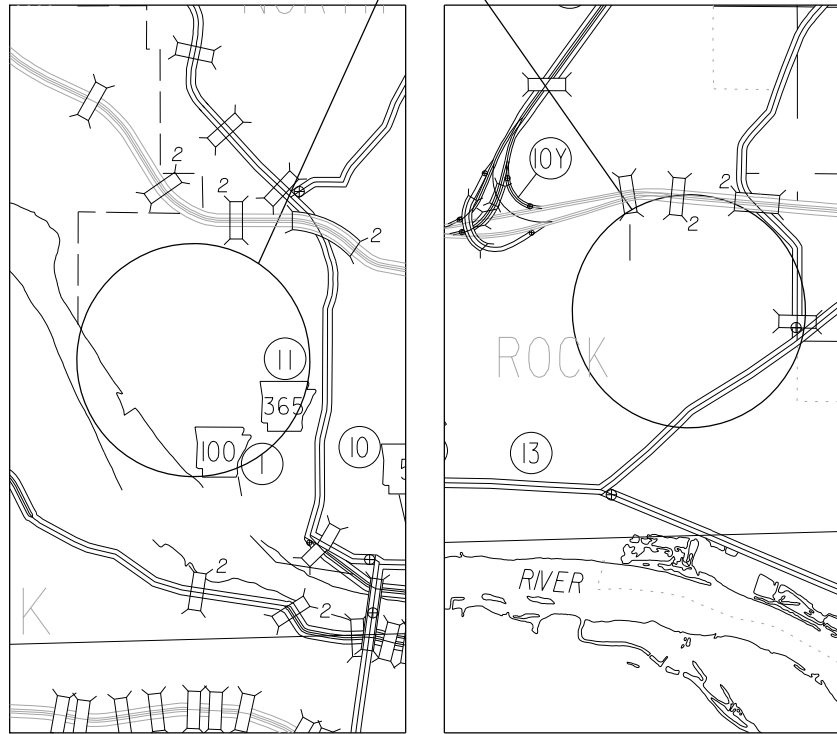


CITY OF NORTH LITTLE ROCK  
CONSTRUCTION PLANS FOR SIDEWALK PROJECT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 061414							1	21
② NORTH LITTLE ROCK SRTS I (2012)								

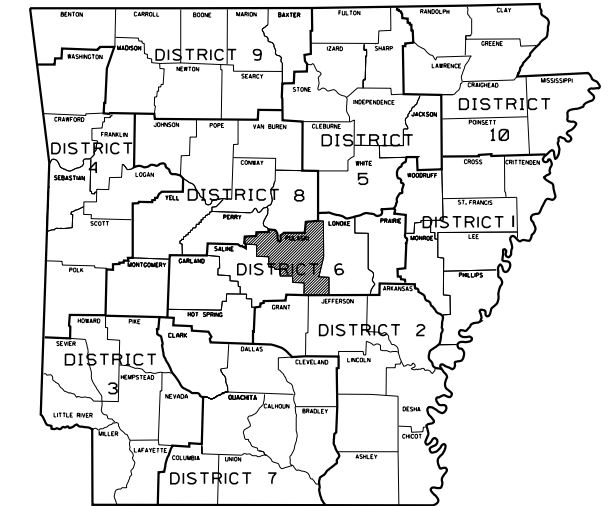
PROJECT LOCATION



VICINITY MAP

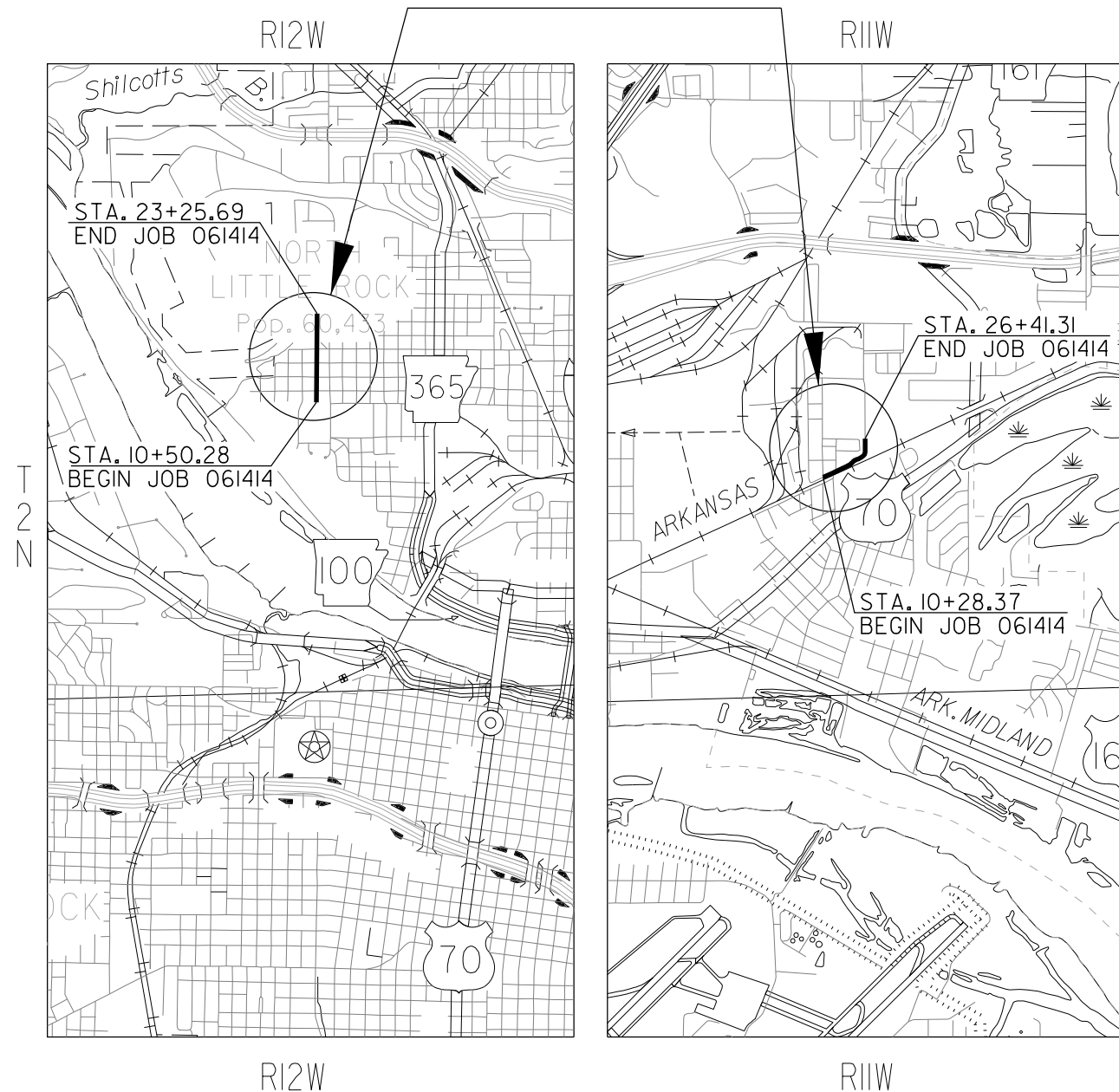
NORTH LITTLE ROCK SRTS I (2012)  
PULASKI COUNTY

FAP NO. SRSI-1402 (110)  
JOB 06 1414



ARKANSAS HIGHWAY DISTRICT 6

PROJECT LOCATIONS



THESE PLANS HAVE BEEN DEVELOPED  
USING AASHTO, MUTCD AND ADA GUIDELINES



Digitally Signed 12/20/2016



PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 34°45'52"	N 34°45'55"	N 34°46'01"
LONGITUDE	W 92°12'42"	W 92°12'33"	W 92°12'30"
STATION	10+28.37	18+34.84	26+41.31

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 34°46'08"	N 34°46'15"	N 34°46'21"
LONGITUDE	W 92°17'18"	W 92°17'18"	W 92°17'18"
STATION	10+50.28	16+87.99	23+25.69

JOB 061414  
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	061414	2	21	

2 INDEX OF SHEETS, GOVERNING SPECIFICATIONS, & NOTES



INDEX OF SHEETS

SHEET NO.	TITLE	DRAWING NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS & GENERAL NOTES		
3	TYPICAL SECTIONS OF IMPROVEMENT		
4	MAINTENANCE OF TRAFFIC AND TEMPORARY EROSION CONTROL DETAILS - IRA/EDMONDS		
5	MAINTENANCE OF TRAFFIC AND TEMPORARY EROSION CONTROL DETAILS - NONA		
6	QUANTITIES		
7	SUMMARY OF QUANTITIES AND REVISIONS		
8-10	PLAN AND PROFILE - IRA/EDMONDS		
11-12	PLAN AND PROFILE - NONA		
13	DETAILS OF DRIVEWAYS & ISLANDS	DR-1	2/27/14
14	MAILBOX DETAILS	MB-1	11/18/04
15	PAVEMENT MARKING DETAILS	PM-1	5/12/16
16	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	9/2/15
17	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9/2/15
18	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	9/2/15
19	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12/15/11
20	DETAILS OF SPECIAL ITEMS	SI-1	9/12/13
21	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	WR-1	11/10/05

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-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
604-1	RETROFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061414	AIRPORT CLEARANCE REQUIREMENTS
JOB 061414	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061414	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061414	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 061414	REMOVE AND REINSTALL SIGN
JOB 061414	UTILITY ADJUSTMENTS

GENERAL NOTES:

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

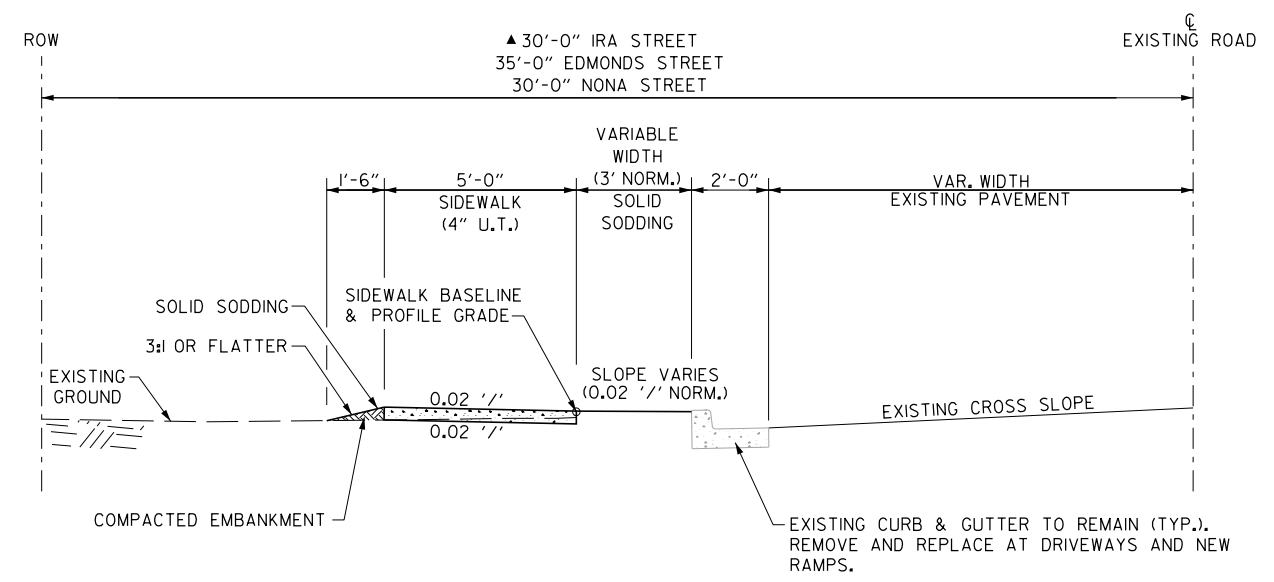
CONSTRUCTION NOTES

- SIDEWALK SHALL BE CONSTRUCTED ON A PREPARED SUBGRADE AS PER AHTD SPECIFICATIONS.
- TRANSVERSE EXPANSION JOINTS SHALL BE INSTALLED EVERY FORTY-FIVE FEET (45') AS PER AHTD STANDARD SPECIFICATIONS.
- ALL CORNERS SHALL BE ROUNDED SO AS NOT TO LEAVE ANY SQUARE EDGES OR SHARP PROJECTIONS.
- CONTRACTOR SHALL NOTIFY CITY ENGINEER OR DESIGNATED REPRESENTATIVE PRIOR TO EACH DAY OF WORK.
- CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
- ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARDS AND DETAILS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.

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				6	ARK.			
				JOB NO.	061414	3	21	

2 TYPICAL SECTIONS OF IMPROVEMENT



NOTE: 1. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.  
 2. SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

### TYPICAL SECTION

IRA STREET/EDMONDS STREET  
 STA. 10+28.37 TO STA. 26+45.86

NONA STREET  
 STA. 10+50.28 TO STA. 23+25.69

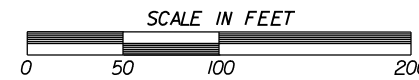
▲ IRA STREET ROW WIDTH VARIES FROM 10+00.00 TO 13+81.00

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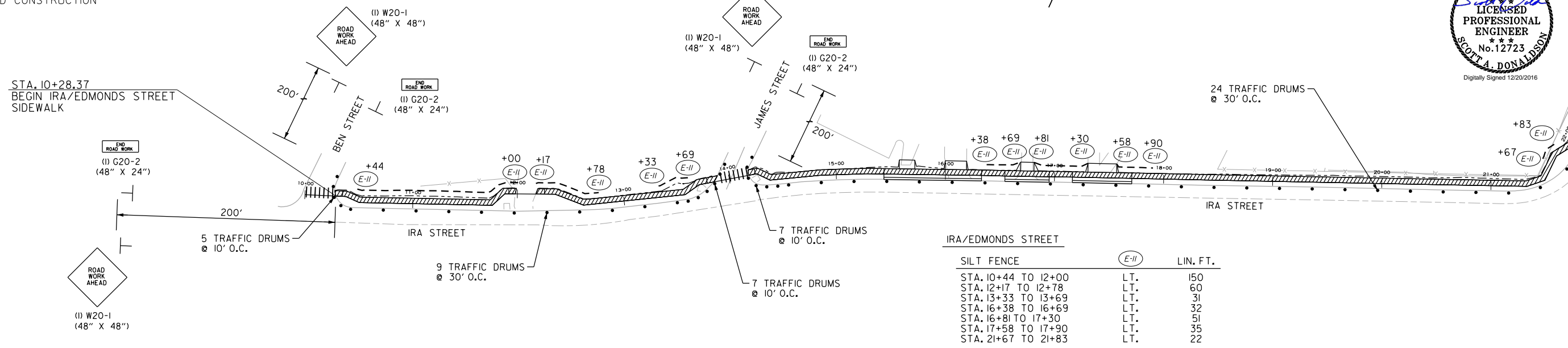
CONSTRUCTION NOTES:

1. MAINTAIN TWO - 10' LANES MINIMUM ON ALL STREETS
2. CONTRACTOR SHALL CONSTRUCT DRIVEWAYS AND SIDEWALKS IN SUCH A SEQUENCE AS TO MAINTAIN ACCESS TO RESIDENCES.

 PROPOSED CONSTRUCTION



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		061414	4	21
② MAINT. OF TRAFFIC & TEMP. EROSION CONTROL								



IRA/EDMONDS STREET	(E-II)	LIN. FT.
STA. 10+44 TO 12+00	LT.	150
STA. 12+17 TO 12+78	LT.	60
STA. 13+33 TO 13+69	LT.	31
STA. 16+38 TO 16+69	LT.	32
STA. 16+81 TO 17+30	LT.	51
STA. 17+58 TO 17+90	LT.	35
STA. 21+67 TO 21+83	LT.	22

REVISIONS

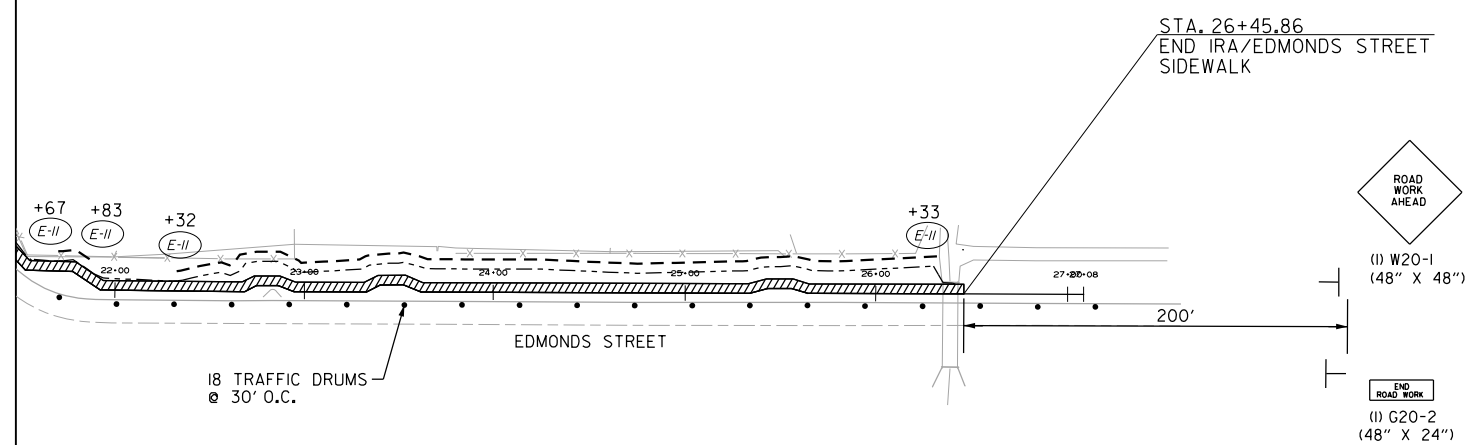
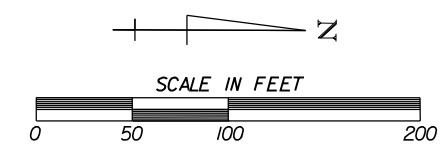
DATE	REVISION

