

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



DISTRICTS 6 & 8 RAISED
PAVEMENT MARKERS (2026) (S)

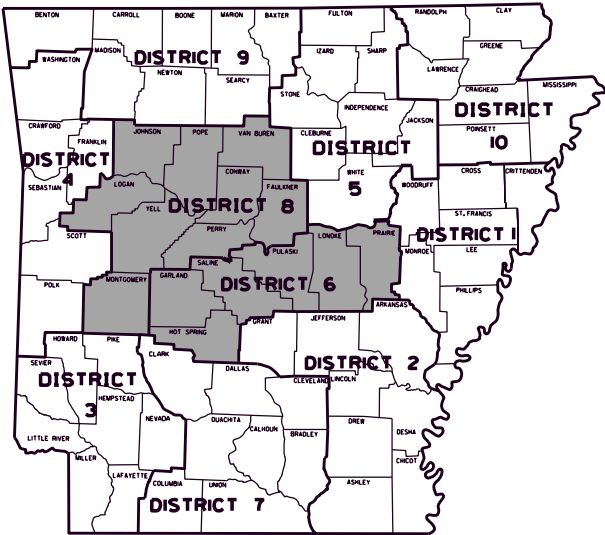
VARIOUS COUNTIES

JOB 012552

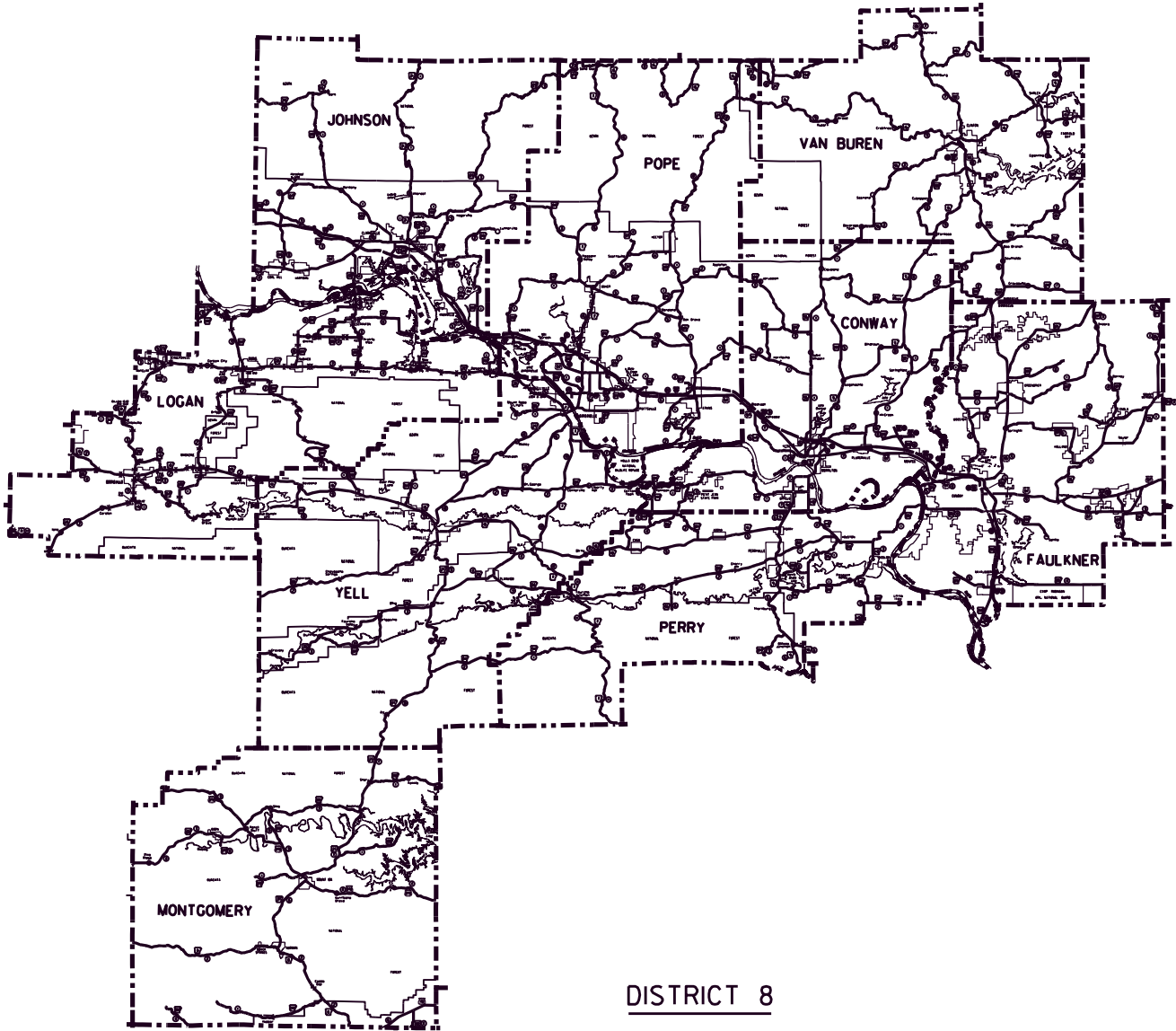
FED. AID PROJ. STPF-0076(393)

NOT TO SCALE

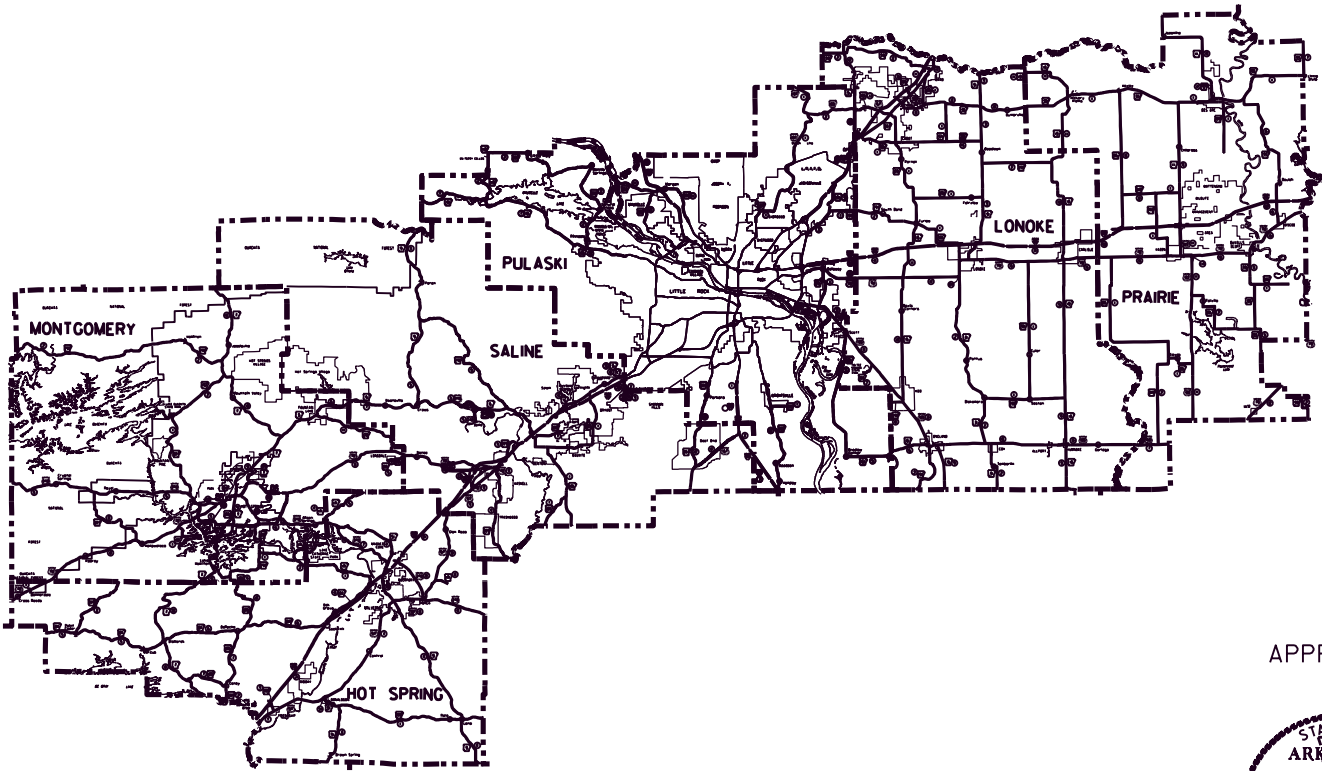
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	1	10
DISTRICTS 6 & 8 RAISED PAVEMENT MARKERS (2026) (S)						



ARK. HWY. DIST. NOS. 6 & 8



DISTRICT 8



DISTRICT 6



APPROVED



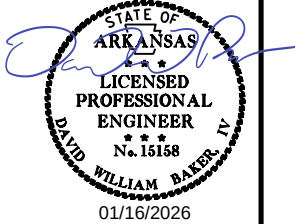
Jessie Xu Jones

Date: 2025.12.08
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CHIEF ENGINEER - PRECONSTRUCTION

NO LENGTH INVOLVED

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-09-26		6	ARK.	012552	2	10
01-15-26		INDEX OF SHEETS, STD. DRAWINGS, GOV. SPECS, & GEN. NOTES				



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES
3	MAINTENANCE OF TRAFFIC DETAILS
4 - 9	QUANTITIES
10	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	08-14-25
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-6	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-06-25

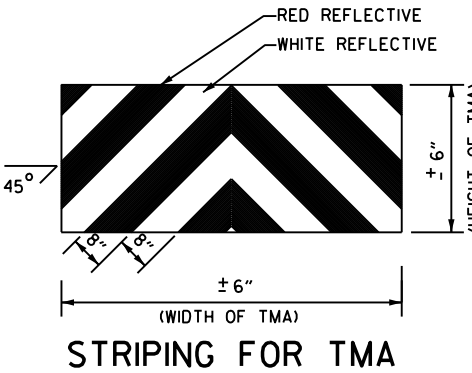
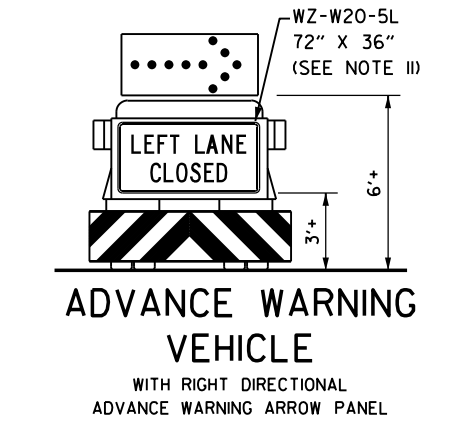
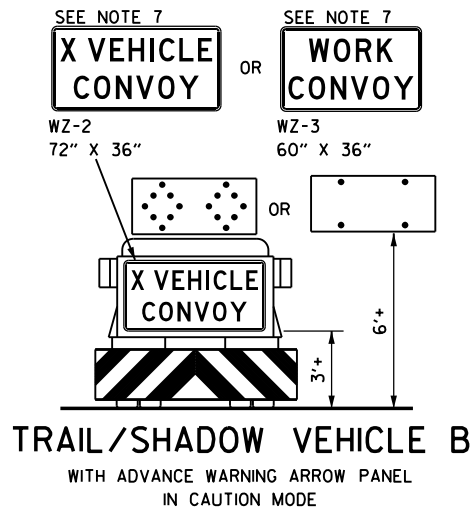
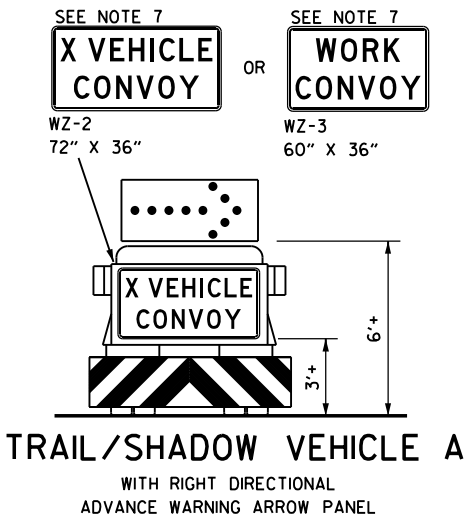
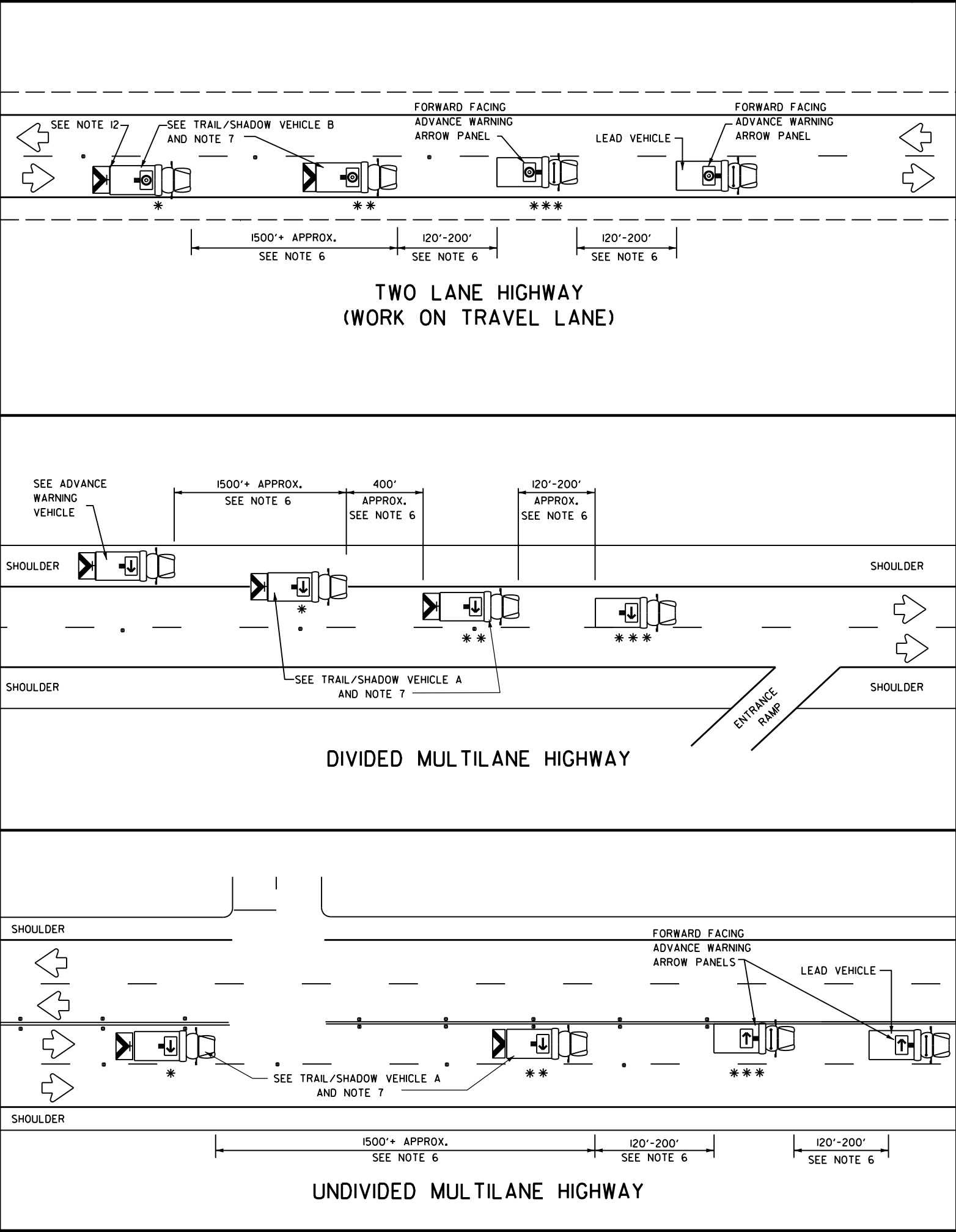
GENERAL NOTES

- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 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.
- PLAN LOCATIONS AND QUANTITIES FOR RAISED PAVEMENT MARKERS ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

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 012552	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 012552	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012552	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 012552	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012552	COORDINATION OF WORK
JOB 012552	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 012552	DOCUMENTATION OF PAYMENTS MADE TO SUBCONTRACTORS
JOB 012552	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 012552	MAINTENANCE OF TRAFFIC
JOB 012552	MANDATORY ELECTRONIC CONTRACT
JOB 012552	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012552	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 012552	SEQUENCE OF WORK
JOB 012552	WORK ZONE LAW ENFORCEMENT



