**BRIDGE CONSTRUCTION DATA**

1. STA. 6350+15.60 - BRIDGE END
   - RETURN & POLYMER OVERLAY
   - RETURN & POLYMER OVERLAY
   - RETURN & POLYMER OVERLAY

2. STA. 0864+02.27 - END JOB 080662
   - RETURN & POLYMER OVERLAY
   - RETURN & POLYMER OVERLAY
   - RETURN & POLYMER OVERLAY

**EQUATION**

\[ \Delta = 6357+65.3 \text{ BR.} - 6350+15.60 \text{ AND.} \]

**NOT TO SCALE**

**DESIGN TRAFFIC DATA**

- **DESIGN YEAR**: 2040
- **2020 AUT**: 39,000
- **2040 AUT**: 52,000
- **2040 OVR**: 5,720
- **2040 BUS**: 5,720
- **2040 TRUCKS**: 26%
- **DESIGN SPEED**: 70 MPH

**NOTES**

- **PROJECT LOCATION**

**ARMS LENGTH OF PROJECT**: 32,396.57 FEET
- **NET LENGTH OF ROADWAY**: 31,367.74 FEET
- **TOTAL LENGTH OF ROADWAY**: 32,396.57 FEET
- **TOTAL LENGTH OF PROJECT**: 32,396.57 FEET

**END JOB 080662**

**BEGIN JOB 080662**

**L.M. 119.00**
# INDEX OF SHEETS

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## BRIDGE STANDARD DRAWINGS

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## ROADWAY STANDARD DRAWINGS

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Governing Specifications


Number | Title
--- | ---
ERRATA | Errata for the Book of Standard Specifications
FHWA-1273 | Required Contract Provisions for 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. 149)
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
FHWA-1273 | Supplement - Off-Site Restraint Conditions for Indiana and Northern Long-Eared Bats
FHWA-1273 | Supplement - Broadband Internet Service for Field Office
FHWA-1273 | Supplement - Broadband Internet Service for Asphalt Concrete Plant
FHWA-1273 | Supplement - Utility Adjustments
FHWA-1273 | Supplement - Liquid Anti-Strip Additive
FHWA-1273 | Supplement - Reinforcing Steel for Structures
FHWA-1273 | Supplement - Devices for Measuring Density for Rolling Patterns
FHWA-1273 | Supplement - Assessment of Working Days - Maintenance of Traffic
FHWA-1273 | Supplement - Marketing of Hydroemulsion - Class I
FHWA-1273 | Supplement - Water Pollution Control
FHWA-1273 | Supplement - Storm Water Pollution Prevention Plan
FHWA-1273 | Supplement - Traffic Control Devices in Construction Zones
FHWA-1273 | Supplement - Underdrain Inspection, Flushing, and Rehabilitation
FHWA-1273 | Supplement - Utility Adjustments
FHWA-1273 | Supplement - Value Engineering
FHWA-1273 | Supplement - Water Pollution Control

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. All trees that do not directly interfere with the proposed construction shall be spared if and where directed by the Engineer. Care and discretion shall be used to ensure that all trees not to be removed shall be unarmed as little as possible during the construction operations.

4. The sequence as shown on the maintenance of traffic plans is a general guide 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.

5. All flexible base and asphaltic pavements removed shall be paid for under the item no. 210 - Unclassified Excavation.

6. The existing asphalt pavement to be removed from the remaining pavement shall be separated by sawing along a neat line. After sawing, the pavement to be removed shall be carefully removed in a manner that will not damage the pavement that is to remain. Any damage of the asphalt pavement that is to remain in place shall be repaired at the Contractor's expense.

7. Material generated from cold milling operations shall remain the property of the Department and shall be transported to and stockpiled at any, as interchanged, as shown on Plan Sheets. No direct payment will be made for loading, hauling, and stockpiling of excess milling material. Payment will be considered included in the price bid for cold milling asphalt pavement, cold milling shall be stockpiled in a trapezoidal shape, or as directed by the Engineer, which can be easily measured.