**LEGEND**

(E-II) = SILT FENCE

TEMPORARY EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

MAINTENANCE OF TRAFFIC AND TEMPORARY EROSION CONTROL IRA STREET



IRA/EDMONDS STREET	(E-II)	LIN. FT.
STA. 22+32 TO 26+33	LT.	405

MAINTENANCE OF TRAFFIC AND TEMPORARY EROSION CONTROL EDMONDS STREET

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		5	21
				JOB NO.		061414		
				② MAINT. OF TRAFFIC & TEMP. EROSION CONTROL				

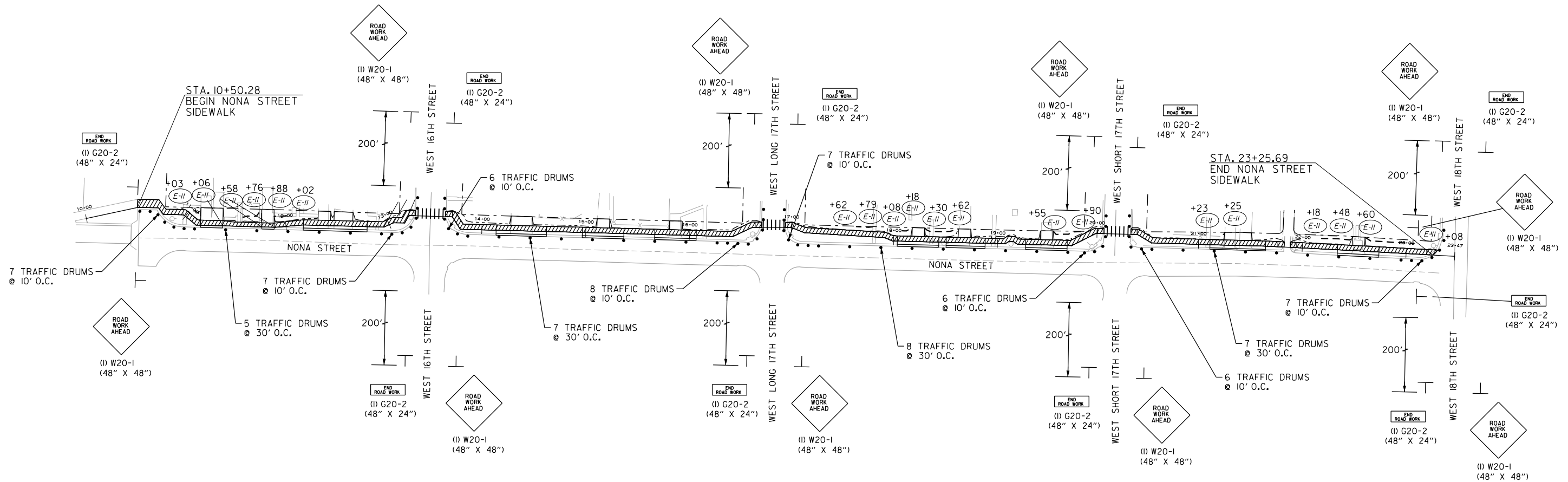
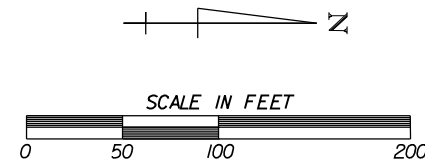
**CONSTRUCTION NOTES:**

1. MAINTAIN TWO - 10' LANES MINIMUM ON ALL STREETS
2. CONTRACTOR SHALL CONSTRUCT DRIVEWAYS AND SIDEWALKS IN SUCH A SEQUENCE AS TO MAINTAIN ACCESS TO RESIDENCES.

 PROPOSED CONSTRUCTION

**NONA STREET**


SILT FENCE	(E-II)	LIN. FT.
STA. 11+03 TO 11+06	LT.	11
STA. 11+58 TO 11+76	LT.	22
STA. 11+88 TO 12+02	LT.	13
STA. 17+62 TO 17+79	LT.	17
STA. 18+08 TO 18+18	LT.	11
STA. 18+30 TO 18+62	LT.	34
STA. 19+55 TO 19+90	LT.	33
STA. 21+23 TO 21+25	LT.	4
STA. 22+18 TO 22+48	LT.	32
STA. 22+60 TO 23+08	LT.	49



**REVISIONS**

DATE	REVISION

**LEGEND**

 = SILT FENCE

TEMPORARY EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

MAINTENANCE OF TRAFFIC AND TEMPORARY EROSION CONTROL  
NONA STREET

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				6	ARK.			
							JOB NO.	061414
							SHEET NO.	7
							TOTAL SHEETS	21

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING AND GRUBBING TREES	5	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	358	SQ. YD.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	727	LIN. FT.
202	REMOVAL AND DISPOSAL OF FENCE	30	LIN. FT.
202	REMOVAL AND DISPOSAL OF MAILBOXES	3	EACH
202	REMOVAL AND DISPOSAL OF WALKS	15	SQ. YD.
210	UNCLASSIFIED EXCAVATION	104	CU. YD.
210	COMPACTED EMBANKMENT	215	CU. YD.
505	PORTLAND CEMENT CONCRETE DRIVEWAY	785.77	SQ. YD.
601	MOBILIZATION	1.00	L.S.
603	MAINTENANCE OF TRAFFIC	1.00	L.S.
SS & 604	SIGNS	336	SQ. FT.
SS & 604	TRAFFIC DRUMS	152	EACH
620	WATER	17.6	M.G.
621	SILT FENCE	1112	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	50	CU. YD.
624	SOLID SODDING	1386	SQ. YD.
633	HAND RAILING	15	LIN. FT.
633	CONCRETE WALKS	1140	SQ. YD.
634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (2'0")	727	LIN. FT.
637	MAILBOXES	3	EACH
637	MAILBOX SUPPORTS (SINGLE)	3	EACH
641	WHEELCHAIR RAMPS (TYPE 3)	51	SQ. YD.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	330	LIN. FT.
SP	REMOVE AND REINSTALL SIGN	2	EACH

REVISIONS		
DATE	REVISION	SHEET NUMBER

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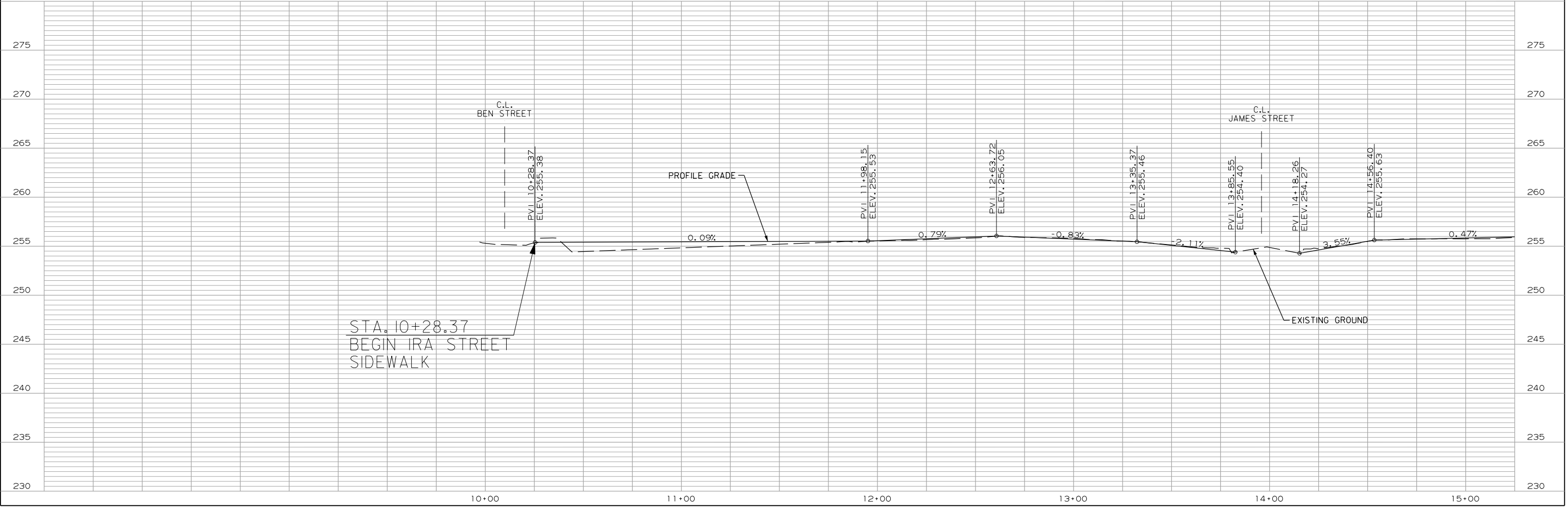
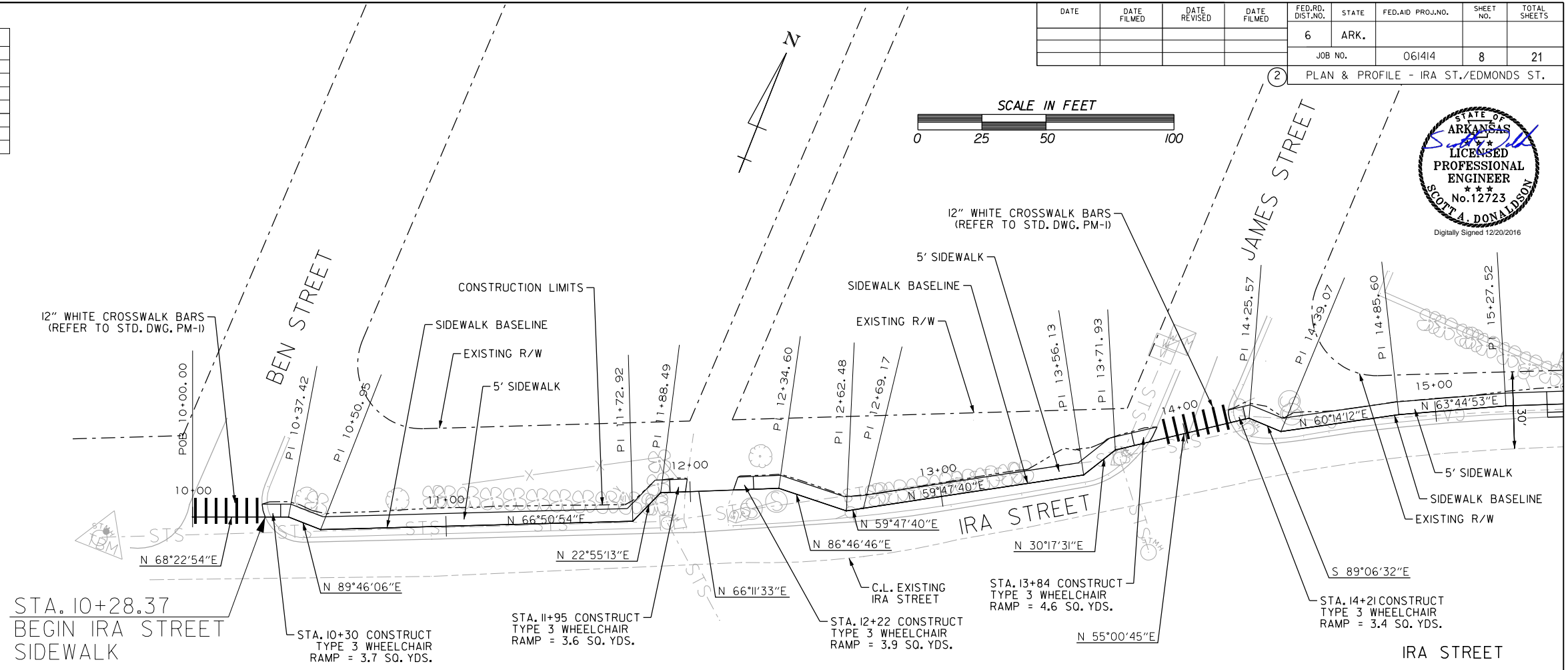
COORDINATES				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	156910.2918	1248736.8001	255.94	ALUMINUM MONUMENT
2	157179.1399	1249262.6825	256.31	ALUMINUM MONUMENT
3	157403.8215	1249784.5341	252.65	2" ALUMINUM
4	157911.5524	1249804.8052	251.35	2" ALUMINUM
5	157396.9296	1249667.9010	254.29	2" ALUMINUM
900	156940.1660	1248700.2650	255.91	TBM
901	157919.4950	1249808.8980	251.71	TBM

COORDINATES ARE ARKANSAS STATE PLANE (SOUTH ZONE), NAD 83  
VERTICAL DATUM: NAVD88

SIDEWALK BASELINE POINTS			
POINT TYPE	STATION	NORTHING	EASTING
POB	10+00.00	156957.9037	1248729.5011
PI	10+37.42	156971.6896	1248764.2878
PI	10+50.95	156971.7443	1248777.8182
PI	11+72.92	157019.6965	1248889.9671
PI	11+88.49	157034.0423	1248896.0317
PI	12+34.60	157052.6553	1248938.2176
PI	12+62.48	157054.2216	1248966.0529
PI	12+69.17	157057.5849	1248971.8304
PI	13+56.13	157101.3382	1249046.9891
PI	13+71.93	157114.9751	1249054.9552
PI	14+25.57	157145.7345	1249098.9045
PI	14+39.07	157145.5244	1249112.4056
PI	14+85.60	157168.6189	1249152.7907
PI	15+27.52	157187.1636	1249190.3923

DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	061414	8	21

PLAN & PROFILE - IRA ST./EDMONDS ST.



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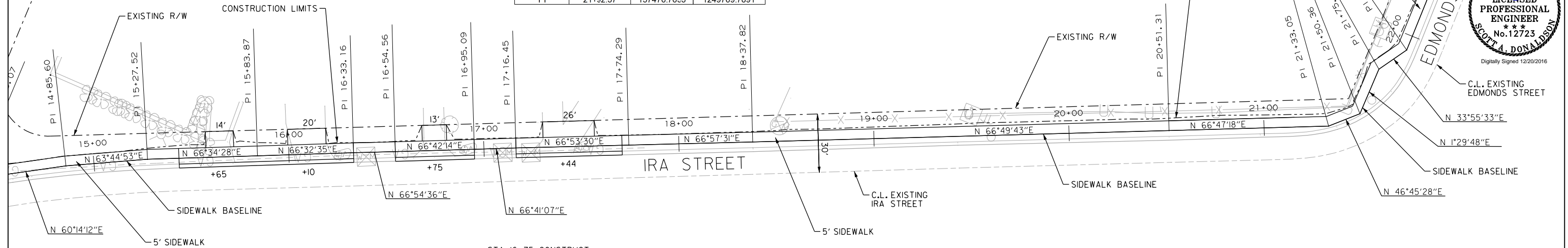
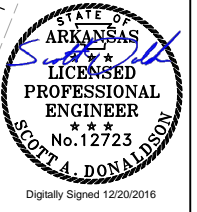
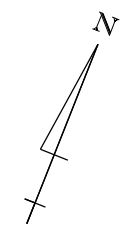
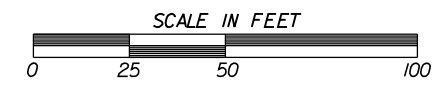
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900	156940.1660	1248700.2650	255.91	TBM
901	157919.4950	1249808.8980	251.71	TBM

COORDINATES ARE ARKANSAS STATE PLANE (SOUTH ZONE), NAD 83  
VERTICAL DATUM: NAVD88

SIDEWALK BASELINE POINTS			
POINT TYPE	STATION	NORTHING	EASTING
PI	15+83.87	157209.5658	1249242.0972
PI	16+33.16	157229.1872	1249287.3165
PI	16+54.56	157237.5799	1249307.0026
PI	16+95.09	157253.6078	1249344.2259
PI	17+16.45	157262.0595	1249363.8366
PI	17+74.29	157284.7597	1249417.0346
PI	18+37.82	157309.627	1249475.5005
PI	20+51.31	157393.6326	1249671.7709
PI	21+33.05	157425.8479	1249746.8927
PI	21+50.36	157437.7033	1249759.4987
PI	21+75.09	157462.4249	1249760.1446
PI	21+92.37	157476.7633	1249769.7891

DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	061414	9	21

JOB NO. 061414 SHEET NO. 9 TOTAL SHEETS 21  
PLAN & PROFILE - IRA ST./EDMONDS ST.



STA. 15+65 CONSTRUCT  
PORTLAND CEMENT CONCRETE  
DRIVEWAY = 50.28 SQ. YDS.

