"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONSTRUCTION PLANS

REDMOND RD. & MAIN ST. STRS. & APPRS.
(JACKSONVILLE) (F)

PULASKI COUNTY
ROUTE 67 SECTION 10
F.A.P. NHPP-9222(10)

JOB 061276
NOT TO SCALE

VICINITY MAP

BRIDGE STRUCTURES

1. STA. 398+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST
   STA. 198+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST

2. STA. 590+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST
   STA. 150+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST

3. STA. 398+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST
   STA. 198+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST

4. STA. 590+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST
   STA. 150+72.7 & CONST. BRIDGE END
   90'-0" CONTINUOUS COMP. R-BEAM UNIT
   BRIDGE NO. T7300
   50'-0" CLEARWAY WEST

5. STA. 359+40.5 & CONST. - IN PLACE
   90'-0" BOX GIRDERS
   H-18 H-18 H-18 H-18
   STA. 259+40.5 & CONST. - IN PLACE
   90'-0" BOX GIRDERS
   H-18 H-18 H-18 H-18

6. STA 559+40.5 & CONST. - IN PLACE
   90'-0" BOX GIRDERS
   H-18 H-18 H-18 H-18
   STA. 459+40.5 & CONST. - IN PLACE
   90'-0" BOX GIRDERS
   H-18 H-18 H-18 H-18

STRUCTURES OVER 20'-0" SPAN

7. STA. 600+00 & CONST. HWY. 67
   END JOB 061276
   LOG MILE 9.25

8. STA. 534+00 & CONST. HWY. 67
   BEGIN JOB 061276
   LOG MILE 8.00

DESIGN TRAFFIC DATA - HWY. 67

- DESIGN YEAR: 2033
- 2033 ADT: 100,000
- 2033 DTV: 6,000
- DIRECTIONAL DISTRIBUTION: 82%
- DESIGN SPEED: 60 MPH

LENGTH COMPUTED ALONG & CONST. HWY. 67

- GROSS LENGTH OF PROJECT: 6,600.00 FEET OR 1.250 MILES
- NET LENGTH OF ROADWAY: 6,023.14 FEET OR 1.464 MILES
- NET LENGTH OF BRIDGES: 575.86 FEET OR 0.099 MILES
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**NOTE:** CROSS SECTIONS NOT NORMALLY INCLUDED IN PLANS SOLD TO PROSPECTIVE BIDDERS, BUT ARE AVAILABLE UPON REQUEST.
GOVERNING SPECIFICATIONS
ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER   TITLE
ERRATA   ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1236   SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1237   SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1237   SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1237   SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1237   SUPPLEMENT - TRAINING PROGRAM - JOB 04276
FHWA-1237   SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1237   SUPPLEMENT - WAIS RATE DETERMINATION
IB-1   LIQUIDATED DAMAGES
4D-1   CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
620-1   MULCH COVER
JOE 04276   AIRPORT CLEARANCE REQUIREMENTS
JOB 04276   ASSESSMENT OF WORKING DAYS - SATURDAYS
JOB 04276   BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 04276   BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 04276   CABINET DRAWER ASSEMBLY
JOB 04276   CHANNEL POST SIGN SUPPORT
JOB 04276   CONCRETE BARRIER WALL
JOB 04276   CONCRETE DITCH PAYING
JOB 04276   CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 04276   COORDINATION OF WORK
JOB 04276   ELASTOMERIC BEARINGS
JOB 04276   ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 04276   ELECTRICAL CONDUCTORS FOR LUMINARIES
JOB 04276   GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 04276   HIGH PERFORMANCE PAVEMENT MARKING
JOB 04276   INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (CITY OF JACkSONVILLE AND ARKANSAS MIDLAND RAILROAD)
JOB 04276   LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 04276   LED TRAFFIC SIGNAL HEAD
JOB 04276   LUMINARIE ASSEMBLY (CUTOFF TYPE)
JOB 04276   MAINTENANCE OF TRAFFIC
JOB 04276   MANDATORY USE OF INTERNET BIDDING
JOB 04276   MSE RETAINING WALLS
JOB 04276   NESTING SITES OF MIGRATORY BIRDS
JOB 04276   PARTNERING REQUIREMENTS
JOB 04276   PIPE COUVERTS
JOB 04276   PLASTIC PIPE
JOB 04276   PROSECUTION AND PROGRESS
JOB 04276   RELOCATION OF CAMERA ASSEMBLY
JOB 04276   RELOCATION OF EXISTING OVERHEAD SIGNS
JOB 04276   RELOCATION OF EXISTING OVERHEAD SIGN STRUCTURES
JOB 04276   RELOCATION OF VARIABLE MESSAGE SIGN ASSEMBLY
JOB 04276   REMOVAL AND DISPOSAL OF GUARDRAIL
JOB 04276   REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE
JOB 04276   REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE
JOB 04276   REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB 04276   RETAINING WALLS
JOB 04276   SEQUENCE OF CONSTRUCTION
JOB 04276   SHORING
JOB 04276   SIGN PANEL MATERIALS AND FABRICATION
JOB 04276   SITE USE (1-4C METHOD)
JOB 04276   SOIL STABILIZATION
JOB 04276   SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 04276   SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB 04276   STEEL SIGN STRUCTURES
JOB 04276   STORM WATER POLLUTION PREVENTION PLAN
JOB 04276   STREET NAME SIGN (MAST ARM MOUNTED)
JOB 04276   SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 04276   TEMPORARY RETAINING WALLS
JOB 04276   TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE
JOB 04276   TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 04276   TRAFFIC CONTROL SUPERVISOR
JOB 04276   TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB 04276   UTILITY ADJUSTMENTS
JOB 04276   VALUE ENGINEERING
JOB 04276   VIDEO DETECTOR (COLOR I)
JOB 04276   WARM MIX ASPHALT
JOB 04276   WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB 04276   WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
GENERAL NOTES

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

II. ALL PIPE LINE, POLE TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LINEDER BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SOUTH GENERAL.

III. ANY EQUIPMENT OR APPARATUS THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

IV. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING LAY-ALAVIES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUOUS SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.

V. ALL LADY MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 1072 OF THE STANDARD SPECIFICATIONS.

VI. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE, OWNERS. CARE AND PROTECTION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE MAINTAINED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

VII. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A PERMIT TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTROL CATTLE. THEREFORE, THE CONTRACTOR AT HIS OWN EXPENSE MAY ELECT TO PROVIDE PERMIT TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTROL CATTLE.

VIII. ALL FLEXIBLE AND ASPHALTIC PAVEMENTS REMOVED FROM UNDER THE ITEM NO. 290 - UNCLASSIFIED EXCAVATION.

IX. THE CONTRACTOR SHALL CONTACT ALL FREE OPTIC COMPANIES INVOLVED ON THIS PROJECT AT LEAST FIVE (5) WORKING DAYS BEFORE CONSTRUCTION, INCLUDING REMOVING AND INSTALLING ANY FEE OPTIC CABLES THAT MAY NEED TO BE REMOVED. THE CONTRACTOR SHALL TAMPER WITH THE FEE OPTIC CABLE TO THE FEE OPTIC CABLES. THE CONTRACTOR SHALL PROVIDE THE FEE OPTIC CABLES WITH ANOTHER ONE-USE CALL AT 1-800-422-9398 TO DETERMINE THE LOCATION OF THE BURIED FEE OPTIC CABLES.

X. ANY EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAVING ALONG A NEAT CUT LINE, WHERE POSSIBLE. THE CONTRACTOR SHALL DISPOSE OF ANY ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

XI. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONAL PERMIT FOR CATEGORICAL EXCLUSION, REFER TO SECTION 10 OF THE STANDARD SPECIFICATIONS, EDITION 104, AND SUPPLEMENTAL SPECIFICATION 10-0 FOR PERMIT REQUIREMENTS.

TRAFFIC SIGNAL NOTES


2. EXTEND GREEN, EQUIPMENT GROUNDS CONDUCTORS (GEC) FROM GROUND RWAY AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE SOLID BOND GEC TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL TO GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.

3. ELECTRICAL SERVICE SHALL BE PROVIDED TO THE HOUSE BY A SERVICE POLE WITH EXTERNAL FRONTBREAK BREAKER (MAIN BREAKER), GROUNDING DEVICE, SERVICE ENTRY, WIRE LOOP OF REQUIRED, AND WEATHERHEADS IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. PRINCIPAL BREAKER SIZE MUST BE USED; APPROVED OVERHEAD BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROL PANEL AND SHALL NOT CONDUCT ELECTRICAL SERVICE. SERVICE WIRE LOOP LENGTHS WIL BE NOTED WITH GROUNDS TYPICAL. PART OR THIS CONTRACT. CONTRACT IS PAID AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT UNDER STREET LIGHTING IS INCLUDED AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING (CIRCUIT 2) ITEMS OF THE NPC. TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE SIGNAL TRAFFIC CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.

4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.

5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.

6. TRAFFIC CONTROLLER CABINET SHALL BE MOUNTED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BE KEPT TO LOAD TIMER POWER IN THE SYSTEM.

7. ALL PARTS OF THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE AMERICAN HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS AND DETAILS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.

8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PULLING OR BORING METHODS. IF THE INDUSOR DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE DETAILS MAY BE USED.

9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.

10. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON SPECIAL DETAILS). PAYMENT WILL BE INCLUDED IN SECTION 104 AND STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

11. ALL BOXES SHALL BE TYPE 2 HHO UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE 3" DIAMETER UNLESS SPECIFIED ON THE PLAN.

12. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

13. HARDWARE INPUT MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL BE INPUT THE CONTROL THROUGH A DIFFERENT INPUT OR OTHERWISE NOTED IN THE PLANS AND CONSTRUCTION.

14. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE REFER TO THE POLICE SCHEDULE FOR VERTICAL SHAFT HEIGHT, WHERE THE POLE SCHEDULE INDICATES THAT A LUMINARIA (L) WILL BE USED, 10 FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE. AT THE LUMINARIA ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINARIA ARM, A HEIGHT OF 21' SHOULD BE USED TO DETERMINE UTILITY CLEARANCE. AT THE TRAFFIC SIGNAL MAST ARM AN ADDITIONAL 4 FEET SHOULD BE USED DIRECTLY ABOVE "VIEW DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLAN.

15. THE DESIGNER MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NONBREAKABLE POLE OR OBSTRUCTION IS 6 FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLED AND ANY OTHER NONBREAKABLE OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NONBREAKABLE POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLE OR ANY OTHER NONBREAKABLE OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.

16. AS DETERMINED BY THE INDUSTRY, END-EQUIPMENT BEING DEEMED TO BE REDUCED BY A MAJORITY OF TWO FEET IF COMPTETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBANKMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBANKMENT IS KEYED INTO COMPETENT ROCK. THE CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP TO BE HAND HOLE COVER BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO EXPOSED WIRING TO THE PUBLIC IN THE EVENT THAT THE POLE COVER IS REMOVED. PAYMENT FOR TERMINAL STRIP SHALL BE INCLUDED IN ITEM 141 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION.

17. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AMERICAN STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2002 AND 2006 INTERMIS.

18. CONTRACTOR SHALL PROVIDE CONTROLLER AND LOCAL LICENSE TO THE DEPARTMENTS TRAFFIC ENGINEERING STAFF AT THE MAINTENANCE DIVISION FOR DCP Audit AND TESTING BEFORE IT IS PLACED INTO OPERATION.

19. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY. THE MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF T.P. WHITE AND MADDEN OR.
TYPICAL SECTIONS OF IMPROVEMENT

75'-3" SUBGRADE

56'-0" PORTLAND CEMENT CONCRETE PAVEMENT
(12" UNIFORM THICKNESS)
*60'-0" ACHM SURFACE CRSE. (1/4")
(80 LBS. PER SQ. YD.) & TACK COAT
60'-0" CEMENT STABILIZED CRUSHED STONE BASE CRSE.
(6" COMPACTED DEPTH)

20'-0"
10'-0"
12'-0"
12'-0"
12'-0"
20'-0"
10'-0"
2'-0"
9'-0"
9'-0"
9'-0"
30'-0"

AGGREGATE BASE CRSE.
(CLASS 7) VAR. COMPACTED DEPTH
45.50 TONS/STA.

TYPICAL SECTION - TANGENT
RT. MAIN LANS
(REVERSE FOR LT. MAIN LANS)

* DENSITY REQUIREMENTS WAIVED

9" TOTAL THICKNESS

AGGREGATE BASE CRSE.
(CLASS 7) VAR. COMPACTED DEPTH
47.75 TONS/STA.

TYPICAL SECTION - VARYING WIDTH SUBGRADE

56'-0" PORTLAND CEMENT CONCRETE PAVEMENT
(12" UNIFORM THICKNESS)
*60'-0" ACHM SURFACE CRSE. (1/4")
(80 LBS. PER SQ. YD.) & TACK COAT
60'-0" CEMENT STABILIZED CRUSHED STONE BASE CRSE.
(6" COMPACTED DEPTH)

20'-0"
10'-0"
12'-0"
12'-0"
12'-0"
20'-0"
10'-0"
2'-0"
9'-0"
9'-0"
9'-0"
30'-0"

AGGREGATE BASE CRSE.
(CLASS 7) VAR. COMPACTED DEPTH
VAR. TONS/STA.

