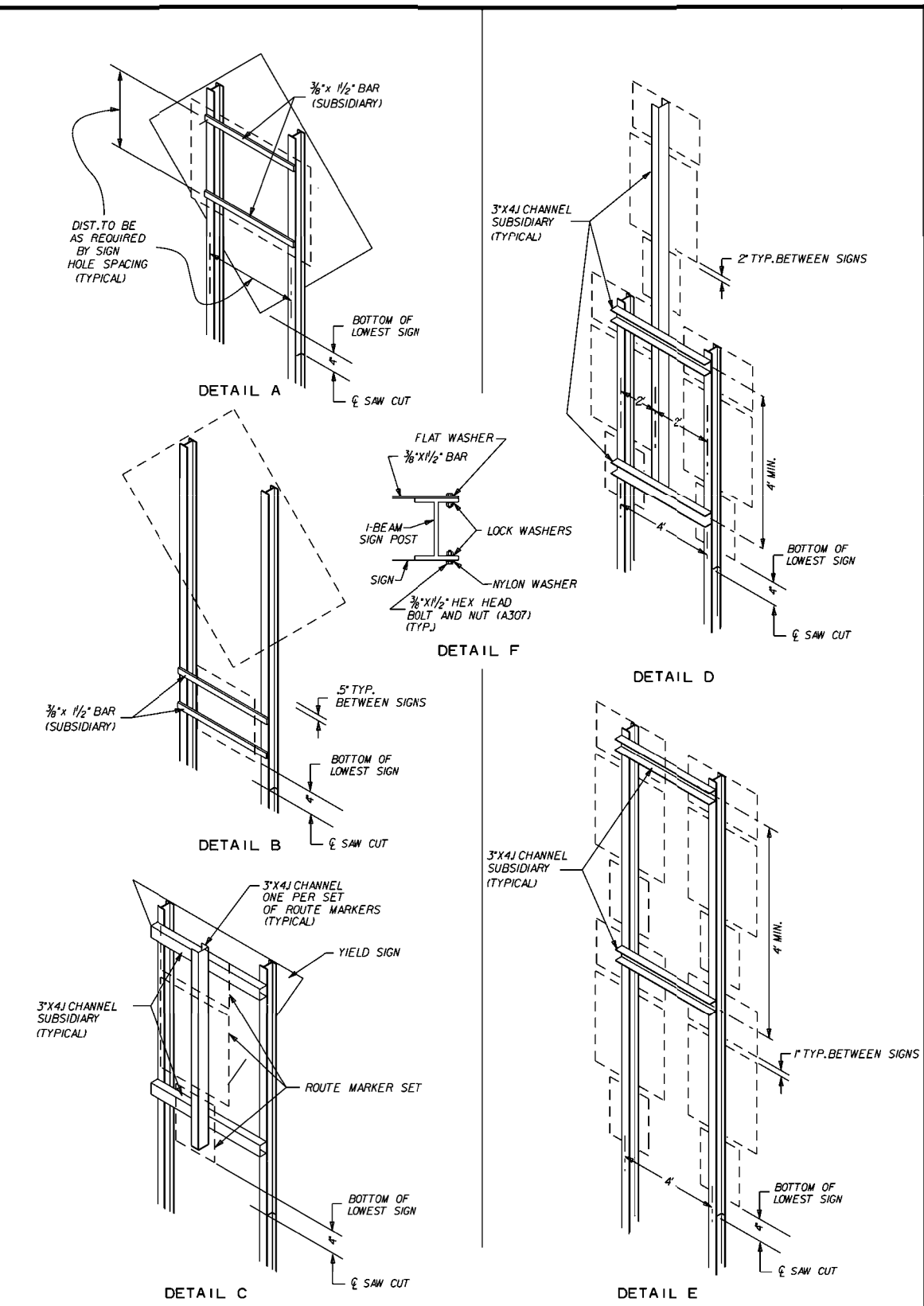
NORMAL INSTALLATIONS WILL REQUIRE 3/8" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

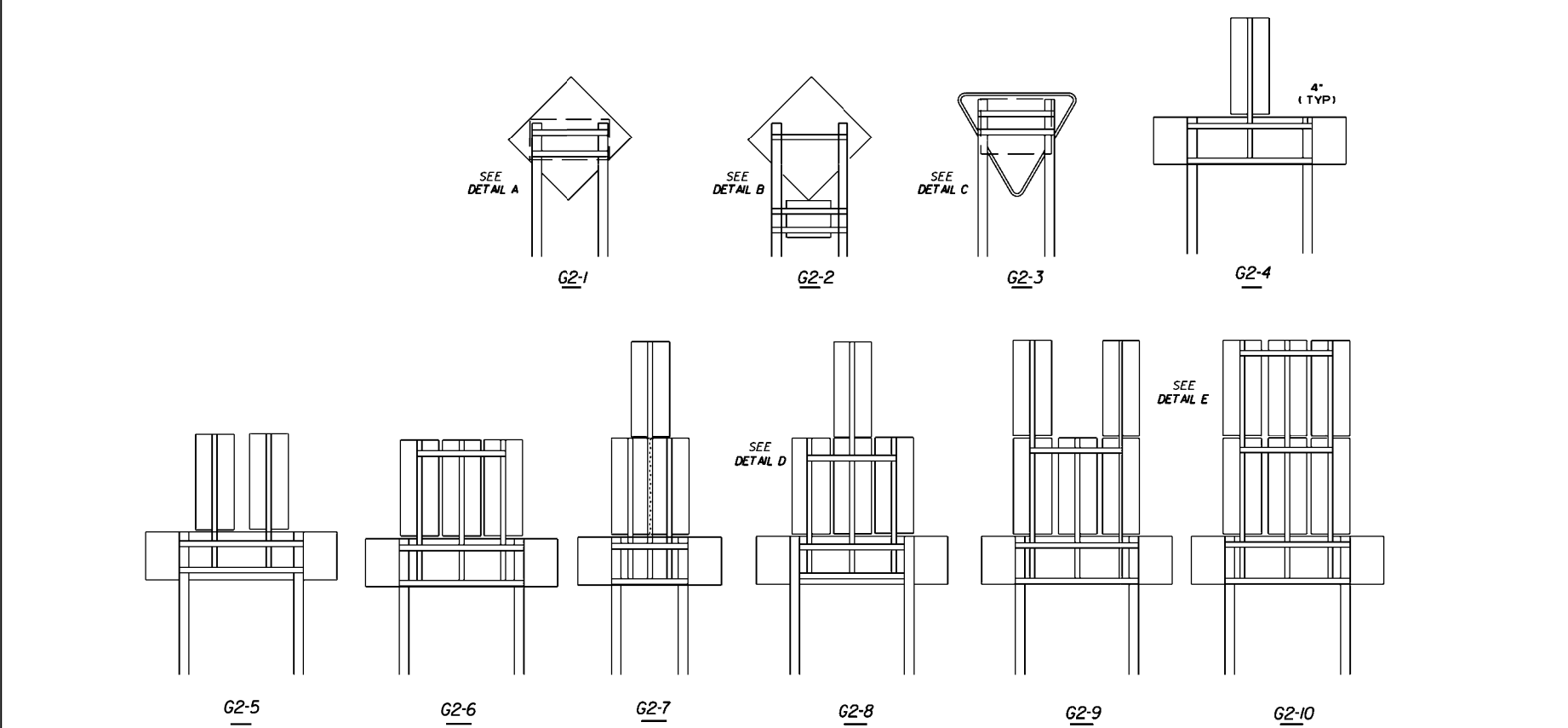
THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



ARKANSAS STATE HIGHWAY COMMISSION	
U-CHANNEL POST ASSEMBLIES	
STANDARD DRAWING SHS-2	
2-27-14	REVISED NOTES.
9-12-13	REVISED U-2(3), U-2(6), U-3(I), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS
10-9-03	REMOVED ROUND POST & REVISED SPACING
10-12-95	MOVED UPPER SPLICE
6-8-95	REVISED SPLICE DETAIL
2-2-95	REDRAWN
DATE	REVISION
	6-8-95 2-2-95 FILMED

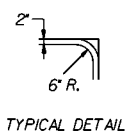


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10'
FROM THE EDGE OF PAVED SURFACE
OR AS DIRECTED BY THE ENGINEER.

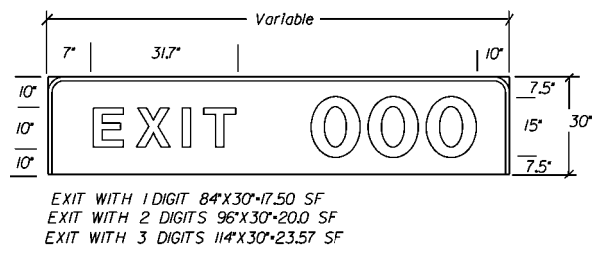


NOTE
ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS
AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS
WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN
SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED
SUBSIDIARY TO THE MAIN SUPPORT.
THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS
MAY BE ASTM A-36.
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58
OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS
FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS,
LUMINAIRES, AND TRAFFIC SIGNALS."
ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

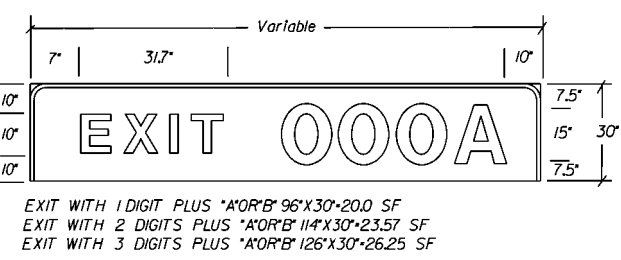
ARKANSAS STATE HIGHWAY COMMISSION			
DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS			
STANDARD DRAWING SHS-4			
9-12-13	ISSUED		
DATE	REVISION		FILMED



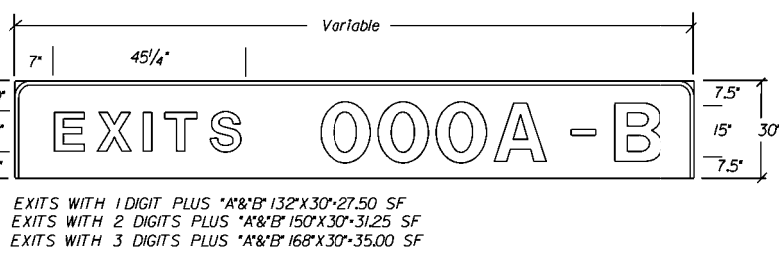
TYPE A



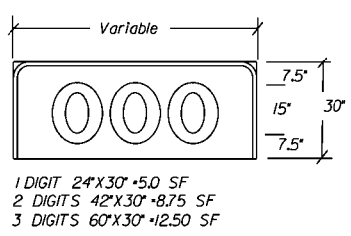
TYPE B



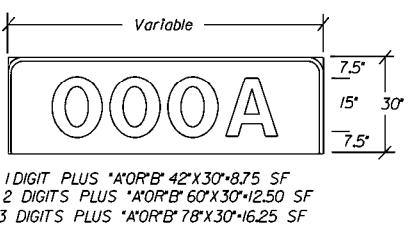
TYPE C



TYPE D



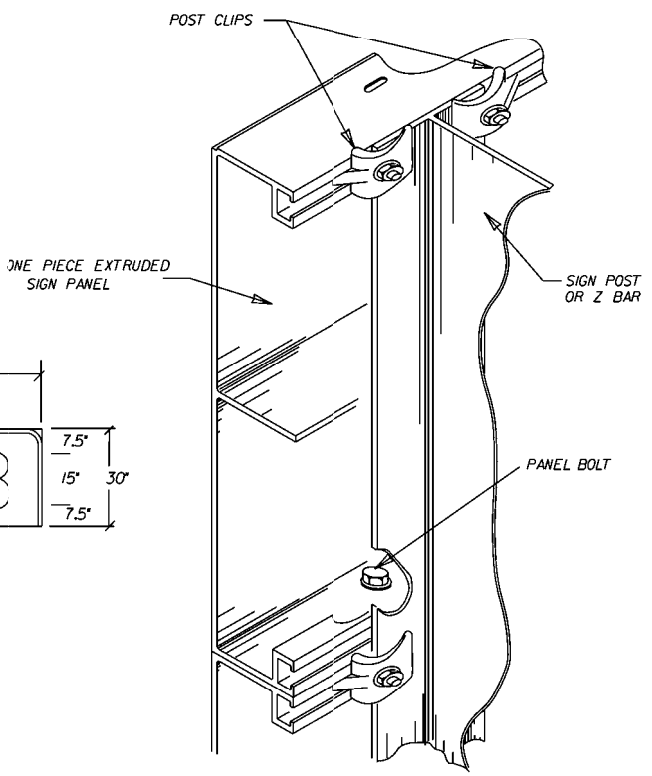
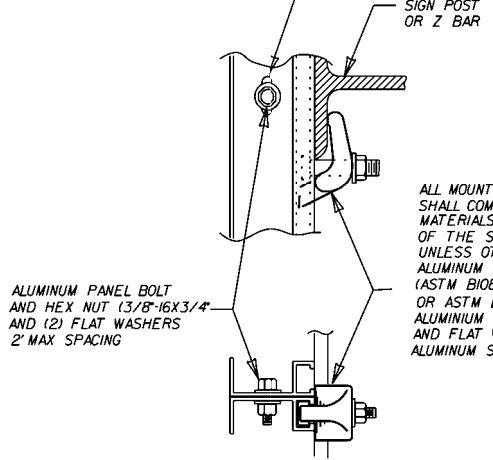
TYPE E



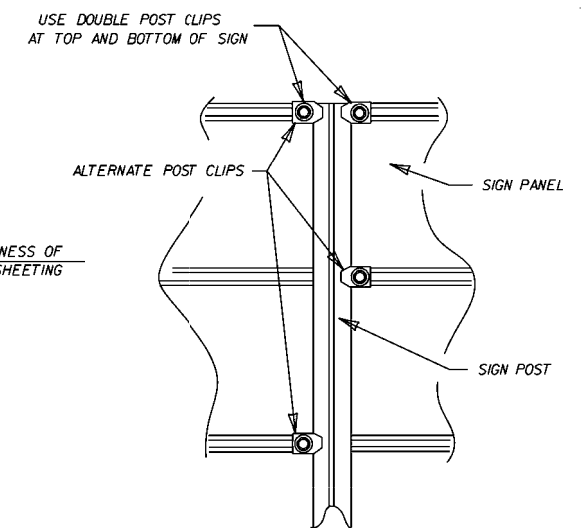
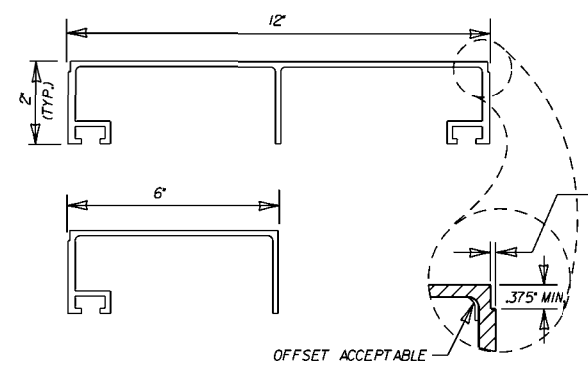
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

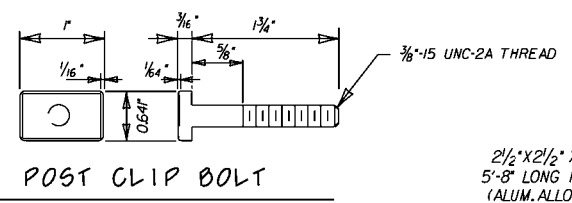
SLOTTED HOLES (7/16" X 7/16") DRILLED OR PUNCHED 1/2" O.C. BEGINNING 6" FROM ONE END



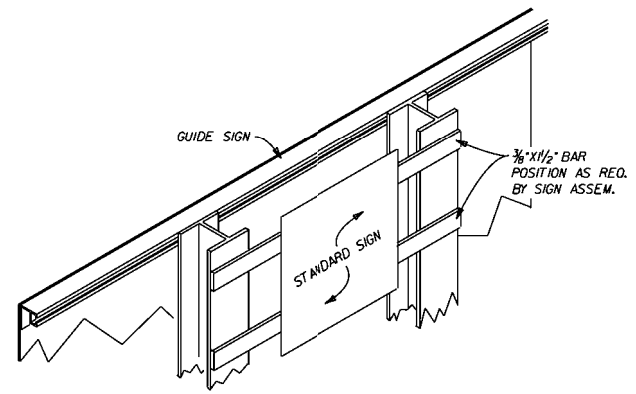
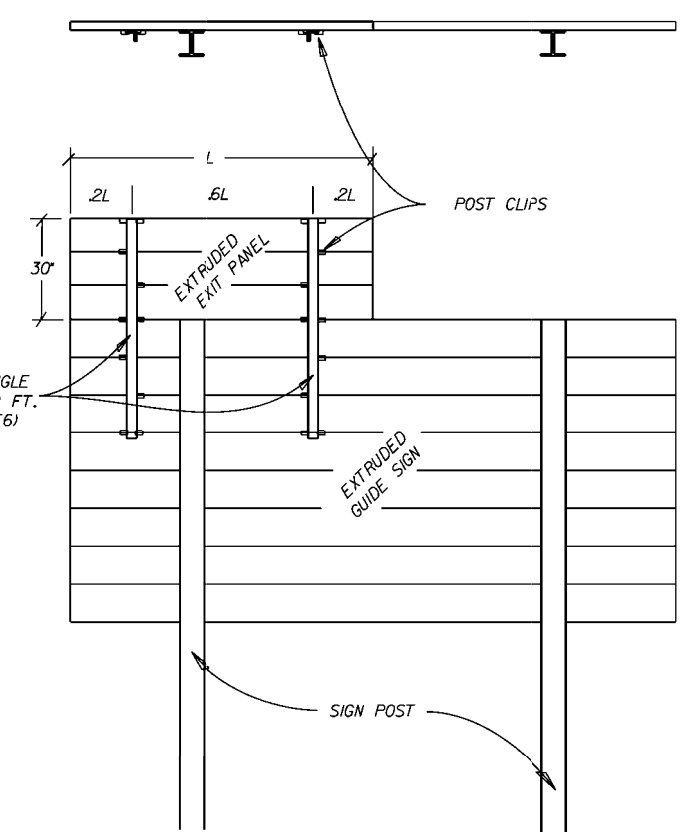
MOUNTING HARDWARE



POST CLIP PLACEMENT



2 1/2" X 2 1/2" X 1/4" ANGLE, 5'-8" LONG 1.4" PER FT. (ALUM. ALLOY 6061-T6)

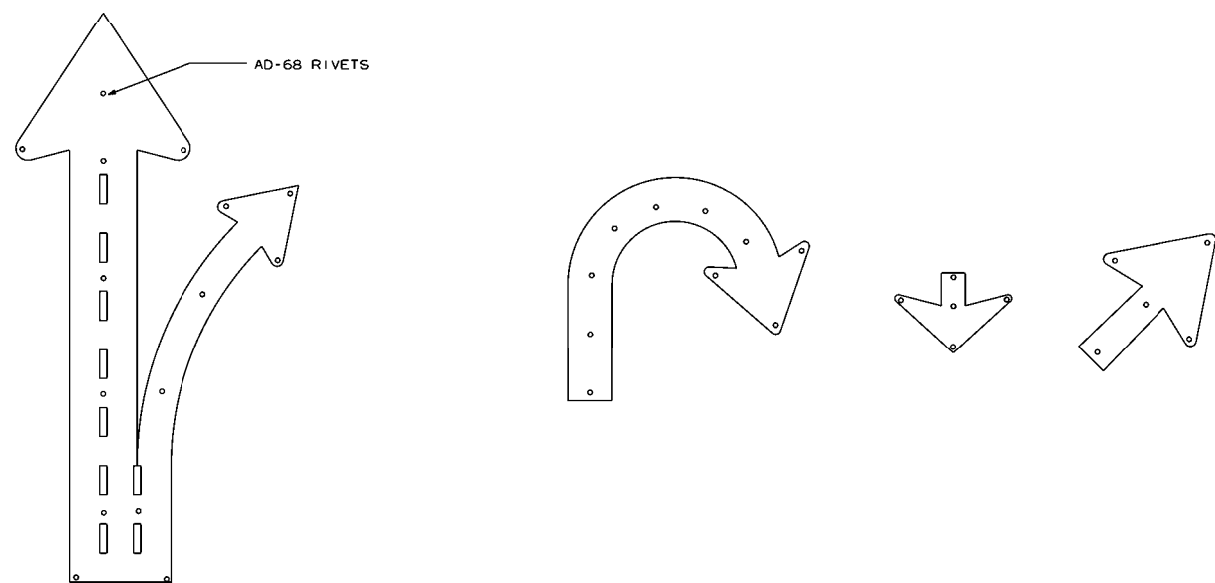
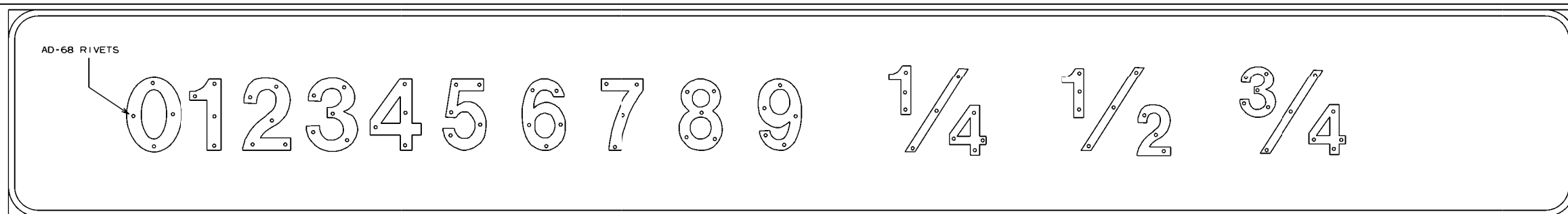
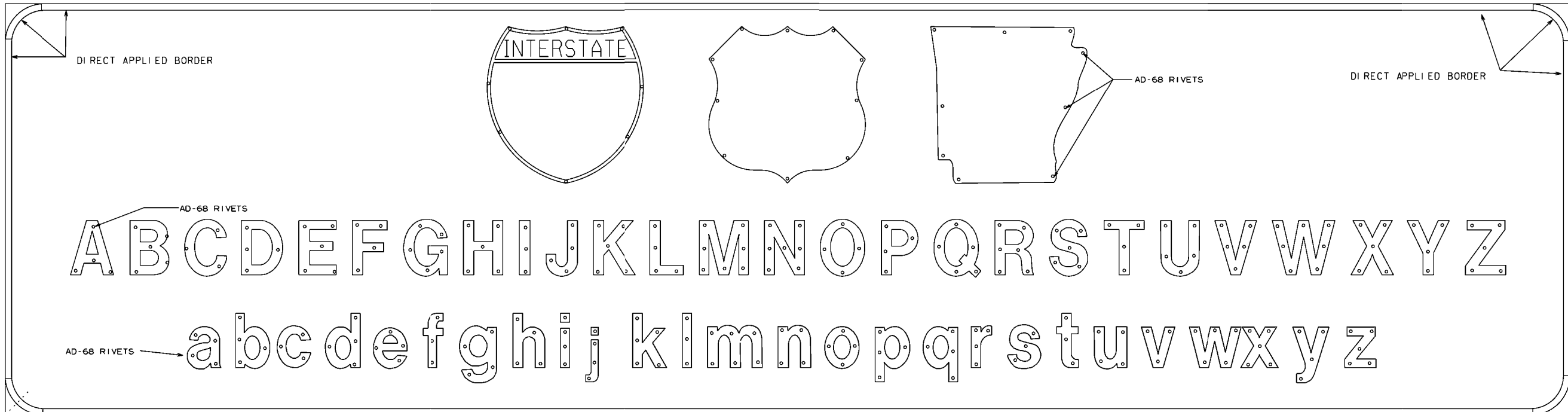


SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN

ARKANSAS STATE HIGHWAY COMMISSION			
DETAILS OF GUIDE SIGN PANELS			
STANDARD DRAWING SHS-5			
9-12-13	ISSUED		
DATE	REVISION		FILMED

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS



NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND. LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMP SHALL BE DIRECT APPLIED. THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

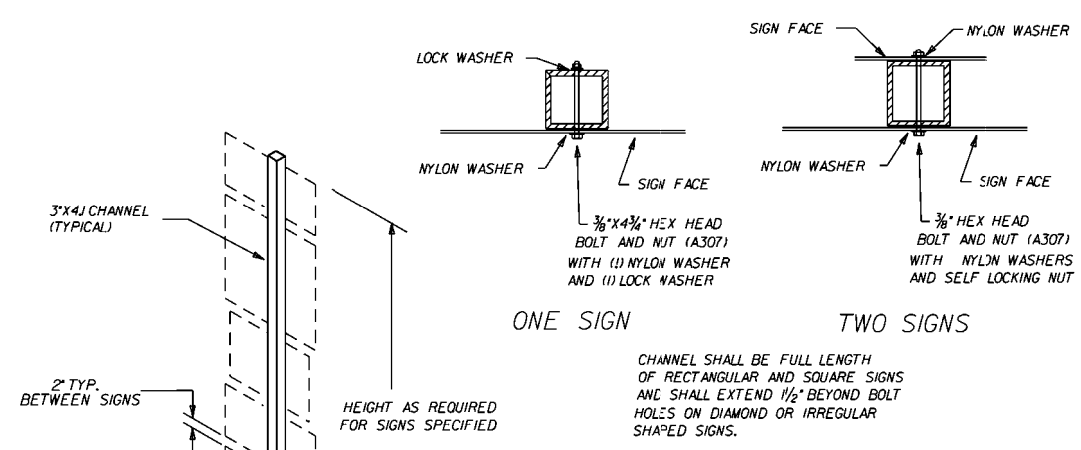
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

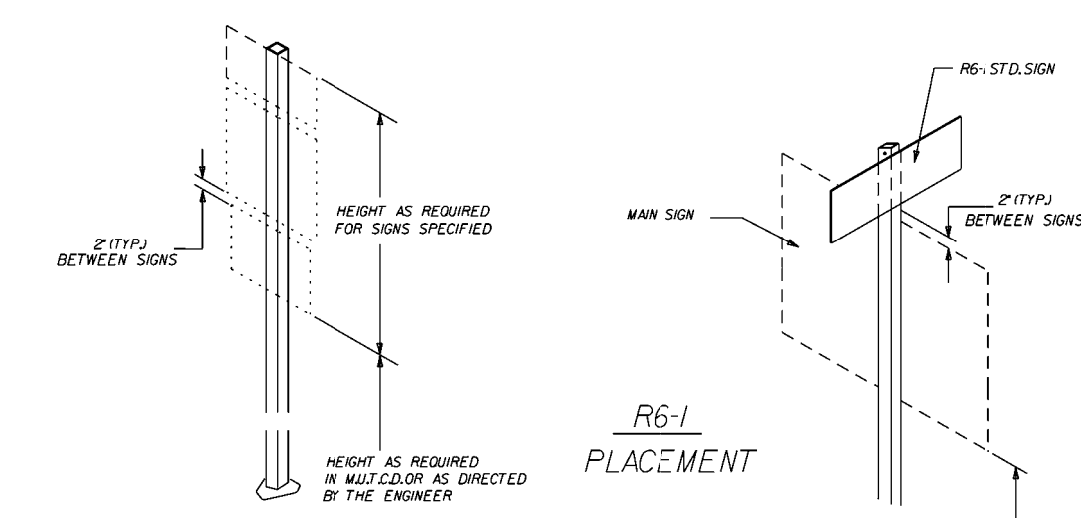
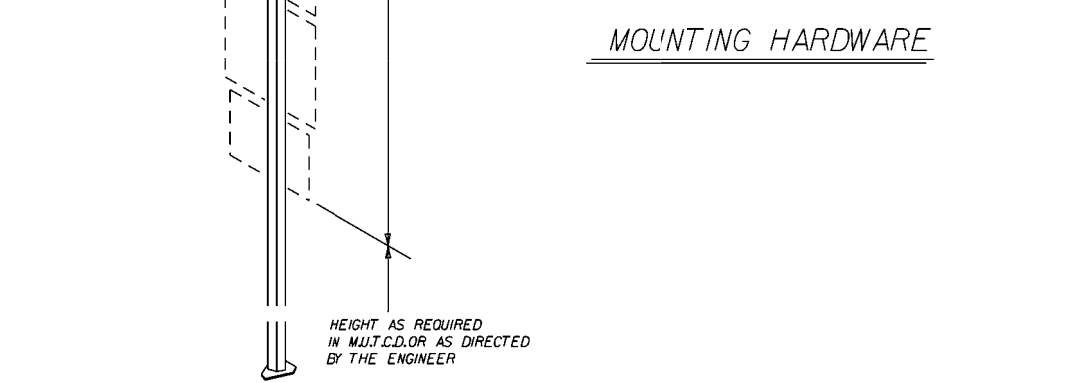
SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

ARKANSAS STATE HIGHWAY COMMISSION		
MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS		
9-12-13 DATE	ISSUED REVISION	FILMED
STANDARD DRAWING SHS-6		

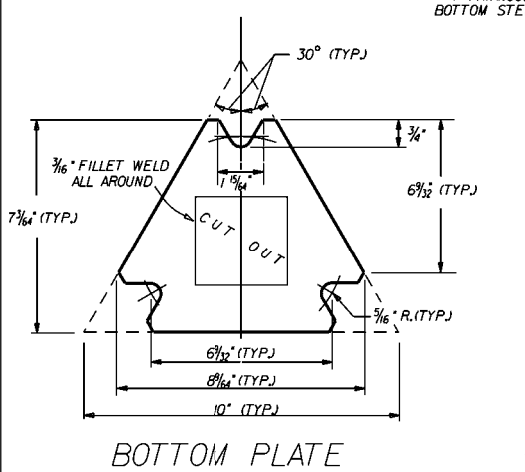
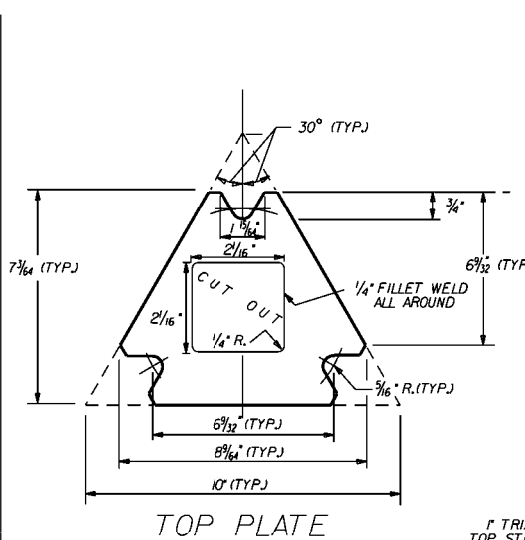


MOUNTING HARDWARE

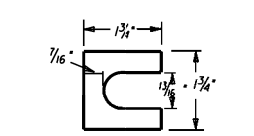
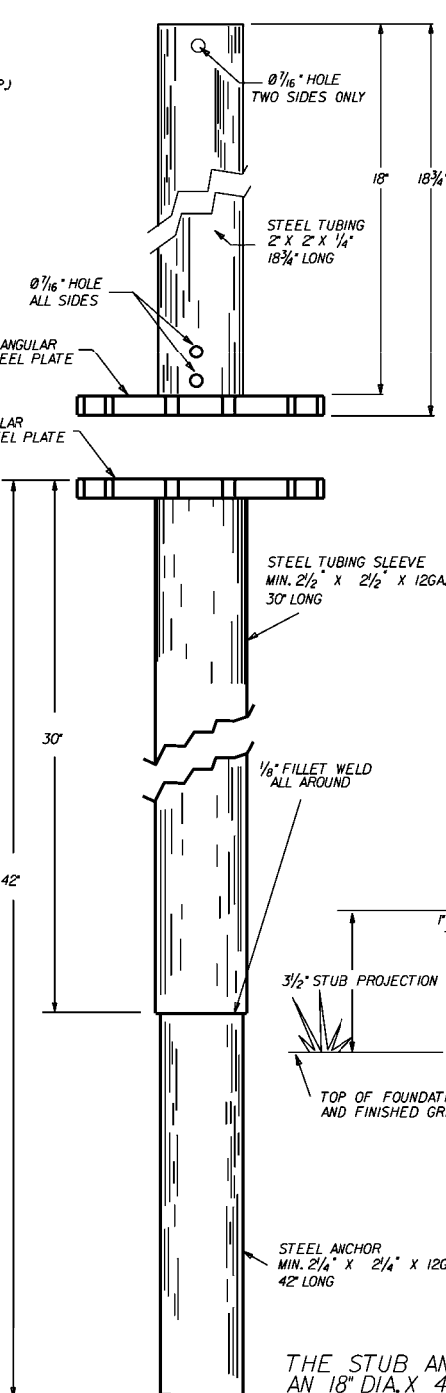


TYPE-1

BASIS OF ESTIMATE APPROX. 100 LBS STEEL

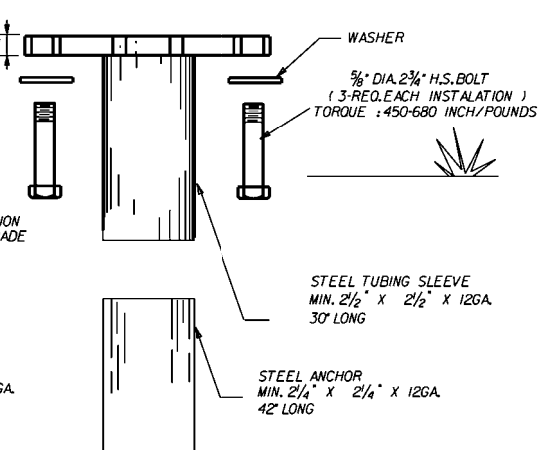
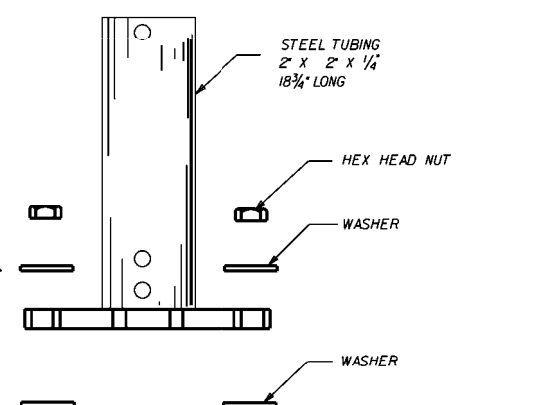


GENERAL NOTES:
 THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.
 INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE. ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING. FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF F-500.
 OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2\"/>



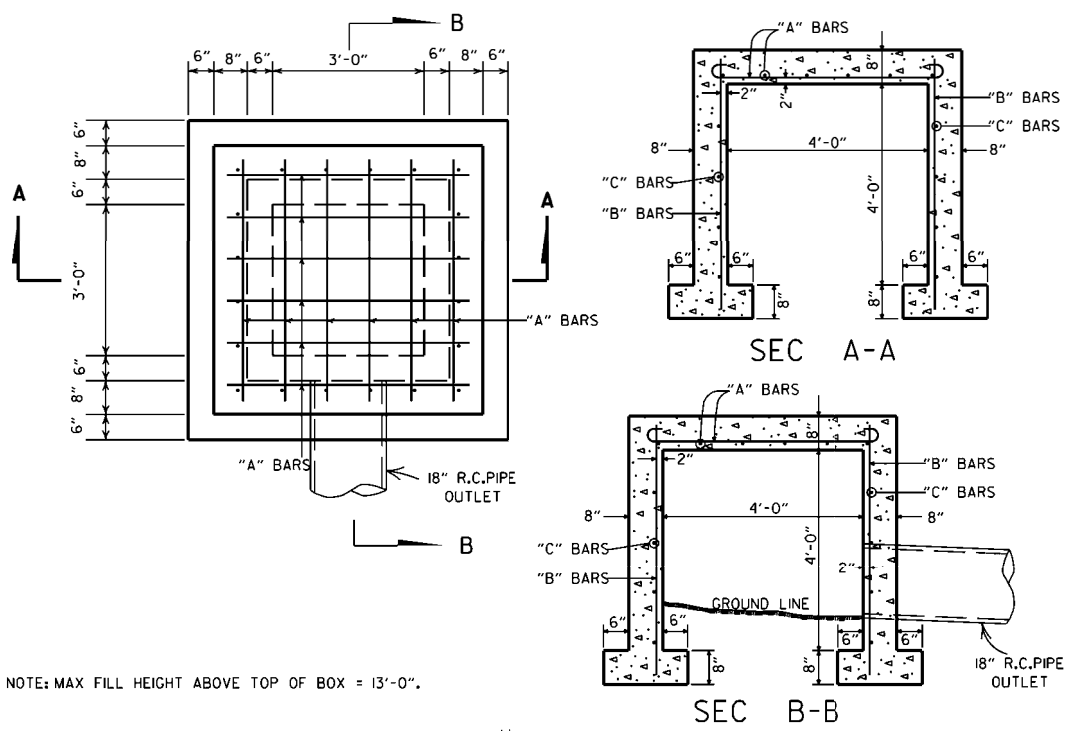
FURNISH (2) .012\"/>

SHIM DETAIL



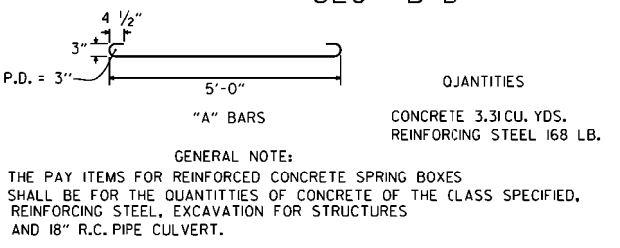
THE STUB ANCHOR SHALL BE SET IN AN 18\"/>

ARKANSAS STATE HIGHWAY COMMISSION			
DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS			
STANDARD DRAWING SHS-7			
9-12-13	ISSUED		
DATE	REVISION		FILMED

