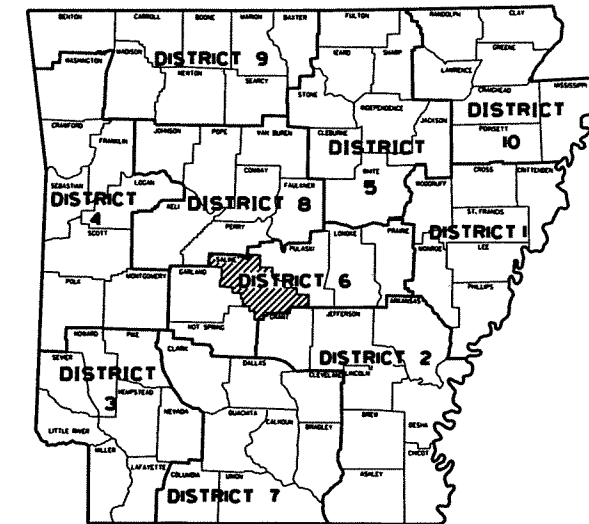


"A FULLY CONTROLLED ACCESS FACILITY"
 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONSTRUCTION PLANS FOR STATE HIGHWAY

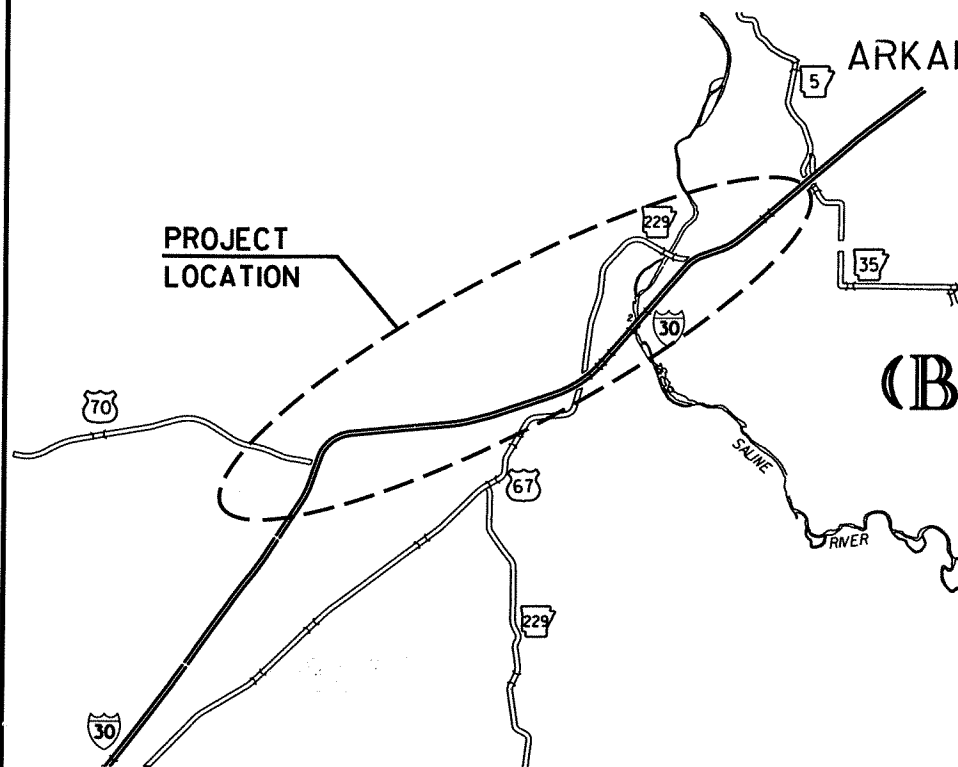
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO. 061318		1		44
				2 HWY. 70-SEVIER ST. (BENTON) (RESURFACING) (F)				

HWY. 70-SEVIER ST. (BENTON) (RESURFACING) (F)

SALINE COUNTY
 ROUTE 30 SECTION 22
JOB 061318



ARK. HWY. DIST. NO. 6



PROJECT
LOCATION

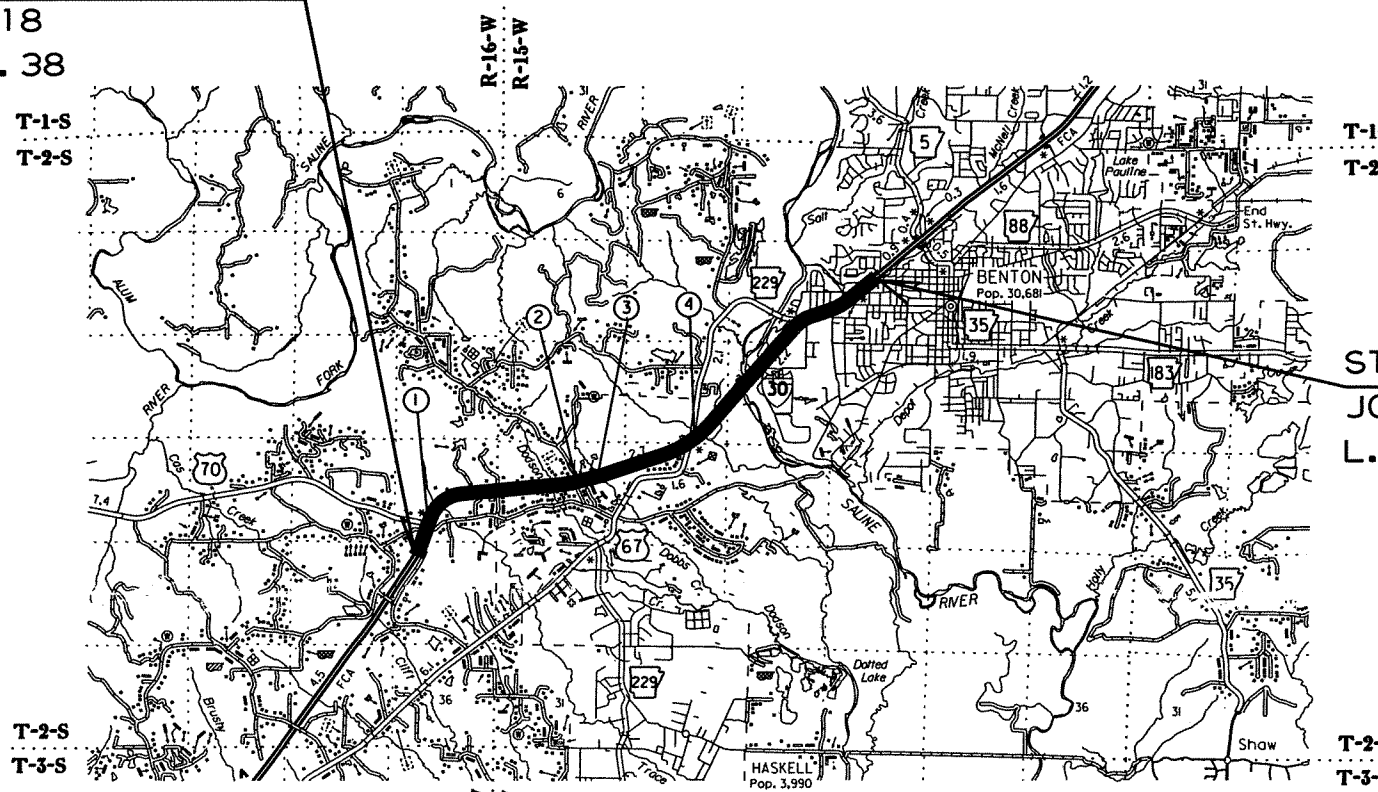
VICINITY MAP

NOT TO SCALE

EXCEPTIONS TO
JOB 061318 (BRIDGES)

- ① STA. 244+33.49 RT. &
STA. 244+09.10 LT. BR. ENDS
2 - 422'-4 1/4" R.C. SLAB SPAN
BR. NOS. 3251 A, 3251 B
40' -0" CLEAR ROADWAY
STA. 248+55.84 RT. &
STA. 248+31.47 LT. BR. ENDS
- ② STA. 394+92.89 RT. &
STA. 395+69.94 LT. BR. ENDS
2 - 258'-4 1/2" R.C. SLAB SPAN
BR. NOS. 3092 A, 3092 B
40' -0" CLEAR ROADWAY
STA. 397+51.27 RT. &
STA. 398+28.32 LT. BR. ENDS
- ③ STA. 411+02.71 RT. &
STA. 411+69.00 LT. BR. ENDS
2 - 503' -1" R.C. SLAB SPAN
BR. NOS. 3093 A, 3093 B
40' -0" CLEAR ROADWAY
STA. 416+05.79 RT. &
STA. 416+69.40 LT. BR. ENDS
- ④ STA. 433+41.52 RT. &
STA. 434+06.01 LT. BR. ENDS
2 - 1063' -3/4" R.C. SLAB SPAN
BR. NOS. 3094 A, 3094 B
40' -0" CLEAR ROADWAY
STA. 444+04.52 RT. &
STA. 444+69.07 LT. BR. ENDS

STA. 227+26.19-BEGIN
JOB 061318
L.M. 110.38



* DESIGN TRAFFIC DATA *

DESIGN YEAR	-----	2032
2012 ADT	-----	65,000
2032 ADT	-----	91,000
2032 DHV	-----	10,010
DIRECTIONAL DISTRIBUTION	-----	60%
TRUCKS	-----	20%
DESIGN SPEED	-----	70 MPH

STA. 517+66.38-END
JOB 061318
L.M. 115.88



APPROVED

Frank Voziel
 1/27/13
 DEPUTY DIRECTOR
 AND CHIEF ENGINEER

TOTAL LENGTH OF EXCEPTIONS =
2246.87' MEASURED ALONG C MEDIAN

GROSS LENGTH OF PROJECT	29040.19 FEET	OR	5.500 MILES
NET " " ROADWAY	26793.32 " "	" "	5.074 " "
NET " " BRIDGES	0.00 " "	" "	0.000 " "
NET " " PROJECT	26793.32 " "	" "	5.074 " "

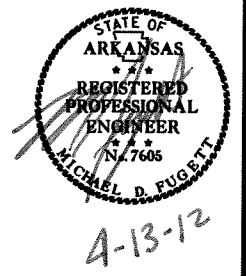
P.E. 001727
NON-PART.

08/16/11 r061318.dgn

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 34°31'44"	N 34°32'30"	N 34°33'59"
LONGITUDE	W 92°40'46"	W 92°36'33"	W 92°36'03"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-13-12				6	ARK.			
						JOB NO.	061318	2 44

② INDEX OF SHEETS, GOV. SPECS. AND GEN. NOTES



INDEX OF SHEETS

SHEET NO.	TITLE	DRWG. NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS AND GENERAL NOTES		
3 - 4	TYPICAL SECTIONS OF IMPROVEMENT		
5 - 6	SPECIAL DETAILS		
7 - 11	MAINTENANCE OF TRAFFIC		
12 - 18	QUANTITIES		
19	SUMMARY OF QUANTITIES AND REVISIONS		
20 - 30	PLAN SHEETS		
31	DETAILS OF STANDARD TYPE "PT" APPROACH GUTTERS	2091	7-14-10
32	GUARD RAIL DETAILS	GR-8	7-14-10
33	GUARD RAIL DETAILS	GR-9	4-17-08
34	GUARD RAIL DETAILS	GR-9A	4-17-08
35	GUARD RAIL DETAILS	GR-10	7-14-10
36	GUARD RAIL DETAILS	GR-10A	7-14-10
37	GUARD RAIL DETAILS	GRT-1	7-14-10
38	PAVEMENT MARKING DETAILS	PM-1	11-17-10
39	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	PM-2	12-15-11
40	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
41	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	3-11-10
42	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09
43	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	TC-4	10-15-09
44	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	TC-5	10-15-09

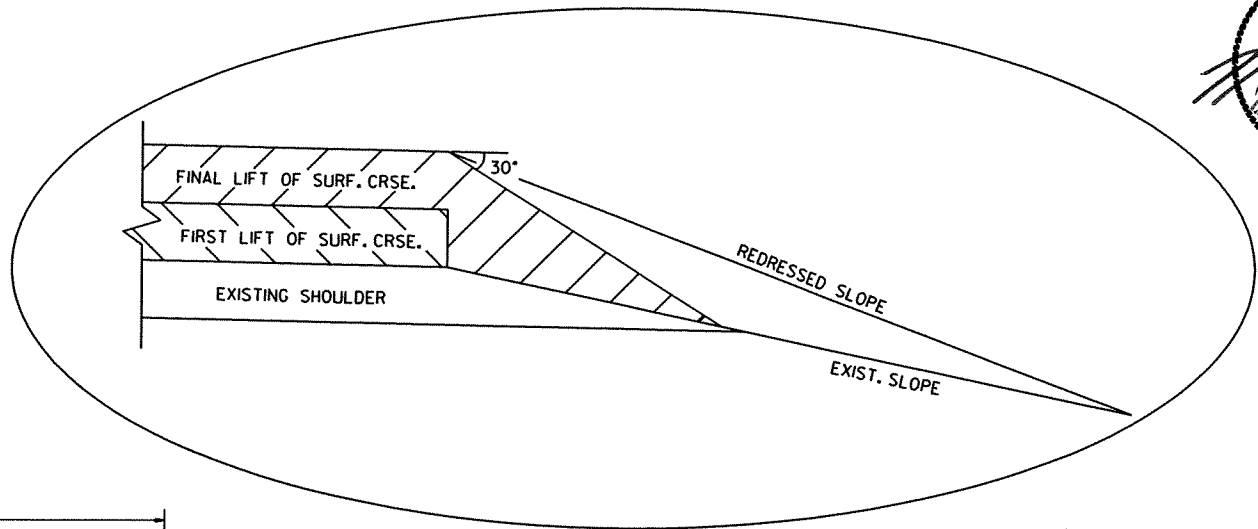
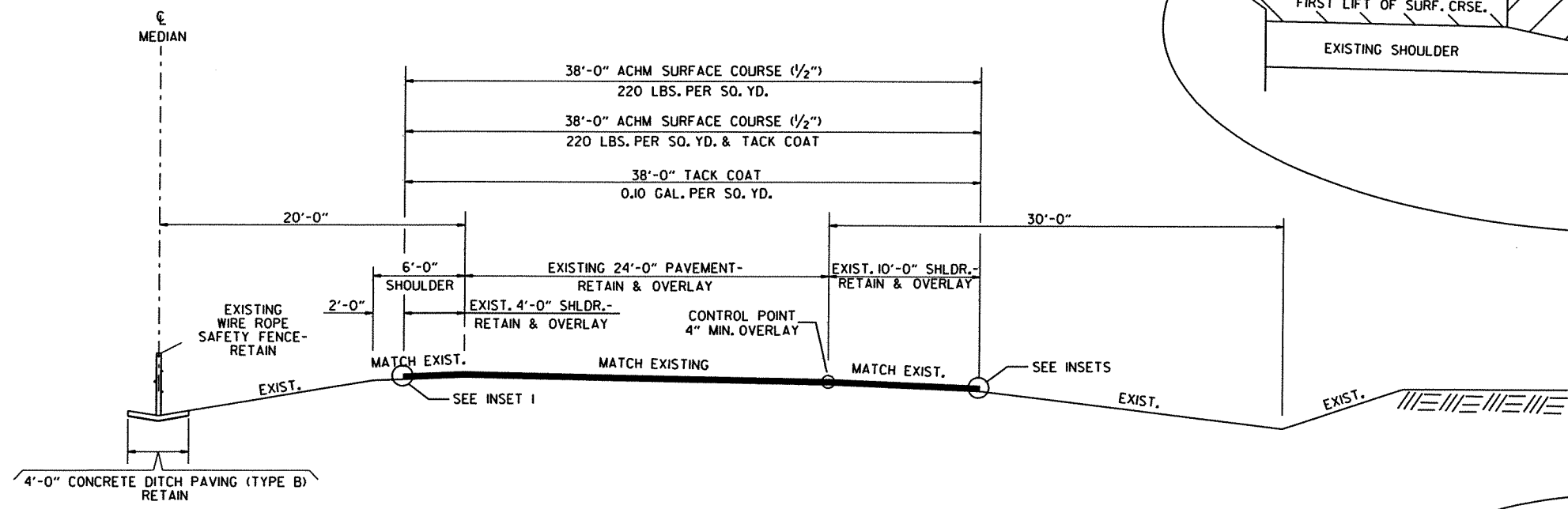
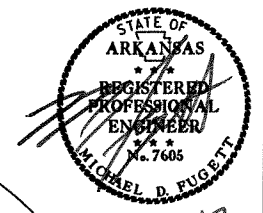
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
100-1	REQUIRED CONTRACT PROVISIONS FOR STATE CONSTRUCTION JOBS
100-2	MANUAL FOR ASSESSING SAFETY HARDWARE (MASH)
102-1	BIDDING REQUIREMENTS AND CONDITIONS
105-1	CONSTRUCTION CONTROL MARKINGS
105-2	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
107-1	WORKER VISIBILITY
108-1	LIQUIDATED DAMAGES
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
409-1	MINERAL AGGREGATES
410-3	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
600-1	WATER FOR VEGETATION
603-1	MAINTENANCE OF TRAFFIC
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
718-2	REFLECTORIZED PAINT PAVEMENT MARKINGS
804-1	INSTALLATION OF DOWEL BARS AND TIE BARS
JOB 061318	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 061318	HIGH PERFORMANCE PAVEMENT MARKING
JOB 061318	INTERNET BIDDING
JOB 061318	JOINT TAPE
JOB 061318	MAINTENANCE OF TRAFFIC
JOB 061318	PARTNERING REQUIREMENTS
JOB 061318	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB 061318	REMOVAL OF PLOWABLE PAVEMENT MARKER
JOB 061318	SAFETY EDGE
JOB 061318	SCARIFYING CONCRETE PAVEMENT
JOB 061318	SEQUENCE OF CONSTRUCTION
JOB 061318	SITE USE (A + C METHOD)
JOB 061318	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061318	TEMPORARY IMPACT ATTENUATION BARRIER
JOB 061318	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061318	UTILITY ADJUSTMENTS
JOB 061318	VALUE ENGINEERING
JOB 061318	WARM MIX ASPHALT
JOB 061318	WATER POLLUTION CONTROL

GENERAL NOTES

1. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	3	44

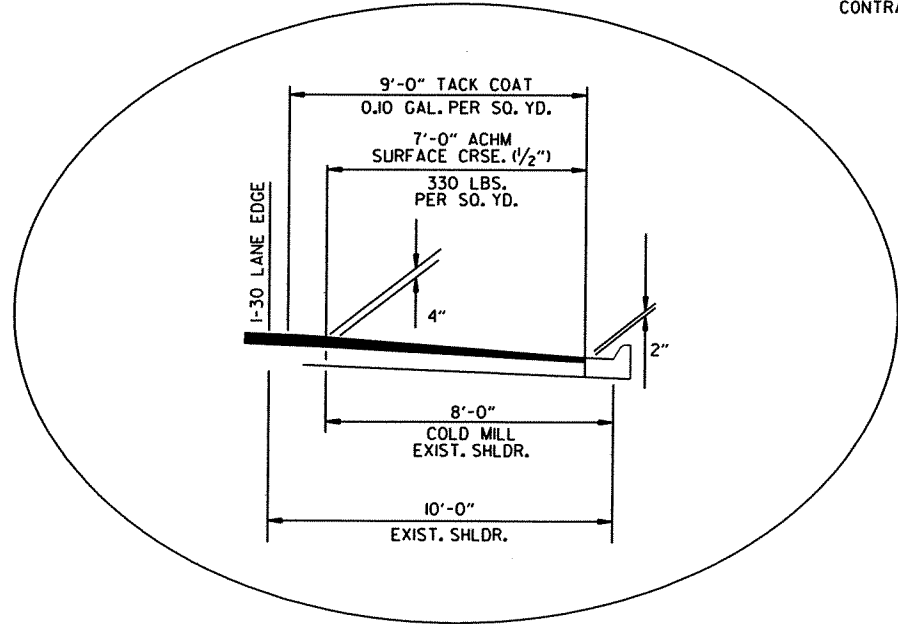
② TYPICAL SECTIONS OF IMPROVEMENT



INSET 1:
SAFETY EDGE

- NOTE:
1. SAFETY SLOPE SHALL BE CONSTRUCTED, IN ITS ENTIRETY, WITH THE FINAL LIFT OF SURFACE COURSE.
 2. AFTER THE FINAL SURFACE COURSE IS PLACED, THE EXISTING SUBGRADE SLOPE AT THE TOE OF THE SURFACE COURSE SHALL BE REDRESSED AS DIRECTED BY THE ENGINEER IN ORDER TO MAINTAIN A UNIFORM FORE SLOPE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

INTERSTATE 30
(SHOWN IN THE DIRECTION OF TRAFFIC)

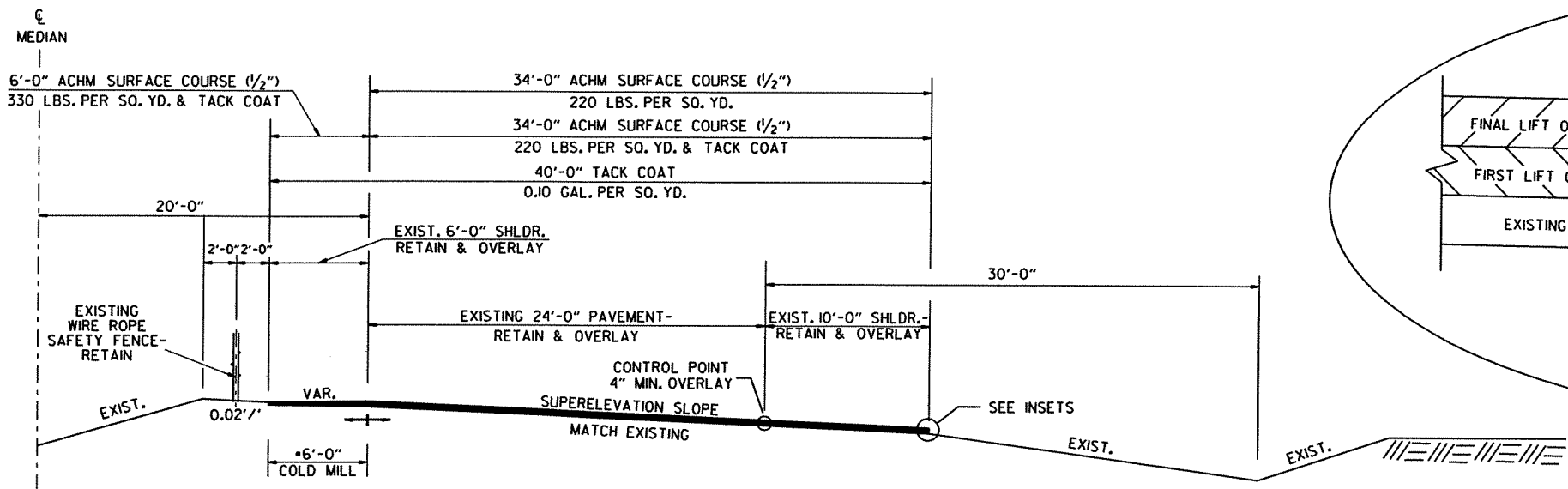
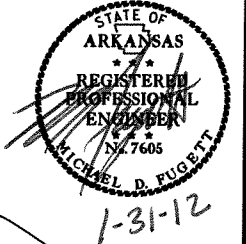


INSET 2:
R.M.L. = STA. 486+84.03 TO 508+96.65
L.M.L. = STA. 491+04.25 TO 509+17.64

TYPICAL SECTIONS OF IMPROVEMENT

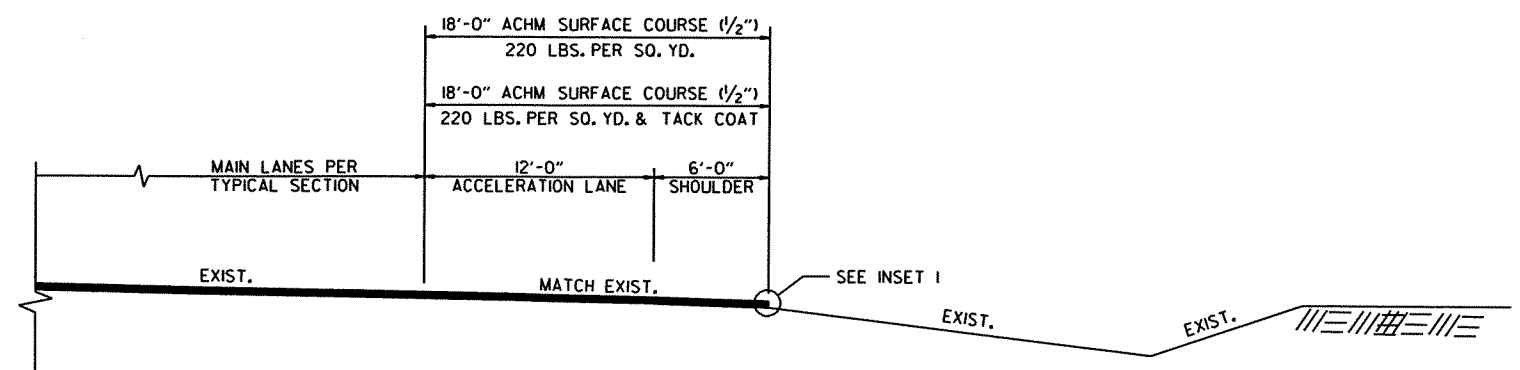
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	4	44

2 TYPICAL SECTIONS OF IMPROVEMENT

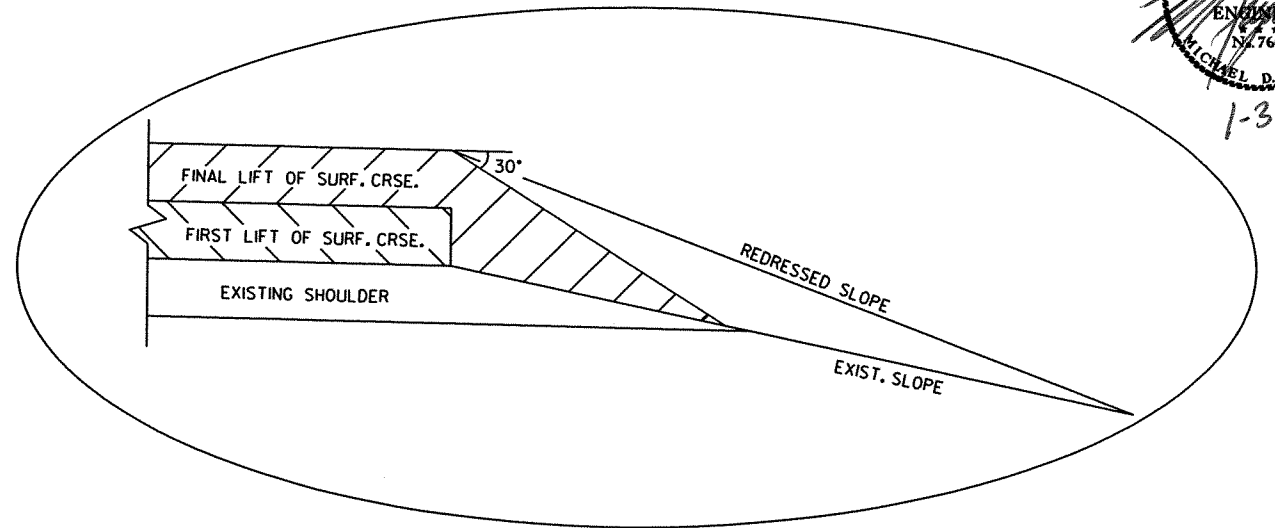


•REFER TO DETAIL

INTERSTATE 30
WITH SUPERELEVATION
(SHOWN IN THE DIRECTION OF TRAFFIC)



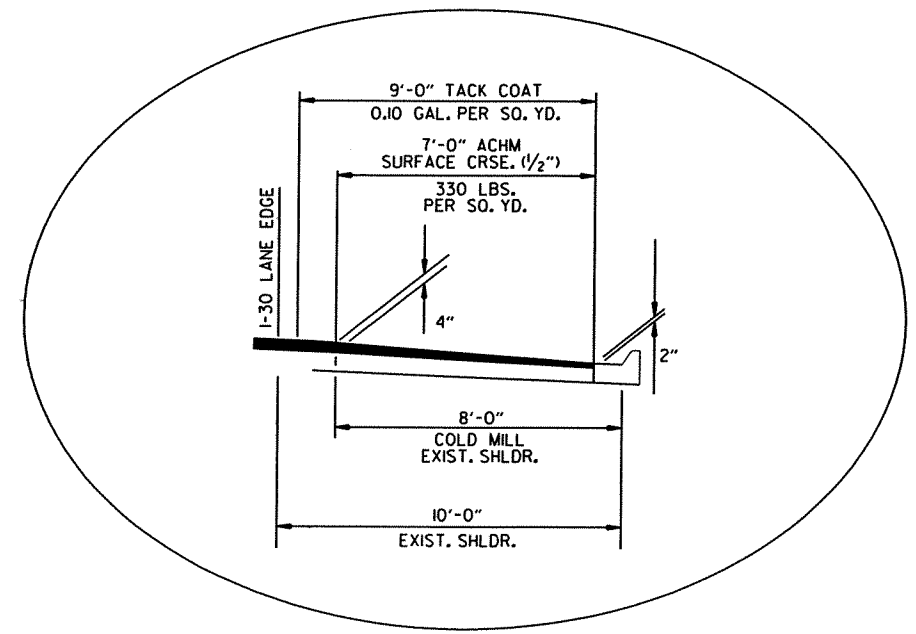
ACCELERATION LANE
(SHOWN IN THE DIRECTION OF TRAFFIC)



INSET 1:
SAFETY EDGE

NOTE:

1. SAFETY SLOPE SHALL BE CONSTRUCTED, IN ITS ENTIRETY, WITH THE FINAL LIFT OF SURFACE COURSE.
2. AFTER THE FINAL SURFACE COURSE IS PLACED, THE EXISTING SUBGRADE SLOPE AT THE TOE OF THE SURFACE COURSE SHALL BE REDRESSED AS DIRECTED BY THE ENGINEER IN ORDER TO MAINTAIN A UNIFORM FORE SLOPE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.