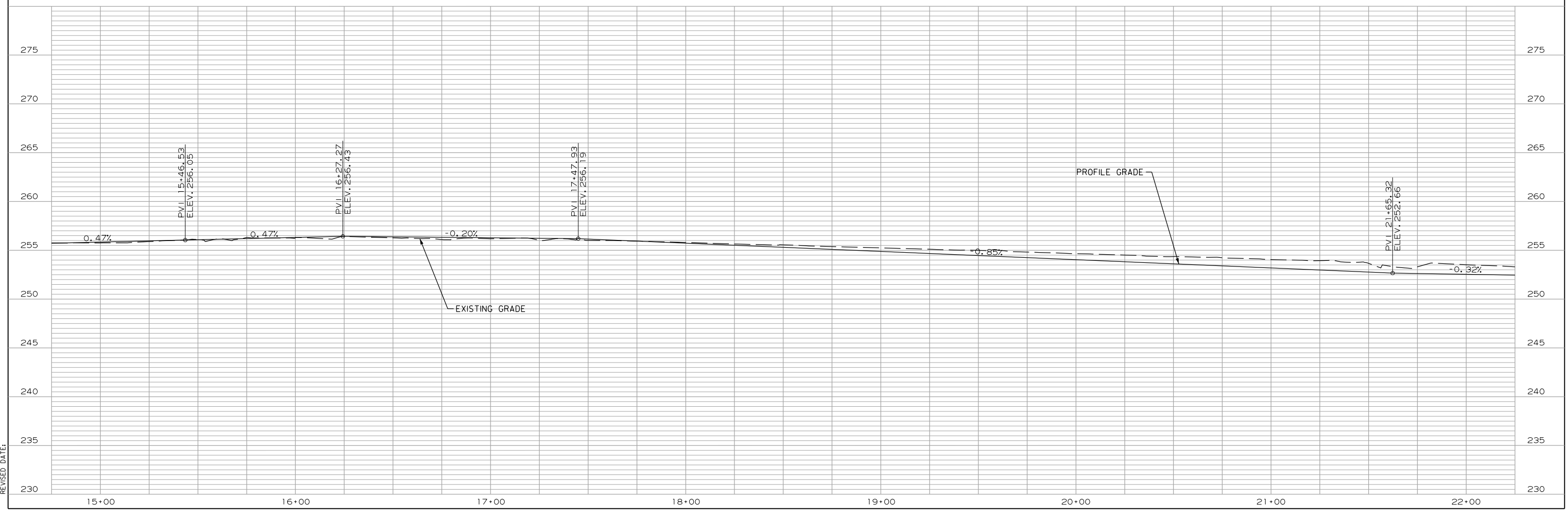
STA. 16+10 CONSTRUCT  
PORTLAND CEMENT CONCRETE  
DRIVEWAY = 59.56 SQ. YDS.

STA. 16+75 CONSTRUCT  
PORTLAND CEMENT CONCRETE  
DRIVEWAY = 47.12 SQ. YDS.

STA. 17+44 CONSTRUCT  
PORTLAND CEMENT CONCRETE  
DRIVEWAY = 71.76 SQ. YDS.

STA. 17+24 ADJUST WATER  
METER TO GRADE  
(IF NECESSARY)

IRA STREET/EDMONDS STREET



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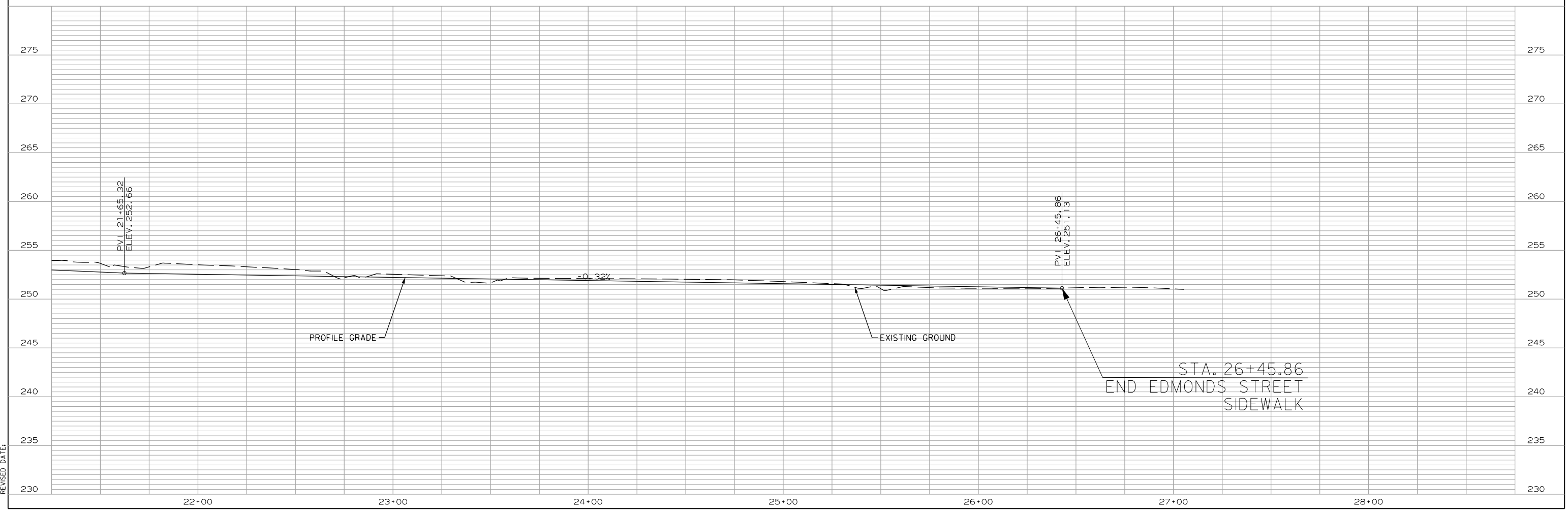
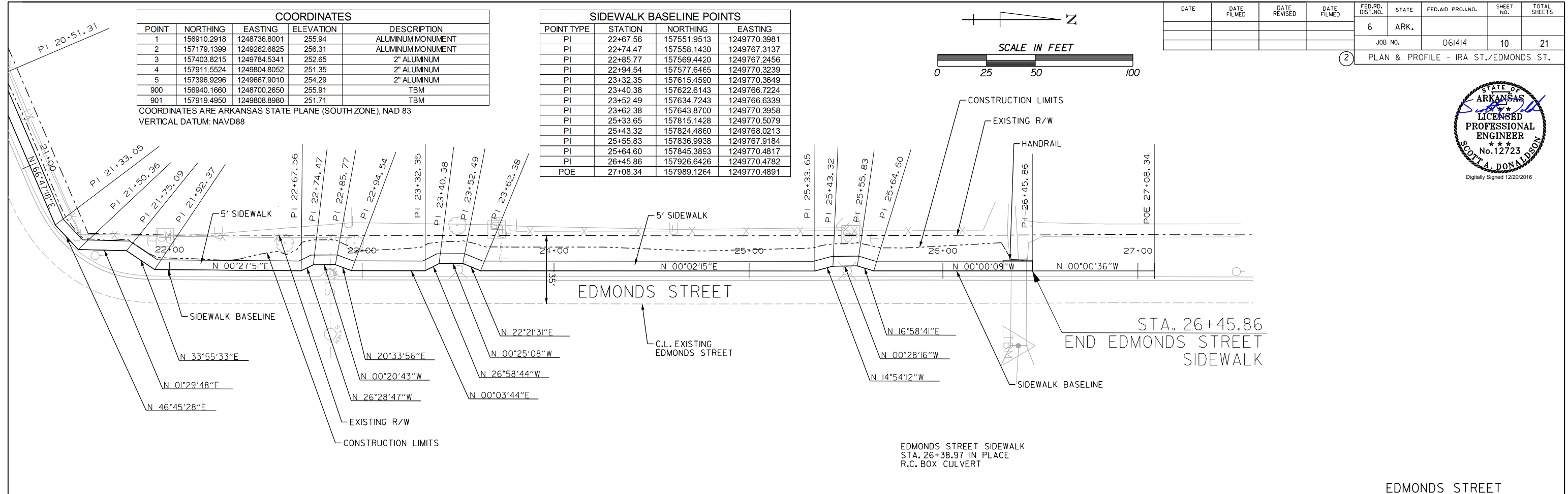
COORDINATES				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
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COORDINATES ARE ARKANSAS STATE PLANE (SOUTH ZONE), NAD 83  
VERTICAL DATUM: NAVD88

SIDEWALK BASELINE POINTS			
POINT TYPE	STATION	NORTHING	EASTING
PI	22+67.56	157551.9513	1249770.3981
PI	22+74.47	157558.1430	1249767.3137
PI	22+85.77	157569.4420	1249767.2456
PI	22+94.54	157577.6465	1249770.3239
PI	23+32.35	157615.4560	1249770.3649
PI	23+40.38	157622.6143	1249766.7224
PI	23+52.49	157634.7243	1249766.6339
PI	23+62.38	157643.8700	1249770.3958
PI	25+33.65	157815.1428	1249770.5079
PI	25+43.32	157824.4860	1249768.0213
PI	25+55.83	157836.9938	1249767.9184
PI	25+64.60	157845.3863	1249770.4817
PI	26+45.86	157926.6426	1249770.4782
POE	27+08.34	157989.1264	1249770.4891

DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		10	21
				JOB NO.	061414			

PLAN & PROFILE - IRA ST./EDMONDS ST.



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 WORKSPACE: AHTD  
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 REVISED DATE:

DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	061414	11	21	

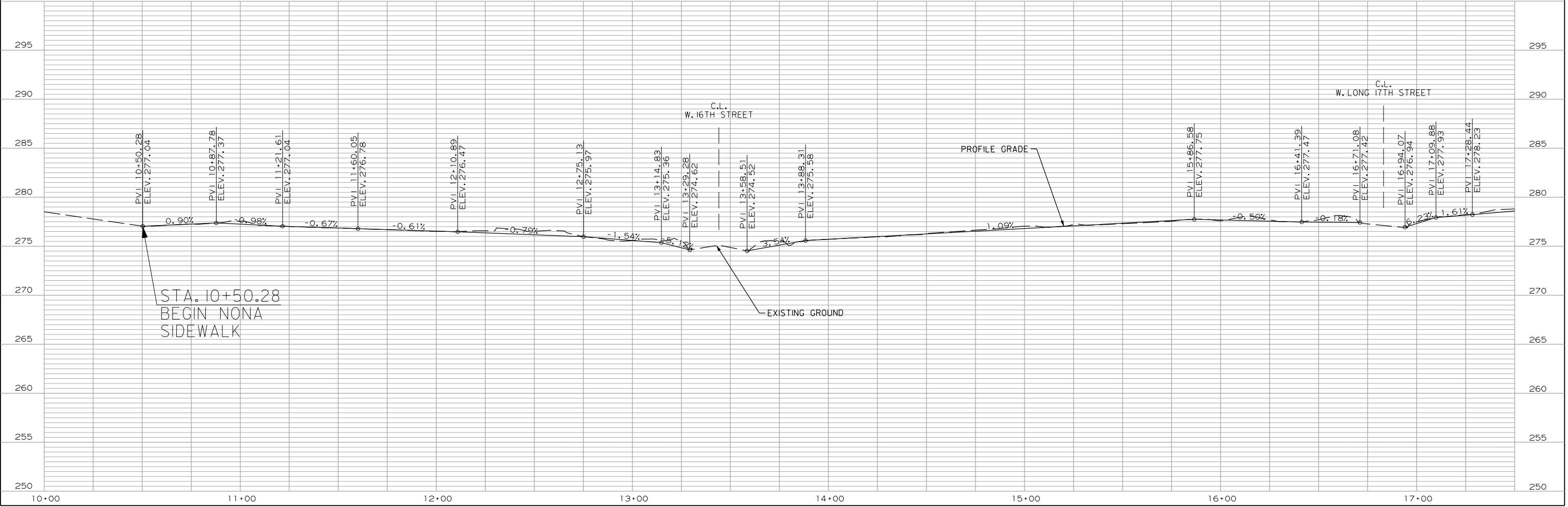
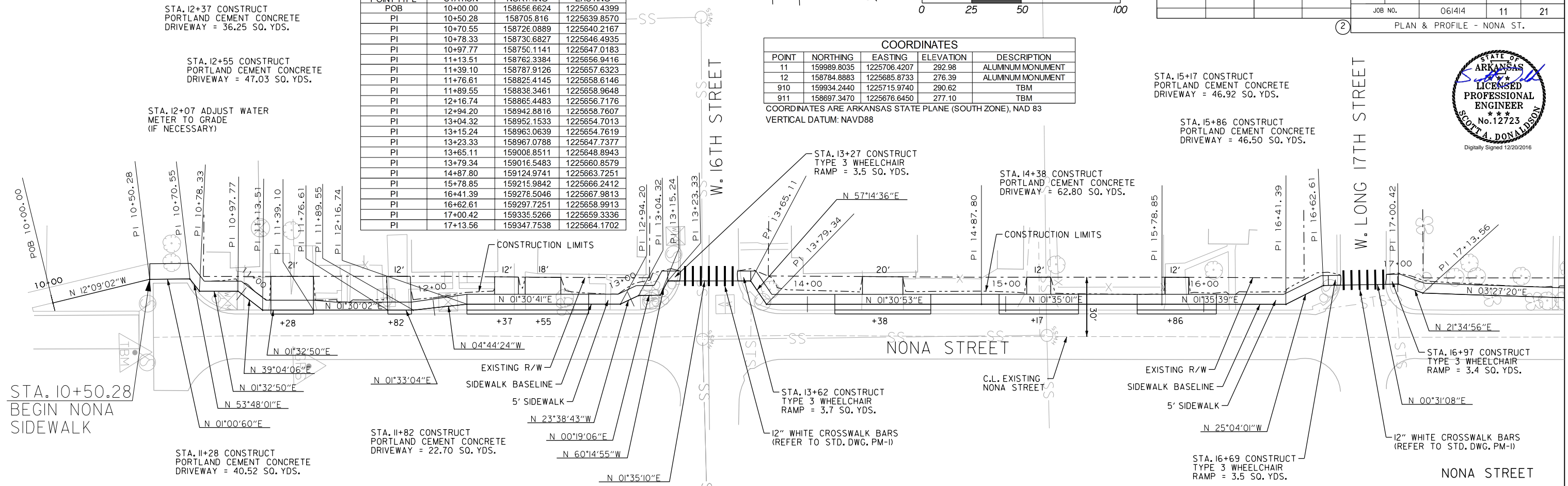
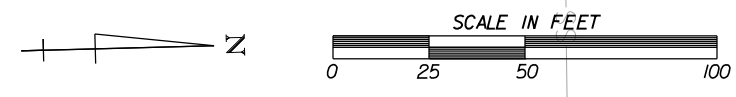
PLAN & PROFILE - NONA ST.



POINT TYPE	STATION	NORTHING	EASTING
POB	10+00.00	158656.6624	1225650.4399
PI	10+50.28	158705.816	1225639.8570
PI	10+70.55	158726.0889	1225640.2167
PI	10+78.33	158730.6827	1225646.4935
PI	10+97.77	158750.1141	1225647.0183
PI	11+13.51	158762.3384	1225656.9416
PI	11+39.10	158787.9126	1225657.6323
PI	11+76.61	158825.4145	1225658.6146
PI	11+89.55	158838.3461	1225658.9648
PI	12+16.74	158865.4483	1225656.7176
PI	12+94.20	158942.8816	1225658.7607
PI	13+04.32	158952.1533	1225654.7013
PI	13+15.24	158963.0639	1225654.7619
PI	13+23.33	158967.0788	1225647.7377
PI	13+65.11	159008.8511	1225648.8943
PI	13+79.34	159016.5483	1225660.8579
PI	14+87.80	159124.9741	1225663.7251
PI	15+78.85	159215.9842	1225666.2412
PI	16+41.39	159278.5046	1225667.9813
PI	16+62.61	159297.7251	1225658.9913
PI	17+00.42	159335.5266	1225659.3336
PI	17+13.56	159347.7538	1225664.1702

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
11	159989.8035	1225706.4207	292.98	ALUMINUM MONUMENT
12	158784.8883	1225685.8733	276.39	ALUMINUM MONUMENT
910	159934.2440	1225715.9740	290.62	TBM
911	158697.3470	1225676.6450	277.10	TBM

COORDINATES ARE ARKANSAS STATE PLANE (SOUTH ZONE), NAD 83  
 VERTICAL DATUM: NAVD88



SIDEWALK BASELINE POINTS			
POINT TYPE	STATION	NORTHING	EASTING
PI	17+90.38	159424.4263	1225668.8002
PI	17+98.91	159432.2708	1225672.1674
PI	18+13.60	159476.9427	1225673.2981
PI	18+88.13	159521.4547	1225674.4114
PI	19+07.39	159540.7102	1225674.9249
PI	19+11.55	159544.2139	1225672.6726
PI	19+16.22	159548.8779	1225672.7953
PI	19+20.56	159552.4687	1225675.2423
PI	19+28.93	159560.8355	1225675.4681
PI	19+72.95	159604.8392	1225676.6421
PI	19+98.92	159628.0290	1225664.9519
PI	20+38.92	159668.0145	1225665.8491
PI	20+54.56	159681.3568	1225674.0096
PI	21+21.20	159747.9639	1225675.9962
PI	21+51.97	159778.7324	1225676.8000
PI	21+64.56	159791.3171	1225677.1714
PI	21+96.78	159823.4983	1225678.6392
PI	22+34.40	159861.0643	1225680.6674
POE	23+46.73	159973.2228	1225686.8395

STA. 18+44 ADJUST WATER METER TO GRADE (IF NECESSARY)

STA. 18+84 ADJUST WATER METER TO GRADE (IF NECESSARY)

STA. 18+68 ADJUST DRIVEWAY APRON TO AVOID INTERFERENCE WITH UTILITY POLE

COORDINATES				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
11	159989.8035	1225706.4207	292.98	ALUMINUM MONUMENT
12	158784.8883	1225685.8733	276.39	ALUMINUM MONUMENT
910	159934.2440	1225715.9740	290.62	TBM
911	158697.3470	1225676.6450	277.10	TBM

COORDINATES ARE ARKANSAS STATE PLANE (SOUTH ZONE), NAD 83 VERTICAL DATUM: NAVD88

STA. 22+54 CONSTRUCT PORTLAND CEMENT CONCRETE DRIVEWAY = 47.54 SQ. YDS.

STA. 21+92 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 3.4 SQ. YDS.

STA. 20+36 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 3.3 SQ. YDS.

