NOTES:

1. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN Thickness SHOWN. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE ACCURACY OF THE THICKNESS MEASURED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

2. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

* THE EXISTING CONCRETE PAVEMENT TO BE REMOVED SHALL BE SEPARATED BY SAWING OR DRILLING TO A MAXIMUM DEPTH OF 1-1/2" TO PREVENT THE EXISTING PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

** EXISTING PAVEMENT CONSISTS OF CONT. RFR. CEMENT MIX 40% 4" LITE MESH, 10% 8" LITE, MESH, REINFORCED CONCRETE, PART 'V' 80% LITE, 20% FRICTION

THICKENED PAVEMENT EDGE:

TANGENT SECTION (SHOWN IN DIRECTION OF TRAFFIC)

STA. 7+66.00 AHD TO STA. 18+52.00 (1-40 WESTBOUND)
STA. 33+17.99 TO STA. 44+71.79 (1-40 WESTBOUND)
STA. 64+26.81 TO STA. 86+88.88 (1-40 WESTBOUND)

TYPICAL SECTIONS OF IMPROVEMENT

JACOBS
TYPICAL SECTIONS OF IMPROVEMENT

TANGENT SECTION
SHOWN IN DIRECTION OF TRAFFIC
STA. 4+78.13 TO STA. 5+71.97 (1-40 EASTBOUND)

TANGENT SECTION
SHOWN IN DIRECTION OF TRAFFIC
STA. 2+18.69 TO STA. 4+78.13 (1-40 EASTBOUND)

NOTES:
1. THE THICKNESS OF AGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL BE RESPONSIBLE FOR RECORDING THE ACTUAL THICKNESS OF THE AGREGATE BASE COURSE, AND A LIQUIDATED PENALTY WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

2. THE EXISTING CONCRETE PAVEMENT TO BE REMOVED SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE DEBRIS-FREE. DUST-LIKE MATERIAL THAT IS REMOVED FROM SAWING SHALL BE CLEANED UP. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ONLY THE RIGHT AND LEFT LANE ARE REMOVED. ANY DAMAGE TO THE CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

3. ** EXISTING PAVEMENT CONSISTS OF PORTLAND CEMENT CONCRETE PAVEMENT 6" ULTJ
4. ** AGREGATE BASE COURSE CLASS 7, 6" COMPACTED DEPTH FLAT FABRIC.
5. ** TYPICAL SECTIONS OF IMPROVEMENT
6. ** TYPICAL SECTIONS OF IMPROVEMENT

** TYPICAL SECTIONS OF IMPROVEMENT
TEMPORARY RAMPS FOR MAINTENANCE OF TRAFFIC

RAMP

52°-3' SUBGRADE MOTH

RAMP (SHOWN IN DIRECTION OF TRAFFIC)

NOTES:
1. REFER TO CROSS SECTIONS FOR
   ELEVATION FROM THE NORMAL SLOPES.
   NO CHANGES SHALL BE MADE FROM
   THE PLANNED SLOPES WITHOUT THE
   APPROVAL OF THE ENGINEER.
2. THE THICKNESS OF AGGREGATE BASE
   COURSE SHALL BE WITHIN PLUS OR
   MINUS 1/8" OF THE THICKNESS SHOWN.
   THE CONTRACTOR IS NOT TO ADJUST
   THE THICKNESS SHOWN IN THE CROSS
   SECTIONS. PAYMENT WILL NOT BE MADE
   FOR MATERIAL PLACED IN EXCESS OF
   THE TOLERANCE INDICATED.

TYPICAL SECTIONS OF IMPROVEMENT
GUARDRAIL INSTALLATION IN 30' MEDIAN AT OVERPASSES

NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.

SECTION A-A

SECTION B-B

AGGREGATE BASE COURSE (CLASS 7)
VARIABLE COMP. DEPTH
APPROX. 5.75 TONS/ST A

AGGREGATE BASE COURSE (CLASS 7)
VARIABLE COMP. DEPTH
APPROX. 5.75 TONS/ST A

AGGREGATE BASE COURSE (CLASS 7)
VARIABLE COMP. DEPTH
APPROX. 5.75 TONS/ST A

AGGREGATE BASE COURSE (CLASS 7)
VARIABLE COMP. DEPTH
APPROX. 39.0 TONS/ST A

SOLID SODDING DETAIL

SPECIAL DETAILS
GUARDRAIL INSTALLATION IN 40' MEDIAN AT OVERPASSES

NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND ON WESTBOUND FORESCLOPS.

SECTION A-A

SECTION B-B

SOLID SODDING DETAIL
SECTION DETAIL OF WIDENING FOR GUARDRAIL ALONG MAIN LANES
NOTE: REFER TO STANDARD DRAWINGS GR-6, GR-8A, GR-8B, GR-9A, GR-9B & GR-10A FOR ADDITIONAL INFORMATION.