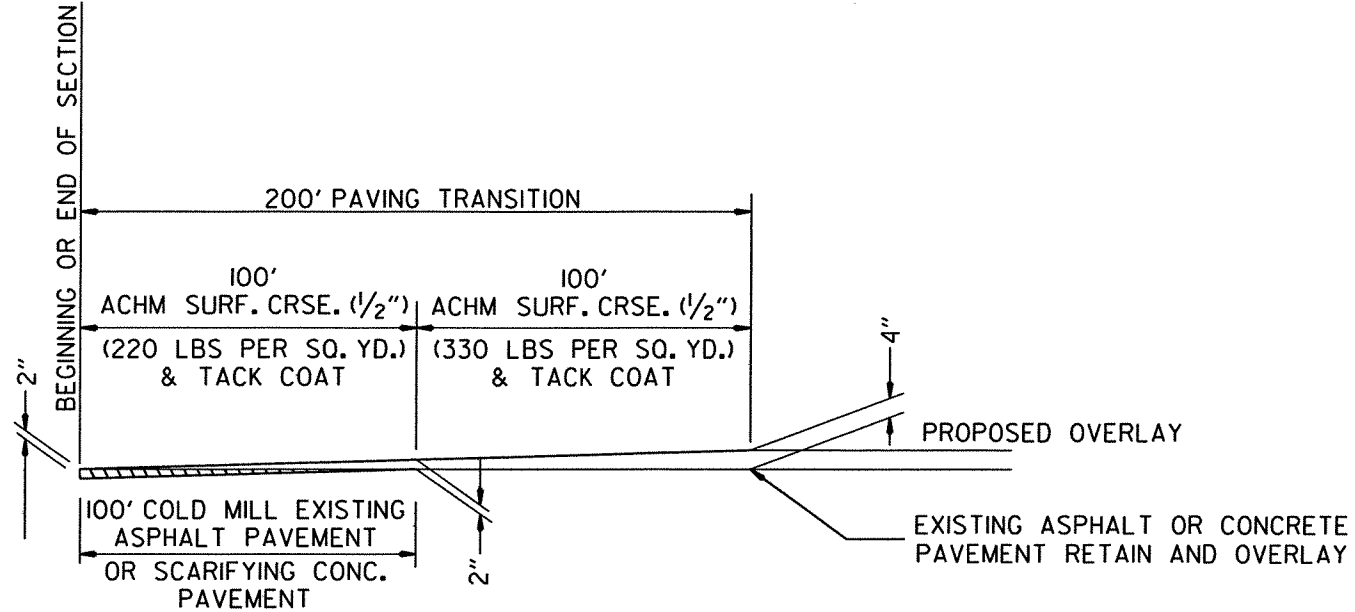
INSET 2:
R.M.L. = STA. 486+84.03 TO 508+96.65
L.M.L. = STA. 491+04.25 TO 509+17.64

TYPICAL SECTIONS OF IMPROVEMENT

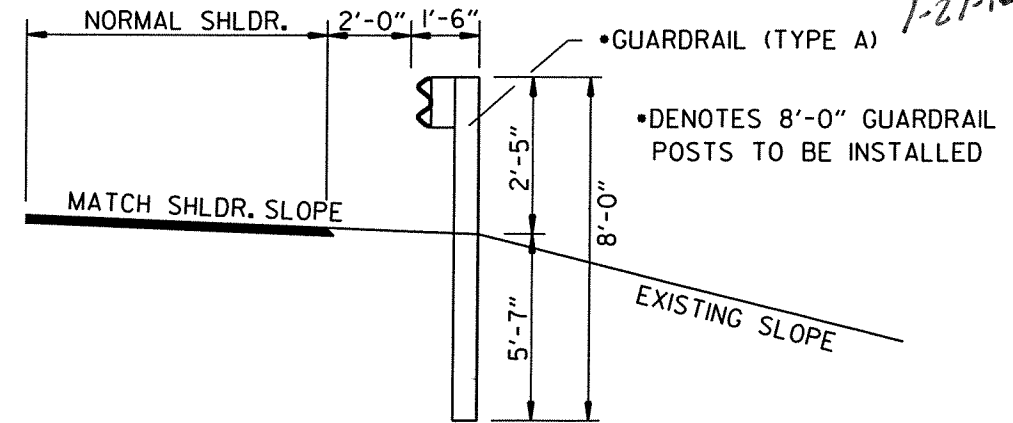
1/30/2012
R061318.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	5	44

② SPECIAL DETAILS

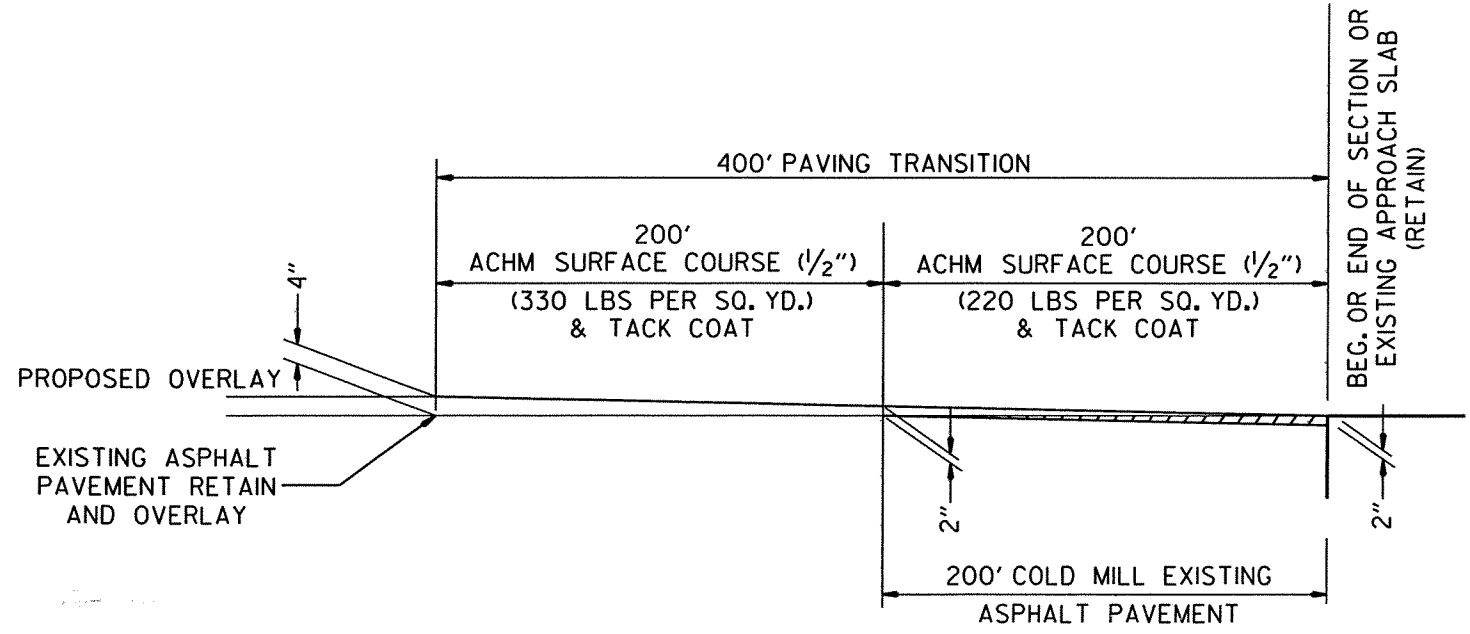


DETAIL FOR TRANSITIONS - RAMPS

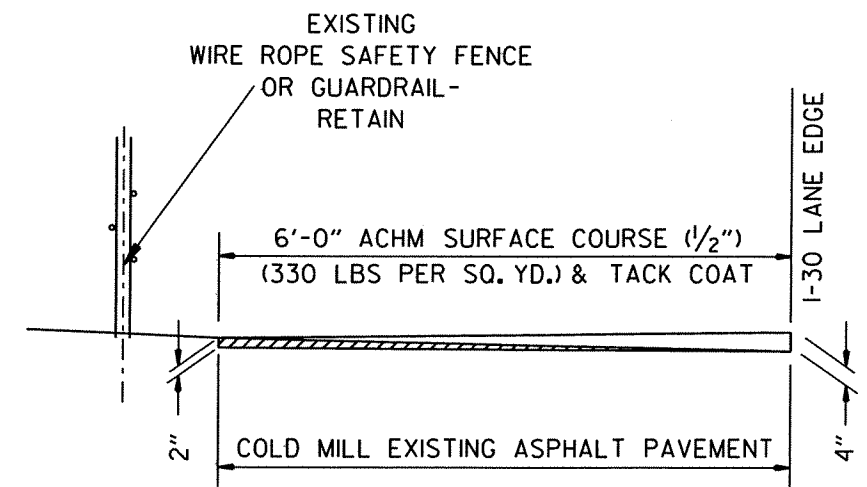


SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-9, GR-9A, GR-10 & GR-10A FOR ADDITIONAL INFORMATION.



DETAIL FOR TRANSITIONS AT BRIDGE ENDS



DETAIL FOR OVERLAY TRANSITION IN FRONT OF WIRE ROPE SAFETY FENCE IN SUPERELEVATION OR GUARDRAIL

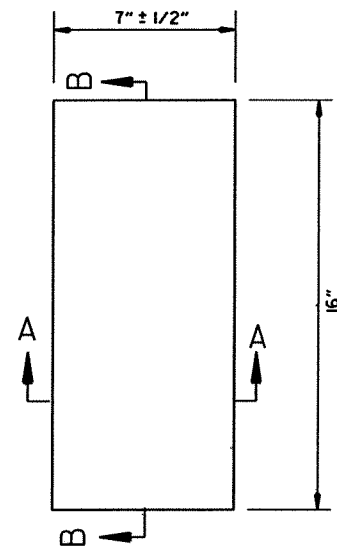
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	061318	6 44

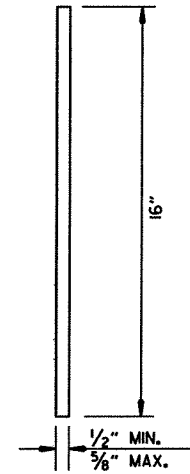
② SPECIAL DETAILS



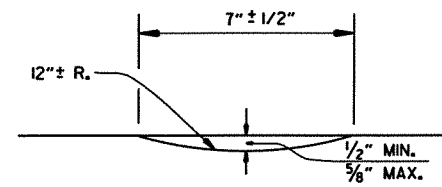
1-27-12



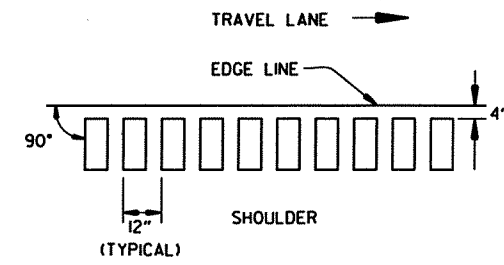
PLAN



SECTION B-B

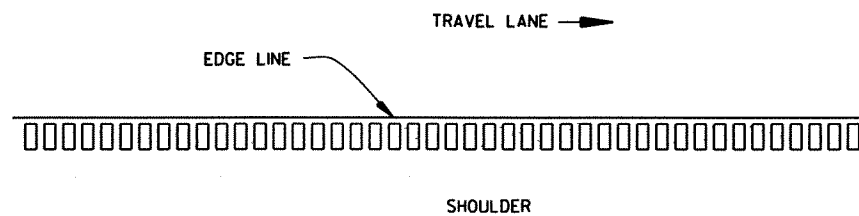
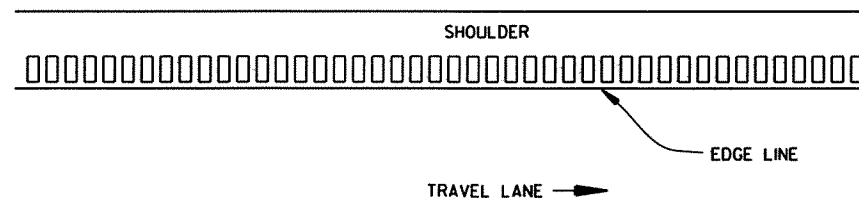


SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

DETAILS OF RUMBLE STRIPS



PLAN VIEW

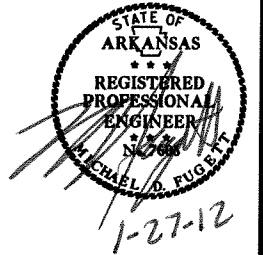
NOTES:

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 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. REFER TO SPECIAL PROVISION- "RUMBLE STRIPS" FOR ADDITIONAL INFORMATION.

SPECIAL DETAILS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 061318							7	44

② MAINTENANCE OF TRAFFIC



SEQUENCE OF CONSTRUCTION:

RECONSTRUCT APPROACH GUTTERS ON OUTSIDE SHOULDERS.

RECONSTRUCT APPROACH GUTTERS ON INSIDE SHOULDERS.

COLD MILL ASPHALT PAVEMENT WHERE SHOWN ON PLAN SHEETS AND PLACE FIRST LIFT OF ACHM SURFACE COURSE.

APPLY CONSTRUCTION PAVEMENT MARKINGS ACCORDING TO STD. DWG. PM-2.

4" WHITE = 64399 LIN. FT.
 4" YELLOW = 51887 LIN. FT.
 8" WHITE = 7869 LIN. FT.

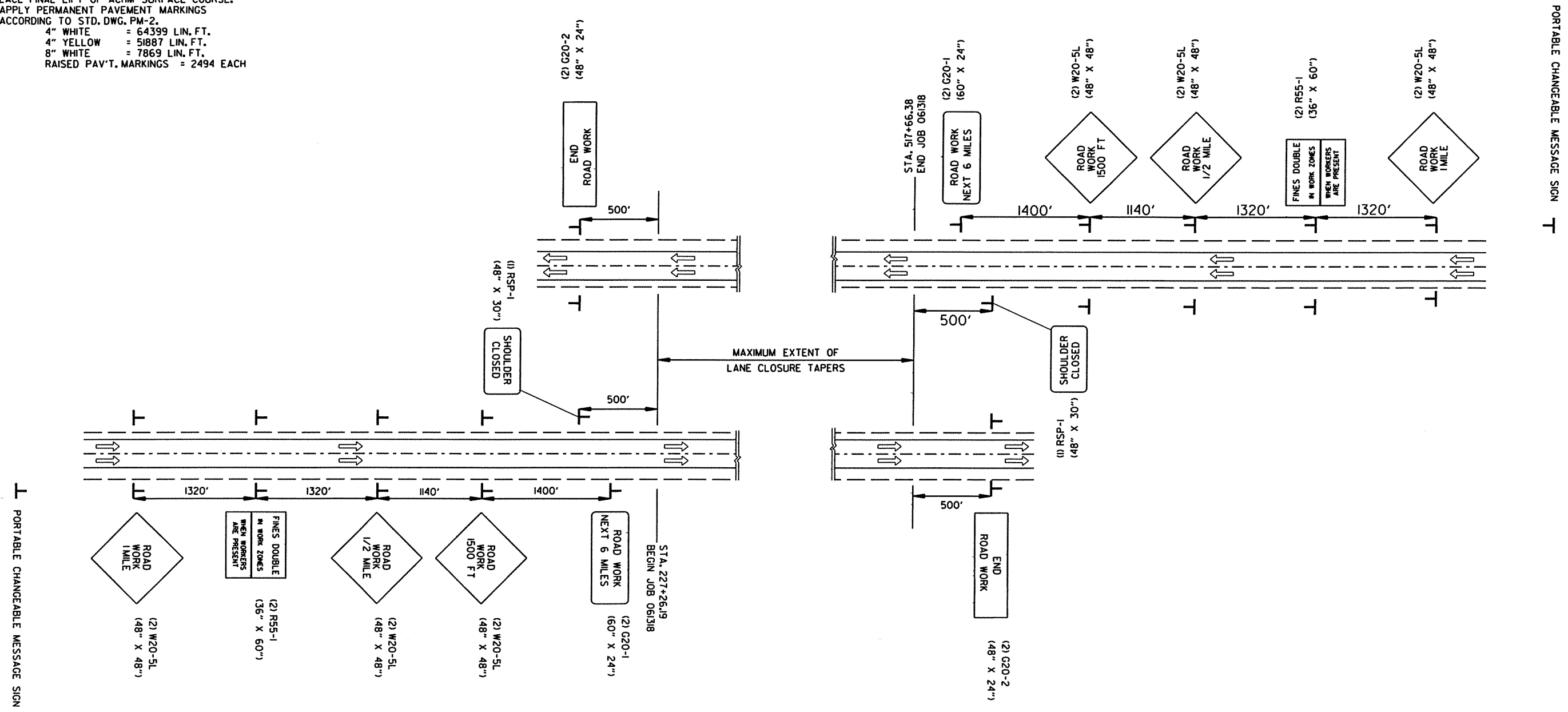
PLACE FINAL LIFT OF ACHM SURFACE COURSE. APPLY PERMANENT PAVEMENT MARKINGS ACCORDING TO STD. DWG. PM-2.

4" WHITE = 64399 LIN. FT.
 4" YELLOW = 51887 LIN. FT.
 8" WHITE = 7869 LIN. FT.
 RAISED PAV'T. MARKINGS = 2494 EACH

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

PLACE FINAL LIFT OF ACHM SURFACE COURSE. APPLY PERMANENT PAVEMENT MARKINGS ACCORDING TO STD. DWG. PM-2.

4" WHITE = 64399 LIN. FT.
 4" YELLOW = 51887 LIN. FT.
 8" WHITE = 7869 LIN. FT.
 RAISED PAV'T. MARKINGS = 2494 EACH



PORTABLE CHANGEABLE MESSAGE SIGN

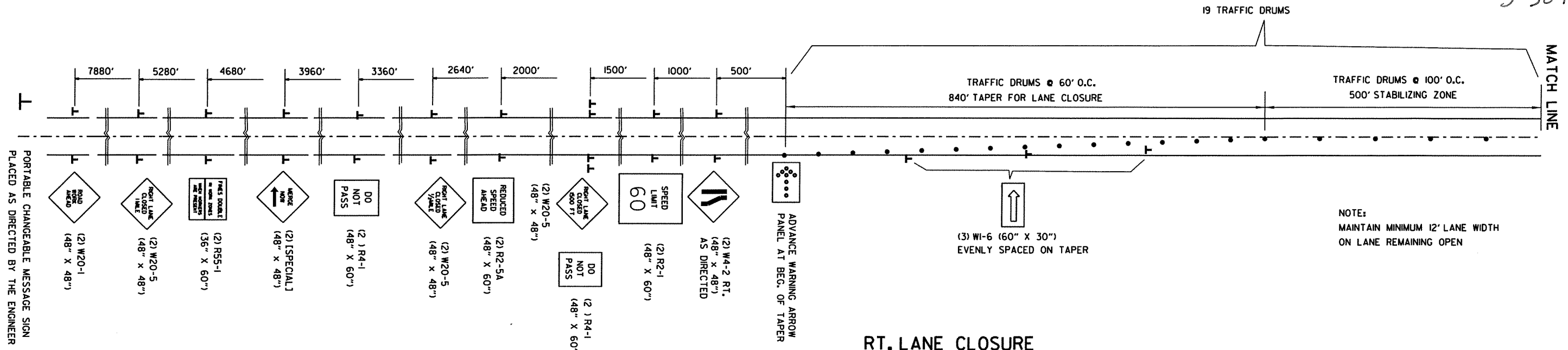
MAINTENANCE OF TRAFFIC
 ADVANCE SIGNS AT JOB ENDS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-26-12				6	ARK.		8	44
						JOB NO. 061318		

② MAINTENANCE OF TRAFFIC

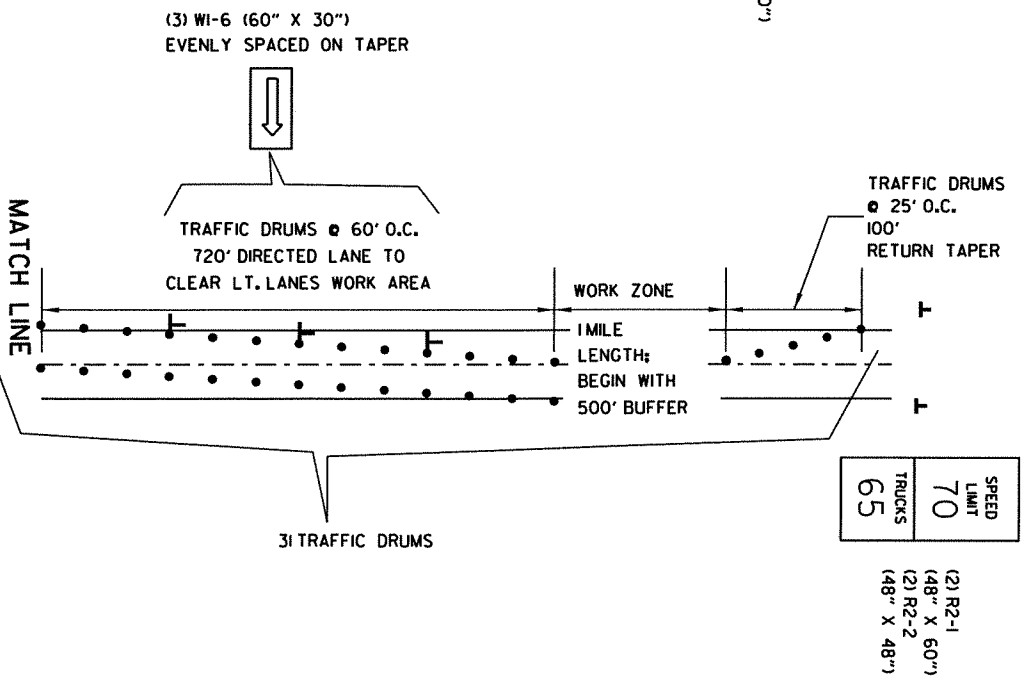


3-30-12

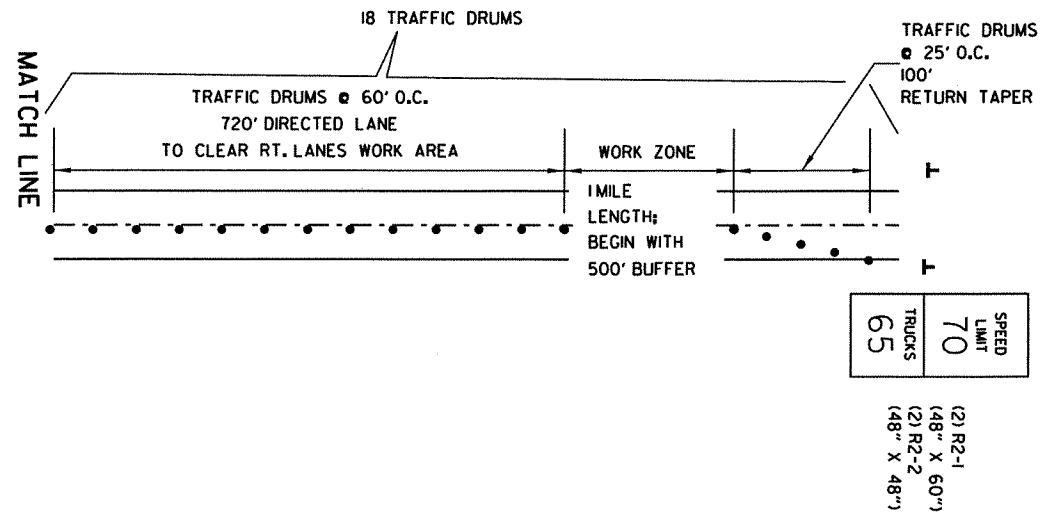


NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH
ON LANE REMAINING OPEN

RT. LANE CLOSURE
1 SET OF THIS NEEDED FOR RESURFACE JOB 061318.



DIVERSION FOR LT. LANE WORK ZONE
1 SET OF THIS NEEDED FOR RESURFACE JOB 061318.

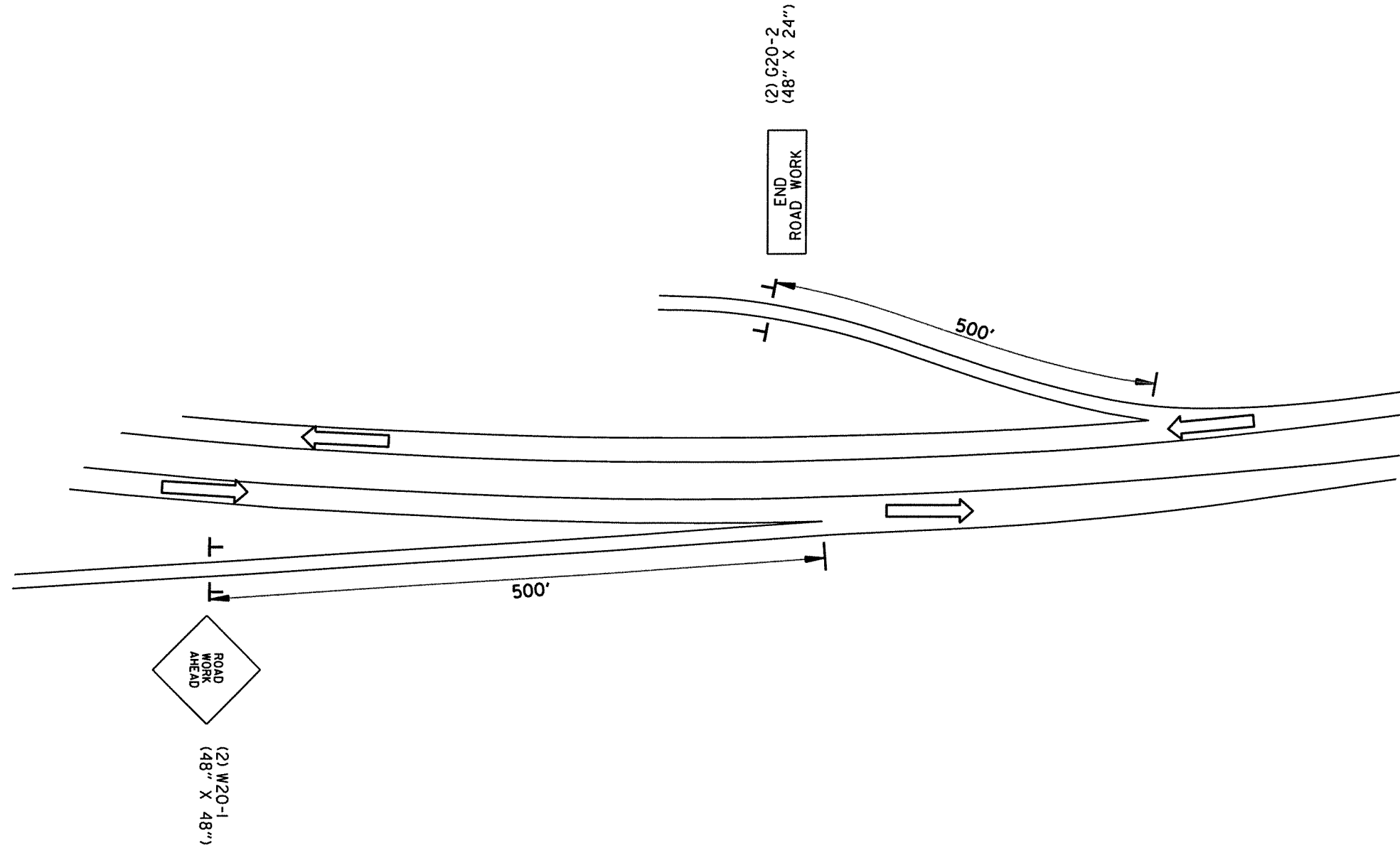
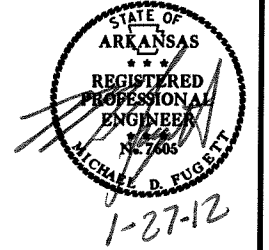


DIVERSION FOR RT. LANE WORK ZONE
1 SET OF THIS NEEDED FOR RESURFACE JOB 061318.