TYPICAL SECTION - SUPERELEVATION
RT. MAIN LANS
(REVERSE FOR LT. MAIN LANS)

* DENSITY REQUIREMENTS WAIVED

9" TOTAL THICKNESS

AGGREGATE BASE CRSE.
(CLASS 7) VAR. COMPACTED DEPTH
VAR. TONS/STA.

NOTES:
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (C & A), ALTERNATE DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08%.
3. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
TYPICAL SECTION - TANGENT INTERCHANGE RAMP

SHOWN IN DIRECTION OF TRAFFIC

* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - SUPERELEVATION INTERCHANGE RAMP

SHOWN IN DIRECTION OF TRAFFIC

** AND POINT OF ROTATION

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (L.H.), ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.018.

3. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
NOTES:
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (L.A.), ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDAR SHALL NOT EXCEED 6 IN.
3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AS WELL AS LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.
4. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAYED. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

TYPICAL SECTION - SUPERELEVATION
REDMOND ROAD
**TYPICAL SECTION - TANGENT REDMOND ROAD**

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

- ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NEW AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

- THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN Laid. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

- PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

- SEE SPECIAL DETAILS FOR MESH FABRIC TYPE 3
TYPICAL SECTION - TANGENT
REDMOND ROAD

*SEE SPECIAL DETAILS FOR MESH FABRIC TYPE 3
NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES, NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

2. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS. COLD MILLING WILL BE REQUIRED IF AND WHERE DIRECTED BY THE ENGINEER TO ACHIEVE REQUIRED DEPTH OF FINAL SURFACE COURSE.

3. THE FINAL 3" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN Laid. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

4. PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

56'-0" FACE TO FACE

56'-0" ACNH SURFACE COURSE (1/2"
(220 LBS. PER SQ. YD.)

50'-0" ACNH SURFACE COURSE (1/2"
VAR. LBS. PER SQ. YD. (*LEVELING)
& TACK COAT (0.50 GAL. PER SQ. YD.)

**6'-0" PORTLAND CEMENT CONCRETE
BASE (10" UNIFORM THICKNESS)

EXIST, CONC. COMB. CURB
& GUTTER (TYPE A) (1'-6"

TRAVEL LANE TRAVEL LANE TURN LANE TRAVEL LANE TRAVEL LANE

EXIST. MAIN ST.

50'-0" EXISTING PAVEMENT
RETAIL

TYPICAL SECTION - TANGENT MAIN STREET

* TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
** SEE SPECIAL DETAILS FOR MESH FABRIC TYPE 3
TYPICAL SECTIONS OF IMPROVEMENT

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

2. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING OR REFINISHING PAVERS. CALCULATIONS WILL NOT BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS. COAL MILLING WILL BE REQUIRED IF AND WHERE DIRECTED BY THE ENGINEER TO ACHIEVE REQUIRED DEPTH OF FINAL SURFACE COURSE.

3. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAIED. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

4. PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

TYPICAL SECTION - TANGENT MAIN STREET

**TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
**SEE SPECIAL DETAILS FOR MESH FABRIC TYPE 3
TYPICAL SECTION - TANGENT RAMP 1 / SCHOOL DR.
STA. 579+52.96 TO STA. 581+52.96

TYPICAL SECTION - SUPERELEVATION SCHOOL DRIVE
STA. 577+44.7 TO STA. 579+52.96

NOTES:
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
3. PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF CURBS AND GUTTERS, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD (S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

*DENSITY REQUIREMENTS WAIVED

CONTRACT SLOPE (FILL) 3S

EXISTING GROUND

AGGREGATE BASE CRSE. (CLASS F) VAR. COMPACTED DEPTH 52.50 YDS/STA.

CONCRETE ISLAND WITH TYPE B CURB FACE

DETAILED 'A'

5'

TYPICAL SECTIONS OF IMPROVEMENT
NOTES:
1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
3. PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

TYPICAL SECTION
T.P. WHITE DRIVE

TYPICAL SECTION
TEMP. INTERCHANGE RAMP
FOR MAINTENANCE OF TRAFFIC
TYPICAL SECTION - SUPERELEVATION DETAIL
MAIN LANES

PORTLAND CEMENT CONCRETE BASE
4'-0" MAX. WIDTH

DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)
6" X 12" MESH FABRIC (TYPE 3) (W5.5 x W2.9) = 4.26 LBS./SQ.YD.

NOTES:
1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION, THEREFORE, WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE.
CONTRACTION JOINT DETAIL

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE 90° CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 8'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE GEMEL BARS.
4. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
5. GEMEL BARS WILL NOT BE REQUIRED IF BARRIES AND BARE ARE CAST AS A COMPLETE UNIT.
6. BARRIERS TRANSITIONS WILL BE MEASURED AND PAID FOR AS "CONCRETE BARRIER WALL, MEDIAN TYPE A".
7. DRAINAGE OPENINGS TO BE CONSTRUCTED ADJACENT TO TYPE ST DROP INLETS. GEMEL BARS SHALL NOT BE PLACED WITHIN 3' OF DRAINAGE OPENINGS.
8. SPACINGS BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 140 FT. EXPANSION JOINTS AT ALL INTERSECTIONS OF CONTRACTIONS/EXPANSION JOINTS. REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.

CONCRETE BARRIER WALL
(MEDIAN TYPE A)
CONCRETE BARRIER WALL (SIDE TYPE A)

ADJACENT TO CONCRETE BARRIER WALL (MIDIAN TYPE SPECIAL)
TRANSVERSE SECTION OF TYPE ST DROP INLET

PARAPET TYPE C DETAIL

NOTE: SEE SHEET 290 FOR ADDITIONAL INFORMATION.
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

FOR OVERHEAD SIGN STRUCTURE
DETAIL SHOWING TRANSITION TO EXISTING PAVEMENT

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
SECTION A
DETAILS OF WIDENING FOR GUARDRAIL

SECTION B
DETAILS OF WIDENING FOR GUARDRAIL

NOTE:
REFER TO STANDARD DETAIL SHEETS ORN-9, OR-8A, OR-9, OR-9A, OR-10, AND OR-6A FOR ADDITIONAL INFORMATION.

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE END
(NORTHBOUND AT REDMOND RD.)
DETAIL AT OVERHEAD SIGN STRUCTURE

SECTION B-B

SECTION A-A

NOTE:
- Guardrail to be placed where necessary for safety.
- Additional aggregate base required for safety.

SPECIAL DETAILS
SPECIAL DETAIL
RT. MAIN LANES
SOUTH OF REDMOND ROAD
STA. 560 +20.00 TO STA. 560 +89.62

SPECIAL DETAIL
RT. MAIN LANES
SOUTH OF REDMOND ROAD
STA. 563 +89.62 TO STA. 565 +83.82

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
SPECIAL DETAIL
L.T. MAIN LANES
NORTH OF REDMOND ROAD
STA. 569+47.82 TO STA. 572+50.00

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.

SPECIAL DETAIL
L.T. MAIN LANES
NORTH OF REDMOND ROAD
STA. 572+50.00 TO STA. 573+92.04
SPECIAL DETAIL
RT. MAIN LANES
SOUTH OF MAIN ST.
STA. 576+50.00 TO STA. 579+50.02

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
SPECIAL DETAIL
RT. MAIN LANES
SOUTH OF MAIN ST.
STA, 582+96.01 TO STA, 585+00.00

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
SPECIAL DETAIL
LT. MAIN LANES
SOUTH OF MAIN ST.
STA. S56+22.04 TO STA. S58+00.00

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
SPECIAL DETAIL
RT. MAIN LANES
NORTH OF MAIN ST.
STA. 581+88.82 TO 593+00.00
STA. 593+00.00 TO 596+50.00

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS, WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
SPECIAL DETAIL
LT. MAIN LANES
NORTH OF MAIN ST.
STA. 590+85.82 TO STA. 594+00.00

SPECIAL DETAIL
LT. MAIN LANES
NORTH OF MAIN ST.
STA. 594+00.00 TO STA. 599+25.00
SPECIAL DETAIL
RAMP 4 - MAIN ST. INTERCHANGE
STA. 581+95.00 TO STA. 584+98.73

SPECIAL DETAIL
RAMP 4 - MAIN ST. INTERCHANGE
STA. 584+98.73 TO STA. 587+48.46

SPECIAL DETAIL
LT. MAIN LANES
SOUTH OF MAIN ST.
STA. 588+04.25 TO STA. 588+32.49

NOTE: SEE PLAN SHEETS FOR CONCRETE DITCH PAVING WIDTHS. WIDTHS ARE SPECIFIED IN THE CONCRETE DITCH PAVING CONSTRUCTION NOTES.
HWY. 67 BOX CULVERT STA. 539+63
(UPSTREAM FACE)

HWY. 67 BOX CULVERT STA. 539+63
(DOWNSTREAM FACE)

HWY. 67 BOX CULVERT STA. 539+63
(UPSTREAM AND DOWNSTREAM FACES)
HWY. 67 BOX CULVERT STA. 549+95 (UPSTREAM FACE)

HWY. 67 BOX CULVERT STA. 549+95 (DOWNSTREAM FACE)

HWY. 67 BOX CULVERT STA. 549+95 (UPSTREAM AND DOWNSTREAM FACES)

TRI 10'X6' R.C. BOX CULVERT

UNCLASSIFIED EXCAVATION

EXIST. ROW

TRI 10'X6' R.C. BOX CULVERT

UNCLASSIFIED EXCAVATION

EXIST. ROW

EXIST. GROUND

1'-0" UNIFORM THICKNESS

DUMPED RIPRAP WITH GEOTEXTILE FABRIC (TYPE 5)
HWY. 67 BOX CULVERT STA. 539+63
(UPSTREAM END) BEVEL DETAIL

PLAN VIEW

DBL. 10'X7' R.C. BOX CULVERT

BEVEL - UPSTREAM END ONLY

END SECTION VIEW

TOP SLAB BEVEL DETAIL

13.85' SECTION "A"

CULVERT SECTION VIEW

1/2" MIN. COVER

# 9's @ 12' O.C.

1.5' BEVEL SECTION TO
BE OMITTED ON THE
UPSTREAM END ONLY

TOP SLAB BEVEL DETAIL
HWY. 67 BOX CULVERT STA. 549+95 (UPSTREAM END) BEVEL DETAIL

PLAN VIEW

CULVERT SECTION VIEW

END SECTION VIEW

TOP SLAB BEVEL DETAIL

30'-0" BEVEL

SECTION "A"

1/2" MIN. COVER

#10 @ 2' O.C.

#6 @ 1'-10" O.C.

TOP SLAB BEVEL DETAIL

30'-0" BEVEL...
STA. 600+00.00
END JOB 06276

EROSION CONTROL LEGEND

- PERMANENT WIDENING
- TEMPORARY WIDENING

REVISIONS

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NOTE:
ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.
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STAGE 3A
TEMPORARY EROSION CONTROL DETAILS

EROSION CONTROL LEGEND

- SAND BAG DITCH CHECK
- DROP INLET SILT FENCE
- SILT FENCE

STA. 600+00.00
END JOB 061276

& CONST. HWY. 67

STAGE CONST.
NOTE:
ALL DEVICES INSTALLED AT ANY STAGE SHALL REMAIN IN PLACE
UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN
ACCOMPLISHED.
NOTE THAT THESE SIGNS MAY BE TEMPORARILY REPLACED BY SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES WHILE WORK IS UNDERWAY IN THESE AREAS.

ADDITIONAL WARNING SIGNS AT BEGINNING AND END OF JOB 061276 ALL STAGES

MAINTENANCE OF TRAFFIC DETAILS
DETOUR FOR TEMPORARY CLOSURE OF SB ENTRANCE RAMP FROM MAIN ST.
TYPICAL STAGE 3C

TYPICAL STAGE 3A AND STAGE 3B

* SEE MAINTENANCE OF TRAFFIC DETAILS FOR ADDITIONAL INFORMATION
STAGE IIA - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

5. CONSTRUCTION HIGHLIGHTS:
   - Place Precast Concrete Barrier as shown.
   - Construct temporary widening as shown.
   - Construct temporary ramp and entrance ramp from Redmond Rd.
   - Close existing exit ramp for James St. (Portable changeable message sign as directed by the Engineer.)

STA. 534+00.00 @ CONST. HWY. 67
BEGIN JOB 06276

NOTES:
See Maintenance of Traffic Advance Warning Signs, Typical Sections and Temp. Ramp Plan & Profile Sheets for additional information.
NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
STAGE IA - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

ES: CONST. HWY. 67 RT. OF LMLL, STA. 590+70.00 TO STA. 605+40.00 = 1530 LIN. FT.
ES: CONST. HWY. 67 RT. OF RMLL, STA. 590+70.00 TO STA. 605+40.00 = 1530 LIN. FT.
ES: CONST. HWY. 67 RT. OF RMLL, STA. 590+85.00 TO STA. 606+00.00 = 1555 LIN. FT.

PRECAST CONCRETE BARRIER
STAGE IA

PRECAST CONCRETE BARRIER
STAGE IA

T.P. WHITE DR.

