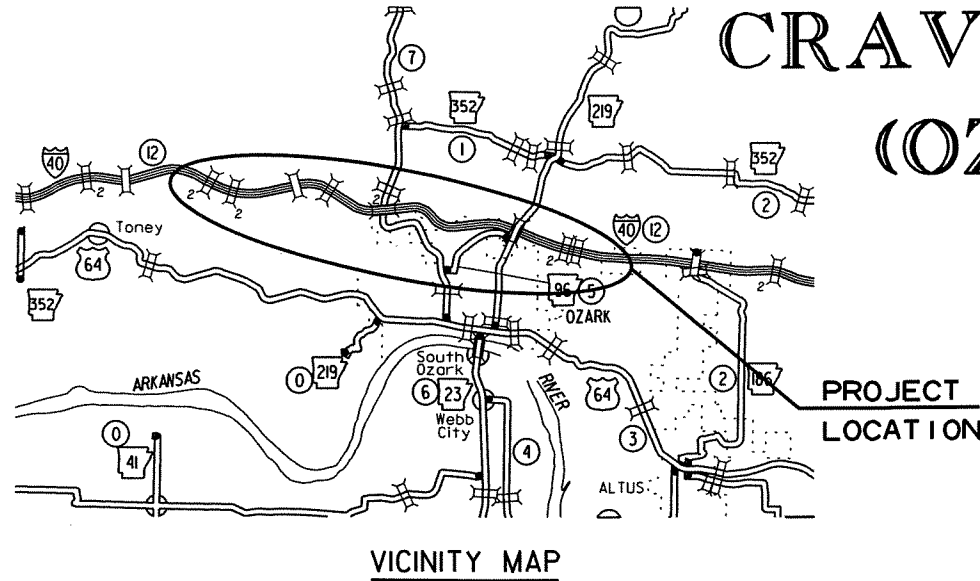


"A FULLY CONTROLLED ACCESS FACILITY"  
 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
 CONSTRUCTION PLANS FOR STATE HIGHWAY

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.	040628	1	28	
				2 CRAVENS CREEK-PHILPOT ROAD (OZARK) (MILL & INLAY) (F)				

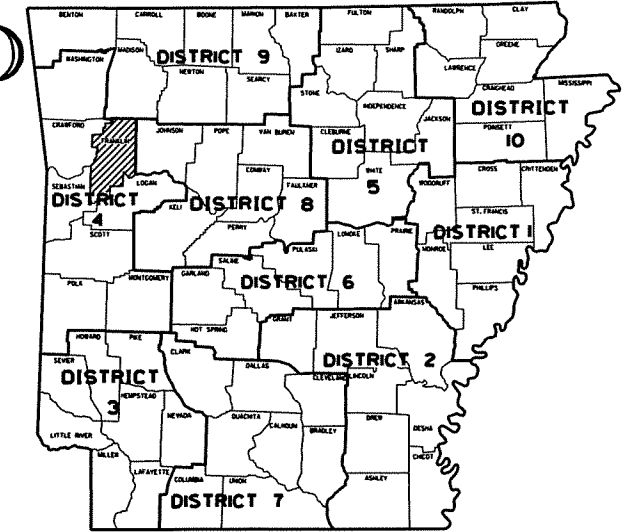


# CRAVENS CREEK-PHILPOT ROAD (OZARK) (MILL & INLAY) (F)

FRANKLIN COUNTY  
 ROUTE 40 SECTION 12

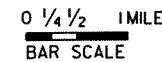
## JOB 040628

FED. AID PROJ. IM-40-1(262)31



ARK. HWY. DIST. NO. 4

STA. 1641+40.50-BEGIN  
 JOB 040628



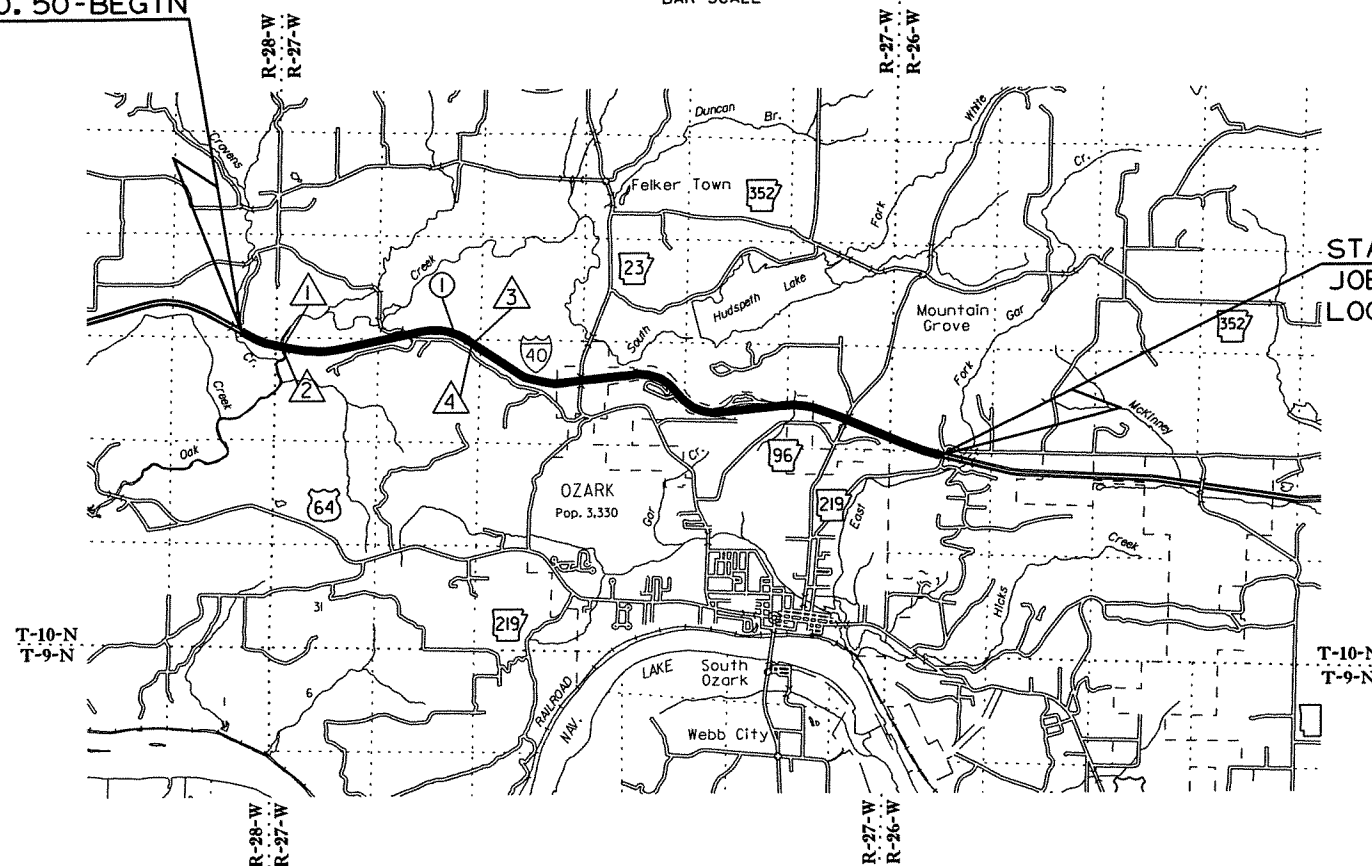
EQUATIONS

- ① STA. 1817+28.17 BK. =  
 STA. 1842+69.70 AHD

EXCEPTIONS TO JOB 040628  
 (BRIDGES)

- ① STA. 1664+43.55 BR. END  
 208.45' BRIDGE NO. 5114A  
 39'-0" CLEAR ROADWAY  
 STA. 1666+52.00 BR. END
- ② STA. 1665+36.63 BR. END  
 208.62' BRIDGE NO. 5114B  
 39'-0" CLEAR ROADWAY  
 STA. 1667+45.25 BR. END
- ③ STA. 1852+60.23 BR. END  
 247.30' BRIDGE NO. 5116A  
 39'-0" CLEAR ROADWAY  
 STA. 1855+07.53 BR. END
- ④ STA. 1852+23.65 BR. END  
 247.30' BRIDGE NO. 5116B  
 39'-0" CLEAR ROADWAY  
 STA. 1854+70.95 BR. END

TOTAL LENGTH OF EXCEPTIONS  
 455.84' MEASURED ALONG  $\frac{1}{2}$  MEDIAN



STA. 2051+62.50-END  
 JOB 040628  
 LOG MILE 38.36

DESIGN TRAFFIC DATA

DESIGN YEAR	-----	2012
2032 ADT	-----	24,000
2032 ADT	-----	31,000
2032 DHV	-----	3,410
DIRECTIONAL DISTRIBUTION	-----	60%
TRUCKS	-----	36%
DESIGN SPEED	-----	70 MPH



APPROVED



5/23/12  
 DEPUTY DIRECTOR  
 AND CHIEF ENGINEER

BEGINNING OF PROJECT	MID-POINT OF PROJECT	END OF PROJECT
LATITUDE N 35° 31' 46"	LATITUDE N 35° 31' 16"	LATITUDE N 35° 30' 36"
LONGITUDE W 93° 55' 28"	LONGITUDE W 93° 52' 04"	LONGITUDE W 93° 48' 34"

LENGTH COMPUTED ALONG CENTERLINE MEDIAN	
GROSS LENGTH OF PROJECT	38480.47 FEET OR 7.288 MILES
NET " " ROADWAY	38024.63 " " 7.202 "
NET " " BRIDGES	0.00 " " 0.000 "
NET " " PROJECT	38024.63 " " 7.202 "

P.E. JOB 040628  
 NON-PART.

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO. 040628	2 28

2 INDEX OF SHEETS, GOV SPECS, & GEN NOTES



6/18/12

**GOVERNING SPECIFICATIONS**

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2003, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	FHWA-1273 REVISIONS
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
100-2	MANUAL FOR ASSESSING SAFETY HARDWARE (MASH)
102-1	BIDDING REQUIREMENTS AND CONDITIONS
103-1	DETERMINATION OF DBE PARTICIPATION
105-1	CONSTRUCTION CONTROL MARKINGS
105-2	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
105-3	CONTROL OF WORK
107-1	WORKER VISIBILITY
108-1	LIQUIDATED DAMAGES
303-1	AGGREGATE BASE COURSE
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
409-1	MINERAL AGGREGATES
410-3	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
600-1	WATER FOR VEGETATION
603-1	MAINTENANCE OF TRAFFIC
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-2	INSPECTIONS OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
718-2	REFLECTORIZED PAINT PAVEMENT MARKINGS
JOB 040628	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 040628	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 040628	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 040628	HIGH PERFORMANCE PAVEMENT MARKING
JOB 040628	INTERNET BIDDING
JOB 040628	MAINTENANCE OF TRAFFIC
JOB 040628	PARTNERING REQUIREMENTS
JOB 040628	SEQUENCE OF CONSTRUCTION
JOB 040628	SITE USE (A + C METHOD)
JOB 040628	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 040628	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 040628	UTILITY ADJUSTMENTS
JOB 040628	VALUE ENGINEERING
JOB 040628	WARM MIX ASPHALT

**INDEX OF SHEETS**

SHEET NO.	TITLE	DRWG. NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3 - 5	TYPICAL SECTIONS OF IMPROVEMENT		
6	SPECIAL DETAILS		
7 - 11	MAINTENANCE OF TRAFFIC		
12 - 14	QUANTITY SHEETS		
15	SUMMARY OF QUANTITIES AND REVISIONS		
16 - 22	PLAN SHEETS		
23	GUARD RAIL DETAILS	GR-8	7-14-10
24	PAVEMENT MARKING DETAILS	PM-1	11-17-10
25	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	PM-2	12-15-11
26	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
27	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	3-11-10
28	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09

**GENERAL NOTES**

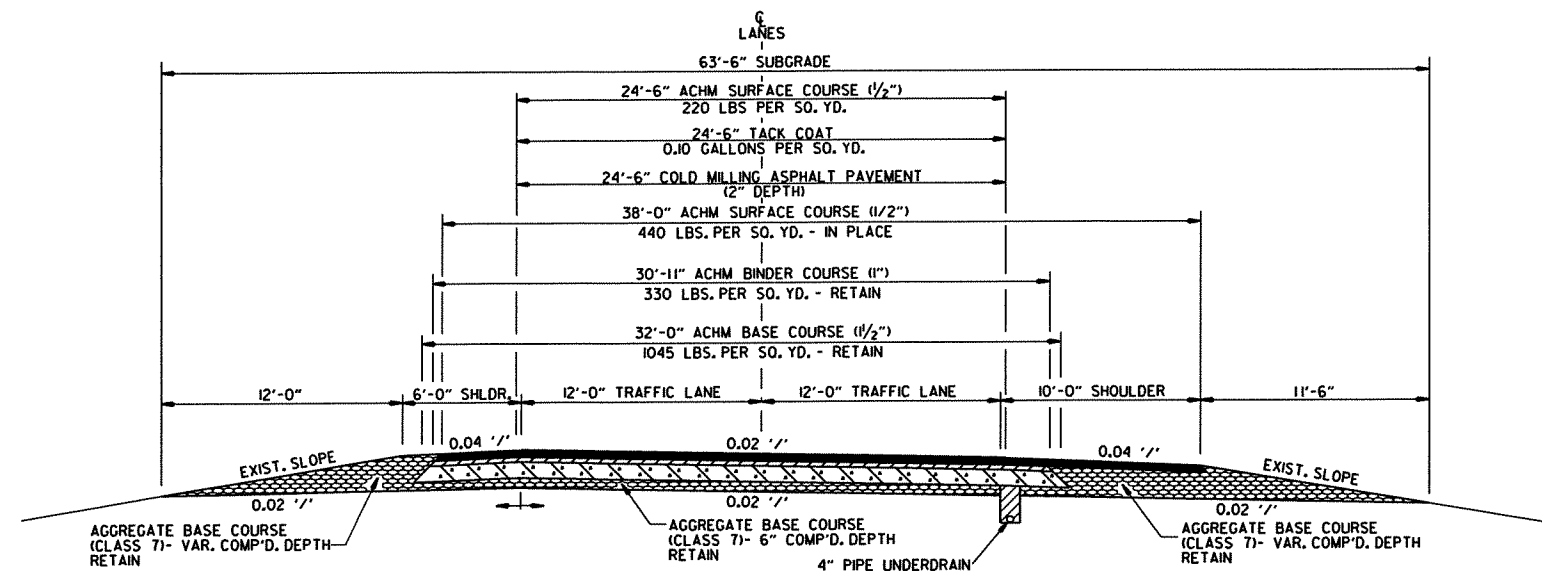
1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. 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.

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.	040628		3	28

2 TYPICAL SECTIONS OF IMPROVEMENT

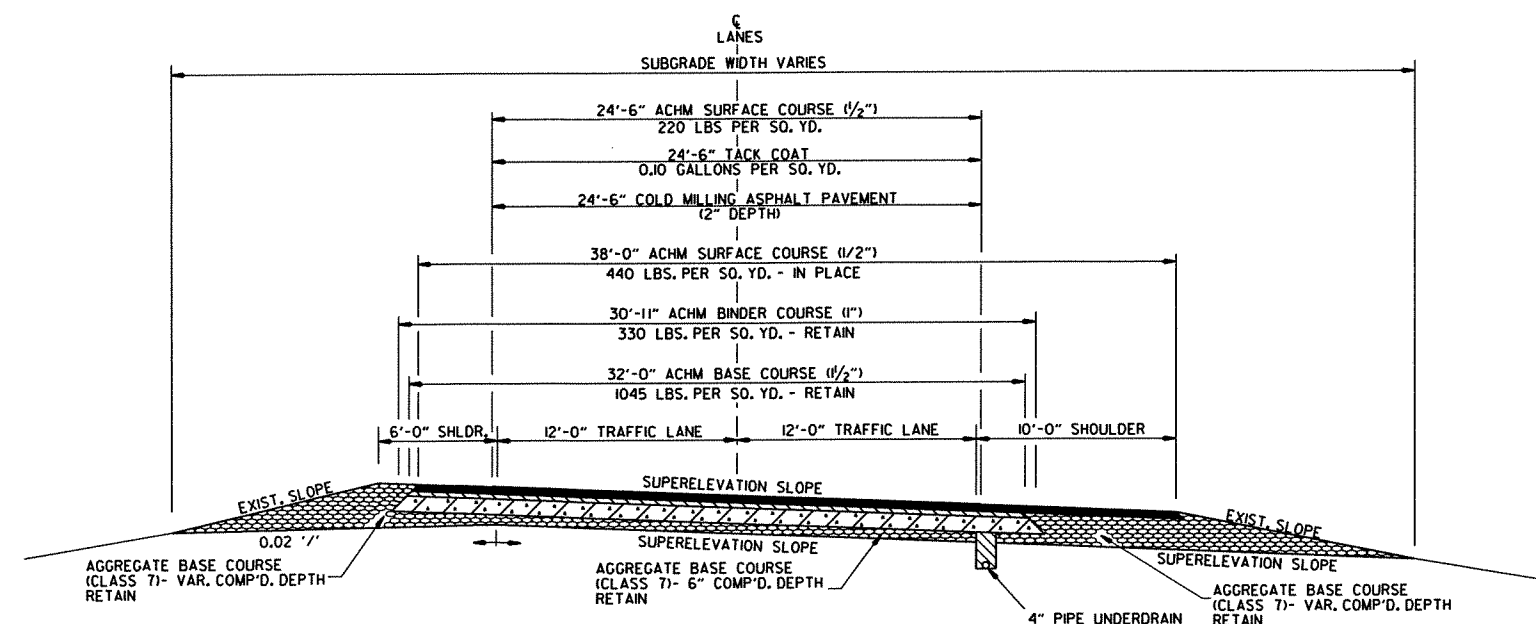


5/23/12



INTERSTATE 40 - MILL & INLAY  
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 1641+36.50	TO STA. 1642+30.00	STA. 1725+00.00	TO STA. 1732+47.44
STA. 1725+00.00	TO STA. 1736+00.00	STA. 1847+70.50	TO STA. 1851+87.15
STA. 1846+84.48	TO STA. 1852+23.73	STA. 1855+07.45	TO STA. 1860+75.00
STA. 1855+44.03	TO STA. 1859+00.00	STA. 1992+00.00	TO STA. 2005+48.06
STA. 1992+00.00	TO STA. 2006+39.01		
STA. 2047+99.42	TO STA. 2051+26.00		



INTERSTATE 40 WITH SUPERELEVATION - MILL & INLAY  
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 1642+30.00	TO STA. 1647+50.00	STA. 1641+85.81	TO STA. 1647+50.00
STA. 1658+40.00	TO STA. 1664+07.05	STA. 1659+25.00	TO STA. 1665+00.13
STA. 1666+88.50	TO STA. 1672+60.00	STA. 1667+81.75	TO STA. 1673+75.00
STA. 1846+75.00	TO STA. 1846+84.48	STA. 1846+75.00	TO STA. 1847+70.50
STA. 2045+50.00	TO STA. 2047+99.42	STA. 2045+50.00	TO STA. 2051+26.00

TYPICAL SECTIONS OF IMPROVEMENT

5/23/2012

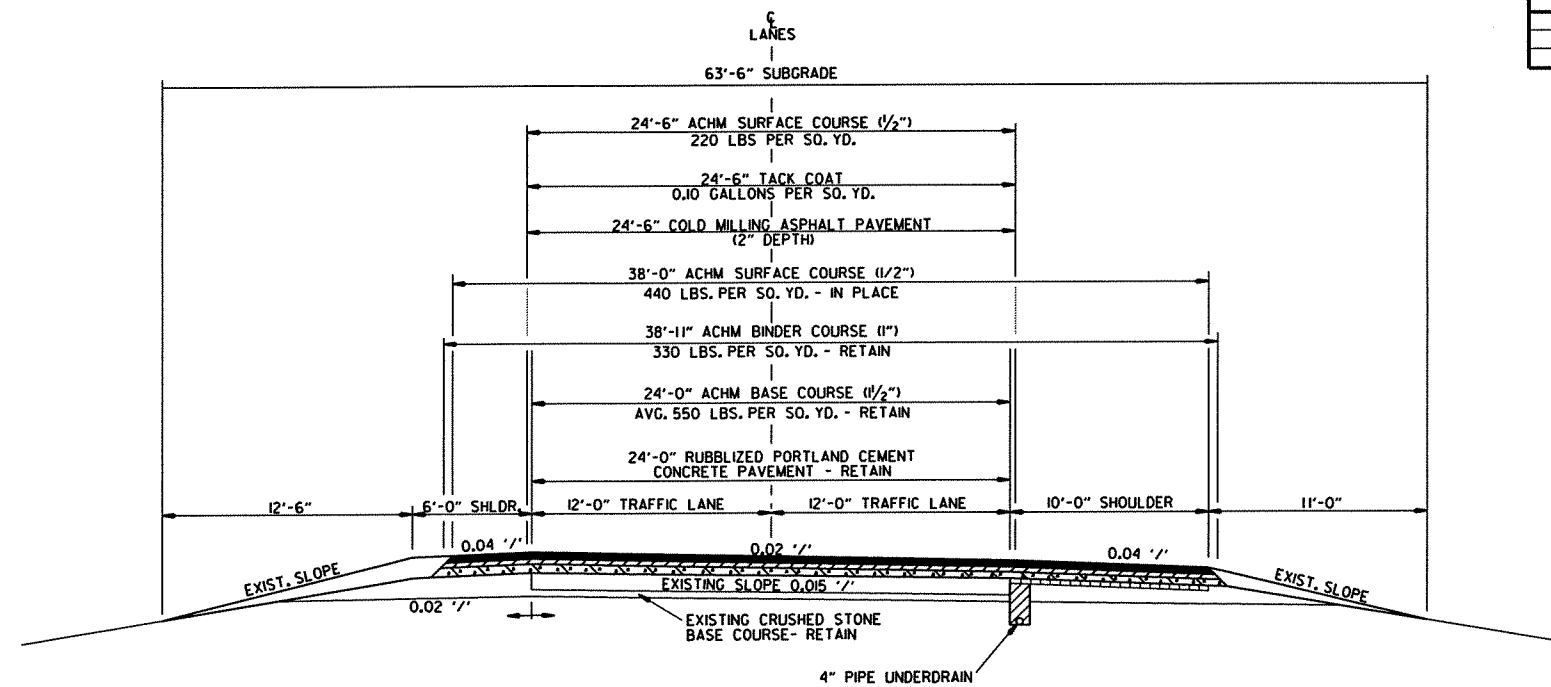
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	040628		4	28

