NOTES:

THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS 1/8" OF THE THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 20 - UNCLASSIFIED EXCAVATION.

THE EXISTING CONCRETE PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A MEAT 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 TO THE CONCRETE PAVEMENT REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
MAIN LANE CROSSOVER RAMPS FOR MAINTENANCE OF TRAFFIC

TEMPORARY INTERCHANGE RAMPS FOR MAINTENANCE OF TRAFFIC

NOTES:

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

ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 250 - UNCLASSIFIED EXCAVATION.

THE EXISTING CONCRETE 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 TO THE CONCRETE PAVEMENT WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTES: REFER TO STANDARD DRAWINGS, DR-8, DR-8A, DR-9, DR-9A, DR-9D, DR-9E, DR-9F FOR ADDITIONAL INFORMATION.

NOTE: LAYOUT OF GUARDRAIL AT CONCRETE PER PROTECTION SHALL BE AS SHOWN FOR RIGHT SIDE OF BRIDGE.

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS
NOTE: MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS T1) 7 1/2" COMPACTED DEPTH & ACRON SURFACE COURSE 1/2" - 220 LBS. PER SQ. YD.

DETAIL OF APPROACH SLAB
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

SPECIAL DETAILS

DETAILS OF RUMBLE STRIPS

PORTLAND CEMENT
CONCRETE CORRUGATIONS
CONTINUED IN GORE AREA

LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 1' FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.

2. THE ½" DEPTH SHALL GENERALLY APPLY TO THE ENTIRE INCH LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
PAVEMENT REHABILITATION - RAMPS

MAIN LANE PAVING TRANSITION AT END OF JOB
RIGHT & LEFT MAIN LANES
STA. 6+50 - 11+50

RECONSTRUCT AS PER TYPICAL

ACHM SURFACE COURSE (1/2")
AVG. 220 LBS. PER SQ. YD & TACK COAT
EXISTING ASPHALT OVERLAY
COLD MILL AVG. 2"
LEGEND

ED = SAND BAG DITCH CHECK
ZF = DROP INLET SILT FENCE

NOTE: PERMITTERS SHALL BE PLACED ON ERECTION AND DEMOLITION OPERATIONS ARE STARTED.

STA. 771+73.24
BEGIN JOB 020487
LOG MILE 23.77

TEMPORARY EROSION CONTROL DETAILS
LEGEND

- SAND BAG DITCH CHECK
- DROP INLET SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRAVING OPERATIONS ARE STARTED.
LEGEND

- SAND BAG DITCH CHECK
- DROP INLET SLT FENCE

NOTE: PERMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRADING OPERATIONS ARE STARTED.
LEGEND

- SAND BAG DITCH CHECK
- DROP INLET SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEANING AND GRADING OPERATIONS ARE STARTED.
**Temporary Erosion Control Details**

- **Legend:**
  - **C**: Sandbag Ditch Check
  - **F**: Drop inlet silt fence

  Note: Perimeter controls shall be placed as clearing and grubbing operations are started.
I-530 LANES

DETAIL OF PLACEMENT OF TRAFFIC DRUMS

STA 748:63-40:00 SOUTHBOUND
REMOVAL OF PERMANENT PAVEMENT MARKINGS - 1117 L.I.N.F.T.
STA 748:63-40:00 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 L.I.N.F.T.

STA 771:73.24 BEGIN JOB 020487
LOG MILE 23.77

STA 766:00-782:00 SOUTHBOUND
TRAFFIC DRUMS 100 G.C.I. - 22 EACH

STA 746:83-757:00 NORTHBOUND
TRAFFIC DRUMS 60 G.C.I. - 25 EACH

STA 748:63-40:00 NORTHBOUND
REMOVAL OF PERMANENT PAVEMENT MARKINGS - 1117 L.I.N.F.T.
STA 748:63-40:00 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 L.I.N.F.T.

STAGE I-A
MAINTENANCE OF TRAFFIC
STAGE I-A OPERATIONS

DENOTES CONSTRUCTION FOR M.O.T.

STA 983-00-31-00 SOUTHBOUND
TRAFFIC DRUMS 100/0.0 C.I. = 203 EACH

STA 983-00-31-00 NORTHBOUND
TRAFFIC DRUMS 100/0.0 C.I. = 203 EACH

STA 6+50.00 END JOB 020487
LOG MILE 16.38

STAGE I-A
MAINTENANCE OF TRAFFIC
STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LINES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LINES & RAMPS
& ACUM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

STA 30-01-40-01 NORTHBOUND
TRAFFIC DRUMS = 5 EACH
STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANE
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DETAIL OF PLACEMENT OF TRAFFIC DRUMS

STA. 771+73.24 BEGIN JOB Q20487
LOG MILE 23.77

STA.748+63-40-01 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 LIN. FT.

