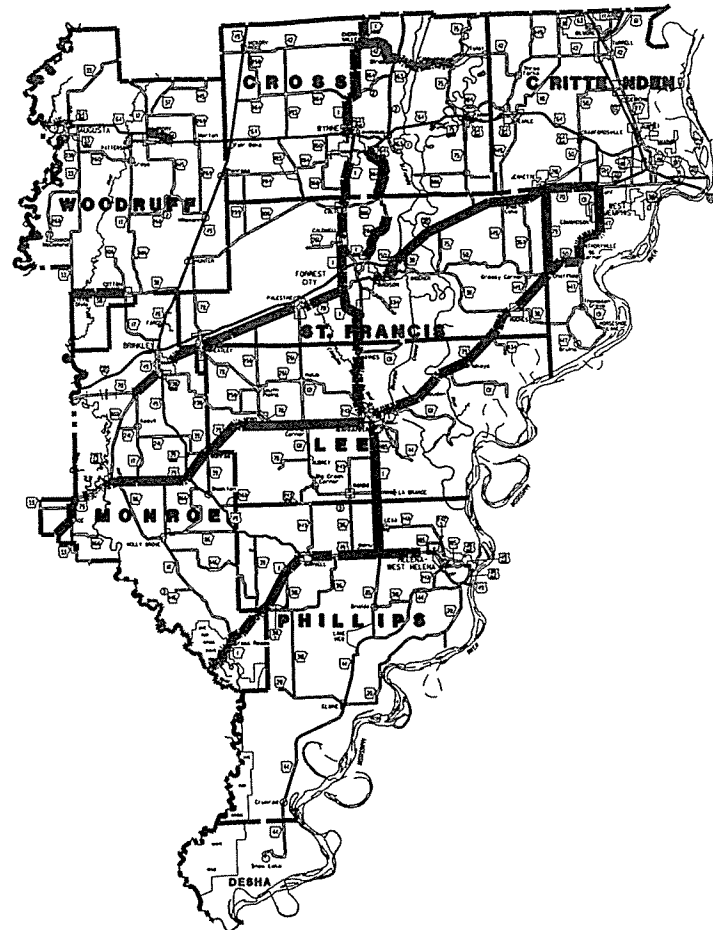


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012228							1	19
② SHOULDER RUMBLE STRIPS/STRIPES (SEL. SECS.) (DISTS. 1, 5, 6, 10) (S)								



DISTRICT 1

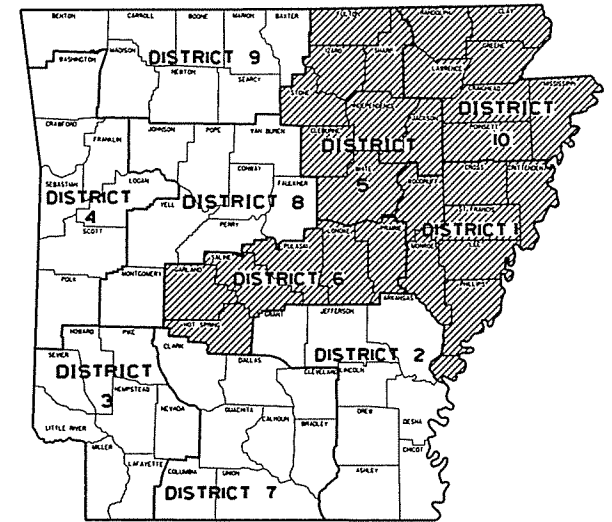
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

SHOULDER RUMBLE STRIPS / STRIPES
(SEL. SECS.) (DISTS. 1, 5, 6, 10) (S)

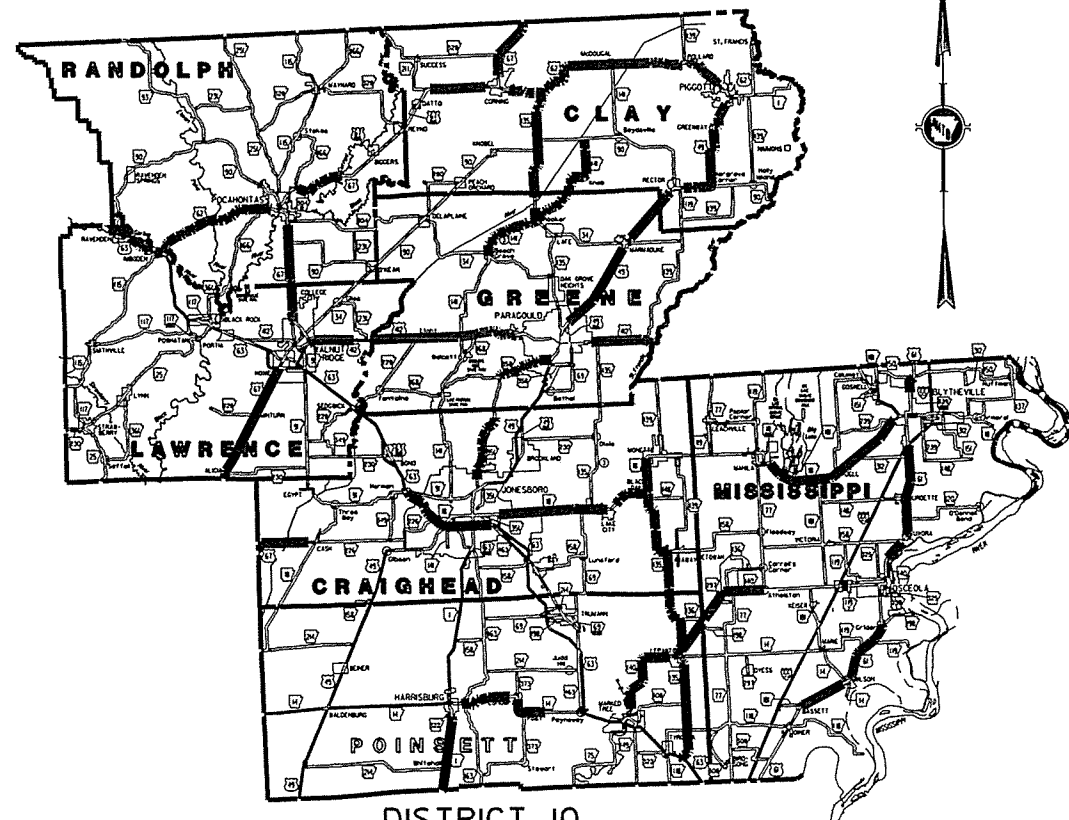
VARIOUS COUNTIES

JOB 012228

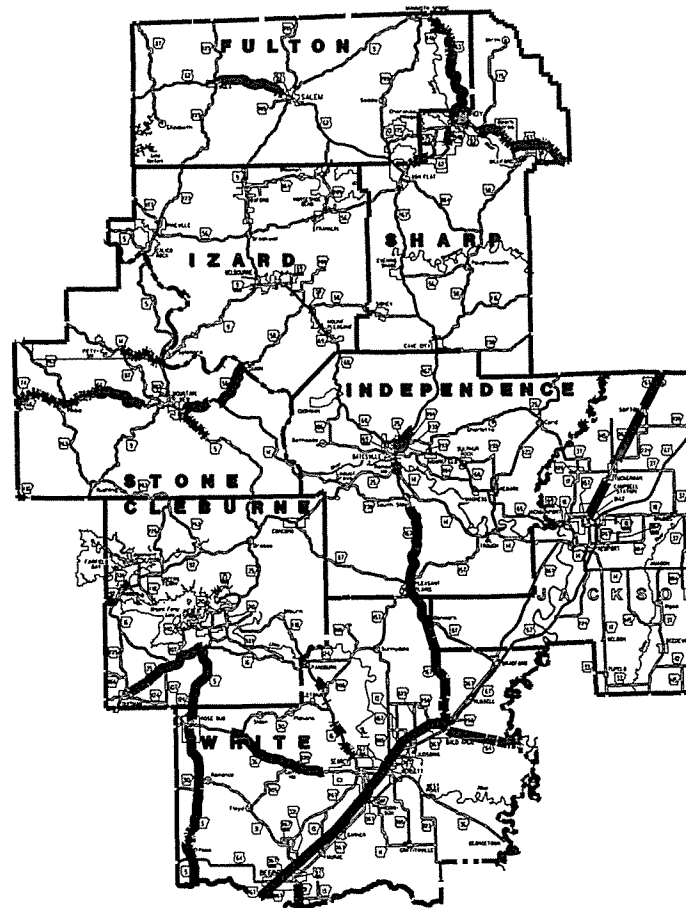
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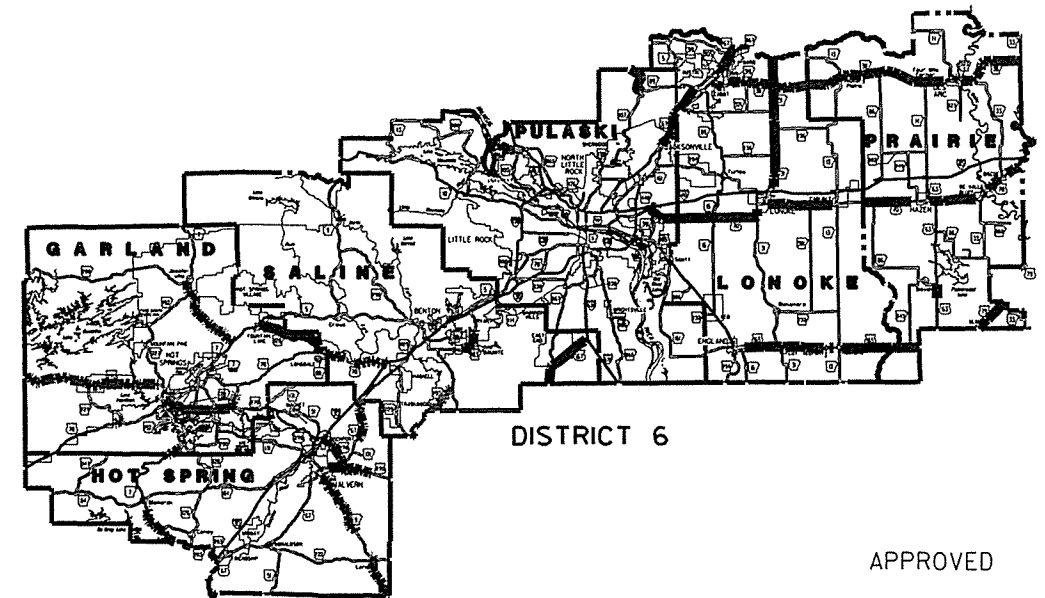
ARK. HWY. DIST. NOS. 1, 5, 6 & 10