2 TYPICAL SECTIONS OF IMPROVEMENT

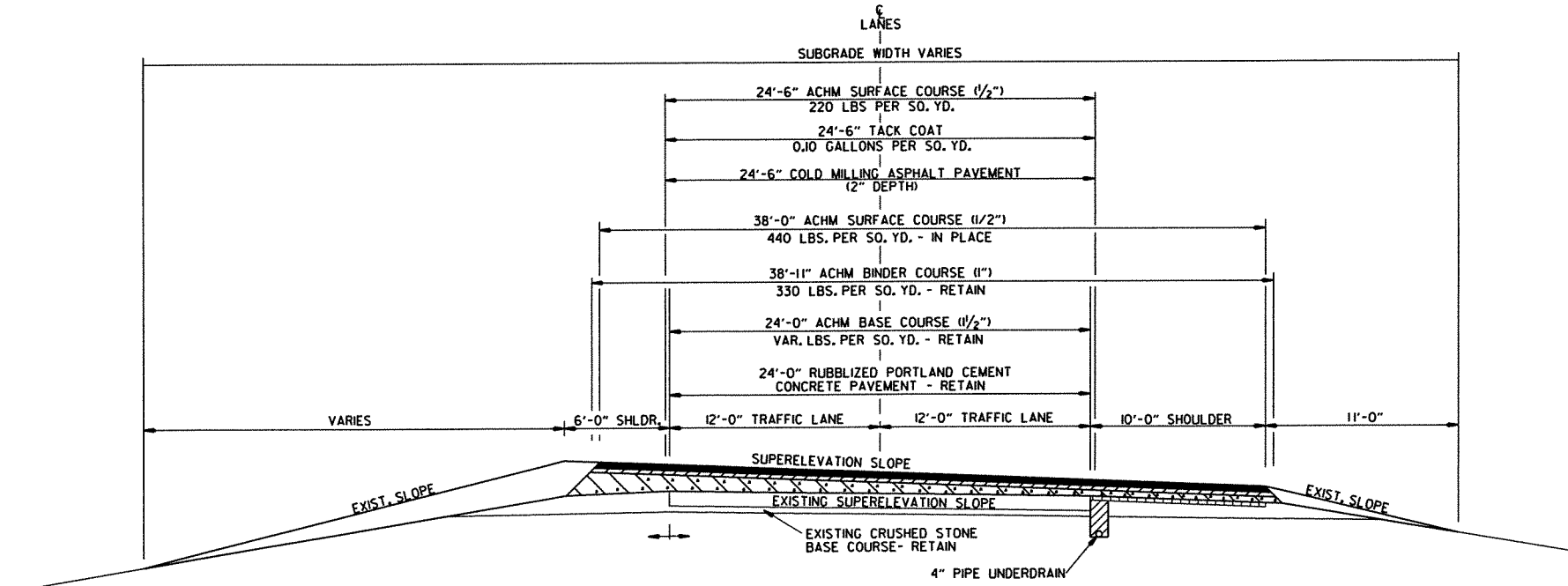


5/23/12



**INTERSTATE 40 - MILL & INLAY**  
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 1702+74.00 TO STA. 1725+00.00	STA. 1725+00.00 TO STA. 1736+93.77	STA. 1701+14.79 TO STA. 1725+00.00	STA. 1725+00.00 TO STA. 1736+93.77
STA. 1736+93.77 TO STA. 1765+12.10	STA. 1765+12.10 TO STA. 1789+23.20	STA. 1768+67.09 TO STA. 1791+16.58	STA. 1791+16.58 TO STA. 1846+75.00
STA. 1789+23.20 TO STA. 1882+62.20	STA. 1882+62.20 TO STA. 1904+31.11	STA. 1860+75.00 TO STA. 1882+62.98	STA. 1846+75.00 TO STA. 1882+62.98
STA. 1904+31.11 TO STA. 1905+11.35	STA. 1905+11.35 TO STA. 1936+95.53	STA. 1905+75.95 TO STA. 1908+55.27	STA. 1882+62.98 TO STA. 1905+00.42
STA. 1936+95.53 TO STA. 1963+34.07	STA. 1963+34.07 TO STA. 1987+21.50	STA. 1934+65.13 TO STA. 1959+28.38	STA. 1905+00.42 TO STA. 1934+65.13
STA. 1987+21.50 TO STA. 1992+00.00	STA. 1992+00.00 TO STA. 2006+39.01	STA. 2005+48.06 TO STA. 2028+61.74	STA. 1934+65.13 TO STA. 1959+28.38
STA. 2006+39.01 TO STA. 2024+69.28			STA. 1959+28.38 TO STA. 1992+00.00



**INTERSTATE 40 WITH SUPERELEVATION - MILL & INLAY**  
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 1647+50.00 TO STA. 1658+40.00	STA. 1658+40.00 TO STA. 1672+60.00	STA. 1647+50.00 TO STA. 1659+25.00	STA. 1659+25.00 TO STA. 1673+75.00
STA. 1672+60.00 TO STA. 1736+93.77	STA. 1736+93.77 TO STA. 1789+23.20	STA. 1673+75.00 TO STA. 1701+14.79	STA. 1701+14.79 TO STA. 1732+47.44
STA. 1789+23.20 TO STA. 1846+75.00	STA. 1846+75.00 TO STA. 1882+62.20	STA. 1732+47.44 TO STA. 1768+67.09	STA. 1768+67.09 TO STA. 1791+16.58
STA. 1882+62.20 TO STA. 1904+99.64	STA. 1904+99.64 TO STA. 1905+11.35	STA. 1791+16.58 TO STA. 1846+75.00	STA. 1791+16.58 TO STA. 1846+75.00
STA. 1905+11.35 TO STA. 1936+95.53	STA. 1936+95.53 TO STA. 1963+34.07	STA. 1882+62.98 TO STA. 1905+00.42	STA. 1846+75.00 TO STA. 1882+62.98
STA. 1963+34.07 TO STA. 1987+21.50	STA. 1987+21.50 TO STA. 1992+00.00	STA. 1908+55.27 TO STA. 1934+65.13	STA. 1882+62.98 TO STA. 1905+00.42
STA. 1992+00.00 TO STA. 2006+39.01	STA. 2006+39.01 TO STA. 2024+69.28	STA. 1934+65.13 TO STA. 1959+28.38	STA. 1905+00.42 TO STA. 1934+65.13
		STA. 1959+28.38 TO STA. 1992+00.00	STA. 1934+65.13 TO STA. 1959+28.38
		STA. 1992+00.00 TO STA. 2006+39.01	STA. 1959+28.38 TO STA. 1992+00.00
		STA. 2006+39.01 TO STA. 2024+69.28	STA. 1992+00.00 TO STA. 2006+39.01
			STA. 2006+39.01 TO STA. 2024+69.28

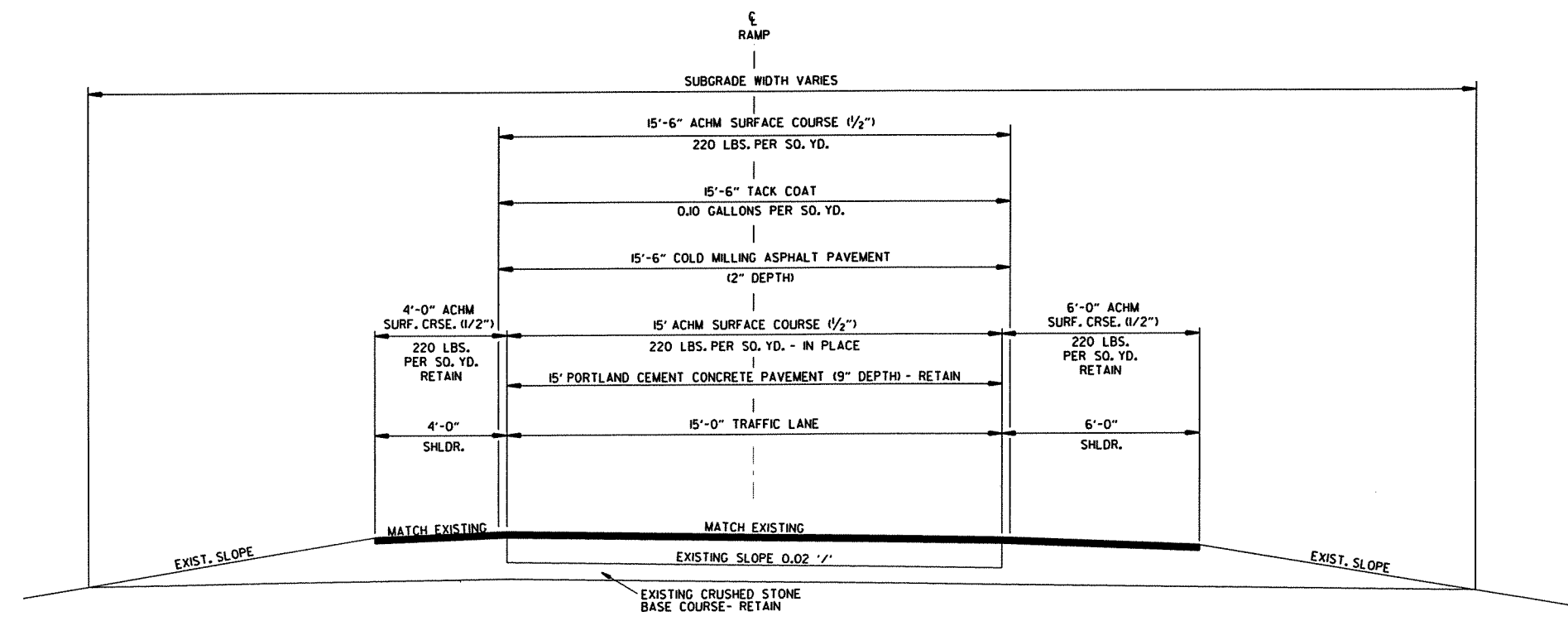
TYPICAL SECTIONS OF IMPROVEMENT

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.	040628		5	28

② TYPICAL SECTIONS OF IMPROVEMENT



5/23/12



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

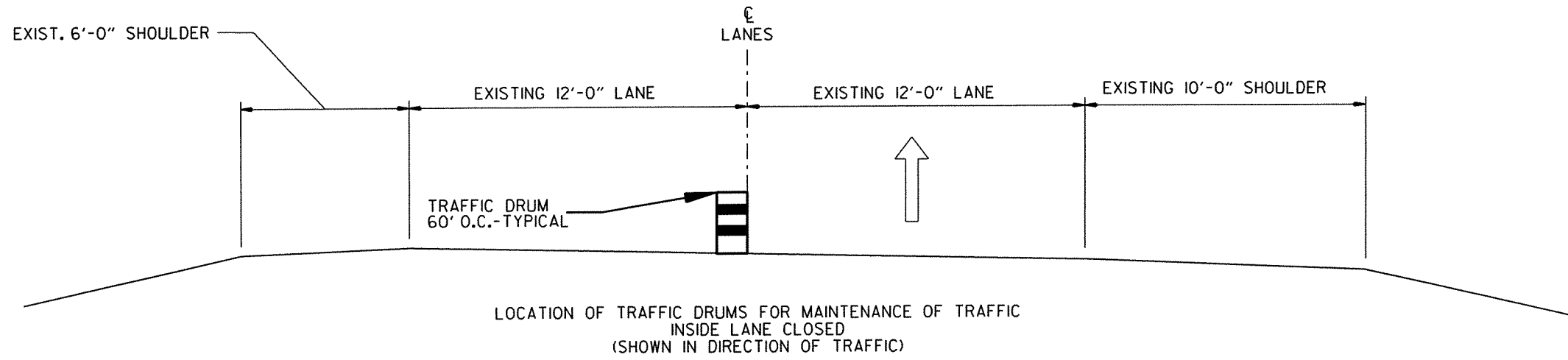
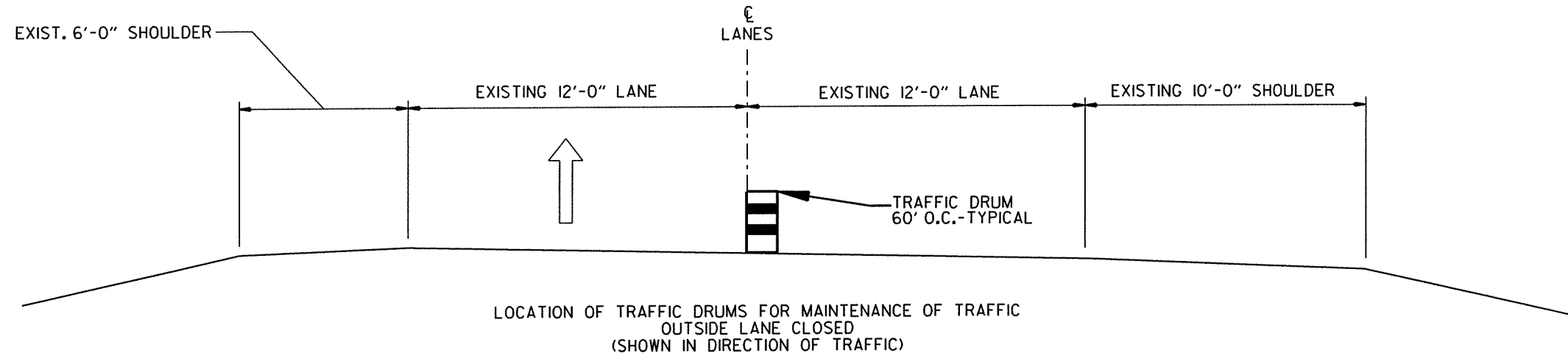
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 040628							6	28

② SPECIAL DETAILS



5/23/12



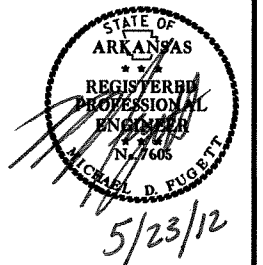
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SPECIAL DETAILS

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.	040628		7	28

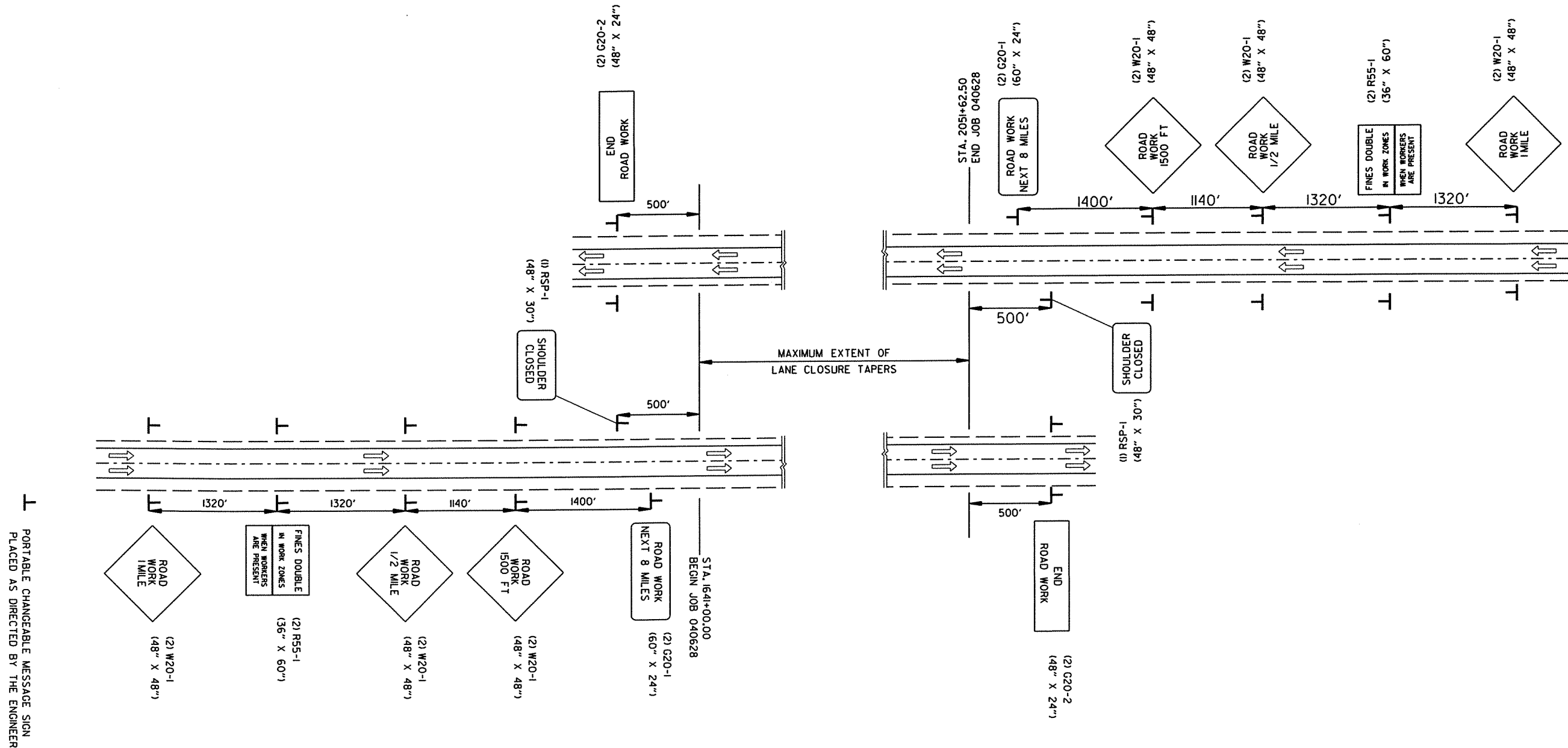
② MAINTENANCE OF TRAFFIC



CONSTRUCTION PAVEMENT MARKINGS:  
 APPLY CONSTRUCTION PAVEMENT MARKINGS  
 ACCORDING TO STD. DWG. PM-2  
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 18336 LIN. FT.  
 4" WHITE - 109713 LIN. FT.  
 4" YELLOW - 88956 LIN. FT.  
 8" WHITE - 5373 LIN. FT.

PERMANENT PAVEMENT MARKINGS:  
 APPLY PERMANENT PAVEMENT MARKINGS  
 ACCORDING TO STD. DWG. PM-2  
 4" WHITE - 109713 LIN. FT.  
 4" YELLOW - 88956 LIN. FT.  
 8" WHITE - 5373 LIN. FT.  
 RAISED PAV'T MARKINGS = 6151 EACH

NOTE:  
 CONSTRUCTION PAVEMENT MARKINGS  
 QUANTITY BASED ON ONE APPLICATION  
 OF EXISTING PAVEMENT MARKINGS.  
 FOR ADDITIONAL INFORMATION,  
 SEE STD. DRG. PM-2.