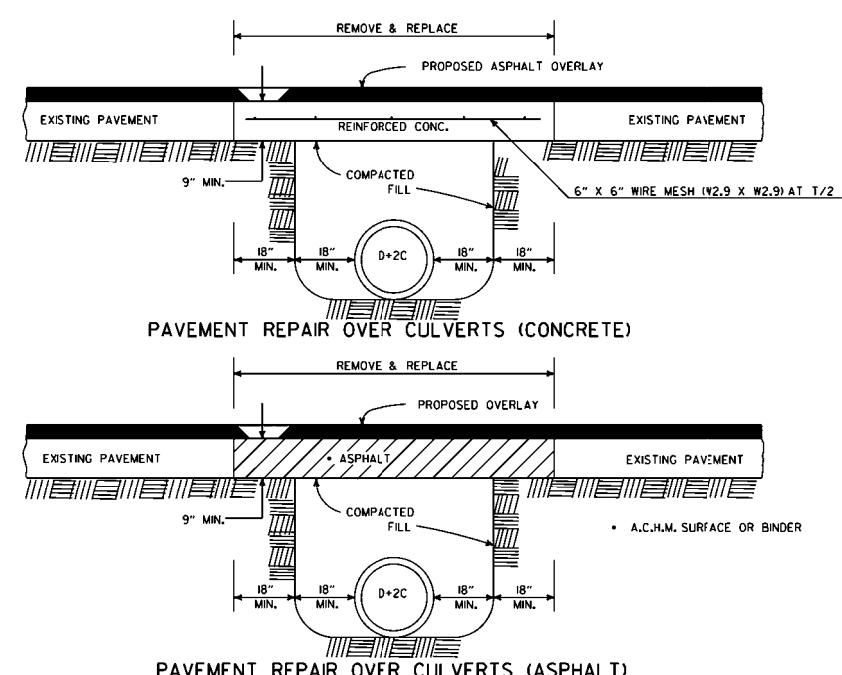
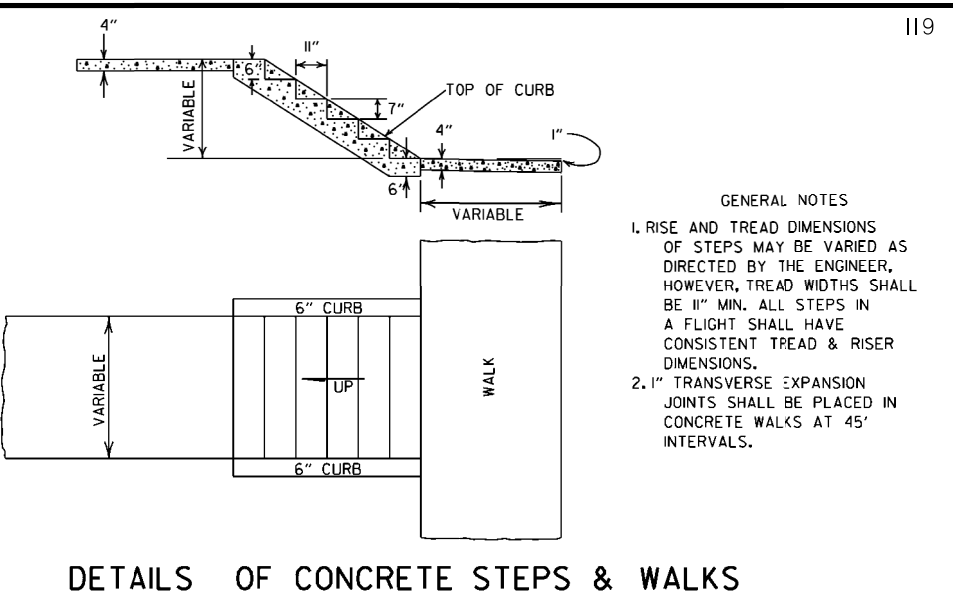
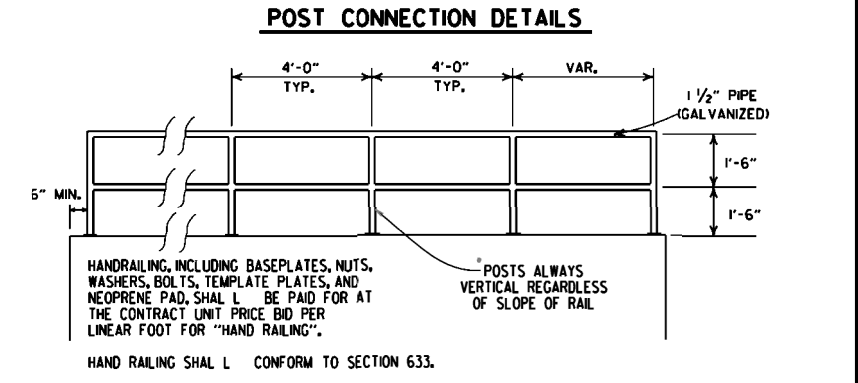
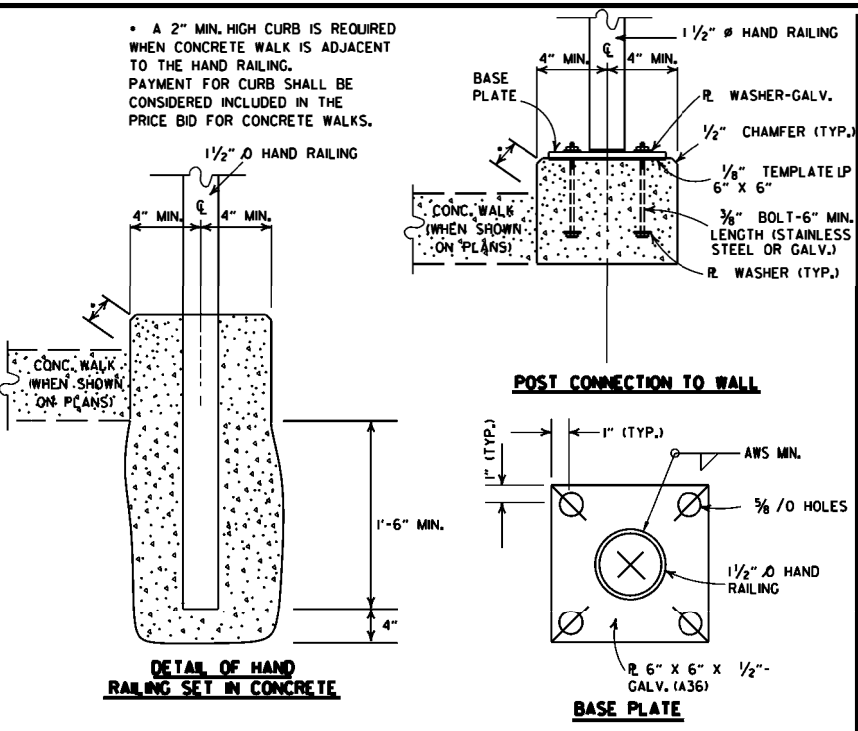


STEEL SCHEDULE

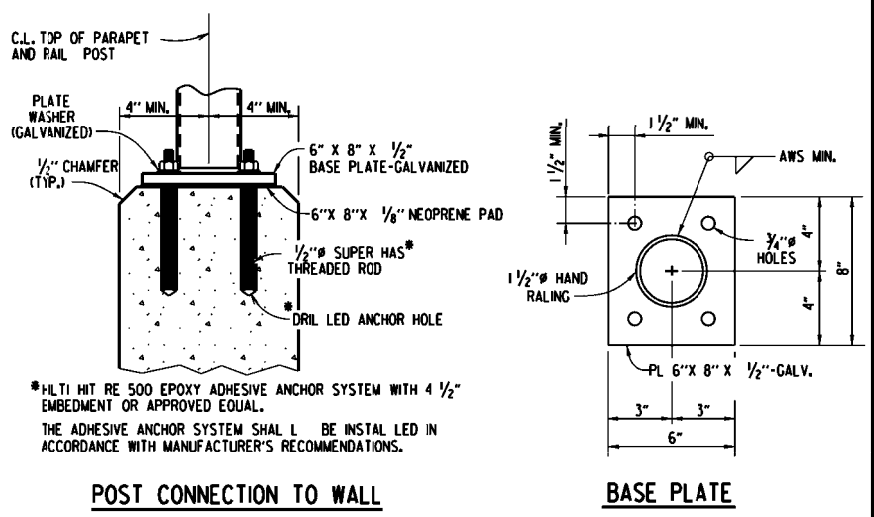
BAR	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 1/2"
"C"	16	5'-0"	12"



REINFORCED CONCRETE SPRING BOX



DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS



DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)


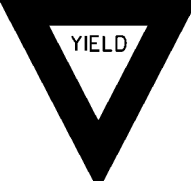







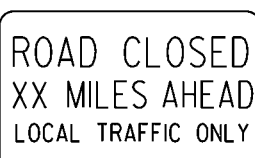
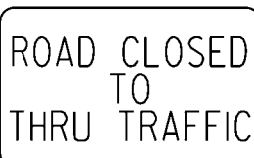





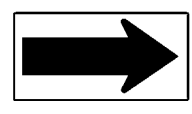
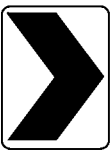
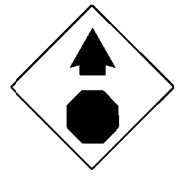
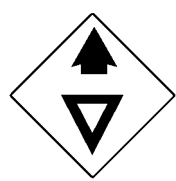
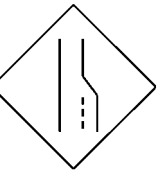














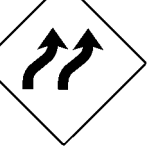


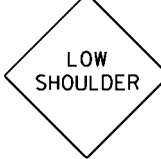
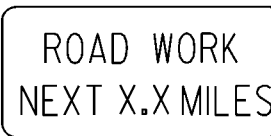
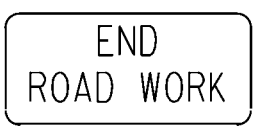
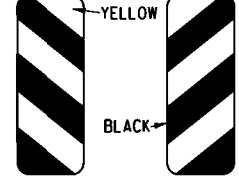
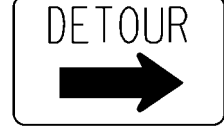

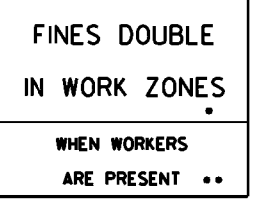
HAND RAILING DETAILS

DATE	REVISION	DATE FILMED
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR	649-7-15-88
11-1-84	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
1-4-83	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET & PAVEMENT REPAIR	674-4-20-79
2-2-76	12" MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI - I

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

ADVANCE DISTANCES (XXXX)

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

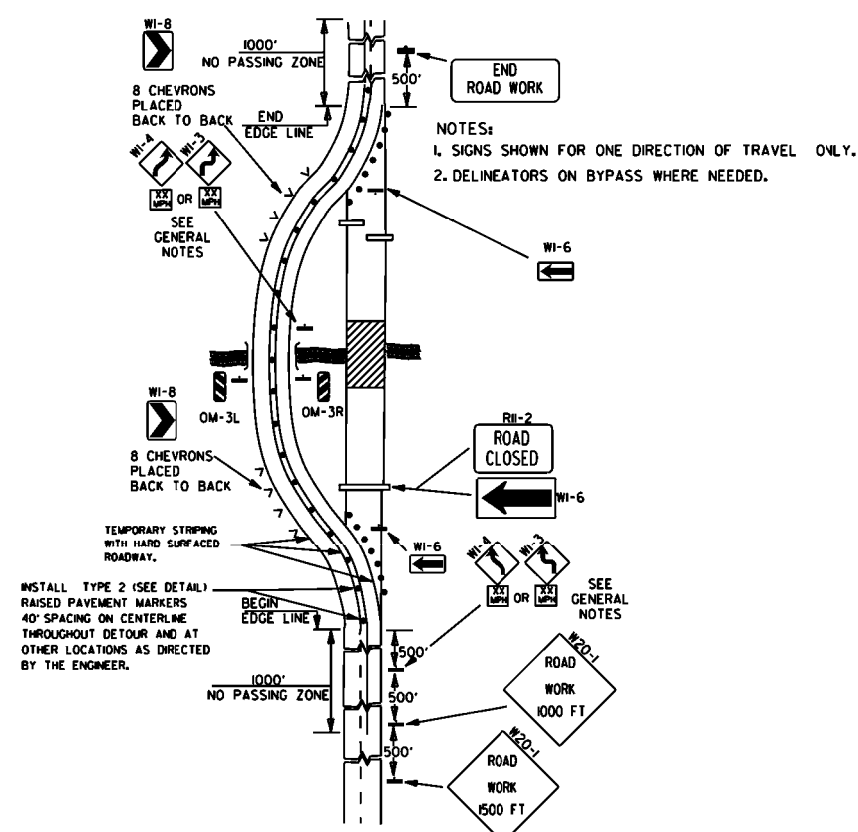
GENERAL NOTES:

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 50. 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 SPICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

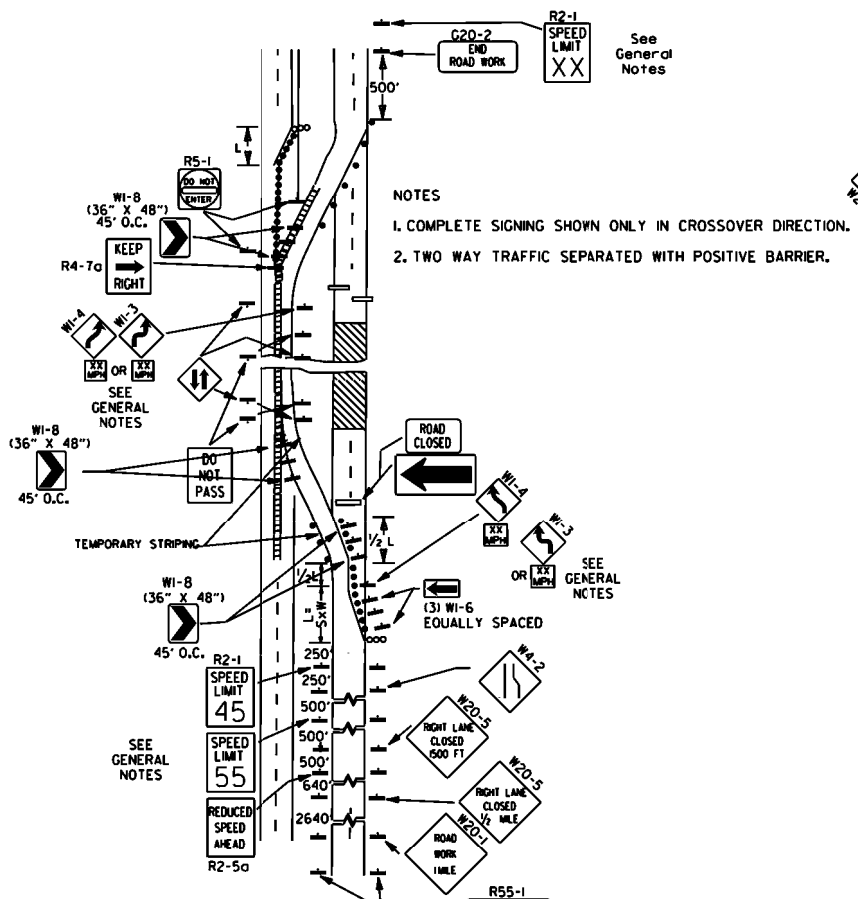
NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

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

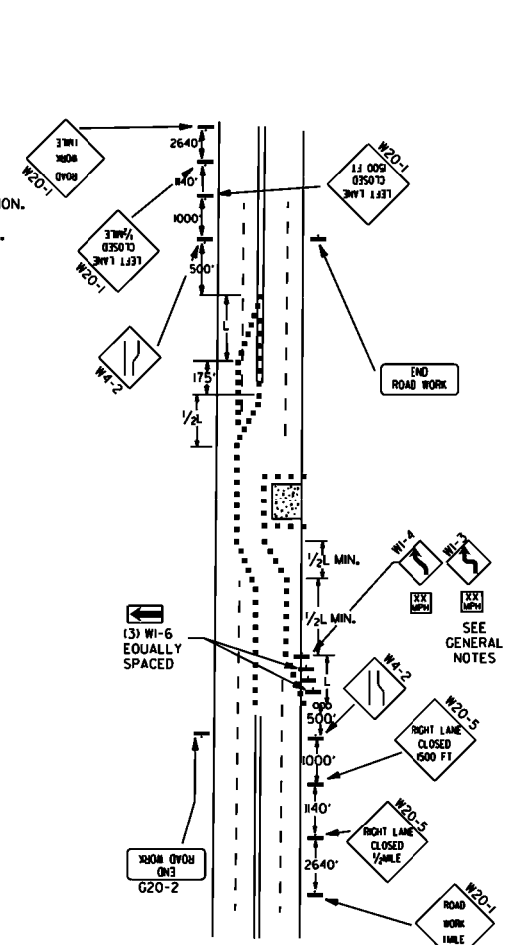
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



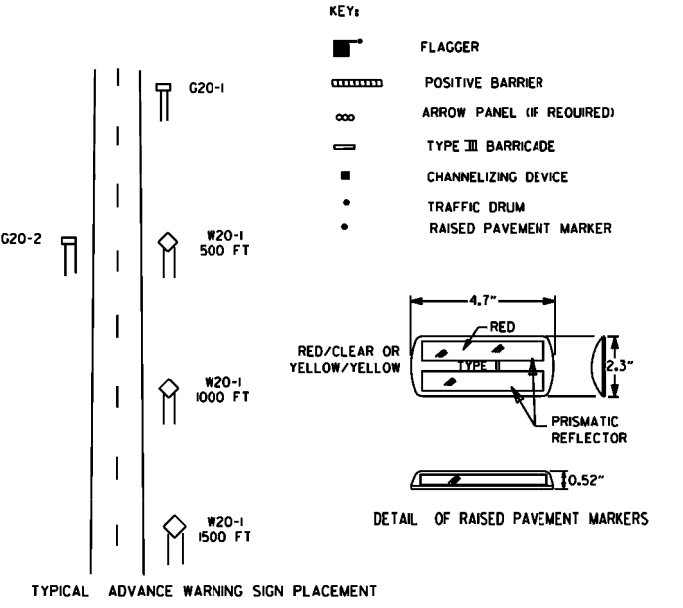
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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

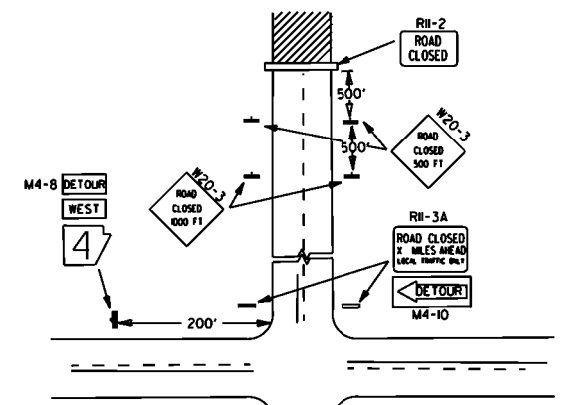


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

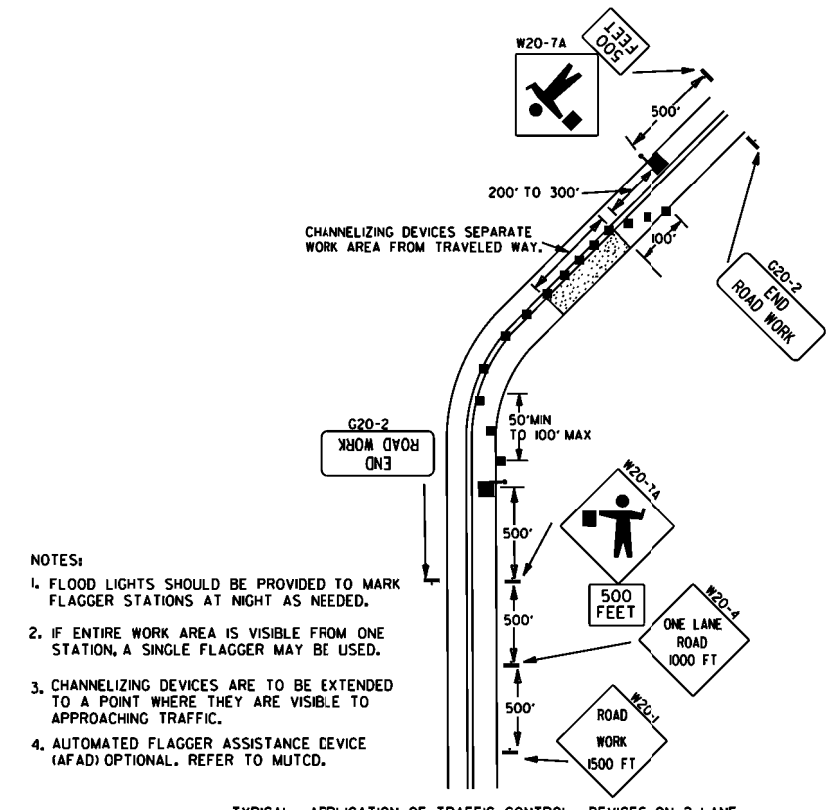


TAPER FORMULAE:
 $L = SXW$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

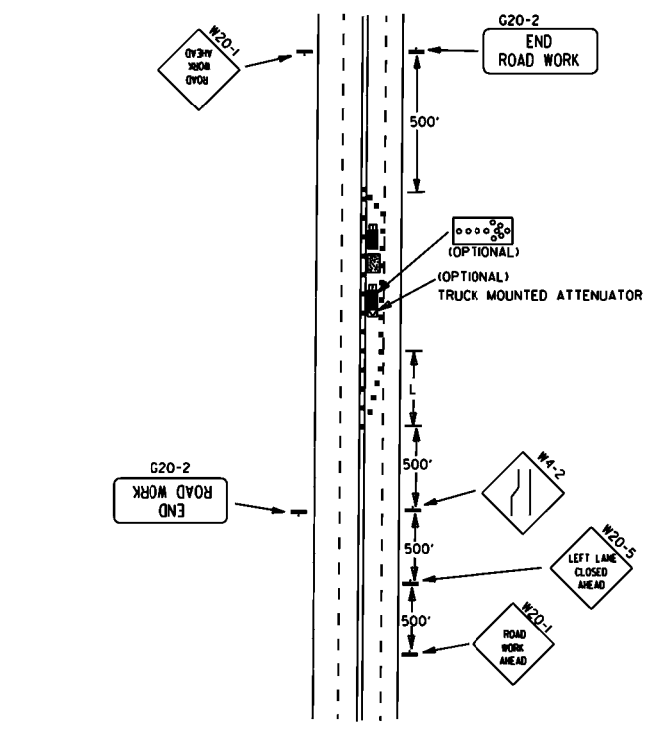
GENERAL NOTES:
 1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE R2-5A SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT, BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER, WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.



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



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

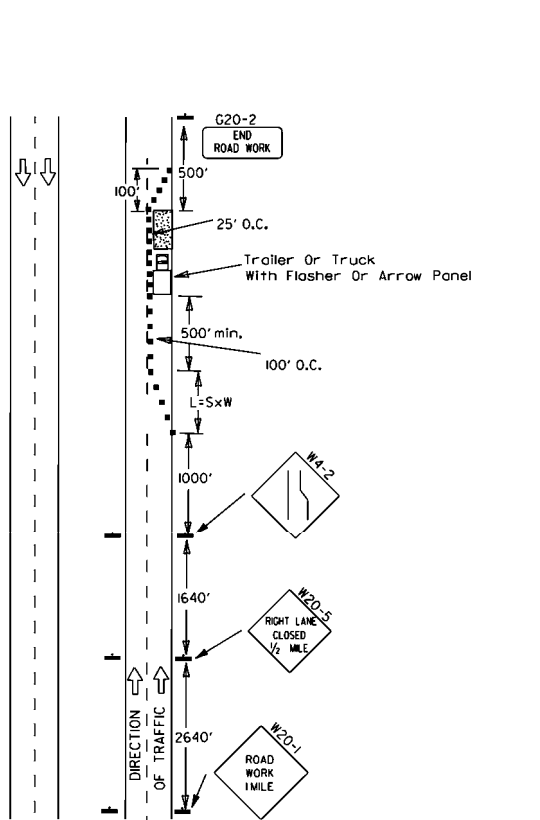


(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

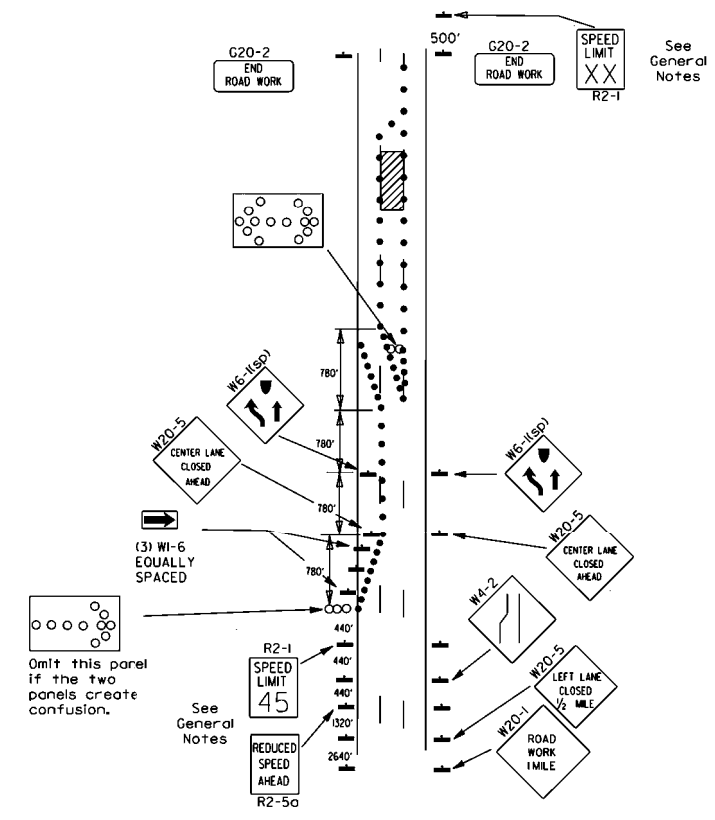
DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (G) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION
 STANDARD TRAFFIC CONTROLS
 FOR HIGHWAY CONSTRUCTION
 STANDARD DRAWING TC-2

Channelizing devices



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

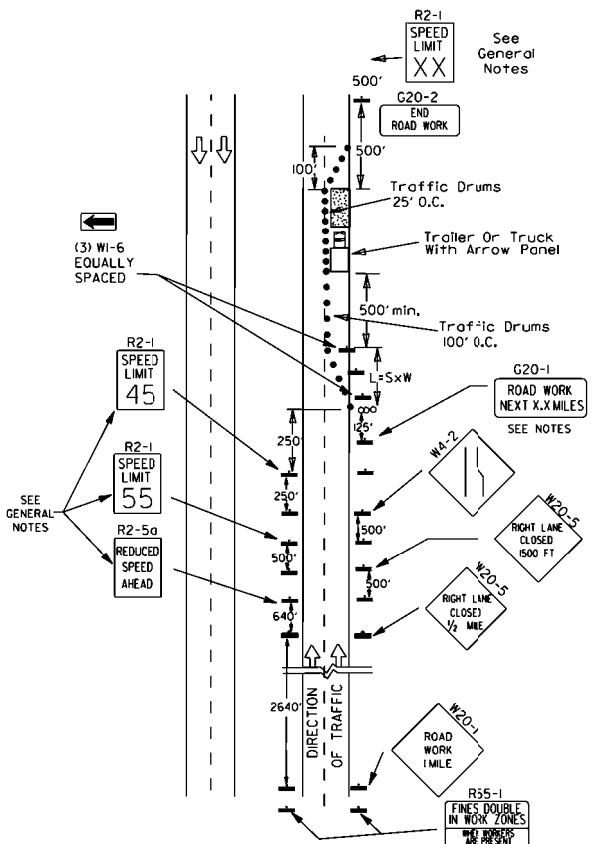


(B) Typical application - 3-lane oneway roadway where center lane is closed.

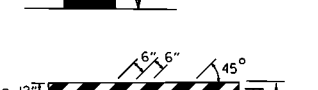
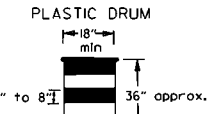
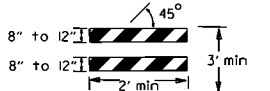
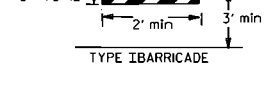
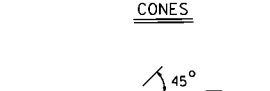
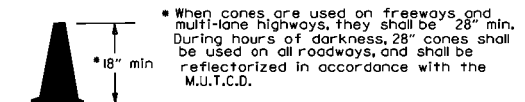
- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

GENERAL NOTES:

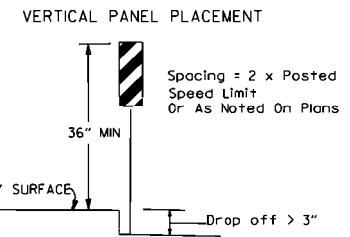
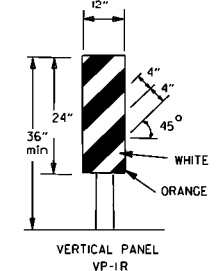
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional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



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



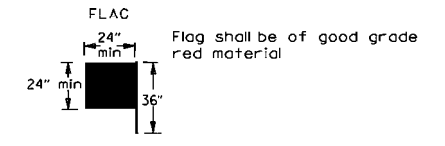
NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



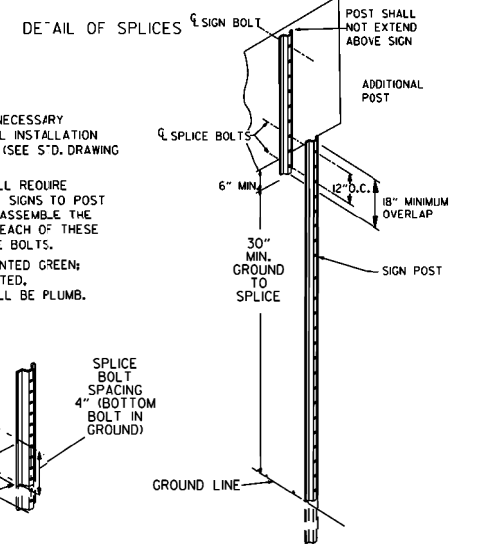
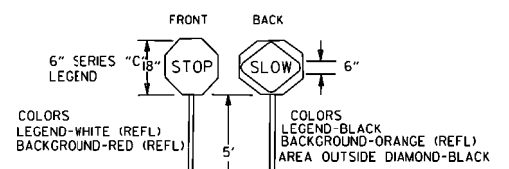
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

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

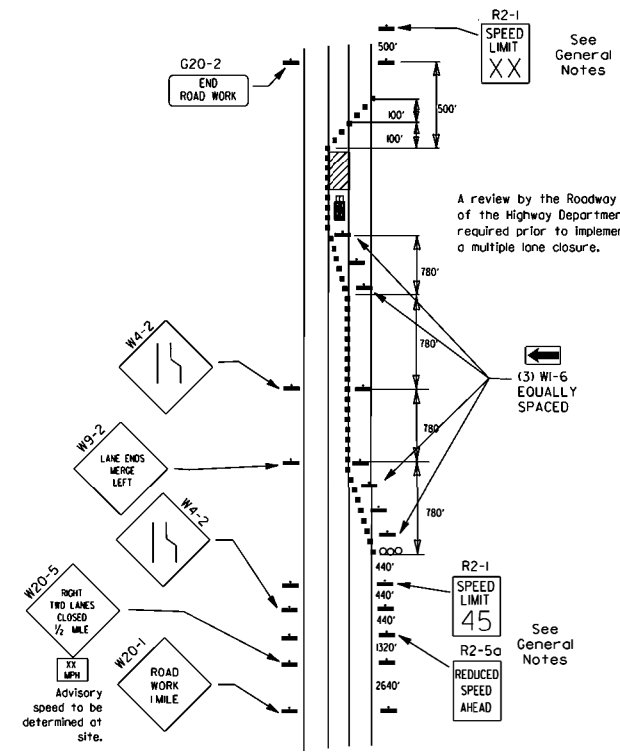
When shown on the plans concrete barrier will be used. When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the retaining shoulder width, then vertical panels shall be used.



STOP SLOW PADDLE



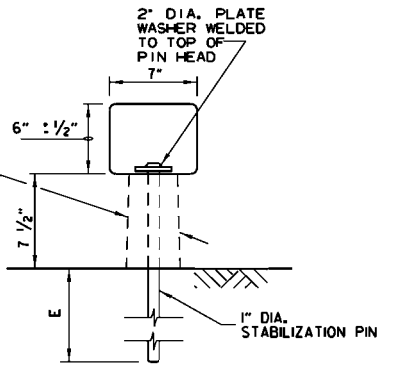
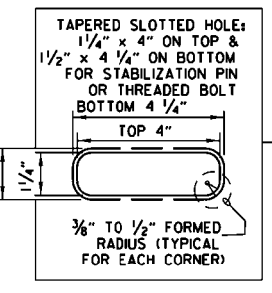
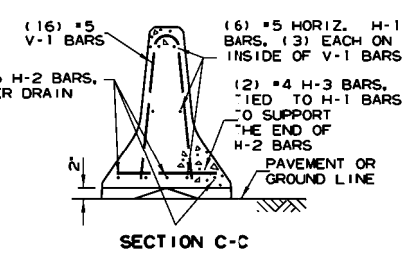
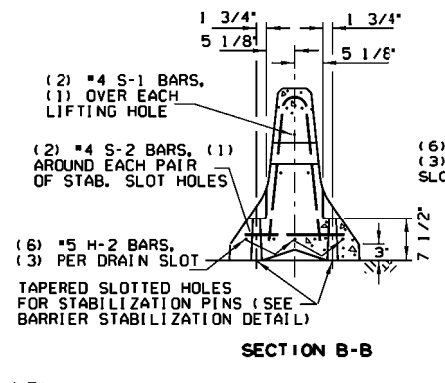
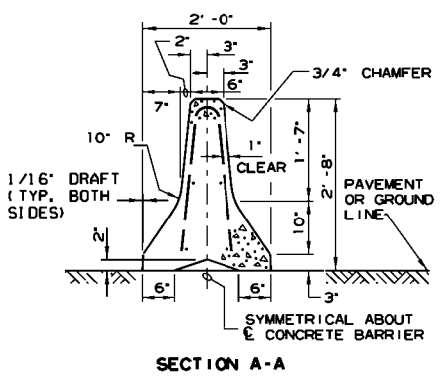
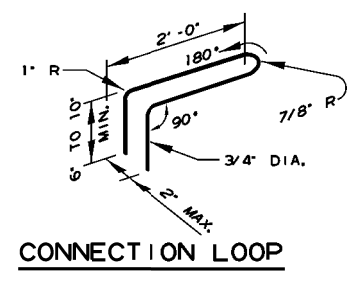
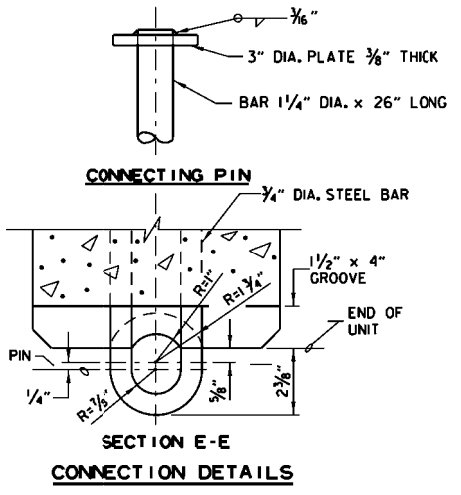
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE S.D. DRAWING NO. SHS-2) NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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



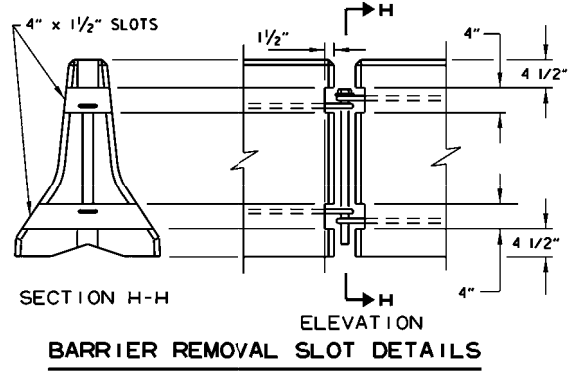
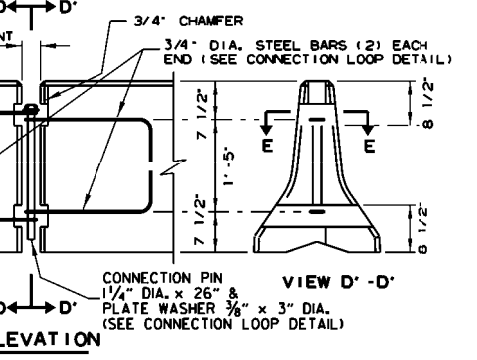
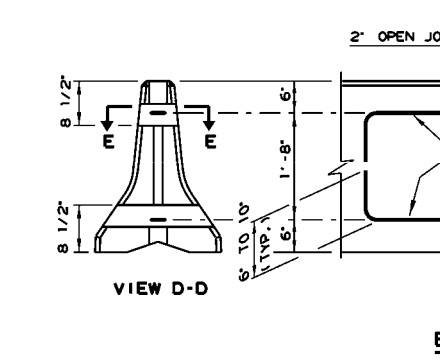
(D) Typical application - closing multiple lanes of a multi-lane highway.