EXCHANGE JOINT AS SHOWN ON SHEET 260-3A

ACM SURFACE CRL. 1/2"
CEMENT STABILIZED CRUSHED STONE BASE COURSE
AGGREGATE BASE COURSE

DETAILS OF JOINT SUPPORT

PORTLAND CEMENT CONCRETE CORRUGATIONS IN EXIT GORE AREAS

BRIDGE END

20'-0"

VARES

AGGREGATE BASE COURSE CLASS 71
2.5' COMPACTED DEPTH

SPECIAL DETAIL OF APPROACH SLAB
LAYOUT OF GUARDRAIL AT BRIDGE ENDS WB
STA. 165+74.25 - STA. 172+43.00

LAYOUT OF GUARDRAIL AT BRIDGE ENDS EB
STA. 165+74.25 - STA. 172+43.00
LAYOUT OF GUARDRAIL AT BRIDGE ENDS WB
STA. 60+96.00 - STA. 64+64.75

LAYOUT OF GUARDRAIL AT BRIDGE ENDS EB
STA. 55+75.04 - STA. 60+27.07

NOTES: REFER TO APPROACH GUTTER DETAILS FOR ADDITIONAL INFORMATION.
CONTRACTION JOINT DETAIL

NOTES FOR MEDIAN BARRIER:
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 609.23 OF THE STANDARD SPECIFICATION, 2003 EDITION.
2. REINFORCING BARS SHALL BE SECURED IN EXISTING PAVEMENT.
3. ALL EXPOSED EDGES SHALL HAVE 2" CONCRETE.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 6'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
5. CONCRETE JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATION.
6. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.

PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

NOTE:
EXISTING ELECTRICAL CONDUIT IS LOCATED WITHIN THE EXISTING CONCRETE BARRIER WALL. REMOVAL OF EXISTING CONCRETE BARRIER WALL SHALL BE CONDUCTED BY CONTRACTOR AT CONTRACTOR'S EXPENSE. CONTRACTOR SHALL REPAIR CONDUIT AND CONNECT TO THE CONDUIT AT 40 ADDITIONAL COST TO THE DEPARTMENT.

CONCRETE BARRIER WALL (MEDIAN TYPE A) (SECTION A-A)

CONCRETE BARRIER WALL (MEDIAN TYPE A) (SECTION B-B)

CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION FOR OVERHEAD SIGN STRUCTURE
CONCRETE BARRIER WALL (MIDIAN TYPE B) TRANSITION

ELEVATION VIEW

CONCRETE BARRIER WALL (MIDIAN TYPE B) TRANSITION

PLAN VIEW

NOTE:
EXISTING ELECTRICAL CONDUIT IS LOCATED WITHIN THE EXISTING CONCRETE BARRIER WALL. REMOVAL OF EXISTING CONCRETE BARRIER WALL SHALL BE ACCOMPLISHED CAREFULLY AS TO NOT DAMAGE THE EXISTING CONDUIT. IF ANY DAMAGE IS DONE TO THE CONDUIT THE CONTRACTOR SHALL REPAIR THE CONDUIT AT NO ADDITIONAL COST TO THE DEPARTMENT.

REFER TO SHEET NUMBER 17 FOR GENERAL NOTES FOR MIDIAN BARRIER AND CONTRACTOR JOINT DETAIL.

REFER TO SHEET NUMBER 17 FOR SECTION C-C.

CONCRETE BARRIER WALL (MIDIAN TYPE B) (SECTION A-A)

CONCRETE BARRIER WALL (MIDIAN TYPE B) (SECTION B-B)

SPECIAL DETAILS
** Märkisches Viertel, Berlin, Germany **

** Project Name:**

**Description:**

- **Existing Illumination Pole:**
  - Hole for existing illumination pole.
  - 14 #4 bars top and bottom.
  - #4 tie bars @ 6" O.C.
  - Pole (grounding lug @ bare copper wire connect).
  - 3" PVC conduit.
  - 4 - 1" x 3'-0" anchor bolts with nuts.
  - Existing concrete pavement to be retained.
  - 1/4" copperweld rod (existing) to be retained.

- **Median Mounted Roadway Illumination Pole (Section C-C):**
  - Hole for existing illumination pole.
  - 3" PVC conduit.
  - 1/4" x 1'-0" domed bars @ 1'-0" O.C.
  - 12 #6 bars spaced evenly.
  - Existing concrete pavement to be retained.

- **Median Mounted Roadway Illumination Pole (Section D-D):**
  - Hole for existing illumination pole.
  - 3" PVC conduit.
  - 1/4" x 1'-0" domed bars @ 1'-0" O.C.
  - 12 #6 bars spaced evenly.
  - Conductor and ground not shown for clarity.