STA.748+63-749-63 SOUTHBOUND
TRAFFIC DRUMS + 5 EACH

STA.748+63-757-00 NORTHBOUND
TRAFFIC DRUMS (60 D.C.) + 15 EACH

STA.748+62-40-01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 LIN. FT.

STA.750+00-61-41 SOUTHBOUND
TRAFFIC DRUMS 1000 D.C. + 437 EACH

STA.750+00-61-41 SOUTHBOUND
TRAFFIC DRUMS 1000 D.C. + 437 EACH

STA.751+00-59-01 NORTHBOUND
TRAFFIC DRUMS (60 D.C.) + 437 EACH

STAGE I-B
MAINTENANCE OF TRAFFIC
STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANE.
REPLACE CEMENT CURB WITH WOOD CURB OF THE 36" I-LANE LAYOUT.
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN.

DENOTES: CONSTRUCTION FOR M.O.T.

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

DENOTES: CONSTRUCTION FOR M.O.T.

STA 3+00 - 40.00 SOUTHEAST
TRAFFIC DRUMS (60" I-L.) X 15 EA.

STAGE I-B
MAINTENANCE OF TRAFFIC
STAGE 1-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LAKES
RECONSTRUCT INSIDE SHOULDER OF THE SB 3-350 LAKES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

STA 39+00-40+00 NORTHBOUND
TRAFFIC DRUMS = 5 EACH

9-3-11

3 MAINTENANCE OF TRAFFIC
STAGE II-A OPERATIONS
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LAKES. APPROACH GUARDIANS & SLABS IN THE AREAS SHOWN.
OVERLAY TEMPORARY Ramps WHERE DIRECTED BY ENGINEER TO MATCH SURFACE OF RECONSTRUCTED NB 1-532 LANES.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS.
L.T. & R. EDGE LINES FOR DROPPED-OVER NORTHBOUND TRAFFIC.

STA 771.73-100 SB
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 134127 L.N.FT.

STA 775-00-000 SB
TRAFFIC DRUMS (1000 G.C.) = 18 EACH

STA 777-50-000 SB
TRAFFIC DRUMS (500 G.C.) = 12 EACH

STA 779-00-000 SB
TRAFFIC DRUMS (200 G.C.) = 9 EACH

STA 781-75-000 SB
TRAFFIC DRUMS (100 G.C.) = 12 EACH

DOTES: CONSTRUCTION FOR M.D.T.

STA 781-73.24 REMAINING JOB 020487
LOG MILE 23.77
STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIERS.
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LAKES THROUGH CROSSINGS.
RECONSTRUCT NB LAKES APPROACH GUTTERS & GUARD IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER.
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

DENOTES: CONSTRUCTION FOR M.O.T.

MAINTENANCE OF TRAFFIC
STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS.
RECONSTRUCT NB LANE, APPROACH GUTTERS & S, ABS IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER TO MATCH SURFACE OF RECONSTRUCTED NB 1-350 LANES.

DENOTES: CONSTRUCTION FOR M.D.T.

STA.987+50-994+50
TRAFFIC DRUMS (50 O.C.) - 15 EACH

DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - 15' LINES
13 BRIDGE LOCATIONS = 509 TOTAL LIN.FT.
STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STAGE II-A OPERATIONS:
BROKER & PRECAST CONCRETE BARRIER
RECONSTRUCT NB LANE WITHIN LINE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANE, APPROACH CUTTERS & GAMBINS IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

DENOTES: CONSTRUCTION FOR M.O.T.

STA 31-61-40-01 SOUTHBOUND
TRAFFIC DRUMS 150 D.C.T. - 15 EACH

STA 23-75-24-75 NORTHBOUND
TRAFFIC DRUMS - 5 EACH

STAGE II-A
MAINTENANCE OF TRAFFIC
STAGE II-B OPERATIONS:
RETAIL STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS.
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES AND REMOVE SELECTED PREVIOUS TEMP RAMPS.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS:
LT. & HT. EDGE LINES FOR CROSS-OVER NORTHBOUND TRAFFIC

STA 748+63-90-00
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS 8000 LINF.

STA 748+63-749-00 SOUTHBOUND TRAFFIC DRUMS = 5 EACH

STA 748+63-757-00 NORTHBOUND TRAFFIC DRUMS = 5 EACH

9 TRAFFIC DRUMS 10 TRAFFIC DRUMS

MAINTENANCE OF TRAFFIC
STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT TRAFFIC OFF RAMP TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LINES
AND REMOVE SELECTED PREVIOUS TEMP RAMPS

DENOTES: CONSTRUCTION FOR M.O.T.