DATE	REVISION	FILED
10-11-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-16-96	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	
DA'E		

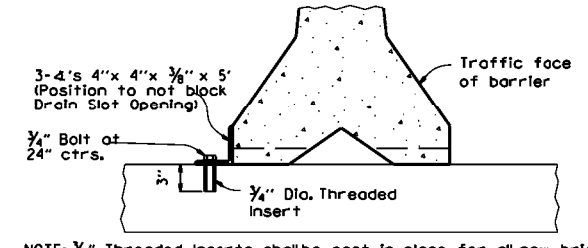
REINFORCING BAR TABLE PER BARRIER UNIT			
MARK	LOCATION	BAR SIZE	(NO. BARS)
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)
S-1	OVER LIFT HOLES	#4	(2)
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4	(2)
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)



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

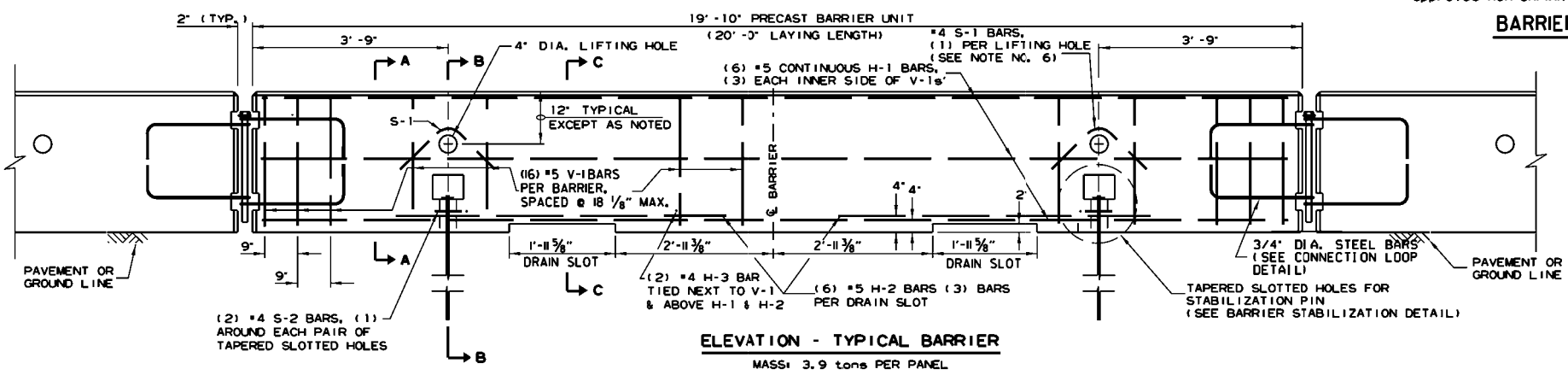


BARRIER REMOVAL SLOT DETAILS



NOTE: 1/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL BRIDGE DECKS



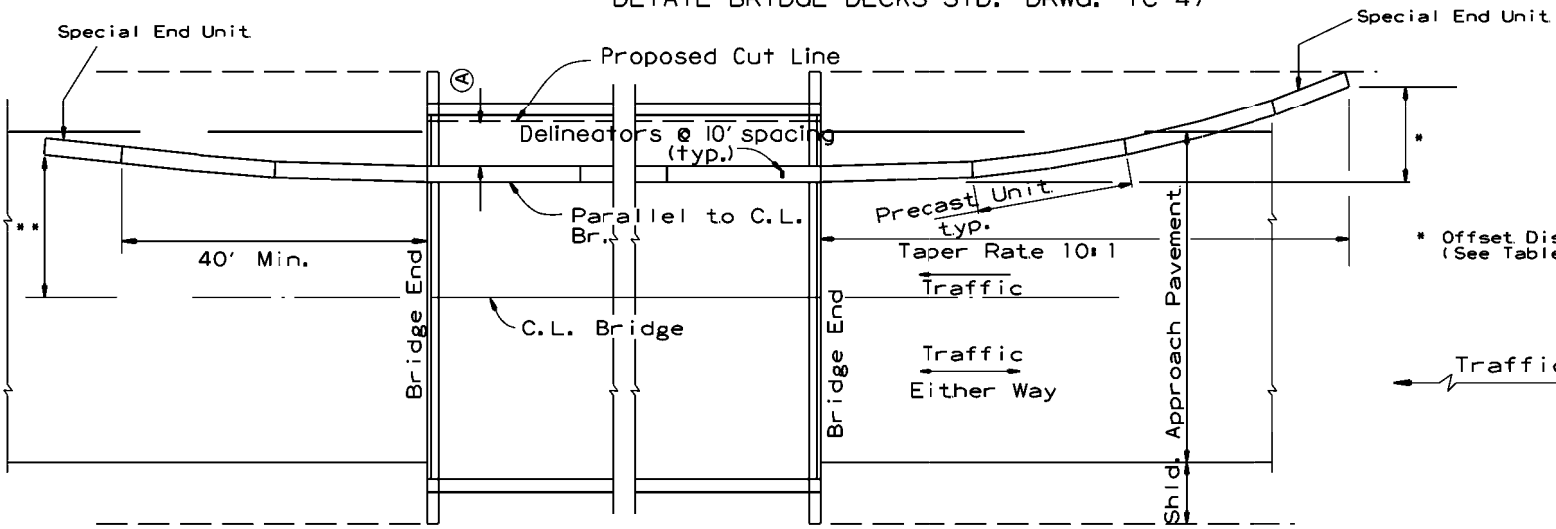
ELEVATION - TYPICAL BARRIER
 MASS: 3.9 tons PER PANEL

- General Notes**
- The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.
 - Materials shall meet the following minimum requirements:
 Concrete: 2500 psi compressive strength at 28 days.
 Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
 Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
 Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.
 In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers. Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices. Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.
 - Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual for Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The contractor shall furnish a certification of NCHRP Report 350 or Manual for Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual for Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.
 - Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.
 - Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.
 - A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
4-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION
 STANDARD TRAFFIC CONTROLS
 FOR HIGHWAY CONSTRUCTION -
 TEMPORARY PRECAST BARRIER
 STANDARD DRAWING TC-4

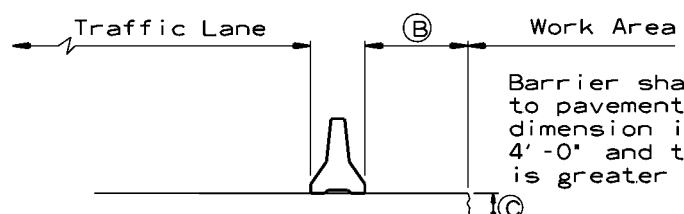
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

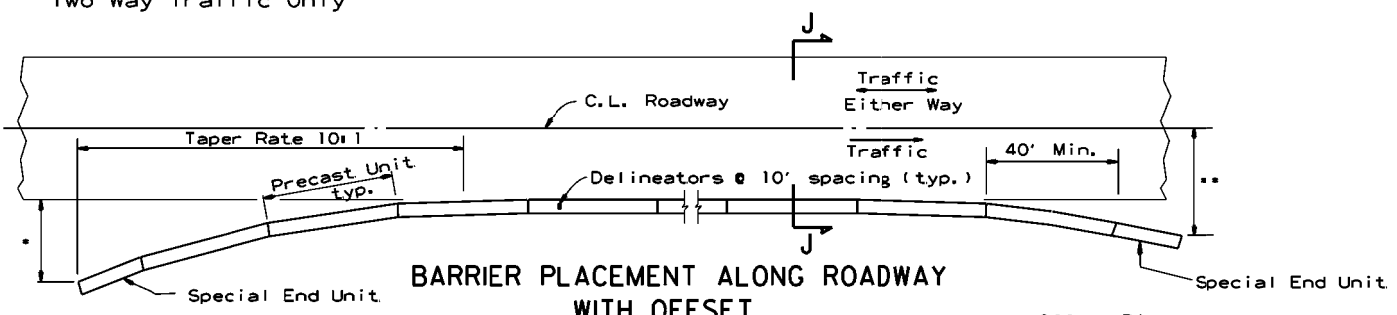
No Scale

** Offset Distance for Two Way Traffic Only



SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

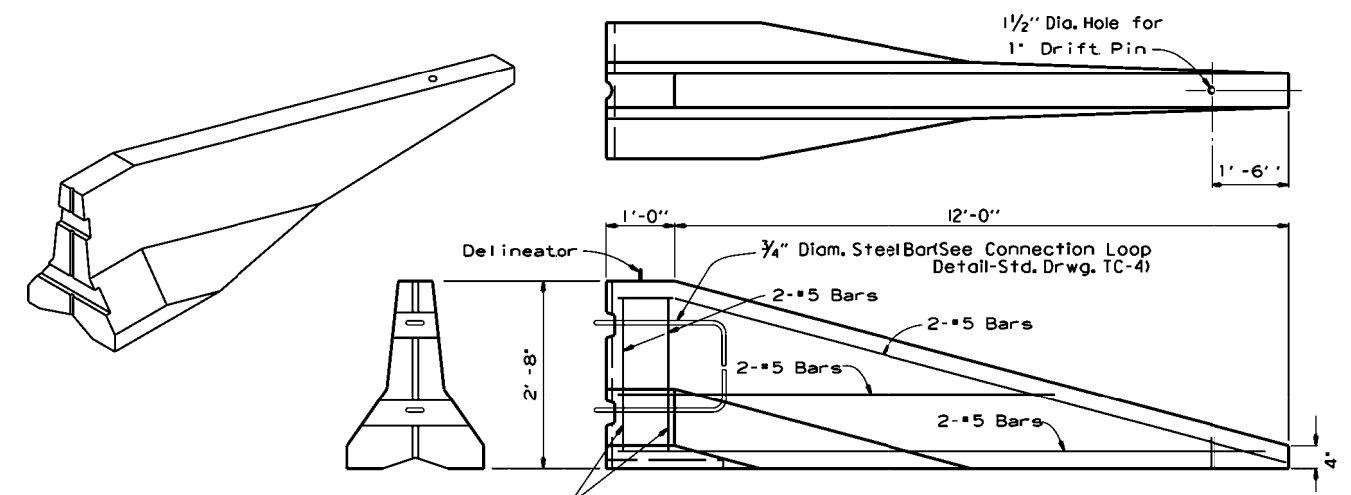
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

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

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

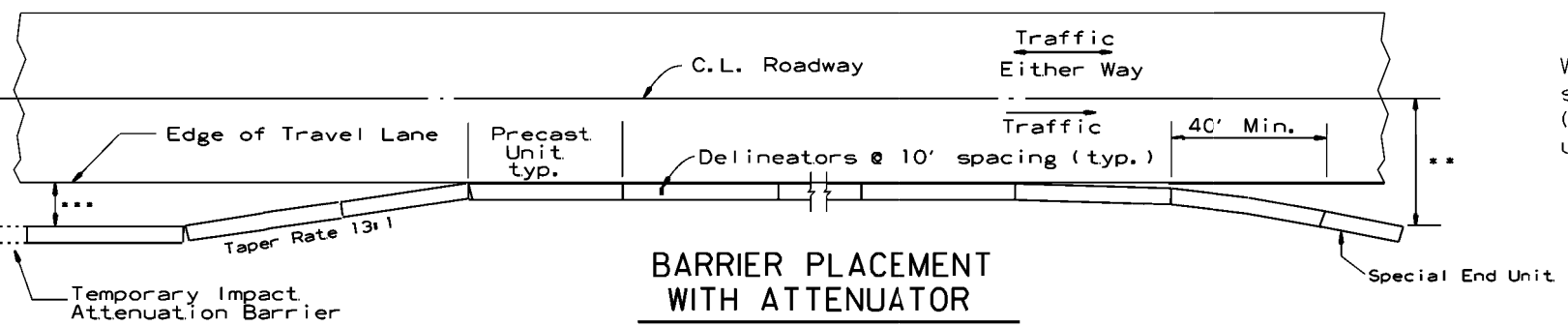


SPECIAL END UNIT

No Scale

General Notes

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



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

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

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

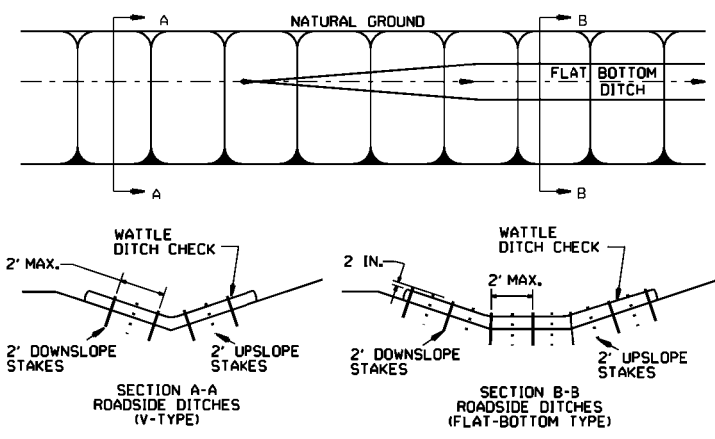
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

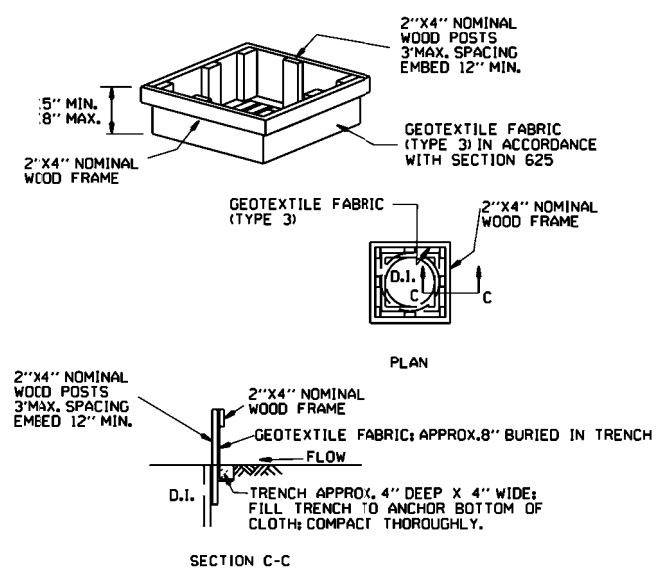
STANDARD DRAWING TC-5

GENERAL NOTES

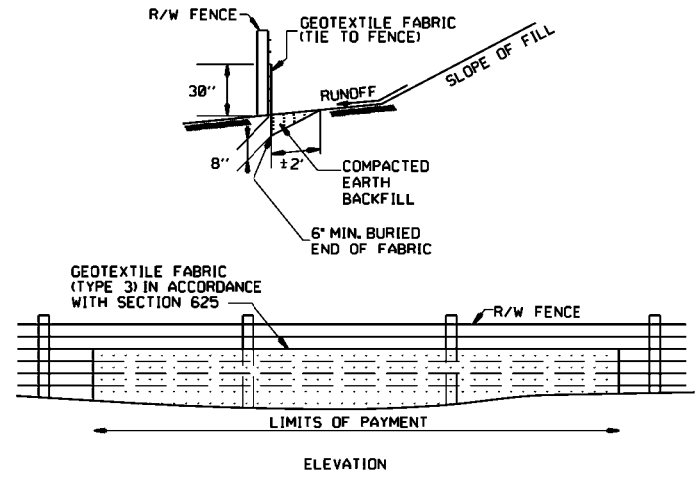
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)

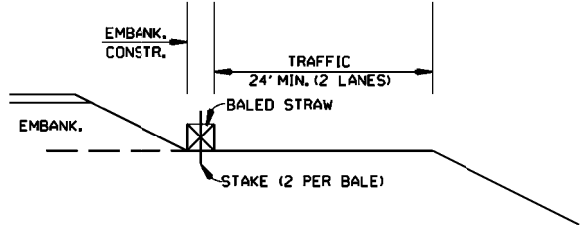


SILT FENCE ON R/W FENCE (E-4)

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

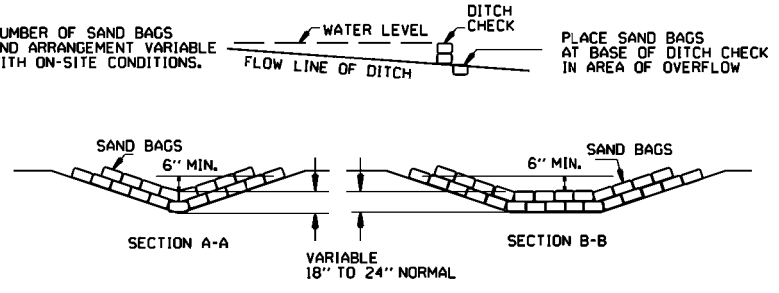
GENERAL NOTES

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.

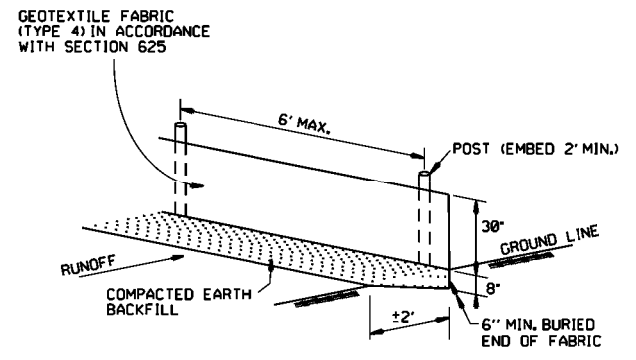


BALED STRAW FILTER BARRIER (E-2)

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

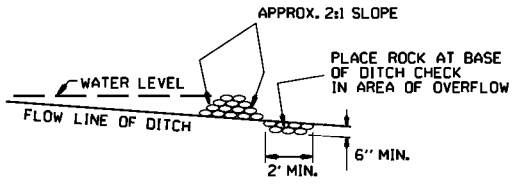


SAND BAG DITCH CHECK (E-5)



SILT FENCE (E-11)

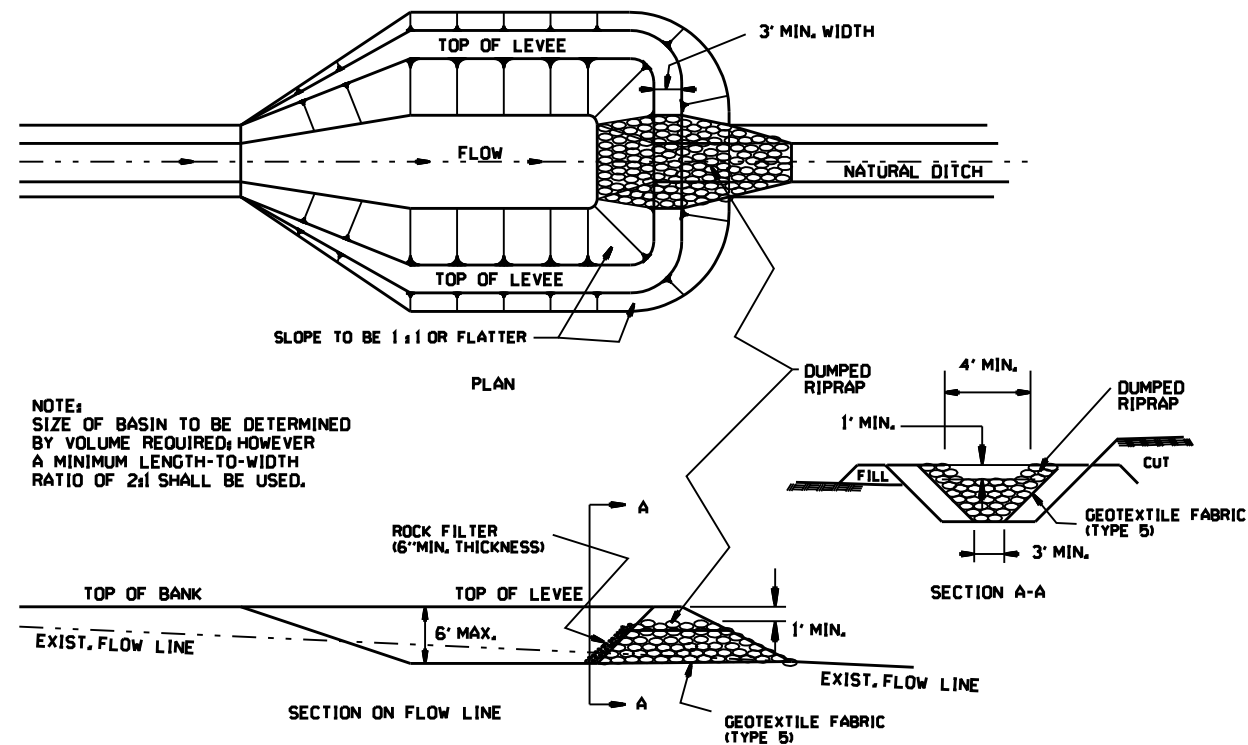
GENERAL NOTES
 GEOTEXTILE FABRIC SHALL BE SPICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



ROCK DITCH CHECK (E-6)

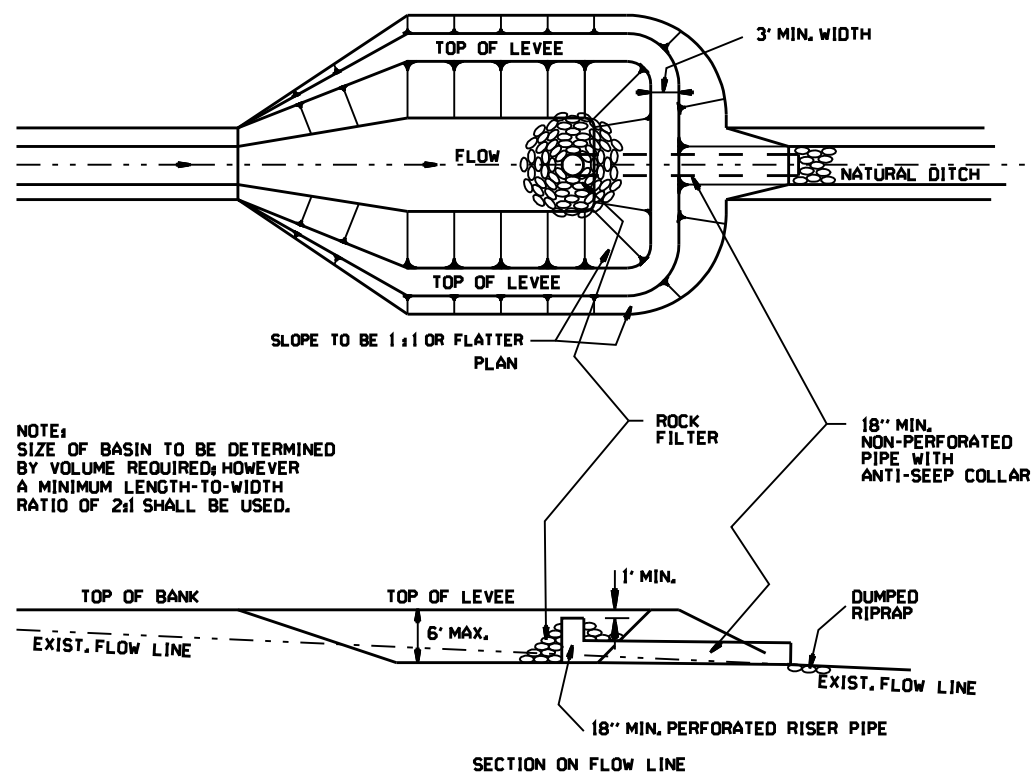
2-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
0-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76
DATE	REVISION	FILMED

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



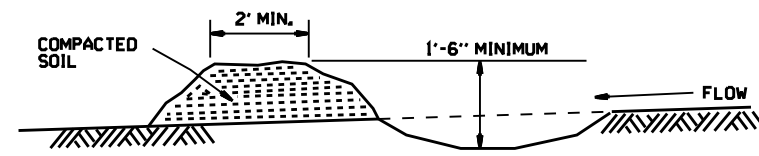
NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)

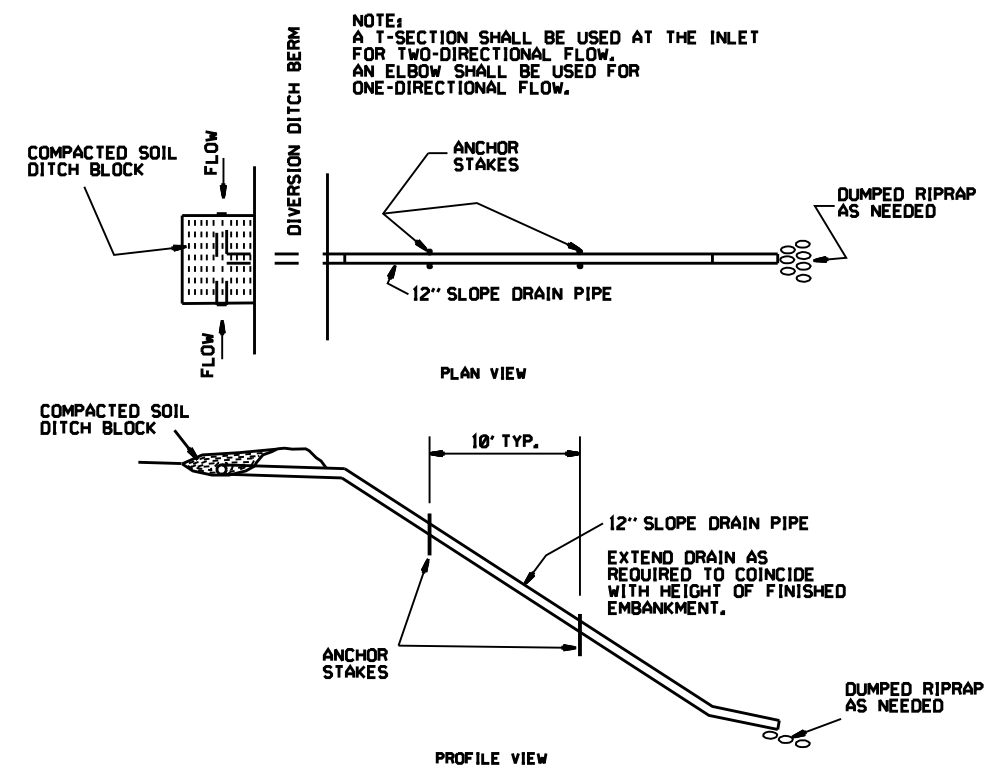


NOTE:
SIZE OF BASIN TO BE DETERMINED
BY VOLUME REQUIRED; HOWEVER
A MINIMUM LENGTH-TO-WIDTH
RATIO OF 2:1 SHALL BE USED.

SEDIMENT BASIN WITH PIPE OUTLET (E-10)

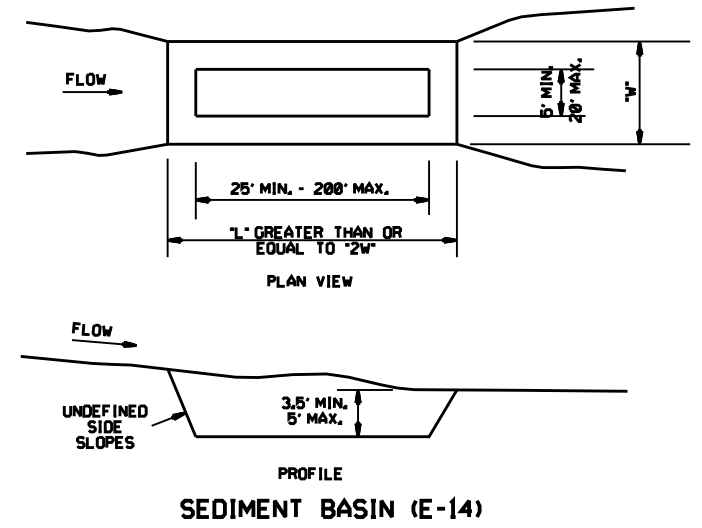


DIVERSION DITCH (E-8)



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

SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

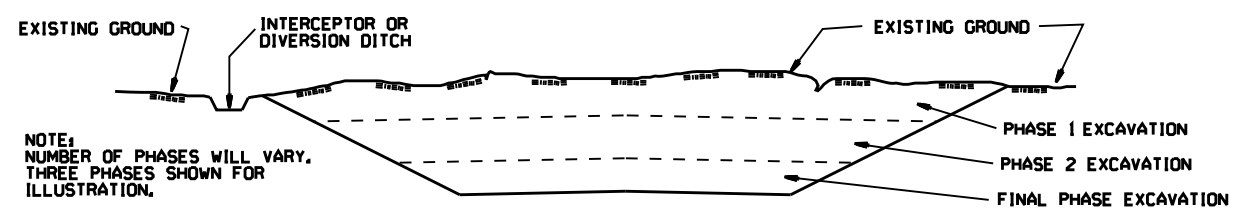
6-2-94	Revised E-8 & E-12r Added E-14 & Deleted E-13		
4-1-93	ISSUED		
DATE	REVISION		FILMED

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

CLEARING AND GRUBBING

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

EXCAVATION



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

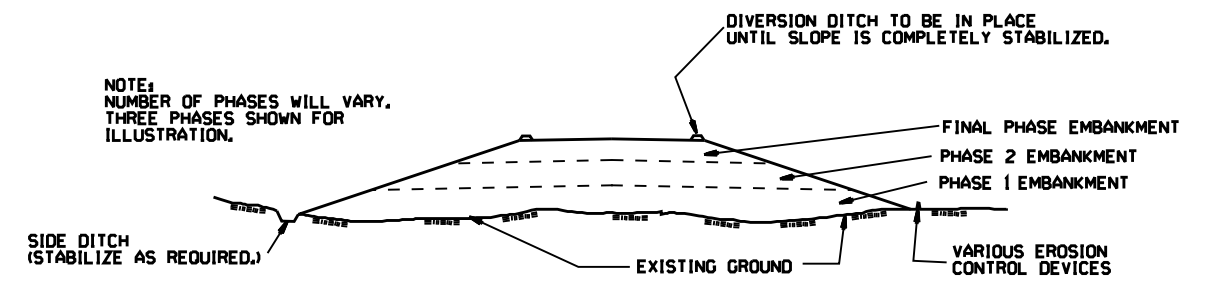
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



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

GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

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

GENERAL NOTES:

STEEL LINE POSTS SHALL BE GALVANIZED, 7 FT. IN LENGTH.

TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK).

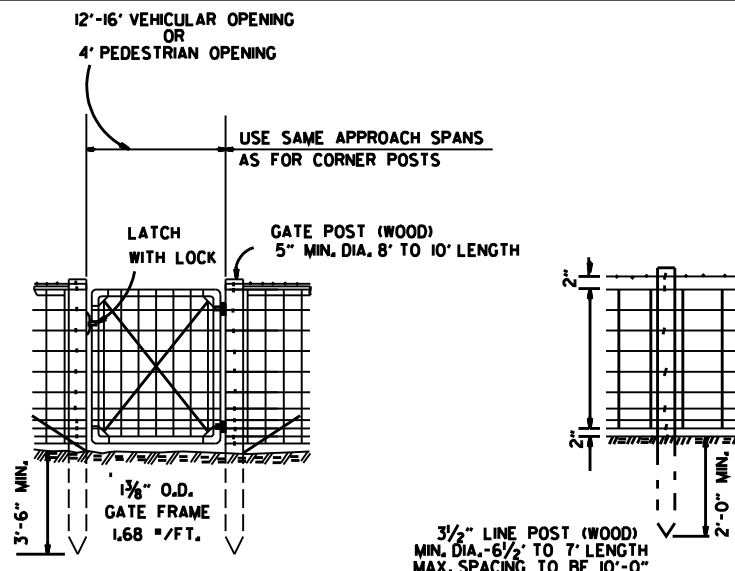
THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF WOOD LINE POSTS OF 7' LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

GATE HINGES AND LATCHES WITH LOCKS TO BE OF A TYPE APPROVED BY THE ENGINEER. DRIVEWAY GATES, EITHER SINGLE 12' OR 16' OR DOUBLE 6' TO 8' OPENINGS OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE FOR USE BY MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER.

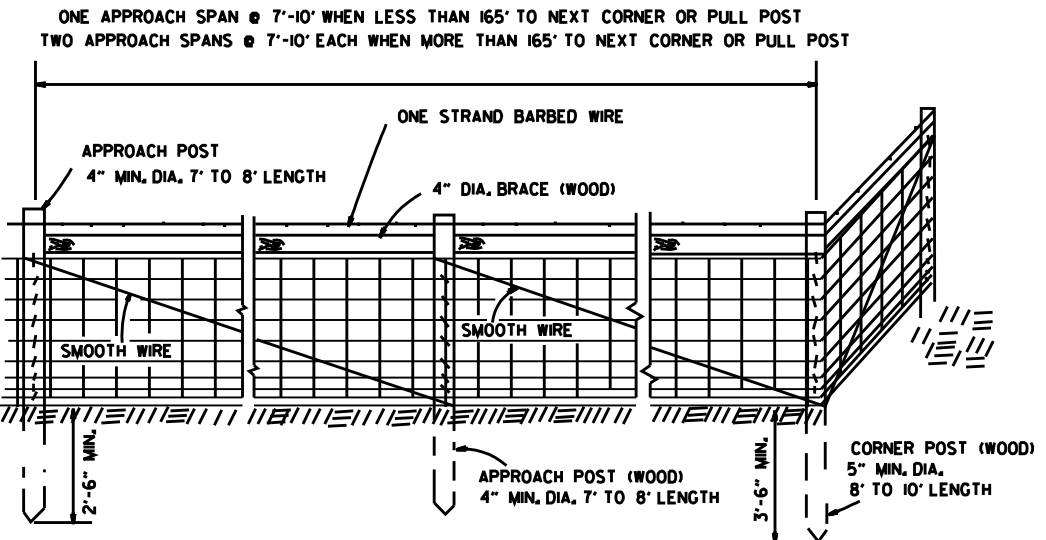
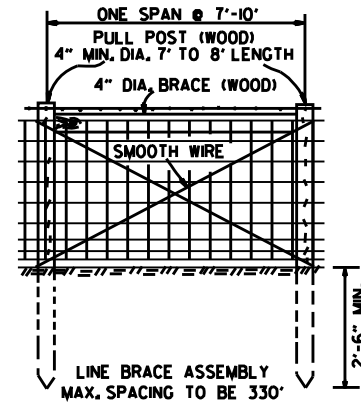
AT STREAM CROSSINGS THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS, WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF BANK TO THE BRIDGE STRUCTURE, A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD, WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO THE BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

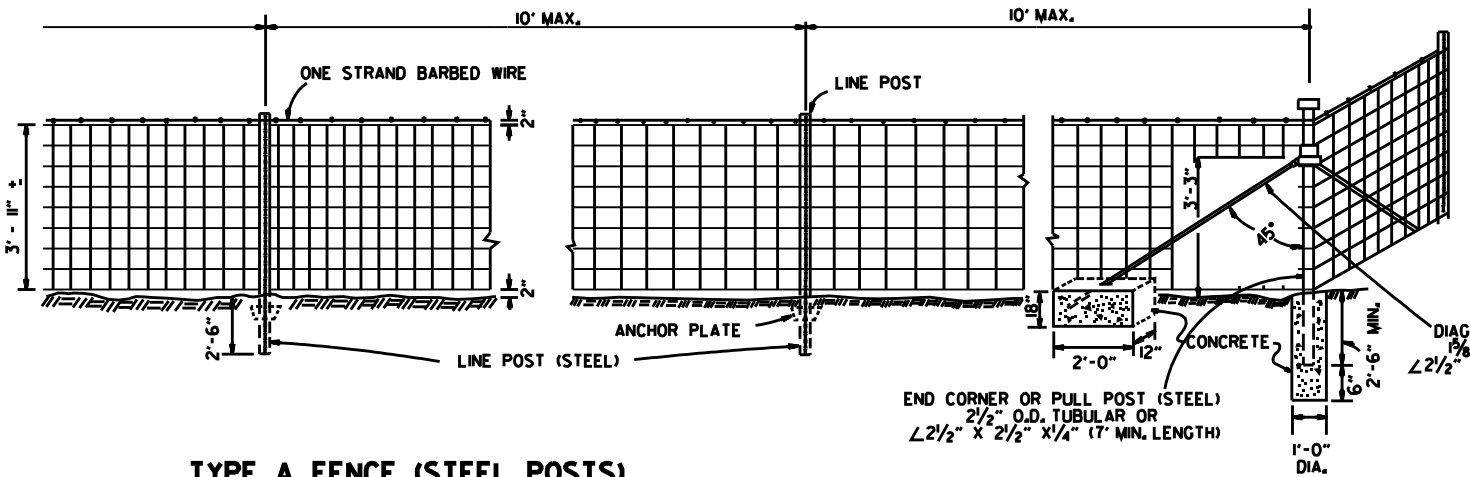
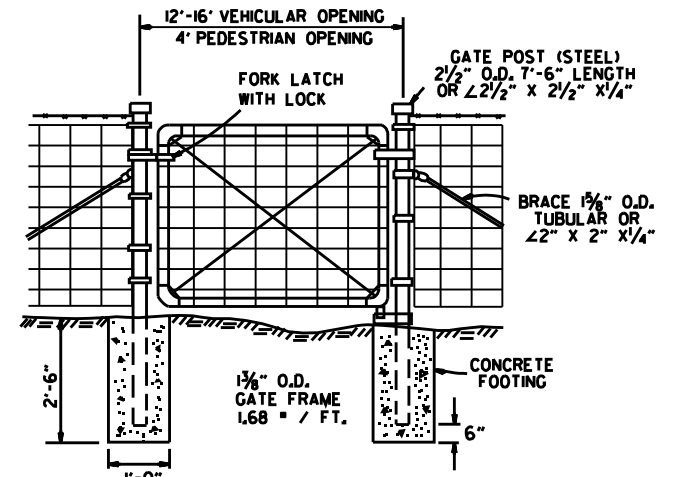
SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP, THE LOOPS SHALL BE CONNECTED, AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRE A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.



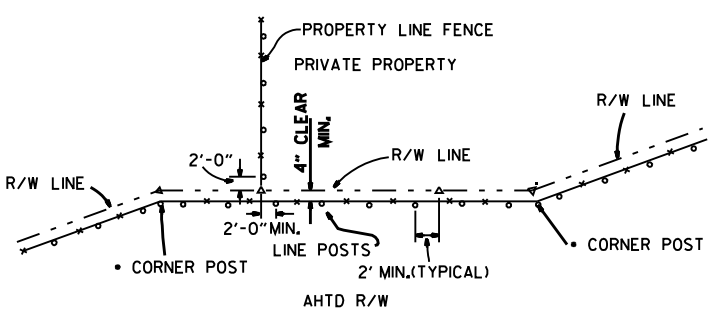
NOTE: STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.