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-09-26		6	ARK.	012552	3	10
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND			
*	TRAIL VEHICLE	ADVANCE WARNING ARROW PANEL DISPLAY	
**	SHADOW VEHICLE		
***	WORK VEHICLE	→	RIGHT DIRECTIONAL
⇄	HEAVY WORK VEHICLE	⇄	LEFT DIRECTIONAL
⇄	TRUCK MOUNTED ATTENUATOR (TMA)	⇄	DOUBLE ARROW
↔	TRAFFIC FLOW	⬇	CAUTION (ALTERNATING DIAMOND OR 4 CORNER FLASH)

TYPICAL APPLICATION - MOBILE WORK ZONE

- GENERAL NOTES:
1. TRAIL, SHADOW, AND LEAD VEHICLES SHALL BE EQUIPPED WITH ADVANCE WARNING ARROW PANELS AS ILLUSTRATED.
 2. THE USE OF AMBER OR GREEN HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS ON ALL VEHICLES ARE REQUIRED. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
 3. THE USE OF TRUCK MOUNTED ATTENUATORS (TMA) ON THE SHADOW VEHICLE, ADVANCE WARNING AND TRAIL VEHICLE ARE REQUIRED.
 4. EACH VEHICLE SHALL HAVE TWO-WAY RADIO COMMUNICATION CAPABILITY.
 5. WHEN WORK CONVOYS MUST CHANGE LANES, THE TRAIL VEHICLE SHOULD CHANGE LANES FIRST TO SHADOW THE OTHER CONVOY VEHICLES. WHEN WORK CONVOY EXITS THE ROADWAY, THE TRAIL VEHICLE SHOULD EXIT LAST.
 6. VEHICLE SPACING BETWEEN THE TRAIL VEHICLE AND THE SHADOW VEHICLE WILL VARY DEPENDING ON SIGHT DISTANCE RESTRICTIONS AND QUEUE LENGTHS. MOTORISTS APPROACHING THE CONVOY SHOULD BE ABLE TO SEE THE TRAIL VEHICLE IN TIME TO SLOW DOWN AND/OR CHANGE LANES AS THEY APPROACH THE TRAIL VEHICLE. VEHICLE SPACING BETWEEN THE WORK VEHICLE AND SHADOW VEHICLE AND VEHICLE SPACING BETWEEN THE WORK VEHICLE AND LEAD VEHICLE MAY VARY ACCORDING TO TERRAIN, WORK ACTIVITY AND OTHER FACTORS.
 7. X VEHICLE CONVOY (WZ-2) OR WORK CONVOY (WZ-3) SIGNS SHALL BE USED ON TRAIL VEHICLES AND SHADOW VEHICLES AS SHOWN. AS AN OPTION 48" X 48" DIAMOND SHAPED WORK CONVOY (WZ-2A) OR X VEHICLE CONVOY (WZ-3A) SIGNS MAY BE USED WHERE ADEQUATE MOUNTING SPACE EXISTS. WHEN USED, THE X VEHICLE CONVOY SIGN SHALL HAVE THE NUMBER OF THE CONVOY VEHICLES DISPLAYED ON THE SIGN IN THE NUMBER DESIGNATION "X" LOCATION. THE X VEHICLE CONVOY SIGN SHALL NOT BE USED ON THE SHADOW VEHICLE.
 8. FOR DIVIDED HIGHWAYS WITH TWO OR THREE LANES IN ONE DIRECTION, THE APPROPRIATE LEFT LANE CLOSED (WZ-W20-5L), RIGHT LANE CLOSED (WZ-W20-5R), OR CENTER LANE CLOSED (WZ-W20-5C) SIGN SHOULD BE USED ON THE ADVANCE WARNING VEHICLE. AS AN OPTION, A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) OR TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (TMCMS) WITH A MINIMUM CHARACTER HEIGHT OF 12", AND DISPLAYING THE SAME LEGEND MAY BE SUBSTITUTED FOR THESE SIGNS. AN APPROPRIATE DIRECTIONAL ARROW DISPLAY, SIMULATING THE SIZE AND LEGIBILITY OF THE ADVANCE WARNING ARROW PANEL MAY BE USED IN THE SECOND PHASE OF THE PCMS/TMCMS MESSAGE. WHEN THIS IS DONE, THE ARROW BOARD WILL NOT BE REQUIRED ON THE ADVANCE WARNING VEHICLE.
 9. A DOUBLE ARROW SHALL NOT BE DISPLAYED ON THE ADVANCE WARNING ARROW PANEL ON THE ADVANCE WARNING VEHICLE.
 10. STANDARD DIAMOND SHAPE VERSIONS OF THE WZ SERIES SIGNS MAY BE USED AS AN OPTION IF THE RECTANGULAR SIGNS SHOWN ARE NOT AVAILABLE.
 11. THE ADVANCE WARNING VEHICLE MAY STRADDLE THE EDGELINE WHEN SHOULDER WIDTH MAKES IT NECESSARY.
 12. ON TWO-LANE TWO-WAY ROADWAYS, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW MOTOR VEHICLE TRAFFIC TO PASS. A DO NOT PASS (R4-1) SIGN SHALL BE PLACED ON THE BACK OF THE REARMOST PROTECTION VEHICLE.
 13. MOBILE WORK ZONE METHODS AS DEPICTED IN THIS STANDARD DRAWING SHALL BE UTILIZED ON ALL PROJECTS THAT INCLUDE INSTALLATION OR REMOVAL OF RAISED PAVEMENT MARKERS OR PAVEMENT MARKINGS UNLESS APPROVED BY THE ENGINEER ON PROJECTS LESS THAN 0.5 MILE IN LENGTH.
 14. NO DIRECT PAYMENT WILL BE MADE FOR COMPLIANCE WITH THE METHODS DEPICTED IN THIS STANDARD DRAWING (WHICH INCLUDES ALL SIGNS, DEVICES, MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLY) BUT SHALL BE CONSIDERED SUBSIDIARY TO THE MAINTENANCE OF TRAFFIC PAY ITEM.

MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-15-26		6	ARK.	012552	4	10
QUANTITIES						



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)
							EACH	
GARLAND	2 LANES	5	5	0.00	5.61	5.51	934	530
GARLAND	2 LANES	5	6	0.00	0.15	0.15		20
GARLAND	3 LANES - TURN LANE	5	6	1.44	7.38	5.94	18	539
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	7	9	2.29	10.24	7.95	1069	1047
GARLAND	3 LANES - PASSING LANE	7	9	10.24	10.60	0.36	35	27
GARLAND	2 LANES	7	9	10.60	10.71	0.11		8
GARLAND	4 LANES - UNDIVIDED	7	9	10.71	11.11	0.40	24	27
GARLAND	4 LANES - DIVIDED	7	9	11.11	11.35	0.24	32	
GARLAND	3 LANES - PASSING LANE	7	9	11.35	11.43	0.08	6	6
GARLAND	2 LANES	7	9	11.43	13.37	1.94		128
GARLAND	2 LANES	7	9	13.37	13.97	0.60		40
GARLAND	3 LANES - TURN LANE	7	9	13.97	17.51	3.54	6	328
GARLAND	2 LANES	7	9S	0.00	1.58	1.58		105
GARLAND	2 LANES	7	10	0.00	0.02	0.02		3
GARLAND	3 LANES - PASSING LANE	7	10	0.02	0.99	0.97	65	65
GARLAND	2 LANES	7	10	0.99	1.14	0.15		10
GARLAND	3 LANES - TURN LANE	7	10	1.14	1.51	0.37	3	48
GARLAND	2 LANES	7	10	1.51	2.00	0.49		33
GARLAND	3 LANES - TURN LANE	7	10	2.00	2.13	0.13	3	17
GARLAND	2 LANES	7	10	2.13	2.63	0.50		33
GARLAND	3 LANES - TURN LANE	7	10	2.63	2.78	0.15	3	23
GARLAND	2 LANES	7	10	2.78	3.75	0.97		64
GARLAND	3 LANES - TURN LANE	7	10	3.75	4.12	0.37	3	46
GARLAND	3 LANES - PASSING LANE	7	10	4.12	5.00	0.88	48	58
GARLAND	2 LANES	7	10	5.00	5.31	0.31		21
GARLAND	3 LANES - TURN LANE	7	10	5.31	7.18	1.87	3	248
GARLAND	3 LANES - PASSING LANE	7	10	7.18	7.85	0.67	50	50
GARLAND	3 LANES - TURN LANE	7	10	7.85	8.38	0.53		70
GARLAND	2 LANES	7	10	8.38	9.85	1.47		97
GARLAND	3 LANES - TURN LANE	7	10	9.85	10.06	0.21	3	27
GARLAND	2 LANES	7	10	10.06	17.47	7.41		489
GARLAND	2 LANES	70	8	0.00	8.24	8.24		544
GARLAND	3 LANES - PASSING LANE	70	8	8.24	8.33	0.09	6	6
GARLAND	3 LANES - PASSING LANE	70	8	8.33	8.40	0.07	6	12
GARLAND	4 LANES - UNDIVIDED	70	8	8.40	8.74	0.34	26	46
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	70	8	8.74	14.44	5.70	777	753
GARLAND	4 LANES - UNDIVIDED	70	8	14.44	14.76	0.32	44	22
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	70	8	14.76	15.24	0.48	64	64
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	70	8B	0.00	2.10	2.10	278	280
GARLAND	4 LANES - UNDIVIDED	70	8B	2.10	3.04	0.94	125	63
GARLAND	2 LANES - PART OF COUPLET	70	8B	3.04	3.67	0.63	84	
GARLAND	4 LANES - DIVIDED	70	8B	3.67	4.18	0.51	68	
GARLAND	2 LANES - PART OF COUPLET	70	8X	0.00	0.63	0.63	84	
GARLAND	4 LANES - DIVIDED	70	9	0.00	2.56	2.56	338	
GARLAND	ENTRANCE RAMPS (4)	70	9				152	
GARLAND	EXIT RAMPS (4)	70	9				344	
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	70	9	2.56	14.40	11.84	1563	1563
GARLAND	4 LANES - DIVIDED	70	9B	0.00	0.31	0.31	58	
GARLAND	4 LANES - DIVIDED	70	9B	0.31	5.93	5.62	773	
GARLAND	2 LANES	70	111	0.00	2.97	2.97		196
GARLAND	2 LANES	70	112	0.00	4.75	4.75		314
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	88	4	0.00	2.43	2.43	322	322
GARLAND	2 LANES	88	4	2.43	2.92	0.49		33
GARLAND	2 LANES	88	5	0.00	1.84	1.84		122
GARLAND	2 LANES	128	9	0.00	1.15	1.15		76
GARLAND	2 LANES	128	10	0.00	3.02	3.02	22	217
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	128	10	3.02	3.34	0.32	109	38
GARLAND	3 LANES/TURN LANE	128	10	3.34	3.45	0.11	27	5
GARLAND	2 LANES	128	10	3.45	3.88	0.43		29
GARLAND	2 LANES	128	11	0.00	8.73	8.73		577
GARLAND	2 LANES	171	2	0.00	3.00	3.00		198
GARLAND	2 LANES	171	4	0.00	0.61	0.61		40
GARLAND	2 LANES	192	1	0.00	5.33	5.33		352
GARLAND	2 LANES	192	2	0.00	5.87	5.87		388
GARLAND	2 LANES	227	0	0.00	2.90	2.90	3	192
GARLAND	2 LANES	227	0	2.90	7.41	4.51		298
GARLAND	4 LANES - UNDIVIDED	227	1	0.00	1.08	1.08	356	74
GARLAND	2 LANES	227	1	1.08	11.73	10.65		703
GARLAND	2 LANES	270	5	0.00	2.37	2.37		157
GARLAND	3 LANES - PASSING LANE	270	5	2.37	3.62	1.25	83	83
GARLAND	2 LANES	270	5	3.62	4.95	1.33		88
GARLAND	3 LANES - PASSING LANE	270	5	4.95	6.11	1.16	77	77
GARLAND	2 LANES	270	5	6.11	10.26	4.15	3	274
GARLAND	3 LANES - PASSING LANE	270	5	10.26	11.11	0.85	57	57
GARLAND	2 LANES	270	5	11.11	12.83	1.72		125
GARLAND	3 LANES - PASSING LANE/TURN LANE	270	5	12.83	12.91	0.08	28	6
GARLAND	3 LANES - PASSING LANE	270	5	12.91	13.19	0.28	19	19
SUBTOTALS (BOX 1 OF 11):							8201	12620
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.								

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	5	10
QUANTITIES						

RAISED PAVEMENT MARKERS (2 OF 11)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
GARLAND	3 LANES - PASSING LANE/PAINTED MEDIAN	270	5	13.19	13.83	0.64	43	86
GARLAND	2 LANES	270	5	13.83	15.27	1.44		108
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	270	5	15.27	17.43	2.16	325	286
GARLAND	4 LANE UNDIVIDED	270	5	17.43	17.48	0.05	8	4
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	270	5	17.48	18.02	0.54	72	72
GARLAND	4 LANES - DIVIDED	270	5	18.14	22.79	4.65	880	
GARLAND	ENTRANCE RAMPS (7)	270	5				266	
GARLAND	EXIT RAMPS (7)	270	5				516	
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	270	5B	0.00	1.69	1.69	224	224
GARLAND	4 LANES - DIVIDED	270	6	0.00	4.25	4.25	713	
GARLAND	ENTRANCE RAMPS (4)	270	6				152	
GARLAND	EXIT RAMPS (4)	270	6				344	
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	270	6	4.25	8.84	4.59	606	606
GARLAND	5 LANES - TURN LANE/PAINTED MEDIAN	270	6B	0.00	4.65	4.65	614	614
GARLAND	2 LANES	290	1	0.00	10.05	10.05		664
GARLAND	2 LANES	298	2	0.00	20.89	20.89		1379
HOT SPRING	2 LANES	7	8	0.00	2.75	2.75	4	182
HOT SPRING	2 LANES	7	8	3.95	4.07	0.12		8
HOT SPRING	2 LANES	7	8	4.52	4.53	0.01	6	407
HOT SPRING	2 LANES	7	8	5.75	10.68	4.93	23	330
HOT SPRING	3 LANES - PASSING LANE	7	8	10.68	12.39	1.71	95	113
HOT SPRING	2 LANES	7	8	12.39	14.36	1.97		130
HOT SPRING	2 LANES	9	4	0.00	16.85	16.85		1113
HOT SPRING	3 LANES - TURN LANE	9	4	16.85	17.50	0.65		86
HOT SPRING	4 LANES - DIVIDED	30	21	80.57	105.46	24.89	3286	
HOT SPRING	ENTRANCE RAMPS (12)	30	21				456	
HOT SPRING	EXIT RAMPS (12)	30	21				1260	
HOT SPRING	2 LANES	51	3Y	0.00	0.24	0.24		16
HOT SPRING	2 LANES	51	3	0.00	7.49	7.49		495
HOT SPRING	2 LANES	51	4	0.00	7.83	7.83		517
HOT SPRING	2 LANES	67	7	0.00	0.62	0.62		41
HOT SPRING	4 LANES - UNDIVIDED	67	7	0.62	1.93	1.31	173	87
HOT SPRING	2 LANES	67	7	1.93	10.48	8.55		565
HOT SPRING	4 LANES - UNDIVIDED	67	7	10.48	11.81	1.33	176	88
HOT SPRING	2 LANES	67	7	11.81	18.05	6.24		412
HOT SPRING	3 LANES - TURN LANE	67	8	0.00	11.13	11.13		1470
HOT SPRING	2 LANES	67	8	2.78	3.60	0.82		55
HOT SPRING	4 LANES - UNDIVIDED	67	8	3.60	5.75	2.15	284	142
HOT SPRING	2 LANES	67	8	5.75	9.64	3.89		257
HOT SPRING	3 LANES - TURN LANE	67	8	9.64	10.15	0.51		68
HOT SPRING	2 LANES	67	8	10.15	11.31	1.16		77
HOT SPRING	2 LANES	70	7	0.00	3.69	3.69		244
HOT SPRING	2 LANES	84	5	0.00	11.92	11.92		787
HOT SPRING	2 LANES	84	6	0.00	21.23	21.23		1402
HOT SPRING	2 LANES	128	7	0.00	9.51	9.51		628
HOT SPRING	2 LANES	128	8	0.00	5.46	5.46		361
HOT SPRING	2 LANES	171	0	0.00	1.20	1.20		80
HOT SPRING	2 LANES	171	1	0.00	6.70	6.70		443
HOT SPRING	2 LANES	171	3	0.00	2.01	2.01		133
HOT SPRING	2 LANES	171	5	0.00	4.29	4.29		284
HOT SPRING	2 LANES	222	1	0.00	13.54	13.54		894
HOT SPRING	5 LANES - TURN LANE/PAINTED MEDIAN	270	7	0.00	8.34	8.34	1100	1100
HOT SPRING	2 LANES	283	2	0.00	1.49	1.49		99
HOT SPRING	2 LANES	283	3	0.00	1.13	1.13		75
HOT SPRING	2 LANES	347	2	0.00	6.71	6.71		444
LONOKE	4 LANES - UNDIVIDED	5	12	0.00	0.45	0.45	60	30
LONOKE	4 LANES - DIVIDED	5	12	0.45	3.00	2.55	337	
LONOKE	2 LANES	5	12	3.00	9.04	6.04		399
LONOKE	2 LANES	13	9	0.00	0.59	0.59		39
LONOKE	2 LANES	13	9	0.97	21.15	20.18		1332
LONOKE	3 LANES - TURN LANE	13	10	0.00	1.57	1.57	3	104
LONOKE	2 LANES	15	9	0.00	4.07	4.07		269
LONOKE	2 LANES	15	10	0.00	10.93	10.93		722
LONOKE	2 LANES	15	11	0.00	5.41	5.41		358
LONOKE	2 LANES	31	2	0.00	20.79	20.79		1373
LONOKE	2 LANES	31	2Y	0.00	0.12	0.12		8
LONOKE	2 LANES	31	3	0.00	17.32	17.32		1144
LONOKE	5 LANES - TURN LANE/PAINTED MEDIAN	38	0	0.00	0.75	0.75	89	45
LONOKE	4 LANES - UNDIVIDED	38	0	0.75	1.32	0.57	74	38
LONOKE	2 LANES	38	0	1.32	12.50	11.18		738
LONOKE	4 LANES - DIVIDED	I-40	41	163.81	185.60	21.79	3408	
LONOKE	ENTRANCE RAMPS (5)	I-40	41				520	
LONOKE	EXIT RAMPS (5)	I-40	41				1440	
LONOKE	5 LANES - DIVIDED (ML - 2 NB, 2 SB +1 AUX. LANE)	I-57	2	0.00	0.28	0.28	57	
LONOKE	4 LANE - DIVIDED	I-57	2	4.01	10.13	6.12	808	
LONOKE	ENTRANCE RAMPS (8)	I-57	2				304	
LONOKE	EXIT RAMPS (8)	I-57	2				840	
SUBTOTALS (BOX 2 OF 11):							19566	24275

