GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.

2. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.

3. 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.

4. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

5. ALL THINGS THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED; SHELTS AND TENTS SHALL BE USED TO PROTECT MASONRY THAT MUST NOT BE REMOVED FROM THE SITE.

6. THE CONTRACTOR SHALL CONTACT ALL FIBER OPTIC COMPANIES INVOLVED IN THIS PROJECT AT LEAST 5 WORKING DAYS BEFORE CONSTRUCTION, INCLUDING REMOVING AND INSTALLING ANY FENCING, AND TAKE EVERY PRECAUTION TO PREVENT ANY DAMAGE TO THE FIBER OPTIC CABLES.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE FENCES ARE REQUIRED; WITH FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.

8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210, UNCLASSIFIED EXCAVATION.
FULL-DEPTH OVERLAY - TANGENT SECTION
(Shown in Direction of Traffic)

STA. 4075+5.68 TO STA. 4080+00.00 (LT, MAIN Lanes)
STA. 4251+70.97 TO STA. 4253+78.42 (LT, MAIN Lanes)
STA. 4260+34.58 TO STA. 4267+50.00 (LT, MAIN Lanes)
STA. 4075+5.68 TO STA. 4080+00.00 (RT, MAIN Lanes)
STA. 4251+46.17 TO STA. 4253+26.42 (RT, MAIN Lanes)
STA. 4259+82.58 TO STA. 4267+50.00 (RT, MAIN Lanes)

NOTES:
- AGGREGATE BASE COURSE (CLASS II)
- THICKNESS SHOWN ON PLAN
- THE CONTRACTOR SHALL ADD A MINIMUM OF 2 INCH TO THE THICKNESS SHOWN ON THE PLAN
- THE THICKNESS OF AGGREGATE BASE COURSE (CLASS II) SHALL BE IN CONFORMITY WITH THE THICKNESS SHOWN ON THE PLAN
- THE CONTRACTOR SHALL ADD A MINIMUM OF 2 INCH TO THE THICKNESS SHOWN ON THE PLAN
- THE CONTRACTOR SHALL APPLY THE MATERIAL Laid AT LAYING LINES
- CEMENT, PAVEMENT (3")
- RUBBLE, CRUSHED & OVERLAY
- EXISTING CRUSHED STONE
- BASE COURSE: RETAIN 4" PIPE UNDERGROUND REFER TO SHEET NO. 10
- COMPACTED EMBANKMENT

TYPICAL SECTIONS OF IMPROVEMENT
FULL-DEPTH OVERLAY - SUPERERELEVATED CURVE TO LEFT
RIGHT MAIN LANES
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 4246+50.00 TO STA. 4251+46.77

FULL-DEPTH OVERLAY - SUPERERELEVATED CURVE TO RIGHT
LEFT MAIN LANES
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 4246+50.00 TO STA. 4251+70.57

TYPICAL SECTIONS OF IMPROVEMENT
TYPICAL SECTION OF SHOULDER RECONSTRUCTION FOR MAINTENANCE OF TRAFFIC

STA. 4075+34.27 TO STA. 4253+48.00 (LT. OF RT. MAIN LANES)
STA. 4259+60.50 TO STA. 4424+99.68 (LT. OF RT. MAIN LANES)

PAVEMENT REHABILITATION - RAMPS

HIGHWAY 64 INTERCHANGE
STA. 4075+34.27 TO STA. 4253+48.00 (RAMPS 1)
STA. 4259+60.50 TO STA. 4424+99.68 (RAMPS 2)

HIGHWAY 7 INTERCHANGE
STA. 4278+05.70 TO STA. 4278+70.50 (RAMPS 1)
STA. 4278+84.00 TO STA. 4278+94.40 (RAMPS 2)
STA. 4291+66.00 TO STA. 4291+93.00 (RAMPS 3)
STA. 4295+65.00 TO STA. 4300+20.50 (RAMPS 4)

PAVEMENT REHABILITATION RAMPS

TYPICAL SECTIONS OF IMPROVEMENT
OVERLAY - ACCELERATION/DECELERATION LANE
(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 64 INTERCHANGE
*STA. 4129+50.36 TO STA. 4140+63.36 (LT. OF LT. MAIN LANES)
*STA. 4131+90.70 TO STA. 4144+90.70 (RT. OF RT. MAIN LANES)

HWY. 326 INTERCHANGE
**STA. 4378+60.21 TO STA. 4388+73.41 (LT. OF LT. MAIN LANES)
**STA. 4418+94.40 TO STA. 4429+07.00 (RT. OF RT. MAIN LANES)

RUBBLIZE & OVERLAY - ACCELERATION LANES
(SHOWN IN DIRECTION OF TRAFFIC)

HWY. 64 INTERCHANGE
STA. 4093+65.70 TO STA. 4033+65.70 (LT. OF LT. MAIN LANES)

HWY. 7 INTERCHANGE
STA. 4275+55.70 TO STA. 4281+55.70 (LT. OF LT. MAIN LANES)
STA. 4305+70.50 TO STA. 4305+70.50 (RT. OF RT. MAIN LANES)

NOTES:
ACCELE RACE BASE COURSE LINE 2 SHALL BE UNIFORM, COMPACTED, STABLE, AND FREE OF SEPARATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 SHALL BE MET.
LEVELING IS TO BE USED ONLY WHERE DIRECTED BY THE ENGINEER.
THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN Laid. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
CROSSOVER RAMPS FOR MAINTENANCE OF TRAFFIC

TEMPORARY RAMPS FOR MAINTENANCE OF TRAFFIC
TYPICAL SECTION OF IMPROVEMENT
HWY. 7 - HWY. 124
HWY. 326 - HWY. 331

TYPICAL SECTION OF IMPROVEMENT
MILL CREEK - HWY. 64
STA. 4195+75 - HWY. 7
HWY. 124 - HWY. 326
NOTES FOR PIPE UNDERDRAINS

1. Geotextile fabric shall meet the requirements by section 6.2 for type L. Payment for geotextile fabric and gravel filter material shall be included in the Price bid per LF. for "4" pipe underdrains" in accordance with section 46 of the standard specifications.

2. "4" non-perforated schedule 40 PVC pipe laterals with outlet protectors shall be installed as shown herein. Laterals shall be measured and paid for as "4" pipe underdrains." Underdrain outlet protectors will be measured and paid for by the unit in accordance with section 46 of the standard specifications.

3. "4" pipe underdrains shall be placed on the low side of super-elevated roadways as shown on the typical section. "4" pipe underdrains shall be connected to mason drop inlets where specified by the engineer. Payment for connection to drop inlets shall be considered included in the price bid for "4" pipe underdrains.

4. The location of all laterals shall be marked with "4"" x 0.2"" permanent paint. Marking type shall match the exterior edge of the smooth walled plastic tubing. To traffic. Payment for this work shall be considered included in the Price bid for the various contract items.

5. The rosette screen shown herein shall be used in lieu of the wire mesh rosette screen shown in standard drawings. Payment for the rosette screen shall be included in the Price bid per LF. for "4" pipe underdrains.

6. Any existing underdrains that interfere with installation of the new underdrain system shall be removed and disposed of as directed by the engineer. Payment for this work shall be considered included in the price bid for each various contract item.

7. At locations where a single lateral is used, the contractor shall have the following option for outlet protector: As shown on standard drawings, a galvanized steel elbow with a 2" diameter x 0.25" wall thickness. Payment for this work shall be included in the price bid per LF. for "underdrain outlet protectors."
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC - RIGHT MAIN LINES

LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC - LEFT MAIN LINES

LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL, FOR MAINTENANCE OF TRAFFIC

NOTE: Use 200' transition to shift temporary precast concrete BARRIER wall from E bridge to 2" L.t. of E lanes as shown on these details.

NOTE: Barrier wall shall be placed on E lanes on all "A" bridges to match roadway approach.
DETAIL OF APPROACH SLAB

NOTE: REFER TO STANDARD DRAWINGS 226C & 208 FOR ADDITIONAL INFORMATION.