DISTRICT 10



DISTRICT 5



DISTRICT 6

APPROVED

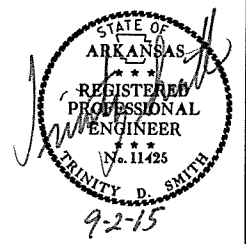


5-27-15

DEPUTY DIRECTOR
AND CHIEF ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						012228	2	19

INDEX OF SHEETS, GOV. SPECS. & GEN. NOTES



INDEX OF SHEETS

SHEET NO.	TITLE	DRWG. NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES		
3 - 6	SPECIAL DETAILS		
7 - 14	QUANTITIES		
15	SUMMARY OF QUANTITIES AND REVISIONS		
16	PAVEMENT MARKING DETAILS	PM-1	9-12-13
17	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	9-02-15
18	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9-02-15
19	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	9-02-15

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

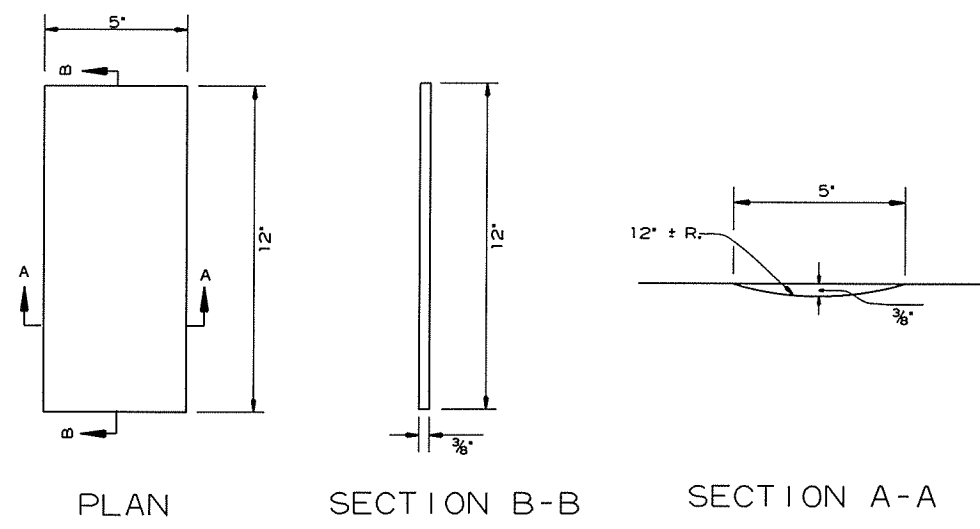
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 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
108-1	LIQUIDATED DAMAGES
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012228	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012228	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 012228	MAINTENANCE OF TRAFFIC
JOB 012228	MANDATORY ELECTRONIC CONTRACT
JOB 012228	PARTNERING REQUIREMENTS
JOB 012228	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER
JOB 012228	RUMBLE STRIPES
JOB 012228	RUMBLE STRIPS
JOB 012228	UTILITY ADJUSTMENTS
JOB 012228	VALUE ENGINEERING

GENERAL NOTES

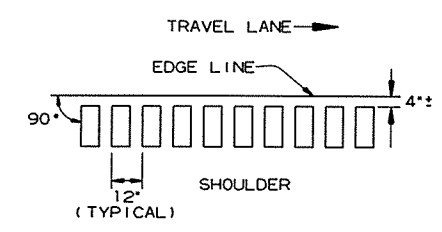
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- SHOULDER RUMBLE STRIPS/STRIPES SHALL NOT BE CONSTRUCTED ACROSS PUBLIC INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS, AS DIRECTED BY THE ENGINEER.
- PLAN LOCATIONS AND QUANTITIES FOR RUMBLE STRIPS AND RUMBLE STRIPES ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER. THIS INCLUDES, BUT IS NOT LIMITED TO, POOR OR DETERIORATING PAVEMENT CONDITIONS THAT WOULD RESULT IN INCONSISTENT INSTALLATION OF RUMBLE STRIPS OR RUMBLE STRIPES.

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JOB NO. 012228							3	19

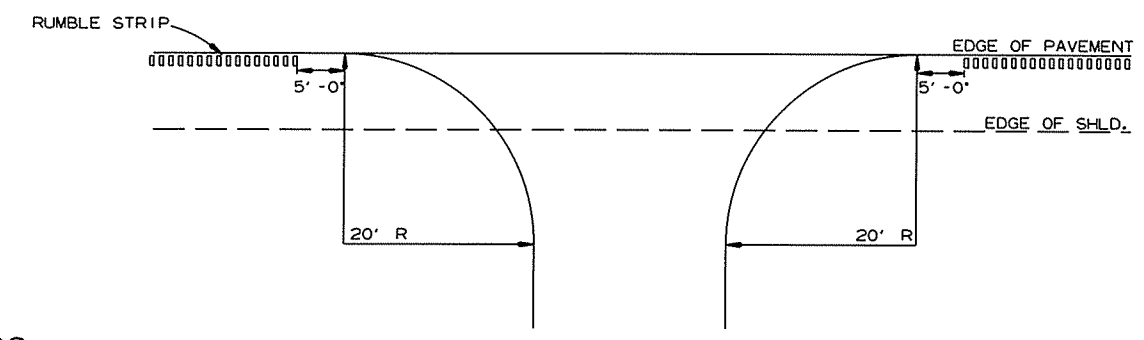
2 SPECIAL DETAILS



DETAILS OF RUMBLE STRIPS



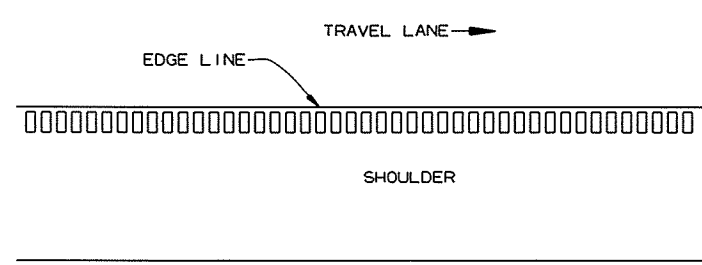
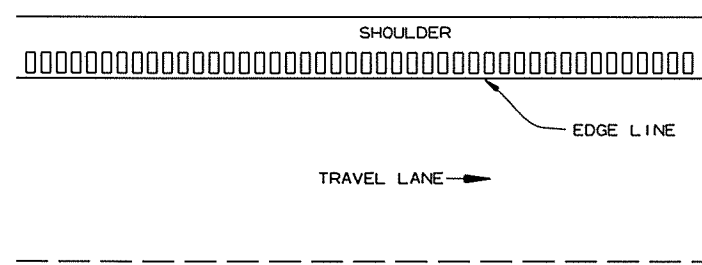
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



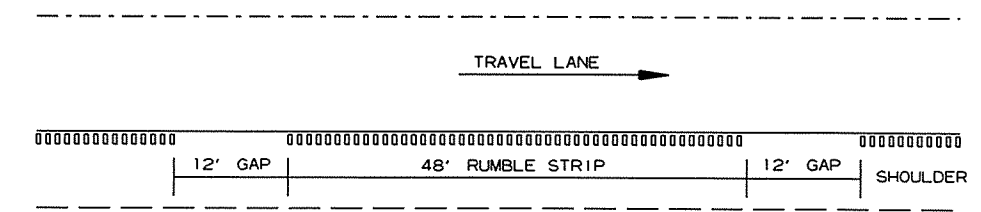
DETAIL FOR RUMBLE STRIP GAP
AT DRIVEWAY TURNOUTS

GENERAL NOTES

- RUMBLE STRIPS SHALL NOT BE INSTALLED ON CURB SECTIONS, BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, RESIDENTIAL OR COMMERCIAL DRIVEWAYS OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.
- RUMBLE STRIPS SHALL NOT BE INSTALLED ON A PAVED SHOULDER THAT IS USED AS A DECELERATION LANE FOR THE LENGTH DEEMED APPROPRIATE BY THE ENGINEER.
- THE 4' OFFSET FROM THE EDGE LINE MAY BE INCREASED TO AVOID LONGITUDINAL JOINTS. IN ALL CASES, THE LATERAL DEVIATION FROM THE PLANNED OFFSET SHOULD BE KEPT TO A MINIMUM.
- RUMBLE STRIPS SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE SHOULDER. PAYMENT SHALL ONLY INCLUDE THAT PORTION OF THE SHOULDER ON WHICH RUMBLE STRIPS HAVE BEEN CONSTRUCTED. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR GAPS, DRIVEWAYS, TURNOUTS, OR OTHER PUBLIC ROAD INTERSECTIONS WHERE RUMBLE STRIPS HAVE NOT BEEN CONSTRUCTED.
- THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 12' LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.



PLAN VIEW



NOTE: GAP PATTERN SHALL BE ADJUSTED BY THE ENGINEER IN THE FIELD ALLOWING FOR DRIVEWAYS TO SERVE AS THE GAP.

