DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	1	22
		HWY. 22 - I-40 (SEL. SECS.) (S)				

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

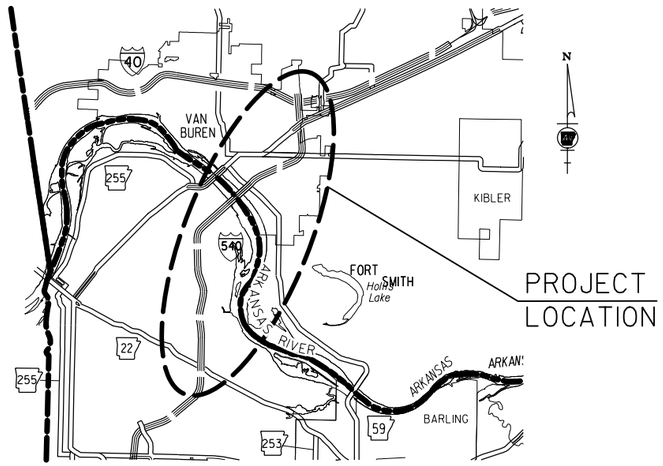
HWY. 22 - I-40 (SEL. SECS.) (S)

CRAWFORD & SEBASTIAN COUNTIES

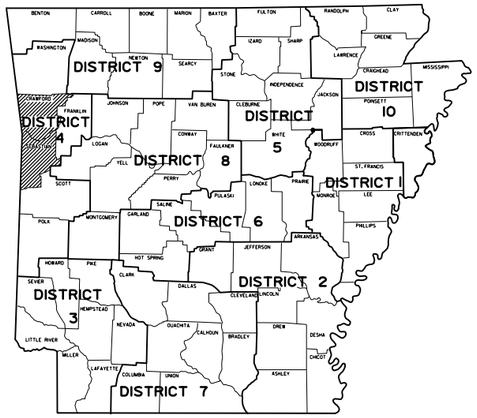
ROUTE I-540 SECTIONS 1& 2

JOB 040826

FED. AID PROJ. NHFP-540-1(264)

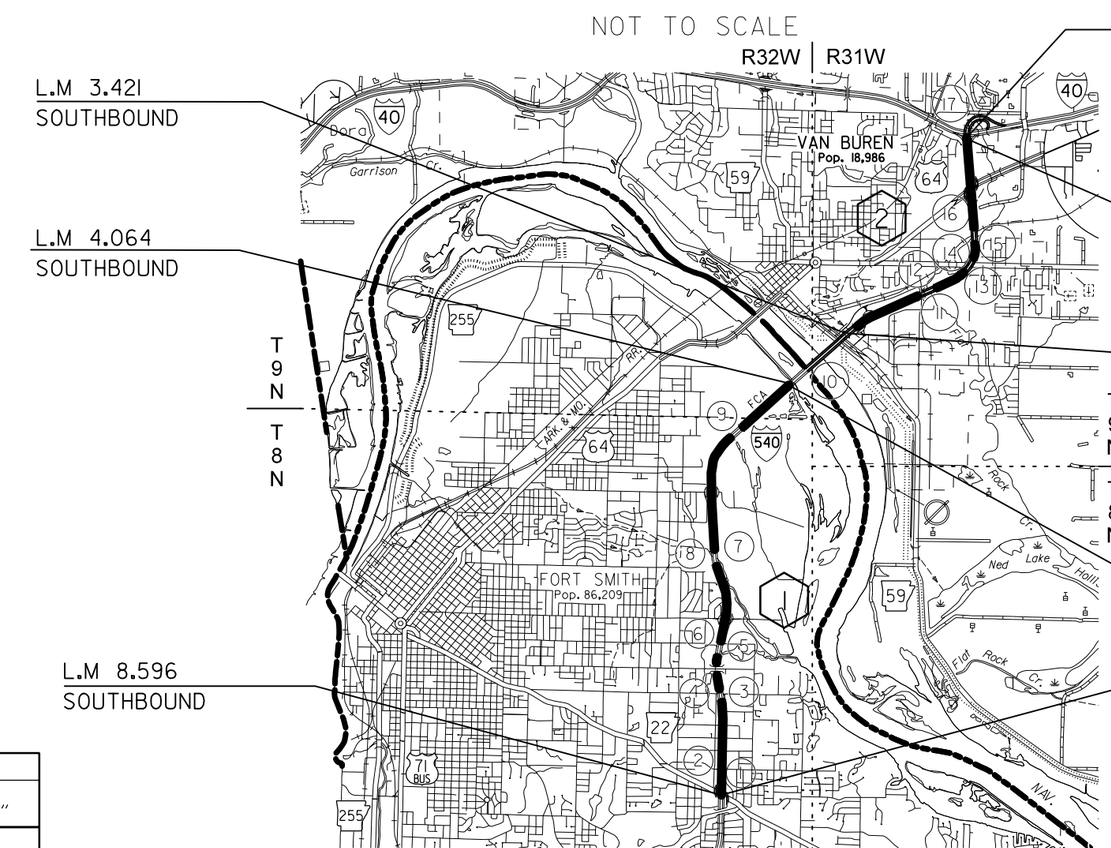


VICINITY MAP



ARKANSAS HIGHWAY DISTRICT 4

NOT TO SCALE



BRIDGE DATA

SEE NEXT SHEET FOR INFORMATION

DESIGN TRAFFIC DATA

DESIGN YEAR	2044
2024 ADT	51,000
2044 ADT	57,000
2044 DHV	6,270
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	12%
DESIGN SPEED	65 MPH

(1) BEGINNING OF SITE 1	(2) BEGINNING OF SITE 2
LATITUDE = N 35°21' 26" LONGITUDE = W 94°21' 54"	LATITUDE = N 35°25'31" LONGITUDE = W 94°20'37"
MID POINT OF SITE 1	MID POINT OF SITE 2
LATITUDE = N 35°23'29" LONGITUDE = W 94°21'54"	LATITUDE = N 35°26'06" LONGITUDE = W 94°19'16"
END OF SITE 1	END OF SITE 2
LATITUDE = N 35°25'09" LONGITUDE = W 94°21'08"	LATITUDE = N 35°27'18" LONGITUDE = W 94°19'14"

LENGTH COMPUTED ALONG I-540 NORTHBOUND LANES

GROSS LENGTH OF PROJECT	38940.00 FEET	OR	7.375 MILES
NET LENGTH OF ROADWAY	36936.50 FEET	OR	6.996 MILES
NET LENGTH OF BRIDGES	994.40 FEET	OR	0.188 MILES
NET LENGTH OF PROJECT	37930.90 FEET	OR	7.184 MILES

CERTIFICATE OF AUTHORIZATION
HALFF ASSOCIATES INC.
ARKANSAS ENGINEER •1470

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L. BARR

DIGITALLY SIGNED 10/04/2023

ah5176 3/23/2023
R040826.COVER SHT.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	2	22
		BRIDGE DATA				

STATE OF ARKANSAS
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BRIDGE DATA

(3) LOG MILE 7.321 - BR. END
BR. NO. B3604
CONT. COMP. I-BEAM UNIT
BRIDGE LENGTH = 134.00'
CLEAR ROADWAY = 40'-0"
LOG MILE 7.346 - BR. END

(4) LOG MILE 7.535 - BR. END
BR. NO. A3604
COMPOSITE W-BEAM SPAN
BRIDGE LENGTH = 134.00'
CLEAR ROADWAY = 40'-0"
LOG MILE 7.561 - BR. END

(9) LOG MILE 10.000 - BR. END
BR. NO. 06880
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 574.20
CLEAR ROADWAY = 2 @ 37'-0"
LOG MILE 10.109 - BR. END

(11) LOG MILE 12.468 - BR. END
BR. NO. B3956
COMPOSITE I-BEAM SPAN
BRIDGE LENGTH = 122.00'
CLEAR ROADWAY = 2 @ 28'-6"
LOG MILE 12.491 - BR. END

(13) LOG MILE 12.977 - BR. END
BR. NO. B3957
COMPOSITE W-BEAM SPAN
BRIDGE LENGTH = 164.20'
CLEAR ROADWAY = 40'-0"
LOG MILE 13.008 - BR. END

(14) LOG MILE 1.895 - BR. END
BR. NO. A3957
COMPOSITE W-BEAM SPAN
BRIDGE LENGTH = 164.00'
CLEAR ROADWAY = 40'-0"
LOG MILE 1.926 - BR. END

EXCEPTIONS TO JOB (BRIDGES)

(1) LOG MILE 6.301 BR. END
BR. NO. B6877
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 188.00'
CLEAR ROADWAY = 48'-0"
LOG MILE 6.336 - BR. END

(2) LOG MILE 8.537 - BR. END
BR. NO. A6877
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 188.00'
CLEAR ROADWAY = VARIES
LOG MILE 8.573 - BR. END

(5) LOG MILE 8.078 - BR. END
BR. NO. B6878
COMPOSITE W-BEAM SPAN
BRIDGE LENGTH = 174.20'
CLEAR ROADWAY = 40'-0"
LOG MILE 8.111 - BR. END

(6) LOG MILE 6.771 - BR. END
BR. NO. A6878
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 174.00'
CLEAR ROADWAY = 40'-0"
LOG MILE 6.804 - BR. END

(7) LOG MILE 8.714 - BR. END
BR. NO. B6879
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 162.10'
CLEAR ROADWAY = 40'-0"
LOG MILE 8.745 - BR. END

(8) LOG MILE 6.125 - BR. END
BR. NO. A6879
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 162.10'
CLEAR ROADWAY = 40'-0"
LOG MILE 6.156 - BR. END

(12) LOG MILE 2.379 - BR. END
BR. NO. A3956
COMPOSITE I-BEAM SPAN
BRIDGE LENGTH = 122.00'
CLEAR ROADWAY = 39'-0"
LOG MILE 2.402 - BR. END

(15) LOG MILE 13.259 - BR. END
BR. NO. B6881
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 484.80'
CLEAR ROADWAY = 40'-0"
LOG MILE 13.351 - BR. END

(16) LOG MILE 1.564 - BR. END
BR. NO. A6881
CONT. COMP. W-BEAM UNIT
BRIDGE LENGTH = 485.00'
CLEAR ROADWAY = 40'-0"
LOG MILE 1.657 - BR. END

FOR INFORMATION ONLY

(10) LOG MILE 10.809 - BR. END
BR. NO. 03609
WELDED PLATE GIRDER SPAN
BRIDGE LENGTH = 3396.00'
CLEAR ROADWAY = 28'-6"
LOG MILE 11.452 - BR. END

(17) LOG MILE 14.301 - BR. END
BR. NO. 03453
COMPOSITE I-BEAM SPAN
BRIDGE LENGTH = 222.21'
CLEAR ROADWAY = 22'-0"
LOG MILE 14.343 - BR. END

TOTAL LENGTH OF EXCEPTIONS =1009.10'

ah5176 6/29/2023
R040826.BRIDGE DATA.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	3	22
		INDEX OF SHEETS AND STANDARD DRAWINGS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L BARR

DIGITALLY SIGNED 10/04/2023

INDEX OF SHEETS

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55064	STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATION	11-07-19

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

ah5176 10/3/2023
R040826.INDEX.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	4	22
		GOVERNING SPECS. AND GENERAL NOTES				

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
FHWA-1273__ SUPPLEMENT - TRAINING PROGRAM - JOB 040826
100-3_____ CONTRACTOR'S LICENSE
100-4_____ DEPARTMENT NAME CHANGE
102-2_____ ISSUANCE OF PROPOSALS
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
306-1_____ QUALITY CONTROL AND ACCEPTANCE
400-1_____ TACK COATS
400-4_____ DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____ PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____ LIQUID ANTI-STRIP ADDITIVE
400-7_____ TRACKLESS TACK
404-3_____ DESIGN OF ASPHALT MIXTURES
409-2_____ ASPHALT LABORATORY FACILITY
410-1_____ CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____ DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____ EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1_____ RECYCLED ASPHALT PAVEMENT
600-2_____ INCIDENTAL CONSTRUCTION
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)
800-1_____ STRUCTURES
802-4_____ CEMENT
JOB 040826__ ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 040826__ BIDDING REQUIREMENTS AND CONDITIONS
JOB 040826__ BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 040826__ BUY AMERICA - CONSTRUCTION MATERIALS
JOB 040826__ CARGO PREFERENCE ACT REQUIREMENTS
JOB 040826__ COLD MILLING – MILL & INLAY
JOB 040826__ CONSTRUCTION PROJECT INFORMATION SIGN
JOB 040826__ DESIGN AND QUALITY CONTROL ASPHALT MIXTURES
JOB 040826__ DESIGN OF ASPHALT MIXTURES - AGGREGATES
JOB 040826__ DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 040826__ ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 040826__ FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 040826__ GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 040826__ HIGH PERFORMANCE COLD MIX
JOB 040826__ LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 040826__ LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 040826__ MAINTENANCE OF TRAFFIC
JOB 040826__ MANDATORY ELECTRONIC CONTRACT
JOB 040826__ MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 040826__ MOBILE SPEED NOTIFICATIONS SYSTEM (SPECIAL)
JOB 040826__ PARTNERING REQUIREMENTS
JOB 040826__ PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 040826__ PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 040826__ PRICE ADJUSTMENT FOR FUEL
JOB 040826__ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 040826__ RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 040826__ ROADWAY CONSTRUCTION CONTROL
JOB 040826__ SEQUENCE OF CONSTRUCTION
JOB 040826__ SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 040826__ SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 040826__ TOTAL SOLAR ECLIPSE
JOB 040826__ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 040826__ UNDERDRAIN FLUSHING AND INSPECTION
JOB 040826__ VALUE ENGINEERING
JOB 040826__ WARM MIX ASPHALT

STATE OF ARKANSAS
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GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.

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

3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

4. 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.

5. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

6. PREPARATORY WORK, SUCH AS CLIPPING THE GRASS AND DEBRIS FROM THE EDGE OF THE EXISTING ROADWAY, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED A PART OF THE OTHER ITEMS OF WORK. AFTER THE ROADWAY IS COMPLETED, THIS MATERIAL SHALL BE PULLED UP TO THE EDGE OF THE NEW PAVEMENT. HOWEVER, THIS MATERIAL SHALL BE PULLED UP TO THE EDGE OF THE NEW PAVEMENT IMMEDIATELY AT LOCATIONS WHERE DROP-OFFS GREATER THAN 4" RESULT FROM THE OVERLAY. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.

7. THE CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATIONS FOR FLAG PERSONS.

8. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.

9. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-1 "BUMP" SIGNS (30" X 30") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS EXPOSED TO TRAFFIC.

10. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-11 "UNEVEN LANES" SIGNS (48" X 48") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL LONGITUDINAL JOINTS DURING MILLING AND PAVING OPERATIONS.

11. THE EDGE LINES SHALL NOT BE PLACED ON THE FINISHED ASPHALT SURFACE UNTIL ALL WORK ADJACENT TO THE PAVEMENT EDGE, INCLUDING SPREADING COMPACTING AND ETC., IS COMPLETED IN ORDER TO AVOID DAMAGING THE EDGE LINES.

12. BRIDGE ANALYSIS SHALL BE REQUIRED PER SECTION 105.14 OF THE STANDARD SPECIFICATIONS.

13. MATERIAL GENERATED FROM COLD MILLING OPERATONS SHALL REMAIN THE PROPERTY OF THE DEPARTMENT AND SHALL BE TRANSPORTED TO AND STOCKPILED AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR LOADING, HAULING, AND STOCKPILING OF EXCESS MILLING MATERIAL; PAMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. COLD MILLING SHALL BE STOCKPILED IN A TRAPEZOIDAL SHAPE, OR AS DIRECTED BY THE ENGINEER, WHICH CAN BE EASILY MEASURED.

14. TRAFFIC WILL NOT BE ALLOWED ON MILLED SURFACES.

15. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES. UNEVEN LANES WILL BE CORRECTED AS SOON AS POSSIBLE INCLUDING ACCELERATION/DECELERATION LANES AT RAMPS.