PAVING DETAIL AT BRIDGE APPROACHES

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PT. A</th>
<th>PT. B</th>
<th>PT. C</th>
<th>X1</th>
<th>X2</th>
<th>AVG. DEPTH - CLASS 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>* SR. NO. 45916 - EAST APPROACH</td>
<td>STA. 4080+00.00</td>
<td>STA. 4075+51.48</td>
<td>STA. 4075+51.68</td>
<td>448.32'</td>
<td>0.00'</td>
<td>N/A</td>
</tr>
<tr>
<td>* SR. NO. 46916 - EAST APPROACH</td>
<td>STA. 4080+00.00</td>
<td>STA. 4075+51.48</td>
<td>STA. 4075+51.68</td>
<td>448.32'</td>
<td>0.00'</td>
<td>N/A</td>
</tr>
<tr>
<td>* SR. NO. 45917 - WEST APPROACH</td>
<td>STA. 4241+00.00</td>
<td>STA. 4239+78.42</td>
<td>STA. 4239+78.42</td>
<td>345.00'</td>
<td>360.42'</td>
<td>12'</td>
</tr>
<tr>
<td>* SR. NO. 46917 - WEST APPROACH</td>
<td>STA. 4241+00.00</td>
<td>STA. 4239+78.42</td>
<td>STA. 4239+78.42</td>
<td>345.00'</td>
<td>360.42'</td>
<td>12'</td>
</tr>
<tr>
<td>* SR. NO. 45917 - EAST APPROACH</td>
<td>STA. 4241+50.50</td>
<td>STA. 4240+34.58</td>
<td>STA. 4240+34.58</td>
<td>217.00'</td>
<td>498.62'</td>
<td>11'</td>
</tr>
<tr>
<td>* SR. NO. 46917 - EAST APPROACH</td>
<td>STA. 4241+50.50</td>
<td>STA. 4240+34.58</td>
<td>STA. 4240+34.58</td>
<td>217.00'</td>
<td>498.62'</td>
<td>11'</td>
</tr>
</tbody>
</table>

NOTE: REFER TO SHEET NO. 74 AND 75 FOR PROFILE INFORMATION.
SECTION A - A

SECTION C - C (Type I)

1. Rumble strips shall not be installed on curb sections, bridge decks, approach slabs, intersecting streets or roadways, residential or commercial driveways or across transverse joints of concrete shoulders.

2. Rumble strips shall not be installed on a paved shoulder that is used as a deceleration lane for the length deemed appropriate by the engineer.

3. The 4" offset from the edge line may be increased to avoid longitudinal joints. In all cases, the lateral deviation from the planned offset should be kept to a minimum.

4. Rumble strips shall be measured by the linear foot longitudinally along the shoulder. Payment shall only include that portion of the shoulder on which rumble strips have been constructed. No measurement or payment will be made for gaps, driveways, turnouts, or other public road intersections where rumble strips have not been constructed.
**Joint Configuration for Type 3 & 4 Joint Sealant**

<table>
<thead>
<tr>
<th>Joint Width</th>
<th>Sealant Thickness</th>
<th>Backer Rod Diameter</th>
<th>Backer Rod Placement Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8</td>
<td>1/4</td>
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<td>1/4</td>
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<td>1/4</td>
</tr>
<tr>
<td>5/8</td>
<td>1/4</td>
<td>1/8</td>
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<tr>
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<td>1/2</td>
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</tr>
<tr>
<td>1 1/2</td>
<td>1/2</td>
<td>1/8</td>
<td>1/4</td>
</tr>
</tbody>
</table>

*Note: Joints greater than 1/2" in width shall be sealed with Type 5 Joint Sealant.*

**Joint Configuration for Type 5 Joint Sealant**

<table>
<thead>
<tr>
<th>Joint Width</th>
<th>Approx. Width Depth Ratio</th>
<th>Sealant Thickness</th>
<th>Backer Rod Diameter</th>
<th>Backer Rod Placement Depth</th>
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</thead>
<tbody>
<tr>
<td>1/8</td>
<td>1/2</td>
<td>1/4</td>
<td>1/8</td>
<td>1/4</td>
</tr>
<tr>
<td>3/8</td>
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<td>1/4</td>
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<tr>
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<td>1/2</td>
<td>1/8</td>
<td>1/4</td>
<td>1/4</td>
</tr>
<tr>
<td>1 1/2</td>
<td>1/2</td>
<td>1/8</td>
<td>1/4</td>
<td>1/4</td>
</tr>
</tbody>
</table>

**Details of Type A or Type B Joint Rehabilitation**

- Joint width: 1/4" + 1/8"
- Joint sealant
- Backer rod

**Details of Type B Joint Rehabilitation**

- Joint width: 1/4"
- Joint sealant
- Backer rod

*Note: For joints wider than 1/2", the contractor shall have the option of completely filling the joint in lieu of using a backer rod.*

Refer to Section 500 of the standard specifications for additional information.
**Wide Loads**

**Next Right**

**Use Hwy. 64**

**To Russellville**

**S-1**

**Notes:**

1. Special signs shall be constructed using white type III background with black type V legend and border.

2. Payment for mounting the guide signs on temporary supports, relocating the signs as required during various phases of construction, and removing and disposing of the signs when the project is completed shall be subsidiary to Section 604, Standard Specifications for Highway Construction, 2003 Edition.

3. Exact placement of signs shall be determined in the field by the engineer.

<table>
<thead>
<tr>
<th><strong>SIGN NUMBER</strong></th>
<th><strong>DESCRIPTION</strong></th>
<th><strong>SIGN SIZE</strong></th>
<th><strong>MAXIMUM NUMBER REQUIRED</strong></th>
<th><strong>SS &amp; 604</strong></th>
<th><strong>SIGN AREA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>S-1</td>
<td>Wide Loads Next Right Use Hwy. 64 To Russellville</td>
<td>40.5 x 50.0</td>
<td>2</td>
<td>66.75</td>
<td></td>
</tr>
<tr>
<td>S-2</td>
<td>Wide Loads Next Right Use Hwy. 64 To Knoxville</td>
<td>40.5 x 50.0</td>
<td>2</td>
<td>66.75</td>
<td></td>
</tr>
<tr>
<td>S-3</td>
<td>Wide Load Direction Arrow</td>
<td>40.5 x 50.0</td>
<td>4</td>
<td>48.75</td>
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</tr>
</tbody>
</table>

**Totals for Job B80804**: 188.42

**Wide Load Detour**
ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES
RT. LANE CLOSURE

DIVERSION FOR LT. LANE WORK ZONE

DIVERSION FOR RT. LANE WORK ZONE
NOTES:

1. STAGE I & IIA LANE CLOSURES INSIDE LANE

2. STAGE III & IIB LANE CLOSURES OUTSIDE LANE

3. STAGE III & IIB LANE CLOSURES OUTSIDE LANE

LOCATION OF TRAFFIC DRUMS

FOR MAINTENANCE OF TRAFFIC

REVERSE FOR LEFT LANE

1. STAGE I & IIA LANE CLOSURES INSIDE LANE

2. STAGE III & IIB LANE CLOSURES OUTSIDE LANE

3. STAGE III & IIB LANE CLOSURES OUTSIDE LANE

LOCATION OF TRAFFIC DRUMS

FOR MAINTENANCE OF TRAFFIC

REVERSE FOR LEFT LANE

NOTES: SEE SHEET 2A FOR TEMPORARY RAMP CURVE DATA.
NOTE: STAGE UTILIZES ROSE LANE LONGSHEI...TO ALLOCATE THE PROJECT
CONCRETE BARRIER USED IN STAGES IA AND IB.

LOCATION OF TRAFFIC DRUMS
FOR MAINTENANCE OF TRAFFIC
PREVIOUS FOR LEFT MAIN LANES.

STAGE IV
REMOVAL OF PERMANENT MARKINGS
CONSTRUCTION OF STAGE IV MARKINGS
LT & ST. LIDGE LINES, LEFT MAIN CROSSROADS - 3800 L.I.T.
MEDIAN CROSSROADS (BOTH DIRECTIONS) - L800 L.I.T.

STAGE IV & VA
MAINTENANCE OF TRAFFIC
HIGHWAY 326 INTERCHANGE
NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF TRAFFIC DRUMS
FOR MAINTENANCE OF TRAFFIC
(REVERSE FOR LEFT LANE LANE)

25 ADDITIONAL TRAFFIC DRUMS
& 68" C.C. ALONG ACCEL. LANE

NOTES: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF PRECAST CONCRETE BARRIER WALL
FOR MAINTENANCE OF TRAFFIC - RIGHT LANE

STAGE II
REMOVING TEMPORARY BARRIERS
WILL BE PERFORMED IN 3 Phases:

PHASE I: REMOVE TEMPORARY BARRIERS TO TEMP. RAMP 2A - 200 L.F.
PHASE II: PERFORM REMOVAL OF TEMP. WALLS 2A TO 2B - 200 L.F.
PHASE III: PERFORM REMOVAL OF TEMP. WALLS 2B TO 2C - 200 L.F.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF PRECAST CONCRETE BARRIER WALL
FOR MAINTENANCE OF TRAFFIC - RIGHT MAIN LANE.

STAGE IA
REMOVAL OF PERMANENT FENCE AND WARNINGS
EXISTING TEMPORARY RAMP 4 AT PE TO TEMPORARY RAMP 4A - 200 FT.
CONSTRUCTION FENCE AND WARNINGS
EXISTING TEMPORARY RAMP 4 AT PE TO TEMPORARY RAMP 4A - 1000 FT.
EXISTING TEMPORARY RAMP 4 AT PE TO TEMPORARY RAMP 4A - 3000 FT.