TRAFFIC DRUMS
40' SPACING
39 TOTAL - STAGE IA

TEMPORARY WIDENING

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS,
TYPICALS SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS
FOR ADDITIONAL INFORMATION.
**STAGE B CONSTRUCTION**

1. HWY 67 SB TRAFFIC TRAVELING ON TEMP. WIDENING CONSTRUCTED IN STAGE IA.
2. HWY 67 NB TRAFFIC TRAVELING IN EXIST. LANES & TEMP. LANES CONSTRUCTED IN STAGE IA.
3. TRAFFIC FROM REDMOND ROAD WANTS TO TRAVEL SOUTH ON HWY 67 WILL UTILIZE PORTION OF NEW AND TEMPPORARY ENTRANCE RAMP FROM REDMOND ROAD.
4. PLACE PRECAST BARRIER WALL AND CONSTRUCT SHADED AREAS AS SHOWN IN PLANS.

**STAGE B - RELOCATING PRECAST CONCRETE BARRIER**

- CONST. HWY 67 RT. OF LML.Sta. 532+00.00 TO TEMP. RAMP 4 CONNECTION LT. STA. 204+00.00 = 3380 LIN. FT.
- CONST. HWY 67 LT. OF RML.Sta. 527+00.00 TO STA. 534+00.00 = 750 LIN. FT.

**STAGE B - CONSTRUCTION PAVEMENT MARKINGS**

- SB HWY 67
  - 4" SPS WHITE STA. 527+50 TO STA. 556+25 = 970 LIN. FT.
  - 4" SOLID WHITE STA. 527+50 TO STA. 556+25 = 3975 LIN. FT.
  - 4" SOLID YELLOW STA. 527+50 TO STA. 556+25 = 3975 LIN. FT.

**STAGE B - REMOVAL OF PERMANENT PAVEMENT MARKINGS**

- C.L. CONST. HWY 67 RT. STA. 527+50.00 TO STA. 533+00.00 = 550 LIN. FT.

**NOTE:**

LANE SHIFT ALIGNMENTS BASED ON 3 DEGREE CURVES UNLESS OTHERWISE NOTED ON THE PLAN.

STAGE CONST.

**NOTE:**

SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICALS SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
STAGE IB - REMOVAL OF PERMANENT PAVEMENT MARKINGS
SB HWY, 6T
CL, CONST. HWY 6T RT, STA 548+50.00 TO STA 562+50.00 = 1400 LIN. FT.

STAGE IB - CONSTRUCTION PAVEMENT MARKINGS
SB HWY, 6T
4" SKP WHITE (ACCCEL. LANE) STA 553+65 TO STA 557+25 = 90 LIN. FT.
STAGE IC CONST.

1. HWY, 6T SB TRAFFIC TRAVELING ON TEMP. WIDENING CONSTRUCTED IN STAGE IA.
2. HWY, 6T NB TRAFFIC TRAVELING IN EXIST. LANES & TEMP. LANES CONSTRUCTED IN STAGE IA.
3. TRAFFIC FROM REDMOND ROAD WANTING TO TRAVEL SOUTH ON HWY, 6T WILL UTILIZE ENTRANCE RAMP CONSTRUCTED IN STAGE IB.
4. CLOSE EXIST. HWY, 6T SB ENTRANCE AT MAIN ST, AND PLACE DETOUR SIGNING INSTRUCTING TRAFFIC TO USE THE REDMOND RD. ENTRANCE RAMP. - (PORTABLE CHANGEABLE MESSAGE SIGN AS DIRECTED BY THE ENGINEER.)
5. PLACE PRECAST BARRIER WALL AND CONSTRUCT SHADED AREAS AS SHOWN IN PLANS.

STAGE IC - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

REDMOND RD. ENTRANCE RAMP
4" SOLID WHITE LT. OF CL, CONST. HWY, 6T STA. 528+00 TO LT. OF CL, CONST. REDMOND RD. RAMP 4 STA. 564+95 LTC. 3953 LNL FT.
4" SOLID YELLOW HT. OF CL, CONST. HWY, 6T STA. 528+00 TO HT. OF CL, CONST. REDMOND RD. RAMP 4 STA. 564+95 LNL FT.

NOTE:
LANE SHIFT ALIGNMENTS BASED ON 3 DEGREE CURVES UNLESS OTHERWISE NOTED ON THE PLANS.

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICALS SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
STAGE IC - RELOCATING PRECAST CONCRETE BARRIER
C. L. CONST. HWY 67 LT, OF LM/L, STA, 547+00.00 TO STA, 560+46.37 = 1046 LBF FT.

TRAFFIC DRUMS
45" SPACING
46 TOTAL - STAGE IC

EXIST, ROW & C/A
PRECAST CONCRETE BARRIER
STAGE IC - RETAIN FROM STAGE IB

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS,
TYPICAL SECTIONS AND TEMP RAMP PLAN & PROFILE SHEETS
FOR ADDITIONAL INFORMATION.
1. Redmond Rd. exit ramp shall remain open during construction activities as long as possible. Construction north of Redmond Rd. as indicated on the stage 2A maintenance of traffic details shall be complete before closing the Redmond Rd. exit ramp.
2. Hwy. 67 SB traffic traveling in temp. lanes on proposed roadway constructed in stage 2.
3. Hwy. 67 NB traffic traveling in temp. lanes on proposed roadway constructed in stage 2.
4. Traffic from Redmond Road wanting to travel south on Hwy. 67 will utilize entrance ramp constructed in stage 2B.
5. The Redmond Road exit ramp shall be closed during stage 3A construction south of Redmond Rd.
6. The Main St. entrance ramp shall remain closed and detour signing shall remain in place.
7. Main St. temp. ramp (connection shall be open to traffic – portable changeable message sign as directed by the engineer.)
8. Place precast barrier wall and construct shaded areas shown in plans.

Stage 3A - Removable construction pavement markings

- NB Hwy. 67
  - 4’ solid white line const. Hwy. 67 Rt. Sta. 535+00 to Sta. 530+00
  - 4’ solid white line const. Hwy. 67 Rt. Sta. 530+00 to Sta. 525+94
  - 4’ solid yellow line const. Hwy. 67 Rt. Sta. 525+94 to STA. 608+00
  - 7386 LIn.FT.

Stage 3A - furnishing and installing precast concrete barrier

- Const. Hwy. 67 Rt. STA. 530+00 to STA. 566+00 = 3547 Lin.FT.

Stage 3A - Removal of permanent pavement markings

- C.L. Const. Hwy. 67 Rt. STA. 528+00 to STA. 530+00 = 300 Lin.FT.

Stage 3A - Retain from stage 2

- Precast concrete barrier

Stage 3A - Maintenance of traffic details

- See typical sections and temp. ramp plan & profile sheets for additional information.
STAGE 3B CONST.

1. HY 67 SB TRAFFIC TRAVELING IN TEMP LANE ON PROPOSED ROADWAY CONSTRUCTED IN STAGE 1.
2. HY 67 NB TRAFFIC TRAVELING IN TEMP LANE ON PROPOSED ROADWAY CONSTRUCTED IN STAGE 2.
3. TRAFFIC FROM REDMOND ROAD WANTING TO TRAVEL SOUTH ON HY 67 WILL UTILIZE ENTRANCE RAMP CONSTRUCTED IN STAGE 3B.
4. THE MAIN ST. ENTRANCE RAMP SHALL REMAIN CLOSED AND DETOUR SIGNING SHALL REMAIN IN PLACE.
5. REDMOND RD. EXIT RAMP SHALL BE OPEN TO TRAFFIC.
6. MAIN ST. EXIT RAMP IS TEMPORARILY CLOSED DURING CONSTRUCTION. TEMP. RAMP CONNECTION SHALL BE REMOVED. (PORTABLE CHANGEABLE MESSAGE SIGN AS DIRECTED BY THE ENGINEER)
7. PLACE PRECAST BARRIER WALL AND CONSTRUCT SHAPED AREAS SHOWN IN PLANS.

STAGE 3B - REMOVAL OF PERMANENT PAVEMENT MARKINGS
C.L. CONST. HY 67 RT. STA. 525+00.00 TO STA. 528+00.00 = 300 LIN. FT.

STAGE 3B - PRECAST CONCRETE BARRIER RETAIN FROM STAGE 3A
STAGE 3B - TEMP. IMPACT ATTENUATION BARRIER STAGE 3B

TRAFFIC DRUMS 4' SPACING
3' TOTAL - STAGE 3B

TRAFFIC DRUMS 4' SPACING
29 TOTAL - STAGE 3B

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
STAGE 3C CONST.

1. Hwy 67 SB: Traffic traveling in Prop. Lanes with Main St. entrance ramp open to traffic.
3. Relocate Precast Concrete Barrier and construct shaded areas shown in Plans.
4. Construct Concrete Barrier (median type A1).
5. Place traffic on final pavement.

STAGE 3C - RELOCATING PRECAST CONCRETE BARRIER

STA. 534+00.00 & CONST. HWY. 67
BEGIN JOB 06276

NOTES:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS, TYPICAL SECTIONS AND TEMP. RAMP PLAN & PROFILE SHEETS FOR ADDITIONAL INFORMATION.
STAGE 3C - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

SB HWY, 67
4" SKIP WHITE CL, CONST, HWY, 67 LT, STA. 577+00.00 TO STA. 600+00.00 = 225 LIN FT.
4" SOLID WHITE CL, CONST, HWY, 67 RT, STA. 577+00.00 TO STA. 600+00.00 = 225 LIN FT.
4" SOLID YELLOW CL, CONST, HWY, 67 LT, STA. 577+00.00 TO STA. 600+00.00 = 225 LIN FT.

NB HWY, 67
4" SKIP WHITE CL, CONST, HWY, 67 RT, STA. 577+00.00 TO STA. 604+20.08 = 774 LIN FT.
4" SOLID WHITE CL, CONST, HWY, 67 RT, STA. 577+00.00 TO STA. 604+20.08 = 774 LIN FT.
4" SOLID YELLOW CL, CONST, HWY, 67 RT, STA. 577+00.00 TO STA. 604+20.08 = 774 LIN FT.

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS,
TYPICAL SECTIONS AND TEMPORARY RAMP PLAN & PROFILE SHEETS
FOR ADDITIONAL INFORMATION.
STAGE 3C - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

& CONST. HWY. 67 FT. OF RML. STA. 597+00.00 TO STA. 604+00.00 = 650 LIN. FT.

STA. 600+00.00 @ CONST. HWY. 67

END JOB 06276

TEMP. IMPACT ATTENUATION BARRIER
STAGE 3C

TRAFFIC DRUMS
& 40' SPACING
18 TOTAL - STAGE 3C

NOTE:
SEE MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS,
TYPICALS SECTIONS AND TEMP/RAMP PLAN & PROFILE SHEETS
FOR ADDITIONAL INFORMATION.

NOTE:
LANE SHIFT ALIGNMENTS BASED ON 3 DEGREE CURVES UNLESS
OTHERWISE NOTED ON THE PLANS.
STA. 90+00.00 BEGIN NB STAGE 3A LANE SHIFT = STA. 528+08.99, 32.00' RT. OF HWY. 67 & CONST.

STA. 95+03.40 END NB STAGE 3A LANE SHIFT = STA. 534+00.00, 14.00' LT. OF HWY. 67 & CONST.

BEGIN JOB 06276

M maintenance of traffic details
CURVE 1
PL = 443+956.80
N = 184985.8734
E = 1274365.6939
DELTA = 28°25'00" RT.
DOC = 3'00"00" T
L = 647.36'
R = 9935.46
E = 27.06'
P.R.C. = 440+00.00
P.N.C. = 446+47.34
LA = NA
O = NA

CURVE 2
PL = 447+035.48
N = 185242.5480
E = 1274584.4251
DELTA = 5°31'03" LT.
DOC = 3'00"00" T
L = 164.00'
R = 9953.46
E = 2.22'
P.R.C. = 446+47.34
P.T. = 448+43.34
LA = NA
O = NA

STA. 448+32.07 END SB STAGE 3B LANE SHIFT =
STA. 600+00.00 LT. OF HWY. 67, Const.

STA. 600+00.00
E Const. Hwy. 67

STA. 140+00.00 BEGIN SB STAGE 3B LANE SHIFT =
STA. 592+75.70, 50.00' LT. OF HWY. 67, Const.

STA. 600+00.00
E Const. Hwy. 67
CONCRETE ROADWAY

SKIP LINE - CONTRAST PROFILE THERMO (ALT. NO.1) OR HIGH PERFORMANCE CONTRAST MARKING TAPE (ALT. NO. 2)
EDGE LINES - PROFILE THERMO (ALT. NO.1) OR HIGH PERFORMANCE MARKING TAPE (ALT. NO. 2)
REFER TO SPECIAL PROVISION - HIGH PERFORMANCE PAVEMENT MARKING

CONCRETE BRIDGE

SKIP LINE - CONTRAST PROFILE THERMO (ALT. NO.1) OR HIGH PERFORMANCE CONTRAST MARKING TAPE (ALT. NO. 2)
EDGE LINES - PROFILE THERMO (ALT. NO.1) OR HIGH PERFORMANCE MARKING TAPE (ALT. NO. 2)
REFER TO SPECIAL PROVISION - HIGH PERFORMANCE PAVEMENT MARKING

FACE OF MEDIAN BARRIER

CONCRETE LINES & SHOULDERS

PERMANENT PAVEMENT MARKING DETAILS
NORTHBOUND HWY. 67 SHOWN ABOVE
(REVERSE FOR SOUTHBOUND HWY. 67)

SEE STANDARD DRAWINGS PM-1 AND PM-2
FOR ADDITIONAL INFORMATION

REVERE CORPORATION 910035 7/15/01 12:00:23 PM
NOTE: H.P.P.M. = HIGH PERFORMANCE PAVEMENT MARKING
R.P.P.M. = REFLECTORIZED PAVEMENT MARKING
THE CONTRACTOR SHALL REMOVE ALL CONFLICTING
PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
SEE STANDARD DRAWINGS PM-1 AND PM-2
FOR ADDITIONAL INFORMATION.
### SIGNING SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
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<th>TOTAL</th>
<th>UNIT</th>
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<tr>
<td>303</td>
<td>AGGREGATE BASE COURSE (CLASS 7)</td>
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<td>617</td>
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### STANDARD SIGNS FLAT SHEET

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<th>0.2</th>
<th>SQ. FT.</th>
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### RELOCATION OF EXISTING OVERHEAD SIGNS, OVERHEAD SIGN STRUCTURES, VARIABLE MESSAGE SIGNS AND CAMERA ASSEMBLY

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<tr>
<th>LOCATION</th>
<th>MESSAGE SIGNS</th>
<th>OVERHEAD SIGNS</th>
<th>OVERHEAD SIGN STRUCTURE</th>
<th>CAMERA ASSEMBLY</th>
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<td>5</td>
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**NOTE:**

All existing guide signs shall be maintained in such a manner that the signs are fully visible, intact, and erect for the duration of the project, and shall be removed when their use is no longer required.

