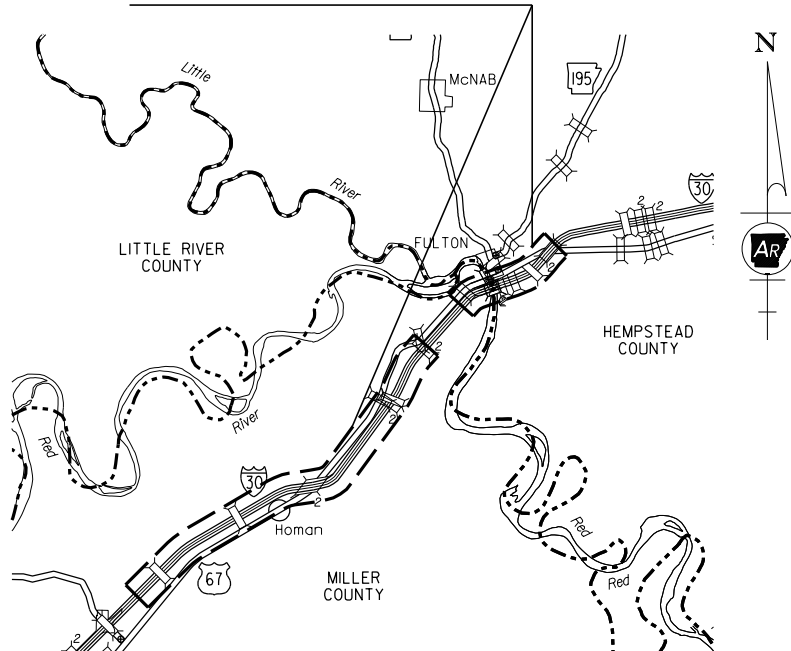


PROJECT LOCATIONS



VICINITY MAP

" A FULLY CONTROLLED ACCESS FACILITY "

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS



ARKANSAS WELCOME CENTER

HWY. 67 (SEL. SECS.) (S)

ROUTE I-30 SECTIONS 11 & 12

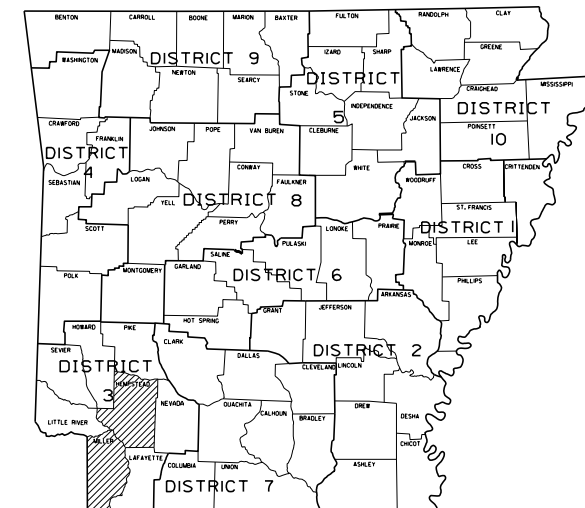
HEMPSTEAD & MILLER COUNTIES

JOB 030585

FED. AID PROJ. NHPP-30-1(162)

NOT TO SCALE

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-02-2024		6	ARK.	030585	1	20
ARKANSAS WELCOME CENTER - HWY. 67 (SEL. SECS.) (S)						



ARKANSAS HIGHWAY DISTRICT 3

END SITE 1  
LOG MILE 15.113

END JOB 030585  
END SITE 2  
LOG MILE 18.399

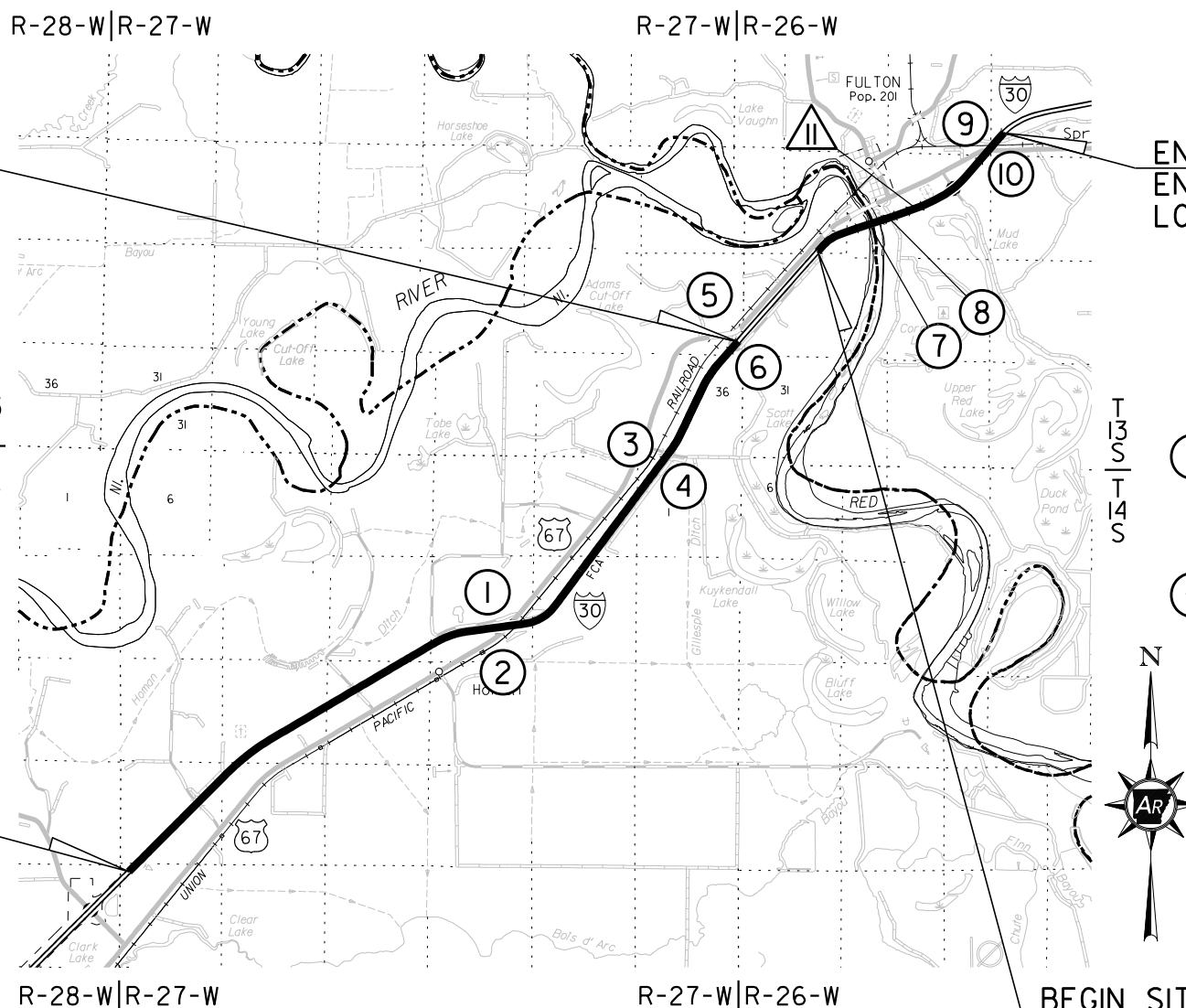
BRIDGE CONSTRUCTION DATA

- |   |   |   |  |
|---|---|---|--|
| 1 | LOG MILE 11.506<br>489'-3 1/8" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. A3796<br>LOG MILE 11.599<br>RETAIN & JOINT REPAIR | 7 | LOG MILE 16.773<br>1303'-9 1/16" BRIDGE LENGTH<br>84'-0" CLEAR ROADWAY<br>BR. NO. 07335<br>LOG MILE 17.020<br>RETAIN & POLYMER OVERLAY |
| 2 | LOG MILE 11.505<br>499'-3 1/8" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. B3796<br>LOG MILE 11.600<br>RETAIN & JOINT REPAIR | 8 | LOG MILE 17.076<br>141'-0" BRIDGE LENGTH<br>84'-0" CLEAR ROADWAY<br>BR. NO. 07336<br>LOG MILE 17.103<br>RETAIN & POLYMER OVERLAY       |

STRUCTURES OVER 20' - 0" SPAN  
FOR INFORMATION ONLY

- 11 LOG MILE 17.367  
DBL. 8' X 6' X 246' R.C. BOX CULVERT  
WITH 42° RT. FWD. SKEW  
WITH 3:1 WINGS LT. & RT.  
SPAN = 25.34'

BEGIN JOB 030585  
BEGIN SITE 1  
LOG MILE 7.100



PROJECT EXCEPTIONS: 1077.97 FT. = 0.204 MILES

- |       |   |    |  |
|-------|---|----|--|
| 3 & 4 | LOG MILE 13.806<br>75'-0" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. A3797 & B3797<br>LOG MILE 13.820<br>RETAIN | 9  | LOG MILE 18.299<br>478'-11 1/16" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. A3864<br>LOG MILE 18.390<br>RETAIN |
| 5 & 6 | LOG MILE 15.087<br>90'-0" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. A3971 & B3971<br>LOG MILE 15.104<br>RETAIN | 10 | LOG MILE 18.299<br>470'-11 1/16" BRIDGE LENGTH<br>40'-0" CLEAR ROADWAY<br>BR. NO. B3864<br>LOG MILE 18.388<br>RETAIN |

EXCEPTION NOTE: UNLESS OTHERWISE  
NOTED IN THE PLANS, ALL BRIDGE  
AND ROADWAY CONSTRUCTION  
ALONG I-30 EXCLUDES APPROACH  
SLAB REHABILITATION = 438 LIN. FT.

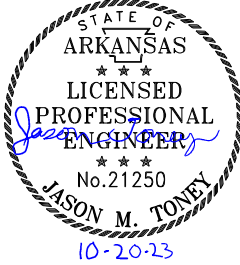
JOB 030585				
SITE		BEGIN	MID POINT	END
SITE 1	LATITUDE	N 33°30'59"	N 33°32'56"	N 33°35'21"
	LONGITUDE	W 93°56'19"	W 93°52'55"	W 93°50'11"
SITE 2	LATITUDE	N 33°36'05"	N 33°36'34"	N 33°37'02"
	LONGITUDE	W 93°49'22"	W 93°48'27"	W 93°47'31"

PROJECT LENGTH COMPUTED ALONG I-30 C.L. OF MEDIAN			
GROSS LENGTH OF PROJECT	53523.36 FEET	10.137 MILES	
NET LENGTH OF ROADWAY	50506.31 FEET	9.566 MILES	
NET LENGTH OF BRIDGES	1939.08 FEET	0.367 MILES	
NET LENGTH OF PROJECT	52444.39 FEET	9.933 MILES	



1-2-2024

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	2	20
INDEX OF SHEETS AND STANDARD DRAWINGS						



INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 6	TYPICAL SECTIONS OF IMPROVEMENT		
7 - 10	SPECIAL DETAILS		
11 - 14	MAINTENANCE OF TRAFFIC DETAILS		
15	PERMANENT PAVEMENT MARKING DETAILS		
16 - 17	QUANTITIES		
18	SCHEDULE OF BRIDGE QUANTITIES	DISTRICT 3 BRIDGES	65072
19	SUMMARY OF QUANTITIES AND REVISIONS		
20	BRIDGE PRESERVATION DATA TABLE	DISTRICT 3 BRIDGES	65073

BRIDGE STANDARD DRAWINGS

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

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMP (NON-REINFORCED)	08-22-02

Jason Toney 1/2/2024 4:49:45 PM  
WORKSPACE: Jason Toney  
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REVISED DATE: \*\*REVIDATE\*\*

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-02-2024		6	ARK.	030585	3	20
		GOVERNING SPECIFICATIONS & GENERAL NOTES				



GOVERNING SPECIFICATIONS

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

NUMBER

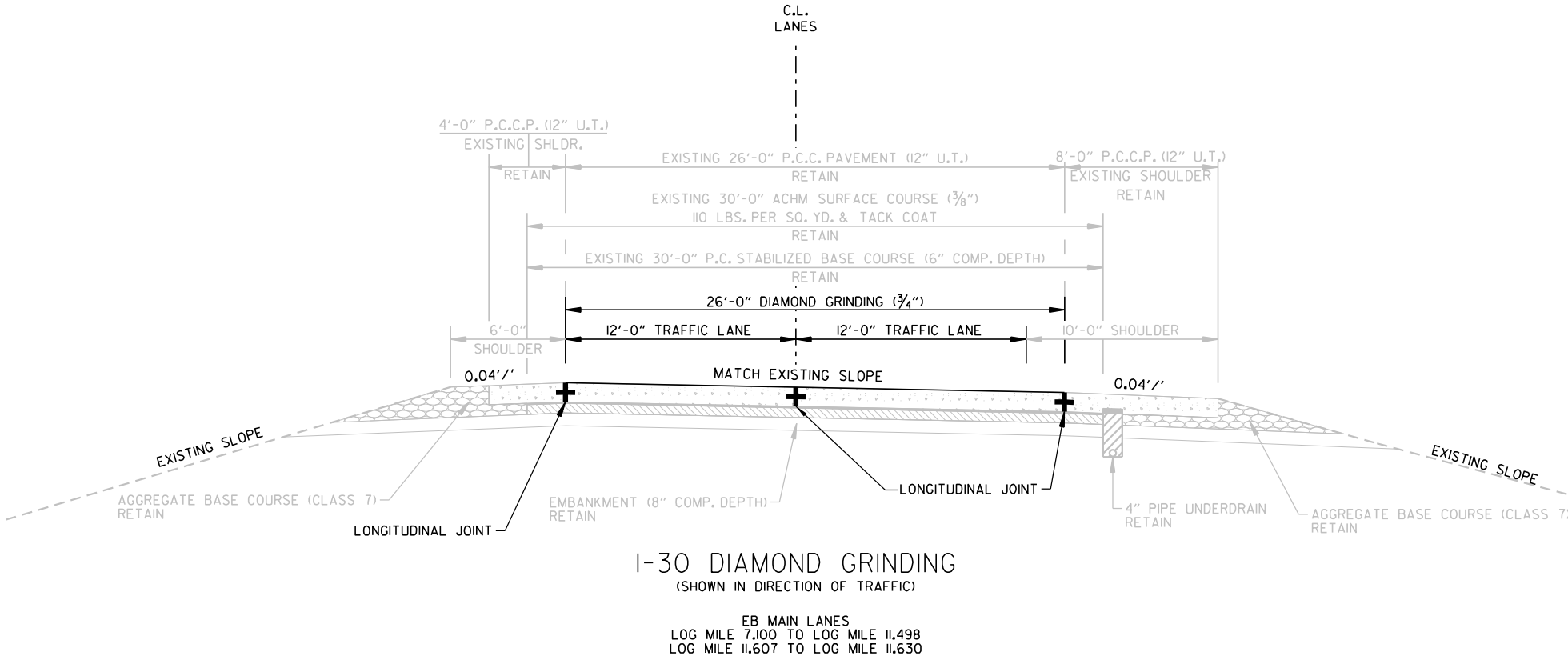
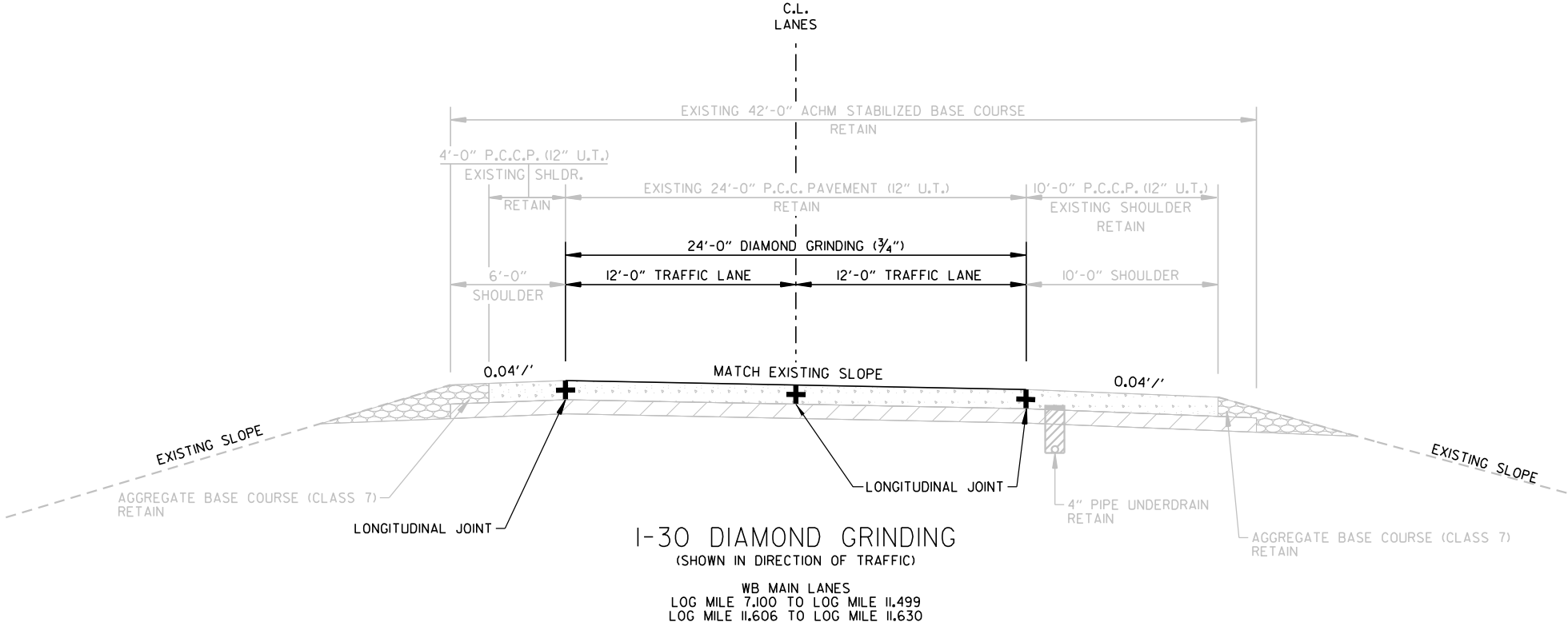
TITLE