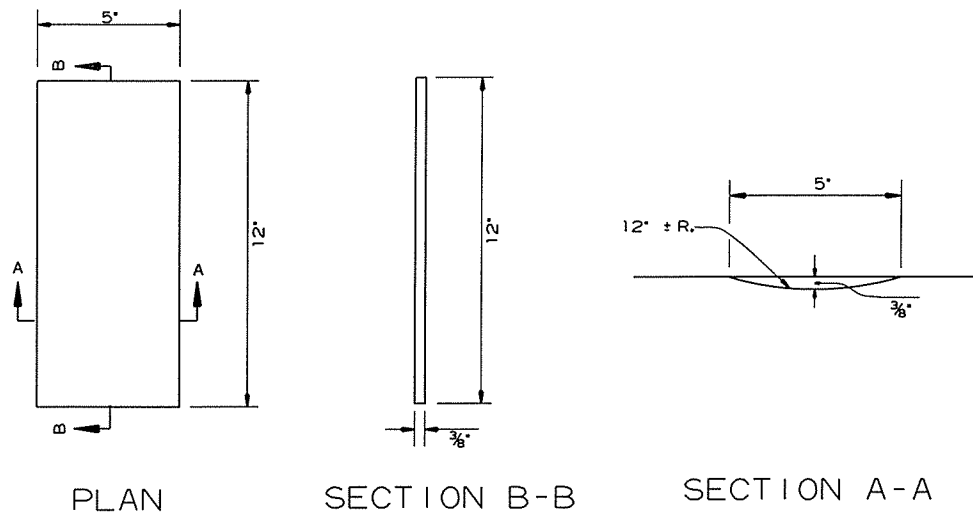
DETAIL FOR GAP PATTERN RUMBLE STRIP

r012228.dgn Special Details

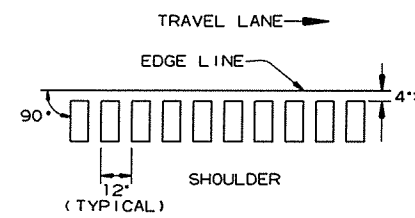
5/18/15

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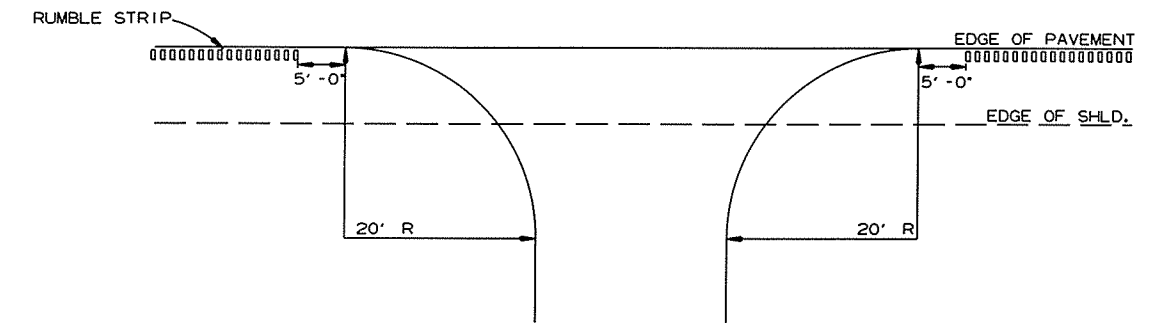
2 SPECIAL DETAILS



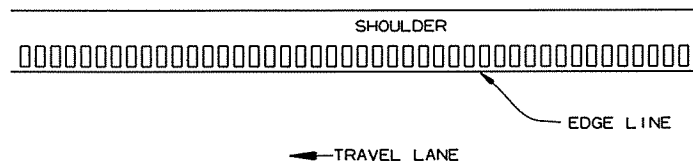
DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



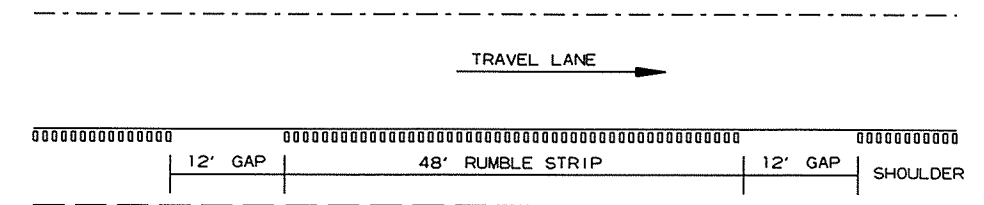
DETAIL FOR RUMBLE STRIP GAP
AT DRIVEWAY TURNOUTS



PLAN VIEW

GENERAL NOTES

1. RUMBLE STRIPS SHALL NOT BE INSTALLED ON CURB SECTIONS, BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, RESIDENTIAL OR COMMERCIAL DRIVEWAYS OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.
2. RUMBLE STRIPS SHALL NOT BE INSTALLED ON A PAVED SHOULDER THAT IS USED AS A DECELERATION LANE FOR THE LENGTH DEEMED APPROPRIATE BY THE ENGINEER.
3. THE 4' OFFSET FROM THE EDGE LINE MAY BE INCREASED TO AVOID LONGITUDINAL JOINTS. IN ALL CASES, THE LATERAL DEVIATION FROM THE PLANNED OFFSET SHOULD BE KEPT TO A MINIMUM.
4. RUMBLE STRIPS SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE SHOULDER. PAYMENT SHALL ONLY INCLUDE THAT PORTION OF THE SHOULDER ON WHICH RUMBLE STRIPS HAVE BEEN CONSTRUCTED. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR GAPS, DRIVEWAYS, TURNOUTS, OR OTHER PUBLIC ROAD INTERSECTIONS WHERE RUMBLE STRIPS HAVE NOT BEEN CONSTRUCTED.
5. THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 12' LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.

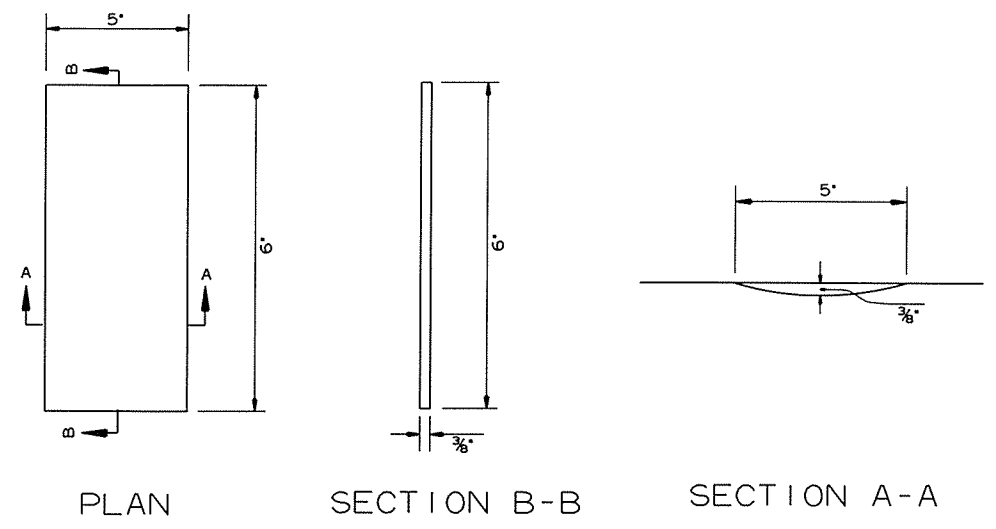


NOTE: GAP PATTERN SHALL BE ADJUSTED BY THE ENGINEER IN THE FIELD ALLOWING FOR DRIVEWAYS TO SERVE AS THE GAP.

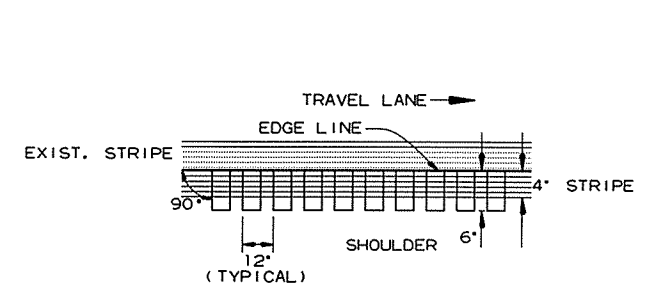
DETAIL FOR GAP PATTERN RUMBLE STRIP

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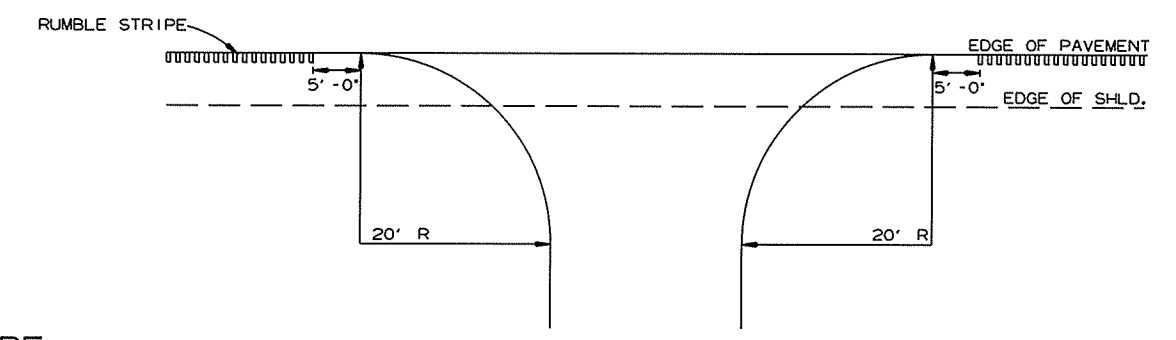
2 SPECIAL DETAILS



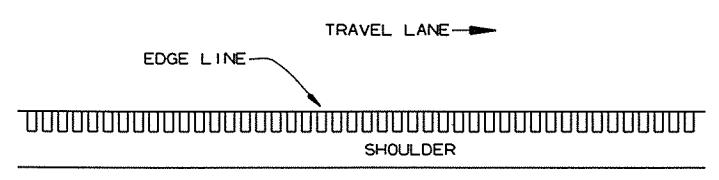
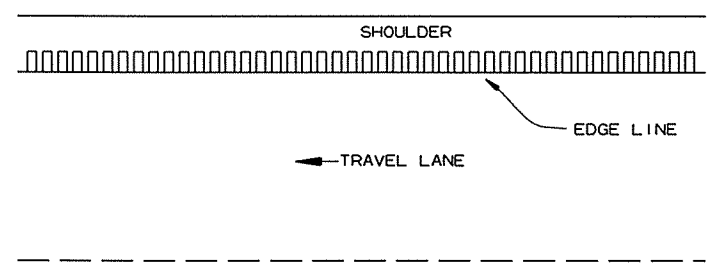
DETAILS OF RUMBLE STRIPE



LOCATION PLAN OF RUMBLE STRIPE
LEFT OR RIGHT SHOULDER



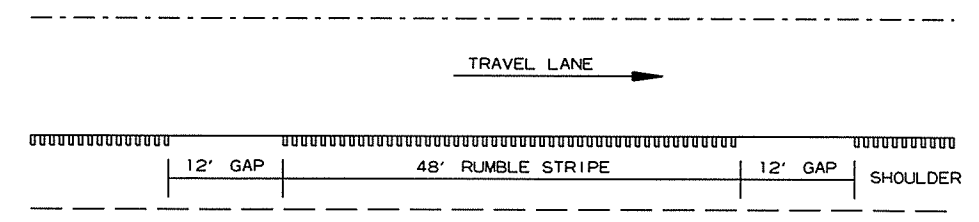
DETAIL FOR RUMBLE STRIPE GAP
AT DRIVEWAY TURNOUTS



PLAN VIEW

GENERAL NOTES

1. RUMBLE STRIPES SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, RESIDENTIAL OR COMMERCIAL DRIVEWAYS.
2. RUMBLE STRIPES SHALL NOT BE INSTALLED ON A PAVED SHOULDER THAT IS USED AS A DECELERATION LANE FOR THE LENGTH DEEMED APPROPRIATE BY THE ENGINEER.
3. RUMBLE STRIPES SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE SHOULDER. PAYMENT SHALL ONLY INCLUDE THAT PORTION OF THE SHOULDER ON WHICH RUMBLE STRIPES HAVE BEEN CONSTRUCTED. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR GAPS, DRIVEWAYS, TURNOUTS, OR OTHER PUBLIC ROAD INTERSECTIONS WHERE RUMBLE STRIPES HAVE NOT BEEN CONSTRUCTED.
4. THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 6' LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.