8. Directed by the Engineer, which can be easily measured.
TYPICAL SECTIONS OF IMPROVEMENT

EXISTING SLOPE

MILL & INLAY - TANGENT SECTION

STRAIGHT IN DIRECTION OF TRAFFIC

EXISTING 26'-0" P.C. BASE COURSE (6"

EXISTING 38'-5" ACHM BINDER COURSE (1"

330 LBS. PER SQ. YD.

MILL & INLAY - TANGENT SECTION

STRAIGHT IN DIRECTION OF TRAFFIC

EXISTING 26'-0" P.C. BASE COURSE (6"

EXISTING 38'-5" ACHM BINDER COURSE (1"

330 LBS. PER SQ. YD.

MILL & INLAY - SUPERELEVATED SECTION

STRAIGHT IN DIRECTION OF TRAFFIC

EXISTING 26'-0" P.C. BASE COURSE (6"

EXISTING 38'-5" ACHM BINDER COURSE (1"

330 LBS. PER SQ. YD.

MILL & INLAY - SUPERELEVATED SECTION

STRAIGHT IN DIRECTION OF TRAFFIC

EXISTING 26'-0" P.C. BASE COURSE (6"

EXISTING 38'-5" ACHM BINDER COURSE (1"

330 LBS. PER SQ. YD.
MILL & INLAY - SALEM ROAD

STA. 12+64.19 TO STA. 18+06.42 SALEM ROAD

TYPICAL SECTIONS OF IMPROVEMENT

25'-0" ACHM SURFACE COURSE (3/4")
220 LBS. PER SQ. YD.

25'-0" TACK COAT
100 CAL. PER SQ. YD.

220 LBS. PER SQ. YD.
VAR. (52'-0" MIN. - 64'-0" MAX.) COLD MILLING ASPHALT PAVEMENT (2" AVG. DEPTH)

VAR. (45'-5" MIN. - 57'-5" MAX.) ACHM BINDER COURSE (1"

BASE COURSE
EXISTING GRAVEL

VAR. (52'-0" MIN. - 64'-0" MAX.) ACHM SURFACE COURSE (1/2")
(0.17 GAL. PER SQ. YD.)

12'-0" AUXILIARY LANE
(3'-0" EDGE OF LANE)

TYPICAL RAMP - MILL & INLAY
(GIVEN IN DIRECTION OF TRAFFIC)
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND Gently APPROXIMATELY 1/4" WITHIN THE OUTER EDGE OF THE EDGE LINE. THIS DEVIATION MAY BE ALLOWED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.

2. THE 6" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 12'-0" LENGTH. SOMME IRRATION TO SLIGHT GENTLE SLOPE SHOULDN'T BE INCURABLE.

3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON CURB EDGE GULLIES, APPROACH PLAINS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SLABS.

PLAN VIEW
Digital image with drawings and text indicating specifications and details for a construction project. The document appears to be a plan for traffic control and detours involving signs for wide loads on highways 64 and 65. Points of interest include Menifee, Conway, and interchanges with other roads. The notes indicate the importance of clear signage and traffic management during construction.
MATERIAL: MINIMUM 12" LINE WIDTH ON LANE REMAINING OPEN

RT. LANE CLOSURE

DISSP LANE SIGNS ARE ALSO PROVIDED FOR PEDESTRIANS TO TURNS RIGHT WITHIN THE WORK ZONE.

DISSP FOR RT. LANE WORK ZONE

DISSP FOR LT. LANE WORK ZONE

ADVANCE SIGNS AND LANE CLOSURES
ALL STAGES
Digitally signed by
Scott Thornsberry
Date: 2020.04.08
12:52:10-05'00'

Traffic Drums & 60° O.C.
BAD YIELD FOR LANE CLOSURE

Traffic Drums & 100° O.C.
200° OTHER DRIVING ZONE

Note: Material minimum lane width
on lane remaining open

LT. LANE CLOSURE

Diversion for LT. LANE WORK ZONE

Diversion for RT. LANE WORK ZONE

Advance Signs and West Bound Lane Closures (East of Hwy. 65 Only)
All Stages
LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
OUTSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)

LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
INSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)
LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
SALEM ROAD OVERPASS (HWY. 25)

LEFT LANE CLOSED

LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
SALEM ROAD OVERPASS (HWY. 25)

RIGHT LANE CLOSED
DIVERSION FOR LT. LANE BRIDGE DECK HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY

NOTE:
SPECIAL END UNIT IS INCLUDED IN PLOT
SEE DRAWING FOR DETAILS, IF REQUIRED.