ERRATA\_\_\_\_ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS  
FHWA-1273\_\_\_\_REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS  
FHWA-1273\_\_\_\_SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS  
FHWA-1273\_\_\_\_SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)  
FHWA-1273\_\_\_\_SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES  
FHWA-1273\_\_\_\_SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS  
FHWA-1273\_\_\_\_SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS  
FHWA-1273\_\_\_\_SUPPLEMENT - WAGE RATE DETERMINATION  
100-3\_\_\_\_CONTRACTOR'S LICENSE  
100-4\_\_\_\_DEPARTMENT NAME CHANGE  
102-2\_\_\_\_ISSUANCE OF PROPOSALS  
103-2\_\_\_\_CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS  
105-4\_\_\_\_MAINTENANCE DURING CONSTRUCTION  
107-2\_\_\_\_RESTRAINING CONDITIONS  
108-1\_\_\_\_LIQUIDATED DAMAGES  
108-2\_\_\_\_WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER  
306-1\_\_\_\_QUALITY CONTROL AND ACCEPTANCE  
501-2\_\_\_\_CEMENT  
510-1\_\_\_\_GRINDING PORTLAND CEMENT CONCRETE PAVEMENT  
603-1\_\_\_\_LANE CLOSURE NOTIFICATION  
604-1\_\_\_\_RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES  
604-3\_\_\_\_TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)  
800-1\_\_\_\_STRUCTURES  
804-2\_\_\_\_REINFORCING STEEL FOR STRUCTURES  
JOB 030585\_\_\_\_ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC  
JOB 030585\_\_\_\_BIDDING REQUIREMENTS AND CONDITIONS  
JOB 030585\_\_\_\_BRIDGE DECK REPAIR FOR POLYMER OVERLAYS  
JOB 030585\_\_\_\_BUY AMERICA - CONSTRUCTION MATERIALS  
JOB 030585\_\_\_\_CARGO PREFERENCE ACT REQUIREMENTS  
JOB 030585\_\_\_\_CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE  
JOB 030585\_\_\_\_CONSTRUCTION PROJECT INFORMATION SIGN  
JOB 030585\_\_\_\_DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES  
JOB 030585\_\_\_\_DOWEL BAR RETROFIT FOR PORTLAND CEMENT CONCRETE PAVEMENT  
JOB 030585\_\_\_\_ENHANCED THERMOPLASTIC PAVEMENT MARKING  
JOB 030585\_\_\_\_FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT  
JOB 030585\_\_\_\_GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION  
JOB 030585\_\_\_\_HIGH DENSITY POLYURETHANE FOR LEVELING, UNDERSEALING, AND SOIL DENSIFICATION  
JOB 030585\_\_\_\_INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)  
JOB 030585\_\_\_\_LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS  
JOB 030585\_\_\_\_MAINTENANCE OF TRAFFIC  
JOB 030585\_\_\_\_MANDATORY ELECTRONIC CONTRACT  
JOB 030585\_\_\_\_MANDATORY ELECTRONIC DOCUMENT SUBMITTAL  
JOB 030585\_\_\_\_MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)  
JOB 030585\_\_\_\_PARTNERING REQUIREMENTS  
JOB 030585\_\_\_\_POLYMER OVERLAY  
JOB 030585\_\_\_\_PRICE ADJUSTMENT FOR FUEL  
JOB 030585\_\_\_\_PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT  
JOB 030585\_\_\_\_REACTIVE AGGREGATE TESTING  
JOB 030585\_\_\_\_SEQUENCE OF CONSTRUCTION  
JOB 030585\_\_\_\_SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT  
JOB 030586\_\_\_\_TOTAL SOLAR ECLIPSE  
JOB 030585\_\_\_\_TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES  
JOB 030585\_\_\_\_UTILITY ADJUSTMENTS  
JOB 030585\_\_\_\_VALUE ENGINEERING

GENERAL NOTES

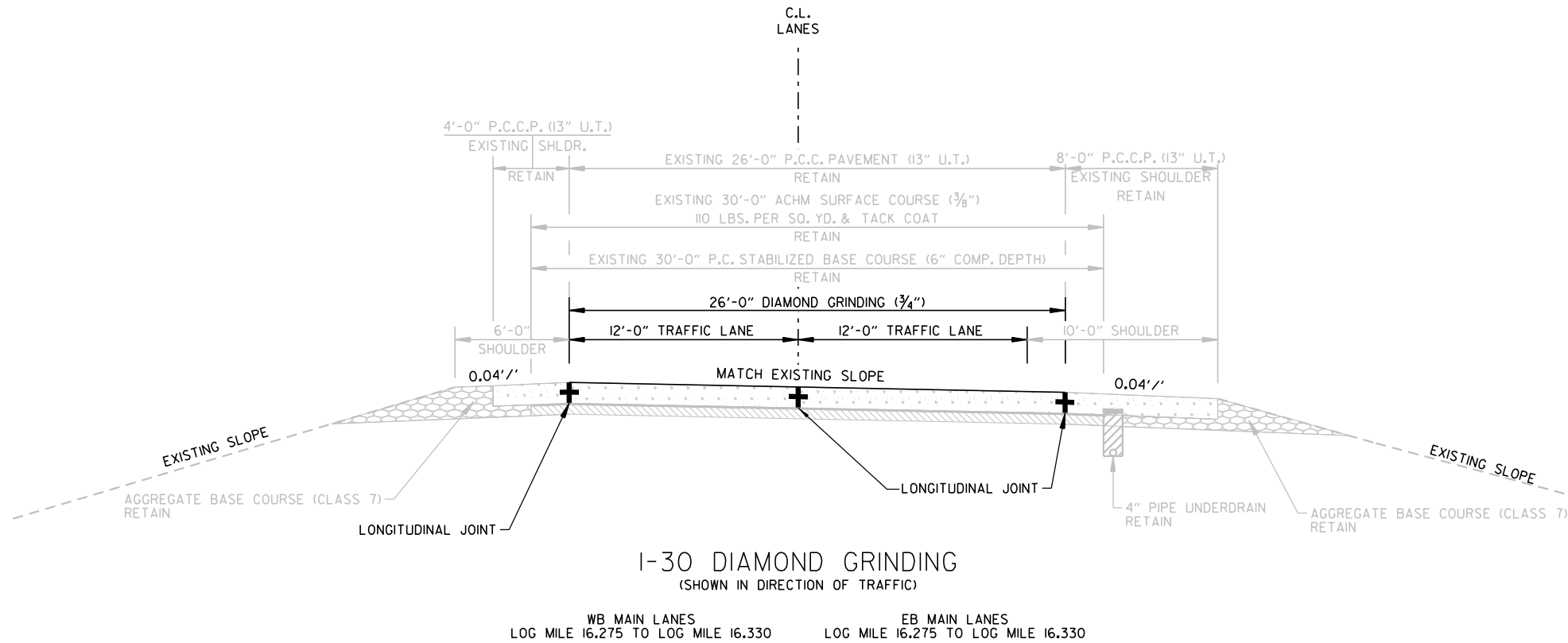
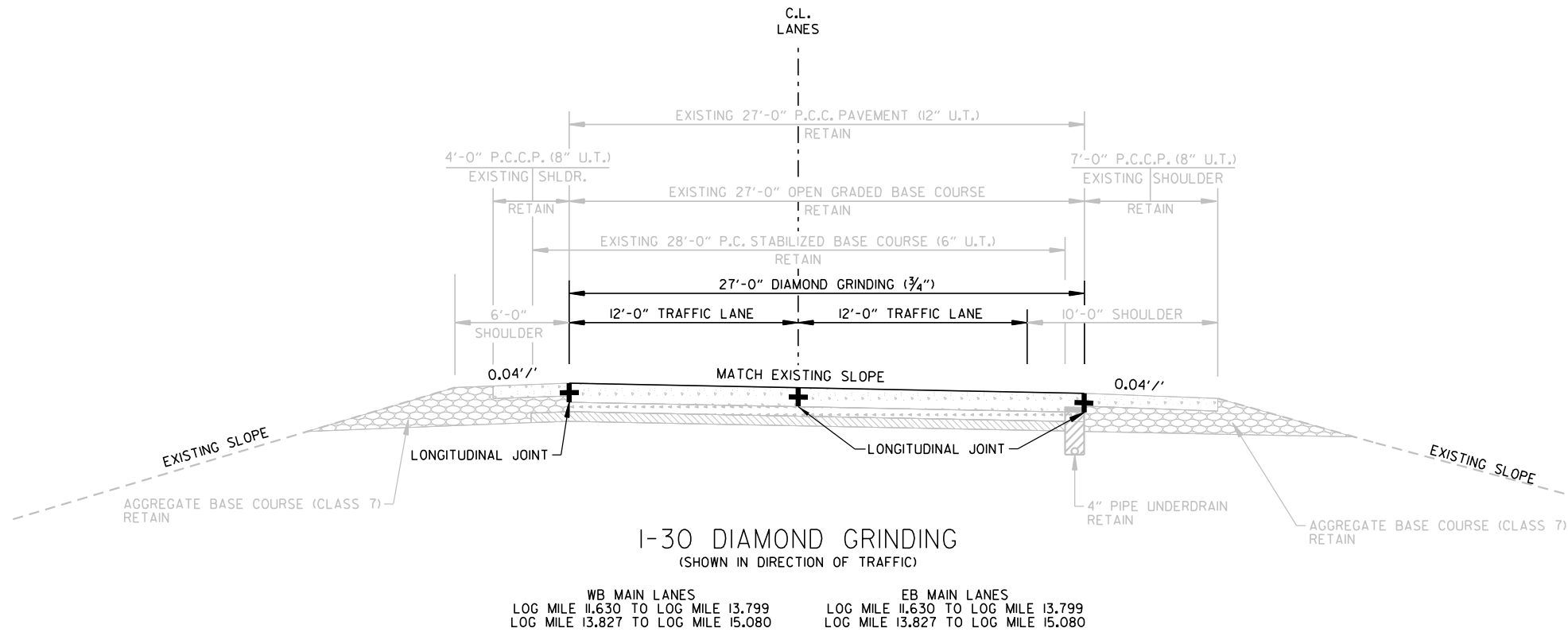
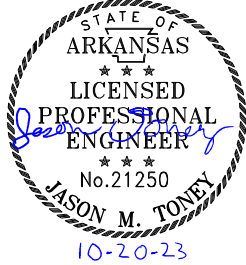
1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
4. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.
5. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-1 "BUMP" SIGNS (30" X 30") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS EXPOSED TO TRAFFIC.
6. WHEN EXISITING DROP INLETS ARE ENCOUNTERED ON THE APPROACH GUTTERS, THE CONTRACTOR SHALL REMOVE DEBRIS FROM THE GRATE AND DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER TO ESTABLISH POSITIVE DRAINAGE. IT IS ANTICIPATED THAT THERE WILL BE FOUR BRIDGES WITH APPROACH GUTTER DROP INLETS: BRIDGE NO. A3796, B3796, A3864, AND B3864. THERE SHALL BE NO DIRECT PAYMENT FOR FULLING THIS REQUIREMENT, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	4	20
TYPICAL SECTIONS OF IMPROVEMENT						

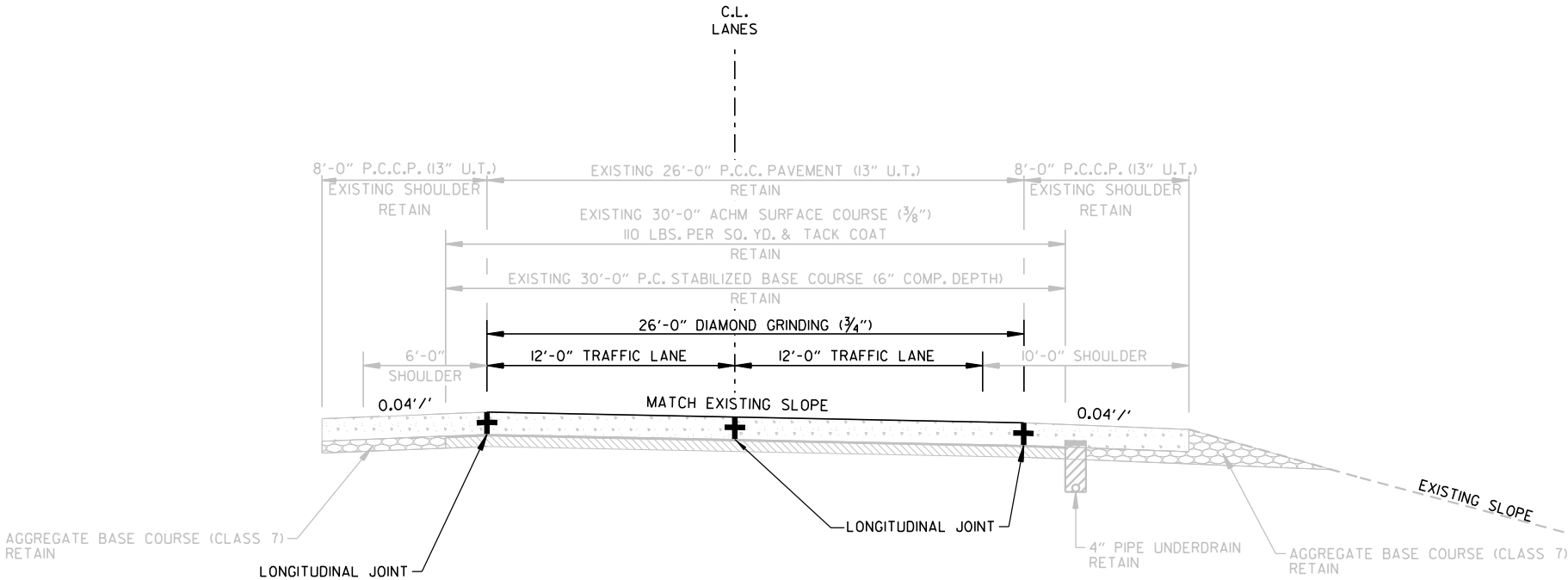
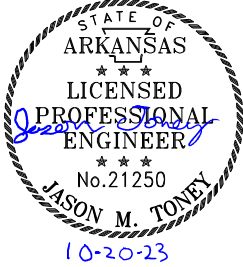


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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	5	20
TYPICAL SECTIONS OF IMPROVEMENT						



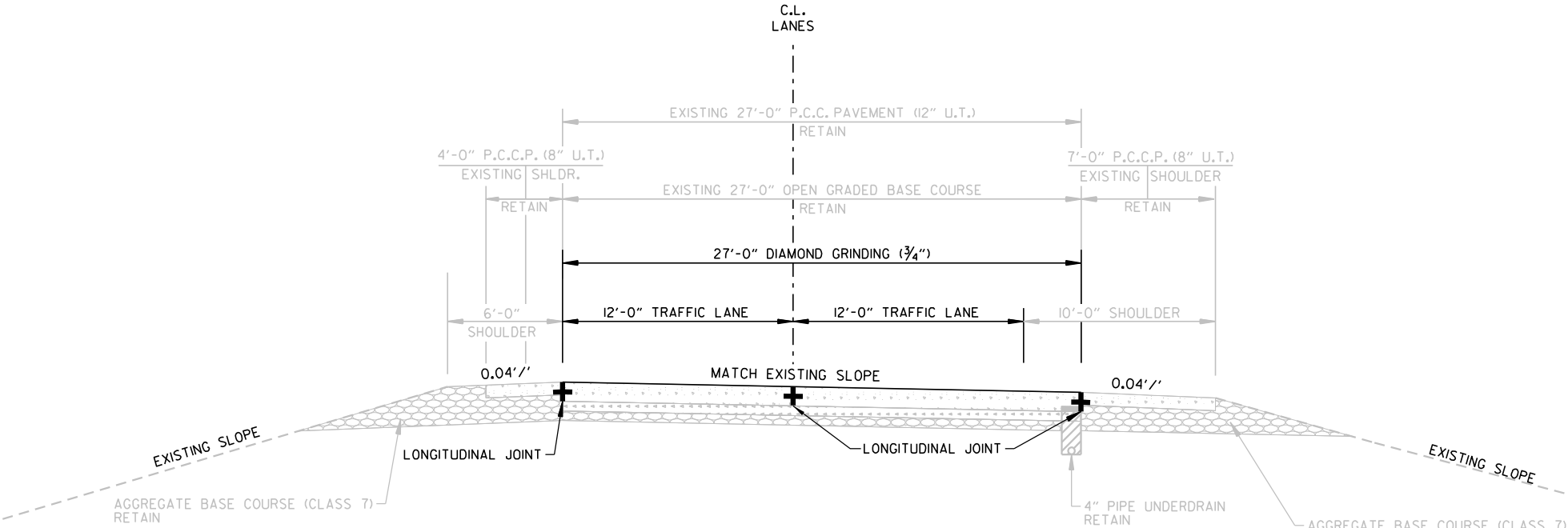
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		6	ARK.	030585	6	20
TYPICAL SECTIONS OF IMPROVEMENT						



I-30 DIAMOND GRINDING  
(SHOWN IN DIRECTION OF TRAFFIC)

WB MAIN LANES  
LOG MILE 16.330 TO LOG MILE 16.766  
LOG MILE 17.027 TO LOG MILE 17.069  
LOG MILE 17.110 TO LOG MILE 17.547

EB MAIN LANES  
LOG MILE 16.330 TO LOG MILE 16.766  
LOG MILE 17.027 TO LOG MILE 17.069  
LOG MILE 17.110 TO LOG MILE 17.547



I-30 DIAMOND GRINDING  
(SHOWN IN DIRECTION OF TRAFFIC)

WB MAIN LANES  
LOG MILE 17.547 TO LOG MILE 18.292

EB MAIN LANES  
LOG MILE 17.547 TO LOG MILE 18.292

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REVISED DATE: \$REVDAT\$

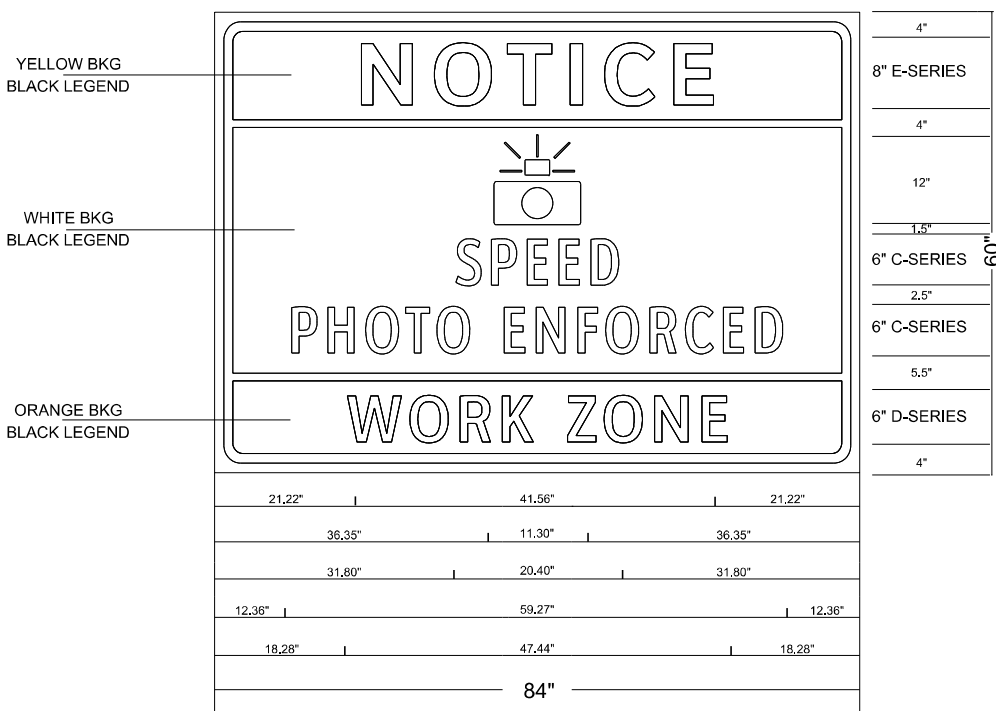


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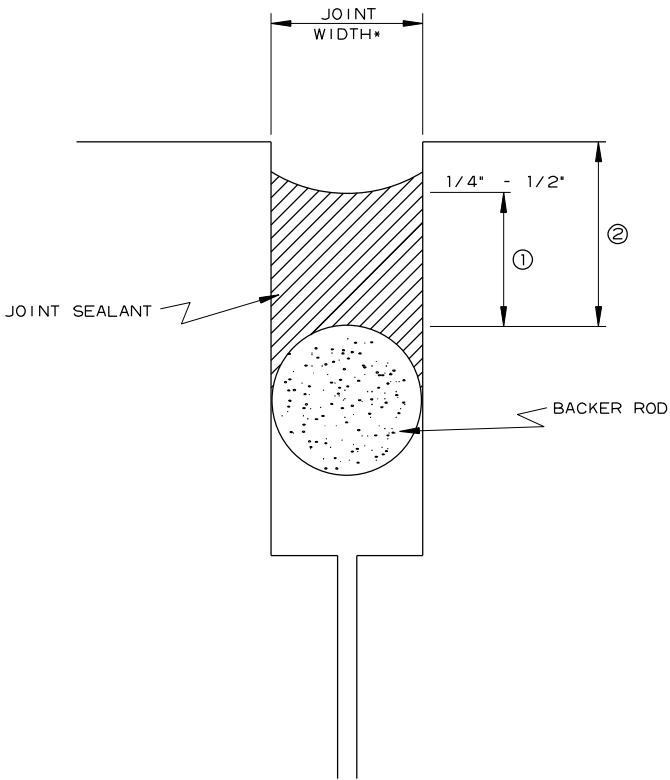
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	7	20
SPECIAL DETAILS						