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

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	
LONOKE	2 LANES	70	14	0.00	10.73	10.73		709
LONOKE	3 LANES - TURN LANE	70	14	10.73	11.42	0.69	13	90
LONOKE	3 LANES - TURN LANE	70	15	0.00	0.33	0.33	22	44
LONOKE	2 LANES	70	15	0.33	8.46	8.13		589
LONOKE	3 LANES - TURN LANE	70	15	8.46	8.97	0.51		68
LONOKE	2 LANES	70	15	8.97	11.54	2.57		170
LONOKE	2 LANES	89	1	0.00	14.58	14.58		963
LONOKE	3 LANES - TURN LANE	89	1	14.58	17.14	2.56		169
LONOKE	5 LANES - TURN LANE/PAINTED MEDIAN	89	1	17.43	17.59	0.16	22	22
LONOKE	4 LANES - UNDIVIDED	89	1	17.59	17.68	0.09	12	6
LONOKE	5 LANES - TURN LANE/PAINTED MEDIAN	89	1	17.68	17.93	0.25	34	34
LONOKE	3 LANES - TURN LANE	89	1	17.93	18.65	0.72	8	100
LONOKE	2 LANES	89	1	18.65	19.93	1.28	38	85
LONOKE	2 LANES	161	6	0.00	3.72	3.72		246
LONOKE	2 LANES	165	8	0.00	6.21	6.21		410
LONOKE	3 LANES - TURN LANE	165	8	6.21	6.62	0.41		55
LONOKE	2 LANES	165	8	6.62	7.60	0.98		706
LONOKE	3 LANES - TURN LANE	165	8	7.60	8.02	0.42		28
LONOKE	2 LANES	165	8	8.02	17.31	9.29		614
LONOKE	3 LANES - TURN LANE	165	8	17.31	18.54	1.23		164
LONOKE	2 LANES	165	8	18.54	18.70	0.16		11
LONOKE	3 LANES - TURN LANE	165	8	18.70	19.70	1.00	18	132
LONOKE	2 LANES	165	8	19.70	22.90	3.20		212
LONOKE	3 LANES - TURN LANE	165	8	22.90	23.50	0.60	33	80
LONOKE	2 LANES	165	8	23.50	31.46	7.96		526
LONOKE	2 LANES	232	0	0.00	1.16	1.16		76
LONOKE	2 LANES	232	1	0.00	7.20	7.20		476
LONOKE	2 LANES	236	1	0.00	6.17	6.17		408
LONOKE	2 LANES	236	2	0.00	6.20	6.20		418
LONOKE	2 LANES	256	3	0.00	5.12	5.12		346
LONOKE	2 LANES	294	2	0.00	5.92	5.92		391
LONOKE	2 LANES	305	0	0.00	0.73	0.73		49
LONOKE	2 LANES	319	1	0.00	2.98	2.98		197
LONOKE	2 LANES	319	2	0.00	10.85	10.85		717
LONOKE	5 LANES - TURN LANE/PAINTED MEDIAN	321	1	0.00	1.15	1.15	162	152
LONOKE	4 LANE - DIVIDED	321	1	1.15	1.53	0.38	52	
LONOKE	5 LANES - TURN LANE/PAINTED MEDIAN	321	1	1.53	3.22	1.69	254	224
LONOKE	2 LANES	321	1	3.22	11.17	7.95		525
LONOKE	2 LANES	321S	1S	0.00	3.15	3.15		208
LONOKE	2 LANES	367	14	0.00	6.60	6.60	73	436
LONOKE	2 LANES	381	1	0.00	12.48	12.48		824
PRAIRIE	2 LANES	11	9	0.00	10.94	10.94		723
PRAIRIE	2 LANES	11	10	0.00	11.34	11.34		749
PRAIRIE	2 LANES	13	11	5.13	10.93	5.80		383
PRAIRIE	2 LANES	33	2	0.00	1.50	1.50		99
PRAIRIE	2 LANES	33	5	0.00	3.04	3.04		201
PRAIRIE	2 LANES	33	5	3.24	5.45	2.21		146
PRAIRIE	2 LANES	33	6	0.00	13.62	13.62		899
PRAIRIE	2 LANES	38	1	0.00	26.81	26.81		1769
PRAIRIE	4 LANES - DIVIDED	40	42	185.60	205.25	19.65	2754	
PRAIRIE	ENTRANCE RAMPS (6)	40	42				228	
PRAIRIE	EXIT RAMPS (6)	40	42				516	
PRAIRIE	2 LANES	63	11	0.00	2.69	2.69		178
PRAIRIE	2 LANES	63	11	3.52	3.65	0.13		9
PRAIRIE	2 LANES	63	11	18.28	18.32	0.04		3
PRAIRIE	2 LANES	63	11S	0.00	0.78	0.78		52
PRAIRIE	2 LANES	63	11Y	0.00	0.25	0.25		17
PRAIRIE	2 LANES	70	16	0.00	10.81	10.81		714
PRAIRIE	2 LANES	70	16	11.08	19.79	8.71		575
PRAIRIE	2 LANES	79	12	0.00	4.38	4.38		329
PRAIRIE	2 LANES	86	0	0.00	4.23	4.23		280
PRAIRIE	2 LANES	86	0	5.01	13.27	8.26		546
PRAIRIE	2 LANES	86	1	0.00	16.86	16.86		1113
PRAIRIE	2 LANES	86	2	0.00	0.11	0.11		8
PRAIRIE	2 LANES	86	2	0.24	8.63	8.39		554
PRAIRIE	2 LANES	165	7	0.00	2.86	2.86		189
PRAIRIE	2 LANES	249	1	0.00	8.74	8.74		577
PRAIRIE	2 LANES	302	0	0.00	8.73	8.73		576
PRAIRIE	2 LANES	302	1	0.00	3.19	3.19		211
PRAIRIE	2 LANES	323	1	0.00	0.13	0.13		26
PRAIRIE	4 LANES - UNDIVIDED	323	1	0.13	1.04	0.91	172	61
PRAIRIE	2 LANES	323	1	1.04	5.99	4.95		326
PRAIRIE	2 LANES	323	1Y	0.00	0.12	0.12		8
PRAIRIE	2 LANES	343	2	0.00	8.74	8.74		577
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	5	9	0.00	1.47	1.47	196	196
PULASKI	4 LANES - UNDIVIDED	5	9	1.47	2.39	0.92	122	61
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	5	9	2.39	3.56	1.17	156	156
SUBTOTALS (BOX 3 OF 11):							4885	23991

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	6	10
QUANTITIES						

RAISED PAVEMENT MARKERS (4 OF 11)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
PULASKI	2 LANES	5	9	3.56	5.59	2.03		134
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	5	10	0.00	0.44	0.44	60	60
PULASKI	2 LANES	10	7	14.51	16.41	1.90		126
PULASKI	2 LANES	10	8	0.00	0.51	0.51		34
PULASKI	3 LANES - TURN LANE	10	8	0.51	1.18	0.67		89
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	10	8	1.18	6.64	5.46	731	731
PULASKI	MULTI-LANES WITH VARIOUS AUXILIARY LANES	10	8	6.78	8.17	1.39	647	132
PULASKI	4 LANES - DIVIDED 4 LANES - UNDIVIDED	10	8	8.17	9.40	1.23	185	116
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	10	8	9.40	10.75	1.35	195	180
PULASKI	4 LANES - DIVIDED 4 LANES - UNDIVIDED	10	8	10.75	12.95	2.20	293	158
PULASKI	4 LANES - DIVIDED 4 LANES - UNDIVIDED	10	8	12.95	13.27	0.32	44	
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	10	8	13.27	13.87	0.60	80	80
PULASKI	4 LANES - UNDIVIDED	10	8	13.87	14.88	1.01	134	67
PULASKI	4 LANES - DIVIDED	10	8	14.88	16.59	1.71	226	
PULASKI	6 LANES - DIVIDED	I-30	23	126.47	139.50	13.03	4618	
PULASKI	2 LANES - EASTBOUND SERVICE ROAD	I-30	23	126.30	135.24	8.94	591	
PULASKI	2 LANES - EASTBOUND SERVICE ROAD	I-30	23	138.41	140.37	1.96	130	
PULASKI	2 LANES - EASTBOUND SERVICE ROAD	I-30	23	140.91	142.86	1.95	129	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-30	23	126.30	135.24	8.94	591	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-30	23	138.41	139.50	1.09	72	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-30	23	139.75	140.45	0.70	47	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-30	23	140.90	141.54	0.64	43	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-30	23	141.82	142.30	0.48	32	
PULASKI	ENTRANCE RAMPS (31)	I-30	23				1178	
PULASKI	EXIT RAMPS (33)	I-30	23				3465	
PULASKI	6 LANES - DIVIDED	I-40	33	138.25	146.26	8.01	2120	
PULASKI	7 LANES - DIVIDED (ML - 4 EB, 3 WB)	I-40	33	146.28	146.33	0.05	85	
PULASKI	8 LANES - DIVIDED (ML - 4 EB, 4 WB)	I-40	33	146.26	147.01	0.75	315	
PULASKI	6 LANES - DIVIDED (ML - 2 EB, 4 WB)	I-40	33	147.01	147.20	0.19	127	
PULASKI	4 LANES - DIVIDED	I-40	33	147.20	148.00	0.80	106	
PULASKI	6 LANES - DIVIDED	I-40	33	148.00	152.42	4.42	1168	
PULASKI	8 LANES - DIVIDED (ML - 4 EB, 4 WB)	I-40	33	152.42	152.63	0.21	84	
PULASKI	7 LANES - DIVIDED (ML - 4 EB, 3 WB)	I-40	33	152.63	152.76	0.13	36	
PULASKI	4 LANES - DIVIDED	I-40	33	152.76	153.52	0.76	102	
PULASKI	8 LANES - DIVIDED (ML - 4 EB, 4 WB)	I-40	33	153.52	154.60	1.08	432	
PULASKI	4 LANES - DIVIDED	I-40	33	154.60	163.73	9.13	1206	
PULASKI	ENTRANCE RAMPS (26)	I-40	33				988	
PULASKI	EXIT RAMPS (26)	I-40	33				2730	
PULASKI	4 LANES - DIVIDED	I-57	1	0.00	0.53	0.53	70	
PULASKI	5 LANES - DIVIDED (ML - 2 NB, 3 SB)	I-57	1	0.53	0.60	0.07	15	
PULASKI	6 LANES - DIVIDED	I-57	1	0.60	0.85	0.25	68	
PULASKI	7 LANES - DIVIDED (ML - 4 NB, 3 SB)	I-57	1	0.85	1.29	0.44	150	
PULASKI	6 LANES - DIVIDED	I-57	1	1.29	7.08	5.79	1532	
PULASKI	9 LANES - DIVIDED (ML - 5 NB, 4 SB)	I-57	1	7.08	7.40	0.32	154	
PULASKI	8 LANES - DIVIDED (ML - 4 NB, 4 SB)	I-57	1	7.40	7.48	0.08	36	
PULASKI	7 LANES - DIVIDED (ML - 4 NB, 3 SB)	I-57	1	7.48	8.35	0.87	290	
PULASKI	6 LANES - DIVIDED	I-57	1	8.35	8.84	0.49	132	
PULASKI	5 LANES - DIVIDED (ML - 2 NB, 3 SB)	I-57	1	8.84	9.25	0.41	84	
PULASKI	5 LANES - DIVIDED (ML - 3 NB, 2 SB)	I-57	1	11.25	11.31	0.06	4	
PULASKI	LANES - DIVIDED (ML - 3 NB, 2 SB) + (RAMP - 1 SB, 2 N	I-57	1	11.46	11.64	0.18	36	
PULASKI	LANES - DIVIDED (ML - 3 NB, 2 SB) + (RAMP - 1 SB, 1 N	I-57	1	11.64	11.89	0.25	51	
PULASKI	5 LANES - DIVIDED (ML - 3 NB, 2 SB) + (RAMP - 1 SB)	I-57	1	11.89	12.00	0.11	24	
PULASKI	6 LANES - DIVIDED	I-57	1	12.00	15.29	3.29	848	
PULASKI	2-WAY SERVICE ROAD S. OF MCCAIN NB SIDE OF 67	I-57	1	0.76	1.17	0.41	26	61
PULASKI	2 LANES - NORTHBOUND SERVICE ROAD	I-57	1	1.17	2.04	0.87	39	
PULASKI	3 LANES - NORTHBOUND SERVICE ROAD	I-57	1	2.04	2.24	0.20	60	
PULASKI	2 LANES - NORTHBOUND SERVICE ROAD	I-57	1	2.24	5.18	2.94	194	
PULASKI	2-WAY SERVICE ROAD NB SIDE OF 67	I-57	1	5.18	5.94	0.76		50
PULASKI	2 LANES - NORTHBOUND SERVICE ROAD	I-57	1	8.95	11.20	2.25	149	
PULASKI	2-WAY SB SERVICE ROAD S. OF MCCAIN	I-57	1	0.71	1.15	0.44	69	29
PULASKI	3 LANES - SOUTHBOUND SERVICE ROAD	I-57	1	1.15	1.37	0.22	118	
PULASKI	2 LANES - SOUTHBOUND SERVICE ROAD	I-57	1	1.37	1.94	0.57	38	
PULASKI	2 LANES - SOUTHBOUND SERVICE ROAD	I-57	1	2.16	5.07	2.91	193	
PULASKI	2 LANES - SOUTHBOUND SERVICE ROAD	I-57	1	5.07	6.11	1.04	88	
PULASKI	2 LANES - SOUTHBOUND SERVICE ROAD	I-57	1	9.07	11.20	2.13	141	
PULASKI	ENTRANCE RAMPS (18)	I-57	1				684	
PULASKI	EXIT RAMPS (19)	I-57	1				1995	
PULASKI	2 LANES	70	12	2.05	2.09	0.04		3
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	70	12	2.09	4.75	2.66	422	352
PULASKI	3 LANES - DIVIDED (ML - 2 WB, 2 EB, 2 EB TURN LANES	70	12	4.75	4.90	0.15	114	10
PULASKI	4 LANES - TURN LANE/ISLAND MEDIAN	70	12	4.90	5.03	0.13	53	
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	70	12	5.03	5.28	0.25	63	34
PULASKI	4 LANES - UNDIVIDED	70	12	5.28	6.24	0.96	128	64
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	70	12	8.50	8.56	0.06	52	4
PULASKI	4 LANES - UNDIVIDED	70	12	8.56	9.44	0.88	20	79
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	70	12	9.44	10.24	0.80	195	106
PULASKI	4 LANES - UNDIVIDED	70	12	10.24	10.59	0.35	24	48
SUBTOTALS (BOX 4 OF 11):							31349	2747