- **Anchor Bolt Details:**
  - 1/4" x 4" x 1/2" anchor bolt.
  - Galvanized full length.
  - Anchor bolts shall comply with AASHTO M33, Gr. 5.
  - Supplementary requirements and guidelines according to Section B10.

- **Elevation - Column Base:**
  - Existing column base.
  - Hex lock nut and washer.
  - 1" x 14" x 14" base plate (existing to be retained).

**Notes:**

- The existing luminaire will be removed and reinstalled in the same location.
- The contractor shall replace existing anchor bolts, washers, and nuts.
- Anchor bolts will be of sufficient lengths to allow illumination pole to be placed on the finished pavement.

**Additional Information:**

- Refer to Sheet Number 3 and 4 for general notes for median barrier and contraction joint details.

**Signature:**

- Sr. Professional Engineer

- Date: 9/1/20
SECTION E-E
FREE TRANSVERSE JOINT

NOTES:
1. ALL TRANSVERSE JOINTS IN THE NEW PRESTRESSED CONCRETE PAVEMENT SHALL BE CONTRACTED JOINTS.
2. JOINTS BROUGHT DOWN TO THE TRANSVERSE JOINT AND HARING JOINTS IN THE EXISTING CONCRETE PAVEMENT, REFER TO STANDARD OP-7.4A FOR DETAILS OF TRANSVERSE JOINTS.
3. TIE BARS SHALL BE SET INTO HOLES DRILLED AT MID-SLAB AS SHOWN IN THE JOINTSalian TO A TRANSVERSE JOINT.
4. MATERIALS FOR SECURING TIE BARS IN EXISTING SLAB SHALL MEET THE REQUIREMENTS AS SPECIFIED IN SUBSECTION 50.7.2 OF THE STANDARD SPECIFICATIONS.

PAYMENT FOR SAND Longitudinal Construction Joint AND ALL OTHER JOINTS IN NEW PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE PRICE 850 PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE PAVEMENT".

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

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<tr>
<th>JOINT WIDTH</th>
<th>SEALANT THICKNESS</th>
<th>BACKER ROD DIAMETER</th>
<th>BACKER ROD PLACEMENT DEPTH</th>
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DETAIL OF SAWED FREE TRANSVERSE JOINT

- CLOSED CELL POLYURETHANE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING Slab PAVEMENT WITH ADHESIVE AT JUNCTION FLUSH AS SHOWN ON SHEET AND ADHESIVE ON TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BONED PLACED.
- A 1/8" THICK BACKER ROD MATERIAL SHALL BE ATTACHED TO THE RING OF THE BONDED JOINT AND AT ALL TRANSVERSE JOINTS.
- A PLASTIC CAP 3/8" IN DIAMETER AND 1/2" IN LONG OF THE JOINT MAY BE USED IN THE APPROVAL OF THE BONDER.
- PAYMENT FOR SAND TRANSVERSE JOINT AND ALL OTHER JOINTS IN NEW PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE PRICE 850 PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE PAVEMENT".
LEGEND

- **S** - SAND BAG DITCH CHECK
- **D** - DROP INLET SLT FENCE
- **F** - SLT FENCE

**EXIST. R/W & C OF A**

**LT. FRONTAGE RD.**

**1-40/1-55**

**26730**

**S.E. 60-76.58**

**S.E. 61-67.08**

**S.E. 62-42.11**

**S.E. 61-63.11**

**D**

**E**

**R**

**N**

**Z**

**DATE**

**REVISION**

**TEMPORARY EROSION CONTROL DETAILS**

**PRIOR TO CONSTRUCTION**
LEGEND

- E-6: SAND BAG DITCH CHECK
- E-7: DROP INLET SILT FENCE
- E-10: SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

JACOBS
NOTE:
FOR LANE CLOSURES OTHER THAN AT THE APPROACH ENDS OF THE CONSTRUCTION ZONE, LEAVE OUT 855-1000 FT.

RT. LANE CLOSURE

DIVERSION FOR LT. LANE WORK ZONE

DIVERSION FOR RT. LANE WORK ZONE

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR I-55 SOUTHBOUND

TRAFFIC DRUMS @ 55° O.C.
60 FT TAPER FOR LANE CLOSURE

TRAFFIC DRUMS @ 60° O.C.
500 FT STABILIZING ZONE

NOTE:
MAIN MINIMUM 12" LANE WIDTH ON LANE REMAINING OPEN

TRAFFIC DRUMS @ 60° O.C.
DEEP DIRECTED LANE TO CLEAR LT. LANE WORK AREA

TRAFFIC DRUMS @ 60° O.C.
DEEP DIRECTED LANE TO CLEAR RT. LANE WORK AREA

25 TRAFFIC DRUMS

500' WORK ZONE VARIABLE

SEE SEPARATE DETAILS

10 TRAFFIC DRUMS
NOTE: For lane closures other than at the approach ends of the construction zone, use Cut RE-15001.

RT. LANE CLOSURE

DIVERSION FOR LT. LANE WORK ZONE

See Separate Details

TRAFFIC DRUMS • 15' O.C.