CONSTRUCTION PROJECT INFORMATION SIGN



WZ-1 (INTERSTATE) SIGN

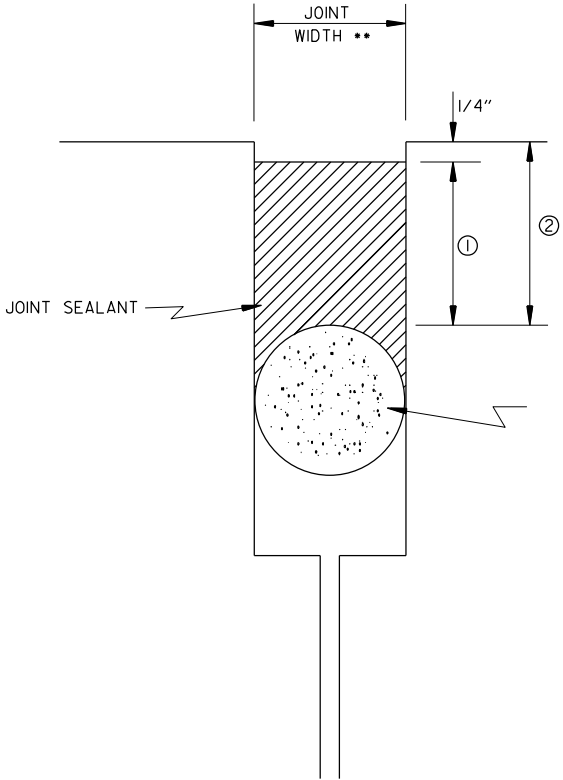


DETAILS OF TYPE A OR TYPE B  
JOINT REHABILITATION

JOINT CONFIGURATION FOR TYPE 3 & 4 JOINT SEALANT			
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2
5/8	5/16	3/4	9/16
3/4	3/8	7/8	7/8
4/8	7/16	1	11/16
1	1/2	1 1/4	3/4
1 TO 1 1/2	1/2	1 1/4+	3/4

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

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



DETAILS OF TYPE B  
JOINT REHABILITATION

JOINT CONFIGURATION FOR  
TYPE 5 JOINT SEALANT

JOINT WIDTH	APPROX. WIDTH TO DEPTH RATIO	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES		INCHES		
1/4	1:2	1/2	3/8	3/4
3/8		3/4	1/2	1
1/2		1	5/8	11/4
5/8		11/4	3/4	11/2
3/4	1:1.75	13/8	7/8	15/8
7/8		11/2	1	13/4
1	1:1.6	15/8	11/4	17/8
1 TO 3		15/8+	11/4+	17/8+

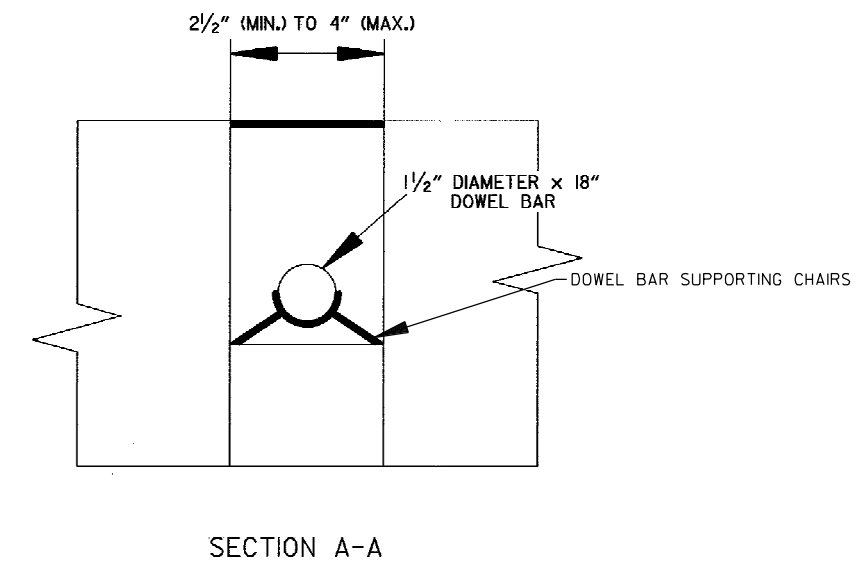
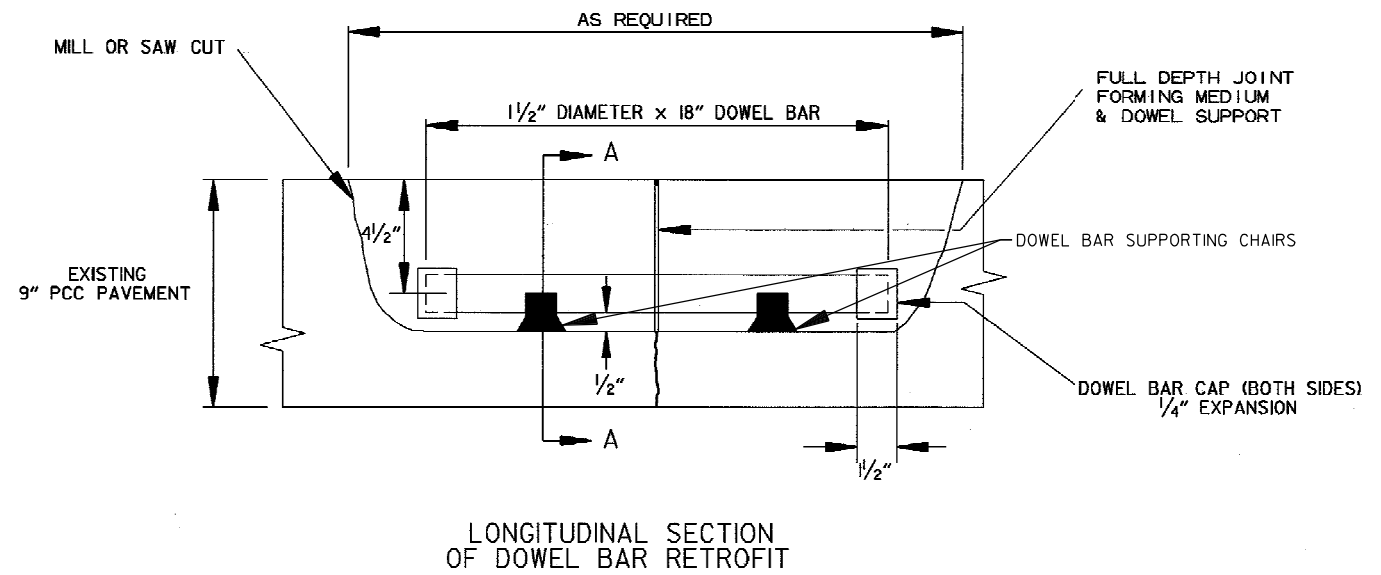
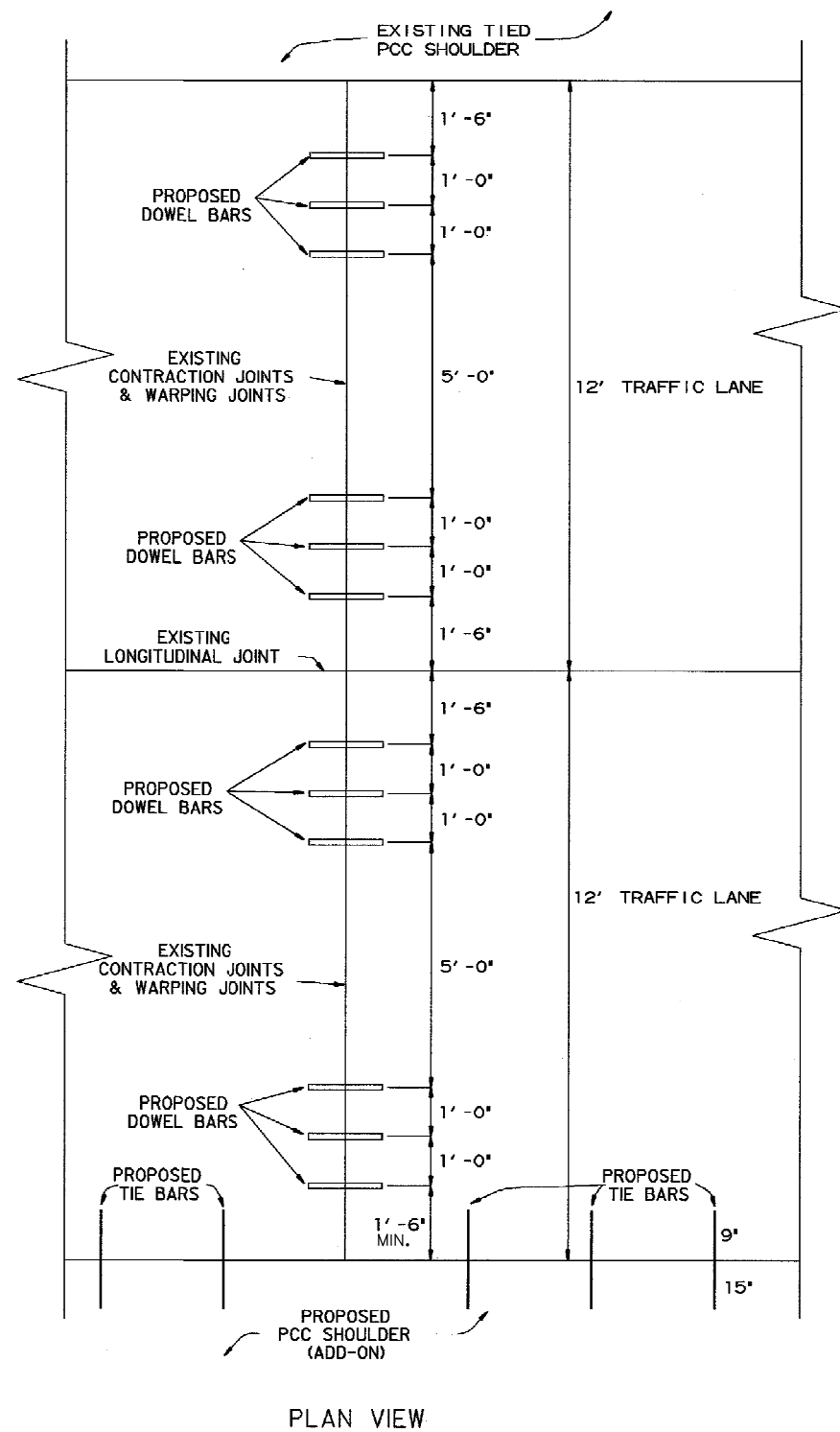
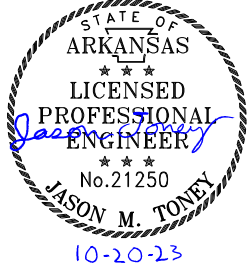
BACKER ROD

NOTE: FOR JOINTS WIDER THAN 11/2", THE  
CONTRACTOR SHALL HAVE THE OPTION  
OF COMPLETELY FILLING THE JOINT  
IN LIEU OF USING A BACKER ROD.

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

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

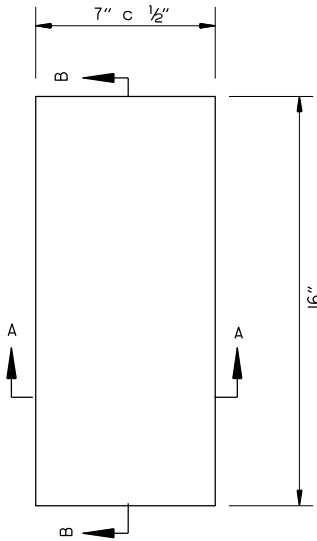
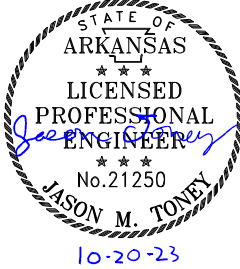
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	8	20
SPECIAL DETAILS						



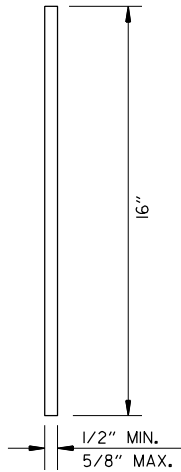
DETAIL OF DOWEL BAR RETROFIT



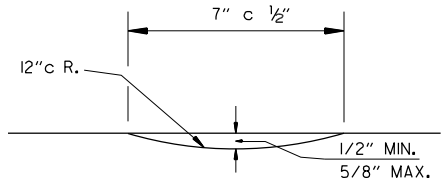
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		6	ARK.	030585	9	20
SPECIAL DETAILS						



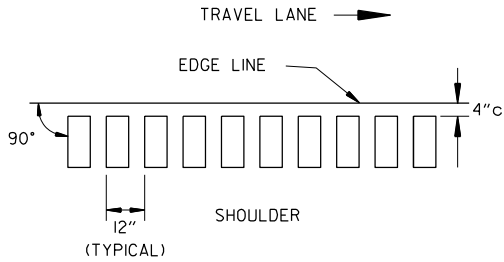
PLAN



SECTION B-B

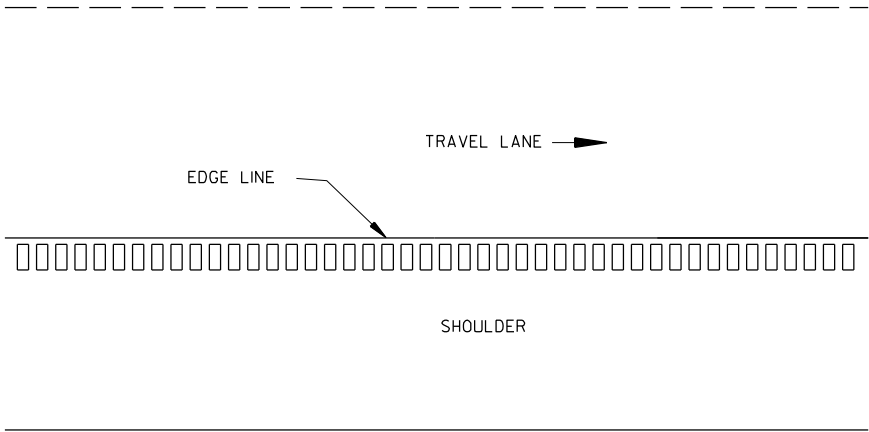
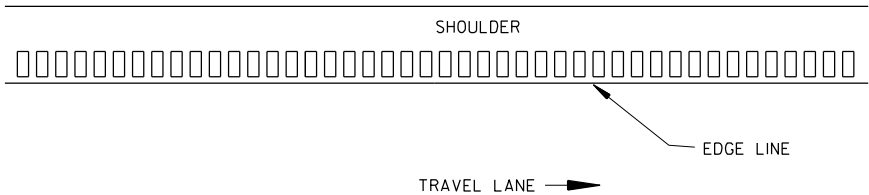


SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS  
LEFT OR RIGHT SHOULDER

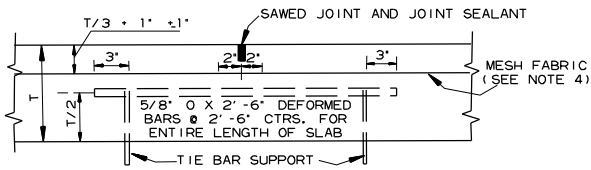
DETAILS OF RUMBLE STRIPS



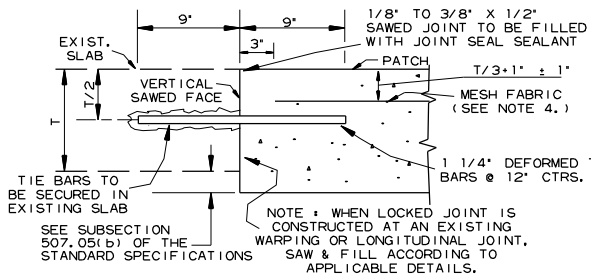
PLAN VIEW

- 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.
  - 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.