DIVERSION FOR RT. LANE BRIDGE DECK HYDRODEMOLITION
WITH LATEX MODIFIED OVERLAY
ASPHALT ROADDAY

CONCRETE BRIDGE

PERMANENT PAVEMENT MARKING DETAILS
PERMANENT PAVEMENT MARKINGS

- 6" WHITE SOLID LANE
- 6" THERMOPLASTIC WHITE BLIND LANE MARKING
- 6" REFLECTORIZED CURB MARKING
- 10" REFLECTORIZED CURB MARKING
- 6" YELLOW EDGE LINE
- DBL 6" YELLOW CENTERLINE
- WHITE EDGE LINE

- WORD "ONLY"
- TURN LANE USE ARROW
- TURN LANE USE ARROW
- Yield Line
- Yield Line

- STA. 21+43.08 - BR. END
- BEG. SALEM RD. STA. 12+65.00
- RAMP
- RAMP
### ADVANCE WARNING SIGNS AND DEVICES

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### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

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### Notes:
- This is a 32-FOOT TRAFFIC VOLUME ROAD as defined in Section 694.25 of the Standard Specifications for Highway Construction.
- The quantity of traffic volumes provided is for both sides of the roadway for each acre mile of the project. However, the installation of traffic volumes shall never exceed the actual work area by more than 10%, unless approved by the engineer.

*Quantity Estimated*

See Section 751 of the STF Exit:
- To be used if and where directed by the engineer.
## SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 080662

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1. EXISTING BRIDGE DECK DOES NOT HAVE ASPHALT OVERLAY.
2. QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.
3. THESE QUANTITIES ARE FOR BRIDGE DECK AND APPROACH SLABS AND GUTTERS.

### REFERENCE TABLE

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STAGE 1 LATEX MODIFIED CONCRETE OVERLAY

- Use 6" x 6" Type I or Type IV Joint Sealer. See Subsections 501.12(h) and 501.04(c). Joint Sealer shall be applied at a minimum thickness of 0.1" (0.25 mm) for the first joint and 0.05" (0.13 mm) for the remaining joints. Use 4" x 4" (100 x 100 mm) Joint Sealer for joints greater than 6" (150 mm) wide.

- Use Latex Modified Concrete Overlays per Subsection 11.10.4.1.2.1.

- A minimum of 1" (25 mm) of existing concrete shall be removed down to the reinforcing steel and replaced with new concrete. Use 4" x 4" (100 x 100 mm) Joint Sealer for joints greater than 6" (150 mm) wide.

- Minimum Construction Clearance Envelope:
  - See Table 5.06 for construction and demolition requirements on railroad properties for additional clearance requirements.

- Use 6" x 6" Type I or Type IV Joint Sealer. See Subsections 501.12(h) and 501.04(c).

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  - See Table 5.06 for construction and demolition requirements on railroad properties for additional clearance requirements.
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD DRAWING PM-2
ACCESS CONTROLLED ROADWAYS

DATE REVISION FILMED
4-26-96 7-02-98 9-12-13

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

LATEST REVISION.
THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES",
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH
MARKERS SHALL BE DETERMINED BY THE ENGINEER.
AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY

\[ D = \text{ACCEL LANE LENGTH + TAPER} \]
BASED ON 700' ACCEL. LANE + 300' TAPER

PAVEMENT MARKING QUANTITIES

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

BEGIN RAMP PAVEMENT MARKING
(19) STANDARD TYPE II R.P.M. @ 10' O.C.

ENTRANCE RAMPS

EXIT RAMPS

NOTE:

THEORETICAL GORE
60'- (14) STANDARD TYPE II R.P.M. SPACED @ 10' O.C.