MODULAR GLAZE SHELD STA. 4280+00 - STA. 4300+00 - 300 FT.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF PRECAST CONCRETE BARRIERS WALL FOR MAINTENANCE OF TRAFFIC - RIGHT LANE LINES
LOCATION OF PRECAST CONCRETE BARRELED WALL FOR MAINTENANCE OF TRAFFIC - RIGHT LANE LINES

STAGE 8B
CONSTRUCTION PAVEMENT REMOVAL
WALL LANE SHEET STA. 4100+00 - 5140+99 - 250 LR FT.
WALL LANE SHEET STA. 5150+00 - 6149+99 - 250 LR FT.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
END OF STAGE III
REMOVAL OF TEMPORARY BARRIERS
END LINES OF TEMPORARY RAMP SLOPE FACE STRAIGHT ACROSS LT & RT MAIN LANES - 0.300 LF FT.
CONSTRUCTION BARRIERS REMOVED.
END LINES OF TEMPORARY RAMP SLOPE FACE OUTSIDE LANES LT & RT MAIN LANES - 0.300 LF FT.
REMOVAL OF ENTRY & EXIT LINES LT & RT MAIN LANES - 0.300 LF FT.
REMOVAL OF BARRIERS Longitudinal Lines LT & RT MAIN LANES - 0.300 LF FT.
NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL

FOR MAINTENANCE OF TRAFFIC - LEFT LANE LINES.

STAGE IV

REMOVAL OF PERMANENT PAVEMENT MARKINGS
L-1000 LINE MARK A 61' 10" TO TEMPORARY AA - 200 LALT.
L-1 & R-1 SIDE LINE TEMP RAMP AA - 1300 LALT.
TEMPORARY RAMP - 1300 LALT.
MODULAR CLARKE SHEET STA. 83+00 - STA. 87+00 - 300 LALT.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER #211 FOR MAINTENANCE OF TRAFFIC - LEFT LANE

STAGE IVA

TRAFFIC DRUMS 20' OC
TEMPORARY RAMP
P.I. CURVE*28
P.I. CURVE*15
P.I. CURVE*11
P.I. CURVE*9
P.I. CURVE*2
P.I. CURVE*1
P.I. CURVE*21
P.I. CURVE*13
P.I. CURVE*16
P.I. CURVE*9
P.I. CURVE*11
P.I. CURVE*15
P.I. CURVE*28
P.I. CURVE*21
P.I. CURVE*13
P.I. CURVE*9
P.I. CURVE*11
P.I. CURVE*2

TEMP. Relocate "EXIT" Sign
From Normal GORE AREA

Note: See sheet 24 for temporary ramp curve data.

MAINTENANCE OF TRAFFIC HIGHWAY 7 INTERCHANGE STAGE IVA

[Diagram showing construction details related to traffic maintenance and temporary ramp work]
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL FOR MAINTENANCE OF TRAFFIC - LEFT LANE LANE

STAGE IVA
REMOVAL OF PERMANENT PAVEMENT MARKINGS
1 LANE 1 lane ramp #2 at 300 lin. ft.
CONSTRUCTION 1 lane 1 lane ramp #3 at 300 lin. ft.
TEMPORARY ROADING - 300 lin. ft.
MODULAR GLARE SHIELD STATION 4300 - 4600 lin. ft.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.

MAINTENANCE OF TRAFFIC
HIGHWAY 7 INTERCHANGE
STAGE IVA
NOTES:
- See Sheet 24 for temporary ramp curve data.
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL
FOR MAINTENANCE OF TRAFFIC - LEFT LANE LINES.

STATE HIR
CONSTRUCTION PAVEMENT MARKINGS
1. 25,000 LINE LINES TEMP RAMP 48 - 500 LINE FT.
2. 500 LINE FT.

REAR OF CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC LANE LINES TEMP RAMP 48 THROUGH 500 LINE FT.

MODULAR GLARE SHIELD 31A 40'-0" - 31A 47'-0" - 300 LINE FT.

NOTES:
1. SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
LOCATION OF PRECAST CONCRETE BARRIER WALL FOR MAINTENANCE OF TRAFFIC - LEFT LANE LANE

STAGE IVB
CONSTRUCTION PAYMENT WARNINGS
- 1 & 2 LINES OF TEMP. RAMP 4B - 600 LNL/T.
- 3 & 4 LINES OF TEMP. RAMP 4B - 500 LNL/T.
- TEMP. RAMP 4B HEAD END LINE FROM TEMP. RAMP 4B TO TEMP. RAMP 4B - 400 LNL/T.

MODULAR GLARE SHIELD STA 420+00 - 434+00 - 399 LNL/T.

NOTE: SEE SHEET 24 FOR TEMPORARY RAMP CURVE DATA.
NOTE: SEE SHEET 2A FOR TEMPORARY RAMP CURVE DATA.
RT. LANE CLOSURE

DIVERSION FOR LT. LANE WORK ZONE

CABLE MEDIAN BARRIER
MAINTENANCE OF TRAFFIC
LANE CLOSURE
STAGE VI
MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION

MAX. 2 MILE WORK AREA WILL TAKE 2/2 TRAFFIC DRUMS EACH SIDE.
TRAFFIC DRUMS & 50 O.C. ON OPPOSITE MEDIAN SHOULDER.
INSTALL 2/2 MEDIAN SAFETY BARRIERS IN MEDIAN.

NOTE: REFER TO SP-MANAGEMENT OF TRAFFIC FOR LANE CLOSURE LIMITATIONS AND RESTRICTIONS. QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED FOR ONE LANE CLOSURE.

MOVABLE WORK ZONE FOR WRSF INSTALLATION

CABLE MEDIAN BARRIER
MAINTENANCE OF TRAFFIC
WORK AREAS
STAGE VI
## Removal & Disposal of Guardrail

<table>
<thead>
<tr>
<th>Station</th>
<th>Station Location</th>
<th>Lin. Ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>40271-12.15</td>
<td>R.T. of LT. MAIN LANE</td>
<td>15</td>
</tr>
<tr>
<td>40261-12.15</td>
<td>R.T. of LT. MAIN LANE</td>
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</tr>
<tr>
<td>40271-14.15</td>
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<tr>
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<tr>
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<tr>
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<tr>
<td>40261-20.15</td>
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<tr>
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**Total:** 376

## Removal & Disposal of Guardrail Anchor Post

<table>
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<tr>
<td>40221+14.35</td>
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**Total:** 10

## Removal & Disposal of Concrete Parapet Wall

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<tr>
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<td>43394+00</td>
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<tr>
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**Total:** 8

## Removal & Disposal of Concrete Pier Protection

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<tr>
<td>43244+10</td>
<td>R.T. of RT. MAIN LANE</td>
<td>10</td>
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<td>43234+10</td>
<td>R.T. of RT. MAIN LANE</td>
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<td>43244+10</td>
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**Total:** 40

## Removal & Disposal of Precast Concrete Barrier

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**Total:** 225

## Removal & Disposal of Approach Slabs & Gutters

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**Total:** 8

## Achim Patching of Existing Shoulders

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**Total:** 450

## Removal of Existing Asphalt Overlay

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**Total:** 4816.88

## Removal of Existing Portland Cement Concrete Pavement

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<tbody>
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<td>43390+00</td>
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**Total:** 7903.72

## Removal and Disposal of Impact Attenuation Barrier

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<td>41191-14</td>
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<td>41191-14</td>
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**Total:** 45

## Removal of Pipe Culverts

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<tbody>
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**Total:** 1

## Shaping Ditch

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**Total:** 1

Note: Quantity estimated. See Section 104.03 of the Standard Specifications.
## Rubblizing Portland Cement Concrete Pavement

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<th>Length</th>
<th>Avg. Width</th>
<th>Sq. Yd.</th>
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## Cold Milling Asphalt Pavement

<table>
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<th>Length</th>
<th>Width</th>
<th>Sq. Yd.</th>
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<tr>
<td>0010-00</td>
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## Concrete Barrier Wall (Per Protection Type A)

<table>
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## Concrete Barrier Wall (Per Protection Type A)

<table>
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## Rumble Strips in Asphalt Shoulders

<table>
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<tr>
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</thead>
<tbody>
<tr>
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</tbody>
</table>

## Scarring Concrete Pavement

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<tbody>
<tr>
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</table>

## Guardrail

<table>
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<tr>
<th>Station</th>
<th>Location</th>
<th>Guardrail (Type A)</th>
<th>Guardrail Moved and Reconstructed</th>
<th>Terminal Anchor Posts (Type 1)</th>
<th>Guardrail Terminal (Type 2)</th>
<th>Three Rail Guardrail Terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td>0010-00</td>
<td>0010-00</td>
<td>0010-00</td>
<td>0010-00</td>
<td>0010-00</td>
<td>0010-00</td>
<td>0010-00</td>
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## Quantities

- Rubblizing Portland Cement Concrete Pavement: 0
- Cold Milling Asphalt Pavement: 0
- Concrete Barrier Wall (Per Protection Type A): 0
- Rumble Strips in Asphalt Shoulders: 0
- Scarring Concrete Pavement: 0
- Guardrail: 0

Total: 0
# Earthwork

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<th>Completed Embankment</th>
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Approach: Widening East of bridge No. 426910
L.T. MAINLANES & SHOULDERS

## Selected Pipe Bedding

<table>
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**Note:** Quantities estimated; see section 104.03 of the standard specifications.