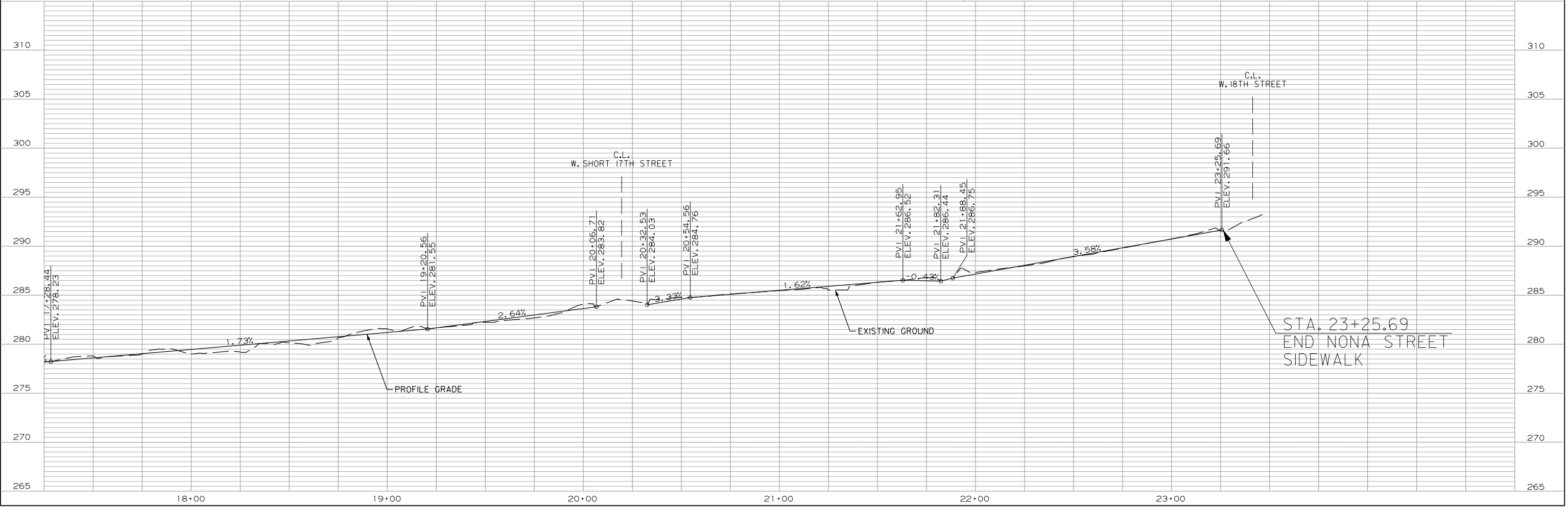
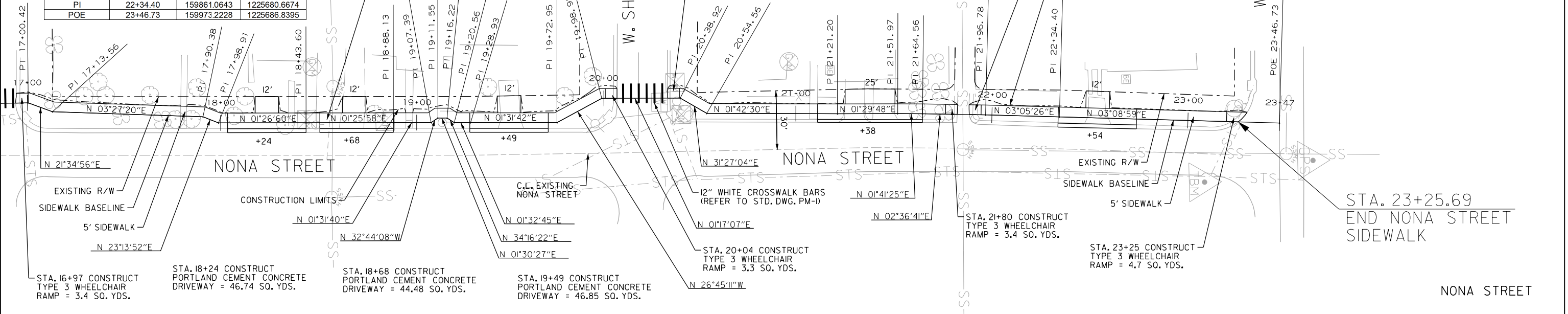
STA. 21+38 CONSTRUCT PORTLAND CEMENT CONCRETE DRIVEWAY = 68.72 SQ. YDS.

CONSTRUCTION LIMITS

STA. 21+80 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 3.4 SQ. YDS.

STA. 23+25 CONSTRUCT TYPE 3 WHEELCHAIR RAMP = 4.7 SQ. YDS.

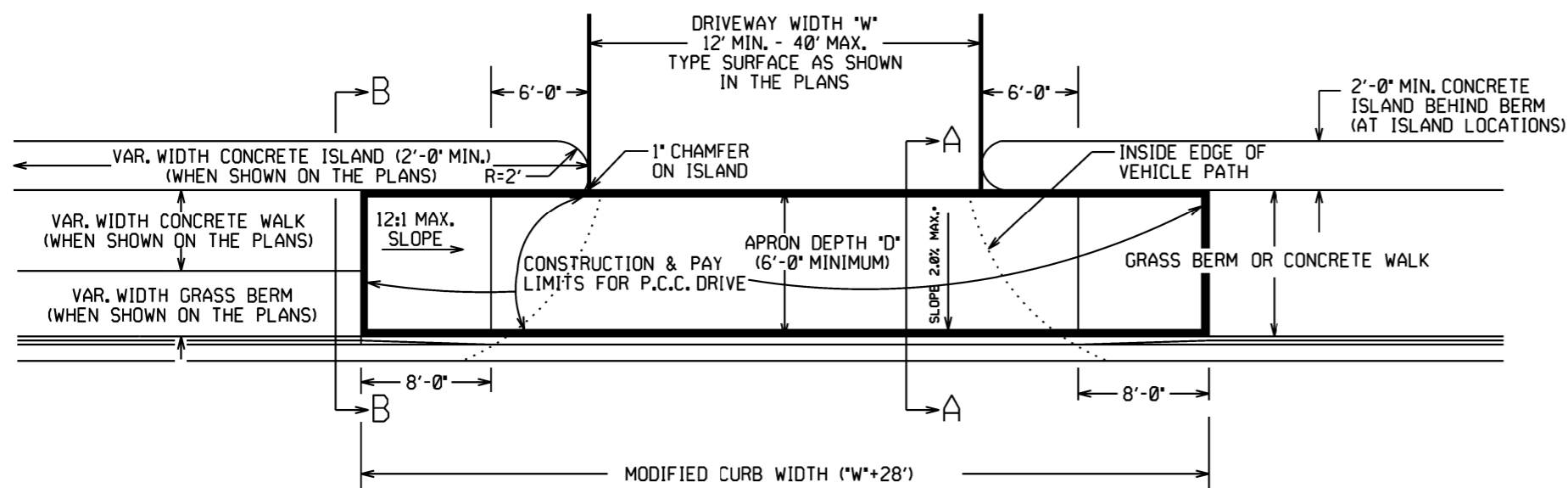
STA. 23+25.69 END NONA STREET SIDEWALK



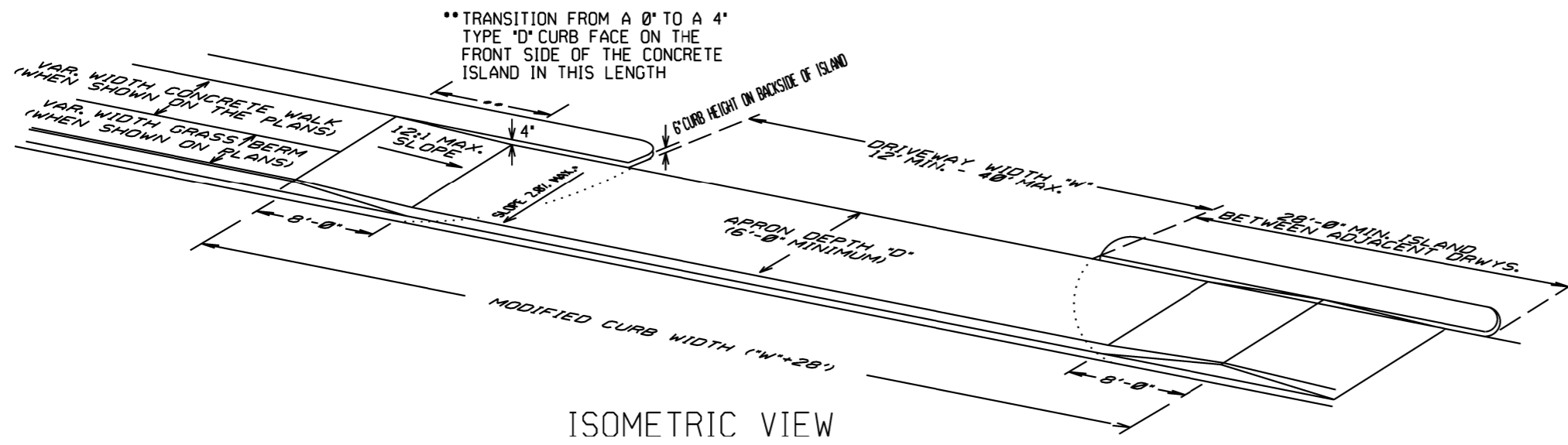
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				6	ARK.		12	21
				JOB NO.	061414			
				PLAN & PROFILE - NONA ST.				



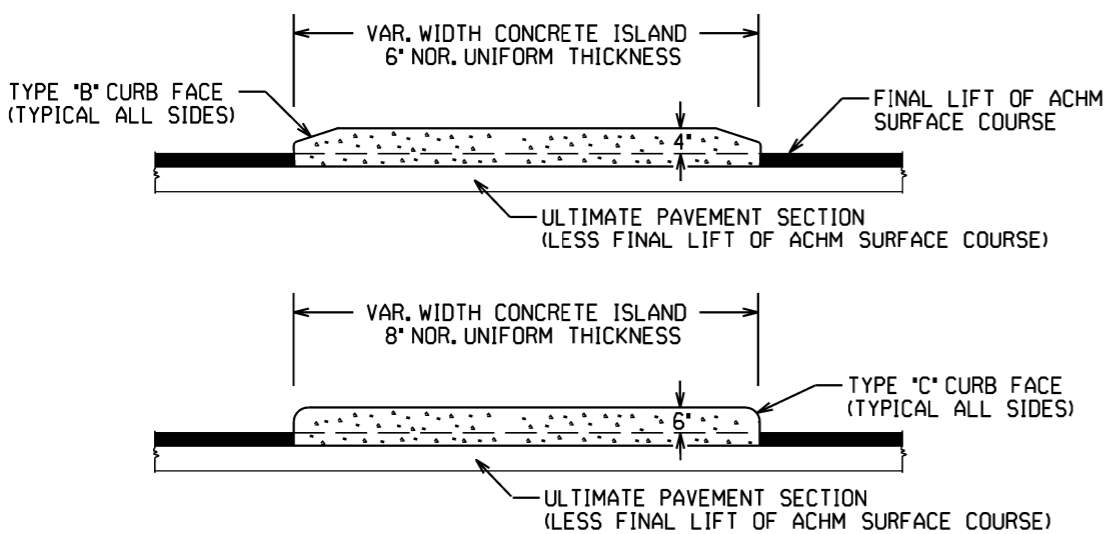
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 REVISED DATE:



PLAN VIEW

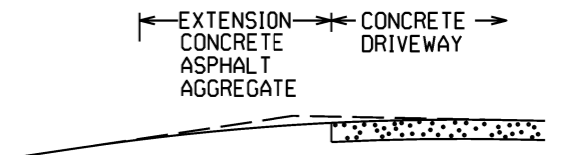


ISOMETRIC VIEW



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".

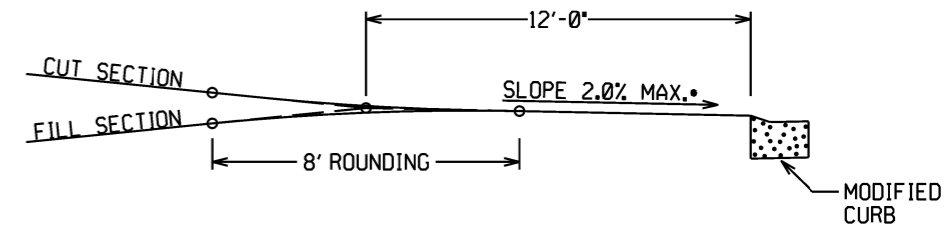


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
4" ACHM BINDER COURSE (1") OR  
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

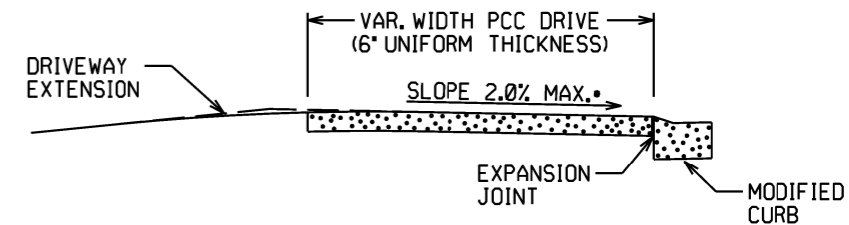
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

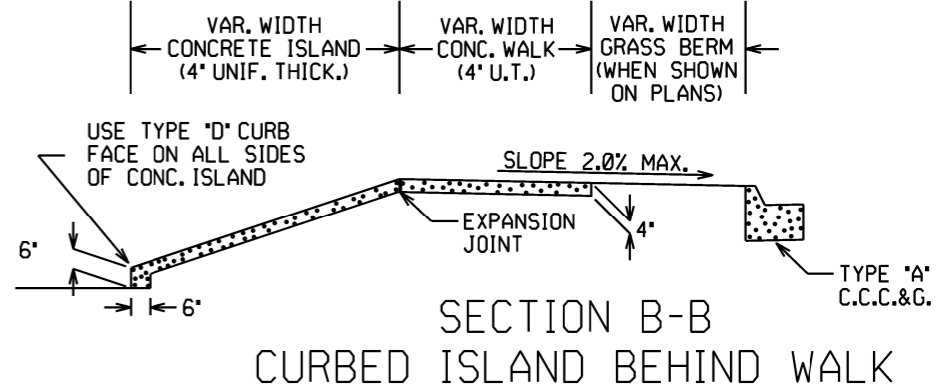


DRIVEWAY VERTICAL ALIGNMENT DETAILS

NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.

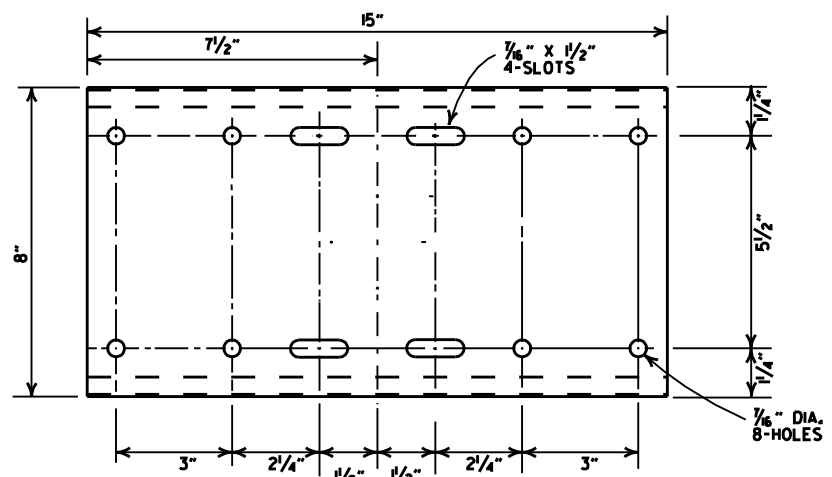


SECTION A-A

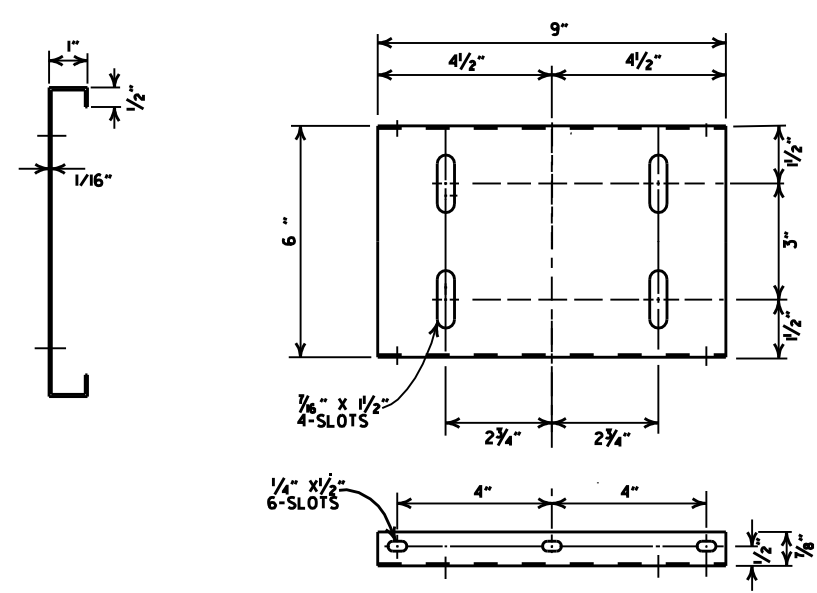


SECTION B-B  
CURBED ISLAND BEHIND WALK

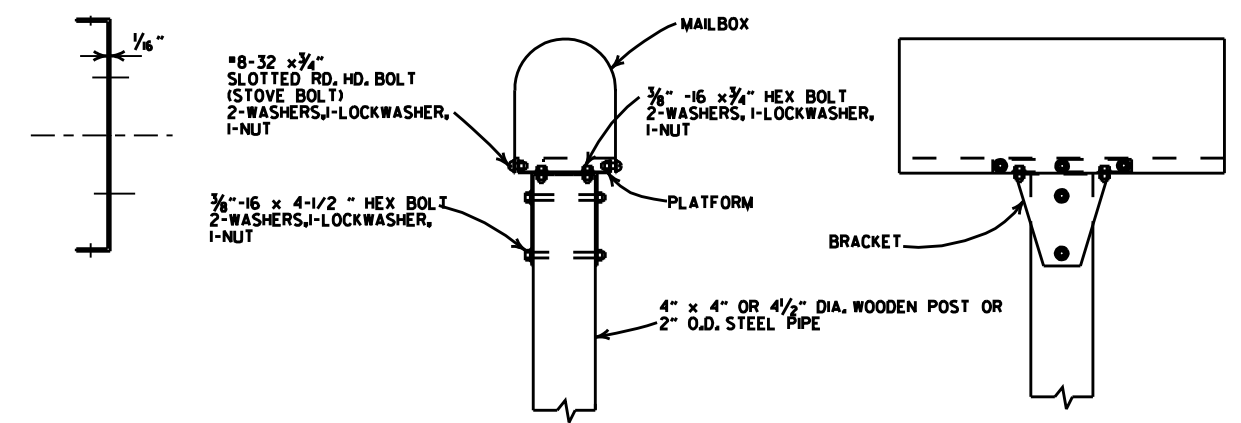
DATE	REV	DESCRIPTION
2-27-14		REVISED PLAN & ISOMETRIC VIEW
11-29-07		ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05		REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02		ADDED ISLAND DETAILS & NOTES
3-30-00		REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98		REVISED NOTES
11-18-98		REDRAWN AND REISSUED
		DATE REV DATE FILMED DESCRIPTION