DETOUR OF TEMPORARY RAMPS

TRAFFIC DRUMS

DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS

STAGE II-B
MAINTENANCE OF TRAFFIC
STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB E-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS OF E-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STA.45+40-80 SOUTHBOUND
TRAFFIC DRUMS 100 O.C. | 10 EACH

STA.21+50-80 SOUTHBOUND
TRAFFIC DRUMS 100 O.C. | 10 EACH

STA.23+75-75 NORTHBOUND
TRAFFIC DRUMS | 5 EACH

STAGE II-B
MAINTENANCE OF TRAFFIC
STAGE III-A OPERATIONS
REPLACE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LINES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER.
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

DETAIL OF PLACEMENT OF TRAFFIC DRUMS
AND PRECAST CONCRETE BARRIER

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS - 5 EACH

STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS 100'D.C.I. = 18 EACH

STA. 757+00-765+00 SOUTHBOUND
TRAFFIC DRUMS 100'D.C.I. = 18 EACH

REMOVABLE CONSTRUCTION PAINT MARKINGS NORTHBOUND LINES

STA.757+00-765+00 Northbound
TRAFFIC DRUMS 100'D.C.I. = 437 EACH

REMOVABLE CONSTRUCTION PAINT MARKINGS

STAGE III-A
MAINTENANCE OF TRAFFIC
STAGE III-A OPERATIONS:
ROUTE NB 1530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB 1530 LANES
LEASE SB 1530 TRAFFIC IN OUTSIDE SB 1530 LANES
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS PER DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

DENOTES CONSTRUCTION FOR M.O.T.

DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS
Stage III-B operations:
Relocate temporary precast concrete barrier to NB lanes
Restrict SB 3500 traffic through crossover onto inside lane of NB main lanes
Reconstruct SB lanes, approach gutters & slabs in the areas shown

Detail of Stage III-B Traffic

Removable construction pavement markings
Outside edge line southbound lanes

Temporary precast concrete barrier wall

Denotes construction for M.O.T.

Detail of PCCB placement on bridges

Sta. 771+73.24 Begin Job 020487
Log Mile 23.77

Sta. 748+65-757+00 Northbound Traffic drums (60 O.C.) = 15 each

Sta. 748+65-40-05 Northbound
Removable construction pavement markings = 80418 lin. ft.

Sta. 757+00-767+00 Northbound Traffic drums (100 O.C.) = 10 each

Temporary crossover Traffic drums (50 O.C.) = 5 each

Relocating precast concrete barrier = 160 lin. ft.
Furnishing & installing precast conc. barrier = 13 lin. ft.

Sta. 760+87 = 22+48 C.L SB lanes
Relocating precast concrete barrier = 41226 lin. ft.

Stage III-B
Maintenance of Traffic
STAGE III-B OPERATIONS
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE 16, LOSS TRAFFIC THROUGH CROSSOVER ONES INSIDE LANE OF NB MAIN LANES
RECONSTRUCT 58 LANES, APPROACH CUTTERS & ISLANDS, IN THE AREAS SHOWN

TEMPORARY RAMP
TRAFFIC DRUMS (50" O.C.) - 21 EACH

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP
TRAFFIC DRUMS (50" O.C.) - 7 EACH

DENOTES: CONSTRUCTION FOR M.O.T.

MAINTENANCE OF TRAFFIC
STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB 135 TRAFFIC THROUGH CROSSOVER ENTERING LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH CURB & GUTTER & SLABS IN THE AREAS SHOWN

**DENOTES: CONSTRUCTION FOR M.O.T.**

TEMPORARY RAMP
TRAFFIC DRUMS (SDG.C.) - 24 EACH

TEMPORARY RAMP
TRAFFIC DRUMS (SDG.C.) - 6 EACH

DETAIL OF PCCB PLACEMENT ON BRIDGES

RELOCATING PRECAST CONCRETE BARRIER - 173 LIN. FT.
13 BRIDGE LOCATIONS - 505 TOTAL LIN. FT.
DETAIL OF STAGE III-C TRAFFIC

TEMPORARY PRECAST CONCRETE BARRIER WALL
RETAINED FROM PREVIOUS STAGE

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

PCCB RETURNED FROM STAGE III-B

STA. 748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (50 D.C.) = 10 EACH

STA. 748+63-757+00 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 5550 LIN. FT.
STAGE III-C OPERATIONS:
REBUILD STAGE III-B TRAFFIC PATH FOR SB L-530 TRAFFIC
RECONSTRUCT REMAINING SECTIONS OF L-530 SB LANE
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP
TRAFFIC DRUMS (50' D.C.) - 25 EACH

OBLITERATION OF TEMPORARY RAMP

PCRB RETAINED FROM STAGE III-B

STAGE III-C
MAINTENANCE OF TRAFFIC
STAGE III-C OPERATIONS:
RETAIN STAGE II-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP TRAFFIC DRUMS (50 G.C.) - 22 EACH

PCCB RETAINED FROM STAGE III-B

STA 978+80 TO 981+10 NORTHBOUND TRAFFIC DRUMS (50 G.C.) - 6 EACH

DETAIL OF PCCB PLACEMENT ON BRIDGES

STAGE III-C
MAINTENANCE OF TRAFFIC
STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC LANE. RAMP TRAFFIC TO TEMPORARY TUNNEL.
RECONSTRUCT REMAINING SECTIONS OF 5:50:50 LURES.
6 REMOVE SELECTED PREVIOUS TEMPORARY RAMP.