Removal and disposal of roadside mounted signs, supports and foundations shall not be paid for separately but shall be considered subsidiary to other items in the contract.

The existing signs and signs 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 ClearView Font shall follow the spacing tables for ClearView and not be modified. This includes the use of ClearView S-N4. For general guidance on letter and word spacing refer to FHA ClearView Typeface Supplement. (http://inv.cat/dot.gov)

The contractor will be required to install overhead signs and sign structures over some roadways open to traffic. It will be the responsibility of the contractor to provide traffic control. Payment will be considered to be included in Item 904 of the standard specifications.
## MAIN LANES SIGNING QUANTITIES

<table>
<thead>
<tr>
<th>SHW NO./LOCATION</th>
<th>STRUCTURE TYPE</th>
<th>BREATWAY SIGN SUPPORT</th>
<th>EXIT NUMBER PANEL</th>
<th>GUARDRAIL</th>
<th>AGG.</th>
<th>ACHM</th>
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<td>POSTS</td>
<td>SIGN</td>
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<td>BEAM</td>
<td>LBS</td>
<td>LIN FT</td>
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**GUIDE SIGNS ROADSIDE MOUNTED TOTALS:** 763.75  
**GUIDE SIGNS OVERHEAD MOUNTED TOTALS:** 563.50  
**TOTALS:** 1324.25

**NOTE:**  
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, H-3 AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

**BASIS OF ESTIMATE:**  
ACHM SURFACE COURSE (1/2”). (PG 64-22)  
MINERAL AGGREGATE 95%  
ASPHALT Binder (PG 64-22) 5%  
NMAX = 115
THE LEGEND ON THE EXISTING OVERHEAD MOUNTED SIGN OH-067-60-032+00NB-A, SHALL BE MODIFIED AS SHOWN. THIS MODIFICATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
NOTES:

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF 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 CLEARVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARVIEW 5-W-R. FOR GENERAL GUIDANCE ON LETTER AND WORD SPACING REFER TO THE FHWA CLEARVIEW TYPEFACE SUPPLEMENT. (HTTP://MUTCD.FHWA.DOT.GOV)
<table>
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SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATIONS OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY, THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.
## Construction Pavement Markings and Permanent Pavement Markings

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<th>Stage 2A</th>
<th>Stage 2B</th>
<th>Stage 3A</th>
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### Advance Warning Signs and Devices

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<th>Stage 1B</th>
<th>Stage 2A</th>
<th>Stage 2B</th>
<th>Stage 3A</th>
<th>Stage 3B</th>
<th>Number per sheet</th>
<th>Total / Board</th>
<th>TRAFFIC PANEL</th>
<th>VERTICAL PANELS</th>
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<th>BLOCKOUT (\times 1) (\times 1) WARNING PERFORMANCE</th>
<th>BARRENFIELD (\times 1) DETAIL PERFORMANCE</th>
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*Note: This is a high traffic volume road as defined in Section 6A.1.7, Standards Specifications for Highway Construction, 2014 Edition.*

*Note: Thermoplastic Pavement Markings may be substituted for inscribed profile pavement markings at intersections, islands, turnouts, and other similar locations as directed by the Engineer.*

---

**Quantity:** This is a high traffic volume road as defined in Section 6A.1.7, Standards Specifications for Highway Construction, 2014 Edition.

*Note: This is a high traffic volume road as defined in Section 6A.1.7, Standards Specifications for Highway Construction, 2014 Edition.*
## Clearing and Grubbing

**Bench Mark Caps**

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**Notes**

- Quantified items shown above and on the plans shall be installed in such a sequence as determined by the Contracting Officer for the purpose of expediting construction.
- Various materials shown in the exhibit are subject to change.
- Any item shown on the plans shall be held in accordance with the General Conditions of the Contract.
- Quantified items shown above and on the plans shall be installed in such a sequence as determined by the Contracting Officer for the purpose of expediting construction.
# REMOVAL AND DISPOSAL ITEMS

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**BASE AND SURFACING - GUARDRAIL WIDENING**

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### NOTE:
- Quantities estimated - See section 1.14 of the Standard Specifications.
- Note: Quantities estimated - See Section 1.14 of the Standard Specifications.
- No notes provided.
### BASE AND SURFACING - SUMMARY

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<th>ONE DEG. COURSE (4&quot;)</th>
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<th>P.O.C. BASE</th>
<th>P.O.C. BASE (C.P.)</th>
<th>PORTLAND CEMENT CONCRETE Pavement</th>
<th>TACK COAT</th>
<th>ACCELERATE BASE COURSE (GROSS)</th>
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### BASE OF ESTIMATE

- ACCELERATE BASE COURSE (GROSS) - COMBINED AVERAGE = 92.5% APPLY TACKER PER (PS 3") + 1.0%
- ACCELERATE BASE COURSE (GROSS) - MEANING AVERAGE = 92.5% APPLY TACKER PER (PS 3") + 1.0%
- ACCELERATE BASE COURSE (GROSS) - MEANING AVERAGE = 92.5% APPLY TACKER PER (PS 3") + 1.0%

**Notes:**
- (PS 3") = 105.6
- (PS 4") = 176.5
- (PS 4") = 190.6

---

### BASE AND SURFACING - HWY. 47

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**Notes:**
- ACCELERATE BASE COURSE (GROSS) - COMBINED AVERAGE = 92.5% APPLY TACKER PER (PS 5") + 1.0%
- ACCELERATE BASE COURSE (GROSS) - MEANING AVERAGE = 92.5% APPLY TACKER PER (PS 5") + 1.0%

**Notes:**
- (PS 5") = 105.6

---

**DOCUMENT INFORMATION**

- Document Type: BASE AND SURFACING - SUMMARY
- Date: 1/8/14
- Page: 3
- Status: PM
- Title: BASE AND SURFACING - SUMMARY
- Description: Base and surfacing details for a highway project.
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These sheet-plies are required to be Grade 50 and have special flat which will not be sold for direct but will be considered subsidiary to the items STEEL PLATING, HIP, #2X5X5.

The color of paint shall conform to Federal Standard No. 196, Color Chip No. 3700G, Kithaus.

The quantities shown for steel plating are for estimating and bidding purposes only. Actual quantities for steel plating will be determined in the field.

SCHEDULE OF BRIDGE QUANTITIES

REDMOND RD. & MAIN ST., STRS. & APPRS. (JACKSONVILLE) (F)
PULASKI COUNTY

ARKANSAS STATE HIGHWAY COMMISSION

ROUTE 97, SEC. O
LITTLE ROCK, ARK.
DUE NO.-13

DRAVEN NO.-13
SCALE: NONE

BRIEVE ENGINEERING

REVISED STRUCTURAL SHEET QUANTITIES

5-19-14
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### SUMMARY OF QUANTITIES (BOX 3 OF 3)

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#### STRUCTURES OVER 20' SPAN

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<td>80</td>
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**Notes:**
- "Red Cap" and "Cap" indicate a standard 3" x 12" Aluminum Cap planted.
- "Dotted markings common to all caps" indicate the point description of the individual point.
- 

**Basin of Bearing Area:**
ARKANSAS STATE PLANE GRID - 1983 NORTH ZONE BASED ON APS CONTROL PROJECTED TO GROUND.

**Coordinate System:**
ARKANSAS STATE PLANE GRID - 1983 NORTH ZONE BASED ON APS CONTROL PROJECTED TO GROUND.
UNNAMED TRENCH - STA 545+00 @ CONS.
FOR THE CONSTRUCTION OF TEMPORARY WORK RAMPS OR MAINT ROAD, THE STREAM IS CLASSIFIED AS AN INTERMITTENT STREAM.
THE STREAM BANK ELEVATION IS 258.0 FT MSL.
SEE SUBSECTION 02.06.C.1.C.1 OF THE STANDARD SPECIFICATIONS REGARDING CONSTRUCTION OF TEMPORARY FILLS WITH INTERMITTENT STREAM LIMITS.

BM 950 - 50 CUT CENTER DI
930' RT @ CONS. HWY 67
ELEV. 244.835'

PROFILE MAIN LANES
STA 545+00 TO 550+00

PROFILE STA 540+00 TO 550+00

STA 542+55.43 BEG: SLOPE ELEVATION 15.000 FT / FT
STA 546+55.43 MAX SLOPE ELEVATION (0.043 FT / FT)

TRANSITION MAIN LANE SLOPE ELEVATION ON RT.
FROM 40.43 FT / FT TO -0.02 FT / FT IN 355.39 FT

STA 554+60.23 BEGIN TRANSITION 1 (0.043 FT / FT)
STA 558+66.22 END TRANSITION 1 (0.020 FT / FT)

40.43 FT / FT TO -0.02 FT / FT IN 355.39 FT

V.C. = 650.00 FT
G = 0.000
E = 3.00
K = 0.0

EXIST, F.L. INLET 237.25' (LT)  
F.L. OUTLET 238.00' (LT)

EXIST, F.L. INLET 237.05' (LT)  
F.L. OUTLET 238.00' (RT)
TRANSITION MAIN LANES DECEL FROM 0.043 FT./FT. TO 0.022 FT./FT. IN 355.39' STA. 558+08.43 BEG SUPERELEVATION STA. 558+08.43 MAX SUPERELEVATION 0.070 FT./FT. STA. 562+04.75 MAX SUPERELEVATION 0.070 FT./FT. STA. 564+04.75 END SUPERELEVATION

BEGIN TRANSITION STA. 554+60.63 £ CONST. (+0.043 FT./FT.) END TRANSITION STA. 568+66.22 £ CONST. (-0.022 FT./FT.)

7.5' LT, £ RAMP REDMOND RD. STA. 558+02.06 £
7.03' RT, £ CONST. HWY 67 STA. 558+66.22 ELEV. 255.46'

V.C. = 200.00'
Q1 = 0.00'
Q2 = 0.00'
E = 0.00'
K = 100
170 MPH

7.5' LT, £ RAMP REDMOND RD. STA. 566+80.63 £
6.0' RT, £ CONST. REDMOND RD. STA. 41+716 ELEV. 250.84'

Existing Ground

FINISHED GRADE

0.002% LT, DITCH GRADE

0.330% LT, DITCH GRADE

0.500% RT, DITCH GRADE

0.250% RT, DITCH GRADE

0.000% RT, DITCH GRADE

Maximum Grade 0.500%
STA. 575+29.57 BEGIN SUPER ELEVATION (-0.02 ft/ft.)
STA. 574+79.57 MAX SUPER ELEVATION (+0.040 ft/ft.)
STA. 580+48.59 END SUPER ELEVATION (-0.02 ft/ft.)
### SUMMARY OF TRAFFIC SIGNAL QUANTITIES

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<tr>
<th>ITEM NO.</th>
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* ONE ADDITIONAL VIDEO DETECTOR INCLUDED FOR FUTURE NEEDS.
**POLE CHART**

- F: 32° HDO DEGREES, 39°-0" 0'-0" 00 DEGREES
- G: 32° HDO DEGREES, 36°-0" 0'-0" 270 DEGREES
- H: N/A N/A N/A N/A
- I: N/A N/A N/A N/A
- J: 48° HDO DEGREES, 39°-0" 0'-0" 00 DEGREES
- K: N/A N/A N/A N/A
- L: 20° HDO DEGREES, 36°-0" 0'-0" 00 DEGREES
- M: N/A N/A N/A N/A
- N: 22° HDO DEGREES, 32°-0" 0'-0" N/A

**EXISTING POLE & MAST ARM TO BE RETAINED**

---

**LEGEND**

- **TYPE 1 PULL BOX**
- **TYPE 1 HD PULL BOX**
- **TYPE 2 PULL BOX**
- **TYPE 2 HD PULL BOX**
- **CONTROL CABINET**
- **SIGNAL HEAD**
- **NJMC, NON-METALLIC CONDUIT**
- **VIDEO DETECTOR**

**PHASING DIAGRAM**

**LED SIGNAL FACES**

**SCALE IN FEET**

---

**LOCATION:** HAY, 67/HWY 67 INTERCHANGE
**CITY:** JACKSONVILLE
**COUNTY:** PULASKI
**DISTRICT:** 6
**DRAWN BY:** F.B.
TRAFFIC FLOW DIAGRAM

LEGEND:
100 = AM PEAK
200 = PM PEAK

EXISTING 2019 PEAK HOUR TRAFFIC VOLUMES

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH NORTH APPROACH
35 MPH EAST AND WEST APPROACH
NO RAILROAD TRACKS WITHIN 500 FT OF THE INTERSECTION
NO BUS STOPS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGN DISTANCE RESTRICTIONS

MASTER CONTROLLER LOCATED AT THE INTERSECTION OF MAIN ST. AND I-295 WEST RD.
LOCATION OF STOP BARS SHOWN ON PAVEMENT MARKING DETAILS. SEE SEPARATE SHEET.
MINIMUM CLEAR ZONE DISTANCE:
2 FT MIN CLEAR ZONE FOR CURB SECTIONS
QUANTITIES - STA. 539+63

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BASE OF EXCAVATION: 80" DIA., PER 100 LF.; SOLID SODDING INTO HEAT IN QUANTITIES.
STA 549+95 & CONST.- IN PLACE
TBL 8" X 6" X 886 R/C BOX CULVERT
(CSPAN 32'-0")
W/DROP INLET IN MEDIAN-HOOFY DROP INLET
DES= 100 CF S.D.A. = 68.55 MIL.
RETAIL AND EXTEND 35' LT. & 19' RT.
USE SHN/SHN WALLS

QUANTITIES - STA 549+95

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BASE OF ESTIMATE: WATER 1 GALL. PER SELV. SODDING
#REDUCTION IN QUANTITY:
All dimensions are perpendicular to the proposed alignment.