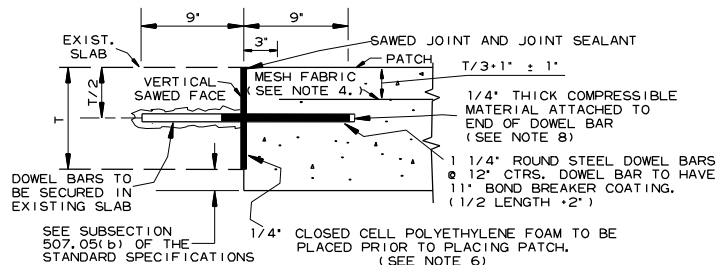
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WORKSPACE: Jason Toney  
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REVISED DATE: \$REVIDATE\$\$



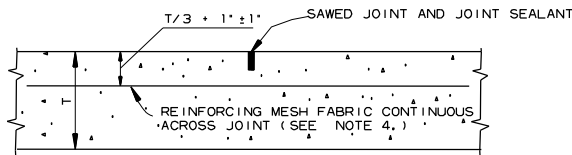
SECTION A-A  
TIED LONGITUDINAL JOINT



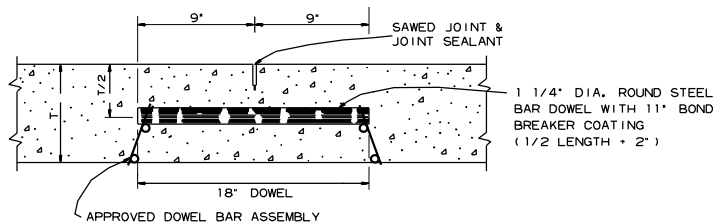
SECTION D-D  
LOCKED JOINT



SECTION E-E  
FREE TRANSVERSE JOINT



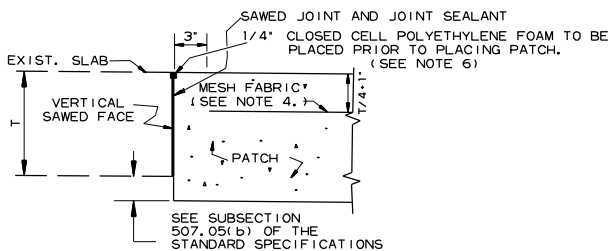
SECTION B-B  
WARPING JOINT



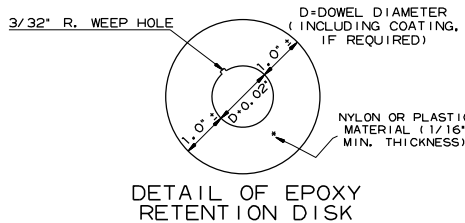
SECTION C-C  
ONE-HALF 24' PAVEMENT  
12 DOWELS  
PLAN - CONTRACTION JOINT

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

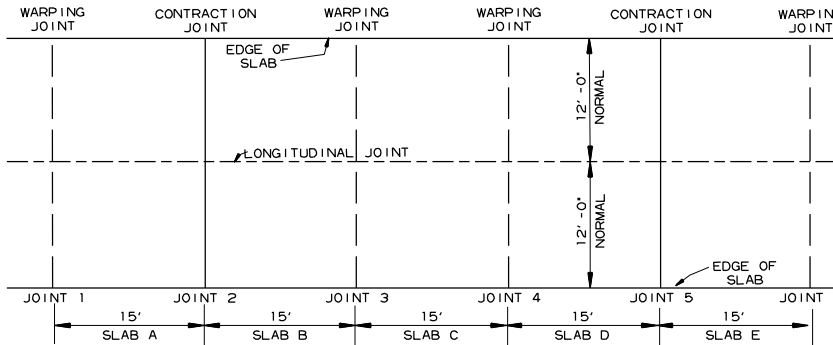
CONTRACTION JOINT DETAILS



SECTION F-F  
FREE LONGITUDINAL JOINT

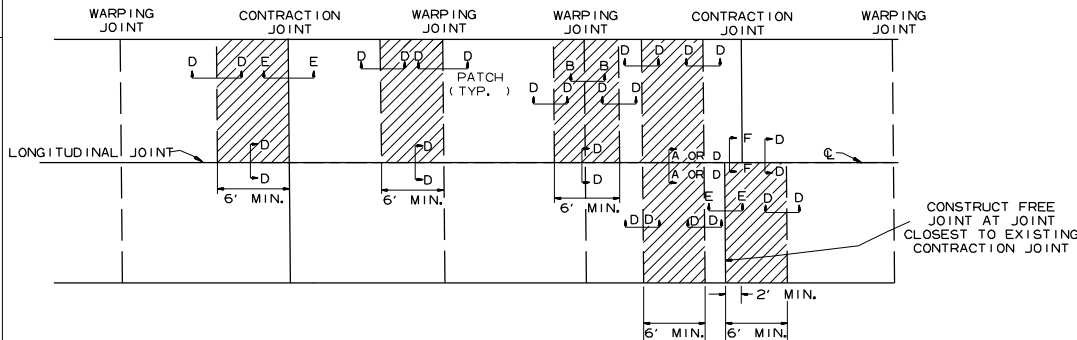


NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE



PLAN OF PAVEMENT REPAIR  
(FULL SLABS)

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



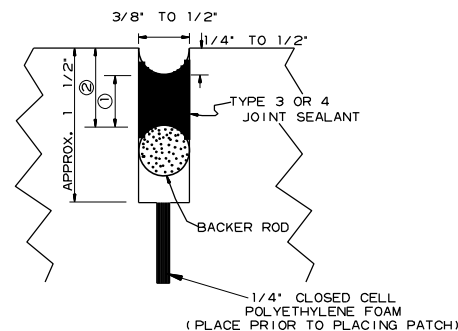
PLAN OF PAVEMENT REPAIR  
(PARTIAL SLABS)

JOINT CONFIGURATION FOR  
TYPE 3 OR 4 JOINT SEALANT

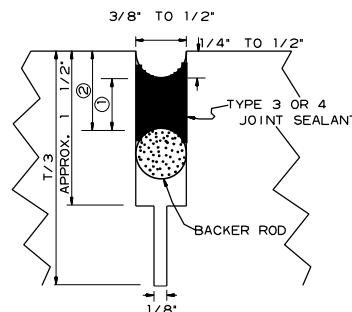
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2

JOINT CONFIGURATION FOR  
TYPE 5 OR 7 JOINT SEALANT

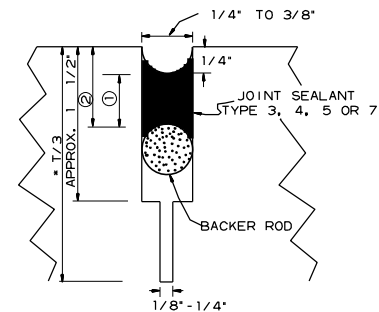
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1



DETAIL OF SAWED FREE TRANSVERSE &  
FREE LONGITUDINAL JOINT



DETAIL OF SAWED CONTRACTION JOINT



NOTE: 1/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED  
TIED LONGITUDINAL JOINT  
AND WARPING JOINT

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

DETAILS OF PORTLAND CEMENT  
CONCRETE PAVEMENT PATCHING  
(MAIN LANES)

SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	10	20



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	II	20
MAINTENANCE OF TRAFFIC DETAILS						

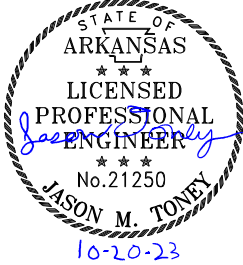
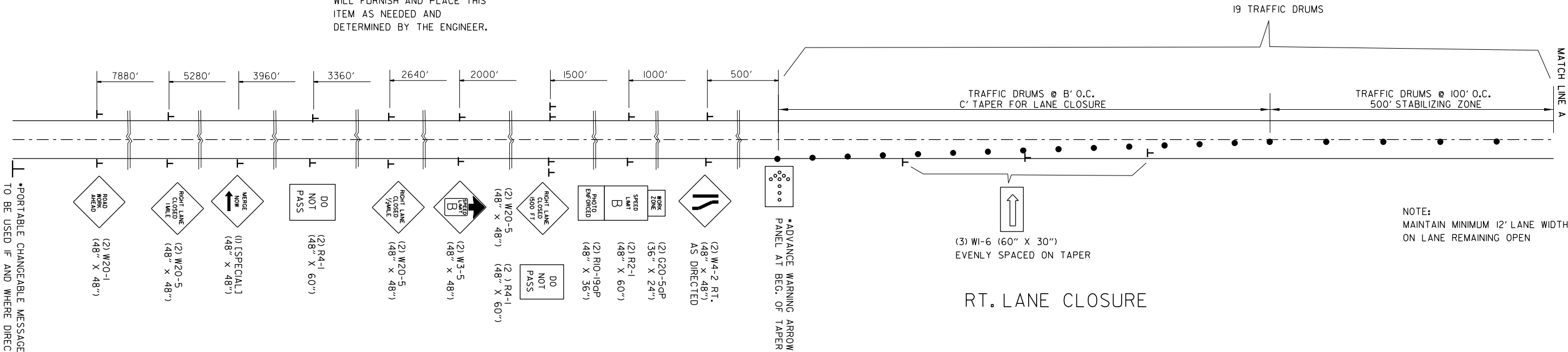


TABLE OF VARIABLES				
DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780

M.S.  
N.S. = MOBILE SPEED  
NOTIFICATION SYSTEM

P.R.  
T.S. = PHOTO RADAR  
TRAILER SYSTEM

••NOTE: IF NO PAY ITEM FOR  
A PHOTO RADAR TRAILER  
SYSTEM IS INCLUDED IN THE  
CONTRACT DOCUMENTS, ARDOT  
WILL FURNISH AND PLACE THIS  
ITEM AS NEEDED AND  
DETERMINED BY THE ENGINEER.



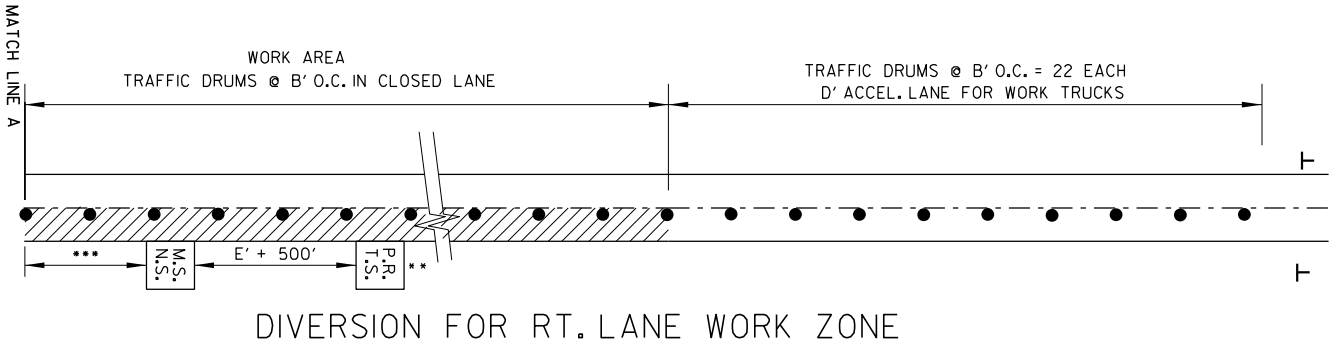
NOTE:  
MAINTAIN MINIMUM 12' LANE WIDTH  
ON LANE REMAINING OPEN

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

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

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

\*\*\*DISTANCE TO BE DETERMINED BY THE ENGINEER.  
M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN  
THE WORK AREA.



(3) W1-6 (60" X 30")  
EVENLY SPACED ON TAPER

TRAFFIC DRUMS @ 8' O.C.  
E' DIRECTED LANE TO  
CLEAR LT. LANES WORK AREA

BUFFER MIN. 500'  
TRAFFIC DRUMS @ 100' O.C. = 5 EACH

WORK AREA  
TRAFFIC DRUMS @ 8' O.C. IN CLOSED LANE

TRAFFIC DRUMS @ 8' O.C. = 22 EACH  
D' ACCEL. LANE FOR WORK TRUCKS

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

DIVERSION FOR LT. LANE WORK ZONE

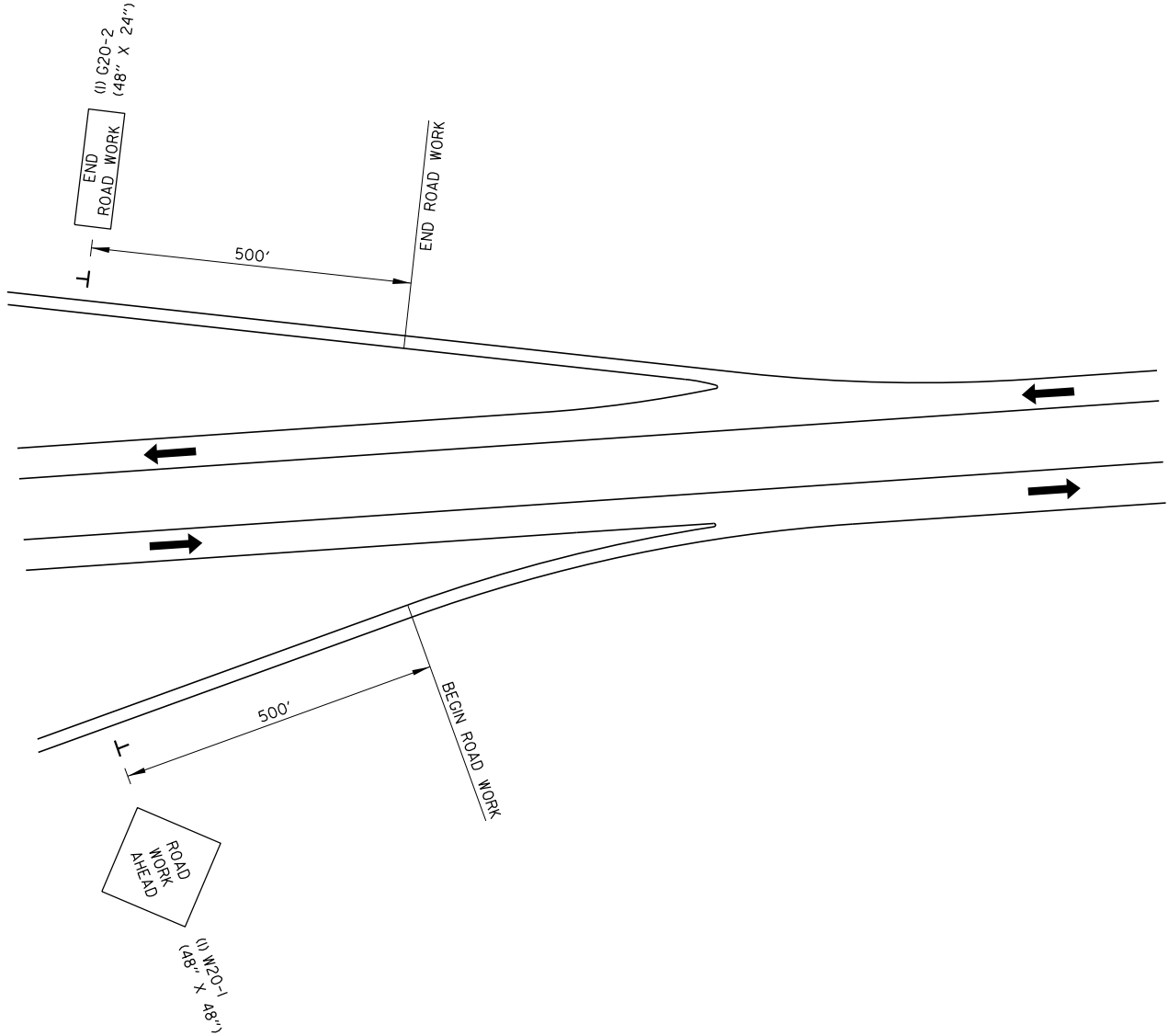
SPEED  
LIMIT  
A  
(2) R2-1  
(48" X 60")

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

LANE CLOSURE  
MAINTENANCE OF TRAFFIC DETAILS

Jason Toney 10/16/2023 11:42:08 AM  
WORKSPACE: Jason Toney  
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REVISED DATE: \*\*REVIDATE\*\*

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	12	20
MAINTENANCE OF TRAFFIC DETAILS						



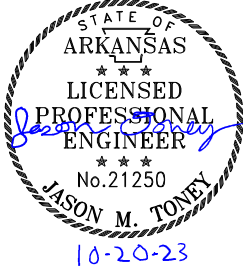
DETAIL OF ENTRANCE AND EXIT RAMPs

EB LANES:	WB LANES:
LOG MILE 7.100: EXIT RAMP	LOG MILE 11.217: ENTRANCE RAMP
LOG MILE 7.366: ENTRANCE RAMP	LOG MILE 17.567: ENTRANCE RAMP
LOG MILE 11.217: EXIT RAMP	LOG MILE 17.927: EXIT RAMP
LOG MILE 17.567: EXIT RAMP	
LOG MILE 17.927: ENTRANCE RAMP	

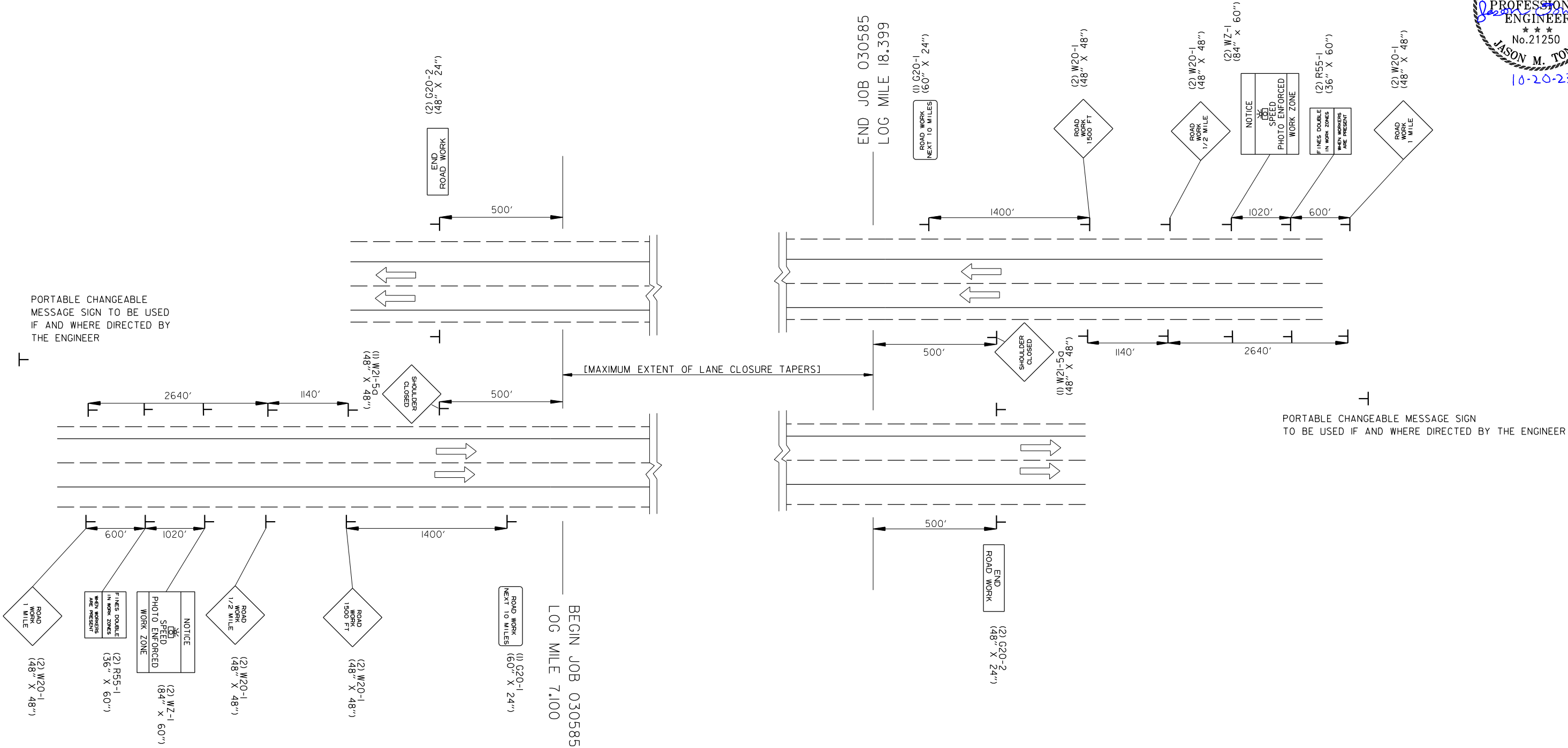
ADVANCE WARNING SIGNS  
MAINTENANCE OF TRAFFIC DETAILS

Jason Toney 10/16/2023 11:42:09 AM  
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REVISED DATE: \$REVIDATE\$

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	13	20
MAINTENANCE OF TRAFFIC DETAILS						



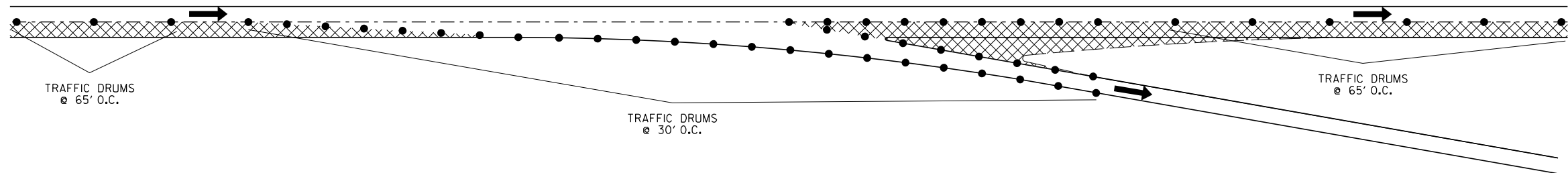
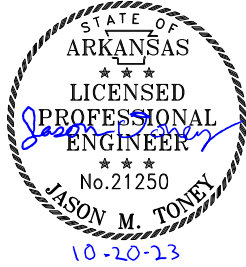
NOTE : W20-1(VARIOUS DISTANCE) ADVANCE SIGNS  
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS  
AS WORKING AREA SHIFTS.