16. EXISTING UNDERDRAIN OUTLET PROTECTORS ARE CURRENTLY MARKED ALONG OUTSIDE SHOULDER. CONTRACTOR TO MAINTAIN LOCATION MARKINGS. NO DIRECT PAYMENT TO BE MADE TO MAINTAN LOCATION MARKINGS.

ah5176 10/3/2023
R040826.GEN NOTES.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	5	22
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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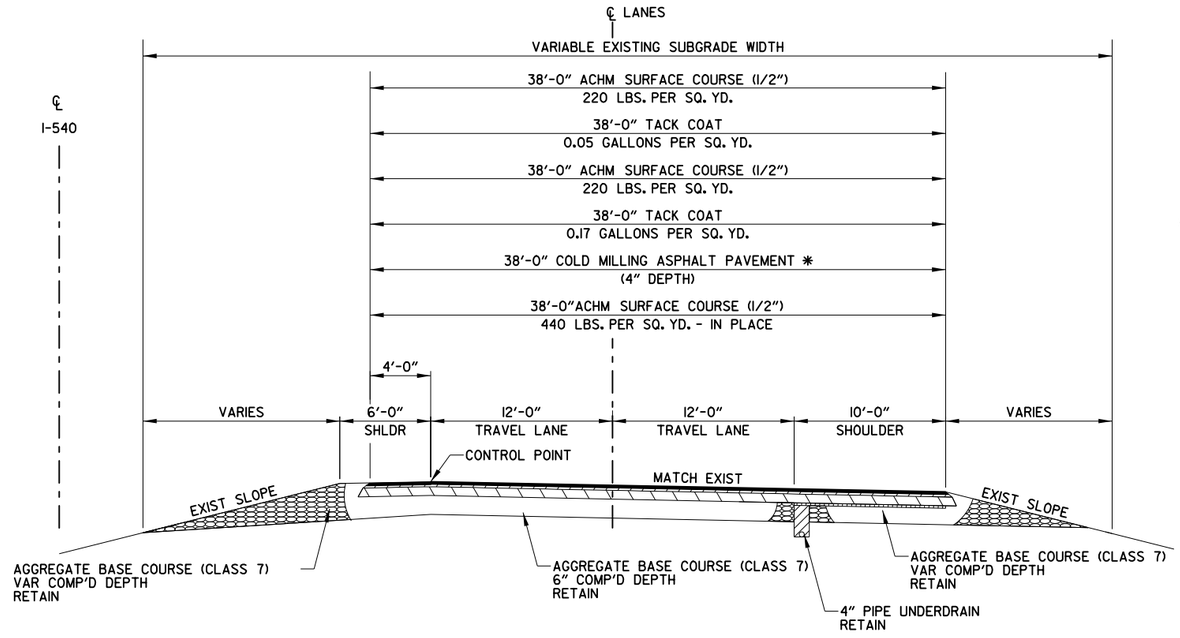

I-540 MILL & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

* CONTRACTOR TO COMPLETELY REMOVE EXISTING ACHM SURFACE COURSE PRIOR TO PLACING NEW ACHM.

EXCEPTIONS:
LOG MILE 6.301 TO LOG MILE 6.336 (NORTHBOUND)
LOG MILE 7.321 TO LOG MILE 7.346 (NORTHBOUND)
LOG MILE 8.078 TO LOG MILE 8.111 (NORTHBOUND)
LOG MILE 8.714 TO LOG MILE 8.745 (NORTHBOUND)
LOG MILE 12.468 TO LOG MILE 12.491 (NORTHBOUND)
LOG MILE 12.977 TO LOG MILE 13.008 (NORTHBOUND)
LOG MILE 13.259 TO LOG MILE 13.351 (NORTHBOUND)
LOG MILE 1.564 TO LOG MILE 1.657 (SOUTHBOUND)
LOG MILE 1.895 TO LOG MILE 1.926 (SOUTHBOUND)
LOG MILE 2.379 TO LOG MILE 2.402 (SOUTHBOUND)
LOG MILE 6.125 TO LOG MILE 6.156 (SOUTHBOUND)
LOG MILE 6.771 TO LOG MILE 6.804 (SOUTHBOUND)
LOG MILE 7.535 TO LOG MILE 7.561 (SOUTHBOUND)
LOG MILE 8.537 TO LOG MILE 8.573 (SOUTHBOUND)

TRANSITIONS:
LOG MILE 11.592 TO LOG MILE 11.668 (NORTHBOUND)
LOG MILE 5.044 TO LOG MILE 5.112 (SOUTHBOUND)

SOUTHBOUND LANES
LOG MILE 0.599 TO LOG MILE 1.564
LOG MILE 1.657 TO LOG MILE 1.895
LOG MILE 1.926 TO LOG MILE 2.379
LOG MILE 2.402 TO LOG MILE 3.198
LOG MILE 5.112 TO LOG MILE 6.125
LOG MILE 6.156 TO LOG MILE 6.771
LOG MILE 6.804 TO LOG MILE 7.535
LOG MILE 7.561 TO LOG MILE 8.537
LOG MILE 8.573 TO LOG MILE 8.596

NORTHBOUND LANES
LOG MILE 6.283 TO LOG MILE 6.301
LOG MILE 6.336 TO LOG MILE 7.321
LOG MILE 7.346 TO LOG MILE 7.522
LOG MILE 7.692 TO LOG MILE 8.078
LOG MILE 8.111 TO LOG MILE 8.714
LOG MILE 8.745 TO LOG MILE 9.756
LOG MILE 11.668 TO LOG MILE 12.468
LOG MILE 12.491 TO LOG MILE 12.977
LOG MILE 13.008 TO LOG MILE 13.259
LOG MILE 13.351 TO LOG MILE 14.301

NOTE:
1. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN ACCORDANCE WITH SECTION 410.07 UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

ah3708 6/21/2022
R040826.TYP SECT.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	6	22
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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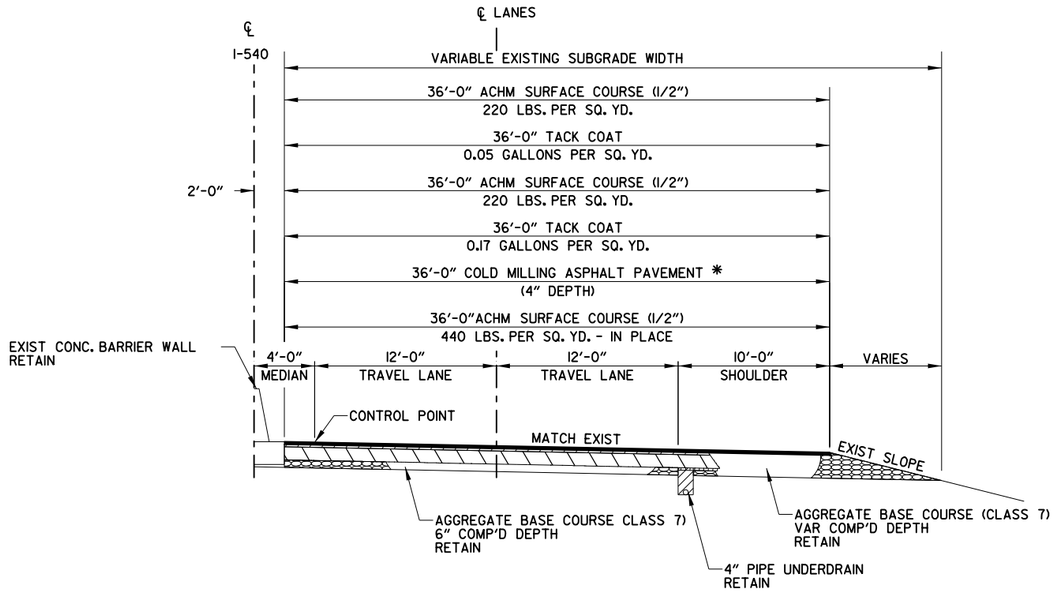

* CONTRACTOR TO COMPLETELY REMOVE EXISTING ACHM SURFACE COURSE PRIOR TO PLACING NEW ACHM.

EXCEPTIONS:
LOG MILE 10.000 TO LOG MILE 10.109 (NORTHBOUND)
LOG MILE 4.764 TO LOG MILE 4.873 (SOUTHBOUND)

I-540 MILL & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

NOTE:
1. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN ACCORDANCE WITH SECTION 410.07 UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

TRANSITIONS:
LOG MILE 9.756 TO LOG MILE 9.844 (NORTHBOUND)
LOG MILE 3.198 TO LOG MILE 3.274 (SOUTHBOUND)

SOUTHBOUND MAIN LANES
LOG MILE 3.274 TO LOG MILE 3.421
LOG MILE 4.064 TO LOG MILE 4.764
LOG MILE 4.873 TO LOG MILE 5.044

NORTHBOUND MAIN LANES
LOG MILE 9.844 TO LOG MILE 10.000
LOG MILE 10.109 TO LOG MILE 10.809
LOG MILE 11.452 TO LOG MILE 11.592

ah3708 6/21/2022
R040826.TYP SECT.DGN

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	7	22
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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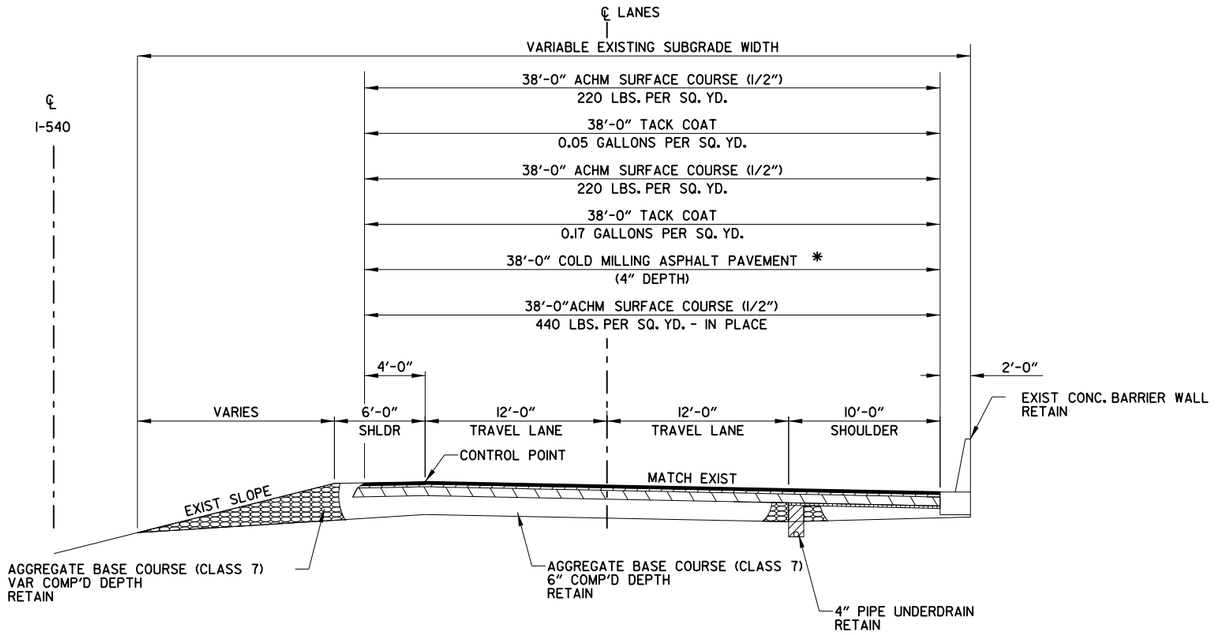
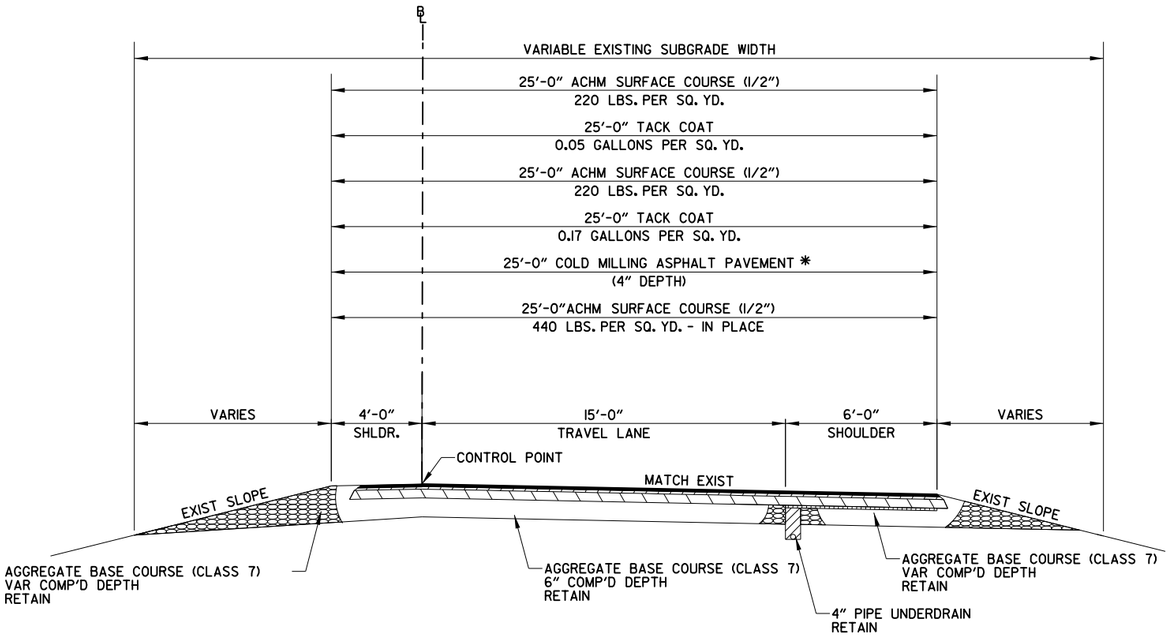


I-540 MILL & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

NORTHBOUND MAIN LANES
LOG MILE 7.522 TO LOG MILE 7.692

* CONTRACTOR TO COMPLETELY REMOVE EXISTING ACHM SURFACE COURSE PRIOR TO PLACING NEW ACHM.



RAMP MILL & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

NOTE:
1. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN ACCORDANCE WITH SECTION 410.07 UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

SOUTHBOUND RAMPS
LOG MILE 0.038 TO LOG MILE 0.257 (SEC. 136) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.152 (SEC. 192) (EXIT 2A)
LOG MILE 0.000 TO LOG MILE 0.226 (SEC. 193) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.172 (SEC. 194) (EXIT 2B)
LOG MILE 0.152 TO LOG MILE 0.265 (SEC. 195) (ENTRANCE)
LOG MILE 0.019 TO LOG MILE 0.143 (SEC. 183) (EXIT 3)
LOG MILE 0.057 TO LOG MILE 0.152 (SEC. 184) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.143 (SEC. 176) (EXIT 5)
LOG MILE 0.121 TO LOG MILE 0.224 (SEC. 178) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.231 (SEC. 168) (EXIT 6)
LOG MILE 0.120 TO LOG MILE 0.261 (SEC. 169) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.170 (SEC. 161) (EXIT 8A)
LOG MILE 0.048 TO LOG MILE 0.124 (SEC. 164) (EXIT 8B)
LOG MILE 0.182 TO LOG MILE 0.248 (SEC. 162) (ENTRANCE)

NORTHBOUND RAMPS
LOG MILE 0.067 TO LOG MILE 0.161 (SEC. 158) (ENTRANCE)
LOG MILE 0.152 TO LOG MILE 0.284 (SEC. 159) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.048 (SEC. 165) (EXIT 6)
LOG MILE 0.159 TO LOG MILE 0.281 (SEC. 166) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.161 (SEC. 173) (EXIT 5)
LOG MILE 0.038 TO LOG MILE 0.143 (SEC. 175) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.133 (SEC. 179) (EXIT 3)
LOG MILE 0.000 TO LOG MILE 0.192 (SEC. 181) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.227 (SEC. 187) (EXIT 2B)
LOG MILE 0.095 TO LOG MILE 0.217 (SEC. 189) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.182 (SEC. 188) (EXIT 2A)
LOG MILE 0.111 TO LOG MILE 0.268 (SEC. 191) (ENTRANCE)
LOG MILE 0.000 TO LOG MILE 0.241 (SEC. 196) (EXIT 1B)

SOUTHBOUND ACCELERATION/DECELERATION LANE
LOG MILE 0.707 TO LOG MILE 0.868
LOG MILE 1.111 TO LOG MILE 1.206
LOG MILE 1.330 TO LOG MILE 1.463
LOG MILE 2.801 TO LOG MILE 2.896
LOG MILE 3.104 TO LOG MILE 3.293
LOG MILE 5.723 TO LOG MILE 5.856
LOG MILE 7.044 TO LOG MILE 7.177
LOG MILE 8.681 TO LOG MILE 8.741

NORTHBOUND ACCELERATION/DECELERATION LANE
LOG MILE 6.336 TO LOG MILE 6.374
LOG MILE 6.549 TO LOG MILE 6.644
LOG MILE 8.373 TO LOG MILE 8.468
LOG MILE 9.567 TO LOG MILE 9.662
LOG MILE 11.495 TO LOG MILE 11.552
LOG MILE 11.819 TO LOG MILE 11.952
LOG MILE 13.746 TO LOG MILE 13.835
LOG MILE 13.985 TO LOG MILE 14.134

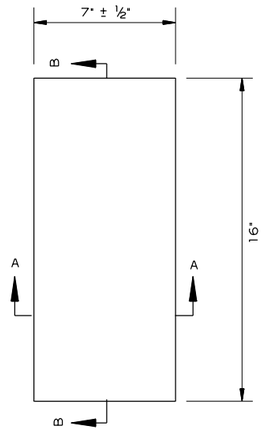
SOUTHBOUND TAPER
LOG MILE 1.463 TO LOG MILE 1.520
LOG MILE 2.782 TO LOG MILE 2.801
LOG MILE 3.293 TO LOG MILE 3.350
LOG MILE 5.856 TO LOG MILE 5.913
LOG MILE 7.177 TO LOG MILE 7.234