PORTABLE CHANGEABLE MESSAGE SIGN  
 PLACED AS DIRECTED BY THE ENGINEER

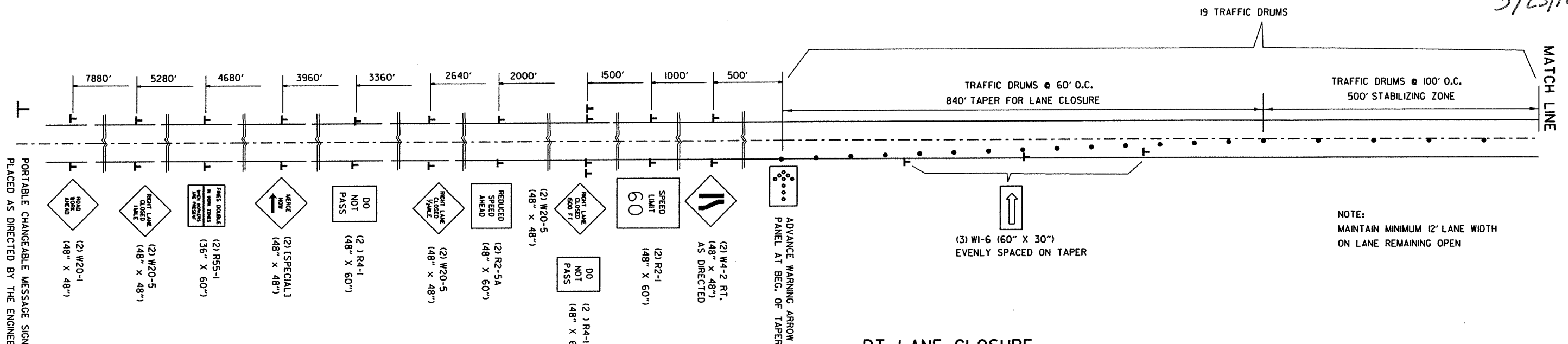
MAINTENANCE OF TRAFFIC  
 ADVANCE SIGNS AT JOB ENDS

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.	040628		8	28

② MAINTENANCE OF TRAFFIC



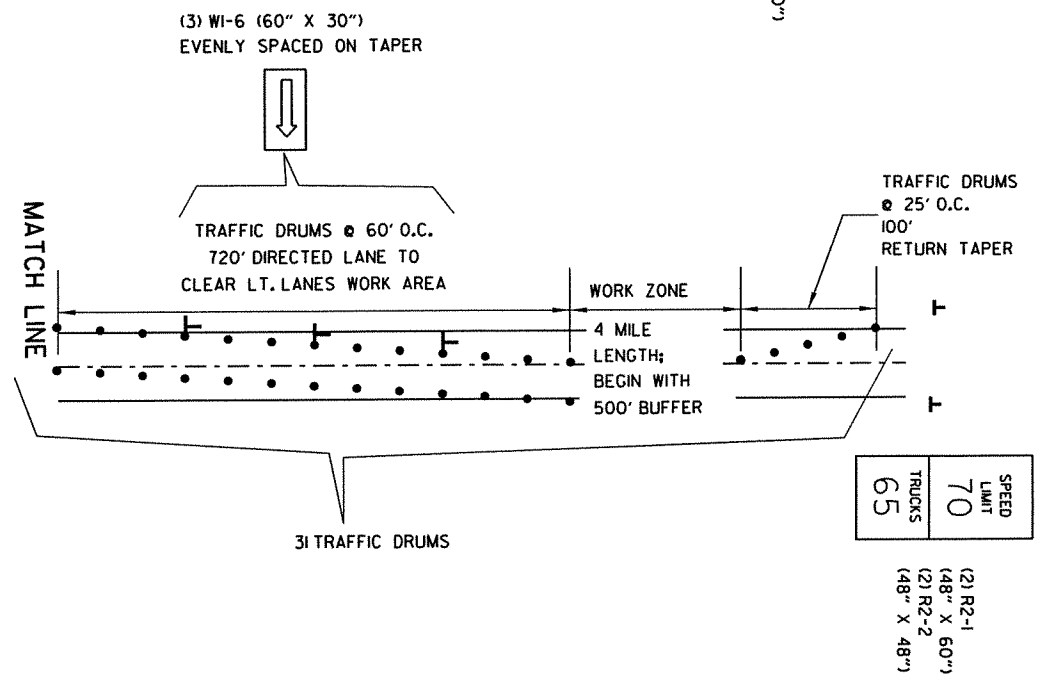
5/23/12



NOTE:  
MAINTAIN MINIMUM 12' LANE WIDTH  
ON LANE REMAINING OPEN

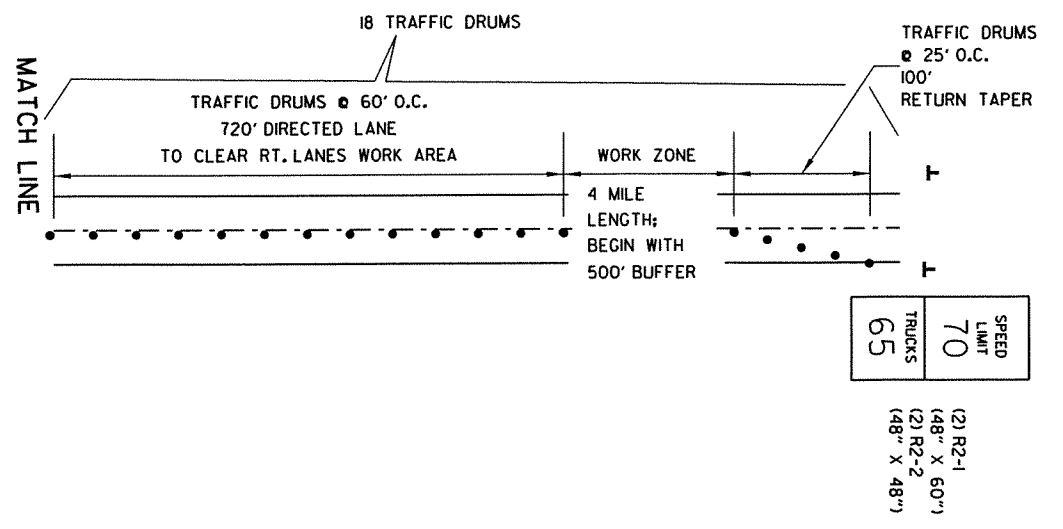
**RT. LANE CLOSURE**

1 SET OF THIS NEEDED FOR JOB 040628.



**DIVERSION FOR LT. LANE WORK ZONE**

1 SET OF THIS NEEDED FOR JOB 040628.



**DIVERSION FOR RT. LANE WORK ZONE**

1 SET OF THIS NEEDED FOR JOB 040628.

MAINTENANCE OF TRAFFIC  
WORK ZONE - LANE CLOSURE

5/24/2012

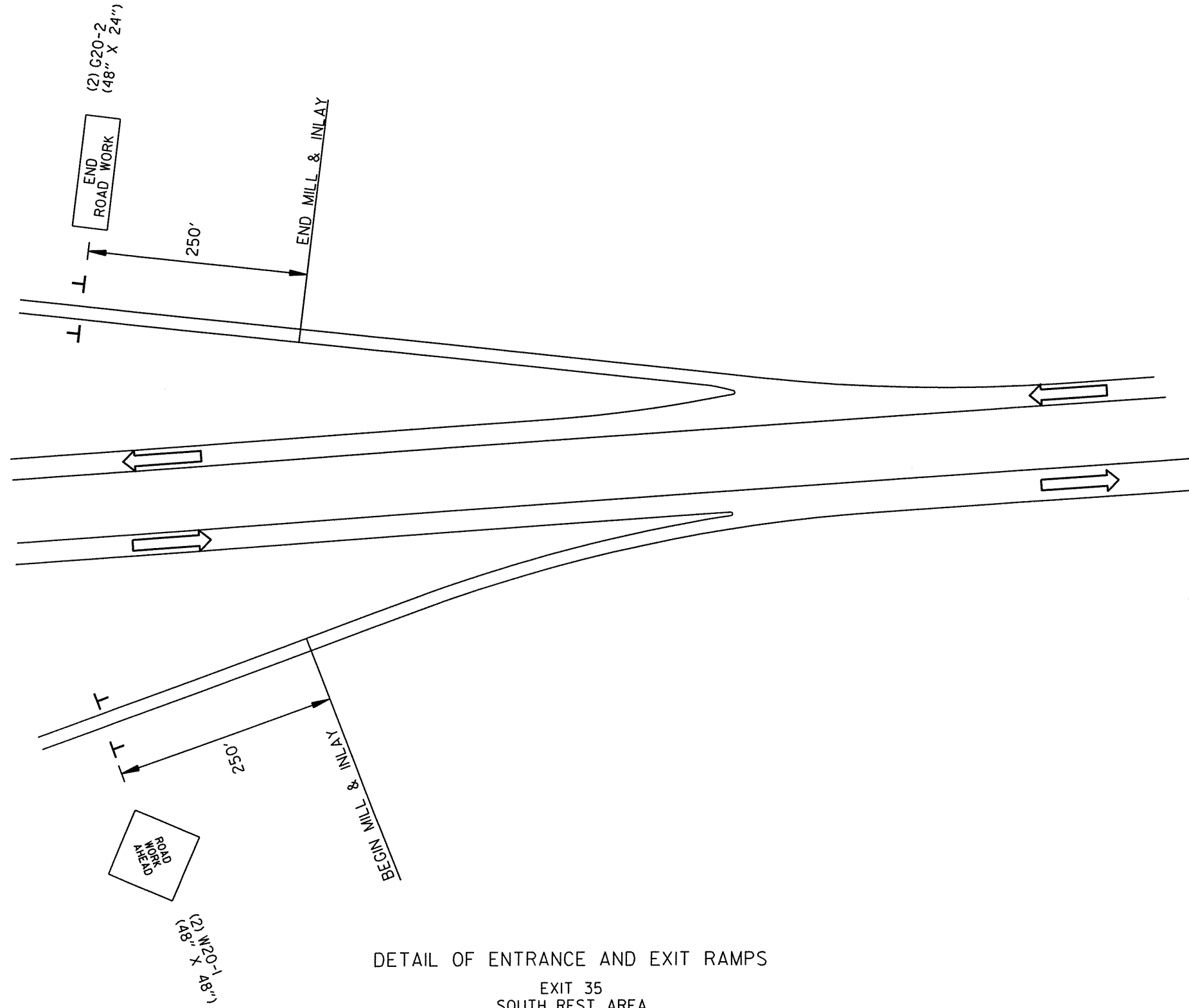
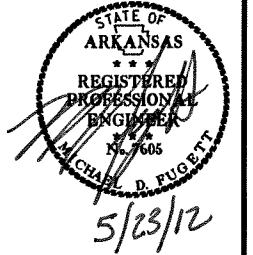
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ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMP  
 ROAD WORK AHEAD (16) = 256 SQ. FT.  
 END ROAD WORK (16) = 128 SQ. FT.

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				6	ARK.			
JOB NO. 040628							9	28

② MAINTENANCE OF TRAFFIC



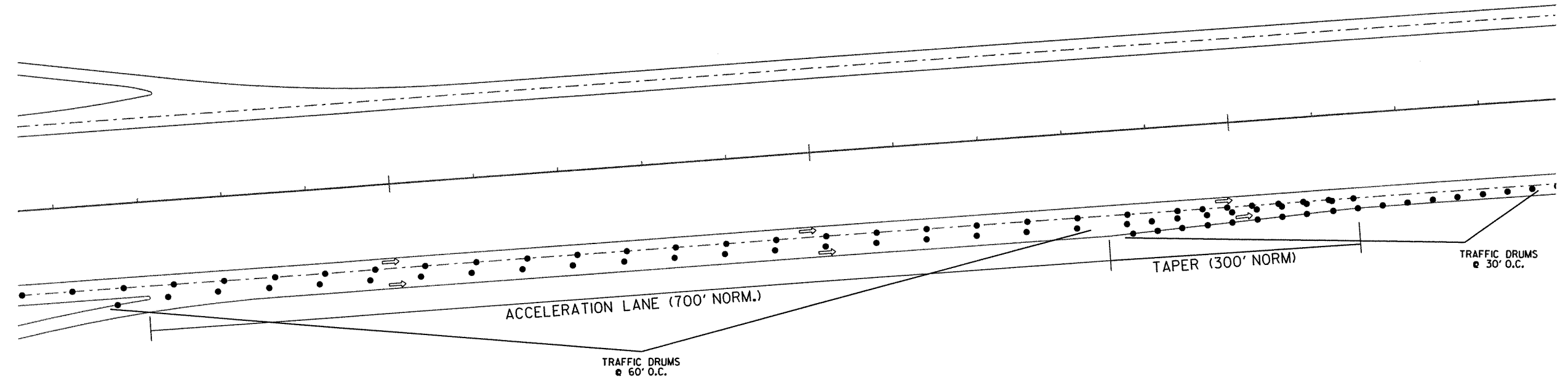
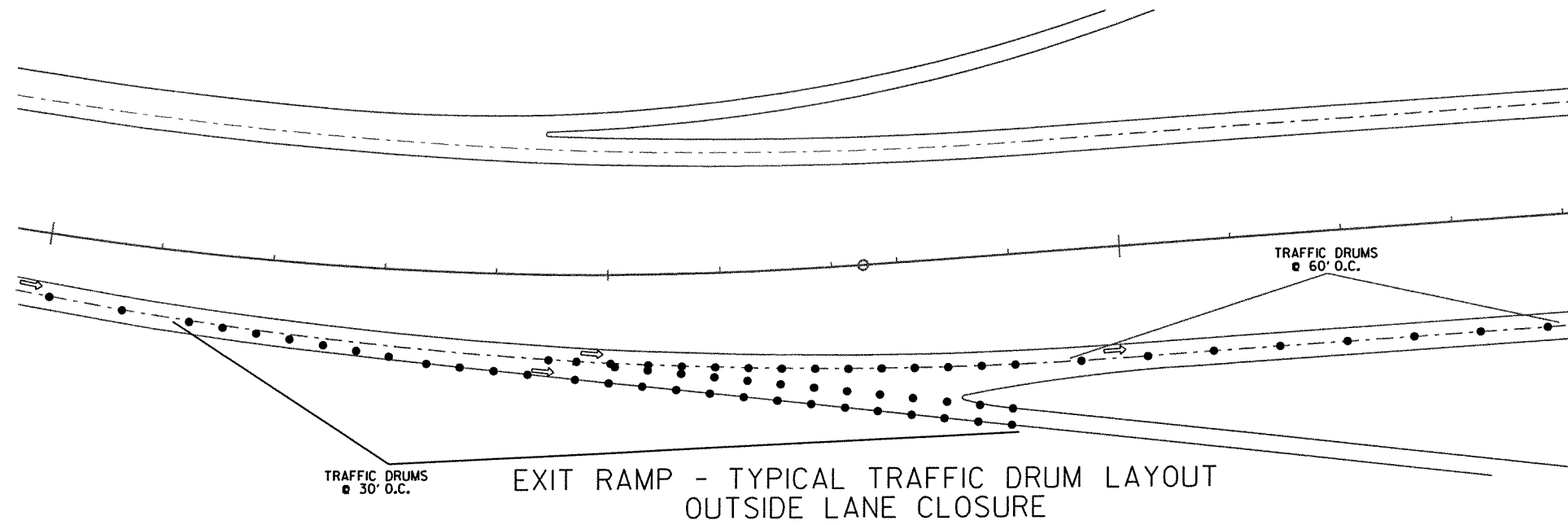
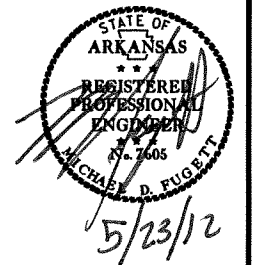
DETAIL OF ENTRANCE AND EXIT RAMP

EXIT 35  
 SOUTH REST AREA  
 NORTH REST AREA  
 EXIT 37

MAINTENANCE OF TRAFFIC  
 DETAIL OF RAMPS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 040628							10	28

② MAINTENANCE OF TRAFFIC



EXIT 35:  
 EASTBOUND EXIT = 52 TRAFFIC DRUMS  
 EASTBOUND ENTRANCE = 46 TRAFFIC DRUMS  
 WESTBOUND EXIT = 28 TRAFFIC DRUMS  
 WESTBOUND ENTRANCE = 39 TRAFFIC DRUMS

EXIT 37:  
 EASTBOUND EXIT = 42 TRAFFIC DRUMS  
 EASTBOUND ENTRANCE = 39 TRAFFIC DRUMS  
 WESTBOUND EXIT = 48 TRAFFIC DRUMS  
 WESTBOUND ENTRANCE = 39 TRAFFIC DRUMS

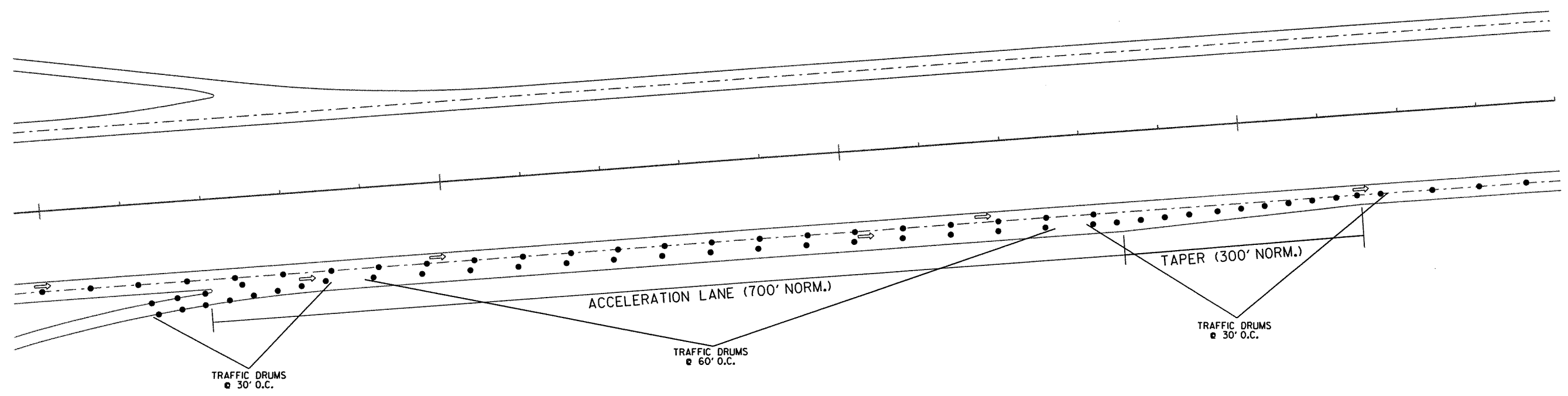
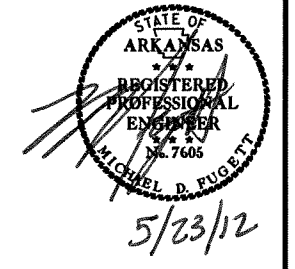
REST AREA:  
 EASTBOUND EXIT = 55 TRAFFIC DRUMS  
 EASTBOUND ENTRANCE = 42 TRAFFIC DRUMS  
 WESTBOUND EXIT = 47 TRAFFIC DRUMS  
 WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

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MAINTENANCE OF TRAFFIC  
 DETAIL OF RAMPS WITH LANE CLOSURE

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. 040628							11	28

② MAINTENANCE OF TRAFFIC



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT  
ACCELERATION LANE CLOSURE

EXIT 35:  
EASTBOUND ENTRANCE = 35 TRAFFIC DRUMS  
WESTBOUND ENTRANCE = 28 TRAFFIC DRUMS

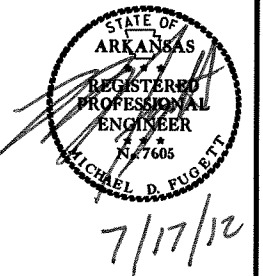
EXIT 37:  
EASTBOUND ENTRANCE = 28 TRAFFIC DRUMS  
WESTBOUND ENTRANCE = 28 TRAFFIC DRUMS

REST AREA:  
EASTBOUND ENTRANCE = 31 TRAFFIC DRUMS  
WESTBOUND ENTRANCE = 26 TRAFFIC DRUMS

MAINTENANCE OF TRAFFIC  
DETAIL OF RAMPS WITH LANE CLOSURE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
07/17/12				6	ARK.			
JOB NO. 040628							12	28