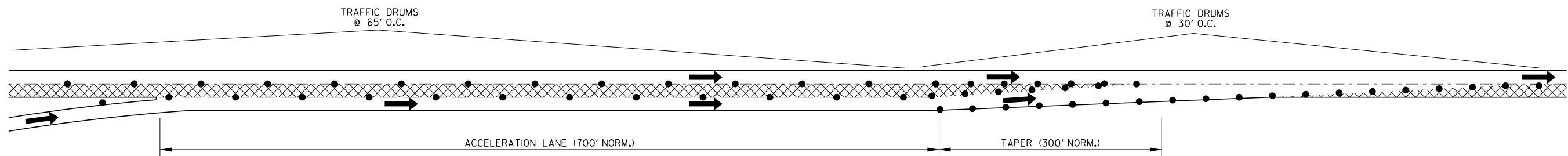
ADVANCE SIGNS AT BEGINNING AND END OF JOB  
ALL STAGES

ADVANCE WARNING SIGNS  
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	14	20
MAINTENANCE OF TRAFFIC DETAILS						



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT  
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT  
OUTSIDE LANE CLOSURE



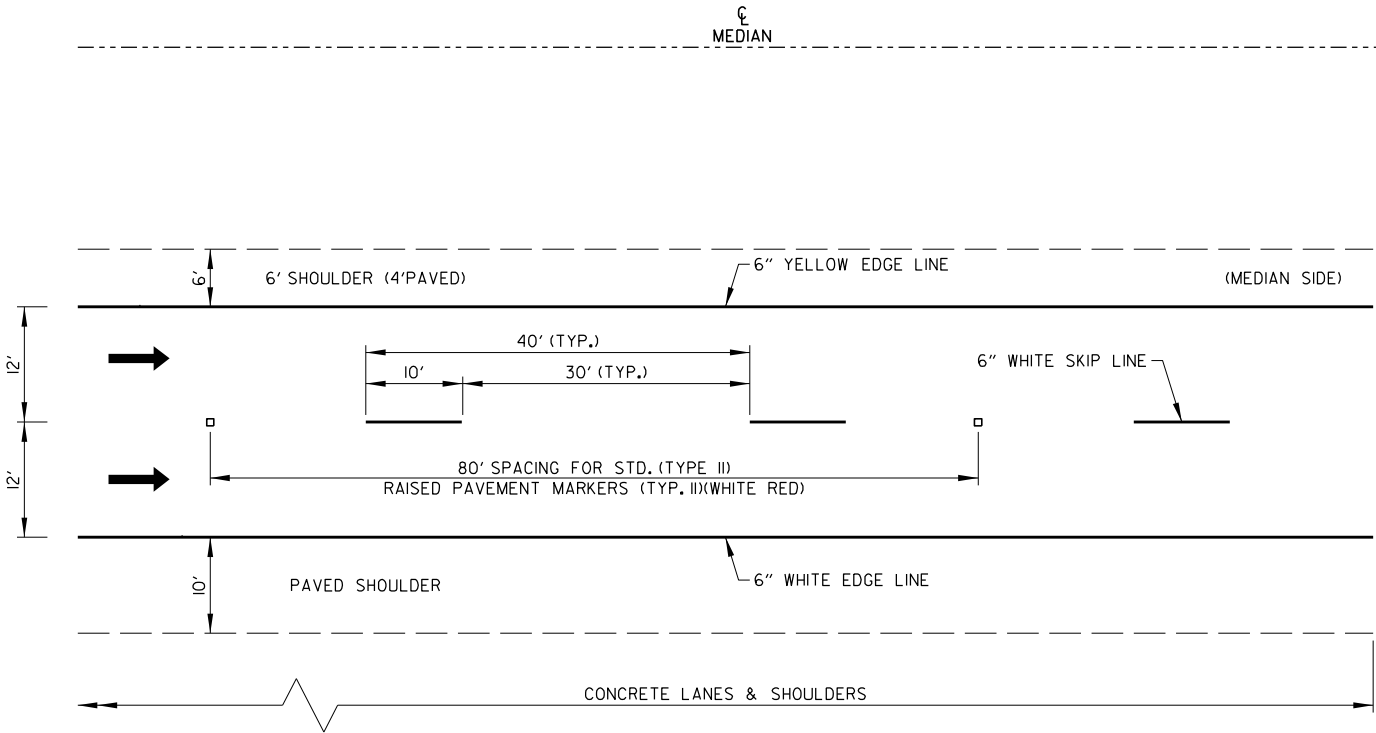
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	15	20
PERMANENT PAVEMENT MARKING DETAILS						



10-20-23

CONCRETE ROADWAY

SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING  
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING  
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING



PERMANENT PAVEMENT MARKING DETAILS

SEE STANDARD DRAWINGS PM-1 AND PM-2  
FOR ADDITIONAL INFORMATION

Jason Toney 1/2/2024 4:49:21 PM  
WORKSPACE: Jason Toney  
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REVISED DATE: \*\*REDATE\*\*

ADVANCE WARNING SIGNS AND DEVICES											
SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
			EACH		NO.	SQ. FT.					
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0	EACH		DAY	WEEK	EACH
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0					
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0					
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	128.0					
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	64.0					
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	64.0					
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	64.0					
W21-5a	SHOULDER CLOSED	48"x48"	2	2	2	32.0					
W4-2 RT.	LANE CLOSED	48"x48"	4	4	4	64.0					
G20-2	END ROAD WORK	48"x24"	8	8	8	64.0					
G20-1	ROAD WORK NEXT 10 MILES	60"x24"	2	2	2	20.0					
G20-5aP	WORK ZONE	36"x24"	4	4	4	24.0					
W1-6	LARGE ARROW	60"x30"	12	12	12	150.0					
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	4	4	4	64.0					
R2-1	SPEED LIMIT 75	48"x60"	4	4	4	80.0					
R2-1	SPEED LIMIT 65	48"x60"	8	8	8	160.0					
R4-1	DO NOT PASS	48"x60"	8	8	8	160.0					
R55-1	FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT	36"x60"	4	4	4	60.0					
R10-19aP	PHOTO ENFORCED	48"x36"	4	4	4	48.0					
WZ-1	NOTICE SPEED PHOTO ENFORCED WORK ZONE	84"x60"	4	4	4	140.0					
SPECIAL	MERGE NOW (LT.)	48"x48"	2	2	2	32.0					
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	48"x96"	2	2	2	64.0					
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE						4				
	TRAFFIC DRUMS							567			
	ADVANCE WARNING ARROW PANEL		2	2				1095			
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2					156		
	MOBILE SPEED NOTIFICATON SYSTEM		2	2							2
TOTALS:						1674.0	4	567	1095	156	2

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

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

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		
			TYPE II	6"		12"
			(WHITE/RED)	WHITE	YELLOW	WHITE
	LIN. FT.		EACH		LIN. FT.	
CONSTRUCTION PAVEMENT MARKINGS	249428	249428				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	1834		1834			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	136285			136285		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	108403				108403	
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	4740					4740
TOTALS:		249428	1834	136285	108403	4740

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

HIGH DENSITY POLYURETHANE FOAM

LOG MILE	LOG MILE	LOCATIONS	PANELS	HDPF FOR LEVELING AND UNDERSEALING		HDPF FOR SOIL DENSIFICATION
			EACH	GAL/ PANEL	GAL	GAL
7.600	7.900	W.B. I-30	40	VAR.	1800.00	
8.000	8.100	W.B. I-30	24	VAR.	1080.00	
8.300	8.400	W.B. I-30	14	VAR.	630.00	
9.000	9.100	W.B. I-30	24	VAR.	1080.00	
10.200	10.400	W.B. I-30	28	VAR.	1260.00	
11.300	11.500	W.B. I-30	102	VAR.	4590.00	
13.900	14.800	W.B. I-30	634	VAR.	28530.00	
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				10000.00
TOTALS:				38970.00	10000.00	

NOTE: QUANTITIES ESTIMATED.  
SEE SECTION 104.03 OF THE STD. SPECS.

GRINDING PORTLAND CEMENT CONCRETE PAVEMENT

LOG MILE	LOG MILE	LOCATION	LENGTH	AVG. WIDTH	GRINDING PORTLAND CEMENT CONCRETE PAVEMENT
			FT.	FT.	SQ. YD.
7.100	11.498	E.B. I-30	23221	26	67082.89
7.100	11.499	W.B. I-30	23227	24	61938.67
8.650	8.700	E.B. I-30 OUTSIDE SHOULDER	264	8	234.67
11.033	11.090	W.B. I-30 ACCELERATION LANE TAPER	300	6	200.00
11.090	11.236	W.B. I-30 ACCELERATION LANE	771	12	1028.00
11.179	11.243	E.B. I-30 EXIT RAMP	338	15	563.33
11.236	11.276	W.B. I-30 ENTRANCE RAMP	211	15	351.67
11.606	11.630	W.B. I-30	127	26	366.89
11.607	11.630	E.B. I-30	121	24	322.67
11.630	13.799	E.B. I-30	11452	27	34356.00
11.630	13.799	W.B. I-30	11452	27	34356.00
12.000	13.900	W.B. I-30 OUTSIDE SHOULDER	10032	7	7802.67
13.827	15.080	E.B. I-30	6616	27	19848.00
13.827	15.080	W.B. I-30	6616	27	19848.00
16.275	16.766	E.B. I-30	2592	26	7488.00
16.275	16.766	W.B. I-30	2592	26	7488.00
17.027	17.069	E.B. I-30	222	26	641.33
17.027	17.069	W.B. I-30	222	26	641.33
17.110	17.547	E.B. I-30	2307	26	6664.67
17.110	17.547	W.B. I-30	2307	26	6664.67
17.323	17.380	W.B. I-30 ACCELERATION LANE TAPER	300	6	200.00
17.380	17.586	W.B. I-30 ACCELERATION LANE	1088	12	1450.67
17.550	17.700	E.B. I-30 OUTSIDE SHOULDER	792	7	616.00
17.547	18.292	W.B. I-30	3934	27	11802.00
17.547	18.292	E.B. I-30	3934	27	11802.00
17.517	17.567	E.B. I-30 EXIT RAMP	264	15	440.00
17.586	17.843	W.B. I-30 ENTRANCE RAMP	1357	15	2261.67
17.800	18.400	W.B. I-30 OUTSIDE SHOULDER	3168	7	2464.00
17.946	17.976	E.B. I-30 ENTRANCE RAMP	158	15	263.33
17.976	18.122	E.B. I-30 ACCELERATION LANE	771	12	1028.00
18.122	18.179	E.B. I-30 ACCELERATION LANE TAPER	300	6	200.00
17.979	18.046	W.B. I-30 EXIT RAMP	354	15	590.00
TOTALS:			121410		311005.13

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



10/26/2023 12:24:09 PM  
Jason Toney  
WORKSPACE: c:\user's\public\mbiew\6\dd026931\RO30585\_08\_011.dgn  
REVISED DATE: \*\*REVIDATE\*\*

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	17	20
QUANTITIES						

DOWEL BAR RETROFIT

LOG MILE	LOG MILE	LOCATION	JOINTS	DOWEL BAR RETROFIT	
				BARS/JOINT	BARS
			EACH		EACH
7.600	7.900	W.B. I-30	20	12	240
8.000	8.100	W.B. I-30	12	12	144
8.300	8.400	W.B. I-30	7	12	84
9.000	9.100	W.B. I-30	12	12	144
10.200	10.400	W.B. I-30	14	12	168
11.300	11.500	W.B. I-30	51	12	612
13.900	14.800	W.B. I-30	317	12	3804
TOTAL:					5196

JOINT REHABILITATION

LOG MILE	LOG MILE	LOCATIONS	NUMBER OF JOINTS	AVG. WIDTH PER JOINT	AVG. LENGTH PER JOINT	TYPE A LIN. FT.	TYPE B LIN. FT.
7.100	11.498	E.B. I-30	1548	38	45	58824	69660
7.100	11.499	W.B. I-30	1548	38	45	58824	69660
11.033	11.090	W.B. I-30 ACCELERATION LANE TAPER	20	6	15	120	300
11.090	11.236	W.B. I-30 ACCELERATION LANE	51	12	15	612	765
11.179	11.243	E.B. I-30 EXIT RAMP	23	15	30	345	690
11.236	11.276	W.B. I-30 ENTRANCE RAMP	14	15	30	210	420
11.606	11.630	W.B. I-30	8	38	45	304	360
11.607	11.630	E.B. I-30	8	38	45	304	360
11.630	13.799	E.B. I-30	764	38	45	29032	34380
11.630	13.799	W.B. I-30	764	38	45	29032	34380
13.827	15.080	E.B. I-30	441	38	45	16758	19845
13.827	15.080	W.B. I-30	441	38	45	16758	19845
16.275	16.330	E.B. I-30	19	38	45	722	855
16.275	16.330	W.B. I-30	19	38	45	722	855
16.330	16.766	E.B. I-30	154	42	45	6468	6930
16.330	16.766	W.B. I-30	154	42	45	6468	6930
17.027	17.069	E.B. I-30	15	42	45	630	675
17.027	17.069	W.B. I-30	15	42	45	630	675
17.110	17.547	E.B. I-30	154	42	45	6468	6930
17.110	17.547	W.B. I-30	154	42	45	6468	6930
17.323	17.380	W.B. I-30 ACCELERATION LANE TAPER	20	6	15	120	300
17.380	17.586	W.B. I-30 ACCELERATION LANE	73	12	15	876	1095
17.517	17.567	E.B. I-30 EXIT RAMP	18	15	30	270	540
17.547	18.292	W.B. I-30	262	8	45	2096	11790
17.547	18.292	E.B. I-30	262	15	45	3930	11790
17.586	17.843	W.B. I-30 ENTRANCE RAMP	91	15	30	1365	2730
17.946	17.976	E.B. I-30 ENTRANCE RAMP	11	7	30	77	330
17.976	18.122	E.B. I-30 ACCELERATION LANE	51	7	15	357	765
17.979	18.046	W.B. I-30 EXIT RAMP	24	15	30	360	720
18.122	18.179	E.B. I-30 ACCELERATION LANE TAPER	20	15	15	300	300
TOTAL:						249450	311805

RUMBLE STRIPS IN CONCRETE SHOULDERS

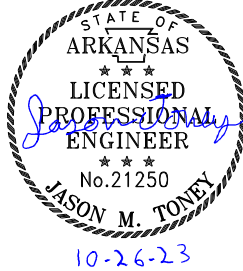
LOG MILE	LOG MILE	LOCATION	* RUMBLE STRIPS IN CONCRETE SHOULDERS
			LIN.FT.
7.100	11.498	E.B. I-30	23221
11.607	13.799	E.B. I-30	11574
11.630	13.799	W.B. I-30	11452
13.827	15.080	E.B. I-30	6616
13.827	15.080	W.B. I-30	6616
16.275	16.766	E.B. I-30	2592
16.275	16.766	W.B. I-30	2592
17.027	17.069	E.B. I-30	222
17.027	17.069	W.B. I-30	222
17.110	18.292	W.B. I-30	6241
17.110	18.292	E.B. I-30	6241
TOTAL:			77589

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

PORTLAND CEMENT CONCRETE PAVEMENT PATCHING OF EXISTING ROADWAY

LOG MILE (INSIDE LANE)	LOG MILE (OUTSIDE LANE)	LOG MILE (SHOULDER)	LOCATION	REMOVAL OF CONCRETE PAVEMENT FOR PATCHING	12" U.T.
				SQ. YD.	SQ. YD.
	7.300		W.B. I-30	20.00	20.00
	7.400		W.B. I-30	20.00	20.00
		7.560	W.B. I-30	6.67	6.67
	7.570		W.B. I-30	20.00	20.00
	7.580		W.B. I-30	8.00	8.00
7.580			W.B. I-30	20.00	20.00
7.600			E.B. I-30	12.50	12.50
	7.600		E.B. I-30	12.50	12.50
7.600			E.B. I-30	12.50	12.50
	7.600		W.B. I-30	20.00	20.00
	7.640		W.B. I-30	20.00	20.00
	7.650		W.B. I-30	20.00	20.00
7.700			W.B. I-30	8.00	8.00
	7.700		W.B. I-30	40.00	40.00
	7.900		W.B. I-30	8.00	8.00
7.950			W.B. I-30	8.00	8.00
	7.950		W.B. I-30	8.00	8.00
	7.980		W.B. I-30	20.00	20.00
	8.050		W.B. I-30	8.00	8.00
	8.100		W.B. I-30	20.00	20.00
	8.300		W.B. I-30	8.00	8.00
8.300			W.B. I-30	8.00	8.00
	8.350		W.B. I-30	8.00	8.00
8.350			W.B. I-30	8.00	8.00
	8.350		W.B. I-30	8.00	8.00
	8.400		W.B. I-30	40.00	40.00
	9.200		W.B. I-30	10.00	10.00
	9.400		W.B. I-30	20.00	20.00
	9.450		W.B. I-30	8.00	8.00
		9.500	W.B. I-30	5.33	5.33
9.600			W.B. I-30	20.00	20.00
	9.600		W.B. I-30	8.00	8.00
	9.800		W.B. I-30	10.00	10.00
	9.840		W.B. I-30	8.00	8.00
	9.850		W.B. I-30	20.00	20.00
	9.900		W.B. I-30	10.00	10.00
9.900			W.B. I-30	10.00	10.00
	10.200		W.B. I-30	10.00	10.00
	10.300		W.B. I-30	20.00	20.00
	10.400		W.B. I-30	10.00	10.00
	10.750		W.B. I-30	10.00	10.00
	10.800		W.B. I-30	20.00	20.00
10.800			W.B. I-30	20.00	20.00
	10.930		W.B. I-30	20.00	20.00
	10.950		W.B. I-30	10.00	10.00
	11.040		W.B. I-30	20.00	20.00
	11.050		W.B. I-30	20.00	20.00
	11.100		W.B. I-30	10.00	10.00
	11.200		W.B. I-30	60.00	60.00
	11.200		W.B. I-30	10.00	10.00
	11.300		W.B. I-30	20.00	20.00
11.300			W.B. I-30	12.50	12.50
11.300			E.B. I-30	25.00	25.00
	11.300		E.B. I-30	10.00	10.00
11.900			W.B. I-30	12.50	12.50
	11.990		E.B. I-30	25.00	25.00
	12.400		W.B. I-30	12.50	12.50
12.500			W.B. I-30	12.83	12.83
	12.500		W.B. I-30	12.50	12.50
	12.600		W.B. I-30	10.00	10.00
	12.600		E.B. I-30	12.50	12.50
13.500			W.B. I-30	12.50	12.50
	13.500		W.B. I-30	12.50	12.50
		13.500	W.B. I-30	11.67	11.67
	13.600		W.B. I-30	12.50	12.50
	14.000		W.B. I-30	12.50	12.50
14.900			E.B. I-30	12.50	12.50
14.900			E.B. I-30	12.50	12.50
TOTAL:				1013.5	1013.5

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



QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	18	20
		DISTRICT 3 BRIDGES - QUANTITIES - 65072				

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 030585

DISTRICT	SITE NO.	COUNTY	ROUTE	SECTION	LOG MILE	BRIDGE NO.	SS & 804	SS & 809	821	SP JOB 030585	SP JOB 030585
							EPOXY COATED REINFORCING STEEL (GRADE 60)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 07335)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
							POUND	LIN. FT.	LUMP SUM	SQ. FT.	SQ. YD.
3	1	MILLER	I-30	11	11.506	A3796 ①		623 ④			
	2	MILLER	I-30	11	11.505	B3796 ①		623 ④			
	7	MILLER	I-30	11	16.773	07335 ②	4,650		1 ⑤	5,460.0	12,133.4
	8	HEMPSTEAD	I-30	12	17.076	07336 ②	510			592.2	1,316.0
TOTALS FOR JOB 030585							5,160 ③	1,246		6,052.2 ③	13,449.4

Note: Site Nos. 3-6, 9, and 10 are project exceptions. See Roadway plans for additional information.