NORTHBOUND TAPER
LOG MILE 6.374 TO LOG MILE 6.431
LOG MILE 6.644 TO LOG MILE 6.701
LOG MILE 8.468 TO LOG MILE 8.525
LOG MILE 9.662 TO LOG MILE 9.719
LOG MILE 11.466 TO LOG MILE 11.495
LOG MILE 11.952 TO LOG MILE 12.009

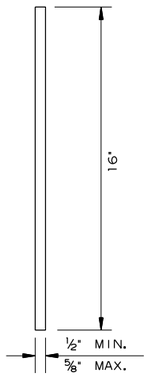
TYPICAL SECTIONS OF IMPROVEMENT

dh3708 6/21/2022
R040826.TYP SECT.DGN

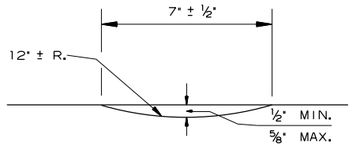
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	8	22
		SPECIAL DETAILS				



PLAN

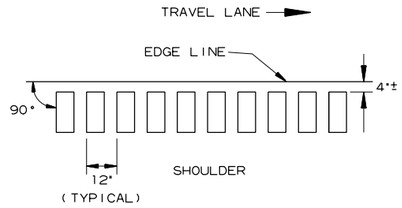


SECTION B-B



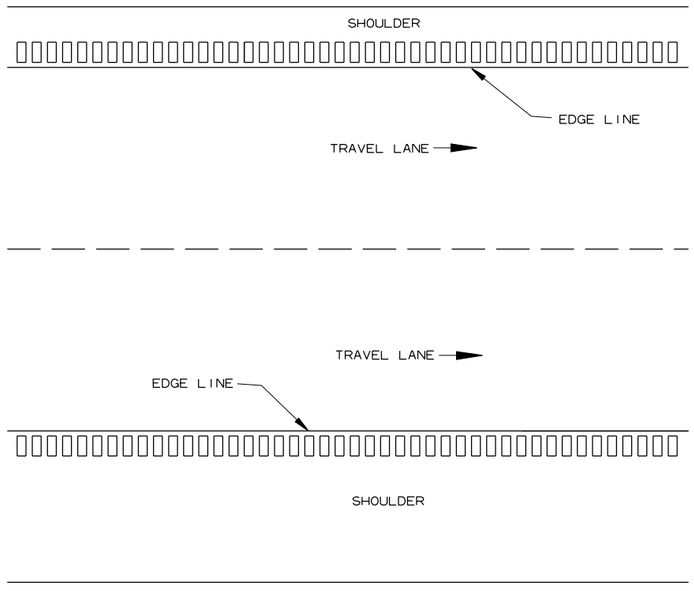
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS

LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.

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stse641 3/7/2022
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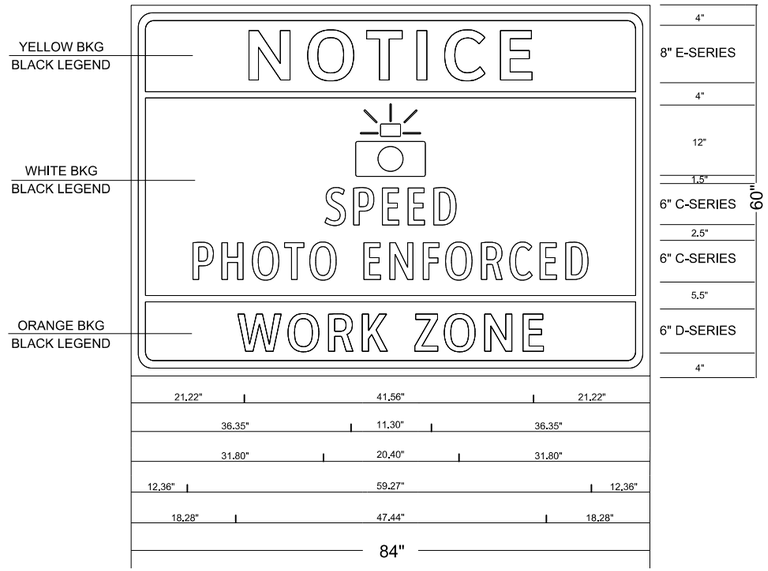
		6	ARK.	040826	9	22
		SPECIAL DETAILS				

6.0" Radius, 1.3" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE " Arial;
" ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN



WZ-1 (INTERSTATE) SIGN

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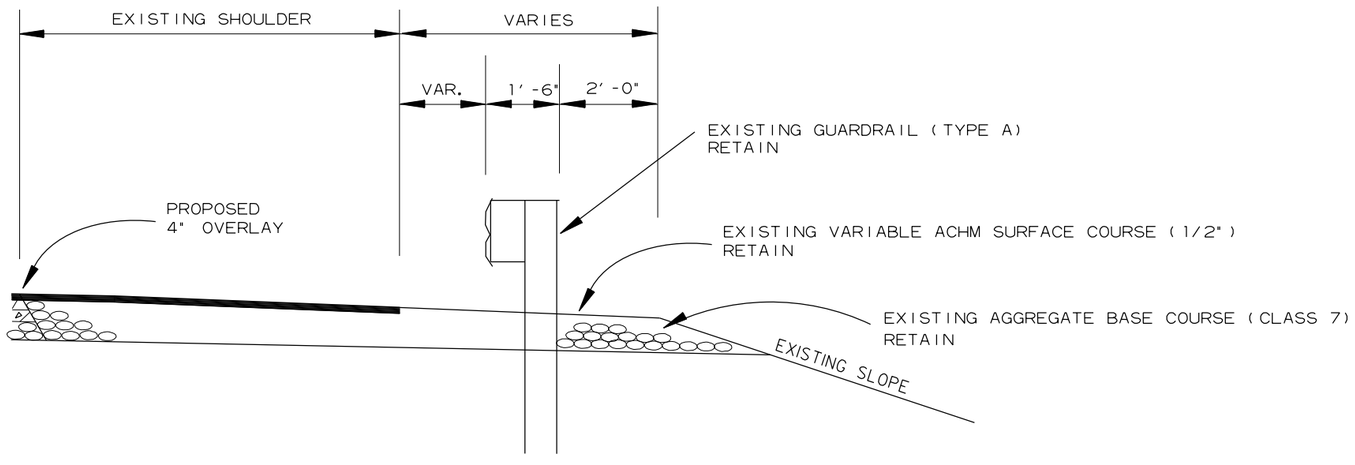

EXISTING GUARDRAIL

ah4505 7/21/2022
R040826.DET02.DGN.DGN

ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	10	22
		MAINTENANCE OF TRAFFIC DETAILS				

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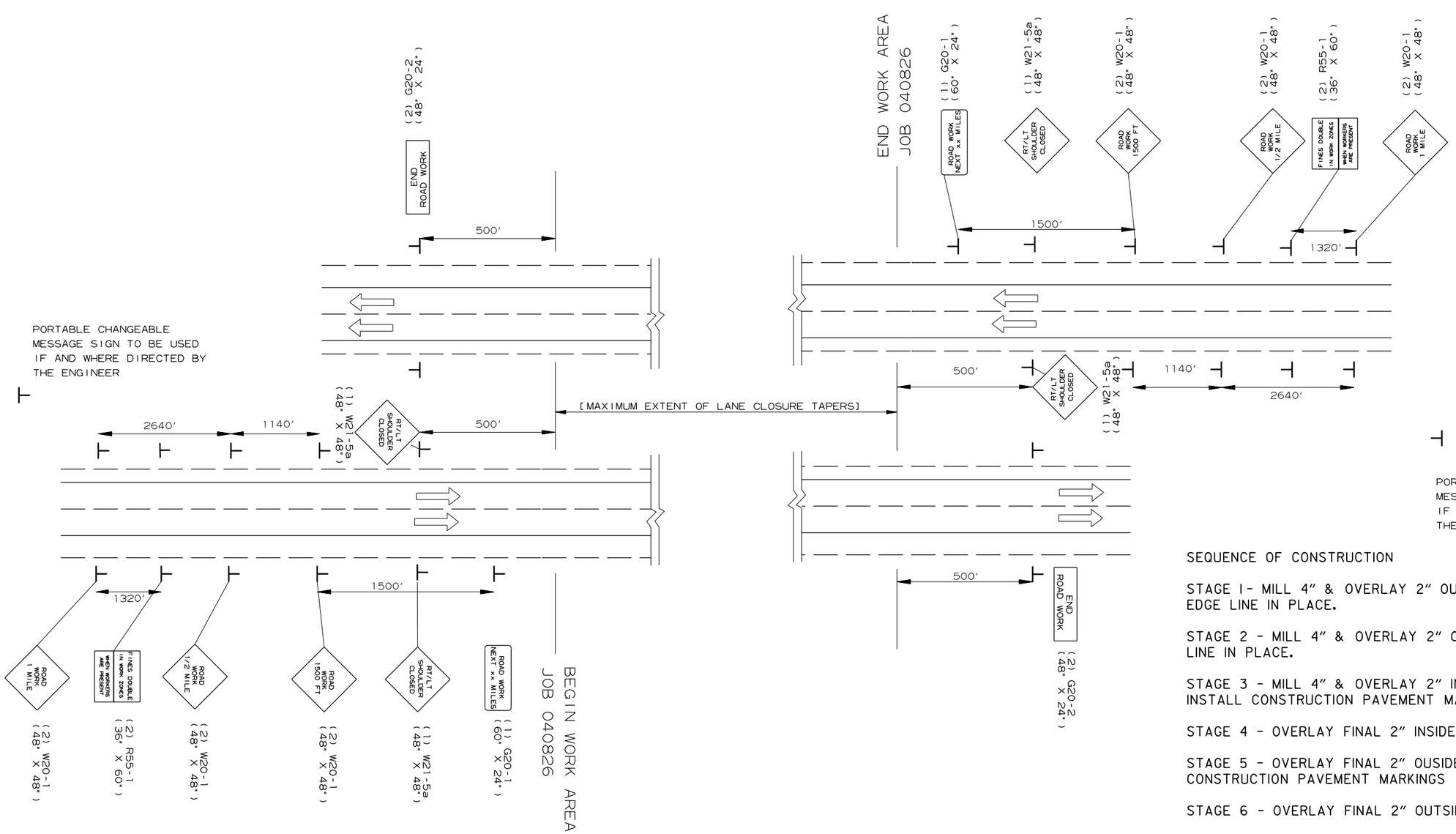

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

SEQUENCE OF CONSTRUCTION

STAGE 1- MILL 4" & OVERLAY 2" OUTSIDE SHOULDER LEAVING EDGE LINE IN PLACE.

STAGE 2 - MILL 4" & OVERLAY 2" OUTSIDE LANE LEAVING SKIP LINE IN PLACE.

STAGE 3 - MILL 4" & OVERLAY 2" INSIDE LANE & SHOULDER & INSTALL CONSTRUCTION PAVEMENT MARKINGS

STAGE 4 - OVERLAY FINAL 2" INSIDE LANE & SHOULDER

STAGE 5 - OVERLAY FINAL 2" OUSIDE LANE & INSTALL CONSTRUCTION PAVEMENT MARKINGS

STAGE 6 - OVERLAY FINAL 2" OUTSIDE SHOULDER

STAGE 7 - INSTALL RUMBLE STRIPS, RAISED PAVEMENT MARKERS, & PERMANENT PAVEMENT MARKINGS

MILL & OVERLAY OPERATIONS SHALL UTILIZE A SINGLE 4 MILE LANE CLOSURE. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

ALL JOINT REPAIR WORK WILL BE PERFORMED DURING THE LANE CLOSURE TIME SPECIFIED IN THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	11	22
		MAINTENANCE OF TRAFFIC DETAILS				

M.S. N.S. = MOBILE SPEED NOTIFICATION SYSTEM

P.R. T.S. = PHOTO RADAR TRAILER SYSTEM

**NOTE: THE PHOTO RADAR TRAILER SYSTEM TO BE FURNISHED AND PLACED BY STATE FORCES.

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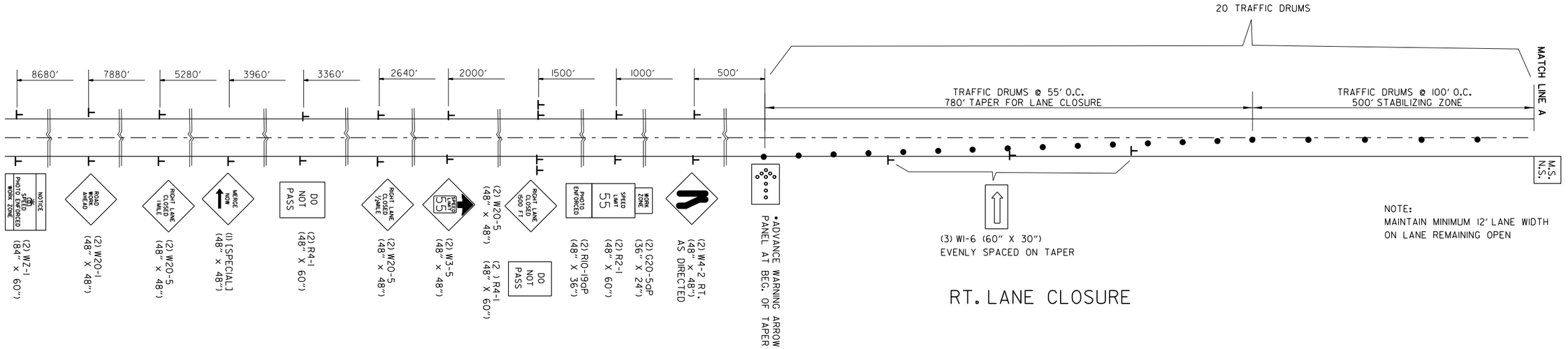
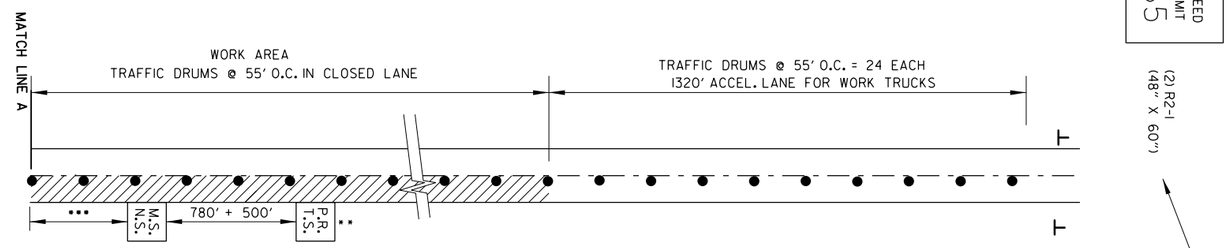


RT. LANE CLOSURE

•PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

•TO BE PLACED AT MINIMUM OFFSET OF 12′ FROM EDGE OF THROUGH LANE OF TRAFFIC, OR FURTHER IF PRACTICAL.

SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.



DIVERSION FOR RT. LANE WORK ZONE

SPEED LIMIT 65

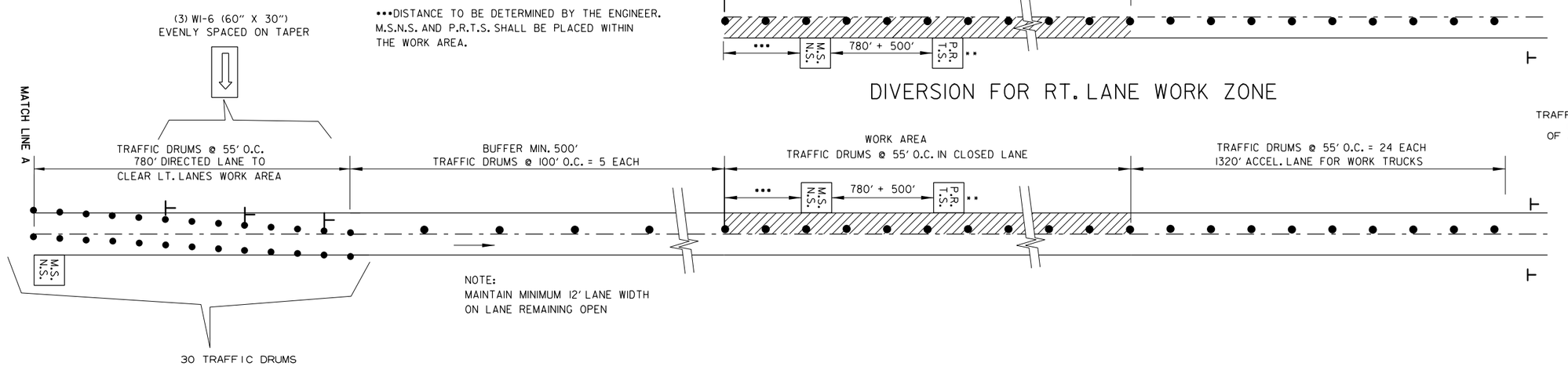
(2) R2-1 (48″ × 60″)

TRAFFIC DRUMS @ 55′ O.C. @500′ FROM END OF ACCELERATION LANE

SPEED LIMIT 65

(2) R2-1 (48″ × 60″)

•••DISTANCE TO BE DETERMINED BY THE ENGINEER. M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN THE WORK AREA.