Stage 1

There is no bridge construction required in Stage 1.

Stage 3

Remove existing bridges before beginning Stage 3 construction.
FINAL SECTION

All dimensions are perpendicular to proposed centerline survey unless noted otherwise.

SECTION THRU NOISE WALL

Scale: 1" = 1'

NOT IN CONTRACT

This detail shows required requirements. Contractor may submit alternatives to the Engineer for approval.

SHEET 2 OF 2
DETAILS OF STAGE CONSTRUCTION
REDMOND ROAD
ROUTE 87 - SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DATE: 3-6-92
CHECKED BY: DATE: 3-6-92
DESIGNED BY: DATE: 3-6-92
SCALE: 1/4" = 1'

BRIDGE NO. 0607032 DRAWING NO. 3144
The elevations of the existing top-of-rail profile shall be verified by the Contractor prior to beginning construction. Any discrepancies that will decrease the vertical clearance shown in the Elevation Section shall be brought to the attention of the railroad prior to construction.

PROFILE ALONG TOP OF SOUTH RAIL

PROFILE ALONG TOP OF NORTH RAIL

BRIDGE B SECTION THRU PARAPET

BRIDGE B SECTION THRU NOISE WALL

Typical Section Thru Bridges

Minimum Construction Clearances

General Notes:
1. The proposed grade separation project will not significantly change the quantity and/or characteristics of the flow in the railroad's drainage and/or drainage structures.
2. The storm sewer lines, also shown on the plans, shall be constructed to conform to the size and grade above the railroad. The Storm Drainage System shown on the plans shall be constructed in accordance with the railroad's requirements.
3. All construction shall be performed in accordance with the railroad's requirements.
4. All construction shall be performed with a minimum of four weeks notice to the railroad.
5. All construction shall be performed in accordance with the railroad's requirements.

STRIKE OUT THE FOLLOWING SENATE

ELEVATION SECTION NORMAL TO TRACK

Sheet 2 of 2

EXHIBIT A

LAYOUT OF BRIDGES OVER REDMOND ROAD

REDMOND RD. & MAIN ST.

STRS. & APPRS. (JACKSONVILLE) (F)

PULASKI COUNTY

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

ARKANSAS STATE HIGHWAY CONSTRUCTION AGENCY

DESIGNER: J. G. B. DESIGNER: J. G. B.

DATE: 11/27/00

DATE: 11/27/00

BRIEF 2000

BRIEF 2000

DRAFT NO. 1129322

DRAFT NO. 1129322

DRAWING NO. 1129322

DRAWING NO. 1129322
Lapped splices will not be permitted for the longitudinal column reinforcement. The Contractor may submit a request to the Engineer for approval to use mechanical couplers or other neglect of such usage. The couplers will be paid for directly by the Contractor, provided they are listed in the Michigan Department of Transportation Structural Manual.

For sections detail at pile top and footing plan, see Fig. No. 52986.

For substructure general notes, see Fig. No. 52990.

BAR LIST

| Mark | Number | Dia. | "A" | Length | Pin | Bending (Diagrams)
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For each end of spirals, hooks may be field bent around a vertical bar.
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of ASTM A 61 or B 605 Type K, Grade 60 or shall be cold drawn wire meeting the requirements of ASTM A 622 or A 240 Grade 50 with a thimble diameter of 0.0425 in. 

Spiral reinforcing shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge Grade 60". All additional material shall be billed for Quantity, condition, and shipping fees. All reinforcing shall be furnished in lengths of 10 ft or more, unless otherwise specified by the Engineer.

End of spirals shall be terminated with flanges and a 0.062 in. hook with a 12" tail around a vertical bar.

SECTION B-B

SECTION C-C

SECTION D-D

FOOTING PLAN

SECTION A-A

DETAIL AT PILE TOP

Arkansas State Highway Commission
Little Rock, AR

Route 47
Sec. 10

Bridge A
Common Interior Bent Details
Redmond Road

Arkansas State Highway Commission
Little Rock, AR

Drawing No. 5944

Drilled holes will not be paid for directly but shall be considered incidental to the main steel piles (excepted).
TABLE OF VARIABLES

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<th>Beam No.</th>
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FRAMING PLAN
Scale: 1" = 1'-0"

NOTES:
All longitudinal dimensions are taken along C.L. Beams, U.D.
Beams are curved and concentric to C.L. Median.
All Diaphragms are parallel to C.L. Beams.

FOR BEAM ELEVATION, see Seq. No. 53605.
FOR FIELD SPICE DETAILS, see Seq. No. 53606.
FOR DIAPHRAGM DETAILS, see Seq. No. 53606.

BRIDGE A
SHEET 4 OF 5
DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
REDMOND ROAD
ROUTE 97
ARKANSAS STATE HIGHWAY COMMISSION

BEARING PLAN @ END BENT 1
Scale: 1" = 1'-0"

BEARING PLAN @ END BENT 4
Scale: 1" = 1'-0"
### TABLE OF BEAM VARIABLES
(Dimensions shown are taken along C.L. Beam)

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### SHEAR CONNECTOR DETAIL
No Scale

Shut Shear Connectors shown shall be 3/4" x 4" long, primer for the bolts, all welded in place, and coated in situ and welded to the beam Flange to correspond with the cross-sections of the steel beams. The shear connectors shall be tested for 1/4" diameter, 3/4" stud, each weld will be used for measurement of structural design in shear connections. Minimum shear capacity 0.4%.
### SUPERSTRUCTURE BAR LIST - BRIDGE A

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**Bending Diagrams**
(Generations are cut to out of bar)

- Note: All bars designated with an "a" suffix are to be epoxy coated.

### SUPERSTRUCTURE BAR LIST - BRIDGE B

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**Bending Diagrams**
(Generations are cut to out of bar)

- Note: All bars designated with an "a" suffix are to be epoxy coated.
Plan

Typical Anchor Bolt Layout

Bar List

Elevation

Bridge B
Details of Bent 2
Redmond Road

Arkansas State Highway Commission
Little Rock, Ark.

Bridge No. 87782
Drawing No. 5384
Lapped splices will not be permitted for the longitudinal column reinforcing. The Contractor may supply a request to the Engineer for splices at different levels in the column in lieu of the column. All work and materials to use mechanical splices will not be paid for directly but will be considered subsidiary to the Item "Reinforcing Steel - Bridge Grade 400".

**TYPICAL ANCHOR BOLT LAYOUT**

Null Scale

**BAR LIST**

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<tr>
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**ELEVATION**

For sections, detail of pile top and footing plans, see Dep. No. 5387.
For substructure general notes, see Dep. No. 5388.

**PLAN**

N° - f°

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**BRIDGE B DETAILS OF BENT 4 REDMOND ROAD**

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.


BRIDGE NO. 01282  DRAWING NO. 1394
REINFORCING PART PLAN & POURING SEQUENCE

Scale: 1" = 1'-0"

Note: See TYPICAL SECTION on Dwg. No. 5362 for placement of longitudinal reinforcing.
Note: For Bar Unit, see Dwg. No. M5069.
Note: All transverse reinforcing steel shall be placed on radials. Spacing is measured along C.L. Bridge, unless noted otherwise.
Note: All longitudinal lines and longitudinal reinforcing steel shall be placed on curves concentric with C.L. Median.
Note: For Parapet details, see Dwg. No. 50407-50609.

Bridge B
Sheet 3 of 5
Details of 200'-0" Continuous Composite W-Beam Unit
Redmond Road

Route 47, Sec. 6
Arkansas State Highway Commission

Little Rock, AR

Drawn by: L.L. Cole
Date: 3-15-67

Filing No. 006012

C. A. Moore

3-22-67

Approved by: E. A. F. III
Date: 3-22-67

Bridge No. 07820
Drawing No. 35003
PLAN OF APPROACH GUTTERS AND SLABS

Note: The 1/2" Preferred Joint (AADOT 1005) Type II shall be established between concrete slabs where dowel bars are used to tie the approach slab and slabs. If the joint components, see Approach Gutter and Slab Details.
NOTES:

- Concrete Approach Slab, including longitudinal reinforcement, on concrete area to C.L. Hwy. 67.
- All transverse reinforcing steel shall be placed on radial lines. Spacing is measured along right edge of slab (right is defined by direction of traffic).
- 1/2" x 1/2" Annealed Synthetic Polymer Joint Sealer Type 3 or 4 is per Subsection 16(1.4.11). Backer rod is not required.
- 6x4 Slab Supports - 6 Spa 8" x 4" x 4" (Top)
- 6x4 Slab Supports - 6 Spa 8" x 4" x 4" (Bottom)

BAR LIST - ONE TYPE 4 SPECIAL APPROACH SLAB

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QUANTITIES FOR ONE TYPE 4 SPECIAL APPROACH SLAB

- Rebar (All): Concrete Slab 100,000
- Concrete Slab: 100,000

SPECIAL APPROACH SLAB

- Rebar: Concrete Slab 100,000
- Concrete Slab: 100,000

DETAILED SUPPORT AT END OF SLAB

- 1/2" x 1/2" Annealed Synthetic Polymer Joint Sealer Type 3 or 4 is per Subsection 16(1.4.11). Backer rod is not required.

DETAILED INTERIOR SUPPORT OF SLAB

- 1/2" x 1/2" Annealed Synthetic Polymer Joint Sealer Type 3 or 4 is per Subsection 16(1.4.11). Backer rod is not required.

DETAILED LONGITUDINAL CONSTRUCTION JOINT

- Optional Concrete Fill
NOTE: Construct Approach Gutter on centerline to C.L. Hwy. 67.

NOTE: All transverse reinforcing steel shall be placed on radial bars. Spacing is measured along right edge of each right hand is defined by direction of stringline.

1. 5" x 1/4" bared Synthetic Resin joint flange. Type 2 or 3 per Section 4905/10/10. Bolster rod is not required.

2. See End B Details for construction of Median Wall.

3. G03 - 1 Spa. 8'-6" - 8'-8" (Top)
4. G03 - 1 Spa. 8'-6" - 8'-6" (Bottom)
5. G04 - 1 Spa. 8'-6" - 8'-6" (Top)
6. G04 - 1 Spa. 8'-6" - 8'-6" (Bottom)
7. G00-0050 - 3 Spa. 8'-6" - 8'-6" (Top)
8. G00-0050 - 3 Spa. 8'-6" - 8'-6" (Bottom)
9. G00-0050 - 3 Spa. 8'-6" - 8'-6" (Top)
10. G00-0050 - 3 Spa. 8'-6" - 8'-6" (Bottom)

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

GUTTER 2B PLAN
Scale: 1/4" = 1'-0"
Shall be measured to a radial line through Sheeter 08H-M720. All bents are
optional.
2 Angle is measured to local tangent.
3 Barrier wall. See roadway details.

STAKING DIAGRAM
BRIDGES OVER MAIN STREET
REDMOND RD. & MAIN ST.
STR. & APPRS. (JACKSONVILLE) (F)
PULASKI COUNTY
ROUTE 67
SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWING NO. 1328
All dimensions are perpendicular to the proposed alignment unless noted otherwise.

STAGE 1

Contractor may remove hatched area as needed to construct new walls.

Craplers Required

3 Spans 6' 0" x 20' 0"

Stage I Traffic

2 Lanes 8' 0" x 20' 0"

Connection To Beys. Required. See TXL. D e g. No. TC-4.

STAGE 2

Craplers Required

3 Spans 6' 0" x 20' 0"

Stage 2 Traffic

2 Lanes 8' 0" x 20' 0"

Connection To Beys. Required. See TXL. D e g. No. TC-4.

Stage 2 Construction

Longitudinal Construction, 80 MPH.

See Detenson D e g. No. TC-4.

Shoring Wall

Within L i m i t s of lane.