**MAINTENANCE OF TRAFFIC
WORK ZONE - LANE CLOSURE**

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 061318							9	44

② MAINTENANCE OF TRAFFIC



DETAIL OF ENTRANCE AND EXIT RAMPS

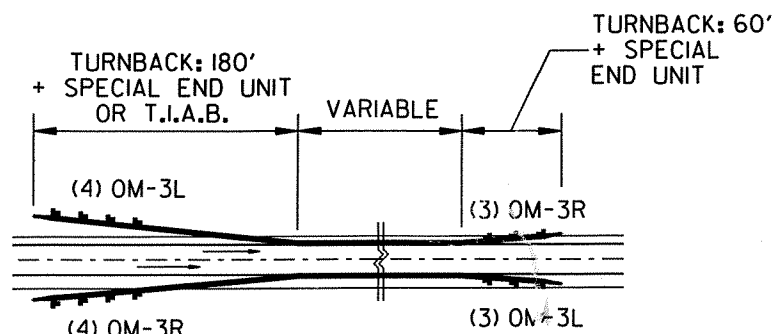
- EXIT II6
- EXIT II4
- EXIT III

MAINTENANCE OF TRAFFIC
DETAIL OF RAMPS

STRIPING QUANTITIES

EASTBOUND:
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 475 LIN. FT.
 4" WHITE REMOVABLE CONST. PAV'T. MARKINGS = 646 LIN. FT.
 4" WHITE CONSTRUCTION PAVEMENT MARKINGS = 600 LIN. FT.
 REMOVAL OF CONST. PAV'T. MARKINGS = 300 LIN. FT.

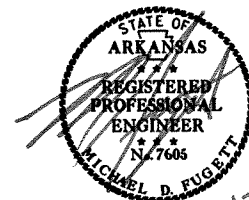
WESTBOUND:
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 475 LIN. FT.
 4" WHITE REMOVABLE CONST. PAV'T. MARKINGS = 646 LIN. FT.
 4" WHITE CONSTRUCTION PAVEMENT MARKINGS = 600 LIN. FT.
 REMOVAL OF CONST. PAV'T. MARKINGS = 300 LIN. FT.



REFER ALSO TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF PCCB TURNBACKS.
 DETAIL OF OBJECT MARKERS AT PRECAST CONCRETE BARRIER TURNBACKS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-12				6	ARK.			
JOB NO. 061318							10	44

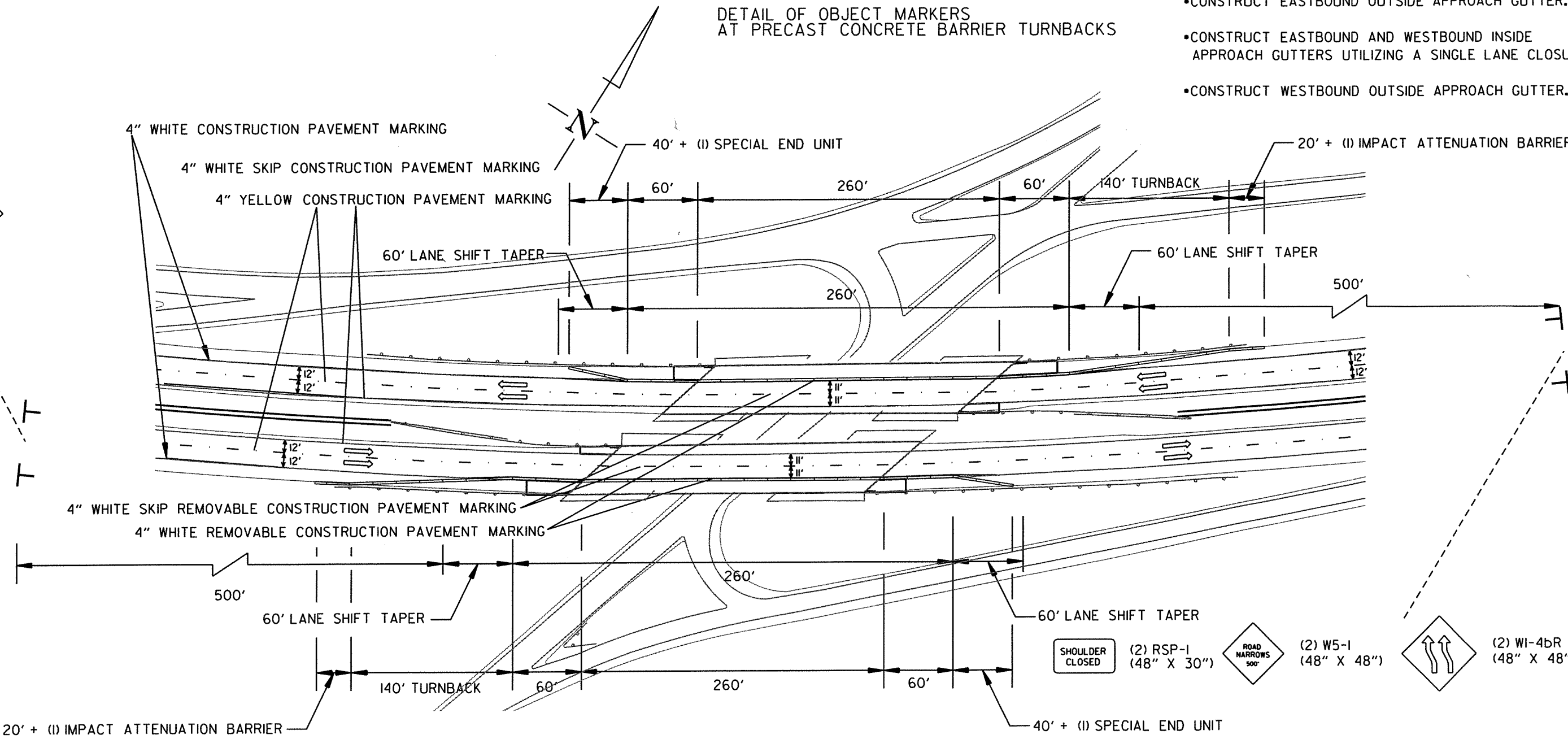
2 MAINTENANCE OF TRAFFIC



SEQUENCE FOR APPROACH GUTTER CONSTRUCTION

- CONSTRUCT EASTBOUND OUTSIDE APPROACH GUTTER.
- CONSTRUCT EASTBOUND AND WESTBOUND INSIDE APPROACH GUTTERS UTILIZING A SINGLE LANE CLOSURE.
- CONSTRUCT WESTBOUND OUTSIDE APPROACH GUTTER.

- SHOULDER CLOSED (48" X 30")
- (2) RSP-1 (48" X 30")
- ROAD NARROWS 500' (48" X 30")
- (2) W5-1 (48" X 48")
- (2) W1-4BR (48" X 48")



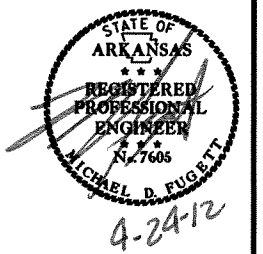
DETAIL OF APPROACH GUTTER CONSTRUCTION
 TEMPORARY PRECAST BARRIER AND STRIPING
 BRIDGES 3092 A & B OVER HWY. 67

NOTE:
 REFER TO STD. DWG.
 TC-5 FOR ADDITIONAL
 INFORMATION.

MAINTENANCE OF TRAFFIC
 APPROACH GUTTER CONSTRUCTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-12				6	ARK.			
JOB NO. 061318							11	44

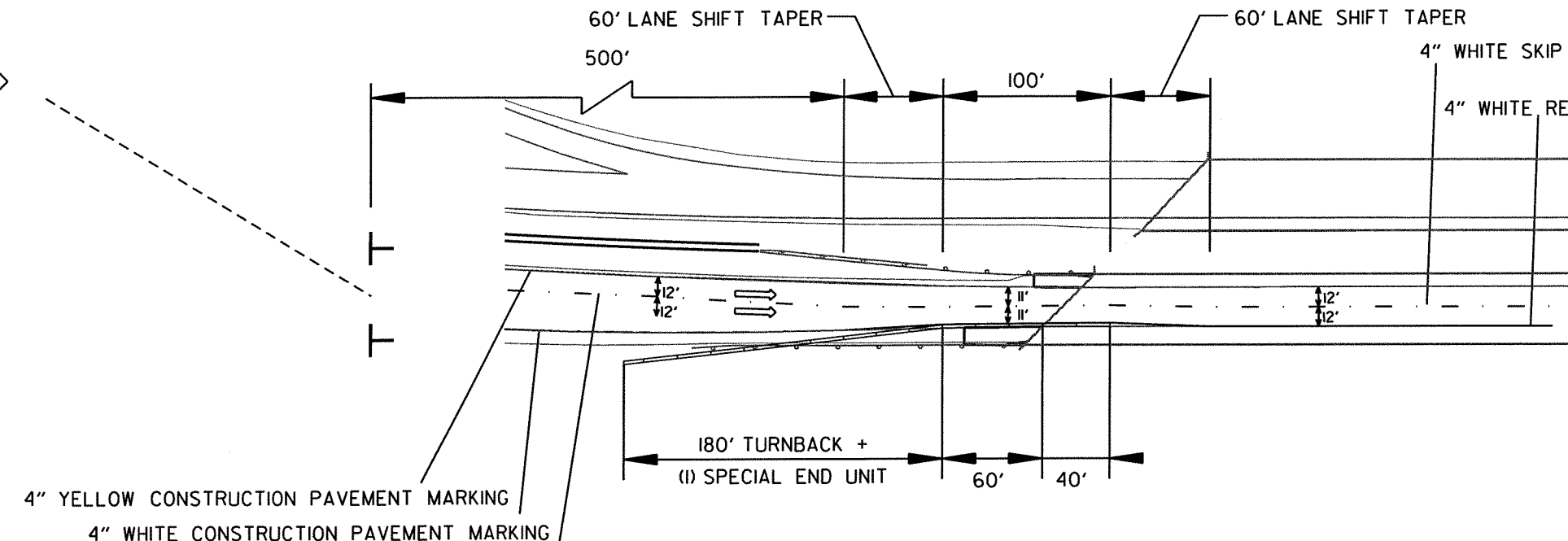
② MAINTENANCE OF TRAFFIC



STRIPING QUANTITIES

FOR ONE APPROACH GUTTER INSTALLATION/PCCB INSTALLATION
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 275 LIN. FT.
 4" WHITE REMOVABLE CONST. PAV'T. MARKINGS = 250 LIN. FT.
 4" WHITE CONSTRUCTION PAVEMENT MARKINGS = 400 LIN. FT.
 REMOVAL OF CONST. PAV'T. MARKINGS = 200 LIN. FT.

- (2) W1-4BR (48" X 48")
- (2) W5-1 (48" X 48")
- SHOULDER CLOSED
- (2) RSP-1 (48" X 30")

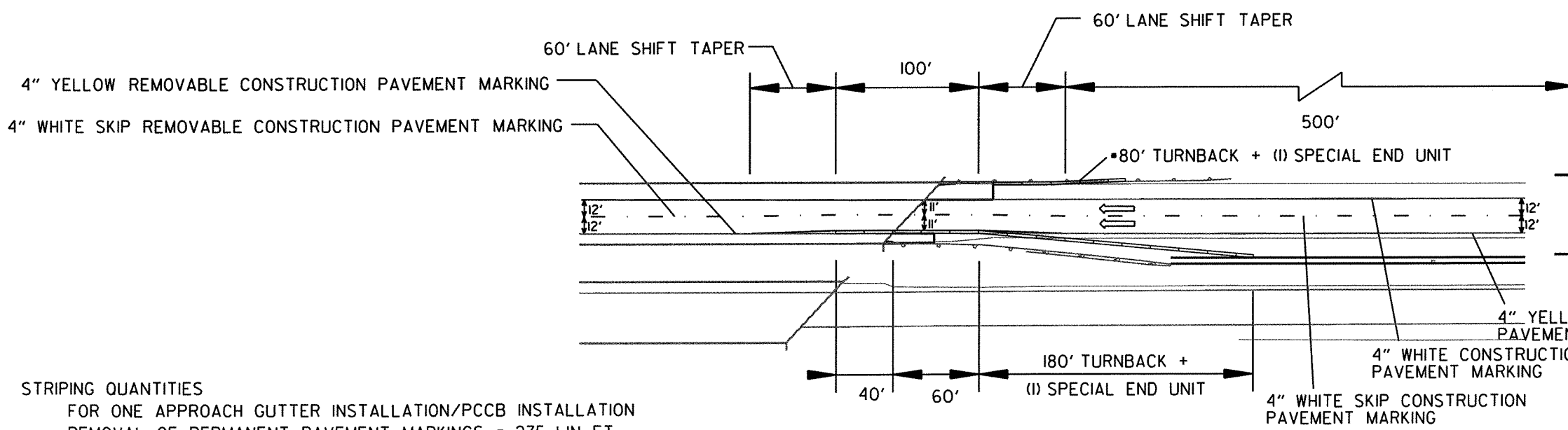


DETAIL OF APPROACH GUTTER CONSTRUCTION
 TEMPORARY PRECAST BARRIER AND STRIPING
 OUTSIDE SHOULDER APPROACH GUTTER

SEQUENCE FOR APPROACH GUTTER CONSTRUCTION

- CONSTRUCT EASTBOUND OUTSIDE APPROACH GUTTER.
- CONSTRUCT EASTBOUND AND WESTBOUND INSIDE APPROACH GUTTERS UTILIZING A SINGLE LANE CLOSURE.
- CONSTRUCT WESTBOUND OUTSIDE APPROACH GUTTER.

•RELOCATION OF P.C.C.B AT APPROACH GUTTER
 AHEAD OF NEW GUARDRAIL INSTALLATION



DETAIL OF APPROACH GUTTER CONSTRUCTION
 TEMPORARY PRECAST BARRIER AND STRIPING
 INSIDE SHOULDER APPROACH GUTTER

STRIPING QUANTITIES

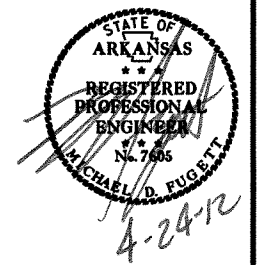
FOR ONE APPROACH GUTTER INSTALLATION/PCCB INSTALLATION
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 275 LIN. FT.
 4" WHITE REMOVABLE CONST. PAV'T. MARKINGS = 250 LIN. FT.
 4" WHITE CONSTRUCTION PAVEMENT MARKINGS = 400 LIN. FT.
 REMOVAL OF CONST. PAV'T. MARKINGS = 200 LIN. FT.

- (2) W1-4BL (48" X 48")
- (2) W5-1 (48" X 48")
- ROAD NARROWS 30'
- (2) RSP-1 (48" X 30")
- SHOULDER CLOSED

**MAINTENANCE OF TRAFFIC
 APPROACH GUTTER CONSTRUCTION**

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-26-12				6	ARK.			
4-23-12								
				JOB NO.	061318		12	44

2 QUANTITIES



CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	JOB TOTAL LIN. FT. - EACH	REMOVAL OF PERMANENT PAVEMENT MARKINGS LIN. FT.	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	RAISED PAVEMENT MARKERS	HIGH PERFORMANCE CONTRAST PAVEMENT MARKING		HIGH PERFORMANCE PAVEMENT MARKING			REMOVAL OF PLOWABLE PAVEMENT MARKER EACH
						TYPE II (WHITE/RED) EACH	WHITE (4") LIN. FT.	YELLOW (4") LIN. FT.	WHITE		YELLOW 4"	
									4"	8"		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	9311	9311										
CONSTRUCTION PAVEMENT MARKINGS	137876		137876									
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	3800			3800								
REMOVABLE CONSTRUCTION PAV'T MARKINGS	5292				5292							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	2618					2618						
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")	5619						5619					
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING YELLOW (4")	4495							4495				
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")	68769								68769			
HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")	8226									8226		
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")	55521										55521	
REMOVAL OF PLOWABLE PAVEMENT MARKER	726											726
TOTALS:		9311	137876	3800	5292	2618	5619	4495	68769	8226	55521	726

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	JOB TOTAL LIN. FT. - EACH	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH	ADVANCE WARNING ARROW PANEL DAY	PORTABLE CHANGEABLE MESSAGE SIGN WEEK	FURNISHING & INSTALLING PRECAST CONC. BARRIER LIN. FT.	RELOCATING PRECAST CONCRETE BARRIER LIN. FT.	TEMPORARY IMPACT ATTENUATION BARRIER EACH	TEMP. IMPACT ATTEN.BARR. (REPAIR) EACH
					NO.	SQ. FT.							
W20-1	ROAD WORK 1 MILE	48" x 48"	4	4	4	64.0							
W20-1	ROAD WORK 1/2 MILE	48" x 48"	4	4	4	64.0							
W20-1	ROAD WORK 1500 FT.	48" x 48"	4	4	4	64.0							
W20-1	ROAD WORK AHEAD	48" x 48"	16	16	16	256.0							
G20-2	END ROAD WORK	48" x 24"	16	16	16	128.0							
G20-1	ROAD WORK NEXT 6 MILES	48" x 24"	2	2	2	16.0							
SPECIAL 1	MERGE NOW + ARROW	48" x 48"	2	2	2	32.0							
W20-5	RIGHT LANE CLOSED 1 MILE	48" x 48"	2	2	2	20.0							
W20-5	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	2	2	2	32.0							
W20-5	RIGHT LANE CLOSED 1500 FT.	48" x 48"	2	2	2	32.0							
W4-2R	RIGHT LANE CLOSING GRAPHIC	48" x 48"	2	2	2	32.0							
W1-6	LARGE ARROW	48" x 24"	6	6	6	48.0							
R4-1	DO NOT PASS	24" x 30"	4	4	4	20.0							
R55-1	FINES DOUBLE IN WORK ZONES	36" x 60"	4	4	4	60.0							
R2-5A	REDUCED SPEED AHEAD	48" x 60"	2	2	2	40.0							
R2-1	SPEED LIMIT 60 MPH	48" x 60"	2	2	2	40.0							
R2-1	SPEED LIMIT 70 MPH	48" x 60"	2	2	2	40.0							
R2-2	TRUCKS SPEED LIMIT 65 MPH	48" x 60"	2	2	2	40.0							
W5-1	ROAD NARROWS 500'	48" x 48"	16	16	16	256.0							
W1-4bL	REVERSE CURVE (2 LANE)	48" x 48"	16	16	16	256.0							
W1-4bR	REVERSE CURVE (2 LANE)	48" x 48"	16	16	16	256.0							
RSP-1	SHOULDER CLOSED	48" x 30"	18	18	18	180.0							
OM-3R	OBJECT MARKER	12" x 36"	28	28	28	84.0							
OM-3L	OBJECT MARKER	12" x 36"	34	34	34	102.0							
	TRAFFIC DRUMS		146	146	146		146						
	ADVANCE WARNING ARROW PANEL		1	1			166						
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2				48					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		2716	2716					2716				
	RELOCATING PRECAST CONCRETE BARRIER		3688	3688						3688			
	TEMPORARY IMPACT ATTENUATION BARRIER		2	2							2		
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		2	2								2	
TOTALS:						2162.0	146	166	48	2716	3688	2	2

R061318.DGN 4/24/2012

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-12				6	ARK.			
						JOB NO. 061318	13	44

2 QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	APPROACH GUTTERS	GUARDRAIL
			EACH	LIN. FT.
240+52.53	244+24.77	LT. OF R.M.L.	1	375
241+41.25	244+42.91	RT. OF R.M.L.	1	300
248+22.79	251+23.25	LT. OF L.M.L.	1	300
248+39.25	252+11.54	RT. OF L.M.L.	1	375
255+18.00	268+94.00	LT. OF L.M.L.		900
392+71.20	394+69.88	RT. OF R.M.L.	1	200
392+92.20	395+95.86	LT. OF L.M.L.	1	300
393+16.11	395+14.38	LT. OF R.M.L.	1	200
397+23.09	400+42.98	RT. OF L.M.L.	1	325
398+06.26	400+05.78	RT. OF R.M.L.	1	200
398+56.31	400+59.12	LT. OF L.M.L.	1	200
408+83.67	410+81.59	RT. OF R.M.L.	1	200
409+21.92	411+20.89	LT. OF L.M.L.	1	200
416+52.57	418+52.53	RT. OF L.M.L.	1	200
416+91.80	418+94.16	LT. OF L.M.L.	1	200
431+18.46	433+19.75	LT. OF R.M.L.	1	200
431+59.93	433+59.17	RT. OF R.M.L.	1	200
444+50.30	446+52.01	RT. OF L.M.L.	1	200
444+91.16	446+91.16	LT. OF L.M.L.	1	200
TOTALS:			18	5275

APPROACH GUTTERS

STATION	STATION	LOCATION	*APPROACH GUTTERS (TYPE PT)	REINFORCING STEEL RDWY. (GR 60)
			CU.YD.	POUND
243+90.38	244+26.88	LT. OF R.M.L. HWY. 70 BRIDGE	20.07	1815
244+06.41	244+42.91	RT. OF R.M.L. HWY. 70 BRIDGE	13.34	1296
248+22.79	248+59.29	LT. OF L.M.L. - HWY. 70 BRIDGE	20.07	1815
248+37.32	248+73.82	RT. OF L.M.L. - HWY. 70 BRIDGE	13.34	1296
394+70.50	394+34.00	RT. OF R.M.L. - HWY. 67 BRIDGE	20.07	1815
395+15.89	394+79.39	LT. OF R.M.L. - HWY. 67 BRIDGE	13.34	1296
395+96.12	395+59.62	LT. OF L.M.L. - HWY. 67 BRIDGE	20.07	1815
397+22.87	397+59.37	RT. OF R.M.L. - HWY. 67 BRIDGE	20.07	1815
398+04.93	398+41.43	RT. OF L.M.L. - HWY. 67 BRIDGE	13.34	1296
398+56.58	398+93.08	LT. OF L.M.L. - HWY. 67 BRIDGE	20.07	1815
410+81.49	410+44.99	RT. OF R.M.L. - SALINE RIVER RELIEF BRIDGE	20.07	1815
411+22.89	410+86.39	LT. OF R.M.L. - SALINE RIVER RELIEF BRIDGE	13.34	1296
416+51.50	416+88.00	RT. OF L.M.L. - SALINE RIVER RELIEF BRIDGE	13.34	1296
416+92.24	417+28.74	LT. OF L.M.L. - SALINE RIVER RELIEF BRIDGE	20.07	1815
433+19.76	432+83.26	RT. OF R.M.L. - SALINE RIVER BRIDGE	20.07	1815
433+60.39	433+23.89	LT. OF R.M.L. - SALINE RIVER BRIDGE	13.34	1296
444+48.87	444+85.37	RT. OF L.M.L. - SALINE RIVER BRIDGE	13.34	1296
444+90.35	445+26.85	LT. OF L.M.L. - SALINE RIVER BRIDGE	20.07	1815
TOTALS:			307.42	28518

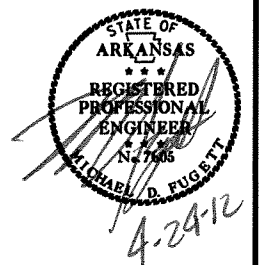
* DENOTES THE USE OF HIGH EARLY STRENGTH CONCRETE

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
241+00.63	244+19.38	LT. OF R.M.L. - HWY. 70 BRIDGE	250	1	1	
241+66.66	244+35.41	RT. OF R.M.L. - HWY. 70 BRIDGE	200	1	1	
248+30.29	250+99.04	LT. OF L.M.L. - HWY. 70 BRIDGE	200	1	1	
248+44.82	251+63.57	RT. OF L.M.L. - HWY. 70 BRIDGE	250	1	1	
254+55.30	263+13.34	LT. OF L.M.L. - HWY. 70 EXIT RAMP	900		1	1
391+89.73	395+08.48	LT. OF R.M.L. - HWY. 67 BRIDGE	250	1	1	
391+94.33	394+63.08	RT. OF R.M.L. - HWY. 67 BRIDGE	200	1	1	
392+69.80	395+88.55	LT. OF L.M.L. - HWY. 67 BRIDGE	300		1	
397+30.29	400+49.04	RT. OF R.M.L. - HWY. 67 BRIDGE	300		1	1
398+12.44	401+31.19	RT. OF L.M.L. - HWY. 67 BRIDGE	250	1	1	
398+64.14	401+32.89	LT. OF L.M.L. - HWY. 67 BRIDGE	200	1	1	
407+96.64	411+15.39	LT. OF R.M.L. - SALINE RIVER RELIEF BRIDGE	250	1	1	
408+05.31	410+74.06	RT. OF R.M.L. - SALINE RIVER RELIEF BRIDGE	200	1	1	
416+59.00	419+77.75	RT. OF L.M.L. - SALINE RIVER RELIEF BRIDGE	250	1	1	
416+99.74	419+68.49	LT. OF L.M.L. - SALINE RIVER RELIEF BRIDGE	200	1	1	
430+34.14	433+52.89	LT. OF R.M.L. - SALINE RIVER BRIDGE	250	1	1	
430+43.51	433+12.26	RT. OF R.M.L. - SALINE RIVER BRIDGE	200	1	1	
444+56.36	447+75.11	RT. OF L.M.L. - SALINE RIVER BRIDGE	250	1	1	
444+97.85	447+66.60	LT. OF L.M.L. - SALINE RIVER BRIDGE	200	1	1	
TOTALS:			5100	16	19	3

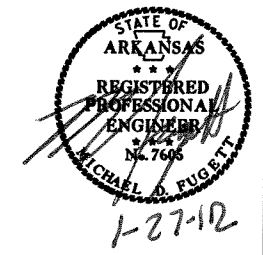
RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	LIN. FT.
227+26.19	517+66.38	R.M.L. RIGHT SHOULDER	27216
227+26.19	517+66.38	R.M.L. LEFT SHOULDER	27216
227+98.67	517+66.38	L.M.L. RIGHT SHOULDER	27143
227+98.67	517+66.38	L.M.L. LEFT SHOULDER	27143
TOTAL:			108718



DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	14	44

② QUANTITIES



COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
INTERSTATE 30 MAIN LANES				
227+26.19	229+26.19	R.M.L. - BEGINNING OF JOB PAVING TRANSITION	24	533.33
227+98.67	229+98.67	L.M.L. - BEGINNING OF JOB PAVING TRANSITION	24	533.33
242+09.80	244+09.80	L.M.L. - HWY. 70 BRIDGE PAVING TRANSITION	24	533.33
242+34.14	244+34.14	R.M.L. - HWY. 70 BRIDGE PAVING TRANSITION	24	533.33
248+30.06	250+30.06	L.M.L. - HWY. 70 BRIDGE PAVING TRANSITION	24	533.33
248+55.18	250+55.18	R.M.L. - HWY. 70 BRIDGE PAVING TRANSITION	24	533.33
392+94.89	394+94.89	R.M.L. - HWY. 67 BRIDGE PAVING TRANSITION	24	533.33
393+68.74	395+68.74	L.M.L. - HWY. 67 BRIDGE PAVING TRANSITION	24	533.33
397+49.38	399+49.38	R.M.L. - HWY. 67 BRIDGE PAVING TRANSITION	24	533.33
398+28.17	400+28.17	L.M.L. - HWY. 67 BRIDGE PAVING TRANSITION	24	533.33
409+03.37	411+03.37	R.M.L. - SALINE RIVER RELIEF BRIDGE PAVING TRANSITION	24	533.33
409+69.00	411+69.00	L.M.L. - SALINE RIVER RELIEF BRIDGE PAVING TRANSITION	24	533.33
416+05.14	418+05.14	R.M.L. - SALINE RIVER RELIEF BRIDGE PAVING TRANSITION	24	533.33
416+69.40	418+69.40	L.M.L. - SALINE RIVER RELIEF BRIDGE PAVING TRANSITION	24	533.33
431+41.84	433+41.84	R.M.L. - SALINE RIVER BRIDGE PAVING TRANSITION	24	533.33
432+07.31	434+07.31	L.M.L. - SALINE RIVER BRIDGE PAVING TRANSITION	24	533.33
444+04.19	446+04.19	R.M.L. - SALINE RIVER BRIDGE PAVING TRANSITION	24	533.33
444+67.76	446+67.76	L.M.L. - SALINE RIVER BRIDGE PAVING TRANSITION	24	533.33
515+66.38	517+66.38	R.M.L. - END OF JOB PAVING TRANSITION	24	533.33
515+66.38	517+66.38	L.M.L. - END OF JOB PAVING TRANSITION	34.5	766.67
ENTRANCE AND EXIT RAMP				
238+86.47	239+26.28	LT. OF L.M.L. - HWY. 70 WB ENTRANCE RAMP	10	66.67
239+26.28	239+79.23	LT. OF L.M.L. - HWY. 70 WB ENTRANCE RAMP	25	111.11
253+67.28	254+58.48	LT. OF L.M.L. - HWY. 70 WB EXIT RAMP	25	277.78
270+75.00	271+70.20	RT. OF R.M.L. - HWY. 70 EB ENTRANCE RAMP	10	111.11
335+91.43	336+91.43	RT. OF R.M.L. - WEIGH STATION EB EXIT RAMP	25	277.78
341+28.25	341+92.25	LT. OF L.M.L. - WEIGH STATION WB ENTRANCE RAMP	25	177.78
362+80.62	363+80.62	LT. OF L.M.L. - WEIGH STATION WB EXIT RAMP	25	277.78
377+40.00	378+40.00	RT. OF R.M.L. - HWY. 67 EB EXIT RAMP	25	277.78
400+21.63	400+89.83	RT. OF R.M.L. - HWY. 67 EB ENTRANCE RAMP	25	194.44
406+71.77	407+71.77	LT. OF L.M.L. - HWY. 67 WB EXIT RAMP	25	277.78
475+24.01	475+72.56	RT. OF R.M.L. - SEVIER ST/SOUTH ST EB EXIT RAMP	25	277.78
SHOULDERS				
248+65.00	275+10.00	L.M.L. - INSIDE SHOULDER	6	1763.33
248+49.79	275+10.00	R.M.L. - INSIDE SHOULDER	6	1773.47
475+05.00	489+77.00	L.M.L. - INSIDE SHOULDER	6	981.33
475+06.00	489+65.00	R.M.L. - INSIDE SHOULDER	6	972.67
487+84.00	508+97.00	R.M.L. - OUTSIDE SHOULDER	8	1878.22
491+04.00	509+18.00	L.M.L. - OUTSIDE SHOULDER	8	1612.44
507+06.00	510+56.00	L.M.L. - INSIDE SHOULDER	6	233.33
508+36.00	511+86.00	R.M.L. - INSIDE SHOULDER	6	233.33
TOTAL:				22675.85

NOTE: AVERAGE MILLING DEPTH 1".

SCARIFYING CONCRETE PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT
			FEET	SQ. YD.
239+26.28	239+79.23	LT. OF L.M.L. - HWY. 70 WB ENTRANCE RAMP	15	100.00
256+50.94	256+91.10	RT. OF R.M.L. - HWY. 70 EB EXIT RAMP	25	277.78
270+75.00	271+70.20	RT. OF R.M.L. - HWY. 70 EB ENTRANCE RAMP	15	166.67
341+92.25	342+28.25	LT. OF L.M.L. - WEIGH STATION WB ENTRANCE RAMP	25	100.00
352+34.94	353+34.94	RT. OF R.M.L. - WEIGH STATION EB ENTRANCE RAMP	25	277.78
391+68.82	392+68.82	LT. OF L.M.L. - HWY. 67 WB ENTRANCE RAMP	25	277.78
399+91.63	400+21.63	RT. OF R.M.L. - HWY. 67 EB ENTRANCE RAMP	25	83.33
477+65.45	478+60.23	LT. OF L.M.L. - SOUTH ST WB ENTRANCE RAMP	25	277.78
TOTAL:				1561.12

EROSION CONTROL

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

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

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

JOINT TAPE (36")

STATION	STATION	LOCATION	NUMBER OF JOINTS	LENGTH
			EACH	LIN. FT.
248+43.00	517+66.38	R.M.L.	725	17400
248+43.00	517+66.38	L.M.L.	743	17832
TOTAL:				35232

NOTE: REFER TO SPECIAL PROVISION.

R061318.DCN 1/27/2012

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	15	44

2 QUANTITIES



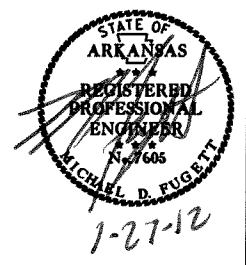
1-27-12

BASE AND SURFACING (SHEET 1 OF 4)

STATION	STATION	LOCATION	LENGTH FEET	TACK COAT						ACHM SURFACE COURSE (1/2")									
				0.10 GAL. PER SQ. YD.			0.03 GAL. PER SQ. YD.			AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL TON	
				TOTAL WID. FEET	SQ.YD.	GALLONS	TOTAL WID. FEET	SQ.YD.	GALLONS										TOTAL GALLON
RIGHT MAIN LANES - I-30																			
227+26.19	229+26.19	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
229+26.19	231+26.19	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
231+26.19	240+34.14	RIGHT MAIN LANES	908.0	24.0	2421.3	242.13	24.00	2421.3	72.64	314.8	24.0	2421.3	220.0	266.3	24.0	2421.3	220.0	266.3	532.6
240+34.14	242+34.14	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
242+34.14	244+34.14	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
248+55.18	250+55.18	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
250+55.18	252+55.18	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
252+55.18	390+94.89	RIGHT MAIN LANES	13839.7	24.0	36905.9	3690.59	24.00	36905.9	1107.18	4797.8	24.0	36905.9	220.0	4059.6	24.0	36905.9	220.0	4059.6	8119.2
390+94.89	392+94.89	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
392+94.89	394+94.89	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
397+49.38	399+49.38	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
399+49.38	401+49.38	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
401+49.38	407+03.37	RIGHT MAIN LANES	554.0	24.0	1477.3	147.73	24.00	1477.3	44.32	192.1	24.0	1477.3	220.0	162.5	24.0	1477.3	220.0	162.5	325.0
407+03.37	409+03.37	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
409+03.37	411+03.37	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
416+05.14	418+05.14	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
418+05.14	420+05.14	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
420+05.14	429+41.84	RIGHT MAIN LANES	936.7	24.0	2497.9	249.79	24.00	2497.9	74.94	324.7	24.0	2497.9	220.0	274.8	24.0	2497.9	220.0	274.8	549.6
429+41.84	431+41.84	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
431+41.84	433+41.84	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
444+04.19	446+04.19	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
446+04.19	448+04.19	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
448+04.19	513+66.38	RIGHT MAIN LANES	6562.2	24.0	17499.2	1749.92	24.00	17499.2	524.98	2274.9	24.0	17499.2	220.0	1924.9	24.0	17499.2	220.0	1924.9	3649.8
513+66.38	515+66.38	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
515+66.38	517+66.38	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
RIGHT MAIN LANES - I-30: RIGHT SHOULDER																			
227+26.19	229+26.19	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
229+26.19	231+26.19	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
231+26.19	240+06.90	RIGHT SHOULDER	880.7	10.0	978.6	97.86	10.00	978.6	29.36	127.2	10.0	978.6	220.0	107.6	10.0	978.6	220.0	107.6	215.2
240+06.90	242+06.90	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
242+06.90	244+06.90	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
248+55.18	250+55.18	RIGHT SHOULDER	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
250+55.18	252+55.18	RIGHT SHOULDER	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
255+16.69	272+10.73	RIGHT SHOULDER	1694.0	10.0	1882.2	188.22	10.00	1882.2	56.47	244.7	10.0	1882.2	220.0	207.0	10.0	1882.2	220.0	207.0	414.0
285+89.20	325+68.97	RIGHT SHOULDER	3979.8	10.0	4422.0	442.20	10.00	4422.0	132.66	574.9	10.0	4422.0	220.0	486.4	10.0	4422.0	220.0	486.4	972.8
335+06.83	354+33.03	RIGHT SHOULDER	1926.2	10.0	2140.2	214.02	10.00	2140.2	64.21	278.2	10.0	2140.2	220.0	235.4	10.0	2140.2	220.0	235.4	470.8
362+33.03	371+83.03	RIGHT SHOULDER	950.0	10.0	1055.6	105.56	10.00	1055.6	31.67	137.2	10.0	1055.6	220.0	116.1	10.0	1055.6	220.0	116.1	232.2
376+39.60	390+76.27	RIGHT SHOULDER	1436.7	10.0	1596.3	159.63	10.00	1596.3	47.89	207.5	10.0	1596.3	220.0	175.6	10.0	1596.3	220.0	175.6	351.2
390+76.27	392+76.27	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
392+76.27	394+34.44	PAVING TRANSITION	158.2	10.0	175.8	17.58				17.6	10.0	175.8	220.0	19.3					19.3
397+58.52	399+29.03	PAVING TRANSITION	170.5	10.0	189.4	18.94				18.9	10.0	189.4	220.0	20.8					20.8
399+29.03	401+29.03	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
401+29.03	401+86.68	RIGHT SHOULDER	57.7	10.0	64.1	6.41	10.00	64.1	1.92	8.3	10.0	64.1	220.0	7.1	10.0	64.1	220.0	7.1	14.2
415+88.66	417+88.66	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
417+88.66	419+88.66	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
419+88.66	429+25.16	RIGHT SHOULDER	936.5	10.0	1040.6	104.06	10.00	1040.6	31.22	135.3	10.0	1040.6	220.0	114.5	10.0	1040.6	220.0	114.5	229.0
429+25.16	431+25.16	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
431+25.16	433+25.16	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
443+87.39	445+87.39	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
445+87.39	447+87.39	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
447+87.39	466+17.18	RIGHT SHOULDER	1829.8	10.0	2033.1	203.31	10.00	2033.1	60.99	264.3	10.0	2033.1	220.0	223.6	10.0	2033.1	220.0	223.6	447.2
474+40.56	487+34.94	RIGHT SHOULDER	1294.4	10.0	1438.2	143.82	10.00	1438.2	43.15	187.0	10.0	1438.2	220.0	158.2	10.0	1438.2	220.0	158.2	316.4
487+34.94	508+97.00	RIGHT SHOULDER W/ CURB	2162.1	9.0	2162.1	216.21				216.2	10.0	2402.3	330.0	396.4					396.4
508+97.00	513+66.38	RIGHT SHOULDER	469.4	10.0	521.6	52.16	10.00	521.6	15.65	67.8	7.0	365.1	220.0	40.2	10.0	521.6	220.0	57.4	97.6
513+66.38	515+66.38	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7					36.7
515+66.38	517+66.38	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
SUBTOTALS										11810.6									19541.4

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	16	44

2 QUANTITIES



BASE AND SURFACING (SHEET 2 OF 4)

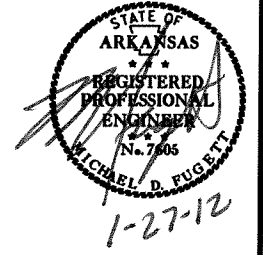
STATION	STATION	LOCATION	LENGTH	TACK COAT						ACHM SURFACE COURSE (1/2")									
				(0.10 GAL. PER SQ. YD.)			(0.03 GAL. PER SQ. YD.)			AVG. WID.		SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL TON
				TOTAL WID. FEET	SQ.YD.	GALLONS	TOTAL WID. FEET	SQ.YD.	GALLONS	TOTAL GALLON	FEET								
RIGHT MAIN LANES - I-30: LEFT SHOULDER																			
227+26.19	229+26.19	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
229+26.19	231+26.19	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
231+26.19	239+90.89	LEFT SHOULDER	864.7	4.0	384.3	38.43	4.00	384.3	11.53	50.0	4.0	384.3	220.0	42.3	4.0	384.3	220.0	42.3	84.6
239+90.89	241+90.89	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
241+90.89	243+90.89	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
248+49.79	275+10.00	LEFT SHOULDER W/ WRSF	2660.2	6.0	1773.5	177.35				177.4	6.0	1773.5	330.0	292.6					292.6
275+10.00	390+80.11	LEFT SHOULDER	11570.1	4.0	5142.3	514.23	4.00	5142.3	154.27	668.5	4.0	5142.3	200.0	514.2	4.0	5142.3	220.0	565.7	1079.9
390+80.11	392+80.11	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
392+80.11	394+80.11	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
397+67.30	399+67.30	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
399+67.30	401+67.30	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
401+67.30	406+86.90	LEFT SHOULDER	519.6	4.0	230.9	23.09	4.00	230.9	6.93	30.0	4.0	230.9	220.0	25.4	4.0	230.9	220.0	25.4	50.8
406+86.90	408+86.90	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
408+86.90	410+86.90	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
416+19.46	418+19.46	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
420+19.46	422+19.46	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
422+19.46	429+24.39	LEFT SHOULDER	704.9	4.0	313.3	31.33	4.00	313.3	9.40	40.7	4.0	313.3	220.0	34.5	4.0	313.3	220.0	34.5	69.0
429+24.39	431+24.39	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
431+24.39	433+24.39	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
444+19.05	446+19.05	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
446+19.05	448+19.05	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
448+19.05	475+06.00	LEFT SHOULDER	2687.0	4.0	1194.2	119.42	4.00	1194.2	35.83	155.3	4.0	1194.2	220.0	131.4	4.0	1194.2	220.0	131.4	262.8
475+06.00	489+65.00	LEFT SHOULDER W/ WRSF	1459.0	6.0	972.7	97.27				97.3	6.0	972.7	330.0	160.5					160.5
489+65.00	507+06.00	LEFT SHOULDER	1741.0	4.0	773.8	77.38	4.00	773.8	23.21	100.6	4.0	773.8	220.0	85.1	4.0	773.8	220.0	85.1	170.2
507+06.00	510+56.00	LEFT SHOULDER W/ GUARDRAIL	350.0	6.0	233.3	23.33				23.3	6.0	233.3	330.0	38.5					38.5
510+56.00	513+66.38	LEFT SHOULDER	310.4	4.0	138.0	13.80	4.00	138.0	4.14	17.9	4.0	138.0	220.0	15.2	4.0	138.0	220.0	15.2	30.4
513+66.38	515+66.38	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7					14.7
515+66.38	517+66.38	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8					9.8
LEFT MAIN LANES - I-30																			
227+98.67	229+98.67	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
229+98.67	231+98.67	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
231+98.67	240+09.80	LEFT MAIN LANES	811.1	24.0	2162.9	216.29	24.00	2162.9	64.89	281.2	24.0	2162.9	220.0	237.9	24.0	2162.9	220.0	237.9	475.8
240+09.80	242+09.80	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
242+09.80	244+09.80	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
248+30.78	250+30.78	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
250+30.78	252+30.78	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
252+30.78	395+68.74	LEFT MAIN LANES	14338.0	24.0	38234.7	3823.47	24.00	38234.7	1147.04	4970.5	24.0	38234.7	220.0	4205.8	24.0	38234.7	220.0	4205.8	8411.6
398+28.17	400+28.17	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
400+28.17	402+28.17	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
402+28.17	407+69.00	LEFT MAIN LANES	540.8	24.0	1442.1	144.21	24.00	1442.1	43.26	187.5	24.0	1442.1	220.0	158.6	24.0	1442.1	220.0	158.6	317.2
407+69.00	409+69.00	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
409+69.00	411+69.00	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
416+69.40	418+69.40	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
418+69.40	420+69.40	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
420+69.40	430+07.31	LEFT MAIN LANES	937.9	24.0	2501.1	250.11	24.00	2501.1	75.03	325.1	24.0	2501.1	220.0	275.1	24.0	2501.1	220.0	275.1	550.2
430+07.31	432+07.31	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
432+07.31	434+07.31	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
444+67.76	446+67.76	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	220.0	58.7					58.7
446+67.76	448+67.76	PAVING TRANSITION	200.0	24.0	533.3	53.33				53.3	24.0	533.3	330.0	88.0					88.0
448+67.76	510+00.00	LEFT MAIN LANES	6132.2	24.0	16352.5	1635.25	24.00	16352.5	490.58	2125.8	24.0	16352.5	220.0	1798.8	24.0	16352.5	220.0	1798.8	3597.6
510+00.00	513+66.38	LEFT MAIN LANES	366.4	27.0	1099.2	109.92	27.00	1099.2	32.98	142.9	27.0	1099.2	220.0	120.9	27.0	1099.2	220.0	120.9	241.8
513+66.38	515+66.38	PAVING TRANSITION	200.0	31.8	706.7	70.67				70.7	31.8	706.7	330.0	116.6					116.6
515+66.38	517+66.38	PAVING TRANSITION	200.0	34.7	771.1	77.11				77.1	34.7	771.1	220.0	84.8					84.8
SUBTOTALS																			17429.0

R061318.DGN 1/26/2012

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 061318	17	44

2 QUANTITIES



BASE AND SURFACING (SHEET 3 OF 4)

STATION	STATION	LOCATION	LENGTH FEET	TACK COAT						ACHM SURFACE COURSE (1/2")											
				(0.10 GAL. PER SQ. YD.)			(0.03 GAL. PER SQ. YD.)			AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL TON			
				TOTAL WID. FEET	SQ.YD.	GALLONS	TOTAL WID. FEET	SQ.YD.	GALLONS										TOTAL GALLON		
LEFT MAIN LANES - RIGHT SHOULDER																					
227+98.67	229+98.67	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
229+98.67	231+98.67	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
231+98.67	240+15.27	RIGHT SHOULDER	816.6	4.0	362.9	36.29	4.00	362.9	10.89	47.2	4.0	362.9	220.0	39.9	4.0	362.9	220.0	39.9		79.8	
240+15.27	242+15.27	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
242+15.27	244+15.27	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
248+73.32	250+73.32	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
250+73.32	251+38.49	PAVING TRANSITION	65.2	4.0	29.0	2.90				2.9	4.0	29.0	330.0	4.8						4.8	
251+38.49	275+10.00	RIGHT SHOULDER W/ WRSF	2371.5	6.0	1581.0	158.10				158.1	6.0	1581.0	330.0	260.9						260.9	
275+10.00	391+53.68	RIGHT SHOULDER	11643.7	4.0	5175.0	517.50	4.00	5175.0	155.25	672.8	4.0	5175.0	220.0	569.3	4.0	5175.0	220.0	569.3		1138.6	
391+53.68	393+53.68	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
393+53.68	395+53.68	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
398+41.32	400+41.32	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
400+41.32	402+41.32	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
402+41.32	407+54.83	RIGHT SHOULDER	513.5	4.0	228.2	22.82	4.00	228.2	6.85	29.7	4.0	228.2	220.0	25.1	4.0	228.2	220.0	25.1		50.2	
407+54.83	409+54.83	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
409+54.83	411+54.83	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
416+87.50	418+87.50	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
418+87.50	420+87.50	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
420+87.50	429+92.37	RIGHT SHOULDER	904.9	4.0	402.2	40.22	4.00	402.2	12.07	52.3	4.0	402.2	220.0	44.2	4.0	402.2	220.0	44.2		88.4	
429+92.37	431+92.37	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
431+92.37	433+92.37	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
444+84.86	446+84.86	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
446+84.86	448+84.86	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
448+84.86	475+05.00	RIGHT SHOULDER	2620.1	4.0	1164.5	116.45	4.00	1164.5	34.94	151.4	4.0	1164.5	220.0	128.1	4.0	1164.5	220.0	128.1		256.2	
475+05.00	489+77.00	RIGHT SHOULDER W/ WRSF	1472.0	6.0	981.3	98.13				98.1	6.0	981.3	330.0	161.9						161.9	
489+77.00	508+36.00	RIGHT SHOULDER	1859.0	4.0	826.2	82.62	4.00	826.2	24.79	107.4	4.0	826.2	220.0	90.9	4.0	826.2	220.0	90.9		181.8	
508+36.00	511+86.00	RIGHT SHOULDER W/ GUARDRAIL	350.0	6.0	233.3	23.33				23.3	6.0	233.3	330.0	38.5						38.5	
511+86.00	513+66.38	RIGHT SHOULDER	180.4	4.0	80.2	8.02	4.00	80.2	2.41	10.4	4.0	80.2	220.0	8.8	4.0	80.2	220.0	8.8		17.6	
513+66.38	515+66.38	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	330.0	14.7						14.7	
515+66.38	517+66.38	PAVING TRANSITION	200.0	4.0	88.9	8.89				8.9	4.0	88.9	220.0	9.8						9.8	
LEFT MAIN LANES - I-30: LEFT SHOULDER																					
237+90.70	240+03.72	LEFT SHOULDER	213.0	10.0	236.7	23.67	10.00	236.7	7.10	30.8	10.0	236.7	220.0	26.0	10.0	236.7	220.0	26.0		52.0	
240+03.72	242+03.72	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7						36.7	
242+03.72	244+03.72	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4						24.4	
248+58.79	250+58.79	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4						24.4	
250+58.79	252+58.79	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7						36.7	
252+58.79	255+46.28	LEFT SHOULDER	287.5	10.0	319.4	31.94	10.00	319.4	9.58	41.5	10.0	319.4	220.0	35.1	10.0	319.4	220.0	35.1		70.2	
262+41.75	330+28.63	LEFT SHOULDER	6786.9	10.0	7541.0	754.10	10.00	7541.0	226.23	980.3	10.0	7541.0	220.0	829.5	10.0	7541.0	220.0	829.5		1659.0	
340+28.75	364+80.50	LEFT SHOULDER	2451.8	10.0	2724.2	272.42	10.00	2724.2	81.73	354.2	10.0	2724.2	220.0	299.7	10.0	2724.2	220.0	299.7		599.4	
372+70.43	378+98.50	LEFT SHOULDER	628.1	10.0	697.9	69.79	10.00	697.9	20.94	90.7	10.0	697.9	220.0	76.8	10.0	697.9	220.0	76.8		153.6	
417+28.25	419+28.25	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4						24.4	
419+28.25	421+28.25	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7						36.7	
421+28.25	430+24.09	LEFT SHOULDER	895.8	10.0	995.3	99.53	10.00	995.3	29.86	129.4	10.0	995.3	220.0	109.5	10.0	995.3	220.0	109.5		219.0	
430+24.09	432+24.09	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7						36.7	
432+24.09	434+24.09	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4						24.4	
445+26.34	447+26.34	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4						24.4	
447+26.34	449+26.34	PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	330.0	36.7						36.7	
449+26.34	465+15.10	LEFT SHOULDER	1588.8	10.0	1765.3	176.53	10.00	1765.3	52.96	229.5	10.0	1765.3	220.0	194.2	10.0	1765.3	220.0	194.2		388.4	
476+65.46	491+04.00	LEFT SHOULDER	1438.5	10.0	1598.3	159.83	10.00	1598.3	47.95	207.8	10.0	1598.3	220.0	175.8	10.0	1598.3	220.0	175.8		351.6	
491+04.00	509+18.00	LEFT SHOULDER W/ CURB	1814.0	9.0	1814.0	181.40				181.4	7.0	1410.9	330.0	232.8						232.8	
509+18.00	517+66.38	LEFT SHOULDER	848.4	10.0	942.7	94.27	10.00	942.7	28.28	122.6	10.0	942.7	220.0	103.7	10.0	942.7	220.0	103.7		207.4	
SUBTOTALS																				4112.9	6747.9

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	061318		18	44

2 QUANTITIES

BASE AND SURFACING (SHEET 4 OF 4)