ENTRANCE RAMP
EXIT RAMP

6" WHITE = 280 LIN. FT.
12" WHITE = 370 LIN. FT.

30'-0" 23'-11" 4' SHLDR.(TYP.)
40' (TYP) 10' SHLDR.(TYP.)

6" YELLOW LINE
6" WHITE LINE
6" WHITE LINE

DIRECTIONAL ARROW
RED LENS
CLEAR LENS

NOTE:
MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE

VIABLE STANDARD TYPE II R.P.M. SPACED @ 24' O.C.

375'- (38) STANDARD TYPE II R.P.M. @ 10' O.C.

VAR.-STANDARD TYPE II R.P.M. @ 40' O.C. (TYP.)

12" WHITE = 815 LIN. FT.

DIRECTIONAL ARROWS

JPG_D=ACCEL LANE LENGTH + TAPER
DIRECTIONAL ARROW

NOTE:
MARKERS FOR FIXED PAVEMENT MARKERS ARE
NOTED WITH THE APPROVAL OF THE ENGINEER. REQUESTING TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE

VIABLE STANDARD TYPE II R.P.M. SPACED @ 24' O.C.

375'- (38) STANDARD TYPE II R.P.M. @ 10' O.C.

VAR.-STANDARD TYPE II R.P.M. @ 40' O.C. (TYP.)

12" WHITE = 815 LIN. FT.
## Super-elevation Table for One-Way Traffic

### General Notes
1. Decide which lane is the inside lane. Super-elevation shall be applied to that lane.
2. Super-elevation values shown in this table and in multiples of 25 ft, 50 ft, or 75 ft.
3. NOTE: The outside edge of the median or cross-section is the outside edge of the median or cross-section used for this table.
4. Values should be used for ramps and desirable values shall be used for other transitions.
5. Minimum Inside Radius 250 ft.

### Super-elevation Formulas
- Inside Lane
  - For Design Speeds 45 mph or Less, Use:
  - Inside Lane
  - For Design Speeds Over 45 mph, Use:

### Diagram
- One-Way Traffic Inside Lane
- One-Way Traffic Outside Lane

### Table

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<th>Design Speed</th>
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<th>Outside Lane</th>
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<td>60 mph</td>
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### Notes
- NC: Normal Crown
- SC: Super Crown
- LSM: Longitudinal Super Crown
- SMP: Shortitudinal Super Crown
- X: Maximum Rate of Super-elevation Transition to Any Point (ft)
- Y: Length of Super-elevation Transition (ft)
- Z: Normal Crown (ft)

### Legend
- General Notes
- Super-elevation Formulas
- One-Way Traffic Inside Lane
- One-Way Traffic Outside Lane

### Arkansas State Highway Commission
- Tables and Method of Super-elevation for One-Way Traffic
- Standard Drawing SE-1
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. Place perimeter controls & salt fences, diversion ditches, erosion control devices as specified
2. Perform clearing and grubbing operation.

EXCAVATION

EXISTING GROUND
INTERCEPTOR OR DIVERSION DITCH
EXISTING GROUND

NOTE: NUMBER OF PHASES WILL VARY, TIMES SHOWN FOR ILLUSTRATION.

CONSTRUCTION SEQUENCE
1. Excavate and stabilize interceptor and/or diversion ditches.
2. Perform Phase 1 excavation, place permanent or temporary seeding.
3. Perform Phase 2 excavation, place permanent or temporary seeding.
4. Perform final phase of excavation, place permanent or temporary seeding, stabilize ditches, construct salt fences, erosion control devices as required.

EMBANKMENT

NOTE: NUMBER OF PHASES WILL VARY, TIMES SHOWN FOR ILLUSTRATION.

CONSTRUCTION SEQUENCE
1. Construct diversion ditches, ditches check, sediment basins and salt fences, erosion control devices as specified.
2. Place Phase 1 embankment with permanent or temporary seeding.
3. Place Phase 2 embankment with permanent or temporary seeding.
4. Place final Phase of Embankment with permanent or temporary seeding. Place diversion ditches and slope drains and maintain until entire slope is stabilized.