DIVERSION FOR RT. LANE WORK ZONE

See Separate Details

TRAFFIC DRUMS • 15' O.C.
NOTE THAT THESE SIGNS MAY BE TEMPORARILY REPLACED BY SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES WHILE WORK IS UNDERWAY IN THESE AREAS.

ADVANCE SIGN AT BEGINNING AND END OF JOB BB0108 ALL STAGES

PORTABLE CHANGABLE MESSAGE SIGN AS DIRECTED BY THE ENGINEER

LIMITS OF LANE CLOSURE TAPERS

MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGN FOR I-40 AND I-55
NOTE:
SIGNS SHALL BE PLACED PRIOR TO STAGE IV FOR FULL DEPTH RECONSTRUCTION.
SEQUENCE OF CONSTRUCTION:

STAGE IA - HYDRODEMOLITION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO INSIDE LANES THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION FOR A PORTION OF THE MIDDLE LANE BRIDGE DECK.
FOR BRIDGE NO. B505 ONLY.

STAGE IA I - HYDRODEMOLITION:
RETAINT TRAFFIC TO THE INSIDE THRU CONSTRUCTION ZONE.
RELOCATE PORTION OF TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF MIDDLE AND OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B505.
BEGIN HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A504.
INSTALL MSIF ALONG I-40.

STAGE IB - HYDRODEMOLITION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO OUTSIDE LANES THRU CONSTRUCTION ZONE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF INSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A306.
INSTALL MSIF ALONG I-40.

STAGE I - HYDRODEMOLITION / CONSTRUCTION OF TEMPORARY RAMP:
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
CONSTRUCT TEMPORARY WESTBOUND EXIT RAMP AT THE MLK INTERCHANGE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.

STAGE II - HYDRODEMOLITION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO INSIDE LANES THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
ROUTE WESTBOUND EXIT RAMP TRAFFIC AT THE MLK INTERCHANGE ONTO TEMPORARY RAMP.
PROCEED WITH HYDRODEMOLITION FOR A PORTION OF OUTSIDE BRIDGE DECK AND SHOULDER.
FOR BRIDGE NO. B505 ONLY.

STAGE II A - HYDRODEMOLITION:
RELOCATE TRAFFIC TO THE INSIDE LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTION OF TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
ROUTE WESTBOUND EXIT RAMP TRAFFIC AT THE MLK INTERCHANGE ONTO THE EXISTING RAMP.
PROCEED WITH HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B0326.
BEGIN HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A0326.

STAGE II B - HYDRODEMOLITION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO OUTSIDE LANES THRU CONSTRUCTION ZONE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF INSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B0326.
NOTE: HYDRODEMOLITION SHALL BE COMPLETE BEFORE ANY OTHER WORK HAS BEGUN.

SEQUENCE OF CONSTRUCTION:

STAGE IA A - FULL DEPTH RECONSTRUCTION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT PORTIONS OF THE OUTSIDE LANE, SHOULDER, APPROACH SLAB AND GUTTER.

STAGE IA B - FULL DEPTH RECONSTRUCTION:
RETAINT TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.

STAGE IC - FULL DEPTH RECONSTRUCTION:
ROUTE TRAFFIC TO THE INSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION INSIDE LANE AND APPROACH SLAB.

STAGE IV A - FULL DEPTH RECONSTRUCTION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
CONSTRUCT TEMPORARY RAMP.

STAGE IV B - FULL DEPTH RECONSTRUCTION:
RETAINT TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT THE OUTSIDE LANE, SHOULDER, RAMP'S, APPROACH SLAB AND GUTTER.
CONSTRUCT FOOTING FOR OVERHEAD SIGN STRUCTURES, PLACE GUARDRAIL.

STAGE IV C - FULL DEPTH RECONSTRUCTION:
RETAINT TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.
CONSTRUCT FOOTING FOR OVERHEAD SIGN STRUCTURES, PLACE GUARDRAIL.

STAGE IV D - FULL DEPTH RECONSTRUCTION:
ROUTE TRAFFIC TO THE OUTSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION INSIDE LANE AND APPROACH SLAB.
REMOVE EXISTING MEDIAN BARRIER WALL, CONSTRUCT FOOTING FOR OVERHEAD SIGN STRUCTURE AND NEW MEDIAN BARRIER WALL.

STAGE IV E - FULL DEPTH RECONSTRUCTION:
RETAINT TRAFFIC TO THE OUTSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.
INSTALL AND RELOCATE OVERHEAD SIGN STRUCTURES.

PERMANENT PAVEMENT MARKING
INSTALL PERMANENT PAVEMENT MARKINGS THROUGH PROJECT.