TYPE A FENCE (WOOD POSTS)



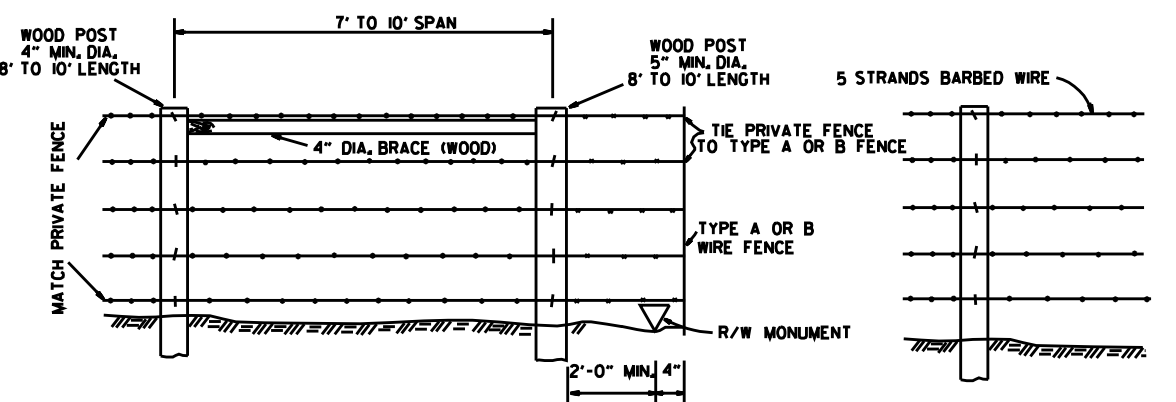
TYPE A FENCE (STEEL POSTS)



NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

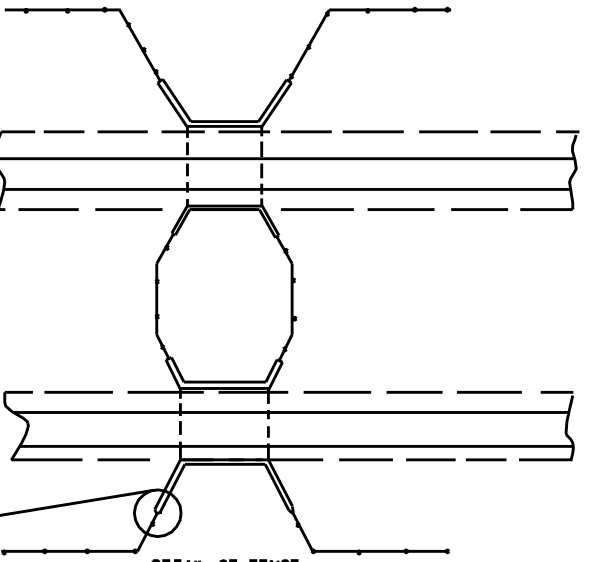
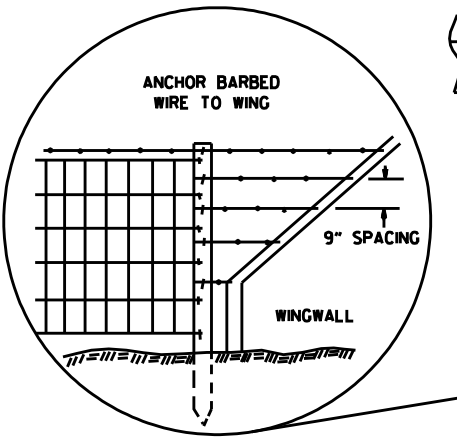
▲ R/W MONUMENTS
● FENCE POSTS

RIGHT-OF-WAY FENCE LOCATION



WHERE EXISTING PRIVATE FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN WITH TYPE A FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

PRIVATE FENCE TERMINAL INSTALLATION



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

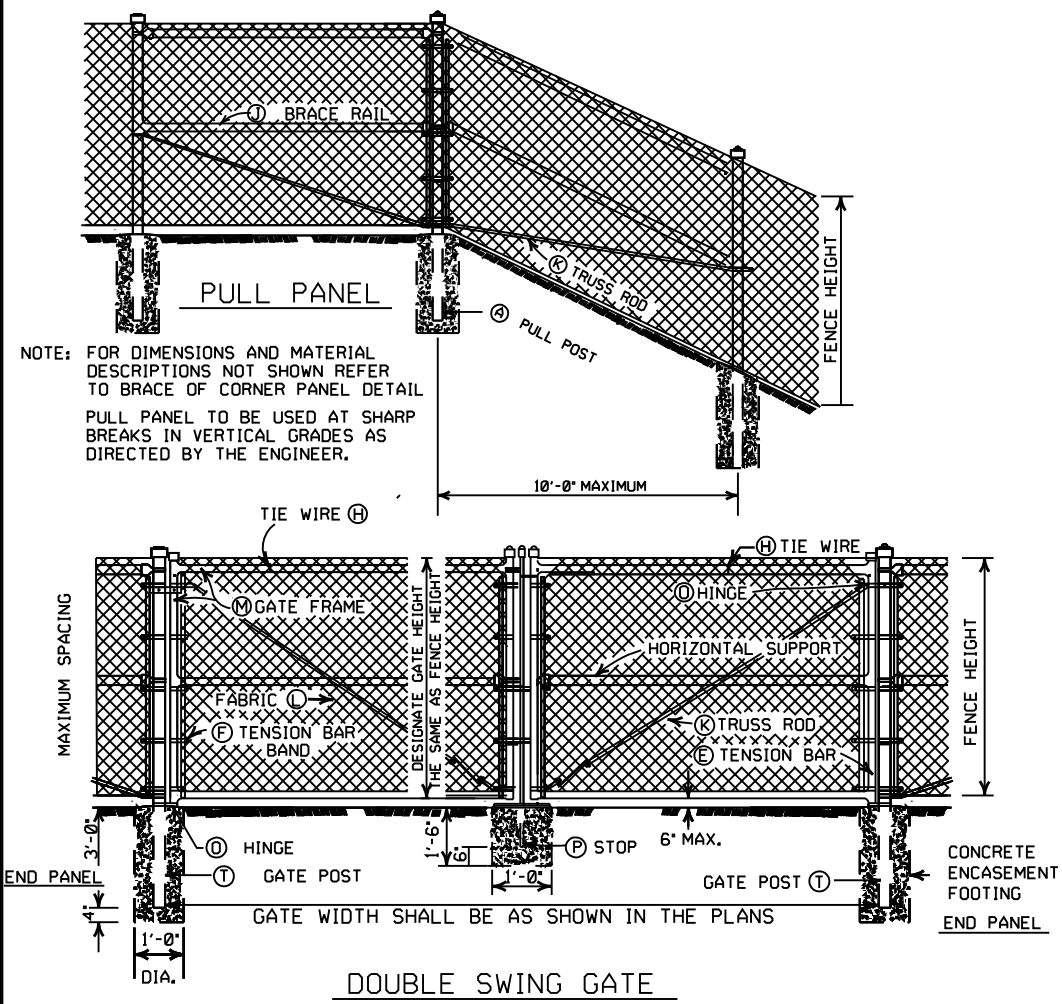
TYPE B FENCE

DATE	REVISION	DATE FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	ADDED CORNER POST NOTE	6-2-94
8-5-93	REVISED R-O-W LOCATION DETAIL	8-5-93
10-1-92	ADDED STAPLE NOTE	
8-2-90	REV'D PULL POST LENGTH	
11-30-89	DELETED CLASS CONC.	
7-15-88	ADDED SPLICE NOTES	
7-15-88	ADDED HEIGHT DIMENSION	
4-3-87	REVISED VARIOUS NOTES AND GENERAL NOTES	
11-1-84	MAX. POST SPACING	
1-4-83	MIN. DIA. LINE POST	
10-2-72	REVISED & REDRAWN	

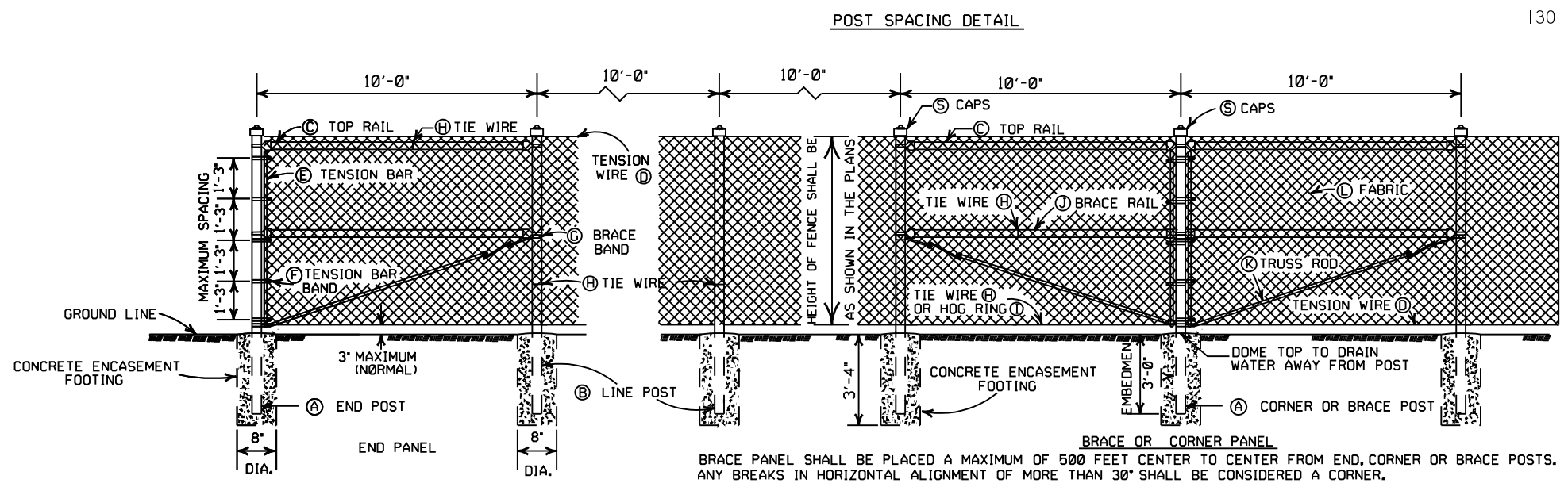
ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE
TYPE A AND B

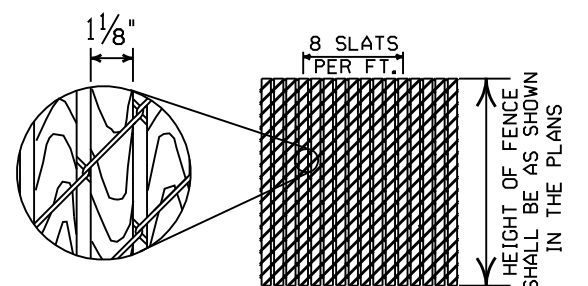
STANDARD DRAWING WF-1



NOTE: FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN REFER TO BRACE OF CORNER PANEL DETAIL
PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.



BRACE PANEL SHALL BE PLACED A MAXIMUM OF 500 FEET CENTER TO CENTER FROM END, CORNER OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30' SHALL BE CONSIDERED A CORNER.



1 1/8" x 1/4" REDWOOD SLATS (LENGTH TO MATCH HEIGHT OF FENCE) (L) FABRIC; SHALL CONFORM TO THE SPECIFICATIONS.

DETAIL OF REDWOOD SLAT INSTALLATION
(WHERE APPLICABLE)

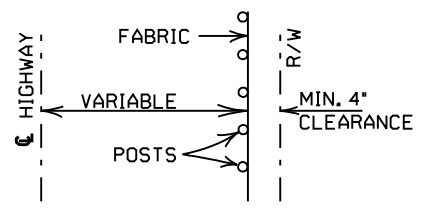
HEIGHT OF FENCE FABRIC	(A) END, PULL CORNER OR BRACE POST		(B) LINE POSTS		(C) TOP RAIL			(D) TENSION WIRE		(E) TENSION BAR		(F) TENSION BAR BAND		(G) BRACE BAND	
	SIZE	TIE SPACING	SIZE	TIE SPACING	SIZE	TIE SPACING	MIN. LENGTH	SIZE	TIE SPACING	MIN. OF	LENGTH	MIN. OF	BOLT SIZE	SPACING	SIZE
6' AND LESS	2 1/2" O.D.	2" O.D.	1 TIE EVERY 1'-2"	1 1/2" O.D.	1 TIE EVERY 2'-0"	10'-0"	7 GAUGE COIL SPRING WIRE	1 TIE EVERY 1'-0"	3/8" x 3/4"	MIN. OF 2' LESS THAN FABRIC HEIGHT	3/4" x 3/8"	3/8" x 1/4"	1 BAND AT TOP AND BOTTOM 15" MAX. INTERVAL BETWEEN BANDS	3/4" x 3/8"	3/8" x 1/4"
OVER 6' TO 12' INCL.	3" O.D.	2 1/2" O.D.	1 TIE EVERY 2'-0" OF FABRIC HEIGHT	1 1/2" O.D.	1 TIE EVERY 2'-0"	10'-0"	7 GAUGE COIL SPRING WIRE	1 TIE EVERY 1'-0"	3/8" x 3/4"	MIN. OF 2' LESS THAN FABRIC HEIGHT	3/4" x 3/8"	3/8" x 1/4"	1 BAND AT TOP AND BOTTOM 15" MAX. INTERVAL BETWEEN BANDS	3/4" x 3/8"	3/8" x 1/4"

HEIGHT OF FENCE FABRIC	(H) TIE WIRE	(I) HOG RING	(J) BRACE RAIL		(K) TRUSS ROD	(L) FABRIC		(M) GATE FRAME		(N) HORIZONTAL SUPPORT	(O) HINGE TPE	(P) GATE POST			
	SIZE	TIE SPACING	SIZE	TIE SPACING	MIN. OF	SIZE	MESH	SELVAGE	SIZE	TIE SPACING	SIZE	TIE SPACING	GATE WIDTH	GATE WIDTH OVER	
6' AND LESS	MIN. OF 12 GA. STEEL OR 9 GA. ALUM.	SAME GAUGE AS FABRIC	1 1/2" O.D.	1 TIE EVERY 2'-0"	MIN. OF 3/8" ROUND WITH TIGHTENERS AND FITTINGS	9 GA.	2"	KNUCK-ING AND/OR TWIST-ING	2" O.D.	1 TIE EVERY 1'-0"	2" O.D.	1 TIE EVERY 1'-0"	180° SWING	3" O.D.	4" O.D.
OVER 6' TO 12' INCL.	MIN. OF 12 GA. STEEL OR 9 GA. ALUM.	SAME GAUGE AS FABRIC	1 1/2" O.D.	1 TIE EVERY 2'-0"	MIN. OF 3/8" ROUND WITH TIGHTENERS AND FITTINGS	9 GA.	2"	KNUCK-ING AND/OR TWIST-ING	2" O.D.	1 TIE EVERY 1'-0"	2" O.D.	1 TIE EVERY 1'-0"	180° SWING	3" O.D.	4" O.D.

NOTE: POST SIZES SHOWN ARE FOR STEEL. WHERE ALUMINUM IS PROVIDED, LINE POSTS SHALL HAVE AN OUTSIDE DIAMETER OF 2 1/2" FOR FENCE HEIGHT OF 6' AND LESS, AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' TO 12'. END, PULL, CORNER OR BRACE POSTS SHALL HAVE AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' AND LESS; AN OUTSIDE DIAMETER OF 3 1/2" FOR FENCE HEIGHTS OF 6' TO 12'. GATE POSTS WHERE GATE WIDTH IS 12' AND LESS SHALL HAVE AN OUTSIDE DIAMETER OF 3 1/2" FOR FENCE HEIGHT OF 6' AND LESS. ALUMINUM TENSION WIRE SHALL BE 0.192" IN DIAMETER, MINIMUM THICKNESS OF MATERIAL FROM WHICH EXPANSION SLEEVES SHALL BE MADE WILL BE 0.078". POSTS AND RAILS MAY HAVE ANY CROSS-SECTIONAL SHAPE THAT WILL MEET THE SPECIFICATIONS.

OTHER DETAILS APPLY TO BOTH STEEL AND ALUMINUM FENCE.

ALL MISCELLANEOUS FITTINGS AND HARDWARE SHALL MEET THE REQUIREMENTS AND PRODUCTION TOLERANCES AS SET FORTH IN THE SPECIFICATIONS. 9 GAUGE ALUMINUM WIRE SHALL BE ACCEPTABLE FOR TIEING FABRIC TO TUBULAR AND ROLL FORMED MEMBERS OF STEEL FENCE.



INSTALLATION MAY BE MODIFIED AS SHOWN IN THE PLANS
TYPICAL INSTALLATION DIAGRAM

POSTS AND RAILS

SIZE O.D.	GRADE 1 AND ALUMINUM ALLOY				GRADE 2		
	O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT.		O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT.
1 1/2"	1.660	0.140	2.27	0.786	1.660	0.111	1.84
2"	1.900	0.145	2.72	0.940	1.900	0.120	2.28
2 1/2"	2.375	0.154	3.65	1.264	2.375	0.130	3.11
3"	2.875	0.203	5.79	2.004	2.875	0.160	4.64
3 1/2"	3.500	0.216	7.58	2.621	3.500	0.160	5.71
4"	4.000	0.226	9.11	3.151	4.000	0.160	6.56

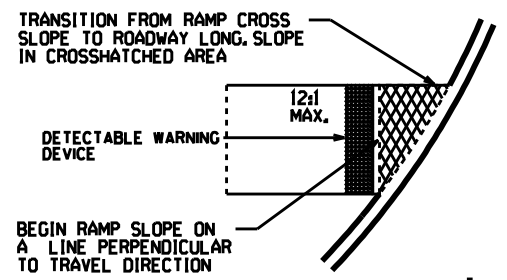
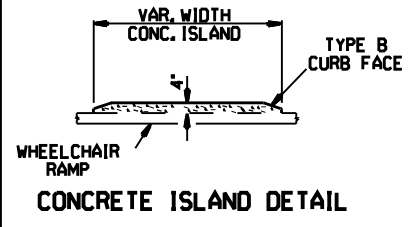
TOLERANCES ON DIMENSIONS AND WEIGHTS ACCORDING TO AASHTO M 181

DATE	REVISION	FILMED
11-17-10	REVISED TRUSS ROD	
12-10-09	REVISED POSTS & RAILS TABLE	
5-21-09	ADDED TABLE & GEN. NOTE (C)	
8-22-02	REVISED NOTES, REMOVED TABLE, & REMOVED FENCE ALTERNATE	
4-3-97	REVISED BRACE RAIL NOTE	
10-18-96	REVISED AASHTO & ASTM REF.	
11-3-94	REVISED NOTE (L)	
10-1-92	DELETED ALTERNATE POST	10-1-92
8-15-91	DELETED ROLL FORMED POST DETAIL & ADDED NOTE	8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
11-17-88	REVISED O.D. SIZES	668-11-17-88
10-30-87	GENERAL REVISIONS	548-10-30-87
4-20-79	REVISED TOP RAIL & TENSION WIRE	695-4-20-79
10-2-72	REVISED AND REDRAWN	530-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CHAIN LINK FENCE

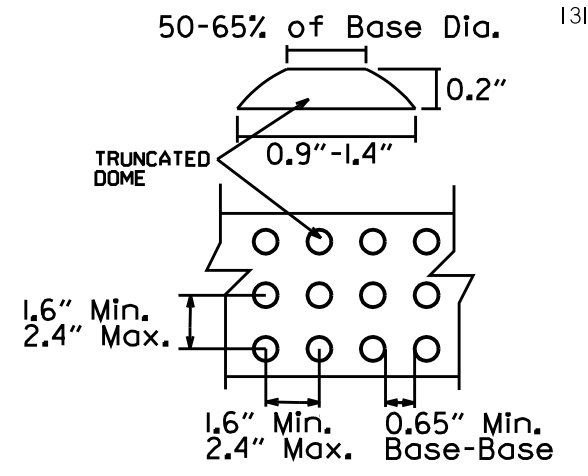
STANDARD DRAWING WF-3



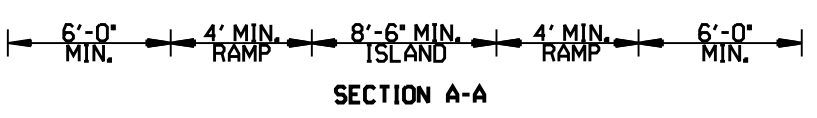
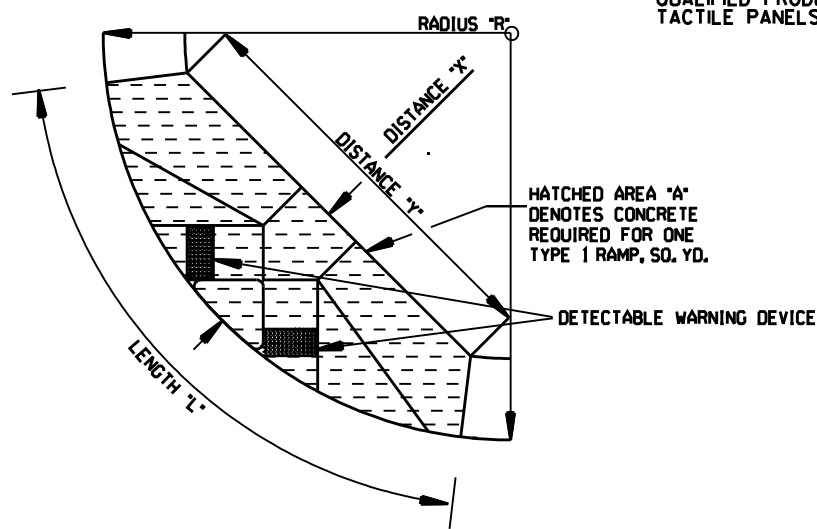
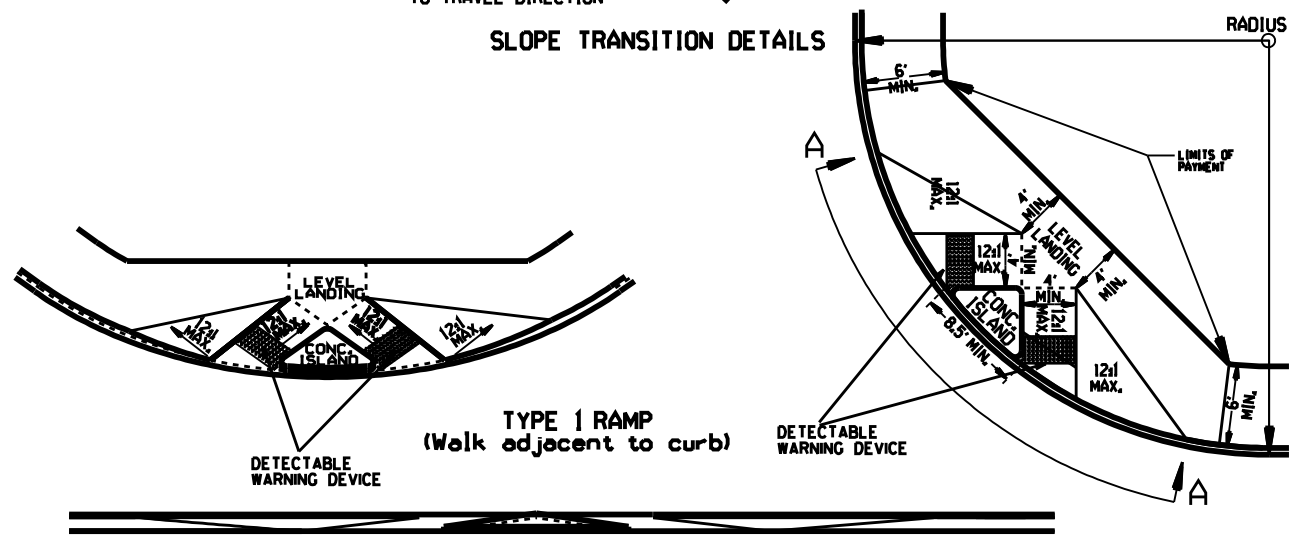
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R"	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80

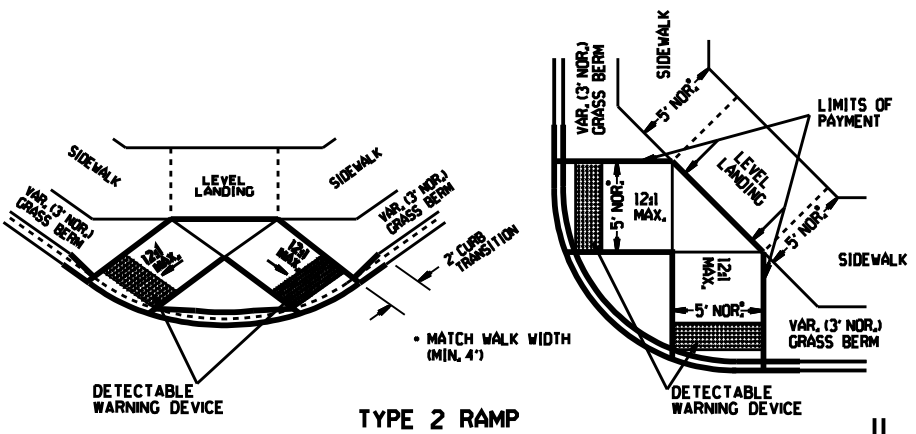
GENERAL NOTES FOR DETECTABLE WARNING DEVICES
 THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB. TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES. DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. DETECTABLE WARNING DEVICE SHALL BE ON THE AHTD QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



DETECTABLE WARNING DEVICE DETAIL

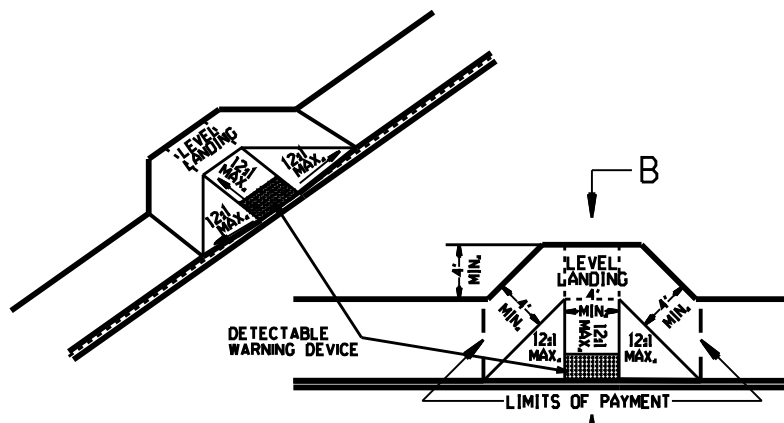


SECTION A-A

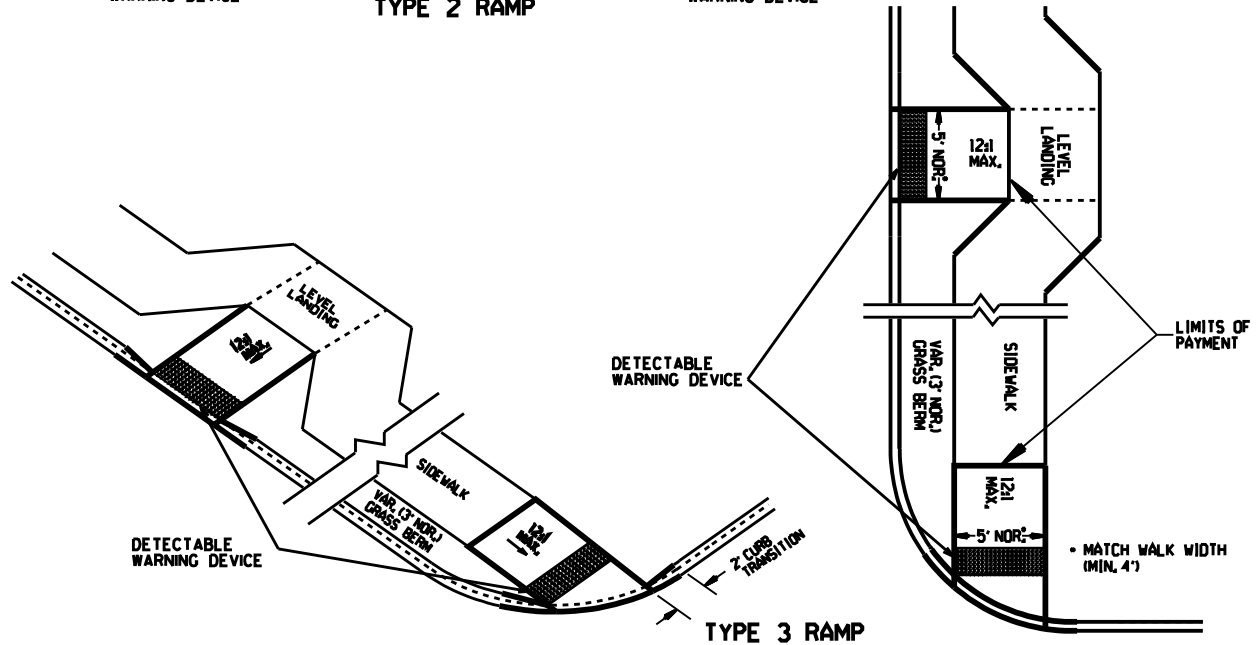


TYPE 2 RAMP

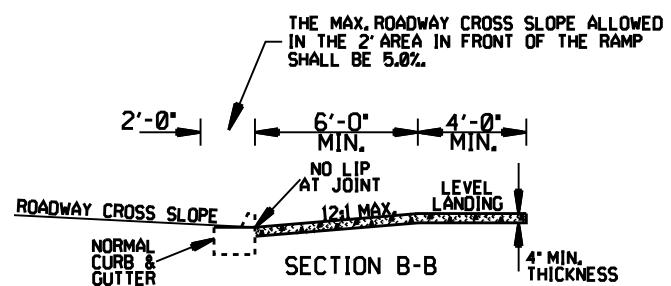
NOTE: THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.



TYPE 4 RAMP (Walk adjacent to curb)



TYPE 3 RAMP



SECTION B-B

GENERAL NOTES:
 IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS. IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS. THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19. THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION. THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4". THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER. RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION. THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

RAMP SELECTION CRITERIA

CHOICE	TYPE	DESCRIPTION
FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED. AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILED
8-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD SLOPE TRANS. & REV. ISL. DIMS.	
5-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM 8:1 TO 12:1 MAX. SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLD. "CONC. ISL." IN PAY ITEM	
6-02-76	ISSUED P.H.D.	299-7-28-76

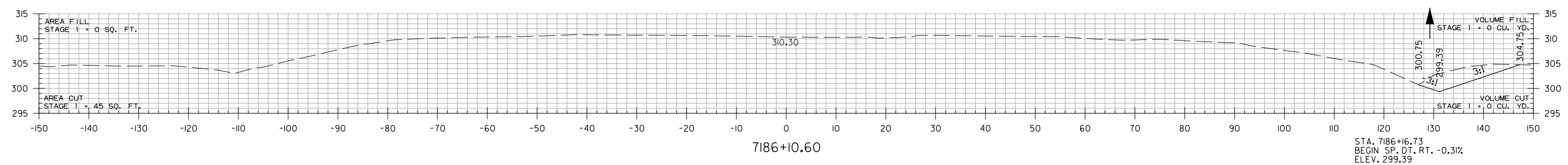
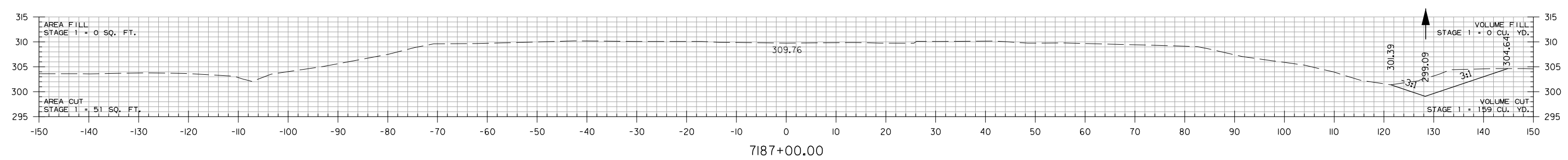
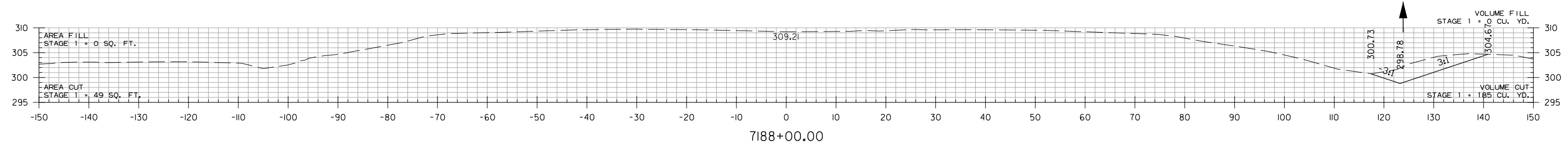
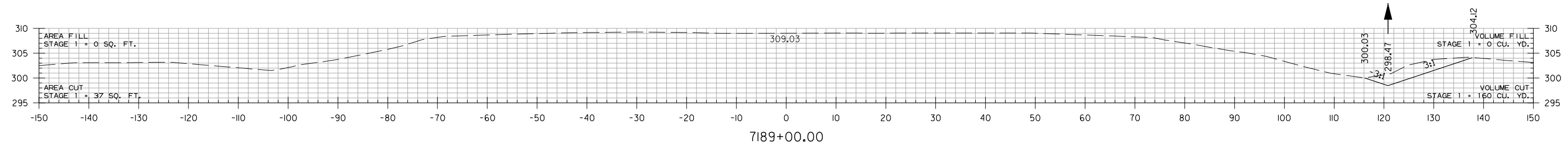
ARKANSAS STATE HIGHWAY COMMISSION

**WHEELCHAIR RAMPS
NEW CONSTRUCTION
AND ALTERATIONS**

STANDARD DRAWING WR-1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	132	176

2 CROSS SECTIONS



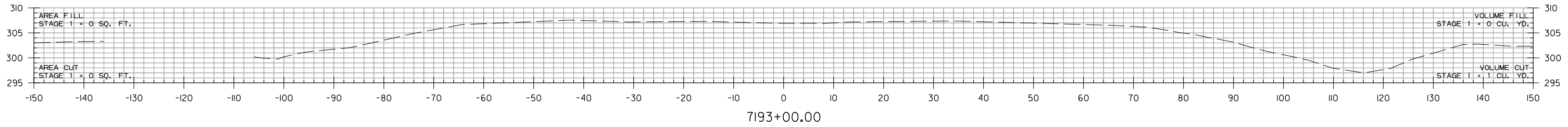
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 BEGIN SP. DT. RT. -0.31%
 ELEV. 299.39

I-40
 STA. 7186+11 TO STA. 7189+00

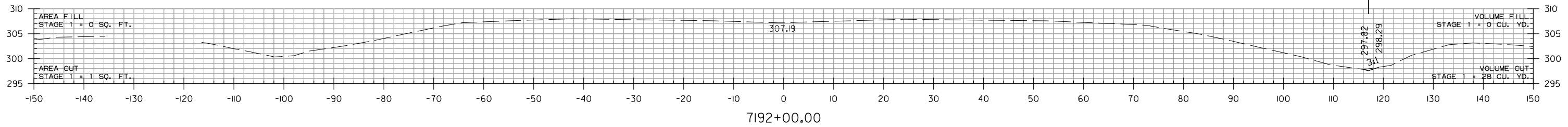
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 CM:Julien
 WORKSPACE: AHTD
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		080518	133	176

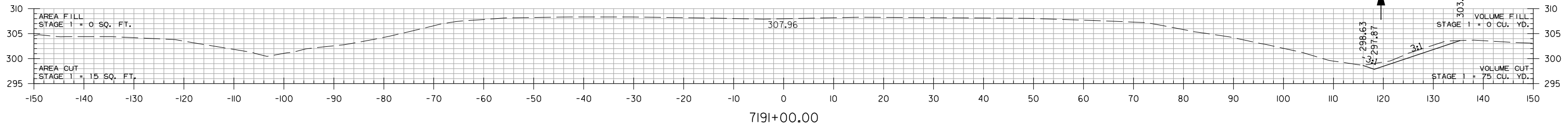
2 CROSS SECTIONS



STA. 7192+50
END SP. DT. RT. -0.31%
ELEV. 297.42

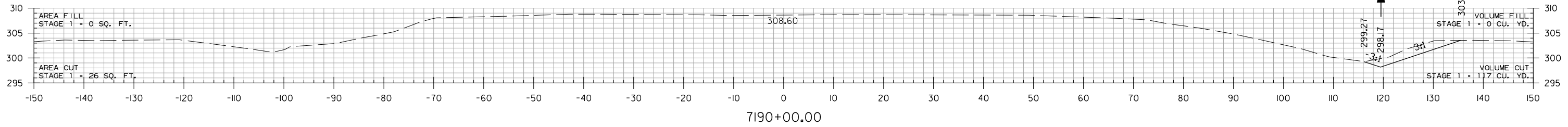


297.82
298.29



298.63
297.87

303.61



299.27
298.17

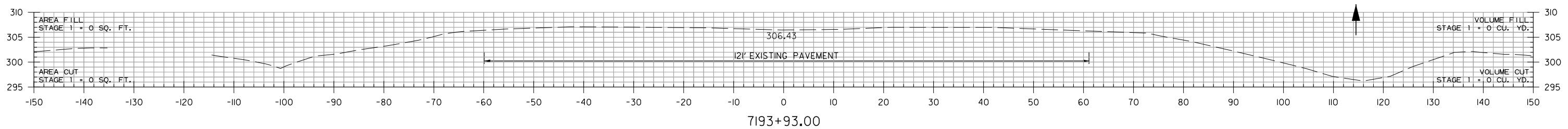
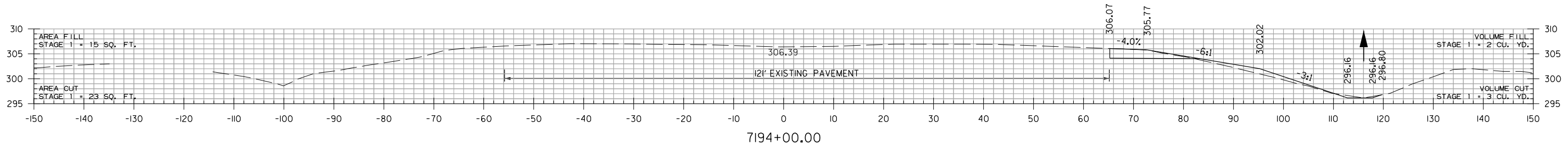
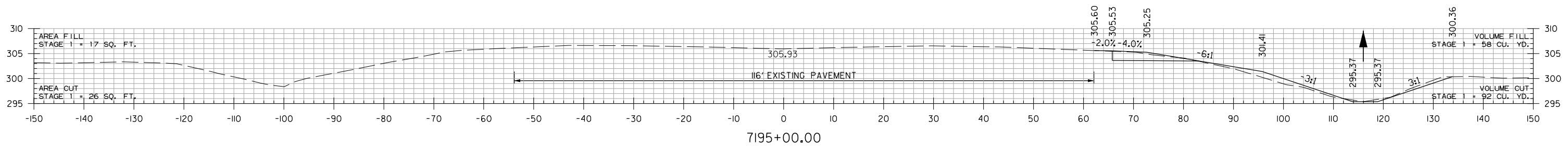
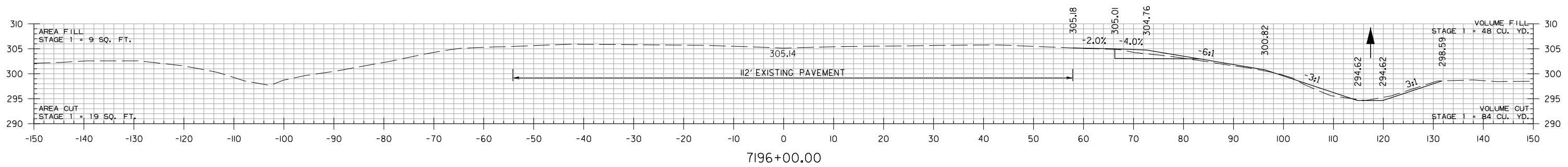
303.54