DIVERSION FOR LT. LANE WORK ZONE

LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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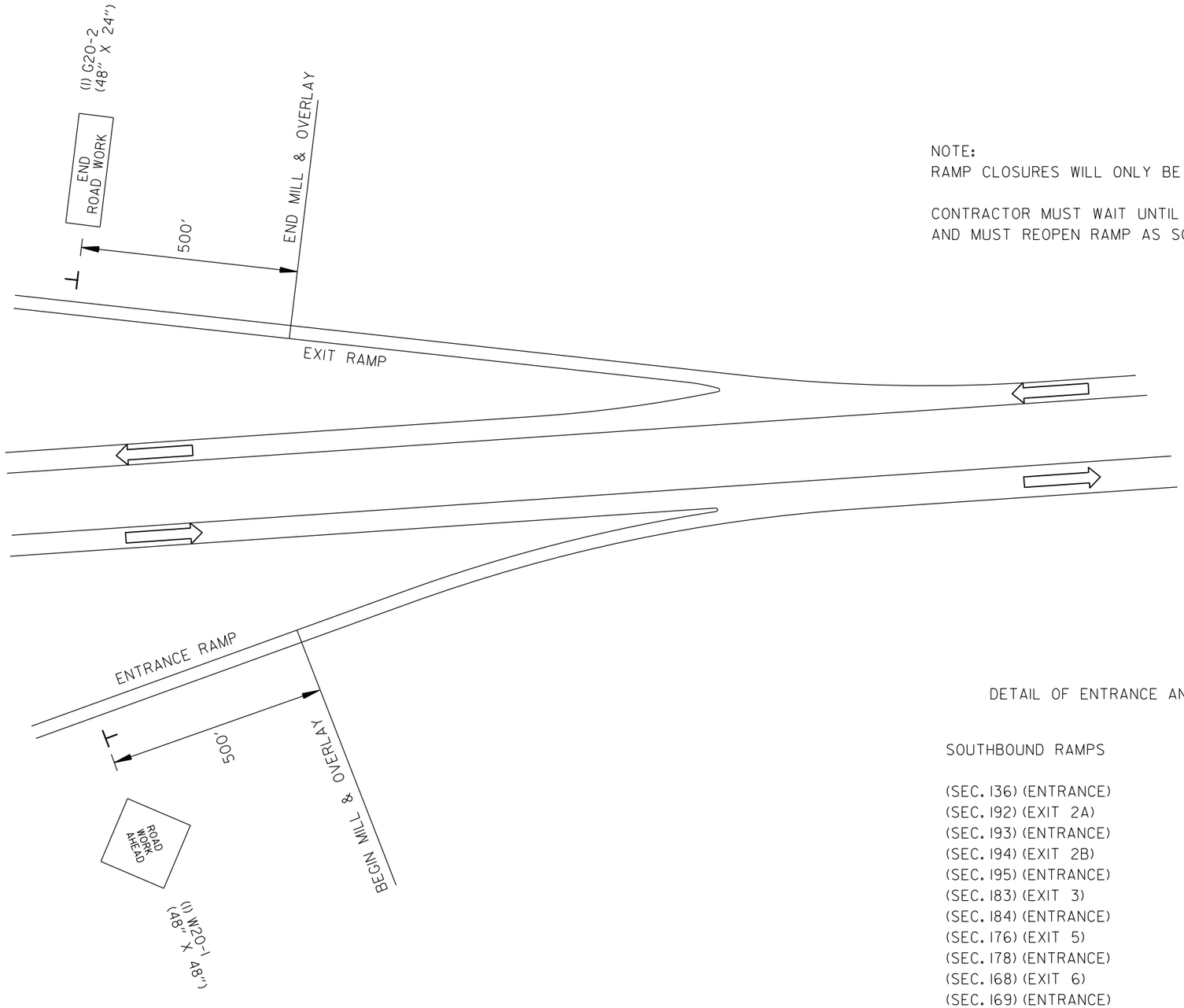
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	12	22
		MAINTENANCE OF TRAFFIC DETAILS				

ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMPS
ROAD WORK AHEAD (1) = 16 SQ. FT.
END ROAD WORK (1) = 8 SQ. FT.



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NOTE:
RAMP CLOSURES WILL ONLY BE ALLOWED BETWEEN 10:00PM AND 5:00AM.

CONTRACTOR MUST WAIT UNTIL THE LANE IS MILLED TO CLOSE THE RAMP AND MUST REOPEN RAMP AS SOON AS INTERMEDIATE SURFACE IS COMPLETE.

DETAIL OF ENTRANCE AND EXIT RAMPS

SOUTHBOUND RAMPS	NORTHBOUND RAMPS
(SEC. 136) (ENTRANCE)	(SEC. 158) (ENTRANCE)
(SEC. 192) (EXIT 2A)	(SEC. 159) (ENTRANCE)
(SEC. 193) (ENTRANCE)	(SEC. 165) (EXIT 6)
(SEC. 194) (EXIT 2B)	(SEC. 166) (ENTRANCE)
(SEC. 195) (ENTRANCE)	(SEC. 173) (EXIT 5)
(SEC. 183) (EXIT 3)	(SEC. 175) (ENTRANCE)
(SEC. 184) (ENTRANCE)	(SEC. 179) (EXIT 3)
(SEC. 176) (EXIT 5)	(SEC. 181) (ENTRANCE)
(SEC. 178) (ENTRANCE)	(SEC. 187) (EXIT 2B)
(SEC. 168) (EXIT 6)	(SEC. 189) (ENTRANCE)
(SEC. 169) (ENTRANCE)	(SEC. 188) (EXIT 2A)
(SEC. 161) (EXIT 8A)	(SEC. 191) (ENTRANCE)
(SEC. 164) (EXIT 8B)	(SEC. 196) (EXIT 1B)
(SEC. 162) (ENTRANCE)	

MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	13	22
		MAINTENANCE OF TRAFFIC DETAILS				

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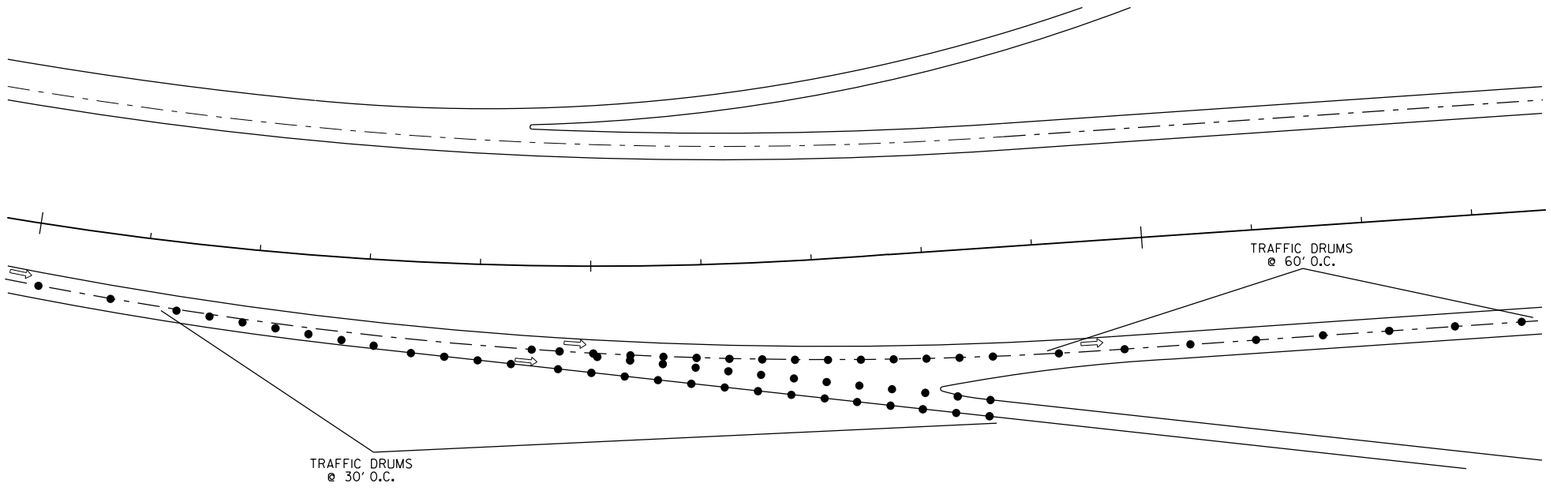
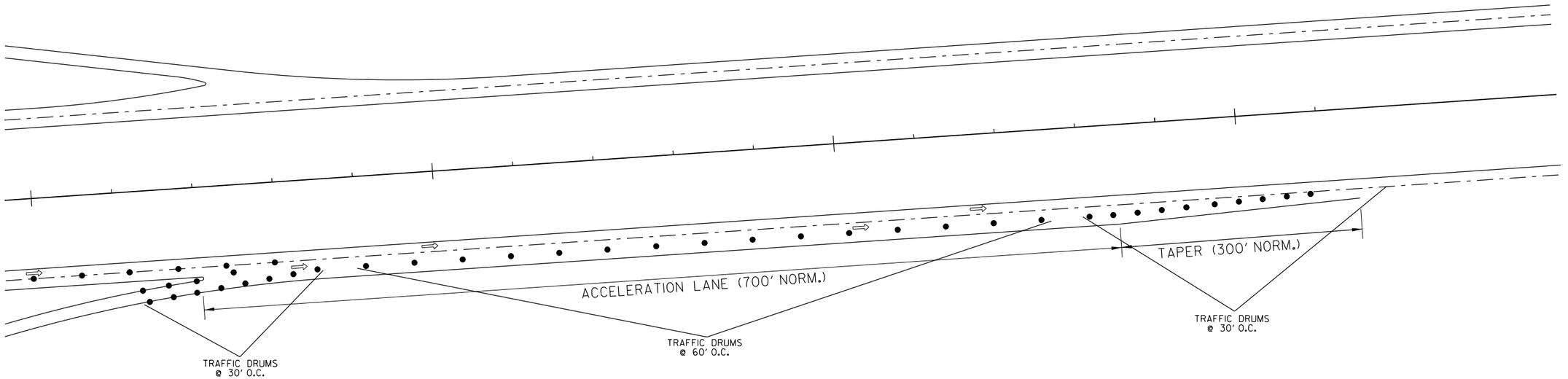


EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

DETAILS OF RAMPS WITH LANE CLOSURE

ah3708 8/7/2022
RD040826.MDT01.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	14	22
		MAINTENANCE OF TRAFFIC DETAILS				

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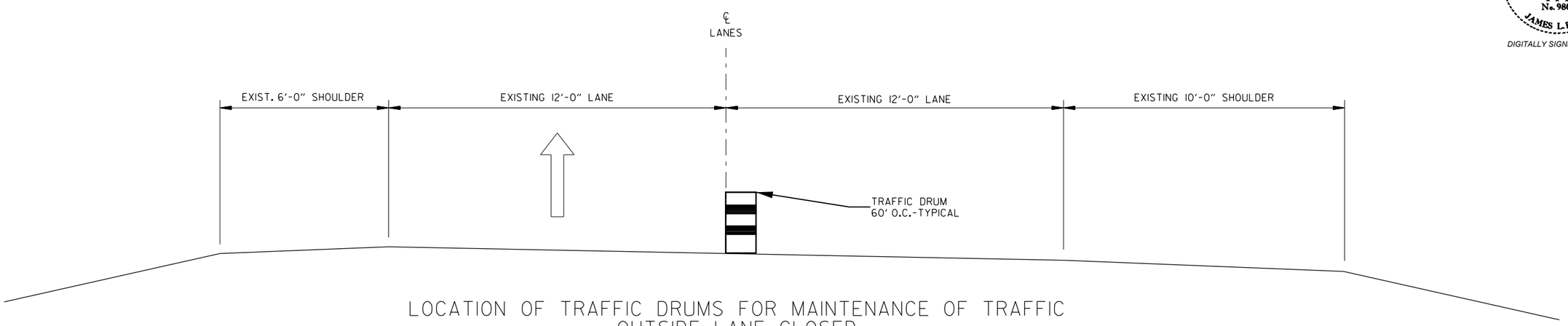
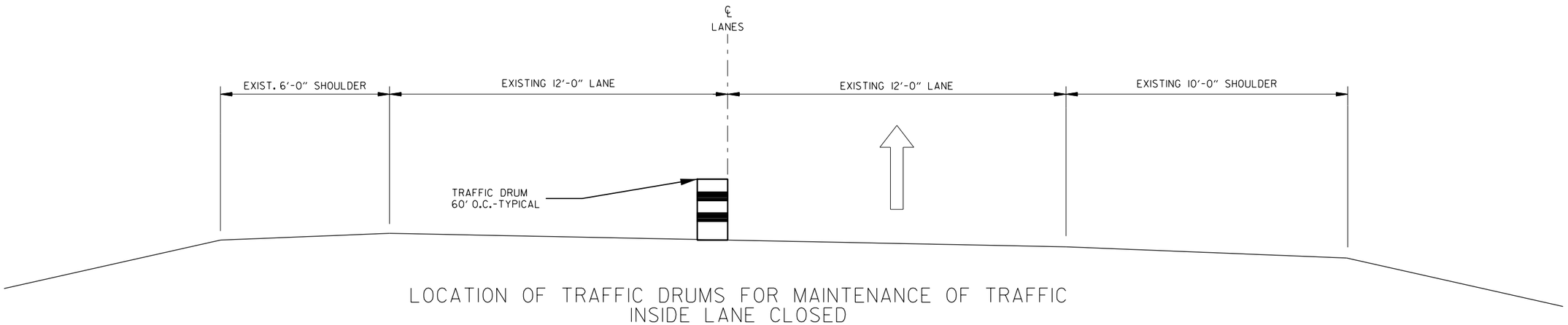


LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
OUTSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
INSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)

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MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	15	22
		PERMANENT PAVEMENT MARKING DETAILS				

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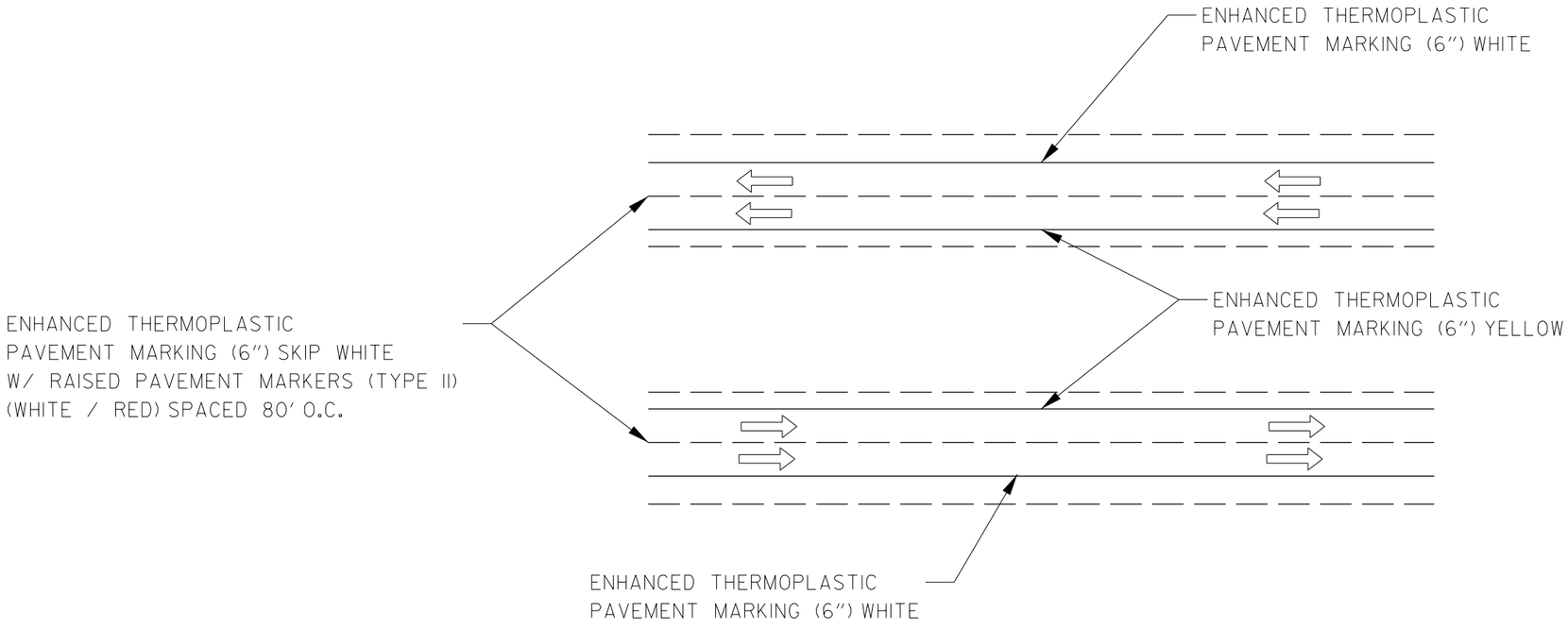
PERMANENT PAVEMENT MARKINGS

REFER TO STD. DWG. PM-1 FOR ADDITIONAL INFORMATION.
REFER TO STD. DWG. PM-2 FOR ENTRANCE RAMP, EXIT RAMP, GORE AREAS, AND ADDITIONAL LANE MARKING INFORMATION.