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

DENOTES CONSTRUCTION FOR M.O.T.

STA 26+81.31 SOUTHBOUND
TRAFFIC DRUMS 100 DRUMS 6 EACH

STA 21+48.39 NORTHBOUND
TRAFFIC DRUMS 100 DRUMS 6 EACH

STA 39+01.40-01 NORTHBOUND
TRAFFIC DRUMS 5 EACH

MAINTENANCE OF TRAFFIC
STAGE IV-A OPERATIONS
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCR AND REPLACE WITH TRAFFIC DRUMS
INSTALL REMAINING CROSSOVERS AND TEMP RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

DETAIL OF PLACEMENT OF TRAFFIC DRUMS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
SOUTHBOUND LINES

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
NORTHBOUND LINES

STA 748+63 - 40-01 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 89418 LINE FT.

STA 748+63 - 749+63 SOUTHBOUND
TRAFFIC DRUMS - 5 EACH

STA 748+63 - 757+00 NORTHBOUND
TRAFFIC DRUMS ISO D.C.I. - 15 EACH

STA 748+63 - 40-01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 89418 LINE FT.

STA 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STAGE IV-A
MAINTENANCE OF TRAFFIC
STAGE IV-A OPERATIONS
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETM NB TRAFFIC TO OUTSIDE NB LANE
REMOVE POOL AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSSINGS AND TEMP RAMP
F ill STRIPING (C.C) PERMANENT PAVEMENT MARKING DETAILS

MAINTENANCE OF TRAFFIC
STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PBG AND REPLACE WITH TRAFFIC BARS
REPLACE PBG WITH PBG. SEE EPW DBMS.
FINISH STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

STA 3.00-0.01 40-01 NORTHBOUND
TRAFFIC BARS + 5 EACH
HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS

4" YELLOW MAIN LANES INSIDE LANE EDGE STA. 762+00-76+01 LT. & RT. + 84054 L.IN/FT.
4" WHITE MAIN LANES SKIP LINE STA. 748+03-40+01 LT. & RT. + 22355 L.IN/FT.
MAIN LANES OUTSIDE LANE EDGE STA. 771+23-768-89 LT. & RT. + 416 L.IN/FT.
MAIN LANES OUTSIDE LANE EDGE STA. 771+73-761+58 LT. + 993 L.IN/FT.

RAISED PAVEMENT MARKERS
TYPE II WHITE/RED
MAIN LANES SKIP LINE STA. 748+03-40+01 LT. & RT. 180'D.C.I. + 1118 EACH

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

4" WHITE SKIP WITH R.P.M. (TYPE III)
4" YELLOW SOLID
4" WHITE SKIP WITH R.P.M. (TYPE III)
4" WHITE SKIP WITH R.P.M. (TYPE III)
4" WHITE SOLID
### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

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<th>STAGE I-B</th>
<th>STAGE I-C</th>
<th>STAGE I-D</th>
<th>STAGE II-A</th>
<th>STAGE II-B</th>
<th>STAGE II-C</th>
<th>STAGE II-D</th>
<th>STAGE III-A</th>
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### NOTE:

This is a high traffic volume road as defined in Section 604.03, Standard Specifications for Highway Construction, 2003 Edition.

### ADVANCE WARNING SIGNS AND DEVICES

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<th>STAGE I-C</th>
<th>STAGE I-D</th>
<th>STAGE II-A</th>
<th>STAGE II-B</th>
<th>STAGE II-C</th>
<th>STAGE II-D</th>
<th>STAGE III-A</th>
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<td>188</td>
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| TYPE B BARRICADE-RIGHT (16) | 3 | 1 | 1 | 2 | 1 | 38 |
| TYPE B BARRICADE-CENTER (16) | 3 | 9 | 1 | 14 | 1 | 224 |
| TYPE B BARRICADE-LEFT (16) | 6 | 6 | 9 | 2 | 4 | 26 |
| TOTAL ADVANCE WARNING ARROW/PANEL | 1268 |

### ANNOTED CHANGES

- This is a high traffic volume road as defined in Section 604.03, Standard Specifications for Highway Construction, 2003 Edition.
### EARTHWORK

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### NOTE

- Temporary Erosion Control Devices shown above and on the plans shall be installed in such a sequence as to deter erosion and sedimentation on U.S. Terrains as explained by the National Pollutant Discharge Elimination System Permit.