* 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 (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)
							EACH	
PULASKI	6 LANES (2 NB, 2 SB LT TURNS, 1 SB THRU, 1 SB RT)	70	12	10.59	10.73	0.14	149	9
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	70	13	1.35	3.03	1.68	111	111
PULASKI	4 LANES - UNDIVIDED	70	13	3.03	4.53	1.50	198	99
PULASKI	2 LANES	70	13	4.53	11.97	7.44		492
PULASKI	2 LANES	89	2	0.00	4.32	4.32		286
PULASKI	4 LANES - DIVIDED	100	0	0.00	6.58	6.58	869	
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	100	0	6.58	7.19	0.61	81	81
PULASKI	4 LANES - UNDIVIDED	100	0	7.19	7.65	0.46	61	31
PULASKI	2 LANES	100	0	7.65	8.70	1.05		70
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	107	1	0.00	10.26	10.26	1355	1355
PULASKI	2 LANES	107	1	10.26	21.86	11.60		766
PULASKI	2 LANES	111	2	0.00	0.05	0.05		4
PULASKI	2 LANES + 2 AUX LANES	111	2	0.05	0.37	0.32	237	22
PULASKI	2 LANES	111	2	0.37	1.24	0.87		60
PULASKI	2 LANES	113	2	0.00	3.46	3.46		232
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	161	3	0.00	1.50	1.50	198	198
PULASKI	2 LANES	161	3	1.50	5.52	4.02		266
PULASKI	3 LANES - TURN LANE	161	3	5.52	5.83	0.31	97	43
PULASKI	2 LANES	161	5	0.00	15.99	15.99		1056
PULASKI	2 LANES	165	9	0.00	3.43	3.43	24	454
PULASKI	3 LANES - TURN LANE	165	9	3.43	5.00	1.57	10	208
PULASKI	2 LANE - PAINTED MEDIAN/TURN LANES TO I-440	165	9	5.00	5.53	0.53	22	63
PULASKI	2 LANES	165	9	5.53	8.45	2.92	9	193
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	176	1	0.00	2.02	2.02	267	267
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	176	2	0.00	3.02	3.02	399	399
PULASKI	3 LANES - TURN LANE	176	2Y	0.00	0.40	0.40		53
PULASKI	2 LANES	294	1	0.00	2.30	2.30	13	152
PULASKI	2 LANES	300	2	0.00	20.05	20.05		1324
PULASKI	2 LANES	300	3	0.00	1.05	1.05	26	70
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	300	3	1.05	1.49	0.44	59	59
PULASKI	2 LANES	338	1	0.00	1.86	1.86		123
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	338	1	1.86	5.75	3.89	514	514
PULASKI	4 LANES - UNDIVIDED	338	1	5.75	6.39	0.64	85	43
PULASKI	2 LANES	338	2	0.00	5.08	5.08		336
PULASKI	2 LANES	365	11	0.00	1.34	1.34		89
PULASKI	3 LANES - PASSING LANE	365	11	1.34	1.63	0.29	20	20
PULASKI	2 LANES	365	11	1.63	3.92	2.29		152
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	365	11	3.92	4.91	0.99	131	131
PULASKI	2 LANES	365	11	4.91	13.25	8.34		551
PULASKI	3 LANES - TURN LANE	365	11	13.25	15.34	2.09		276
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	365	11	15.34	16.94	1.60	212	212
PULASKI	2 LANES	365	11	16.94	17.31	0.37		25
PULASKI	4 LANES - UNDIVIDED	365	12	0.00	1.15	1.15	152	76
PULASKI	2 LANES	365	12	1.15	1.50	0.35		24
PULASKI	4 LANES - UNDIVIDED	365	12	1.50	1.95	0.45	60	30
PULASKI	2 LANES	365	12	1.95	18.91	16.96		1120
PULASKI	2 LANES	367	13	0.00	1.81	1.81		120
PULASKI	3 LANES - TURN LANE	367	13	1.81	2.15	0.34		45
PULASKI	2 LANES	367	13	2.15	10.66	8.51		562
PULASKI	2 LANES	386	1	0.00	1.35	1.35		90
PULASKI	5 LANES - TURN LANE/PAINTED MEDIAN	391	1	3.56	4.24	0.68	90	90
PULASKI	6 LANES - DIVIDED	I-430	21	0.00	6.00	6.00	1584	
PULASKI	8 LANES - DIVIDED	I-430	21	6.00	7.95	1.95	773	
PULASKI	8 LANES - DIVIDED	I-430	21	7.95	11.81	3.86	1530	
PULASKI	6 LANES - DIVIDED	I-430	21	11.81	13.75	1.94	513	
PULASKI	ENTRANCE RAMPS (22)	I-430	21				836	
PULASKI	EXIT RAMPS (20)	I-430	21				2100	
PULASKI	6 LANES - DIVIDED	I-440	1	0.00	10.12	10.12	2671	
PULASKI	ENTRANCE RAMPS (20)	I-440	1				760	
PULASKI	EXIT RAMPS (20)	I-440	1				2100	
PULASKI	6 LANES - DIVIDED	I-440	2	10.12	14.31	4.20	1108	
PULASKI	ENTRANCE RAMPS (4)	I-440	2				152	
PULASKI	EXIT RAMPS (4)	I-440	2				420	
PULASKI	4 LANES - DIVIDED	I-530	1	0.00	9.20	9.20	1215	
PULASKI	ENTRANCE RAMPS (8)	I-530	1				304	
PULASKI	EXIT RAMPS (8)	I-530	1				840	
PULASKI	4 LANES - DIVIDED	I-530	3	12.50	16.29	3.80	501	
PULASKI	ENTRANCE RAMPS (2)	I-530	3				76	
PULASKI	EXIT RAMPS (2)	I-530	3				210	
PULASKI	8 LANES - DIVIDED	I-630	21	0.00	0.95	0.95	377	
PULASKI	6 LANES - DIVIDED	I-630	21	0.95	5.10	4.15	1096	
PULASKI	7 LANES - DIVIDED (ML - 3 EB, 4 WB)	I-630	21	5.10	5.64	0.54	180	
PULASKI	8 LANES - DIVIDED	I-630	21	5.64	7.87	2.23	888	
PULASKI	ENTRANCE RAMPS (22)	I-630	21				836	
PULASKI	EXIT RAMPS (22)	I-630	21				2310	
PULASKI	2 LANES - EASTBOUND SERVICE ROAD	I-630	21	0.83	1.61	0.78	52	
PULASKI	2 LANES - EASTBOUND SERVICE ROAD	I-630	21	1.98	2.20	0.22	15	
SUBTOTALS (BOX 5 OF 11):							28896	13052

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	7	10
QUANTITIES						

RAISED PAVEMENT MARKERS (6 OF 11)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
PULASKI	2 LANES - WESTBOUND SERVICE ROAD	I-630	21	0.85	1.63	0.78	52	
SALINE	2 LANES	5	7	0.00	19.15	19.15	45	1264
SALINE	2 LANES	5	8	0.00	1.64	1.64	10	3
SALINE	4 LANES - UNDIVIDED	5	8	0.08	0.47	0.39	84	55
SALINE	5 LANES - TURN LANE/PAINTED MEDIAN	5	8	1.68	4.01	2.33	308	308
SALINE	2 LANES	5	8	4.01	7.44	3.43	7	245
SALINE	4 LANES - DIVIDED	I-30	22	105.46	111.00	5.54	1632	
SALINE	6 LANES - DIVIDED	I-30	22	111.00	116.40	5.40	1428	
SALINE	6 LANES - DIVIDED	I-30	22	118.36	126.33	7.97	2108	
SALINE	ENTRANCE RAMPS (17)	I-30	22				646	
SALINE	EXIT RAMPS (17)	I-30	22				1785	
SALINE	2 LANES - EASTBOUND SERVICE ROAD	I-30	22	116.49	126.30	9.81	648	
SALINE	2 LANES - WESTBOUND SERVICE ROAD	I-30	22	116.24	126.30	10.06	664	
SALINE	4 LANES - UNDIVIDED	35	1	0.00	0.32	0.32	43	22
SALINE	3 LANES - TURN LANE	35	1	0.32	2.67	2.35		311
SALINE	2 LANES	35	1	2.67	5.30	2.63		174
SALINE	2 LANES	35	1	7.74	10.49	2.75		182
SALINE	2 LANES	67	9	0.00	7.62	7.62		503
SALINE	5 LANES - TURN LANE/PAINTED MEDIAN	70	10	0.00	7.66	7.66	1011	1011
SALINE	2 LANES	111	2	0.00	0.68	0.68		45
SALINE	2 LANES	111	3	0.00	1.06	1.06		70
SALINE	4 LANES - UNDIVIDED	167	12	0.00	2.42	2.42	320	160
SALINE	4 LANES - DIVIDED	167	12	2.42	7.43	5.01	662	
SALINE	2 LANES	183	1	0.00	6.38	6.38		422
SALINE	5 LANES - TURN LANE/PAINTED MEDIAN	183	1	6.38	8.57	2.19	290	290
SALINE	4 LANES - DIVIDED	183	1	8.57	8.83	0.26	35	
SALINE	2 LANES	190	1	0.00	3.42	3.42		226
SALINE	2 LANES	229	4	0.00	9.25	9.25		611
SALINE	2 LANES	229	5	0.00	2.13	2.13		141
SALINE	2 LANES	298	5	0.00	13.81	13.81		912
SALINE	2 LANES	367	12	0.00	4.26	4.26		281
SALINE	4 LANES - DIVIDED	I-530	2	9.20	12.50	3.30	435	
SALINE	ENTRANCE RAMPS (4)	I-530	2				152	
SALINE	EXIT RAMPS (3)	I-530	2				315	
CONWAY	2 LANES	9	7	0.00	7.05	7.05	26	747
CONWAY	3 LANES - PASSING LANE	9	7	7.05	7.23	0.18	13	13
CONWAY	2 LANES	9	7	7.23	7.57	0.34	6	23
CONWAY	3 LANES - PASSING LANE	9	7B	0.00	0.02	0.02	2	2
CONWAY	3 LANES - TURN LANE	9	7B	0.02	0.42	0.40		54
CONWAY	2 LANES	9	7B	0.42	0.70	0.28		19
CONWAY	3 LANES - TURN LANE	9	7B	0.70	0.74	0.04		6
CONWAY	3 LANES - PASSING LANE	9	7B	0.74	0.78	0.04	3	3
CONWAY	4 LANES - UNDIVIDED	9	7B	0.78	0.84	0.06	8	4
CONWAY	5 LANES - TURN LANE/PAINTED MEDIAN	9	7B	0.84	2.21	1.37	182	182
CONWAY	2 LANES	9	8	0.00	1.34	1.34		89
CONWAY	3 LANES - PASSING LANE	9	8	1.34	1.65	0.31	21	21
CONWAY	4 LANES - UNDIVIDED	9	8	1.65	1.87	0.22	16	16
CONWAY	2 LANES	9	8	1.87	3.16	1.29		94
CONWAY	3 LANES - TURN LANE	9	8	3.16	3.57	0.41		56
CONWAY	2 LANES	9	8	3.57	4.75	1.18		79
CONWAY	3 LANES - PASSING LANE	9	8	4.75	5.52	0.77		104
CONWAY	2 LANES	9	8	5.52	20.40	14.88	3	993
CONWAY	2 LANES	9	8	20.40	28.13	7.73		511
CONWAY	2 LANES	9	8S	0.00	0.48	0.48		32
CONWAY	4 LANES - DIVIDED	40	31	98.78	120.22	21.44	2830	
CONWAY	ENTRANCE RAMPS (8)	40	31	98.78	120.22	21.44	304	
CONWAY	EXIT RAMPS (8)	40	31	98.78	120.22	21.44	688	
CONWAY	2 LANES	64	7	0.00	5.49	5.49		363
CONWAY	4 LANES - UNDIVIDED	64	7	5.49	5.94	0.45	60	30
CONWAY	2 LANES	64	7	5.94	6.25	0.31		21
CONWAY	4 LANES - UNDIVIDED	64	7	6.25	6.55	0.30	40	20
CONWAY	2 LANES	64	7	6.55	7.85	1.68		111
CONWAY	3 LANES - TURN LANE	64	7	9.89	9.98	0.09		12
CONWAY	2 LANES	64	7	9.98	22.44	12.46		823
CONWAY	2 LANES	92	1	0.00	13.51	13.51		892
CONWAY	2 LANES	92	2	0.00	5.14	5.14		340
CONWAY	4 LANES - UNDIVIDED	95	1	0.00	0.07	0.07	10	5
CONWAY	2 LANES	95	1	0.07	1.33	1.24		82
CONWAY	3 LANES - PASSING LANE	95	1	1.33	1.56	0.23	16	16
CONWAY	2 LANES	95	1	1.56	24.89	23.35		1542
CONWAY	2 LANES	95	1S	0.00	0.33	0.33		22
CONWAY	3 LANES - TURN LANE	113	6	0.00	0.03	0.03	4	4
CONWAY	2 LANES	113	6	0.10	7.82	7.72		510
CONWAY	2 LANES	124	3	0.00	10.17	10.17		672
CONWAY	2 LANES	124	4	0.00	11.04	11.04		729
CONWAY	2 LANES	124	5	0.00	6.39	6.39		422
CONWAY	2 LANES	154	1	1.54	19.43	17.89		1181
SUBTOTALS (BOX 6 OF 11):							16912	18081

* 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 (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	
CONWAY	2 LANES	155	3	0.00	3.33	3.33		220
CONWAY	2 LANES	213	1	0.00	9.34	9.34		617
CONWAY	2 LANES	247	2	0.00	3.15	3.15		208
CONWAY	2 LANES	247	3	0.00	1.73	1.73		114
CONWAY	2 LANES	247	4	0.00	2.60	2.60		172
CONWAY	2 LANES	287	4	0.00	4.73	4.73		
CONWAY	2 LANES	287	5	0.00	9.02	9.02		596
FAULKNER	3 LANES - TURN LANE	25	0	0.00	0.33	0.33	8	44
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	25	0	0.33	0.69	0.36	48	48
FAULKNER	4 LANES - DIVIDED	25	0	0.69	1.14	0.45	60	
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	25	0	1.14	1.31	0.17	24	24
FAULKNER	2 LANES	25	0	1.31	11.15	10.46		650
FAULKNER	3 LANES - TURN LANE	25	0	11.15	11.32	0.18	8	24
FAULKNER	2 LANES	25	1	0.00	0.88	0.88		58
FAULKNER	3 LANES - PASSING LANE	25	1	0.88	1.68	0.80	53	53
FAULKNER	4 LANES - UNDIVIDED	25	1	1.68	1.81	0.13	18	9
FAULKNER	3 LANES - PASSING LANE	25	1	1.81	2.79	0.98	65	65
FAULKNER	2 LANES	25	1	2.79	5.96	3.18		210
FAULKNER	3 LANES - PASSING LANE	25	1	5.96	7.11	1.15	76	76
FAULKNER	2 LANES	25	1	7.11	11.42	4.31		285
FAULKNER	3 LANES - PASSING LANE	25	1	11.42	12.19	0.77	51	51
FAULKNER	2 LANES	25	1	12.19	12.64	0.45		30
FAULKNER	2 LANES	36	1	0.00	24.57	24.57		1622
FAULKNER	4 LANES - DIVIDED	I-40	32	120.23	125.26	5.04	665	
FAULKNER	ENTRANCE RAMPS (3)	I-40	32				114	
FAULKNER	EXIT RAMPS (3)	I-40	32				315	
FAULKNER	6 LANES - DIVIDED	I-40	32	125.26	138.25	12.99	3430	
FAULKNER	ENTRANCE RAMPS (14)	I-40	32				532	
FAULKNER	EXIT RAMPS (14)	I-40	32				1470	
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	60	0	0.00	0.63	0.63	84	84
FAULKNER	4 LANES - DIVIDED	60	0	0.63	4.32	3.69	488	
FAULKNER	2 LANES	60	0	4.32	6.73	2.41		159
FAULKNER	2 LANES	64	8	0.00	3.60	3.60		238
FAULKNER	3 LANES - TURN LANE	64	8	3.60	3.75	0.15	11	22
FAULKNER	4 LANES - UNDIVIDED	64	8	3.75	4.29	0.54	72	36
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	8	4.29	4.48	0.19	26	26
FAULKNER	4 LANES - UNDIVIDED	64	8	4.48	4.69	0.21	28	14
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	8	4.69	5.08	0.39	52	52
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9	0.00	8.29	8.29	1094	1095
FAULKNER	4 LANES - DIVIDED	64	9	8.29	17.71	9.42	1244	
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9	17.71	20.07	2.36	314	314
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9B	0.00	0.67	0.67	90	90
FAULKNER	2 LANES	64	9B	0.67	3.00	2.33		154
FAULKNER	3 LANES - TURN LANE	64	9B	3.00	6.84	3.84		508
FAULKNER	2 LANES	64	9B	6.84	7.38	0.54		36
FAULKNER	3 LANES - PASSING LANE	64	9B	7.38	8.32	0.94	63	63
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9	0.00	19.70	19.70	2600	2600
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	0.00	1.62	1.62	214	214
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	2.38	2.72	0.34	45	45
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	2.85	4.33	1.48	195	195
FAULKNER	2 LANES	89	4	0.00	11.20	11.20		740
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	89	5	0.00	0.30	0.30	40	40
FAULKNER	3 LANES - TURN LANE	89	5	0.30	1.65	1.35		90
FAULKNER	2 LANES	89	5	1.65	1.98	0.33		22
FAULKNER	2 LANES	89	5	1.98	5.01	3.03		201
FAULKNER	2 LANES	107	2	0.00	6.16	6.16		407
FAULKNER	3 LANES - PASSING LANE	107	2	6.16	6.42	0.26	18	18
FAULKNER	2 LANES	107	4	0.00	15.93	15.93		1052
FAULKNER	2 LANES	124	6	0.00	5.79	5.79		382
FAULKNER	2 LANES	124	9	0.00	1.28	1.28		85
FAULKNER	2 LANES	225	1	0.00	5.38	5.38		711
FAULKNER	2 LANES	266	1	0.00	0.86	0.86	10	57
FAULKNER	2 LANES	285	1	0.00	9.88	9.88		653
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	286	2	0.00	0.38	0.38	50	50
FAULKNER	2 LANES	286	2	0.88	6.36	5.98		362
FAULKNER	2 LANES	287	1	0.00	12.04	12.04		795
FAULKNER	2 LANES	310	4	0.00	0.52	0.52		34
FAULKNER	2 LANES	310	5	0.00	3.82	3.82		253
FAULKNER	2 LANES	319	3	0.00	4.13	4.13		273
FAULKNER	2 LANES	319	5	0.00	1.64	1.64		109
FAULKNER	2 LANES	365	10	0.00	11.67	11.67		1541
JOHNSON	2 LANES	21	1	0.00	22.20	22.20		1466
JOHNSON	4 LANES - DIVIDED	I-40	21	43.90	64.00	20.10	2653	
JOHNSON	ENTRANCE RAMPS (7)	I-40	21				1118	
JOHNSON	EXIT RAMPS (7)	I-40	21				494	
JOHNSON	2 LANES	64	4	0.00	1.85	1.85		123
JOHNSON	3 LANES - TURN LANE	64	4	1.85	3.10	1.25	10	166
SUBTOTALS (BOX 7 OF 11):							17950	20751