I-40
STA. 7190+00 TO STA. 7193+00

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REVISED DATE:

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				JOB NO.		080518	134	176

2 CROSS SECTIONS

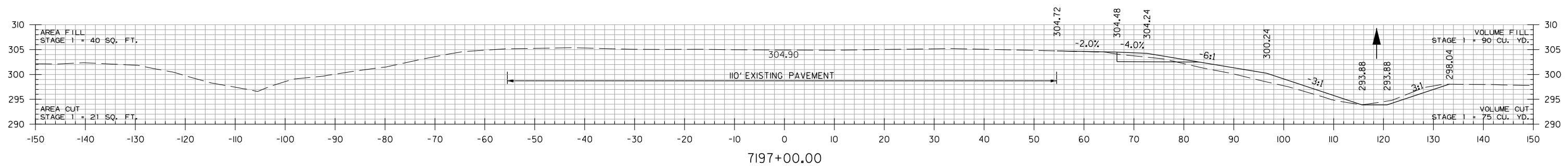
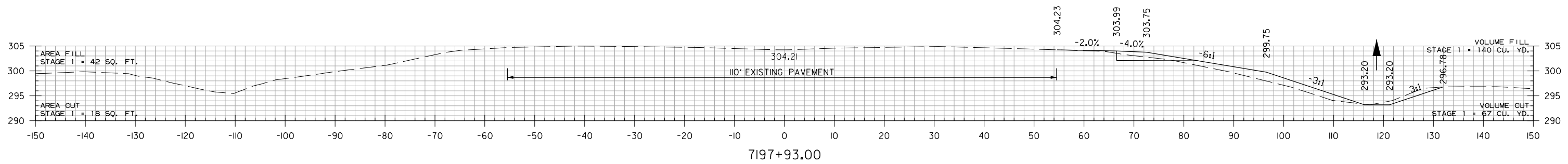
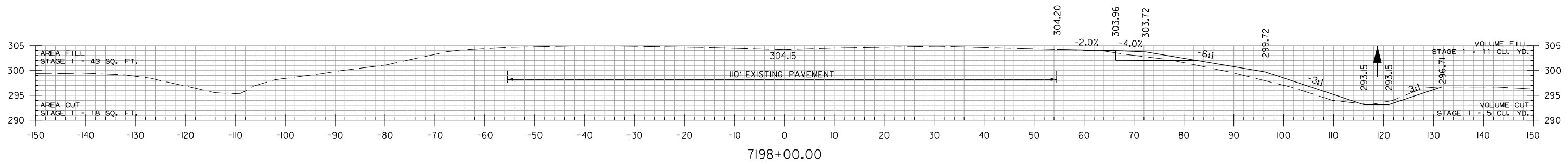
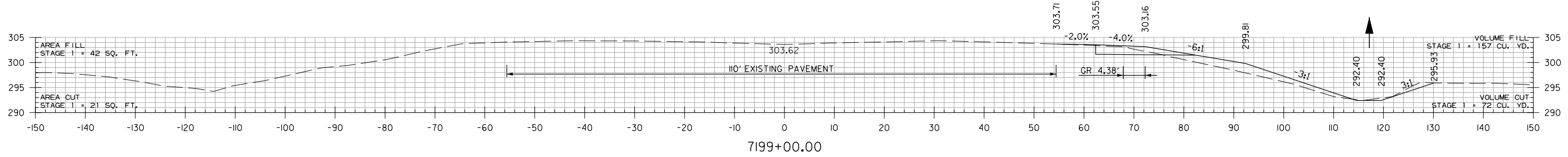


STA. 7193+93.00 BEGIN I-40

I-40
STA. 7193+93 TO STA. 7196+00

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 REVISION DATE:

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				JOB NO.	080518	135	176	
				2 CROSS SECTIONS				



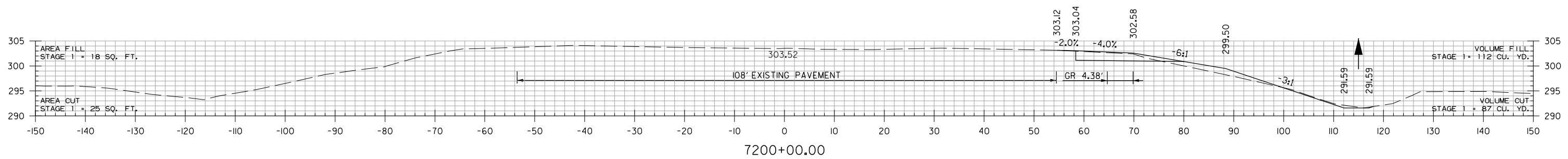
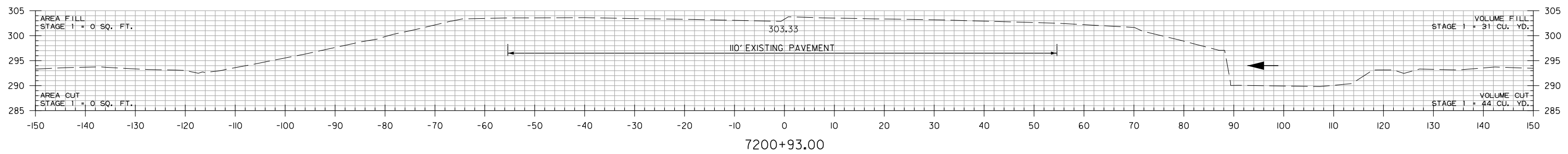
I-40
STA. 7197+00 TO STA. 7199+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	136	176

2 CROSS SECTIONS

STA. 7200+93.00 END I-40

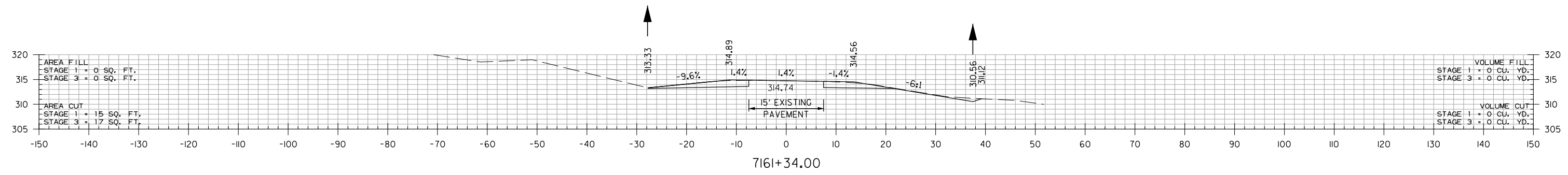
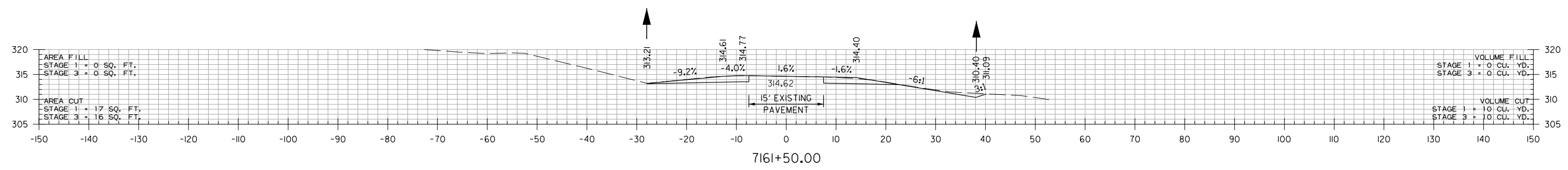
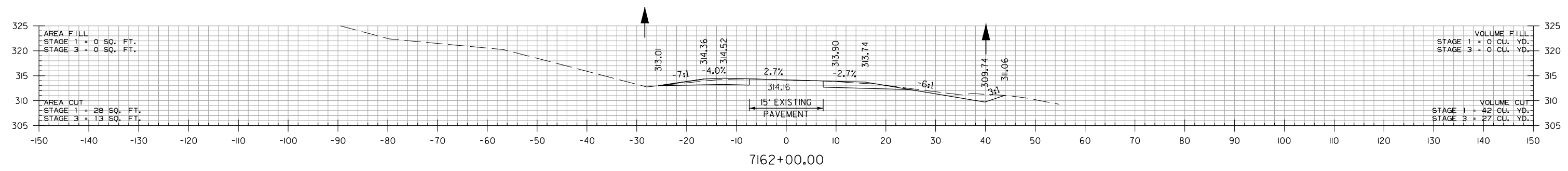
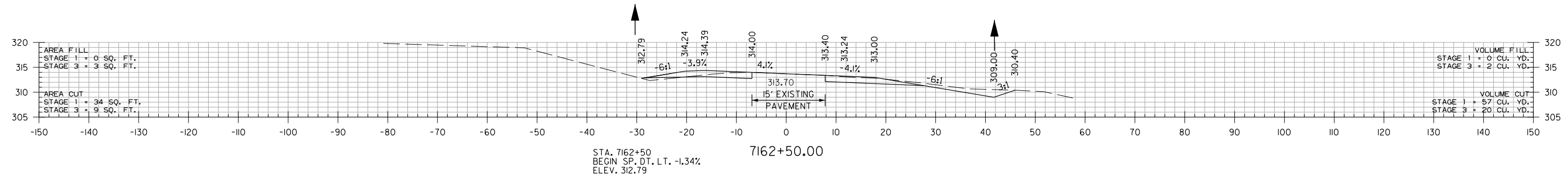


I-40
STA. 7200+00 TO STA. 7200+93

8/13/2015 6:44:43 AM
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REVISED DATE:

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2 CROSS SECTIONS



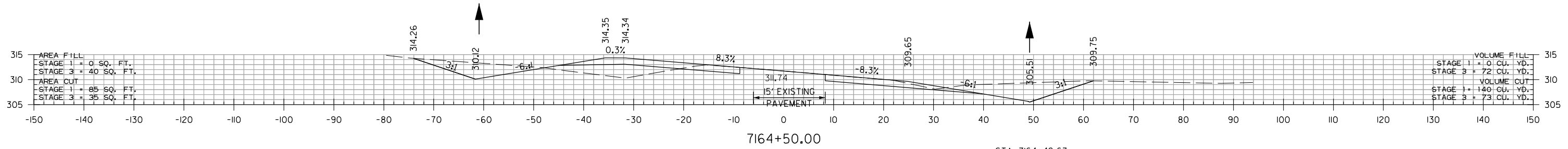
STA. 7161+34.00 BEGIN RAMP 1

RAMP 1
STA. 7161+34 TO STA. 7162+50

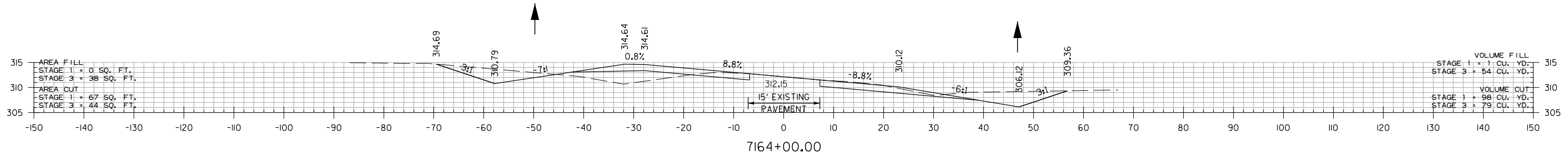
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	138	176

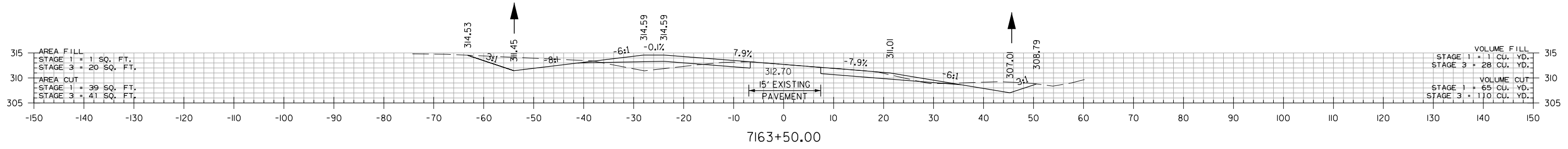
2 CROSS SECTIONS



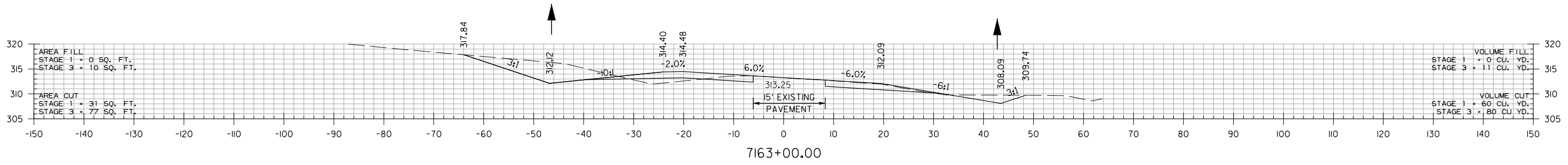
7164+50.00
 STA. 7164+42.63
 BEGIN SP. DT. RT. -0.07%
 ELEV. 305.51



7164+00.00



7163+50.00



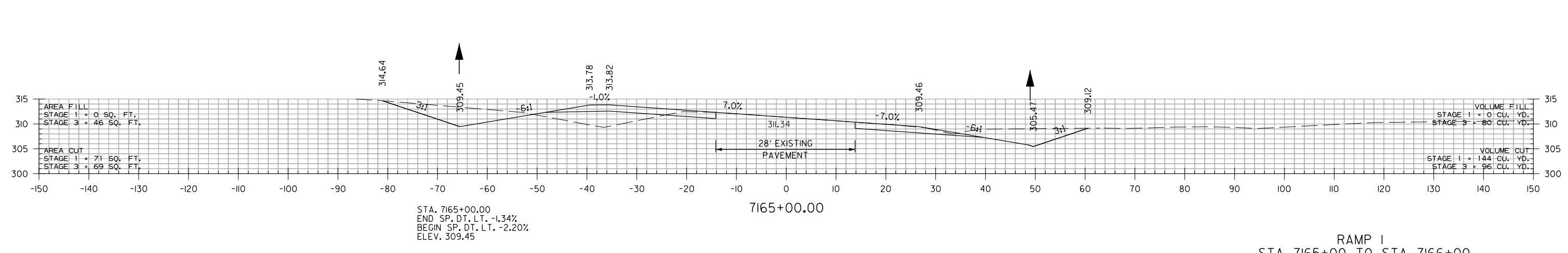
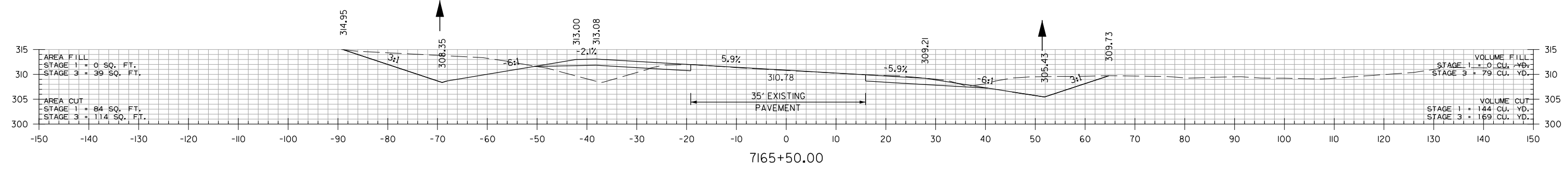
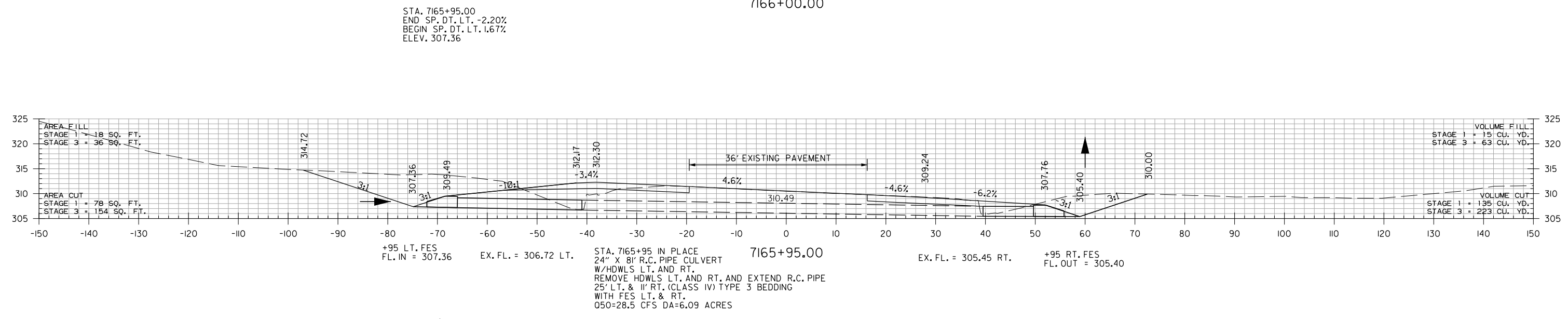
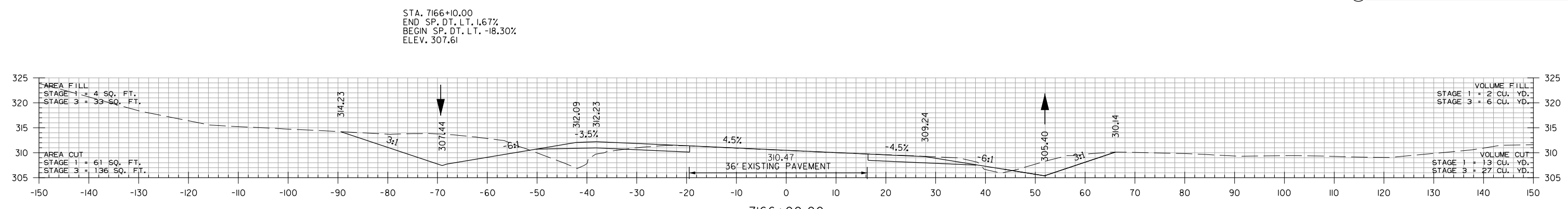
7163+00.00

RAMP I
 STA. 7163+00 TO STA. 7164+50

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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.			
						080518	139	176

2 CROSS SECTIONS



RAMP I
 STA. 7165+00 TO STA. 7166+00

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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						080518	140	176
(2)							CROSS SECTIONS	

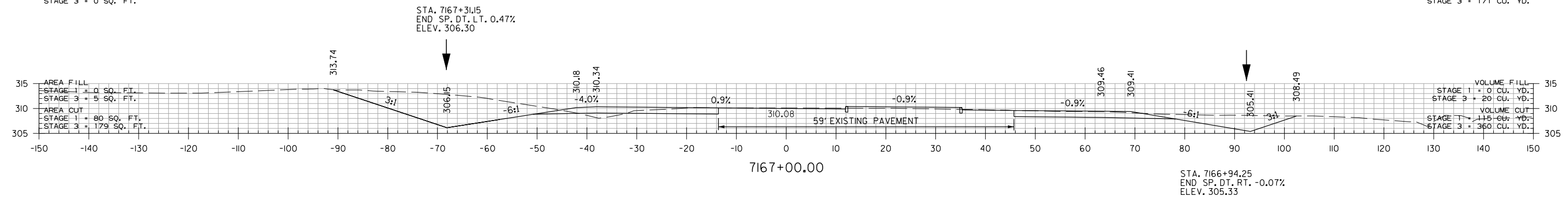
AREA FILL
STAGE 1 = 0 SQ. FT.
STAGE 3 = 0 SQ. FT.

AREA CUT
STAGE 1 = 0 SQ. FT.
STAGE 3 = 0 SQ. FT.

VOLUME FILL
STAGE 1 = 0 CU. YD.
STAGE 3 = 5 CU. YD.

VOLUME CUT
STAGE 1 = 77 CU. YD.
STAGE 3 = 171 CU. YD.

STA. 7167+51.77 END RAMP 1



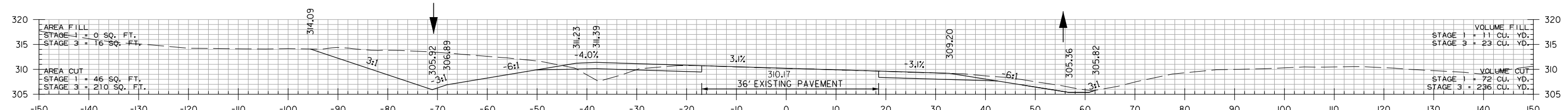
AREA FILL
STAGE 1 = 0 SQ. FT.
STAGE 3 = 16 SQ. FT.

AREA CUT
STAGE 1 = 46 SQ. FT.
STAGE 3 = 210 SQ. FT.

VOLUME FILL
STAGE 1 = 0 CU. YD.
STAGE 3 = 23 CU. YD.

VOLUME CUT
STAGE 1 = 72 CU. YD.
STAGE 3 = 236 CU. YD.

7166+50.00



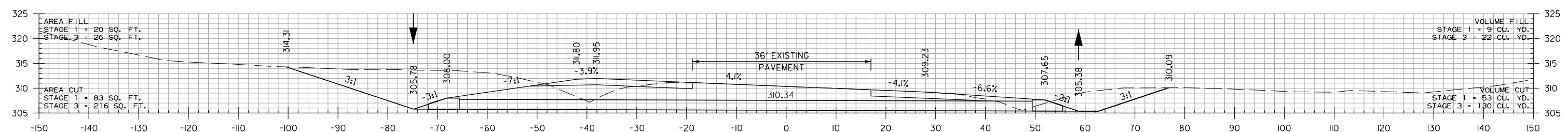
AREA FILL
STAGE 1 = 20 SQ. FT.
STAGE 3 = 26 SQ. FT.

AREA CUT
STAGE 1 = 83 SQ. FT.
STAGE 3 = 216 SQ. FT.

VOLUME FILL
STAGE 1 = 9 CU. YD.
STAGE 3 = 22 CU. YD.

VOLUME CUT
STAGE 1 = 53 CU. YD.
STAGE 3 = 130 CU. YD.

7166+20.00



STA. 7166+20.00
BEGIN SP. DT. LT. 0.47%
END SP. DT. LT. -18.30%
ELEV. 305.78

+20 LT. FES
FL. IN = 305.78

STA. 7166+20 CONSTRUCT
24" X 115' R.C. PIPE CULVERT
(CLASS IV) TYPE 3 BEDDING
WITH FES LT. & RT.
050=28.5 CFS DA=6.09 ACRES

+20 RT. FES
FL. OUT = 305.38

RAMP 1
STA. 7166+20 TO STA. 7167+52

8/13/2015 6:44:44 AM
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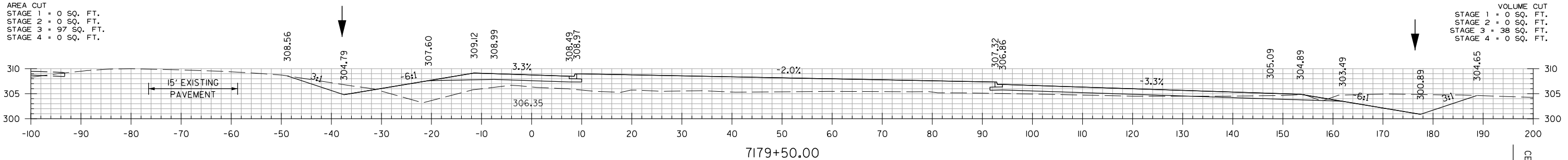
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				6	ARK.			
				JOB NO.	080518	141	176	
				2 CROSS SECTIONS				

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 325 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 97 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 112 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 38 SQ. FT.
 STAGE 4 = 0 SQ. FT.

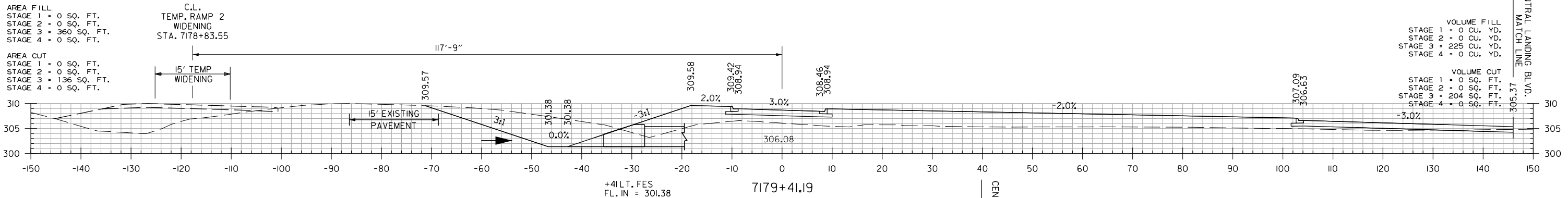


AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 360 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 136 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 225 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 204 SQ. FT.
 STAGE 4 = 0 SQ. FT.



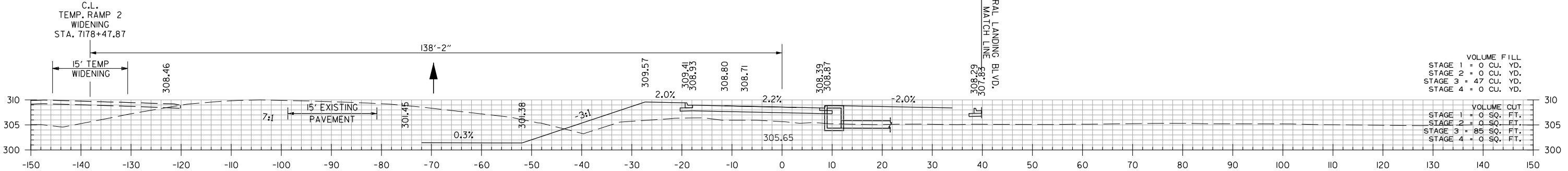
C.L. TEMP. RAMP 2 WIDENING
 STA. 7178+47.87

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 213 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 383 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 47 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 85 SQ. FT.
 STAGE 4 = 0 SQ. FT.

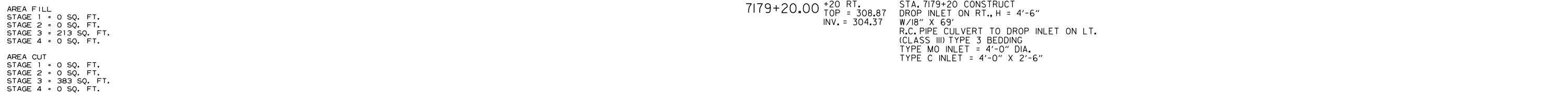


AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 213 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 383 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 47 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 85 SQ. FT.
 STAGE 4 = 0 SQ. FT.



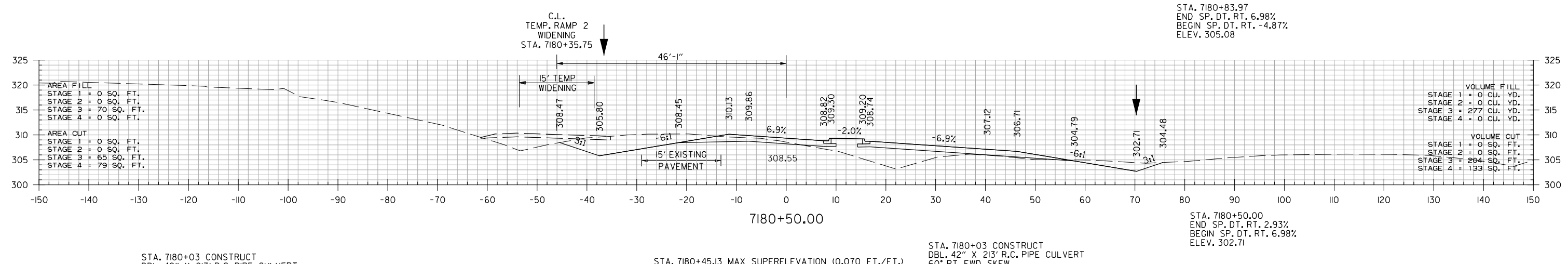
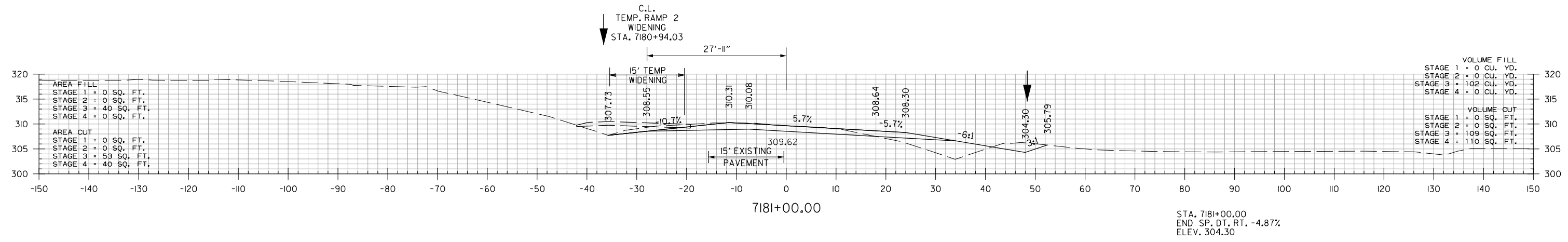
STA. 7179+08.04 BEGIN SUPERELEVATION
 STA. 7179+08.04 BEGIN RAMP 2

RAMP 2
 STA. 7179+08 TO STA. 7179+50

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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.	080518	142	176	

2 CROSS SECTIONS

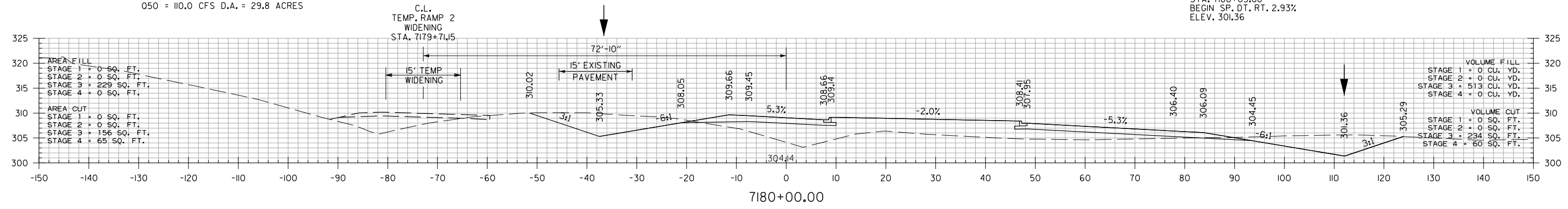


STA. 7180+03 CONSTRUCT
 DBL. 42" X 213' R.C. PIPE CULVERT
 30° RT. FWD. SKEW
 (CLASS III) (TYPE 2 BEDDING) WITH
 FES LT. & RT.
 Q50 = 110.0 CFS D.A. = 29.8 ACRES

STA. 7180+45.13 MAX SUPERELEVATION (0.070 FT./FT.)

STA. 7180+03 CONSTRUCT
 DBL. 42" X 213' R.C. PIPE CULVERT
 60° RT. FWD. SKEW
 (CLASS III) (TYPE 2 BEDDING) WITH
 FES LT. & RT.
 Q50 = 110.0 CFS D.A. = 29.8 ACRES

STA. 7180+03.88
 BEGIN SP. DT. RT. 2.93%
 ELEV. 301.36

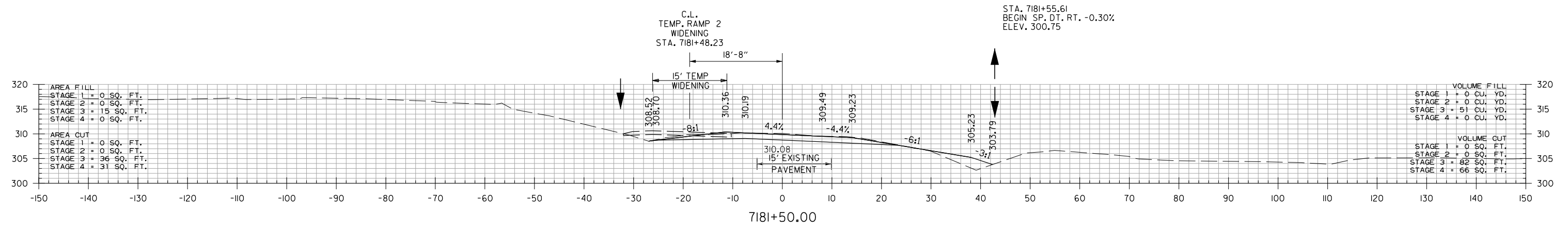
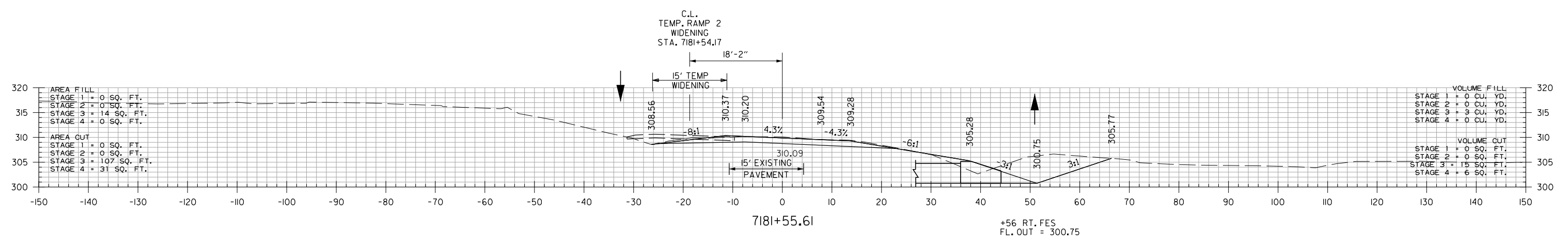
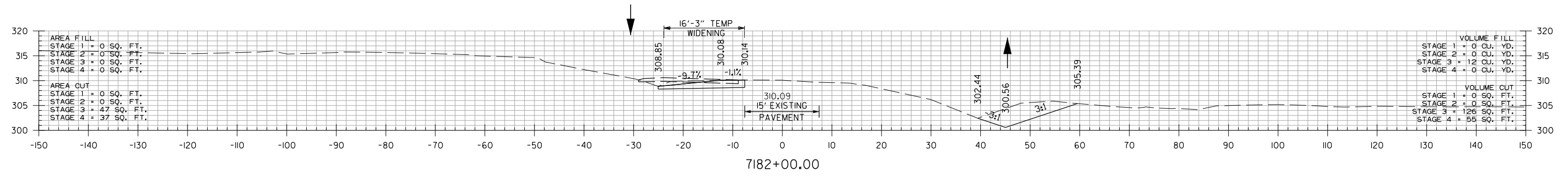
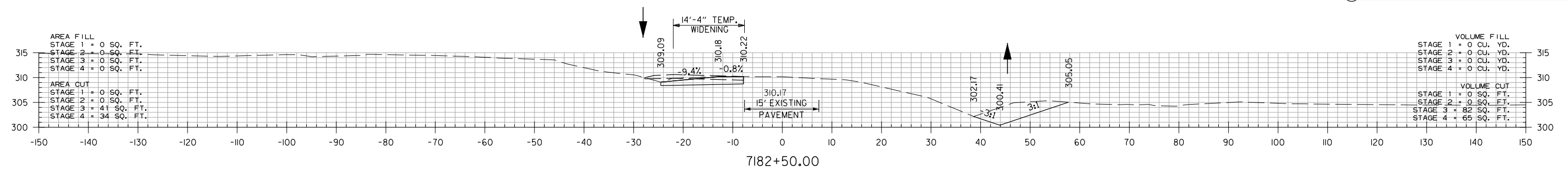


RAMP 2
 STA. 7180+00 TO STA. 7181+00

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 REVISION 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.		080518	143	176

2 CROSS SECTIONS

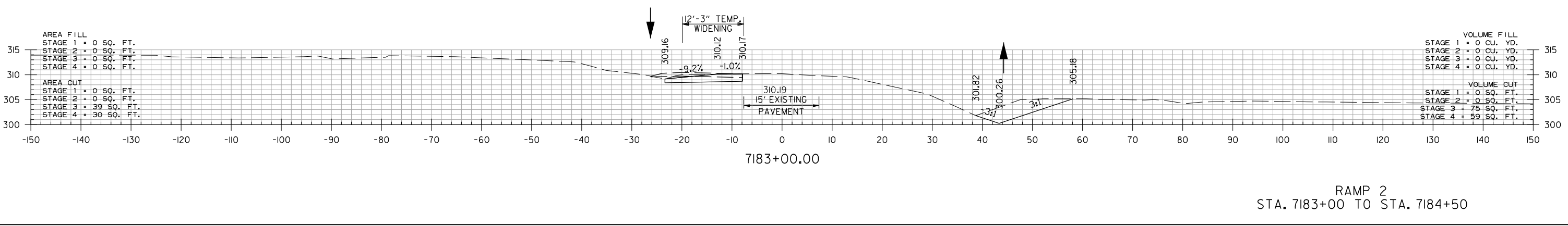
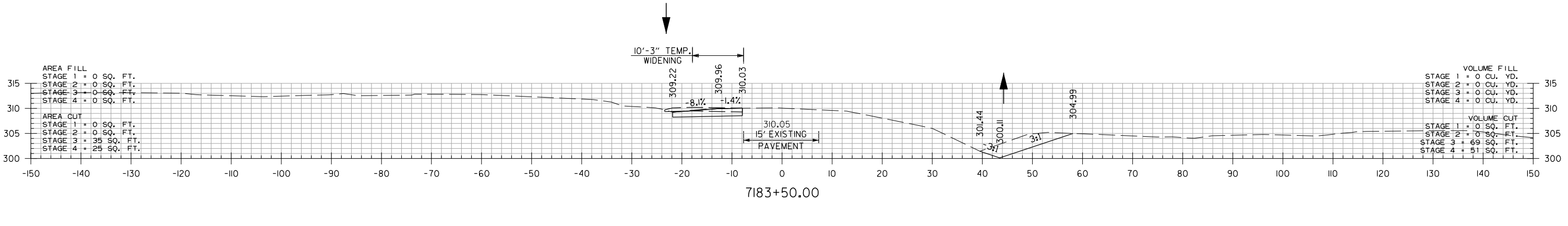
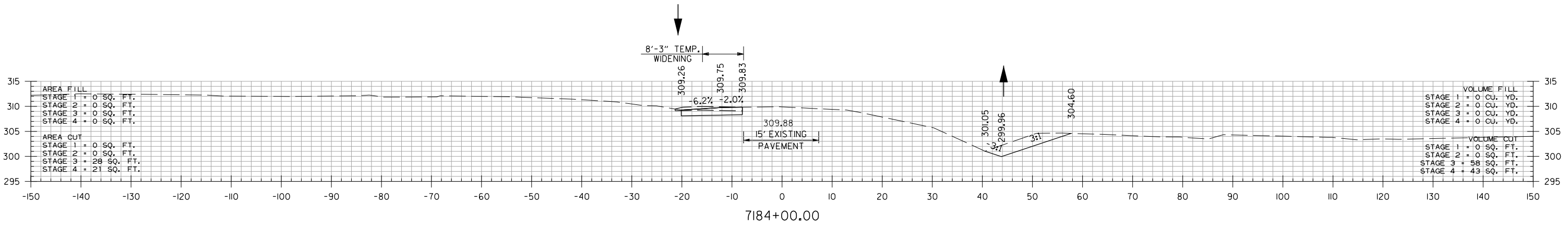
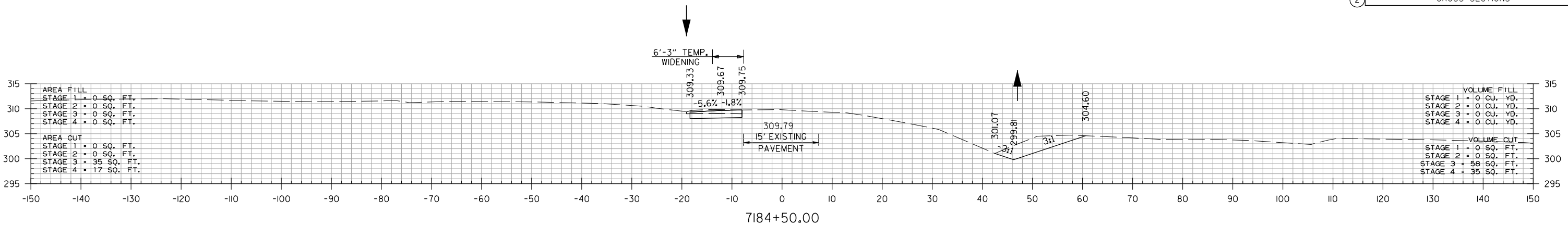


RAMP 2
 STA. 7181+50 TO STA. 7182+50

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	144	176
JOB NO.							CROSS SECTIONS	

2



RAMP 2
 STA. 7183+00 TO STA. 7184+50

8/13/2015 6:44:44 AM
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 REVISION 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.		080518	145	176

2 CROSS SECTIONS

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

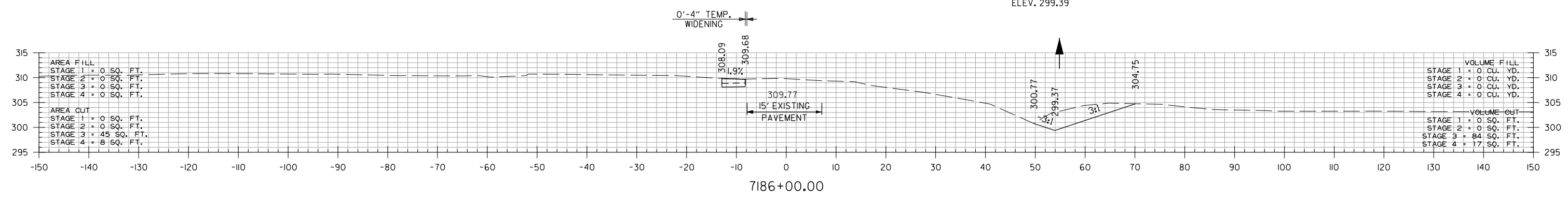
AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 8 SQ. FT.
 STAGE 4 = 1 SQ. FT.