- Quantities are estimated. See Section 104.03 of the Std. Spec.
### Soil Log (Box 3 of 3)

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### Scarring & Recompressing Shoulders

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### Approach Gutters and Slabs

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

NP - NON-POLYSTIC
ND - NOT DETERMINABLE

**NOTE:** USE T = 18'
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<th>ACHIM BASE COURSE (1/2&quot;)</th>
<th>ACHIM BINDER COURSE (1&quot;)</th>
<th>ACHIM SURFACE COURSE (1/2&quot;)</th>
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</thead>
<tbody>
<tr>
<td></td>
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<td>FEET TON</td>
<td>STATION TON</td>
<td>TOTAL WTD. SQ.YD.</td>
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**TOTALS:**

| SUBTOTAL | 158317.2 | 117.2 | 19843.3 |

**BASE OF ESTIMATE:**
- ACHIM SURFACE COURSE (1/2") 94.7% MIN. AGGR. 5.3% ASPHALT BINDER
- ACHIM BINDER COURSE (1") 95.5% MIN. AGGR. 4.5% ASPHALT BINDER
- ACHIM BASE COURSE (1/2") 100% MIN. AGGR. 0% ASPHALT BINDER
- MAXIMUM NUMBER OF CYCLES = 205 FOR PG 76-22

**QUANTITY SHEETS**
### Cold Milling Asphalt Pavement

| Station | Location | AVG. Width | Cold Milling Asphalt Pavement
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<td>420-42</td>
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<td>397-00</td>
<td>397-03</td>
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**TOTALS:**

NOTE: AVERAGE MILLING DEPTH*

### 4" Pipe Underdrain

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**TOTALS:**

*NOTE: QUANTITIES ARE ESTIMATED. SEE SECTION 104.09 OF THE STD. SPEC.

### Asphalt Concrete Patching for Maintenance of Traffic

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<td>300</td>
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**TOTALS:**

*NOTE: QUANTITIES ARE ESTIMATED. SEE SECTION 104.03 OF THE STD. SPEC.

### ACHM Patching of Existing Roadway

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**TOTALS:**

*NOTE: QUANTITIES ARE ESTIMATED. SEE SECTION 104.03 OF THE STD. SPEC.

### Base and Surfacing (Mainlanes Shoulder & Temporary Paving) (Box 2 of 2)

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<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Length</th>
<th>Aggregate Base Course Class 7</th>
<th>Tack Coat</th>
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**ADD. FOR TRENCHING**

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<tr>
<th>Sept. 14, 08</th>
<th>Sept. 15, 08</th>
<th>L MARLINES</th>
<th>TON</th>
<th>VAR</th>
<th>180-6</th>
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</thead>
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<tr>
<td>276-05</td>
<td>270-08</td>
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<td>303.5</td>
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<td>1102-05</td>
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<td>L MARLINES</td>
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<td>1124-10</td>
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**ADDITIONAL FOR GUIDARIL, WNING**

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<th>VAR</th>
<th>180-6</th>
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<td>774-11, 08</td>
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<td>775-28, 15</td>
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<td>1102-05, 05</td>
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<tr>
<td>1101-00, 05</td>
<td>1102-05, 05</td>
<td>L MARLINES</td>
<td>318.0</td>
<td>VAR</td>
<td>150-3</td>
</tr>
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<td>1100-10, 05</td>
<td>1101-05, 05</td>
<td>L MARLINES</td>
<td>318.0</td>
<td>VAR</td>
<td>150-3</td>
</tr>
<tr>
<td>1100-15, 05</td>
<td>1101-05, 05</td>
<td>L MARLINES</td>
<td>318.0</td>
<td>VAR</td>
<td>150-3</td>
</tr>
<tr>
<td>1101-20, 05</td>
<td>1101-05, 05</td>
<td>L MARLINES</td>
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<td>VAR</td>
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### Temporary Crossovers & Ramps

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<th>Length</th>
<th>Tack Coat</th>
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**SUBTOTALS:**

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</thead>
<tbody>
<tr>
<td>276-05</td>
<td>276-08</td>
<td>276-08</td>
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</table>

**TOTALS:**

Basis of Estimate:

- ACHM Surface Course (15")
- 94.7% Min. Aggr.
- 5.3% Asphalt Binder
- ACHM Binder Course (1")
- 65.5% Min. Aggr.
- 4.5% Asphalt Binder
- ACHM Base Course (1-1/2")
- 90% Min. Aggr.
- 4% Asphalt Binder

MAXIMUM NUMBER OF QUOTATIONS = 305 FOR PS 76-22
## SUMMARY OF QUANTITIES

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<thead>
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<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
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<td>REMOVAL AND DISPOSAL OF ASPHALT PAVEMENT</td>
<td>138999</td>
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<tr>
<td>SP 202</td>
<td>REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT</td>
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<td>REMOVAL AND DISPOSAL OF APPROACH SLABS AND GUTTERS</td>
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<td>REMOVAL AND DISPOSAL OF QUICK BLEE</td>
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<td>UNCLASSIFIED EXCAVATION</td>
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<td>COMPACTED EMBANKMENT</td>
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<td>SOIL STABILIZATION</td>
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<td>TRENCHING AND SHOULDER PREPARATION</td>
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**DENOTES ALTERNATE BID ITEMS**
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6 x 3' x 4'-0" WITH
24" x 60" R.C. PIPE INLET &
OUTLET WITH F.E.S. RT. & LT.
RETAIN

