

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 012507 | 1 | 9 |
| DISTRICTS 2, 3 & 7 RAISED PAVEMENT MARKERS (2025) (S) | | | | | | |

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

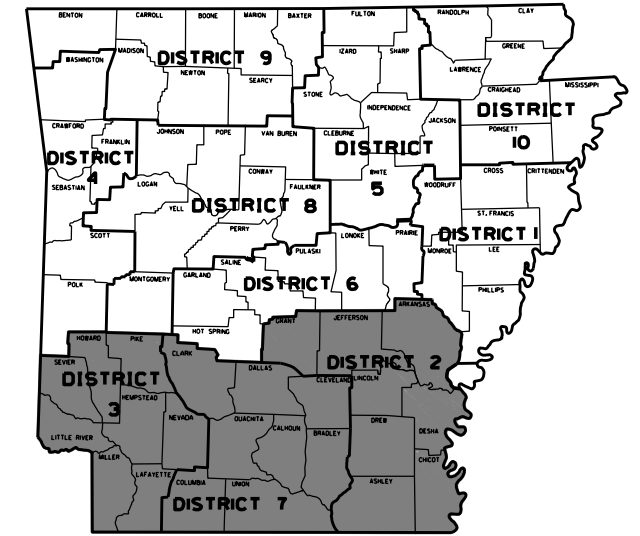
DISTRICTS 2, 3 & 7 RAISED
PAVEMENT MARKERS (2025) (S)

VARIOUS COUNTIES

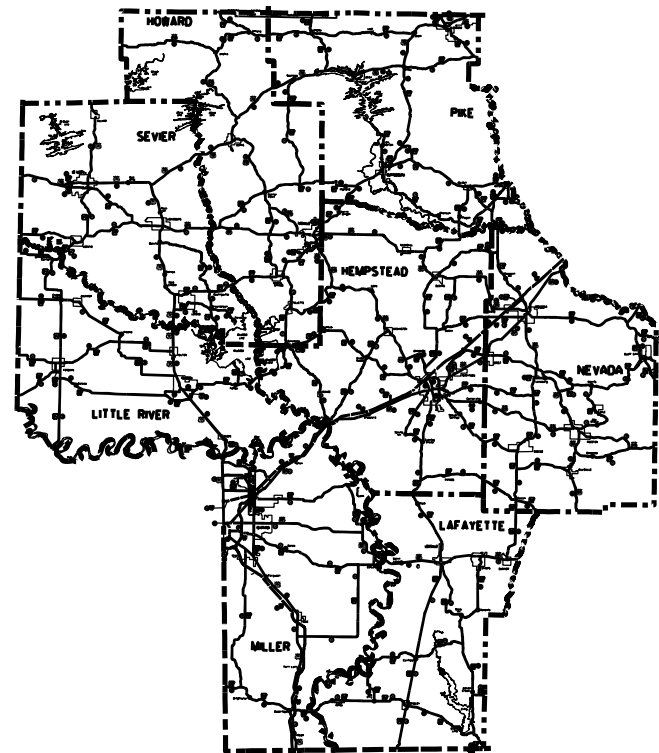
JOB 012507

FED. AID PROJ. STPF-0076(356)

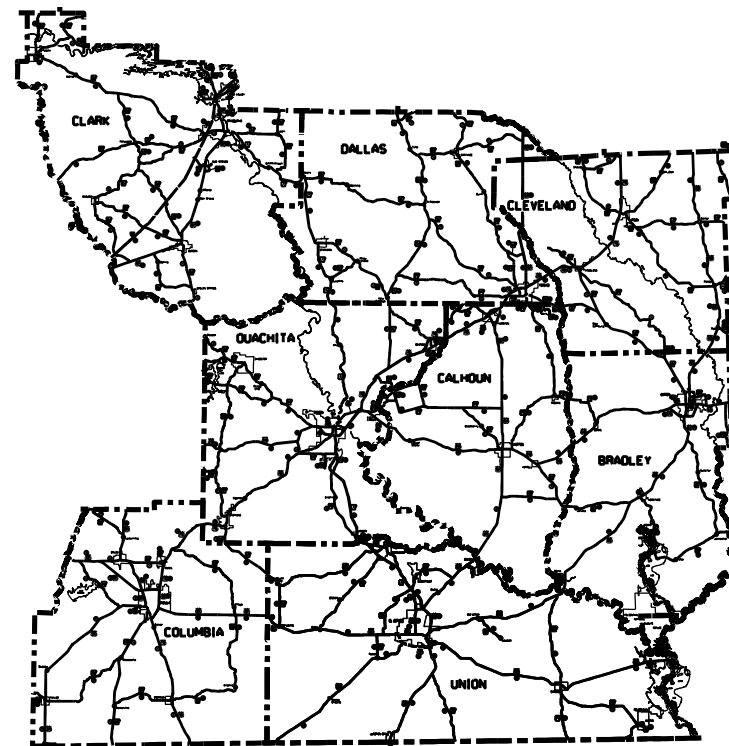
NOT TO SCALE



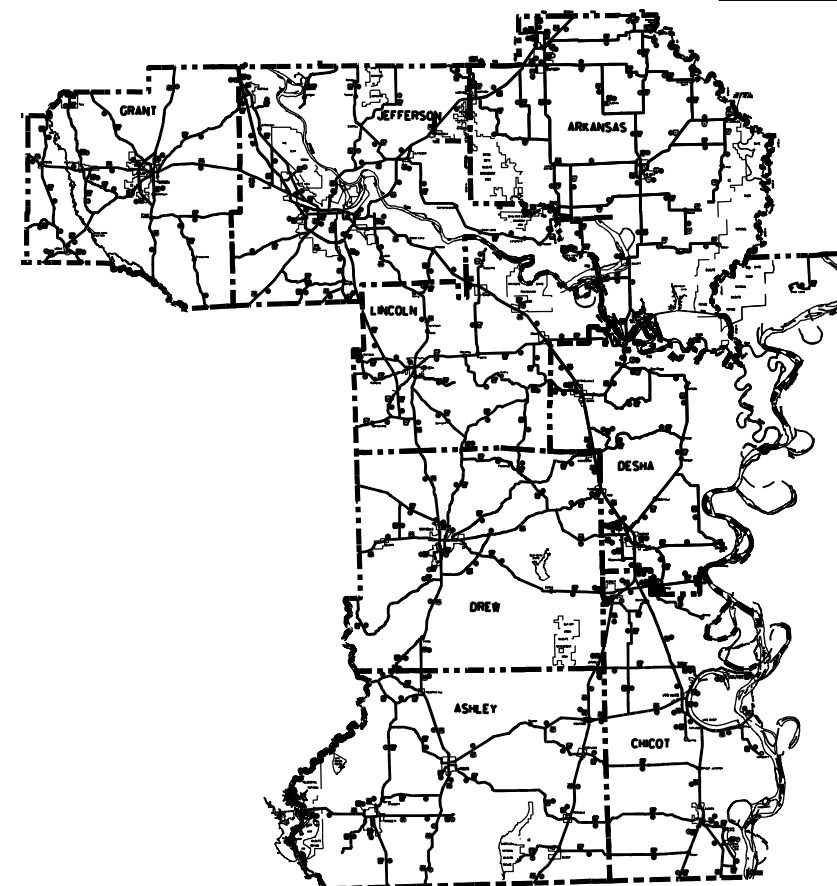
ARK. HWY. DIST. NOS. 2, 3 & 7



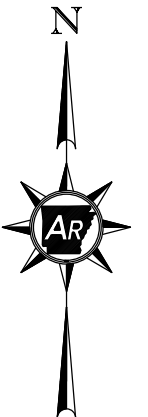
DISTRICT 3



DISTRICT 7



DISTRICT 2



APPROVED



CHIEF ENGINEER - PRECONSTRUCTION

NO LENGTH INVOLVED

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|---|--------------|--------------------|-------|---------|-----------|--------------|
| 08/29/24 | | 6 | ARK. | 012507 | 2 | 9 |
| INDEX OF SHEETS, STD. DRAWINGS, GOV. SPECS., AND GEN. NOTES | | | | | | |



INDEX OF SHEETS

| SHEET NO. | TITLE |
|-----------|---|
| 1 | TITLE SHEET |
| 2 | INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES |
| 3 - 8 | QUANTITIES |
| 9 | SUMMARY OF QUANTITIES AND REVISIONS |

ROADWAY STANDARD DRAWINGS

| DRWG.NO. | TITLE | DATE |
|----------|--|----------|
| PM-1 | PAVEMENT MARKING DETAILS | 02-27-20 |
| PM-2 | PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS | 05-14-20 |
| TC-1 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 11-07-19 |
| TC-2 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 05-20-21 |
| TC-3 | STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | 08-12-21 |

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 |
| 100-4 | DEPARTMENT NAME CHANGE |
| 102-2 | ISSUANCE OF PROPOSALS |
| 102-3 | PREQUALIFICATION OF BIDDERS |
| 103-2 | CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS |
| 105-4 | MAINTENANCE DURING CONSTRUCTION |
| 107-2 | RESTRAINING CONDITIONS |
| 108-1 | LIQUIDATED DAMAGES |
| 108-2 | WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER |
| 108-3 | WORK ORDER FOR FIXED COMPLETION DATE CONTRACTS |
| 306-1 | QUALITY CONTROL AND ACCEPTANCE |
| 603-1 | LANE CLOSURE NOTIFICATION |
| 604-1 | RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES |
| 604-3 | TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH) |
| JOB 012507 | ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC |
| JOB 012507 | BIDDING REQUIREMENTS AND CONDITIONS |
| JOB 012507 | BUY AMERICA - CONSTRUCTION MATERIALS |
| JOB 012507 | CARGO PREFERENCE ACT REQUIREMENTS |
| JOB 012507 | COORDINATION OF WORK |
| JOB 012507 | DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES |
| JOB 012507 | GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION |
| JOB 012507 | LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS |
| JOB 012507 | MAINTENANCE OF TRAFFIC |
| JOB 012507 | MANDATORY ELECTRONIC CONTRACT |
| JOB 012507 | MANDATORY ELECTRONIC DOCUMENT SUBMITTAL |
| JOB 012507 | OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS |
| JOB 012507 | PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT |
| JOB 012507 | SEQUENCE OF WORK |

GENERAL NOTES

1. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
2. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
3. PLAN LOCATIONS AND QUANTITIES FOR RAISED PAVEMENT MARKERS ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

REVISED 8/29/2024

INDEX OF SHEETS, STD. DRAWINGS, GOV. SPECS., AND GEN. NOTES



07-31-2024

RAISED PAVEMENT MARKERS (1 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|----------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| ARKANSAS | 3 LANES - TURN LANE | 1 | 4 | 0.00 | 1.93 | 1.93 | 3 | 255 |
| ARKANSAS | 2 LANES | 1 | 4B | 0.00 | 1.53 | 1.53 | | 100 |
| ARKANSAS | 3 LANES - TURN LANE | 1 | 4B | 1.53 | 2.29 | 0.76 | 3 | 100 |
| ARKANSAS | 2 LANES | 1 | 5 | 0.28 | 14.38 | 14.10 | 3 | 931 |
| ARKANSAS | 2 LANES | 1 | 5S | 0.00 | 0.51 | 0.51 | | 34 |
| ARKANSAS | 2 LANES | 11 | 6 | 0.00 | 8.57 | 8.57 | | 566 |
| ARKANSAS | 2 LANES | 13 | 7 | 0.00 | 4.17 | 4.17 | | 275 |
| ARKANSAS | 2 LANES | 17 | 0 | 0.00 | 5.10 | 5.10 | | 337 |
| ARKANSAS | 2 LANES | 17 | 0 | 5.11 | 16.46 | 11.35 | | 749 |
| ARKANSAS | 2 LANES | 33 | 1 | 0.00 | 16.50 | 16.50 | | 1089 |
| ARKANSAS | 2 LANES | 33 | 1S | 0.00 | 1.75 | 1.75 | | 116 |
| ARKANSAS | 2 LANES | 44 | 1 | 0.00 | 11.80 | 11.80 | | 779 |
| ARKANSAS | 2 LANES | 63 | 12 | 0.00 | 3.98 | 3.98 | | 263 |
| ARKANSAS | 2 LANES | 79 | 11 | 0.00 | 3.18 | 3.18 | | 210 |
| ARKANSAS | 2 LANES | 79 | 11 | 4.61 | 5.90 | 1.29 | | 85 |
| ARKANSAS | 2 LANES | 79 | 11 | 7.10 | 10.80 | 3.70 | | 244 |
| ARKANSAS | 2 LANES | 79 | 11 | 10.80 | 17.39 | 6.59 | 15 | 435 |
| ARKANSAS | 5 LANES - TURN LANE/PAINTED MEDIAN | 79 | 11C | 0.00 | 2.10 | 2.10 | 100 | 278 |
| ARKANSAS | 5 LANES - TURN LANE/PAINTED MEDIAN | 130 | 6 | 0.00 | 0.71 | 0.71 | 100 | 94 |
| ARKANSAS | 2 LANES | 130 | 6 | 0.71 | 24.57 | 23.86 | | 1575 |
| ARKANSAS | 2 LANES | 130 | 6S | 0.00 | 0.71 | 0.71 | | 47 |
| ARKANSAS | 2 LANES | 144 | 0 | 0.00 | 1.21 | 1.21 | | 80 |
| ARKANSAS | 2 LANES | 144 | 0 | 1.76 | 4.15 | 2.39 | | 158 |
| ARKANSAS | 2 LANES | 146 | 1 | 0.00 | 11.76 | 11.76 | | 776 |
| ARKANSAS | 4 LANES - UNDIVIDED | 146 | 1S | 0.00 | 0.32 | 0.32 | 42 | 21 |
| ARKANSAS | 2 LANES | 146 | 1S | 0.32 | 1.37 | 1.05 | | 69 |
| ARKANSAS | 2 LANES | 146 | 2 | 0.00 | 1.36 | 1.36 | | 90 |
| ARKANSAS | 2 LANES | 152 | 0 | 0.00 | 13.47 | 13.47 | | 889 |
| ARKANSAS | 2 LANES | 152 | 1 | 0.00 | 0.44 | 0.44 | | 29 |
| ARKANSAS | 3 LANES - TURN LANE | 152 | 1 | 0.44 | 0.71 | 0.27 | | 36 |
| ARKANSAS | 2 LANES | 152 | 2 | 0.00 | 7.50 | 7.50 | | 495 |
| ARKANSAS | 2 LANES | 153 | 0 | 0.00 | 6.76 | 6.76 | | 447 |
| ARKANSAS | 2 LANES | 153 | 1 | 0.00 | 11.66 | 11.66 | | 770 |
| ARKANSAS | 2 LANES | 153 | 2 | 0.00 | 6.74 | 6.74 | | 445 |
| ARKANSAS | 2 LANES | 165 | 5 | 0.00 | 21.79 | 21.79 | | 1439 |
| ARKANSAS | 3 LANES - TURN LANE | 165 | 5 | 21.79 | 22.34 | 0.55 | 10 | 74 |
| ARKANSAS | 2 LANES | 165 | 5 | 22.34 | 46.69 | 24.35 | | 1607 |
| ARKANSAS | 5 LANES - TURN LANE/PAINTED MEDIAN | 165 | 5 | 46.69 | 49.13 | 2.44 | 324 | 324 |
| ARKANSAS | 5 LANES - TURN LANE/PAINTED MEDIAN | 165 | 6 | 0.00 | 0.23 | 0.23 | 32 | 32 |
| ARKANSAS | 2 LANES | 165 | 6 | 0.23 | 4.68 | 4.45 | | 294 |
| ARKANSAS | 2 LANES | 165 | 142 | 0.00 | 0.21 | 0.21 | 3 | 14 |
| ARKANSAS | 2 LANES | 165 | 143 | 0.00 | 0.27 | 0.27 | 3 | 18 |
| ARKANSAS | 2 LANES | 165 | 5C | 0.00 | 1.25 | 1.25 | | 83 |
| ARKANSAS | 2 LANES | 169 | 2 | 0.00 | 2.20 | 2.20 | | 145 |
| ARKANSAS | 2 LANES | 276 | 0 | 0.00 | 1.00 | 1.00 | | 66 |
| ARKANSAS | 2 LANES | 276 | 1 | 0.00 | 16.16 | 16.16 | | 1067 |
| ARKANSAS | 2 LANES | 276 | 1S | 0.00 | 1.06 | 1.06 | | 70 |
| ARKANSAS | 2 LANES | 343 | 0 | 0.00 | 4.02 | 4.02 | | 265 |
| ARKANSAS | 2 LANES | 343 | 1 | 0.00 | 9.56 | 9.56 | | 631 |
| ASHLEY | 2 LANES | 8 | 13 | 0.00 | 4.46 | 4.46 | | 294 |
| ASHLEY | 2 LANES | 8 | 14 | 0.00 | 19.14 | 19.14 | | 1263 |
| ASHLEY | 2 LANES | 52 | 0 | 0.00 | 7.45 | 7.45 | | 492 |
| ASHLEY | 2 LANES | 52 | 2 | 0.00 | 6.66 | 6.66 | | 440 |
| ASHLEY | 2 LANES | 82 | 8 | 0.00 | 7.18 | 7.18 | | 474 |
| ASHLEY | 5 LANES - TURN LANE/PAINTED MEDIAN | 82 | 8 | 9.46 | 22.88 | 13.42 | 1965 | 1965 |
| ASHLEY | 4 LANES - UNDIVIDED | 82 | 8 | 22.88 | 24.14 | 1.26 | 166 | 83 |
| ASHLEY | 2 LANES | 82 | 9C | 0.00 | 2.09 | 2.09 | | 138 |
| ASHLEY | 2 LANES | 82 | 9 | 0.00 | 21.46 | 21.46 | | 1416 |
| ASHLEY | 2 LANES | 133 | 0 | 0.00 | 6.70 | 6.70 | | 442 |
| ASHLEY | 3 LANES - TURN LANE | 133 | 0 | 6.70 | 7.91 | 1.21 | 10 | 160 |
| ASHLEY | 4 LANES - UNDIVIDED | 133 | 0 | 7.91 | 9.14 | 1.23 | 162 | 81 |
| ASHLEY | 4 LANES - UNDIVIDED | 133 | 0T | 0.00 | 1.43 | 1.43 | 190 | 94 |
| ASHLEY | 4 LANES - UNDIVIDED | 133 | 1 | 1.10 | 2.35 | 1.25 | 166 | 83 |
| ASHLEY | 3 LANES - TURN LANE | 133 | 1 | 2.39 | 3.32 | 0.93 | 10 | 124 |
| ASHLEY | 2 LANES | 133 | 1 | 3.32 | 5.36 | 2.04 | | 135 |
| ASHLEY | 2 LANES | 133 | 1 | 7.08 | 10.76 | 3.68 | | 243 |
| ASHLEY | 2 LANES | 133 | 2 | 0.00 | 0.75 | 0.75 | | 50 |
| ASHLEY | 2 LANES | 160 | 10 | 0.00 | 6.40 | 6.40 | | 422 |
| ASHLEY | 2 LANES | 160 | 11 | 0.00 | 10.86 | 10.86 | | 717 |
| ASHLEY | 2 LANES | 165 | 1 | 0.00 | 28.65 | 28.65 | | 1891 |
| ASHLEY | 2 LANES | 169 | 0 | 0.00 | 6.78 | 6.78 | | 447 |
| ASHLEY | 2 LANES | 173 | 1 | 0.00 | 6.64 | 6.64 | | 438 |
| ASHLEY | 2 LANES | 189 | 5 | 0.00 | 9.90 | 9.90 | | 653 |
| ASHLEY | 5 LANES - TURN LANE/PAINTED MEDIAN | 425 | 1 | 0.00 | 9.40 | 9.40 | 620 | 620 |
| ASHLEY | 4 LANES - UNDIVIDED | 425 | 2 | 0.00 | 0.60 | 0.60 | 80 | 40 |