## Approach Slabs & Gutters

<table>
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<tr>
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<th>Location</th>
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<th>Approach Gutters (Type C)</th>
<th>Reinforcing Steel (Type A)</th>
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**Aggregate Base Course (Cal-graded)**

## Bench Mark Caps

<table>
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**Note:** Bench mark caps to be furnished and installed by State forces.

## Soil Stabilization

<table>
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**Note:** Quantities estimated; see section 104.03 of the standard specifications.
### SOIL LOG

<table>
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<th>DEPTH</th>
<th>ASHTEST</th>
<th>LIQUID LIMIT</th>
<th>PLASTICITY INDEX</th>
<th>REMARKS</th>
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<td>A-458</td>
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<td>A-458</td>
<td>45</td>
<td>25</td>
<td>BROWN</td>
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</table>

Soil characteristics tabulated above are representative at the location of the sample, and from surface indications are typical for the limits shown. These data are shown for information only; the State will not be responsible for variations in the soil characteristics and/or extent of same differing from the above tabulations.

### CONCRETE DITCH PAVING

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<tr>
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<th>STATION</th>
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<th>HSP</th>
<th>F.A.P.</th>
<th>HSP-45</th>
<th>270'-71'</th>
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*Entire project - If and where directed by the Engineer*

### EROSION CONTROL

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### WIRE ROPE SAFETY FENCE

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<th>WRSF MAINTENANCE MATERIALS</th>
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*This item shown for information only*

### TEMPORARY EROSION CONTROL

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### QUANTITIES

- **SOIL LOG**
- **CONCRETE DITCH PAVING**
- **EROSION CONTROL**
- **WIRE ROPE SAFETY FENCE**
- **TEMPORARY EROSION CONTROL**

*Basis of Estimate: Water = 102.0 Mgal per acre of seeding and 12.8 gal per sq. yd. of solid sodding.*

Note: Quantities estimated. See Section 104.03 of the Standard Specifications.
### 4" PIPE UNDERDRAINS

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**TOTALS:**

| 6105.00 | 3895.00 | 297 | 3873 |

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**TOTALS:**

| 6105.00 | 3895.00 | 297 | 3873 |

### STRUCTURES

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**TOTALS:**

| 6105.00 | 3895.00 | 297 | 3873 |

### JOINT REHABILITATION

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**TOTALS:**

600 JOINTS PER 100'
## Base and Surfacing - Maintenance of Traffic

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**BASE OF ESTIMATE:**
- ACME Base Course (1/2") - MIN. AGG. = 95.5%, ASPH. BINDER (PG76-22) = 4.5%
- ACME Binder Course (1/2") - MIN. AGG. = 95.5%, ASPH. BINDER (PG76-22) = 4.5%
- ACME Surface Course (1/2") - MIN. AGG. = 94.4%, ASPH. BINDER (PG76-22) = 5.0%

**Notes:**
- Recap'd = 256
## BASE AND SURFACING - RAMP SHOULDER RECONSTRUCTION

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**Basis of Estimate:**

- ACHMI Surface Course (1/2") - Min. Agg. = 94.6%. ASPH. Binder (PG76-22) = 5.0%.
- Minas = 285
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**BASE AND SURFACING - RT. MAIN LANES**

**BASE OF ESTIMATE:**
ACHM BASE COURSE (1") - MIN. AGG : 90.5% ASPH. Binder (P70/28) 4.5%  
ACHM Binder COURSE (1") - MAX. AGG : 98.5% ASPH. Binder (P70/28) 4.5%  
ACHM SURFACE COURSE (1") - MIN. AGG : 94% ASPH. Binder (P70/28) 4.5%  
Nane = 50%
| STATION  | STATION  | LOCATION     | LENGTH | ACCELERATION (MPH/HR)^2 | ADJUSTED
|----------|----------|--------------|--------|-------------------------|----------
| 4070+00  | 4070+00  | RT. MAIN LANE| 0.00   | 0.00                     | 0.00      |
| 4070+10  | 4070+10  | RT. MAIN LANE| 0.10   | 0.00                     | 0.00      |
| 4070+20  | 4070+20  | RT. MAIN LANE| 0.20   | 0.00                     | 0.00      |
| 4070+30  | 4070+30  | RT. MAIN LANE| 0.30   | 0.00                     | 0.00      |
| 4070+40  | 4070+40  | RT. MAIN LANE| 0.40   | 0.00                     | 0.00      |
| 4070+50  | 4070+50  | RT. MAIN LANE| 0.50   | 0.00                     | 0.00      |
| 4070+60  | 4070+60  | RT. MAIN LANE| 0.60   | 0.00                     | 0.00      |

**BASE AND SURFACING - RT. MAIN LANES (CONTINUED)**

| STATION  | STATION  | LOCATION     | LENGTH | ACCELERATION (MPH/HR)^2 | ADJUSTED
|----------|----------|--------------|--------|-------------------------|----------
| 4071+00  | 4071+00  | RT. MAIN LANE| 0.00   | 0.00                     | 0.00      |
| 4071+10  | 4071+10  | RT. MAIN LANE| 0.10   | 0.00                     | 0.00      |
| 4071+20  | 4071+20  | RT. MAIN LANE| 0.20   | 0.00                     | 0.00      |
| 4071+30  | 4071+30  | RT. MAIN LANE| 0.30   | 0.00                     | 0.00      |
| 4071+40  | 4071+40  | RT. MAIN LANE| 0.40   | 0.00                     | 0.00      |
| 4071+50  | 4071+50  | RT. MAIN LANE| 0.50   | 0.00                     | 0.00      |
| 4071+60  | 4071+60  | RT. MAIN LANE| 0.60   | 0.00                     | 0.00      |

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*NOTE: LEVELING QUANTITY IS ESTIMATED. LEVELING IS TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.*

SEE SECTION 15A.03 OF THE STANDARD SPECIFICATIONS.
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**BASE & SURFACING - RT. SHOULDER - RT. MAIN LANE**

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**BASE & SURFACING - RT. SHOULDER - RT. MAIN LANE**

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**BASE & SURFACING - RT. SHOULDER - RT. MAIN LANE**

**TOTAL TON**

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**BASE AND SURFACING - LT. SHOULDER - RT. MAIN LANES**

**ENTIRE PROJECT - DESIGN FOR ESTIMATE**

**BASE OF ESTIMATE**

- ACHAI BASE COURSE (1 1/2") - MIN ADD: 30.5% ASPH. BINDER (0.97/2.0) = 4.9%=
- ACHAI BINDER COURSE (1") - MIN ADD: 30.5% ASPH. BINDER (0.97/2.0) = 4.9%=
- ACHAI SURFACE COURSE (1/2") - MIN ADD: 30.5% ASPH. BINDER (0.97/2.0) = 4.9%

**NOTE:** LEVELING QUANTITY IS ESTIMATED. LEVELING IS TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 10.33 OF THE STANDARD SPECIFICATIONS.