STA. 7186+09.82 END RAMP 2

STA. 7186+09.82
 END SP. DT. RT. -0.30%
 ELEV. 299.39



AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

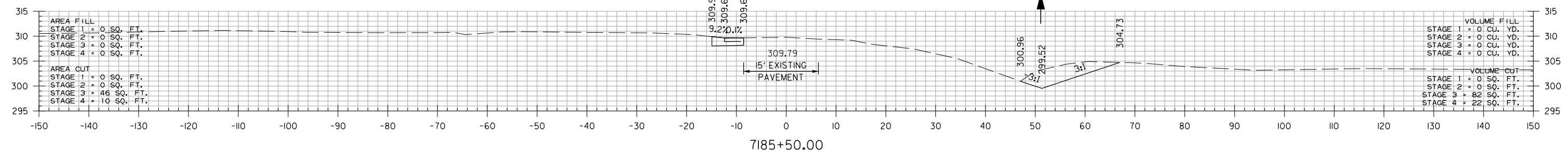
AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 45 SQ. FT.
 STAGE 4 = 8 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 84 SQ. FT.
 STAGE 4 = 17 SQ. FT.

7186+00.00

1'-4" TEMP. WIDENING



AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

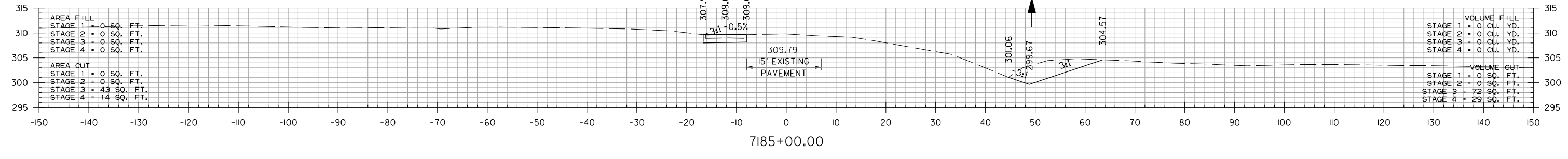
AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 46 SQ. FT.
 STAGE 4 = 10 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 82 SQ. FT.
 STAGE 4 = 22 SQ. FT.

7185+50.00

4'-0" TEMP. WIDENING



AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 43 SQ. FT.
 STAGE 4 = 14 SQ. FT.

VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 72 SQ. FT.
 STAGE 4 = 29 SQ. FT.

7185+00.00

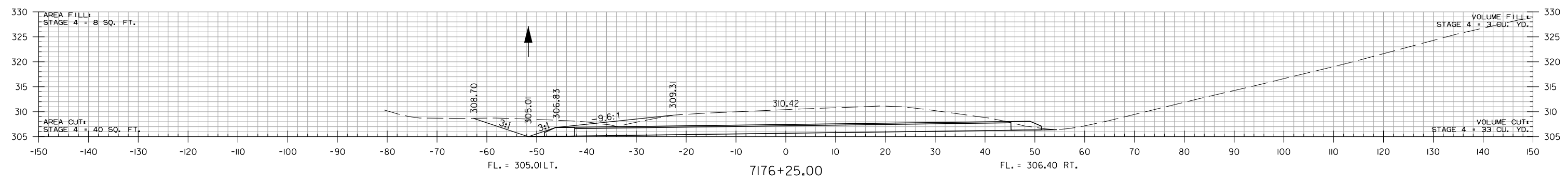
STA. 7181+84.87 MATCH EXISTING (0.036 FT./FT.)

RAMP 2
 STA. 7185+00 TO STA. 7186+10

8/13/2015 6:44:45 AM
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 REVISION DATE:

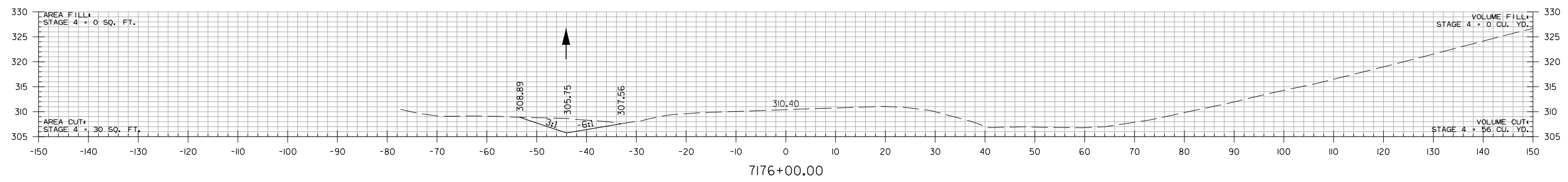
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	146	176

2 CROSS SECTIONS



STA. 7176+25.00
 END SP. DT. LT. -2.95%
 BEGIN SP. DT. LT. -0.30%
 ELEV. 305.01

STA. 7176+25 CONSTRUCT
 29" X 18" X 88' R.C. ARCH PIPE CULVERT
 (CLASS III) TYPE 3 BEDDING
 WITH FES LT. & RT.
 Q50=36 CFS DA=8.62 ACRES



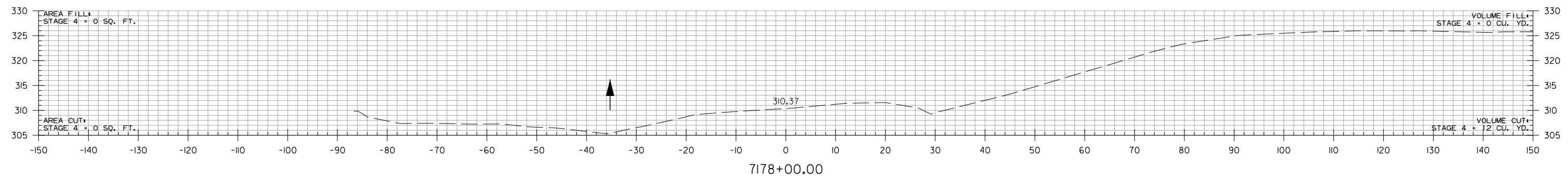
STA. 7175+00.00
 BEGIN SP. DT. LT. -2.95%
 ELEV. 308.70

RAMP 3
 STA. 7175+00 TO STA. 7176+25

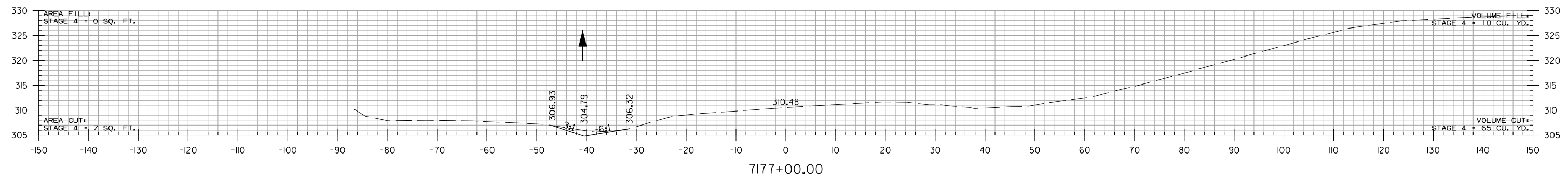
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	147	176

2 CROSS SECTIONS



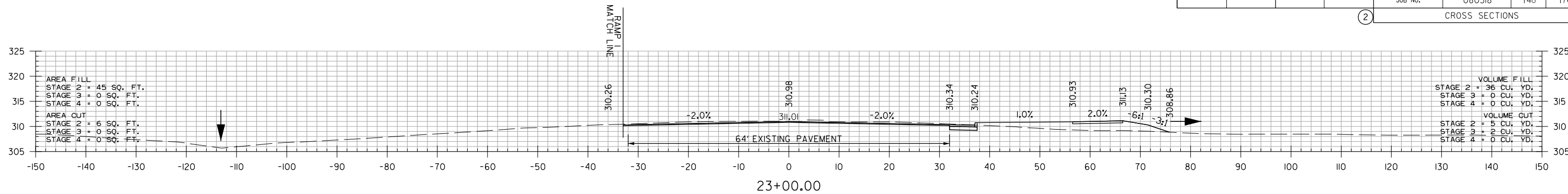
STA. 7177+60.00
 END SP. DT. L.T. -0.30%
 ELEV. 304.60



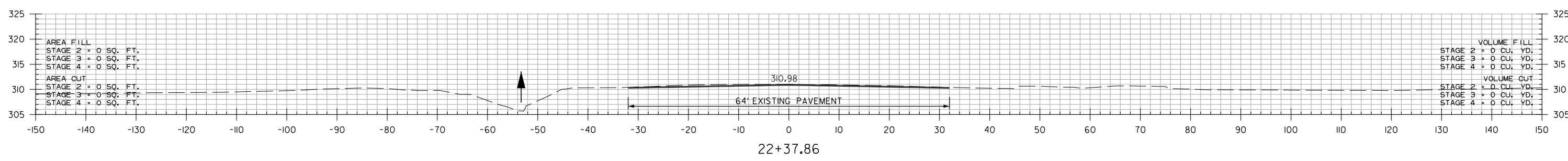
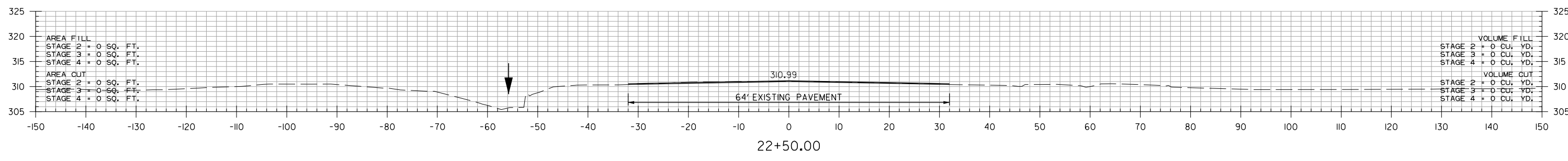
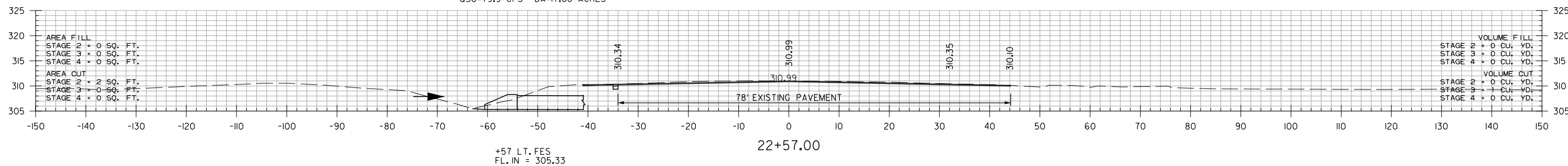
RAMP 3
 STA. 7177+00 TO STA. 7178+00

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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	ARK.			
						080518	148	176
				(2) CROSS SECTIONS				



STA. 22+77 IN PLACE
 24" X 132' R.C. PIPE CULVERT
 REMOVE
 STA. 22+85 CONSTRUCT
 DBL. 51" X 31" X 145' R.C. ARCH PIPE
 25' RT. FWD. SKEW
 (CLASS III) TYPE 3 BEDDING
 W/FES LT. & RT.
 Q50=79.9 CFS DA=17.68 ACRES

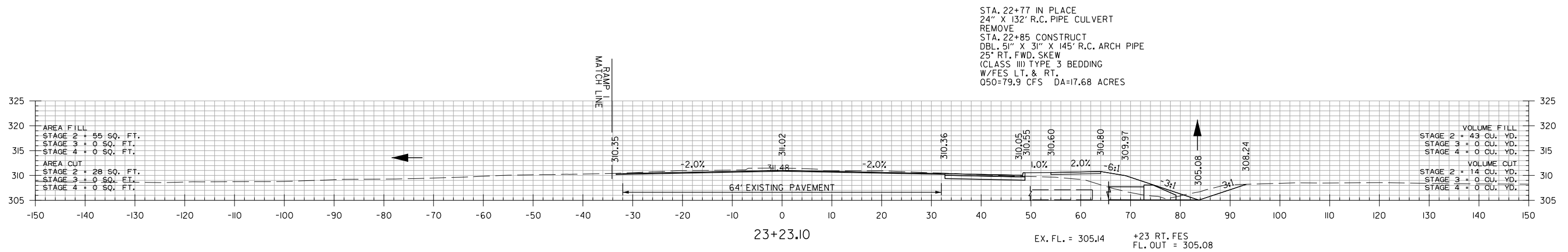
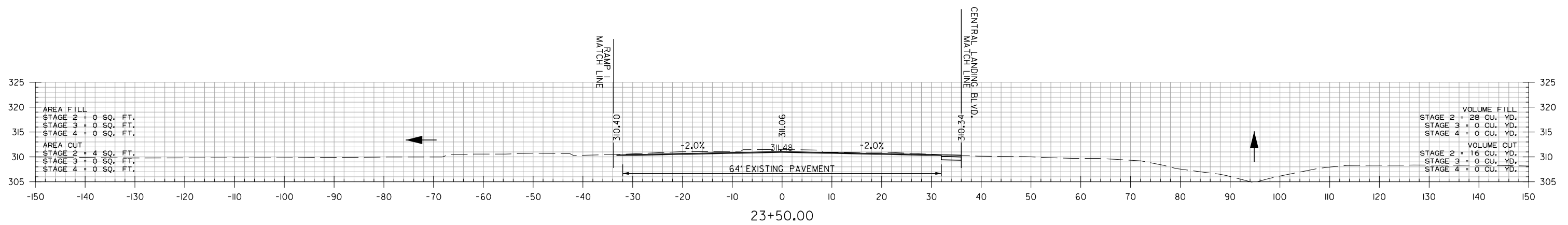
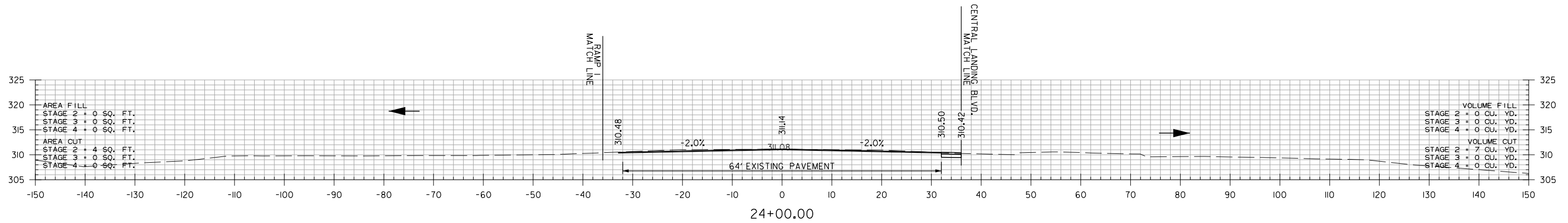
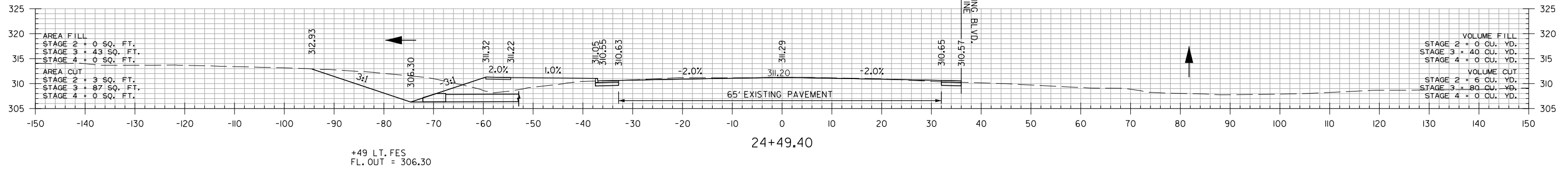


STA. 22+37.86 BEGIN HWY. 64

HWY. 64
 STA. 22+38 TO STA. 23+00

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	149	176
				(2) CROSS SECTIONS				



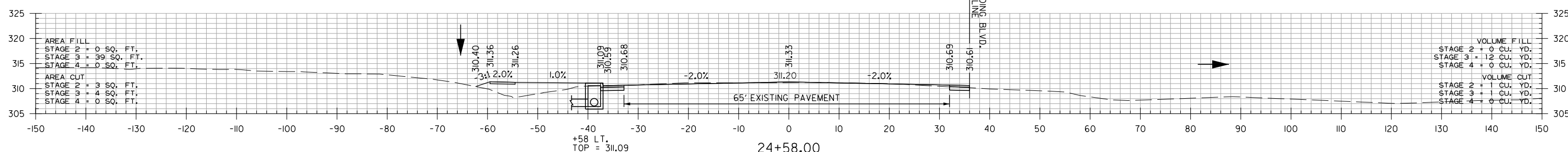
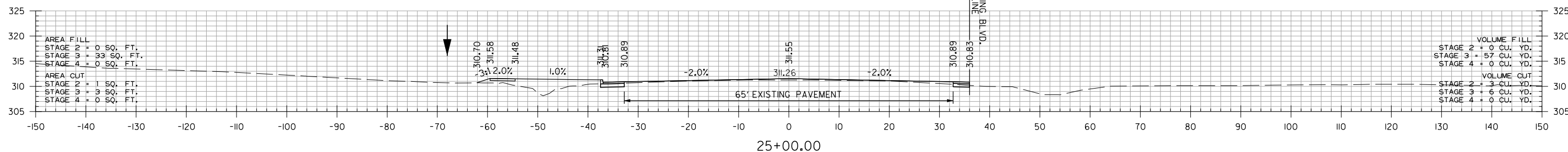
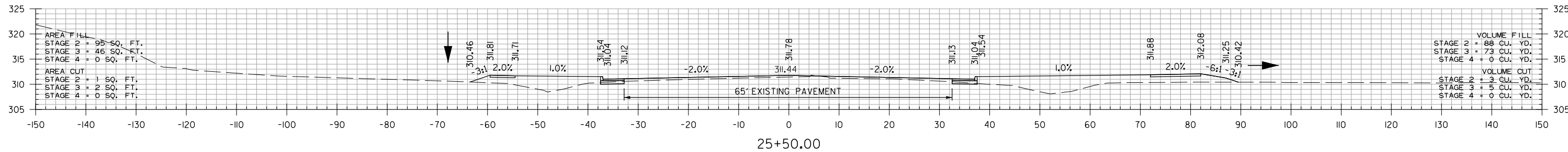
STA. 22+77 IN PLACE
24" X 132' R.C. PIPE CULVERT
REMOVE
STA. 22+85 CONSTRUCT
DBL. 51" X 31" X 145' R.C. ARCH PIPE
25° RT. FWD. SKEW
(CLASS III) TYPE 3 BEDDING
W/FES LT. & RT.
Q50=79.9 CFS DA=17.68 ACRES

HWY. 64
STA. 23+23 TO STA. 24+49

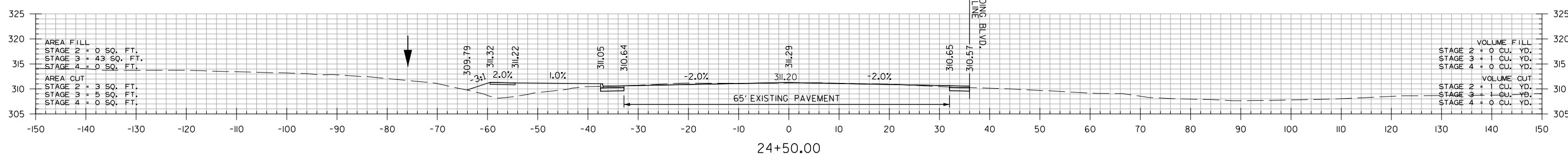
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080518	150	176	

2 CROSS SECTIONS



STA. 24+58 CONSTRUCT
DROP INLET ON LT., H = 4'-8"
W/18" X 28"
R.C. PIPE CULVERT TO FES ON LT.
(CLASS III) TYPE 3 BEDDING
TYPE M0 INLET = 4'-0" DIA.
TYPE C INLET = 4'-0" X 2'-6"

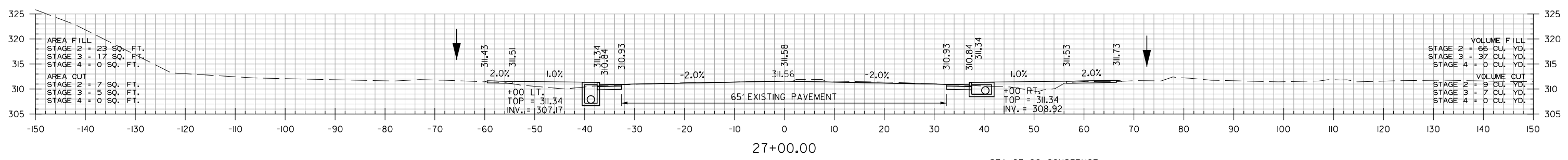
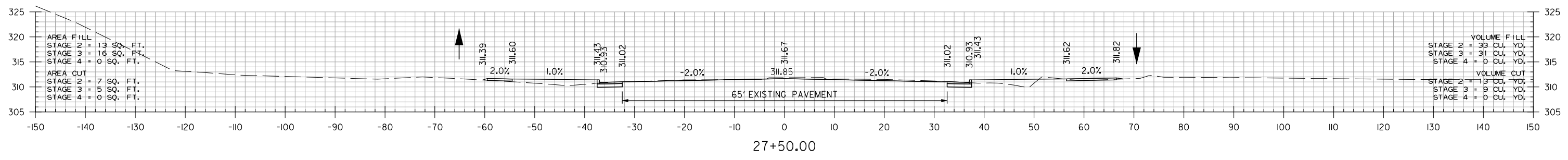


HWY. 64
STA. 24+50 TO STA. 25+50

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REVISED DATE:

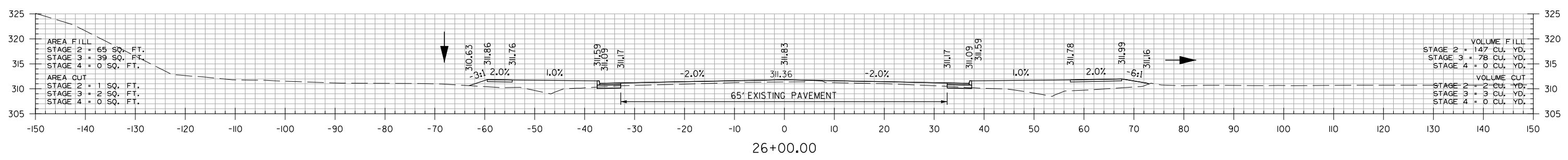
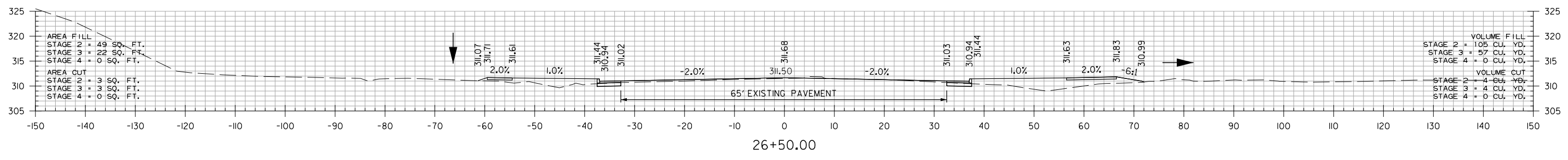
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	151	176

2 CROSS SECTIONS



STA. 27+00 CONSTRUCT
 DROP INLET ON LT., H = 4'-2"
 W/DBL. 4' EXT. AND 18" X 238'
 R.C. PIPE CULVERT TO DROP INLET ON LT.
 (CLASS III) TYPE 3 BEDDING
 TYPE M0 INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"

STA. 27+00 CONSTRUCT
 DROP INLET ON RT., H = 2'-5"
 W/DBL. 4' EXT. AND 18" X 296'
 R.C. PIPE CULVERT TO DROP INLET ON RT.
 (CLASS III) TYPE 3 BEDDING
 TYPE M0 INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 4'-0"

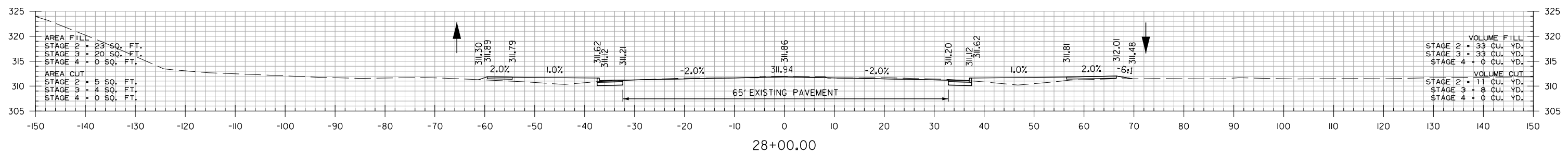
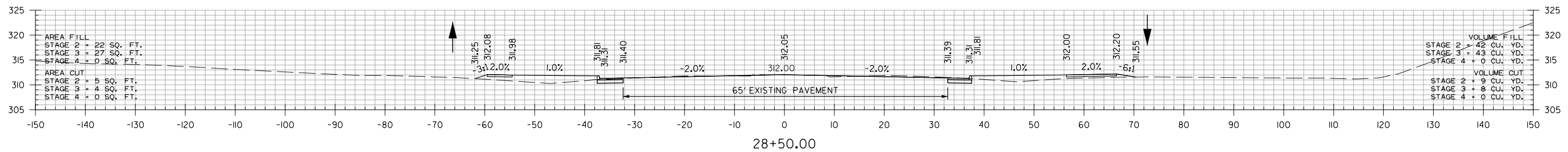
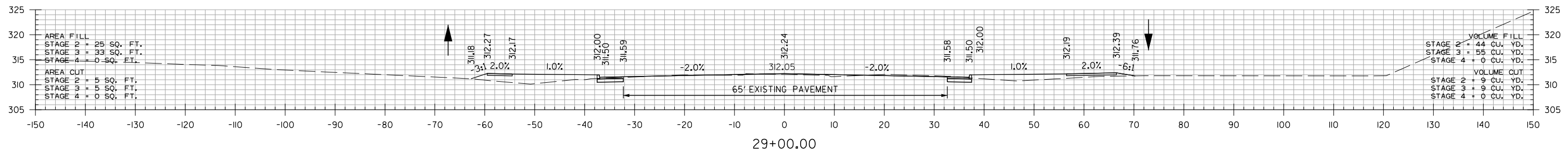
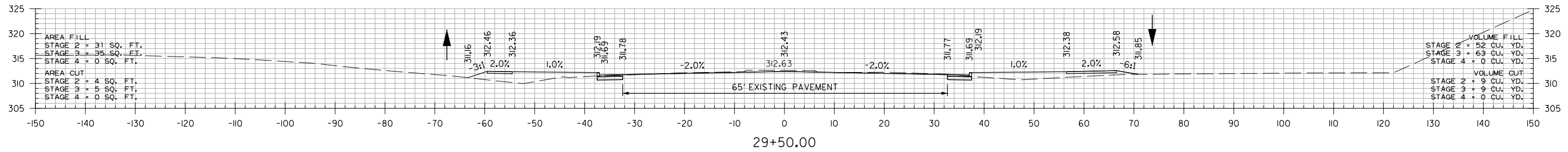


HWY. 64
 STA. 26+00 TO STA. 27+50

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	152	176
				JOB NO.		080518	152	176

2 CROSS SECTIONS

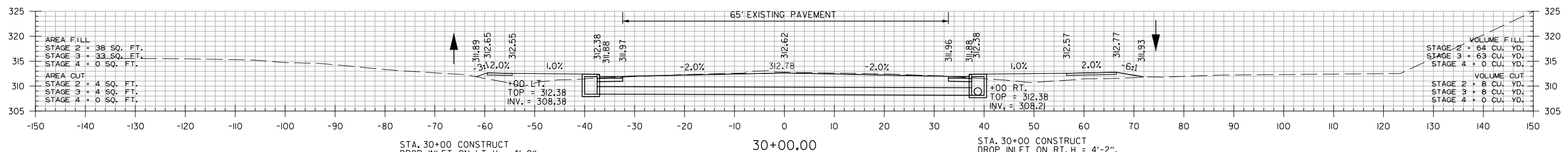
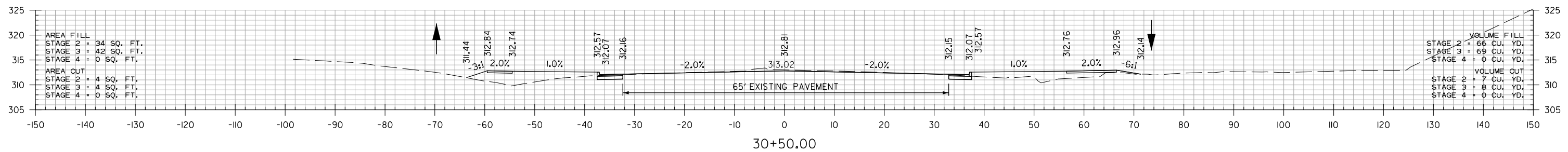
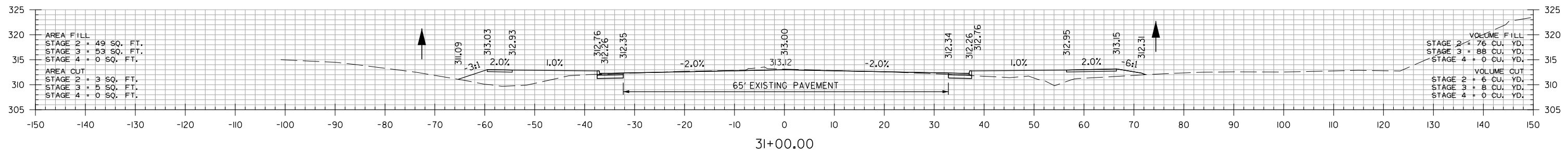
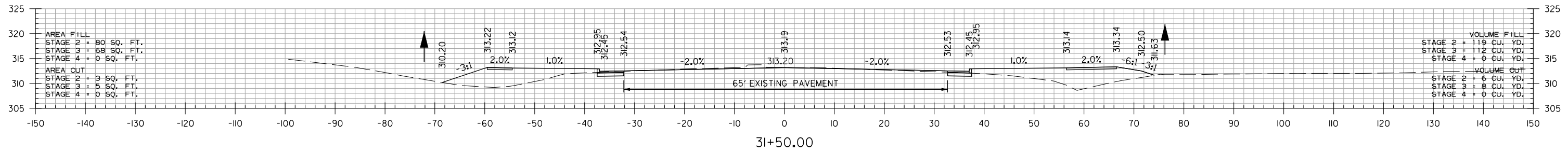


HWY. 64
 STA. 28+00 TO STA. 29+50

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	153	176
				JOB NO.		080518	153	176

2 CROSS SECTIONS

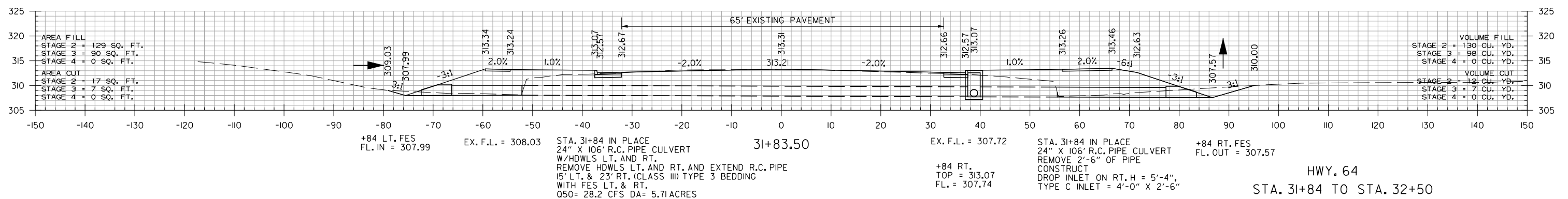
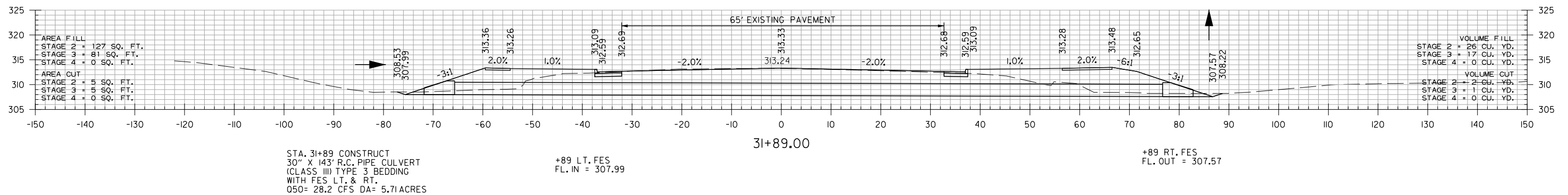
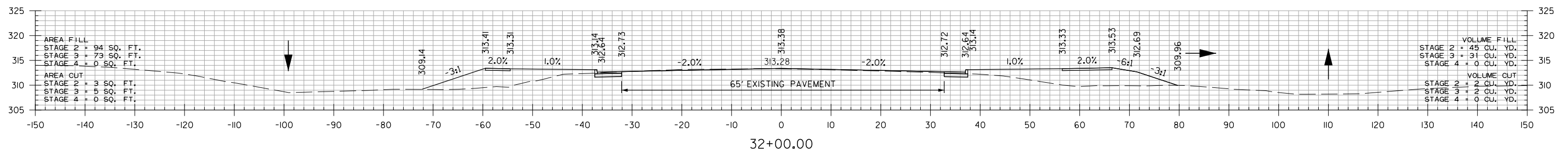
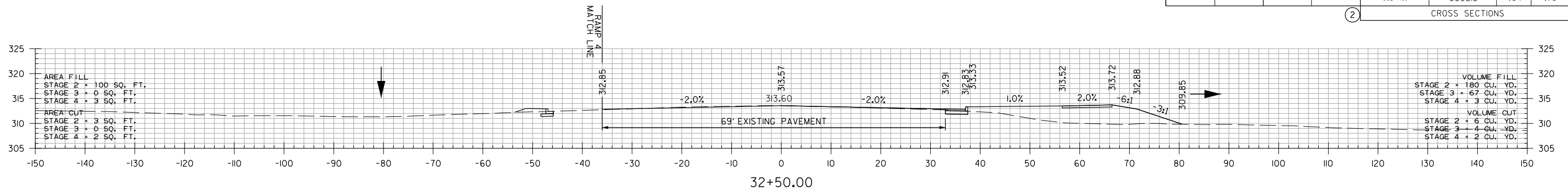


STA. 30+00 CONSTRUCT
 DROP INLET ON LT. H = 4'-0",
 W/4' EXT. AND 18" X 74"
 R.C. PIPE CULVERT TO DROP INLET ON RT.
 (CLASS III) TYPE 3 BEDDING
 TYPE MO INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"

STA. 30+00 CONSTRUCT
 DROP INLET ON RT. H = 4'-2",
 W/4' EXT. AND 18" X 180"
 R.C. PIPE CULVERT TO DROP INLET ON RT.
 (CLASS III) TYPE 3 BEDDING
 TYPE MO INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"

HWY. 64
 STA. 30+00 TO STA. 31+50

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	154	176
				JOB NO.		080518	154	176
				(2) CROSS SECTIONS				



HWY. 64
STA. 31+84 TO STA. 32+50

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.		080518	155	176

2 CROSS SECTIONS

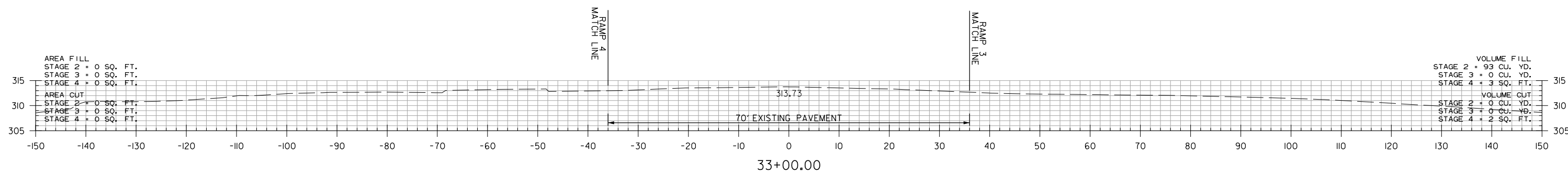
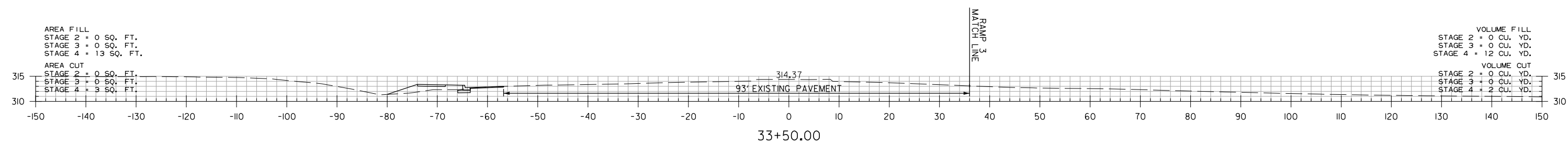
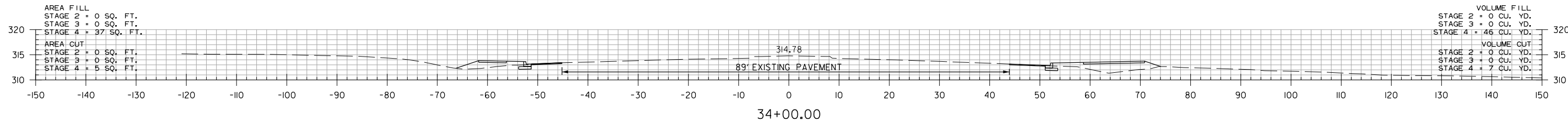
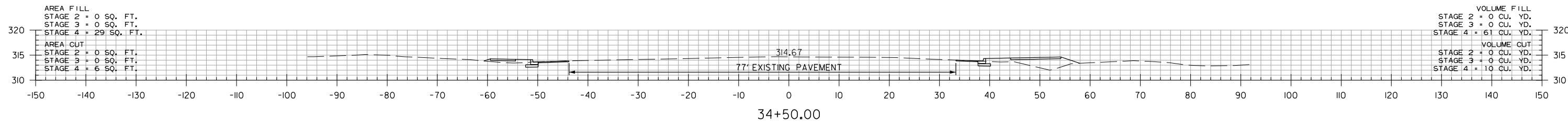
AREA FILL
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 0 SQ. FT.