I-540 NORTHBOUND AND SOUTHBOUND LANES
(REFER TO STD. DWG. PM-1 AND PM-2)

ah5176 6/27/2023
R040826.PM01.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	16	22
		QUANTITIES				

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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT	TOTAL SIGNS REQUIRED		CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
			LIN. FT. - EACH	NO.	SQ. FT.	EACH		DAY	WEEK	EACH
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	64.0					
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	64.0					
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	64.0					
W20-1	ROAD WORK AHEAD	48"x48"	18	18	288.0					
G20-2	END ROAD WORK	48"x24"	18	18	144.0					
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	20.0					
W20-5	LEFT LANE CLOSED 1 MILE	48"x48"	4	4	64.0					
W20-5	LEFT LANE CLOSED 1/2 MILE	48"x48"	4	4	64.0					
W20-5	LEFT LANE CLOSED 1500 FT.	48"x48"	4	4	64.0					
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	64.0					
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	64.0					
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	64.0					
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	4	4	64.0					
SPECIAL	MERGE NOW W/ ARROW	48"x48"	2	2	32.0					
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	60.0					
W4-2RT	MERGE LANE ENDS	48"x48"	4	4	64.0					
W4-2LT	MERGE LANE ENDS	48"x48"	4	4	64.0					
W1-6	LARGE ARROW	60"x30"	12	12	150.0					
R4-1	DO NOT PASS	48"x60"	8	8	160.0					
R2-1	SPEED LIMIT 65 MPH	48"x60"	4	4	80.0					
R2-1	SPEED LIMIT 55 MPH	48"x60"	18	18	360.0					
W21-5a	(RIGHT / LEFT) SHOULDER CLOSED	48"x48"	4	4	64.0					
WZ-1	SPEED PHOTO ENFORCED	84"x60"	4	4	140.0					
G20-5aP	WORK ZONE	36"x24"	4	4	24.0					
R10-19aP	PHOTO ENFORCED	48"X30"	4	4	40.0					
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	48"x96"	2	2	64.0					
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE		10	10		10				
	TRAFFIC DRUMS		500				500			
	ADVANCE WARNING ARROW PANEL		200					200		
	PORTABLE CHANGEABLE MESSAGE SIGN		80						80	
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		2							2
TOTALS:					**2394.0** ✓	**10** ✓	**500** ✓	**200** ✓	**80** ✓	**2** ✓

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR 4 MILES OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	17	22
		QUANTITIES				

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CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		
		TYPE II	6"		12"
		(WHITE/RED)	WHITE	YELLOW	WHITE
	LIN. FT.	EACH	LIN. FT.		
CONSTRUCTION PAVEMENT MARKINGS	386194				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)		2409			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			105436		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")				87661	
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")					11607
TOTALS:	**386194**	**2409**	**105436**	**87661**	**11607**

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

NOTE: NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	150	300
DIRECTED BY THE ENGINEER		
TOTALS:	**150**	**300**

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	750
DIRECTED BY THE ENGINEER	
TOTAL:	**750**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

FLUSHING UNDERDRAIN

	STATION	STATION	LOCATIONS	FLUSHING UNDERDRAINS	UNDERDRAIN VIDEO INSPECTION
				LIN. FT.	
*	ENTIRE PROJECT TO BE USED IF AND			5000	5000
	WHERE DIRECTED BY THE ENGINEER				
	TOTALS:			**5000**	**5000**

* NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

NOTE: EXISTING UNDERDRAIN OUTLET PROTERCTORS ARE CURRENTLY MARKERD ALONG OUTSTIDE SHOULDER. CONTRACTOR TO MAINTAIN LOCATION MARKINGS.
NO DIRECT PAYMENT TO BE MADE TO MAINTAIN LOCATION MARKINGS.

RUMBLE STRIPS IN ASPHALT SHOULDERS

LOG MILE	LOG MILE	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
6.283	6.301	I-540 N.B. LANES LT & RT	200
6.336	7.321	I-540 N.B. LANES LT & RT	8300
7.346	7.522	I-540 N.B. LANES LT & RT	1500
7.522	7.692	I-540 N.B. LANES LT & RT	1400
7.692	8.078	I-540 N.B. LANES LT & RT	3300
8.111	8.714	I-540 N.B. LANES LT & RT	5100
8.745	9.756	I-540 N.B. LANES LT & RT	8500
9.756	9.844	TRANSITION LT & RT	700
9.844	10.000	I-540 N.B. LANES LT & RT	1300
10.109	10.809	I-540 N.B. LANES LT & RT	5900
11.452	11.592	I-540 N.B. LANES LT & RT	1200
11.592	11.668	TRANSITION LT & RT	600
11.668	12.468	I-540 N.B. LANES LT & RT	6800
12.491	12.977	I-540 N.B. LANES LT & RT	4100
13.008	13.259	I-540 N.B. LANES LT & RT	2100
13.351	14.301	I-540 N.B. LANES LT & RT	8000
0.599	1.564	I-540 S.B. LANES LT & RT	8200
1.657	1.895	I-540 S.B. LANES LT & RT	2000
1.926	2.379	I-540 S.B. LANES LT & RT	3800
2.402	3.198	I-540 S.B. LANES LT & RT	6700
3.198	3.274	TRANSITION LT & RT	600
3.274	3.421	I-540 S.B. LANES LT & RT	1200
4.064	4.764	I-540 S.B. LANES LT & RT	5900
4.873	5.044	I-540 S.B. LANES LT & RT	1400
5.044	5.112	TRANSITION LT & RT	600
5.112	6.125	I-540 S.B. LANES LT & RT	8600
6.156	6.771	I-540 S.B. LANES LT & RT	5200
6.804	7.535	I-540 S.B. LANES LT & RT	6200
7.561	8.537	I-540 S.B. LANES LT & RT	8200
8.573	8.596	I-540 S.B. LANES LT & RT	200
TOTAL:			**117800**

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	18	22
		QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L BARR
DIGITALLY SIGNED 10/04/2023

COLD MILLING ASPHALT PAVEMENT (BOX 1 OF 2)

LOG MILE	LOG MILE	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
6.283	6.301	I-540 N.B. LANES	38.00	401.28
6.336	7.321	I-540 N.B. LANES	38.00	21958.93
7.346	7.522	I-540 N.B. LANES	38.00	3923.63
7.522	7.692	I-540 N.B. LANES	38.00	3789.87
7.692	8.078	I-540 N.B. LANES	38.00	8605.23
8.111	8.714	I-540 N.B. LANES	38.00	13442.88
8.745	9.756	I-540 N.B. LANES	38.00	22538.56
9.756	9.844	TRANSITION	37.00	1910.19
9.844	10.000	I-540 N.B. LANES	36.00	3294.72
10.109	10.809	I-540 N.B. LANES	36.00	14784.00
11.452	11.592	I-540 N.B. LANES	36.00	2956.80
11.592	11.668	TRANSITION	37.00	1649.71
11.668	12.468	I-540 N.B. LANES	38.00	17834.67
12.491	12.977	I-540 N.B. LANES	38.00	10834.56
13.008	13.259	I-540 N.B. LANES	38.00	5595.63
13.351	14.301	I-540 N.B. LANES	38.00	21178.67
0.067	0.161	N.B. RAMP (SEC. 158) (ENTRANCE)	25.00	1378.67
0.152	0.284	N.B. RAMP (SEC. 159) (ENTRANCE)	25.00	1936.00
0.000	0.048	N.B. RAMP (SEC.165) (EXIT 6)	25.00	704.00
0.159	0.281	N.B. RAMP (SEC. 166) (ENTRANCE)	25.00	1789.33
0.000	0.161	N.B. RAMP (SEC.173) (EXIT 5)	25.00	2361.33
0.038	0.143	N.B. RAMP (SEC. 175) (ENTRANCE)	25.00	1540.00
0.000	0.133	N.B. RAMP (SEC.179) (EXIT 3)	25.00	1950.67
0.000	0.192	N.B. RAMP (SEC. 181) (ENTRANCE)	25.00	2816.00
0.000	0.227	N.B. RAMP (SEC.187) (EXIT 2B)	25.00	3329.33
0.095	0.217	N.B. RAMP (SEC. 189) (ENTRANCE)	25.00	1789.33
0.000	0.182	N.B. RAMP (SEC.188) (EXIT 2A)	25.00	2669.33
0.111	0.268	N.B. RAMP (SEC. 191) (ENTRANCE)	25.00	2302.67
0.000	0.241	N.B. RAMP (SEC.196) (EXIT 1B)	25.00	3534.67
6.336	6.374	N.B ACCEL/DECEL LANE	12.00	267.52
6.374	6.431	N.B. TAPER	6.00	200.64
6.549	6.644	N.B ACCEL/DECEL LANE	12.00	668.80
6.644	6.701	N.B. TAPER	6.00	200.64
8.373	8.468	N.B ACCEL/DECEL LANE	12.00	668.80
8.468	8.525	N.B. TAPER	6.00	200.64
9.567	9.662	N.B ACCEL/DECEL LANE	12.00	668.80
9.662	9.719	N.B. TAPER	6.00	200.64
11.466	11.495	N.B. TAPER	6.00	102.08
11.495	11.552	N.B ACCEL/DECEL LANE	12.00	401.28
11.819	11.952	N.B ACCEL/DECEL LANE	12.00	936.32
11.952	12.009	N.B. TAPER	6.00	200.64
13.746	13.835	N.B ACCEL/DECEL LANE	12.00	626.56
13.985	14.134	N.B ACCEL/DECEL LANE	12.00	1048.96
SUBTOTAL (BOX 1 OF 2):				**189192.98**

COLD MILLING ASPHALT PAVEMENT (BOX 2 OF 2)

LOG MILE	LOG MILE	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
0.599	1.564	I-540 S.B. LANES	38.00	21513.07
1.657	1.895	I-540 S.B. LANES	38.00	5305.81
1.926	2.379	I-540 S.B. LANES	38.00	10098.88
2.402	3.198	I-540 S.B. LANES	38.00	17745.49
3.198	3.274	TRANSITION	37.00	1649.71
3.274	3.421	I-540 S.B. LANES	36.00	3104.64
4.064	4.764	I-540 S.B. LANES	36.00	14784.00
4.873	5.044	I-540 S.B. LANES	36.00	3611.52
5.044	5.112	TRANSITION	37.00	1476.05
5.112	6.125	I-540 S.B. LANES	38.00	22583.15
6.156	6.771	I-540 S.B. LANES	38.00	13710.40
6.804	7.535	I-540 S.B. LANES	38.00	16296.43
7.561	8.537	I-540 S.B. LANES	38.00	21758.29
8.573	8.596	I-540 S.B. LANES	38.00	512.75
0.038	0.257	S.B. RAMP (SEC. 136) (ENTRANCE)	25.00	3212.00
0.000	0.152	S.B. RAMP (SEC. 192) (EXIT 2A)	25.00	2229.33
0.000	0.226	S.B. RAMP (SEC. 193) (ENTRANCE)	25.00	3314.67
0.000	0.172	S.B. RAMP (SEC. 194) (EXIT 2B)	25.00	2522.67
0.152	0.265	S.B. RAMP (SEC. 195) (ENTRANCE)	25.00	1657.33
0.019	0.143	S.B. RAMP (SEC. 183) (EXIT 3)	25.00	1818.67
0.057	0.152	S.B. RAMP (SEC. 184) (ENTRANCE)	25.00	1393.33
0.000	0.143	S.B. RAMP (SEC. 176) (EXIT 5)	25.00	2097.33
0.121	0.224	S.B. RAMP (SEC. 178) (ENTRANCE)	25.00	1510.67
0.000	0.231	S.B. RAMP (SEC. 168) (EXIT 6)	25.00	3388.00
0.120	0.261	S.B. RAMP (SEC. 169) (ENTRANCE)	25.00	2068.00
0.000	0.170	S.B. RAMP (SEC. 161) (EXIT 8A)	25.00	2493.33
0.048	0.124	S.B. RAMP (SEC. 164) (EXIT 8B)	25.00	1114.67
0.182	0.248	S.B. RAMP (SEC. 162) (ENTRANCE)	25.00	968.00
0.707	0.868	S.B ACCEL/DECEL LANE	12.00	1133.44
1.111	1.206	S.B ACCEL/DECEL LANE	12.00	668.80
1.330	1.463	S.B ACCEL/DECEL LANE	12.00	936.32
1.463	1.520	S.B. TAPER	6.00	200.64
2.782	2.801	S.B. TAPER	6.00	66.88
2.801	2.896	S.B ACCEL/DECEL LANE	12.00	668.80
3.104	3.293	S.B ACCEL/DECEL LANE	12.00	1330.56
3.293	3.350	S.B. TAPER	6.00	200.64
5.723	5.856	S.B ACCEL/DECEL LANE	12.00	936.32
5.856	5.913	S.B. TAPER	6.00	200.64
7.044	7.177	S.B ACCEL/DECEL LANE	12.00	936.32
7.177	7.234	S.B. TAPER	6.00	200.64
8.681	8.741	S.B ACCEL/DECEL LANE	12.00	422.40
SUBTOTAL (BOX 1 OF 2):				**189192.98**
SUBTOTAL (BOX 2 OF 2):				**191840.59**
TOTAL:				**381033.57**

NOTE: CONTRACTOR TO COMPLETELY REMOVE EXISTING ACHM SURFACE COURSE PRIOR TO PLACING NEW ACHM.

COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FURTHER THAN FIVE MILES FROM EACH SITE.

ah3708 6/21/2022
R040826.TYP SECT.DGN

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	19	22
		QUANTITIES				

STATE OF ARKANSAS
James L. Barr
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L BARR

DIGITALLY SIGNED 10/04/2023

BASE AND SURFACING (BOX 1 OF 2)