NOTE: GAP PATTERN SHALL BE ADJUSTED BY THE ENGINEER IN THE FIELD ALLOWING FOR DRIVEWAYS TO SERVE AS THE GAP.

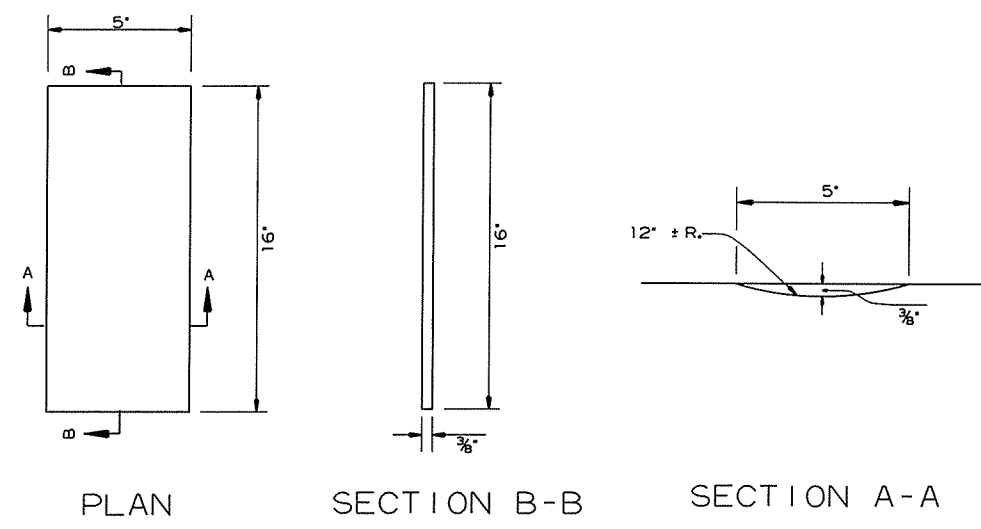
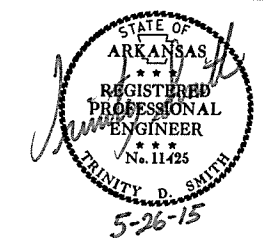
DETAIL FOR GAP PATTERN RUMBLE STRIPE

r012228.dgn SpecialDetails

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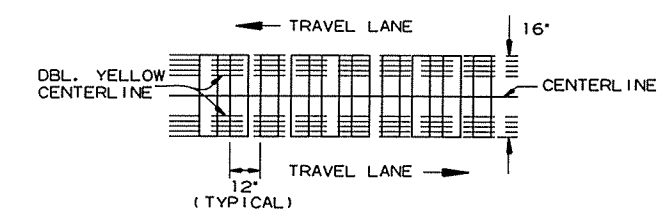
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
							JOB NO. 012228	6	19

2 SPECIAL DETAILS

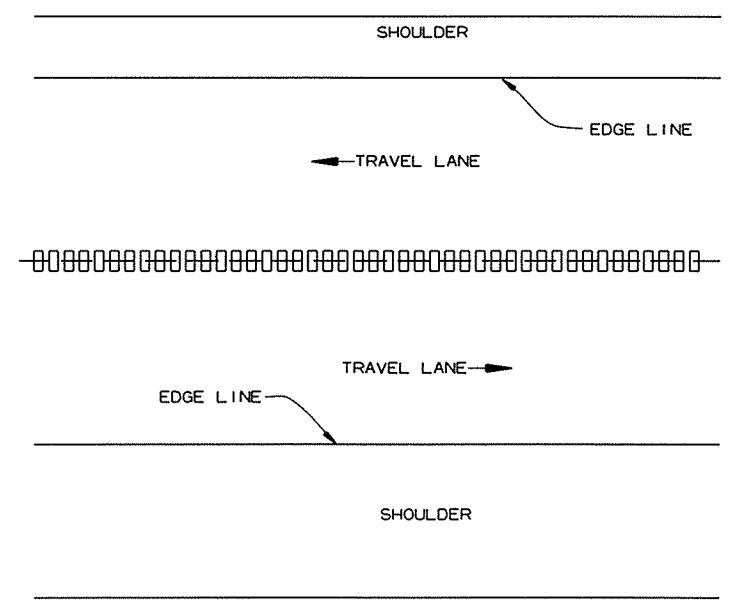


PLAN SECTION B-B SECTION A-A

DETAILS OF CENTERLINE RUMBLE STRIPS



LOCATION PLAN OF CENTERLINE RUMBLE STRIPS



PLAN VIEW

GENERAL NOTES

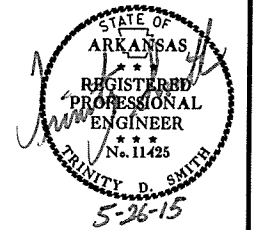
1. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, INTERSECTING STREETS OR ROADWAYS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.
2. RUMBLE STRIPS SHALL BE MEASURED BY THE LINEAR FOOT LONGITUDINALLY ALONG THE CENTERLINE.
3. THE 3/8" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16' LENGTH. SOME VARIATION TO SUIT SLOPE BREAKS MAY BE NECESSARY.

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② QUANTITIES



REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKERS

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKERS
						MILES	EACH
CROSS	1	1	14	0.06	1.24	1.18	78
CROSS	1	1	14	1.24	2.68	1.44	190
CROSS	1	1	14	2.68	2.74	0.06	4
CROSS	1	1	14	2.74	4.12	1.38	182
CROSS	1	1	14	4.12	5.77	1.65	109
CROSS	1	1	14	5.77	6.99	1.22	161
CROSS	1	1	14	6.99	8.33	1.34	88
CROSS	1	1	14	8.33	10.00	1.67	220
CROSS	1	1	14	10.00	14.35	4.35	287
TOTAL:							1319

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* RUMBLE STRIPS IN ASPHALT SHOULDERS	
						MILES	NO. OF SHLDRS	LIN. FT.
LEE	1	1	9	7.80	8.70	0.90	2	7603
LEE	1	1	10	5.49	6.32	0.83	4	14024
LEE	1	1	10	6.32	7.88	1.56	4	26358
ST. FRANCIS	1	1	11	3.20	3.28	0.08	4	1352
ST. FRANCIS	1	1	11	3.28	7.03	3.75	2	31680
CROSS	1	1	13	0.00	4.15	4.15	2	35059
CROSS	1	1	14	0.06	1.24	1.18	2	9969
CROSS	1	1	14	2.68	2.74	0.06	2	507
CROSS	1	1	14	4.12	5.77	1.65	2	13939
CROSS	1	1	14	6.99	8.33	1.34	2	11320
CROSS	1	1	14	10.00	14.35	4.35	2	36749
CROSS	1	1	13Y	0.00	0.22	0.22	2	1859
PHILLIPS	1	49	10	12.63	22.09	9.46	2	79918
WOODRUFF	1	64	12	0.00	0.16	0.16	2	1352
WOODRUFF	1	64	12	0.26	0.85	0.59	2	4984
WOODRUFF	1	64	12	1.45	2.19	0.74	2	6252
WOODRUFF	1	64	14	4.00	5.06	1.06	2	8955
MONROE	1	79	13	4.97	5.36	0.39	2	3295
MONROE	1	79	13	5.82	6.59	0.77	2	6505
MONROE	1	79	13	6.88	7.22	0.34	2	2872
MONROE	1	79	13	7.94	8.30	0.36	2	3041
MONROE	1	79	14	0.11	0.85	0.74	2	6252
LEE	1	79	15	12.22	19.22	7.00	2	59136
CRITTENDEN	1	147	1	5.23	7.40	2.17	2	18332
CRITTENDEN	1	147	1	12.90	15.38	2.48	2	20951
TOTAL:								412264

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

CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* CENTERLINE RUMBLE STRIPS	THERMOPLASTIC PAVEMENT MARKINGS		RAISED PAVEMENT MARKERS	
								4" YELLOW	4" WHITE	(TYPE II) YELLOW/YELLOW	(TYPE II) WHITE/RED
								MILES	LIN. FT.	LIN. FT.	LIN. FT.
CROSS	1	1	14	1.24	2.68	1.44	7603	15206	1900	190	190
CROSS	1	1	14	2.74	4.12	1.38	7286	14573	1820	182	182
CROSS	1	1	14	5.77	6.99	1.22	6442	12883	1610	161	161
CROSS	1	1	14	8.33	10.00	1.67	8818	17635	2200	220	220
WOODRUFF	1	64	14	2.50	4.00	1.50	7920	15840	1980	198	198
TOTALS:							38069	76137	9510	951	951

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

NOTE: PAVEMENT MARKING QUANTITY INCLUDES DOUBLE CENTERLINE STRIPE AND SKIP LINE FOR PASSING LANE. THE DOUBLE YELLOW CENTERLINE SHALL BE PLACED IN THE AREAS OF THE PASSING LANE. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