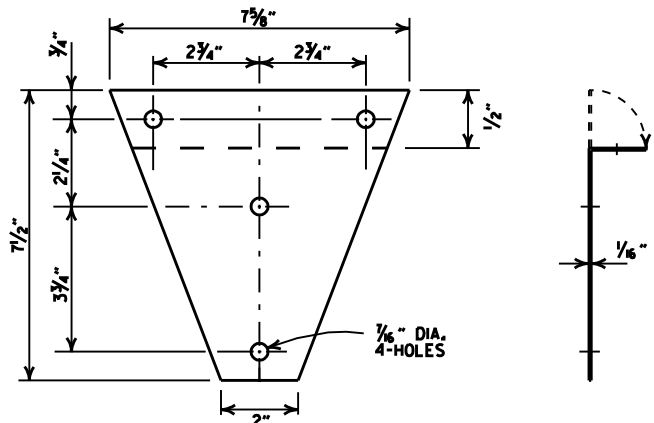
SHELF



PLATFORM

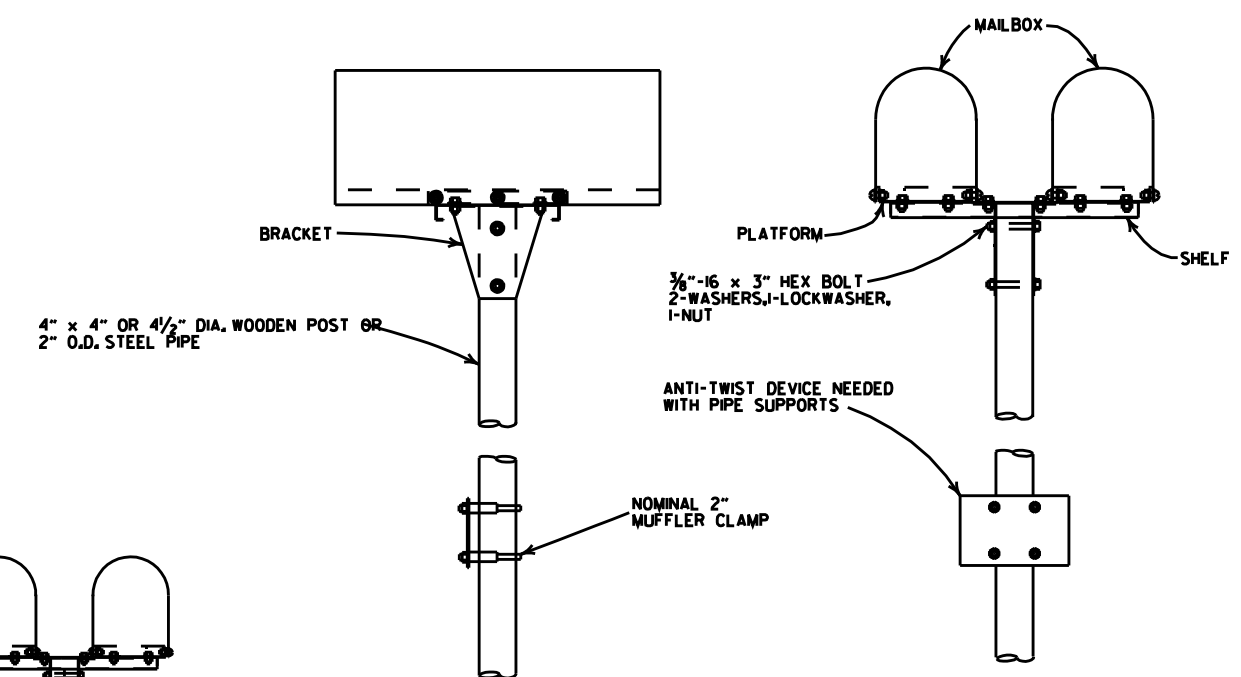


SINGLE INSTALLATION

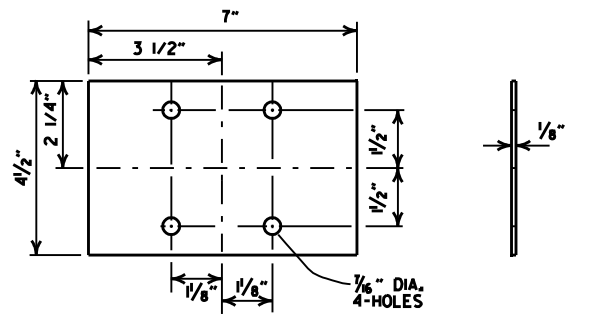


BRACKET

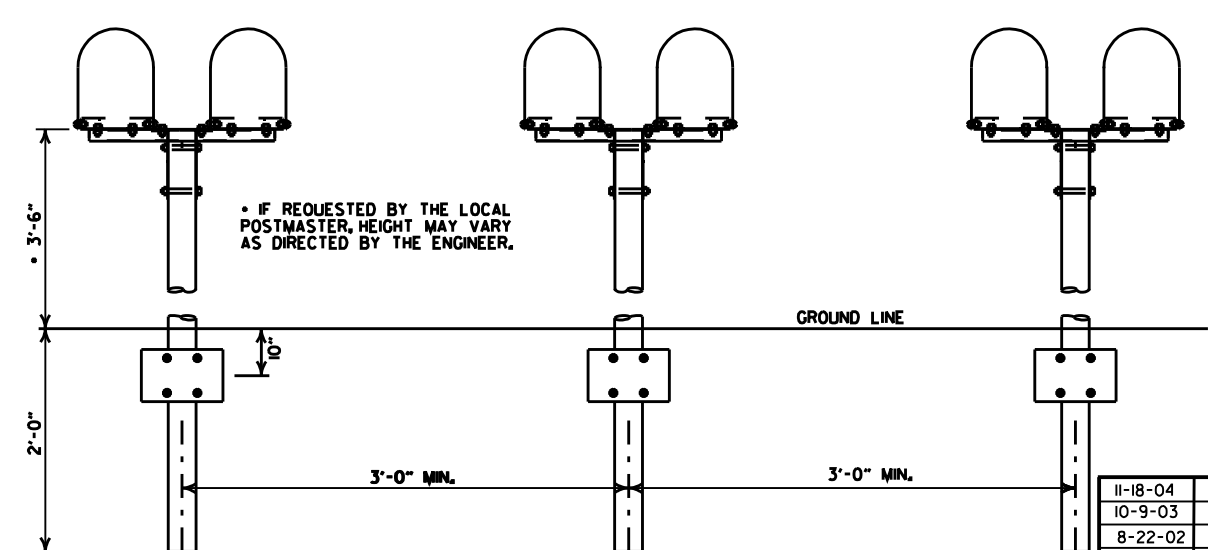
- GENERAL NOTES**
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
  2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
  3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF 3/4" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 x 3/4" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
  4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES, THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
  5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
  6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE AHTD QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



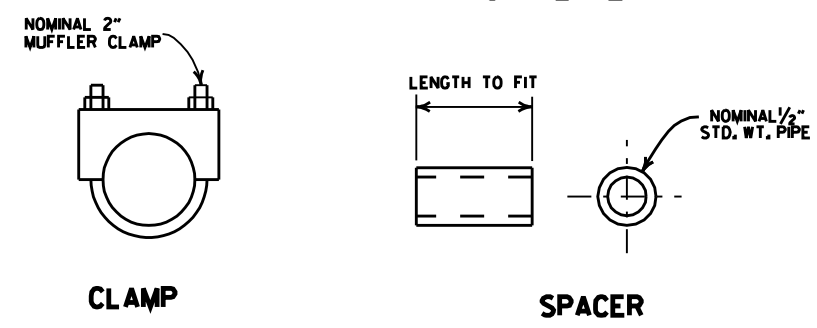
DOUBLE INSTALLATION



ANTI-TWIST PLATE



SPACING FOR MULTIPLE POST INSTALLATION



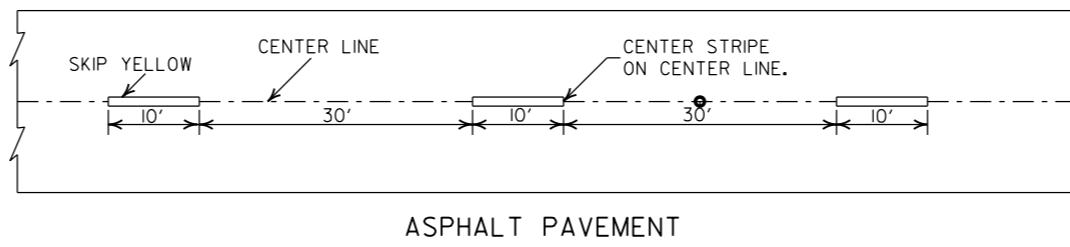
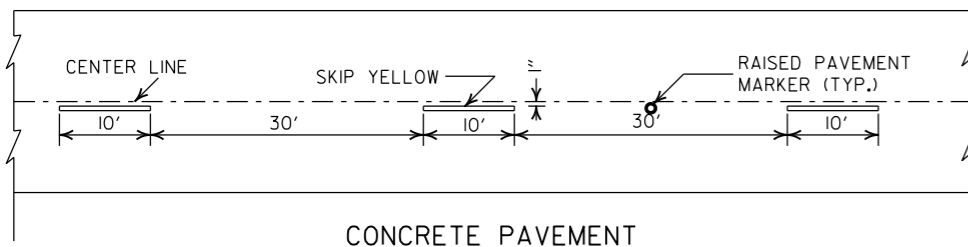
CLAMP

SPACER

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	120-7-15-88	ISSUED

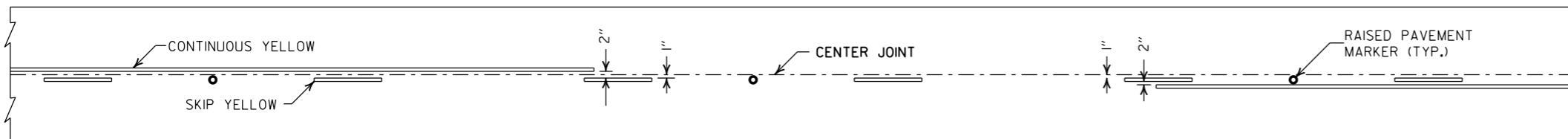
ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS  
STANDARD DRAWING MB-1

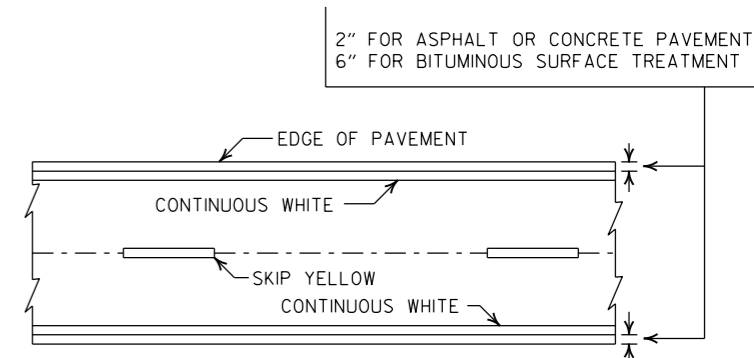


**BROKEN LINE STRIPING**

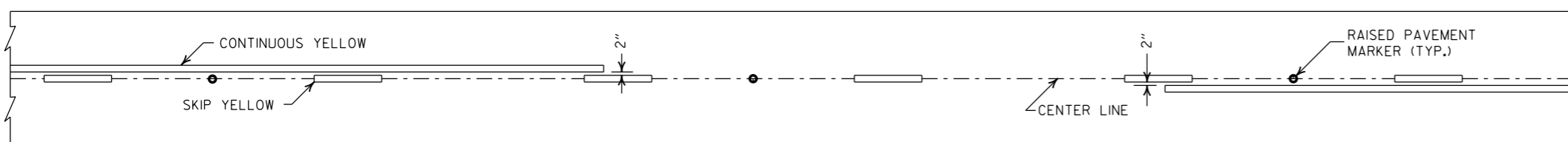
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
  2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
  3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



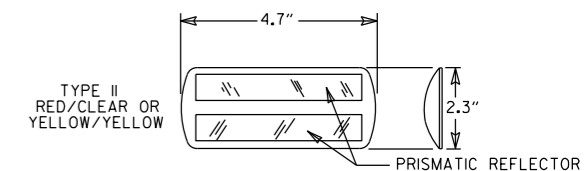
**SOLID LINE STRIPING ON CONCRETE PAVEMENT**



**PAVEMENT EDGE LINE MARKING**

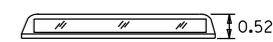


**SOLID LINE STRIPING ON ASPHALT PAVEMENT**

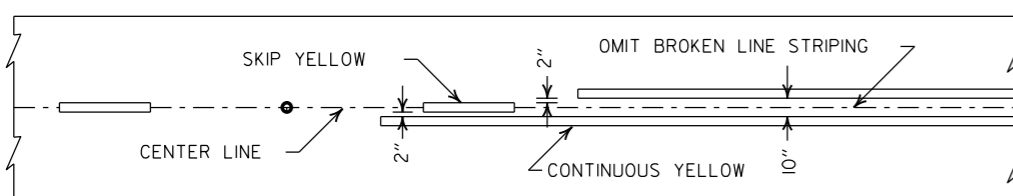


NOTE:  
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

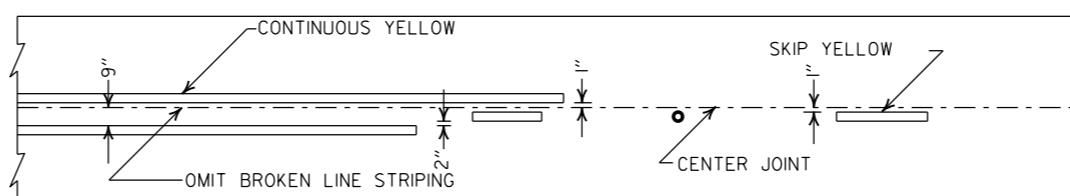
**DETAIL OF STANDARD RAISED PAVEMENT MARKERS**



NOTE:  
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

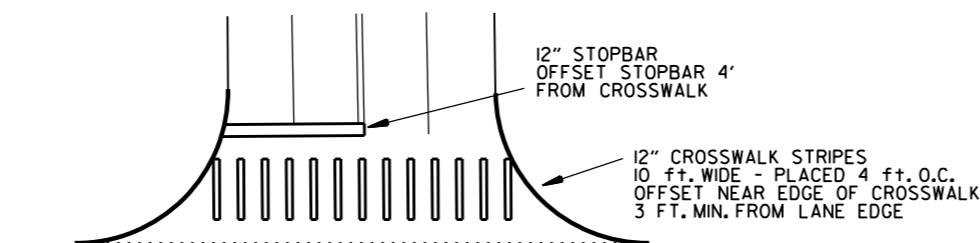


ASPHALT PAVEMENT



CONCRETE PAVEMENT

**STRIPING AT ADJACENT NO PASSING LANES**



**CROSSWALK AND STOPBAR DETAILS**

DATE	REVISION	FILMED
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

**ARKANSAS STATE HIGHWAY COMMISSION**

**PAVEMENT MARKING DETAILS**

**STANDARD DRAWING PM-1**

ADVANCE DISTANCES (XXXX)


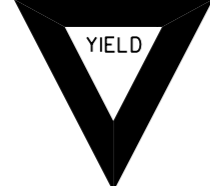







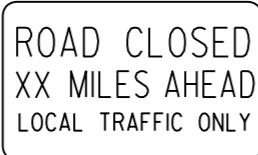
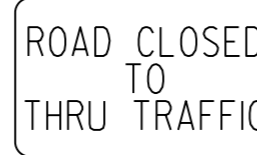







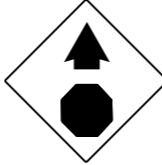

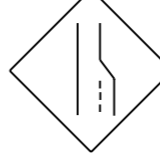



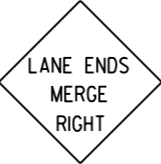















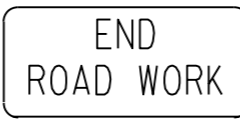
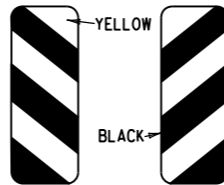


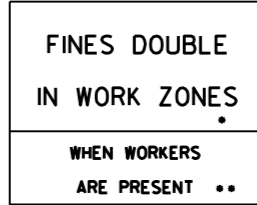
500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