Remo( xisting outboard bridge before beginning Stage 2 construction.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
All dimensions are perpendicular to the proposed alignment unless noted otherwise.
GENERAL NOTES FOR STRUCTURE

All concrete shall be Class C with a minimum 29 day compressive strength Fc = 3300 psi concreted on dry. All exposed concretes to be cleaned before actual exposure.

All structural steel shall be AISI-90 W 270. Grade 60 unless otherwise noted. All steel shall comply with the American Institute of Steel Construction specifications prior to fabrication and shipment. The color of the paint shall be RHB 181 and shall match that of the concrete cap.

All reinforcing steel shall conform to AISI 8 or MS205 Type 4, Grade 40 (yield strength = 400 lb).

The backwall shall be the required construction joint shall not be poured until the lanes are in place. Backwall may be poured prior to placing the adjacent concrete deck. It is the responsibility of the Contractor to arrange the required extension joint deck on all

Top reinforcing bars in cap shall be properly placed to avoid interference with anchor bolts or other steel members. A band of steel to match the reinforcing bars. The exposed face of the band shall be level to match the reinforcing bars. The exposed face of the band shall be level to match the reinforcing bars.

DETAIL AT PILE TOP

No Scale

Drilled hole will be cast for directly, but will be cast with holes for the main


THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale

SECTION T-T

Seal N x 1'-0"

SECTION U-U

Seal N x 1'-0"

SECTION W-W

Seal N x 1'-0"

SECTION A-A

Seal N x 1'-0"

VIEW S-S

Seal 1/4 x 1'-0"

DETAIL 1

No Scale

Note: Concrete shall be placed under joint ase in the backwall. Joint for additional joint details, see No. 0, No. 0.

Note: Concrete shall be placed under joint ase in the backwall. Joint for additional joint details, see No. 0.

Note: Concrete shall be placed under joint ase in the backwall. Joint for additional joint details, see No. 0.

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Note: Concrete shall be placed under joint ase in the backwall. Joint for additional joint details, see No. 0.

Note: Concrete shall be placed under joint ase in the backwall. Joint for additional joint details, see No. 0.
NOTE: Class I Protective Surface Treatment shall be applied to the roadway edge and top of the end and bent rail and the top of the backwall.

For GENERAL NOTES FOR SUBSTRUCTURE, see Doc No. 53644.
For VIEW C-C and VIEW D-D, see Doc No. 53650.
For additional information, see LAYOUT on Doc No. 53656.

PLAN - STAGE II CONSTRUCTION
Scale: 1/8" = 1'-0"

Stage II Construction
9403 - 74 Spacers 8" x 6" x 37'-0" Black Fossil
8006 - 74 Spacers 6" x 6" x 37'-0" Front Fossil
3000 - 30 Equal Spacers 37'/6"

ELEVATION - STAGE II CONSTRUCTION
Scale: 1/8" = 1'-0"

Detented: Mechanical couplers shall be from the Qualified Products List, and maintain minimum clearances shown, and their placement is subsidiary to the "Staggering Steel - Bridge 9-0-0-0". The couplers shall develop at least 60% of the specified yield strength of the bar.
### TABLE OF BEAM VARIABLES
(Dimensions shown are taken along C.L. Beam)

| BRIDGE NO. | BEAM NO. | 'A' | 'B' | 'C' | 'D' | 'E' | 'F' | 'G' | '
|-------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----
| 1           |           | 150 | 150 | 150 | 150 | 150 | 150 | 150 |
| 2           |           | 160 | 160 | 160 | 160 | 160 | 160 | 160 |
| 3           |           | 170 | 170 | 170 | 170 | 170 | 170 | 170 |
| 4           |           | 180 | 180 | 180 | 180 | 180 | 180 | 180 |
| 5           |           | 190 | 190 | 190 | 190 | 190 | 190 | 190 |
| 6           |           | 200 | 200 | 200 | 200 | 200 | 200 | 200 |
| 7           |           | 210 | 210 | 210 | 210 | 210 | 210 | 210 |
| 8           |           | 220 | 220 | 220 | 220 | 220 | 220 | 220 |

### BEAM ELEVATION
No Note

### SHEAR CONNECTOR DETAIL
No Note

### FIELD SPICE DETAILS

**NOTE:** All field splice bolts shall be $\frac{1}{2}$" HS bolts. All field splice plates shall be A360D M 70G, Gr. 50 wear.

Boiled field splices shown may be restricted or shop welded splices may be substituted with approval of the Engineer.

### SHEET 1 OF 4
COMMON DETAILS OF CONTINUOUS COMPOSITE W-BEAM UNIT
MAIN STREET
ROUTE 67
SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
BRIEFCOVER BY: M.D.
DRAWN BY: M.D.
CHECKED BY: J.J.
DATE: 6-28-78
APPROVED: L.E.
DATE: 6-28-78
BRIDGE NO. 648785
GENERAL NOTES FOR STRUCTURE

All concrete shall be Class "A" with a minimum 30 day compressive strength Fc = 3,500 psi and shall be poured in the dry. All exposed corners to be chiselled flush unless otherwise noted.

All structural steel shall be ASTM A 36, Grade B unless otherwise noted and shall be painted on site. SHRM, CRIP, or V-10. steel. All exposed surfaces shall be cleaned and painted in accordance with Section 097 and will be paid for under the pay item "Paint Steel Structural Steel." The color of steel shall be Aluminum and shall match Panel 5, 409R, 998, Color Chip No. 15,000.

All reinforcing steel shall conform to ASTM A 3 or MSY Type A, Grade 60 (yield strength = 60,000 psi).

The backwall along the required construction joint shall not be poured until the beams are in place. Backwall may be poured prior to placing the adjacent concrete deck if any of the optional backwall construction joint is used. See DETAILS FOR BONUS EXPANSION JOINT DECK on Div. No. 5952 for additional information.

Top reinforcing bars in cap shall be properly spaced to avoid interference with anchor bolts or shear web sleeves.

a. Band at top is required as necessary to resist collar of plate. Pin dia. = 4".

SECTION B-B
Scale: 1/8" = 1'-0"

SECTION T-T
Scale: 1/8" = 1'-0"

SECTION W-W
Scale: 1/8" = 1'-0"

SECTION U-U
Scale: 1/8" = 1'-0"

THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale

DETAL AT PILE TOP
No Scale

DETAL X
No Scale

BRIDGE B
COMMON END BENT DETAILS
MAIN STREET
ROUTE 6
SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J. M. J.
DATE: 09-19
CHECKED BY: D. B.
DATE: 03-15

DESIGNED BY: J. C.
DATE: 01-10

BRIDGE NO.: 1787
DRAWING NO.: 52802
Lapped splices will not be permitted for the longitudinal column reinforcement. Horizontal splices made a recess in the height of the column. All work and material to be unloaded splices for the columns of the bridge and be considered subsidiary to the beam "Splicing Steel - Bridge (Bridge 600)."

**Typical Anchor Bolt Layout**

No Scale

**Bar List**

<table>
<thead>
<tr>
<th>Work</th>
<th>Number Required</th>
<th>Dia. (in)</th>
<th>Length (ft)</th>
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</thead>
<tbody>
<tr>
<td>BOX</td>
<td>50</td>
<td>1/2</td>
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<td>BOLK</td>
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<td>1/4</td>
<td>10'</td>
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<tr>
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<tr>
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<tr>
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<td>15</td>
<td>5/32</td>
<td>20'</td>
</tr>
</tbody>
</table>

**Banding Dia.**

Dimensions are cut to cut of bar.

- At each end of spirals, hook may be embedded around a vertical bar.

**Bridge B**

**Details of Bent 2**

**Main Street**

**Arkansas State Highway Commission**

**Route 67**

**Sec. 10**

**Little Rock, AR**

**Designed by:**

**Drawn by:**

**Field Work by:**

**Drawn by:**

**Dated:**

**Drawn No.:**

**Field Work No.:**

**Sec.:**

**Bent No.:**

**Deleting No.:**

**Bridge No.:**

**Drawing No.:**

**Filed:**

**Prepared by:**

**Prepared by:**

**Prepared by:**

**Prepared by:**
PLAN

ELEVATION

BAR LIST

<table>
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<th>Work</th>
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<td>5/32&quot;</td>
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<td>50</td>
<td>3/8&quot;</td>
<td>2&quot;</td>
<td>5/32&quot;</td>
</tr>
</tbody>
</table>

Bending Diagrams

- Dimensions are not to scale.

Lapped splices will not be permitted for the longitudinal column reinforcing. The Contractor may submit a request to the Engineer for approval to use mechanical couplers at the discretion of the engineer. All work and materials to use mechanical couplers will be paid for directly but will be considered supplementary to the Reinforcing and Bridge Design.

For details, refer to plans and specifications, see Spec No. 53663.

For substructure general notes, see Spec No. 53661.

At each end of spirals, hook may be bent around a vertical bar.
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of ASTM A482, Type A, Grade 40 or shall be cold drawn wire meeting the requirements of ASTM A485, Grade 60, with a minimum yield strength of 60,000 psi.

Spiral reinforcing shall be paid for at the contract unit price listed per pound for "Reinforcing Steel-Grade 40". No additional payment shall be made for necessary additional seating or braiding needed for casting, shipping, or storage.

Ends of spirals shall be terminated with 90° bends and a 0° hook with a 0° tail around a vertical bar.

SECTION A-A

LENGTH 1'-0"

4'-0"

SECTION B-B

LENGTH 1'-0"

4'-0"

SECTION C-C

LENGTH 1'-0"

4'-0"

FOOTING PLAN

NO SCALE

Details not shown to scale.

BERRIDGE, INC.

C.P. 

December 7, 2022

ARKANSAS STATE HIGHWAY COMMISSION

BRIDGE No. 11793

DRAWING No. 13655
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<td>2 3 or 4</td>
<td>24/27</td>
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**Dead Load Deflection Diagram**

**Superstructure Bar List**

**Bridge B**

**Details of 238'-0" Continous Composite W-Beam Unit**

**Main Street**

**Arkansas State Highway Commission**

**Route 67**

**Little Rock, Ark.**

**Drawn by:**

**Construction by:**

**Drawing No.:** MA-2611
ANCHOR BOLT DETAIL

NOTE:
Anchor Bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor Bolts are to be drilled and grouted into place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be any wound with stainless, unthreaded nuts or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the cap nuts shall be removed from the sleeves allowing the bolts to be drilled and grouted into the members. Bolts placed in drilled holes shall be accurately set and fixed using a GPL approved epoxy or neoprene grout that complies with the Hoover Galvanized Sheet Metal Sleeves will not be used for Ordinary, Standard, High Yield or Structural Steel are not covered in this detail (CAPS). The use of STRUCTURAL STEEL in beam spans in 20 ft. or less, shall be avoided.

GENERAL NOTES

1. Elastomeric Bearings shall conform to Section R90 of the General Specifications and shall be paid for at the unit price bid for ELASTOMERIC BEARINGS. Bearings shall be cast in accordance with Specification B882, "Elastomeric Bearings." The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

2. If the Unit Price of Construction Documents for ELASTOMERIC BEARINGS is not required, see Special Provision 00 06 07 04 00 00.

3. Elastomeric load plies shall conform to AS 2550.2, Group 3, Type 3, Grade 3, for the member. Load plies shall be prestressed using a GPL approved epoxy or neoprene grout that complies with the HooverGalvanized Sheet Metal Sleeves will not be used for Ordinary, Standard, High Yield or Structural Steel are not covered in this detail (CAPS). The use of STRUCTURAL STEEL in beam spans in 20 ft. or less, shall be avoided.

4. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

5. Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be any wound with stainless, unthreaded nuts or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the cap nuts shall be removed from the sleeves allowing the bolts to be drilled and grouted into the members. Bolts placed in drilled holes shall be accurately set and fixed using a GPL approved epoxy or neoprene grout that complies with the Hoover Galvanized Sheet Metal Sleeves will not be used for Ordinary, Standard, High Yield or Structural Steel are not covered in this detail (CAPS). The use of STRUCTURAL STEEL in beam spans in 20 ft. or less, shall be avoided.

6. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

7. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

8. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

9. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

10. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

11. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

12. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

13. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

14. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

15. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

16. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

17. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

18. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

19. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

20. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

21. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.

22. Elastomeric load plies shall be prestressed in accordance with Section 2550.2, Group 3, Type 3, Grade 3. The Unit Price listed in the General Conditions shall apply and no Construction Documents are required to be submitted for review.
PLAN OF APPROACH GUTTERS AND SLABS

APPROACH GUTTERS AND APPROACH SLABS LAYOUT
MAIN STREET

ROUTE 67 SCH
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: D.M. SHUMWAY, P.E.
CHECKED BY: B. P. ENGEL
DATE: 02-15-15
FILING DATE: 02-15-15
FREE PLOT PROD. NO.: 663495
REV.: B

BRIDGE NO.: 56775
DRAWING NO.: 56075
NOTE: Construct Approach Slab, including longitudinal reinforcing, on concentric arcs to C.L. Nwy. 47.

NOTE: All transverse reinforcing shall be spaced on radial axes. Spacing is measured along right edge of slab joint is defined by direction of arbitrary.

7-1/2" x 1/4" Round Synthetic Polymer Joint Sealer. Type 2 or 4 as per Specifications.