**QUANTITIES**
| STATION STATION | LOCATION | LENGTH | ACQ/M SURFACE COURSE (L'FT) | TROK COST 0-5 GAL. PER SQ. YD. | AGRGATE BASE COURSE | FOUNDATION | TRANSITION | TOPS | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | PLAIN | 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BASE SURFACING & CURB - LT. MAIN LINES (CONTINUED)

BASIS OF ESTIMATE

ACHM BRIDGER COURSE (1') - MIN. AVG. = 95.0%; ASPH. BRIDGER (PD2B-22) = 4.5%

ACHM BRIDGER COURSE (1') - MIN. AVG. = 95.0%; ASPH. BRIDGER (PD2B-22) = 4.5%

ACHM CURB BRIDGER COURSE (1') - MIN. AVG. = 95.0%; ASPH. BRIDGER (PD2B-22) = 4.5%

* NOTE: LEVELING QUANTITY IS ESTIMATED. LEVELING IS TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

SOURCE: ARKANSAS DEPARTMENT OF HIGHWAYS

QUANTITIES
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**BASE AND SURFACING - LT. SHOULDER - LT. MAIN LINES**

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**ACME MAJOR Cutoff (1/2) - MIN. AVG. 55.5%, ASPH. Binder (P0120-00-1) = 4%**

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**BASE AND SURFACING - LT. SHOULDER - LT. MAIN LINES**

**ACME MAJOR Cutoff (1/2) - MIN. AVG. 95%, ASPH. Binder (P0120-00-2) = 4%**

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**TOTALS**

- BASE OF ESTIMATE:
  - ADMS MAJOR Cutoff (1/2) - MIN. AVG. 55.5%, ASPH. Binder (P0120-00-1) = 4%
  - ADMS MAJOR Cutoff (1/2) - MIN. AVG. 95%, ASPH. Binder (P0120-00-2) = 4%
  - ADMS SURFACE COURSE (1/2) - MIN. AVG. 95%, ASPH. Binder (P0120-00-3) = 5%
  - MIN = 30% *NOTE: LEVELING QUANTITY & ESTIMATES LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER*
### BASE AND SURFACING - LT. SHOULDER - LT. MAIN LANES (CONTINUED)

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<td>4070-00</td>
<td>LT SHOULDER - LT MAIN LANE</td>
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</table>

**Basis of Estimate**

- ACME BASE COURSE (1/2) - MIN. AGG. = 95.5%, ASPH. BINDER (P07-22) = 4.5%
- ACME BINDER COURSE (1) - MIN. AGG. = 90.5%, ASPH. BINDER (P07-22) = 4.5%
- ACME SURFACE COURSE (1/2) - MIN. AGG. = 94%, ASPH. BINDER (P07-22) = 5.0%
- Nitto = 255
## BASE AND SURFACING - RT. SHOULDER - LT. MAIN LANES

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>ACBH BASE COURSE (T')</th>
<th>ACBH BINDER COURSE (T’)</th>
<th>AGGREGATE BASE COURSE (T’)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>4207+00.00</td>
<td>RT. SHOULDER - LT. MAIN</td>
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<tr>
<td>BASE AND SURFACING - RT. SHOULDER - LT. MAIN LANES</td>
<td><strong>TOTALS</strong></td>
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<td><strong>552.47</strong></td>
<td><strong>1,025.02</strong></td>
<td><strong>1,577.49</strong></td>
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**Basis of Estimate:**
ACBH BASE COURSE (T') - MIN. ACBH = 12.50 T;
ACBH BINDER COURSE (T') - MIN. ACBH = 12.50 T;
ACBH SURFACE COURSE (T') - MIN. ACBH = 12.50 T;

**Note:** Leveling quantity is estimated. Leveling is to be used only if and where directed by the Engineer. See Section 104.03 of the Standard Specifications.
<table>
<thead>
<tr>
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<th>ADHM SURFACE COURSE (LO)</th>
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<tr>
<td>420-100</td>
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<td>660.80</td>
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<tr>
<td>420-150</td>
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<td>420-200</td>
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<td>770.70</td>
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<tr>
<td>420-250</td>
<td>LT SHOULDER, LT MAIN LANE</td>
<td>820.70</td>
<td>4.88</td>
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**BASIS OF ESTIMATE:**

- **ADHM SURFACE COURSE (LO):** MIN. AGG. = 90%, ASPH. BINDER (P03-22) = 4%<br>- **ADHM SURFACE COURSE (LO):** MIN. AGG. = 90%, ASPH. BINDER (P03-22) = 4%<br>- **ADHM SURFACE COURSE (LO):** MIN. AGG. = 90%, ASPH. BINDER (P03-22) = 4%
### BASE AND SURFACING - RAMP AND SHOULDER PAVING TRANSITIONS

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>ACHM SURFACE COURSE (1/2)</th>
<th>B - HDG PL</th>
<th>R - HDG PL</th>
<th>SQ YD</th>
<th>TON</th>
<th>D - PQ</th>
<th>TON</th>
<th>SQ YD</th>
<th>TOTAL</th>
<th>GAL</th>
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</thead>
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<tr>
<td>410468.80</td>
<td>410468.80</td>
<td>HIGHWAY 64 INTERCHANGE</td>
<td>RAMP 1</td>
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<td>655.96</td>
<td>440</td>
<td>120.22</td>
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<td>222.23</td>
<td>22.23</td>
<td>32.30</td>
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<tr>
<td>410798.80</td>
<td>411448.80</td>
<td>HIGHWAY 64 INTERCHANGE</td>
<td>RAMP 2</td>
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<td>25.00</td>
<td>655.96</td>
<td>440</td>
<td>120.22</td>
<td>10.00</td>
<td>222.23</td>
<td>22.23</td>
<td>32.30</td>
<td>666.87</td>
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<td>655.96</td>
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<td>120.22</td>
<td>10.00</td>
<td>222.23</td>
<td>22.23</td>
<td>32.30</td>
<td>666.87</td>
</tr>
</tbody>
</table>

**Basis of Estimate:**
- ACHM Surface Course (1/2) - Mix Agg = 85.5%, Asphalt Binder (P076-D2) = 4.5%
- ACHM Base Course (1) - Mix Agg = 85.5%, Asphalt Binder (P076-D2) = 4.5%
- ACHM Surface Course (1/2) - Mix Agg = 94.4%, Asphalt Binder (P076-D2) = 5.6%

**Quantities:**

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<th>Material</th>
<th>Total Quantity</th>
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<tr>
<td>R - HDG PL</td>
<td>666.87</td>
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**TOTAL:** 3333.35 | 11065.20 | 7458.30 | 11400.00 | 310.00 | 2430.00
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<th>Station</th>
<th>Description</th>
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<td>Ramps</td>
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<td>0030</td>
<td>Shoulder</td>
<td>100</td>
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<td>0040</td>
<td>Transitions</td>
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<tr>
<td>0050</td>
<td>Total</td>
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### SUMMARY OF BASE AND SURFACING

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<tr>
<th>LOCATION</th>
<th>BORROW</th>
<th>AGGREGATE BASE COURSE (1/3)</th>
<th>AGGREGATE BASE COURSE (1/2)</th>
<th>TACK COAT</th>
<th>ACNM BASE COURSE (1/2)</th>
<th>ACNM BINDER COURSE (1/2)</th>
<th>ACNM SURFACE COURSE (1/2)</th>
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<td>MAINTENANCE OF TRAFFIC</td>
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<td>MUX LANE SHOULDER</td>
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<tr>
<td>LEFT MAIN LANE SHOULDER</td>
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<td></td>
</tr>
<tr>
<td>LEFT MAIN LANE SHOULDER</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>REMAIN LANE SHOULDER RECONSTRUCTION</td>
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<td>REMAIN SHOULDER RECONSTRUCTION</td>
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<td>REMAIN MAIN LANE POWER</td>
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<td>APPROACH A 12 IN</td>
<td>233.34</td>
<td>710.86</td>
<td>1243.32</td>
<td>320.86</td>
<td>1741.66</td>
<td>3685.72</td>
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<tr>
<td>APPROACH A 36 IN</td>
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<td>710.86</td>
<td>1243.32</td>
<td>320.86</td>
<td>1741.66</td>
<td>3685.72</td>
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<tr>
<td>TOTALS</td>
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<td>2486.64</td>
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<td>3483.33</td>
<td>7361.44</td>
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</table>

BASIS OF ESTIMATE:
- ACNM BASE COURSE (1/2) - MIN. AGG. = 96.5%, ASPH. BINDER (PC7-22) = 4.5%
- MIN. BINDER COURSE (1/2) - MIN. AGG. = 85.5%, ASPH. BINDER (PC7-22) = 4.5%
- MIN. SURFACE COURSE (1/2) - MIN. AGG. = 64.4%, ASPH. BINDER (PC7-22) = 4.5%
- N/A = 30%

### CONSTRUCTION PAVEMENT MARKINGS

**Removable Construction Pavement Markings**

<table>
<thead>
<tr>
<th>Description</th>
<th>Stage 1A</th>
<th>Stage 1B</th>
<th>Stage 1IA</th>
<th>Stage 1IB</th>
<th>Stage 1VA</th>
<th>Stage 1 VB</th>
<th>End of Job</th>
<th>Maximum Number Required</th>
<th>Removable Pavement Markings</th>
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</thead>
<tbody>
<tr>
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<td>1324</td>
<td>3000</td>
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<td>147725</td>
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</table>

**Permanent Pavement Markings**

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<th>Description</th>
<th>Stage 1A</th>
<th>Stage 1B</th>
<th>End of Job</th>
<th>Maximum Number Required</th>
<th>Removable Pavement Marking</th>
<th>Thermoplastic Pavement Marking</th>
<th>High Performance Pavement Marking</th>
<th>High Performance Contrast Pavement Marking</th>
</tr>
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<tbody>
<tr>
<td>BASED MARKERS (TYPE B) [WEATHERED]</td>
<td>1800</td>
<td>860</td>
<td>2760</td>
<td>2760</td>
<td>565</td>
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<tr>
<td>THERMOPLASTIC PAVEMENT MARKING - WHITE</td>
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<td>8100</td>
<td>8760</td>
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<tr>
<td>HIGH PERFORMANCE PAVEMENT MARKING - WHITE</td>
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<td>565</td>
<td>565</td>
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<tr>
<td>HIGH PERFORMANCE PAVEMENT MARKING - YELLOW</td>
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<td>565</td>
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<td>565</td>
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<td>565</td>
<td>565</td>
<td>565</td>
<td>565</td>
<td>565</td>
</tr>
</tbody>
</table>

This is a high traffic volume road as defined in Section 604.02.