SUBTOTALS (BOX 1 OF 11):

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

4007 32201

RAISED PAVEMENT MARKERS (2 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|--------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| ASHLEY | 2 LANES | 425 | 2 | 0.60 | 6.86 | 6.26 | | 413 |
| ASHLEY | 2 LANES | 425 | 2 | 6.86 | 6.95 | 0.09 | | 6 |
| ASHLEY | 3 LANES - PASSING LANE | 425 | 2 | 6.95 | 7.89 | 0.94 | 63 | 62 |
| ASHLEY | 2 LANES | 425 | 2 | 7.89 | 10.58 | 2.69 | | 178 |
| ASHLEY | 3 LANES - PASSING LANE | 425 | 2 | 10.58 | 11.60 | 1.02 | 68 | 67 |
| ASHLEY | 2 LANES | 425 | 2 | 11.60 | 12.18 | 0.58 | | 38 |
| CHICOT | 2 LANES | 8 | 17 | 0.00 | 9.26 | 9.26 | | 611 |
| CHICOT | 2 LANES | 35 | 9 | 0.00 | 6.16 | 6.16 | | 407 |
| CHICOT | 2 LANES | 35 | 11 | 0.00 | 2.02 | 2.02 | | 133 |
| CHICOT | 2 LANES | 52 | 3 | 0.00 | 9.92 | 9.92 | | 655 |
| CHICOT | 4 LANES - DIVIDED | 65 | 20 | 0.00 | 7.38 | 7.38 | 976 | |
| CHICOT | 4 LANES - UNDIVIDED | 65 | 20 | 7.38 | 7.89 | 0.51 | 68 | 34 |
| CHICOT | 4 LANES - DIVIDED | 65 | 20 | 7.89 | 11.07 | 3.18 | 420 | |
| CHICOT | 4 LANES - UNDIVIDED | 65 | 20 | 11.07 | 11.55 | 0.48 | 63 | 15 |
| CHICOT | 4 LANES - DIVIDED | 65 | 20 | 11.55 | 12.10 | 0.55 | 73 | |
| CHICOT | 4 LANES - UNDIVIDED | 65 | 20 | 12.10 | 12.73 | 0.63 | 83 | |
| CHICOT | 4 LANES - DIVIDED | 65 | 20 | 12.73 | 14.69 | 1.96 | 259 | |
| CHICOT | 4 LANES - UNDIVIDED | 65 | 20 | 14.69 | 15.09 | 0.40 | 54 | 26 |
| CHICOT | 4 LANES - DIVIDED | 65 | 20 | 15.09 | 16.94 | 1.85 | 246 | |
| CHICOT | 5 LANES - TURN LANE/PAINTED MEDIAN | 65 | 20 | 16.94 | 17.11 | 0.17 | 24 | 24 |
| CHICOT | 3 LANES - TURN LANE | 65 | 21 | 0.00 | 2.62 | 2.62 | | 346 |
| CHICOT | 5 LANES - TURN LANE/PAINTED MEDIAN | 65 | 21 | 2.62 | 4.67 | 2.05 | 272 | 272 |
| CHICOT | 3 LANES - TURN LANE | 65 | 21 | 4.67 | 14.26 | 9.59 | 10 | 1266 |
| CHICOT | 2 LANES | 65 | 21 | 14.26 | 15.29 | 1.03 | | 68 |
| CHICOT | 3 LANES - TURN LANE | 65 | 21 | 15.29 | 16.85 | 1.56 | | 206 |
| CHICOT | 2 LANES | 65 | 22 | 0.02 | 7.73 | 7.71 | | 509 |
| CHICOT | 2 LANES | 65 | 21S | 0.00 | 0.40 | 0.40 | | 26 |
| CHICOT | 2 LANES | 82 | 10 | 0.00 | 8.46 | 8.46 | | 558 |
| CHICOT | 3 LANES - TURN LANE | 82 | 10 | 8.46 | 8.98 | 0.52 | 50 | 70 |
| CHICOT | 2 LANES | 82 | 10 | 8.98 | 9.95 | 0.97 | 20 | 64 |
| CHICOT | 5 LANES - TURN LANE/PAINTED MEDIAN | 82 | 11 | 0.00 | 7.17 | 7.17 | 948 | 948 |
| CHICOT | 2 LANES | 142 | 1 | 0.00 | 5.14 | 5.14 | | 339 |
| CHICOT | 2 LANES | 144 | 2 | 0.00 | 8.59 | 8.59 | | 567 |
| CHICOT | 2 LANES | 144 | 3 | 0.00 | 10.84 | 10.84 | | 715 |
| CHICOT | 2 LANES | 159 | 1 | 0.00 | 7.61 | 7.61 | | 502 |
| CHICOT | 3 LANES - TURN LANE | 159 | 1 | 7.61 | 7.80 | 0.19 | 10 | 26 |
| CHICOT | 2 LANES | 159 | 2 | 0.00 | 3.37 | 3.37 | | 222 |
| CHICOT | 2 LANES | 159 | 2 | 3.44 | 5.45 | 2.01 | | 133 |
| CHICOT | 2 LANES | 160 | 12 | 0.00 | 11.85 | 11.85 | | 782 |
| CHICOT | 2 LANES | 165 | 3 | 0.00 | 9.93 | 9.93 | | 655 |
| CHICOT | 2 LANES | 208 | 1 | 0.00 | 1.83 | 1.83 | | 121 |
| CHICOT | 2 LANES | 208 | 1 | 1.86 | 7.27 | 5.41 | | 357 |
| CHICOT | 2 LANES | 208 | 3 | 0.00 | 7.59 | 7.59 | | 501 |
| CHICOT | 2 LANES | 209 | 1 | 0.00 | 0.57 | 0.57 | | 38 |
| CHICOT | 2 LANES | 257 | 0 | 0.00 | 3.90 | 3.90 | | 257 |
| CHICOT | 2 LANES | 257 | 1 | 0.00 | 0.39 | 0.39 | | 26 |
| CHICOT | 2 LANES | 293 | 6 | 0.00 | 13.24 | 13.24 | | 874 |
| DESHA | 2 LANES | 1 | 1 | 0.00 | 21.31 | 21.31 | | 1406 |
| DESHA | 2 LANES | 1 | 1Y | 0.00 | 0.19 | 0.19 | | 13 |
| DESHA | 2 LANES | 1 | 2 | 0.00 | 9.31 | 9.31 | | 614 |
| DESHA | 2 LANES | 1 | 2Y | 0.00 | 0.13 | 0.13 | | 9 |
| DESHA | 2 LANES | 4 | 17 | 0.00 | 10.59 | 10.59 | | 699 |
| DESHA | 2 LANES | 4 | 18 | 0.00 | 11.85 | 11.85 | | 782 |
| DESHA | 2 LANES | 4 | 17S | 0.00 | 1.02 | 1.02 | | 67 |
| DESHA | 2 LANES | 35 | 10 | 0.00 | 6.11 | 6.11 | | 403 |
| DESHA | 2 LANES | 54 | 2 | 0.00 | 0.25</ | | | |



RAISED PAVEMENT MARKERS (3 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|---------------------------------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| DESHA | 2 LANES | 159 | 9 | 0.00 | 1.75 | 1.75 | | 116 |
| DESHA | 3 LANES - TURN LANE | 165 | 4 | 0.00 | 1.19 | 1.19 | 10 | 158 |
| DESHA | 2 LANES | 165 | 4 | 1.19 | 10.78 | 9.59 | | 633 |
| DESHA | 2 LANES | 169 | 1 | 0.00 | 1.25 | 1.25 | | 83 |
| DESHA | 2 LANES | 208 | 2 | 0.00 | 0.70 | 0.70 | | 46 |
| DESHA | 2 LANES | 212 | 6 | 0.00 | 6.36 | 6.36 | | 420 |
| DESHA | 2 LANES | 212 | 7 | 0.00 | 0.87 | 0.87 | | 57 |
| DESHA | 2 LANES | 277 | 2 | 0.00 | 11.38 | 11.38 | | 751 |
| DESHA | 2 LANES | 278 | 16 | 0.00 | 2.48 | 2.48 | | 164 |
| DESHA | 3 LANES - TURN LANE | 278 | 16 | 2.48 | 3.14 | 0.66 | 10 | 88 |
| DESHA | 2 LANES | 278 | 16 | 3.14 | 4.22 | 1.08 | | 71 |
| DESHA | 2 LANES | 600 | 10 | 0.00 | 14.78 | 14.78 | | 975 |
| DREW | 2 LANES | 35 | 7 | 0.00 | 11.11 | 11.11 | | 733 |
| DREW | 2 LANES | 35 | 8 | 0.00 | 20.12 | 20.12 | | 1328 |
| DREW | 4 LANES - DIVIDED | 65 | 18 | 0.00 | 4.53 | 4.53 | 598 | 13 |
| DREW | 2 LANES | 83 | 1 | 0.00 | 1.44 | 1.44 | | 95 |
| DREW | 2 LANES | 83 | 1S | 0.00 | 2.37 | 2.37 | | 156 |
| DREW | 2 LANES | 83 | 2 | 0.70 | 12.24 | 11.54 | | 762 |
| DREW | 2 LANES | 133 | 3 | 0.00 | 5.58 | 5.58 | | 368 |
| DREW | 2 LANES | 138 | 3 | 0.00 | 24.21 | 24.21 | | 1598 |
| DREW | 2 LANES | 144 | 1 | 0.00 | 1.00 | 1.00 | | 66 |
| DREW | 2 LANES | 165 | 2 | 0.00 | 2.70 | 2.70 | | 178 |
| DREW | 2 LANES | 172 | 3 | 0.00 | 17.76 | 17.76 | | 1172 |
| DREW | 2 LANES | 277 | 0 | 0.00 | 7.67 | 7.67 | | 506 |
| DREW | 2 LANES | 277 | 1 | 0.00 | 4.09 | 4.09 | | 270 |
| DREW | 2 LANES | 277 | 1 | 4.55 | 6.55 | 2.00 | | 132 |
| DREW | 5 LANES - TURN LANE/PAINTED MEDIAN | 278 | 14 | 0.00 | 10.61 | 10.61 | 1401 | 1401 |
| DREW | 4 LANES - UNDIVIDED | 278 | 15 | 0.00 | 0.36 | 0.36 | 48 | 24 |
| DREW | 2 LANES | 278 | 15 | 0.36 | 1.19 | 0.83 | 55 | 55 |
| DREW | 2 LANES | 278 | 15 | 1.19 | 23.47 | 22.28 | | 1470 |
| DREW | 2 LANES | 278 | 15X | 0.00 | 0.86 | 0.86 | 57 | 57 |
| DREW | 2 LANES | 278 | 1S | 0.00 | 8.68 | 8.68 | | 573 |
| DREW | 2 LANES | 293 | 3 | 0.00 | 5.09 | 5.09 | | 336 |
| DREW | 2 LANES | 293 | 4 | 0.00 | 4.26 | 4.26 | | 281 |
| DREW | 2 LANES | 425 | 3 | 0.00 | 5.70 | 5.70 | | 376 |
| DREW | 3 LANES - PASSING LANE | 425 | 3 | 5.70 | 7.24 | 1.54 | 102 | 102 |
| DREW | 2 LANES | 425 | 3 | 7.24 | 9.82 | 2.58 | | 170 |
| DREW | 3 LANES - PASSING LANE | 425 | 3 | 9.82 | 10.97 | 1.15 | 76 | 76 |
| DREW | 2 LANES | 425 | 3 | 10.97 | 12.36 | 1.39 | | 92 |
| DREW | 3 LANES - TURN LANE | 425 | 3 | 12.36 | 12.56 | 0.20 | 10 | 28 |
| DREW | 2 LANES | 425 | 3 | 12.56 | 12.73 | 0.17 | | 24 |
| DREW | 2 LANES | 425 | 3 | 12.73 | 13.26 | 0.53 | | 70 |
| DREW | 3 LANES - TURN LANE | 425 | 3 | 13.26 | 13.38 | 0.12 | 10 | 16 |
| DREW | 2 LANES | 425 | 3 | 13.38 | 13.43 | 0.05 | | 8 |
| DREW | 2 LANES | 425 | 3 | 13.43 | 13.98 | 0.55 | | 37 |
| DREW | 5 LANES - TURN LANE/PAINTED MEDIAN | 425 | 3 | 13.98 | 16.75 | 2.77 | 366 | 366 |
| DREW | 5 LANES - TURN LANE/PAINTED MEDIAN | 425 | 4 | 0.00 | 5.55 | 5.55 | 734 | 734 |
| DREW | 2 LANES | 425 | 4 | 5.55 | 8.55 | 3.00 | | 198 |
| DREW | 3 LANES - PASSING LANE | 425 | 4 | 8.55 | 11.67 | 3.12 | 206 | 206 |
| DREW | 2 LANES | 530 | 9 | 0.00 | 4.50 | 4.50 | | 297 |
| GRANT | 2 LANES | 35 | 2 | 0.00 | 11.47 | 11.47 | | 757 |
| GRANT | 3 LANES - PASSING LANE | 35 | 2 | 11.47 | 11.59 | 0.12 | 8 | 8 |
| GRANT | 2 LANES | 35 | 2 | 11.59 | 13.50 | 1.91 | | 126 |
| GRANT | 2 LANES | 35 | 3 | 0.00 | 16.10 | 16.10 | | 1063 |
| GRANT | 2 LANES | 46 | 2 | 0.00 | 19.35 | 19.35 | | 1277 |
| GRANT | 2 LANES | 46 | 3 | 0.00 | 14.15 | 14.15 | | 934 |
| GRANT | 5 LANES - TURN LANE/PAINTED MEDIAN | 167 | 10 | 0.00 | 9.29 | 9.29 | 1228 | 1228 |
| GRANT | 4 LANES - DIVIDED | 167 | 10 | 9.29 | 14.36 | 5.07 | 670 | 670 |
| GRANT | 2 LANES | 167 | 10B | 0.00 | 1.11 | 1.11 | | 73 |
| GRANT | 3 LANES - TURN LANE | 167 | 10B | 1.11 | 3.38 | 2.27 | | 300 |
| GRANT | 2 LANES | 167 | 10B | 3.38 | 3.92 | 0.54 | | 36 |
| GRANT | 3 LANES - TURN LANE | 167 | 10B | 3.92 | 4.26 | 0.34 | 50 | 46 |
| GRANT | 4 LANES - DIVIDED | 167 | 11 | 0.00 | 3.00 | 3.00 | 396 | 396 |
| GRANT | 5 LANES - TURN LANE/PAINTED MEDIAN | 167 | 11 | 3.00 | 14.02 | 11.02 | 1456 | 1456 |
| GRANT | 3 LANES - TURN LANE | 167 | 11B | 0.00 | 0.99 | 0.99 | 50 | 132 |
| GRANT | 2 LANES | 167 | 11B | 0.99 | 1.24 | 0.25 | | 17 |
| GRANT | 3 LANES - TURN LANE | 167 | 11B | 1.24 | 2.60 | 1.36 | 50 | 180 |
| GRANT | 2 LANES | 190 | 2 | 0.00 | 1.04 | 1.04 | | 69 |
| GRANT | 2 LANES | 190 | 3 | 0.00 | 6.28 | 6.28 | | 414 |
| GRANT | 2 LANES | 190 | 4 | 0.00 | 6.67 | 6.67 | | 440 |
| GRANT | 2 LANES | 222 | 2 | 0.00 | 4.09 | 4.09 | | 270 |
| GRANT | 2 LANES | 229 | 2 | 0.00 | 2.72 | 2.72 | | 180 |
| GRANT | 2 LANES | 229 | 3 | 0.00 | 17.79 | 17.79 | | 1174 |
| GRANT | 2 LANES | 270 | 9 | 0.00 | 7.10 | 7.10 | | 469 |
| GRANT | 3 LANES - TURN LANE | 270 | 9 | 7.10 | 7.54 | 0.44 | 10 | 60 |
| SUBTOTALS (BOX 3 OF 11): | | | | | | | 7601 | 28645 |