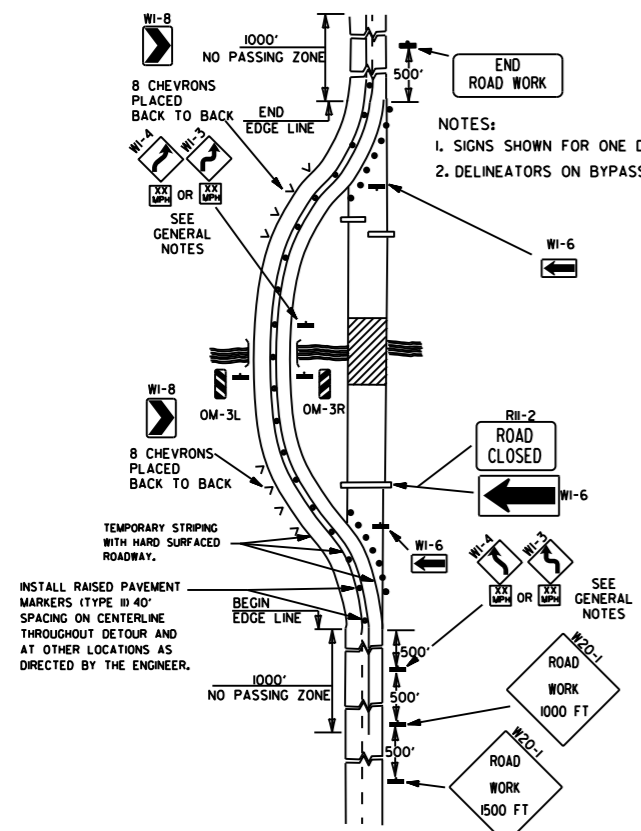
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
- EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
- POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
- ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

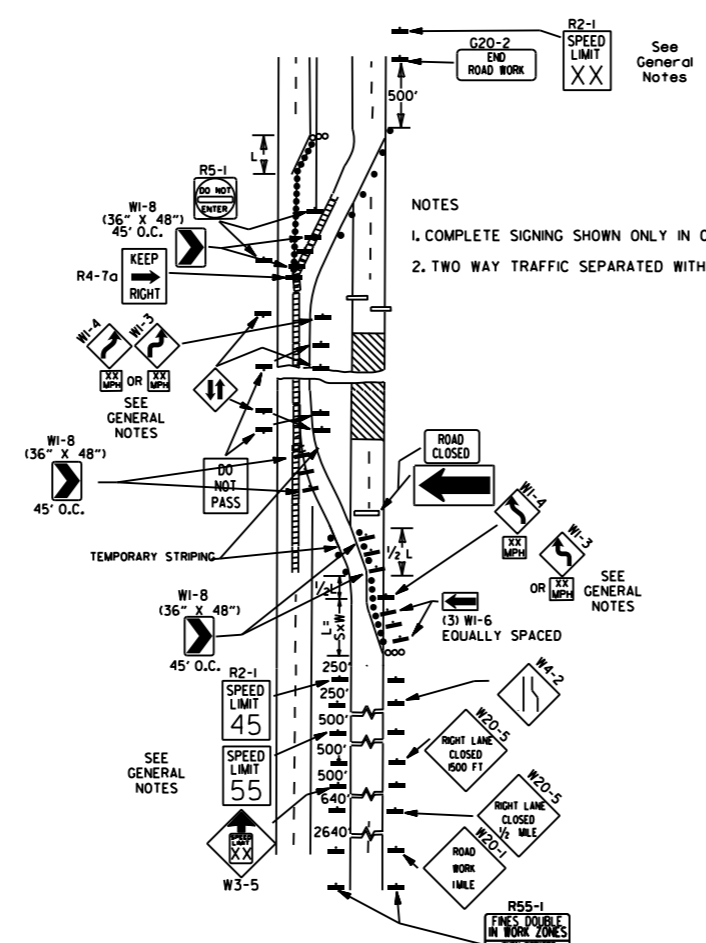
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS	
	REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>RSP-1</p>  <p>48"x30"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

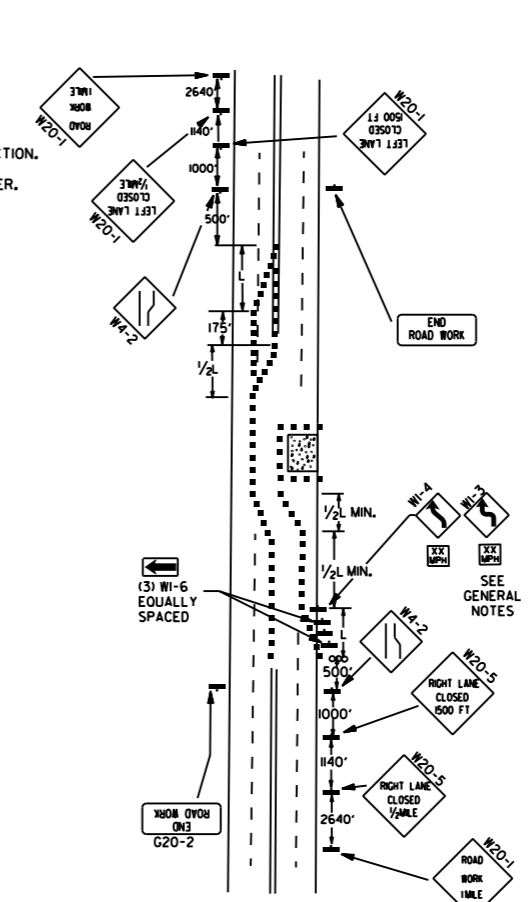




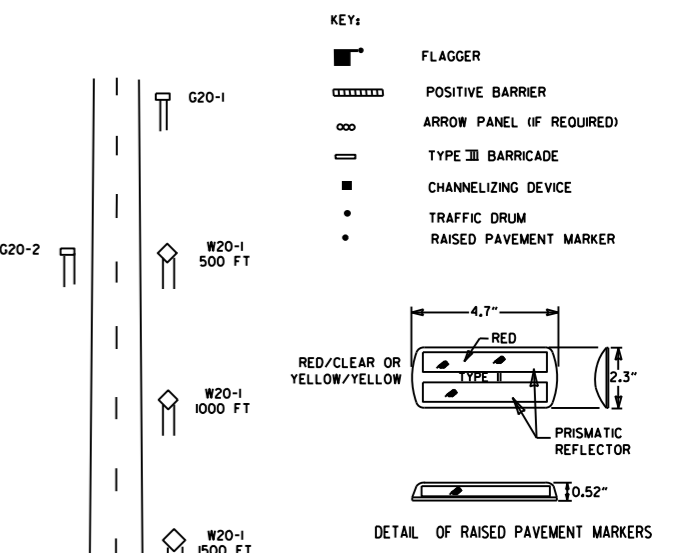
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



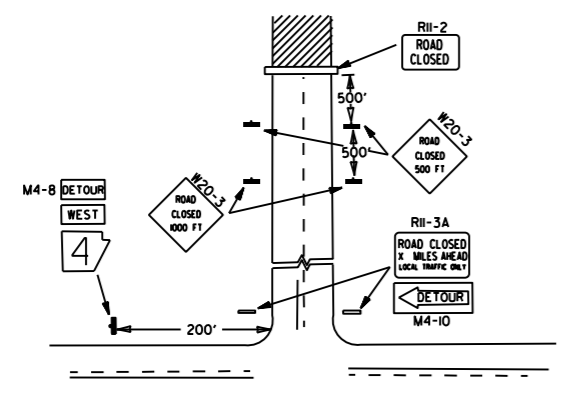
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

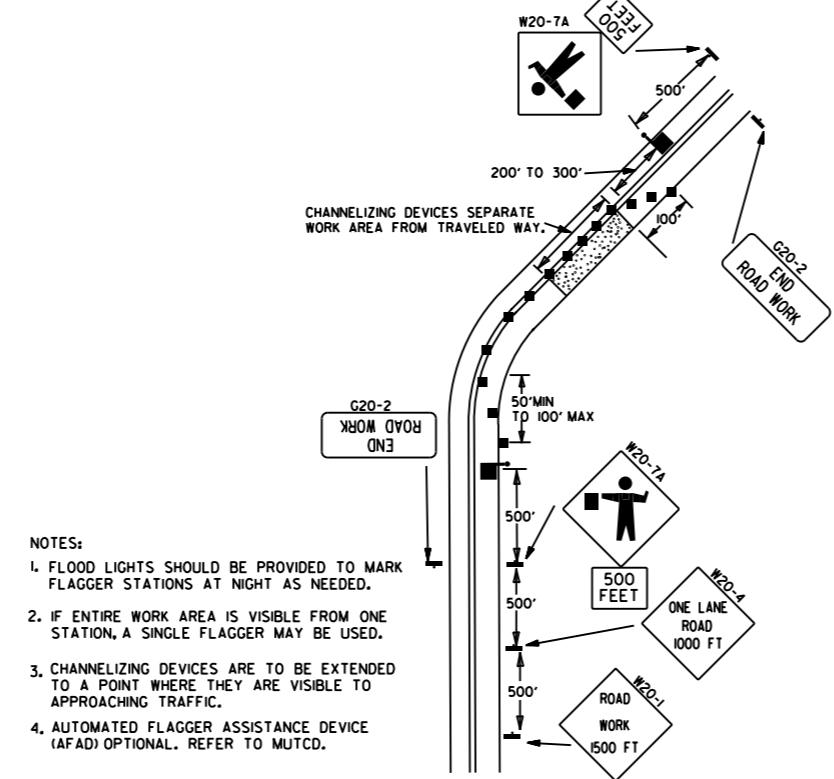
TAPER FORMULAE:  
 L=SW FOR SPEEDS OF 45MPH OR MORE.  
 $L = \frac{WS^2}{60}$  FOR SPEEDS OF 40MPH OR LESS.  
 WHERE:  
 L= MINIMUM LENGTH OF TAPER.  
 S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.  
 W= WIDTH OF OFFSET.

- GENERAL NOTES:
- ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
  - WHEN THE EXISTING SPEED LIMIT IS 45MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(45) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(1XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(1XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
  - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
  - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
  - TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
  - DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.



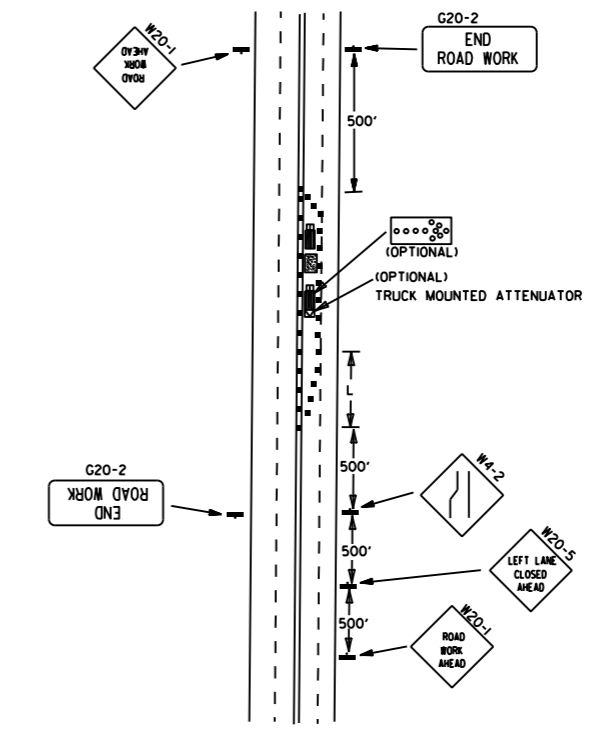
- NOTES:
- REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
  - STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



- NOTES:
- FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
  - IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
  - CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
  - AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

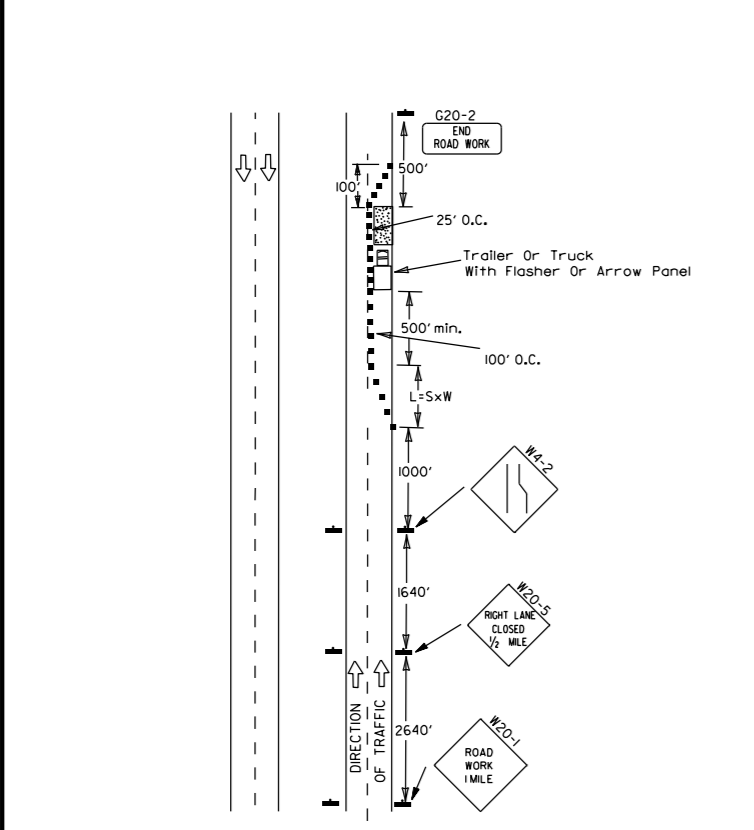
(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



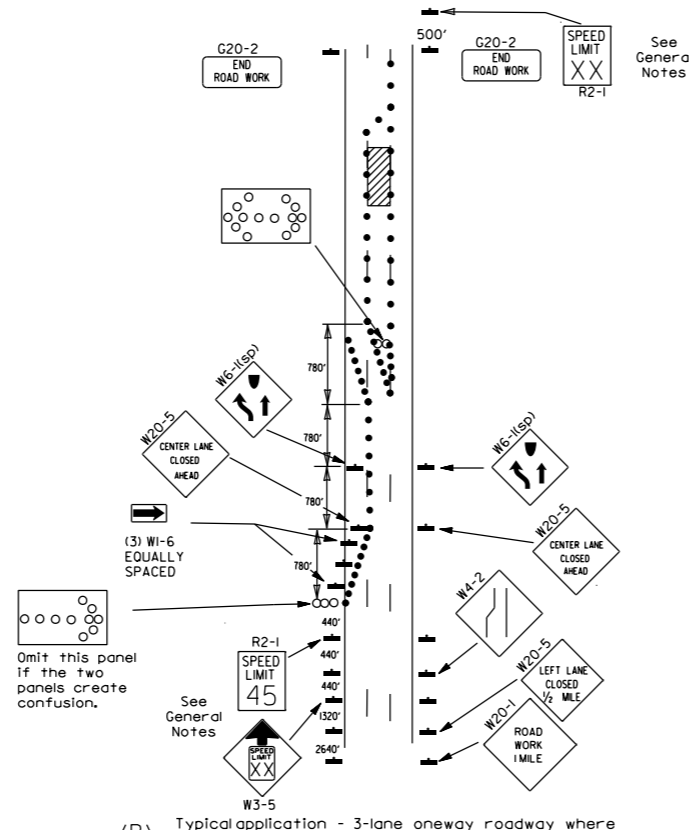
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

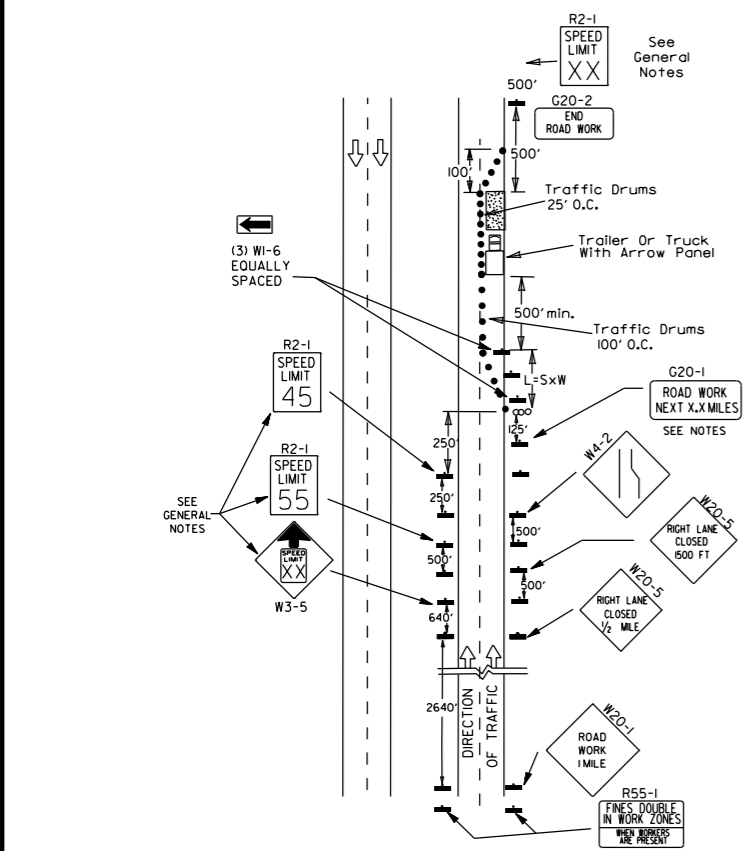
Channelizing devices



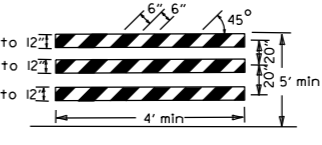
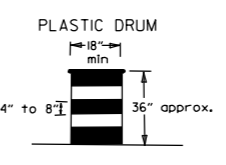
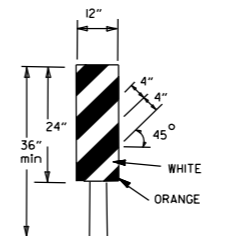
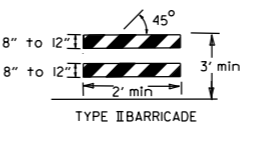
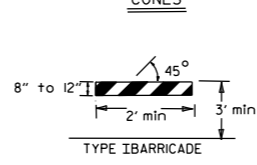
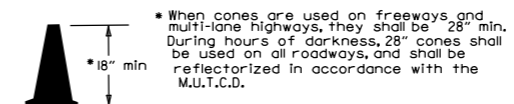
(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



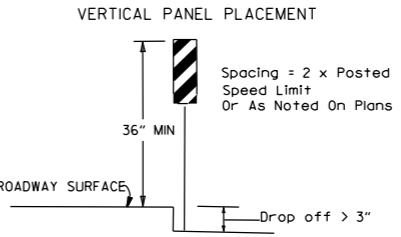
(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.