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	8	10
QUANTITIES						

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	
JOHNSON	2 LANES	64	4	3.10	14.57	11.47	20	758
JOHNSON	3 LANES - TURN LANE	64	5	0.00	0.62	0.62	20	84
JOHNSON	2 LANES	64	5	0.62	3.72	3.10	2	205
JOHNSON	3 LANES - TURN LANE	64	5	3.72	6.19	2.47		326
JOHNSON	2 LANES	64	5	6.19	14.79	8.61	2	568
JOHNSON	5 LANES - TURN LANE/PAINTED MEDIAN	103	0	1.47	1.77	0.30	40	40
JOHNSON	3 LANES - TURN LANE	103	0	1.77	3.00	1.23	20	164
JOHNSON	2 LANES	103	1	0.00	20.37	20.37		1345
JOHNSON	2 LANES	109	4	0.00	3.42	3.42	20	226
JOHNSON	2 LANES	123	3	0.00	5.68	5.68		375
JOHNSON	2 LANES	123	3	10.48	20.79	10.31		681
JOHNSON	2 LANES	123	3	25.40	29.89	4.49		297
JOHNSON	2 LANES	123	4	0.00	2.40	2.40	2	159
JOHNSON	2 LANES	164	0	0.00	1.14	1.14		76
JOHNSON	2 LANES	164	1	0.00	3.41	3.41		226
JOHNSON	2 LANES	164	1S	0.00	0.14	0.14		10
JOHNSON	2 LANES	164	2	0.00	6.14	6.14		405
JOHNSON	2 LANES	215	4	0.00	8.10	8.10		535
JOHNSON	2 LANES	292	1	0.00	3.73	3.73		247
JOHNSON	2 LANES	315	1	0.00	0.60	0.60		40
JOHNSON	2 LANES	315	2	0.00	5.15	5.15		340
JOHNSON	2 LANES	352	3	0.00	12.01	12.01		793
JOHNSON	2 LANES	359	1	0.00	12.90	12.90		852
LOGAN	2 LANES	10	2	0.00	0.08	0.08		6
LOGAN	3 LANES - PASSING LANE	10	2	0.08	1.06	0.98	65	65
LOGAN	2 LANES	10	2	1.06	1.88	0.82		54
LOGAN	3 LANES - PASSING LANE	10	2	1.88	2.87	0.99	66	66
LOGAN	2 LANES	10	2	2.87	3.14	0.27		18
LOGAN	3 LANES - TURN LANE	10	2	3.14	3.28	0.14	3	18
LOGAN	2 LANES	10	2	3.28	5.75	2.48		164
LOGAN	3 LANES - TURN LANE	10	2	5.75	6.81	1.06		140
LOGAN	5 LANES - TURN LANE/PAINTED MEDIAN	10	2	6.81	8.54	1.73	254	230
LOGAN	3 LANES - TURN LANE	10	2	8.54	9.54	1.00		132
LOGAN	2 LANES	10	2	9.54	19.42	9.88		653
LOGAN	3 LANES - TURN LANE	22	3	0.00	0.09	0.09		14
LOGAN	2 LANES	22	3	0.09	0.88	0.79		59
LOGAN	3 LANES - TURN LANE	22	3	0.88	1.05	0.17	6	22
LOGAN	2 LANES	22	3	1.05	1.69	0.64		43
LOGAN	3 LANES - TURN LANE	22	3	1.69	3.54	1.85	6	244
LOGAN	2 LANES	22	3	3.54	4.51	0.97		64
LOGAN	3 LANES - PASSING LANE	22	3	4.51	5.35	0.84	56	56
LOGAN	2 LANES	22	3	5.35	5.77	0.42		28
LOGAN	3 LANES - PASSING LANE	22	3	5.77	6.62	0.85	56	56
LOGAN	2 LANES	22	3	6.62	7.11	0.50		33
LOGAN	3 LANES - TURN LANE	22	3	7.11	7.62	0.51		68
LOGAN	2 LANES	22	3	7.62	8.76	1.14		76
LOGAN	3 LANES - TURN LANE	22	3	8.76	10.32	1.55		206
LOGAN	2 LANES	22	3	10.32	10.44	0.13		9
LOGAN	3 LANES - TURN LANE	22	3	10.44	10.55	0.11	3	15
LOGAN	2 LANES	22	3	10.55	11.59	1.04	3	69
LOGAN	3 LANES - TURN LANE	22	3	11.59	12.61	1.03		136
LOGAN	2 LANES	22	3	12.61	13.23	0.62		41
LOGAN	3 LANES - TURN LANE	22	3	13.23	13.38	0.15	3	20
LOGAN	2 LANES	22	3	13.38	15.68	2.30		152
LOGAN	3 LANES - TURN LANE	22	3	15.68	16.28	0.59	6	80
LOGAN	2 LANES	22	3	16.28	22.38	6.10		403
LOGAN	2 LANES	22	4	0.00	8.59	8.59		567
LOGAN	2 LANES	23	2	0.00	10.65	10.65		703
LOGAN	2 LANES	23	3	0.00	9.94	9.94		657
LOGAN	2 LANES	23	5	0.00	6.38	6.38		422
LOGAN	2 LANES	60	4	0.00	2.60	2.60		172
LOGAN	2 LANES	109	1	0.00	5.21	5.21		344
LOGAN	2 LANES	109	2	0.00	14.51	14.51		958
LOGAN	2 LANES	109	3	7.79	9.11	1.32		88
LOGAN	2 LANES	116	1	0.00	0.97	0.97		65
LOGAN	2 LANES	197	0	0.00	16.71	16.71		1103
LOGAN	2 LANES	197	1	0.00	1.18	1.18		78
LOGAN	2 LANES	197	2	0.00	0.48	0.48		32
LOGAN	2 LANES	217	1	0.00	2.80	2.80		185
LOGAN	2 LANES	288	3	0.00	2.38	2.38		158
LOGAN	2 LANES	288	4	0.00	4.63	4.63		306
LOGAN	2 LANES	309	2	0.00	23.00	23.00		1518
LOGAN	2 LANES	309	3	0.00	9.29	9.29		614
LOGAN	2 LANES	393	0	0.00	0.62	0.62		41
LOGAN	2 LANES	393	1	0.00	2.23	2.23		148
LOGAN	2 LANES	398	1	0.00	1.24	1.24		82
MONTGOMERY	2 LANES	8	2	0.00	27.19	27.19		1796
SUBTOTALS (BOX 8 OF 11):							653	22229

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

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	
MONTGOMERY	2 LANES	27	6	0.00	8.45	8.45		558
MONTGOMERY	2 LANES	27	7	0.00	16.94	16.94		1118
MONTGOMERY	2 LANES	70	6	0.00	0.79	0.79		52
MONTGOMERY	3 LANES - PASSING LANE	70	6	0.79	1.68	0.89	58	58
MONTGOMERY	2 LANES	70	6	1.68	4.65	2.97		197
MONTGOMERY	3 LANES - PASSING LANE	70	6	4.65	5.50	0.85	56	56
MONTGOMERY	2 LANES	70	6	5.50	5.84	0.34		23
MONTGOMERY	2 LANES	88	3	0.00	26.46	26.46		1747
MONTGOMERY	2 LANES	182	4	0.00	1.85	1.85		123
MONTGOMERY	2 LANES	188	1	0.00	8.12	8.12		537
MONTGOMERY	2 LANES	240	1	0.00	11.85	11.85		783
MONTGOMERY	2 LANES	270	3	4.63	4.80	0.17		12
MONTGOMERY	3 LANES - PASSING LANE	270	3	4.80	5.10	0.30	20	20
MONTGOMERY	2 LANES	270	3	5.10	6.14	1.04		69
MONTGOMERY	2 LANES	270	3	10.80	15.50	4.70		311
MONTGOMERY	3 LANES - PASSING LANE	270	3	15.50	15.63	0.13	9	9
MONTGOMERY	2 LANES	270	3	15.63	15.70	0.07		5
MONTGOMERY	3 LANES - PASSING LANE	270	3	15.70	16.04	0.34	23	23
MONTGOMERY	2 LANES	270	3	16.04	18.04	2.00		185
MONTGOMERY	3 LANES - TURN LANE	270	3	18.84	19.26	0.41		56
MONTGOMERY	2 LANES	270	3	19.26	19.29	0.03		3
MONTGOMERY	2 LANES	270	4	0.00	0.36	0.36		24
MONTGOMERY	3 LANES - TURN LANE	270	4	0.36	0.40	0.04		6
MONTGOMERY	3 LANES - PASSING LANE	270	4	0.42	0.44	0.03	2	2
MONTGOMERY	3 LANES - TURN LANE	270	4	0.44	0.49	0.05		8
MONTGOMERY	2 LANES	270	4	0.49	2.76	2.27		151
MONTGOMERY	3 LANES - PASSING LANE	270	4	2.76	3.62	0.86	58	58
MONTGOMERY	2 LANES	270	4	3.62	4.93	1.31		87
MONTGOMERY	3 LANES - PASSING LANE	270	4	4.93	5.82	0.89	59	59
MONTGOMERY	2 LANES	270	4	5.82	12.22	6.40		423
MONTGOMERY	3 LANES - PASSING LANE	270	4	12.22	13.51	1.29	86	86
MONTGOMERY	2 LANES	270	4	13.51	14.50	0.99		66
MONTGOMERY	2 LANES	298	0	0.00	3.71	3.71		245
MONTGOMERY	2 LANES	298	1	0.00	7.50	7.50		495
MONTGOMERY	2 LANES	369	4	0.00	3.17	3.17		210
MONTGOMERY	2 LANES	379	0	0.00	1.09	1.09		72
MONTGOMERY	2 LANES	379	1	0.00	4.97	4.97		329
PERRY	2 LANES	7	11	0.00	21.79	21.79		1439
PERRY	2 LANES	9	6	0.00	3.52	3.52		233
PERRY	3 LANES - PASSING LANE	9	6	3.52	4.04	0.52	35	35
PERRY	2 LANES	9	6	4.04	5.15	1.11		73
PERRY	3 LANES - TURN LANE	9	6	5.15	6.41	1.27		168
PERRY	2 LANES	9	6	6.41	8.37	1.96		130
PERRY	3 LANES - PASSING LANE	9	6	8.37	8.61	0.25	17	17
PERRY	2 LANES	9	6	8.61	8.82	0.21		14
PERRY	3 LANES - PASSING LANE	9	6	8.82	10.06	1.24	82	82
PERRY	2 LANES	9	6	10.06	13.13	3.07		203
PERRY	3 LANES - TURN LANE	9	6	13.13	14.15	1.02	6	136
PERRY	2 LANES	9	6	14.15	15.17	1.02		68
PERRY	3 LANES - PASSING LANE	9	6	15.17	15.63	0.46	31	31
PERRY	2 LANES	9	6	15.63	15.88	0.24		17
PERRY	3 LANES - PASSING LANE	9	6	15.88	16.32	0.45	30	30
PERRY	2 LANES	9	6	16.32	18.78	2.46		163
PERRY	2 LANES	10	5	0.00	18.28	18.28		1206
PERRY	2 LANES	10	6	0.00	1.10	1.10		74
PERRY	2 LANES	60	1	0.00	18.01	18.01		1189
PERRY	2 LANES	60	2	0.00	0.70	0.70		47
PERRY	2 LANES	60	2	6.69	22.44	15.75		1040
PERRY	2 LANES	113	3	0.00	10.26	10.26		678
PERRY	2 LANES	113	4	0.00	4.38	4.38		290
PERRY	2 LANES	155	4	0.00	7.82	7.82		517
PERRY	2 LANES	155	6	0.00	2.69	2.69		178
PERRY	2 LANES	216	1	0.00	10.29	10.29		679
PERRY	2 LANES	247	5	0.00	1.92	1.92		127
PERRY	2 LANES	300	0	0.00	3.32	3.32		219
PERRY	2 LANES	300	1	0.00	4.99	4.99		330
PERRY	2 LANES	314	1	0.00	0.80	0.80		53
PERRY	2 LANES	314	1	1.14	11.08	9.94		657
PERRY	2 LANES	324	2	0.00	4.00	4.00		265
PERRY	2 LANES	324	3	0.00	3.72	3.72		246
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	14	0.00	3.96	3.96	523	523
POPE	2 LANES	7	14S	0.00	1.45	1.45		96
POPE	3 LANES - TURN LANE	7	14T	0.00	2.59	2.59	10	344
POPE	4 LANES - UNDIVIDED	7	14T	2.59	2.79	0.20	26	13
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	15	0.00	1.55	1.55	205	205
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	15	1.55	8.00	6.45	852	852
POPE	3 LANES - TURN LANE	7	15	8.00	8.59	0.37		50
SUBTOTALS (BOX 9 OF 11):							2188	20983