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

RAISED PAVEMENT MARKERS (4 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|-----------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| GRANT | 2 LANES | 270 | 9 | 7.54 | 16.31 | 8.77 | 11 | 579 |
| GRANT | 3 LANES - TURN LANE | 270 | 10 | 0.00 | 0.03 | 0.03 | 10 | 40 |
| GRANT | 2 LANES | 270 | 10 | 0.03 | 0.79 | 0.76 | | 50 |
| GRANT | 3 LANES - TURN LANE | 270 | 10 | 0.79 | 0.89 | 0.10 | 20 | 14 |
| GRANT | 2 LANES | 270 | 10 | 0.89 | 2.27 | 1.38 | | 91 |
| GRANT | 3 LANES - TURN LANE | 270 | 10 | 2.27 | 2.39 | 0.12 | 10 | 16 |
| GRANT | 2 LANES | 270 | 10 | 2.39 | 11.03 | 8.64 | | 570 |
| GRANT | 2 LANES | 291 | 1 | 0.00 | 15.52 | 15.52 | | 1024 |
| GRANT | 2 LANES | 365 | 13 | 0.00 | 0.52 | 0.52 | | 34 |
| GRANT | 4 LANES - DIVIDED | 530 | 4 | 16.27 | 17.78 | 1.51 | 200 | 200 |
| JEFFERSON | 2 LANES | 11 | 5 | 0.00 | 4.24 | 4.24 | | 280 |
| JEFFERSON | 2 LANES | 13 | 8 | 0.00 | 3.14 | 3.14 | | 207 |
| JEFFERSON | 2 LANES | 15 | 8 | 0.00 | 13.85 | 13.85 | | 914 |
| JEFFERSON | 2 LANES | 31 | 1 | 0.00 | 16.75 | 16.75 | | 1106 |
| JEFFERSON | 2 LANES | 46 | 4 | 0.00 | 1.95 | 1.95 | | 129 |
| JEFFERSON | 2 LANES | 46 | 5 | 0.00 | 1.22 | 1.22 | | 81 |
| JEFFERSON | 2 LANES | 54 | 8 | 0.00 | 1.83 | 1.83 | | 121 |
| JEFFERSON | 2 LANES | 54 | 9 | 0.00 | 9.58 | 9.58 | | 632 |
| JEFFERSON | 2 LANES | 54 | 10 | 0.00 | 10.39 | 10.39 | | 686 |
| JEFFERSON | 2 LANES | 63 | 13 | 0.00 | 11.72 | 11.72 | 50 | 774 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 63 | 14 | 0.00 | 6.38 | 6.38 | 842 | 842 |
| JEFFERSON | 2 LANES | 63 | 14 | 6.38 | 9.27 | 2.89 | | 191 |
| JEFFERSON | 4 LANES - UNDIVIDED | 63 | 13B | 0.00 | 1.40 | 1.40 | 186 | 92 |
| JEFFERSON | 4 LANES - DIVIDED | 65 | 14B | 0.00 | 8.45 | 8.45 | 1115 | 1115 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 65 | 15 | 0.00 | 3.16 | 3.16 | 418 | 418 |
| JEFFERSON | 4 LANES - DIVIDED | 65 | 15 | 3.16 | 16.61 | 13.45 | 1776 | 1776 |
| JEFFERSON | 2 LANES | 79 | 9 | 0.00 | 6.36 | 6.36 | | 420 |
| JEFFERSON | 3 LANES - PASSING LANE | 79 | 9 | 6.36 | 7.50 | 1.14 | 76 | 75 |
| JEFFERSON | 2 LANES | 79 | 9 | 7.50 | 11.41 | 3.91 | 50 | 258 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 79 | 9 | 11.41 | 12.13 | 0.72 | 95 | 95 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 79 | 9B | 0.00 | 3.02 | 3.02 | 399 | 399 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 79 | 9B | 4.42 | 8.86 | 4.44 | 586 | 586 |
| JEFFERSON | 4 LANES - DIVIDED | 79 | 9B | 8.86 | 10.20 | 1.34 | 178 | 178 |
| JEFFERSON | 2 LANES | 79 | 9B | 10.20 | 15.68 | 5.48 | | 362 |
| JEFFERSON | 2 LANES | 79 | 10 | 0.00 | 5.70 | 5.70 | | 376 |
| JEFFERSON | 2 LANES | 79 | 10 | 7.11 | 8.74 | 1.63 | | 108 |
| JEFFERSON | 2 LANES | 79 | 10 | 9.94 | 12.06 | 2.12 | | 140 |
| JEFFERSON | 2 LANES | 79 | 10B | 0.00 | 3.01 | 3.01 | | 199 |
| JEFFERSON | 2 LANES | 81 | 8 | 0.00 | 2.28 | 2.28 | | 150 |
| JEFFERSON | 2 LANES | 81 | 8S | 0.00 | 0.41 | 0.41 | | 27 |
| JEFFERSON | 2 LANES | 88 | 9 | 0.00 | 23.40 | 23.40 | | 1544 |
| JEFFERSON | 2 LANES | 104 | 2 | 0.00 | 4.67 | 4.67 | | 308 |
| JEFFERSON | 2 LANES | 133 | 6 | 0.00 | 2.63 | 2.63 | | 174 |
| JEFFERSON | 2 LANES | 190 | 5 | 0.00 | 1.08 | 1.08 | | 71 |
| JEFFERSON | 2 LANES | 190 | 5 | 3.17 | 4.50 | 1.33 | | 88 |
| JEFFERSON | 2 LANES - PART OF COUPLET | 190 | 5 | 4.50 | 6.33 | 1.83 | 242 | 242 |
| JEFFERSON | 2 LANES | 190 | 5 | 6.33 | 6.70 | 0.37 | 50 | 24 |
| JEFFERSON | 2 LANES | 190 | 5 | 7.08 | 8.67 | 1.59 | 50 | 105 |
| JEFFERSON | 2 LANES | 190 | 5X | 0.00 | 1.86 | 1.86 | 123 | 123 |
| JEFFERSON | 2 LANES | 199 | 2 | 0.00 | 4.54 | 4.54 | | 300 |
| JEFFERSON | 2 LANES | 256 | 2 | 0.00 | 9.14 | 9.14 | | 603 |
| JEFFERSON | 2 LANES | 270 | 11 | 0.00 | 0.26 | 0.26 | | 17 |
| JEFFERSON | 3 LANES - PASSING LANE | 270 | 11 | 0.26 | 1.07 | 0.81 | 54 | 53 |
| JEFFERSON | 2 LANES | 270 | 11 | 1.07 | 1.42 | 0.35 | | 23 |
| JEFFERSON | 3 LANES - PASSING LANE | 270 | 11 | 1.42 | 2.42 | 1.00 | 66 | 66 |
| JEFFERSON | 2 LANES | 270 | 11 | 2.42 | 4.20 | 1.78 | 55 | 117 |
| JEFFERSON | 2 LANES | 365 | 14 | 0.00 | 15.29 | 15.29 | 50 | 1009 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 365 | 14 | 15.29 | 20.78 | 5.49 | 725 | 725 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 425 | 7 | 0.00 | 8.31 | 8.31 | 1098 | 1098 |
| JEFFERSON | 5 LANES - TURN LANE/PAINTED MEDIAN | 463 | 3 | 0.00 | 2.87 | 2.87 | 379 | 379 |
| JEFFERSON | 4 LANES - DIVIDED | 530 | 5 | 17.78 | 46.36 | 28.58 | 3773 | 3773 |
| JEFFERSON | 2 LANES | 530 | 6 | 0.00 | 8.04 | 8.04 | | 531 |
| LINCOLN | 2 LANES | 11 | 2 | 0.00 | 7.52 | 7.52 | | 496 |
| LINCOLN | 2 LANES | 11 | 3 | 0.00 | 20.05 | 20.05 | 12 | 1323 |
| LINCOLN | 2 LANES | 11 | 3 | 20.17 | 22.41 | 2.24 | 12 | 148 |
| LINCOLN | 2 LANES | 11 | 2B | 0.00 | 0.69 | 0.69 | | 46 |
| LINCOLN | 3 LANES - TURN LANE | 11 | 2B | 0.69 | 0.73 | 0.04 | 10 | 6 |
| LINCOLN | 2 LANES | 11 | 2S | 0.00 | 7.19 | 7.19 | | 475 |
| LINCOLN | 2 LANES | 54 | 3 | 0.00 | 23.76 | 23.76 | | 1568 |
| LINCOLN | 2 LANES | 54 | 6 | 0.00 | 3.02 | 3.02 | | 199 |
| LINCOLN | 4 LANES - DIVIDED | 65 | 16 | 0.00 | 10.53 | 10.53 | 1390 | 1390 |
| LINCOLN | 5 LANES - TURN LANE/PAINTED MEDIAN | 65 | 16 | 10.53 | 13.72 | 3.19 | 421 | 421 |
| LINCOLN | 2 LANES | 83 | 3</ | | | | | |



07-31-2024

RAISED PAVEMENT MARKERS (5 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|---------------------------------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| LINCOLN | 2 LANES | 114 | 2 | 0.00 | 8.93 | 8.93 | | 589 |
| LINCOLN | 2 LANES | 199 | 1 | 0.00 | 2.00 | 2.00 | | 132 |
| LINCOLN | 2 LANES | 212 | 4 | 0.00 | 6.70 | 6.70 | | 442 |
| LINCOLN | 2 LANES | 212 | 5 | 0.00 | 5.46 | 5.46 | | 360 |
| LINCOLN | 2 LANES | 293 | 0 | 0.00 | 5.67 | 5.67 | | 374 |
| LINCOLN | 2 LANES | 293 | 1 | 0.00 | 12.68 | 12.68 | | 837 |
| LINCOLN | 2 LANES | 293 | 2 | 0.00 | 6.76 | 6.76 | | 446 |
| LINCOLN | 2 LANES | 388 | 1 | 0.00 | 2.30 | 2.30 | | 152 |
| LINCOLN | 2 LANES | 425 | 5 | 0.00 | 1.34 | 1.34 | | 88 |
| LINCOLN | 3 LANES - PASSING LANE | 425 | 5 | 1.34 | 2.67 | 1.33 | 88 | 88 |
| LINCOLN | 2 LANES | 425 | 5 | 2.67 | 4.99 | 2.32 | | 153 |
| LINCOLN | 3 LANES - PASSING LANE | 425 | 5 | 4.99 | 7.86 | 2.87 | 189 | 189 |
| LINCOLN | 2 LANES | 425 | 5 | 7.86 | 9.31 | 1.45 | | 96 |
| LINCOLN | 2 LANES | 530 | 8 | 0.00 | 13.94 | 13.94 | | 920 |
| HEMPSTEAD | 2 LANES | 27 | 3 | 0.00 | 4.25 | 4.25 | | 282 |
| HEMPSTEAD | 3 LANES - PASSING LANE | 29 | 3 | 0.00 | 0.44 | 0.44 | 29 | 29 |
| HEMPSTEAD | 2 LANES | 29 | 3 | 0.44 | 1.20 | 0.76 | | 51 |
| HEMPSTEAD | 3 LANES - PASSING LANE | 29 | 3 | 1.20 | 2.06 | 0.86 | 57 | 57 |
| HEMPSTEAD | 2 LANES | 29 | 3 | 2.06 | 7.53 | 5.47 | | 362 |
| HEMPSTEAD | 3 LANES - PASSING LANE | 29 | 3 | 7.53 | 8.42 | 0.89 | 59 | 59 |
| HEMPSTEAD | 2 LANES | 29 | 3 | 8.42 | 9.60 | 1.18 | | 78 |
| HEMPSTEAD | 3 LANES - PASSING LANE | 29 | 3 | 9.60 | 10.49 | 0.89 | 59 | 59 |
| HEMPSTEAD | 2 LANES | 29 | 3 | 10.49 | 12.02 | 1.54 | | 102 |
| HEMPSTEAD | 4 LANES - UNDIVIDED | 29 | 3 | 12.02 | 12.35 | 0.78 | 104 | 52 |
| HEMPSTEAD | 4 LANES - UNDIVIDED | 29 | 3 | 12.35 | 13.04 | 0.69 | 101 | 92 |
| HEMPSTEAD | 2 LANES | 29 | 3 | 13.04 | 13.92 | 0.88 | 3 | 59 |
| HEMPSTEAD | 4 LANES - UNDIVIDED | 29 | 3B | 0.00 | 1.46 | 1.46 | 194 | 97 |
| HEMPSTEAD | 3 LANES - TURN LANE | 29 | 4 | 0.00 | 0.35 | 0.35 | 12 | 48 |
| HEMPSTEAD | 3 LANES - TURN LANE | 29 | 4 | 0.35 | 0.89 | 0.54 | 3 | 72 |
| HEMPSTEAD | 2 LANES | 29 | 4 | 0.89 | 23.91 | 23.02 | | 1520 |
| HEMPSTEAD | 2 LANES | 29 | 4B | 0.00 | 1.06 | 1.06 | | 70 |
| HEMPSTEAD | 3 LANES - TURN LANE | 29 | 4B | 1.06 | 1.50 | 0.44 | 12 | 60 |
| HEMPSTEAD | 4 LANES - DIVIDED | 30 | 12 | 16.92 | 40.14 | 23.22 | 3066 | |
| HEMPSTEAD | 10 - ENTRANCE RAMPS | 30 | 12 | | | | 380 | |
| HEMPSTEAD | 10 - EXIT RAMPS | 30 | 12 | | | | 1050 | |
| HEMPSTEAD | 2 LANES | 32 | 4 | 0.00 | 6.19 | 6.19 | | 409 |
| HEMPSTEAD | 2 LANES | 32 | 6 | 0.00 | 3.96 | 3.96 | | 262 |
| HEMPSTEAD | 2 LANES | 32 | 7 | 0.00 | 7.30 | 7.30 | | 482 |
| HEMPSTEAD | 2 LANES | 67 | 2 | 0.00 | 21.92 | 21.92 | | 1447 |
| HEMPSTEAD | 2 LANES | 73 | 0 | 0.00 | 0.36 | 0.36 | | 25 |
| HEMPSTEAD | 2 LANES | 73 | 2 | 0.00 | 14.19 | 14.19 | | 938 |
| HEMPSTEAD | 3 LANES - TURN LANE | 73 | 3 | 0.00 | 0.66 | 0.66 | 12 | 88 |
| HEMPSTEAD | 2 LANES | 73 | 3 | 0.66 | 5.93 | 5.27 | | 348 |
| HEMPSTEAD | 2 LANES | 174 | 0 | 0.00 | 6.17 | 6.17 | 14 | 408 |
| HEMPSTEAD | 2 LANES | 174 | 1 | 0.00 | 4.05 | 4.05 | | 268 |
| HEMPSTEAD | 2 LANES | 195 | 1 | 0.00 | 13.86 | 13.86 | | 915 |
| HEMPSTEAD | 2 LANES | 195 | 3 | 0.00 | 6.87 | 6.87 | | 454 |
| HEMPSTEAD | 2 LANES | 195 | 5 | 0.00 | 5.75 | 5.75 | | 380 |
| HEMPSTEAD | 2 LANES | 234 | 3 | 0.00 | 0.70 | 0.70 | | 47 |
| HEMPSTEAD | 2 LANES | 278 | 5 | 0.00 | 4.60 | 4.60 | | 305 |
| HEMPSTEAD | 2 LANES | 278 | 5 | 15.40 | 23.50 | 8.10 | | 535 |
| HEMPSTEAD | 5 LANES - TURN LANE/PAINTED MEDIAN | 278 | 5B | 0.00 | 0.97 | 0.97 | 130 | 130 |
| HEMPSTEAD | 4 LANES - DIVIDED | 278 | 5B | 0.97 | 1.15 | 0.18 | 24 | 12 |
| HEMPSTEAD | 2 LANES | 299 | 0 | 0.00 | 3.35 | 3.35 | | 222 |
| HEMPSTEAD | 2 LANES | 332 | 4 | 0.00 | 3.31 | 3.31 | | 219 |
| HEMPSTEAD | 2 LANES | 332 | 6 | 0.00 | 6.49 | 6.49 | | 429 |
| HEMPSTEAD | 2 LANES | 353 | 1 | 0.00 | 1.06 | 1.06 | | 70 |
| HEMPSTEAD | 2 LANES | 355 | 2 | 0.00 | 11.80 | 11.80 | | 780 |
| HEMPSTEAD | 2 LANES | 355 | 3 | 0.00 | 6.40 | 6.40 | | 423 |
| HEMPSTEAD | 2 LANES | 355 | 3Y | 0.00 | 0.12 | 0.12 | | 8 |
| HEMPSTEAD | 2 LANES | 355 | 4 | 0.00 | 8.27 | 8.27 | | 546 |
| HEMPSTEAD | 2 LANES | 371 | 3 | 0.00 | 26.97 | 26.97 | | 1781 |
| HOWARD | 2 LANES | 26 | 1 | 0.00 | 15.35 | 15.35 | | 1013 |
| HOWARD | 2 LANES | 27 | 2 | 11.08 | 15.00 | 3.90 | 15 | 257 |
| HOWARD | 2 LANES | 27 | 2B | 0.00 | 0.29 | 0.29 | 9 | 20 |
| HOWARD | 3 LANES - TURN LANE | 27 | 2B | 0.29 | 0.49 | 0.20 | 12 | 28 |
| HOWARD | 5 LANES - TURN LANE/PAINTED MEDIAN | 27 | 2B | 0.49 | 1.45 | 0.96 | 128 | 128 |
| HOWARD | 2 LANES | 27 | 2B | 1.45 | 2.36 | 0.91 | 12 | 61 |
| HOWARD | 2 LANES | 32 | 4 | 6.19 | 6.51 | 0.32 | | 22 |
| HOWARD | 2 LANES | 70 | 3 | 0.00 | 4.29 | 4.29 | 3 | 285 |
| HOWARD | 3 LANES - TURN LANE | 70 | 3 | 4.29 | 4.46 | 0.17 | | 25 |
| HOWARD | 2 LANES | 70 | 3 | 4.46 | 6.72 | 2.26 | 3 | 151 |
| HOWARD | 3 LANES - PASSING LANE | 70 | 3 | 6.72 | 7.33 | 0.65 | 44 | 44 |
| HOWARD | 2 LANES | 70 | 3 | 7.33 | 7.65 | 0.32 | 3 | 23 |
| HOWARD | 2 LANES | 73 | 1 | 0.00 | 3.97 | 3.97 | | 264 |
| SUBTOTALS (BOX 5 OF 11): | | | | | | | 5815 | 22267 |

NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS)
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 86 EACH

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

RAISED PAVEMENT MARKERS (6 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|--------------|------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| HOWARD | 2 LANES | 84 | 1 | 0.00 | 8.45 | 8.45 | | 559 |
| HOWARD | 2 LANES | 246 | 2 | 0.00 | 5.08 | 5.08 | | 336 |
| HOWARD | 2 LANES | 278 | 2 | 0.00 | 24.02 | 24.02 | | 1586 |
| HOWARD | 2 LANES | 278 | 3 | 9.40 | 17.03 | 7.63 | | 505 |
| HOWARD | 2 LANES | 278 | 4 | 0.00 | 2.62 | 2.62 | 13 | 174 |
| HOWARD | 2 LANES | 332 | 3 | 0.00 | 4.67 | 4.67 | | 309 |
| HOWARD | 2 LANES | 355 | 0 | 0.00 | 9.57 | 9.57 | | 633 |
| HOWARD | 2 LANES | 355 | 1 | 0.00 | 9.86 | 9.86 | | 652 |
| HOWARD | 2 LANES | 369 | 0 | 0.00 | 0.75 | 0.75 | | 50 |
| HOWARD | 2 LANES | 369 | 1 | 0.00 | 11.24 | 11.24 | | 742 |
| HOWARD | 2 LANES | 371 | 2 | 0.00 | 11.16 | 11.16 | | 737 |
| HOWARD | 3 LANES - TURN LANE | 371 | 2 | 11.16 | 11.46 | 0.30 | | 42 |
| HOWARD | 2 LANES | 371 | 2 | 11.46 | 14.07 | 2.61 | 20 | 172 |
| HOWARD | 2 LANES | 980 | 25 | 0.00 | 0.30 | 0.30 | | 21 |
| HOWARD | 3 LANES - TURN LANE | 980 | 25 | 0.30 | 0.60 | 0.30 | | 42 |
| HOWARD | 2 LANES | 980 | 25 | 0.60 | 3.56 | 2.96 | | 196 |
| LAFAYETTE | 2 LANES | 29 | 1 | 0.00 | 24.10 | 24.10 | | 1591 |
| LAFAYETTE | 3 LANES - TURN LANE | 29 | 1 | 24.10 | 24.15 | 0.05 | 12 | 8 |
| LAFAYETTE | 2 LANES | 29 | 1 | 24.15 | 24.51 | 0.36 | | 24 |
| LAFAYETTE | 2 LANES | 29 | 2 | 0.00 | 2.88 | 2.88 | | 191 |
| LAFAYETTE | 3 LANES - PASSING LANE | 29 | 2 | 2.88 | 3.74 | 0.86 | 57 | 57 |
| LAFAYETTE | 2 LANES | 29 | 2 | 3.74 | 4.29 | 0.55 | | 37 |
| LAFAYETTE | 3 LANES - PASSING LANE | 29 | 2 | 4.29 | 5.15 | 0.86 | 57 | 57 |
| LAFAYETTE | 2 LANES | 29 | 2 | 5.15 | 8.87 | 3.72 | | 246 |
| LAFAYETTE | 3 LANES - PASSING LANE | 29 | 2 | 8.87 | 9.29 | 0.42 | 28 | 28 |
| LAFAYETTE | 2 LANES | 53 | 4 | 0.00 | 6.56 | 6.56 | | 433 |
| LAFAYETTE | 2 LANES | 53 | 5 | 0.00 | 27.08 | 27.08 | | 1788 |
| LAFAYETTE | 2 LANES | 82 | 2 | 0.00 | 2.12 | 2.12 | | 140 |
| LAFAYETTE | 3 LANES - PASSING LANE | 82 | 2 | 2.12 | 3.72 | 1.60 | 106 | 106 |
| LAFAYETTE | 2 LANES | 82 | 2 | 3.72 | 5.03 | 1.31 | | 87 |
| LAFAYETTE | 3 LANES - PASSING LANE | 82 | 2 | 5.03 | 6.32 | 1.29 | 86 | 86 |
| LAFAYETTE | 4 LANES - UNDIVIDED | 82 | 2 | 6.32 | 8.52 | 2.20 | 292 | 146 |
| LAFAYETTE | 2 LANES | 82 | 2 | 8.52 | 13.05 | 4.53 | | 299 |
| LAFAYETTE | 3 LANES - TURN LANE | 82 | 2 | 13.05 | 13.20 | 0.15 | 6 | 20 |
| LAFAYETTE | 2 LANES | 82 | 2 | 13.20 | 13.55 | 0.35 | | 24 |
| LAFAYETTE | 3 LANES - PASSING LANE | 82 | 2 | 13.55 | 14.73 | 1.18 | 78 | 78 |
| LAFAYETTE | 2 LANES | 82 | 2 | 14.73 | 16.98 | 2.25 | | 149 |
| LAFAYETTE | 2 LANES | 160 | 1 | 0.00 | 12.94 | 12.94 | | 855 |
| LAFAYETTE | 2 LANES | 160 | 2 | 0.00 | 9.69 | 9.69 | | 640 |
| LAFAYETTE | 2 LANES | 160 | 3 | 0.00 | 1.51 | 1.51 | | 100 |
| LAFAYETTE | 2 LANES | 313 | 1 | 0.00 | 8.62 | 8.62 | | 569 |
| LAFAYETTE | 2 LANES | 360 | 0 | 0.00 | 11.94 | 11.94 | | 789 |
| LAFAYETTE | 2 LANES | 360 | 1 | 0.00 | 6.70 | 6.70 | | 443 |
| LITTLE RIVER | 2 LANES | 32 | 1 | 0.00 | 5.80 | 5.80 | | 383 |
| LITTLE RIVER | 2 LANES | 32 | 2 | 0.00 | 13.60 | 13.60 | | 858 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2 | 13.60 | 13.63 | 0.03 | 6 | 20 |
| LITTLE RIVER | 2 LANES | 32 | 2 | 13.63 | 14.79 | 1.16 | | 77 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2 | 14.79 | 14.85 | 0.06 | 12 | 4 |
| LITTLE RIVER | 2 LANES | 32 | 2 | 14.85 | 15.70 | 0.91 | | 61 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2 | 15.70 | 15.76 | 0.06 | 12 | 4 |
| LITTLE RIVER | 2 LANES | 32 | 2 | 15.76 | 16.36 | 0.60 | | 40 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2 | 16.36 | 16.40 | 0.04 | 7 | 3 |
| LITTLE RIVER | 2 LANES | 32 | 2 | 16.40 | 17.10 | 0.70 | | 47 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2 | 17.10 | 17.15 | 0.05 | 5 | 4 |
| LITTLE RIVER | 3 LANES - TURN LANE | 32 | 2Y | 0.00 | 0.29 | 0.29 | 15</ | |

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|-------------------|--------------|--------------------|-------|---------|-----------|--------------|
| | | 6 | ARK. | 012507 | 6 | 9 |
| QUANTITIES | | | | | | |

RAISED PAVEMENT MARKERS (7 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|---------------------------------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| LITTLE RIVER | 2 LANES | 71 | 4 | 12.26 | 15.29 | 3.03 | | 200 |
| LITTLE RIVER | 3 LANES - TURN LANE | 71 | 4 | 15.29 | 15.34 | 0.05 | 12 | 4 |
| LITTLE RIVER | 2 LANES | 71 | 4 | 15.34 | 17.30 | 1.96 | | 130 |
| LITTLE RIVER | 3 LANES - TURN LANE | 71 | 4 | 17.30 | 17.34 | 0.04 | 10 | 3 |
| LITTLE RIVER | 2 LANES | 71 | 4 | 17.34 | 18.74 | 1.40 | | 93 |
| LITTLE RIVER | 2 LANES | 108 | 1 | 0.00 | 7.01 | 7.01 | | 463 |
| LITTLE RIVER | 2 LANES | 108 | 1S | 0.00 | 0.73 | 0.73 | | 49 |
| LITTLE RIVER | 2 LANES | 108 | 2 | 0.00 | 8.33 | 8.33 | | 550 |
| LITTLE RIVER | 2 LANES | 108 | 3 | 0.00 | 10.73 | 10.73 | | 709 |
| LITTLE RIVER | 2 LANES | 234 | 0 | 0.00 | 5.24 | 5.24 | | 346 |
| LITTLE RIVER | 2 LANES | 234 | 1 | 0.00 | 17.85 | 17.85 | | 1179 |
| LITTLE RIVER | 2 LANES | 317 | 1 | 0.00 | 3.52 | 3.52 | | 233 |
| LITTLE RIVER | 2 LANES | 317 | 2 | 0.00 | 1.37 | 1.37 | | 91 |
| LITTLE RIVER | 3 LANES - TURN LANE | 380 | 0 | 0.00 | 0.15 | 0.15 | 6 | 20 |
| LITTLE RIVER | 2 LANES | 380 | 0 | 0.15 | 4.38 | 4.23 | | 290 |
| MILLER | 4 LANES - DIVIDED | 30 | 11 | 0.00 | 7.10 | 7.10 | 937 | |
| MILLER | 2 LANES | 30 | 11 | 0.00 | 0.85 | 0.85 | | 57 |
| MILLER | 2 LANES | 30 | 11 | 0.00 | 2.95 | 2.95 | | 195 |
| MILLER | 12 - ENTRANCE RAMPS | 30 | 11 | | | | 456 | |
| MILLER | 12 - EXIT RAMPS | 30 | 11 | | | | 1260 | |
| MILLER | 4 LANES - DIVIDED | 49 | 21 | 0.00 | 29.60 | 29.60 | 3908 | |
| MILLER | 6 LANES - DIVIDED | 49 | 21 | 29.60 | 30.93 | 1.33 | 352 | |
| MILLER | 4 LANES - DIVIDED | 49 | 21 | 30.93 | 41.49 | 10.56 | 1394 | |
| MILLER | 30 - ENTRANCE RAMPS | 49 | 21 | | | | 1140 | |
| MILLER | 30 - EXIT RAMPS | 49 | 21 | | | | 3150 | |
| MILLER | 4 LANES - PART OF COUPLER | 67 | 1 | 0.00 | 0.46 | 0.46 | | 62 |
| MILLER | 4 LANES - UNDIVIDED | 67 | 1 | 0.46 | 3.71 | 3.25 | 430 | 215 |
| MILLER | 2 LANES | 67 | 1 | 3.71 | 18.64 | 14.93 | | 986 |
| MILLER | 2 LANES - PART OF COUPLER | 67 | 1X | 0.00 | 0.17 | 0.17 | 24 | |
| MILLER | 4 LANES - DIVIDED | 67 | 1X | 0.17 | 0.51 | 0.34 | 46 | |
| MILLER | 2 LANES | 71 | 1 | 0.00 | 17.31 | 17.31 | | 1143 |
| MILLER | 2 LANES | 71 | 2 | 0.00 | 11.71 | 11.71 | | 773 |
| MILLER | 5 LANES - TURN LANE/PAINTED MEDIAN | 71 | 2 | 11.71 | 14.18 | 2.47 | 328 | 328 |
| MILLER | 4 LANES - UNDIVIDED | 71 | 2 | 14.18 | 14.99 | 0.81 | 108 | 54 |
| MILLER | 4 LANES - DIVIDED | 71 | 3 | 4.44 | 5.18 | 0.74 | 98 | |
| MILLER | 5 LANES - TURN LANE/PAINTED MEDIAN | 71 | 3Y | 0.00 | 0.19 | 0.19 | 26 | 26 |
| MILLER | 5 LANES - TURN LANE/PAINTED MEDIAN | 82 | 1 | 0.00 | 2.98 | 2.98 | 394 | 394 |
| MILLER | 2 LANES | 82 | 1 | 2.98 | 3.71 | 0.73 | | 49 |
| MILLER | 3 LANES - PASSING LANE | 82 | 1 | 3.71 | 7.16 | 3.45 | 228 | 228 |
| MILLER | 2 LANES | 82 | 1 | 7.16 | 9.30 | 2.14 | | 142 |
| MILLER | 3 LANES - PASSING LANE | 82 | 1 | 9.30 | 10.77 | 1.47 | 98 | 98 |
| MILLER | 2 LANES | 82 | 1 | 10.77 | 13.58 | 2.81 | | 186 |
| MILLER | 3 LANES - PASSING LANE | 82 | 1 | 13.58 | 14.79 | 1.21 | 80 | 80 |
| MILLER | 2 LANES | 82 | 1 | 14.79 | 17.45 | 2.66 | | 176 |
| MILLER | 3 LANES - PASSING LANE | 82 | 1 | 17.45 | 18.63 | 1.18 | 78 | 78 |
| MILLER | 2 LANES | 82 | 1 | 18.63 | 21.57 | 2.94 | | 195 |
| MILLER | 2 LANES | 134 | 1 | 0.00 | 20.25 | 20.25 | | 1337 |
| MILLER | 3 - ENTRANCE RAMPS | 151 | 0 | | | | 114 | |
| MILLER | 3 - EXIT RAMPS | 151 | 0 | | | | 315 | |
| MILLER | 2 LANES | 196 | 1 | 5.70 | 17.78 | 16.04 | | 798 |
| MILLER | 2 LANES | 237 | 1 | 0.00 | 18.63 | 18.63 | | 1230 |
| MILLER | 2 LANES | 296 | 1 | 0.00 | 21.03 | 21.03 | | 1388 |
| NEVADA | 2 LANES | 24 | 5 | 0.00 | 0.10 | 0.10 | | 7 |
| NEVADA | 2 LANES | 24 | 5 | 0.02 | 0.10 | 0.08 | | 11 |
| NEVADA | 3 LANES - TURN LANE | 24 | 5 | 0.10 | 0.99 | 0.89 | | 118 |
| NEVADA | 2 LANES | 24 | 5 | 0.99 | 20.61 | 19.62 | | 1296 |
| NEVADA | 2 LANES | 29 | 5 | 0.00 | 0.77 | 0.77 | | 51 |
| NEVADA | 4 LANES - DIVIDED | 30 | 13 | 40.14 | 53.08 | 12.94 | 1708 | |
| NEVADA | 4 - ENTRANCE RAMPS | 30 | 13 | | | | 152 | |
| NEVADA | 4 - EXIT RAMPS | 30 | 13 | | | | 420 | |
| NEVADA | 2 LANES | 32 | 8 | 0.00 | 4.70 | 4.70 | | 311 |
| NEVADA | 2 LANES | 32 | 9 | 0.00 | 6.87 | 6.87 | | 454 |
| NEVADA | 2 LANES | 53 | 2 | 0.00 | 2.83 | 2.83 | | 187 |
| NEVADA | 2 LANES | 53 | 3 | 0.00 | 19.67 | 19.67 | | 1299 |
| NEVADA | 2 LANES | 67 | 3 | 0.00 | 15.09 | 15.09 | | 997 |
| NEVADA | 2 LANES | 73 | 4 | 0.00 | 6.27 | 6.27 | | 414 |
| NEVADA | 2 LANES | 76 | 1 | 0.00 | 7.29 | 7.29 | | 482 |
| NEVADA | 2 LANES | 200 | 1 | 0.00 | 9.59 | 9.59 | | 634 |
| NEVADA | 2 LANES | 200 | 2 | 0.00 | 1.95 | 1.95 | | 129 |
| NEVADA | 2 LANES | 278 | 7 | 0.00 | 17.11 | 17.11 | | 1130 |
| NEVADA | 3 LANES - PASSING LANE | 278 | 7 | 17.11 | 17.90 | 0.79 | 53 | 53 |
| NEVADA | 2 LANES | 278 | 7 | 17.90 | 23.25 | 5.35 | | 353 |
| NEVADA | 2 LANES | 299 | 1 | 0.00 | 6.84 | 6.84 | | 452 |
| NEVADA | 2 LANES | 299 | 2 | 0.00 | 16.13 | 16.13 | | 1065 |
| NEVADA | 2 LANES | 332 | 7 | 0.00 | 4.74 | 4.74 | | 314 |
| SUBTOTALS (BOX 7 OF 11): | | | | | | | 17387 | 24273 |

NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS)
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 86 EACH

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

RAISED PAVEMENT MARKERS (8 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|--------|------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| NEVADA | 2 LANES | 355 | 5 | 0.00 | 4.84 | 4.84 | | 320 |
| NEVADA | 2 LANES | 355 | 6 | 0.00 | 3.77 | 3.77 | | 249 |
| NEVADA | 2 LANES | 368 | 1 | 0.00 | 2.69 | 2.69 | | 178 |
| NEVADA | 2 LANES | 371 | 4 | 2.76 | 3.15 | 0.39 | | 26 |
| NEVADA | 3 LANES - TURN LANE | 371 | 4 | 3.15 | 4.68 | 1.53 | | 202 |
| NEVADA | 2 LANES | 371 | 4 | 4.68 | 5.63 | 0.95 | | 63 |
| NEVADA | 2 LANES | 371 | 5 | 0.00 | 6.21 | 6.21 | | 410 |
| NEVADA | 3 LANES - PASSING LANE | 371 | 5 | 6.21 | 6.94 | 0.73 | 49 | 49 |
| NEVADA | 2 LANES | 371 | 5 | 6.94 | 10.48 | 3.54 | | 234 |
| NEVADA | 3 LANES - PASSING LANE | 371 | 5 | 10.48 | 11.06 | 0.58 | 39 | 39 |
| NEVADA | 2 LANES | 371 | 5 | 11.06 | 28.39 | 17.33 | | 1144 |
| NEVADA | 2 LANES | 372 | 0 | 0.00 | 1.23 | 1.23 | | 82 |
| NEVADA | 2 LANES | 372 | 1 | 0.00 | 2.21 | 2.21 | | 146 |
| NEVADA | 2 LANES | 387 | 1 | 0.00 | 3.20 | 3.20 | | 211 |
| PIKE | 2 LANES | 8 | 3 | 0.00 | 1.67 | 1.67 | | 111 |
| PIKE | 2 LANES | 8 | 3S | 0.00 | 0.24 | 0.24 | | 17 |
| PIKE | 2 LANES | 8 | 4 | 0.00 | 3.23 | 3.23 | | 214 |
| PIKE | 3 LANES - TURN LANE | 8 | 4 | 3.23 | 3.43 | 0.20 | 6 | 28 |
| PIKE | 2 LANES | 8 | 4 | 3.43 | 3.72 | 0.29 | | 20 |
| PIKE | 3 LANES - TURN LANE | 8 | 4 | 3.72 | 3.85 | 0.13 | 6 | 18 |
| PIKE | 2 LANES | 8 | 4 | 3.85 | 6.18 | 2.33 | | 154 |
| PIKE | 2 LANES | 19 | 6 | 2.41 | 6.94 | 4.53 | | 300 |
| PIKE | 2 LANES | 19 | 7 | 0.00 | 6.39 | 6.39 | | 422 |
| PIKE | 2 LANES | 26 | 2 | 0.00 | 4.96 | 4.96 | | 328 |
| PIKE | 2 LANES | 26 | 3 | 10.80 | 16.60 | 5.80 | | 384 |
| PIKE | 2 LANES | 27 | 4 | 0.00 | 2.63 | 2.63 | | 175 |
| PIKE | 3 LANES - PASSING LANE | 27 | 4 | 2.63 | 3.28 | 0.65 | 44 | 44 |
| PIKE | 2 LANES | 27 | 4 | 3.28 | 6.44 | 3.16 | | 209 |
| PIKE | 2 LANES | 27 | 5 | 0.00 | 7.33 | 7.33 | | 485 |
| PIKE | 2 LANES | 29 | 6 | 0.00 | 4.16 | 4.16 | | 275 |
| PIKE | 2 LANES | 70 | 4 | 2.79 | 17.21 | 14.42 | | 953 |
| PIKE | 2 LANES | 70 | 5 | 0.00 | 12.18 | 12.18 | | 804 |
| PIKE | 2 LANES | 70 | 5B | 0.00 | 0.86 | 0.86 | | 58 |
| PIKE | 2 LANES | 84 | 2 | 0.00 | 18.86 | 18.86 | | 1245 |
| PIKE | 2 LANES | 84 | 3 | 0.00 | 9.19 | 9.19 | | 607 |
| PIKE | 2 LANES | 195 | 6 | 0.00 | 6.57 | 6.57 | | 434 |
| PIKE | 2 LANES | 301 | 1 | 0.00 | 19.56 | 19.56 | | 1291 |
| PIKE | 2 LANES | 301 | 2 | 0.00 | 3.36 | 3.36 | | 222 |
| PIKE | 2 LANES | 369 | 2 | 0.00 | 3.44 | 3.44 | | 227 |
| PIKE | 2 LANES | 369 | 3 | 0.00 | 8.32 | 8.32 | | 550 |
| PIKE | 2 LANES | 379 | 3 | 0.00 | 2.86 | 2.86 | | 190 |
| SEVIER | 2 LANES | 24 | 0 | 0.00 | 7.42 | 7.42 | | 490 |
| SEVIER | 2 LANES | 24 | 1 | 0.00 | 10.29 | 10.29 | | 680 |
| SEVIER | 2 LANES | 41 | 1 | 0.00 | 10.82 | 10.82 | 20 | 715 |
| SEVIER | 2 LANES | 70 | 1 | 0.00 | 6.16 | 6.16 | 6 | 407 |
| SEVIER | 5 LANES - TURN LANE/PAINTED MEDIAN | 70 | 1 | 6.16 | 8.64 | 2.48 | 337 | 328 |
| SEVIER | 2 LANES | 70 | 1B | 0.00 | 3.88 | 3.88 | 10 | 258 |
| SEVIER | 2 LANES | 70 | 2 | 0.00 | 7.45 | 7.45 | | 492 |
| SEVIER | 3 LANES - PASSING LANE | 71 | 5 | 4.12 | 5.06 | 0.94 | 62 | 62 |
| SEVIER | 2 LANES | 71 | 5 | 5.06 | 7.23 | 2.17 | | 144 |
| SEVIER | 3 LANES - PASSING LANE | 71 | 5 | 7.23 | 8.37 | 1.14 | 76 | 76 |
| SEVIER | 2 LANES | 71 | 5 | 8.37 | 12.93 | 4.56 | | 302 |
| SEVIER | 3 LANES - TURN LANE | 71 | 6 | 0.00 | 0.10 | 0.10 | 6 | 14 |
| SEVIER | 2 LANES | 71 | 6 | 0.10 | 2.88 | 2.77 | | 184 |
| SEVIER | 3 LANES - PASSING LANE | 71 | 6 | 2.88 | 3.03 | 0.16 | 11 | 11 |
| SEVIER | 4 LANES - UNDIVIDED | 71 | 6 | 3.03 | 3.80 | 0.77 | 102 | 51 |
| SEVIER | 3 LANES - PASSING LANE | 71 | 6 | 3.80 | 3.93 | 0.12</ | | |

RAISED PAVEMENT MARKERS (9 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|---------------------------------|---|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| BRADLEY | 2 LANES | 8 | 12 | 11.00 | 17.48 | 5.50 | | 428 |
| BRADLEY | 2 - LANE | 189 | 2 | 0.00 | 0.68 | 0.68 | | 45 |
| BRADLEY | 2 - LANE | 8 | 11 | 0.00 | 6.64 | 6.64 | | 438 |
| BRADLEY | 2 - LANE | 189 | 3 | 0.00 | 3.79 | 3.79 | | 250 |
| BRADLEY | 2 - LANE | 63B | 16B | 0.00 | 2.70 | 2.70 | | 178 |
| BRADLEY | 2 - LANE | 275 | 3 | 0.00 | 5.55 | 5.55 | | 366 |
| BRADLEY | 2 - LANE | 278 | 12 | 0.00 | 8.90 | 8.90 | 40 | 600 |
| BRADLEY | 2 - LANE | 278 | 12 | 8.90 | 13.50 | 4.60 | 20 | 314 |
| BRADLEY | 2 - LANE | 278 | 12 | 13.50 | 16.17 | 2.67 | 20 | 177 |
| BRADLEY | 2 - LANE | 278 | 12B | 0.00 | 2.65 | 2.65 | | 175 |
| BRADLEY | 2 - LANE | 278 | 13 | 0.00 | 2.59 | 2.59 | 50 | 171 |
| BRADLEY | 4 - LANE UNDIVIDED | 278 | 13 | 2.59 | 6.75 | 4.16 | 550 | 550 |
| BRADLEY | 2 - LANE | 278 | 13B | 0.00 | 0.99 | 0.99 | | 66 |
| BRADLEY | 2 - LANE W/ PASSING LANES/4 LANES - UNDIVIDED | 63 | 16 | 5.05 | 9.57 | 4.52 | 235 | 512 |
| BRADLEY | 2 - LANE W/ PASSING LANES | 63 | 17 | 0.00 | 11.72 | 11.72 | 388 | 774 |
| BRADLEY | 2 - LANE W/ PASSING LANES | 63 | 17 | 11.72 | 24.96 | 13.24 | 166 | 891 |
| BRADLEY | 2 - LANE W/ PASSING LANES | 63 | 17 | 24.96 | 28.41 | 3.45 | 115 | 228 |
| BRADLEY | 2 - LANE | 63B | 17B | 0.00 | 0.84 | 0.84 | | 56 |
| BRADLEY | 2 - LANE | 160 | 8 | 0.00 | 8.43 | 8.24 | | 544 |
| CALHOUN | 2 LANES | 274 | 3 | 0.00 | 22.40 | 22.40 | | 1476 |
| CALHOUN | 2-LANE | 278 | 10 | 0.00 | 15.07 | 15.07 | | 995 |
| CALHOUN | 2-LANE | 278 | 11 | 0.00 | 10.11 | 10.11 | | 667 |
| CALHOUN | 2-LANE | 160 | 7 | 0.00 | 6.66 | 6.66 | | 440 |
| CALHOUN | 2-LANE | 275 | 4 | 0.00 | 1.84 | 1.84 | | 121 |
| CALHOUN | 2-LANE | 205 | 2 | 0.00 | 1.81 | 1.81 | | 119 |
| CALHOUN | 2-LANE | 205 | 7 | 0.00 | 1.39 | 1.39 | | 92 |
| CALHOUN | 2-LANE | 79 | 5A | 0.00 | 2.07 | 2.07 | | 273 |
| CALHOUN | 2-LANE | 167B | 4B | 0.00 | 1.60 | 1.60 | | 106 |
| CALHOUN | 2-LANE | 203 | 1 | 0.00 | 7.34 | 7.34 | | 484 |
| CALHOUN | 2-LANE | 203 | 2 | 0.00 | 8.24 | 8.24 | | 544 |
| CALHOUN | 2-LANE | 274 | 2 | 0.00 | 12.10 | 12.10 | | 800 |
| CALHOUN | 4-LANE | 167 | 3 | 0.00 | 4.24 | 3.51 | 463 | 232 |
| CALHOUN | 4-LANE | 167 | 3 | 4.24 | 14.17 | 9.93 | 1872 | 1872 |
| CALHOUN | 4-LANE | 167 | 4 | 0.00 | 17.89 | 17.89 | 2362 | 2362 |
| CLARK | 2 LANES | 128 | 4 | 0.00 | 6.23 | 6.23 | | 412 |
| CLARK | 2 LANES | 51 | 2 | 0.00 | 10.32 | 10.32 | | 682 |
| CLARK | 2 LANES | 51 | 0 | 0.00 | 8.12 | 8.12 | | 536 |
| CLARK | 2 LANES/4 LANES W/ TURN LANE | 51 | 1 | 0.00 | 31.27 | 31.27 | 130 | 2015 |
| CLARK | 2 LANES | 182 | 0 | 0.00 | 12.50 | 12.50 | | 822 |
| CLARK | 2 LANES | 182 | 3 | 0.00 | 5.30 | 5.30 | | 350 |
| CLARK | 2 LANES | 84 | 4 | 0.00 | 9.95 | 9.95 | | 657 |
| CLARK | 2 LANES | 346 | 1 | 0.0 | 3.20 | 3.20 | | 211 |
| CLARK | 2 LANES | 8 | 5 | 0.0 | 25.64 | 25.64 | | 1692 |
| CLARK | 3 LANES - TURN LANE | 8 | 5 | 25.64 | 25.81 | 0.17 | | 22 |
| CLARK | 2 LANES | 53 | 0 | 0.0 | 20.56 | 20.56 | | 1413 |
| CLARK | 4 LANES - GRASS MEDIAN | 53 | 1 | 0.0 | 0.09 | 0.09 | 12 | |
| CLARK | 5 LANES - TURN LANE | 53 | 1 | 0.10 | 0.26 | 0.16 | 22 | 22 |
| CLARK | 3 LANES - TURN LANE | 53 | 1 | 0.26 | 0.56 | 0.30 | | 40 |
| CLARK | 2 LANES | 53 | 1 | 0.56 | 8.25 | 7.69 | | 508 |
| CLARK | 2 LANES | 26 | 4 | 0.0 | 16.12 | 16.12 | | 1064 |
| CLARK | 2 LANES | 26 | 5 | 0.0 | 2.84 | 2.84 | | 193 |
| CLARK | 2 LANES | 26 | 5S | 0.0 | 1.24 | 1.24 | | 81 |
| CLARK | 2 LANES | 7 | 6 | 0.0 | 11.24 | 11.24 | | 742 |
| CLARK | 2 LANES/PASSING LANES | 7 | 7 | 0.00 | 5.16 | 5.16 | 100 | 377 |
| CLARK | 2 LANES | 283 | 1 | 0.0 | 1.65 | 1.65 | | 109 |
| CLARK | 2 LANES | 67 | 4 | 0.00 | 9.12 | 9.12 | | 602 |
| CLARK | 2 LANES | 67 | 5 | 0.00 | 15.80 | 15.80 | | 1043 |
| CLARK | 2 LANES | 67 | 6 | 0.00 | 0.30 | 0.30 | | 20 |
| CLARK | 3 LANES - TURN LANE | 67 | 6 | 0.30 | 0.53 | 0.23 | | 30 |
| CLARK | 2 LANES | 67 | 6 | 0.53 | 1.35 | 0.82 | | 54 |
| CLARK | 3 LANES - TURN LANE | 67 | 6 | 1.35 | 1.80 | 0.45 | | 60 |
| CLARK | 2 LANES | 67 | 6 | 1.80 | 3.88 | 2.08 | | 137 |
| CLARK | 3 LANES - TURN LANE | 67 | 6 | 3.88 | 4.30 | 0.42 | | 55 |
| CLARK | 2 LANES | 67 | 6 | 4.30 | 7.42 | 3.12 | | 206 |
| CLARK | 2 LANES | 390 | 1 | 0.00 | 1.85 | 1.85 | | 122 |
| CLARK | 4 LANES - DIVIDED | 30 | 14 | 53.07 | 80.56 | 27.49 | 3630 | |
| CLARK | EXIT RAMPS (12) | 30 | 14 | | | | 1050 | |
| CLARK | ENTRANCE RAMPS (12) | 30 | 14 | | | | 500 | |
| CLEVELAND | 2 LANES | 212 | 1 | 0.00 | 5.20 | 5.20 | | 345 |
| CLEVELAND | 2 LANES | 133 | 5 | 0.00 | 9.80 | 9.80 | | 647 |
| CLEVELAND | 2 LANES | 54 | 7 | 0.00 | 6.30 | 6.30 | | 417 |
| CLEVELAND | 2 LANES | 114 | 0 | 0.00 | 11.60 | 11.60 | | 766 |
| CLEVELAND | 2 LANES | 35 | 4 | 0.00 | 9.70 | 9.70 | | 640 |
| CLEVELAND | 2 LANES | 35 | 5 | 0.00 | 17.28 | 17.28 | | 1141 |
| CLEVELAND | 2 LANES | 35 | 6 | 0.00 | 1.55 | 1.55 | | 103 |
| SUBTOTALS (BOX 9 OF 11): | | | | | | | 11725 | 35682 |

NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS)
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 86 EACH

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

RAISED PAVEMENT MARKERS (10 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|--------------------|---------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | EACH | |
| CLEVELAND | 2 LANES | 11 | 1 | 0.00 | 2.00 | 2.00 | | 133 |
| CLEVELAND | 4 - LANE DIVIDED | 167 | 8 | 0.00 | 8.75 | 8.75 | 1515 | 54 |
| CLEVELAND | 2 - LANE W/ PASSING LANES | 79 | 8 | 0.00 | 7.27 | 7.27 | 156 | 480 |
| CLEVELAND | 2 - LANE | 79 | 7 | 0.00 | 12.67 | 12.67 | | 840 |
| CLEVELAND | 2 - LANE | 189 | 0 | 0.00 | 5.30 | 5.30 | | 350 |
| CLEVELAND | 2 - LANE | 97 | 1 | 0.00 | 6.47 | 6.47 | | 427 |
| CLEVELAND | 2 - LANE | 189 | 1 | 0.00 | 17.29 | 17.29 | | 1141 |
| CLEVELAND | 2 - LANE W/ PASSING LANES | 63 | 15 | 0.00 | 17.24 | 17.24 | 633 | 1198 |
| CLEVELAND | 2 - LANE W/ PASSING LANES | 63 | 15 | 17.24 | 25.84 | 8.60 | 168 | 568 |
| COLUMBIA | 2 LANES | 57 | 2 | 0.00 | 6.70 | 6.70 | | 444 |
| COLUMBIA | 2 LANES | 98 | 2 | 0.00 | 13.30 | 13.30 | | 877 |
| COLUMBIA | 2 LANES | 98 | 3 | 0.00 | 19.10 | 19.10 | | 1262 |
| COLUMBIA | 2 LANES | 344 | 1 | 0.00 | 8.10 | 8.10 | | 537 |
| COLUMBIA | 2 LANES | 79 | 1B | 0.00 | 1.00 | 1.00 | | 66 |
| COLUMBIA | 3 LANES - TURN LANE | 79 | 1B | 1.00 | 1.50 | 0.50 | | 66 |
| COLUMBIA | 2 LANES | 79 | 1B | 1.50 | 1.80 | 0.30 | | 20 |
| COLUMBIA | 2 LANES | 79 | 1 | 0.00 | 5.99 | 5.99 | | 1206 |
| COLUMBIA | 2 LANES | 79 | 1 | 16.57 | 18.26 | 1.69 | 50 | 132 |
| COLUMBIA | 3 LANES W/ PASSING LANE | 79 | 2 | 5.40 | 7.23 | 0.87 | 57 | 57 |
| COLUMBIA | 2 LANES | 79 | 2 | 7.23 | 7.45 | 0.22 | | 15 |
| COLUMBIA | 3 LANES W/ PASSING LANE | 79 | 2 | 7.45 | 8.31 | 0.86 | 57 | 57 |
| COLUMBIA | 2 LANES | 79 | 2 | 8.31 | 9.67 | 1.36 | | 90 |
| COLUMBIA | 3 LANES W/ PASSING LANE | 79 | 2 | 9.67 | 10.55 | 0.88 | 58 | 58 |
| COLUMBIA | 2 LANES | 79 | 2 | 10.55 | 10.58 | 0.03 | | 3 |
| COLUMBIA | 2 LANES W/ PASSING LANES | 82 | 3 | 0.00 | 4.19 | 4.19 | 172 | 297 |
| COLUMBIA | 2 LANES | 82 | 3 | 4.64 | 7.32 | 2.68 | | 192 |
| COLUMBIA | 5 LANES W/ TURN LANE | 82 | 3 | 7.32 | 13.03 | 5.71 | 754 | 754 |
| COLUMBIA | 5 LANES W/ TURN LANE | 82 | 4 | 0.00 | 4.13 | 4.13 | 545 | 545 |
| COLUMBIA | 2 LANES W/ PASSING LANES | 82 | 4 | 4.13 | 15.91 | 11.78 | 304 | 780 |
| COLUMBIA | 2 LANES | 98 | 1 | 0.00 | 6.84 | 6.84 | | 451 |
| COLUMBIA | 2 LANES | 98B | 1B | 0.00 | 0.90 | 0.90 | | 60 |
| COLUMBIA | 2 LANES | 98 | 4 | 0.00 | 7.81 | 7.81 | | 515 |
| COLUMBIA | 2 LANES | 160 | 4 | 0.00 | 14.76 | 14.76 | | 974 |
| COLUMBIA | 2 LANES | 355 | 7 | 0.00 | 5.44 | 5.44 | | 359 |
| COLUMBIA | 2 LANES | 371 | 6 | 0.00 | 3.18 | 3.18 | | 210 |
| COLUMBIA | 2 LANES | 371 | 6 | 7.52 | 11.52 | 5.09 | | 264 |
| COLUMBIA | 2 LANES | 371 | 7 | 0.00 | 0.90 | 0.90 | | 59 |
| COLUMBIA | 3 LANES W/ TURN LANE | 371 | 7 | 0.90 | 2.27 | 1.37 | | 181 |
| COLUMBIA | 2 LANES | 371 | 7 | 2.27 | 2.80 | 0.53 | | 35 |
| COLUMBIA | 2 LANES | 371 | 7 | 12.10 | 27.15 | 15.05 | | 994 |
| DALLAS | 2 LANES | 46 | 1 | 0.00 | 2.40 | 2.40 | | 156 |
| DALLAS | 2 LANES | 48 | 1 | 4.90 | 14.53 | 9.63 | | 636 |
| DALLAS | 2 LANES | 229 | 1 | 0.00 | 6.00 | 6.00 | | 398 |
| DALLAS | 2 LANES | 229 | 0 | 0.00 | 19.60 | 19.60 | | 1294 |
| DALLAS | 2 LANES | 273 | 2 | 0.00 | 2.24 | 2.24 | | 148 |
| DALLAS | 2 LANES | 273 | 1 | 0.00 | 15.30 | 15.30 | | 1007 |
| DALLAS | 2 LANES | 9 | 2 | 0.00 | 12.20 | 12.20 | | 806 |
| DALLAS | 2 LANES | 8 | 6 | 0.0 | 16.90 | 16.90 | | 1116 |
| DALLAS | 2 LANES | 7 | 5 | 0.0 | 17.75 | 17.75 | | 1172 |
| DALLAS | 2 LANES | 207 | 0 | 0.0 | 4.15 | 4.15 | | 274 |
| DALLAS | 2 LANES | 128 | 1 | 0.0 | 11.99 | 11.99 | | 791 |
| DALLAS | 2 LANES | 9 | 3 | 0.0 | 13.10 | 13.10 | | 865 |
| DALLAS | 2 LANES | 274 | 4 | 0.0 | 1.22 | 1.22 | | 81 |
| DALLAS | 2 LANES | 205 | 1 | 0.0 | 0.23 | 0.23 | | 15 |
| DALLAS | 2 LANES | 79 | 6B | 0.0 | 1.30 | 1.30 | | 86 |
| DALLAS | 3 LANES - TURN LANE | 79 | 6B | 1.30 | 1.82 | 0.52 | | 70 |
| DALLAS | 2 LANES | 79 | 6B | 1.82 | 1.99 | 0.17 | | 12 |
| DALLAS | 3 LANES - TURN LANE | 79 | 6B | 1.99 | 2.22 | 0.23 | | 32 |
| DALLAS | 2 LANES | 79 | 6B | 2.22 | 3.21 | 0.99 | 5 | 66 |
| DALLAS | 4 LANES - DIVIDED | 79 | 6 | 0.0 | 3.68 | 3.68 | 500 | |
| DALLAS | 2 LANES | 79 | 6 | 3.68 | 7.40 | 3.72 | 20 | 246 |
| DALLAS | 5 LANES - TURN LANE | 167 | 7 | 0.00 | 1.95 | 1.95 | 258 | 258 |
| DALLAS | 4 LANES - DIVIDED | 167 | 7 | 1.95 | 6.99 | 5.04 | 828 | |
| DALLAS | 5 LANES - TURN LANE | 167 | 7 | 6.99 | 7.48 | 0.49 | 65 | 65 |
| DALLAS | 4 LANES - DIVIDED | 167 | 9 | 0.00 | 3.00 | 3.00 | 396 | |
| DALLAS | 5 LANES - TURN LANE | 167 | 9 | 3.00 | 4.03 | 1.03 | 136 | 136 |
| OUACHITA | 2 LANES | 7 | 4 | 0.00 | 16.90 | 16.90 | | 1116 |
| OUACHITA | 2 LANES | 9 | 1 | 0.00 | 8.10 | 8.10 | | 533 |
| OUACHITA | 2 LANES | 203 | 4 | 0.00 | 8.10 | 8.10 | | 532 |
| OUACHITA | 2 LANES | 79 | 5B | 0.00 | 3.30 | 3.30 | | 217 |
| OUACHITA | 2 LANES | 24 | 6 | 5.49 | 17.60 | 12.11 | | 800 |
| OUACHITA | 2 LANES | 57 | 0 | 0.00 | 12.30 | 12.30 | | 812 |
| OUACHITA | 2 LANES | 57 | 1 | 0.00 | 12.00 | 12.00 | | 794 |
| OUACHITA | 2 LANES | 79 | 3 | 11.13 | 11.87 | 0.74 | | 49 |
| OUACHITA | 2 LANES W/ PASSING LANES | 79 | 3 | 11.87 | 13.06 | 1.19 | 79 | 79 |
| SUBTOTALS (| | | | | | | | |

| | | | | | | |
|--------------|--------------|--------------------|-------|---------|-----------|--------------|
| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
| | | 6 | ARK. | 012507 | 8 | 9 |
| QUANTITIES | | | | | | |