LOG MILE	LOG MILE	LOCATION	LENGTH	TACK COAT							ACHM SURFACE COURSE (1/2")								
				(0.05 GAL. PER SQ. YD.)				(0.17 GAL. PER SQ. YD.)				AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET	TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL GALLONS	FEET			TON	FEET			TON	TON
MAIN LANES																			
6.283	6.301	I-540 N.B. LANES	95.04	38.00	401.28	20.06	38.00	401.28	68.22	88.28	38.00	401.28	220.00	44.14	38.00	401.28	220.00	44.14	88.28
6.336	7.321	I-540 N.B. LANES	5200.80	38.00	21958.93	1097.95	38.00	21958.93	3733.02	4830.97	38.00	21958.93	220.00	2415.48	38.00	21958.93	220.00	2415.48	4830.96
7.346	7.522	I-540 N.B. LANES	929.28	38.00	3923.63	196.18	38.00	3923.63	667.02	863.20	38.00	3923.63	220.00	431.60	38.00	3923.63	220.00	431.60	863.20
7.522	7.692	I-540 N.B. LANES	897.60	38.00	3789.87	189.49	38.00	3789.87	644.28	833.77	38.00	3789.87	220.00	416.89	38.00	3789.87	220.00	416.89	833.78
7.692	8.078	I-540 N.B. LANES	2038.08	38.00	8605.23	430.26	38.00	8605.23	1462.89	1893.15	38.00	8605.23	220.00	946.58	38.00	8605.23	220.00	946.58	1893.16
8.111	8.714	I-540 N.B. LANES	3183.84	38.00	13442.88	672.14	38.00	13442.88	2285.29	2957.43	38.00	13442.88	220.00	1478.72	38.00	13442.88	220.00	1478.72	2957.44
8.745	9.756	I-540 N.B. LANES	5338.08	38.00	22538.56	1126.93	38.00	22538.56	3831.56	4958.49	38.00	22538.56	220.00	2479.24	38.00	22538.56	220.00	2479.24	4958.48
9.756	9.844	TRANSITION	464.64	37.00	1910.19	95.51	37.00	1910.19	324.73	420.24	37.00	1910.19	220.00	210.12	37.00	1910.19	220.00	210.12	420.24
9.844	10.000	I-540 N.B. LANES	823.68	36.00	3294.72	164.74	36.00	3294.72	560.10	724.84	36.00	3294.72	220.00	362.42	36.00	3294.72	220.00	362.42	724.84
10.109	10.809	I-540 N.B. LANES	3696.00	36.00	14784.00	739.20	36.00	14784.00	2513.28	3252.48	36.00	14784.00	220.00	1626.24	36.00	14784.00	220.00	1626.24	3252.48
11.452	11.592	I-540 N.B. LANES	739.20	36.00	2956.80	147.84	36.00	2956.80	502.66	650.50	36.00	2956.80	220.00	325.25	36.00	2956.80	220.00	325.25	650.50
11.592	11.668	TRANSITION	401.28	37.00	1649.71	82.49	37.00	1649.71	280.45	362.94	37.00	1649.71	220.00	181.47	37.00	1649.71	220.00	181.47	362.94
11.668	12.468	I-540 N.B. LANES	4224.00	38.00	17834.67	891.73	38.00	17834.67	3031.89	3923.62	38.00	17834.67	220.00	1961.81	38.00	17834.67	220.00	1961.81	3923.62
12.491	12.977	I-540 N.B. LANES	2566.08	38.00	10834.56	541.73	38.00	10834.56	1841.88	2383.61	38.00	10834.56	220.00	1191.80	38.00	10834.56	220.00	1191.80	2383.60
13.008	13.259	I-540 N.B. LANES	1325.28	38.00	5595.63	279.78	38.00	5595.63	951.26	1231.04	38.00	5595.63	220.00	615.52	38.00	5595.63	220.00	615.52	1231.04
13.351	14.301	I-540 N.B. LANES	5016.00	38.00	21178.67	1058.93	38.00	21178.67	3600.37	4659.30	38.00	21178.67	220.00	2329.65	38.00	21178.67	220.00	2329.65	4659.30
0.067	0.161	N.B. RAMP (SEC. 158) (ENTRANCE)	496.32	25.00	1378.67	68.93	25.00	1378.67	234.37	303.30	25.00	1378.67	220.00	151.65	25.00	1378.67	220.00	151.65	303.30
0.152	0.284	N.B. RAMP (SEC. 159) (ENTRANCE)	696.96	25.00	1936.00	96.80	25.00	1936.00	329.12	425.92	25.00	1936.00	220.00	212.96	25.00	1936.00	220.00	212.96	425.92
0.000	0.048	N.B. RAMP (SEC.165) (EXIT 6)	253.44	25.00	704.00	35.20	25.00	704.00	119.68	154.88	25.00	704.00	220.00	77.44	25.00	704.00	220.00	77.44	154.88
0.159	0.281	N.B. RAMP (SEC. 166) (ENTRANCE)	644.16	25.00	1789.33	89.47	25.00	1789.33	304.19	393.66	25.00	1789.33	220.00	196.83	25.00	1789.33	220.00	196.83	393.66
0.000	0.161	N.B. RAMP (SEC.173) (EXIT 5)	850.08	25.00	2361.33	118.07	25.00	2361.33	401.43	519.50	25.00	2361.33	220.00	259.75	25.00	2361.33	220.00	259.75	519.50
0.038	0.143	N.B. RAMP (SEC. 175) (ENTRANCE)	554.40	25.00	1540.00	77.00	25.00	1540.00	261.80	338.80	25.00	1540.00	220.00	169.40	25.00	1540.00	220.00	169.40	338.80
0.000	0.133	N.B. RAMP (SEC.179) (EXIT 3)	702.24	25.00	1950.67	97.53	25.00	1950.67	331.61	429.14	25.00	1950.67	220.00	214.57	25.00	1950.67	220.00	214.57	429.14
0.000	0.192	N.B. RAMP (SEC. 181) (ENTRANCE)	1013.76	25.00	2816.00	140.80	25.00	2816.00	478.72	619.52	25.00	2816.00	220.00	309.76	25.00	2816.00	220.00	309.76	619.52
0.000	0.227	N.B. RAMP (SEC.187) (EXIT 2B)	1198.56	25.00	3329.33	166.47	25.00	3329.33	565.99	732.46	25.00	3329.33	220.00	366.23	25.00	3329.33	220.00	366.23	732.46
0.095	0.217	N.B. RAMP (SEC. 189) (ENTRANCE)	644.16	25.00	1789.33	89.47	25.00	1789.33	304.19	393.66	25.00	1789.33	220.00	196.83	25.00	1789.33	220.00	196.83	393.66
0.000	0.182	N.B. RAMP (SEC.188) (EXIT 2A)	960.96	25.00	2669.33	133.47	25.00	2669.33	453.79	587.26	25.00	2669.33	220.00	293.63	25.00	2669.33	220.00	293.63	587.26
0.111	0.268	N.B. RAMP (SEC. 191) (ENTRANCE)	828.96	25.00	2302.67	115.13	25.00	2302.67	391.45	506.58	25.00	2302.67	220.00	253.29	25.00	2302.67	220.00	253.29	506.58
0.000	0.241	N.B. RAMP (SEC.196) (EXIT 1B)	1272.48	25.00	3534.67	176.73	25.00	3534.67	600.89	777.62	25.00	3534.67	220.00	388.81	25.00	3534.67	220.00	388.81	777.62
6.336	6.374	N.B ACCEL/DECEL LANE	200.64	12.00	267.52	13.38	12.00	267.52	45.48	58.86	12.00	267.52	220.00	29.43	12.00	267.52	220.00	29.43	58.86
6.374	6.431	N.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
6.549	6.644	N.B ACCEL/DECEL LANE	501.60	12.00	668.80	33.44	12.00	668.80	113.70	147.14	12.00	668.80	220.00	73.57	12.00	668.80	220.00	73.57	147.14
6.644	6.701	N.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
8.373	8.468	N.B ACCEL/DECEL LANE	501.60	12.00	668.80	33.44	12.00	668.80	113.70	147.14	12.00	668.80	220.00	73.57	12.00	668.80	220.00	73.57	147.14
8.468	8.525	N.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
9.567	9.662	N.B ACCEL/DECEL LANE	501.60	12.00	668.80	33.44	12.00	668.80	113.70	147.14	12.00	668.80	220.00	73.57	12.00	668.80	220.00	73.57	147.14
9.662	9.719	N.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
11.466	11.495	N.B. TAPER	153.12	6.00	102.08	5.10	6.00	102.08	17.35	22.45	6.00	102.08	220.00	11.23	6.00	102.08	220.00	11.23	22.46
11.495	11.552	N.B ACCEL/DECEL LANE	300.96	12.00	401.28	20.06	12.00	401.28	68.22	88.28	12.00	401.28	220.00	44.14	12.00	401.28	220.00	44.14	88.28
11.819	11.952	N.B ACCEL/DECEL LANE	702.24	12.00	936.32	46.82	12.00	936.32	159.17	205.99	12.00	936.32	220.00	103.00	12.00	936.32	220.00	103.00	206.00
11.952	12.009	N.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
13.746	13.835	N.B ACCEL/DECEL LANE	469.92	12.00	626.56	31.33	12.00	626.56	106.52	137.85	12.00	626.56	220.00	68.92	12.00	626.56	220.00	68.92	137.84
13.985	14.134	N.B ACCEL/DECEL LANE	786.72	12.00	1048.96	52.45	12.00	1048.96	178.32	230.77	12.00	1048.96	220.00	115.39	12.00	1048.96	220.00	115.39	230.78
SUBTOTALS (BOX 1 OF 2):					**189192.98**	**9459.64**		**189192.98**	**32162.84**	**41622.48**		**189192.98**		**20811.25**		**189192.98**		**20811.25**	**41622.50**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.4% MIN. AGGR.....5.6% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	20	22
		QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L BARR

DIGITALLY SIGNED 10/04/2023

BASE AND SURFACING (BOX 2 OF 2)

LOG MILE	LOG MILE	LOCATION	LENGTH	TACK COAT							ACHM SURFACE COURSE (1/2")								
				(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
				TOTAL WID.	SQ.YD.	GALLON	TOTAL WID.	SQ.YD.	GALLON										
			FEET	FEET			FEET				FEET			TON	FEET			TON	TON
MAIN LANES																			
0.599	1.564	I-540 S.B. LANES	5095.20	38.00	21513.07	1075.65	38.00	21513.07	3657.22	4732.87	38.00	21513.07	220.00	2366.44	38.00	21513.07	220.00	2366.44	4732.88
1.657	1.895	I-540 S.B. LANES	1256.64	38.00	5305.81	265.29	38.00	5305.81	901.99	1167.28	38.00	5305.81	220.00	583.64	38.00	5305.81	220.00	583.64	1167.28
1.926	2.379	I-540 S.B. LANES	2391.84	38.00	10098.88	504.94	38.00	10098.88	1716.81	2221.75	38.00	10098.88	220.00	1110.88	38.00	10098.88	220.00	1110.88	2221.76
2.402	3.198	I-540 S.B. LANES	4202.88	38.00	17745.49	887.27	38.00	17745.49	3016.73	3904.00	38.00	17745.49	220.00	1952.00	38.00	17745.49	220.00	1952.00	3904.00
3.198	3.274	TRANSITION	401.28	37.00	1649.71	82.49	37.00	1649.71	280.45	362.94	37.00	1649.71	220.00	181.47	37.00	1649.71	220.00	181.47	362.94
3.274	3.421	I-540 S.B. LANES	776.16	36.00	3104.64	155.23	36.00	3104.64	527.79	683.02	36.00	3104.64	220.00	341.51	36.00	3104.64	220.00	341.51	683.02
4.064	4.764	I-540 S.B. LANES	3696.00	36.00	14784.00	739.20	36.00	14784.00	2513.28	3252.48	36.00	14784.00	220.00	1626.24	36.00	14784.00	220.00	1626.24	3252.48
4.873	5.044	I-540 S.B. LANES	902.88	36.00	3611.52	180.58	36.00	3611.52	613.96	794.54	36.00	3611.52	220.00	397.27	36.00	3611.52	220.00	397.27	794.54
5.044	5.112	TRANSITION	359.04	37.00	1476.05	73.80	37.00	1476.05	250.93	324.73	37.00	1476.05	220.00	162.37	37.00	1476.05	220.00	162.37	324.74
5.112	6.125	I-540 S.B. LANES	5348.64	38.00	22583.15	1129.16	38.00	22583.15	3839.14	4968.30	38.00	22583.15	220.00	2484.15	38.00	22583.15	220.00	2484.15	4968.30
6.156	6.771	I-540 S.B. LANES	3247.20	38.00	13710.40	685.52	38.00	13710.40	2330.77	3016.29	38.00	13710.40	220.00	1508.14	38.00	13710.40	220.00	1508.14	3016.28
6.804	7.535	I-540 S.B. LANES	3859.68	38.00	16296.43	814.82	38.00	16296.43	2770.39	3585.21	38.00	16296.43	220.00	1792.61	38.00	16296.43	220.00	1792.61	3585.22
7.561	8.537	I-540 S.B. LANES	5153.28	38.00	21758.29	1087.91	38.00	21758.29	3698.91	4786.82	38.00	21758.29	220.00	2393.41	38.00	21758.29	220.00	2393.41	4786.82
8.573	8.596	I-540 S.B. LANES	121.44	38.00	512.75	25.64	38.00	512.75	87.17	112.81	38.00	512.75	220.00	56.40	38.00	512.75	220.00	56.40	112.80
0.038	0.257	S.B. RAMP (SEC. 136) (ENTRANCE)	1156.32	25.00	3212.00	160.60	25.00	3212.00	546.04	706.64	25.00	3212.00	220.00	353.32	25.00	3212.00	220.00	353.32	706.64
0.000	0.152	S.B. RAMP (SEC. 192) (EXIT 2A)	802.56	25.00	2229.33	111.47	25.00	2229.33	378.99	490.46	25.00	2229.33	220.00	245.23	25.00	2229.33	220.00	245.23	490.46
0.000	0.226	S.B. RAMP (SEC. 193) (ENTRANCE)	1193.28	25.00	3314.67	165.73	25.00	3314.67	563.49	729.22	25.00	3314.67	220.00	364.61	25.00	3314.67	220.00	364.61	729.22
0.000	0.172	S.B. RAMP (SEC. 194) (EXIT 2B)	908.16	25.00	2522.67	126.13	25.00	2522.67	428.85	554.98	25.00	2522.67	220.00	277.49	25.00	2522.67	220.00	277.49	554.98
0.152	0.265	S.B. RAMP (SEC. 195) (ENTRANCE)	596.64	25.00	1657.33	82.87	25.00	1657.33	281.75	364.62	25.00	1657.33	220.00	182.31	25.00	1657.33	220.00	182.31	364.62
0.019	0.143	S.B. RAMP (SEC. 183) (EXIT 3)	654.72	25.00	1818.67	90.93	25.00	1818.67	309.17	400.10	25.00	1818.67	220.00	200.05	25.00	1818.67	220.00	200.05	400.10
0.057	0.152	S.B. RAMP (SEC. 184) (ENTRANCE)	501.60	25.00	1393.33	69.67	25.00	1393.33	236.87	306.54	25.00	1393.33	220.00	153.27	25.00	1393.33	220.00	153.27	306.54
0.000	0.143	S.B. RAMP (SEC. 176) (EXIT 5)	755.04	25.00	2097.33	104.87	25.00	2097.33	356.55	461.42	25.00	2097.33	220.00	230.71	25.00	2097.33	220.00	230.71	461.42
0.121	0.224	S.B. RAMP (SEC. 178) (ENTRANCE)	543.84	25.00	1510.67	75.53	25.00	1510.67	256.81	332.34	25.00	1510.67	220.00	166.17	25.00	1510.67	220.00	166.17	332.34
0.000	0.231	S.B. RAMP (SEC. 168) (EXIT 6)	1219.68	25.00	3388.00	169.40	25.00	3388.00	575.96	745.36	25.00	3388.00	220.00	372.68	25.00	3388.00	220.00	372.68	745.36
0.120	0.261	S.B. RAMP (SEC. 169) (ENTRANCE)	744.48	25.00	2068.00	103.40	25.00	2068.00	351.56	454.96	25.00	2068.00	220.00	227.48	25.00	2068.00	220.00	227.48	454.96
0.000	0.170	S.B. RAMP (SEC. 161) (EXIT 8A)	897.60	25.00	2493.33	124.67	25.00	2493.33	423.87	548.54	25.00	2493.33	220.00	274.27	25.00	2493.33	220.00	274.27	548.54
0.048	0.124	S.B. RAMP (SEC. 164) (EXIT 8B)	401.28	25.00	1114.67	55.73	25.00	1114.67	189.49	245.22	25.00	1114.67	220.00	122.61	25.00	1114.67	220.00	122.61	245.22
0.182	0.248	S.B. RAMP (SEC. 162) (ENTRANCE)	348.48	25.00	968.00	48.40	25.00	968.00	164.56	212.96	25.00	968.00	220.00	106.48	25.00	968.00	220.00	106.48	212.96
0.707	0.868	S.B ACCEL/DECEL LANE	850.08	12.00	1133.44	56.67	12.00	1133.44	192.68	249.35	12.00	1133.44	220.00	124.68	12.00	1133.44	220.00	124.68	249.36
1.111	1.206	S.B ACCEL/DECEL LANE	501.60	12.00	668.80	33.44	12.00	668.80	113.70	147.14	12.00	668.80	220.00	73.57	12.00	668.80	220.00	73.57	147.14
1.330	1.463	S.B ACCEL/DECEL LANE	702.24	12.00	936.32	46.82	12.00	936.32	159.17	205.99	12.00	936.32	220.00	103.00	12.00	936.32	220.00	103.00	206.00
1.463	1.520	S.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
2.782	2.801	S.B. TAPER	100.32	6.00	66.88	3.34	6.00	66.88	11.37	14.71	6.00	66.88	220.00	7.36	6.00	66.88	220.00	7.36	14.72
2.801	2.896	S.B ACCEL/DECEL LANE	501.60	12.00	668.80	33.44	12.00	668.80	113.70	147.14	12.00	668.80	220.00	73.57	12.00	668.80	220.00	73.57	147.14
3.104	3.293	S.B ACCEL/DECEL LANE	997.92	12.00	1330.56	66.53	12.00	1330.56	226.20	292.73	12.00	1330.56	220.00	146.36	12.00	1330.56	220.00	146.36	292.72
3.293	3.350	S.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
5.723	5.856	S.B ACCEL/DECEL LANE	702.24	12.00	936.32	46.82	12.00	936.32	159.17	205.99	12.00	936.32	220.00	103.00	12.00	936.32	220.00	103.00	206.00
5.856	5.913	S.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
7.044	7.177	S.B ACCEL/DECEL LANE	702.24	12.00	936.32	46.82	12.00	936.32	159.17	205.99	12.00	936.32	220.00	103.00	12.00	936.32	220.00	103.00	206.00
7.177	7.234	S.B. TAPER	300.96	6.00	200.64	10.03	6.00	200.64	34.11	44.14	6.00	200.64	220.00	22.07	6.00	200.64	220.00	22.07	44.14
8.681	8.741	S.B ACCEL/DECEL LANE	316.80	12.00	422.40	21.12	12.00	422.40	71.81	92.93	12.00	422.40	220.00	46.46	12.00	422.40	220.00	46.46	92.92
SUBTOTALS (BOX 1 OF 2):					**189192.98**	**9459.64**		**189192.98**	**32162.84**	**41622.48**		**189192.98**		**20811.25**		**189192.98**		**20811.25**	**41622.50**
SUBTOTALS (BOX 2 OF 2):					**191840.59**	**9592.02**		**191840.59**	**32612.91**	**42204.93**		**191840.59**		**21102.49**		**191840.59**		**21102.49**	**42204.98**
TOTALS:					**381033.57**	**19051.66**		**381033.57**	**64775.75**	**83827.41**		**381033.57**		**41913.74**		**381033.57**		**41913.74**	**83827.48**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.4% MIN. AGGR.....5.6% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	21	22
		SEE TABLE - QUANTITIES - 55604				

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 040826

LOG MILE	LOG MILE	SECTION	BRIDGE NO.	821	SS & 809
				MODIFICATION OF EXISTING BRIDGE STRUCTURE	SILICONE JOINT SEALANT
				LUMP SUM	LIN. FT.
12.997	13.008	2	**B3957**		160
1.895	1.926	2	**A3957**		160
10.000	10.109	1	**06880**	1.00	
7.321	7.346	1	**B3604**		160
7.535	7.561	1	**A3604**		160
12.468	12.491	2	**B3956**		114
TOTALS:				**1.00**	**754**

NOTE: BRIDGE 06880 DECKS HAS A POLYMER OVERLAY.
ALL QUANTITIES ARE FOR FULL BENT LENGTH REPAIRS.