4.2.5-04 (Slab Support) - 4 Spc. 8" f-o'-x' - d'-o'
5.4.8.4-06 - 7 Spc. 8" f-o'-x' Max. Chasl
6.1.6.2-08 - 7 Spc. 8" f-o'-x' Max. (Interim)
5.4.8.4-06 - 7 Spc. 8" f-o'-x' Max. Chasl
5.4.8.5-06 - 8 Spc. 8" f-o'-x' Max. (Interim)
6.1.6.2-08 - 8 Spc. 8" f-o'-x' Max. (Interim)

DETAILS OF SUPPORT AT END OF SLAB
Scale: 1/8" = f'-o'

7.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF INTERIOR SUPPORT OF SLAB
Scale: 1/8" = f'-o'

5.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
Scale: 1/8" = f'-o'

5.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF DUMMY GROOVED JOINT
Scale: 1/8" = f'-o'

DETAILS OF TYPE SPECIFIC APPROACH SLABS MAIN STREET
SCALE: 1/8" = f'-o'

ARIZONA STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DATE: CHECKED BY: DATE: FILED BY: DRAWING NUM:

NOTE: All transverse reinforcing shall be spaced on radial axes. Spacing is measured along right edge of slab joint is defined by direction of arbitrary.

7.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF SUPPORT AT END OF SLAB
Scale: 1/8" = f'-o'

7.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF INTERIOR SUPPORT OF SLAB
Scale: 1/8" = f'-o'

5.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
Scale: 1/8" = f'-o'

5.8" x 3" Round Synthetic Polymer Joint Sealer. Type 3 or 4 as per Specifications. Booster rod is not required.

F403 or F402
F405 or F402
F407 to F403
F407 to F402

DETAILS OF DUMMY GROOVED JOINT
Scale: 1/8" = f'-o'
MSE WALL RETAINING WALL NOTES:

CONSTRUCTION SPECIFICATIONS ARE FROM U.S.P.O. Bridge Design Specifications, 1985, with minor modifications.

SEISMIC ZONE: 2

Note: All dimensions are approximate. Wall dimensions may vary depending on wall design selected.

Placement of reinforcing for Mechanically Stabilized Earth (MSE) retaining walls may be affected by end run construction. See bridge drawings for location and detail.

See Special Provision 42-0.46776 "RETAINING WALLS" for additional information.

Boring logs may be obtained from Engineering and Construction Division.

Prefabricated Joint Filler and Joint Sealer will not be paid for directly but will be considered subsidiary to the free "RETAINING WALLS".

See Sec. CFP-1 for U.S.D. Peckered Drilled.

All walls shall have a Proximated Paint Finish.

LAYOUT OF BARRIER AND RETAINING WALLS:
REDMOND RD., & MAIN ST., STRS. & APPRS., JACKSONVILLE (F) PULASKI COUNTY

ROUTE #: 17

ARKANSAS STATE HIGHWAY COMMISSION

DRAWN BY: LW

DESIGNED BY: JDN

BRIDGE NO. 15001

DRAWING NO. 15001
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS

EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS

EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS

VERTICAL WALL ABUTMENTS

SPILL-THROUGH END BENTS WITH STUB WING

SPILL-THROUGH END BENTS WITH TURNBACK WING

SPILL-THROUGH END BENTS WITH TRANSITION WING

GENERAL NOTE

The bridge end (embankment) shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wharves. Embankment adjacent to structures shall be constructed in 1-inch horizontal layers (as measured and conditioned by the use of mechanical equipment) in the construction of the Engineer, refer to Subsections 20255.28, 2800 and 28018 for construction requirements.

STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWING NO. 55000
ARKANSAS HIGHWAY COMMISSION
JOHN ED REGENOLD - CHAIR
DICK TRAMMEL - VICE CHAIR
TOM SCHUECK
ROBERT S. MOORE, JR.
FRANK D. SCOTT, JR.
DIRECTOR - SCOTT E. BENNETT
DEPUTY DIRECTOR/CHIEF ENGINEER - RALPH J. HALL

CONTRACTOR
COMPANY NAME
YEAR

PLACE THE DESIGN LINE TOGETHER HERE USING 1/8" ROLLER LETTERS AND NUMBERS 1/4" HIGH. EXAMPLE: XE 40

PLACE THE YEAR IN WHICH CONTRACT WAS AWARDED HERE USING 1/8" ROLLER LETTERS AND NUMBERS 1/4" HIGH. EXAMPLE: 1983

PLACE THE NAME OF THE CONTRACTOR AWARDED THE CONSTRUCTION CONTRACT HERE USING 1/8" ROLLER LETTERS AND NUMBERS 1/4" HIGH. EXAMPLE: ARCO CONSTRUCTION, INC.

PLACE THE BRIDGE NUMBER HERE USING 1/8" ROLLER LETTERS AND NUMBERS 1/4" HIGH. EXAMPLE: 0034

TYPICAL BRIDGE NAME PLATE

STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: XEH
CHECKED BY: XEH
DRAFTED BY: XEH
CHECKED BY: XEH
DRAFTED BY: XEH

DRAWING NO. 55000
TYPE A

- 3 1/2 in. dia. weep hole at 10 ft. centers
- Energy dissipators to be used for the entire length of ditch when slope of ditch paving exceeds 7%. The dissipators will not be paid for directly, but shall be considered to be included in the price bid for concrete ditch paving.

ENERGY DISSIPATORS (as scaled)

TYPE B

- 3 1/2 in. dia. weep hole at 10 ft. centers
- Tooe wall depth may be altered to 7'4" when dictated by the engineer.

TOE WALL DETAIL FOR CONCRETE DITCH PAVING

GENERAL NOTES:
- The full width of each section shall be poured monolithically.
- Toe walls to be constructed full width at each end of ditch paving and poured monolithically.
- Solid sod along ditch paving to be placed within 14 days of ditch paving construction.
- 1" wide transverse expansion joints shall be placed in concrete ditch paving at 40" intervals. The space shall be filled with approved joint filler complying with AASHO M213.
CONCRETE COMBINATION CURB AND GUTTER

DETAIL OF GUTTER SLOPE
Gutter shall be constructed on 2% slope away from roadway, regardless of roadway slope.

ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB

CONCRETE CURB

NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DP-9.
COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCORRECT IN THE RC-9, RC-10, RC-11 FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

STANDARD DRAWING CC-1
PLAN VIEW

**Transition from a 4' to a 4'**

TYPE "B" CURB FACE ON THE FRONT SIDE OF THE CONCRETE ISLAND IN THIS LENGTH

ISOMETRIC VIEW

VAR WIDTH CONCRETE ISLAND (4' OR 5' UNIFORM THICKNESS)

VAR WIDTH CONCRETE ISLAND (4' OR 5' UNIFORM THICKNESS)

VAR WIDTH CONCRETE ISLAND (4' UNIFORM THICKNESS)

VAR WIDTH CONCRETE ISLAND (4' UNIFORM THICKNESS)

VAR WIDTH CONCRETE ISLAND (4' UNIFORM THICKNESS)

FINAL LIFT OF ACVM SURFACE COURSE

TYPE "C" CURB FACE (TYPICAL ALL SIDES)

TYPE "B" CURB FACE (TYPICAL ALL SIDES)

CURBED ISLANDS FOR CHANNELIZATION

REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED.

NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

EXTENSION TYPICAL SECTIONS

1. CONCRETE - 6" PCC CONCRETE DRIVEWAY
2. ASPHALT - 2" ACVM SURFACE COURSE (1/2"
4" ACVM BINDER COURSE, 1/16"
4" ACVM BASE COURSE (1/2"
3. ASPHALT - 2" ACVM SURFACE COURSE (1/2"
7" AGGREGATE BASE COURSE
4. AGGREGATE - 6" AGGREGATE BASE COURSE

THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

MODIFIED CURB WIDTH 1'4"x1'2"
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)

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
SLOPE AS SHOWN ON TYPICAL SECTION
0.04 FT/FT
0.02 FT/FT
SLOPE AS SHOWN ON TYPICAL SECTION

SECTION B-B
SLOPE AS SHOWN ON TYPICAL SECTION
0.04 FT/FT
0.02 FT/FT

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE
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
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 section.
Wood posts & wood blocks shall be other species, No. 1 structural or
better BIF 4400 AFB No. 550 & Southern Pine.

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-IOA
**INSTALLATION TYPE**

- **Material Requirements for Structural Backfill and Structural Bedding**

**Type 2**

1. **Aggregate Base Course Class 4, 5, 6, or 7 may be used in lieu of selected material. SMA will not be allowed.**

2. **Structural Backfill Material SHALL have a maximum particle size of 1.5 in. Structural Backfill Material SHALL be placed on top of structural bedding material and shall extend no less than 1.5 times the greater dimension or thickness of the backfill.**

3. **Structural Bedding and Structural Backfill Material WILL NOT be placed at the interface in the lower 36 in. per linear foot of PVC pipe.**

**Minimum Trench Width Based on Fill Height "H"**

<table>
<thead>
<tr>
<th>Pipe Diameter (ft)</th>
<th>Miss. Trench Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>16</td>
<td>20</td>
</tr>
</tbody>
</table>

**Multiple Installation of PVC Pipes**

- **Pipe shall conform to AASHTO-LRFD Bridge Design Specifications, Fifth Edition, with no intervals.**

- **The minimum available trench width shall be the minimum width plus a sufficient width to ensure working room for properties and safely place and compact backfill and other backfill material.**

**Minimum Cover for Construction Loads**

<table>
<thead>
<tr>
<th>Pipe Diameter (ft)</th>
<th>Min. Cover (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>17</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>12</td>
<td>25</td>
</tr>
</tbody>
</table>

**Notes:**

- 20 in. fill height: 36 in. diameter
- Minimum cover values: "H" shall include a minimum of 2 in. of pavement and/or base.

**General Notes**

- Pipe shall conform to AASHTO-LRFD Bridge Design Specifications, Fifth Edition, with no intervals.

- Plastic pipe culvert design shall conform to AASHTO-LRFD Bridge Design Specifications, Fifth Edition, with no intervals.

- The minimum available trench width shall be the minimum width plus a sufficient width to ensure working room for properties and safely place and compact backfill and other backfill material.

- No porous material shall be placed as directed by the engineer. At the ends of the culvert to prevent loss of structural bedding when pervious material is used for structural bedding and/or backfill.

- When directed by the engineer, a minimum of 2 in. of pavement and/or base may be placed at the bottom of the excavated trench for the area centered on structural bedding. Backfill in the area centered on structural bedding above shall be excavated and replaced with selected pipe bedding.

- A 20 in. pipe bedding pay limit designated above will be measured and paid for as "selected pipe bedding." This will include the material required to backfill. The quantity of materials required to backfill is determined by the engineer and shall be placed at the bottom of the excavated trench for the area centered on structural bedding. Backfill in the area centered on structural bedding above shall be excavated and replaced with selected pipe bedding.

- For pipe types that are not smooth on the outside corrugated or profile pipe, backfill grades shall be designed to allow the placement of the corrugation of profile pipe.

- PVC pipe for diameters other than shown will not be allowed.

- Joints for PVC pipe shall meet the requirements for soil tightness as specified in AASHTO section 26.2.8 and 30.4.4 "AASHTO-LRFD Bridge Design Specifications." Joints shall be installed per manufacturer's recommendations.
ENTRANCE RAMPS

4" WHITE LINE
6" YEL LINE

EXIT RAMPS

5" WHITE LINE
6" YEL LINE

GENERAL NOTES:
- THE DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY.
- TYPICAL MILE MARKERS SHALL BE DETERMINED BY YOUR ENGINEER.

NOTE:
- DIMENSIONS SHOWN ARE FOR PAVEMENT MARKERS ONLY.
- THE CONTRACTOR WILL SUBSTITUTE SMALL MARKERS FOR THE APPROVAL OF THE ENGINEER.
- REFER TO THE 1979 QUALIFIED PRODUCTS LIST.

REvised DETAIL OF STANDARD RAISED PAVEMENT MARKERS

ARAKANS STATE HIGHWAY COMMISSION
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADS

DATE: 2/2/95
REVISION: PM-2
NOTE: GRAVEL BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.
2. UNLESS OTHERWISE SPECIFIED ON THE PAPER, THE UNDERDRAIN COVER SHALL BE COMPACTION PORTION OF EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.
3. GRAVEL MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC, LAY FABRIC 3" OR THE WIDTH OF THE TRENCH AT THE TOP.

PLAN VIEW

SIDE VIEW

UNDERDRAIN OUTLET PROTECTORS

FLOW

FERNO K56-44 (1/2" O/D/PLASTIC) OR
FERNO K56-44 (1/2" AD/3/8" 4/PR/PLASTIC COUPLING OR EQUAL WITH 2 CLAMPS TYPICAL)

4" PIPE UNDERDRAIN
GLUED CONNECTION

PVC SCHEDULE 40 LOW DENSITY 90° ELBOW OR EQUAL TYPICAL

PAVEMENT EDGE

F3013 NORMAL

NOTE: LATERALS SHALL BE INSTALLED AT ALL TIMES AND AT MIN INTERFACES OR GRADES.
THE PRO DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

DETAIL OF PIPE UNDERDRAIN LATERALS

WHEN PLACED ALONG PAVEMENT EDGE
NOTE: PVC PIPE LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1988 LATEST REVISIONS FOR SCHEDULE 40 PIPE.
STEEL FABRICATION, REINFORCEMENT STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

<table>
<thead>
<tr>
<th>BAR SIZE</th>
<th>PIN DIAMETER</th>
<th>HOOK EXTENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>3/16&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td>4</td>
<td>5/32&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>5</td>
<td>7/64&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>6</td>
<td>9/64&quot;</td>
<td>7&quot;</td>
</tr>
<tr>
<td>7</td>
<td>1/4&quot;</td>
<td>8&quot;</td>
</tr>
</tbody>
</table>

If the overall height of the hook (see diagram below) for a "D", "O", or "O" bent bar is greater than the corresponding top or bottom slab thickness plus 38", each bent bar shall be replaced with a bent bar and pin diameter equal to the larger diameter as selected in the table below. The two bars shall be the same diameter as, and placed at the same spacing as, the "D", "O", "O" or "O" bent bars they replace.