VOLUME FILL
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 3 CU. YD.

VOLUME CUT
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 1 CU. YD.

STA. 34+55.71 END HWY. 64

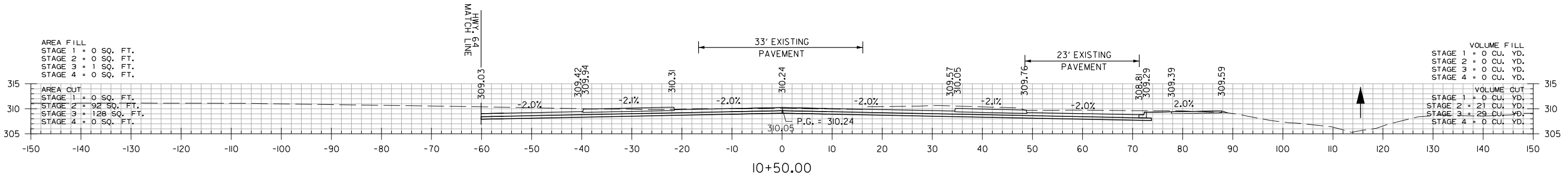
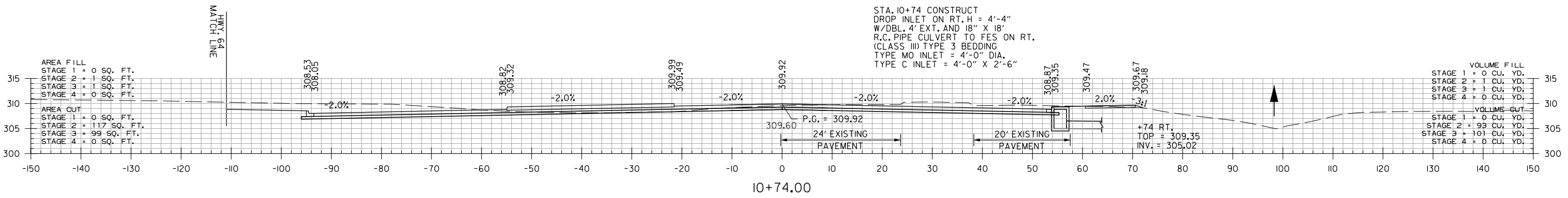
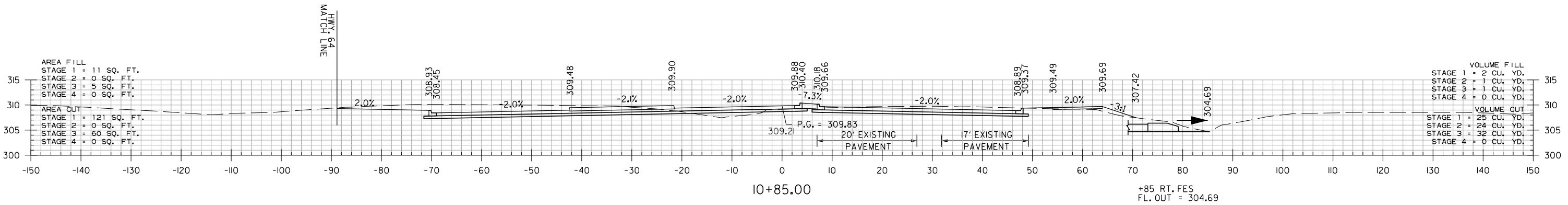


HWY. 64
 STA. 33+00 TO STA. 34+56

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	156	176
				JOB NO.		080518	156	176

2 CROSS SECTIONS

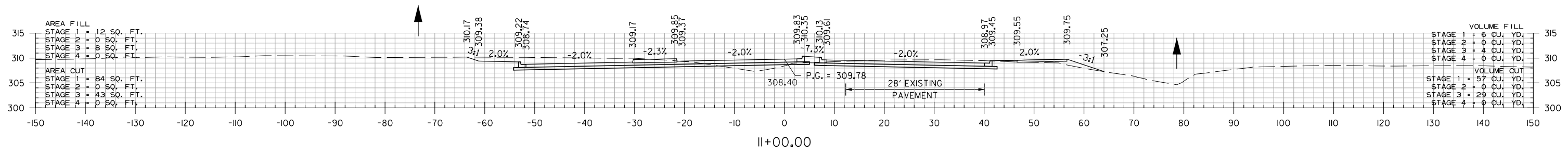
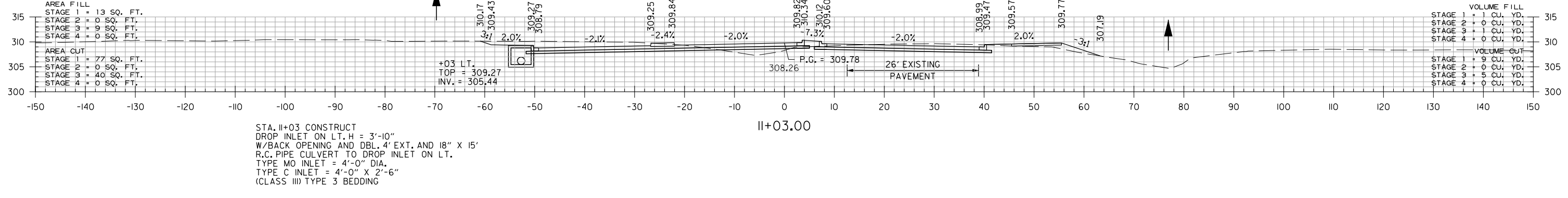
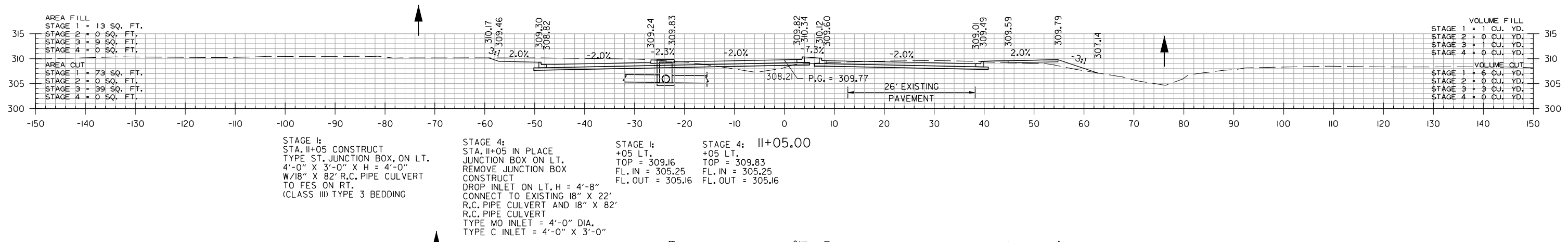
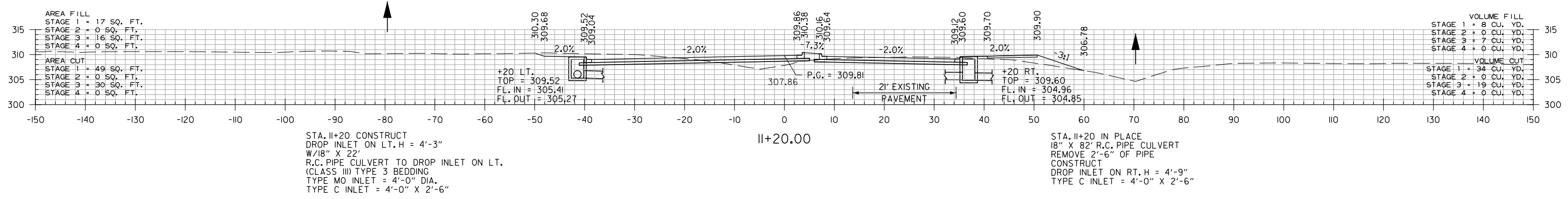


STA. 10+37.84 BEGIN CENTRAL LANDING BLVD.

CENTRAL LANDING BLVD.
STA. 10+38 TO STA. 10+85

8/13/2015 6:44:47 AM
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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	ARK.	080518	157	176
				JOB NO.		080518	157	176
				2 CROSS SECTIONS				

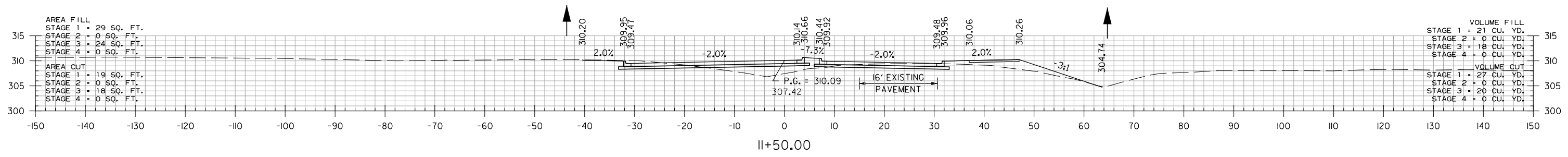
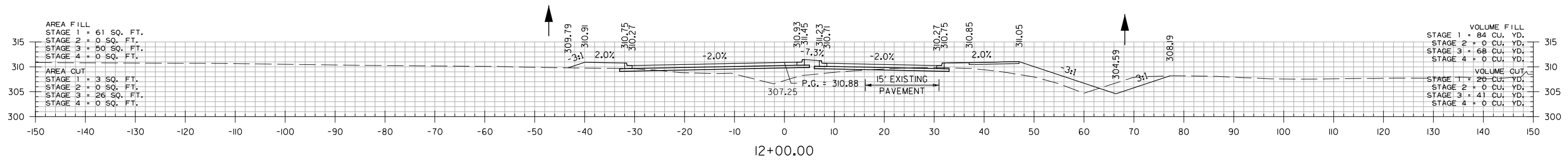
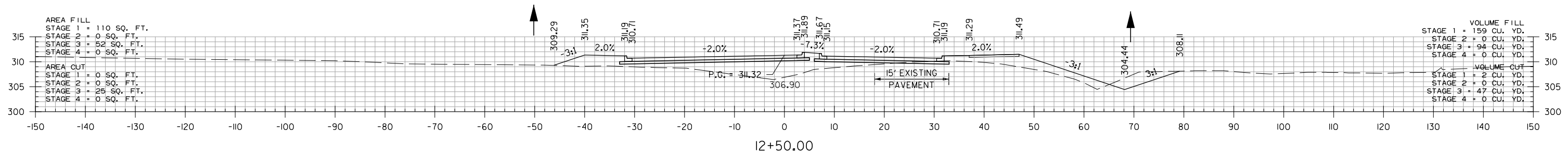


CENTRAL LANDING BLVD.
 STA. II+00 TO STA. II+20

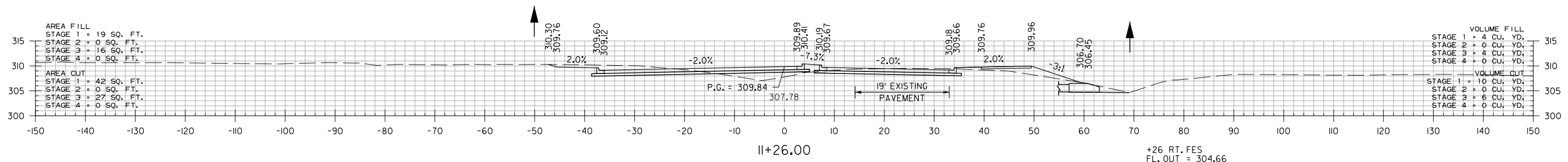
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 CM/Cullen
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	158	176
				JOB NO.		080518	158	176

2 CROSS SECTIONS



STA. 11+48.00
 BEGIN SP. DT. RT. -0.30%
 ELEV. 304.75



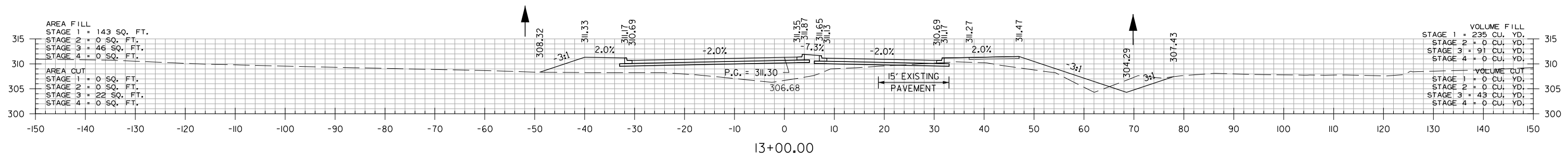
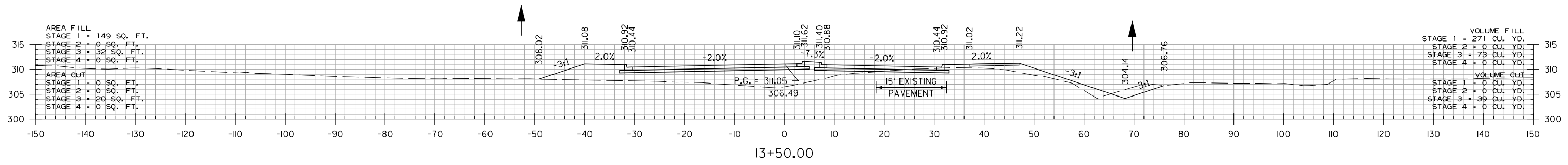
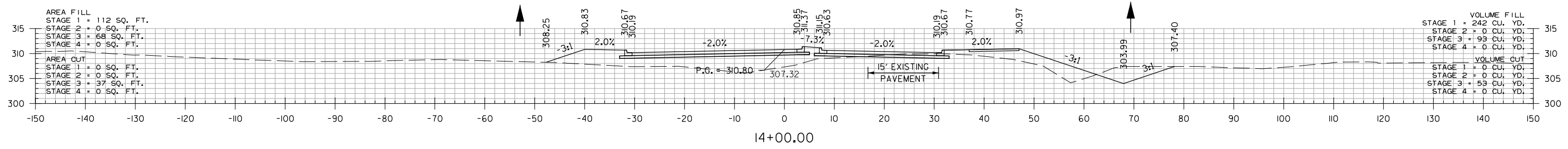
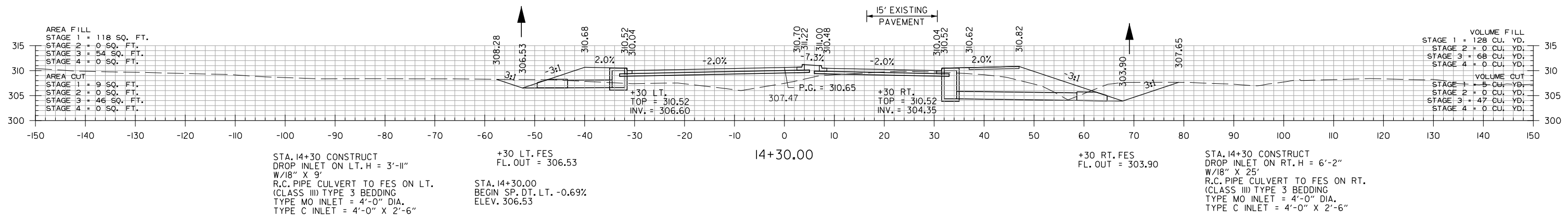
+26 RT. FES
 FL. OUT = 304.66

CENTRAL LANDING BLVD.
 STA. 11+26 TO STA. 12+50

8/13/2015 6:44:48 AM
 CM:Julien
 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	ARK.			
				JOB NO.		080518	159	176

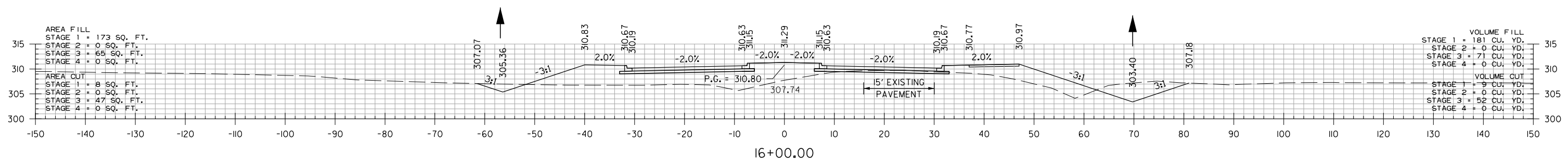
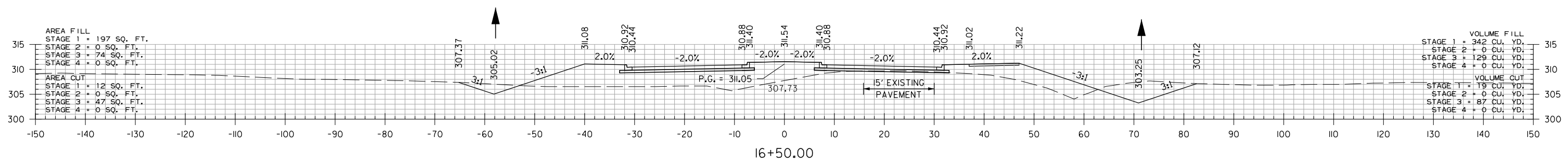
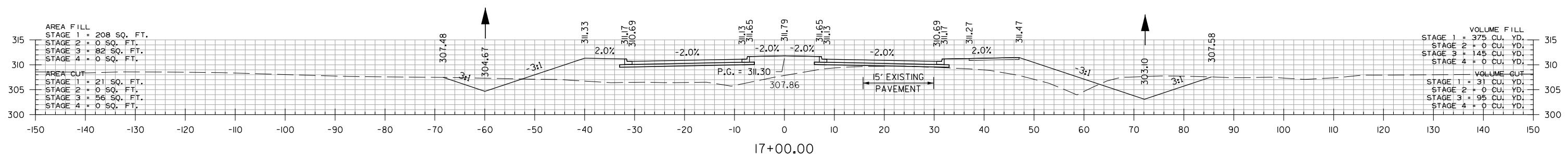
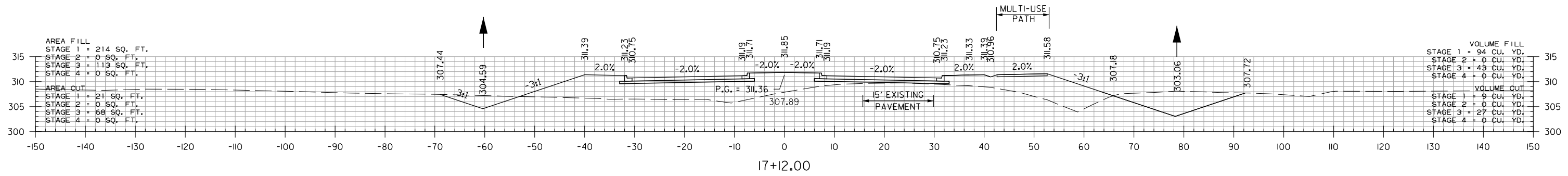
2 CROSS SECTIONS



CENTRAL LANDING BLVD.
 STA. 13+00 TO STA. 14+30

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	161	176
				(2) CROSS SECTIONS				



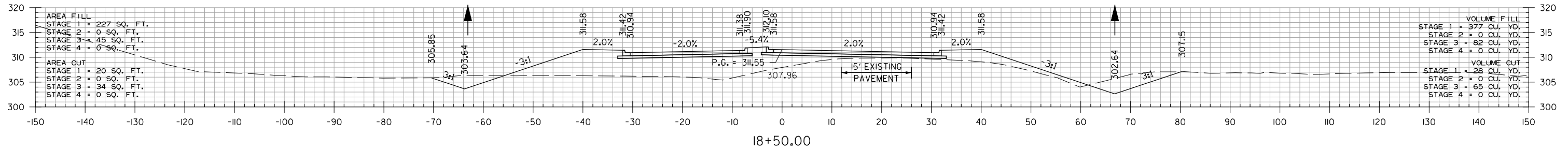
CENTRAL LANDING BLVD.
 STA. 16+00 TO STA. 17+12

8/13/2015 6:44:49 AM
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 REVISION DATE:

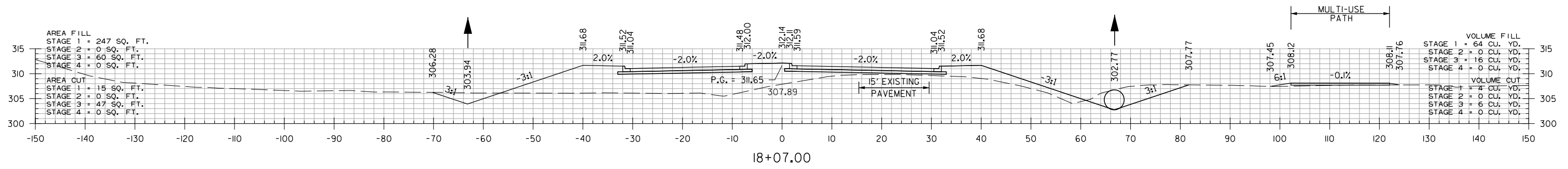
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	162	176
				JOB NO.		080518	162	176

2 CROSS SECTIONS

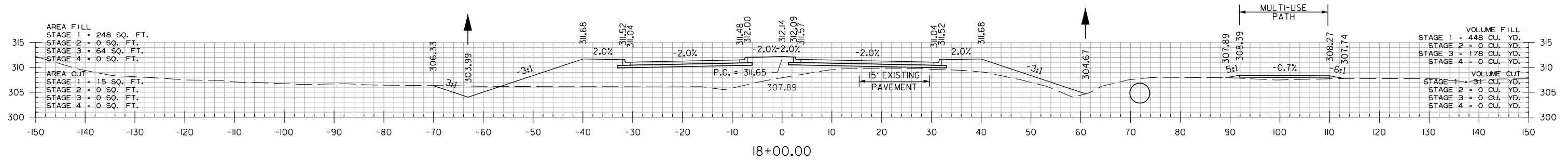
STA. 18+57.00 END TAPER



18+50.00



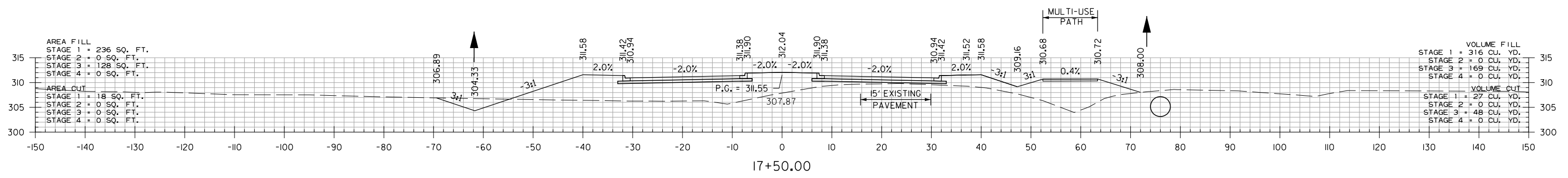
18+07.00



18+00.00

STA. 17+57.00 BEGIN TAPER

STA. 17+78 INSTALL
48" X 75" R.C. PIPE CULVERT
RT. SIDE DRAIN



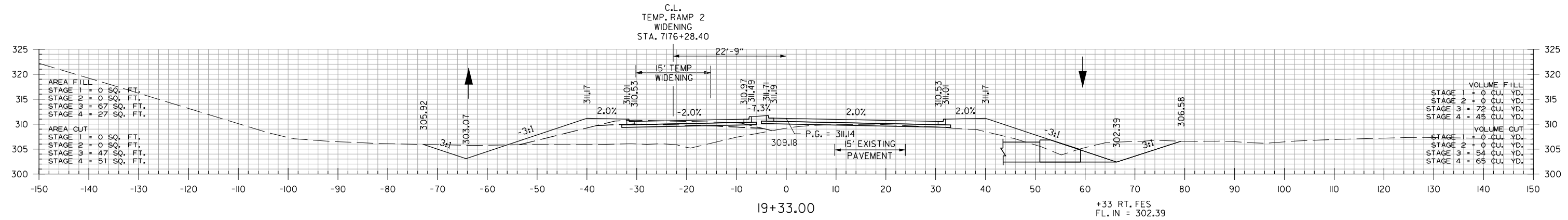
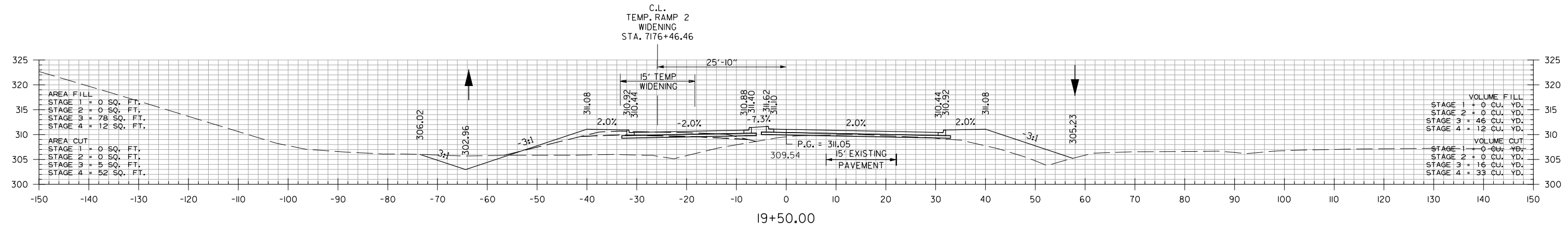
17+50.00

CENTRAL LANDING BLVD.
STA. 17+50 TO STA. 18+50

8/13/2015 6:44:49 AM
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REVISED DATE:

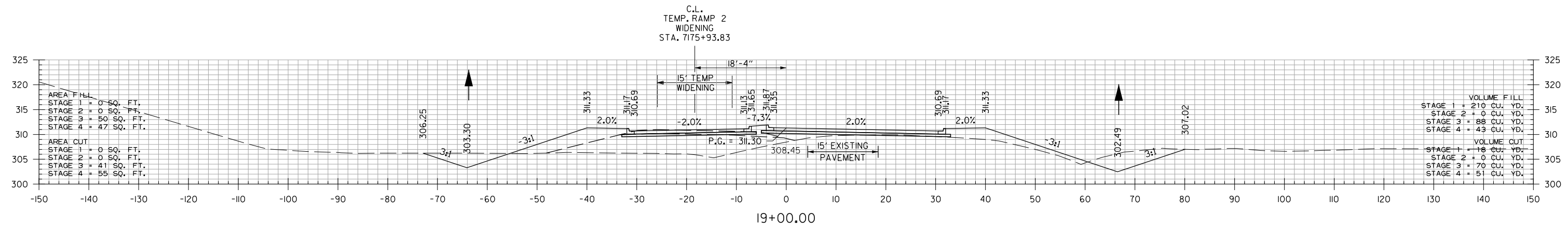
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	163	176

2 CROSS SECTIONS



+33 RT. FES
FL. IN = 302.39

STA. 19+33.00
END SP. DT. RT. -0.30%
ELEV. 302.39

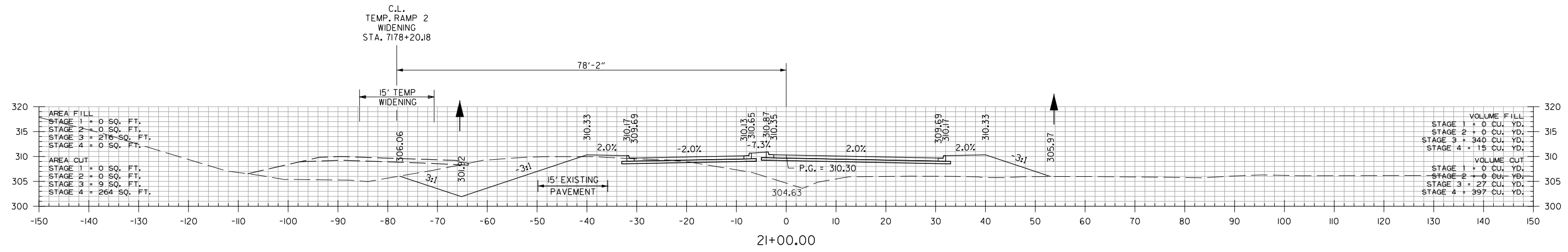


CENTRAL LANDING BLVD.
STA. 19+00 TO STA. 19+50

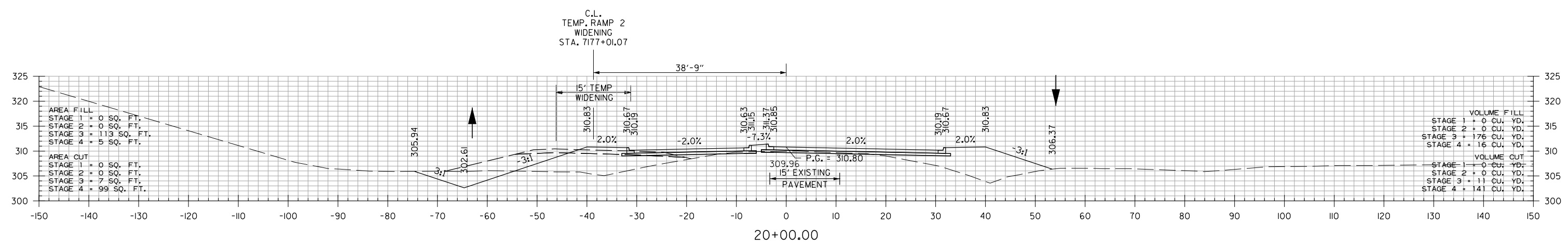
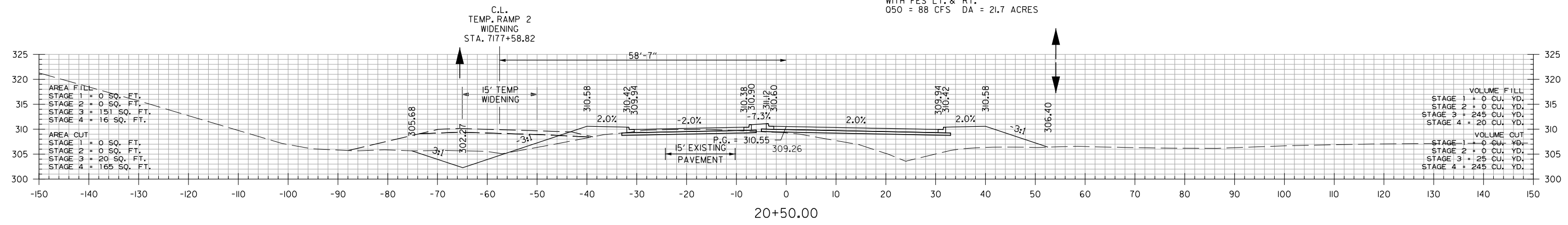
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	164	176

2 CROSS SECTIONS



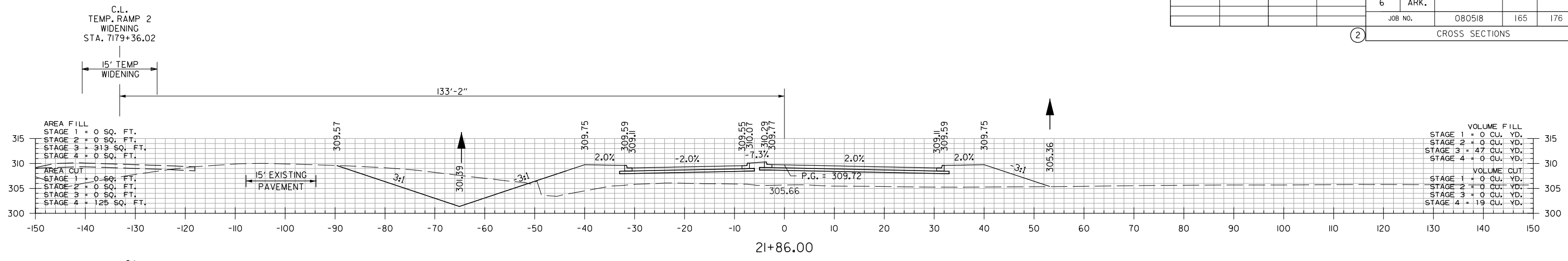
STA. 20+90 CONSTRUCT
48" X 25' R.C. PIPE CULVERT
58' LT. FWD. SKEW
(CLASS III) TYPE 3 BEDDING
WITH FES LT. & RT.
050 = 88 CFS DA = 21.7 ACRES



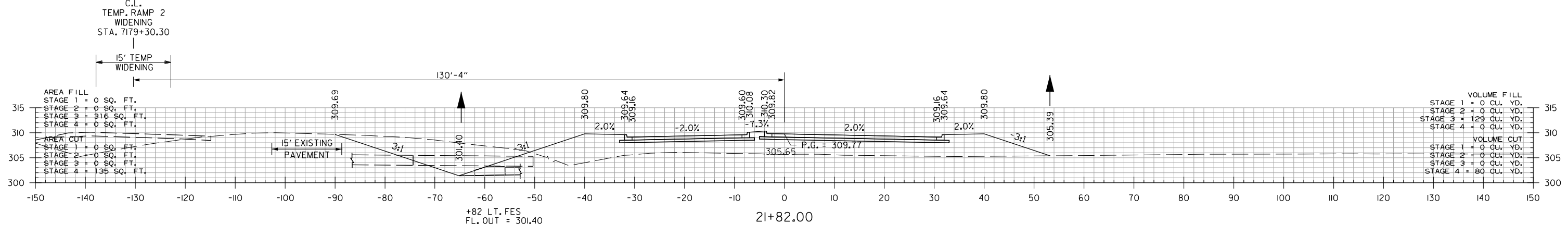
CENTRAL LANDING BLVD.
STA. 20+00 TO STA. 21+00

8/13/2015 6:44:50 AM
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REVISED DATE:

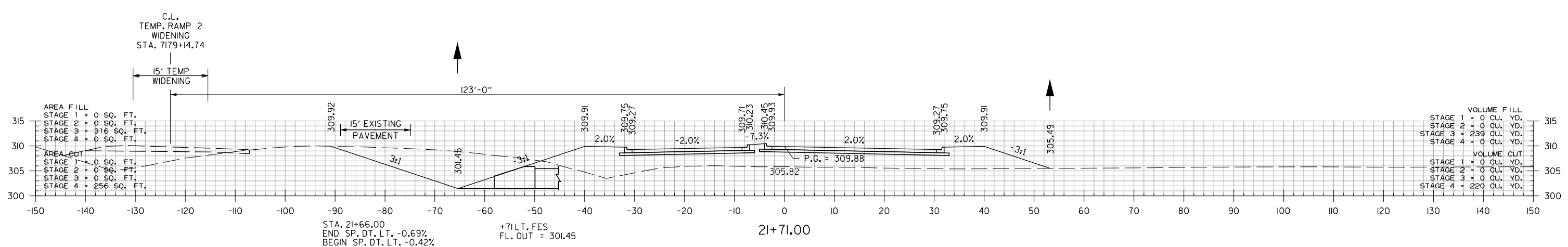
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	165	176
				(2) CROSS SECTIONS				



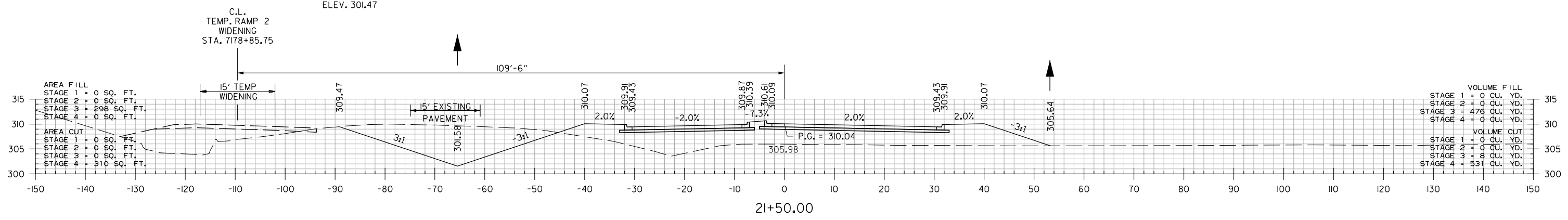
21+86.00



21+82.00



21+71.00



21+50.00

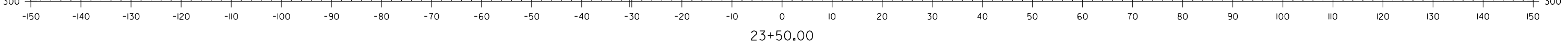
CENTRAL LANDING BLVD.
STA. 21+50 TO STA. 21+86

8/13/2015 6:44:50 AM
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	166	176
							(2) CROSS SECTIONS	

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 37 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 8 SQ. FT.
 STAGE 4 = 0 SQ. FT.