STATION	STATION	LOCATION	LENGTH FEET	TACK COAT						ACHM SURFACE COURSE (1/2")									
				(0.10 GAL. PER SQ. YD.)			(0.03 GAL. PER SQ. YD.)			AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL TON	
				TOTAL WID. FEET	SQ.YD.	GALLONS	TOTAL WID. FEET	SQ.YD.	GALLONS										TOTAL GALLON
I-30 - RAMPS																			
227+90.70	229+90.70	HWY. 70 WB ENTRANCE RAMP TAPER W/ PAVING TRANSITION	200.0	10.0	222.2	22.22				22.2	10.0	222.2	220.0	24.4					24.4
229+90.70	230+90.70	HWY. 70 WB ENTRANCE RAMP TAPER W/ PAVING TRANSITION	100.0	16.0	177.8	17.78				17.8	16.0	177.8	330.0	29.3					29.3
230+90.70	231+90.70	HWY. 70 WB ENTRANCE RAMP ACCELERATION LANE W/ PAVING TRANSITION	100.0	18.0	200.0	20.00				20.0	18.0	200.0	220.0	22.0					22.0
231+90.70	237+90.70	HWY. 70 WB ENTRANCE RAMP ACCELERATION LANE	600.0	18.0	1200.0	120.00	18.00	1200.0	36.00	156.0	18.0	1200.0	220.0	132.0	18.0	1200.0	220.0	132.0	264.0
236+67.23	237+90.70	HWY. 70 WB ENTRANCE RAMP GORE AREA	123.5	VAR.	118.7	11.87	VAR.	118.70	3.56	15.4	VAR.	118.7	220.0	13.1	VAR.	118.7	220.0	13.1	26.2
237+90.70	238+86.47	HWY. 70 WB ENTRANCE RAMP PAVING TRANSITION	95.8	25.0	270.5	27.05				27.1	25.0	270.5	330.0	44.6					44.6
238+86.47	239+79.23	HWY. 70 WB ENTRANCE RAMP PAVING TRANSITION	92.8	25.0	260.2	26.02				26.0	25.0	260.2	220.0	28.6					28.6
252+55.18	255+55.96	HWY. 70 EB EXIT RAMP	300.8	VAR.	795.0	79.50	VAR.	795.04	23.85	103.4	VAR.	795.0	220.0	87.5	VAR.	795.0	220.0	87.5	175.0
255+55.96	256+50.94	HWY. 70 EB EXIT RAMP PAVING TRANSITION	95.0	25.0	304.3	30.43				30.4	25.0	304.3	330.0	50.2					50.2
256+50.94	257+01.21	HWY. 70 EB EXIT RAMP PAVING TRANSITION	50.3	25.0	304.3	30.43				30.4	25.0	304.3	330.0	50.2					50.2
253+67.36	254+58.48	HWY. 70 WB EXIT RAMP PAVING TRANSITION	91.1	25.0	490.8	49.08				49.1	25.0	490.8	220.0	54.0					54.0
254+58.48	255+46.28	HWY. 70 WB EXIT RAMP PAVING TRANSITION	87.8	25.0	480.4	48.04				48.0	25.0	480.4	330.0	79.3					79.3
255+46.28	262+41.75	HWY. 70 WB EXIT RAMP	695.5	VAR.	2422.0	242.20	VAR.	2421.99	72.66	314.9	VAR.	2422.0	220.0	266.4	VAR.	2422.0	220.0	266.4	532.8
270+75.44	271+76.20	HWY. 70 EB ENTRANCE RAMP PAVING TRANSITION	100.8	25.0	428.6	42.86				42.9	25.0	428.6	220.0	47.1					47.1
271+76.20	272+82.80	HWY. 70 EB ENTRANCE RAMP PAVING TRANSITION	106.6	25.0	458.9	45.89				45.9	25.0	458.9	330.0	75.7					75.7
272+10.73	275+89.20	HWY. 70 EB ENTRANCE RAMP	378.5	VAR.	1245.2	124.52	VAR.	1245.2	37.36	161.9	VAR.	1245.2	220.0	137.0	VAR.	1245.2	220.0	137.0	274.0
275+89.20	282+89.20	HWY. 70 EB ENTRANCE RAMP ACCELERATION LANE	700.0	18.0	1400.0	140.00	18.00	1400.0	42.00	182.0	18.0	1400.0	220.0	154.0	18.0	1400.0	220.0	154.0	308.0
282+89.20	285+89.20	HWY. 70 EB ENTRANCE RAMP TAPER	300.0	12.0	400.0	40.00	12.00	400.0	12.00	52.0	12.0	400.0	220.0	44.0	16.0	533.3	220.0	58.7	102.7
325+68.97	335+06.83	EB WEIGH STATION EXIT RAMP	937.9	VAR.	2404.7	240.47	VAR.	267.2	8.02	248.5	VAR.	2404.7	220.0	264.5	VAR.	2404.7	220.0	264.5	529.0
334+92.18	335+92.70	EB WEIGH STATION EXIT RAMP PAVING TRANSITION	100.5	25.0	267.2	26.72				26.7	25.0	267.2	330.0	44.1					44.1
335+92.70	336+91.43	EB WEIGH STATION EXIT RAMP PAVING TRANSITION	98.7	25.0	277.6	27.76				27.8	25.0	277.6	220.0	30.5					30.5
330+28.63	333+28.63	WB WEIGH STATION ENTRANCE RAMP TAPER	300.0	12.0	400.0	40.00	12.00	400.0	12.00	52.0	12.0	400.0	220.0	44.0	12.0	400.0	220.0	44.0	88.0
333+28.63	340+28.63	WB WEIGH STATION ENTRANCE RAMP ACCELERATION LANE	700.0	18.0	1400.0	140.00	18.00	1400.0	42.00	182.0	18.0	1400.0	220.0	154.0	18.0	1400.0	220.0	154.0	308.0
338+43.53	340+28.75	WB WEIGH STATION ENTRANCE RAMP ADD'L. FOR GORE AREA	185.2	VAR.	153.0	15.30	VAR.	153.0	4.59	19.9	VAR.	153.0	220.0	16.8	VAR.	153.0	220.0	16.8	33.6
340+28.63	341+28.12	WB WEIGH STATION ENTRANCE RAMP PAVING TRANSITION	99.5	25.0	211.9	21.19				21.2	25.0	211.9	330.0	35.0					35.0
341+28.12	342+28.25	WB WEIGH STATION ENTRANCE RAMP PAVING TRANSITION	100.1	25.0	188.1	18.81				18.8	25.0	188.1	220.0	20.7					20.7
352+34.94	353+35.02	EB WEIGH STATION ENTRANCE RAMP PAVING TRANSITION	100.1	25.0	159.3	15.93				15.9	25.0	159.3	220.0	17.5					17.5
353+35.02	354+33.03	EB WEIGH STATION ENTRANCE RAMP PAVING TRANSITION	98.0	25.0	201.1	20.11				20.1	25.0	201.1	330.0	33.2					33.2
354+33.03	355+79.04	EB WEIGH STATION ENTRANCE RAMP GORE AREA	146.0	VAR.	135.1	13.51	VAR.	135.1	4.05	17.6	VAR.	135.1	220.0	14.9	VAR.	135.1	220.0	14.9	29.8
354+33.03	359+33.03	EB WEIGH STATION ENTRANCE RAMP ACCELERATION LANE	500.0	18.0	1000.0	100.00	18.00	1000.0	30.00	130.0	18.0	1000.0	220.0	110.0	18.0	1000.0	220.0	110.0	220.0
359+33.03	362+33.03	EB WEIGH STATION ENTRANCE RAMP TAPER	300.0	12.0	400.0	40.00	12.00	400.0	12.00	52.0	12.0	400.0	220.0	44.0	12.0	400.0	220.0	44.0	88.0
362+80.62	363+80.57	WB WEIGH STATION EXIT RAMP PAVING TRANSITION	99.9	25.0	269.1	26.91				26.9	25.0	269.1	220.0	29.6					29.6
363+80.57	364+80.50	WB WEIGH STATION EXIT RAMP PAVING TRANSITION	99.9	25.0	262.7	26.27				26.3	25.0	262.7	330.0	43.3					43.3
364+80.50	372+70.43	WB WEIGH STATION EXIT RAMP	789.9	VAR.	1823.5	182.35	VAR.	1823.5	54.71	237.1	VAR.	1823.5	220.0	200.6	VAR.	1823.5	220.0	200.6	401.2
371+83.03	376+39.60	HWY. 67 EB EXIT RAMP	456.6	VAR.	1155.3	115.53	VAR.	1155.3	34.66	150.2	VAR.	1155.3	220.0	127.1	VAR.	1155.3	220.0	127.1	254.2
376+39.60	377+37.42	HWY. 67 EB EXIT RAMP PAVING TRANSITION	101.4	25.0	242.0	24.20				24.2	25.0	242.0	330.0	39.9					39.9
377+37.42	378+35.34	HWY. 67 EB EXIT RAMP PAVING TRANSITION	97.9	25.0	247.1	24.71				24.7	25.0	247.1	220.0	27.2					27.2
378+98.50	381+98.50	HWY. 67 WB ENTRANCE RAMP TAPER	300.0	12.0	400.0	40.00	12.00	400.0	12.00	52.0	12.0	400.0	220.0	44.0	12.0	400.0	220.0	44.0	88.0
381+98.50	388+98.50	HWY. 67 WB ENTRANCE RAMP ACCELERATION LANE	700.0	18.0	1400.0	140.00	18.00	1400.0	42.00	182.0	18.0	1400.0	220.0	154.0	18.0	1400.0	220.0	154.0	308.0
388+98.50	390+69.38	HWY. 67 WB ENTRANCE RAMP GORE AREA	170.9	VAR.	516.3	51.63	VAR.	516.3	15.49	67.1	VAR.	516.3	220.0	56.8	VAR.	516.3	220.0	56.8	113.6
390+69.38	391+68.74	HWY. 67 WB ENTRANCE RAMP PAVING TRANSITION	99.4	25.0	221.1	22.11				22.1	25.0	221.1	330.0	36.5					36.5
391+68.74	392+68.82	HWY. 67 WB ENTRANCE RAMP PAVING TRANSITION	100.1	25.0	224.8	22.48				22.5	25.0	224.8	220.0	24.7					24.7
399+91.63	400+89.83	HWY. 67 EB ENTRANCE RAMP PAVING TRANSITION	98.2	25.0	268.3	26.83				26.8	25.0	268.3	220.0	29.5					29.5
400+89.83	401+87.46	HWY. 67 EB ENTRANCE RAMP PAVING TRANSITION	97.6	25.0	266.7	26.67				26.7	25.0	266.7	330.0	44.0					44.0
401+87.46	405+03.48	HWY. 67 EB ENTRANCE RAMP GORE AREA	316.0	VAR.	382.6	38.26	VAR.	382.6	11.48	49.7	VAR.	382.6	220.0	42.1	VAR.	382.6	220.0	42.1	84.2
401+87.46	406+87.46	HWY. 67 EB ENTRANCE RAMP ACCELERATION LANE	500.0	18.0	1000.0	100.00	18.00	1000.0	30.00	130.0	18.0	1000.0	220.0	110.0	18.0	1000.0	220.0	110.0	220.0
406+87.46	407+87.46	HWY. 67 EB ENTRANCE RAMP ACCELERATION LANE W/ PAVING TRANSITION	100.0	18.0	200.0	20.00	18.00	200.0	6.00	26.0	18.0	200.0	330.0	33.0	18.0	200.0	330.0	33.0	66.0
407+87.46	408+87.46	HWY. 67 EB ENTRANCE RAMP TAPER W/ PAVING TRANSITION	100.0	14.0	155.6	15.56	14.00	155.6	4.67	20.2	14.0	155.6	330.0	25.7	14.0	155.6	330.0	25.7	51.4
408+87.46	410+87.46	HWY. 67 EB ENTRANCE RAMP TAPER W/ PAVING TRANSITION	200.0	10.0	222.2	22.22	10.00	222.2	6.67	28.9	10.0	222.2	220.0	24.4	10.0	222.2	220.0	24.4	48.8
405+71.77	406+60.11	HWY. 67 WB EXIT RAMP PAVING TRANSITION	88.3	25.0	256.1	25.61				25.6	25.0	256.1	220.0	28.2					28.2
406+60.11	407+69.00	HWY. 67 WB EXIT RAMP PAVING TRANSITION	108.9	25.0	263.9	26.39				26.4	25.0	263.9	330.0	43.5					43.5
407+69.00	409+69.00	HWY. 67 WB EXIT RAMP PAVING TRANSITION	244.0	VAR.	502.9	50.29	VAR.	502.9	6.98	30.2	VAR.	502.9	330.0	83.0					83.0
409+69.00	411+84.84	HWY. 67 WB EXIT RAMP PAVING TRANSITION	215.8	VAR.	234.5	23.45				23.5	VAR.	234.5	220.0	25.8					25.8
466+65.46	473+65.46	SEVIER/SOUTH STREET WB ENTRANCE RAMP TAPER	700.0	12.0	933.3	93.33	12.00	933.3	28.00	121.3	12.0	933.3	220.0	102.7	12.0	933.3	220.0	102.7	205.4
473+65.46																			

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3-26-12				6	ARK.			
4-13-12								
4-23-12						061318	19	44

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	18	EACH
SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL	5275	LIN. FT.
401	TACK COAT	30576	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	47757	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2779	TON
412	COLD MILLING ASPHALT PAVEMENT	22676	SQ. YD.
504	APPROACH GUTTERS (TYPE PT)	307.42	CU. YD.
601	MOBILIZATION	1.00	LUMP SUM
603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	2162	SQ. FT.
SS & 604	TRAFFIC DRUMS	146	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	2716	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	3688	LIN. FT.
SS & 604	CONSTRUCTION PAVEMENT MARKINGS	137876	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	5292	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	3800	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	9311	LIN. FT.
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	48	WEEK
SS & 604	ADVANCE WARNING ARROW PANEL	166	DAY
SS & 617	GUARDRAIL (TYPE A)	5100	LIN. FT.
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	19	EACH
SS & 617	THREE BEAM GUARDRAIL TERMINAL	16	EACH
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	3	EACH
620	LIME	2	TON
620	SEEDING	1.00	ACRE
620	MULCH COVER	1.00	ACRE
SS & 620	WATER	102.0	M.GAL.
623	SECOND SEEDING APPLICATION	1.00	ACRE
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	108718	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	68769	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	68769	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8") (ALTERNATE NO. 1)	8226	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8") (ALTERNATE NO. 2)	8226	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	55521	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	55521	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	5619	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	5619	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	4495	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	4495	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2618	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	28518	POUND
SP	JOINT TAPE (36")	35232	LIN. FT.
SP	REMOVAL OF PLOWABLE PAVEMENT MARKER	726	EACH
SP	SCARIFYING CONCRETE PAVEMENT	1561	SQ. YD.
SP	TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
SP	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2	EACH

*ALTERNATE BID ITEMS

REVISIONS

DATE	REVISION	SHEET NUMBER
3-26-12	REVISED MAINTENANCE OF TRAFFIC DETAILS; REVISED SIGNS, TRAFFIC DRUMS, PORTABLE CHANGEABLE MESSAGE SIGN, AND ADVANCE WARNING ARROW PANEL QUANTITIES.	8, 12, 19
4-13-12	REMOVED SPECIAL PROVISION "ASPHALT CONCRETE HOT MIX SURFACE COURSE SURFACE TOLERANCE AND INCENTIVE PAYMENTS."	2, 19
4-23-12	ADDED NOTE TO APPROACH GUTTERS QUANTITY BOX; REVISED MAINTENANCE OF TRAFFIC APPROACH GUTTER CONSTRUCTION DETAIL; REVISED FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER AND RELOCATING PRECAST CONCRETE BARRIER QUANTITIES; AND REVISED SPECIAL PROVISION "SEQUENCE OF CONSTRUCTION."	10, 11, 12, 13, 19

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

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. 061318	21	44

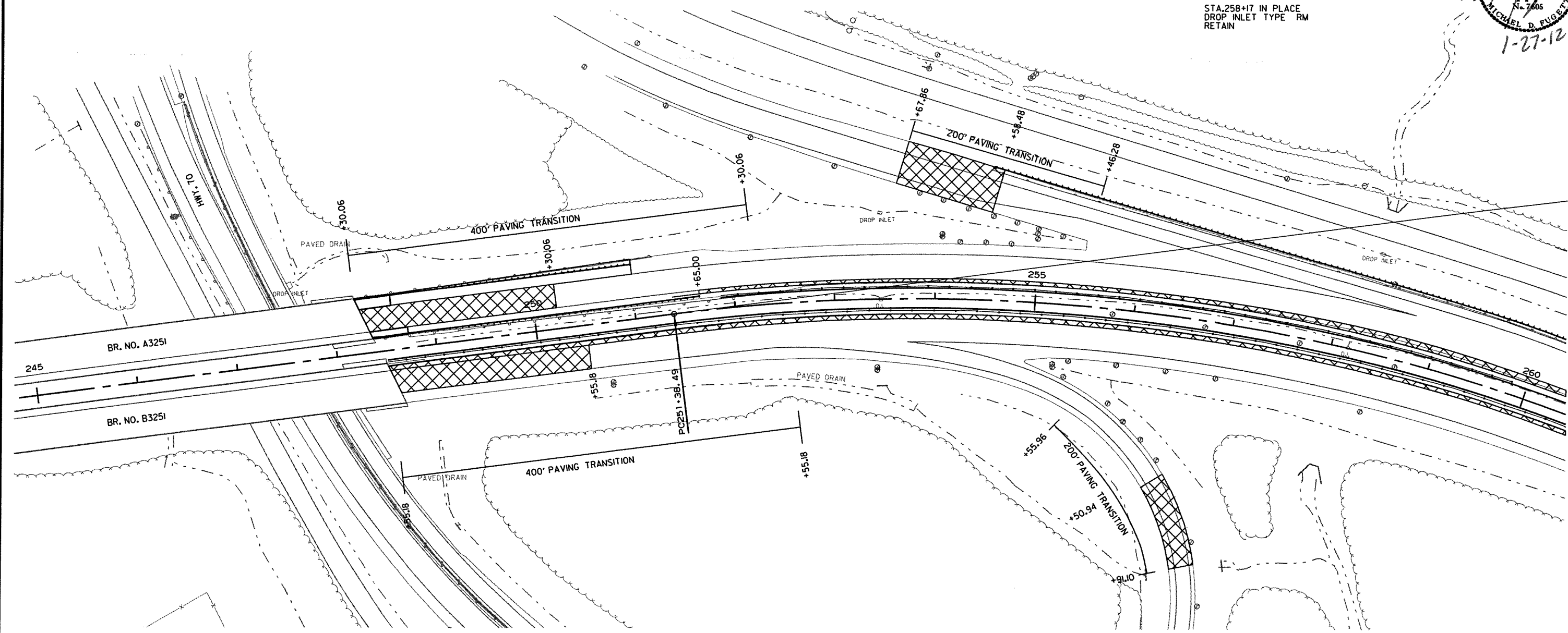
2 PLAN SHEETS

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 7605
 MICHAEL D. PUGETT
 1-27-12



STA. 258+17 IN PLACE
 DROP INLET TYPE RM
 RETAIN

STA. 253+44.5 IN PLACE
 DROP INLET TYPE RM
 RETAIN



REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 248+22.79	TO	STA. 251+23.25	LT. OF L.M.L. = 300 LIN. FT.
STA. 248+39.25	TO	STA. 252+11.54	RT. OF L.M.L. = 375 LIN. FT.
STA. 255+18.00	TO	STA. 268+94.00	LT. OF L.M.L. = 900 LIN. FT.

PI = 263+41.59
 A = 64°25'01.4" RT.
 D = 03°00'00"
 T = 1203.10'
 L = 2147.23'
 PC = 251+38.49
 PT = 272+85.73

STA.	STA.	LANE	SIDE	GUARDRAIL (TYPE A)	THRE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL ANCHOR (TYPE D)
248+30.29	250+99.04	L.M.L.	LT.	200'			
248+44.82	251+63.57	L.M.L.	RT.	250'			
254+55.30	263+13.34	L.M.L.	LT.	900'			

1/26/2012

R061318.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		22	44
JOB NO. 061318								

2 PLAN SHEETS



PI = 263+41.59
 A = 64°25'01.4" RT.
 D = 03°00'00"
 T = 1203.10'
 L = 2147.23'
 PE = 251+38.49
 PT = 272+85.73

STA.268+60 IN PLACE
 DROP INLET TYPE RM
 RETAIN

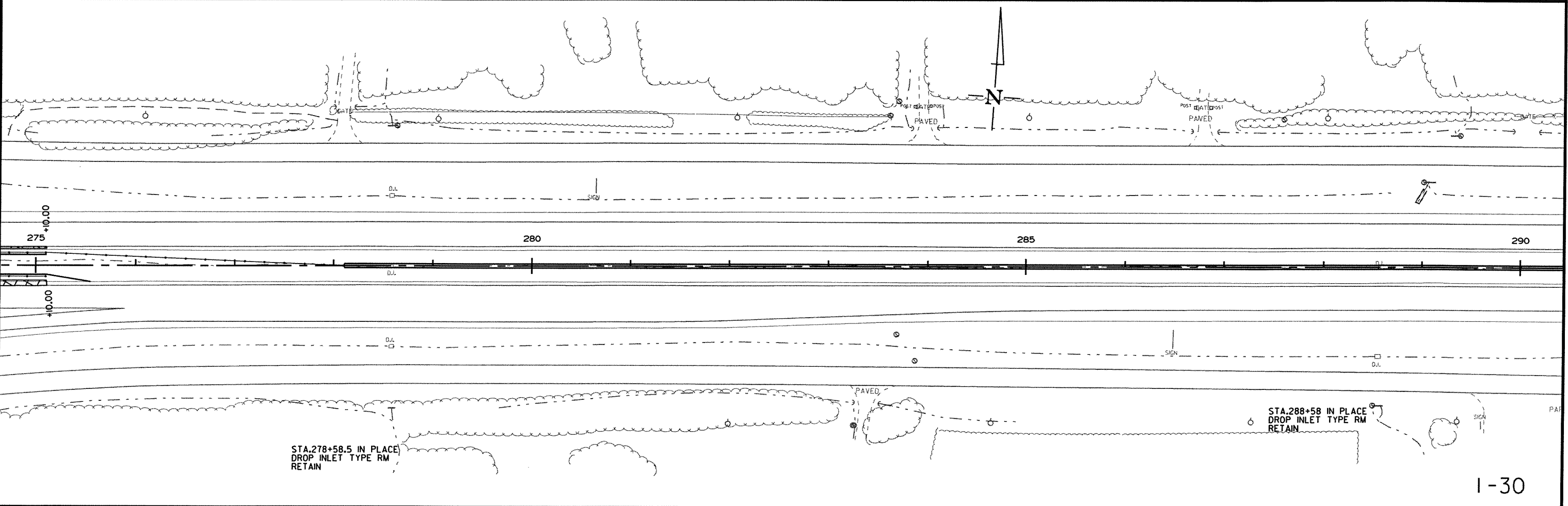
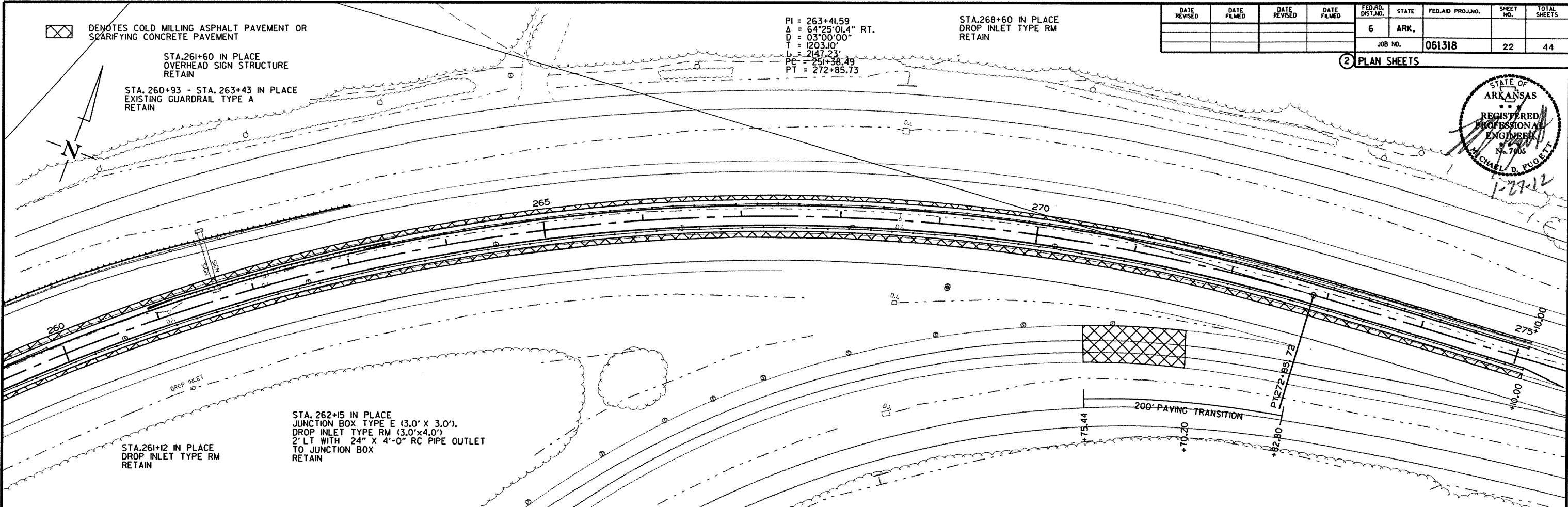
STA.261+60 IN PLACE
 OVERHEAD SIGN STRUCTURE
 RETAIN
 STA. 260+93 - STA. 263+43 IN PLACE
 EXISTING GUARDRAIL TYPE A
 RETAIN

STA.261+12 IN PLACE
 DROP INLET TYPE RM
 RETAIN

STA. 262+15 IN PLACE
 JUNCTION BOX TYPE E (3.0' X 3.0').
 DROP INLET TYPE RM (3.0' X 4.0')
 2' LT WITH 24" X 4'-0" RC PIPE OUTLET
 TO JUNCTION BOX
 RETAIN

200' PAVING TRANSITION

P(272+85.73)



STA.278+58.5 IN PLACE
 DROP INLET TYPE RM
 RETAIN

STA.288+58 IN PLACE
 DROP INLET TYPE RM
 RETAIN

1/26/2012

R061318.DCN



DENOTES COLD MILLING ASPHALT PAVEMENT OR
 SCARIFYING CONCRETE PAVEMENT

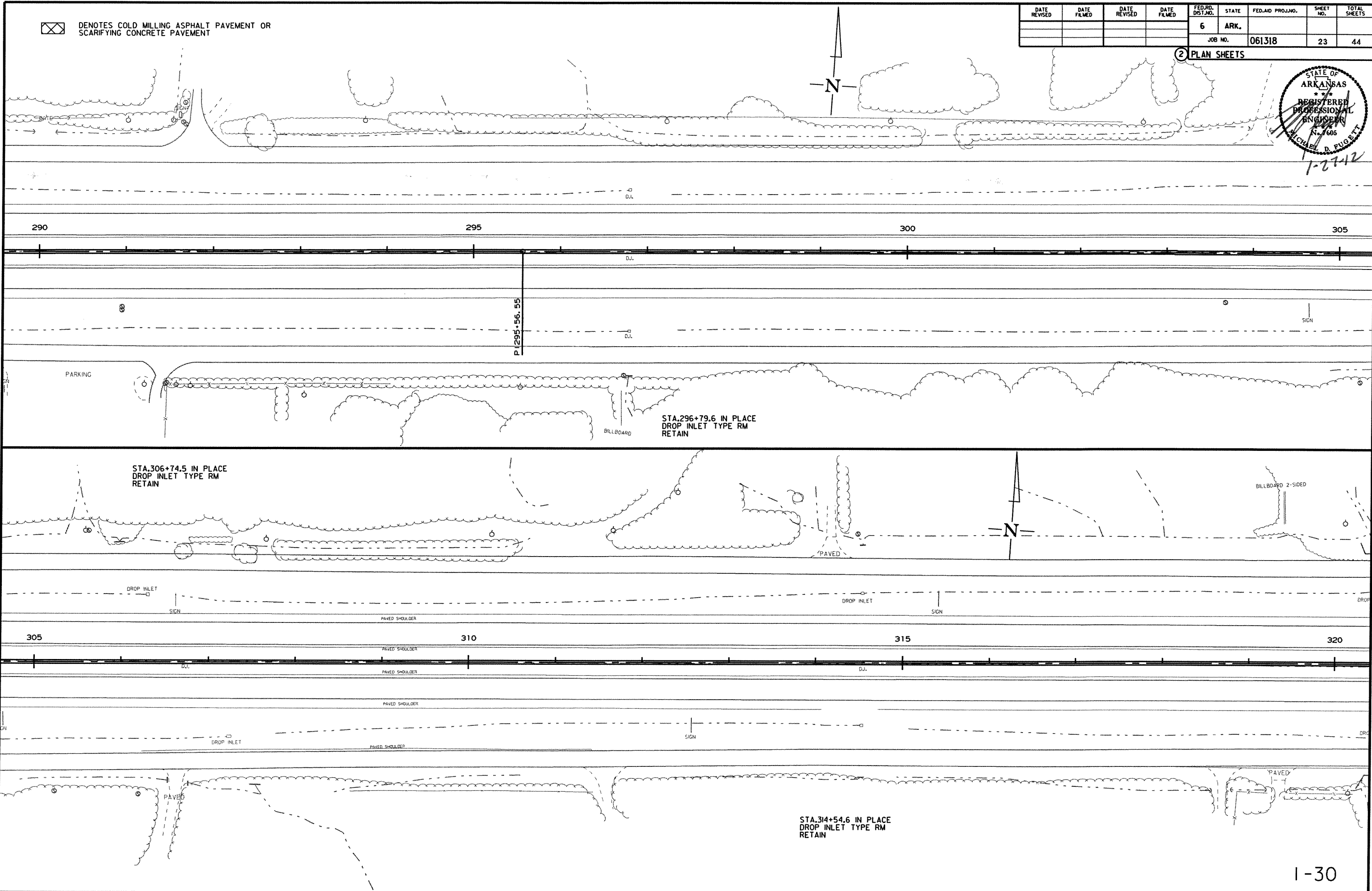
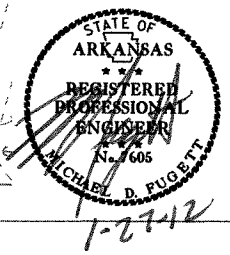