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012552	9	10
QUANTITIES						

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	
POPE	2 LANES	7	15	8.59	19.04	10.45		690
POPE	2 LANES	7	16	0.00	2.08	2.08		138
POPE	3 LANES - PASSING LANE	7	16	2.08	2.93	0.84	56	56
POPE	2 LANES	7	16	2.93	5.58	2.66		176
POPE	3 LANES - PASSING LANE	7	16	5.58	6.43	0.84	56	56
POPE	2 LANES	7	16	6.43	8.31	1.89		125
POPE	3 LANES - PASSING LANE	7	16	8.31	9.24	0.93	62	62
POPE	2 LANES	7	16	9.24	16.67	7.43		491
POPE	3 LANES - PASSING LANE	7	16	16.67	17.57	0.90	59	59
POPE	2 LANES	7	16	17.57	19.27	1.70		112
POPE	2 LANES	16	8	0.00	20.48	20.48		1352
POPE	2 LANES	16	8B	0.00	7.09	7.09		469
POPE	2 LANES	27	11	0.00	13.41	13.41		885
POPE	2 LANES	27	12	0.00	11.40	11.40		753
POPE	2 LANES	27	12	15.90	17.90	2.00		132
POPE	2 LANES	27	14	0.00	2.06	2.06		136
POPE	4 LANES - DIVIDED	40	22	83.65	98.78	15.13	1997	
POPE	ENTRANCE RAMPS (6)	40	22				228	
POPE	EXIT RAMPS (6)	40	22				516	
POPE	2 LANES	64	6	0.00	8.00	8.00	8	528
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	64	6	8.00	10.70	2.70	357	356
POPE	4 LANES - UNDIVIDED	64	6	10.70	11.32	0.62	82	41
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	64	6	11.32	13.70	2.38	314	314
POPE	3 LANES - TURN LANE	64	6	13.70	17.26	3.56	8	470
POPE	2 LANES	64	6	17.26	22.80	5.54	2	366
POPE	3 LANES - TURN LANE	64	6	22.80	23.09	0.29		38
POPE	2 LANES	64	6	23.09	27.77	4.68		309
POPE	2 LANES	105	1	0.00	15.59	15.59		1029
POPE	2 LANES	105	2	0.00	9.28	9.28		613
POPE	2 LANES	123	2	0.00	5.46	5.46		361
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	124	1	0.00	4.00	4.00	529	529
POPE	2 LANES	124	1	4.00	13.44	9.44		624
POPE	2 LANES	124	2	0.00	5.53	5.53		365
POPE	2 LANES	124	2	5.81	7.21	1.40		93
POPE	2 LANES	164	3	0.00	6.99	6.99		462
POPE	2 LANES	164	5	0.00	9.81	9.81		648
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	247	0	0.00	7.70	7.70	1018	1018
POPE	2 LANES	247	1	0.00	7.02	7.02		464
POPE	2 LANES	324	0	0.00	0.76	0.76		50
POPE	2 LANES	324	1	0.00	6.76	6.76		447
POPE	2 LANES	326	0	0.00	1.91	1.91		126
POPE	2 LANES	326	1	0.00	8.03	8.03		530
POPE	2 LANES	326	3	0.00	6.52	6.52		431
POPE	2 LANES	331	0	0.00	4.89	4.89		323
POPE	3 LANES - TURN LANE	331	0	4.89	4.97	0.08	3	12
POPE	2 LANES	333	1	0.00	13.39	13.39		884
POPE	2 LANES	363	2	0.00	2.04	2.04		135
VAN BUREN	2 LANES	9	9	0.00	7.22	7.22		477
VAN BUREN	2 LANES	9	10	0.00	6.13	6.13		405
VAN BUREN	2 LANES	16	9	0.00	9.00	9.00		594
VAN BUREN	2 LANES	16	9	18.00	28.90	10.90		720
VAN BUREN	2 LANES	16	10	0.00	2.27	2.27		150
VAN BUREN	2 LANES	16	10	2.81	15.68	12.87		850
VAN BUREN	2 LANES	27	15	0.00	4.37	4.37		289
VAN BUREN	2 LANES	65	7	0.00	0.32	0.32		22
VAN BUREN	3 LANES - PASSING LANE	65	7	0.32	1.61	1.29	86	86
VAN BUREN	2 LANES	65	7	1.61	7.76	6.15		406
VAN BUREN	5 LANES - TURN LANE/PAINTED MEDIAN	65	7	7.76	16.19	8.43	557	557
VAN BUREN	5 LANES - TURN LANE/PAINTED MEDIAN	65	8	0.00	18.17	18.17	2400	2400
VAN BUREN	2 LANES	65	8B	0.00	0.97	0.97		64
VAN BUREN	2 LANES	92	3	0.00	20.11	20.11		1328
VAN BUREN	2 LANES	95	2	0.00	17.86	17.86		1179
VAN BUREN	2 LANES	95	3	0.00	4.02	4.02		266
VAN BUREN	2 LANES	110	1	0.00	8.51	8.51		562
VAN BUREN	2 LANES	110	3	0.00	6.75	6.75		446
VAN BUREN	2 LANES	124	7	0.00	7.91	7.91		523
VAN BUREN	2 LANES	254	0	0.00	5.84	5.84		386
VAN BUREN	2 LANES	254	2	0.00	7.19	7.19		475
VAN BUREN	2 LANES	285	2	0.00	4.86	4.86		321
VAN BUREN	2 LANES	330	2	0.00	4.21	4.21		278
VAN BUREN	2 LANES	336	0	0.00	11.16	11.16		737
VAN BUREN	2 LANES	337	1	0.00	1.34	1.34		89
VAN BUREN	2 LANES	356	1	0.00	6.73	6.73		445
YELL	3 LANES - TURN LANE	7	13	0.00	0.02	0.02	3	1
YELL	2 LANES	7	13	0.02	1.65	1.63		96
YELL	3 LANES - PASSING LANE	7	13	1.65	2.52	0.87	57	57
YELL	2 LANES	7	13	2.52	4.36	1.84		122
SUBTOTALS (BOX 10 OF 11):							8398	31589

* 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 (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)
							EACH	
YELL	3 LANES - TURN LANE	7	13	12.99	14.46	1.47	9	195
YELL	4 LANES - DIVIDED 4 LANES - UNDIVIDED	7	13	14.46	14.60	0.14	19	7
YELL	5 LANES - TURN LANE/PAINTED MEDIAN	7	13	14.65	15.28	0.62	82	82
YELL	4 LANES - DIVIDED 4 LANES - UNDIVIDED	7	13	15.28	15.52	0.24	32	
YELL	2 LANES	10	3	0.00	19.81	19.81	3	1308
YELL	3 LANES - TURN LANE	10	3	19.81	20.02	0.22	3	30
YELL	3 LANES - TURN LANE	10	4	0.00	1.66	1.66		220
YELL	2 LANES	10	4	1.66	18.39	16.73	4	1105
YELL	2 LANES	22	5	0.00	5.78	5.78		382
YELL	3 LANES - TURN LANE	22	5	5.78	5.89	0.11	2	10
YELL	2 LANES	22	5	5.89	7.80	1.91		126
YELL	2 LANES	22	5	7.80	7.89	0.09		12
YELL	3 LANES - TURN LANE	22	5	7.89	8.03	0.14	10	
YELL	2 LANES	27	8	0.00	19.23	19.23		1270
YELL	2 LANES	27	9	0.00	9.85	9.85		651
YELL	2 LANES	27	10	0.00	7.21	7.21		476
YELL	3 LANES - PASSING LANE	27	10	7.21	8.22	1.01	67	67
YELL	2 LANES	27	10	8.22	11.40	3.18		210
YELL	3 LANES - PASSING LANE	27	10	11.40	12.24	0.84	56	56
YELL	2 LANES	27	10	12.24	18.40	6.16		407
YELL	3 LANES - TURN LANE	27	10	16.75	16.90	0.15	6	18
YELL	2 LANES	27	10	16.90	18.26	1.36		90
YELL	3 LANES - TURN LANE	27	10	18.26	18.40	0.14	6	11
YELL	2 LANES	28	3	0.00	19.92	19.92		1315
YELL	2 LANES	28	4	0.00	7.53	7.53		497
YELL	3 LANES - TURN LANE	28	4	7.53	7.81	0.28	8	33
YELL	2 LANES	28	4	7.81	10.67	2.86		189
YELL	2 LANES	28	6	0.00	9.00	9.00		594
YELL	2 LANES	60	3	0.00	7.02	7.02		464
YELL	2 LANES	80	2	0.00	19.81	19.81		1308
YELL	2 LANES	154	2	0.00	9.46	9.46		625
YELL	2 LANES	155	1	0.00	2.35	2.35		155
YELL	2 LANES	155	1	3.53	7.04	3.51		233
YELL	2 LANES	155	2	0.00	7.55	7.55		499
YELL	2 LANES	307	0	0.00	8.92	8.92		589
YELL	2 LANES	307	1	0.00	4.14	4.14		274
YELL	2 LANES	307	2	0.00	3.68	3.68		243
YELL	2 LANES	309	0	0.00	5.12	5.12		338
YELL	2 LANES	309	1	0.00	3.83	3.83		253
YELL	2 LANES	314	2	0.00	6.25	6.25		413
SUBTOTALS (BOX 11 OF 11):							307	14755

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

RAISED PAVEMENT MARKERS (SUBTOTALS)

	**RAISED PAVEMENT MARKERS	
	TYPE II	TYPE II
	(WHITE/RED)	(YELLOW/YELLOW)
EACH		
SUBTOTALS (BOX 1 OF 11):	8201	12620
SUBTOTALS (BOX 2 OF 11):	19566	24275
SUBTOTALS (BOX 3 OF 11):	4885	23991
SUBTOTALS (BOX 4 OF 11):	31349	2747
SUBTOTALS (BOX 5 OF 11):	28896	13052
SUBTOTALS (BOX 6 OF 11):	16912	18081
SUBTOTALS (BOX 7 OF 11):	17950	20751
SUBTOTALS (BOX 8 OF 11):	653	22229
SUBTOTALS (BOX 9 OF 11):	2188	20983
SUBTOTALS (BOX 10 OF 11):	8398	31589
SUBTOTALS (BOX 11 OF 11):	307	14755
TOTALS:	139305	205073

** 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
01-09-26		6	ARK.	012552	10	10
01-15-26						
					SUMMARY OF QUANTITIES AND REVISIONS	

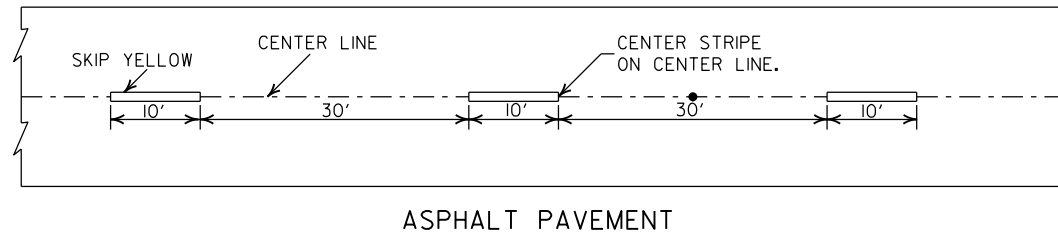
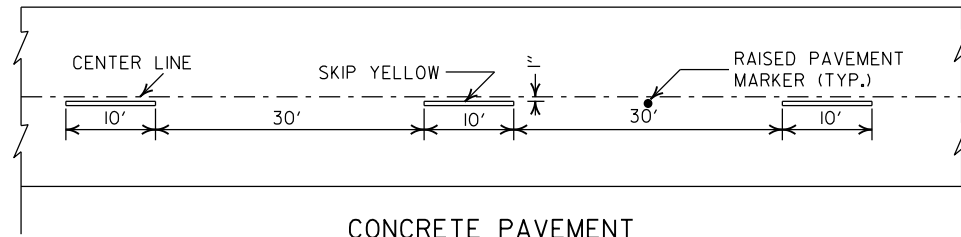


SUMMARY OF QUANTITIES

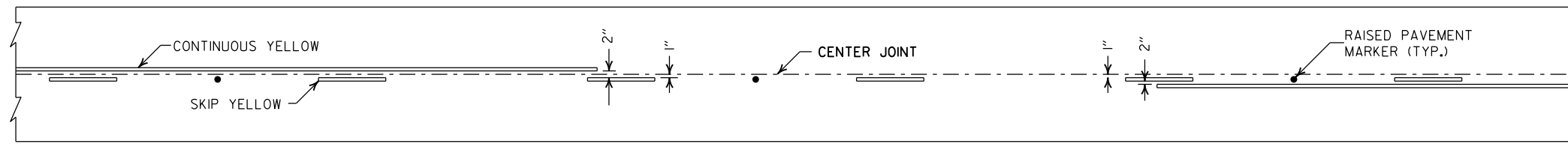
ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	344378	EACH

REVISIONS

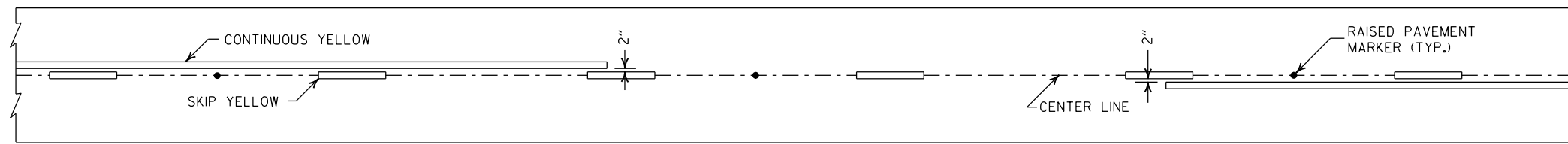
DATE	REVISION	SHEET NUMBER
01-09-26	REPLACED SPECIAL DETAIL WITH MAINTENANCE OF TRAFFIC DETAIL	2,3,10
01-15-26	REMOVED SPECIAL PROVISIONS "MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)" AND "TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES", REMOVED QUANTITIES FOR "ADVANCE WARNING ARROW PANEL", "PORTABLE CHANGEABLE MESSAGE SIGN", AND "MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)"	2,4,10



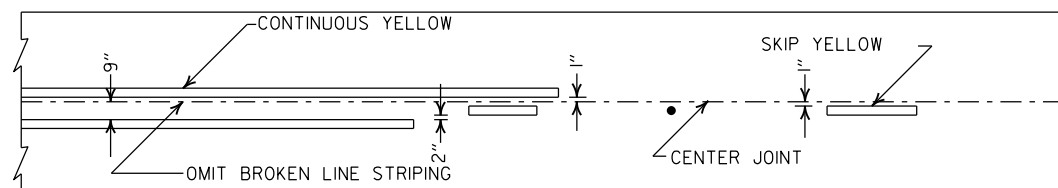
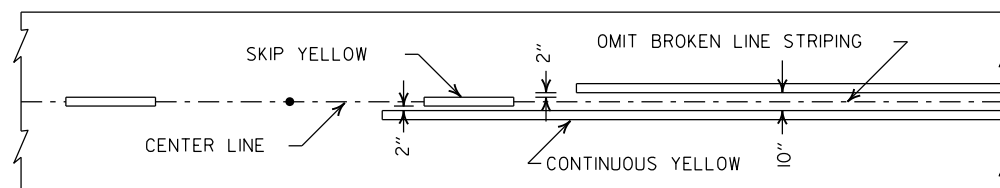
BROKEN LINE STRIPING



SOLID LINE STRIPING ON CONCRETE PAVEMENT



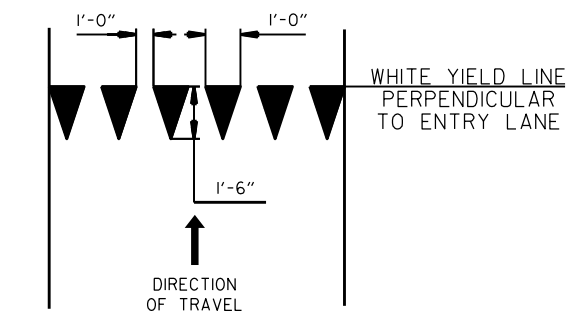
SOLID LINE STRIPING ON ASPHALT PAVEMENT



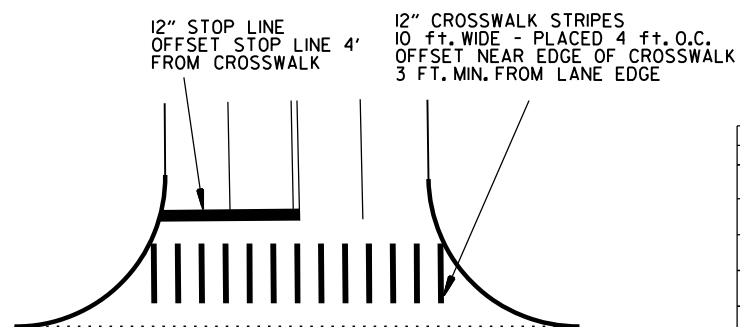
ASPHALT PAVEMENT

CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL

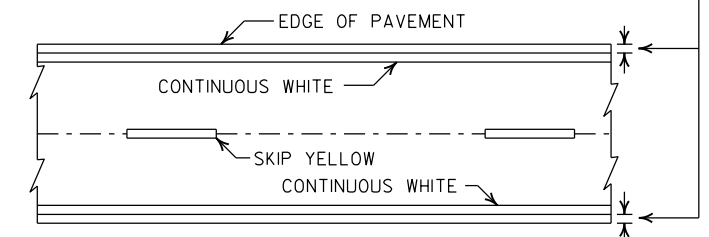


CROSSWALK AND STOP LINE DETAILS

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.