2 QUANTITIES



**COLD MILLING ASPHALT PAVEMENT**

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
1641+36.50	1664+07.05	I-40 LT. MAIN LANES	24.5	6180.9
1666+88.50	1699+70.28	I-40 LT. MAIN LANES	24.5	8933.7
1700+11.50	1769+00.48	I-40 LT. MAIN LANES	24.5	18753.3
1768+09.12	1818+11.26	I-40 LT. MAIN LANES	24.5	13616.9
1844+21.98	1852+23.73	I-40 LT. MAIN LANES	24.5	2182.5
1855+44.03	1904+99.64	I-40 LT. MAIN LANES	24.5	13490.3
1904+31.11	1932+87.65	I-40 LT. MAIN LANES	24.5	7776.1
1933+95.53	1985+12.98	I-40 LT. MAIN LANES	24.5	13930.8
1984+59.00	2045+26.72	I-40 LT. MAIN LANES	24.5	16517.7
2045+36.92	2051+26.00	I-40 LT. MAIN LANES	24.5	1603.6
1641+85.81	1665+00.13	I-40 RT. MAIN LANES	24.5	6300.1
1667+81.75	1699+16.00	I-40 RT. MAIN LANES	24.5	8532.1
1698+52.29	1767+72.25	I-40 RT. MAIN LANES	24.5	18837.7
1768+09.12	1820+04.66	I-40 RT. MAIN LANES	24.5	14143.4
1845+08.00	1851+87.15	I-40 RT. MAIN LANES	24.5	1848.8
1855+07.45	1905+00.42	I-40 RT. MAIN LANES	24.5	13592.0
1905+75.95	1933+81.33	I-40 RT. MAIN LANES	24.5	7636.9
1933+15.13	1990+65.49	I-40 RT. MAIN LANES	24.5	15653.8
1990+98.81	2049+19.18	I-40 RT. MAIN LANES	24.5	15844.3
2049+08.98	2051+26.00	I-40 RT. MAIN LANES	24.5	590.8
1812+99.60	1818+87.69	EXIT 35 EASTBOUND-TURN OUT	VARIES	982.9
1867+04.64	1881+48.40	EXIT 35 EASTBOUND-ACCELERATION LANE AND TAPER	VARIES	844.3
1804+11.99	1813+87.50	EXIT 35 WESTBOUND-ACCELERATION LANE AND TAPER	VARIES	927.3
1866+87.24	1870+95.82	EXIT 35 WESTBOUND-TURN OUT	VARIES	1183.4
1892+30.00	1897+85.36	EASTBOUND REST AREA-TURN OUT	VARIES	1046.1
1909+09.29	1920+00.00	EASTBOUND REST AREA-ACCELERATION LANE AND TAPER	VARIES	972.2
1922+80.40	1932+24.02	WESTBOUND REST AREA-ACCELERATION LANE AND TAPER	VARIES	1327.8
1959+46.00	1964+38.89	WESTBOUND REST AREA-TURN OUT	VARIES	937.7
1966+29.39	1971+94.41	EXIT 37 EASTBOUND-TURN OUT	VARIES	992.6
2019+31.23	2031+24.24	EXIT 37 EASTBOUND-ACCELERATION LANE AND TAPER	VARIES	928.9
1974+41.67	1984+33.30	EXIT 37 WESTBOUND-ACCELERATION LANE AND TAPER	VARIES	948.3
2012+01.56	2016+95.16	EXIT 37 WESTBOUND-TURN OUT	VARIES	985.0
1818+87.69	1824+37.69	EXIT 35 EASTBOUND-EXIT RAMP	15.5	947.2
1861+54.64	1867+04.64	EXIT 35 EASTBOUND-ENTRANCE RAMP	15.5	947.2
1813+87.50	1819+37.50	EXIT 35 WESTBOUND-ENTRANCE RAMP	15.5	947.2
1861+37.24	1866+87.24	EXIT 35 WESTBOUND-EXIT RAMP	15.5	947.2
1897+85.36	1903+35.36	EASTBOUND REST AREA-EXIT RAMP	15.5	947.2
1903+59.29	1909+09.29	EASTBOUND REST AREA-ENTRANCE RAMP	15.5	947.2
1932+24.02	1937+74.02	WESTBOUND REST AREA-ENTRANCE RAMP	15.5	947.2
1953+96.00	1959+46.00	WESTBOUND REST AREA-EXIT RAMP	15.5	947.2
1971+94.41	1977+44.41	EXIT 37 EASTBOUND-EXIT RAMP	15.5	947.2
2013+81.23	2019+31.23	EXIT 37 EASTBOUND-ENTRANCE RAMP	15.5	947.2
1984+33.30	1989+83.30	EXIT 37 WESTBOUND-ENTRANCE RAMP	15.5	947.2
2006+51.56	2012+01.56	EXIT 37 WESTBOUND-EXIT RAMP	15.5	947.2
1894+00.00	1895+50.00	*LT. MAIN LANES-TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	VARIES	566.7
<b>TOTAL:</b>				<b>229975.3</b>

NOTE: AVERAGE MILLING DEPTH WILL BE 2", AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL HAUL MATERIAL GENERATED FROM COLD MILLING OPERATIONS TO AHTD AREA HEADQUARTERS ADJACENT TO HIGHWAY 23, APPROXIMATELY 2.2 MILES SOUTH OF I-40 WHERE IT SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL STOCKPILE THE MATERIAL IN A WAY THAT IT CAN BE EASILY MEASURED BY AVERAGE END AREA METHOD. WHEN THE STORAGE AT THIS LOCATION IS DETERMINED TO BE AT CAPACITY (APPROXIMATELY 3500 CUBIC YARDS), THE CONTRACTOR SHALL HAUL GENERATED MATERIAL TO AN AREA TO BE IDENTIFIED AT THE WEST BOUND REST AREA AT APPROXIMATELY MILE MARKER 36.5

\*NOTE: QUANTITIES ESTIMATED REFER TO SECTION 104.03 IN THE STD. SPEC.

**ADVANCE WARNING SIGNS AND DEVICES**

SIGN NUMBER	DESCRIPTION	SIGN SIZE	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH	ADVANCE WARNING ARROW PANEL DAY	PORTABLE CHANGEABLE MESSAGE SIGN WEEK
				NO.	SQ. FT.			
W20-1	ROAD WORK 1 MILE	48" x 48"	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48" x 48"	4	4	64.0			
W20-1	ROAD WORK 1500 FT.	48" x 48"	4	4	64.0			
W20-1	ROAD WORK AHEAD	48" x 48"	18	18	288.0			
G20-2	END ROAD WORK	48" x 24"	20	20	160.0			
G20-1	ROAD WORK NEXT 8 MILES	48" x 24"	4	4	32.0			
R1-2	YIELD	60" x 60" x 60"	3	3	37.5			
SPECIAL 1	MERGE NOW + ARROW	48" x 48"	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48" x 48"	2	2	20.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FT.	48" x 48"	2	2	32.0			
W4-2R	RIGHT LANE CLOSING GRAPHIC	48" x 48"	2	2	32.0			
W1-6	LARGE ARROW	48" x 24"	6	6	48.0			
R4-1	DO NOT PASS	24" x 30"	4	4	20.0			
R55-1	FINES DOUBLE IN WORK ZONES	36" x 60"	6	6	90.0			
R2-5A	REDUCED SPEED AHEAD	48" x 60"	2	2	40.0			
R2-1	SPEED LIMIT 60 MPH	48" x 60"	2	2	40.0			
R2-1	SPEED LIMIT 70 MPH	48" x 60"	2	2	40.0			
R2-2	TRUCKS SPEED LIMIT 65 MPH	48" x 60"	2	2	40.0			
RSP-1	SHOULDER CLOSED	48" x 30"	2	2	20.0			
<b>TOTALS:</b>				<b>1195.5</b>	<b>659</b>	<b>659</b>	<b>32</b>	<b>20</b>

7/17/2012

RO40628.DGN

QUANTITIES

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.	040628	13	28	

2 QUANTITIES



5/23/12

**BASE AND SURFACING**

STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TOTAL WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
1641+36.50	1664+07.05	I-40 LT. MAIN LANES	2270.55			24.5	6180.9	0.10	618.1	24.5	6180.9	220	679.9
1666+88.50	1699+70.28	I-40 LT. MAIN LANES	3281.78			24.5	8933.7	0.10	893.4	24.5	8933.7	220	982.7
1700+11.50	1769+00.48	I-40 LT. MAIN LANES	6888.98			24.5	18753.3	0.10	1875.3	24.5	18753.3	220	2062.9
1768+09.12	1818+11.26	I-40 LT. MAIN LANES	5002.14			24.5	13616.9	0.10	1361.7	24.5	13616.9	220	1497.9
1844+21.98	1852+23.73	I-40 LT. MAIN LANES	801.75			24.5	2182.5	0.10	218.3	24.5	2182.5	220	240.1
1855+44.03	1904+99.64	I-40 LT. MAIN LANES	4955.61			24.5	13490.3	0.10	1349.0	24.5	13490.3	220	1483.9
1904+31.11	1932+87.65	I-40 LT. MAIN LANES	2856.54			24.5	7776.1	0.10	777.6	24.5	7776.1	220	855.4
1933+95.53	1985+12.98	I-40 LT. MAIN LANES	5117.45			24.5	13930.8	0.10	1393.1	24.5	13930.8	220	1532.4
1984+59.00	2045+26.72	I-40 LT. MAIN LANES	6067.72			24.5	16517.7	0.10	1651.8	24.5	16517.7	220	1816.9
2045+36.92	2051+26.00	I-40 LT. MAIN LANES	589.08			24.5	1603.6	0.10	160.4	24.5	1603.6	220	176.4
1641+85.81	1665+00.13	I-40 RT. MAIN LANES	2314.32			24.5	6300.1	0.10	630.0	24.5	6300.1	220	693.0
1667+81.75	1699+16.00	I-40 RT. MAIN LANES	3134.25			24.5	8532.1	0.10	853.2	24.5	8532.1	220	938.5
1698+52.29	1767+72.25	I-40 RT. MAIN LANES	6919.96			24.5	18837.7	0.10	1883.8	24.5	18837.7	220	2072.1
1768+09.12	1820+04.66	I-40 RT. MAIN LANES	5195.54			24.5	14143.4	0.10	1414.3	24.5	14143.4	220	1555.8
1845+08.00	1851+87.15	I-40 RT. MAIN LANES	679.15			24.5	1848.8	0.10	184.9	24.5	1848.8	220	203.4
1855+07.45	1905+00.42	I-40 RT. MAIN LANES	4992.97			24.5	13592.0	0.10	1359.2	24.5	13592.0	220	1495.1
1905+75.95	1933+81.33	I-40 RT. MAIN LANES	2805.38			24.5	7636.9	0.10	763.7	24.5	7636.9	220	840.1
1933+15.13	1990+65.49	I-40 RT. MAIN LANES	5750.36			24.5	15653.8	0.10	1565.4	24.5	15653.8	220	1721.9
1990+98.81	2049+19.18	I-40 RT. MAIN LANES	5820.37			24.5	15844.3	0.10	1584.4	24.5	15844.3	220	1742.9
2049+08.98	2051+26.00	I-40 RT. MAIN LANES	217.02			24.5	590.8	0.10	59.1	24.5	590.8	220	65.0
						24.5		0.10		24.5		220	
1894+00.00	1895+50.00	*I-40 LT. MAIN LANES-TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	150.00	VARIES	20.0	VARIES	VARIES	0.10	28.9	VARIES	VARIES	220	50
<b>ADDITIONAL FOR ENTRANCE AND EXIT RAMPS</b>													
1812+99.60	1818+87.69	EXIT 35 EASTBOUND-TURN OUT	588.09			VARIES	982.9	0.10	98.3	VARIES	982.9	220	108.1
1867+04.64	1881+48.40	EXIT 35 EASTBOUND-ACCELERATION LANE AND TAPER	1443.76			VARIES	844.3	0.10	84.4	VARIES	844.3	220	92.9
1804+11.99	1813+87.50	EXIT 35 WESTBOUND-ACCELERATION LANE AND TAPER	975.51			VARIES	927.3	0.10	92.7	VARIES	927.3	220	102.0
1866+87.24	1870+95.82	EXIT 35 WESTBOUND-TURN OUT	408.58			VARIES	1183.4	0.10	118.3	VARIES	1183.4	220	130.2
1892+30.00	1897+85.36	EASTBOUND REST AREA-TURN OUT	555.36			VARIES	1046.1	0.10	104.6	VARIES	1046.1	220	115.1
1909+09.29	1920+00.00	EASTBOUND REST AREA-ACCELERATION LANE AND TAPER	1090.71			VARIES	972.2	0.10	97.2	VARIES	972.2	220	106.9
1922+80.40	1932+24.02	WESTBOUND REST AREA-ACCELERATION LANE AND TAPER	943.62			VARIES	1327.8	0.10	132.8	VARIES	1327.8	220	146.1
1959+46.00	1964+38.89	WESTBOUND REST AREA-TURN OUT	492.89			VARIES	937.7	0.10	93.8	VARIES	937.7	220	103.1
1966+29.39	1971+94.41	EXIT 37 EASTBOUND-TURN OUT	565.02			VARIES	992.6	0.10	99.3	VARIES	992.6	220	109.2
2019+31.23	2031+24.24	EXIT 37 EASTBOUND-ACCELERATION LANE AND TAPER	1193.01			VARIES	928.9	0.10	92.9	VARIES	928.9	220	102.2
1974+41.67	1984+33.30	EXIT 37 WESTBOUND-ACCELERATION LANE AND TAPER	991.63			VARIES	948.3	0.10	94.8	VARIES	948.3	220	104.3
2012+01.56	2016+95.16	EXIT 37 WESTBOUND- TURN OUT	493.60			VARIES	985.0	0.10	98.5	VARIES	985.0	220	108.4
1818+87.69	1824+37.69	EXIT 35 EASTBOUND-EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1861+54.64	1867+04.64	EXIT 35 EASTBOUND-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1813+87.50	1819+37.50	EXIT 35 WESTBOUND-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1861+37.24	1866+87.24	EXIT 35 WESTBOUND-EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1897+85.36	1903+35.36	EASTBOUND REST AREA-EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1903+59.29	1909+09.29	EASTBOUND REST AREA-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1932+24.02	1937+74.02	WESTBOUND REST AREA-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1953+96.00	1959+46.00	WESTBOUND REST AREA-EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1971+94.41	1977+44.41	EXIT 37 EASTBOUND-EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
2013+81.23	2019+31.23	EXIT 37 EASTBOUND-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
1984+33.30	1989+83.30	EXIT 37 WESTBOUND-ENTRANCE RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
2006+51.56	2012+01.56	EXIT 37 WESTBOUND- EXIT RAMP	550.00			15.5	947.2	0.10	94.7	15.5	947.2	220	104.2
<b>TOTALS:</b>					20.0		229408.6		22969.6		229408.6		25285.2

BASIS OF ESTIMATE:  
 ACHM SURFACE COURSE (1/2").....94.3% MIN. AGGR.....5.7% ASPHALT BINDER  
 MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

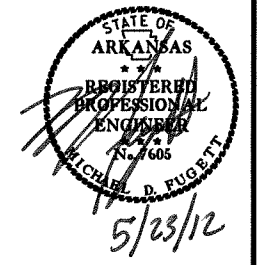
5/23/2012

RO40628.DGN

QUANTITIES

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. NO. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	040628		14	28

② QUANTITIES



**GUARDRAIL MOVED AND RECONSTRUCTED**

STATION	STATION	LOCATION	LIN. FT.
1894+00.00	1895+50.00	*LT. MAIN LANES-TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	150
<b>TOTAL:</b>			<b>150</b>

\*NOTE: QUANTITIES ESTIMATED REFER TO SECTION 104.03 IN THE STD. SPEC.

**EROSION CONTROL**

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL				
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION
			ACRE	TON	ACRE	M.GAL.	ACRE
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			1.00	2.00	1.00	102.0	1.00
<b>TOTALS:</b>			<b>1.00</b>	<b>2.00</b>	<b>1.00</b>	<b>102.0</b>	<b>1.00</b>

BASIS OF ESTIMATE:  
 LIME .....2 TONS / ACRE OF SEEDING  
 WATER.....102.0 M.G. / ACRE OF SEEDING.

\*QUANTITIES ARE ESTIMATED.  
 SEE SECTION 104.03 OF THE STD. SPECS.

**CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS**

DESCRIPTION	ENTIRE JOB LIN. FT. - EACH	REMOVAL OF PERMANENT PAVEMENT MARKINGS LIN. FT.	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	RAISED PAVEMENT MARKERS	HIGH PERFORMANCE PAVEMENT MARKINGS			HIGH PERFORMANCE CONTRAST PAVEMENT MARKING
				TYPE II (WHITE/RED) EACH	4"		8" WHITE LIN. FT.	4" WHITE LIN. FT.
					WHITE	YELLOW		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	18336	18336						
CONSTRUCTION PAVEMENT MARKINGS	204376		204376					
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	6151			6151				
HIGH PERFORMANCE PAVEMENT MARKINGS WHITE (4")	109713				109713			
HIGH PERFORMANCE PAVEMENT MARKINGS YELLOW (4")	88956				88956			
HIGH PERFORMANCE PAVEMENT MARKINGS WHITE (8")	5373					5373		
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")	334						334	
<b>TOTALS:</b>		<b>18336</b>	<b>204376</b>	<b>6151</b>	<b>109713</b>	<b>88956</b>	<b>5373</b>	<b>334</b>

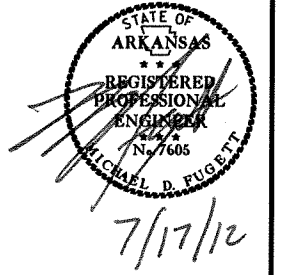
NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION.

5/23/2012  
R040628.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
07/17/12				6	ARK.			
JOB NO. 040628							15	28

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	20	TON
401	TACK COAT	22970	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	23844	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	1441	TON
412	COLD MILLING ASPHALT PAVEMENT	229975	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
SS & 604	SIGNS	1196	SQ. FT.
SS & 604	TRAFFIC DRUMS	659	EACH
SS & 604	CONSTRUCTION PAVEMENT MARKINGS	204376	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	18336	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	32	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	20	WEEK
620	LIME	2	TON
620	SEEDING	1.00	ACRE
620	MULCH COVER	1.00	ACRE
SS & 620	WATER	102.0	M.GAL.
623	SECOND SEEDING APPLICATION	1.00	ACRE
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
639	GUARDRAIL MOVED AND RECONSTRUCTED	150	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	109713	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	109713	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	88956	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	88956	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8") (ALTERNATE NO. 1)	5373	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8") (ALTERNATE NO. 2)	5373	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	334	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	334	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	6151	EACH

\*ALTERNATE BID ITEMS

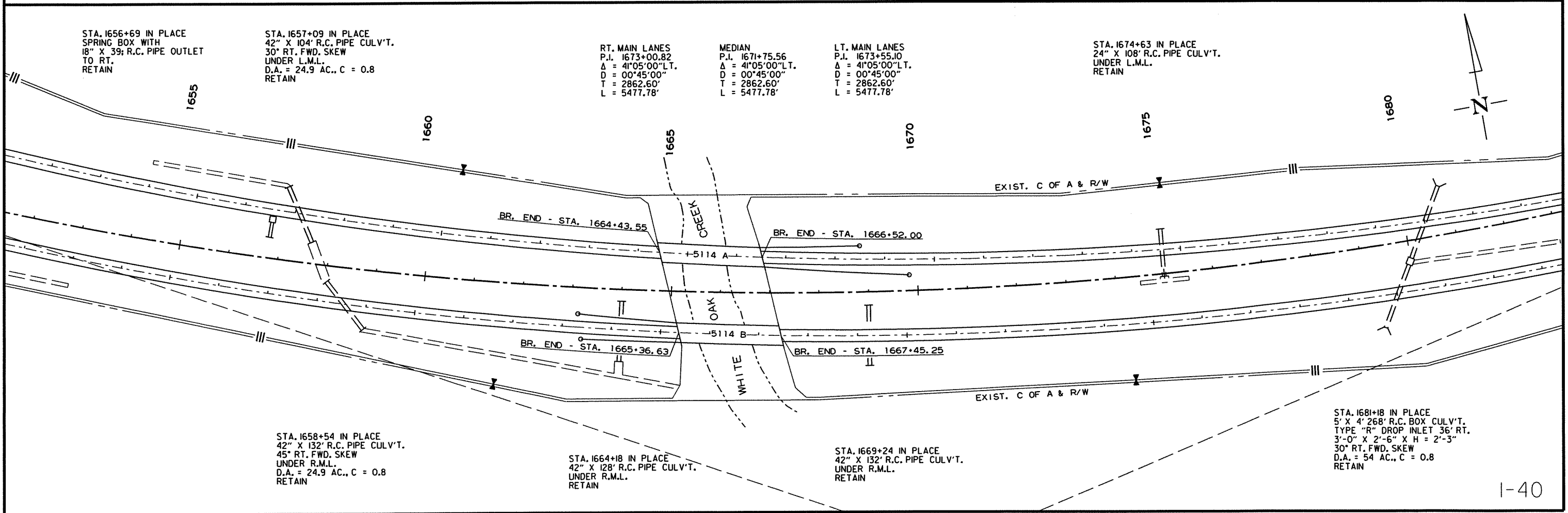
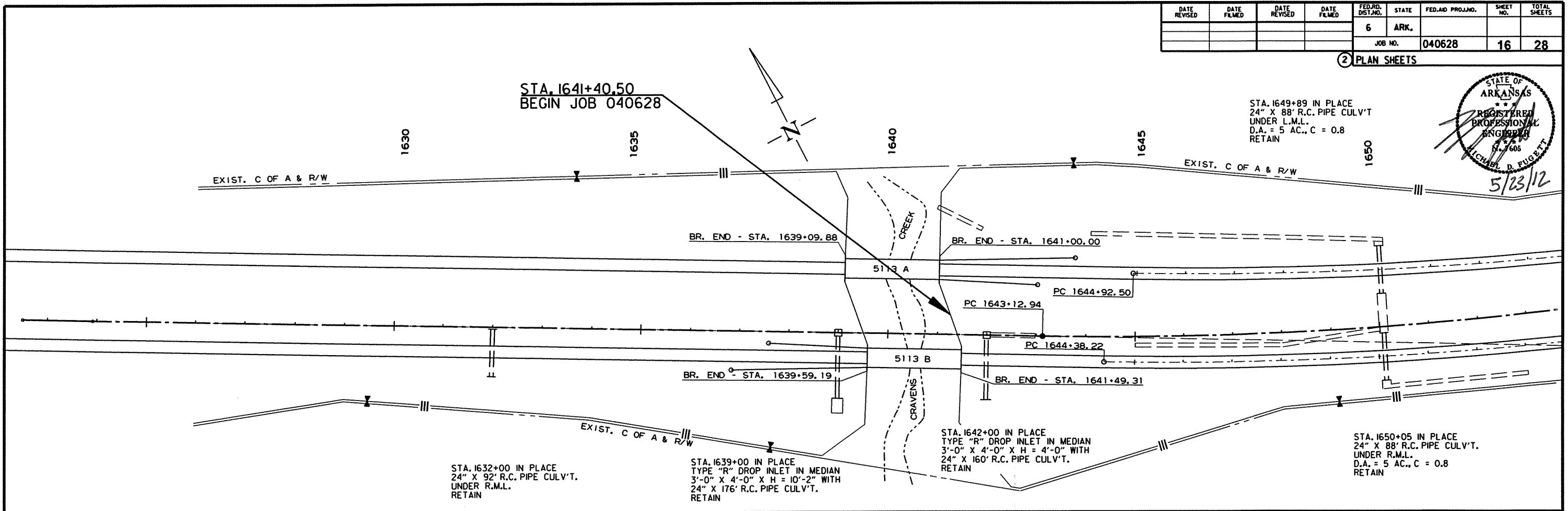
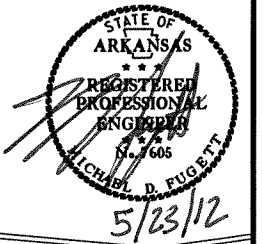
REVISIONS