PAV

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

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. 061318							23	44

② PLAN SHEETS



1/26/2012

R061318.DGN

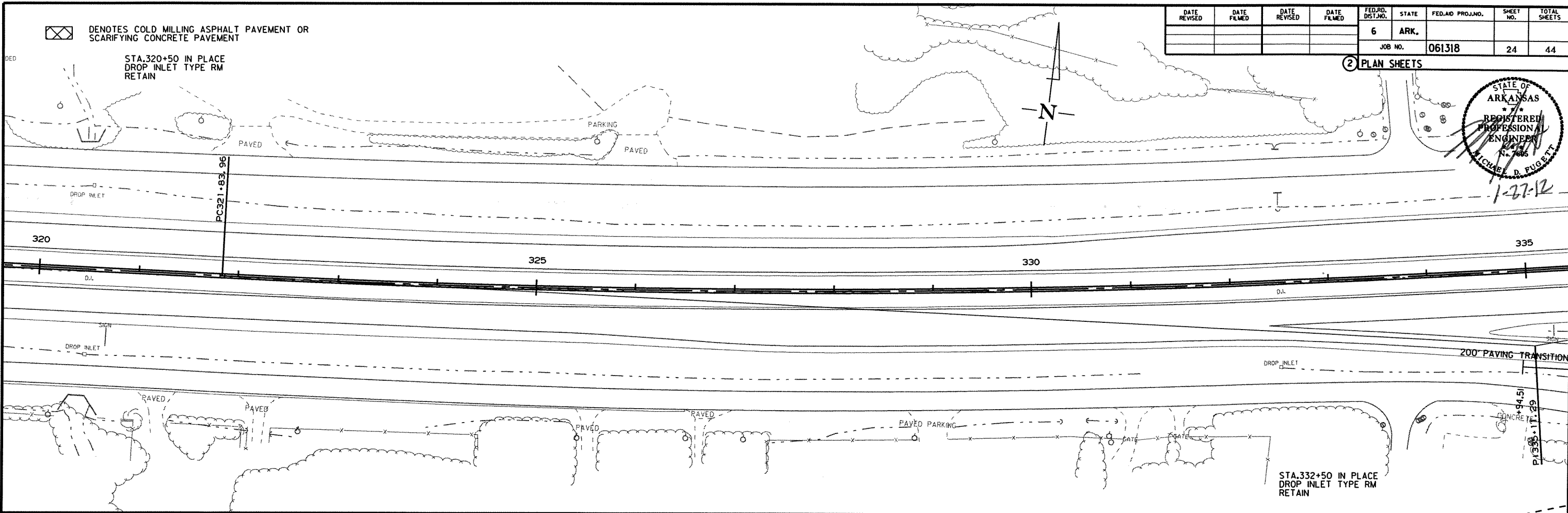
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		24	44
JOB NO. 061318								

2 PLAN SHEETS

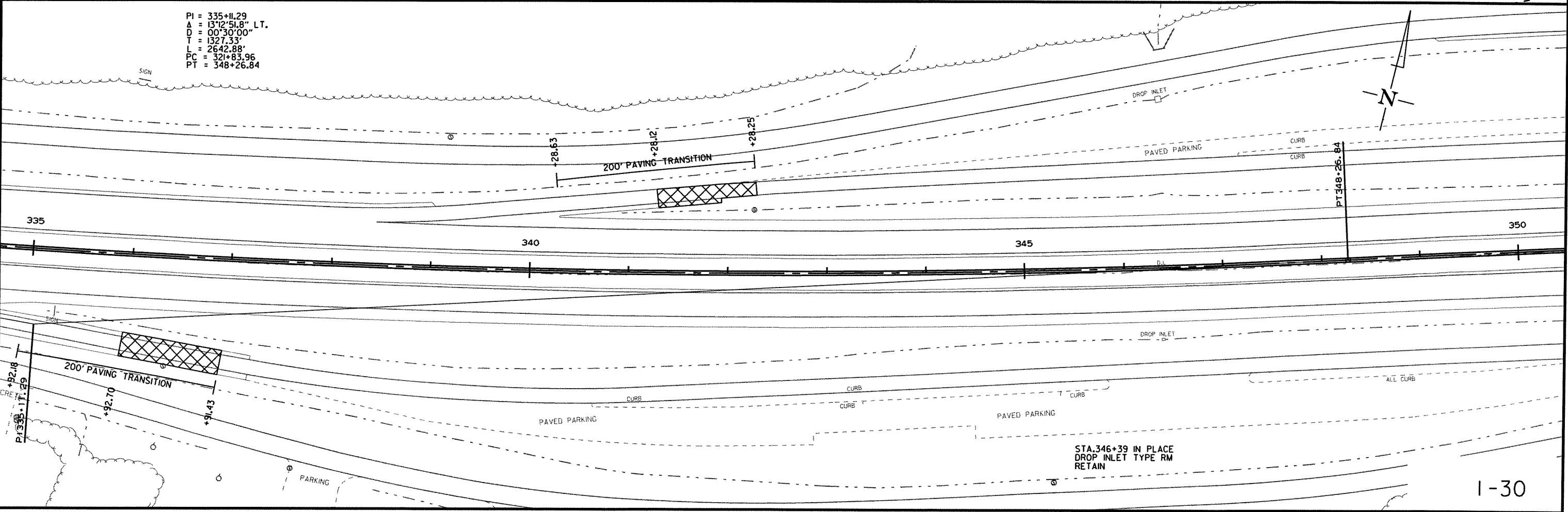
STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 7665
 MICHAEL D. FUGETT
 1-27-12

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

STA. 320+50 IN PLACE
 DROP INLET TYPE RM
 RETAIN



PI = 335+11.29
 Δ = 13°12'51.8" LT.
 D = 00°30'00"
 T = 1327.33'
 L = 2642.88'
 PC = 321+83.96
 PT = 348+26.84



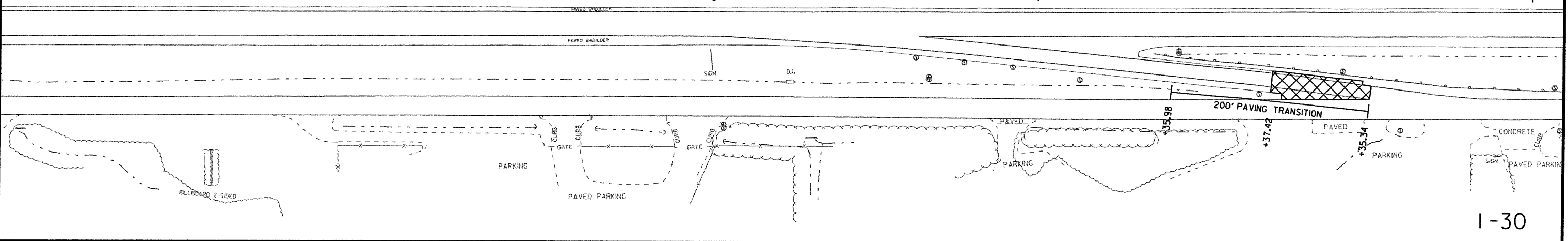
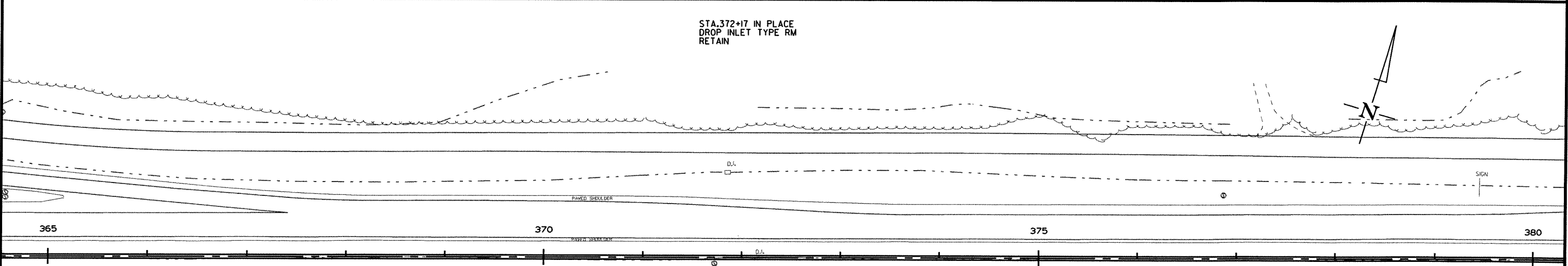
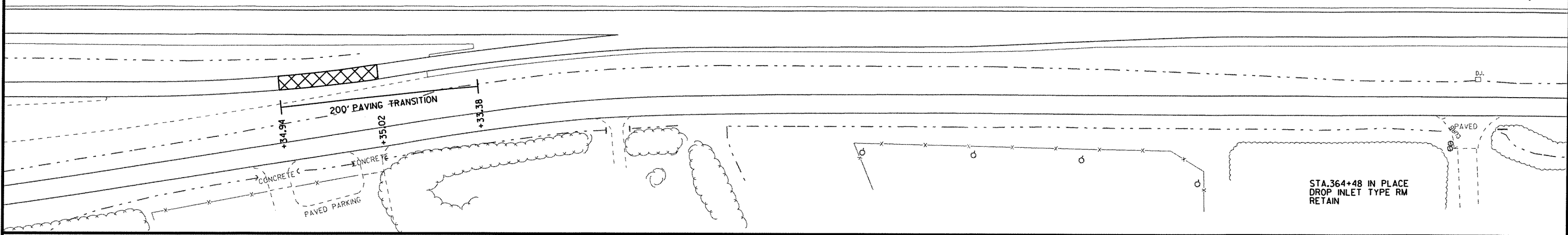
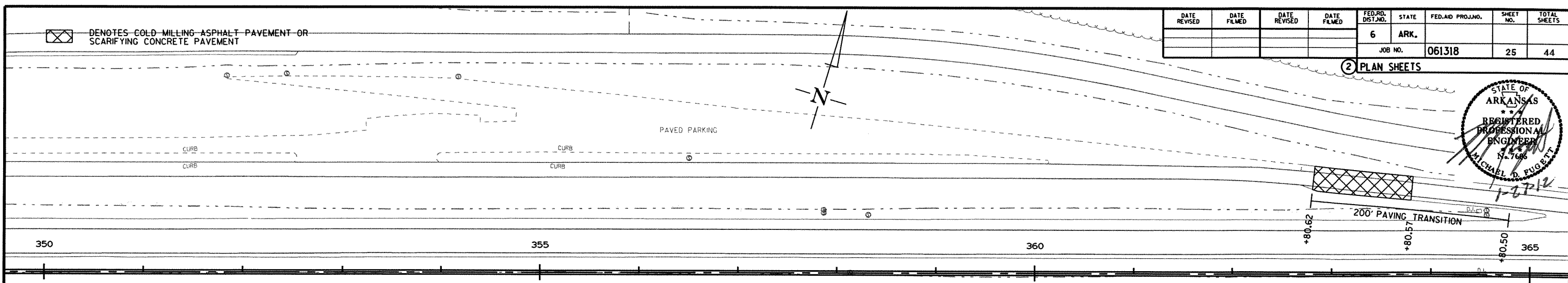
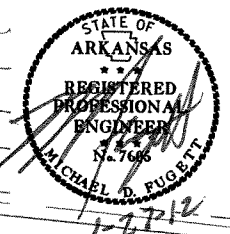
STA. 346+39 IN PLACE
 DROP INLET TYPE RM
 RETAIN

R061318.DGN 1/26/2012

☒ DENOTES COLD-MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		25	44
JOB NO. 061318								

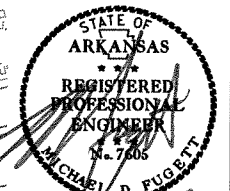
② PLAN SHEETS



1/26/2012
R061318.DCN

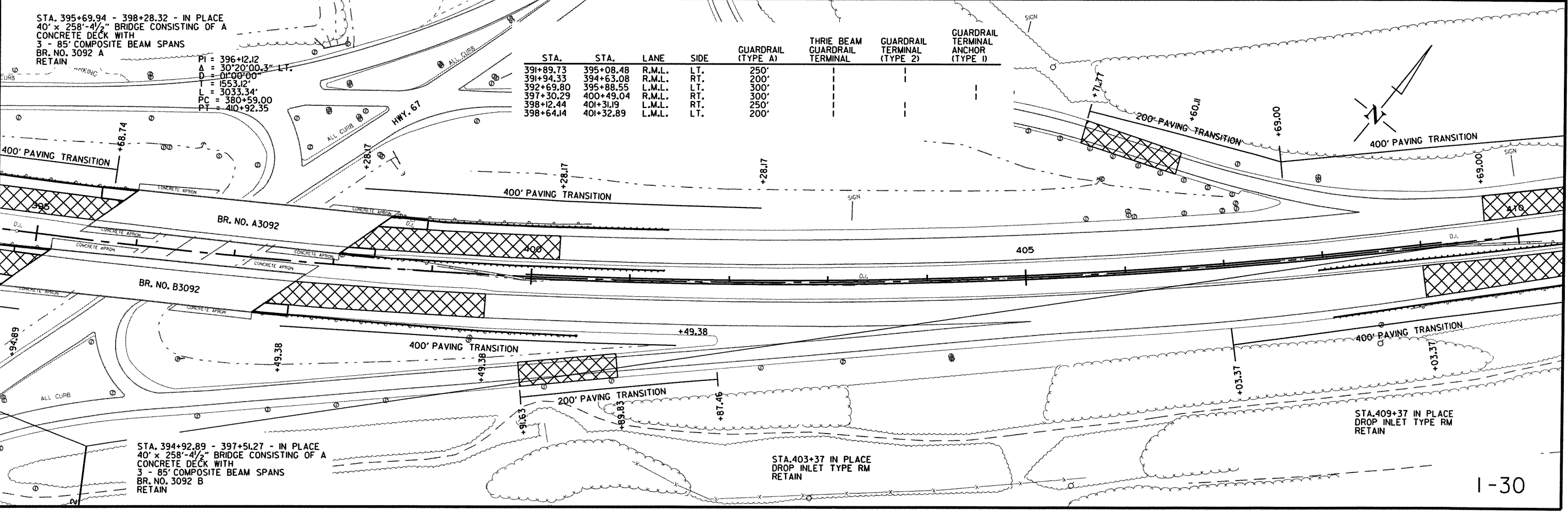
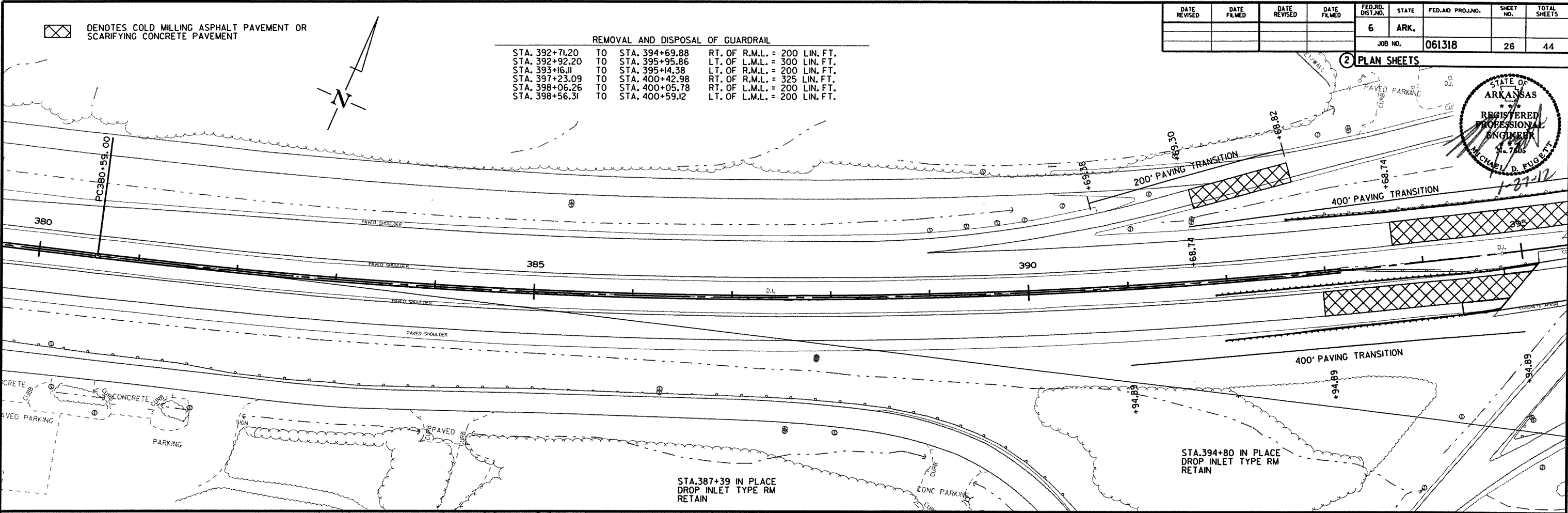
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 061318							26	44

2 PLAN SHEETS



REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 392+71.20	TO STA. 394+69.88	RT. OF R.M.L. = 200 LIN. FT.
STA. 392+92.20	TO STA. 395+95.86	LT. OF L.M.L. = 300 LIN. FT.
STA. 393+16.11	TO STA. 395+14.38	LT. OF R.M.L. = 200 LIN. FT.
STA. 397+23.09	TO STA. 400+42.98	RT. OF R.M.L. = 325 LIN. FT.
STA. 398+06.26	TO STA. 400+05.78	RT. OF L.M.L. = 200 LIN. FT.
STA. 398+56.31	TO STA. 400+59.12	LT. OF L.M.L. = 200 LIN. FT.



STA. 395+69.94 - 398+28.32 - IN PLACE
40' x 258'-4 1/2" BRIDGE CONSISTING OF A
CONCRETE DECK WITH
3 - 85' COMPOSITE BEAM SPANS
BR. NO. 3092 A
RETAIN

PI = 396+12.12
Δ = 30°20'00.3" LT.
D = 01°00'00"
L = 1553.12'
PC = 380+59.00
PT = 410+92.35

STA.	STA.	LANE	SIDE	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL ANCHOR (TYPE I)
391+89.73	395+08.48	R.M.L.	LT.	250'			
391+94.33	394+63.08	R.M.L.	RT.	200'			
392+69.80	395+88.55	L.M.L.	LT.	300'			
397+30.29	400+49.04	R.M.L.	RT.	300'			
398+12.44	401+31.19	L.M.L.	RT.	250'			
398+64.14	401+32.89	L.M.L.	LT.	200'			

STA. 394+92.89 - 397+51.27 - IN PLACE
40' x 258'-4 1/2" BRIDGE CONSISTING OF A
CONCRETE DECK WITH
3 - 85' COMPOSITE BEAM SPANS
BR. NO. 3092 B
RETAIN

STA. 403+37 IN PLACE
DROP INLET TYPE RM
RETAIN

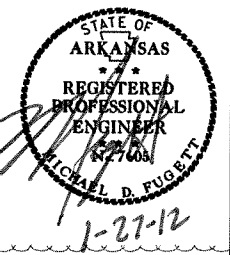
STA. 409+37 IN PLACE
DROP INLET TYPE RM
RETAIN

1/26/2012
R061318.DCN

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		27	44
						JOB NO. 061318		

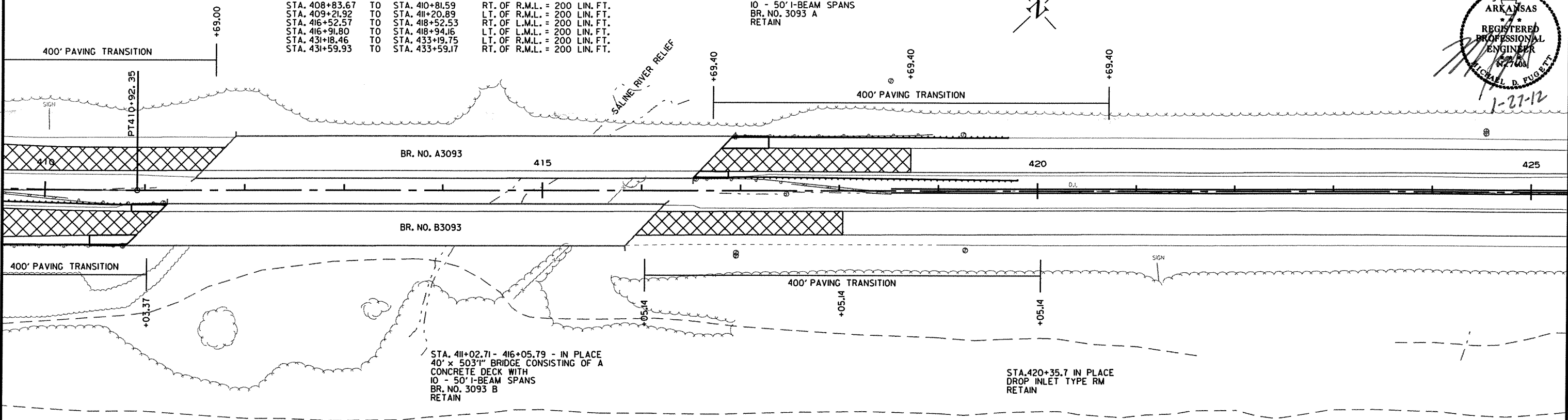
② PLAN SHEETS



REMOVAL AND DISPOSAL OF GUARDRAIL

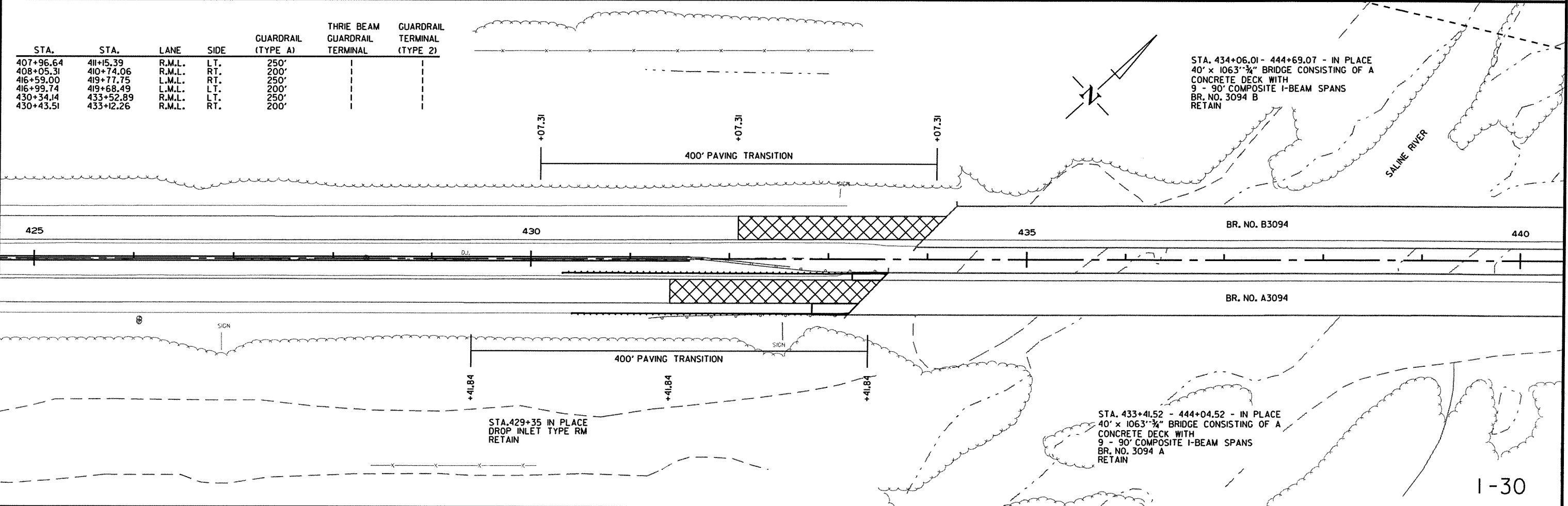
STA. 408+83.67 TO STA. 409+21.92	TO STA. 410+81.59	RT. OF R.M.L. = 200 LIN. FT.
STA. 416+52.57 TO STA. 431+18.46	TO STA. 418+52.53	LT. OF R.M.L. = 200 LIN. FT.
STA. 431+59.93 TO STA. 433+19.75	TO STA. 418+94.16	LT. OF L.M.L. = 200 LIN. FT.
	TO STA. 433+59.17	RT. OF R.M.L. = 200 LIN. FT.

STA. 411+69.00 - 416+69.40 - IN PLACE
40' x 503" BRIDGE CONSISTING OF A
CONCRETE DECK WITH
10 - 50' I-BEAM SPANS
BR. NO. 3093 A
RETAIN



STA.	STA.	LANE	SIDE	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
407+96.64	411+15.39	R.M.L.	LT.	250'		
408+05.31	410+74.06	R.M.L.	RT.	200'		
416+59.00	419+77.75	L.M.L.	RT.	250'		
416+99.74	419+68.49	L.M.L.	LT.	200'		
430+34.14	433+52.89	R.M.L.	LT.	250'		
430+43.51	433+12.26	R.M.L.	RT.	200'		

STA. 434+06.01 - 444+69.07 - IN PLACE
40' x 1063" BRIDGE CONSISTING OF A
CONCRETE DECK WITH
9 - 90' COMPOSITE I-BEAM SPANS
BR. NO. 3094 B
RETAIN



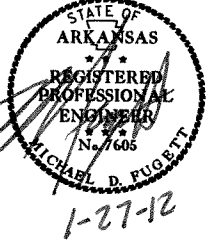
STA. 433+41.52 - 444+04.52 - IN PLACE
40' x 1063" BRIDGE CONSISTING OF A
CONCRETE DECK WITH
9 - 90' COMPOSITE I-BEAM SPANS
BR. NO. 3094 A
RETAIN

1/26/2012
R061318.DCN

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

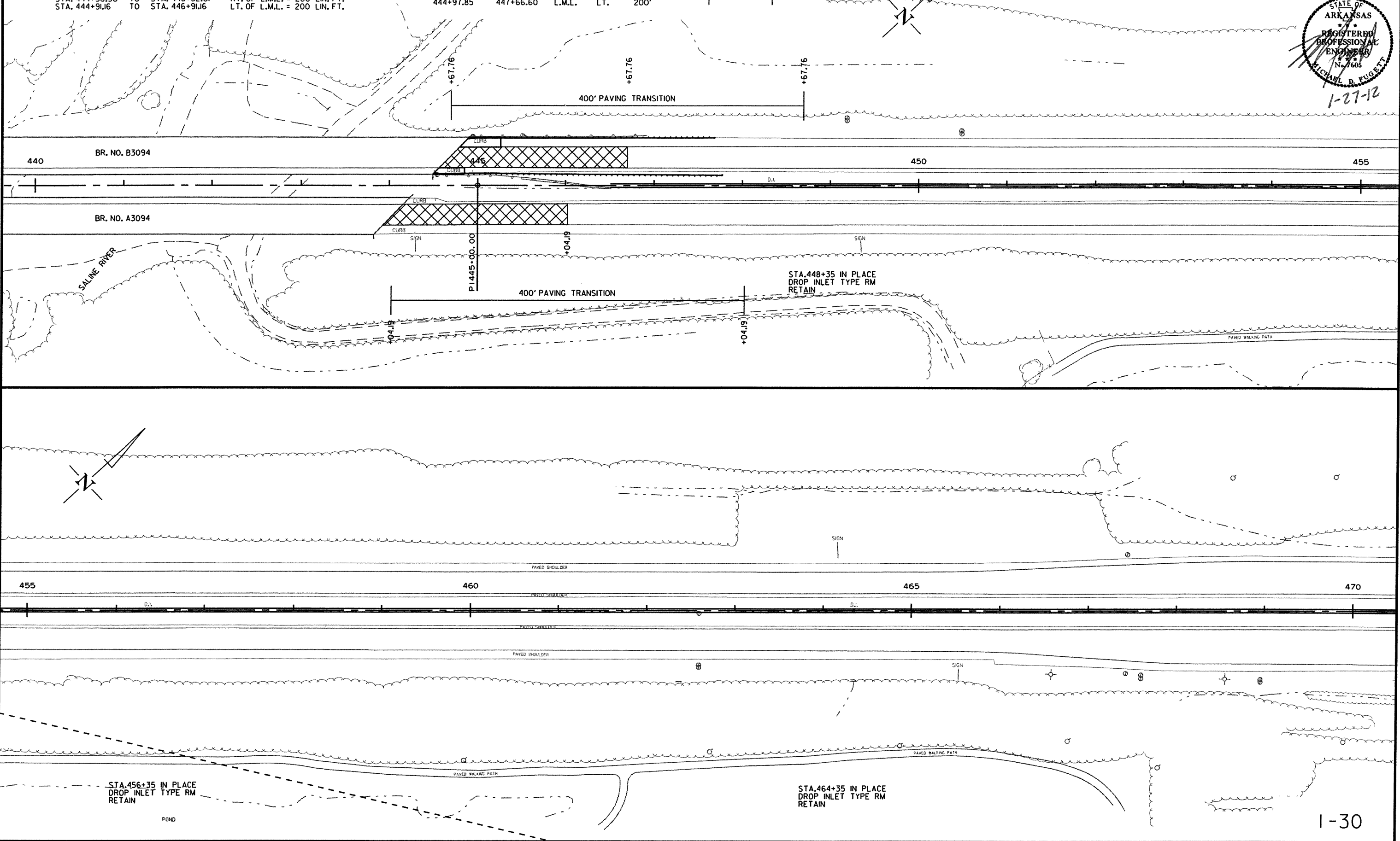
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	061318		28	44

2 PLAN SHEETS



REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 444+50.30 TO STA. 446+52.01 RT. OF L.M.L. = 200 LIN. FT.
 STA. 444+91.16 TO STA. 446+91.16 LT. OF L.M.L. = 200 LIN. FT.