REFERENCE TABLE

BRIDGE NO.	EXISTING DWG. NO(S).	APPLICABLE STD. DWG. NO(S).
B3957	48437	55064
A3957	48437	55064
06880	48552	55064
B3604	11966	55064
A3604	11965	55064
B3956	13324	55064

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L. BARR
DIGITALLY SIGNED 10/04/2023
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
HWY. 22 - I-40 (SEL. SECS.) (S)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 540 SEC. 1 & 2

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JC DATE: 6/2023 FILENAME: r040826.SOB
CHECKED BY: JB DATE: 6/2023 SCALE: N.T.S.
DESIGNED BY: JC DATE: 6/2023

BRIDGE NO. B3957, A3957, 06880, B3604, A3604, B3956 DRAWING NO. 55604

stse641 3/7/2022
ZBORDER.CEL

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040826	22	22
		SUMMARY OF QUANTITIES AND REVISIONS				

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 401	TACK COAT	84127	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	79133	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	4694	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	381034	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	150	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	750	TON
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	EACH
SS & 604	SIGNS	2394	SQ. FT.
SS & 604	TRAFFIC DRUMS	500	EACH
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	2	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	386194	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	200	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	80	WEEK
SP, SS, & 611	UNDERDRAIN VIDEO INSPECTION	5000	LIN. FT.
SP	FLUSHING UNDERDRAIN	5000	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	117800	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	105436	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	11607	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	87661	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2409	EACH
STRUCTURES OVER 20' SPAN			
SS & 809	SILICONE JOINT SEALANT	754	LIN. FT.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 06880)	1.00	LUMP SUM

STATE OF ARKANSAS
James L. Barr
REGISTERED PROFESSIONAL ENGINEER
No. 9808
JAMES L BARR

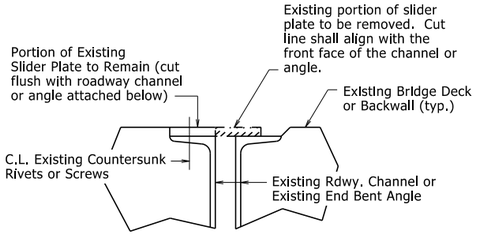
DIGITALLY SIGNED 10/04/2023

REVISIONS

DATE	REVISION	SHEET NUMBER

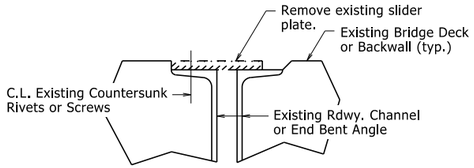
ah3708 6/21/2022
R040826.TYP SECT.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				(1)	JOINT REPAIR - 55064			



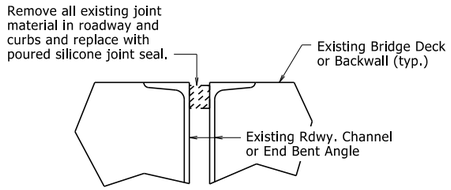
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

At the direction of the Engineer, the portion of existing slider plate shown shall be removed and replaced with a new plate as shown in "SLIDER PLATE JOINT MODIFICATION". The portion of existing slider plate shall be removed and disposed of in accordance with Section 821. The cut face shall be ground square and flush with the face of the existing angle or channel. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant". Properly functioning slider plates need not be modified.



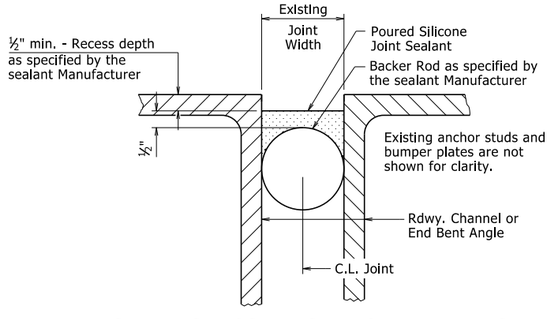
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

The existing slider plate shown shall be removed and replaced with new plates as shown in "JOINT MODIFICATION WITH GRADE RAISE". The existing slider plate shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant".



REMOVAL DETAILS AT EXISTING FILLED JOINTS

The existing joint material shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing joint material will not be paid for directly, but shall be considered subsidiary to the Item "Silicone Joint Sealant".



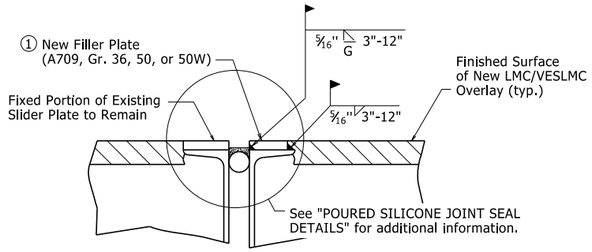
POURED SILICONE JOINT SEAL DETAILS

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details, Section 809, and the Manufacturer's recommendations. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

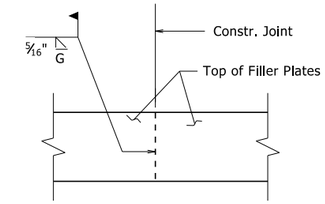
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair work.

Backer rods shall be appropriately sized and set to the depth shown in the Manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

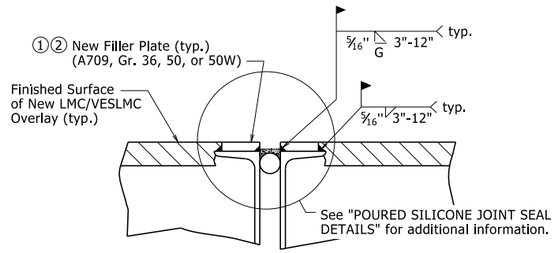
Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.



SLIDER PLATE JOINT MODIFICATION



PLAN VIEW OF FILLER PLATE

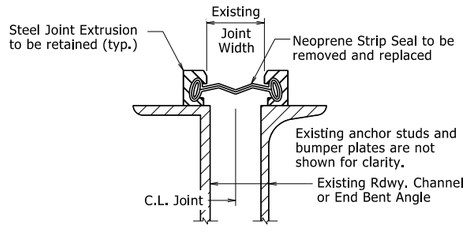


JOINT MODIFICATION WITH GRADE RAISE

① New field attached plates atop existing roadway channels or angles are required. The plate thickness shall be adjusted as necessary to match surface of finished surface of LMC/VESLMC Overlay and the width shall be ⅜" less than the existing channel flange or angle width to allow for fillet weld as shown.

All new Structural Steel shall be ASTM A709 (Gr. 36, 50, or 50W). The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat of paint is required and shall be applied in the fabricator's shop. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e). Structural Steel and Painting will not be paid for directly, but shall be subsidiary to the item "Silicone Joint Sealant".

② Details shown are for an expansion joint where two bridge units meet. Eliminate filler plate on backwall and proceed with backwall repair in accordance with "BACKWALL REPAIR REMOVAL DETAIL" and "BACKWALL REPAIR INSTALLATION DETAIL" at end bents for bridge decks with grade raise, see Standard Drawing Number 55065.



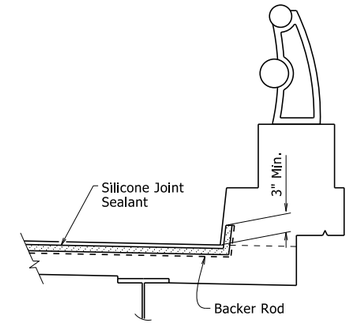
STRIP SEAL JOINT DETAILS

Existing neoprene strip seal joint material shall be completely removed and new neoprene strip seal joint material shall be installed across the entire width of the steel extrusions in accordance with these details, Section 809, and the Manufacturer's recommendations. Prior to installing the new joint material, the Contractor shall clean the steel extrusion at the Engineer's direction and in accordance with the new strip seal joint material Manufacturer's recommendations.

Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

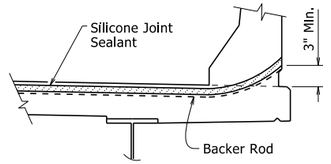
The new neoprene strip seal joint material shall provide a movement rating of four inches. The repaired expansion joint shall be capable of sealing the deck surface and parapet area to prevent moisture and other contaminants from descending through the joint.

All work and material associated with removing the existing joint material, cleaning the extrusions, removal and reinstallation of parapet slider plates, and installation of new joint material shall be paid for under the item "Modification of Existing Bridge Structure (Bridge No. _)".

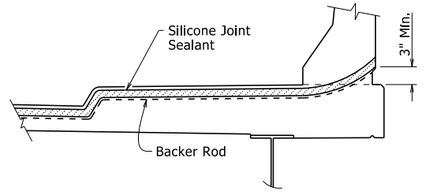


SILICONE JOINT SEAL PLACEMENT AT CURB

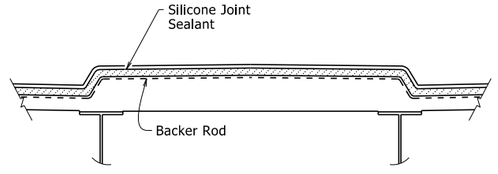
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL



SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 7, 2019. This copy is not a signed and sealed document.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS

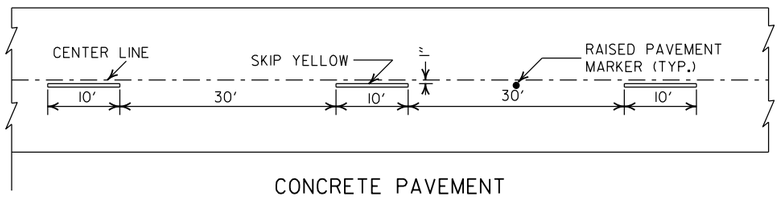
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

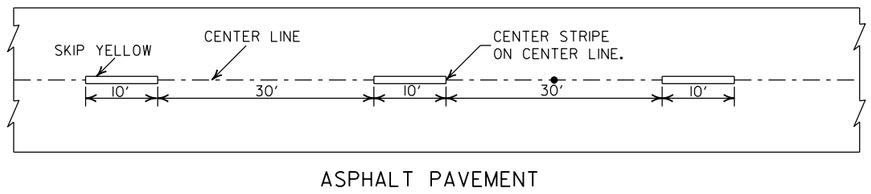
DRAWN BY: KWY DATE: 11/7/2019 FILENAME: b55064.dgn
CHECKED BY: SWP DATE: 11/7/2019 SCALE: None
DESIGNED BY: STD. DATE: -------

DRAWING NO. 55064

PRINT DATE: 11/4/2020

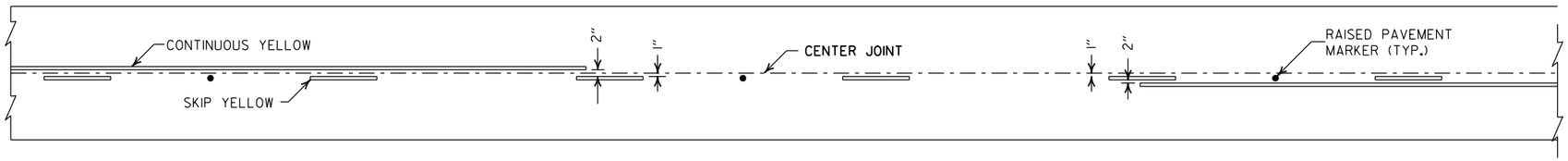


CONCRETE PAVEMENT

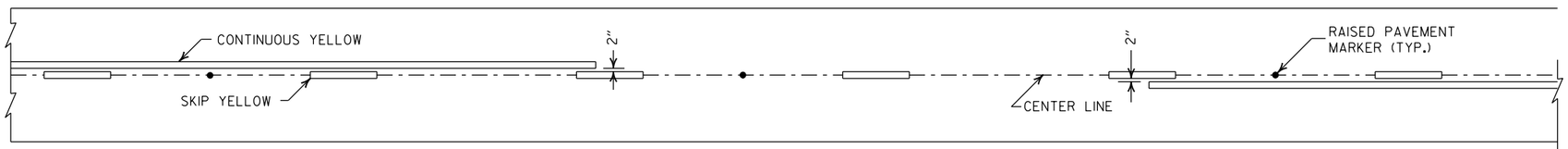


ASPHALT PAVEMENT

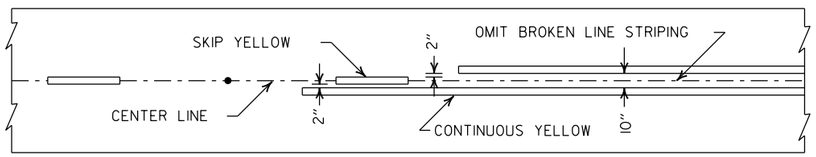
BROKEN LINE STRIPING



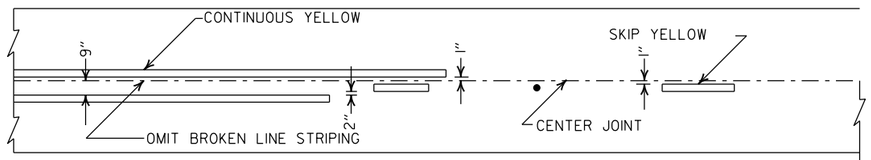
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

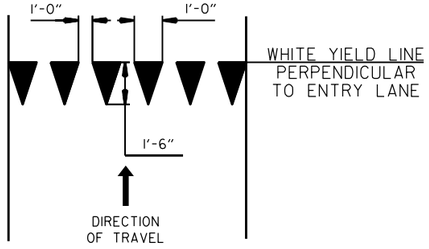


ASPHALT PAVEMENT

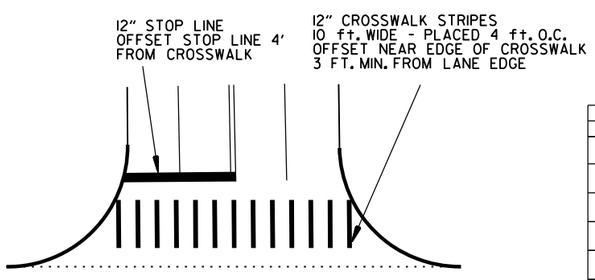


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

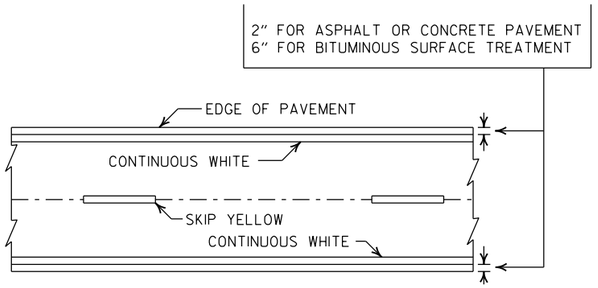


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

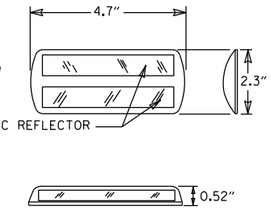
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



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

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 DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

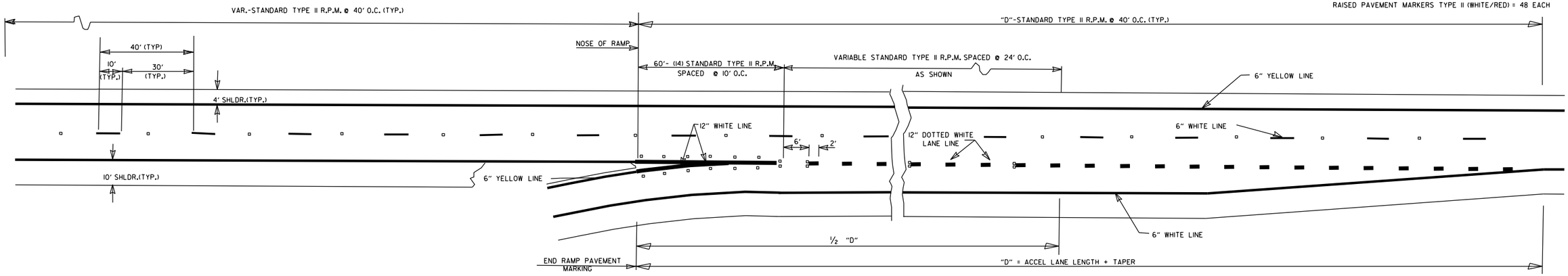
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

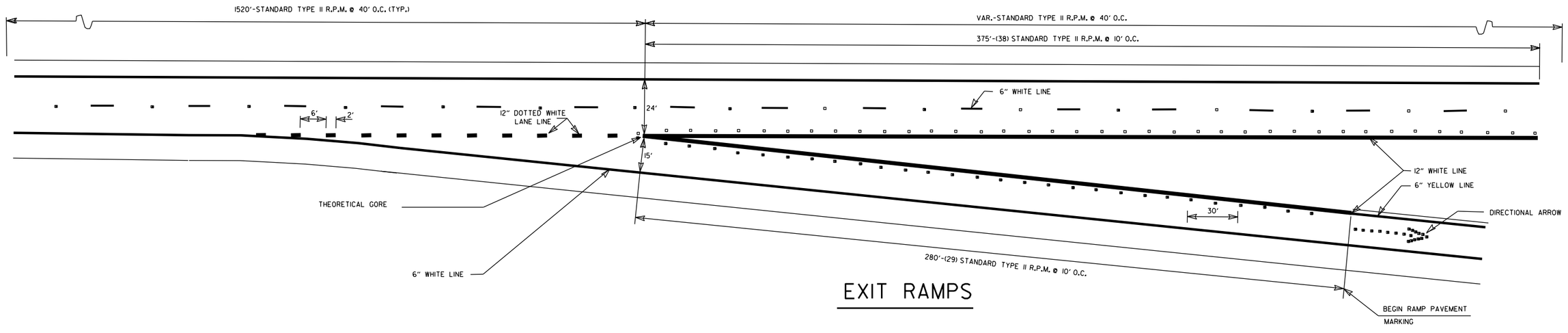
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

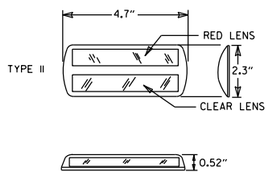
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

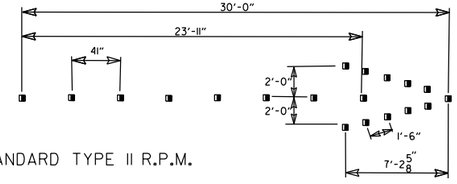


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



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

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.