DATE	REVISION	SHEET NUMBER
7/17/2012	REVISED "COLD MILL ASPHALT PAVEMENT" QUANTITY	12 & 15

SUMMARY OF QUANTITIES AND REVISIONS

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. 040628							16	28

2 PLAN SHEETS



RT. MAIN LANES P.I. 1673+00.82 Δ = 4°05'00"LT. D = 00°45'00" T = 2862.60' L = 5477.78'	MEDIAN P.I. 1671+75.56 Δ = 4°05'00"LT. D = 00°45'00" T = 2862.60' L = 5477.78'	LT. MAIN LANES P.I. 1673+55.10 Δ = 4°05'00"LT. D = 00°45'00" T = 2862.60' L = 5477.78'
---	---	---

5/23/2012  
R040628.DGN

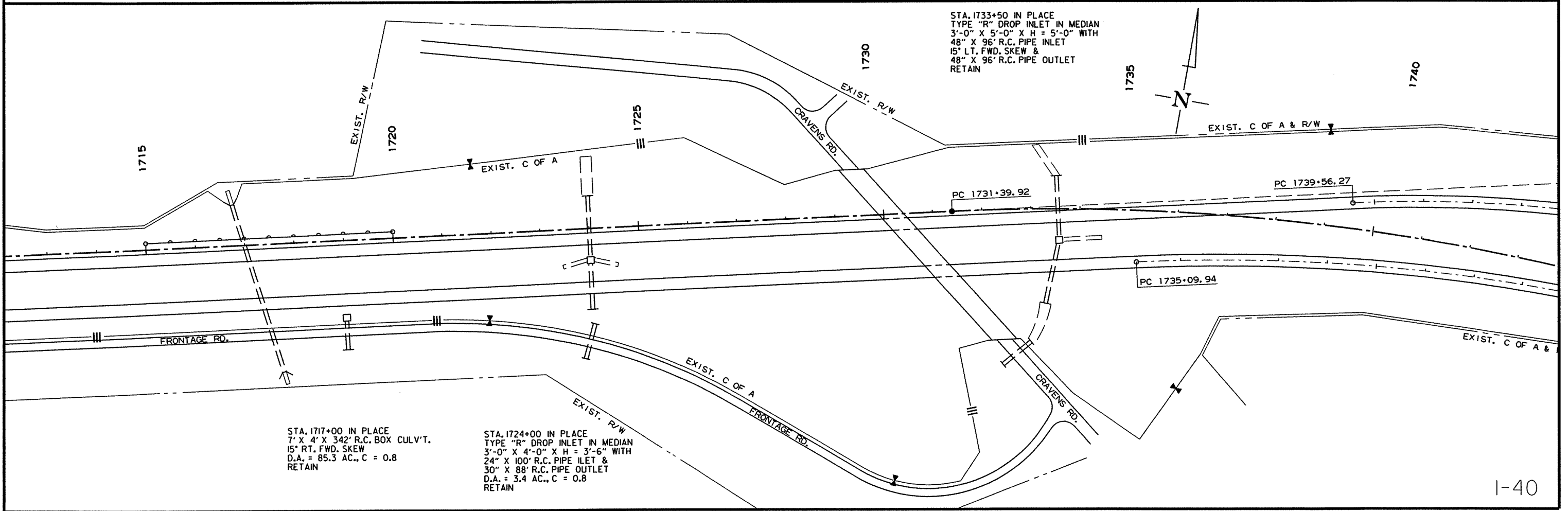
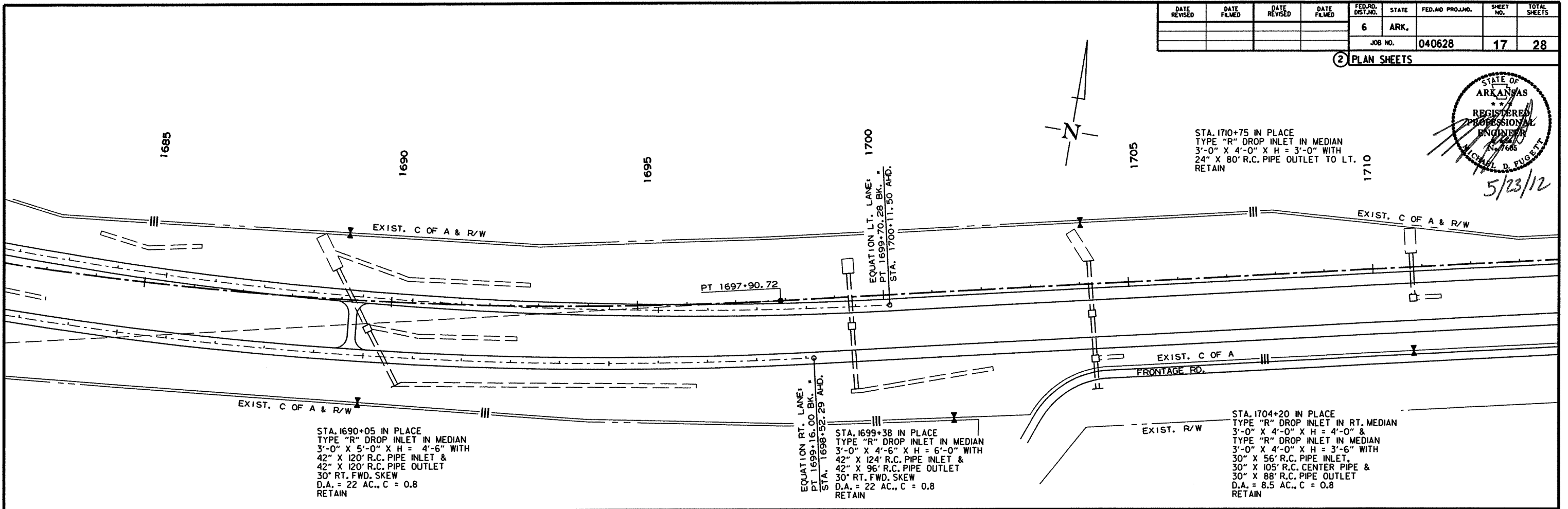


DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	040628		17	28

2 PLAN SHEETS



5/23/12

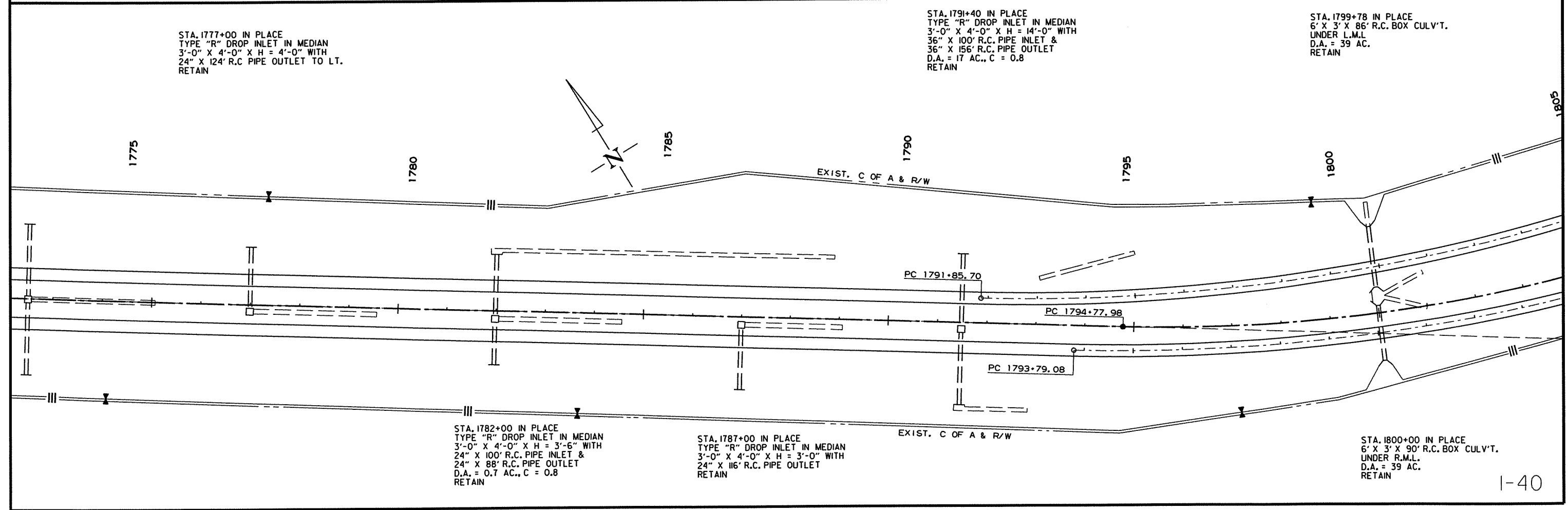
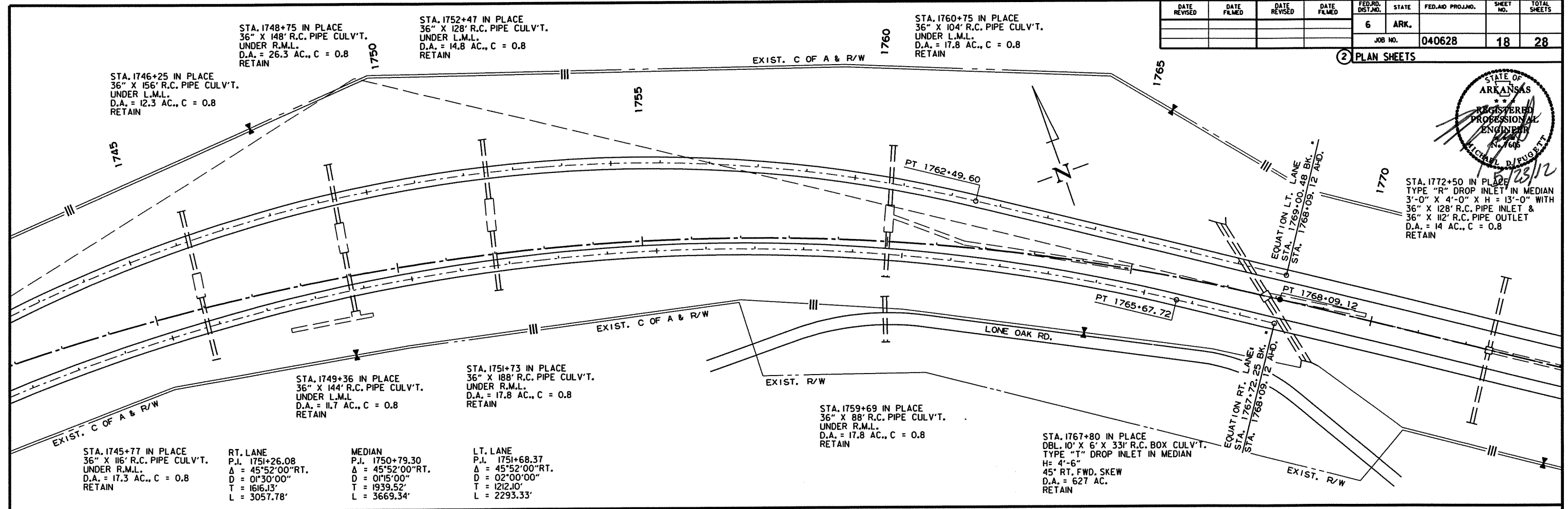


5/23/2012

RD040628.DGN

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. 040628							18	28

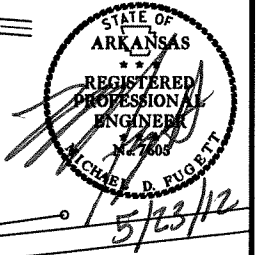
2 PLAN SHEETS



5/23/2012  
R040628.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		19	28

2 PLAN SHEETS

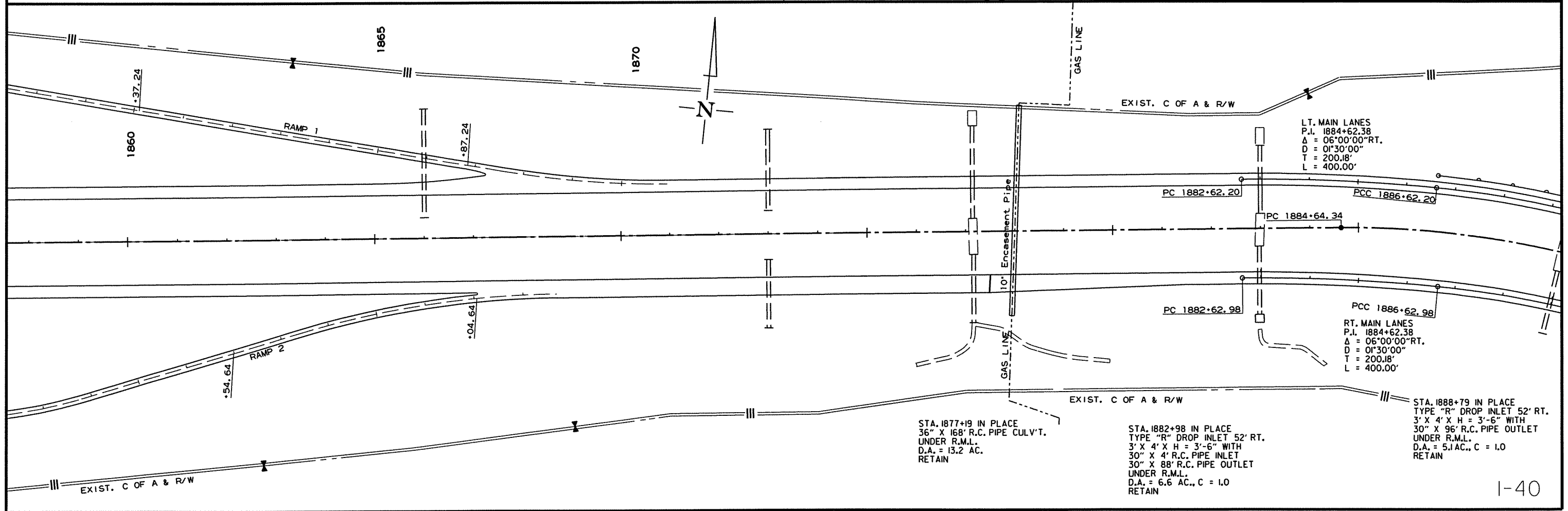
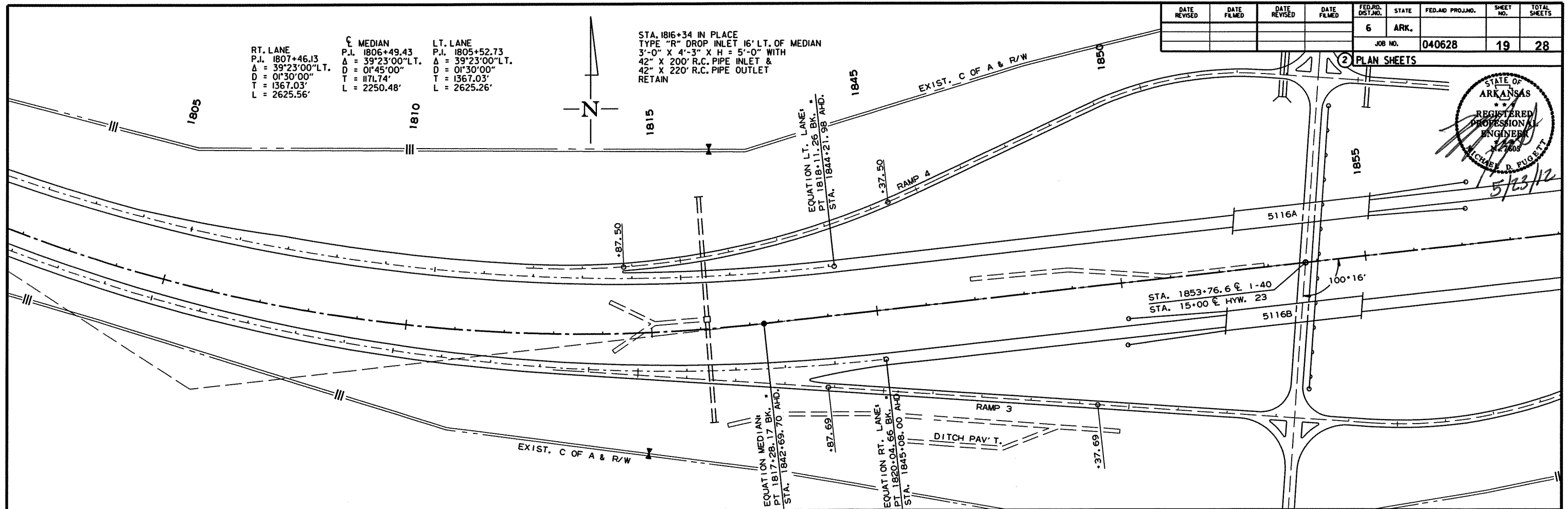


RT. LANE  
P.I. 1807+46.13  
Δ = 39°23'00"LT.  
D = 01°30'00"  
T = 1367.03'  
L = 2625.56'

CL MEDIAN  
P.I. 1806+49.43  
Δ = 39°23'00"LT.  
D = 01°45'00"  
T = 1171.74'  
L = 2250.48'

LT. LANE  
P.I. 1805+52.73  
Δ = 39°23'00"LT.  
D = 01°30'00"  
T = 1367.03'  
L = 2625.26'

STA. 1816+34 IN PLACE  
TYPE "R" DROP INLET 16" LT. OF MEDIAN  
3'-0" X 4'-3" X H = 5'-0" WITH  
42" X 200' R.C. PIPE INLET &  
42" X 220' R.C. PIPE OUTLET  
RETAIN



LT. MAIN LANES  
P.I. 1884+62.38  
Δ = 06°00'00"RT.  
D = 01°30'00"  
T = 200.18'  
L = 400.00'

RT. MAIN LANES  
P.I. 1884+62.38  
Δ = 06°00'00"RT.  
D = 01°30'00"  
T = 200.18'  
L = 400.00'