REFERENCE TABLE

BRIDGE NO.	EXISTING DWG. NO(S).
A3796	33939
B3796	33940
07335	56372-56373, 56416-56417
07336	56420

- ① EXISTING BRIDGE DECK HAS POLYMER OVERLAY FROM JOB BB0310.
- ② EXISTING BRIDGE DECK HAS NO ASPHALT OVERLAY.
- ③ QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.
- ④ EXISTING BRIDGE HAS FILLED JOINTS TO BE REMOVED AND REPLACED WITH POURED SILICONE JOINTS.
- ⑤ MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES REMOVAL OF DEBRIS AT STRIP SEAL JOINT BY POWERWASHING TOP OF JOINT AND AT THE FINGER JOINTS BY POWERWASHING TROUGH THROUGH ACCESS BETWEEN FINGERS.



BRIDGE ENGINEER  
PRINT DATE: 10/16/2023

SCHEDULE OF BRIDGE QUANTITIES  
ARKANSAS WELCOME CENTER - HWY. 67  
(SEL. SECS.) (S)  
ROUTE I-30 SECTION VARIES  
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

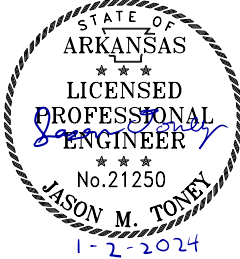
DRAWN BY: MHA DATE: 6/2023 FILENAME: B030585\_Q1.DGN  
CHECKED BY: MKL DATE: 6/2023 SCALE: NONE  
DESIGNED BY: MHA DATE: 6/2023

BRIDGE NO. DISTRICT 3 BRIDGES

DRAWING NO. 65072

Jason Toney 1/2/2024 4:49:21 PM  
WORKSPACE: Jason Toney  
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REVISED DATE: \*\*REVDATE\*\*

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-02-2024		6	ARK.	030585	19	20
		SUMMARY OF QUANTITIES AND REVISIONS				



SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	1014	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (12" UNIFORM THICKNESS)	1014	SQ. YD.
SP	HDPF FOR LEVELING AND UNDERSEALING	38970	GAL.
SP	HDPF FOR SOIL DENSIFICATION	10000	GAL.
509	JOINT REHABILITATION (TYPE A)	249450	LIN. FT.
509	JOINT REHABILITATION (TYPE B)	311805	LIN. FT.
SP, SS, & 510	GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	311005	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1674	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	4	EACH
SS & 604	TRAFFIC DRUMS	567	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	249428	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	1095	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	156	WEEK
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	2	EACH
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	77589	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	136285	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	4740	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	108403	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1834	EACH
SP	DOWEL BAR RETROFIT FOR PCCP	5196	EACH
STRUCTURES OVER 20' SPAN			
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	5160	POUND
SS & 809	SILICONE JOINT SEALANT	1246	LIN. FT.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 07335)	1	LUMP SUM
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	6052.2	SQ. FT.
SP	POLYMER OVERLAY	13449.4	SQ. YD.

DATE	REVISION	SHEET NUMBER
1/2/2024	Revised the FAP number on the title sheet. Revised the Insurance, Construction, and Flagging Requirements on Railroad Property (UPRR) Special Provision. Revised the Governing Specifications to remove FHWA-1273 Supplement - Training Program - Job Number 030585. Replaced the Site Use (A+C Method) - Calendar Day Contract Special Provision with the no prosecution and progress version. Revised the cover sheet for TMP to included correct FAP Revised the quantity HDPF for Leveling and Undersealing.	1, 3, 16, & 19

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	030585	20	20
DISTRICT 3 BRIDGES - BRIDGE DATA - 65073						

BRIDGE PRESERVATION DATA TABLE  
(DISTRICT 3)

CURRENT CONST. CONTRACT SITE NO.	BRIDGE NO.	ORIGINAL CONTRACT NO.	COUNTY	ROUTE	SECTION	DECK TREATMENT TYPE	BRIDGE JOINT TREATMENT STD. DRAWING	BRIDGE JOINT TREATMENT LOCATION
1	A3796	30050	MILLER	I-30	11	N/A	55064	BENTS 1-10
2	B3796	30050	MILLER	I-30	11	N/A	55064	BENTS 1-10
7	07335	BB0303	MILLER	I-30	11	POLYMER OVERLAY	N/A	REMOVE IMPACTED DEBRIS FROM STRIP SEAL JOINT AT BENT 1 AND FROM FINGER JOINTS AT BENTS 5 AND 9.
8	07336	BB0303	HEMPSTEAD	I-30	12	POLYMER OVERLAY	N/A	N/A

Note: Site Nos. 3-6, 9, and 10 are project exceptions. See Roadway plans for additional information.



BRIDGE ENGINEER  
PRINT DATE: 10/16/2023

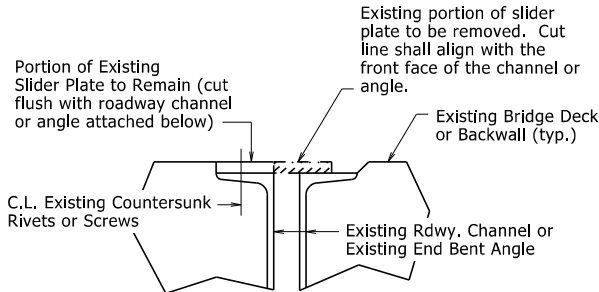
BRIDGE PRESERVATION DATA TABLE  
DISTRICT 3  
ROUTE I-30 SECTION VARIES  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: MHA      DATE: 6/2023      FILENAME: B030585\_DT.DGN  
CHECKED BY: MKL      DATE: 6/2023      SCALE: NONE  
DESIGNED BY: MHA      DATE: 6/2023

BRIDGE NO. DISTRICT 3 BRIDGES      DRAWING NO. 65073

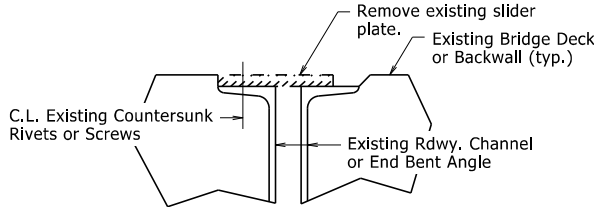


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
1 JOINT REPAIR - 55064								



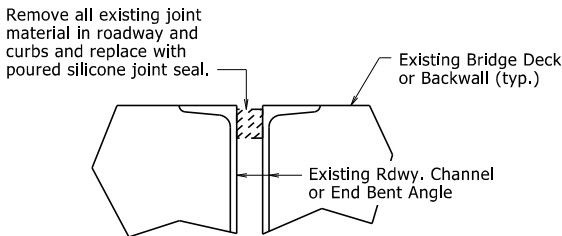
### REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

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



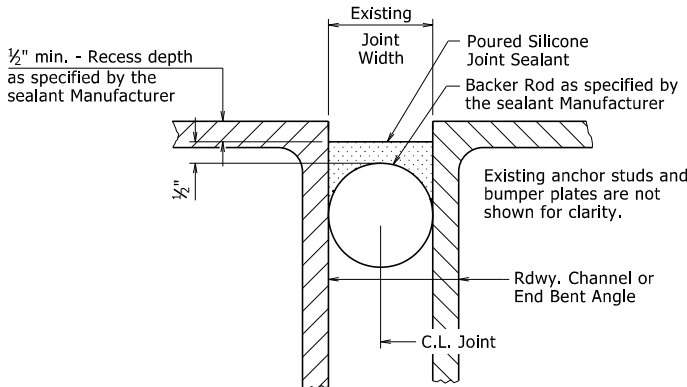
### REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

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



### REMOVAL DETAILS AT EXISTING FILLED JOINTS

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



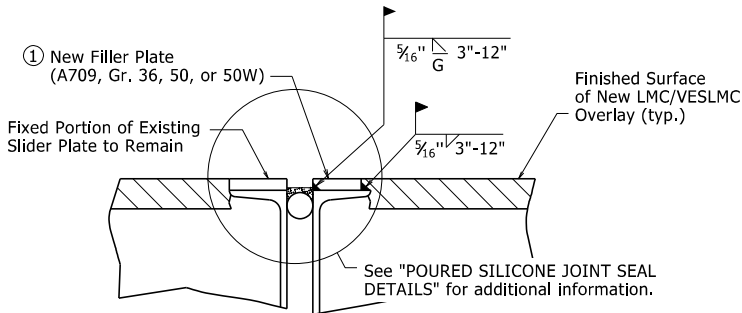
### POURED SILICONE JOINT SEAL DETAILS

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

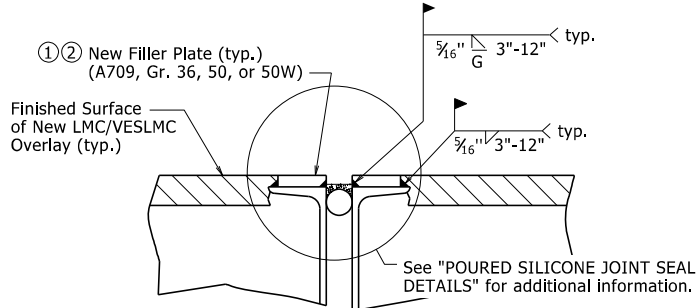
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair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

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

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



### SLIDER PLATE JOINT MODIFICATION

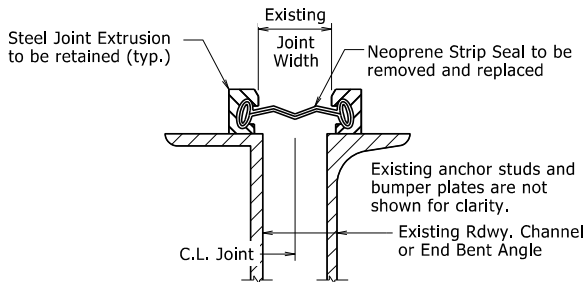


### JOINT MODIFICATION WITH GRADE RAISE

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

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

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



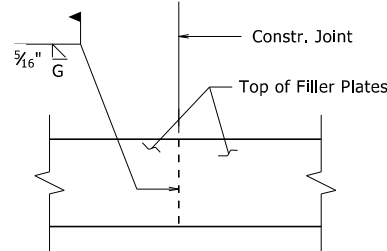
### STRIP SEAL JOINT DETAILS

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

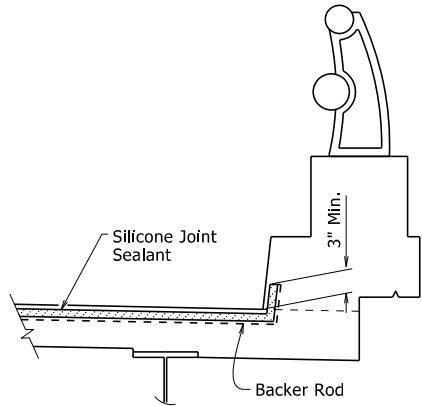
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

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

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

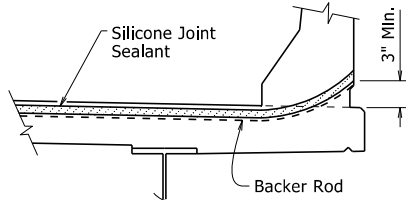


### PLAN VIEW OF FILLER PLATE

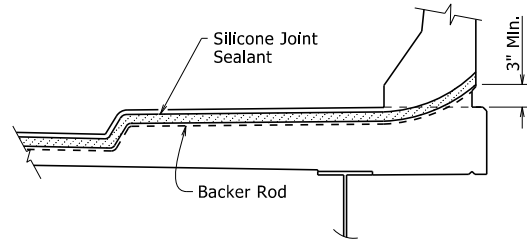


### SILICONE JOINT SEAL PLACEMENT AT CURB

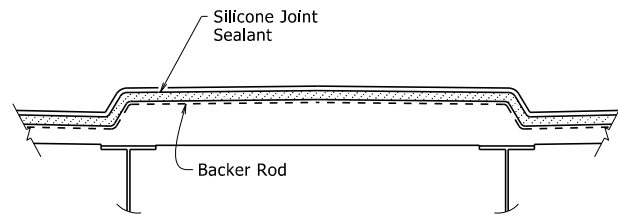
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



### SILICONE JOINT SEAL PLACEMENT AT RAIL

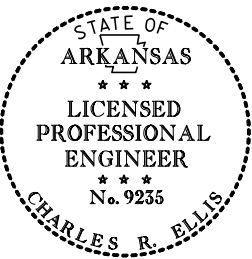


### SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



### SILICONE JOINT SEAL PLACEMENT AT MEDIAN

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



BRIDGE ENGINEER

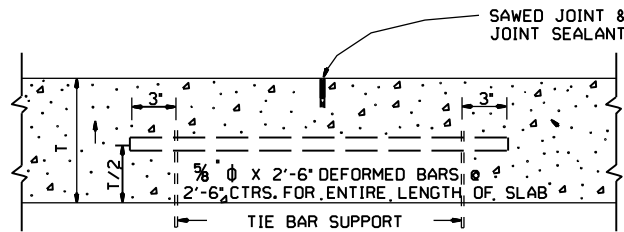
### STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS

### ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

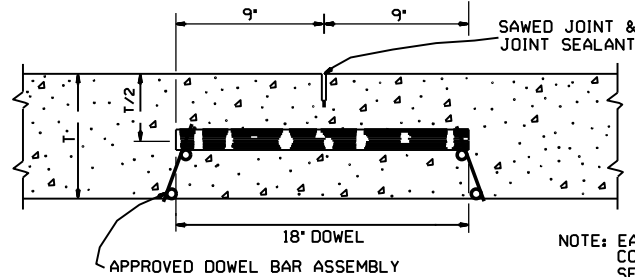
DRAWN BY: KWY DATE: 11/7/2019 FILENAME: b55064.dgn  
CHECKED BY: SWP DATE: 11/7/2019 SCALE: None  
DESIGNED BY: STD. DATE: -----

DRAWING NO. 55064



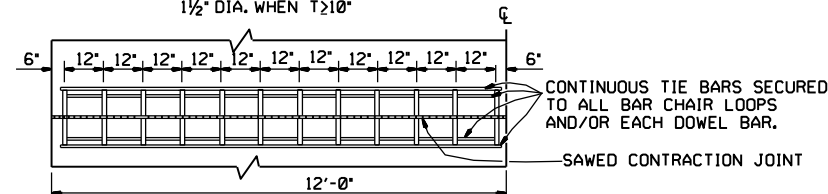
LONGITUDINAL JOINT

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.