NOTE: SIMILAR STAGES MAY BE WORKED ON SIMULTANEOUSLY.
PRIOR APPROVAL SHALL BE MADE BY THE ENGINEER.

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION

JACOBS
MAINTENANCE OF TRAFFIC
STAGE IIA 1 - HYDRODEMOLITION

TRAFFIC DRUM
SECTION A-A

TRAFFIC DRUM
SECTION B-B

REMovable CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA 93+43 TO STA 99+50 YELLOW 4" EDGE LINE = 0.75" L.P.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE II
STA 93+43 TO STA 99+50 WHITE 4" MARK LANE = 0.25" L.P.F.
MAINTENANCE OF TRAFFIC STAGE II B
NOTE: FOR RAMP STRIPING, REFER TO STD. Dwg. PM-2
### Construction Pavement Markings and Permanent Pavement Markings

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<th>Stage 1</th>
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<th>Stage 3</th>
<th>Stage 4</th>
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**TOTAL**

879'0

### BASE AND SURFACING

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**TOTAL**

879'0
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# STRUCTURES OVER 25’-0”

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# SUMMARY OF QUANTITIES AND REVISIONS

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STA 182+34.32
BEGIN JOB BB0008
LOG MILE 277.57

STA 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION
L.M. 277.76

REMOVAL & DISPOSAL OF GUARDRAIL
STA 166+18.00 TO STA 172+50.63, 650 L.L., 625 L.L.L., 1 EACH
STA 172+50.63 TO STA 172+50.63, 650 L.L., 625 L.L.L., 1 EACH

GUARDRAIL, INSTALLATION
STA 182+34.32 TO STA 172+50.63, 650 L.L., 625 L.L.L., 1 EACH

THREE BEAM GUARDRAIL
STA 182+34.32 TO STA 172+50.63, 650 L.L., 625 L.L.L., 1 EACH

JACOBS
STA. 454+66.40
END I-55 WRSF
LOG MILE 3.50

RAMP 1
PT = 454+11.00
D = 454+11.00 RT.
T = 454+11.00 LT.
S = 454+11.00

STA. 454+66.40 IN PLACE
TYPE B DRAIN INLET ON LT.
4" X 2" X 12" R.C. PIPE COUPLING
CONNECTED TO JUNCTION BOX ON LT. RT.
WE - PROPER STUBS & STEEL SHORING ASSEMBLIES
REMAIN

STA. 454+66.40 IN PLACE
TYPE H DRAIN INLET IN MED.
4" X 4" X 4" X 2" X 12" R.C. PIPE COUPLING
CONNECTED TO JUNCTION BOX ON LT. RT.
WE - PROPER STUBS & STEEL SHORING ASSEMBLIES
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<td>SS &amp; 725</td>
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<td>SS &amp; 727</td>
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<td>730</td>
<td>BREAKAWAY SIGN SUPPORT (TYPE G-2)</td>
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<td>POUND</td>
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### MAIN LANES SIGNING QUANTITIES

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<th>SIGN NO./ LOCATION</th>
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<th>BREAKAWAY SIGN SUPPORT</th>
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#### SIGN NO./ LOCATION
- OH-040-15-32
- OH-040-15-999B-A
- OH-040-15-11909B-B
- OH-040-15-500B-B
- EN-040-19-16-040B-B
- EN-040-15-12
- OH-040-15-5775B-A
- OH-040-15-7009B-B
- EN-040-15-10-040B-B
- LF-040-15-20-00B-B
- LG-040-15-40-00B-B
- LL-040-15-20-300B-B
- EN-040-15-11
- OH-040-15-3100B-B

#### STEEL SECT.
- A-32

#### LENGTH
- 12.00
- 10.50
- 7.50
- 11.30
- 12.90
- 9.00
- 13.30
- 13.30
- 0.00
- 12.00
- 13.50
- 12.90

#### WEIGHT
- 8.00
- 8.00
- 5.00
- 9.00
- 13.00
- 13.00
- 13.00
- 13.00
- 13.00
- 13.00
- 13.00
- 13.00

#### SIGN POST LENGTH
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00
- 6.00

#### SIGN POST
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55
- 552.55

#### GUIDE SIGNS ROADSIDE MOUNTED TOTALS
- 569.50

#### GUIDE SIGNS OVERHEAD MOUNTED TOTALS
- 1255.50

#### TOTALS
| 2 | 1 | 182.75 | 2001.92 | 23.57 | 105.00 |
NOTE: SEE OVERHEAD SIGN STRUCTURE DETAILS SHEETS FOR DESIGN SPECIFICATIONS.