Thermoplastic pavement markings may be substituted for high performance pavement markings at intersections, islands, turnouts, and other similar locations if and where directed by the engineer.
<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>STAGE IA</th>
<th>STAGE IB</th>
<th>STAGE IC</th>
<th>STAGE ID</th>
<th>STAGE IE</th>
<th>STAGE IF</th>
<th>STAGE IG</th>
<th>STAGE IH</th>
<th>STAGE IIA</th>
<th>STAGE IIB</th>
<th>STAGE IIC</th>
<th>STAGE IID</th>
<th>STAGE IIE</th>
<th>STAGE IIF</th>
<th>STAGE IIG</th>
<th>STAGE IIH</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
<th>TRAFFIC DRUMS</th>
<th>ADVANCE WARNING ARROW PANEL</th>
<th>PORTABLE CHANGEABLE MESSAGE SIGN</th>
<th>TEMPORARY RELOCATION OF EXISTING SIGNS</th>
<th>TYPE II BARRIACDE</th>
<th>PRECAST CONCRETE BARRIER</th>
<th>MODULAR GLARE SHIELD</th>
<th>VERTICAL PANELS</th>
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</table>
## SCHEDULE OF BRIDGE QUANTITIES - JOB NO. BB0804

### Unit of Structure

<table>
<thead>
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<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
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<tbody>
<tr>
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<td>1.0</td>
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<tr>
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<td>ANCHOR REN. B1</td>
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<td>INDENT REN. B1</td>
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### Item of Structure

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<th>Item</th>
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<th>Unit</th>
<th>Quantity</th>
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<tbody>
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### Other Items

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<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>TOTALS FOR BRIDGE NO. BB0804</td>
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</table>

### Additional Notes

- The schedule includes details for the removal of existing bridge structure (site work) and the construction of new bridge components.
- The quantities are presented in a tabular format for easy reference.
- The units of measurement are consistent throughout.
- The project is part of the Mill Creek - Hwy, 33 (I) phase of the ARKANSAS STATE HIGHWAY COMMISSION.

---

**SCHEDULE OF BRIDGE QUANTITIES**

**MILL CREEK - HWY, 33 (I)**

**POPE COUNTY**

**ROUTE L-60**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARK.**

**DRAWN BY:**

**CHECKED BY:**

**SHEET 27**
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Remarks</th>
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</thead>
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<td>kg</td>
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<tr>
<td>2</td>
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<td>4</td>
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**Summary of Quantities**

11-7-12
## SUMMARY OF QUANTITIES (SHEET 2 OF 2)

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<th>ITEM DESCRIPTION</th>
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<td>27,048.8</td>
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<tr>
<td>SE &amp; RM2</td>
<td>REINFORCING STEEL: BRIDGE GRADE 55</td>
<td>52,403.0</td>
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</tr>
<tr>
<td>804</td>
<td>TYPE III, FRP 2X3 (.047)</td>
<td>19.89</td>
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<td>807</td>
<td>STRUCTURAL STEEL IN-PLACE GIRDERS (SPANS, NEAR GRIDS)</td>
<td>267,040.5</td>
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<tr>
<td>SP6106</td>
<td>ELASTOMERIC BEARINGS</td>
<td>133,900.2</td>
<td>CU. N</td>
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<tr>
<td>810</td>
<td>BRIDGE NAME PLATE (TYPE D)</td>
<td>4</td>
<td>EACH</td>
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<tr>
<td>SP</td>
<td>STAMPED WITH PERPETUAL STRIP SEAL</td>
<td>206</td>
<td>LIN. FT</td>
</tr>
<tr>
<td>SP</td>
<td>DRILLED SHAFT WITH PERPETUAL DIA.</td>
<td>1,064</td>
<td>LIN. FT</td>
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<tr>
<td>SP</td>
<td>HOLE DIA (IN.)</td>
<td>74</td>
<td>EACH</td>
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<tr>
<td>SP</td>
<td>HOLE DIA (IN.)</td>
<td>74</td>
<td>EACH</td>
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<td>SP</td>
<td>CORE DRILLED SHAFT</td>
<td>74</td>
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<tr>
<td>SP</td>
<td>DRILLED SHAFT TEST RODS</td>
<td>457</td>
<td>LIN. FT</td>
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## REVISIONS

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<td>ADDED PRODUCTION AND PROGRESS SPECIAL PROBLEM &amp; CHANGED QUANTITY ON PORTABLE CHANGABLE MESSAGE SIGN</td>
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SUMMARY OF QUANTITIES AND REVISIONS
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<tr>
<th>STATION</th>
<th>STATION</th>
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<th>LOCATION</th>
<th>PAVEMENT TRANSITION SLOPE</th>
<th>TRANSITION LENGTH</th>
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<td></td>
<td></td>
<td></td>
<td>FROM</td>
<td>MAX</td>
</tr>
<tr>
<td>4155+97.13</td>
<td>4190+47.13</td>
<td>RT MAIN LANES</td>
<td>0.00</td>
<td>0.020</td>
<td>0.020</td>
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<td>4152+47.13</td>
<td>4152+40.14</td>
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<td>4153+90.14</td>
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<td>4181+25.88</td>
<td>4200+22.32</td>
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<tr>
<td>4200+22.32</td>
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**SUPERELEVATION RATES AND TRANSITION LIMITS**
RIGHT MAIN Lanes
STA. 4071+00 TO STA. 4080+00
MILL CREEK - LOG MILE 76.85

LEFT MAIN Lanes
STA. 4071+00 TO STA. 4080+00
MILL CREEK - LOG MILE 76.85

NOTES:
- REFER TO SHEET NO. 13 AND SHEET NO. 14 FOR SPECIAL PAVING DETAILS.
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<thead>
<tr>
<th>Boring No.</th>
<th>Soil MTS No.</th>
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<td>Soil Code</td>
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<td></td>
</tr>
<tr>
<td>A</td>
<td>Wet, dark grey sandstone with sandstone fragments</td>
<td>4.20 - 5.50 N 47</td>
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</tr>
<tr>
<td>A2</td>
<td>Hard grey and brown fractured sandstone with clay lenses</td>
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<td></td>
</tr>
<tr>
<td>A3</td>
<td>Hard grey and brown fractured sandstone with clay and some thin dark grey clay lenses</td>
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<td></td>
</tr>
<tr>
<td>A4</td>
<td>Alternating layers of hard, grey sandstone and hard, dark grey shale</td>
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</tr>
<tr>
<td>A5</td>
<td>Hard, dark grey shale with thin grey sandstone lenses</td>
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<table>
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<tr>
<td>E</td>
<td>Wet, stiff brown sandy clay with sandstone fragments</td>
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<tr>
<td>E2</td>
<td>Hard grey and brown fractured sandstone with clay lenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E3</td>
<td>Hard grey and brown sandstone with clay and some thin dark grey shale lenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td>Hard grey sandstone with some thin dark grey clay lenses</td>
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<td>Soil Code</td>
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<tr>
<td>B</td>
<td>Wet, medium stiff to stiff brown sandy, silty clay with sandstone fragments</td>
<td>3.60 - 4.50 N 47</td>
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<tr>
<td>B2</td>
<td>Hard grey and brown sandstone with some thin dark grey shale and fractured sandstone lenses</td>
<td>2.60 - 3.50 N 47</td>
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<tr>
<td>B3</td>
<td>Hard, dark grey shale with thin grey sandstone lenses</td>
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<td>Soil Code</td>
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<tr>
<td>F1</td>
<td>Wet, very stiff brown sandy, silty clay with sandstone fragments</td>
<td>4.25 - 5.20 N 47</td>
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<tr>
<td>F2</td>
<td>Hard grey fractured sandstone with thin dark grey shale lenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F3</td>
<td>Hard grey sandstone with thin dark grey shale lenses</td>
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<table>
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<tr>
<th>Boring No.</th>
<th>Soil MTS No.</th>
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<td>No. 5</td>
<td>580</td>
<td>67 LQ' or LQ</td>
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<tr>
<td>C</td>
<td>Wet, medium stiff, brown sandy, silty clay with sandstone fragments</td>
<td>5.30 - 6.30 N 47</td>
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<tr>
<td>C2</td>
<td>Hard grey sandstone with some fractured sandstone</td>
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</tr>
<tr>
<td>C3</td>
<td>Hard, dark grey shale with thin grey sandstone lenses</td>
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<table>
<thead>
<tr>
<th>Boring No.</th>
<th>Soil MTS No.</th>
<th>LQ or LQ' of CL</th>
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<td>Soil Code</td>
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<tr>
<td>G1</td>
<td>Wet, medium dense, brown sandy silty sand with sandstone fragments</td>
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</tr>
<tr>
<td>G2</td>
<td>Hard grey and brown fractured sandstone with clay lenses</td>
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<table>
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<tr>
<th>Boring No.</th>
<th>Soil MTS No.</th>
<th>LQ or LQ' of CL</th>
<th>Median Interstone 40</th>
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<td>67 LQ' or LQ</td>
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<tr>
<td>Soil Code</td>
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<td></td>
</tr>
<tr>
<td>D1</td>
<td>Wet, dense, brown sandstone fragments and cobbles</td>
<td>5.80 - 5.00 N 47</td>
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<tr>
<td>D2</td>
<td>Wet, dense, brown sandy silty sand with gravel</td>
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<td></td>
</tr>
<tr>
<td>D3</td>
<td>Hard, grey and brown sandstone with clay lenses and some weathered shale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D4</td>
<td>Hard, grey sandstone with clay lenses and some weathered shale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D5</td>
<td>Hard, grey sandstone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D6</td>
<td>Hard, grey sandstone interbedded with hard, grey sandstone</td>
<td></td>
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</tr>
<tr>
<td>D7</td>
<td>Hard, grey sandstone</td>
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</tbody>
</table>
**SECTION B-B**