ROUND STEEL BAR DOWEL

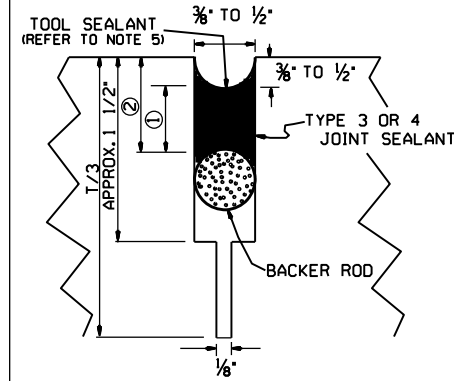
1 1/4" DIA. WHEN T < 10"  
1 1/2" DIA. WHEN T > 10"



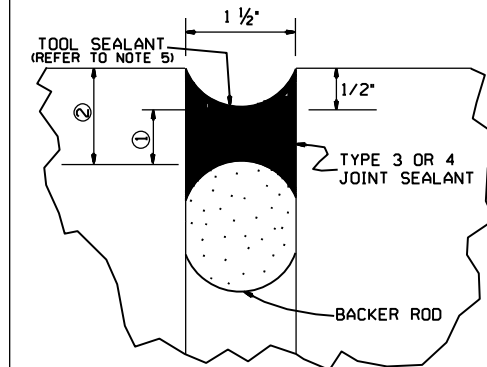
ONE-HALF 24' PAVEMENT  
12 DOWELS  
PLAN

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

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



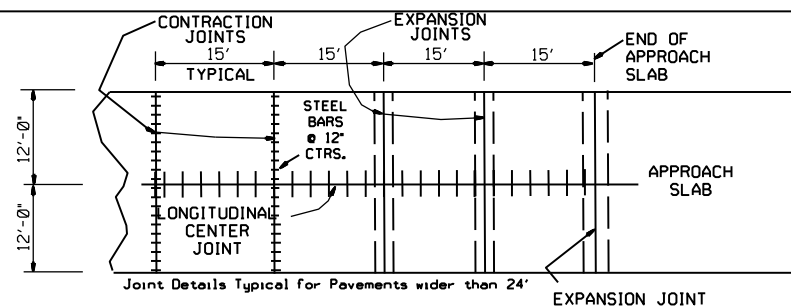
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR  
TYPE 3 OR 4 JOINT SEALANT

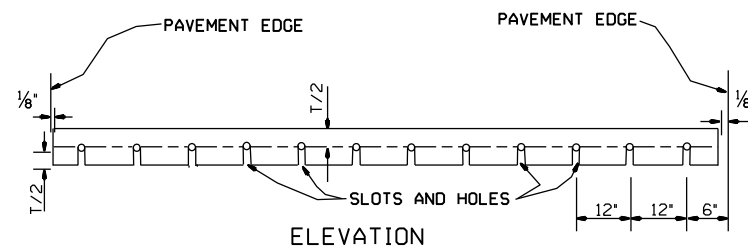
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2
3/4	3/8	3/4	3/4
1	3/8	1	3/4
1 1/2	3/4	2	1 1/4

JOINT CONFIGURATION FOR  
TYPE 5 JOINT SEALANT

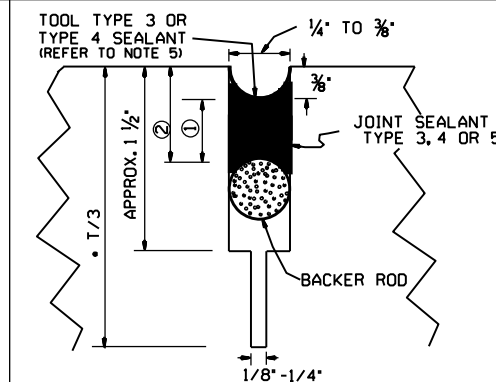
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1



PLAN SHOWING EXPANSION JOINTS AT  
BRIDGE APPROACH SLABS

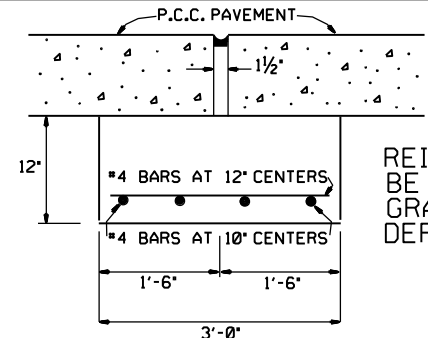


NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



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

DETAIL OF SAWED  
LONGITUDINAL JOINT  
AND LONGITUDINAL CONSTRUCTION JOINT



DETAIL OF JOINT SUPPORT  
FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

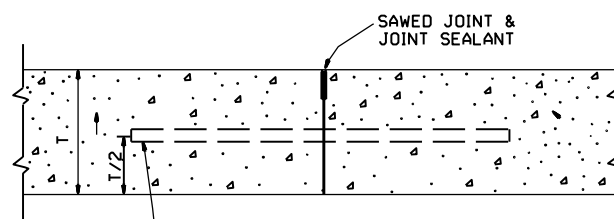
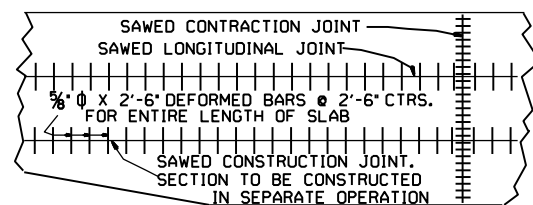
GENERAL NOTES

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

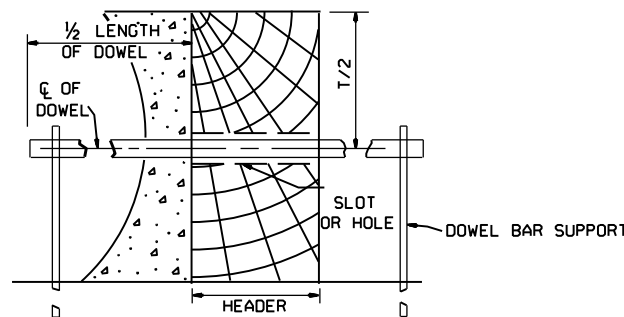
ARKANSAS STATE HIGHWAY COMMISSION

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

STANDARD DRAWING CPTJ - 6A



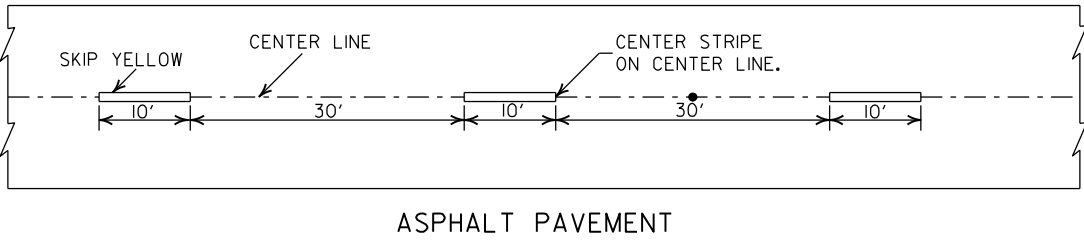
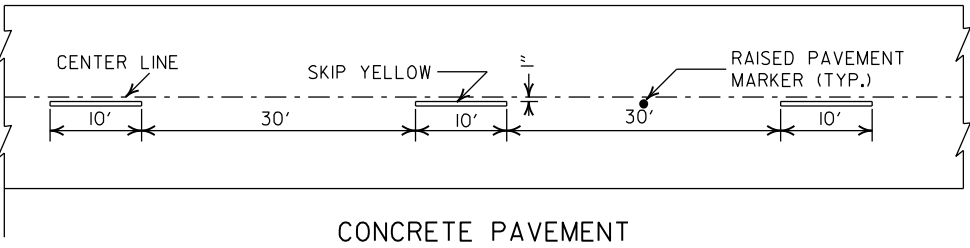
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.  
LONGITUDINAL CONSTRUCTION JOINT



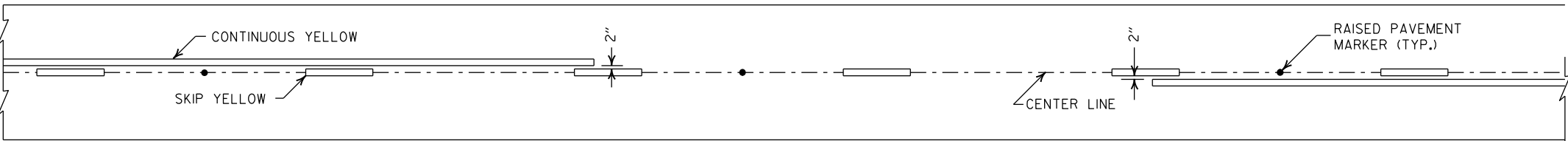
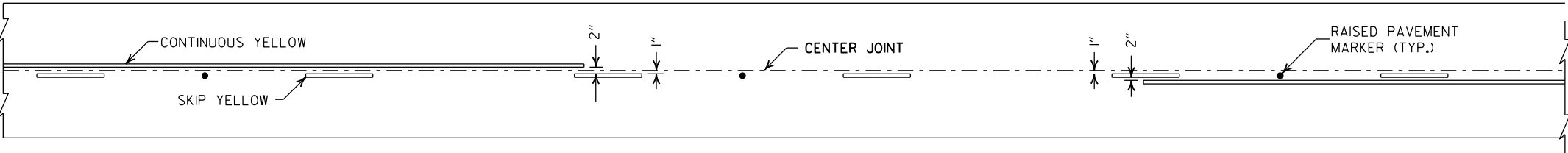
SECTION

TRANSVERSE  
CONSTRUCTION JOINT

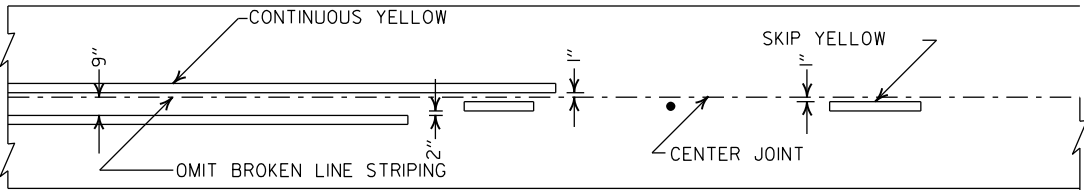
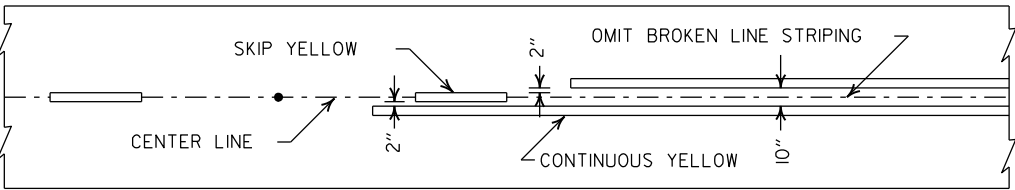
11-07-19	REV. EXP. JOINT REF ON APP. SLAB	
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11-3-94	ADDED NOTE RE: REINF. BARS	
4-1-93	REVISED DOWEL BARS & GEN. NOTES	4-1-93
10-1-92	REVISED DOWEL SPACING	10-1-92
8-15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88
DATE	REVISION	DATE FILMED



BROKEN LINE STRIPING



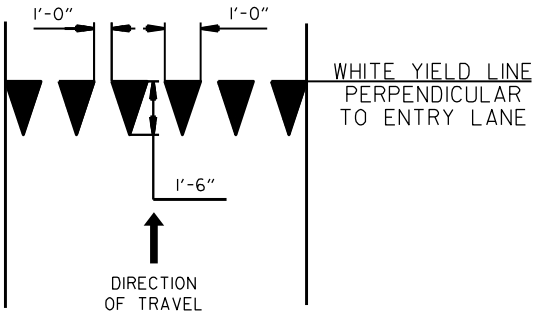
SOLID LINE STRIPING ON ASPHALT PAVEMENT



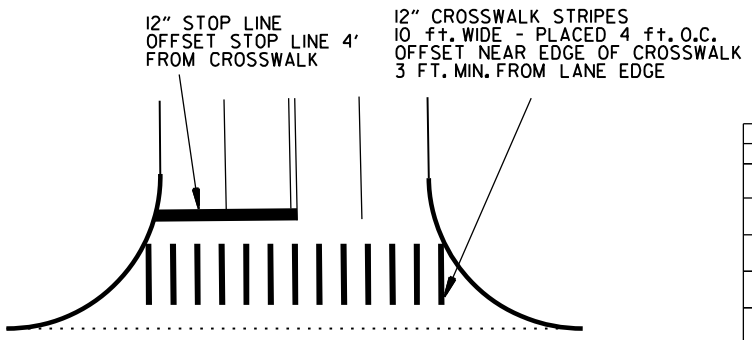
ASPHALT PAVEMENT

CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

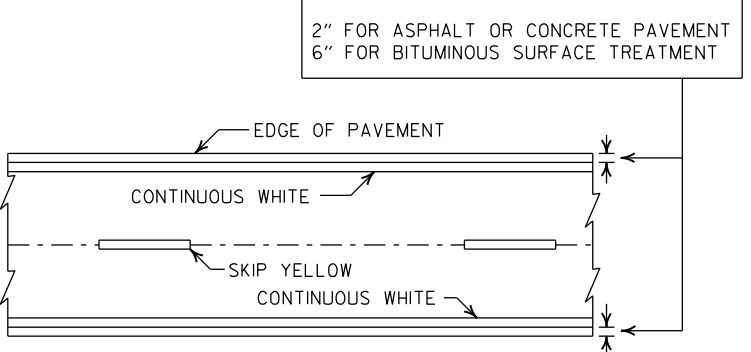


YIELD LINE DETAIL

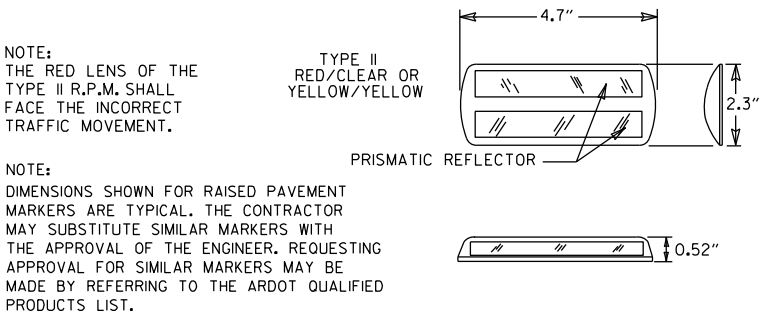


CROSSWALK AND STOP LINE DETAILS

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



PAVEMENT EDGE LINE MARKING



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

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

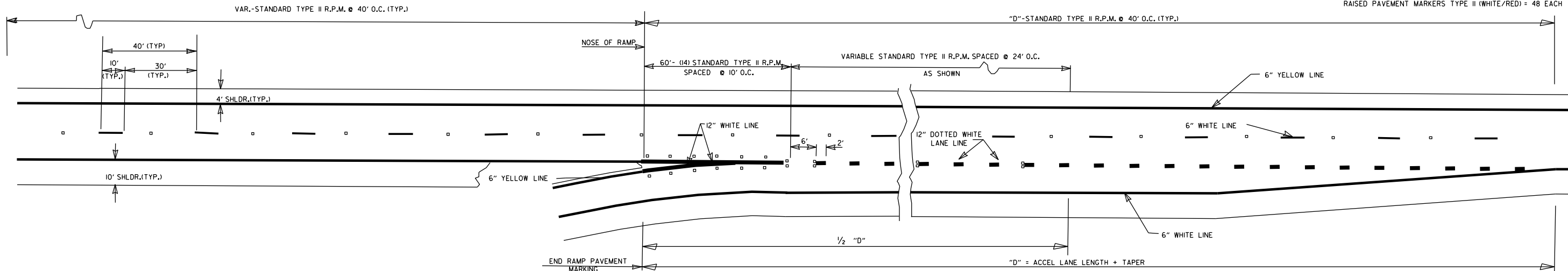
PAVEMENT MARKING QUANTITIES  
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

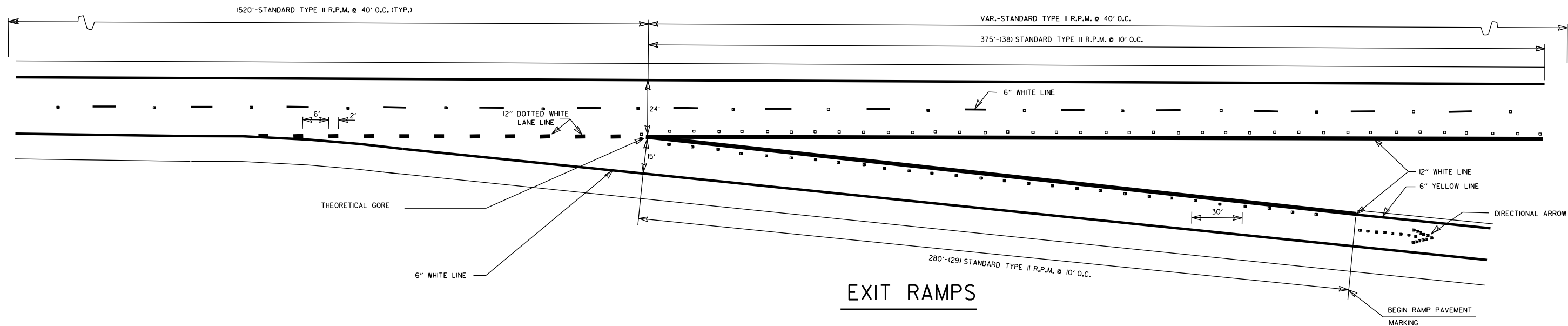
12" WHITE = 370 LIN. FT.  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

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



ENTRANCE RAMP

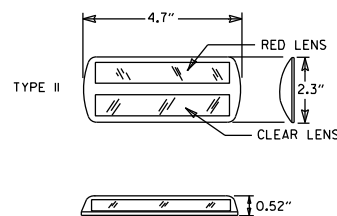


EXIT RAMP

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

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

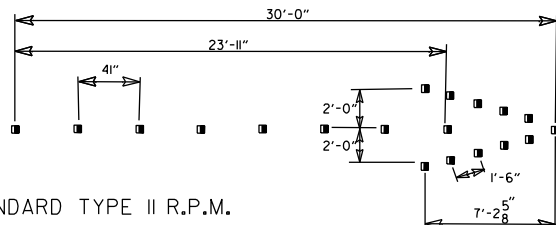
NOTE:  
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE  
TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR  
MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING  
APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING  
TO THE ADOT QUALIFIED PRODUCTS LIST.