17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HIGHEST POINT OF ROADWAY

SHOULDER 8' - SHOULDER 12' - TRAFFIC LANE 12' - TRAFFIC LANE 12' - TRAFFIC LANE 15' 15'

EXIT 279A
Ingram Blvd
1 MILE

EXIT 278
191
7th St

INSTALL NEW OVERHEAD

NOTES:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

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 SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS 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 CLEARNVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARNVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARNVIEW 5-W.R. FOR GENERAL GUIDANCE ON LETTER AND WORD SPACING REFER TO THE FHWA CLEARNVIEW TYPEFACE SUPPLEMENT. (HTTP://MUTCD.FHWA.DOT.GOV)
INSTALL NEW SIGNS AND OVERHEAD SIGN STRUCTURE

NOTE: SEE OVERHEAD SIGN STRUCTURE DETAILS SHEETS FOR DESIGN SPECIFICATIONS.
REPLACE EXISTING SIGN AND RELOCATE EXISTING OVERHEAD SIGN STRUCTURE STA 84+95 TO STA 83+00.

NOTE: SEE OVERHEAD SIGN STRUCTURE DETAILS SHEETS FOR DESIGN SPECIFICATIONS.
STA 22+85 REMOVE OVERHEAD SIGN AND BRIDGE MOUNTED SIGN STRUCTURE. REINSTALL BOLTS IN BEAM WEB.

BEGIN EXCEPTION STA 60+43.11

STA 60+53.11 END EXCEPTION

STA 65+19 INSTALL NEW OVERHEAD SIGNS AND SIGN STRUCTURE.

UNIT 104-18-27F000

UNIT 104-18-62Z95EB
MINIMUM CONSTRUCTION CLEARANCES

All clearances are measured to NHPA and have been verified by Railroad.

Note: Railroad requirements do not allow work within 50 feet of tracks.

Poured Silicone Joint Seal Details
Type B Joint Rehabilitation

Joint SealPlacement at Parapet
Joint SealPlacement at Curb

Materials
- Poured Silicione Joint Sealant
- Joint Sealer as specified by the joint sealant manufacturer
- Existing Roadway Channel

Notes:
- Boxer rods shall be extended beyond the length of the poured joint in the initial joint rehabilitation area so that the two seals can be properly applied together prior to installing sealant for the adjacent joint rehabilitation.
- Manufacturer's recommendations shall be followed to prevent sealant failures during rehabilitation work.
- Existing Joint Seals shall be completely removed, boxer rods placed, and Silicone joint sealant inserted across the entire width of the bridge deck in accordance with these details, and manufacturer's instructions. Proper sealant may be considered to be the term "Silicone Joint Sealant."
GENERAL NOTES
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2013, with applicable special provisions and Supplemental Specifications, unless otherwise noted in the plans, Sections and Subsections refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor and/or the owner should measure the fills and make any adjustments necessary to meet the required clearances and fill the new work to the existing structure.

The execution or placement of equipment, materials, or methods on the subject bridge necessary for the completion of this work shall be subject to the provisions of 55-86:1. "Equipment and Material Storage on Bridge Structures". Certification of the adequacy of all components for the proposed loads shall address the capacity of the existing structure at all phases of this work.

GENERAL NOTES: Designated as existing bridge deck shall receive hydrodemolition in accordance with the Job Specific Provision "Hydrodemolition" to a planned depth of 1/8" below the existing bridge deck surface. Rectified concrete below this depth shall be removed to the beds detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for in the unit price bid for the Item 1F Job 8930 Hydrodemolition.

Prior to hydrodemolition, cold setting of any existing asphalt for its full depth and the concrete deck to its maximum depth of 1" shall be allowed unless there will be a conflict with existing reinforcing steel.

BRIDGE DECK REPAIR After hydrodemolition, the deck surface shall be sanded and any areas of voids, spalled or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job 8930 "Bridge Deck Repair".

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (RESUME) Overlay to a planned depth of 1/8" below the existing bridge deck surface. Rectified concrete below this depth shall be removed to the beds detailed and at the direction of the Engineer and in accordance with SP Job 8930 "Bridge Deck Repair".

Very early strength latex modified concrete overlay shall be removed to the depth of 1/8" below the existing surface in accordance with the Job Specific Provision "Very Early Strength Latex Modified Concrete Overlays". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the Item 1F Job 8930 Very Early Strength Latex Modified Concrete Overlay. The square yard shall be determined as the square yard of the existing bridge deck removed at the direction of the Engineer and in accordance with the Job Specific Provision "Very Early Strength Latex Modified Concrete Overlays". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the Item 1F Job 8930 Very Early Strength Latex Modified Concrete Overlay. The square yard shall be determined as the square yard of the existing bridge deck removed at the direction of the Engineer and in accordance with the Job Specific Provision "Very Early Strength Latex Modified Concrete Overlays".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the RESUME overlay and the adjacent existing concrete shall be given a Class 3 Protective Surface Treatment as specified in Section 538 and in accordance with the Job Specific Provision "Very Early Strength Latex Modified Concrete Overlay".