STA.	STA.	LANE	SIDE	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
444+56.36	447+75.11	L.M.L.	RT.	250'		
444+97.85	447+66.60	L.M.L.	LT.	200'		

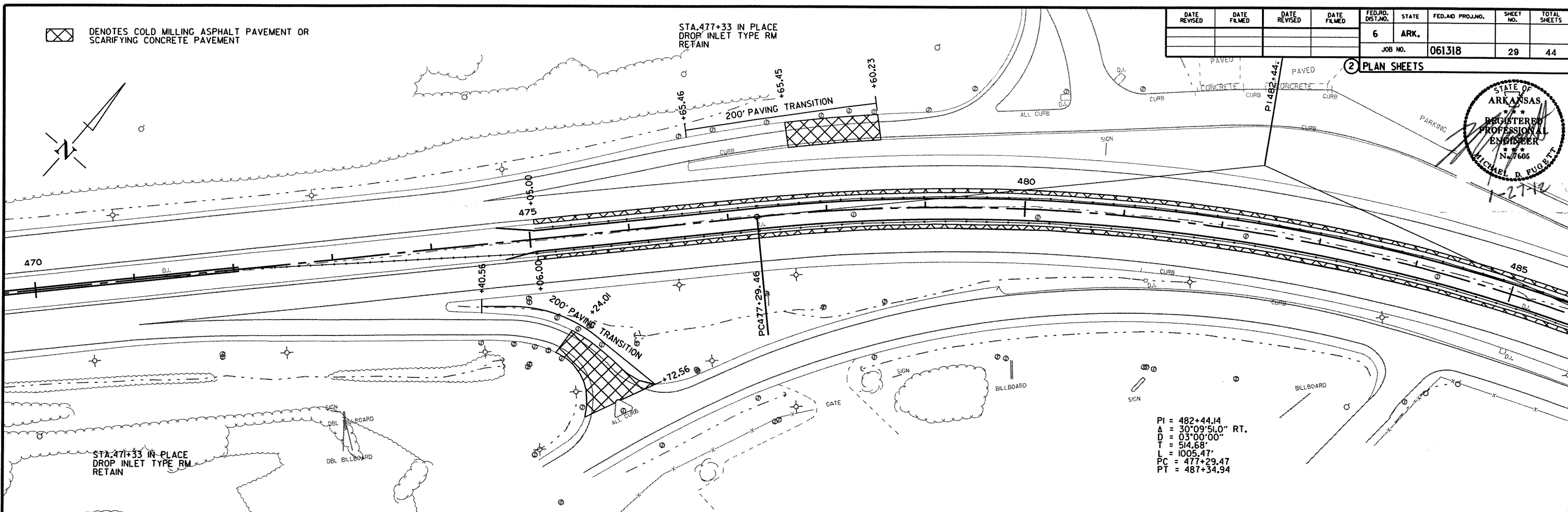


1/26/2012 R061318.DGN

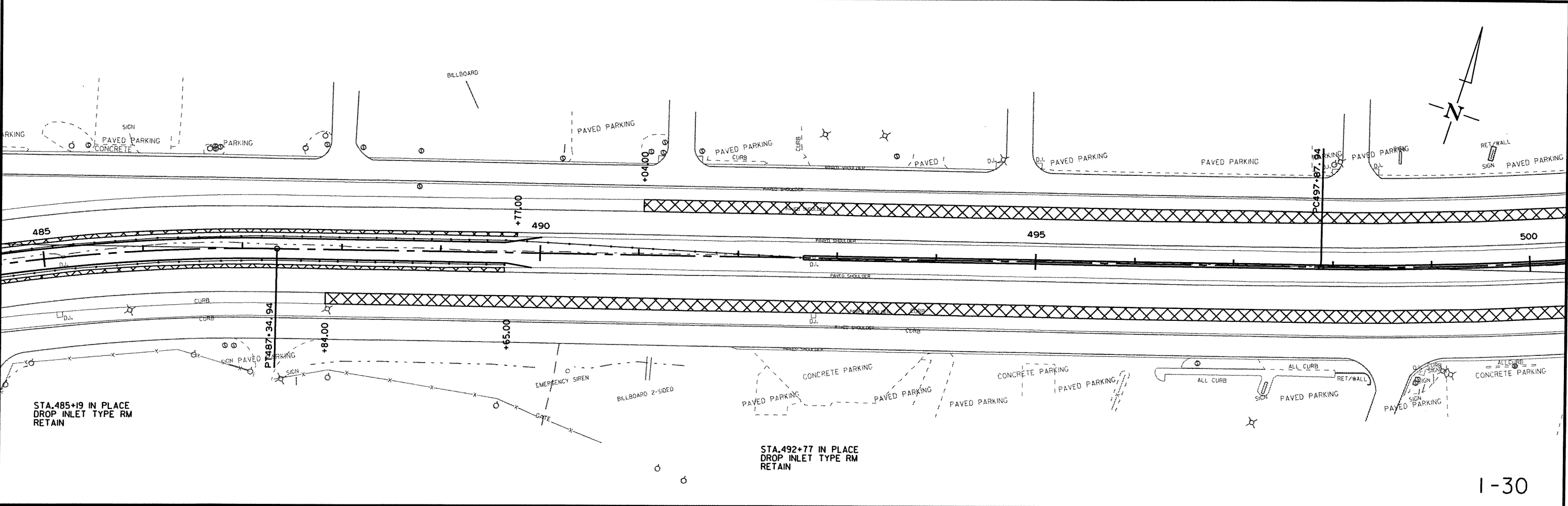
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		29	44
JOB NO. 061318							PLAN SHEETS	

☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

STA. 477+33 IN PLACE DROP INLET TYPE RM RETAIN



PI = 482+44.14
 Δ = 30°09'51.0" RT.
 D = 03°00'00"
 T = 514.68'
 L = 1005.47'
 PC = 477+29.47
 PT = 487+34.94



STA. 492+77 IN PLACE DROP INLET TYPE RM RETAIN

1/26/2012
 R061318.DCN

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.	061318		30	44

2 PLAN SHEETS



☒ DENOTES COLD MILLING ASPHALT PAVEMENT OR SCARIFYING CONCRETE PAVEMENT

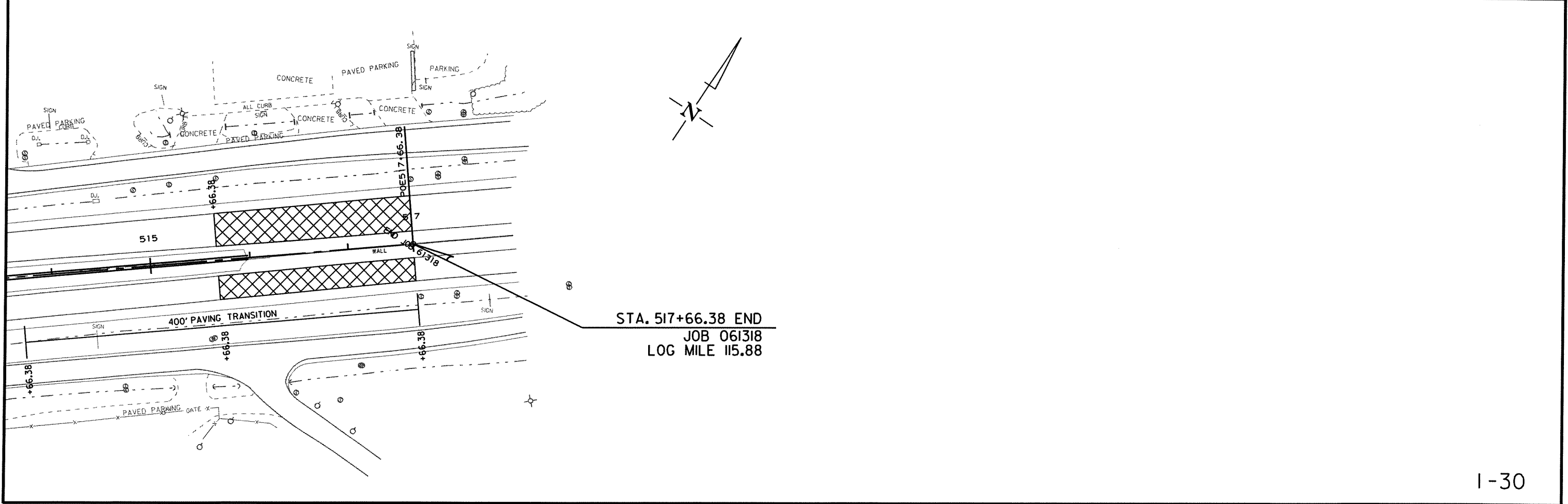
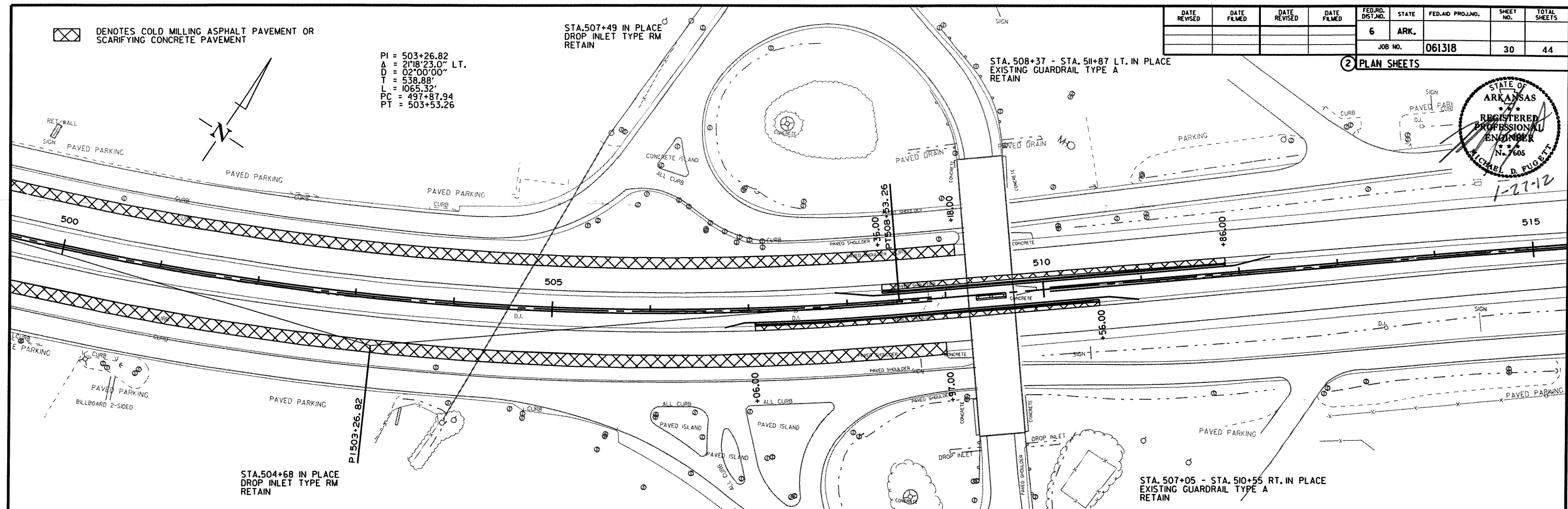
PI = 503+26.82
 A = 21°18'23.0" LT.
 D = 02°00'00"
 T = 538.88'
 L = 1065.32'
 PC = 497+87.94
 PT = 503+53.26

STA. 507+49 IN PLACE
 DROP INLET TYPE RM
 RETAIN

STA. 508+37 - STA. 511+87 LT. IN PLACE
 EXISTING GUARDRAIL TYPE A
 RETAIN

STA. 504+68 IN PLACE
 DROP INLET TYPE RM
 RETAIN

STA. 507+05 - STA. 510+55 RT. IN PLACE
 EXISTING GUARDRAIL TYPE A
 RETAIN

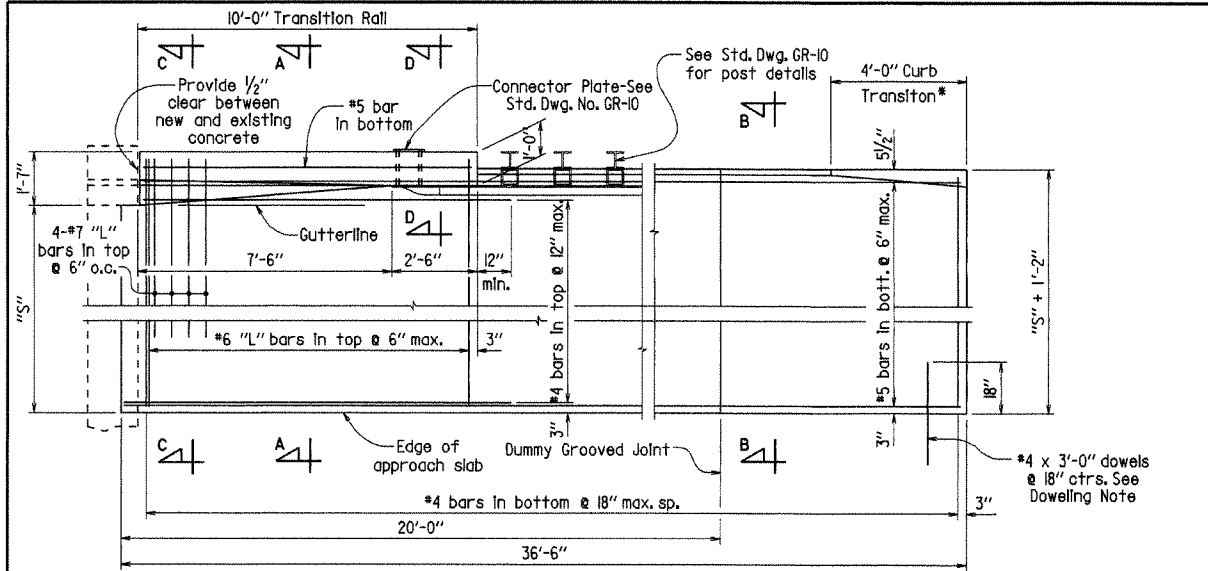


STA. 517+66.38 END
 JOB 061318
 LOG MILE 115.88

1/26/2012
 R061318.DGN

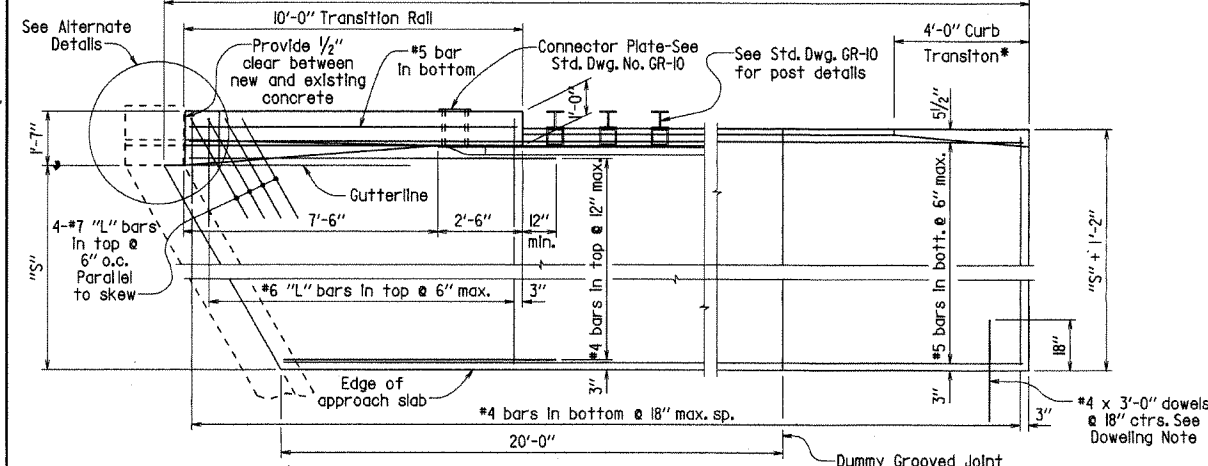
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-10-2003				6	ARK.		3	
07-14-2010								

TYPE PT APPR. GUTTER - 2091



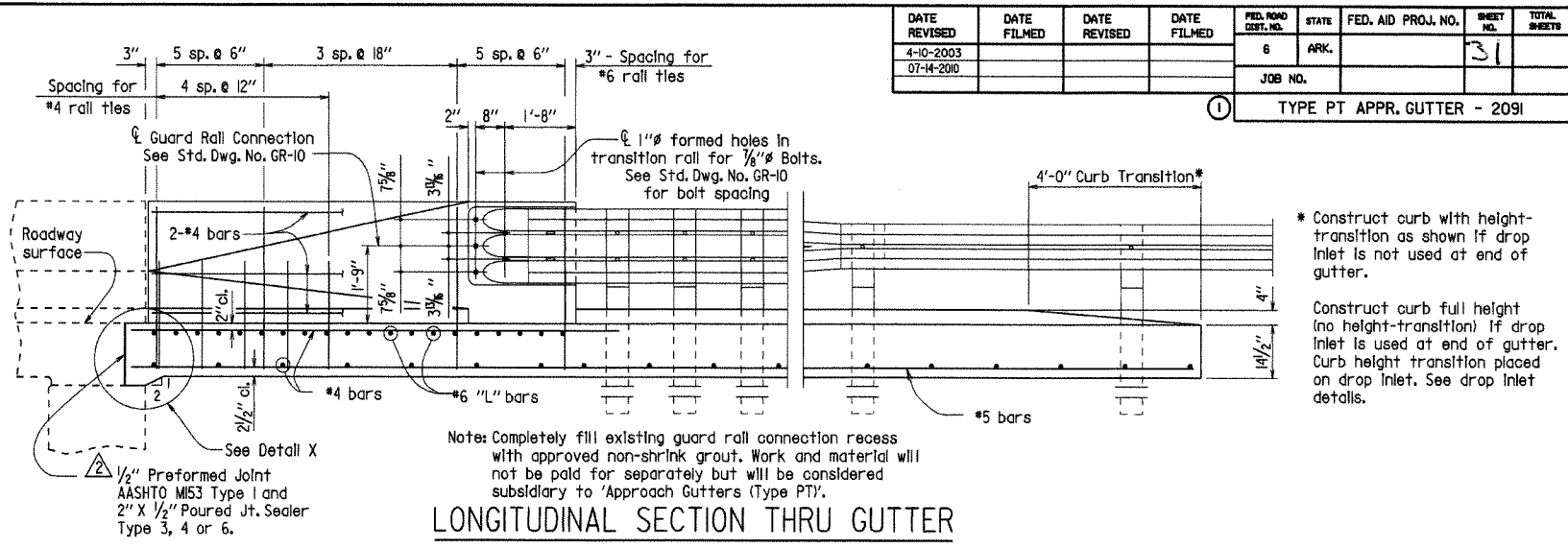
PLAN - SQUARE BRIDGES

Scale: 3/8" = 1'-0"
S' = Distance from gutterline to edge of approach slab.

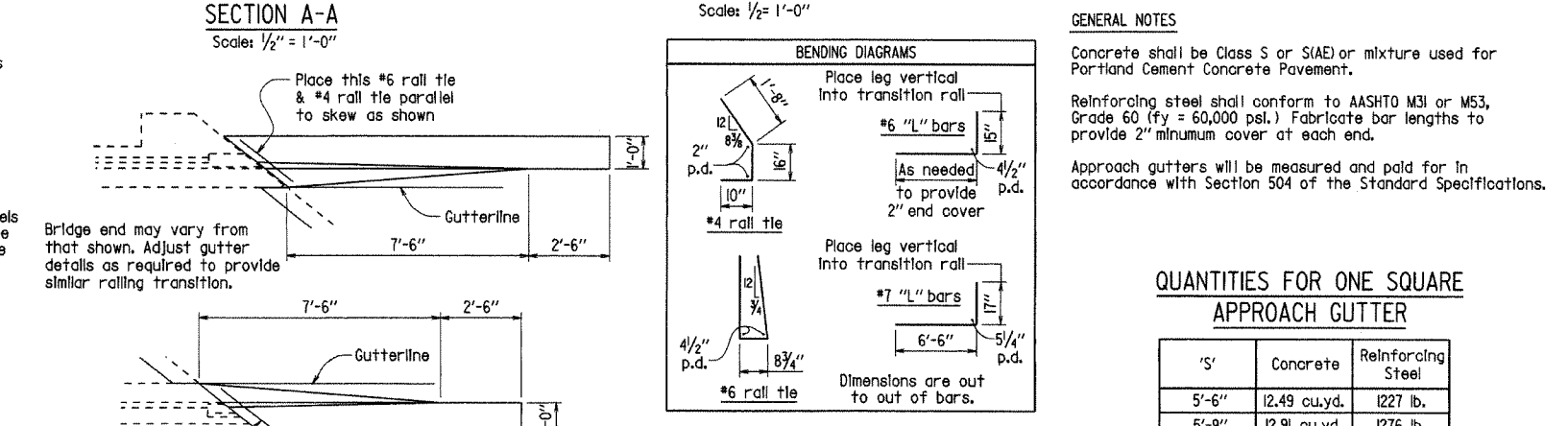
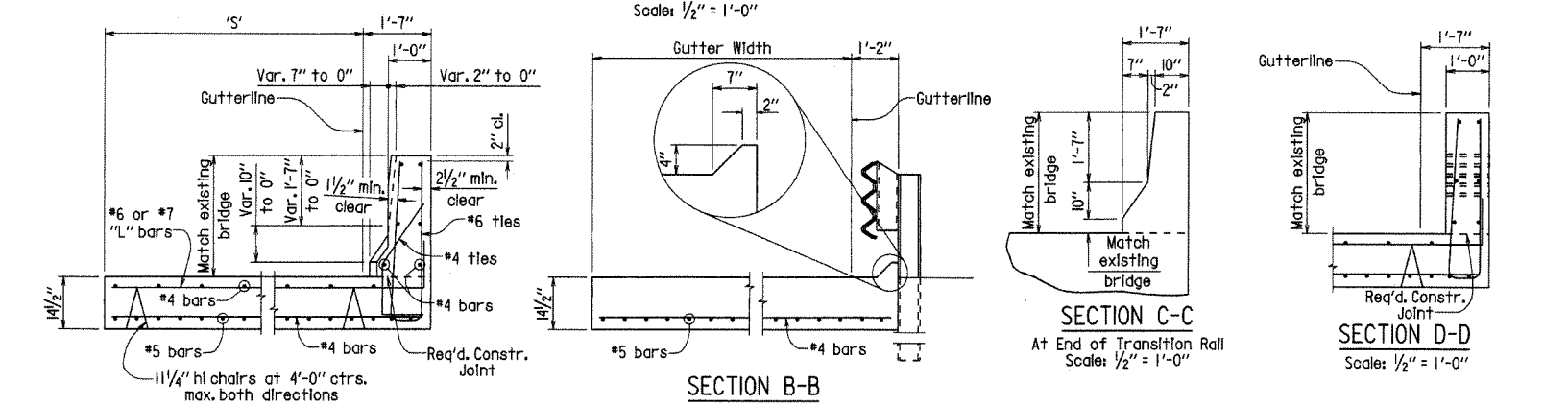


PLAN - SKEWED BRIDGES

Scale: 3/8" = 1'-0"



LONGITUDINAL SECTION THRU GUTTER

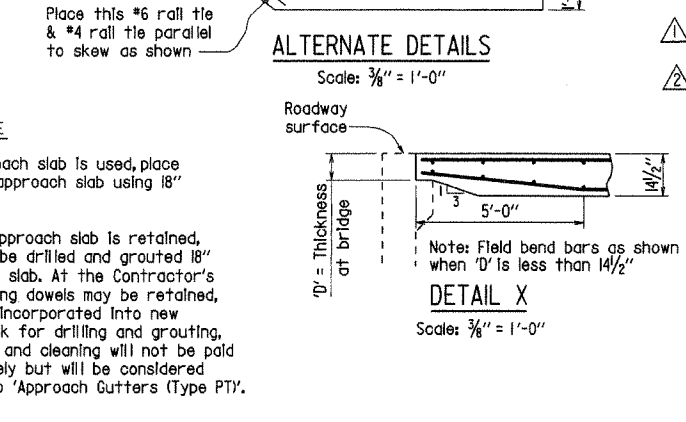


GENERAL NOTES

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.
Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi.) Fabricate bar lengths to provide 2" minimum cover at each end.
Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

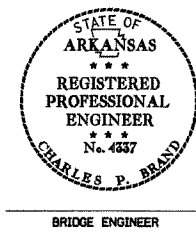
QUANTITIES FOR ONE SQUARE APPROACH GUTTER

S'	Concrete	Reinforcing Steel
5'-6"	12.49 cu.yd.	1227 lb.
5'-9"	12.91 cu.yd.	1276 lb.
6'-0"	13.34 cu.yd.	1296 lb.
9'-6"	19.23 cu.yd.	1746 lb.
9'-9"	19.65 cu.yd.	1795 lb.
10'-0"	20.07 cu.yd.	1815 lb.



DOWELING NOTE

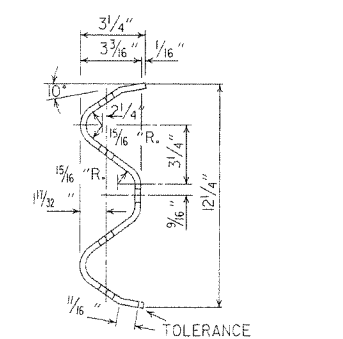
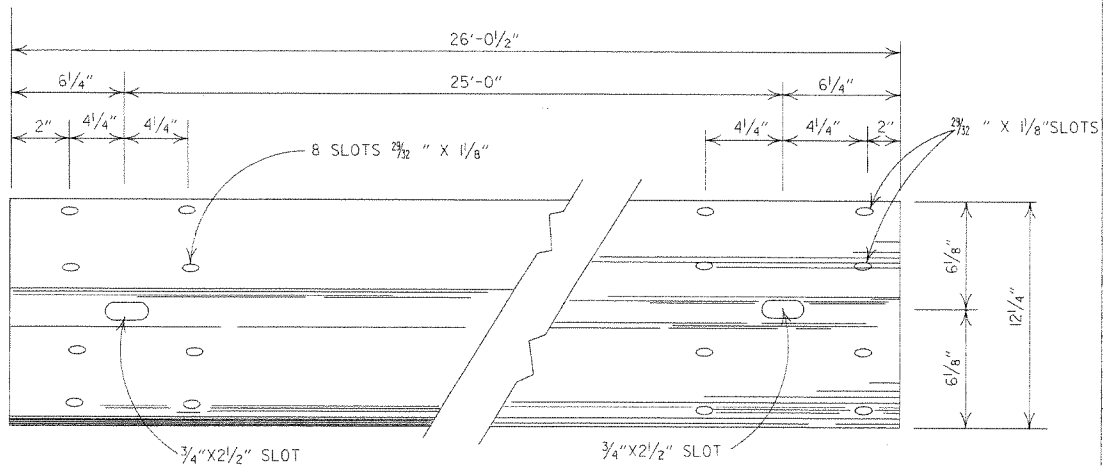
If new approach slab is used, place dowels into approach slab using 18" embedment.
If existing approach slab is retained, dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to Approach Gutters (Type PTY).