Steps continuous with no Exterior loads and assume

Surface with Tread

**SECTION A-A**


detai\n
cut
to be continuous with roadway

**SECTION C-C**

Wire shall be smooth 9 gauge and conform to A513 as Class 3 galvanization and dimensions.

Four #4 fiberglass reinforcing bars shall be placed in the loops of the loops at least 100 mm (4 in.) in diameter, on each side, and 100 mm (4 in.) in diameter, on each side, otherwise specified.

The extruded parapet shall conform to the horizontal view for the sake of appearance and texture. The top edges may be given a smooth finish in place of a Class 3 texturized concrete finish in place of Class 3 texturized finish.

**SECTION AT CURB FOR OPEN PARAPET RAIL**

**SECTION AT CURB FOR CLOSED PARAPET RAIL**

**ELEVATION SHOWING TREATMENT FOR PARAPET RAIL**

**TABLE OF VARIABLES**

<table>
<thead>
<tr>
<th>Parapet Rail Variations</th>
<th>Closed Rail</th>
<th>Open Rail</th>
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<td></td>
<td>1&quot;</td>
<td>1 1/8&quot;</td>
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<tr>
<td>6'-6&quot;</td>
<td>1&quot;</td>
<td>1 1/8&quot;</td>
</tr>
<tr>
<td>5'-6&quot;</td>
<td>1&quot;</td>
<td>1 1/8&quot;</td>
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<tr>
<td>6'-0&quot;</td>
<td>1&quot;</td>
<td>1 1/8&quot;</td>
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</table>

Note:
- Throat shall be 3/16" long triangular fibrous filled, or equivalent, and permanently welded to the ends of the reinforcing bars of grade 60.
- "Structural Steel in Pipe Order Spans" (95/Grade 50).
**TYPICAL ANCHOR BOLT LAYOUT**

Note: Concretes shall be hand placed under the joint area in the Embankment.
For additional details, see Fig. No. 42516.

**DETAIL "A"**

**PLAN**
Scale: 1/" = 1'-0"

**ELEVATION**
Scale: 1/" = 1'-0"

Note: For additional Anchor Bolt and Bearing details, see Fig. No. 42516.

**SECTION A-A**
Scale: 1/" = 1'-0"

For additional information, see Layout.
SLAB POURING SEQUENCE

N.L.S.

Notes:

1. Pours with the same number may be placed simultaneously or sequentially. A pour a) Must be placed before pour b) Can be placed at least 24 inches between the end of a pour and the start of the next pour. b) Pouring of the final pour, any rolling pour made before entire slab unit has been placed must be approved by the Engineer.

Bar List for Unit

<table>
<thead>
<tr>
<th>Bar</th>
<th>No.</th>
<th>Dia</th>
<th>Length</th>
<th>Bend</th>
<th>Remarks</th>
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<td>S100</td>
<td>204</td>
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<td>8'</td>
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<td>S600</td>
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<td>S800</td>
<td>62</td>
<td>5/16&quot;</td>
<td>54&quot;</td>
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<td>48</td>
<td>5/16&quot;</td>
<td>54&quot;</td>
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<td></td>
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<tr>
<td>S600</td>
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<tr>
<td>S430</td>
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<td>P103</td>
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<td>3/8&quot;</td>
<td>54&quot;</td>
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<td>P103</td>
<td>44</td>
<td>3/8&quot;</td>
<td>54&quot;</td>
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</tr>
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</table>

*Bars to be epoxy coated.

SLAB JOINT DETAIL

N.L.S.

Use Type E joint beader. See Subsection 300.2.12 and 300.5.1(b), joint beader shall be installed at pour joints. The concrete shall be placed, and joint beader shall be installed before the pour ahead is poured. If lap joints are to be used, they shall be spaced so that the concrete has sufficient time to flow into the joint without damage to the slab. Joints shall be formed or all pour sequence construction joints and required expansion joint locations.

SECTION A-A

Scales: 1/4" = 1'-0"
SLAB POURING SEQUENCE

N.T.C.

Notes:
- Pours with the same number may be poured simultaneously or separately, all pour 1 must be poured at least 12 hours after pour 2, all hours shall be counted from the end of pour 1 and thepour 2 shall be upgraded to pour 3 and shall be controlled by the Engineer.
- Any pouring sequence before entire slab has been placed must be approved by the Engineer.

SLAB POURING SEQUENCE

N.T.C.

Notes:
- Pours with the same number may be poured simultaneously or separately, all pour 1 must be poured at least 12 hours after pour 2, all hours shall be counted from the end of pour 1 and thepour 2 shall be upgraded to pour 3 and shall be controlled by the Engineer.
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N.T.C.

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- Pours with the same number may be poured simultaneously or separately, all pour 1 must be poured at least 12 hours after pour 2, all hours shall be counted from the end of pour 1 and thepour 2 shall be upgraded to pour 3 and shall be controlled by the Engineer.
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SLAB POURING SEQUENCE

N.T.C.

Notes:
- Pours with the same number may be poured simultaneously or separately, all pour 1 must be poured at least 12 hours after pour 2, all hours shall be counted from the end of pour 1 and thepour 2 shall be upgraded to pour 3 and shall be controlled by the Engineer.
- Any pouring sequence before entire slab has been placed must be approved by the Engineer.
Energy dissipators to be used for the entire length of ditch when slope of ditch paving exceeds 7%. The dissipators will not be placed for ditches that shall be considered to be included in the price bid for concrete ditch paving.

Project Dimensions:
- Type A
- Type B

Toe wall detail for concrete ditch paving.

General Notes:
The full width of each section shall be poured monolithically.
Toe walls to be constructed full width at each end of ditch paving, and poured monolithically.
Solid S50 along ditch paving to be placed within 14 days of ditch paving construction.
2" wide transverse expansion joints shall be placed in concrete ditch paving at 40' intervals. The space shall be filled with approved joint filler complying with AASHTO M232.

Arkansas State Highway Commission
Concrete Ditch Paving
Standard Drawing CDP-1
DETAILED OF GUARD RAIL PLACEMENT BEHIND CURBS (W-BEAM)

For design speeds of 55 mph or less, use a 3/4" stud on the guardrail following the guidelines provided in Section 511 of the Standard Specifications.

Plan View Steel Posts

Either base configuration acceptable.

Plan View Wood Posts

Either base configuration acceptable.

NOTES:
- For every design speed ranging from 30 to 50 mph, the depth of the required guardrail shall be equal to 12 ft.
- For every design speed ranging from 60 to 80 mph, the depth of the required guardrail shall be equal to 18 ft.
- For every design speed ranging from 80 to 100 mph, the depth of the required guardrail shall be equal to 24 ft.
- For every design speed exceeding 100 mph, the depth of the required guardrail shall be equal to 30 ft.

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

ARDENAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8A
DETAILED WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

ARIZONA STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-9A
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 B

* NOTE: THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 24" RIDGE POST TO THREE BEAM TO 22" RIDGE POST OF W-BEAM.