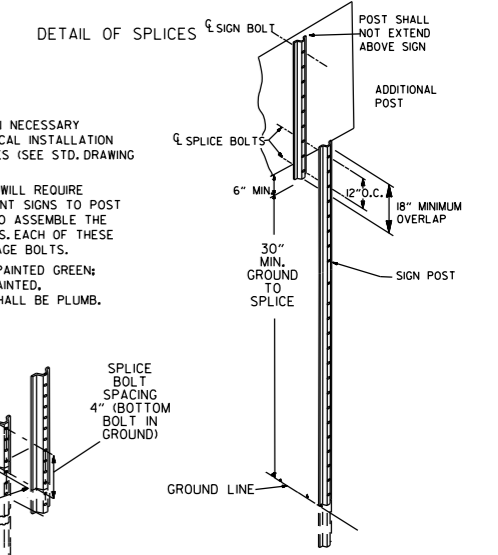
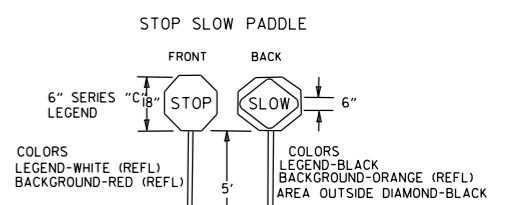
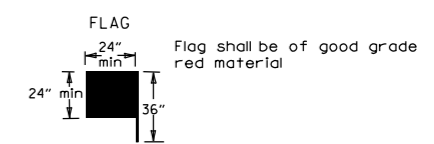
NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

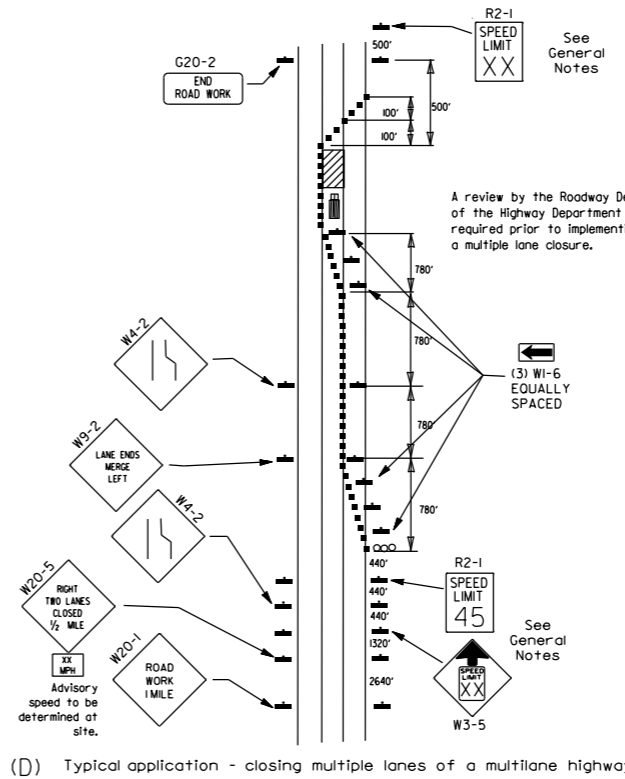
\* When shown on the plans concrete barrier will be used. When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2). NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS. SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

- KEY:
- Arrow Panel (if Required)
  - Channelizing Device
  - Traffic drum

- GENERAL NOTES:
- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
  - When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1(45) speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
  - When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-1(55) speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
  - The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
  - Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
  - Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
  - The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
  - Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
  - All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
  - Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

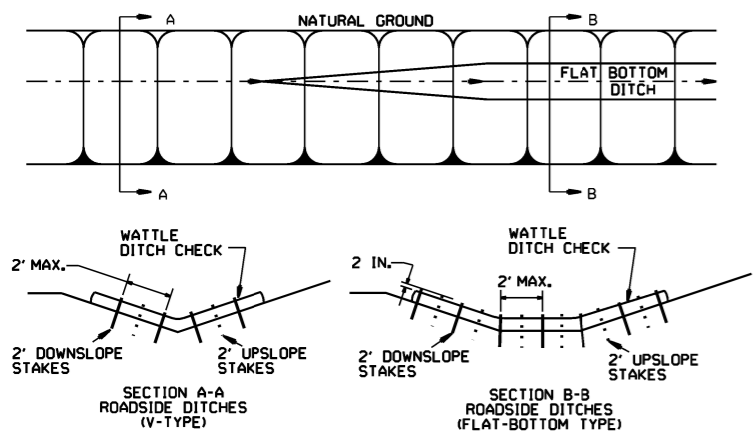


(D) Typical application - closing multiple lanes of a multilane highway.

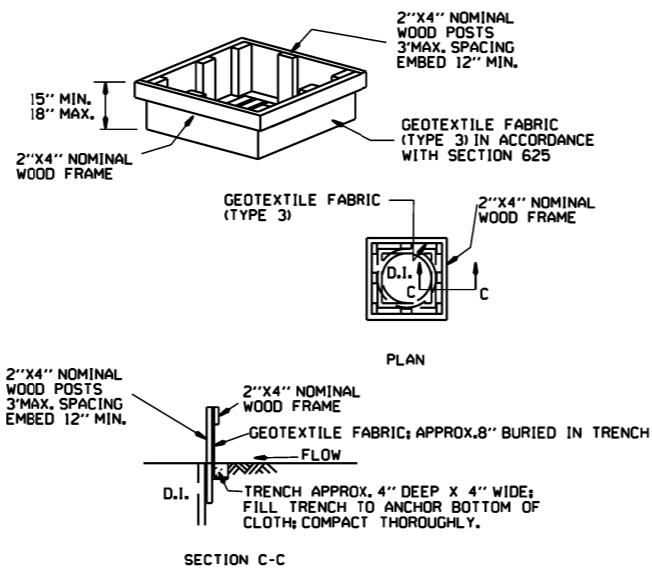
DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

GENERAL NOTES

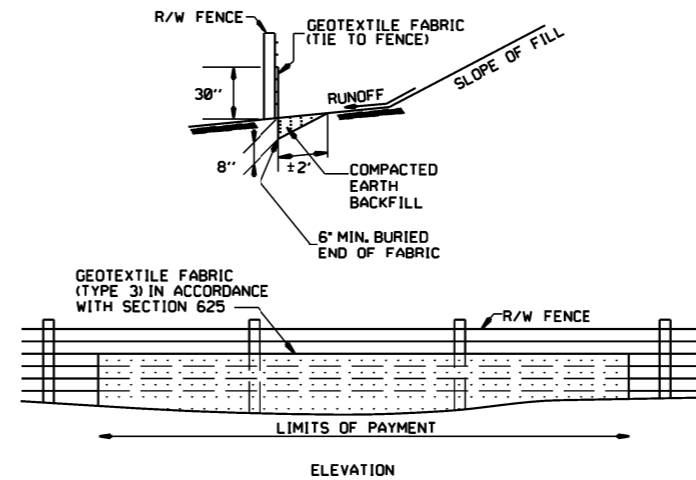
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



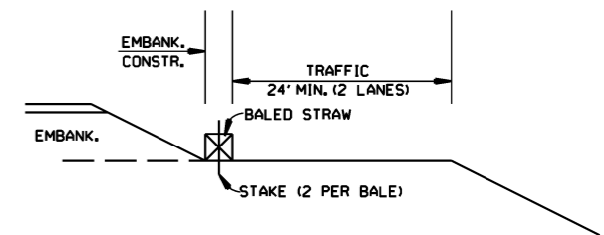
DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

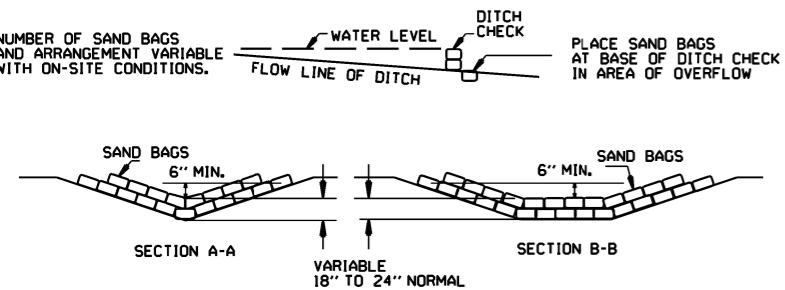
GENERAL NOTES  
 GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

- GENERAL NOTES
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
  2. NO GAPS SHALL BE LEFT BETWEEN BALES.
  3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.

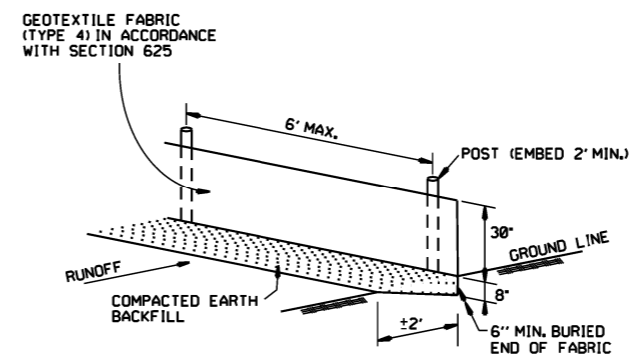


BALED STRAW FILTER BARRIER (E-2)

NUMBER OF SAND BAGS AND ARRANGEMENT VARIABLE WITH ON-SITE CONDITIONS. PLACE SAND BAGS AT BASE OF DITCH CHECK IN AREA OF OVERFLOW

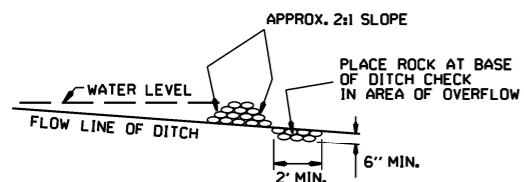


SAND BAG DITCH CHECK (E-5)



SILT FENCE (E-11)

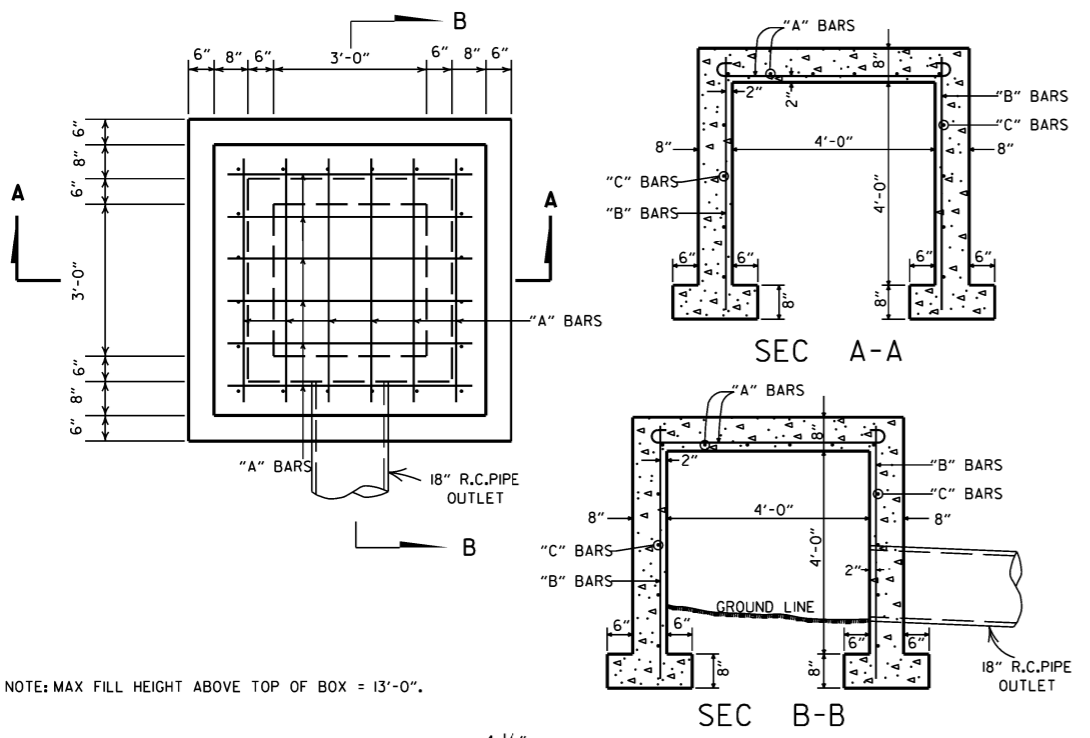
GENERAL NOTES  
 GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



ROCK DITCH CHECK (E-6)

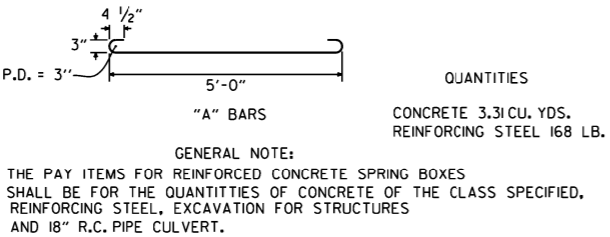
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13\"/>	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION  
 TEMPORARY EROSION CONTROL DEVICES  
 STANDARD DRAWING TEC-1