STA 658+00 IN PLACE
TYPE: 6" DROP INLET IN MEDIAN
6 x 3' x 4'-0" WITH
24" x 60" R.C. PIPE INLET &
OUTLET WITH F.E.S. RT. & LT.
RETAIN

STA 651+00 IN PLACE
24" x 66' R.C. PIPE OVERW
WITH F.E.S. RT. & LT.
RETAIN

STA 654+00 IN PLACE
TYPE: 6" DROP INLET IN MEDIAN
6 x 3' x 4'-0" WITH
24" x 60" R.C. PIPE INLET &
OUTLET TO RT. WITH F.E.S.
RETAIN

STA 657+00 IN PLACE
TYPE: 6" DROP INLET IN MEDIAN
6 x 3' x 4'-0" WITH
24" x 60" R.C. PIPE INLET &
OUTLET TO LT. WITH F.E.S.
RETAIN
## Signing Summary of Quantities

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## Main Lanes Signing Quantities

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**Guide Signs Roadside Mounted Total:** 249.80

**Guide Signs Overhead Mounted Total:** 3318.24

**Grand Total:** 3307.24
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GUIDE SIGN ROADSIDE MOUNTED TOTALS: 10287.5
GUIDE SIGN OVERHEAD MOUNTED TOTALS: 5893.65
TOTALS: 3 25 10 316.18 10287.5 8593.65 100.00
NOTES:
ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF ROADSIDE MOUNTED SIGNS, SUPPORTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES Filled WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE CLEARVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARVIEW 5-W.B. FOR GENERAL GUIDANCE ON LETTER AND WORD-SPACING REFER TO THE FHWA CLEARVIEW TYPEFACE SUPPLEMENT (HTTP://MUTCD.FHWA.DOT.GOV)
GM530-35-780+50
G-2

EXIT
24

6.0' Radius, 2.0' Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[24] ClearviewHwy-5-W;
Arrow Custom - 29.0' 45°;

GM530-35-956+90
G-2

EXIT
20

6.0' Radius, 2.0' Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[20] ClearviewHwy-5-W;
Arrow Custom - 29.0' 45°;

GM530-35-979+90
G-2

35 MPH

GM530-35-1140+20
G-2

Jefferson Co

3.0' Radius, 1.0' Border, White on Green;
[Jefferson Co] ClearviewHwy-5-W;

GM530-35-1140+00
G-2

Grant Co

3.0' Radius, 1.0' Border, White on Green;
[Grant Co] ClearviewHwy-5-W;

GM530-35-800+00
GM530-35-800+00
G-2

Tar Camp Park
EXIT 20

6.0' Radius, 2.0' Border, White on Brown;

Hensley
Little Rock
22

6.0' Radius, 2.0' Border, White on Green;
[Hensley] ClearviewHwy-5-W; [Little Rock] ClearviewHwy-5-W;

STATE LAW
MOVE OVER SAFELY OR SLOW DOWN
FOR STOPPED VEHICLES
WITH FLASHING LIGHTS

130

3.0' Radius, 1.0' Border, Black on White;
[STATE LAW] D;
[MOVE OVER SAFELY OR SLOW DOWN] C 80% spacing;
[FOR STOPPED VEHICLES] C, [WITH FLASHING LIGHTS] C;
THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

NOTE:
LEGEND ON GUIDE SIGNS ON THE MAIN LANE SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE IIII SHEETING.
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.
NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

0123456789 1/4 1/2 3/4
EXIT PANEL DETAILS

TYPE A
EXIT 000
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'

TYPE B
EXIT 000A
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'

TYPE C
EXITS 000A-B
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'

TYPE D
EXIT 000
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'

TYPE E
EXIT 000A
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'

TYPE F
EXIT 000
- Exit with 1 door, 10' x 10' x 10'
- Exit with 2 doors, 10' x 10' x 10'
- Exit with 3 doors, 10' x 10' x 10'
U-CHANNEL POST

4TH HOLE FROM TOP

DETAIL A
SHOWING HORIZONTAL BRACE

DETAIL B
SHOWING BACK-TO-BACK INSTALLATION

DETAIL C
SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS

EXTRUDED PANEL

SIGN FACE

POST CLIP

U-CHANNEL POST

U-CHANNEL POST

PIPE CLAMP CASTING

1/4" X 3/4" U-BOLT
WITH TWO LOCK WASHERS AND TWO HEX HEAD NUTS

6" X 3/4" DIA. NAIL

GROUND TO SPlice

GROUNd LINE

W.PIN (GROUNd 36")

MILE 1 7

TYPICAL MILE MARKER INSTALLATION

4' (48")

TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

4' (48")

NOTES:

USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES.
NORMAL INSTALLATIONS WILL REQUIRE 1/4" OAL BOLTS TO MOUNT SIGNS TO POST AND 5/16" OAL BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS. THREE TWO-POUND POSTS WITHIN SEVEN FEET SHALL REQUIRE A GROUND SPICE.
ALL SIGN POSTS SHALL BE PLUMB. THE POSTS FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.
DETAILS OF W-BEAM GUARD RAIL

TOLERANCE

SPICE BOLT

POST BOLT - SAME EXCEPT LENGTH

CUT STEEL WASHER

NUT

WOOD BLOCKOUT CONNECTIONS (W-BEAM)

PLASTIC BLOCKOUT CONNECTIONS (W-BEAM)

NOTES:
1. ALL HOLES MUST BE DRILLED THROUGH THE FULL THICKNESS OF THE RAIL AND NO MORE THAN 1/16" DEEP.
2. ALL BLOCKOUTS SHALL BE EIGHT INCHES WIDE X 7/8" THICK, WITH NO BACKBOLT REQUIRED.
3. HOLES IN POSTS AND BLOCKS TO BE 1/4" DIA.

WOOD BLOCKOUT (W-BEAM)

PLASTIC BLOCKOUT (W-BEAM)

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

TYPE "B"

TYPE "A"

POSTS AND BLOCKS TO BE 1/4" DIA.

WOOD BLOCKOUT CONNECTIONS (W-BEAM)

PLASTIC BLOCKOUT CONNECTIONS (W-BEAM)

WIRING REQUIREMENTS

CUT STEEL WASHER

NUT

HOLDS IN POSTS AND BLOCKS TO BE 1/4" DIA.

WOOD BLOCKOUT CONNECTIONS (W-BEAM)

PLASTIC BLOCKOUT CONNECTIONS (W-BEAM)

DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-
1. ALL HOLES SHALL BE DRILLED THROUGH THE FULL THICKNESS OF THE RAIL AND NO MORE THAN 1/16" DEEP.
2. ALL BLOCKOUTS SHALL BE EIGHT INCHES WIDE X 7/8" THICK, WITH NO BACKBOLT REQUIRED.
3. HOLES IN POSTS AND BLOCKS TO BE 1/4" DIA.

WOOD BLOCKOUT (W-BEAM)

PLASTIC BLOCKOUT (W-BEAM)

DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-
1. ALL HOLES SHALL BE DRILLED THROUGH THE FULL THICKNESS OF THE RAIL AND NO MORE THAN 1/16" DEEP.
2. ALL BLOCKOUTS SHALL BE EIGHT INCHES WIDE X 7/8" THICK, WITH NO BACKBOLT REQUIRED.
3. HOLES IN POSTS AND BLOCKS TO BE 1/4" DIA.

ACKNOWLEDGEMENT OF APPROVAL

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD DRAWING GR-8
DETAILS OF WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

METHOD OF INSTALLATION OF GUARD RAIL
AT FIXED OBSTACLE

ARKANSAS STATE HIGHWAY COMMISSION
GUARD RAIL DETAILS

STANDARD DRAWING OR-9A
THREE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

1. THREE BEAM RAIL, SPECIAL END SHOE AND TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE GALVANIZED. THE HOLES SHALL BE SQUARE WITH THE RAILS.

2. ALL HOLES SHALL BE DRILLED WITH A DRILL BIT WHICH IS COMPATIBLE WITH THE FASTENING MEANS USED.

3. ALL HOLES SHALL BE SQUARE WITH THE RAILS.

4. ALL HOLES SHALL BE SQUARE WITH THE RAILS.

THREE BEAM RAIL SPlice AT POST

TRANSITION SECTION

ARAKANS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10
THREE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

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

GENERAL NOTES:
- RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE OR CHAGE AND
  VERTICALLY IN CROSS SECTION.
- WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DECIDE OR STRUCTURAL OR
  BETTER 5/4 CHOOSE FROM NO. 1 OR NO. 2 SOUTHERN PINE.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A
NOTES:
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 728 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISION ADDED TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES." 
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKI LINES ON 4 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

EDGE OF PAVEMENT
4" CONTINUOUS WHITE
4" SKIP YELLOW

PAVEMENT EDGE LINE MARKING

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

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

NOTE:
ENGINEERING SHOW 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 APPROPRIATE PRODUCTS LIST.

CROSSWALK AND STOPBAR DETAILS

20' STOPBAR OFFSET STOPBAR 4' FROM CROSSWALK
20' CROSSWALK STRIPES 20' LONG - PLACED 4 FT. O.C. OFFSET NEAR EDGE OF CROSSWALK 3 FT. FROM LANE EDGE

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1
NOTE:
1. GRANULAR BASE TO BE SUBSIDIARY TO PIPE UNDERDRAIN.
2. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED SATIN AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.
3. GRANULAR BASE SHALL BE COVERED WITH GOSTILEX FABRIC LAY FABRIC 2" OR THE WIDTH OF THE TRENCH AT THE TOP.