Note: See Maintenance of Traffic for Stages and Limits of Hydrodemolition.

# Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See STA 10+00.
PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKEWED BRIDGE

Begin Bridge 26139
No Scale

Note: Dummy Groove Joints in Approach Gutters should line up with the Dummy Groove Joints in the Approach Slabs.

SHEET 1 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY. 17 - I-30 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WSC  DATE: 5/10/93  SCALE: 1"=1'-0" REV: 2

M. EDWARDS  PG. No. 5  BID NO. 54639
PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKewed BRIDGE

End Bridge 207MAR
No Scale

^Placed as a continuation of roadway longitudinal joint.

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<td>TYPE SPECIAL APPROACH SLABS</td>
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<td>BRIDGE OVER TEN MILE BAYOU</td>
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<td>HWY 77 - 135 (6)</td>
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PLAN OF APPROACH SLABS AND APPROACH CUTTERS FOR SKewed BRIDGE

End Bridge: 26728
No Scale

Note: Dummy Groove Joint in Approach Cutters shall be placed with the Dummy Groove Joints in the Approach Slabs.

SHEET 4 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

PRINT DATE: 3/15/2004
DRAWN BY: M.E. LUDWIG
CHECKED BY: M.E. LUDWIG
SIGNED BY: M.E. LUDWIG
DATE: 3/15/2004
SCALE: No Scale
SCALE NO.: 54672
G. GENERAL NOTES

Concrete placed (Class 3 or Class D40) or mixture used for Portland Cement Concrete Pavement (Class 4, 2000 psi.
Grade 60) not > 60,000 psi.

Approach Gutter lines measured and paid for in accordance with Section 804 of the Standard Specifications.

Sheet 2 of 2
TYPE SPECIAL APPROACH GUTTER
BRIDGE OVER TEN MILE BAYOU
HWY. 77 - I-55 (E)
CRITZ BEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

JACOBS
PRINT DATE: 3/10/2000
BRIDGE No.: 26738 & 26739
DPI NUMBER: 544205
DRAWN BY: LEE
CHECKED BY: IRWIN
DRAWING NO.: 26738-26740
SHEET No.: 2-A
SCALE: 1/8" = 1'-0"

QUANTITIES FOR ONE TYPE SPECIAL APPROACH GUTTER

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INFORMATION ONLY
NOTES:
1. The Contractor shall be responsible for making certain measurements of the existing bridge and ensuring necessary adjustments to the new bridge to make the new bridge and the existing bridge appear to be part of the same structure. This requirement will not be included in the plans.
2. The Contractor shall be responsible for making certain measurements of the existing bridge and ensuring necessary adjustments to the new bridge to make the new bridge and the existing bridge appear to be part of the same structure.
3. The Contractor shall be responsible for making certain measurements of the existing bridge and ensuring necessary adjustments to the new bridge to make the new bridge and the existing bridge appear to be part of the same structure.
4. The Contractor shall be responsible for making certain measurements of the existing bridge and ensuring necessary adjustments to the new bridge to make the new bridge and the existing bridge appear to be part of the same structure.
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8. The Contractor shall be responsible for making certain measurements of the existing bridge and ensuring necessary adjustments to the new bridge to make the new bridge and the existing bridge appear to be part of the same structure.
ONE-WAY TRAFFIC

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

TWO-WAY TRAFFIC

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

LEGEND

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-9
DETAILS OF WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

ARAKANS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

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

GENERAL NOTES:

1. THREE BEAM SPECIAL END SHOE AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 10 IN. X 10 IN. X 1 IN. OR 1/2 IN. SQUARE. STEEL BOLTS SHALL BE POST BOLTS SHALL BE SUCH AS TO BE SUITABLE FOR USE AS A BEAM POSTS AS PART OF THE JOB. THE HEADS SHALL BE MADE OF STEEL, AND SHALL BE 10 IN. X 10 IN. X 1 IN. OR 1/2 IN. SQUARE.

2. USE THREE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

3. SIDE OUTSIDE SPACING IS 7 FT. 11 IN.

4. LENGTH OF BLOCKOUT ON POST IS TO BE HEADED TO FIT RAIL BOLT.

5. SPECIAL END SHOE SHALL BE ASSEMBLED INTO THE PORTION OF THE FRAMEWORK AND SHALL BE GALLIVANT FOR THE SPECIFIED TURNOUT OF THE COUNTER-STEEL EXTERNAL CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 10 IN. X 10 IN. X 1 IN. OR 1/2 IN. SQUARE. STEEL BOLTS SHALL BE POST BOLTS SHALL BE SUCH AS TO BE SUITABLE FOR USE AS A BEAM POSTS AS PART OF THE JOB. THE HEADS SHALL BE MADE OF STEEL, AND SHALL BE 10 IN. X 10 IN. X 1 IN. OR 1/2 IN. SQUARE.

6. LENGTH OF BLOCKOUT ON POST IS TO BE HEADED TO FIT RAIL BOLT.

7. USE THREE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

8. SIDE OUTSIDE SPACING IS 7 FT. 11 IN.

9. LENGTH OF BLOCKOUT ON POST IS TO BE HEADED TO FIT RAIL BOLT.

10. USE THREE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

11. SIDE OUTSIDE SPACING IS 7 FT. 11 IN.

12. LENGTH OF BLOCKOUT ON POST IS TO BE HEADED TO FIT RAIL BOLT.

13. USE THREE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THREE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

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

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

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 8

GENERAL NOTES:
- Rail posts shall be set perpendicular to the roadway profile grade and vertically in cross sections.
- Wood posts & wood blocks shall be either grade No. 1 Structural or better, 8x8 wood flg or No. 150 y Southern Pine.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A
PLAN OF CONCRETE BARRIER WALL

ELEVATION OF CONCRETE BARRIER WALL

SECTION A-A

BAR LIST

BEND DIAGRAMS

DETAILS OF CONCRETE BARRIER WALL WHEN PIERS ARE SKewed TO ROADWAY

PLAN OF REINFORCING STEEL IN FOOTING
THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

DIRECT APPLIED BORDER

DIRECT APPLIED BORDER

DIRECT APPLIED BORDER

DIRECT APPLIED BORDER

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 III SHEETING.

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

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

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

NOTES:

ARKANSA STATE HIGHWAY COMMISSION

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

STD DRAWING SHE-6
Channelizing devices

Traffic Control Devices
For Vertical Pavement Differentials

VERTICAL DIFFERENTIALS

LOCATIONS

TRAFFIC CONTROL

1" to 3"
Contracting line
Edge of shoulder
Shoulder line
Lane line
Greater than 3"

Superior lines or partial shoulder
Greater than 3"

VERTICAL PANELS

PLASTIC DRUM

STEM BASED MARKER

1.5" to 2.5" STEM BASE PANEL

1.5" to 2.5" STEM BASE PANEL

NOTE
For all vertical changes, the Type III bollards shall be of sufficient length to extend across entire roadway.

KEY

Channeling Device

Traffic drags

GENERAL NOTES

1. A speed limit reduction may be implemented only when designated in the plan or when recommended by the roadway design division.

2. When the existing speed limit is 65 mph and the presence of a speed limit sign is desirable, a speed limit sign shall be affixed to an existing pole or pole not part of a structure or other permanent object, as per traffic control guidelines. The speed limit sign shall be placed on a pole or pole not part of a structure or other permanent object.

3. When the existing speed limit is 70 mph and the presence of a speed limit sign is desirable, a speed limit sign shall be affixed to an existing pole or pole not part of a structure or other permanent object, as per traffic control guidelines. The speed limit sign shall be placed on a pole or pole not part of a structure or other permanent object.

4. The maximum spacing between channeling devices in a taper should be approximately 500 feet to the speed limit. Beyond the taper, maximum spacing should be every 1,000 feet.

5. Warning lights and/or flaps may be mounted to a pole or channeling device at night as needed.

6. Pavement markings of 1000" long and less or channeling devices not installed in the traffic lanes of vehicle operations shall be removed or discontinued as soon as practicable.

7. The 200" sign will be replaced on sites where a speed limit change is necessary.

8. The 200" sign will be replaced on sites where a speed limit change is necessary.

9. The 200" sign will be replaced on sites where a speed limit change is necessary.

10. The 200" sign will be replaced on sites where a speed limit change is necessary.

11. The 200" sign will be replaced on sites where a speed limit change is necessary.

12. The 200" sign will be replaced on sites where a speed limit change is necessary.

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14. The 200" sign will be replaced on sites where a speed limit change is necessary.

15. The 200" sign will be replaced on sites where a speed limit change is necessary.

16. The 200" sign will be replaced on sites where a speed limit change is necessary.

17. The 200" sign will be replaced on sites where a speed limit change is necessary.

18. The 200" sign will be replaced on sites where a speed limit change is necessary.

19. The 200" sign will be replaced on sites where a speed limit change is necessary.

20. The 200" sign will be replaced on sites where a speed limit change is necessary.

21. The 200" sign will be replaced on sites where a speed limit change is necessary.

22. The 200" sign will be replaced on sites where a speed limit change is necessary.

23. The 200" sign will be replaced on sites where a speed limit change is necessary.

24. The 200" sign will be replaced on sites where a speed limit change is necessary.

25. The 200" sign will be replaced on sites where a speed limit change is necessary.

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30. The 200" sign will be replaced on sites where a speed limit change is necessary.

31. The 200" sign will be replaced on sites where a speed limit change is necessary.

32. The 200" sign will be replaced on sites where a speed limit change is necessary.

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