STA. 1877+19 IN PLACE  
36" X 168' R.C. PIPE CULV'T.  
UNDER R.M.L.  
D.A. = 13.2 AC.  
RETAIN

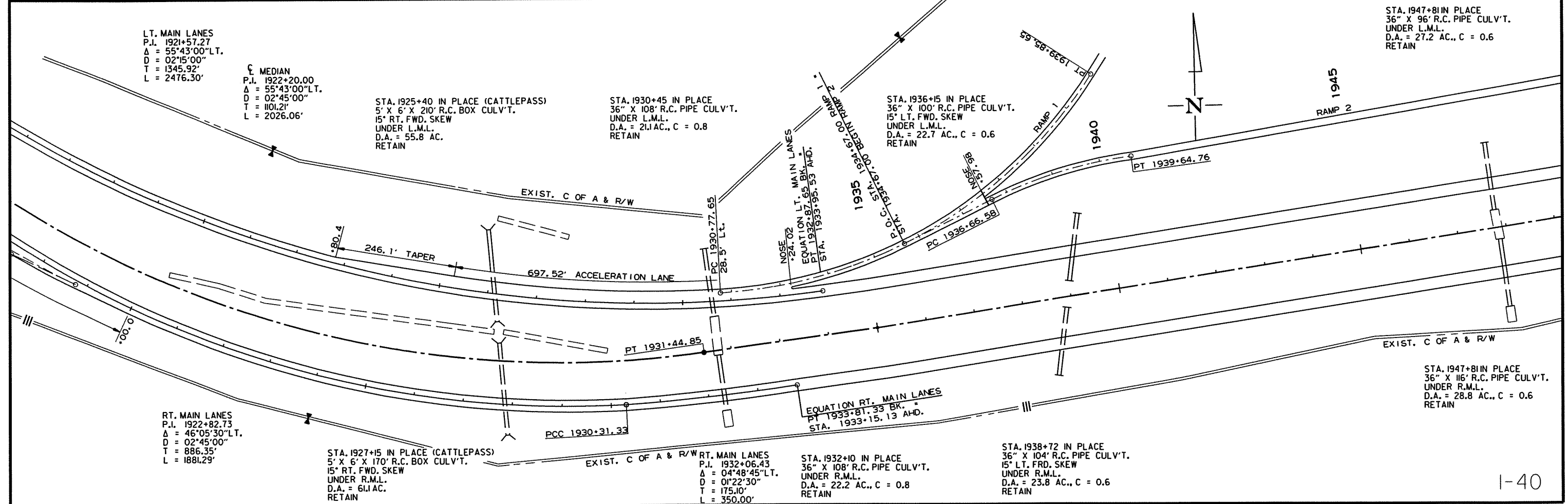
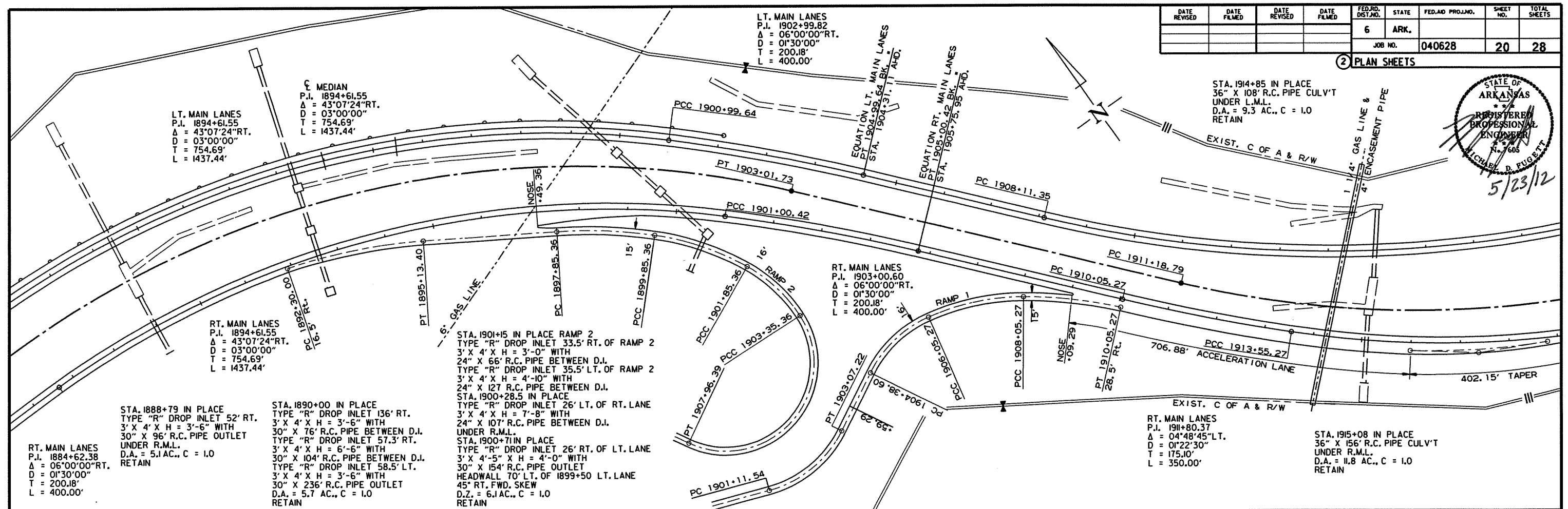
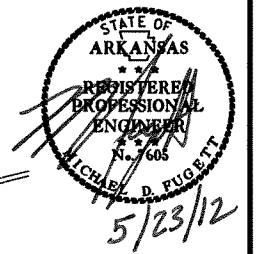
STA. 1882+98 IN PLACE  
TYPE "R" DROP INLET 52" RT.  
3' X 4' X H = 3'-6" WITH  
30" X 4' R.C. PIPE INLET  
30" X 88' R.C. PIPE OUTLET  
UNDER R.M.L.  
D.A. = 6.6 AC., C = 1.0  
RETAIN

STA. 1888+79 IN PLACE  
TYPE "R" DROP INLET 52" RT.  
3' X 4' X H = 3'-6" WITH  
30" X 96' R.C. PIPE OUTLET  
UNDER R.M.L.  
D.A. = 5.1 AC., C = 1.0  
RETAIN

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R040628.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		20	28

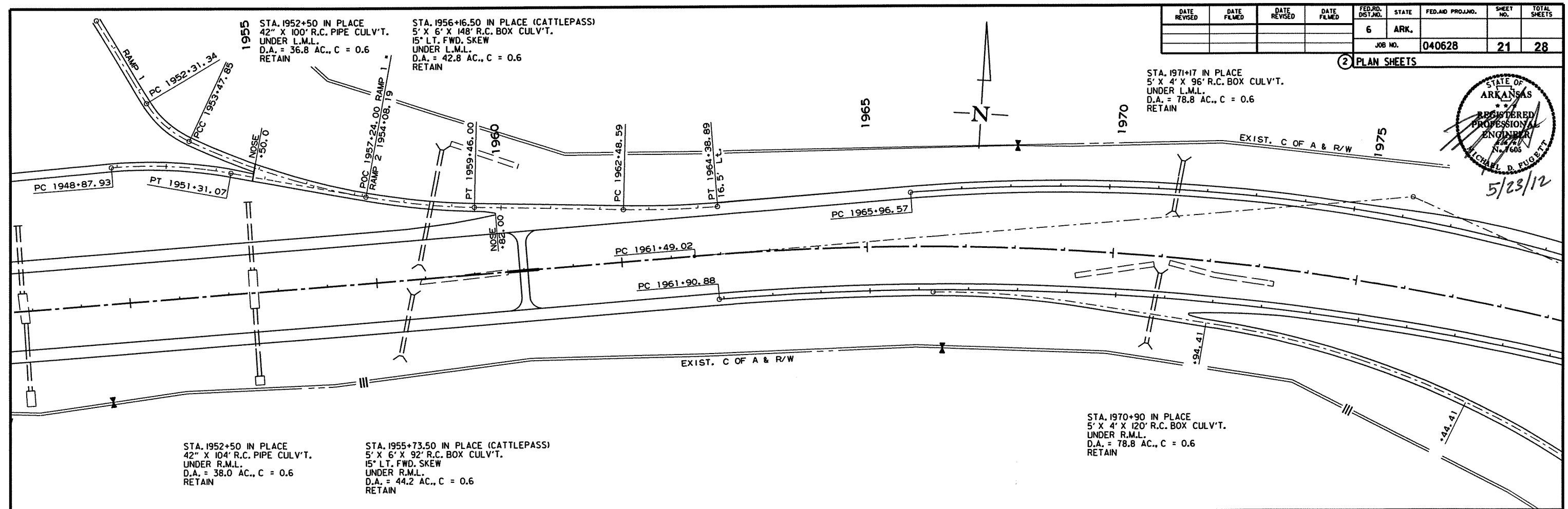
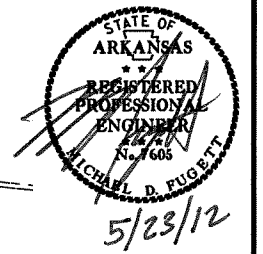
2 PLAN SHEETS



5/23/2012  
R040628.DGN

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. 040628		21		28

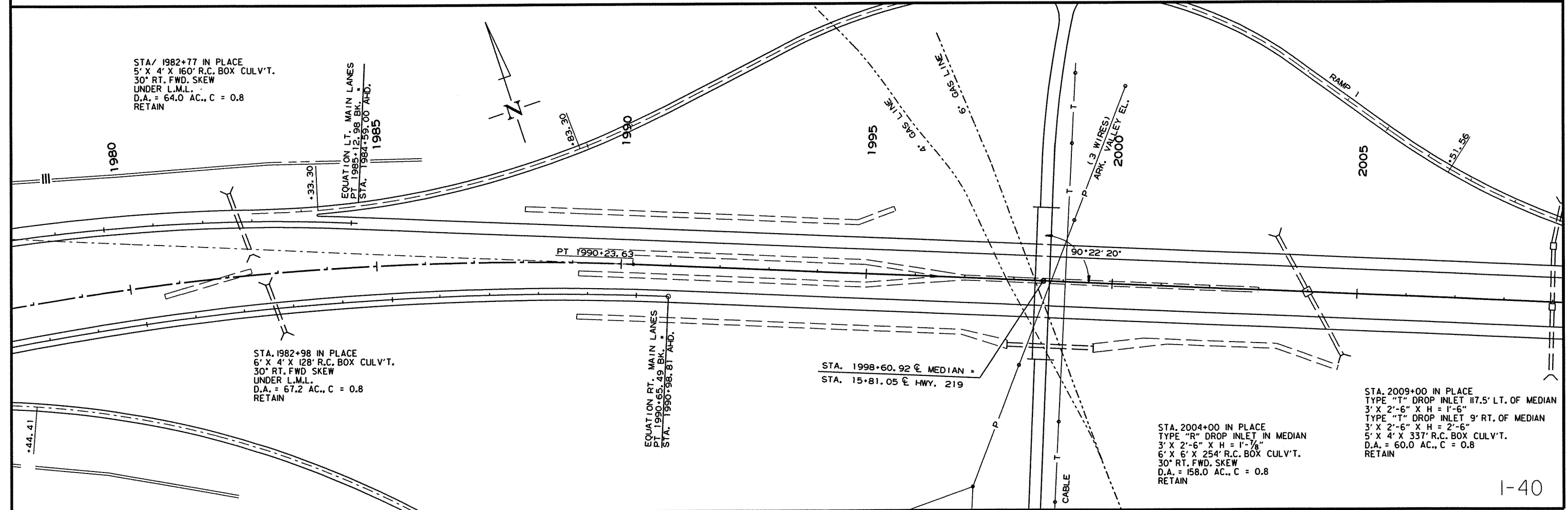
2 PLAN SHEETS



STA. 1952+50 IN PLACE  
42" X 104' R.C. PIPE CULV'T.  
UNDER R.M.L.  
D.A. = 38.0 AC., C = 0.6  
RETAIN

STA. 1955+73.50 IN PLACE (CATTLEPASS)  
5' X 6' X 92' R.C. BOX CULV'T.  
15° LT. FWD. SKEW  
UNDER R.M.L.  
D.A. = 44.2 AC., C = 0.6  
RETAIN

STA. 1970+90 IN PLACE  
5' X 4' X 120' R.C. BOX CULV'T.  
UNDER R.M.L.  
D.A. = 78.8 AC., C = 0.6  
RETAIN



STA/ 1982+77 IN PLACE  
5' X 4' X 160' R.C. BOX CULV'T.  
30° RT. FWD. SKEW  
UNDER L.M.L.  
D.A. = 64.0 AC., C = 0.8  
RETAIN

STA. 1982+98 IN PLACE  
6' X 4' X 128' R.C. BOX CULV'T.  
30° RT. FWD. SKEW  
UNDER L.M.L.  
D.A. = 67.2 AC., C = 0.8  
RETAIN

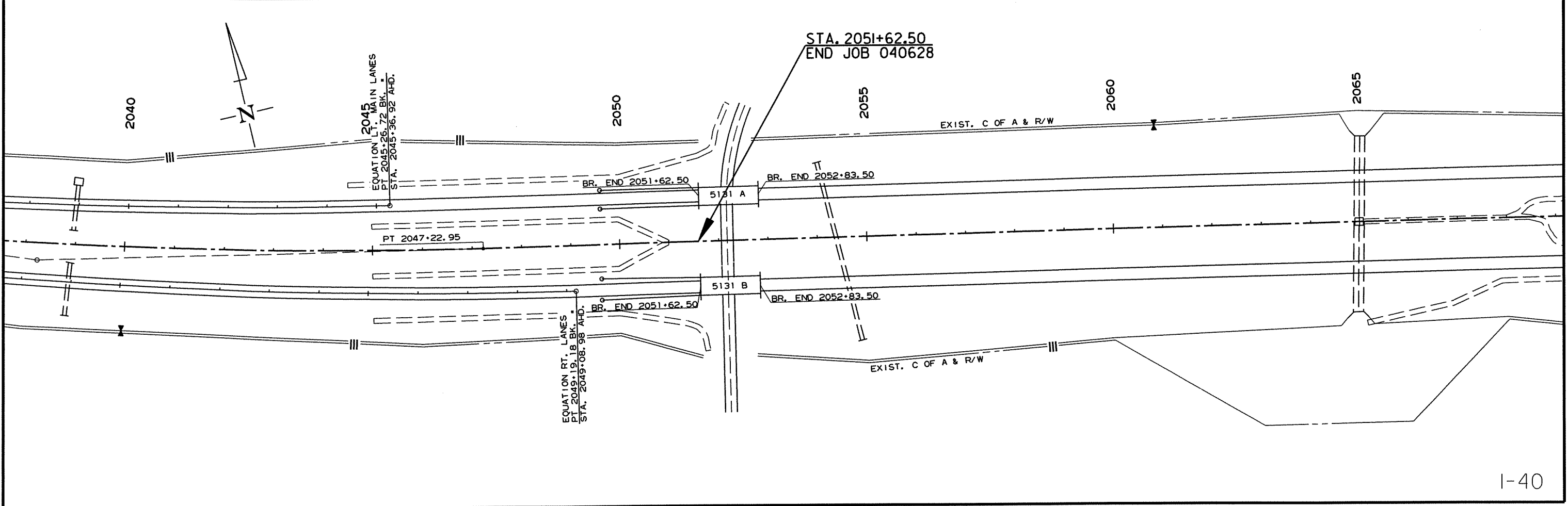
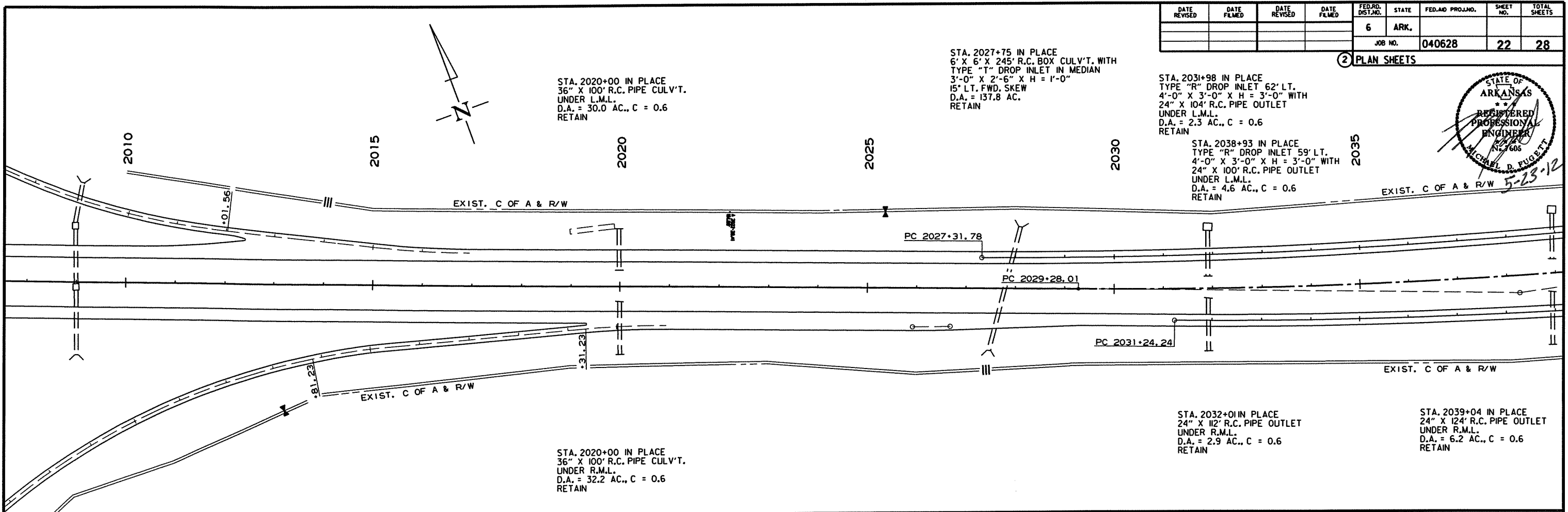
STA. 2004+00 IN PLACE  
TYPE "R" DROP INLET IN MEDIAN  
3' X 2'-6" X H = 1'-7/8"  
6' X 6' X 254' R.C. BOX CULV'T.  
30° RT. FWD. SKEW  
D.A. = 158.0 AC., C = 0.8  
RETAIN

STA. 2009+00 IN PLACE  
TYPE "T" DROP INLET 17.5' LT. OF MEDIAN  
3' X 2'-6" X H = 1'-6"  
TYPE "T" DROP INLET 9' RT. OF MEDIAN  
3' X 2'-6" X H = 2'-6"  
5' X 4' X 337' R.C. BOX CULV'T.  
D.A. = 60.0 AC., C = 0.8  
RETAIN

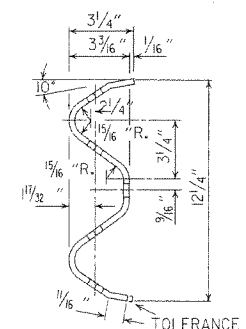
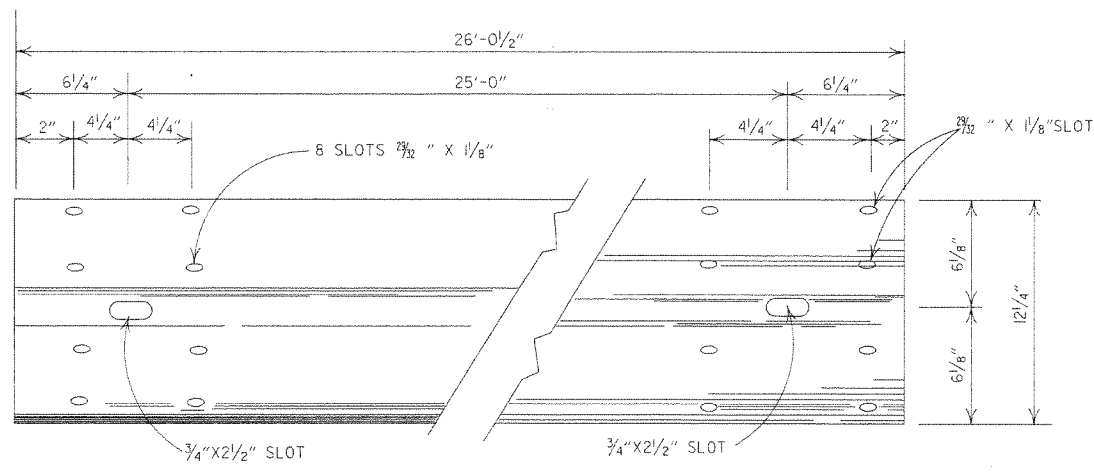
5/23/2012  
R040628.DGN

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.	040628
							22	28

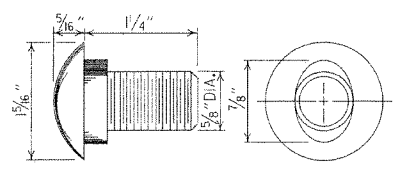
2 PLAN SHEETS



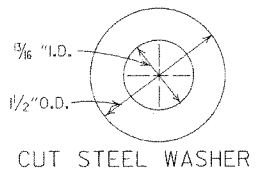
5/23/2012  
R040628.DGN



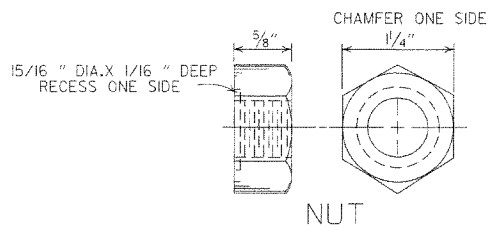
DETAILS OF W-BEAM GUARD RAIL  
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



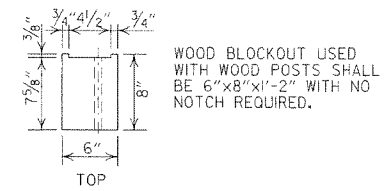
SPLICE BOLT  
POST BOLT - SAME EXCEPT LENGTH



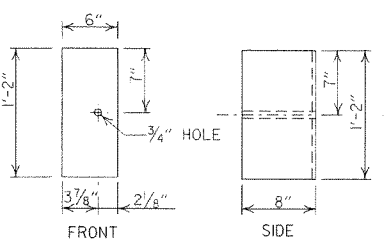
CUT STEEL WASHER



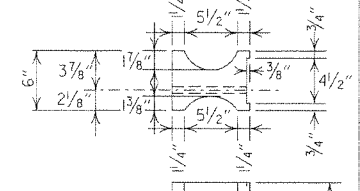
NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"X8"X1'-2" WITH NO NOTCH REQUIRED.