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

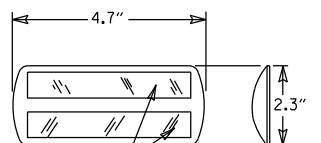


PAVEMENT EDGE LINE MARKING

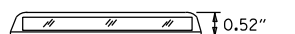
NOTE:
THE RED LENS OF THE
TYPE II R.P.M. SHALL
FACE THE INCORRECT
TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW

PRISMATIC REFLECTOR



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

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 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
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

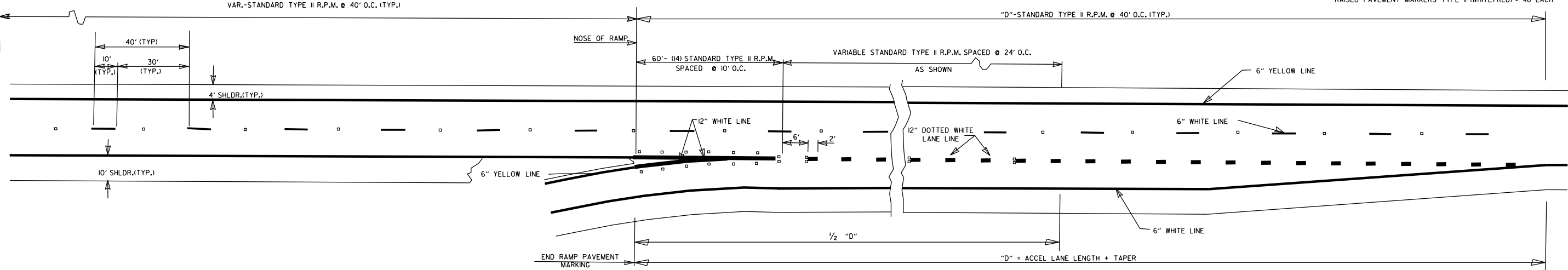
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

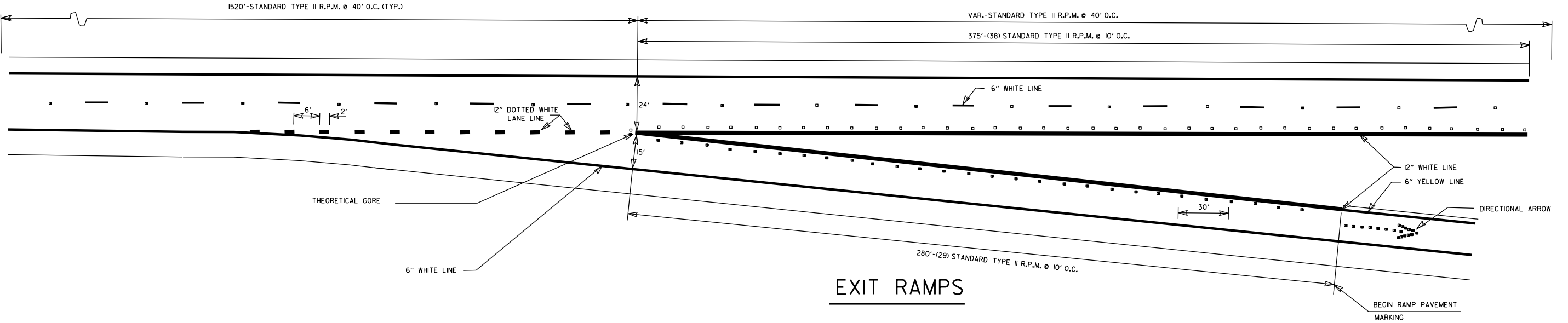
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

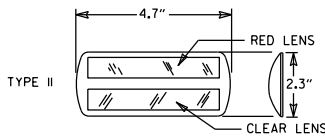
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

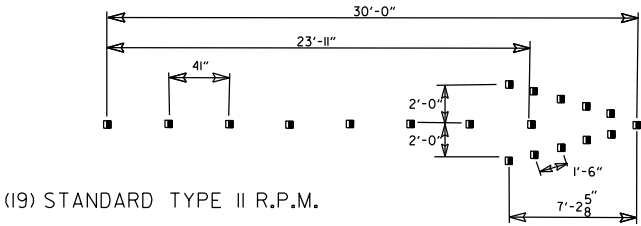


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



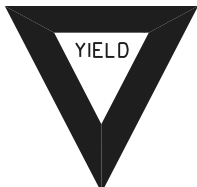
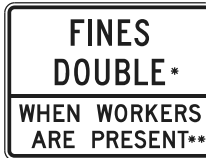
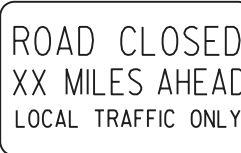
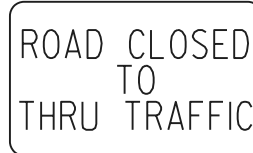
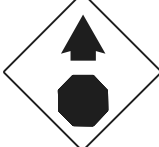
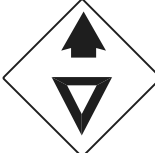
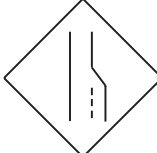
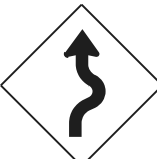
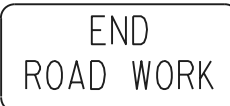
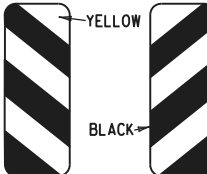
DIRECTIONAL ARROWS

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.

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.

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
DATE	REVISION	FILMED

RI-I  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R4-2  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R2-6aP  48"x36" *USE 6" C LETTERS **USE 4" D LETTERS	GENERAL NOTES: 1. 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. 2. 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. 3. 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. 4. 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. 5. 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. 6. 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. 7. 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. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 9. 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. 10. R2-6aP PLAQUES SHALL BE MOUNTED BELOW AN APPLICABLE ADVANCE WARNING SIGN THAT IS LOCATED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE PLAQUE SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE W3-5 "REDUCED SPEED AHEAD" SIGN. R2-II SIGNS SHALL BE INSTALLED AT OR NEAR THE DOWNSTREAM END OF THE WORK ZONE. SEE STANDARD DRAWINGS TC-2, TC-3, AND TC-6 FOR TYPICAL PLACEMENT LOCATIONS. • 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.
R5-I  STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"	RII-2  48"x30"	RII-3A  60"x30"	RII-4  60"x30"	W2I-5a  STD. 36"x36" FWY. 48"x48"	WI-I  STD. 36"x36" FWY. 48"x48"	WI-2  STD. 36"x36" FWY. 48"x48"	R2-II  36"x48"	
WI-3  STD. 48"x48"	WI-4  STD. 48"x48"	WI-6  STD. 48"x24" SPECIAL 60"x30"	WI-8  STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"	W3-I  STD. 36"x36" SPECIAL 48"x48"	W3-2  STD. 36"x36" SPECIAL 48"x48"	W4-2  STD. 36"x36" FWY. 48"x48"	R56-I  STD. 18"x18"	
W5-I  STD. 36"x36" SPECIAL 48"x48"	W6-3  EXPWY. 36"x36" SPECIAL 48"x48"	W8-7  EXPWY. 36"x36" FWY. 48"x48"	W9-2  STD. 36"x36" FWY. 48"x48"	W13-I  STD. 24"x24"	W20-I  STD. 48"x48"	W20-2  STD. 48"x48"	W20-3  STD. 48"x48"	
W20-4  STD. 48"x48"	W20-5  STD. 48"x48"	W20-7a  18" 500 FEET W16-2 24" STD. 36"x36" FWY. 48"x48"	W2I-2  STD. 30"x30" SPECIAL 36"x36"	W2I-5  STD. 30"x30" SPECIAL 36"x36"	W24-I  STD. 36"x36"	WI-4b  STD. 48"x48"		
W8-II  STD. 36"x36" FWY. 48"x48"	W8-9  STD. 36"x36" FWY. 48"x48"	G20-I  60"x24"	G20-2  48"x24"	OM-3L OM-3R  12"x36"	M4-9  STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"	M4-10  48"x18"		

REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10

11-07-19 REVISED FOR MASH

04-13-17 DELETED RSP-1 & ADDED W21-5a

09-02-15 REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES

12-15-11 REVISED W24-1

DATE REV

DESCRIPTION

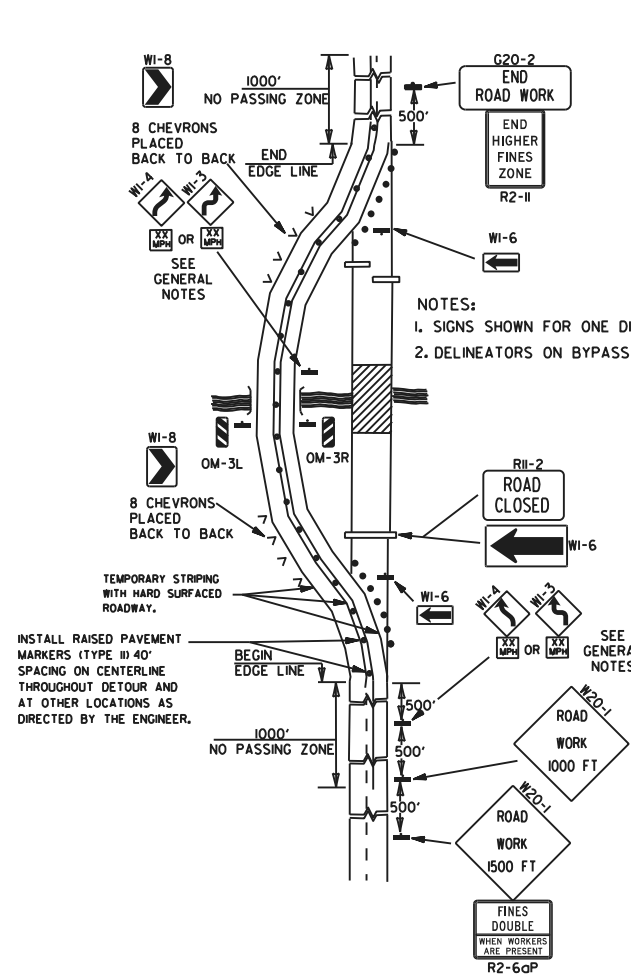
 ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

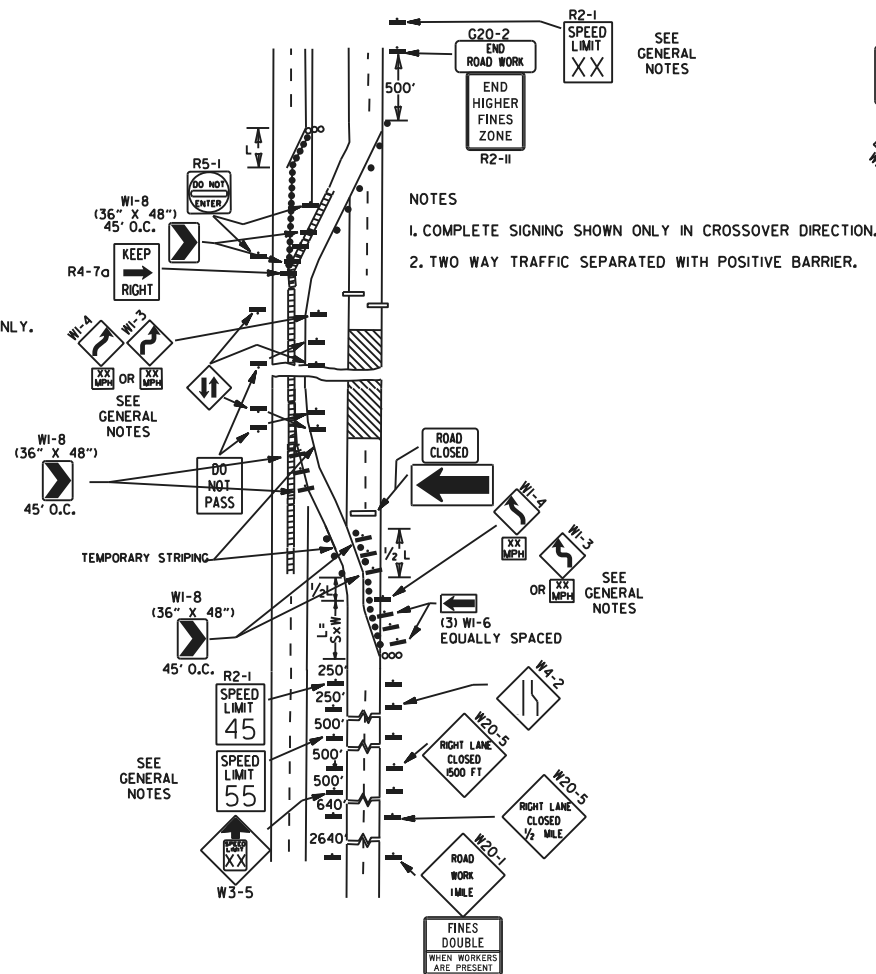
DATE EFFECTIVE08-14-2025

STANDARD DRAWING

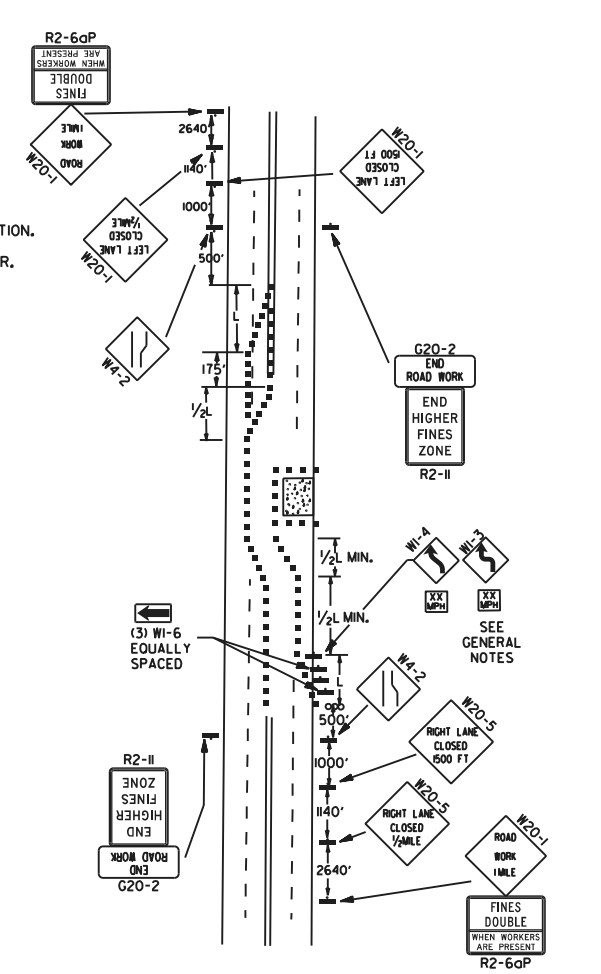
TC-1



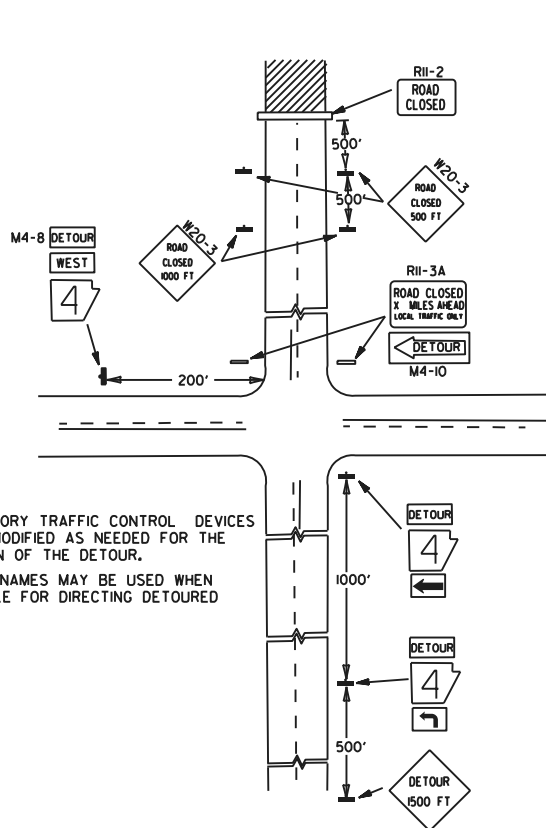
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



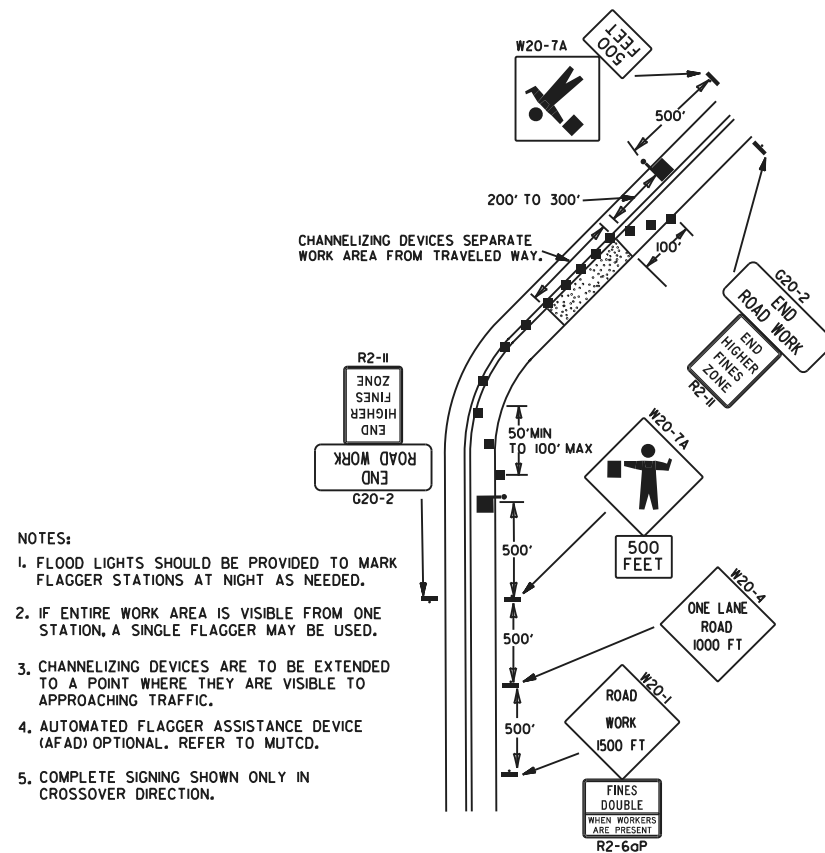
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