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

Concrete shall be Class 5 with a minimum 28 day compressive strength of 3500 psi.

Reinforcing steel shall be ASTM A 615 M 304 M 55, Grade 60.

Construction and Materials for wingwalls, a culvert drainage, including keep holes and vertical wall material, shall be subject to the bid item, "Class 5 concrete."

Membrane Waterproofing shall conform to the requirements of Section B5 of the Standard Specifications.

Membrane Waterproofing shall be applied to all construction joints in the top slab and the outer edges of RC Box Culverts as directed by the Engineer.

Penetration of membrane will be considered as included in the various items bid for the RC Box Culvert.

Reinforcing Steel Tolerances: Tolerances for reinforcing steel shall meet those listed in "Manual of Standard Practice" published by Concrete Reinforcing Steel Institute (Corsi) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CIRSMANUAL shall be minus zero to plus 1/8".

WINGWALL & CULVERT DRAINAGE DETAIL

The hooked bars shall be placed in the bottom of the top slab and the top of the bottom slab. The straight bars shall be placed in the top of the top slab and the bottom of the bottom slab. See Table below for lengths of replacement hooked and straight bars. For skewed culverts, the replacement straight bar may have to be cut in field to fit.

REPLACEMENT BAR LENGTHS TABLE

<table>
<thead>
<tr>
<th>BAR SIZE</th>
<th>LENGTH OF HOODED BAR</th>
<th>LENGTH OF STRAIGHT BAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;A&quot;</td>
<td>L + 1&quot; - 0&quot;</td>
<td>See &quot;A&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;B&quot;</td>
<td>L + 1&quot; - 0&quot;</td>
<td>See &quot;B&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;C&quot;</td>
<td>L + 1&quot; - 4&quot;</td>
<td>See &quot;C&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;D&quot;</td>
<td>L + 1&quot; - 4&quot;</td>
<td>See &quot;D&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;E&quot;</td>
<td>L + 1&quot; - 8&quot;</td>
<td>See &quot;E&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;F&quot;</td>
<td>L + 1&quot; - 8&quot;</td>
<td>See &quot;F&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;G&quot;</td>
<td>L + 1&quot; - 16&quot;</td>
<td>See &quot;G&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;H&quot;</td>
<td>L + 1&quot; - 16&quot;</td>
<td>See &quot;H&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;I&quot;</td>
<td>L + 2&quot; - 6&quot;</td>
<td>See &quot;I&quot; BAR LENGTH</td>
</tr>
<tr>
<td>&quot;J&quot;</td>
<td>L + 2&quot; - 6&quot;</td>
<td>See &quot;J&quot; BAR LENGTH</td>
</tr>
</tbody>
</table>

REINFORCED CONCRETE BOX CULVERT HEADWALL MODIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1
SOLID SODDING

R.C. BOX CULVERT

PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

Note: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

SECTION C-C

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:
ROADWAY EXCAVATION CHANNEL CHANGES WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS, IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFIRMED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION CHANNEL CHANGES SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATION, IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFIRMED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDENCY WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2
CONDUIT ENTRY TO EXISTING POLE BASE

ANCHOR BASE

- ELECTRICAL CONDUIT
- EGC BONDED TO GROUND LUG ON POLE AND OTHER EGC CONDUCTORS
- ANCHOR BASE
- LEVELING NUT
- CHIP OUT, REGROUT
- 3/4" WEEP HOLE
- 1/2" NMC WITH #8 AWG EGC
- OUTGOING #8 TO NEXT POLE GROUND
- GROUND ROD

CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

EXIST. CONTROLLER CABINET

NMC AS SHOWN ON PLANS

EXIST. CONTROLLER CABINET CONCRETE BASE

NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIALS FOR I/O.

TYPE "HD" CONCRETE PULL BOX DETAIL

NOTE: ALL REINFORCING BARS ARE INSTALLED WITH AN AMPERAGE OF 2000amps. ALL REINFORCING BARS ARE FORCES AND ARE TO BE COATED WITH CONCRETE. EARTH IS A CONDUCTOR OF EARTHWHICH IS TO BE INCLUDED IN THE CONCRETE.

2" CLEAR FROM TOP (TOLERANCE +/- 0.5"

EARTH
GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMEABLE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF 12 FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHHEAD LEFT TURN LANE.

2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACH LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEETS AND INSTALLING IN MOST ARM EXTENDING MORE THAN 12 FEET FROM THE APPROACHHEAD LEFT TURN LANE, THE MOST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER AND A NEW END CAP PROVIDE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH PRIOR TO INSTALLING THE MOST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN 8 (EIGHT) FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 42 FEET AND 83 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 40-1 OF DOY-3560.
**SUPERELEVATION TABLE FOR TWO-WAY TRAFFIC**

<table>
<thead>
<tr>
<th>Degree of Curve</th>
<th>Left Lane</th>
<th>Medium Lane</th>
<th>Right Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>3%</td>
<td>2.5</td>
<td>5.0</td>
<td>7.5</td>
</tr>
<tr>
<td>4%</td>
<td>3.0</td>
<td>6.0</td>
<td>9.0</td>
</tr>
<tr>
<td>5%</td>
<td>3.5</td>
<td>7.5</td>
<td>12.0</td>
</tr>
<tr>
<td>6%</td>
<td>4.0</td>
<td>9.0</td>
<td>15.0</td>
</tr>
<tr>
<td>7%</td>
<td>4.5</td>
<td>10.5</td>
<td>18.0</td>
</tr>
<tr>
<td>8%</td>
<td>5.0</td>
<td>12.0</td>
<td>20.0</td>
</tr>
</tbody>
</table>

**ABBRVATIONS**

- L - Normal, Crown
- L1 - Reverse Crown, Superelevation at Normal Crown Slope
- L2 - Rate of Superelevation FT Per FT
- L3 - Length of Superelevation Transition FT
- L4 - Distance from beginning of Superelevation Transition to any point FT
- W - Width of Subgrade FT
- S - Normal Crown FT

**GENERAL NOTES**

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INDEFINITEgeführt BOE USUAL. OTHERWISE NOTED ON THE PLAN.
2. SUPERELEVATION VALUES DEPEND ON THE CURVE RADIUS AND MILEAGE.
3. LENGTH FOR L MAY BE POISED IN MULTIPLES OF 25 FT OR 50 FT.
4. PAVEMENTS IN LANE THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:
   - 2 LANE UNDIVIDED - 75 FT
   - 2 LANE UNDIVIDED - 150 FT
   - 2 LANE UNDIVIDED - 225 FT

**UNLESS OTHERWISE NOTED**

**SUPER ELEVATION THEORY**

- L1 - Normal, Crown
- L2 - Reverse Crown, Superelevation at Normal Crown Slope
- L3 - Rate of Superelevation FT Per FT
- L4 - Length of Superelevation Transition FT
- L5 - Distance from beginning of Superelevation Transition to any point FT

**STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE**

**STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE**

**ARKANSAS STATE HIGHWAY COMMISSION**

**TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC**

**STANDARD DRAWING SE-2**
NOTE
ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STAMPS REQUIRED TO MOUNT SECONDARY SIGNS
WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED
SUBSIDIARY TO THE MAIN SUPPORT.
THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS
WILL BE 0.079 x 0.056.
REFER TO THE PILEINDEX FORMULA ON PAGE 58
FOR STRUCTURAL SUPPORTS FOR PRIMARY SIGNS.
PUBLIC ROAD, TRAFFIC SIGNAL
ALL BOLT HOLES SHALL BE 1/4" UNLESS OTHERWISE SHOWN.

ARKANSAS STATE HIGHWAY COMMISSION
DETAIL OF BREAKAWAY SIGN SUPPORTS
FOR STANDARD SIGNS

STANDARD DRAWING SHS-4

DATE ISSUED
REVISION
FILING

02-5
02-6
02-7
02-8
02-9
02-10
THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

DIRECT APPLIED BORDER

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

a b c d e f g h i j k l m n o p q r s t u v w x y z

0 1 2 3 4 5 6 7 8 9 1/4 1/2 3/4

NOTES:
LEGEND ON GUIDE SIGNS ON THE MAIN LINES 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 I X SHEETING.

THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE I 11 SHEETING.

TYPE I X SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATA MARK 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.

ARKANSAS STATE HIGHWAY COMMISSION
MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

SHEET SIZE STANDARD REVISION FIXED

STANDARD DRAWING SHS-6
** BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET **

** Offset Distance for Two Way Traffic Only **

<table>
<thead>
<tr>
<th>Speed</th>
<th>Offset Distance</th>
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</thead>
<tbody>
<tr>
<td>35</td>
<td>15</td>
</tr>
</tbody>
</table>

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

** BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET **

** Offset Distance Table **

<table>
<thead>
<tr>
<th>Traffic</th>
<th>Offset Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Only</td>
<td>15</td>
</tr>
</tbody>
</table>

** BARRIER PLACEMENT WITH ATTENUATOR **

** Offset Distance for Two Way Traffic Only **

** SPECIAL END UNIT **

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.'
Sediment Basin with Riprap Outlet (E-9)

Sediment Basin with Pipe Outlet (E-10)

Diversion Ditch (E-8)

Slope Drain (E-12)

Sediment Basin (E-14)
CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE
1. PLACE PERIMETER CONTROLS (i.e., SILT FENCES, DIVERSION DITCHES, EROSION CONTROL DEVICES)
2. PERFORM CLEARING AND GRUBBING OPERATION

EXCAVATION

EXISTING GROUND

INTERCEPTOR OR DIVERSION DITCH

EXISTING GROUND

GENERAL NOTE

NOTE: NUMBER OF PHASES WILL VARY. THOSE SHOWN FOR ILLUSTRATION.

PHASE 1 EXCAVATION

PHASE 2 EXCAVATION

FINAL PHASE EXCAVATION

EXISTING GROUND

SIDE DITCH

STABLIZED AS REQUIRED

EMBANKMENT

NOTE: NUMBER OF PHASES WILL VARY. THOSE SHOWN FOR ILLUSTRATION.

PHASE 1 EMBANKMENT

PHASE 2 EMBANKMENT

FINAL PHASE EMBANKMENT

EXISTING GROUND

GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED SEEDED AND MULCHED AS REQUIRED. SPACING OF PHASES SHALL BE DETERMINED AND STABILIZED IN STAGES, NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3
TRIANGULAR SILT DIKE INSTALLATION
FOR DIVERSION DITCH AND/OR DITCH LINER

SECTION A-A

GENERAL NOTES

1. THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, AND MAINTAINING THE TRIANGULAR SILT DIES, AS SHOWN IN Fig. 1011, AS STATED ON THE TRACE SHEETS FOR THE PROJECT. THE INSTALLATION OF THE SILT DIE SHALL BE COMPLETED BY THE CONTRACTOR AND DE日后ED AT THE REQUEST OF THE ENGINEER. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS SHOWN IN THE DRAWING.

2. THE CONTRACTOR SHALL PROVIDE A DESIGNER, A CARPENTER, AND A LANDSCAPER FOR THE INSTALLATION OF THE SILT DIES. THE DESIGNER SHALL PROVIDE A DESIGN FOR THE INSTALLATION OF THE SILT DIES TO ENSURE THAT THE SILT DIES ARE INSTALLED CORRECTLY AND DO NOT CAUSE ANY DAMAGE TO THE EXISTING STRUCTURES.

3. THE CONTRACTOR SHALL PROVIDE A DESIGNER, A CARPENTER, AND A LANDSCAPER FOR THE INSTALLATION OF THE SILT DIES. THE DESIGNER SHALL PROVIDE A DESIGN FOR THE INSTALLATION OF THE SILT DIES TO ENSURE THAT THE SILT DIES ARE INSTALLED CORRECTLY AND DO NOT CAUSE ANY DAMAGE TO THE EXISTING STRUCTURES.

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### Table: Bar List for Various Sections of Barrel

<table>
<thead>
<tr>
<th>Section</th>
<th>Diam.</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
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<tbody>
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<td>100</td>
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<td>Bent</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>-</td>
</tr>
</tbody>
</table>

### Diagram: Typical Sections of Curved Barrel

**Note:** The diagram shows the typical curvature and alignment of the barrel sections, with key dimensions and labels indicating the sections and their respective measurements.

### Quantities

**Details of Standard Barrel Sections**

**Class 3 Concrete**

**Reinforced Concrete Box Culverts**

8.10' x 12.5' Spans

31 mats of 4" Slopes

Over 42" Cover

Standard Drawing No. R-200X2

### General Notes

- All dimensions and tolerances must conform to the specifications outlined in the standard drawings and construction practices.
- Materials and construction must comply with the Arkansas State Highway Commission's policies and procedures.
- This table is provided for reference and does not replace the official specifications and drawings provided by the commission.