PLAN VIEW

SIDE VIEW

UNDERDRAIN COVER WHERE REQUIRED
GRANULAR MATERIAL
DRAIN PIPE

OLD PIPE

4" PIPE LATERAL

4" PIPE LATERAL

4" PIPE LATERAL

4" PIPE LATERAL

DRAIN PIPE ON GRACE

DETIALS OF PIPE UNDERDRAIN

UNDERDRAIN COVER WHERE REQUIRED
GRANULAR MATERIAL
DRAIN PIPE ON GRACE

DEAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE
NOTES PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS 0F ASTM D-3750 LATEST REVISIONS FOR SCHEDULE 40 PIPE.

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF PIPE UNDERDRAIN
STANDARD DRAWING PI-1
### SUPERELEVATION TABLE FOR ONE-WAY TRAFFIC

<table>
<thead>
<tr>
<th>Degree of Curve</th>
<th>Lα (ft)</th>
<th>Lβ (ft)</th>
<th>Lα (ft)</th>
<th>Lβ (ft)</th>
<th>Lα (ft)</th>
<th>Lβ (ft)</th>
<th>Lα (ft)</th>
<th>Lβ (ft)</th>
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</thead>
<tbody>
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</tr>
</tbody>
</table>

### GENERAL NOTES
1. On pavements with one-way traffic, the superelevation shall be developed on the profile grade point.
2. Superelevation values shown on the cross sections are values of a single lane applied to the face of control.
3. Lengths for Lα may be rounded to multiples of 25 feet or 50 feet, as permitted by the calculations.
4. Minimum Lα values may be used for ramp desirable values shall apply to main lane.
5. Divided roadways wider than 4 lanes shall have additional transition lengths as follows:
   - 6 lane divided: 300 ft
   - 8 lane divided: 500 ft

### ABBREVIATIONS
- NC: Normal Crown
- RC: Reverse Crown
- LC: Superelevation at Normal Crown Slope
- H: Distance from beginning of superelevation transition to any point P
- M: Maximum Rate of Superelevation (%) per ft
- L: Length of Superelevation Transition ft
- C: Normal Crown ft

### ONE-WAY TRAFFIC

#### INSIDE LANE

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lα, Lβ</td>
<td>Max. Superelev.</td>
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</tbody>
</table>

#### OUTSIDE LANE

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<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lα, Lβ</td>
<td>Max. Superelev.</td>
<td></td>
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### ARKANSAS STATE HIGHWAY COMMISSION

#### TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

<table>
<thead>
<tr>
<th>Method Code</th>
<th>Table Code</th>
<th>Date Created</th>
<th>Date Revised</th>
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<tr>
<td>1</td>
<td>2</td>
<td>05/25/19</td>
<td>06/15/19</td>
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</table>

#### STANDARD DRAWING SE-1
4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to ends (see BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD, DRGW, TC4).

** Offset Distance for Two Way Traffic Only

<table>
<thead>
<tr>
<th>Speed</th>
<th>Offset Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 mph</td>
<td>12 ft</td>
</tr>
<tr>
<td>15 mph</td>
<td>18 ft</td>
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</tbody>
</table>

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

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

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-5
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (E.G., SILT FENCES, DIVERSION DITCHES, SEDIMENT BASKETS) AS SPECIFIED.
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND

INTERCEPTOR OR DIVERSION DITCH

EXISTING GROUND

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

GENERAL NOTE
ALL OUT SLOPES SHALL BE RESEED, PREPARED, SEEDED AND MULCH AS THE WORK PROGRESS. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

PHASE 1 EXCAVATION

PHASE 2 EXCAVATION

PHASE 3 EXCAVATION

EMBANKMENT

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

FINAL PHASE EMBANKMENT

PHASE 2 EMBANKMENT

PHASE 1 EMBANKMENT

SIDE DITCH SEAL AND TREATE AS REQUIRED

EXISTING GROUND

GENERAL NOTE

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

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (E.G., SILT FENCES, SEDIMENT BASKETS) AS SPECIFIED.
2. PERFORM PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
4. PERFORM PHASE 3 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
5. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
6. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
7. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
8. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
9. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
10. PERFORM FINAL PHASE EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.

TEMPORARY EROSION CONTROL DEVICES

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD DRAWING TEC-3
ENTRANCE RAMP

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 25 mm interval.

EXIT RAMP

EXIT RAMP

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>T</th>
<th>MOSS</th>
<th>LENGTH</th>
<th>RETURN</th>
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<td>20.0</td>
<td>106.0</td>
<td>950.0</td>
<td>1000.0</td>
</tr>
</tbody>
</table>

DETAIL "A"

DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: The expansion joints shall be measured and paid for as a single item. The expansion joint shall be for the class of concrete used in the entrance & exit ramps. A joint support shall be placed in the paving as for the adjacent item.

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT

FOR

ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A