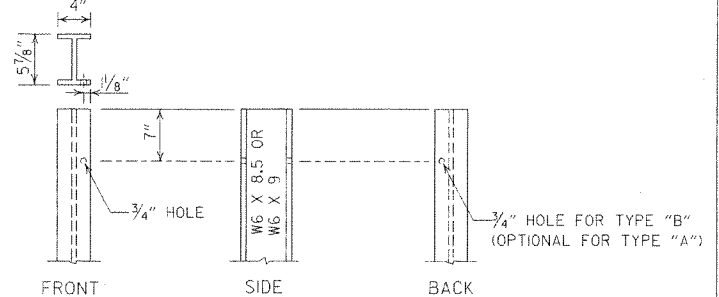


WOOD BLOCKOUT (W-BEAM)

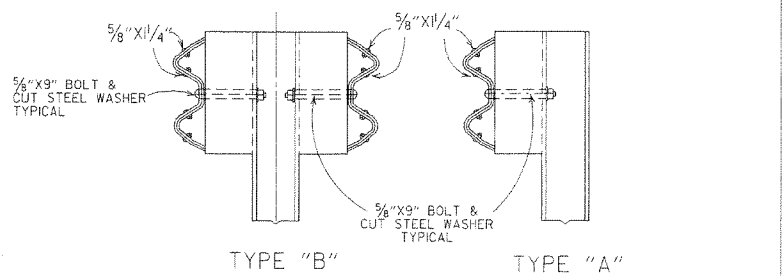


NOTES:  
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).  
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)



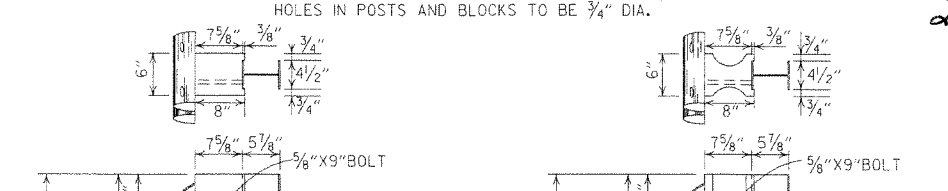
STEEL POST



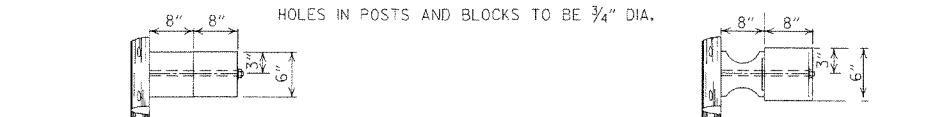
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.  
WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.  
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.  
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.  
ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.  
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.  
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.



WOOD BLOCKOUT CONNECTIONS  
PLASTIC BLOCKOUT CONNECTIONS  
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



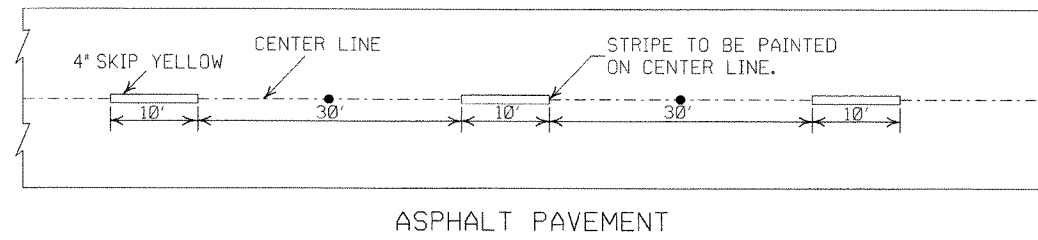
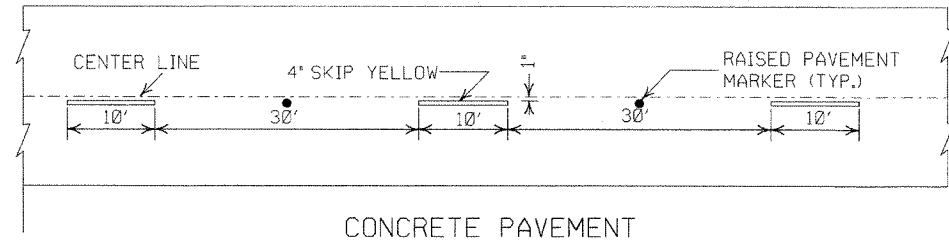
WOOD BLOCKOUT CONNECTIONS  
PLASTIC BLOCKOUT CONNECTIONS  
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	DATE FILM
7-4-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-04	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL, REPLACE BEHIND CURB & DET. OF POST PLACE IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-5-91
8-2-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87
	REVISION	

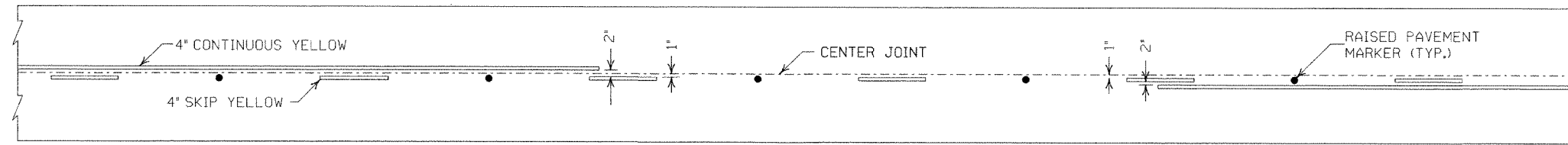
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

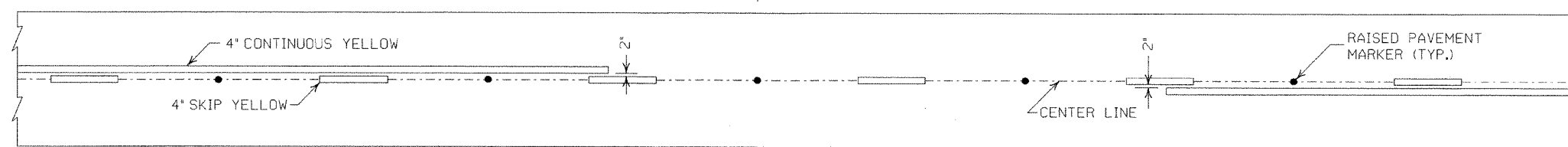
STANDARD DRAWING GR-8



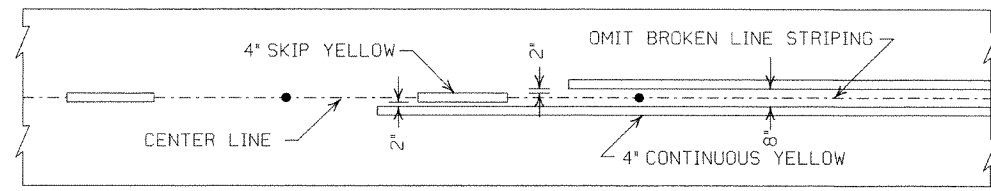
**BROKEN LINE STRIPING**



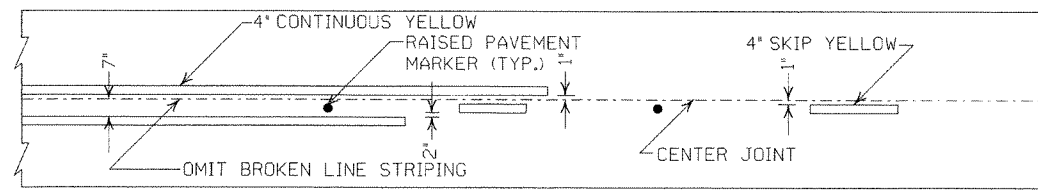
**SOLID LINE STRIPING ON CONCRETE PAVEMENT**



**SOLID LINE STRIPING ON ASPHALT PAVEMENT**

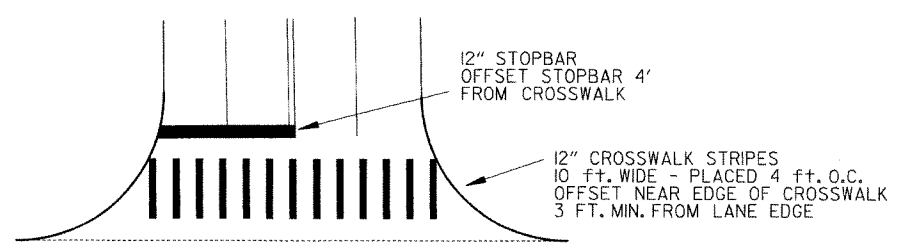


ASPHALT PAVEMENT



CONCRETE PAVEMENT

**STRIPING AT ADJACENT NO PASSING LANES**

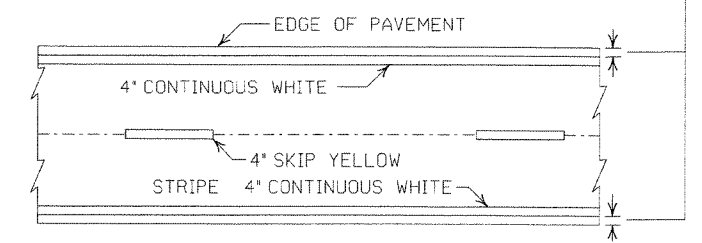


**CROSSWALK AND STOPBAR DETAILS**

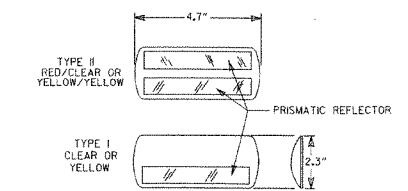
NOTES:

1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

2" FOR ASPHALT OR CONCRETE PAVEMENT  
6" FOR BITUMINOUS SURFACE TREATMENT



**PAVEMENT EDGE LINE MARKING**



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

**DETAIL OF STANDARD RAISED PAVEMENT MARKERS**

GENERAL NOTES:  
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.  
  
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.  
  
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.

DATE	REVISION	FILMED
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT 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**

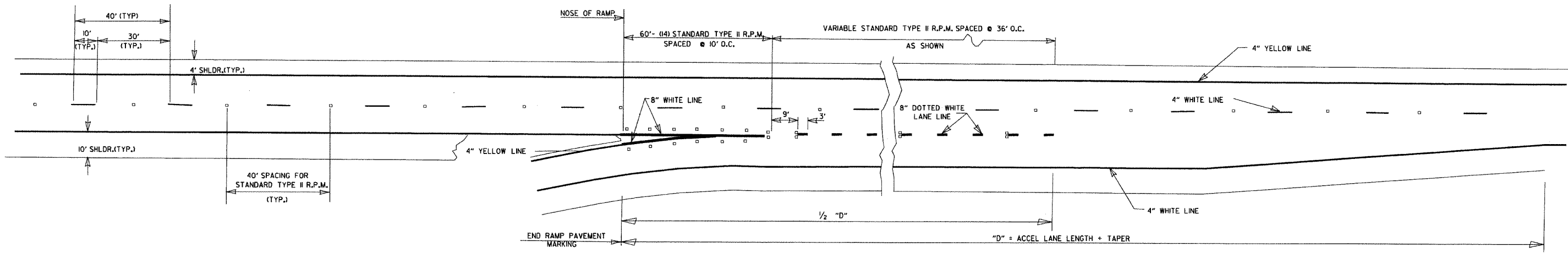
STANDARD DRAWING PM-1



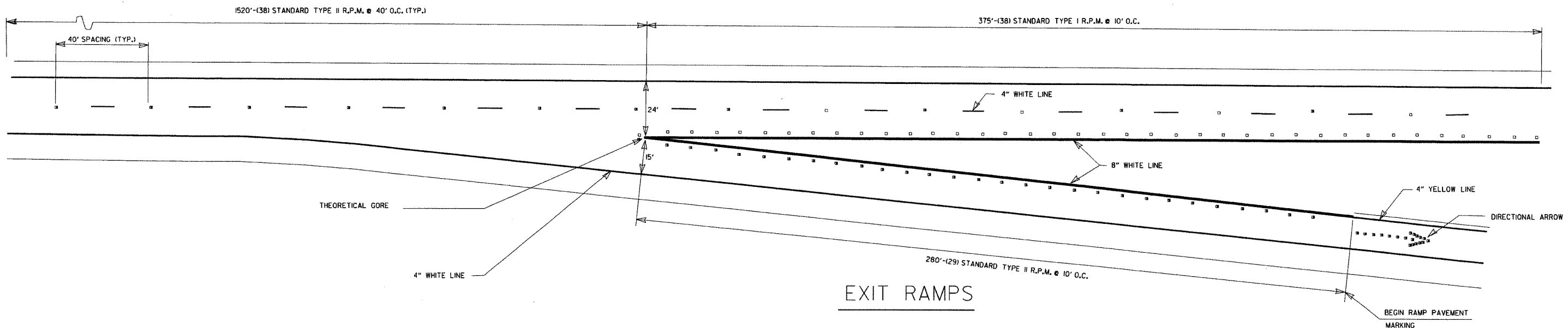
PAVEMENT MARKING QUANTITIES  
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP  
8" WHITE = 228 LIN. FT.  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

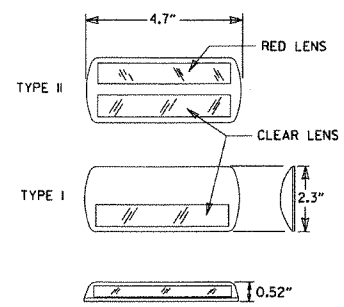
EXIT RAMP  
4" WHITE = 280 LIN. FT.  
8" WHITE = 655 LIN. FT.  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMP

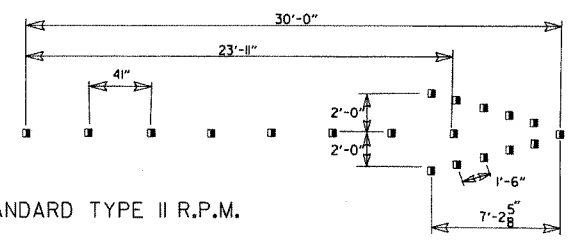


EXIT RAMP



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS

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


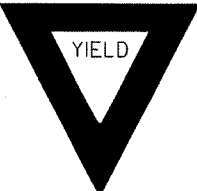
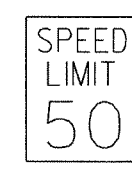




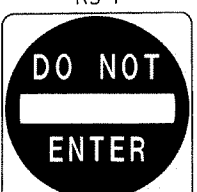
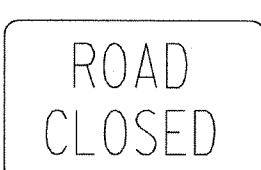
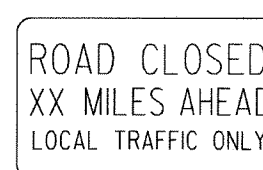
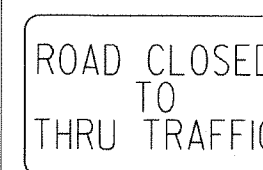
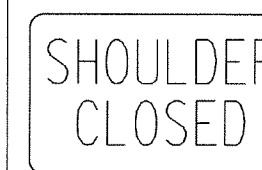
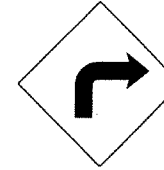
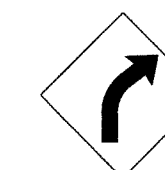
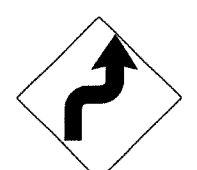

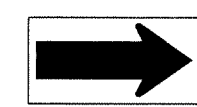

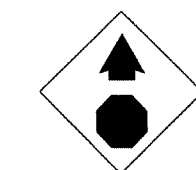
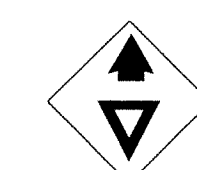
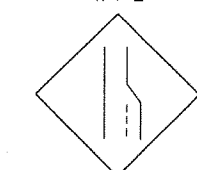

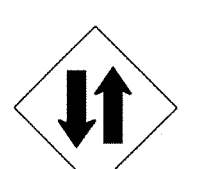
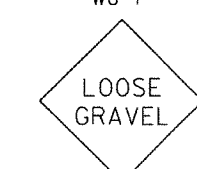
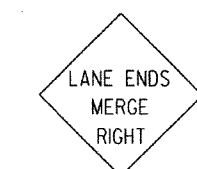
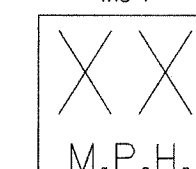
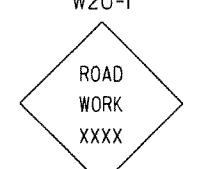
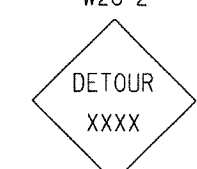
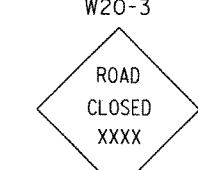

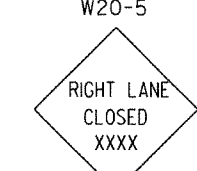


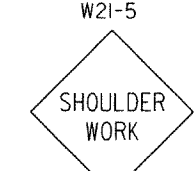
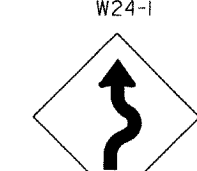
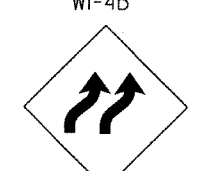
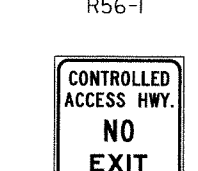
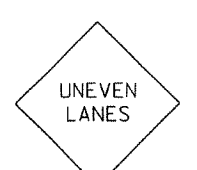
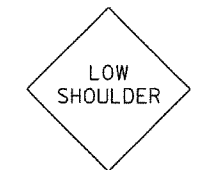
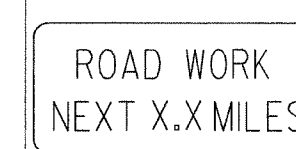
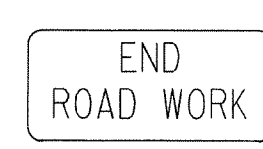
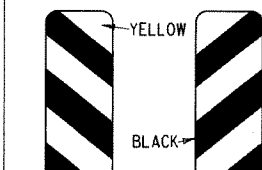
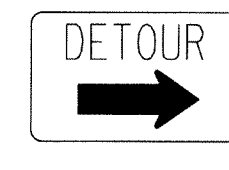

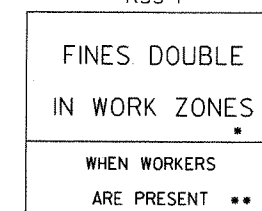
NOTE:  
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMP	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION  
PERMANENT PAVEMENT MARKING  
ON ACCESS CONTROLLED ROADWAYS  
STANDARD DRAWING PM-2

ADVANCE DISTANCES (XXXX)

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

<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>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</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>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>
<p>WI-3</p>  <p>STD. 48"x48"</p>	<p>WI-4</p>  <p>STD. 48"x48"</p>	<p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>WI-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>18" 500 FEET W16-2 24"</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>				

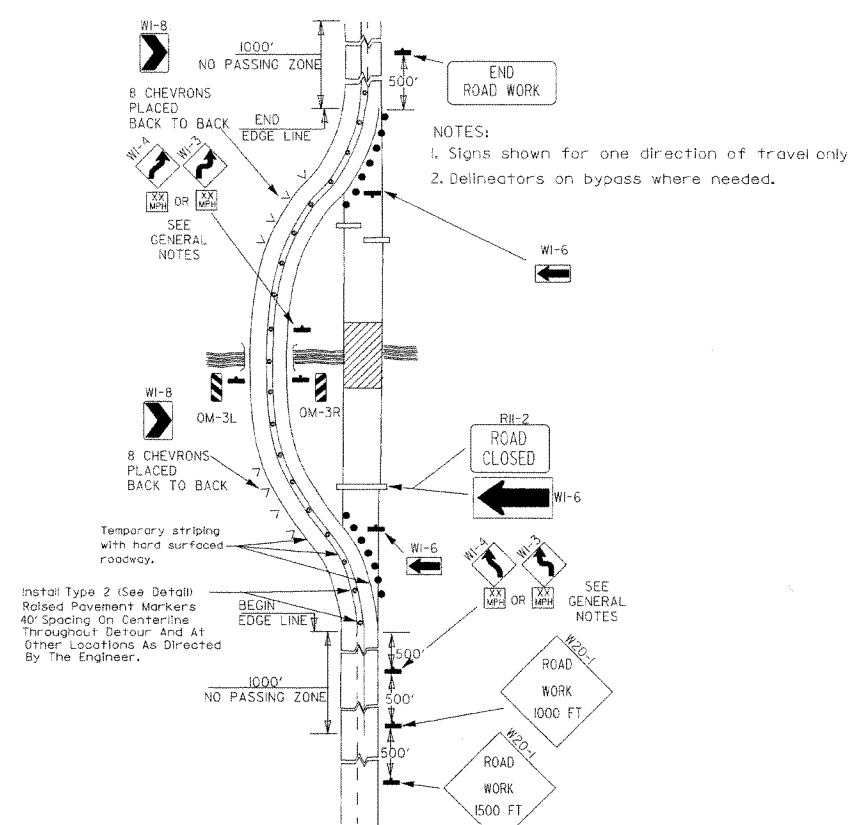
GENERAL NOTES:

- 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.