DETAIL OF  
STANDARD  
RAISED PAVEMENT MARKERS

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

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




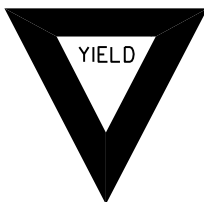



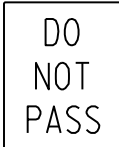



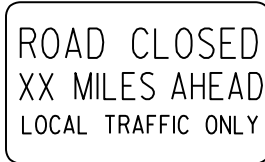


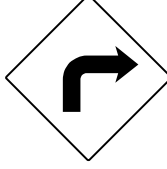





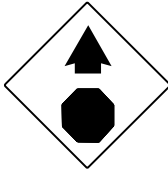
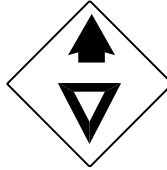
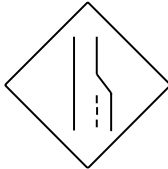

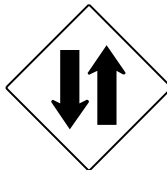

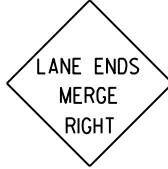


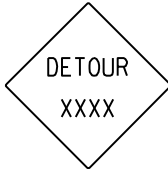






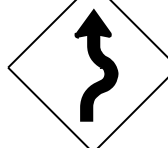



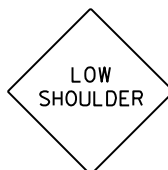

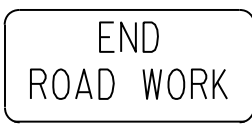
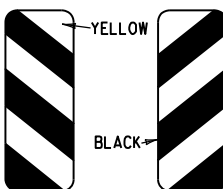


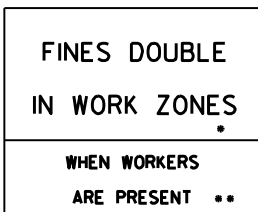
DIRECTIONAL ARROWS

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

ARKANSAS STATE HIGHWAY COMMISSION

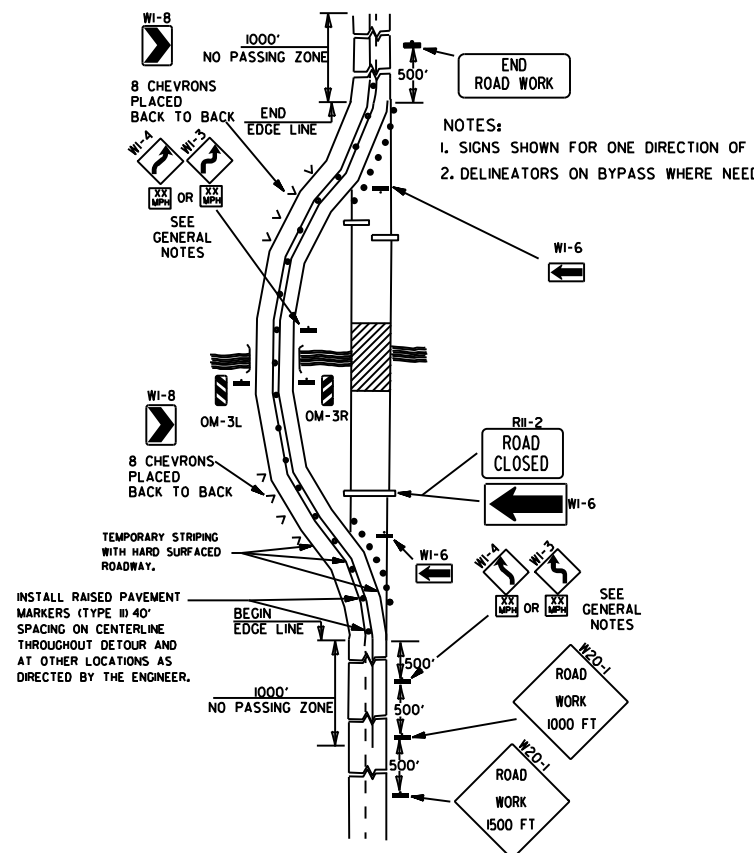
PAVEMENT MARKING DETAILS  
ON  
ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

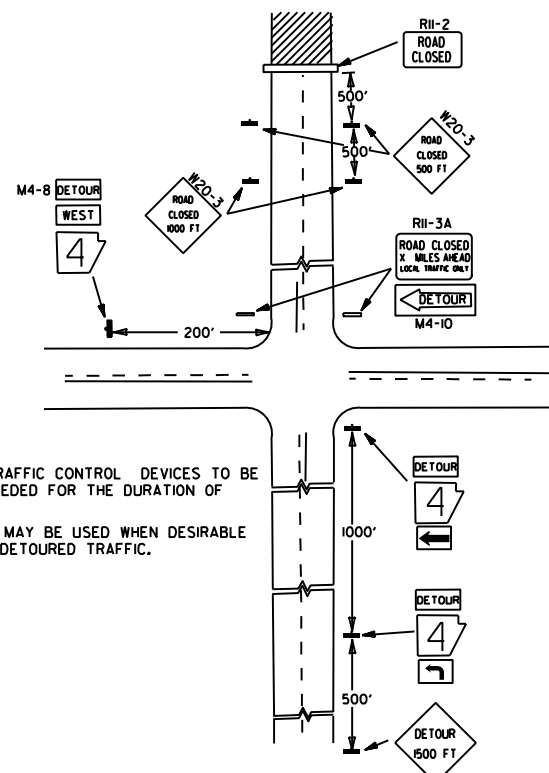
<div>RI-1</div> <div></div> <div>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</div>	<div>RI-2</div> <div></div> <div>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</div>	<div>R2-1</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>W3-5</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>W3-5a</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>R4-1</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>R4-2</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>ADVANCE DISTANCES (XXXX)</div> <div>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</div> <div>GENERAL NOTES: 1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. 2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. 3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. 6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. 7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. 10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1MILE 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 &amp; 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</div>
<div>R5-1</div> <div></div> <div>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>R11-2</div> <div></div> <div>48"x30"</div>	<div>R11-3A</div> <div></div> <div>60"x30"</div>	<div>R11-4</div> <div></div> <div>60"x30"</div>	<div>W21-5a</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W1-1</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W1-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>W1-3</div> <div></div> <div>STD. 48"x48"</div>	<div>W1-4</div> <div></div> <div>STD. 48"x48"</div>	<div>W1-6</div> <div></div> <div>STD. 48"x24" SPECIAL 60"x30"</div>	<div>W1-8</div> <div></div> <div>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</div>	<div>W3-1</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W3-2</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W4-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>W5-1</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W6-3</div> <div></div> <div>EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>W8-7</div> <div></div> <div>EXPWY. 36"x36" FWY. 48"x48"</div>	<div>W9-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W13-1</div> <div></div> <div>STD. 24"x24"</div>	<div>W20-1</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-2</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-3</div> <div></div> <div>STD. 48"x48"</div>
<div>W20-4</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-5</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-7a</div> <div><div>18" 500 FEET 24" W16-2</div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W21-2</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W21-5</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W24-1</div> <div></div> <div>STD. 36"x36"</div>	<div>W1-4b</div> <div></div> <div>STD. 48"x48"</div>	<div>R56-1</div> <div></div> <div>STD. 18"x18"</div>
<div>W8-11</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W8-9</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>G20-1</div> <div></div> <div>60"x24"</div>	<div>G20-2</div> <div></div> <div>48"x24"</div>	<div>OM-3L OM-3R</div> <div></div> <div>12"x36"</div>	<div>M4-9</div> <div></div> <div>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</div>	<div>M4-10</div> <div></div> <div>48"x18"</div>	<div>R55-1</div> <div></div> <div>36"x60" • USE 6" C LETTERS •• USE 4" D LETTERS</div>

11-01-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS	
	REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

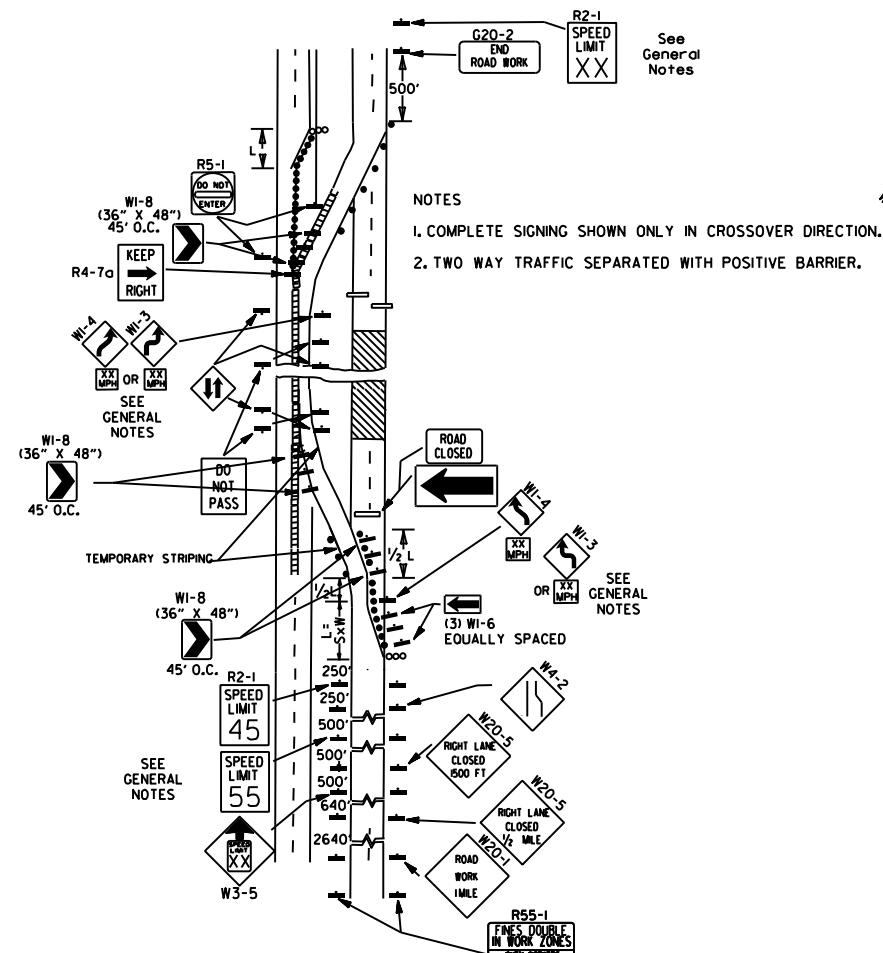
ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-1



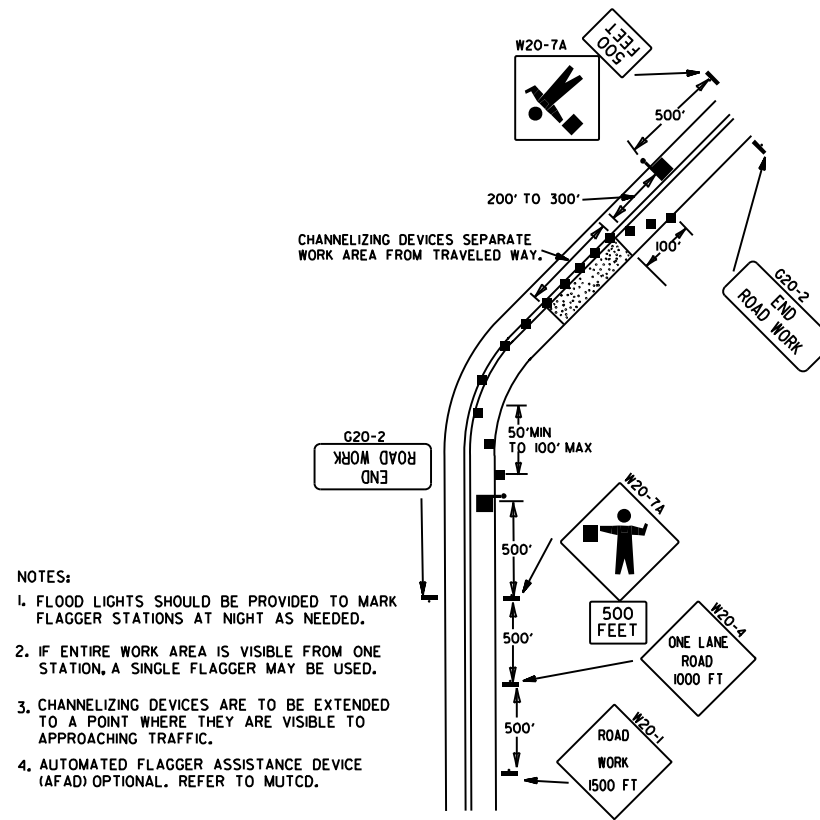
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



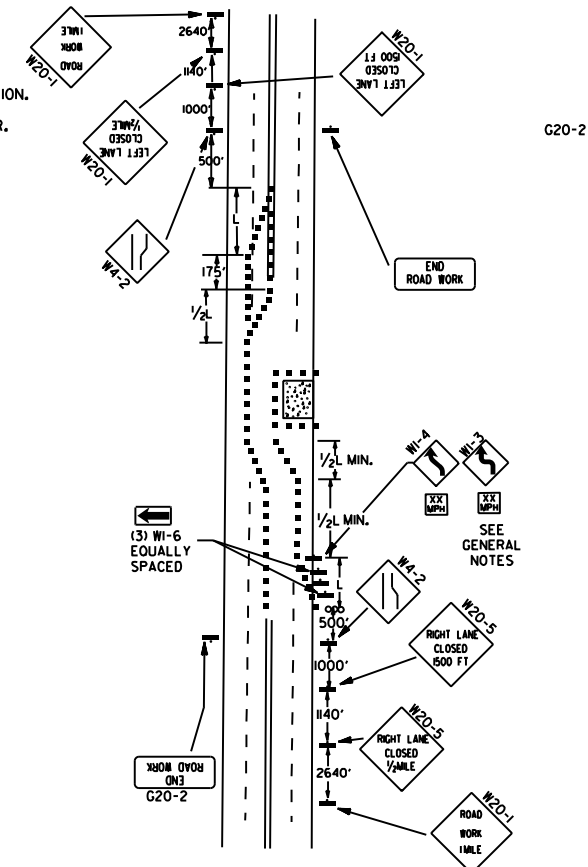
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



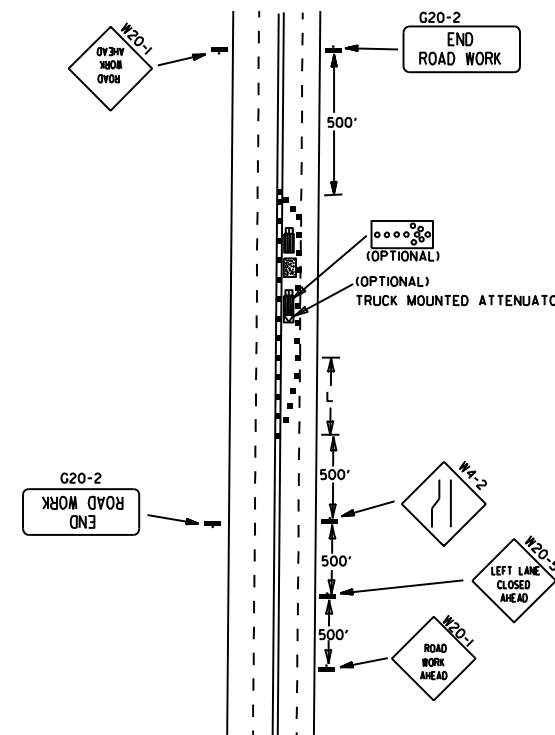
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



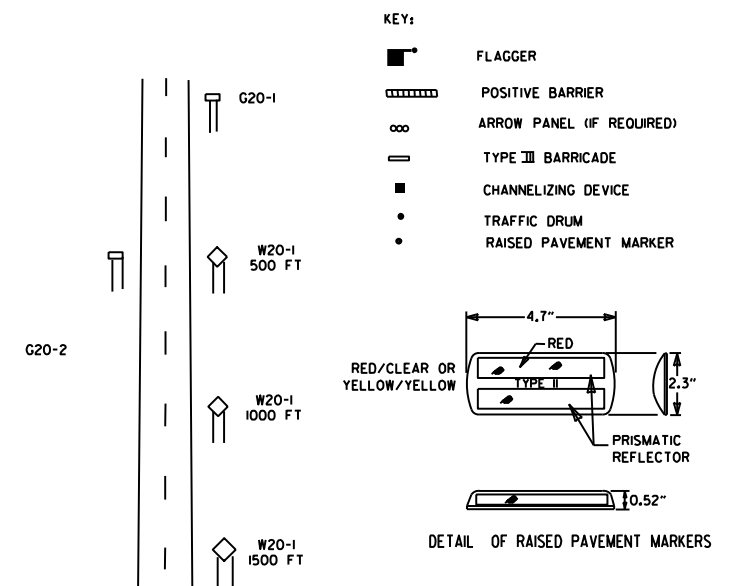
(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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



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



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$  FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

L = MINIMUM LENGTH OF TAPER.

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

W = WIDTH OF OFFSET.

- GENERAL NOTES:
- THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
  - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-145 SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-145 SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-145 SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155 SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
  - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
  - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
  - TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER, WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
  - DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
  - ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

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



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

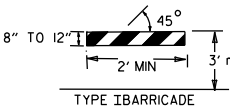
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

### CHANNELIZING DEVICES

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

### CONES

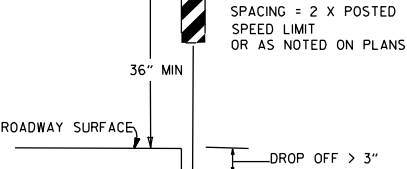


### PLASTIC DRUM

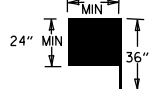


### TYPE III BARRICADE

### VERTICAL PANEL PLACEMENT



### FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

### KEY:

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

### GENERAL NOTES:

- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
- WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(45) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
- WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
- PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
- THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1/4 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
- FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
- ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

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

### TRAFFIC CONTROL DEVICES

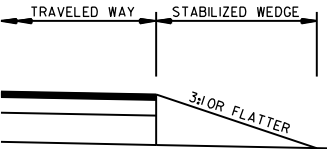
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		NON-INTERSTATE	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W6-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE <sup>(6)</sup>	STANDARD LANE CLOSURE <sup>(6)</sup>
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS <sup>(1)</sup>	W8-9 AND TRAFFIC DRUMS <sup>(1)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS <sup>(5)</sup>
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER <sup>(4)</sup> & EDGE LINES	PRECAST CONCRETE BARRIER <sup>(4)</sup> & EDGE LINES

### GENERAL NOTES:

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

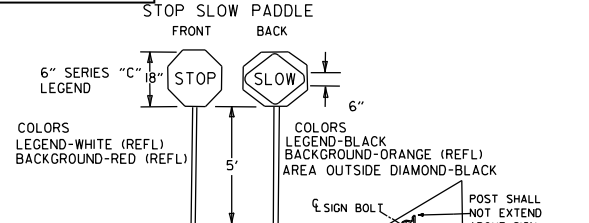
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		INTERSTATE	
		W8-11 AND LANE STRIPING	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE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

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

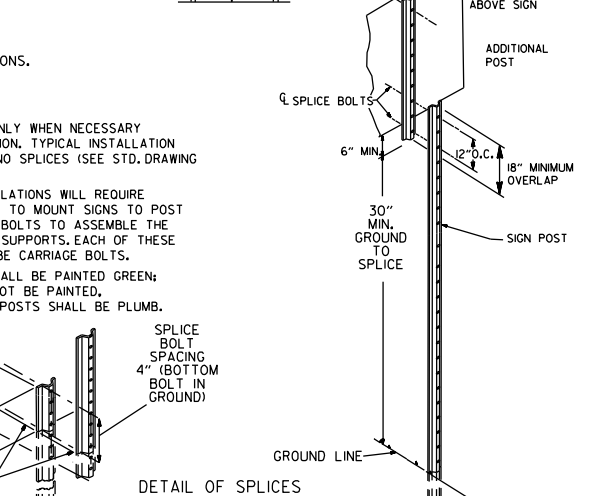


### STABILIZED WEDGE

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



COLORS  
LEGEND-BLACK  
BACKGROUND-ORANGE (REFL)  
AREA OUTSIDE DIAMOND-BLACK



### DETAIL OF SPLICES

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

DATE	REVISION	FILED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-3



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

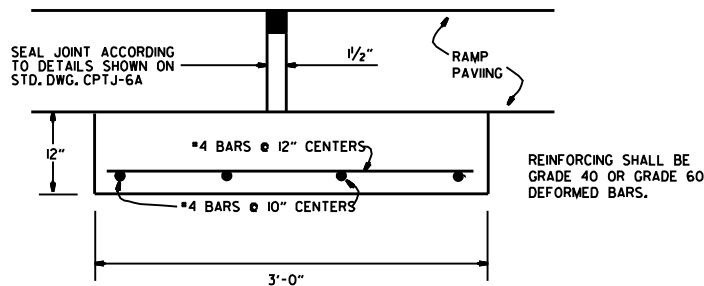


## EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	98.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	148.0	182.0	790.55
70	360.0	14.0	210.0	582.0	902.27



### DETAIL 'A'



## DETAIL OF EXPANSION JOINT & JOINT SUPPORT

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

8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-26-90	REVISED EXPANSION JOINT	1-26-90
7-15-88	CONFORMED TO 1988 SPECIFICATIONS	85C-7-15-88
3-2-81	ISSUED	511-10-2-72
DATE	REVISION	DATE FILMD

ARKANSAS STATE HIGHWAY COMMISSION

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

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STANDARD DRAWING TR-1A