RAISED PAVEMENT MARKERS (11 OF 11)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|----------------------------------|---------------------------------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| OUACHITA | 2 LANES | 79 | 3 | 17.50 | 20.32 | 2.82 | 18 | 241 |
| OUACHITA | 4 LANES | 79 | 3 | 20.32 | 21.45 | 1.13 | 150 | 75 |
| OUACHITA | 2 LANES | 376 | 1 | 1.50 | 4.80 | 3.30 | | 218 |
| OUACHITA | 4 LANES - DIVIDED 4 LANES - UNDIVIDED | 376 | 1 | 4.80 | 6.20 | 1.40 | 187 | 94 |
| OUACHITA | 2 LANES | 387 | 3 | 0.00 | 1.90 | 1.90 | | 127 |
| OUACHITA | 2-LANE | 278 | 8 | 0.00 | 18.02 | 18.02 | | 1189 |
| OUACHITA | 2-LANE | 278 | 8B | 0.00 | 1.87 | 1.87 | | 123 |
| OUACHITA | 4 LANES - UNDIVIDED | 278 | 9 | 0.00 | 1.40 | 1.40 | 186 | 93 |
| OUACHITA | 2 LANES | 278 | 9 | 1.40 | 4.61 | 3.21 | | 212 |
| OUACHITA | 2-LANE | 376 | 0 | 0.00 | 11.44 | 11.44 | | 755 |
| OUACHITA | 5 LANE | 79 | 4B | 0.00 | 1.06 | 1.06 | 140 | 140 |
| OUACHITA | 3 LANE (CENTER TURN) | 79 | 4B | 1.06 | 2.00 | 0.94 | | 124 |
| OUACHITA | 3 LANE | 79 | 4B | 2.00 | 2.27 | 0.27 | 18 | 18 |
| OUACHITA | 2 LANE | 79 | 4B | 2.27 | 9.14 | 6.87 | | 453 |
| OUACHITA | 2 LANE | 274 | 1 | 0.00 | 1.55 | 1.55 | | 102 |
| OUACHITA | 2-LANE | 368 | 2 | 0.00 | 4.17 | 4.17 | | 275 |
| OUACHITA | 2-LANE | 387 | 2 | 0.00 | 3.33 | 3.33 | | 220 |
| OUACHITA | 2-LANE | 76 | 2 | 0.00 | 6.58 | 6.58 | | 434 |
| OUACHITA | 2-LANE | 332 | 11 | 0.00 | 1.84 | 1.84 | | 121 |
| OUACHITA | 2-LANE | 205 | 8 | 0.00 | 3.47 | 3.47 | | 229 |
| OUACHITA | 4-LANE DIVIDED | 79 | 4 | 0.00 | 5.20 | 5.20 | 686 | |
| OUACHITA | 5 LANES W/ TURN LANE | 79 | 4 | 5.20 | 5.69 | 0.49 | 65 | 65 |
| OUACHITA | 4-LANE DIVIDED | 79 | 4 | 16.55 | 20.32 | 3.77 | 498 | |
| OUACHITA | 4-LANE DIVIDED | 7 | 3 | 0.00 | 14.99 | 14.99 | 1979 | |
| OUACHITA | 2-LANE | 7 | 3 | 14.99 | 15.39 | 0.40 | | 26 |
| OUACHITA | 3-LANE | 7 | 3 | 15.39 | 15.85 | 0.46 | | 61 |
| OUACHITA | 2-LANE | 7 | 3 | 15.85 | 16.26 | 0.41 | | 27 |
| UNION | 2-LANE | 15 | 1 | 0.00 | 21.03 | 21.03 | 24 | 1443 |
| UNION | 2 LANES | 335 | 0 | 0.00 | 2.90 | 2.90 | | 190 |
| UNION | 2 LANES | 57 | 3 | 0.00 | 7.20 | 7.20 | | 477 |
| UNION | 2 LANES | 172 | 0 | 0.00 | 12.30 | 12.30 | | 814 |
| UNION | 2 LANES | 7 | 2B | 0.00 | 5.50 | 5.50 | | 366 |
| UNION | 2 LANES | 129 | 1 | 0.00 | 15.00 | 15.00 | | 989 |
| UNION | 2 LANES | 129 | 1B | 0.00 | 2.20 | 2.20 | | 143 |
| UNION | 2 LANES | 275 | 1 | 0.00 | 6.00 | 6.00 | | 394 |
| UNION | 2 LANES | 7 | 1 | 0.00 | 9.20 | 9.20 | | 607 |
| UNION | 4 LANE DIVIDED MEDIAN | 7 | 2 | 6.21 | 11.72 | 5.51 | 728 | |
| UNION | 2 LANES | 63 | 18 | 0.00 | 11.67 | 11.67 | | 770 |
| UNION | 3 LANES W/ TURN LANE | 63 | 18 | 11.67 | 12.37 | 0.70 | | 92 |
| UNION | 2 LANES | 63 | 18 | 12.37 | 12.65 | 0.28 | | 18 |
| UNION | 3 LANES W/ PASSING LANES | 63 | 18 | 12.65 | 13.60 | 0.95 | 63 | 63 |
| UNION | 5 LANES W/ TURN LANE | 63 | 18 | 13.60 | 18.00 | 4.40 | 581 | 581 |
| UNION | 2 LANES | 82 | 5 | 0.00 | 2.23 | 2.23 | | 147 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 5 | 2.23 | 3.23 | 1.00 | 66 | 66 |
| UNION | 2 LANES | 82 | 5 | 3.23 | 4.05 | 0.82 | | 54 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 5 | 4.05 | 4.92 | 0.87 | 57 | 57 |
| UNION | 2 LANES | 82 | 5 | 4.92 | 6.72 | 1.80 | | 119 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 5 | 6.72 | 7.90 | 1.18 | 78 | 78 |
| UNION | 2 LANES | 82 | 5 | 7.90 | 8.75 | 0.85 | | 56 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 5 | 8.75 | 9.89 | 1.14 | 75 | 75 |
| UNION | 2 LANES | 82 | 5 | 9.89 | 10.74 | 0.85 | | 56 |
| UNION | 5 LANES W/ PASSING LANE | 82 | 5 | 10.74 | 16.86 | 6.12 | 808 | 808 |
| UNION | 3 LANES W/ TURN LANE | 82 | 5 | 16.86 | 17.05 | 0.19 | | 25 |
| UNION | 4 LANE DIVIDED MEDIAN | 82 | 5 | 17.05 | 21.77 | 4.72 | 623 | |
| UNION | 4 LANE DIVIDED MEDIAN | 82 | 6 | 0.00 | 1.07 | 1.07 | 141 | |
| UNION | 2 LANES | 82 | 6 | 1.07 | 3.04 | 1.97 | | 130 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 6 | 3.04 | 4.11 | 1.07 | 71 | 71 |
| UNION | 2 LANES | 82 | 6 | 4.11 | 7.52 | 3.41 | | 225 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 6 | 7.52 | 8.62 | 1.10 | 73 | 73 |
| UNION | 2 LANES | 82 | 6 | 8.62 | 8.95 | 0.33 | | 22 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 6 | 8.95 | 10.09 | 1.14 | 75 | 75 |
| UNION | 2 LANES | 82 | 6 | 10.09 | 14.07 | 3.98 | | 263 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 6 | 14.07 | 15.06 | 0.99 | 65 | 65 |
| UNION | 2 LANES | 82 | 6 | 15.06 | 17.74 | 2.68 | | 177 |
| UNION | 2 LANES | 82 | 7 | 0.00 | 3.12 | 3.12 | | 206 |
| UNION | 2 LANES | 82 | 7 | 6.86 | 10.20 | 3.34 | | 221 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 7 | 6.93 | 8.29 | 1.36 | 90 | 90 |
| UNION | 2 LANES | 82 | 7 | 8.29 | 8.69 | 0.40 | | 26 |
| UNION | 3 LANES W/ PASSING LANES | 82 | 7 | 8.69 | 10.03 | 1.34 | 88 | 88 |
| UNION | 2 LANES | 82 | 7 | 10.03 | 15.12 | 5.09 | | 336 |
| UNION | 2 LANES | 129 | 2 | 0.00 | 4.17 | 4.17 | | 275 |
| UNION | 2 LANES | 160 | 5 | 0.00 | 14.77 | 14.77 | | 975 |
| UNION | 5 LANES W/ TURN LANE | 167 | 1 | 0.00 | 14.08 | 14.08 | 1859 | 1859 |
| UNION | 4 LANE DIVIDED MEDIAN | 167 | 1 | 14.08 | 19.37 | 5.29 | 698 | |
| UNION | 5 LANES W/ TURN LANE | 167 | 2 | 0.00 | 8.21 | 8.21 | 1084 | 1084 |
| UNION | 2 LANES | 275 | 2 | 0.00 | 12.70 | 12.70 | | 838 |
| UNION | 2 LANES | 335 | 2 | 0.00 | 7.22 | 7.22 | | 477 |
| SUBTOTALS (BOX 11 OF 11): | | | | | | | 11274 | 21486 |

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

RAISED PAVEMENT MARKERS (SUBTOTALS)

| COUNTY | DESCRIPTION | ROUTE | SECTION | BEGIN LOG MILE | END LOG MILE | LENGTH | **RAISED PAVEMENT MARKERS | |
|----------------------------------|-------------|-------|---------|----------------|--------------|--------|---------------------------|-----------------|
| | | | | | | | TYPE II | TYPE II |
| | | | | | | | (WHITE/RED) | (YELLOW/YELLOW) |
| | | | | | | | 4007 | 32201 |
| SUBTOTALS (BOX 1 OF 11): | | | | | | | 4007 | 32201 |
| SUBTOTALS (BOX 2 OF 11): | | | | | | | 7173 | 20886 |
| SUBTOTALS (BOX 3 OF 11): | | | | | | | 7601 | 28645 |
| SUBTOTALS (BOX 4 OF 11): | | | | | | | 14532 | 25028 |
| SUBTOTALS (BOX 5 OF 11): | | | | | | | 5815 | 22267 |
| SUBTOTALS (BOX 6 OF 11): | | | | | | | 2658 | 20201 |
| SUBTOTALS (BOX 7 OF 11): | | | | | | | 17387 | 24273 |
| SUBTOTALS (BOX 8 OF 11): | | | | | | | 1479 | 21960 |
| SUBTOTALS (BOX 9 OF 11): | | | | | | | 11725 | 35682 |
| SUBTOTALS (BOX 10 OF 11): | | | | | | | 6756 | 31413 |
| SUBTOTALS (BOX 11 OF 11): | | | | | | | 11274 | 21486 |
| TOTALS: | | | | | | | 90407 | 284042 |

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

| DATE REVISED | DATE REVISED | FED. RD. DIST. NO. | STATE | JOB NO. | SHEET NO. | TOTAL SHEETS |
|-------------------------------------|--------------|--------------------|-------|---------|-----------|--------------|
| 08/29/24 | | 6 | ARK. | 012507 | 9 | 9 |
| SUMMARY OF QUANTITIES AND REVISIONS | | | | | | |



08-29-2024

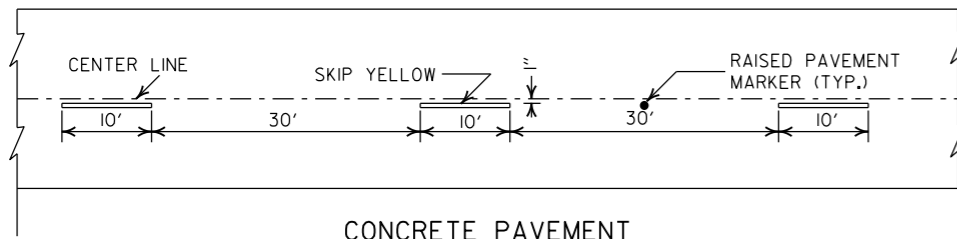
SUMMARY OF QUANTITIES

| ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---------------|-----------------------------------|----------|----------|
| 601 | MOBILIZATION | 1.00 | LUMP SUM |
| SP, SS, & 603 | MAINTENANCE OF TRAFFIC | 1.00 | LUMP SUM |
| 635 | ROADWAY CONSTRUCTION CONTROL | 1.00 | LUMP SUM |
| 721 | RAISED PAVEMENT MARKERS (TYPE II) | 374449 | EACH |

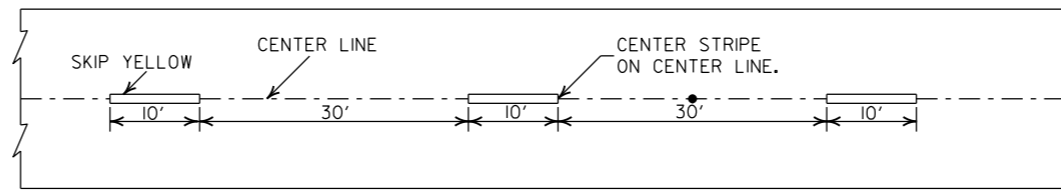
REVISIONS

| DATE | REVISION | SHEET NUMBER |
|-----------|---|--------------|
| 8/29/2024 | REVISED ROADWAY STANDARD DRAWINGS TABLE | 2 & 9 |
| | | |
| | | |
| | | |
| | | |
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| | | |
| | | |

REVISED 8/29/2024
SUMMARY OF QUANTITIES AND REVISIONS

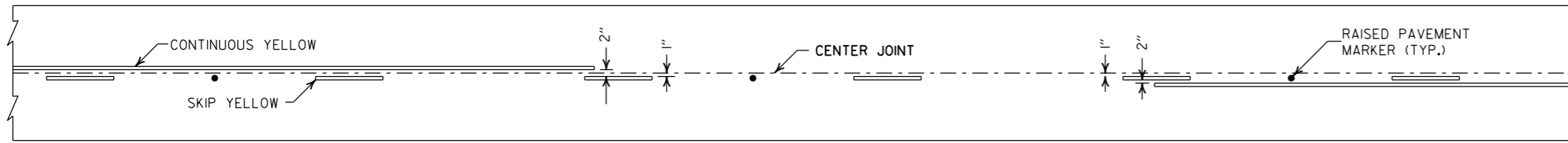


CONCRETE PAVEMENT

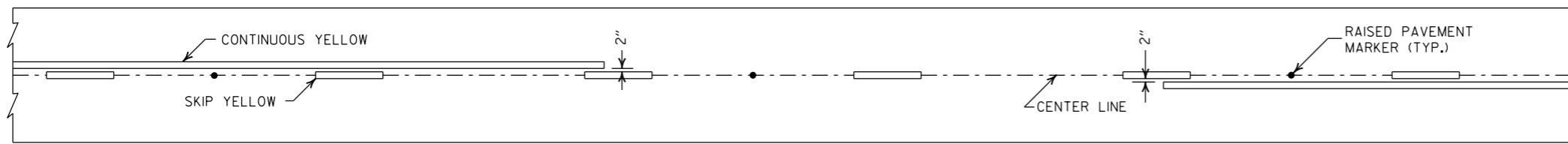


ASPHALT PAVEMENT

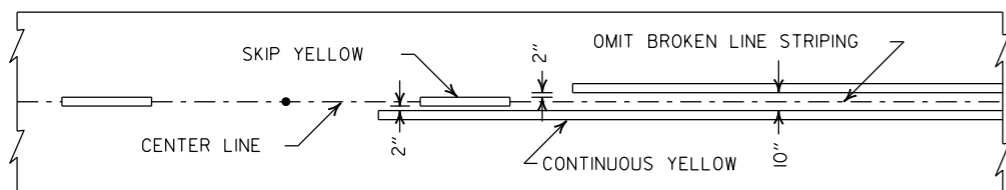
BROKEN LINE STRIPING



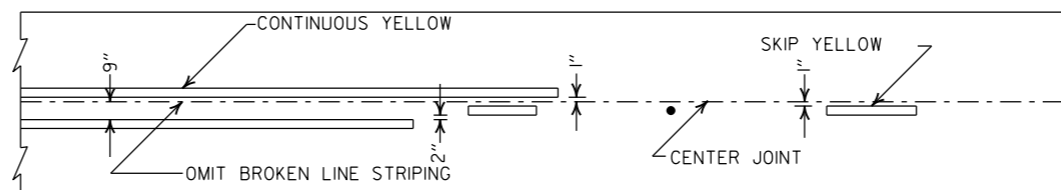
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

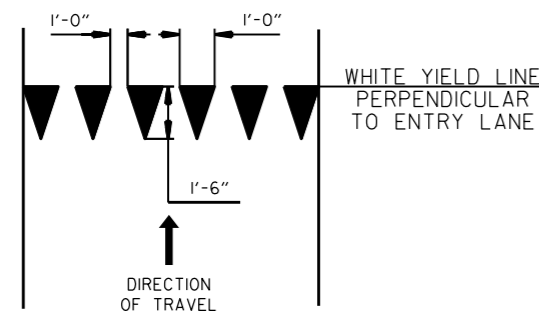


ASPHALT PAVEMENT

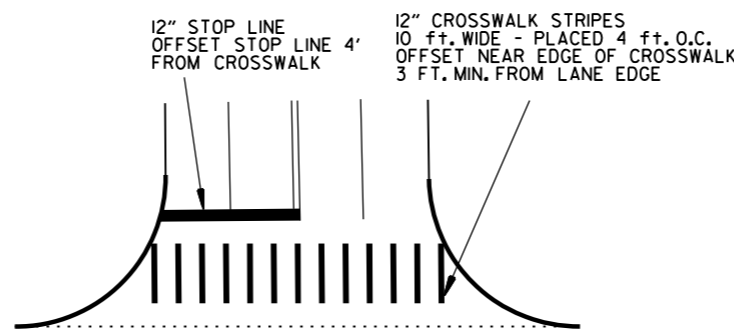


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

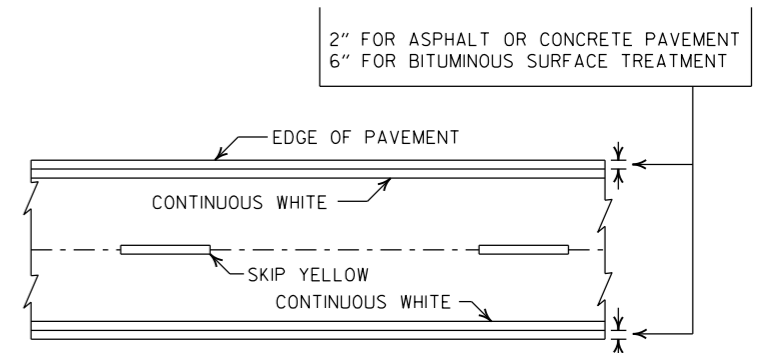


YIELD LINE DETAIL

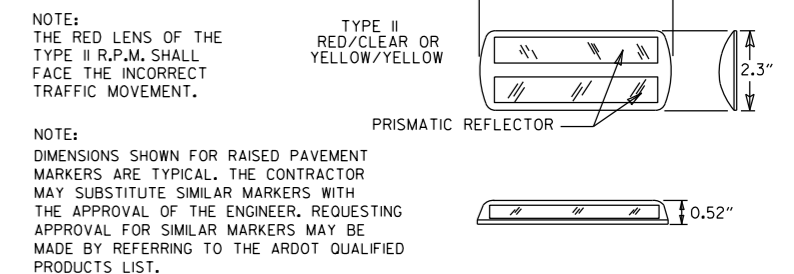


CROSSWALK AND STOP LINE DETAILS

- 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.