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② QUANTITIES



RUMBLE STRIPS IN ASPHALT SHOULDERS

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* RUMBLE STRIPS IN ASPHALT SHOULDERS	
							MILES	LIN. FT.
WHITE	5	5	13	0.00	0.34	0.34	2	2872
WHITE	5	5	14	8.95	9.02	0.07	2	591
WHITE	5	5	14	9.60	9.76	0.16	2	1352
STONE	5	5	16	12.11	14.74	2.63	2	22218
STONE	5	5	16	16.11	16.31	0.20	2	1690
WHITE	5	16	13	5.86	6.12	0.26	2	2196
WHITE	5	16	13	8.43	8.96	0.53	2	4477
CLEBURNE	5	25	2	3.64	3.94	0.30	2	2534
CLEBURNE	5	25	2	4.89	4.93	0.04	2	338
FULTON	5	62	16	0.00	1.25	1.25	2	10560
SHARP	5	62	17	3.93	5.67	1.74	2	14700
FULTON	5	63	1	1.70	2.06	0.36	2	3041
FULTON	5	63	1	3.20	3.50	0.30	2	2534
FULTON	5	63	1	3.84	4.50	0.66	2	5576
FULTON	5	63	1	5.50	5.80	0.30	2	2534
SHARP	5	63	2	2.75	3.04	0.29	2	2450
WHITE	5	64	11	4.10	5.89	1.79	2	15122
WHITE	5	64	11	7.89	9.46	1.57	2	13263
WHITE	5	67	12	0.00	20.62	20.62	4	348396
WHITE	5	67	13	0.00	0.58	0.58	4	9800
WHITE	5	67	13	0.67	9.14	8.47	4	143109
JACKSON	5	67	15	27.94	29.64	1.70	2	14362
JACKSON	5	67	15	30.40	34.87	4.47	2	37763
WHITE	5	167	14	0.12	6.31	6.19	2	52293
JACKSON	5	367	21	13.13	17.60	4.47	2	37763
JACKSON	5	367	21	20.38	24.81	4.43	2	37425
INDEPENDENCE	5	394	1	1.29	1.35	0.06	2	507
TOTAL:								789466

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

CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* CENTERLINE RUMBLE STRIPS	THERMOPLASTIC PAVEMENT MARKINGS		RAISED PAVEMENT MARKERS	
								4" YELLOW	4" WHITE	(TYPE II) YELLOW/YELLOW	(TYPE II) WHITE/RED
							LIN. FT.	LIN. FT.	LIN. FT.	EACH	
WHITE	5	5	13	0.34	1.69	1.35	7128	14256	1780	178	178
WHITE	5	5	14	1.33	1.87	0.54	2851	5702	710	71	71
WHITE	5	5	14	3.24	4.46	1.22	6442	12883	1610	161	161
WHITE	5	5	14	6.75	8.14	1.39	7339	14678	1830	183	183
WHITE	5	5	14	14.58	15.90	1.32	6970	13939	1740	174	174
WHITE	5	5	14	17.79	18.97	1.18	6230	12461	1550	156	156
CLEBURNE	5	5	15	0.00	0.35	0.35	1848	3696	460	46	46
CLEBURNE	5	5	15	3.06	4.19	1.13	5966	11933	1490	149	149
STONE	5	14	7	2.33	4.08	1.75	9240	18480	2310	231	231
STONE	5	14	7	4.30	5.89	1.59	8395	16790	2090	210	210
WHITE	5	16	13	3.26	4.42	1.16	6125	12250	1530	153	153
WHITE	5	16	13	8.96	10.10	1.14	6019	12038	1500	150	150
CLEBURNE	5	25	2	2.61	3.64	1.03	5438	10877	1350	136	136
CLEBURNE	5	25	2	3.94	4.89	0.95	5016	10032	1250	125	125
CLEBURNE	5	25	2	8.76	11.25	2.49	13147	26294	3280	329	329
FULTON	5	62	12	11.56	13.33	1.77	9346	18691	2330	234	234
FULTON	5	62	12	13.61	15.80	2.19	11563	23126	2890	289	289
FULTON	5	62	12	17.52	19.54	2.02	10666	21331	2660	267	267
FULTON	5	63	1	2.06	3.20	1.14	6019	12038	1500	150	150
FULTON	5	63	1	3.50	3.84	0.34	1795	3590	440	45	45
FULTON	5	63	1	5.80	6.35	0.55	2904	5808	720	73	73
SHARP	5	63	2	0.40	1.08	0.68	3590	7181	890	90	90
SHARP	5	63	2	5.88	6.95	1.07	5650	11299	1410	141	141
SHARP	6	63	2	9.31	10.60	1.29	6811	13622	1700	170	170
SHARP	5	63	2	12.10	12.85	0.75	3960	7920	990	99	99
SHARP	5	63	2	15.75	16.50	0.75	3960	7920	990	99	99
TOTALS:							164418	328835	41000	4109	4109

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

CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* CENTERLINE RUMBLE STRIPS	REFLECTORIZED PAINT PAVEMENT MARKINGS		RAISED PAVEMENT MARKERS	
								4" YELLOW	4" WHITE	(TYPE II) YELLOW/YELLOW	(TYPE II) WHITE/RED
							LIN. FT.	LIN. FT.	LIN. FT.	EACH	
STONE	5	14	6	12.99	13.99	1.00	5280	10560	1320	132	132
TOTALS:							5280	10560	1320	132	132

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

NOTE: PAVEMENT MARKING QUANTITY INCLUDES DOUBLE CENTERLINE STRIPE AND SKIP LINE FOR PASSING LANE. THE DOUBLE YELLOW CENTERLINE SHALL BE PLACED IN THE AREAS OF THE PASSING LANE. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 012228							11	19

2 QUANTITIES



CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH MILES	* CENTERLINE RUMBLE STRIPS LIN. FT.	THERMOPLASTIC PAVEMENT MARKINGS		RAISED PAVEMENT MARKERS	
								4" YELLOW LIN. FT.	4" WHITE LIN. FT.	(TYPE II) YELLOW/YELLOW EACH	(TYPE II) WHITE/RED EACH
GARLAND	6	7	10	0.21	1.43	1.22	6442	12883	1610	161	161
GARLAND	6	7	10	3.76	4.98	1.22	6442	12883	1610	161	161
GARLAND	6	70	8	8.10	8.37	0.27	1426	2851	350	36	36
SALINE	6	70	10	0.00	2.09	2.09	11035	22070	2750	276	276
SALINE	6	70	10	3.48	6.56	3.08	16262	32525	4060	407	407
GARLAND	6	270	5	2.61	3.64	1.03	5438	10877	1350	136	136
GARLAND	6	270	5	4.94	6.45	1.51	7973	15946	1990	199	199
GARLAND	6	270	5	10.19	11.33	1.14	6019	12038	1500	150	150
GARLAND	6	270	5	12.65	13.49	0.84	4435	8870	1100	111	111
PULASKI	6	365	11	1.30	1.65	0.35	1848	3696	460	46	46
TOTALS:							67320	134639	16780	1683	1683

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

NOTE: PAVEMENT MARKING QUANTITY INCLUDES DOUBLE CENTERLINE STRIPE AND SKIP LINE FOR PASSING LANE. THE DOUBLE YELLOW CENTERLINE SHALL BE PLACED IN THE AREAS OF THE PASSING LANE. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

RUMBLE STRIPS IN ASPHALT SHOULDERS

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH MILES	* RUMBLE STRIPS IN ASPHALT SHOULDERS	
							NO. OF SHLDRS	LIN. FT.
HOT SPRING	6	7	8	0.00	0.51	0.51	2	4308
GARLAND	6	7	10	6.18	7.10	0.92	2	7772
PRAIRIE	6	38	1	18.72	19.63	0.91	2	7688
HOT SPRING	6	67	8	1.84	2.20	0.36	2	3041
HOT SPRING	6	67	8	2.59	2.80	0.21	2	1774
PULASKI	6	67	10	10.89	15.34	4.45	4	75187
LONOKE	6	67	11	0.71	3.48	2.77	4	46802
LONOKE	6	67	11	7.00	10.16	3.16	4	53391
GARLAND	6	70	9	0.00	0.48	0.48	4	8110
GARLAND	6	70	9	0.60	1.30	0.70	4	11827
GARLAND	6	70	9	1.40	1.60	0.20	4	3379
SALINE	6	70	10	6.66	7.64	0.98	4	16558
LONOKE	6	70	14	9.91	10.11	0.20	2	1690
PRAIRIE	6	79	13	4.91	4.97	0.06	2	507
LONOKE	6	165	8	0.00	6.21	6.21	2	52462
LONOKE	6	165	8	7.06	7.56	0.50	2	4224
LONOKE	6	165	8	8.17	17.46	9.29	2	78482
SALINE	6	167	12	0.00	2.50	2.50	2	21120
SALINE	6	167	12	2.50	7.45	4.95	4	83635
SALINE	6	183	1	4.27	4.83	0.56	2	4731
SALINE	6	183	1	4.96	5.47	0.51	2	4308
GARLAND	6	270	5	0.54	0.71	0.17	2	1436
GARLAND	6	270	5	1.35	1.86	0.51	2	4308
GARLAND	6	270	5	6.65	6.96	0.31	2	2619
GARLAND	6	270	5	9.09	9.35	0.26	2	2196
GARLAND	6	270	5	13.49	13.55	0.06	2	507
GARLAND	6	270	5	13.66	13.90	0.24	2	2028
GARLAND	6	270	5	18.12	19.18	1.06	4	17910
GARLAND	6	270	5	19.43	22.91	3.48	4	58798
GARLAND	6	270	6	0.00	4.00	4.00	4	67584
HOT SPRING	6	270	8	0.00	0.10	0.10	2	845
TOTAL:							649227	

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

NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

r012229.dgn Quantities

5/18/15

DISTRICT 6
QUANTITIES

RUMBLE STRIPES IN ASPHALT SHOULDERS

Table with columns: COUNTY, DIST., RTE., SEC., BEGIN LM, END LM, LENGTH, * RUMBLE STRIPES, THERMOPLASTIC PAVEMENT MARKINGS (4" WHITE, 4" YELLOW), RAISED PAVEMENT MARKERS (TYPE II) YELLOW/YELLOW. Includes a TOTALS row at the bottom.

Summary table with columns: DATE REVISED, DATE FILMED, DATE REWESED, DATE FILMED, FED. RD. DIST. NO., STATE, FED. AID PROJ. NO., SHEET NO., TOTAL SHEETS.

QUANTITIES



RUMBLE STRIPES IN ASPHALT SHOULDERS

Table with columns: COUNTY, DIST., RTE., SEC., BEGIN LM, END LM, LENGTH, * RUMBLE STRIPES, REFLECTORIZED PAINT PAVEMENT MARKINGS (4" WHITE, 4" YELLOW), RAISED PAVEMENT MARKERS (TYPE II) YELLOW/YELLOW. Includes a TOTALS row at the bottom.