THREE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUTS & WOOD POSTS POSTS 1-6

THREE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST POST 7

W-BEAM TO THREE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST POST B

GENERAL NOTES:
- RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE CROWN AND VERTICALLY IN CROSS SECTION.
- WOOD POSTS & WOOD BLOCKS SHALL BE EITHER SDE NO. 1 STRUCTURAL OR BETTER BY AND RPM NO. 1050 & SOUTHERN PINE.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A
PLAN - GUARD RAIL TERMINAL (TYPE I)

ELEVATION - GUARD RAIL TERMINAL (TYPE I)

SECTION 1

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

NOTES:
1. TIES SHALL LEAD INTO CONCRETE BY 8".
2. CONCRETE TO BE MIXED AND PLACED ACCORDING TO SPECIFICATIONS.
3. BOLTS TO BE INSTALL IN ACCORDANCE WITH DRAWING.

Arkansas State Highway Commission
Guard Rail Details
Standard Drawing GRT-I
### Reinforced Concrete Arch Pipe Culverts

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<td>120</td>
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<td>180</td>
<td>216</td>
<td>252</td>
<td>288</td>
<td>324</td>
<td>360</td>
</tr>
</tbody>
</table>

**Construction Sequence**

1. Place structural bedding material to grade, do not compact.
2. Install pipe to desired internal diameter.
3. Compact bedding material over whole pipe, except for crown of pipe.
4. Install cap slab, compact bedding material under cap slab, and install top of pipe through cap slab.
5. Pour concrete for cap slab, compact bedding material under cap slab, and install top of pipe through cap slab.

**Note:** Haunch and structural bedding material will not be paid for separately, but compensation will be considered to be included in the pipe bid per linear foot of concrete pipe.

---

### Reinforced Concrete Horizontal Elliptical Pipe Culverts

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<tr>
<td>30</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>132</td>
</tr>
</tbody>
</table>

**Legend**

- **D:** Normal Inside Diameter of Pipe
- **B:** Outside Diameter of Pipe
- **H:** Total Height Above Pipe (Feet)
- **S:** Undisturbed Soil

**Note:** Sand shall not overlap pipe.

---

### Embankment and Trench Installations

1. Material in the haunch and outer structural bedding shall be compacted to 95% of the maximum density according to the type or class of material used.
2. Pile trenches with walls of natural soil, the density of the end in the lower side of the trench shall be at least as the soil density required for the material used in the lower side of the trench shall be at least as 95% of the maximum density according to the type or class of material used.
3. For embankments, the material in the lower side zone shall be compacted to 95% of the maximum density according to the type or class of material used.

---

### Minimum Height of Fill "H" Over Circular R.C. Pipe Culverts

<table>
<thead>
<tr>
<th>Installation Type</th>
<th>CLASS III</th>
<th>CLASS IV</th>
<th>CLASS V</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE 1</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>TYPE 2</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>TYPE 3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
</tbody>
</table>

**Note:** For minimum cover values, "H" shall include a minimum of 1/2 of pipe and 1/2 of bedding.

---

### Maximum Height of Fill "H" Over Circular R.C. Pipe Culverts

<table>
<thead>
<tr>
<th>Installation Type</th>
<th>CLASS III</th>
<th>CLASS IV</th>
<th>CLASS V</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE 1</td>
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<td>21</td>
<td>21</td>
</tr>
<tr>
<td>TYPE 2</td>
<td>25</td>
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</tr>
<tr>
<td>TYPE 3</td>
<td>29</td>
<td>29</td>
<td>29</td>
</tr>
</tbody>
</table>

**Note:** Fill height exceeds 8 feet, a special design using type 2 pipe is required.

---

### Minimum Height of Fill "H" Over R.C. Arch & Horizontal Elliptical Pipe Culverts

<table>
<thead>
<tr>
<th>Equal Dio.</th>
<th>Type 2</th>
<th>Type 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>2.5</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**Note:** Equal dio. installation will not be paid for separately, but compensation will be considered to be included in the pipe bid per linear foot of concrete pipe.

---

### Maximum Height of Fill "H" Over R.C. Arch & Horizontal Elliptical Pipe Culverts

<table>
<thead>
<tr>
<th>Installation Type</th>
<th>CLASS III</th>
<th>CLASS IV</th>
<th>CLASS V</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE 1</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>TYPE 2</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>TYPE 3</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

**Note:** Equal dio. installation will not be paid for separately, but compensation will be considered to be included in the pipe bid per linear foot of concrete pipe.

---

### General Notes

2. Concrete pipe culvert design shall conform to AASHTO BEIDEN design specifications, fifth edition, issued with SD standard.
3. All pipe shall conform to section 400 of circular R.C. pipe culverts shall conform to AASHTO M60, all pipe culverts shall conform to AASHTO M60, all pipe culverts shall conform to AASHTO M60.
4. All pipe shall be protected during construction by a cover sufficient to prevent damage from passing vehicles.
5. The minimum thickness of the pipe plus 24 inches will be the minimum across the pipe, and the minimum across the pipe will be the minimum across the pipe.
6. Multiple pipe culverts shall be installed with a minimum clearance of 24 inches between rows of pipe, 10 feet between sections, and 10 feet between sections of pipe of the same type.
7. Minimum cover material should be placed as directed by the designer at the time of the pipe or the structural bed and when necessary, a covering layer of structural bedding material shall be used to secure the pipe.
8. NOT MORE THAN ONE LAYER OF BACKFILL SHALL BE PLACED IN A SECTION AT A TIME. MATERIALS SUCH AS SOILS, SEDIMENT, OR OTHER MATERIALS MAY BE USED AS BACKFILL MATERIAL.
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CONCRETE PAVEMENT

BROKEN LINE STRIPING

ASPHALT PAVEMENT

SOLID LINE STRIPING ON CONCRETE PAVEMENT

SOLID LINE STRIPING ON ASPHALT PAVEMENT

ASPHALT PAVEMENT

CONCRETE PAVEMENT

STRIPPING AT ADJACENT NO PASSING LANES

CROSSWALK AND STOPBAR DETAILS

NOTES:
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKILL LINES ON 48 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

EVEN FOR ASPHALT OR CONCRETE PAVEMENT 4" FOR BITUMINOUS SURFACE TREATMENT

PAVEMENT EDGE LINE MARKING

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

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

LATEST REVISION.

NOTES:
Dimensions shown for raised pavement markers are typical. The contractor may substitute similar markers with the approval of the Engineer, providing equivalent functionality. The colors of markers may vary, in accordance with the DOT approved product list.
1. The contractor shall furnish and erect the Precast Concrete Barrier units and shall be responsible for the construction, placement, and erection of the same. All materials, equipment, and methods of construction shall be in accordance with the plans and specifications.

2. The connection detail shall be the following:

   - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
   - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

3. The section shall be provided with a 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

4. The connection detail shall be the following:

   - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
   - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

5. The connection detail shall be the following:

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    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

14. The connection detail shall be the following:

    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

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    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

16. The connection detail shall be the following:

    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

17. The connection detail shall be the following:

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    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

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    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

25. The connection detail shall be the following:

    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

26. The connection detail shall be the following:

    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.

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29. The connection detail shall be the following:

    - For the Connecting Ring, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
    - For the section, use 1/8" thick plate, 3/8" dia. x 20" long, and 1 1/2" diameter bolt.
4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab. (See Barrier Stabilization Details, BRGE. DECKS STD, DRAG TC-6)

OFFSET DISTANCE FOR TWO WAY TRAFFIC ONLY

OFFSET DISTANCE TABLE

<table>
<thead>
<tr>
<th>Name</th>
<th>Offset Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SPECIAL END UNIT

GENERAL NOTES

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

CONSTRUCTION SEQUENCE
1. PLACE PERMitted CONTROLS (i.e., Silt fences, diversion ditches, sediment basins, etc.).
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

EXISTING GROUND

INTERCEPTOR OR DIVERSION DITCH

EXISTING GROUND

PHASE 1 EXCAVATION

PHASE 2 EXCAVATION

FINAL PHASE EXCAVATION

GENERAL NOTE

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

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

EMBANKMENT

DIVERSION DITCH TO BE IN PLACE UNTIL SLOPE IS COMPLETELY STABILIZED.

FINAL PHASE EMBANKMENT

PHASE 2 EMBANKMENT

PHASE 1 EMBANKMENT

SIDE DITCH STABILIZED AS REQUIRED

EXISTING GROUND

VARIOUS EROSION CONTROL DEVICES

GENERAL NOTE

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

CONSTRUCTION SEQUENCE
1. CONSTRUCT DIVERSION DITCHES, DITCH FACING, SEDIMENT BAGS, SILT FILTERS, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
3. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.
4. PLACE DIVERSION DITCHES AND SLIP DRAWS OF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARLY ABDOMED FOR A PERIOD OF GREATER THAN 21 DAYS.
5. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING.

STANDARD DRAWING TEC-3

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

DATE DRAWN OR REVISED

SIGNATURE

Scale

1:50

REDRAWN

11/19