PAVEMENT EDGE LINE MARKING



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

| DATE | REVISION | FILMED |
|----------|---|-----------|
| 2-27-20 | REVISED STOP LINE DETAILS | |
| 6-1-17 | ADDED YIELD LINE DETAIL | |
| 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 PVMT MRKRS | |
| 11-18-04 | REVISED NOTE 2 & GENERAL NOTES | |
| 8-22-02 | ADDED CROSSWALK & STOPBAR DTL. | |
| 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 |

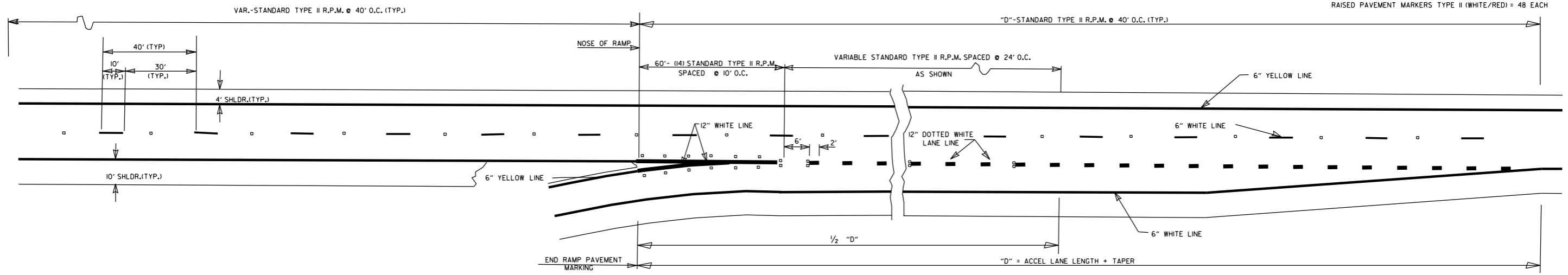
ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

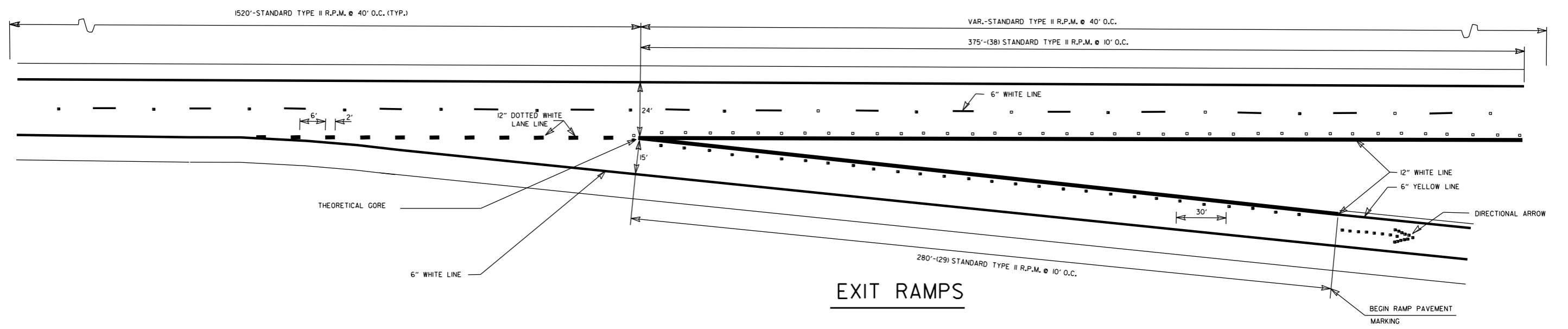
STANDARD DRAWING PM-1

ENTRANCE RAMP
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

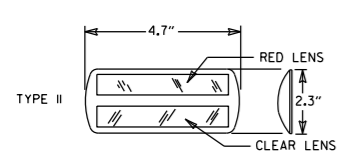


EXIT RAMPS

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.

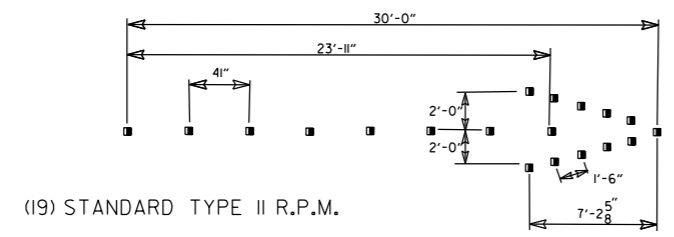
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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 ARDOT QUALIFIED PRODUCTS LIST.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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




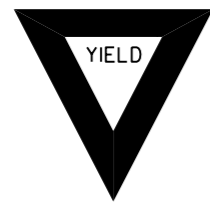







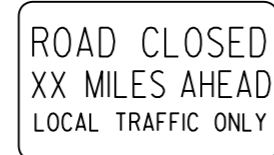
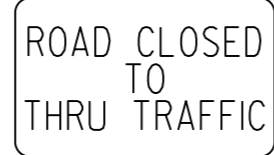

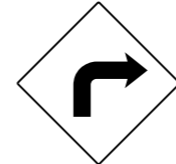



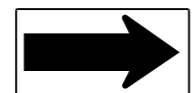

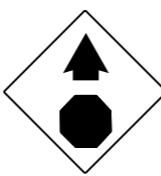
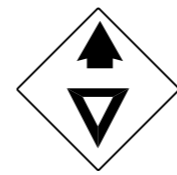
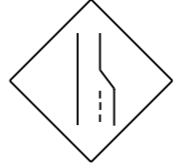

















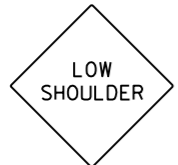
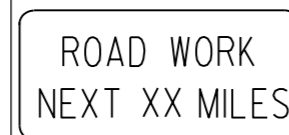
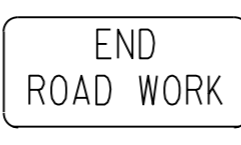
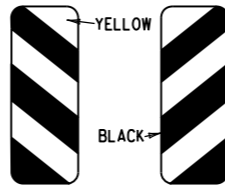


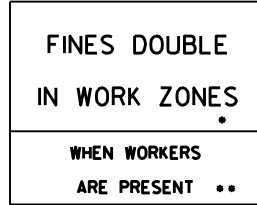
(19) STANDARD TYPE II R.P.M.
DIRECTIONAL ARROWS

| DATE | REVISION | FILMED |
|----------|---|--------|
| 05-14-20 | REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS | |
| 11-07-19 | REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS | |
| 12-8-16 | REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING | |
| 9-12-13 | REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS | |
| 7-26-12 | REVISED RPM NOTATION | |
| 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 RAMPS | |
| 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 |
| | | FILMED |

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**

STANDARD DRAWING PM-2

| | | | | | | | |
|--|---|--|---|--|---|---|---|
| <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>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</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 24" W16-2</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>WI-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> |

ADVANCE DISTANCES (XXXX)

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

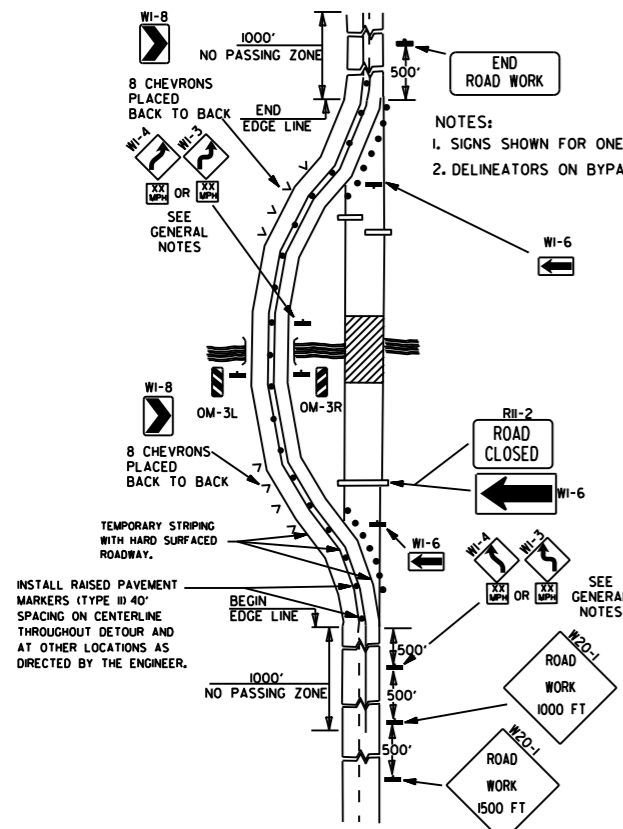
GENERAL NOTES:

- 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.

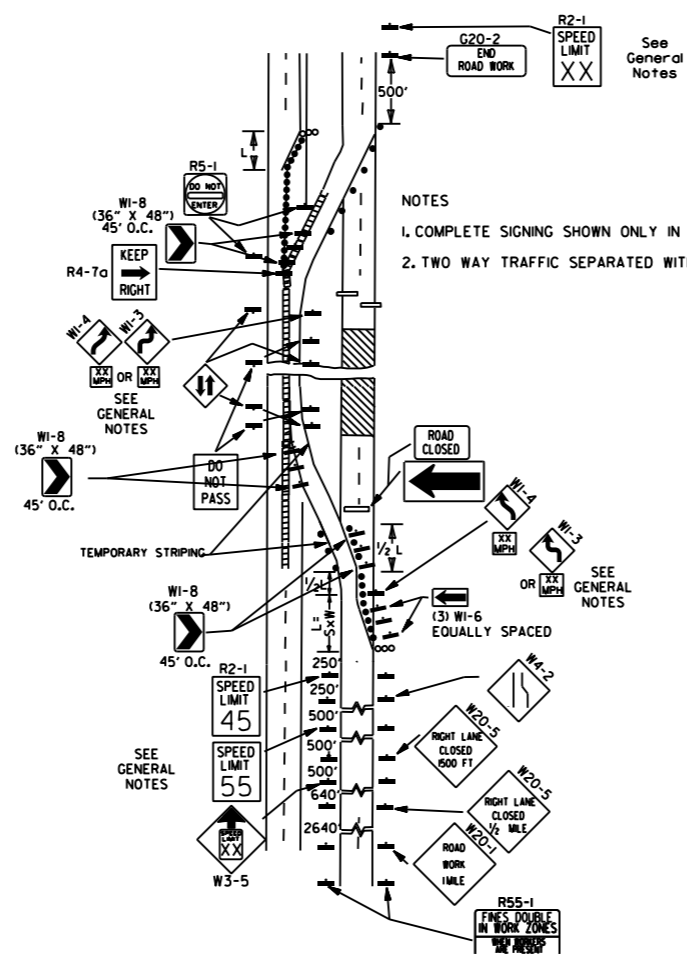
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

| DATE | REVISION | FILMED |
|----------|--|--------|
| 11-07-19 | REVISED FOR MASH | |
| 4-13-17 | DELETED RSP-1 & ADDED W21-5a | |
| 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 | |

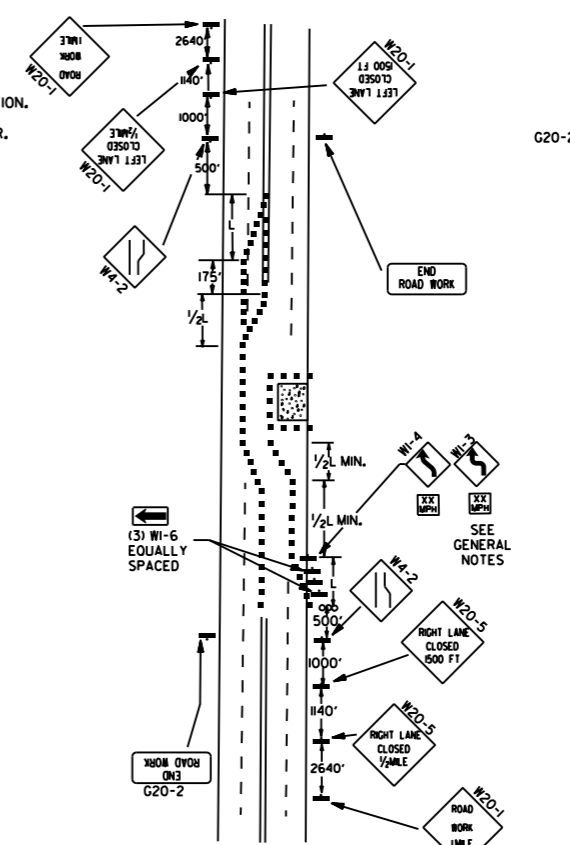
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



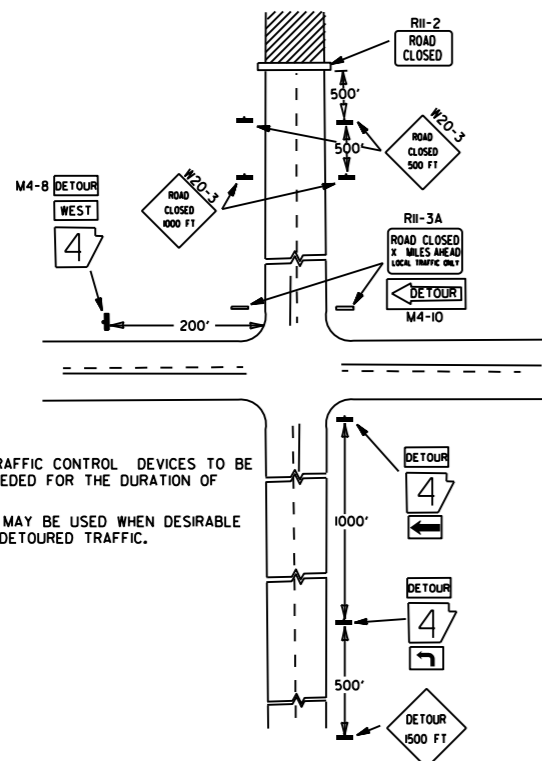
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



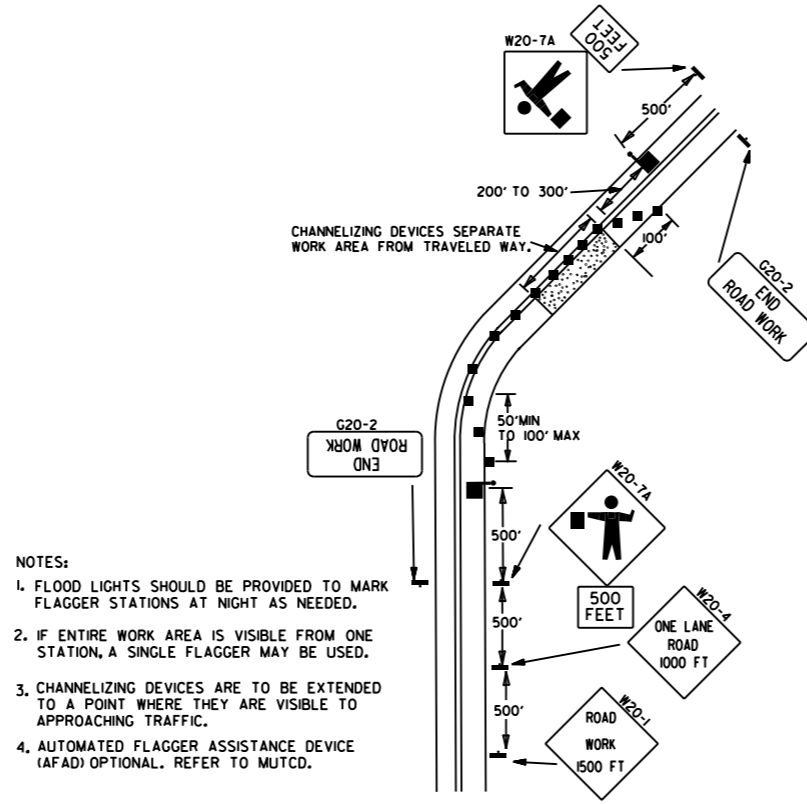
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



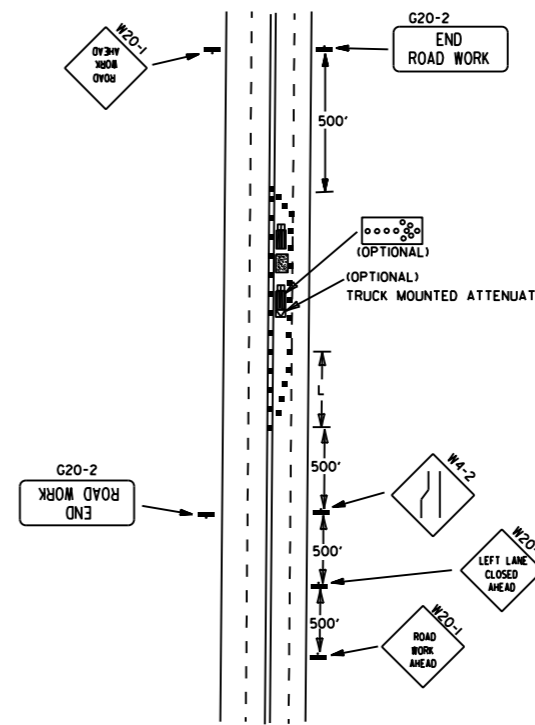
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

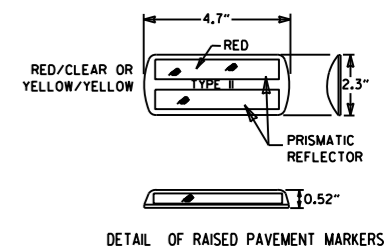


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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

- KEY:
- FLAGGER
 - ▬ POSITIVE BARRIER
 - ∞ ARROW PANEL (IF REQUIRED)
 - ▬ TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$ 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. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. 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(K55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45MPH) SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(KXX) 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(K65) SHALL BE OMITTED. ADDITIONAL R2-1(55MPH) SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(KXX) 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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. 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 ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

| DATE | REVISION | FILED |
|----------|--|--------|
| 05-20-21 | REVISED NOTE 7 | |
| 11-07-19 | REVISED NOTE 1, ADDED NOTE 9 | |
| 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 | |

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