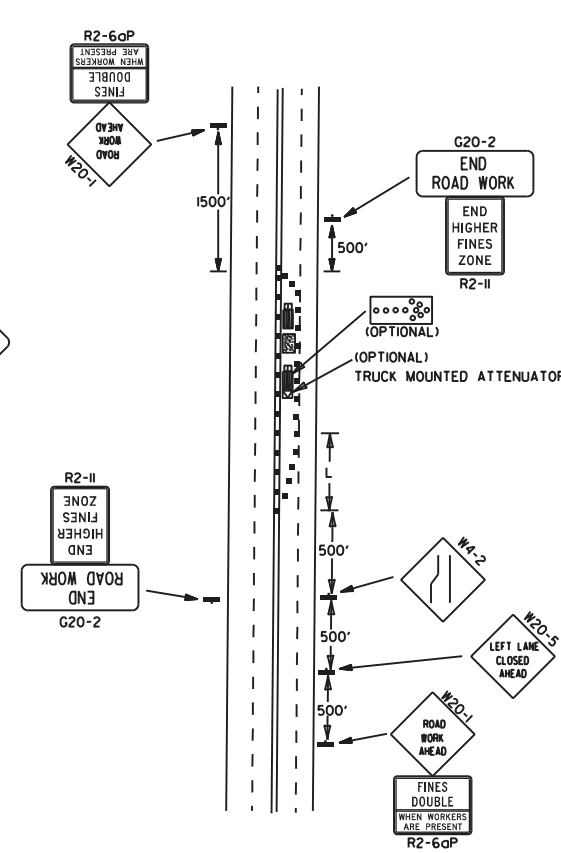
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



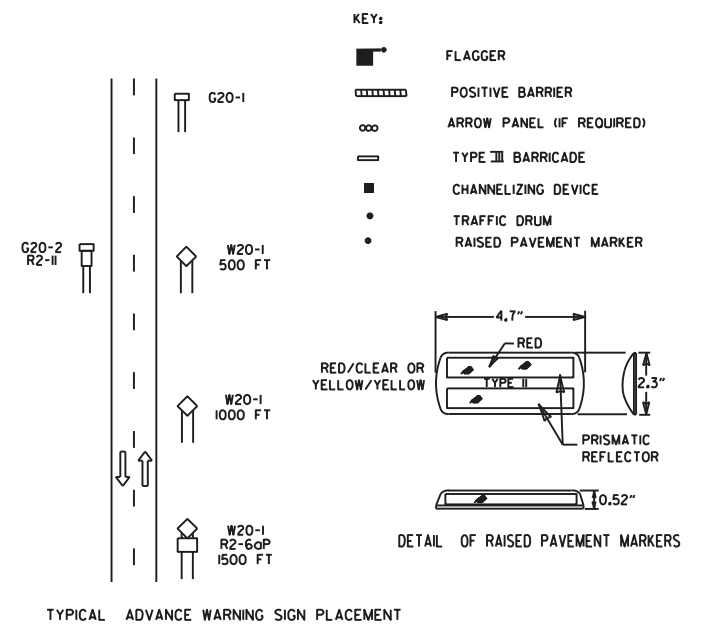
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



- 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(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH 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.
 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 R2-1(55)MPH 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.
 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).

REVISIONS		DESCRIPTION
DATE	REV	
08-14-25	ADDED R2-6aP AND R2-11	
05-20-21	REVISED NOTE 7	
11-07-19	ADDED NOTE 1, 9	
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
DATE EFFECTIVE		08-14-2025
STANDARD DRAWING		TC-2

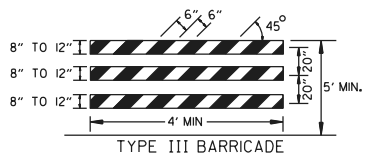
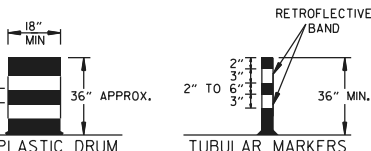
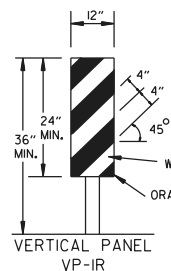
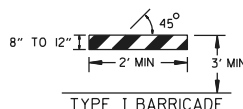
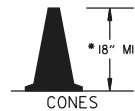
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

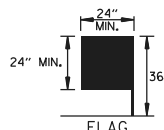
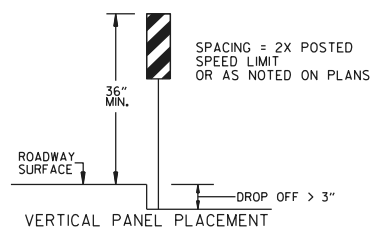
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES

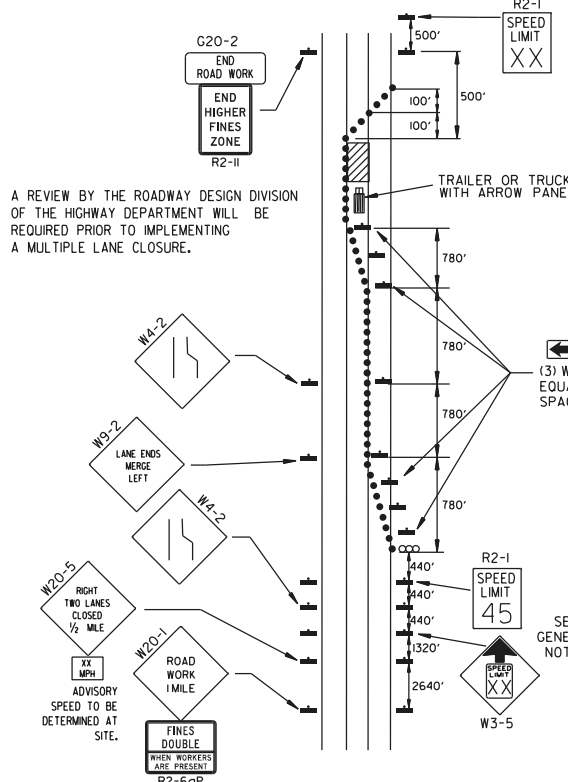
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



NOTE: FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



FLAG SHALL BE OF GOOD GRADE RED MATERIAL



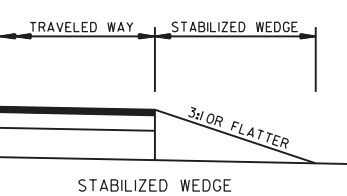
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

TRAFFIC CONTROL DEVICES

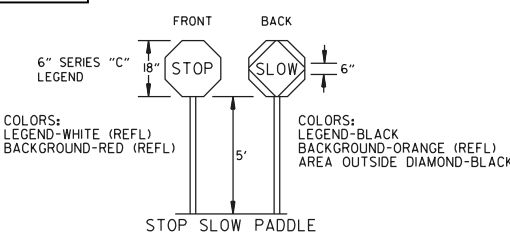
VERTICAL DIFFERENTIAL	LOCATION	NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE ⁽⁶⁾	STANDARD LANE CLOSURE ⁽⁶⁾
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS ⁽¹⁾	W8-9 AND TRAFFIC DRUMS ⁽¹⁾
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

VERTICAL DIFFERENTIAL	LOCATION	INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS



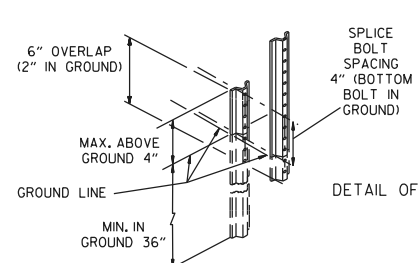
NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.



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.



08-14-25 ADDED R2-6aP AND R2-11 REVISED TRAFFIC CONTROL DEVICES AND NOTES, ADDED NOTE 1208-12-21 REVISED TRAFFIC CONTROL DEVICES AND NOTES05-20-21 REVISED TRAFFIC CONTROL DEVICES DETAILS02-27-20

DATE REV

DESCRIPTION

AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

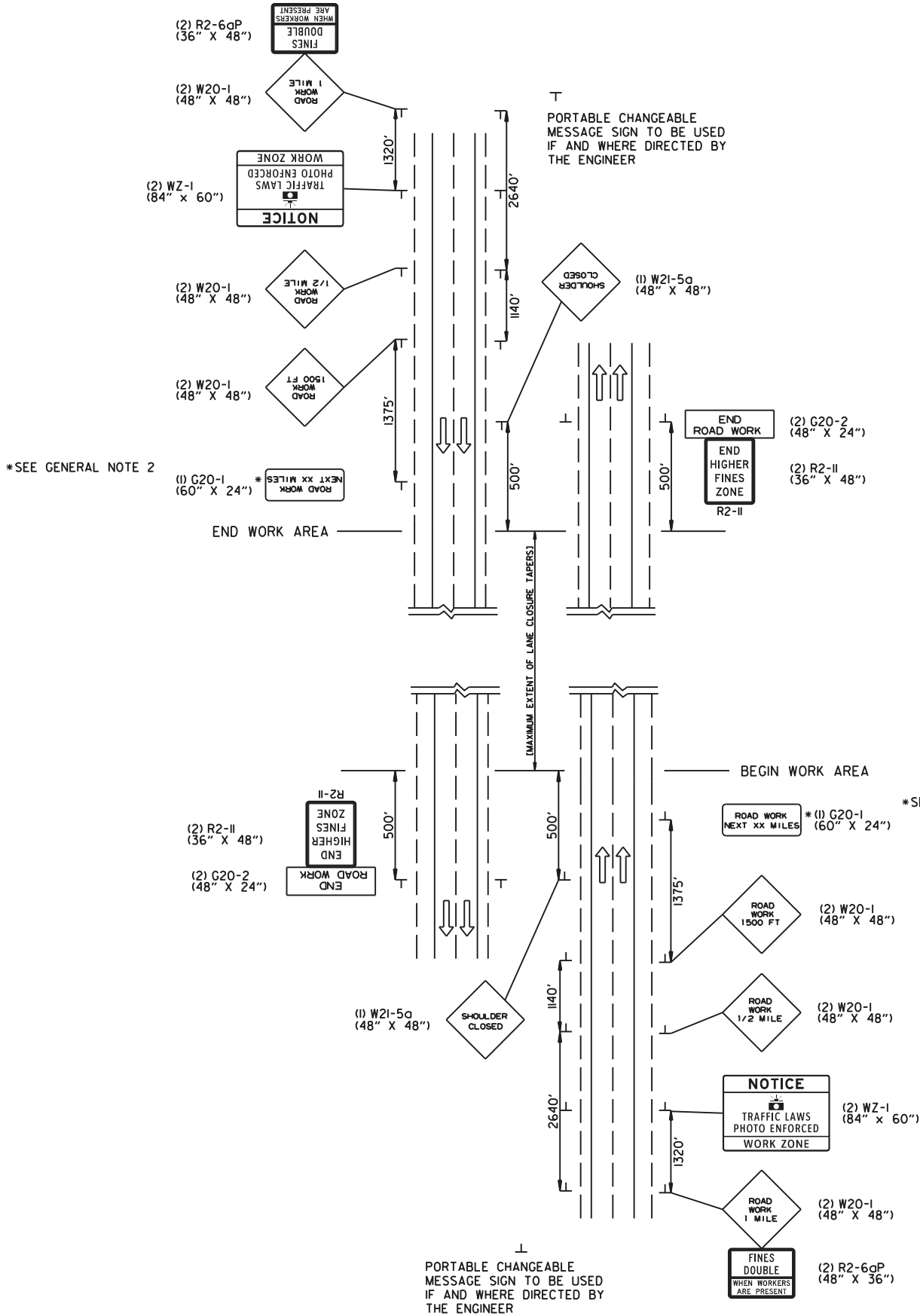
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE 08-14-2025

STANDARD DRAWING

TC-3

NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.



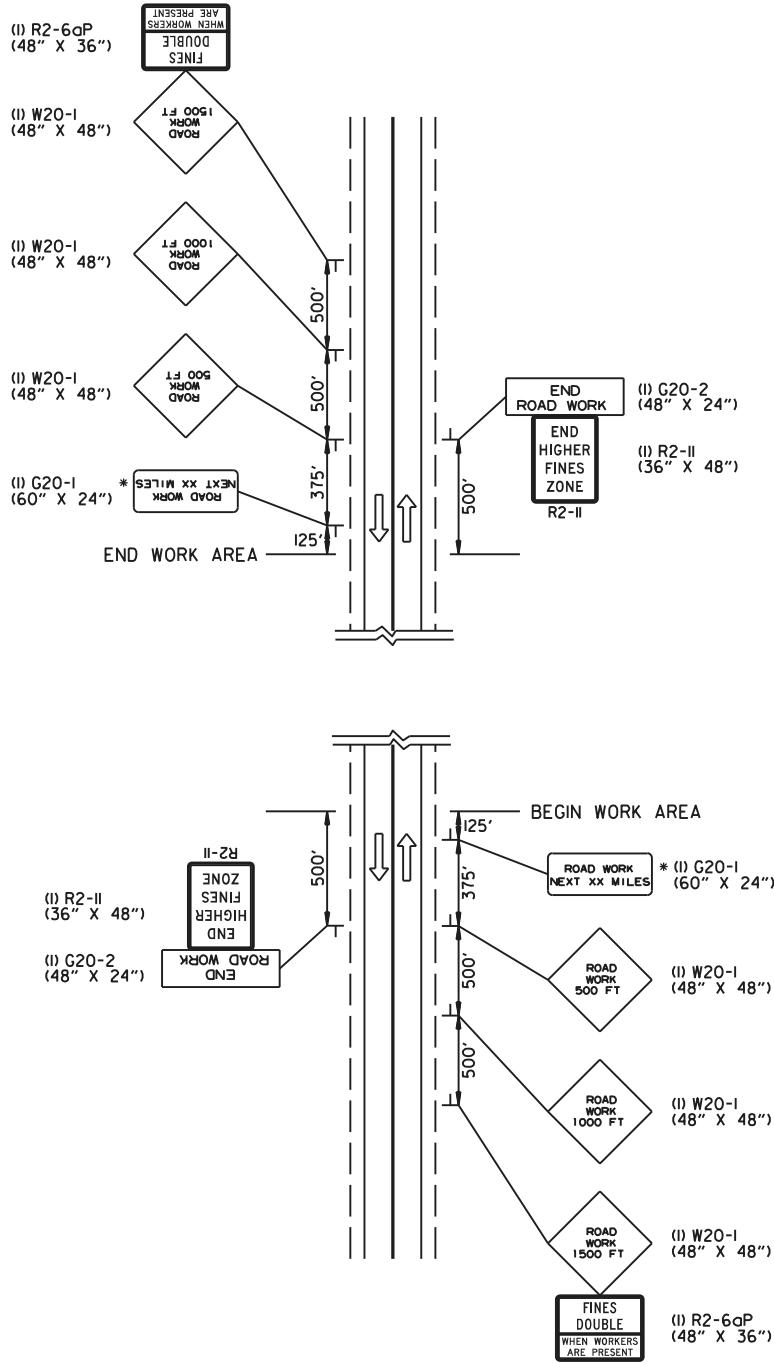
(A) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND
END OF JOB (FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)

*SEE GENERAL NOTE 2

*SEE GENERAL NOTE 2

GENERAL NOTES:

1. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
2. THE G20-1 SIGN SHOULD BE INSTALLED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE OR 1500 FT) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. 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, THIS DEVICE 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 PORTABLE CHANGEABLE MESSAGE SIGNS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



(B) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND
END OF JOB (NON-FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)

REPLACED * SPEED * WITH * TRAFFIC LAWS * ON WZ-1		DESCRIPTION	
DATE	REV	DATE	REV
11-06-25	1	08-14-25	1
DATE EFFECTIVE		STANDARD DRAWING	
11-06-2025		TC-6	