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

NOTE: THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE FOR THE LENGTH INVOLVED. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

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

NOTE: THE 4" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE FOR THE LENGTH INVOLVED. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
JOB NO.							012228	13	19

2 QUANTITIES



CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* CENTERLINE RUMBLE STRIPS	REFLECTORIZED PAINT PAVEMENT MARKINGS			RAISED PAVEMENT MARKERS		
								MILES	LIN. FT.	LIN. FT.	LIN. FT.	(TYPE II)	(TYPE II)
												4" YELLOW	4" WHITE
CLAY	10	62	20	16.03	18.45	2.42	12778	25555	3190	319	319		
CLAY	10	62	20	19.90	20.23	0.33	1742	3485	430	44	44		
TOTALS:								14520	29040	3620	363	363	

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* RUMBLE STRIPS IN ASPHALT SHOULDERS		
							MILES	NO. OF SHLDRS	LIN. FT.
POINSETT	10	14	14	6.99	14.00	7.01	2	59220	
POINSETT	10	14	14	14.50	14.73	0.23	2	1943	
CRAIGHEAD	10	18	4	5.66	16.14	10.48	2	88535	
CRAIGHEAD	10	18	4	17.07	24.91	7.84	2	66232	
CRAIGHEAD	10	18	4	26.93	28.45	1.52	2	12841	
MISSISSIPPI	10	18	6	3.57	15.35	11.78	2	99517	
CLAY	10	49	1	11.00	11.30	0.30	2	2534	
CLAY	10	49	1	11.85	12.10	0.25	2	2112	
CRAIGHEAD	10	63	6	11.00	15.08	4.08	4	68936	
CRAIGHEAD	10	63	7	0.00	3.47	3.47	4	58629	
LAWRENCE	10	67	16	0.00	11.90	11.90	2	100531	
LAWRENCE	10	67	17	5.30	8.87	3.57	2	30159	
RANDOLPH	10	67	18	0.00	5.77	5.77	2	48745	
CLAY	10	67	20	12.07	18.07	6.00	2	50688	
CRAIGHEAD	10	226	2	0.47	1.17	0.70	2	5914	
CRAIGHEAD	10	226	2	1.17	4.88	3.71	4	62684	
LAWRENCE	10	412	7	1.52	1.91	0.39	2	3295	
GREENE	10	412	8	0.00	13.74	13.74	2	116076	
GREENE	10	412	9	2.09	8.09	6.00	2	50688	
TOTAL:								943387	

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

CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAY

COUNTY	DIST.	RTE.	SEC.	BEGIN LM	END LM	LENGTH	* CENTERLINE RUMBLE STRIPS	THERMOPLASTIC PAVEMENT MARKINGS			RAISED PAVEMENT MARKERS		
								MILES	LIN. FT.	LIN. FT.	LIN. FT.	(TYPE II)	(TYPE II)
												4" YELLOW	4" WHITE
CLAY	10	62	20	20.23	21.01	0.78	4118	8237	1020	103	103		
CLAY	10	62	20	22.76	24.07	1.31	6917	13834	1720	173	173		
TOTALS:								11035	22071	2740	276	276	

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

NOTE: PAVEMENT MARKING QUANTITY INCLUDES DOUBLE CENTERLINE STRIPE AND SKIP LINE FOR PASSING LANE. THE DOUBLE YELLOW CENTERLINE SHALL BE PLACED IN THE AREAS OF THE PASSING LANE. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY STRIPING. CONTACT THE MAINTENANCE DIVISION TO SCHEDULE THE ZONING OF THE PROJECT.

NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	
							012228	15
								19

② SUMMARY OF QUANTITIES AND REVISIONS



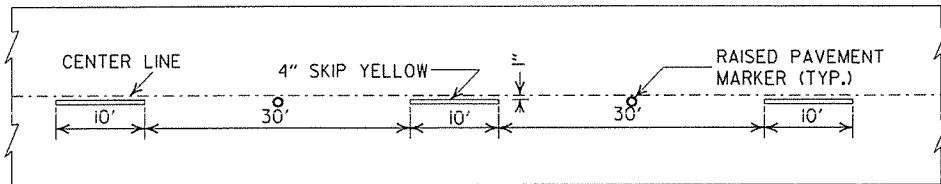
SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER	1319	EACH
601	MOBILIZATION	1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	2794344	LIN. FT.
SP	RUMBLE STRIPES	6399697	LIN. FT.
SP & 642	CENTERLINE RUMBLE STRIPS IN ASPHALT ROADWAYS	300642	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (4")	3004082	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (4")	3038742	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (4")	5070500	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	5002054	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	97864	EACH

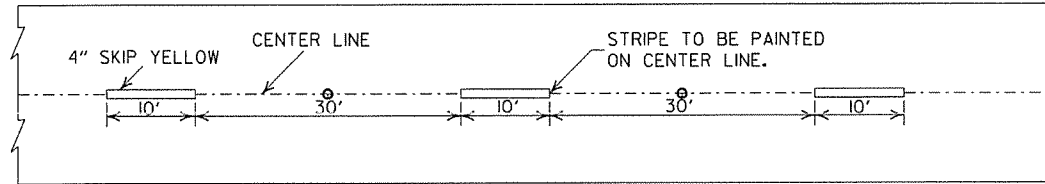
NOTE: QUANTITIES INCLUDED HAVE NOT BEEN REDUCED TO ALLOW FOR CROSSING PUBLIC ROAD INTERSECTIONS, DRIVEWAYS, BRIDGES, OR APPROACH GUTTERS. FINAL QUANTITIES FOR SHOULDER RUMBLE STRIPS/STRIPES WILL BE LESS THAN THE QUANTITY INDICATED ABOVE. THE WIDTH AND STRUCTURAL CONDITION OF THE SHOULDER SHALL BE VERIFIED BY THE ENGINEER BEFORE RUMBLE STRIPS/STRIPES ARE INSTALLED. REFLECTORIZED PAINT AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED ACCORDING TO THE STANDARD SPECIFICATIONS.

REVISIONS

DATE	REVISION	SHEET NUMBER

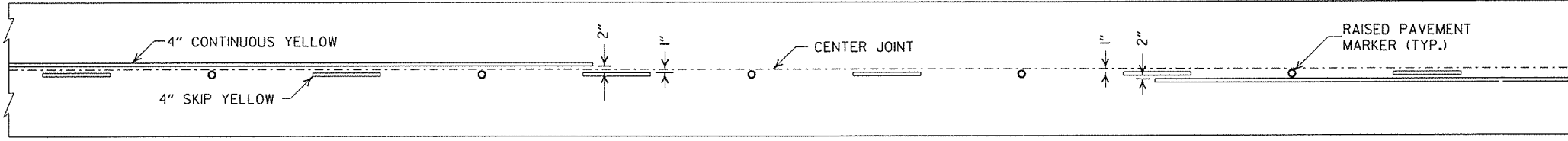


CONCRETE PAVEMENT

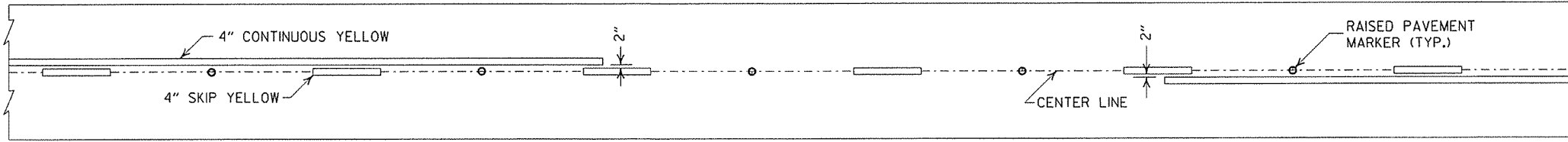


ASPHALT PAVEMENT

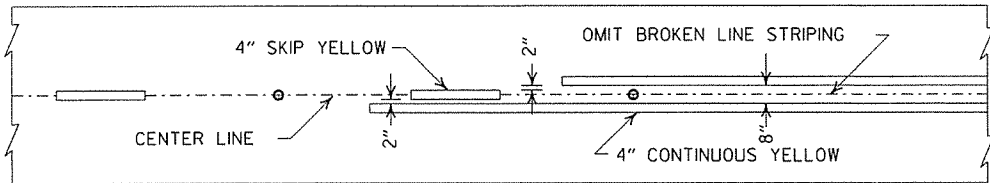
BROKEN LINE STRIPING



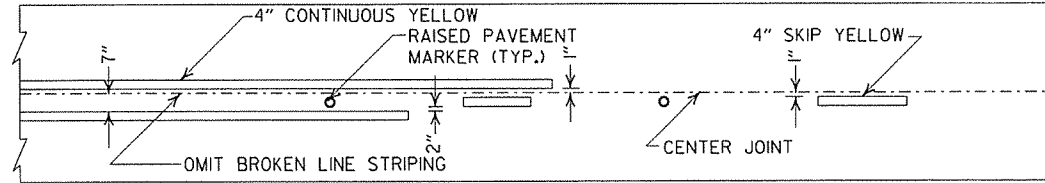
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

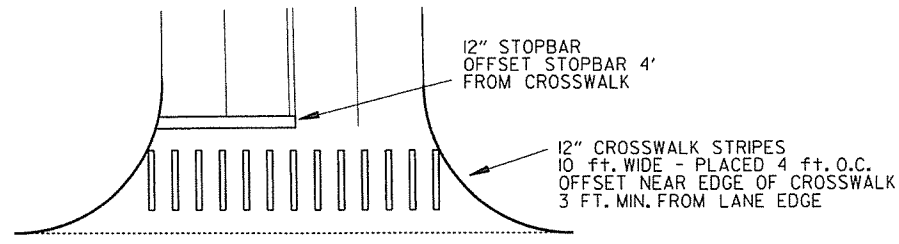


ASPHALT PAVEMENT



CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

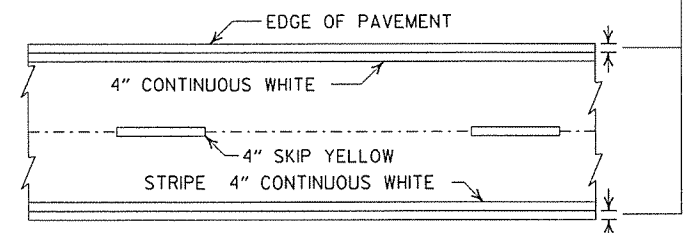


CROSSWALK AND STOPBAR DETAILS

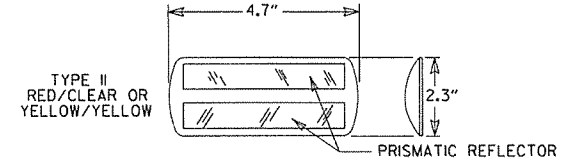
NOTES:

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

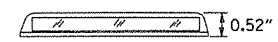
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING



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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

GENERAL NOTES:

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

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


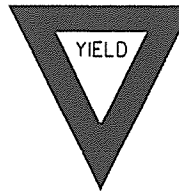
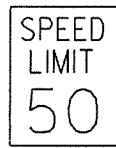


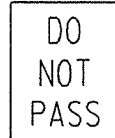
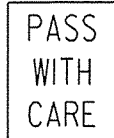


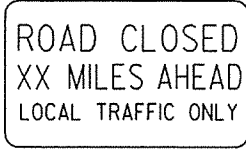
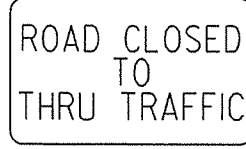

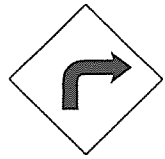

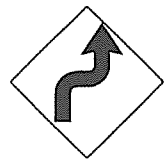

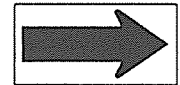
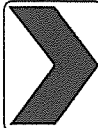
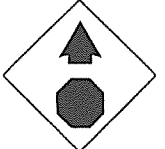
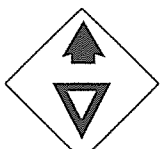
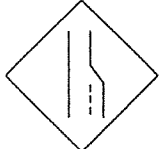

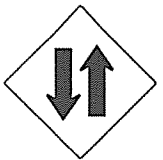








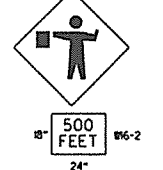





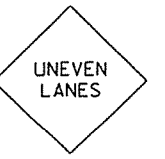
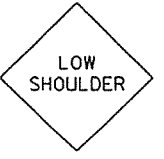
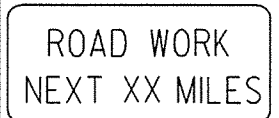
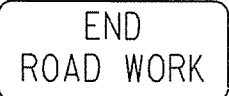
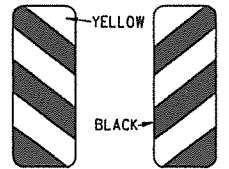
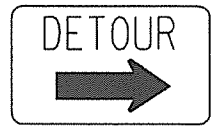

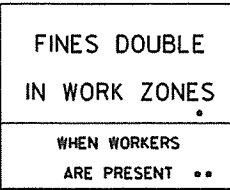
NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

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

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

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

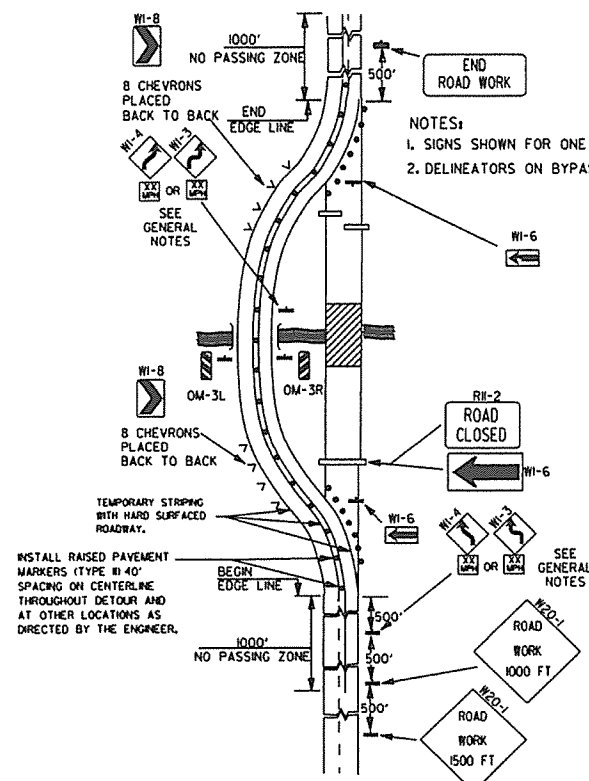
ADVANCE DISTANCES (XXXX)

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

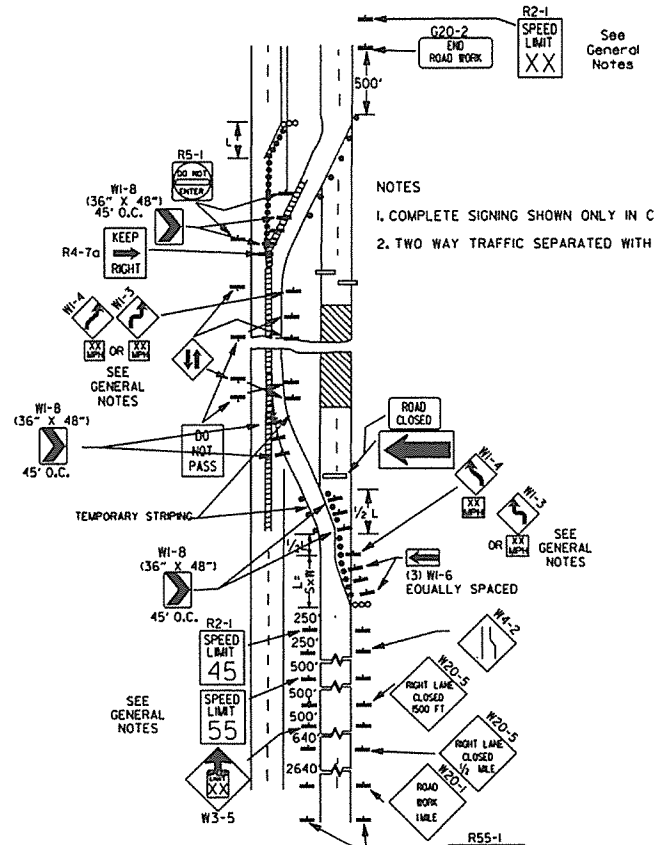
- GENERAL NOTES:
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
 - TRAFFIC CONTROL DEVICES SHALL BE SET UP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

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

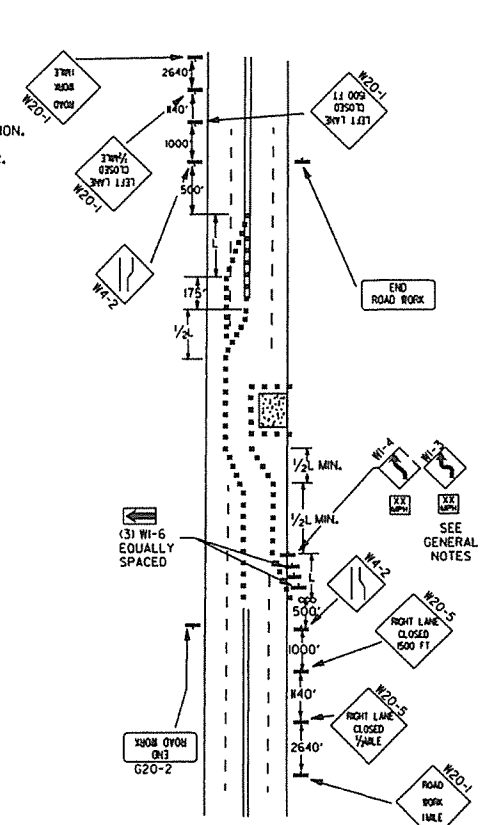
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-1	REVISED W24-1	
1-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
1-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
1-18-98	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	
8-15-94	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED



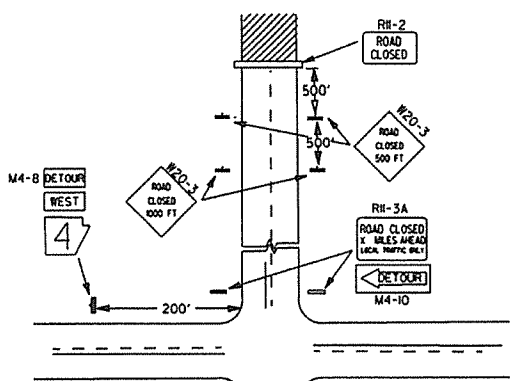
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



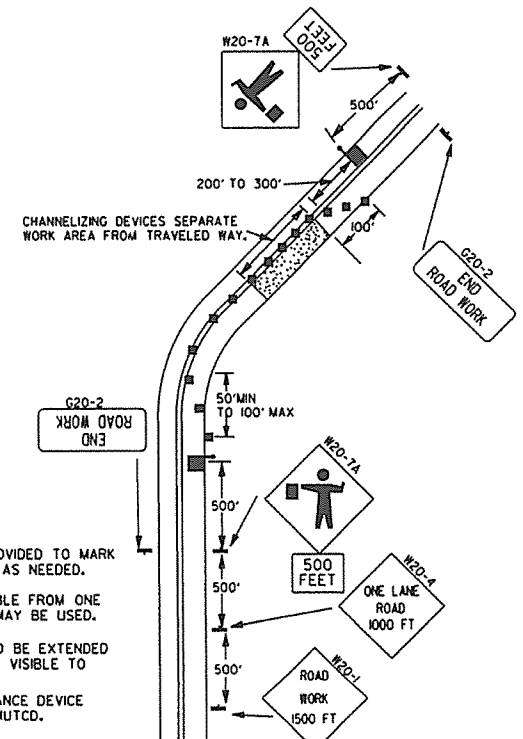
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



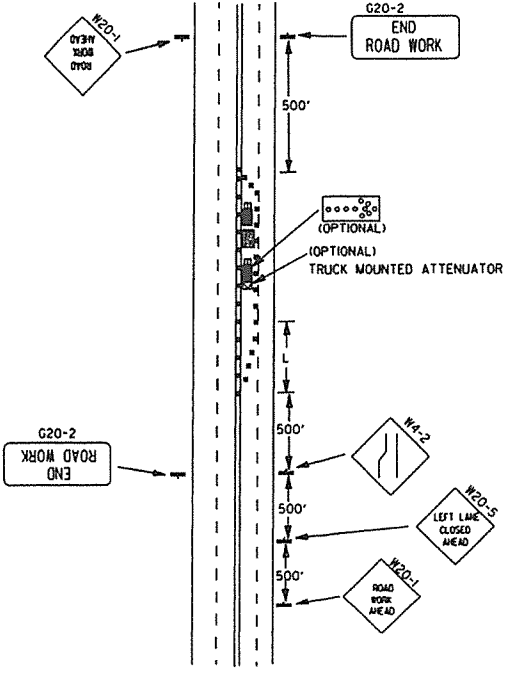
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



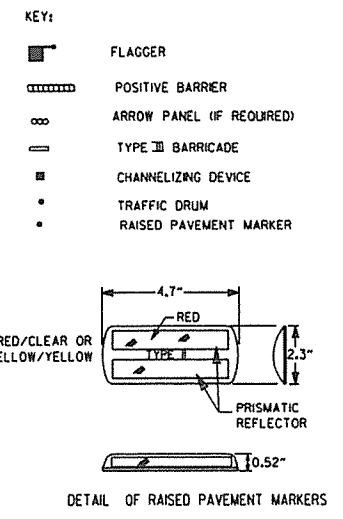
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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



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



TYPICAL ADVANCE WARNING SIGN PLACEMENT

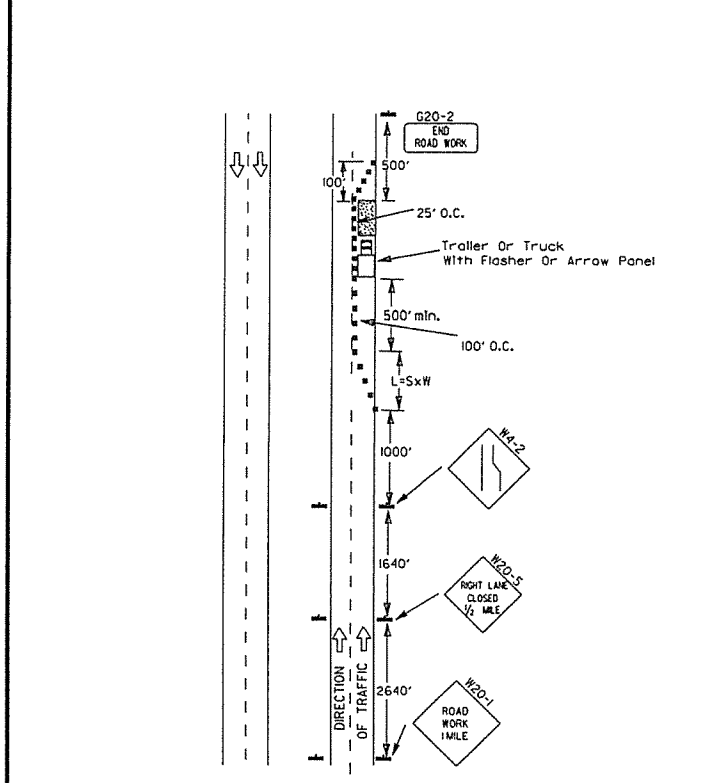
TAPER FORMULAE:
L=SxW FOR SPEEDS OF 45MPH OR MORE.
L= $\frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

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

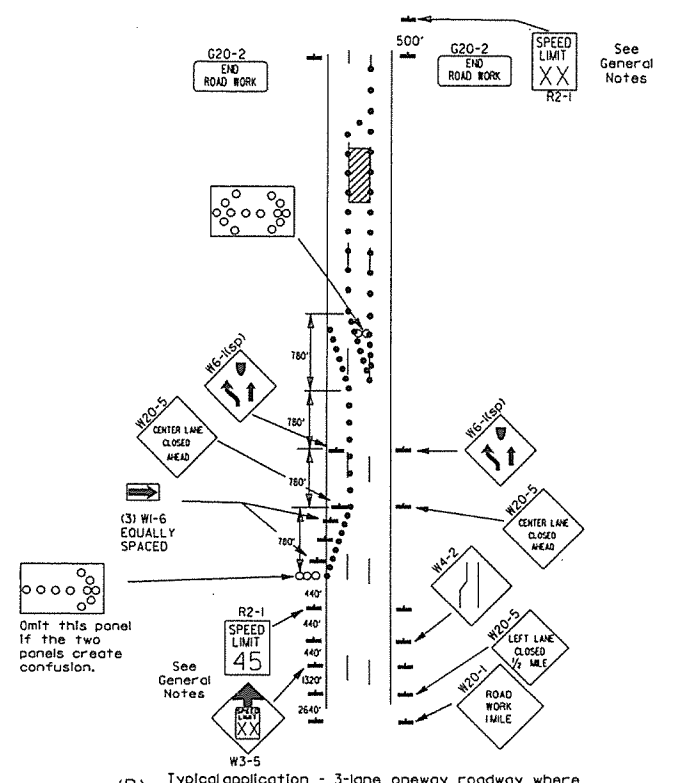
DATE	REVISION	FILED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	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

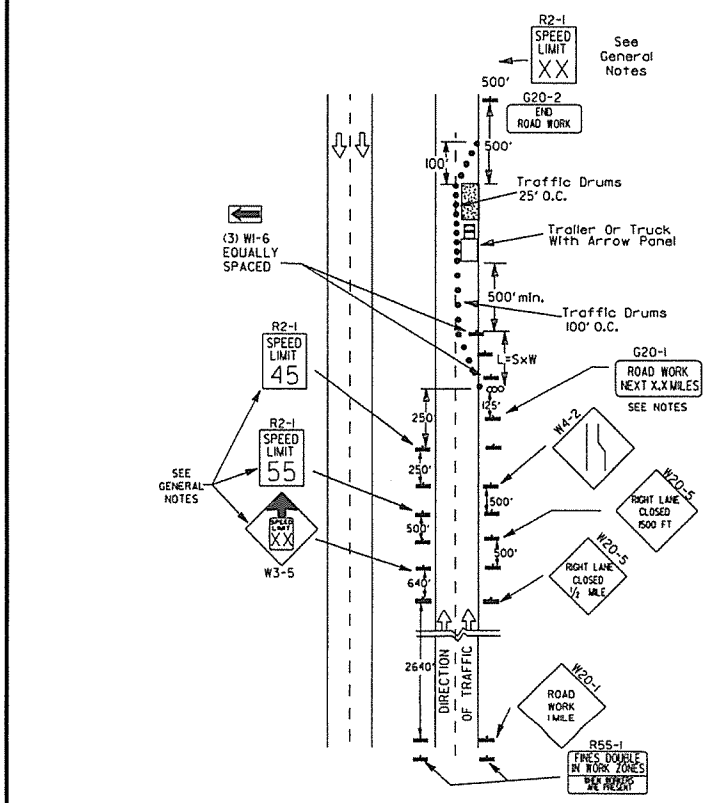
Channelizing devices



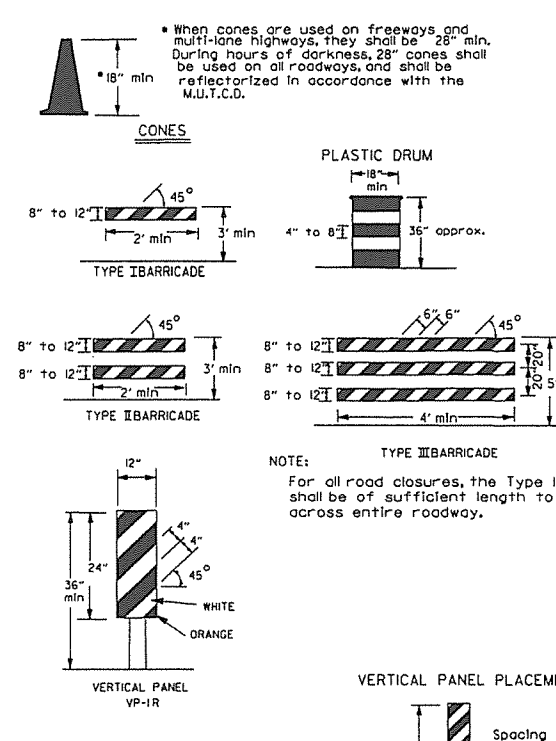
(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



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



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

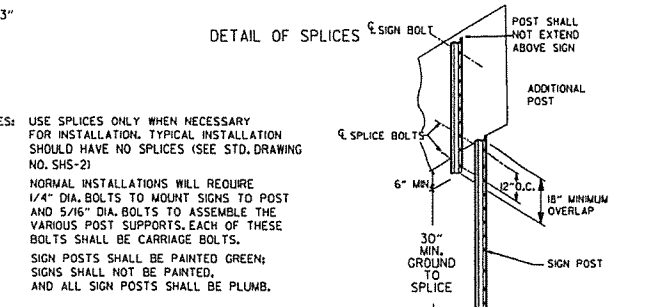
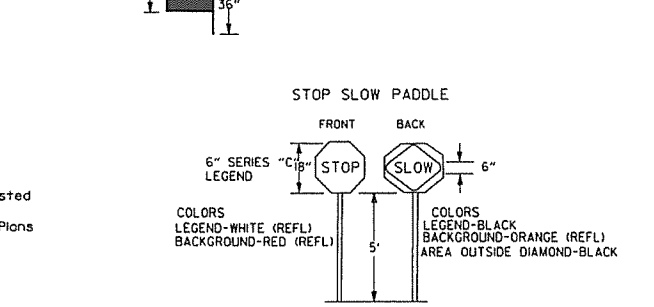
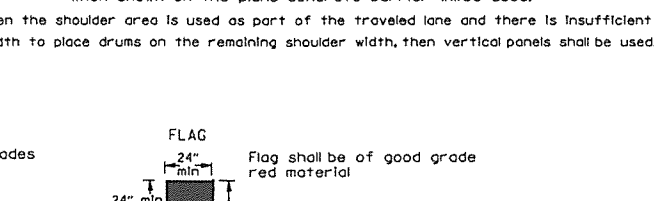


(D) Typical application - closing multiple lanes of a multilane highway.

TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

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

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



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

- GENERAL NOTES:
- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
 - When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1(45) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
 - When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-1(55) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
 - The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
 - Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
 - Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
 - The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1/2 MILE) signs are not required in advance of lane closures that begin inside the project limits.
 - Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
 - All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
 - Trolley 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 trolley. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

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

DATE	REVISION	FILED
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 (SPI) 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	