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

ARKANSAS STATE HIGHWAY COMMISSION

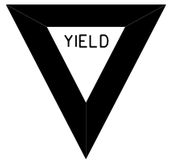
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

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"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

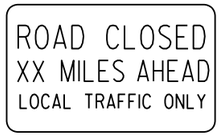
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2

48"X30"

R11-3A



60"X30"

R11-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

W1-3

STD. 48"X48"

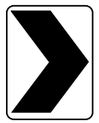
W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

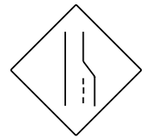
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

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"

W13-1

STD. 24"X24"

W20-1

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

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

STD. 36"X36"
FWY. 48"X48"

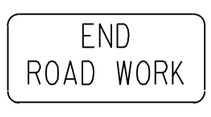
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

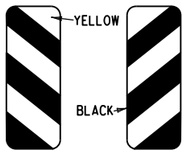
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

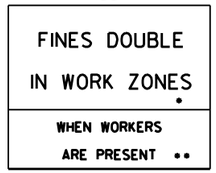
M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1



36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

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. 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.

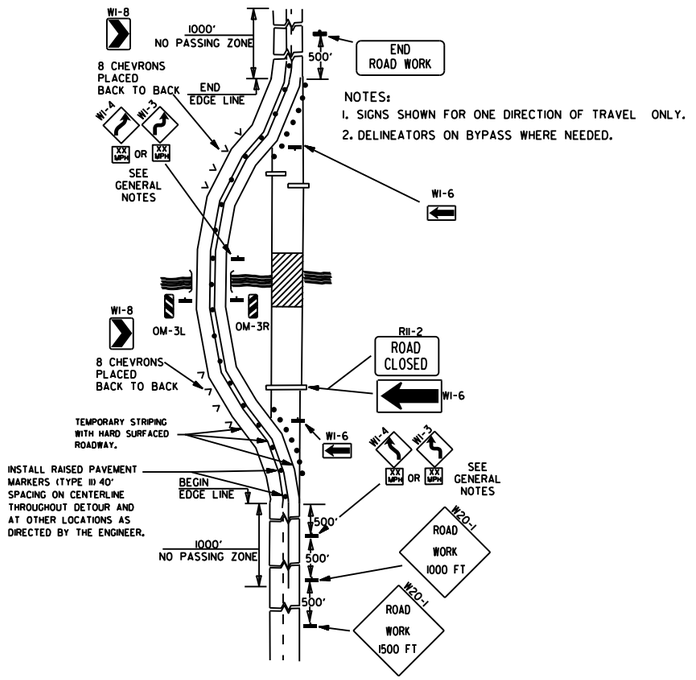
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

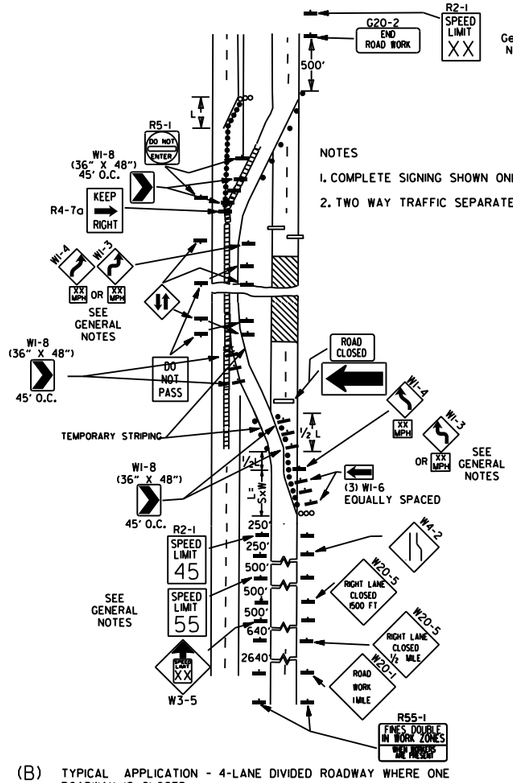
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



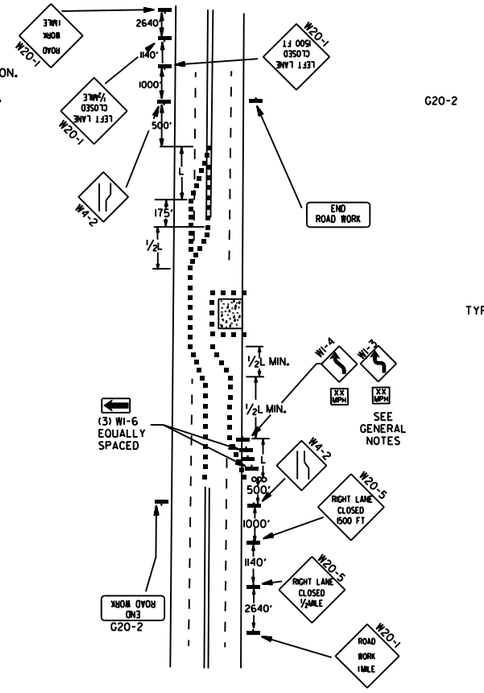
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

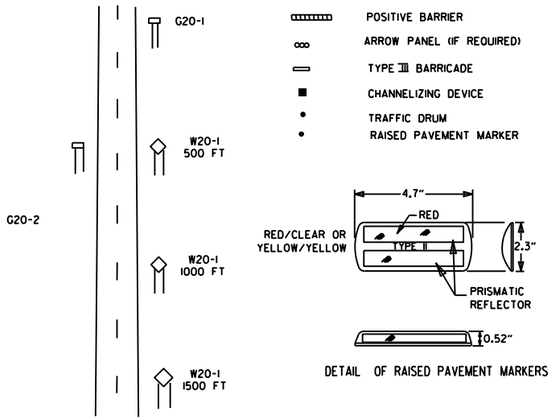


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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.



DETAIL OF RAISED PAVEMENT MARKERS

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:

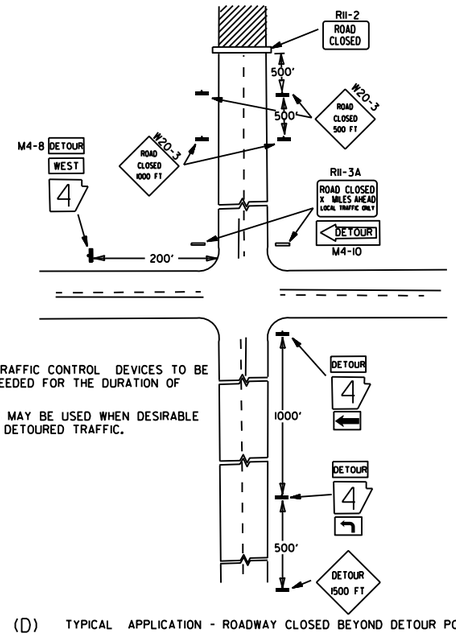
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

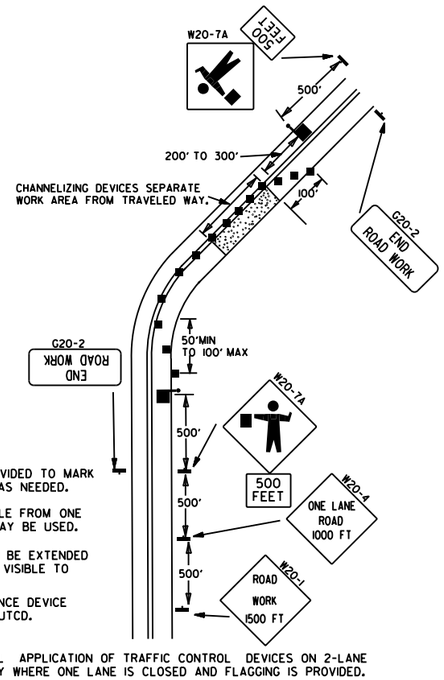
GENERAL NOTES:

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 WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-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 R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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).



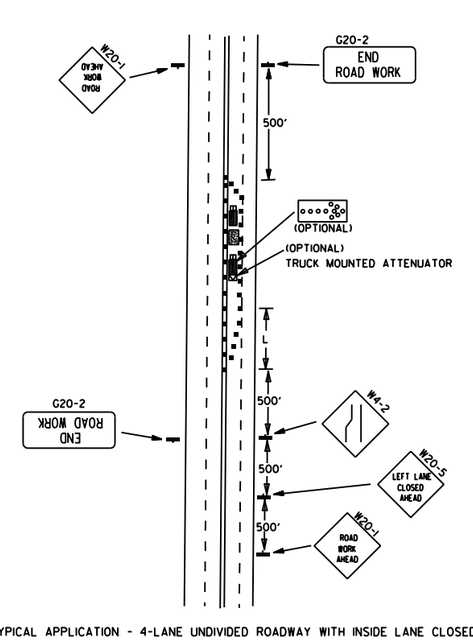
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



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

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



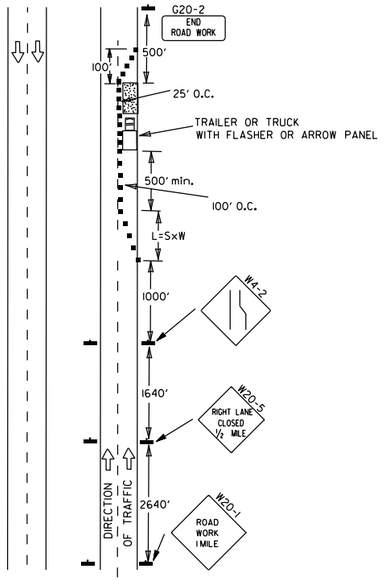
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
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	

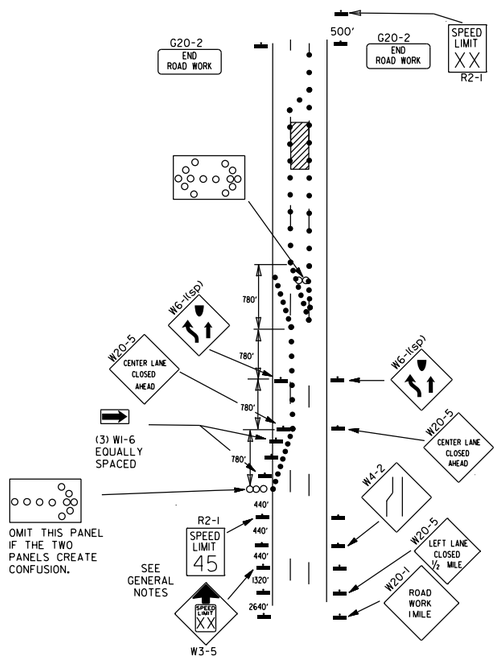
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

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.



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

KEY:

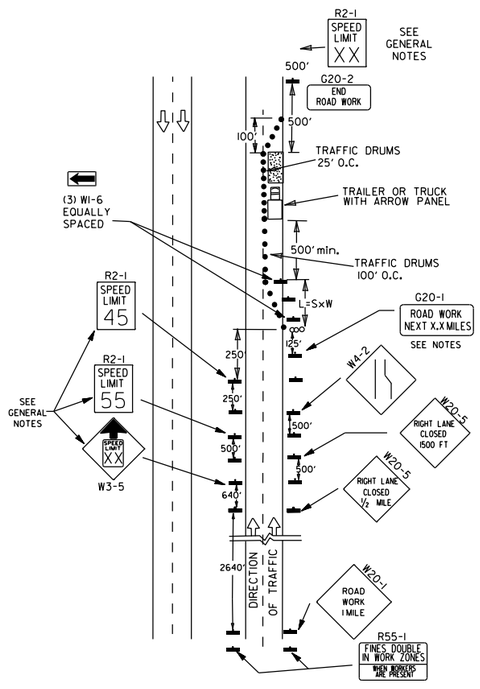
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

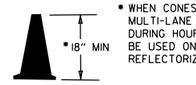
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
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 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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(45) 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(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. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. 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.
11. 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).



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

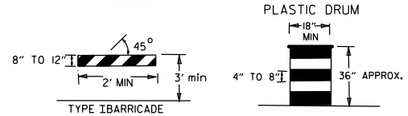
CHANNELIZING DEVICES



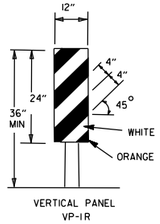
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

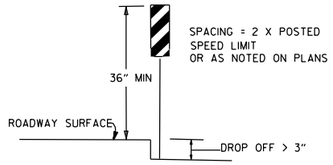
PLASTIC DRUM



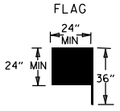
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

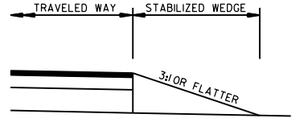
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS[1]	W8-9 AND TRAFFIC DRUMS[1]
> 3" ≤ 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[1]
> 6" ≤ 18"	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" ≤ 24"	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[3]
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER[4] & EDGE LINES	PRECAST CONCRETE BARRIER[4] & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	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

GENERAL NOTES:

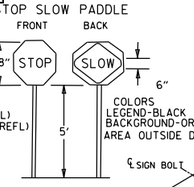
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

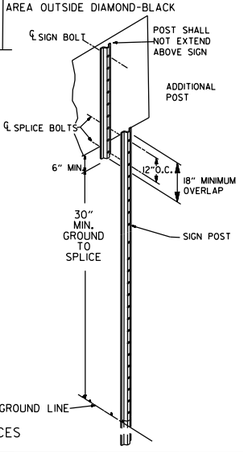


STABILIZED WEDGE

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

STOP SLOW PADDLE

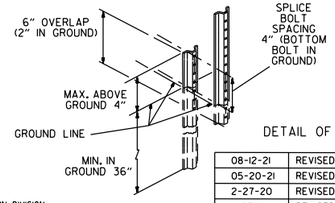




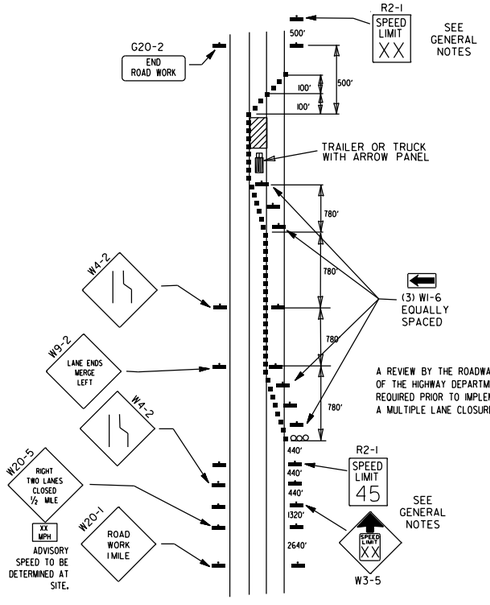
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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.



DETAIL OF SPLICES



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

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

DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3