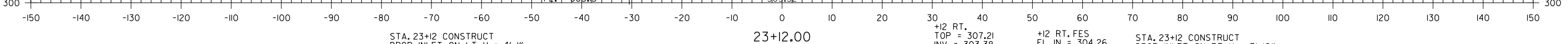


VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 83 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 8 CU. YD.
 STAGE 4 = 0 CU. YD.

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 81 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 3 SQ. FT.
 STAGE 4 = 0 SQ. FT.



VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 41 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 1 CU. YD.
 STAGE 4 = 0 CU. YD.

STA. 23+12 CONSTRUCT
 DROP INLET ON LT. H = 4'-1"
 W/4' EXT. AND 18" X 63"
 R.C. PIPE CULVERT TO DROP INLET ON LT.
 TYPE MO INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"
 (CLASS III) TYPE 3 BEDDING

+12 RT.
 TOP = 307.21
 INV. = 303.38

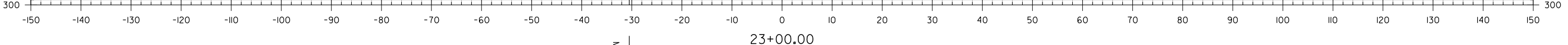
+12 RT. FES
 FL. IN = 304.26

STA. 23+12.00
 END SP. DT. RT. -1.07%
 ELEV. 304.26

STA. 23+12 CONSTRUCT
 DROP INLET ON RT. H = 3'-10"
 W/4' EXT. AND 18" X 7"
 R.C. PIPE CULVERT FROM FES ON RT.
 AND 24" X 63" R.C. PIPE CULVERT
 TO DROP INLET ON LT.
 (CLASS III) TYPE 3 BEDDING
 TYPE MO INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 105 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 2 SQ. FT.
 STAGE 4 = 0 SQ. FT.

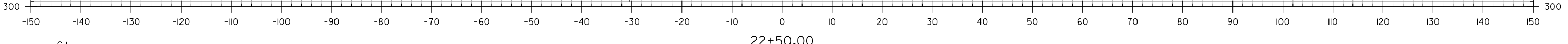


VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 282 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 2 CU. YD.
 STAGE 4 = 0 CU. YD.

AREA FILL
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 200 SQ. FT.
 STAGE 4 = 0 SQ. FT.

AREA CUT
 STAGE 1 = 0 SQ. FT.
 STAGE 2 = 0 SQ. FT.
 STAGE 3 = 0 SQ. FT.
 STAGE 4 = 1 SQ. FT.

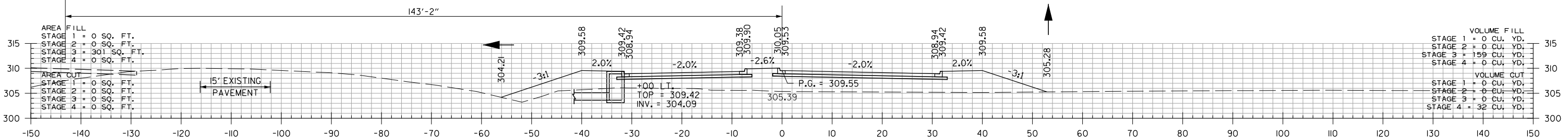


VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 464 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 1 CU. YD.
 STAGE 4 = 0 CU. YD.

C.L.
 TEMP. RAMP 2
 WIDENING
 STA. 7179+56.34

STA. 22+32.71
 BEGIN SP. DT. RT. -1.07%
 ELEV. 305.11



VOLUME FILL
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 159 CU. YD.
 STAGE 4 = 0 CU. YD.

VOLUME CUT
 STAGE 1 = 0 CU. YD.
 STAGE 2 = 0 CU. YD.
 STAGE 3 = 0 CU. YD.
 STAGE 4 = 32 CU. YD.

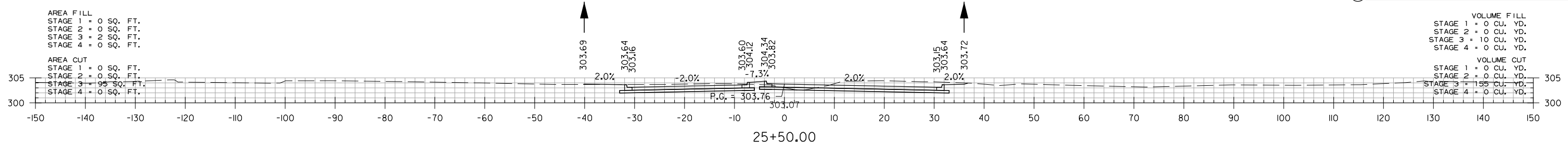
STA. 21+87.92
 END SP. DT. LT. -0.42%
 ELEV. 301.38

STA. 22+00 CONSTRUCT
 DROP INLET ON LT. H = 5'-4"
 W/4' EXT. AND 18" X 22"
 R.C. PIPE CULVERT TO F.E.S. ON LT.
 (CLASS III) TYPE 3 BEDDING
 TYPE MO INLET = 4'-0" DIA.
 TYPE C INLET = 4'-0" X 2'-6"

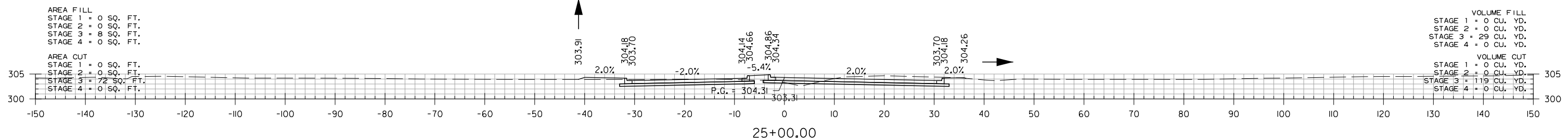
CENTRAL LANDING BLVD.
 STA. 22+00 TO STA. 23+50

8/13/2015 6:44:50 AM
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 REVISED DATE:

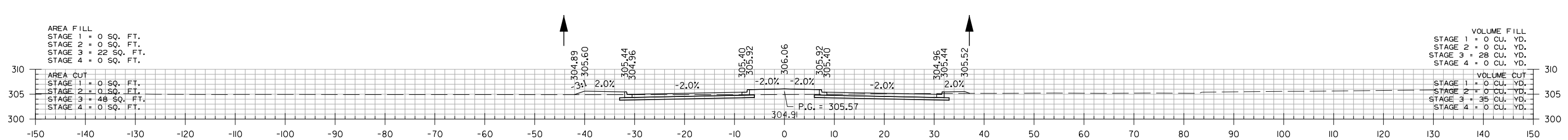
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080518	167	176
				(2) CROSS SECTIONS				



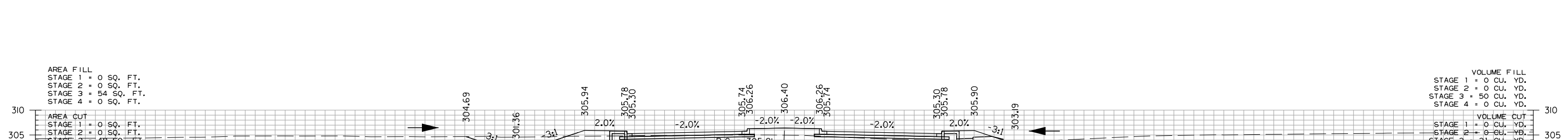
STA. 25+07.00 END TAPER



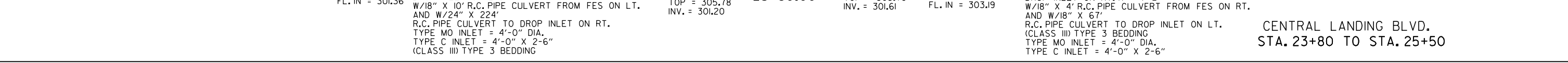
STA. 24+07.00 BEGIN TAPER



24+00.00



23+80.00



+80 LT. FES FL. IN = 301.36
 STA. 23+80 CONSTRUCT DROP INLET ON LT. H = 4'-7" W/18" X 10' R.C. PIPE CULVERT FROM FES ON LT. AND W/24" X 224' R.C. PIPE CULVERT TO DROP INLET ON RT. TYPE M0 INLET = 4'-0" DIA. TYPE C INLET = 4'-0" X 2'-6" (CLASS III) TYPE 3 BEDDING

+80 LT. TOP = 305.78 INV. = 301.20

+80 RT. TOP = 305.78 INV. = 301.61

+80 RT. FES FL. IN = 303.19

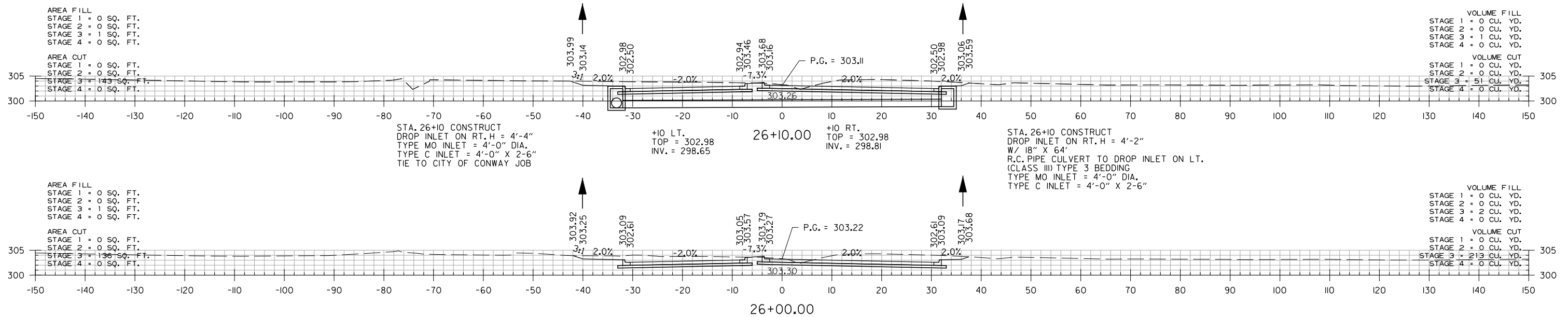
STA. 23+80 CONSTRUCT DROP INLET ON RT. H = 4'-2" W/18" X 4' R.C. PIPE CULVERT FROM FES ON RT. AND W/18" X 67' R.C. PIPE CULVERT TO DROP INLET ON LT. (CLASS III) TYPE 3 BEDDING TYPE M0 INLET = 4'-0" DIA. TYPE C INLET = 4'-0" X 2'-6"

CENTRAL LANDING BLVD.
 STA. 23+80 TO STA. 25+50

8/13/2015 6:44:50 AM
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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	ARK.			
				JOB NO.		080518	168	176
2							CROSS SECTIONS	

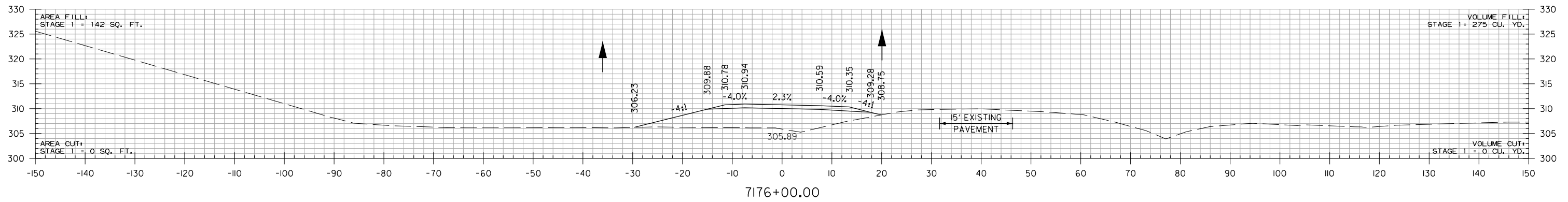
STA. 26+10.00 END CENTRAL LANDING BLVD.



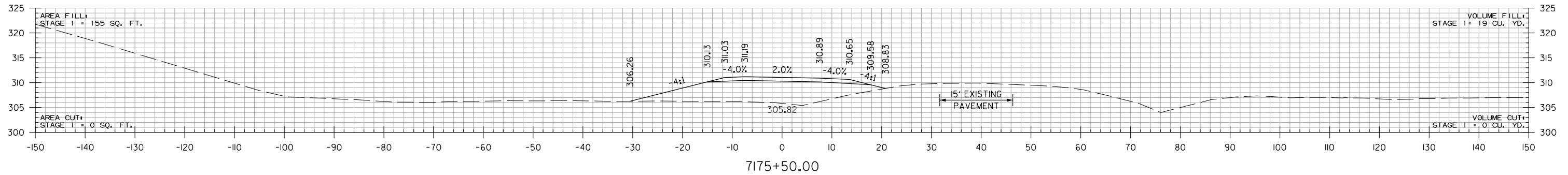
CENTRAL LANDING BLVD.
 STA. 26+00 TO STA. 26+10

8/13/2015 6:44:51 AM
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 REVISION 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.		080518	169	176
				(2) CROSS SECTIONS				



STA. 7175+52.17 BEGIN SUPERELEVATION

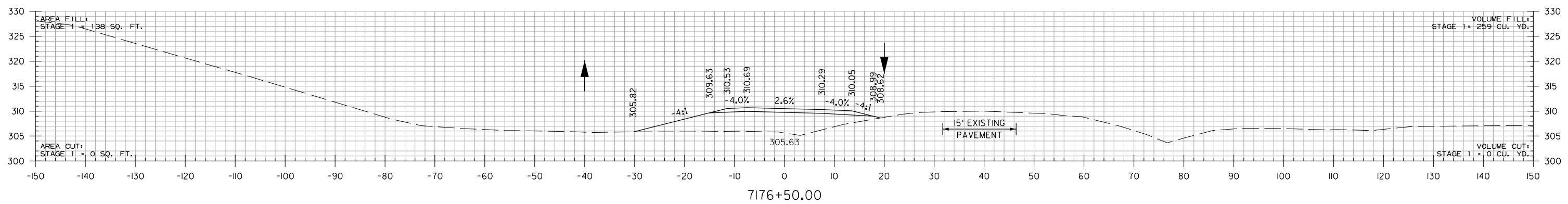
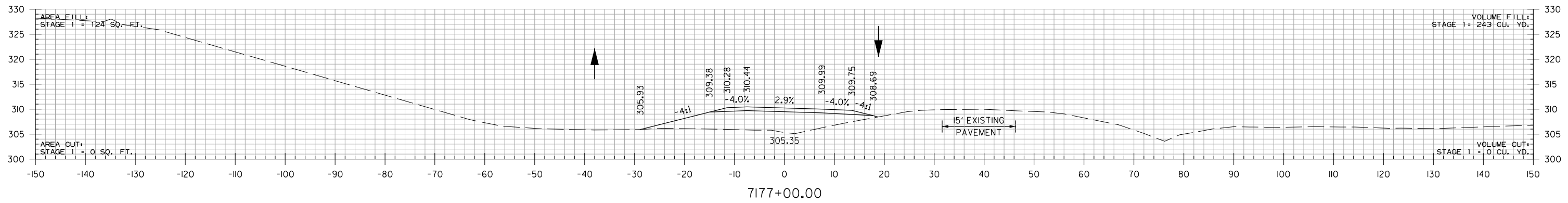
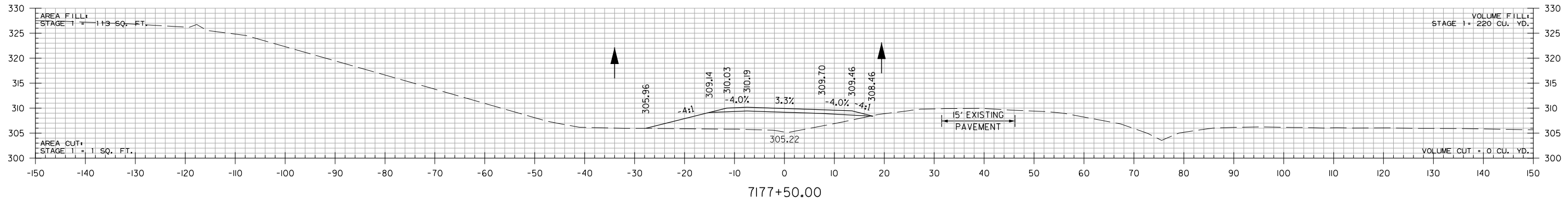


STA. 7175+43.29
BEGIN TEMP. RAMP 2

TEMP. RAMP 2
STA. 7175+43 TO STA. 7176+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	170	176

2 CROSS SECTIONS

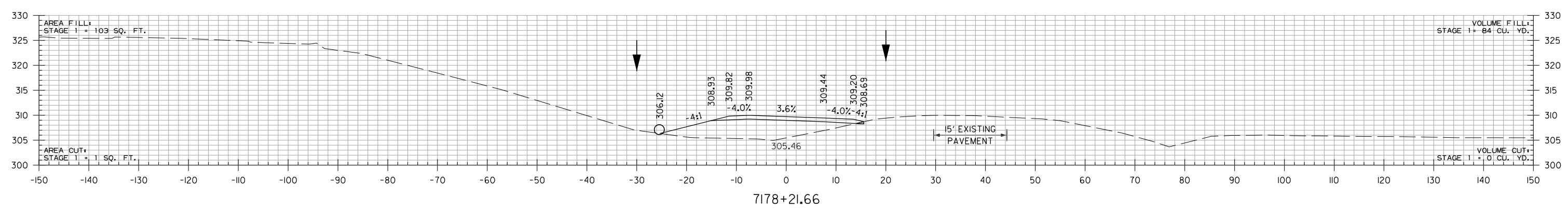
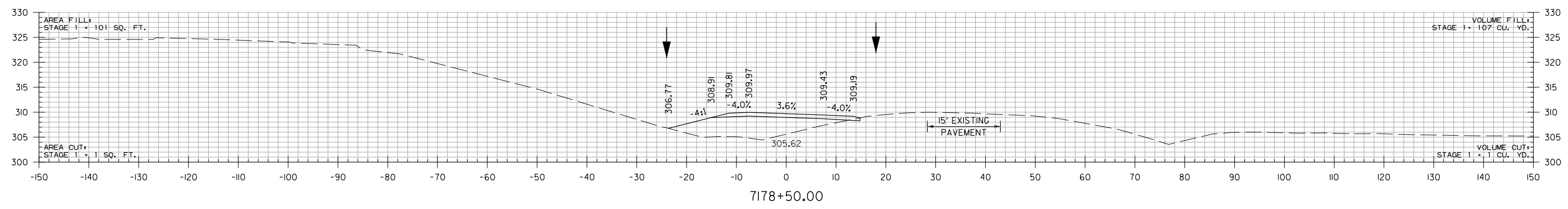


TEMP. RAMP 2
STA. 7176+50 TO STA. 7177+50

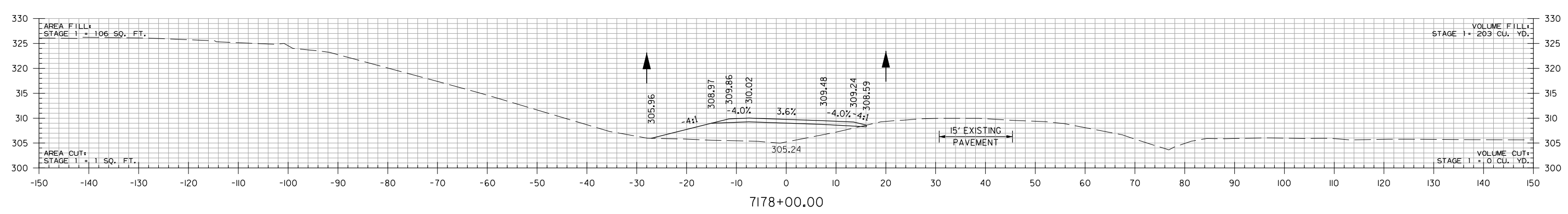
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080518	171	176

2 CROSS SECTIONS



+22 LT. FES
 FL. IN = 306.12
 STA. 7178+02.12 MAX SUPERELEVATION (0.036'/'')

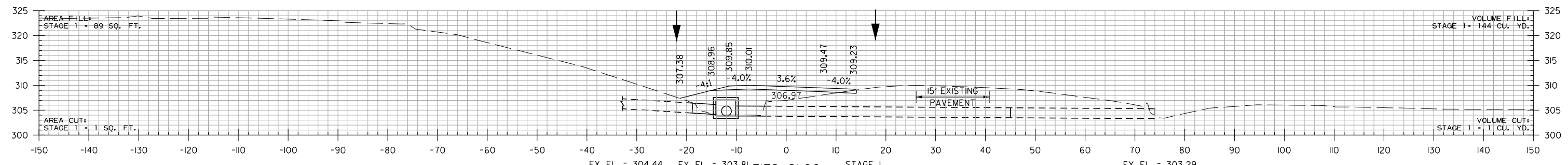
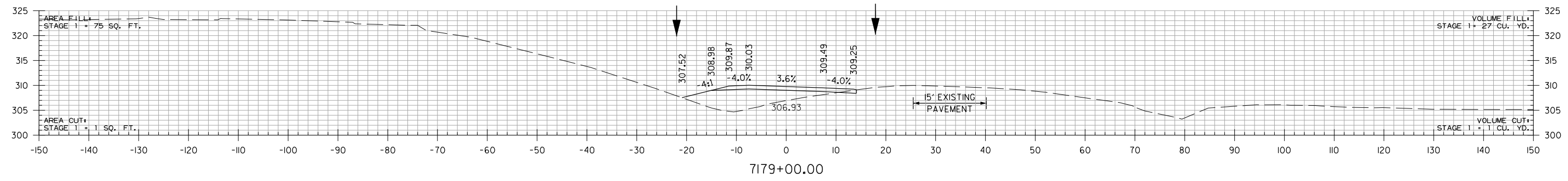
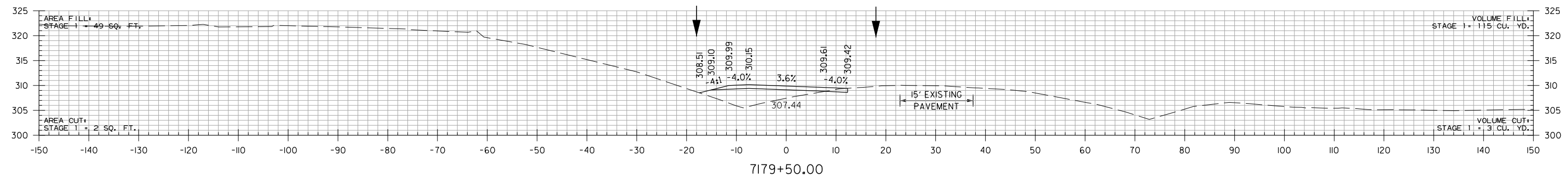


TEMP. RAMP 2
 STA. 7178+00 TO STA. 7178+50

8/13/2015 6:44:51 AM
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080518	172	176

2 CROSS SECTIONS



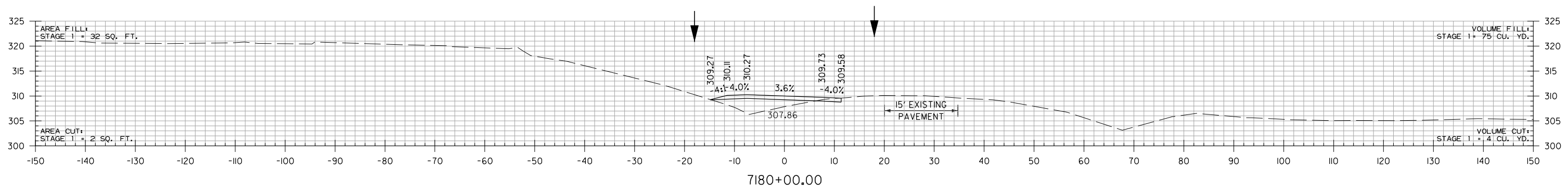
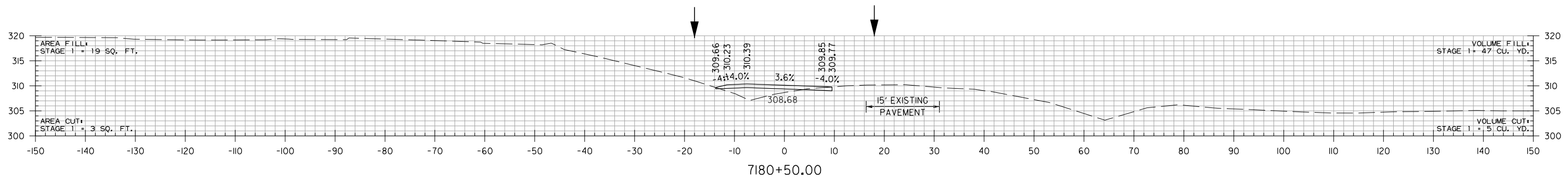
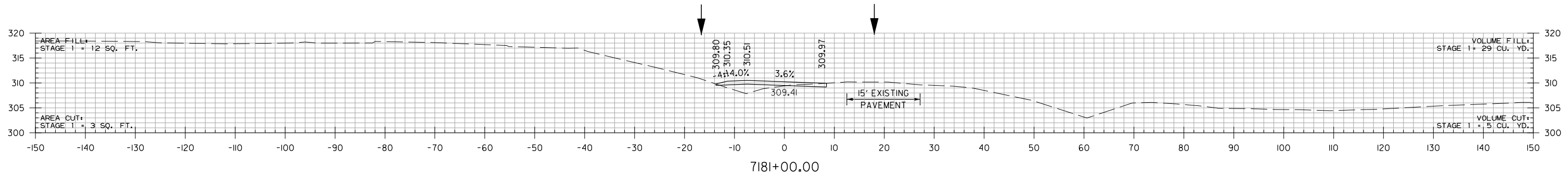
STA. 7178+91 CONSTRUCT TYPE E JUNCTION BOX, 12' LT.
 H = 3'-9" X 4'-0" X 6'-2"
 W/24" X 6' R.C. PIPE CULVERT (CLASS III) TYPE 3 BEDDING FROM F.E.S. ON LT.
 +91 LT. TOP = 307.57
 FL. IN = 304.09
 FL. IN = 303.82
 FL. OUT = 303.82
 STA. 7178+93 IN PLACE 24" X 124' R.C. PIPE CULVERT WITH FES LT. REMOVE FES AND EXTEND R.C. PIPE 5' LT.
 EX. FL. = 304.44 EX. FL. = 303.81
 7178+91.00
 STAGE 1 STA. 7178+89 IN PLACE 24" X 78' R.C. PIPE CULVERT WITH HDWL LT. & RT. REMOVE HDWL LT. AND AND EXTEND R.C. PIPE 6' LT. CONNECT TO JUNC. BOX ON LT.
 STAGE 3 STA. 7178+89 IN PLACE 24" X 83' R.C. PIPE CULVERT WITH HDWL RT. REMOVE HDWL RT. AND REMOVE R.C. PIPE 29' RT.
 EX. FL. = 303.29

TEMP. RAMP 2
STA. 7178+91 TO STA. 7179+50

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 REVISION 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.	080518	173	176	

2 CROSS SECTIONS

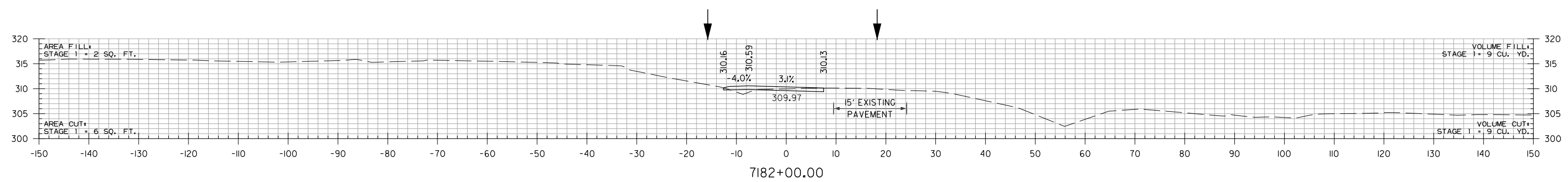
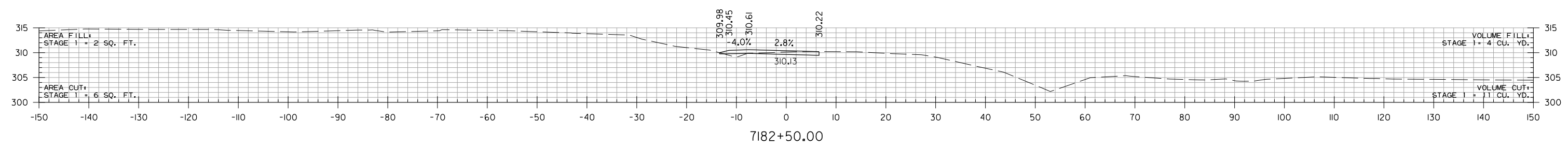
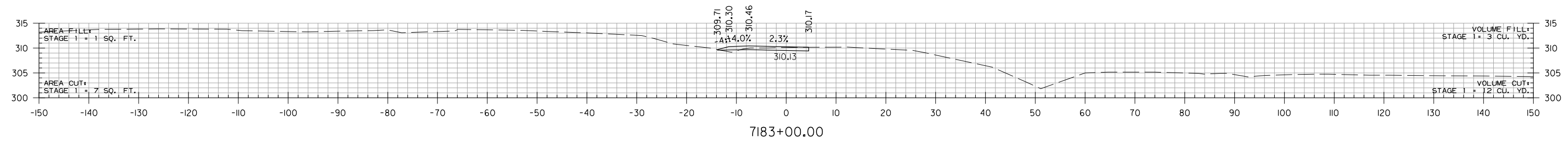


TEMP. RAMP 2
STA. 7180+00 TO STA. 7181+00

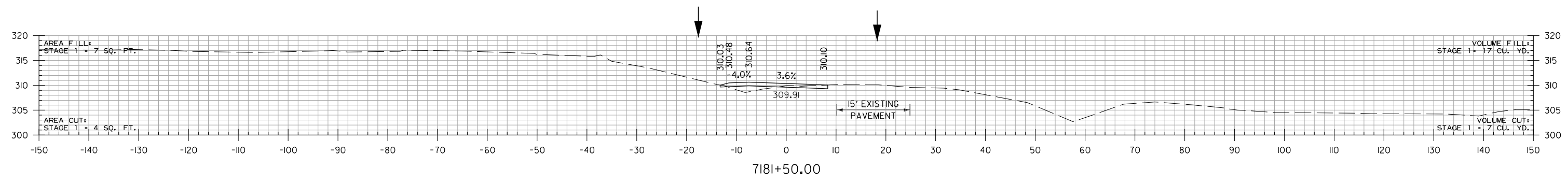
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080518	174	176	

2 CROSS SECTIONS



STA. 7181+84.82
MATCH SUPERELEVATION (0.036'/'')

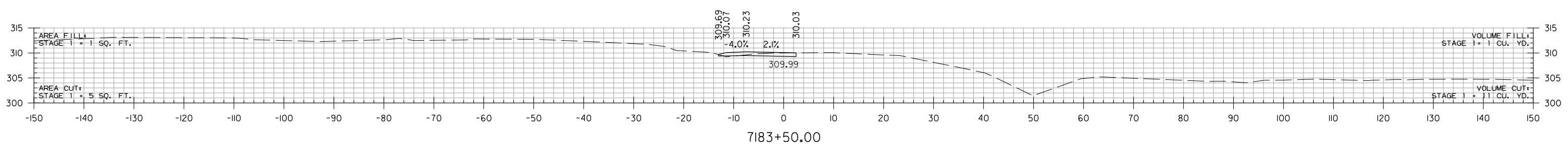
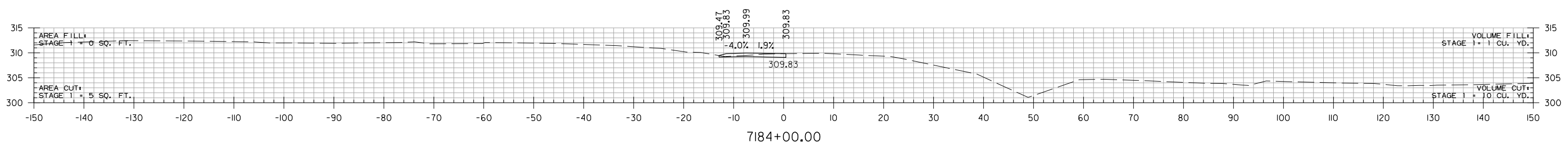
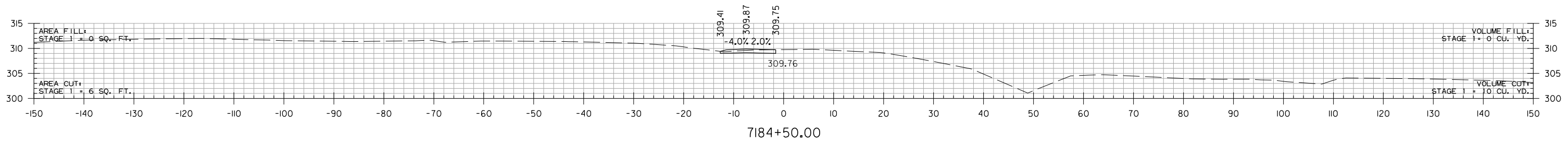
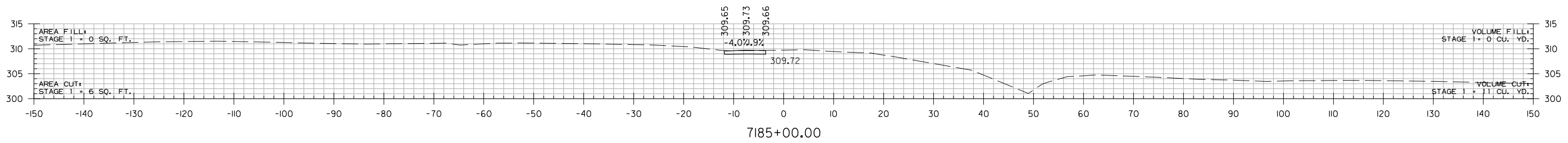


TEMP. RAMP 2
STA. 7181+50 TO STA. 7183+00

8/13/2015 6:44:52 AM
 CM/Cullen
 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	ARK.			
				JOB NO.	080518	175	176	

2 CROSS SECTIONS



TEMP. RAMP 2
STA. 7183+50 TO STA. 7185+00

8/13/2015 6:44:52 AM
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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	ARK.			
				JOB NO.		080518	176	176

2 CROSS SECTIONS

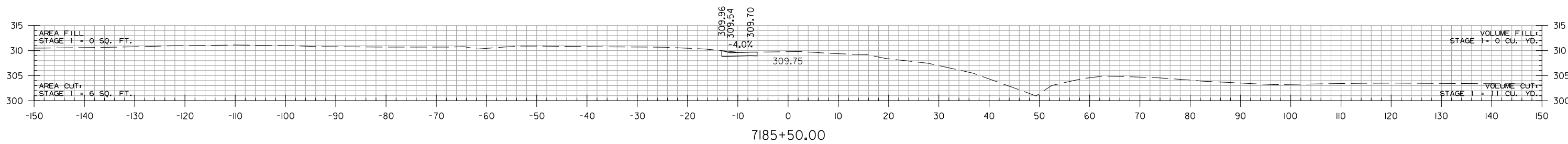
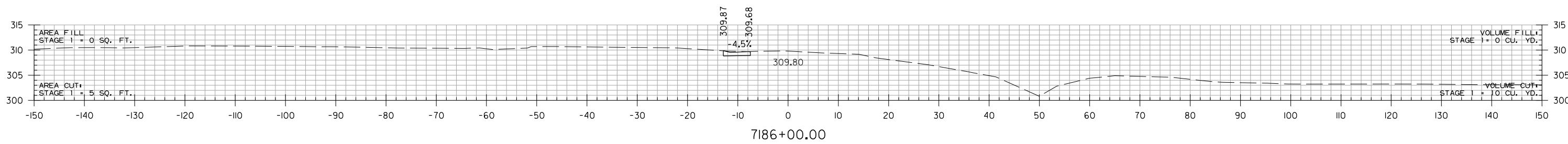
AREA FILL
STAGE 1 = 0 SQ. FT.

VOLUME FILL:
STAGE 1 = 0 CU. YD.

AREA CUT:
STAGE 1 = 0 SQ. FT.

VOLUME CUT:
STAGE 1 = 1 CU. YD.

STA. 7186+10.16
END TEMP. RAMP 2



TEMP. RAMP 2
STA. 7185+50 TO STA. 7186+10

8/13/2015 6:44:52 AM
 CM/Cullen
 WORKSPACE: AHTD
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 REVISED DATE: