"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS

I-40 - JERICHO (S)
CRITTENDEN COUNTY

ROUTE 55 SECTION 11
F.A.P. BIM-B55-0(201)

JOB BB0109
NOT TO SCALE

STA. 620+00.00
END JOB BB0109
LOG MILE 15.10

STA. 196+27 & I-55 NORTHBOUND LANES
BEGIN JOB BB0109
LOG MILE 7.12

LENGTH COMPUTED ALONG & I-55 NORTHBOUND LANES

GROSS LENGTH OF PROJECT 4239.80 FEET OR 7.981 MILES
NET LENGTH OF ROADWAY 4064.82 FEET OR 7.092 MILES
NET LENGTH OF BRIDGES 573.23 FEET OR 0.093 MILES
NET LENGTH OF PROJECT 4188.05 FEET OR 7.801 MILES

TOTAL LENGTH OF EXCEPTIONS = 951.75 FT.
(COMPUTED ALONG & I-55 NORTHBOUND LANES)

SEE SHEET 2
FOR EXISTING BRIDGE STRUCTURES

PROJECT LOCATION

N 35° 10' 15"
35° 13' 32"
35° 16' 46"
W 90° 11' 22" W 90° 12' 41" W 90° 14' 13"

BEGIN PROJECT MID-POINT OF PROJECT END PROJECT

P.E. JOB BB0109
NON-PART.

DISTRICT 3

ARK. HWY. DIST. NO. 1

DESIGN TRAFFIC DATA

DESIGN YEAR 2033
2033 ADT 34000
2033 ADT 44000
2033 DMH 4840
DIRECTIONAL DISTRIBUTION 0.60
TRUCKS 382
DESIGN SPEED 70 MPH

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NON-PART.
EXISTING BRIDGE STRUCTURES

1. STA. 26+86.20 BRIDGE END
   BRIDGE NO. 0402
   532'-0" CONT. PLATE ORDER UNIT
   40'-0" CLEAR ROADWAY
   STA. 32+22.07 BRIDGE END

2. STA. 36+81.99 BRIDGE END
   BRIDGE NO. 0403
   365'-0" CONT. PLATE ORDER UNIT
   40'-0" CLEAR ROADWAY
   STA. 40+50.39 BRIDGE END

3. STA. 239+32.25 BRIDGE END
   BRIDGE NO. A2671
   2-25'-0" CONT. W-BEAM UNITS
   2-45'-0" ARTICULATED SPANS
   47"x A3 TRANSITION SPANS
   64'-0" SKEWED SPAN
   95'-9" BRIDGE LENGTH
   STA. 248+84.00 BRIDGE END

4. STA. 239+32.35 BRIDGE END
   BRIDGE NO. 0261
   2-30'-6" SPANS
   6-45'-0" ARTICULATED SPANS
   2-45'-0" TRANSITION SPANS
   64'-6" SKEWED SPAN
   55'-6" CLEAR ROADWAY
   95'-9" BRIDGE LENGTH
   STA. 248+84.00 BRIDGE END

5. STA. 356+48.79 BRIDGE END
   BRIDGE NO. A3594
   7-70'-0" COMP.1-BEAM SPANS
   39'-0" CLEAR ROADWAY
   492'-25" BRIDGE LENGTH
   STA. 362+02.02 BRIDGE END

6. STA. 49+66.00 BRIDGE END
   BRIDGE NO. A2818
   8'-0" CONT. R.C. SLAB UNIT
   39'-0" CLEAR ROADWAY
   8'-0" BRIDGE LENGTH
   STA. 49+47.00 BRIDGE END

7. STA. 49+88.00 BRIDGE END
   BRIDGE NO. 2008
   8'-0" CONT. R.C. SLAB UNIT
   39'-0" CLEAR ROADWAY
   8'-0" BRIDGE LENGTH
   STA. 49+69.00 BRIDGE END

8. STA. 7+43.82 BRIDGE END
   BRIDGE NO. 0535
   2-40'-0" & 4-05'-0" COMP.1-BEAM SPANS
   25'-0" CLEAR ROADWAY
   542'-60" BRIDGE LENGTH
   STA. 8+06.33 BRIDGE END
NB LANES

42"-0" ACWM SURFACE COURSE (½")
220 LBS. PER SQ. YD.
42"-0" TACK COAT
0.00 GAL. PER SQ. YD.
42"-0" ASPHALT PAVEMENT
REMOVE BY COLD MILLING (2" DEPTH)

MATCH EXIST. SHLDR.

10'-0"

MATCH EXIST. SHLDR.

0.04% MATCH EXIST. SLOPE (0.02% NORMAL)

MAIN LANES - THREE LANE SECTION
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 217+25 TO STA. 226+97 NB LANES

LANES

30"-0" ACWM SURFACE COURSE (½")
220 LBS. PER SQ. YD.
30"-0" TACK COAT
0.00 GAL. PER SQ. YD.
30"-0" ASPHALT PAVEMENT
REMOVE BY COLD MILLING (2" DEPTH)

MATCH EXIST. SHLDR.

EXIST. SLOPE

MATCH EXIST. SLOPE (0.02% NORMAL)

MAIN LANES - TWO LANE SECTION
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 324+08.37 TO STA. 36+49.49 SB LANES
STA. 36+49.49 TO STA. 217+25 NB LANES
STA. 294+71 TO STA. 355+82.29 NB & SB LANES
STA. 36+47.52 TO STA. 49+19.50 SB LANES
STA. 36+47.52 TO STA. 49+65.00 NB LANES
STA. 492+83.50 TO STA. 620+00.00 SB LANES
STA. 493+05.50 TO STA. 620+00.00 NB LANES

TYPICAL SECTIONS OF IMPROVEMENT
TYPICAL SECTIONS OF IMPROVEMENT

SB LANES

44'-0" ACMH SURFACE COURSE (1/2"
440 LBS. PER SQ. YD.
44'-0" ACMH BINDER COURSE (1"
495 LBS. PER SQ. YD. & TACK COAT
44'-0" TACK COAT (0.00 GAL. PER SQ. YD.)
44'-0" EXISTING
P.C.C. PAVEMENT (RETAI I)

MAIN LANES - SECTION
(Shown in Direction of Traffic)
STA. 226+97 to STA. 234+70.75 SB LANES
STA. 226+97 to STA. 238+95.15 NB LANES

NB LANES

40'-0" ACMH SURFACE COURSE (1/2"
220 LBS. PER SQ. YD.
40'-0" TACK COAT
0.00 GAL. PER SQ. YD.
40'-0" ASPHALT PAVEMENT
REMOVE BY COLD MILLING (2" DEPTH)

MAIN LANES - TWO LANE SECTION - OVERLAY
(Shown in Direction of Traffic)
STA. 45+86.89 to STA. 226+91 - SB LANES

EXIST, SLOPE

MATCH EXIST, SHLDR.
MATCH EXIST, SLOPE (0.02% NORMAL)

MATCH EXIST, SLOPE

MATCH EXIST, SLOPE

MATCH EXIST, SLOPE

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MATCH EXIST, SLOPE
MAIN LANES - SECTION
(Shown in direction of traffic)
STA, 271+50 to STA, 284+718 & SB LANES

28'-0" ACHM SURFACE COURSE (1/2"
220 LBS. PER 50 YD.
28'-0" TACK COAT
0.00 GAL. PER 50 YD.
28'-0" ASPHALT PAVEMENT
REPLACE BY COLD MILLING (2" DEPTH)
MATCH EXIST. SHLDR.
MATCH EXIST. SLOPE
(0.04% NORMAL)
MATCH EXIST. SLOPE
(0.02% NORMAL)

MAIN LANES - SECTION
(Shown in direction of traffic)
STA, 249+20.50 to STA, 271+50 NB & SB LANES

40'-0" ACHM SURFACE COURSE (1/2"
220 LBS. PER 50 YD.
40'-0" TACK COAT
0.00 GAL. PER 50 YD.
40'-0" ASPHALT PAVEMENT
REPLACE BY COLD MILLING (2" DEPTH)
MATCH EXIST. SHLDR.
MATCH EXIST. SLOPE
(0.04% NORMAL)
MATCH EXIST. SLOPE
(0.02% NORMAL)
14'-0" ACHM SURFACE COURSE (1/2")
220 LBS. PER SQ. YD.
14'-0" TACK COAT
0.00 GAL. PER SQ. YD.
14'-0" ASPHALT PAVEMENT REMOVE
BY COLD MILLING (2" DEPTH)

MAIN LINES
12'-0"

Auxiliary Lane
2'-0"

MATCH EXIST. SLOPE (0.02% NORMAL)

EXIST. SLOPE

AUXILIARY LANES
(SHOWN IN DIRECTION OF TRAFFIC)

6'

15'-6" ACHM SURFACE COURSE (1/2")
220 LBS. PER SQ. YD.
15'-6" TACK COAT
0.00 GAL. PER SQ. YD.
15'-6" ASPHALT PAVEMENT REMOVE BY COLD MILLING (2" DEPTH)

MATCH
EXIST. SHLDR.

MATCH EXIST. SHLDR.

TYPICAL RAMP - MILL & INLAY
(SHOWN IN DIRECTION OF TRAFFIC)

TYPICAL SECTIONS OF IMPROVEMENT
425' transition from 8½" overlay to existing concrete pavement

ACHM surface course (½"
440 lbs./sq. yd. & tack coat

ACHM binder course (1")

495 lbs./sq. yd. & tack coat
10.0 gal./per sq. yd.

75'-0"

ACHM surface course (½"
(440 lbs./per sq. yd.) & tack coat

ACHM binder course (1")

AVG. 425 lbs./sq. yd. & tack coat
10.0 gal./per sq. yd.

250'-0"

ACHM surface course (½"
AVG. 495 lbs./sq. yd. & tack coat
10.0 gal./per sq. yd.

100'-0"

Scarifying concrete pavement
(1" avg. depth)

Detail of pavement transition
STA. 40+86.89 - STA. 45+1.89
1-55 Southbound (ramp to I-40 Eastbound)
STA. 44+65 - STA. 48+90
1-55 Southbound (ramp to I-40 Westbound)
425' TRANSITION FROM 8½" OVERLAY TO EXISTING APPROACH SLAB

ACDM SURFACE COURSE (½"
440 LBS./SQ. YD. & TACK COAT

ACDM BINDER COURSE (1"
1450 LBS./SQ. YD. & TACK COAT (0.0 GAL./PER SQ. YD.)

220 LBS./PER SQ. YD. & TACK COAT (0.0 GAL./PER SQ. YD.)

COLD MILLING ASPHALT PAVEMENT (7" AVG. DEPTH)

EXIST. ASPHALT PAV'T. (RETAIL)

DETAIL OF PAVEMENT TRANSITION
STA. 234+70.75 - STA. 238+95.75
I-55 SOUTHBOUND LANES

SPECIAL DETAILS
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

DETAILS OF RUMBLE STRIPS

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 1/2" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE AS WELL AS TO AVOID EXISTING LONGITUDINAL JOINTS.

2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 6" LENTAL SONE VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.

3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDER.

AGGREGATE BASE COURSE (CLASS T1)
6" COMP. DEPTH

SECTION OF APPROACH SLAB
TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY

SECTION DETAIL OF WIDENING FOR GUARDRAIL

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

THE CONTRACTOR SHALL DRILL 1"Dia. HOLES FOR THE NEW THREE-BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION RAIL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE RAIL. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STANDARD DRAWING GR-10 FOR ADDITIONAL DETAILS.
NOTE:
MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS T-1 - STUDY-COMPLETED DEPTH & A4100 SURFACE COURSE) 1/2", 2" ADJ. PER. TO 12" AND SHALL TRANSITION VERTICALLY FROM THE PROPOSED overlays ON THE I-55 MAIN LANES SOUTHBOUND TO THE EXISTING GRADE ON THE I-55 MAIN LANES NORTHBOUND.
GENERAL NOTES FOR CONCRETE BARRIER WALL

1. CONCRETE BARRIER WALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2003 EDITION.

2. CONTRACTION JOINTS REQUIRED 15'-0" MAXIMUM SPACING, CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.

3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.

4. DOWEL BARS WILL NOT BE REQUIRED IF BARRIER AND BASE ARE CAST AS A COMPLETE UNIT.

5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.

6. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 180" FOR BARRIER. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER, CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.

7. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

8. ALL COSTS FOR REMOVING THE EXISTING CONCRETE BARRIER WALL AND FOUNDATION, RECONSTRUCTING PROPOSED BARRIER WALL AND FOUNDATION, TRANSITIONING MEDIATE BARRIER AND ALL OTHER WORK NECESSARY FOR CONSTRUCTING THE MEDIATE BARRIER IN ACCORDANCE WITH THESE DETAILS, THE PLANS, AND THE SPECIFICATIONS SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR ITEM 636, "CONCRETE BARRIER WALL (MEDIATE TYPE SPECIAL)."

DETAIL OF CONCRETE BARRIER WALL (MEDIATE TYPE SPECIAL)
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>1/4</td>
<td>5/16</td>
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NOTE: JOINTS GREATER THAN 1/4" IN WIDTH SHALL BE SEALED WITH TYPE 3 JOINT SEALANT.

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

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

CONTRACTION JOINTS SHALL BE SAWED TO MAX WIDTH OF 1/8".
WARPED & LONGITUDINAL JOINTS SHALL BE SAWED TO MAX WIDTH OF EXISTING WIDTH +1/8" TYPE ON EACH SIDE.

DETAILS OF TYPE A OR TYPE B
JOINT REHABILITATION

DETAILS OF TYPE B
JOINT REHABILITATION

** WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MAX WIDTH OF EXISTING WIDTH +1/8" Type on EACH SIDE.

NOTICE: JOINTS WIDER THAN 1/2" THE CONTRACTOR SHALL HAVE THE OPTION OF COMPLETELY FILLING THE JOINT IN LIEU OF USING A BACKER ROD.
PERMANENT PAVEMENT MARKINGS - NB LANES

STA. 99+07.00 - STA. 20+52.30 4" YELLOW H.P.P.M. EDGE LINE = 145 LIN. FT.
STA. 212+65.50 - STA. 216+65.00 4" YELLOW H.P.P.M. EDGE LINE = 380 LIN. FT.
STA. 217+25.00 - STA. 620+00.00 4" YELLOW H.P.P.M. EDGE LINE = 40275 LIN. FT.

STA. 96+27.00 - STA. 20+52.30 4" WHITE H.P.P.M. EDGE LINE = 1425 LIN. FT.
STA. 212+65.50 - STA. 217+30.00 4" WHITE H.P.P.M. EDGE LINE = 6455 LIN. FT.
STA. 225+25.00 - STA. 346+05.00 4" WHITE H.P.P.M. EDGE LINE = 7080 LIN. FT.
STA. 347+00.00 - STA. 545+30.00 4" WHITE H.P.P.M. EDGE LINE = 9830 LIN. FT.
STA. 546+25.00 - STA. 620+00.00 4" WHITE H.P.P.M. EDGE LINE = 7375 LIN. FT.

STA. 96+27.00 - STA. 20+52.30 4" WHITE H.P.P.M. SKIP LINE = 360 LIN. FT.
STA. 212+65.50 - STA. 217+25.00 4" WHITE H.P.P.M. SKIP LINE = 10 LIN. FT.
STA. 227+25.00 - STA. 320+15.75 4" WHITE H.P.P.M. SKIP LINE = 1080 LIN. FT.
STA. 249+20.50 - STA. 274+00.00 4" WHITE H.P.P.M. SKIP LINE = 2140 LIN. FT.
STA. 274+00.00 - STA. 325+82.29 4" WHITE H.P.P.M. SKIP LINE = 2050 LIN. FT.
STA. 361+47.52 - STA. 491+50.50 4" WHITE H.P.P.M. SKIP LINE = 3250 LIN. FT.
STA. 493+05.50 - STA. 620+00.00 4" WHITE H.P.P.M. SKIP LINE = 370 LIN. FT.

STA. 238+95.15 - STA. 249+20.50 4" WHITE H.P.C.P.M. SKIP LINE = 520 LIN. FT.
STA. 355+82.29 - STA. 361+47.52 4" WHITE H.P.C.P.M. SKIP LINE = 140 LIN. FT.
STA. 491+50.50 - STA. 493+05.50 4" WHITE H.P.C.P.M. SKIP LINE = 40 LIN. FT.

STA. 96+27.00 - STA. 99+07.00 8" WHITE H.P.P.M. = 280 LIN. FT.
STA. 200+95.00 - STA. 205+50.00 8" WHITE H.P.P.M. = 219 LIN. FT.
STA. 216+65.00 - STA. 217+25.00 8" WHITE H.P.P.M. = 120 LIN. FT.
STA. 217+25.00 - STA. 275+25.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 29+40.00 - STA. 296+20.00 8" WHITE H.P.P.M. = 225 LIN. FT.
STA. 343+25.00 - STA. 347+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 374+90.00 - STA. 380+40.00 8" WHITE H.P.P.M. = 243 LIN. FT.
STA. 542+50.00 - STA. 546+25.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 569+00.00 - STA. 574+00.00 8" WHITE H.P.P.M. = 23 LIN. FT.

PERMANENT PAVEMENT MARKINGS - SB LANES

STA. 26+59.71 - STA. 26+86.24 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 36+45.49 - STA. 36+89.99 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 40+86.89 - STA. 53+46.00 4" YELLOW H.P.P.M. EDGE LINE = 1253 LIN. FT.
STA. 226+97.00 - STA. 620+00.00 4" YELLOW H.P.P.M. EDGE LINE = 39303 LIN. FT.
STA. 44+65.00 - STA. 46+40.00 4" YELLOW H.P.P.M. EDGE LINE = 145 LIN. FT.

STA. 26+49.71 - STA. 26+86.24 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 36+45.49 - STA. 36+89.99 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
STA. 40+86.89 - STA. 45+60.00 4" WHITE H.P.P.M. ED:UGE LINE = 429 LIN. FT.
STA. 44+65.00 - STA. 53+46.00 4" WHITE H.P.P.M. EDGE LINE = 875 LIN. FT.
STA. 226+97.00 - STA. 288+25.00 4" WHITE H.P.P.M. EDGE LINE = 6285 LIN. FT.
STA. 289+20.00 - STA. 370+15.00 4" WHITE H.P.P.M. EDGE LINE = 865 LIN. FT.
STA. 371+70.00 - STA. 565+25.00 4" WHITE H.P.P.M. EDGE LINE = 19355 LIN. FT.
STA. 566+20.00 - STA. 620+00.00 4" WHITE H.P.P.M. EDGE LINE = 5380 LIN. FT.

STA. 40+86.89 - STA. 53+46.00 4" WHITE H.P.P.M. SKIP LINE = 330 LIN. FT.
STA. 226+97.00 - STA. 238+95.75 4" WHITE H.P.P.M. SKIP LINE = 300 LIN. FT.
STA. 249+20.50 - STA. 355+82.29 4" WHITE H.P.P.M. SKIP LINE = 2670 LIN. FT.
STA. 361+47.52 - STA. 492+25.50 4" WHITE H.P.P.M. SKIP LINE = 3250 LIN. FT.
STA. 492+25.50 - STA. 620+00.00 4" WHITE H.P.P.M. SKIP LINE = 380 LIN. FT.

STA. 26+49.71 - STA. 26+86.24 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
STA. 36+45.49 - STA. 36+89.99 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
STA. 226+97.00 - STA. 289+20.50 4" WHITE H.P.C.P.M. SKIP LINE = 260 LIN. FT.
STA. 355+82.29 - STA. 361+47.52 4" WHITE H.P.C.P.M. SKIP LINE = 140 LIN. FT.
STA. 492+25.50 - STA. 492+83.50 4" WHITE H.P.C.P.M. SKIP LINE = 40 LIN. FT.

STA. 45+50.00 - STA. 48+90.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 266+50.00 - STA. 271+00.00 8" WHITE H.P.P.M. = 299 LIN. FT.
STA. 288+25.00 - STA. 292+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 342+90.00 - STA. 347+00.00 8" WHITE H.P.P.M. = 228 LIN. FT.
STA. 370+15.00 - STA. 374+50.00 8" WHITE H.P.P.M. = 655 LIN. FT.
STA. 538+50.00 - STA. 543+00.00 8" WHITE H.P.P.M. = 299 LIN. FT.
STA. 565+25.00 - STA. 569+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.

H.P.P.M. = HIGH PERFORMANCE PAVEMENT MARKING
H.P.C.P.M. = HIGH PERFORMANCE CONTRAST PAVEMENT MARKING
STAGE 1 – WORK IN SOUTHBOUND LANES
1. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
2. CLOSE THE BLACK LANE BETWEEN NELAND AND PLACE TRAFFIC IN THE OUTSIDE LANE.
3. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
4. FURNISH AND INSTALL TEMPORARY PRECAST CONCRETE BARRIER AND PLACE AT LOCATIONS DETAILLED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE LANE.
5. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
6. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
7. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
8. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
9. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
10. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
11. INSTALL RIWA VEHICLE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB 155 TRAFFIC.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 2 – WORK IN NORTHBOUND LANES
1. PLACE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES ON LH 42 AND LH 440.
2. PLACE TRAFFIC DRUMS AND TRAFFIC CONTROL DEVICES CLOSING THE ENTRANCE RAMP TO THE SB 155 LANE TO THE SOUTH.
3. IN THE 3 LANE SECTION, CLOSE THE OUTSIDE LANE. (THIS IS THE OUTSIDE LANE IN THE 2 LANE SECTION NORTH OF THE WORK ZONE EXIT RAMP.)
4. IN THE 2 LANE SECTION, CLOSE THE OUTSIDE LANE.
5. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
6. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
7. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
8. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
9. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
10. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
11. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
12. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.

STAGE 3 – HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES
1. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE BACK TO THE CENTERLANE.
2. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE BACK TO THE CENTERLANE.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER 8371.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 4A – HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES
1. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE SOUTH OF THE HIGHWAY 34 BRIDGE.
2. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER 8371.
3. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 4B – HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES
1. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE SOUTH OF THE HIGHWAY 34 BRIDGE.
2. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER 8371.
3. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 5 – WORK IN SOUTHBOUND AND NORTHBOUND LANES
1. PLACE PERMANENT STRIPING ON NH 42 AND NH 440.
2. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE BACK TO THE CENTERLANE.
3. PLACE TRAFFIC DRUMS AND DRIVING SIGNS AS SHOWN IN THE PLANS TO SHIFIT 155 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE BACK TO THE CENTERLANE.
4. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER 8371.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

FINISH WORK IN THE INNER LANE TO THE EAST FROM THE SITE OF THE OUTER LANE TO THE EAST.
NOTES:

1. SPECIAL SIGNS SHALL BE CONSTRUCTED USING ORANGE TYPE V 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.

4. WITH THE APPROVAL OF THE ENGINEER, THE EXIT RAMP AT WEST MEMPHIS FROM I-55 SB TO
   I-40 WB MAY BE CLOSED WHILE THE 8'/7" OVERLAY TRANSITION IS BEING PLACED ON THE RAMP
   TO I-40 WB. IF THE EXIT RAMP TO I-40 WB IS CLOSED, TRAFFIC TRAVELING SB ON I-55 WILL
   NEED TO EXIT AT MAIDEN HWY 64 AND CONTINUE WEST ON HWY 64 TO HWY 118. TRAFFIC
   WOULD THEN TURN LEFT (SOUTH) AND FOLLOW HWY 118 TO I-40.
DETAIL OF ENTRANCE AND EXIT RAMPS

SOUTHBOUND WEIGH STATION
Hwy. 64 I MILITARY RD. I JAMES MELL RD

MAINTENANCE OF TRAFFIC DETAILS
2 LANE SECTION NORTHBOUND & SOUTHBOUND EXIST RAMP - TYPICAL TRAFFIC DRUM LAYOUT INSIDE LANE CLOSURE
STAGE 1(SB), STAGE 2B(NB)

2 LANE SECTION NORTHBOUND & SOUTHBOUND EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT OUTSIDE LANE CLOSURE
STAGE 1A(SB), STAGE 1B(SB), STAGE 2(NB), STAGE 2A(NB)
2 LANE SECTION NORTHBOUND & SOUTHBOUND
ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
INSIDE LANE CLOSURE
STAGE 1(SB), STAGE 2B(NB)

WORK AREA

2 LANE SECTION NORTHBOUND & SOUTHBOUND
ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE
STAGE 1A(SB), STAGE 2(NB)

2 LANE SECTION NORTHBOUND & SOUTHBOUND
ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE
STAGE 1B(SB), STAGE 2A(NB)

MAINTENANCE OF TRAFFIC DETAILS
STAGE I - INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 26+49.71 - STA. 26+86.21 4" YELLOW EDGE LINE = 37 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" YELLOW EDGE LINE = 37 LIN. FT.
STA. 36+45.49 - STA. 36+81.99 4" YELLOW EDGE LINE = 37 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" YELLOW EDGE LINE = 37 LIN. FT.

STAGE I - INSIDE LANE
CONSTRUCTION PAVEMENT MARKINGS
STA. 32+58.57 - STA. 36+45.49 4" YELLOW EDGE LINE = 387 LIN. FT.
STA. 40+86.89 - STA. 53+00.00 4" YELLOW EDGE LINE = 203 LIN. FT.
STA. 226+91.00 - STA. 238+95.75 4" YELLOW EDGE LINE = 899 LIN. FT.
STA. 249+20.50 - STA. 275+00.00 4" YELLOW EDGE LINE = 2580 LIN. FT.

STAGE IA, IB & IC - OUTSIDE LANE & ACCEL LANES
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 26+49.71 - STA. 26+86.21 4" WHITE EDGE LINE = 37 LIN. FT.
STA. 26+49.71 - STA. 26+86.21 4" WHITE & SKIP LINE = 9 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" WHITE EDGE LINE = 37 LIN. FT.
STA. 32+22.07 - STA. 32+58.57 4" WHITE & SKIP LINE = 9 LIN. FT.
STA. 36+45.49 - STA. 36+81.99 4" WHITE EDGE LINE = 37 LIN. FT.
STA. 36+45.49 - STA. 36+81.99 4" WHITE & SKIP LINE = 9 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" WHITE EDGE LINE = 37 LIN. FT.
STA. 40+50.39 - STA. 40+86.89 4" WHITE & SKIP LINE = 9 LIN. FT.

STAGE IA, IB & IC - OUTSIDE LANE & ACCEL LANES
CONSTRUCTION PAVEMENT MARKINGS
STA. 32+58.57 - STA. 36+45.49 4" WHITE EDGE LINE = 387 LIN. FT.
STA. 32+58.57 - STA. 36+45.49 4" WHITE & SKIP LINE = 97 LIN. FT.
STA. 48+90.00 - STA. 48+90.00 4" WHITE EDGE LINE = 803 LIN. FT.
RAMP TO 1-40 WB 4" YELLOW EDGE LINE = 425 LIN. FT.
RAMP TO 1-40 WB 4" WHITE EDGE LINE = 425 LIN. FT.
STA. 249+20.50 - STA. 270+00.00 4" WHITE EDGE LINE = 2060 LIN. FT.
STA. 249+20.50 - STA. 275+00.00 4" WHITE & SKIP LINE = 645 LIN. FT.
STA. 271+00.00 - STA. 275+00.00 4" WHITE EDGE LINE = 400 LIN. FT.
STA. 262+00.00 - STA. 271+00.00 4" WHITE SKIP LINE (ACCEL) = 83 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS
SB LANES SOUTH OF STA. 275+00

MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

I-55 SOUTHBOUND (STA. 275+00 - STA. 620+00)

TRAFFIC DRUMS
11O' SPACING O.C.
(TYP.)

CONSTRUCTION PAVEMENT MARKINGS
STA. 275+00.00 - STA. 355+82.29 4" YELLOW EDGE LINE = 8082 LIN. FT.
STA. 361+47.62 - STA. 620+00.00 4" YELLOW EDGE LINE = 25853 LIN. FT.

MAINTENANCE OF TRAFFIC DETAILS

1. INSTALL IOWA MERGE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB I-55 TRAFFIC.
2. CLOSE THE INSIDE LANE (NEAT TO MEDIAN) AND PLACE TRAFFIC IN THE OUTSIDE LANE.
3. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE AS SHOWN IN THE PLANS.
4. FURNISH AND INSTALL TEMPORARY PRECAST CONCRETE BARRIER AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE SHOULDER WORKING ON THE REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER FROM STATION 225+00 TO STATION 256-12.55.
5. PLACE TRAFFIC DRUMS IN THE INSIDE NORTHBOUND LANE AS SHOWN ON THE PLANS.
6. CONSTRUCT CONCRETE MEDIAN BARRIER WALL (MEDIAN TYPE SPECIAL) AS SHOWN IN THE PLANS.
7. MILL AND INLAY THE INSIDE LANE WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE AN 8 1/2" OVERLAY AND TRANSITION ON THE INSIDE LANE SOUTH OF THE RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS.
9. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBERS 08152 AND 08153 IN THE INSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
10. REMOVE AND RECONSTRUCT ANY STANDAD GUARDRAIL ADJACENT TO THE INSIDE SHOULDER AS SHOWN IN THE PLANS.
11. PLACE A "YIELD HEAT" SIGN ON ENTRANCE RAMPS AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.
DETAILS OF REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER
STA. 226+97.00 TO STA. 239+32.55

NOTE: SEE SHEET 13 FOR CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)
STAGE 1A & STAGE 1B & STAGE 1C
1-55 SOUTHBOUND
(STA. 275+00 - STA. 620+00)

CONSTRUCTION PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>STA.</th>
<th>Description</th>
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<tbody>
<tr>
<td>275+00</td>
<td>4&quot; WHITE EDGE LINE = 1600 LIN. FT.</td>
</tr>
<tr>
<td>294+00</td>
<td>4&quot; WHITE EDGE LINE = 5300 LIN. FT.</td>
</tr>
<tr>
<td>347+75</td>
<td>4&quot; WHITE EDGE LINE = 807 LIN. FT.</td>
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<tr>
<td>357+52</td>
<td>4&quot; WHITE EDGE LINE = 153 LIN. FT.</td>
</tr>
<tr>
<td>426+00</td>
<td>4&quot; WHITE EDGE LINE = 16450 LIN. FT.</td>
</tr>
<tr>
<td>543+00</td>
<td>4&quot; WHITE EDGE LINE = 2400 LIN. FT.</td>
</tr>
<tr>
<td>577+00</td>
<td>4&quot; WHITE EDGE LINE = 4900 LIN. FT.</td>
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</tbody>
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STAGE 1A – WORK IN SOUTHBOUND LANES

1. RETAIN THE IOWA WEAVE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 1 FOR 1-55 SB TRAFFIC.
2. CLOSE THE OUTSIDE LANE AND PLACE TRAFFIC IN THE INSIDE LANE.
3. RETAIN TRAFFIC DRUMS THAT WERE PLACED ALONG THE CENTERLINE IN STAGE 1.
4. MILL AND INLAY THE OUTSIDE LANE WITHIN THE LIMITS SHOWN IN THE PLANS.
5. PLACE AN 8 1/2' OVERLAY AND TRANSITION ON OUTSIDE LANE SOUTH OF RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS.
6. PLACE AN 8 1/2' OVERLAY TRANSITION ON THE RAMP FROM 1-55 SOUTHBOUND TO I-40 WESTBOUND SOUTH OF RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS. (SEE NOTE 11 FOR ADDITIONAL INFORMATION.)
7. REMOVE AND RECONSTRUCT APPROACH SLABS AND CUTTERS FOR BRIDGE NUMBERS 08102 AND 08103 IN THE OUTSIDE LANE AND SHOULDERS AS SHOWN IN THE PLANS.
8. REMOVE AND RECONSTRUCT ANY SUBSTANDARD GUARDRAIL ADJACENT TO THE OUTSIDE SHOULDER AS SHOWN IN THE PLANS.
9. AT EXIT RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANE TO DELINATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCELERATION LANE OR TAPERS. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMPS AT ITS MERGE WITH THE MAIN LANE AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. WITH THE APPROVAL OF THE ENGINEER, THE EXIT RAMPS AT WEST MEMPHIS FROM 1-55 SB TO I-40 WB MAY BE CLOSED WHILE THE 8 1/2' OVERLAY TRANSITION IS BEING PLACED ON THE RAMP TO I-40 WB. IF THE EXIT RAMPS TO I-40 WB IS CLOSED, TRAFFIC TRAVELING SB ON 1-55 WILL EXIT AT MARION (HWY. 64) AND CONTINUE WEST ON HWY. 64 TO HWY. 118. TRAFFIC WOULD THEN TURN LEFT (SOUTH) AND FOLLOW HWY. 118 TO I-40.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 1B – WORK IN SOUTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 1A.
2. MILL AND INLAY THE ACCELERATION LANES AND TAPERS.
3. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHFTED TO AVOID TRAFFIC IN THE WORK AREA.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 1C – WORK IN SOUTHBOUND LANES

1. REMOVE ALL SIGNING AND TRAFFIC CONTROL DEVICES USED FOR THE SB LANES.

WORK AREA
Stage 2 & Stage 2A

I-55 Northbound (STA. 275+00 - STA. 620+00)

Construction Pavement Markings

- STA. 275+00
- STA. 292+50, 00 - STA. 341+50, 00 - STA. 345+00, 00
- STA. 345+00, 00 - STA. 355+82, 29 - STA. 375+00, 00
- STA. 376+00, 00 - STA. 540+00, 00
- STA. 544+00, 00 - STA. 569+00, 00
- STA. 570+10, 00 - STA. 620+10, 00
- STA. 291+50, 00 - STA. 301+50, 00
- STA. 375+00, 00 - STA. 386+00, 00
- STA. 569+00, 00 - STA. 580+00, 00

Stage 2 - Work in Northbound Lanes

1. Place advance signing and traffic control devices on I-40 EB and I-40 WB.
2. Place traffic drums and traffic control devices closing the entrance ramp to the northbound weigh station.
3. In the 3 lane section, close the outside lane. (This is the outside lane in the 2 lane section, north of the weigh station exit ramp.)
4. In the 2 lane section, close the outside lane.
5. Place traffic drums along the lane separating the outside lane and center lane in the 3 lane section as shown in the plans.
6. Place traffic drums along the centerline in the 2 lane section as shown in the plans.
7. Place traffic in the inside 2 lanes of the 3 lane section and in the inside lane next to median of the 2 lane section.
8. Mill and inlay the outside lane of the 3 lane section and the outside lane of the 2 lane section within the limits shown in the plans.
9. At exit ramps, place traffic drums as shown in the plans across the outside lane to delineate the exits. As work progresses in the outside lane, traffic drums will need to be shifted to avoid traffic in the work area.
10. At entrance ramps, place traffic drums as shown in the plans to delineate merges across the outside lane at the ends of the acceleration lanes. Place a "Yield Ahead" sign on the entrance ramps at its merge with the main lane and a "Yield" sign at the ends of the acceleration lane tapers. As work progresses in the outside lane, traffic drums and signs will need to be shifted to avoid traffic in the work area.
11. Place traffic drums and signing as shown in the plans in the 3 lane section for traffic traveling on I-40 WB and I-55 NB in the outside lane.
12. Place construction pavement markings as needed in the 2 lane and 3 lane sections.

Stage 2A - Work in Northbound Lanes

1. Retain all signing and traffic control devices used in Stage 2.
2. Mill and inlay the acceleration lane and taper from the north frontage road entrance in the lane section.
3. Mill and inlay the acceleration lanes and tapers in the 2 lane section.
4. At entrance ramps, place traffic drums at the nose as shown in the plans to direct traffic to the outside lane to use as an acceleration lane while construction activities are taking place in the acceleration lanes. Place a "Yield Ahead" sign on the entrance ramps and a "Yield" sign at the beginning of the acceleration lane tapers. As work progresses in the acceleration lane, traffic drums and signs will need to be shifted to avoid traffic in the work area.
5. Place construction pavement markings as needed.
STAGE 2B

I-55 NORTHBOUND
(STA. 275+00 - STA. 620+00)

CONSTRUCTION PAVEMENT MARKINGS

STA. 275+00.00 - STA. 355+02.29 4" YELLOW EDGE LINE = 8082 LIN. FT.
STA. 361+47.52 - STA. 620+00.00 4" YELLOW EDGE LINE = 25853 LIN. FT.
STA. 361+47.52 - STA. 620+00.00 4" WHITE CIRCLE SKIP LINE = 2021 LIN. FT.

STAGE 2B - WORK IN NORTHBOUND LANES

1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE CENTER LANE (THIS LANE IS THE INSIDE LANE, NEXT TO MEDIAN, OF THE TWO LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP).
3. IN THE 2 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
4. RETAIN TRAFFIC DRUMS THAT WERE PLACED IN STAGE 2 ALONG THE CENTERLINE IN THE 2 LANE SECTION.
5. PLACE TRAFFIC DRUMS ON THE LANE LINES LEFT AND RIGHT OF THE CENTER LANE IN THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
7. MILL AND INLAY THE CENTER LANE OF THE 2 LANE SECTION AND THE INSIDE LANE IN THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMPS AT ITS NOSE WITH THE MAIN LINES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.
STAGE 3 - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 northbound traffic to the inside lane. Next to median strip of the highway, bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the inside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the outside lane and shoulder of bridge number 6030.
4. Place construction pavement markings as needed.

STAGE 3A - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 northbound traffic to the outside lane of the highway bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the inside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the inside lane and shoulder of bridge number 6030.
4. Place construction pavement markings as needed.

STAGE 3B - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 northbound traffic to the inside lane south of the fifteen mile bavay bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the outside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the outside lane and shoulder of bridge number 2030.
4. Remove and reconstruct the approach slabs and cutters for bridge number 2030 in the outside lane and shoulder as shown in the plans.
5. Place construction pavement markings as needed.

STAGE 3C - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 northbound traffic to the outside lane south of the fifteen mile bavay bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the inside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the inside lane and shoulder of bridge number 6030.
4. Remove and reconstruct the approach slabs and cutters for bridge number 6030 in the inside lane and shoulder as shown in the plans.
5. Place construction pavement markings as needed.

STAGE 4 - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 southbound traffic to the inside lane north of the fifteen mile bavay bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the outside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the outside lane and shoulder of bridge number 6030.
4. Remove and reconstruct the approach slabs and cutters for bridge number 6030 in the outside lane and shoulder as shown in the plans.
5. Place construction pavement markings as needed.

STAGE 4A - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 southbound traffic to the outside lane north of the fifteen mile bavay bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the inside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the inside lane and shoulder of bridge number 6030.
4. Remove and reconstruct the approach slabs and cutters for bridge number 6030 in the inside lane and shoulder as shown in the plans.
5. Place construction pavement markings as needed.

STAGE 4B - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 southbound traffic to the inside lane north of the highway, bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the outside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the outside lane and shoulder of bridge number A301.
4. Place construction pavement markings as needed.

STAGE 4C - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANE
1. Place traffic drains and signage devices as shown in the plans to shift 115 southbound traffic to the outside lane north of the highway, bridge.
2. Relocate temporary precast concrete barrier placed in stage 1 and place at locations detailed in the plans to protect workers in the inside lane and shoulder.
3. Perform hydrodemolition work and overlay on the bridge deck according to the details shown in the plans for the inside lane and shoulder of bridge number A301.
4. Place construction pavement markings as needed.

MAINTENANCE OF TRAFFIC DETAILS
WORK ZONE - BRIDGE DECK REHABILITATION

REVIEW PLAN FOR TRAFFIC DRAWING TC-5 FOR DETAILS OF TRAFFIC SHIFTS AND TRAFFIC DRUMS.

DIVERSION FOR LT. LANE BRIDGE DECK REHABILITATION
SET OF THIS NECESSARY FOR JOB 88099.

DIVERSION FOR RT. LANE BRIDGE DECK REHABILITATION
SET OF THIS NECESSARY FOR JOB 88099.

NOTE:
BRIDGE DECK REHABILITATION MAY BE BEGUN FOLLOWING THE COMPLETION OF MAIN LANE MILL AND RELATED OPERATIONS IN THAT SET OF MAIN LANES.
REFER TO SHEET 20 FOR DETAIL OF TRAFFIC SHIFTS USING TRAFFIC DRUMS.

MAINTENANCE OF TRAFFIC DETAILS
WORK ZONE - BRIDGE DECK REHABILITATION
STAGE 3 - HWY, 64 NB BRIDGE & APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 355+82.29 - STA. 361+47.52 4" WHITE EDGE LINE = 565 LIN. FT.

STAGE 3A - HWY, 64 NB BRIDGE & APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 355+82.29 - STA. 361+47.52 4" YELLOW EDGE LINE = 565 LIN. FT,
STA. 355+82.29 - STA. 361+47.52 4" WHITE & SKIP LINE = 140 LIN. FT.

STAGE 3B - FIFTEEN MILE BAYOU NB BRIDGE & APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 49+05.50 - STA. 493+05.50 4" WHITE EDGE LINE = 154 LIN. FT.

STAGE 3C - FIFTEEN MILE BAYOU NB BRIDGE & APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 49+05.50 - STA. 493+05.50 4" YELLOW EDGE LINE = 154 LIN. FT,
STA. 49+05.50 - STA. 493+05.50 4" WHITE & SKIP LINE = 39 LIN. FT.

STAGE 4 - FIFTEEN MILE BAYOU SB BRIDGE & APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 49+29.50 - STA. 492+83.50 4" WHITE EDGE LINE = 154 LIN. FT.

STAGE 4A - FIFTEEN MILE BAYOU SB BRIDGE & APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 49+29.50 - STA. 492+83.50 4" YELLOW EDGE LINE = 154 LIN. FT,
STA. 49+29.50 - STA. 492+83.50 4" WHITE & SKIP LINE = 39 LIN. FT.

STAGE 4B - HWY, 64 SB BRIDGE & APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 355+82.29 - STA. 361+47.52 4" WHITE EDGE LINE = 565 LIN. FT.

STAGE 4C - HWY, 64 SB BRIDGE & APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 355+82.29 - STA. 361+47.52 4" YELLOW EDGE LINE = 565 LIN. FT,
STA. 355+82.29 - STA. 361+47.52 4" WHITE & SKIP LINE = 141 LIN. FT.
### Construction Pavement Markings

<table>
<thead>
<tr>
<th>Description</th>
<th>Stage 1</th>
<th>Stage 1A</th>
<th>Stage 1B</th>
<th>Stage 2</th>
<th>Stage 3A</th>
<th>Stage 2B</th>
<th>Stage 3</th>
<th>Stage 3B</th>
<th>Stage 4</th>
<th>Stage 4A</th>
<th>Stage 4B</th>
<th>Stage 4C</th>
<th>Construction Pavement Markings</th>
<th>Removable Construction Pavement Markings</th>
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<td>38009</td>
<td>10132</td>
<td>36950</td>
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<td>45039</td>
<td>5039</td>
<td>505</td>
<td>726</td>
<td>154</td>
<td>193</td>
<td>545</td>
<td>708</td>
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#### Totals:

|                          | 180009  | 5458     |

*Note: This is a high traffic volume road as defined in Section 69A.03, Standard Specifications for Highway Construction, 2003 edition.*

### Permanent Pavement Marking

<table>
<thead>
<tr>
<th>Description</th>
<th>Raised Pavement Markers Type II</th>
<th>4&quot; White Type II</th>
<th>4&quot; Yellow Type II</th>
<th>8&quot; White Type II</th>
<th>8&quot; Yellow Type II</th>
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#### Totals:

|                          | 1878                            | 1878             | 1878              | 1878             | 1878              |

*Note: This is a high traffic volume road as defined in Section 69A.03, Standard Specifications for Highway Construction, 2003 edition.*
## ADVANCE WARNING SIGNS AND DEVICES - SB Lanes

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>STAGE 1 - NORTH</th>
<th>STAGE 1 - SOUTH</th>
<th>STAGE 1A - NORTH</th>
<th>STAGE 1A - SOUTH</th>
<th>STAGE 1B - NORTH</th>
<th>STAGE 1B - SOUTH</th>
<th>STAGE 1B - SOUTH</th>
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<td>4FT X 6FT</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<td>G22-2</td>
<td>ROAD WORK</td>
<td>4FT X 6FT</td>
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<td>1</td>
<td>1</td>
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<td>INTERSTATE route</td>
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<td>M8-1</td>
<td>DETOUR LEFT</td>
<td>4FT X 6FT</td>
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<td>1</td>
<td>1</td>
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<td>1</td>
<td>1</td>
</tr>
<tr>
<td>M8-2</td>
<td>DETOUR RIGHT</td>
<td>4FT X 6FT</td>
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<td>1</td>
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<td>G9-1</td>
<td>OBJECT MARKERS LEFT</td>
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<td>R1-2</td>
<td>YIELD</td>
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<td>R1-3</td>
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<td>R1-4</td>
<td>SPEED LIMIT 50 MPH</td>
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<td>R1-5</td>
<td>RECOMMEND SPEED AHEAD</td>
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<td>R1-6</td>
<td>DO NOT PASS</td>
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<td>R1-7</td>
<td>FINES DOUBLE</td>
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<td>SPECIAL</td>
<td>DETOUR NEXT RIGHT</td>
<td>4X6 FT</td>
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<td>V1-6</td>
<td>LARGE AHEAD</td>
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<td>1</td>
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<td>W1-2</td>
<td>YIELD AHEAD</td>
<td>4X6 FT</td>
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<td>4</td>
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<td>W1-3</td>
<td>RIGHT LANE CLOSED</td>
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<td>W1-4</td>
<td>ROAD WORK (15 MILE)</td>
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<td>W1-5</td>
<td>ROAD WORK (6 MILE)</td>
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<td>ROAD WORK (9 MILE)</td>
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<td>W1-7</td>
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<td>W1-8</td>
<td>ROAD WORK (HEAD)</td>
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<td>W1-9</td>
<td>RIGHT LANE CLOSED (1 MILE)</td>
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<td>W1-10</td>
<td>RIGHT LANE CLOSED (15 MILE)</td>
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<td>W1-11</td>
<td>RIGHT LANE CLOSED (6 MILE)</td>
<td>4X6 FT</td>
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<td>W1-12</td>
<td>ROAD WORK (3 MILE)</td>
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</tbody>
</table>

### Quantities

**Note:** The quantities shown above include the quantities necessary for a maximum work area of 4 miles. See special provision 'Maintenance of Traffic' for additional information.

### Units

- **Advance Warning Arrow Panel:** 1, 1, 1, 1
- **Portable Changeable Message Sign:** 1, 1, 1, 1
- **Vertical Panels:** 1, 1, 1, 1
- **Truss Panels:** 200, 200, 200, 200
- **Furnishing and Installing Precast Concrete Barrier:** 1000, 1000, 1000, 1000
<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>STAGE 2A - NORTH</th>
<th>STAGE 2A - SOUTH</th>
<th>STAGE 2B - NORTH</th>
<th>STAGE 2B - SOUTH</th>
<th>STAGE 2C</th>
<th>TOTAL SIGNS REQUIRED</th>
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<td>020-1</td>
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<td>020-2</td>
<td>END ROAD WORK</td>
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**NOTES:**
- The quantities shown above include the quantities necessary for a maximum work area of 4 miles. See special provision "Maintenance of Traffic" for additional information.

**UNITS:**
- Advance Warning Arrow Panel: 1 x 2 x 1 x 2 x 1 x 2
- Portable Changeable Message Sign: 6 x 2 x 2 x 2 x 2 x 2
- Vertical Panels: 6 x 6 x 6 x 6 x 6 x 6
- Traffic Drums: 16 x 16 x 16 x 16 x 16 x 16
### ADVANCE WARNING SIGNS AND DEVICES

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**UNITS:**
- ADVANCE WARNING ARROW PANEL: 5 |
- RETRACTABLE MESSAGE SIGN: 5 |
- PORTABLE MESSAGE SIGN: 5 |
- VERTICAL PANEL: 5 |
- TRAFFIC COLUMNS: 5 |
- RELOCATING PRECAST CONCRETE BARRIER: 5 |

**NOTE:** The quantities shown above include the necessary quantities to complete the stages listed above and are independent of any other stage.

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### ADVANCE WARNING SIGNS AND DEVICES

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**UNITS:**
- ADVANCE WARNING ARROW PANEL: 5 |
- PORTABLE MESSAGE SIGN: 2 |
- VERTICAL PANEL: 5 |
- TRAFFIC COLUMNS: 5 |
- RELOCATING PRECAST CONCRETE BARRIER: 5 |

**NOTE:** The quantities shown above include the necessary quantities to complete the stages listed above and are independent of any other stage.
## ADVANCE WARNING SIGNS AND DEVICES - SUMMARY

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<th>SIGN NUMBER</th>
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<td>ROAD WORK (7 MILE)</td>
<td>48 x 42&quot;</td>
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<td>2</td>
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<tr>
<td>W50-8</td>
<td>ROAD WORK (8 MILE)</td>
<td>48 x 42&quot;</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>W50-9</td>
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<td>W50-10</td>
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<td>W50-11</td>
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<tr>
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<td>ROAD WORK (14 MILE)</td>
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<td>W50-15</td>
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<td>W50-16</td>
<td>ROAD WORK (16 MILE)</td>
<td>48 x 42&quot;</td>
<td>2</td>
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</table>

### UNITS
- **ADVANCE WARNING ARROW PANEL**
  - 270 per day
- **PORTABLE CHANGEABLE MESSAGE SIGN**
  - 50 each
- **VERTICAL PANELS**
  - 6 each
- **TRAFFIC DRUMS**
  - 449 each
- **TYPE III BARRIERS - (10")**
  - 16 each
- **PULVERIZER AND INSTALLING PRECAST CONCRETE BARRIER**
  - 1500 each
- **RELOCATING PRECAST CONCRETE BARRIER**
  - 2640 each

### NOTE:
The quantities shown above include the quantities necessary for a maximum work area of 4 miles. See special provision "Maintenance of Traffic" for additional information.
## COLD MILLING ASPHALT PAVEMENT

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>AVG. WIDTH</th>
<th>AVG. MILLING DEPTH 1&quot;</th>
<th>AVG. MILLING DEPTH 2&quot;</th>
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<tbody>
<tr>
<td>190+27.00</td>
<td>200+95.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
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<tr>
<td>224+30.00</td>
<td>224+30.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
<td>30.0</td>
<td>1800.0</td>
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<tr>
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## MEDIAN CROSSING

### SCARIFYING CONCRETE PAVEMENT

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>AVG. WIDTH</th>
<th>AVG. MILLING DEPTH 1&quot;</th>
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<tbody>
<tr>
<td>40+16.87</td>
<td>41+66.69</td>
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<td>44+83.05</td>
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<td>40+16.87</td>
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## RUMBLE STRIPS

### NOTE: QUANTITIES ESTIMATED. REFER TO SECTION 104.05 OF THE STANDARD SPECIFICATIONS

<table>
<thead>
<tr>
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<tr>
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<td>190+00.00</td>
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</tr>
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<td>200+95.00</td>
<td>200+95.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
</tr>
<tr>
<td>210+05.00</td>
<td>210+05.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
</tr>
<tr>
<td>212+50.00</td>
<td>212+50.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
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<tr>
<td>214+05.00</td>
<td>214+05.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
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<tr>
<td>219+40.00</td>
<td>219+40.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
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<tr>
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<td>224+30.00</td>
<td>NB LAKES - MILL &amp; I-90</td>
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<tr>
<td>229+40.00</td>
<td>229+40.00</td>
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<td>235+40.00</td>
<td>235+40.00</td>
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<tr>
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<td>NB LAKES - MILL &amp; I-90</td>
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### TOTAL:

- **COLD MILLING ASPHALT PAVEMENT**
  - **TOTAL:** 19854.4

- **SCARIFYING CONCRETE PAVEMENT**
  - **TOTAL:** 364.4

- **RUMBLE STRIPS**
  - **TOTAL:** 19854.4
## APPROACH SLABS & GUTTERS

<table>
<thead>
<tr>
<th>STATION</th>
<th>LOCATION</th>
<th>APPROACH GUTTERS (TYPE F-2)</th>
<th>APPROACH GUTTERS (TYPE A)</th>
<th>APPROACH SLABS</th>
<th>REINFORCING STEEL (RDWY, GRADE 60)</th>
<th>AGGREGATE BASE CRS (CLASS 7)</th>
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<tbody>
<tr>
<td>36+68.71</td>
<td>36+68.71</td>
<td>BR. NO. 06101 - ON-RAMP FROM S-55 SOUTH</td>
<td>36.31</td>
<td>50.19</td>
<td>6640</td>
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<tr>
<td>36+68.77</td>
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<td>36+68.93</td>
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<td>50.19</td>
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<td>42+00.00</td>
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<td>50.19</td>
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**TOTALS:** 468.79 123.38 451.82 83384 454.4

## DELINEATOR

### DELINEATOR LOCATION

<table>
<thead>
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<th>REMOVAL &amp; DISPOSAL POST</th>
<th>DELINEATOR (TYPE 1)</th>
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<td>WHITE</td>
<td>YELLOW</td>
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<td>190</td>
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**TOTALS:** 250 190 50 250

### REMOVAL & DISPOSAL OF GUARDRAIL

<table>
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</thead>
<tbody>
<tr>
<td>26+12.14</td>
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</tr>
<tr>
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<tr>
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<tr>
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<tr>
<td>26+53.56</td>
<td>26+53.56</td>
<td>C.L. 1.55 S.B. - RT</td>
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<tr>
<td>26+63.94</td>
<td>26+63.94</td>
<td>C.L. 1.55 S.B. - RT</td>
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</table>

**TOTAL:** 1350

### REMOVAL & DISPOSAL OF CONCRETE MEDIAN BARRIER

<table>
<thead>
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<th>STATION</th>
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**TOTAL:** 1350

### GUARDRAIL

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<th>STATION</th>
<th>LOCATION</th>
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<th>GUARDRAIL TERMINAL</th>
<th>GUARDRAIL TERMINAL TYPE B</th>
<th>TERMINAL ANCHOR POSTS TYPE C</th>
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<tr>
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<td>C.L. 1.55 S.B. - RT</td>
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**TOTAL:** 2125

### CONCRETE BARRIERS WALL I (MEDIAN TYPE SPECIAL)

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**TOTAL:** 1350

### EARTHWORK

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<th>LOCATION / DESCRIPTION</th>
<th>UNCLASSIFIED EROSION</th>
<th>COMPACTED EMBANKMENT</th>
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<td>1000</td>
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**TOTALS:** 1000 1000

### MOBILE SPEED NOTIFICATION SYSTEM

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**TOTAL:** 2

### REMOVAL & DISPOSAL OF GUARDRAIL

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<th>LIN. FT.</th>
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<tr>
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<tr>
<td>26+22.57</td>
<td>26+22.57</td>
<td>C.L. 1.55 S.B. - RT</td>
<td>250</td>
</tr>
<tr>
<td>26+32.90</td>
<td>26+32.90</td>
<td>C.L. 1.55 S.B. - RT</td>
<td>250</td>
</tr>
<tr>
<td>26+43.23</td>
<td>26+43.23</td>
<td>C.L. 1.55 S.B. - RT</td>
<td>250</td>
</tr>
<tr>
<td>26+53.56</td>
<td>26+53.56</td>
<td>C.L. 1.55 S.B. - RT</td>
<td>250</td>
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<tr>
<td>26+63.94</td>
<td>26+63.94</td>
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</table>

**TOTAL:** 1350

### REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS

<table>
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<th>STATION</th>
<th>LOCATION</th>
<th>EACH</th>
</tr>
</thead>
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<tr>
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</tr>
<tr>
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<td>26+22.57</td>
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</tr>
<tr>
<td>26+32.90</td>
<td>26+32.90</td>
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<td>26+43.23</td>
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<tr>
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**TOTAL:** 9

### NOTE:
Each unit to be removed shall consist of 1 APPROACH SLAB & 2 APPROACH GUTTERS.

---

**Figure: APPROACH SLABS & GUTTERS**

**Legend:**
- C.L.: Concrete Barrier
- S.B.: Steel Barrier
- RT: Roadway

**Table: GUARDRAIL**

- GUARDRAIL TYPE A: Concrete Barrier
- GUARDRAIL TERMINAL: Steel Barrier
- TERMINAL ANCHOR POSTS: Concrete Barrier

**Table: CONCRETE BARRIERS WALL I**

- DESCRIPTION: Concrete Barrier Wall

**Table: EARTHWORK**

- UNCLASSIFIED EROSION: Erosion
- COMPACTED EMBANKMENT: Embankment

**Table: MOBILE SPEED NOTIFICATION SYSTEM**

- EACH: Notification System
### ACHIM Patching of Existing Roadway

<table>
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<tr>
<th>DESCRIPTION</th>
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<tbody>
<tr>
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**Total**: 200

*Note: Quantity is estimated. See Section 104.03 of the Std. Specifications. For ACHIM patching of the existing roadway, the PG binder will match the PG binder of the ACHIM surface course used on the lanes.*

### Portland Cement Concrete Pavement Patching

<table>
<thead>
<tr>
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<th>STATION</th>
<th>LOCATION / DESCRIPTION</th>
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**Total**: 200

*Quantity estimated. See Section 104.03 of the Std. Specs. Portland cement concrete pavement patching shall be done at locations designated by the Engineer.*
# BASE AND SURFACING

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<th>STATION</th>
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<th>ACWM Binder Course (&quot;T&quot;)</th>
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<th>AGGREGATE Binder Course</th>
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**BASE AND SURFACING**

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**Note:** The table above shows the base and surfacing details for various stations. Each entry includes the station number, location, length, and details of the binder course, surface course, and tack coat. The AGGREGATE Binder Course column lists the aggregate binder course details.

**Base and Surfacing Data:**
- Binder Course: A binder course is a layer of material that improves the adhesion between the base and surface courses.
- Surface Course: This is the topmost layer of the pavement.
- Tack Coat: A coat applied to the surface to improve adhesion of the binder course.

**Quantities:**
- Quantities are calculated based on the total length and the thickness of the courses.
- The data includes foot (ft) and inch (in) measurements for lengths, and percentages for thicknesses.

**Additional Notes:**
- The table includes specific details such as "MB CIVIL - MILL & BLAY," "MB CIVIL - MILL & BLAY - TANK," and "MB CIVIL - MILL & BLAY - AUX. LINE."
## SCHEDULE OF BRIDGE QUANTITIES - JOB BB009

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<thead>
<tr>
<th>LOG MILE</th>
<th>ITEM</th>
<th>UNIT OF STRUCTURE</th>
<th>ITEM</th>
<th>UNIT REHABILITATION (TYPE A)</th>
<th>UNIT</th>
<th>GROOVING</th>
<th>CLASS 3 PROTECTIVE SURFACE TREATMENT</th>
<th>REINFORCING STEEL - BRIDGE (GRADE 50)</th>
<th>HIDDEN RECLINITION</th>
<th>BRIDGE DECK REPAIR</th>
<th>VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1/8&quot; THICK)</th>
<th>VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)</th>
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*This quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.*
### SUMMARY OF QUANTITIES

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<td>203</td>
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### STRUCTURES OVER 20' SPAN

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### ALTERNATE BID ITEMS

### REVISIONS

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<td>ADD REVISED GOVERNING SPECIFICATIONS TO 1273 SUPPLEMENT - TRAINING PROGRAM</td>
<td>3, 44 &amp; 47</td>
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<td>2/21/2013</td>
<td>ADDED JOIN TO QUANTITY BOX FOR ACIM PAVING OF EXISTING ROADWAY</td>
<td>19, 28, 32A, 33, 34, 40, 41, 46 &amp; 47</td>
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Use 1/2" Type 3, 4 or 6 Joint Sealant. See subsections 3202 101 and 3200 102. Joints that shall not be filled. Joint seal should be measured and paid for as VOLUME. Seams shall be gray or other color similar to concrete.

Sub joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

OVERLAY JOINT DETAIL

POURED SILICONE JOINT SEAL DETAILS

TYPE B JOINT REHABILITATION

REMOVAL DETAILS AT INT. BENTS

REMOVAL DETAILS AT END BENTS

POURED SILICONE JOINT SEAL DETAILS

AT END BENTS
EDGE BEAM ELEV. - SECT. A-A

Sheet 2 of 2
DETAILS OF (0'-0"
CONTINUOUS R C SLAB UNIT
BRIDGE OVER FIFTEEN MILE BAYOU
W. MEMPHIS-CLARKEDALE RECONSTRUCTION
CRITTENDEN COUNTY
ROUTE 1-55, SEC. II
ARKANSAS STATE HIGHWAY COMMISSION

BIDG NO. BR009 B
DRAWING NO. 1828

FOR INFORMATION ONLY

JOB NO. BR0109 T O OF 8
140 - JERICHO (P) (L-55)
FOR INFORMATION ONLY
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

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

LEGEND

1. BEAM GUARD RAIL TERMINAL
2. GUARD RAIL TERMINAL (TYPE 1)

METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE 1)
(FULL SHOULDER WIDTH OR LESS BRIDGES)
DETAILS OF WIDENING FOR GUARD RAIL

SECTION A-A

SECTION B-B

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

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

GENERAL NOTES:

1. THREE BEAM RAIL SPECIFIC END AND GURD AND SIX TRANSITION SECTIONS SHALL BE MADE OF STEEL PIPE RAIL OR 2 3/8" DIA. RIVET THROUGH 1 3/4" DIA. ROUND HOLE IN POST CLEAR TO THE HOUSING POST SPACE AND SECURED IN PLACE.

2. ALL BOLTS SHALL BE 2 1/2" LONG TO EXTEND THROUGH THE RAIL THICKNESS OF THE NUT AND NO MORE THAN 1/2" BEYOND IT.

3. THE THREE BEAM RAIL SPECIFIC END AND GURD AND SIX TRANSITION SECTIONS SHALL BE MADE IN THE DIRECTION OF TRAFFIC.

4. OS ODD POSTS & RAIL BLOCKS SHALL BE EITHER DESIGN NO. 1, STRUCTURAL OR

5. REFER TO STANDARD DRAWING GR-10 FOR POST DETAILS.

6. FOR THREE BEAM GUARD RAIL, COMPONENTS OF SAME MATERIALS FOR ENTIRE JOB.

7. THREE BEAM POSTS SHALL BE MADE MATERIAL, AS A BEAM POSTS FOR ENTIRE JOB.
THREE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

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

NOTE:
These dimensions will need to be adjusted
in the field to make the transition from
the point of the three beam to the
point 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 8

GENERAL NOTES:
- Rail posts shall be set perpendicularly to the roadway profile grade and
  vertically in cross section.
- Wood posts & wood blocks shall be either grade no. 1 structural or
  better cut and all for no. 100 % southern pine.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

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

SECTION 1

THE SECTION TO BE WELDED THROUGHOUT.

ELEVATION - GUARD RAIL TERMINAL (TYPE I)

DETALL OF TERMINAL ANCHOR POST (TYPE II)

NOTICE: Members may be bolted to angle at terminal anchor and the two angles extended to provide a U-brace around planting concrete.

SECTION 3

ATTACH TERMINAL ANCHOR POST USING 4 H/ES.

SECTION 1

TERMINAL ANCHOR POST

CL. ANCHORAGE AND RAIL CONNECTION

ECLISPE BOLT

NOTE: CLAS S OR S CONCRETE

DETAIL OF TERMINAL ANCHOR POST (TYPE II)

NOTES:

- Members to be fastened for at the price of the CONCRETE anchor post of the type of Guard Rail specified.

- 4 BY 4.50, AASHTO M 64, HIGH STRENGTH BOLTS &
  Nuts with two CL. Steel anchors for each bolt.
  Installed in accordance with Subsection 4.02.04.01.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GRT-I
Typical application - 2 lane highway
where the entire roadway is closed and a bypass detour is provided.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - 2 lane divided roadway where
one lane is closed.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - 4 lane undivided roadway where
the entire roadway is closed.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway closed beyond detour point.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway undivided roadway with isolation.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway closed beyond detour point.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway closed beyond detour point.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway closed beyond detour point.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.

Typical application - roadway closed beyond detour point.

NOTES:
1. Regulatory traffic control devices to be used as needed. For the duration of
   the project, the following temporary devices will be used:
   1. Street name signs may be used when desirable for directing surrounding traffic.

2. The entire roadway is closed and a bypass detour is provided.
** BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET **

** Offset Distance for Two Way Traffic Only **

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** BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET **

** Offset Distance (See Table) **

### Offset Distance Table

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<td>5</td>
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If offset distance is not attainable, then use "BARRIER PLACEMENT WITH ATTENUATOR" Detail shown below.

** BARRIER PLACEMENT WITH ATTENUATOR **

** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator **

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."