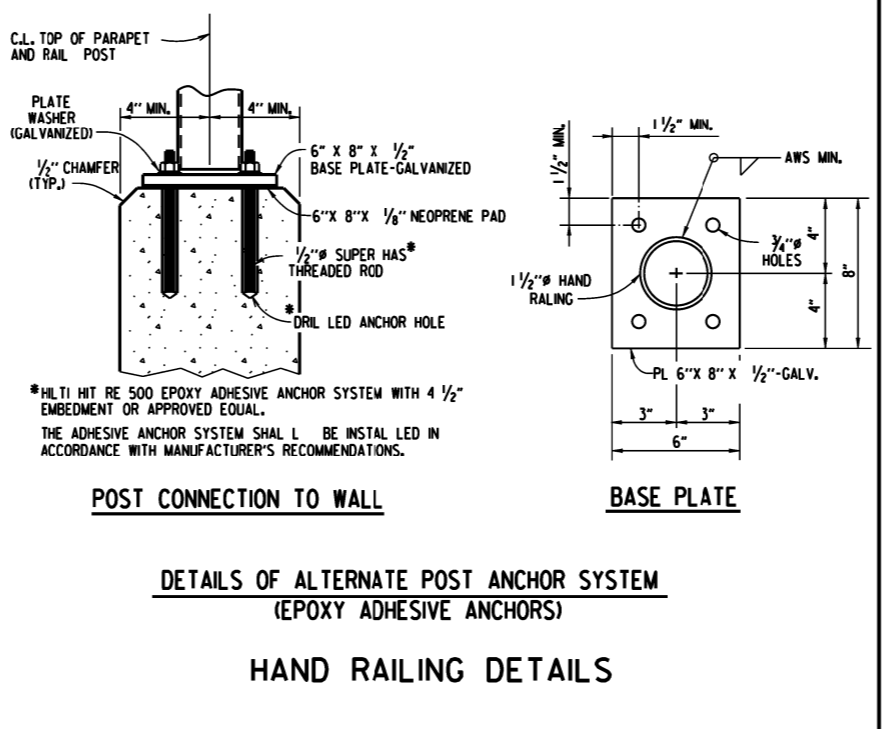
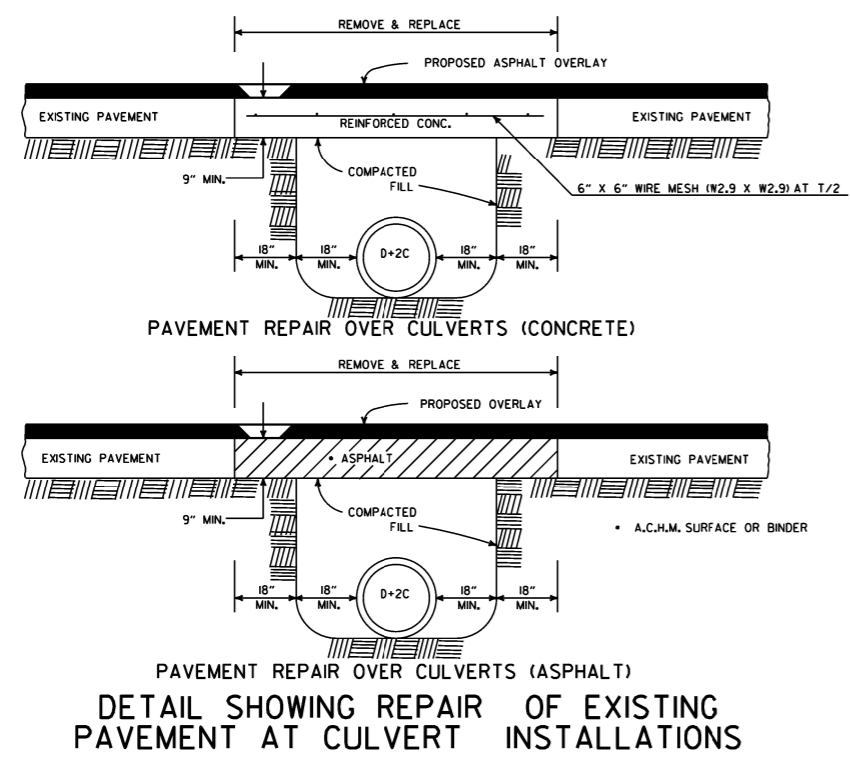
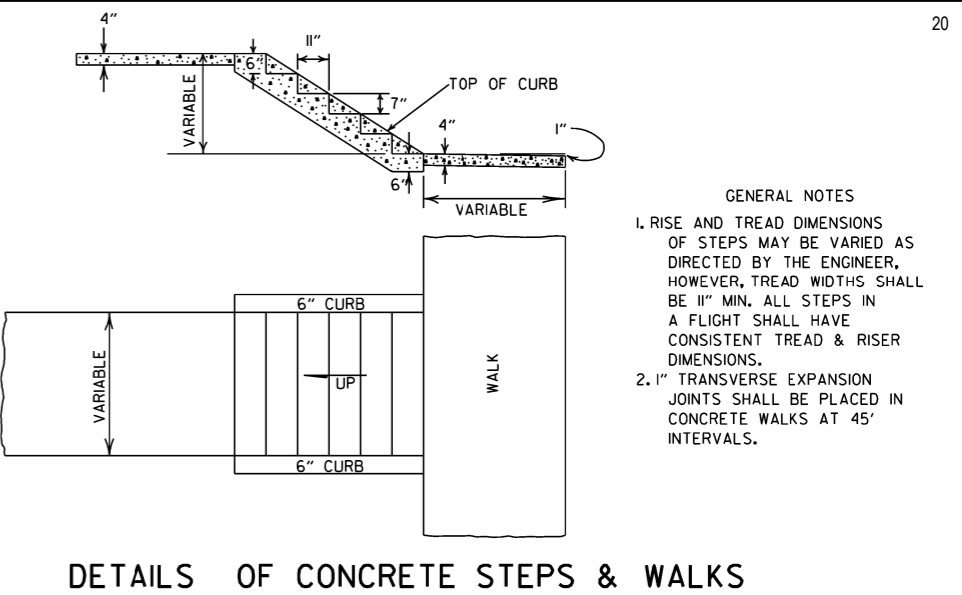
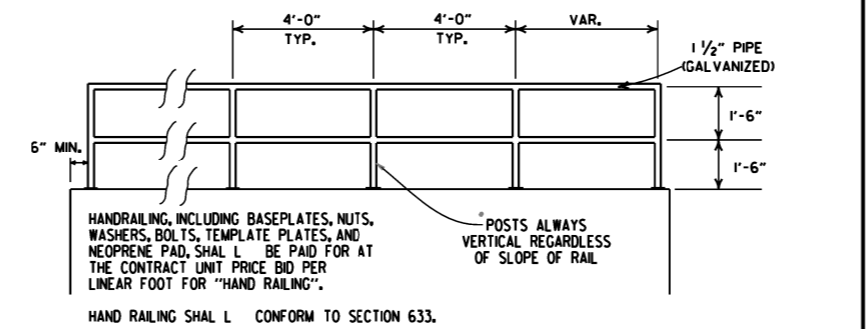
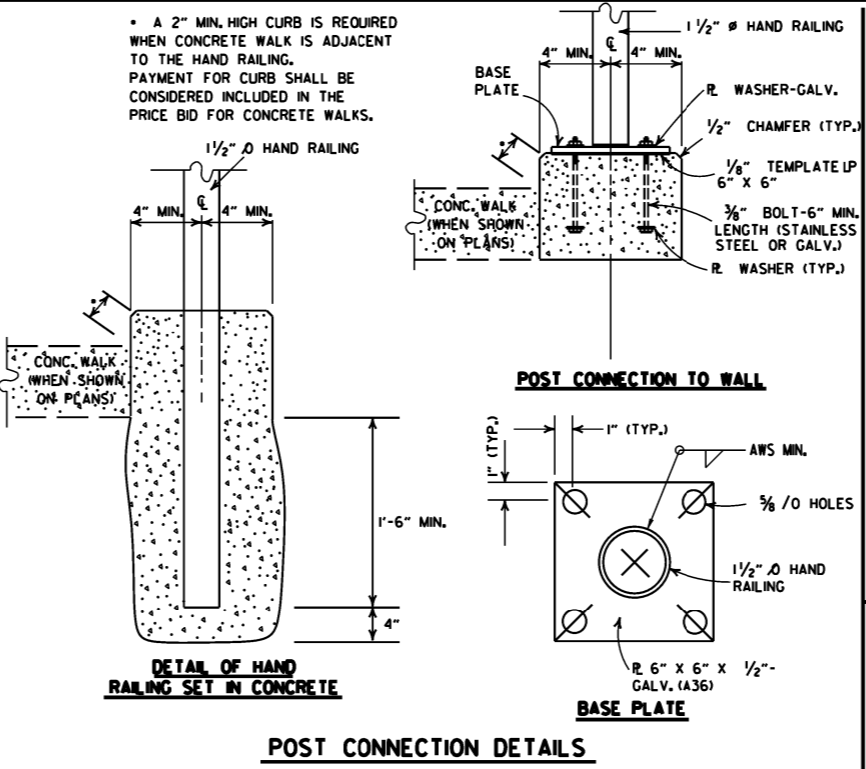


STEEL SCHEDULE

BARS	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 1/2"
"C"	16	5'-0"	12"



REINFORCED CONCRETE SPRING BOX

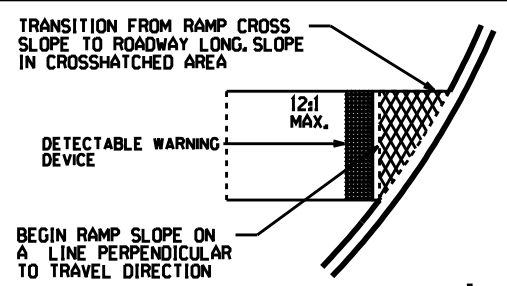
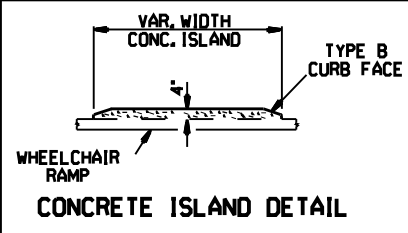


DATE	REVISION	DATE FILMED
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR	649-7-15-88
11-1-84	ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	
1-4-83	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET & PAVEMENT REPAIR	674-4-20-79
2-2-76	12" MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF SPECIAL ITEMS

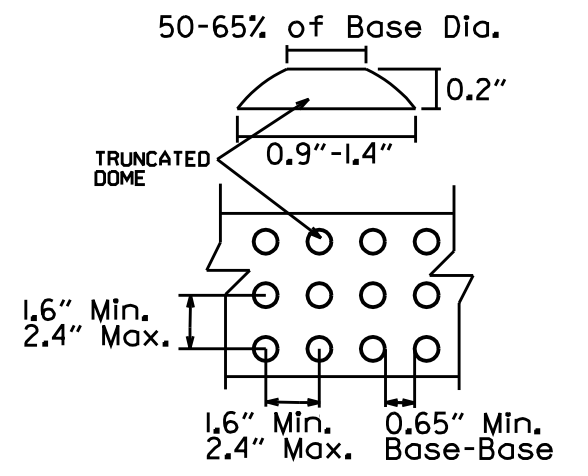
STANDARD DRAWING SI - 1



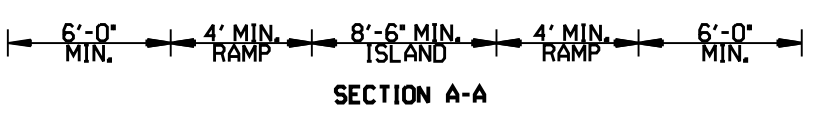
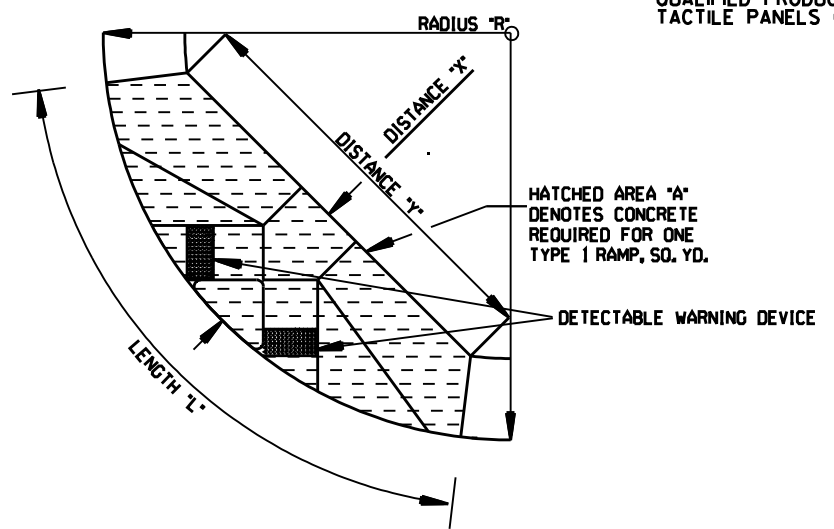
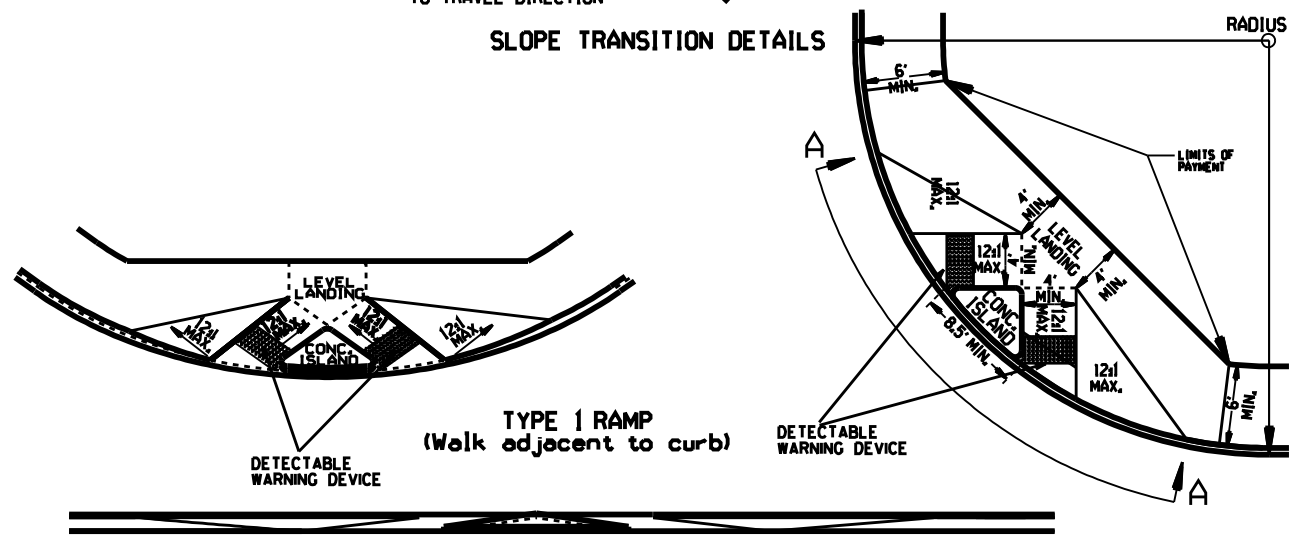
**TYPE 1 RAMP DIMENSIONS AND QUANTITIES**

RADIUS "R"	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80

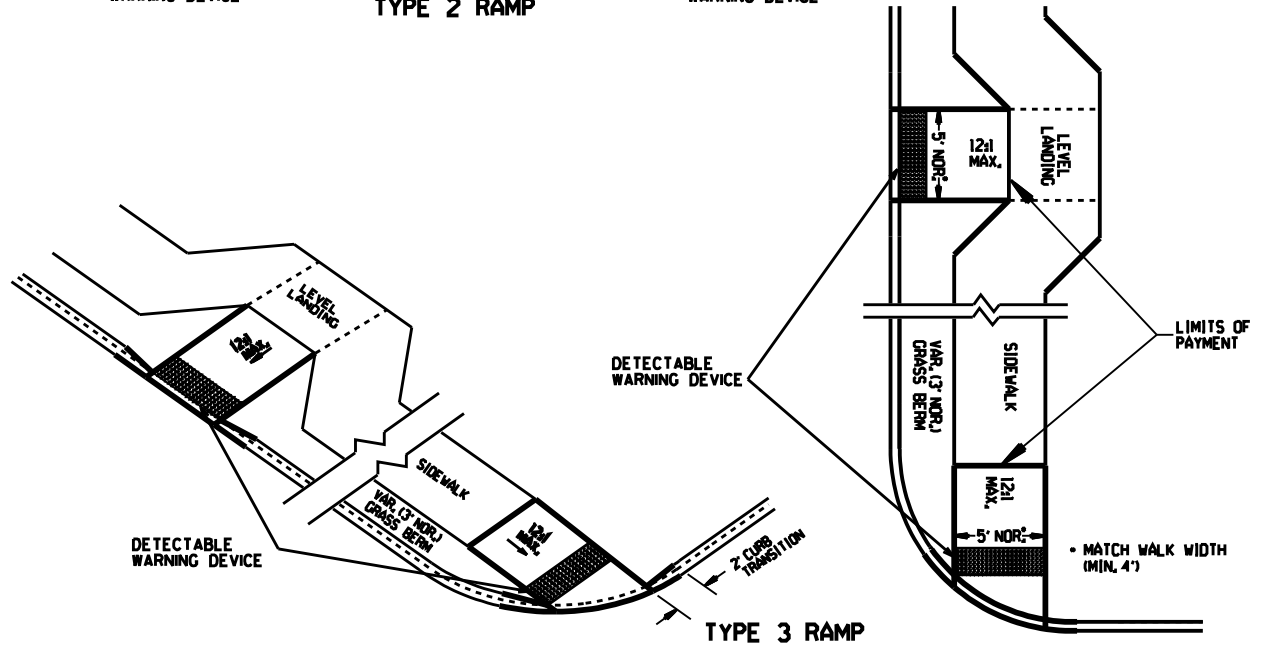
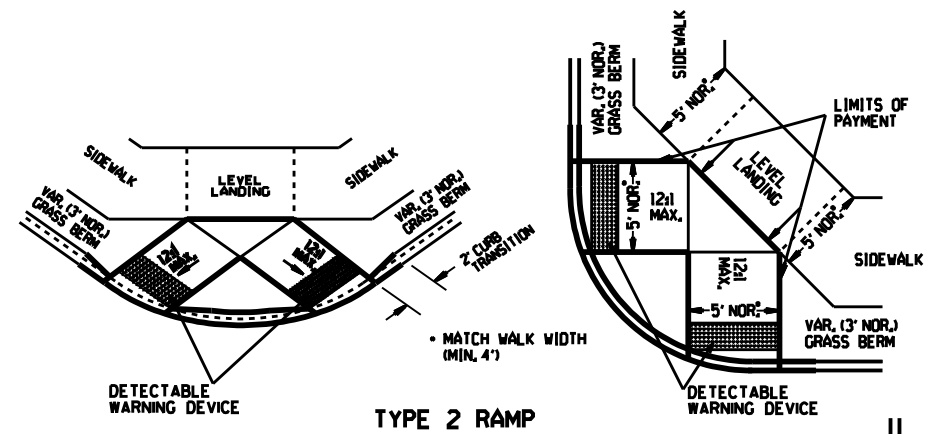
**GENERAL NOTES FOR DETECTABLE WARNING DEVICES**  
 THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB. TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES. DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. DETECTABLE WARNING DEVICE SHALL BE ON THE AHTD QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



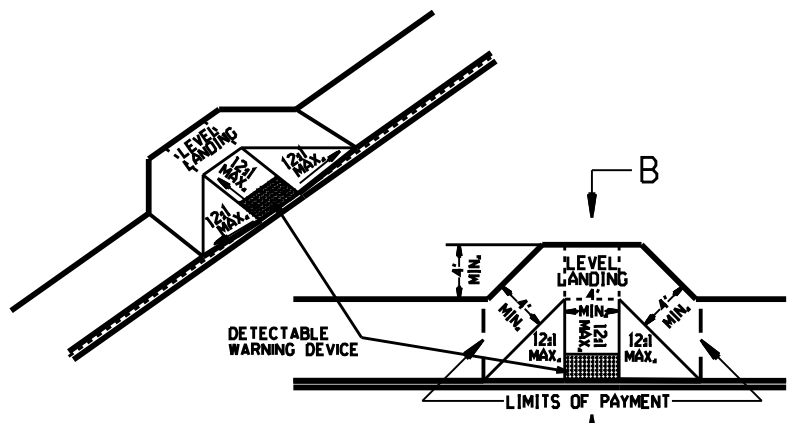
DETECTABLE WARNING DEVICE DETAIL



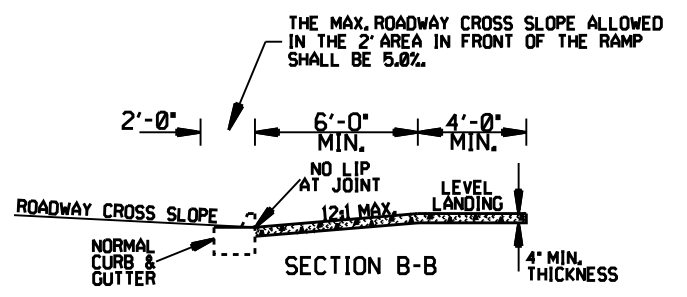
SECTION A-A



**NOTE:** THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.



TYPE 4 RAMP (Walk adjacent to curb)



SECTION B-B

**GENERAL NOTES:**  
 IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS. IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS. THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19. THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION. THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4". THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER. RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION. THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

**RAMP SELECTION CRITERIA**

CHOICE	TYPE	DESCRIPTION
FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

**NOTE:** IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED. AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILED
8-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD SLOPE TRANS. & REV. ISL. DIMS.	
5-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM 8:1 TO 12:1 MAX. SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCL. "CONC. ISL." IN PAY ITEM	
6-02-76	ISSUED P.H.D.	299-7-28-76

**ARKANSAS STATE HIGHWAY COMMISSION**

**WHEELCHAIR RAMPS  
NEW CONSTRUCTION  
AND ALTERATIONS**

**STANDARD DRAWING WR-1**