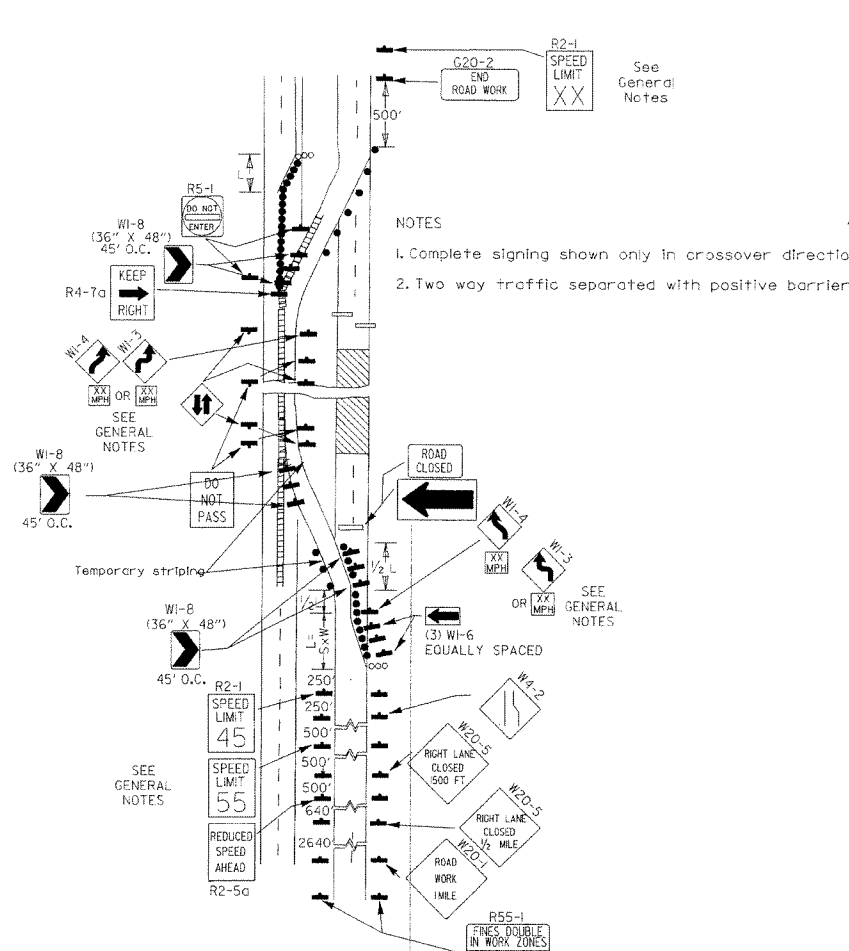
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER 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.

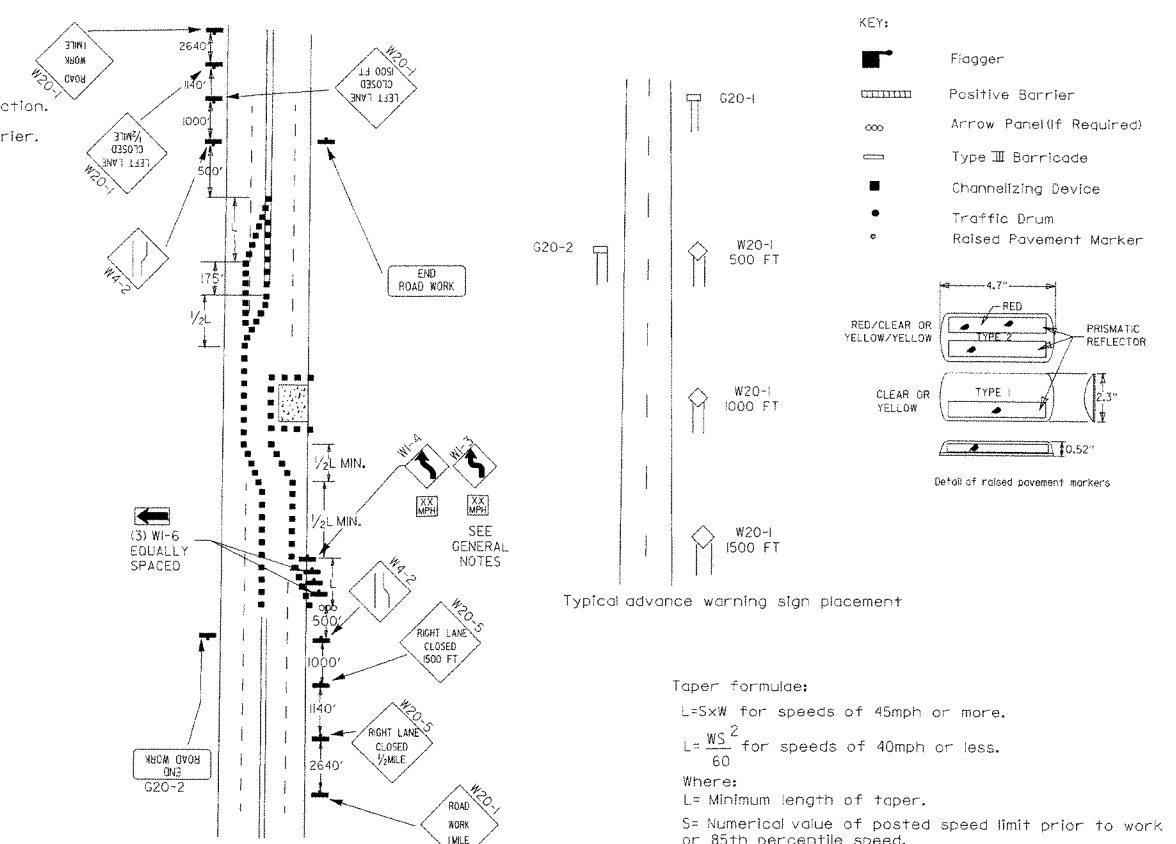
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED 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	FILED



(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.

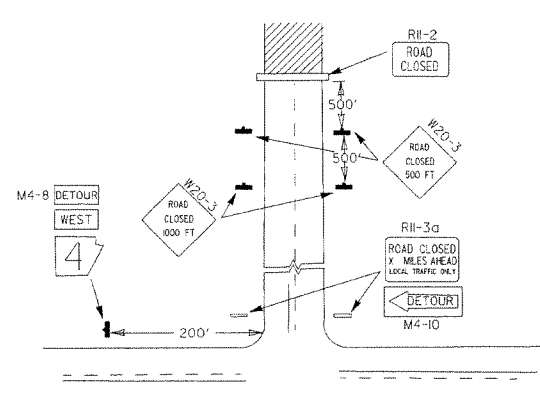


(B) Typical application - 4-lane divided roadway where one roadway is closed.



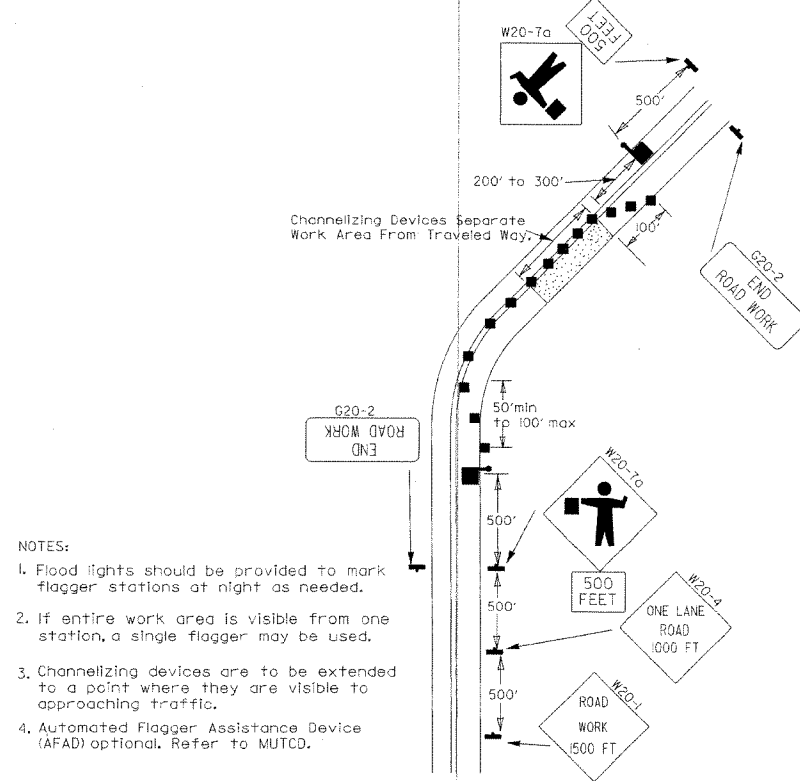
(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.

Taper formulae:  
 $L = S \times W$  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:  
 1. 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.  
 2. 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 R2-5A 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 R2-1(45) shall be installed to match original speed limit.  
 3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-155mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(55) shall be installed to match original speed limit.  
 4. 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.  
 5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.  
 6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.  
 7. 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.

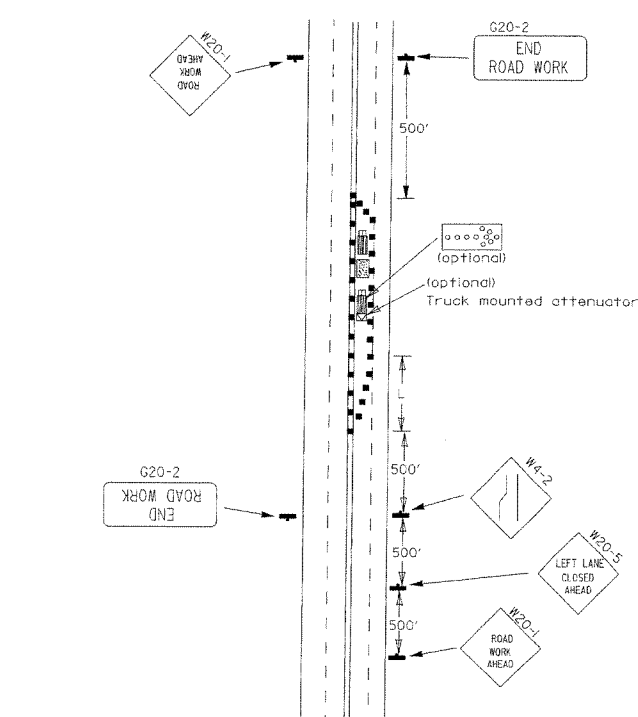


NOTES:  
 1. Regulatory traffic control devices to be modified as needed for the duration of the detour.  
 2. Street names may be used when desirable for directing detoured traffic.

(D) Typical application - roadway closed beyond detour point.



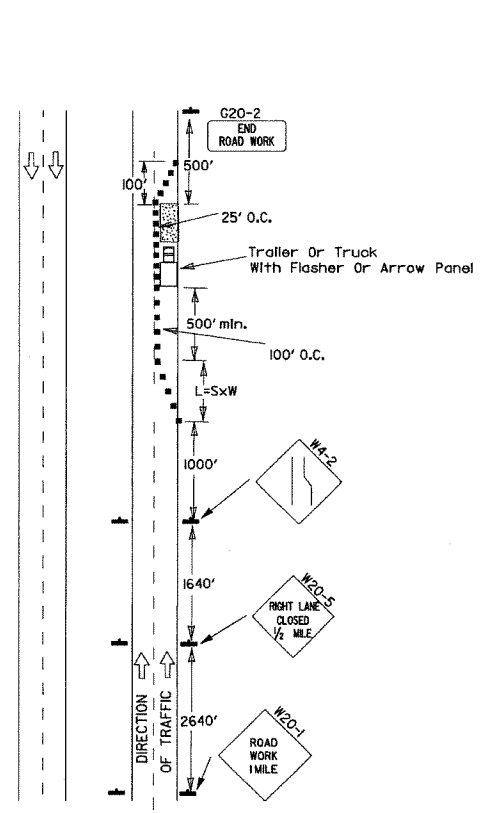
(E) Typical application of traffic control devices on 2-lane highway where one lane is closed and flagging is provided.



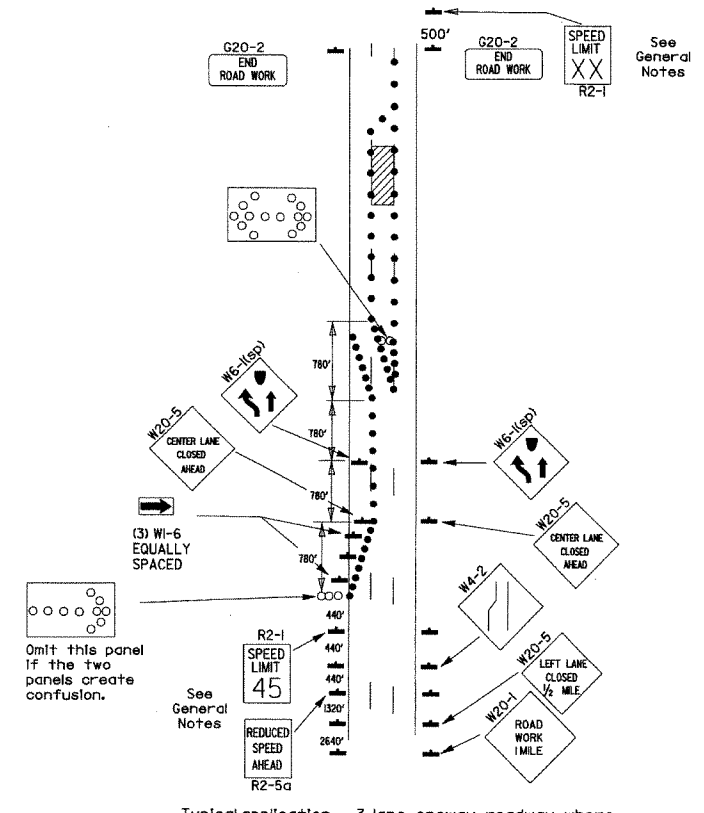
(F) Typical application - 4-lane undivided roadway with inside lane closed.

DATE	REVISION	FILMED
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	

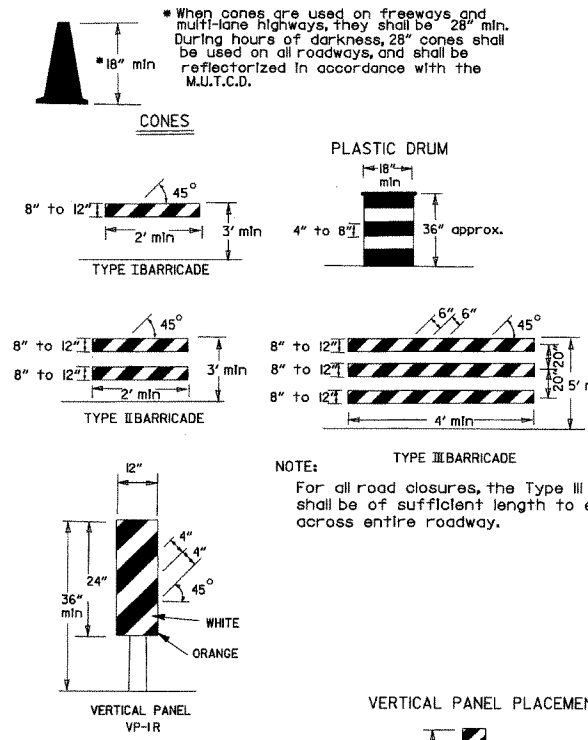
Channelizing devices



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



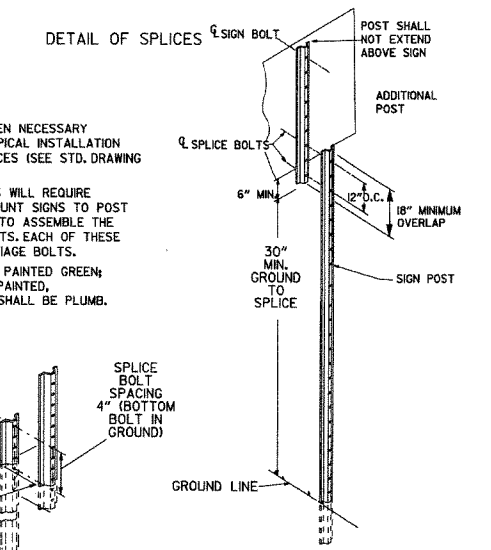
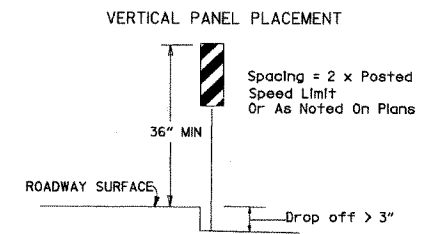
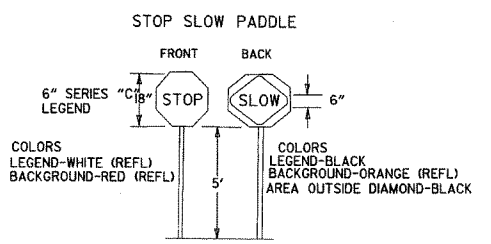
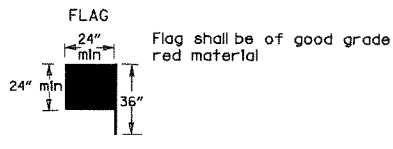
(B) Typical application - 3-lane oneway roadway where center lane is closed.



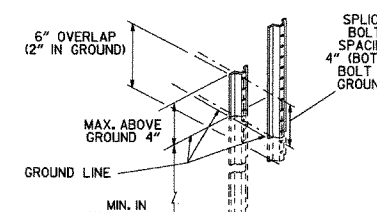
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-II
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-land 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.



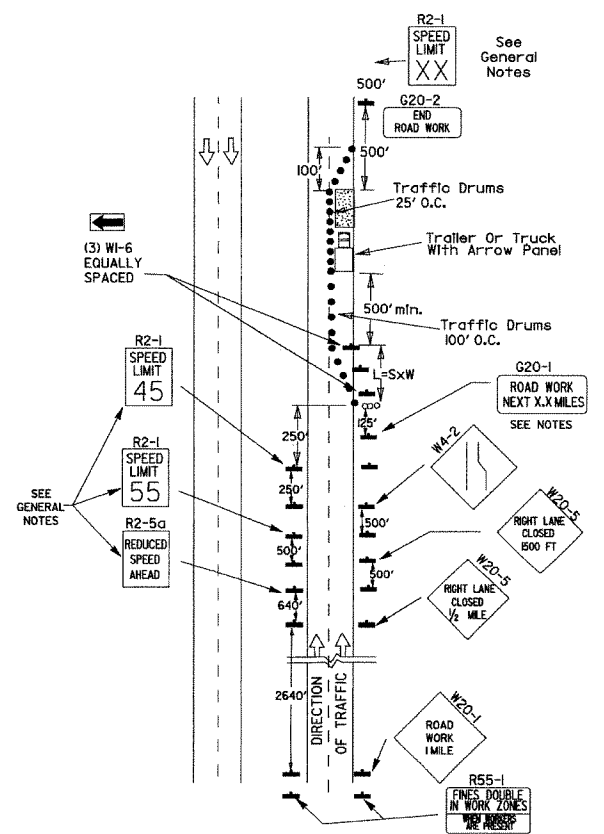
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2) NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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



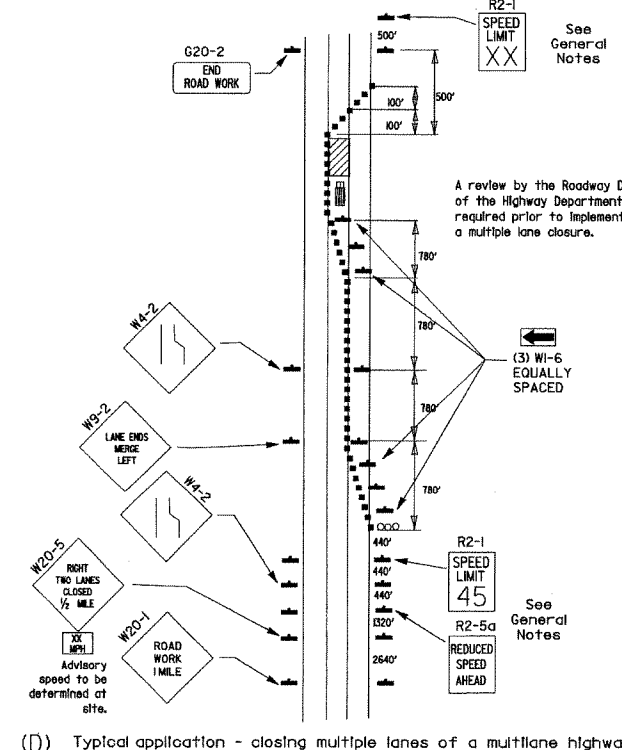
- KEY:
- Arrow Panel (if Required)
  - Channelizing Device
  - Traffic drum

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 R2-5A 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 R2-1(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(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 R2-1(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(1/2 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.



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



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

DATE	REVISION	FILMED
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	