DETAILS OF STANDARD TYPE 'PT' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)

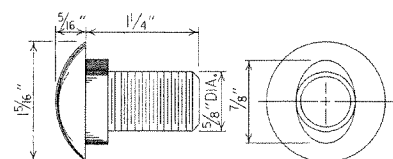
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-10-2003 FILENAME: B2091.STD
CHECKED BY: CJF DATE: 4-10-2003 SCALE: AS NOTED
DESIGNED BY: STD. DATE: BRIDGE NO. DRAWING NO. 2091

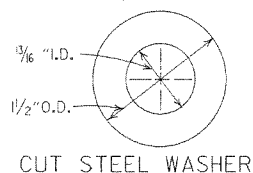


DETAILS OF W-BEAM GUARD RAIL

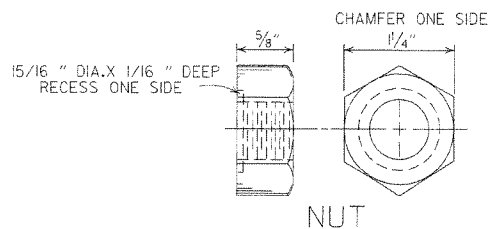
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



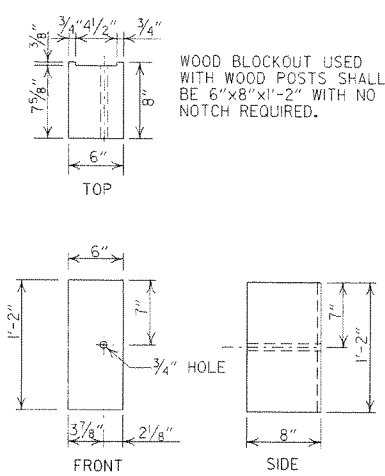
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



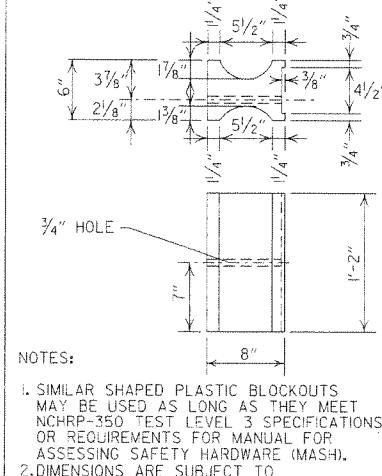
CUT STEEL WASHER



NUT

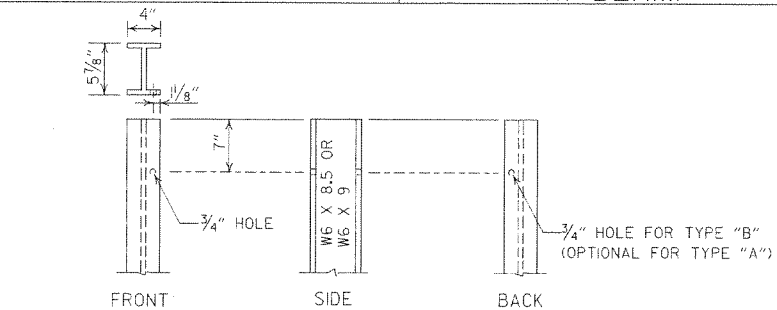


WOOD BLOCKOUT (W-BEAM)

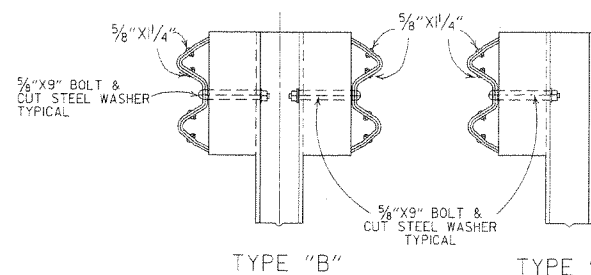


PLASTIC BLOCKOUT (W-BEAM)

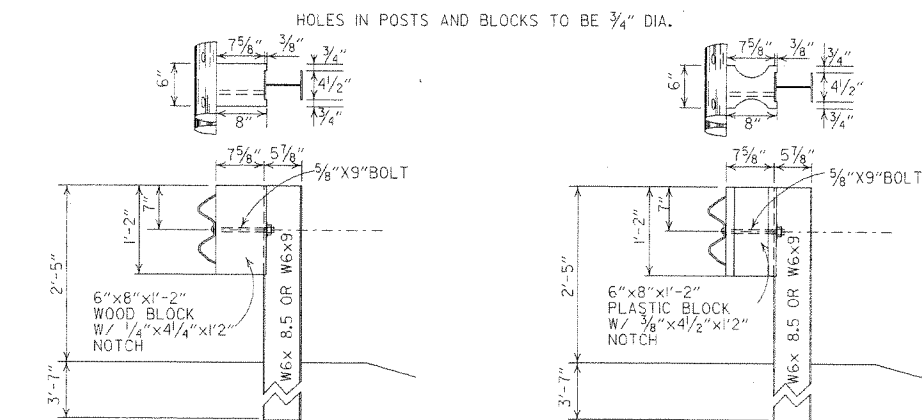
NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.



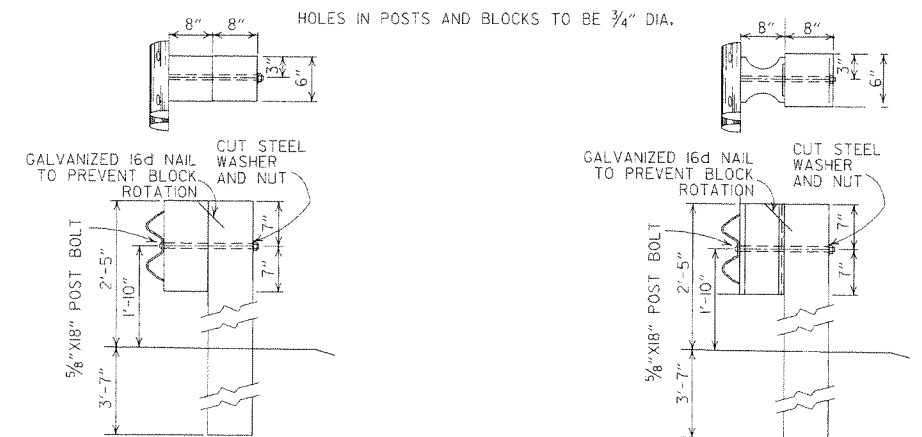
STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



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



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

-GENERAL NOTES-

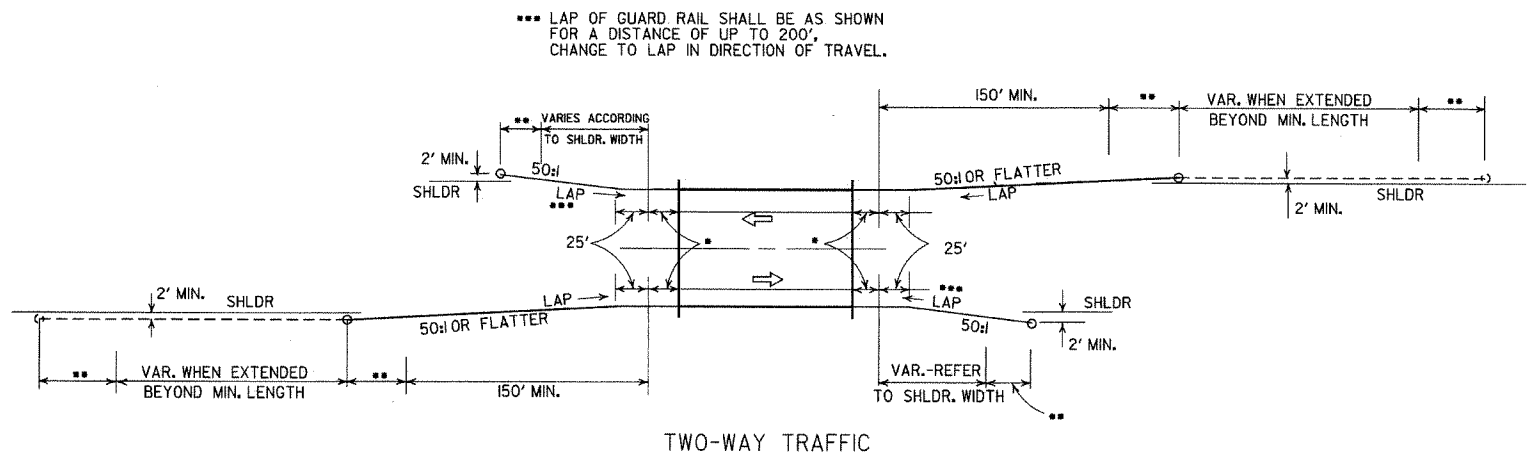
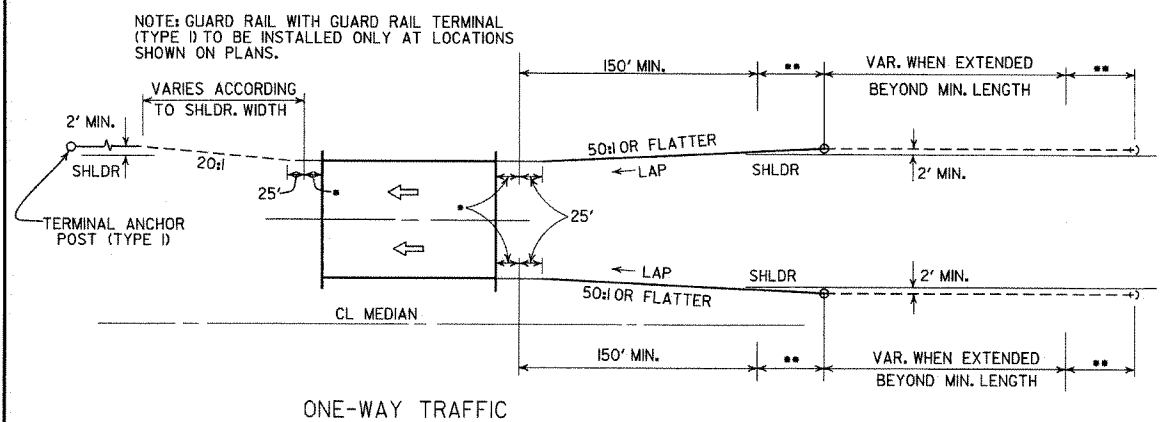
ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.
WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED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

7-4-60	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE BEHIND CURB & DET. OF POST PLACE IN SOLID ROCK & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-15-91
8-2-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	DATE FILM

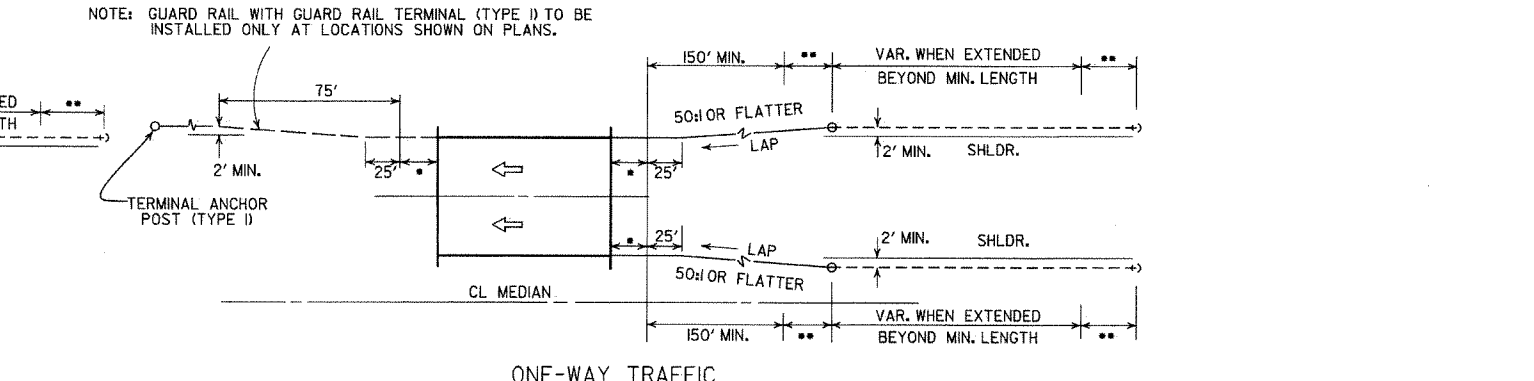
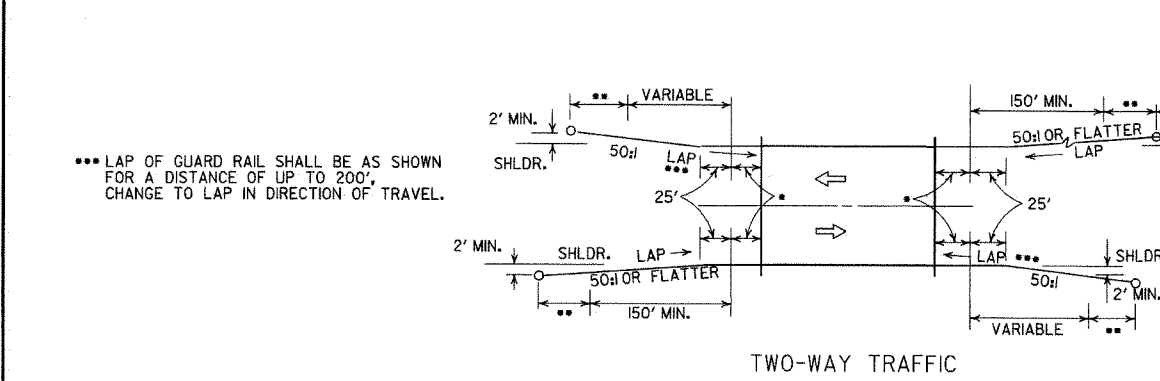
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

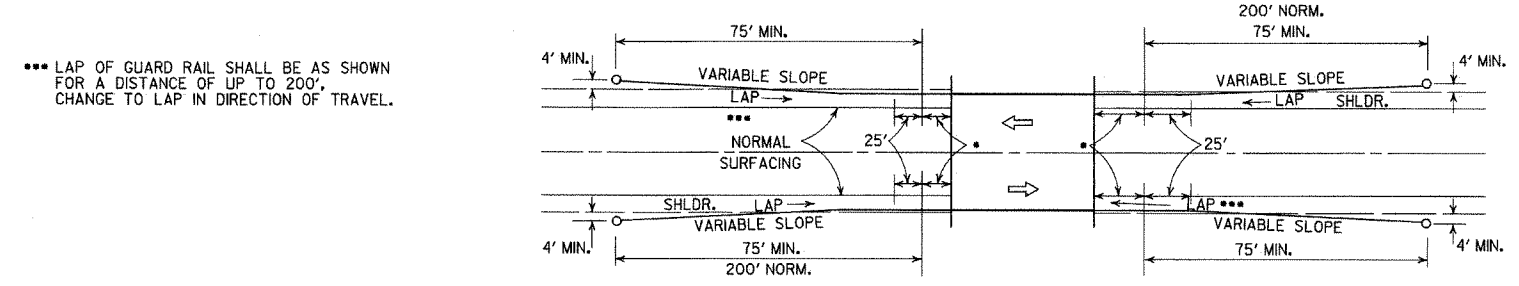
STANDARD DRAWING GR-8



METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)



METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

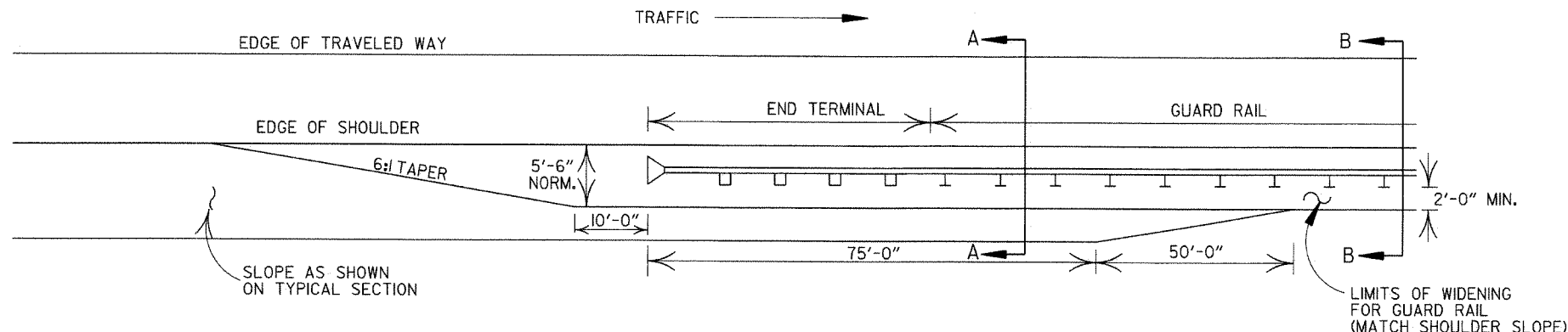


LEGEND

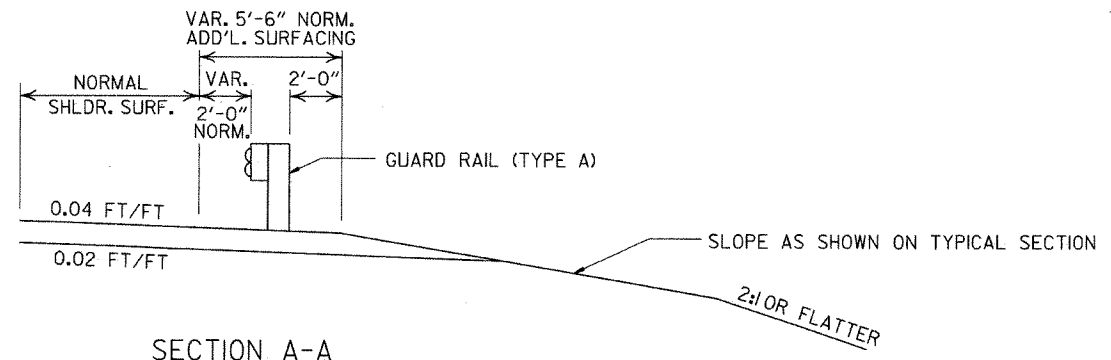
- THREE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

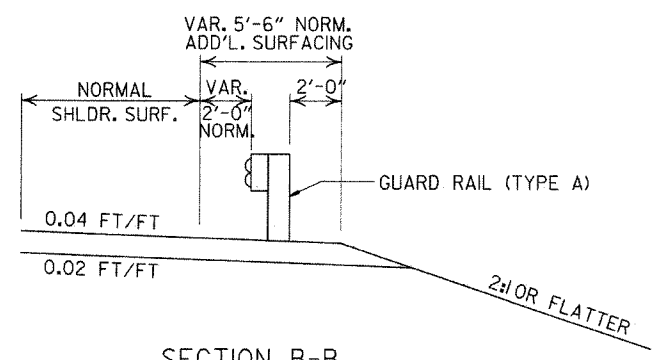
ARKANSAS STATE HIGHWAY COMMISSION		
GUARD RAIL DETAILS		
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	
DATE	REVISION	DATE FILM
STANDARD DRAWING GR-9		



NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.

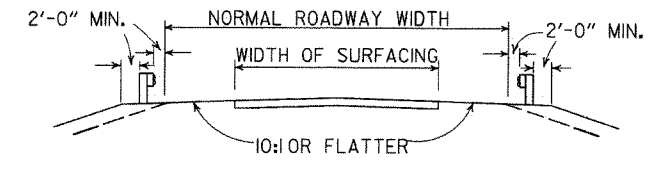


SECTION A-A

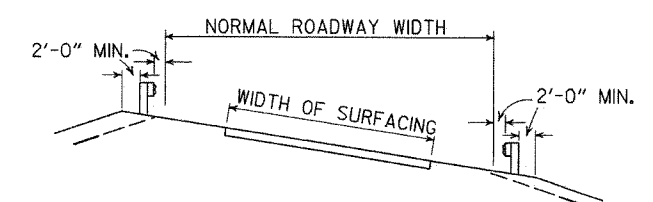


SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

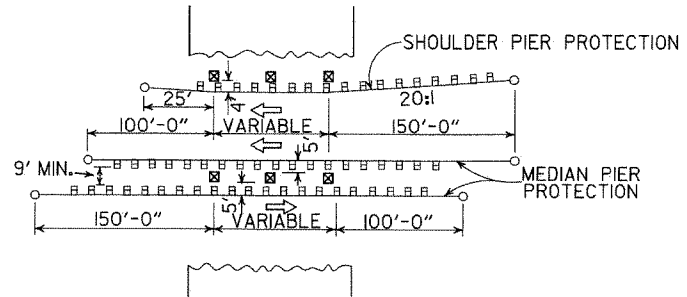


SECTION ON TANGENT



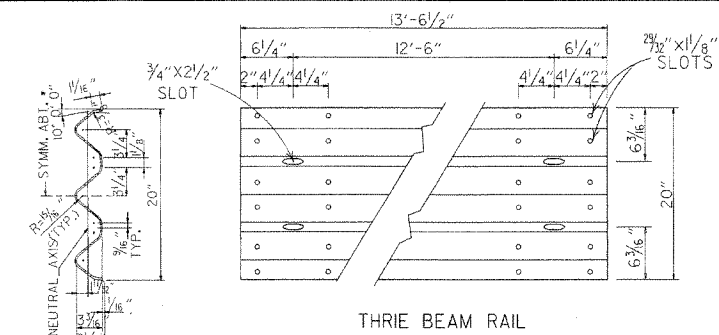
SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

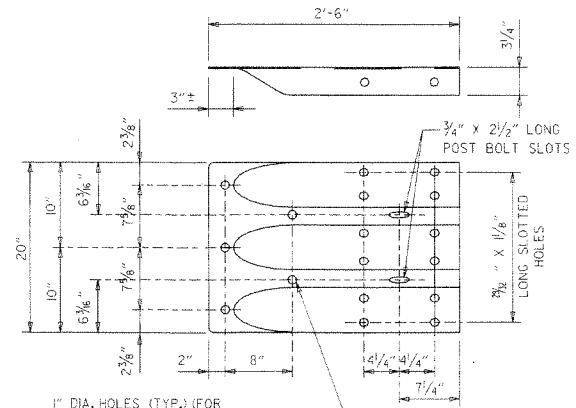


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

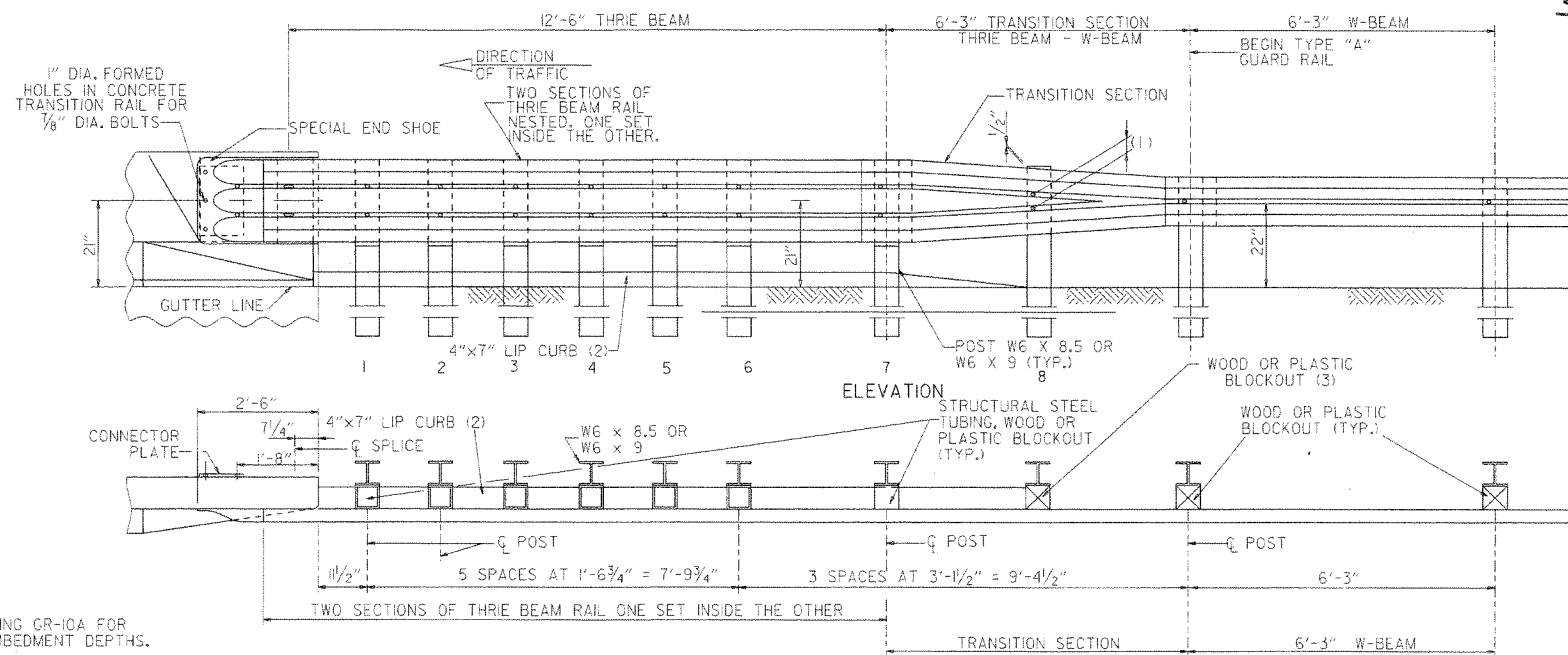
ARKANSAS STATE HIGHWAY COMMISSION			
GUARD RAIL DETAILS			
STANDARD DRAWING GR-9A			
4-17-08	MINOR REVISION		
11-10-05	DRAWN		
DATE	REVISION	DATE	FILM



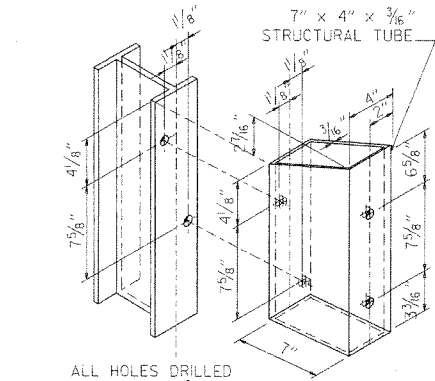
SECTION THRU THRIE BEAM RAIL



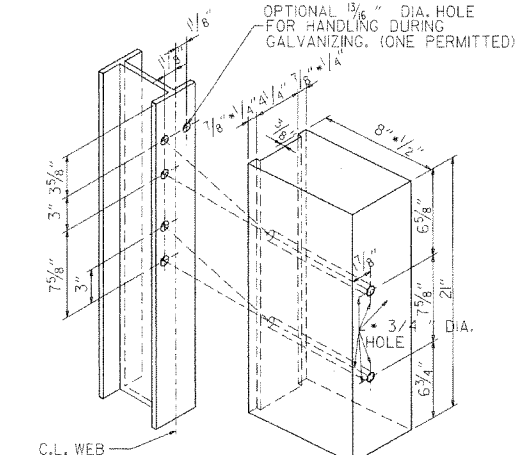
SPECIAL END SHOE



ELEVATION

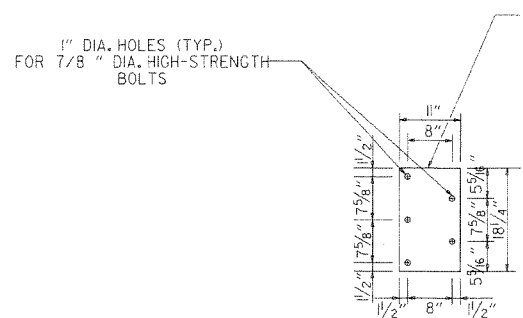


STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

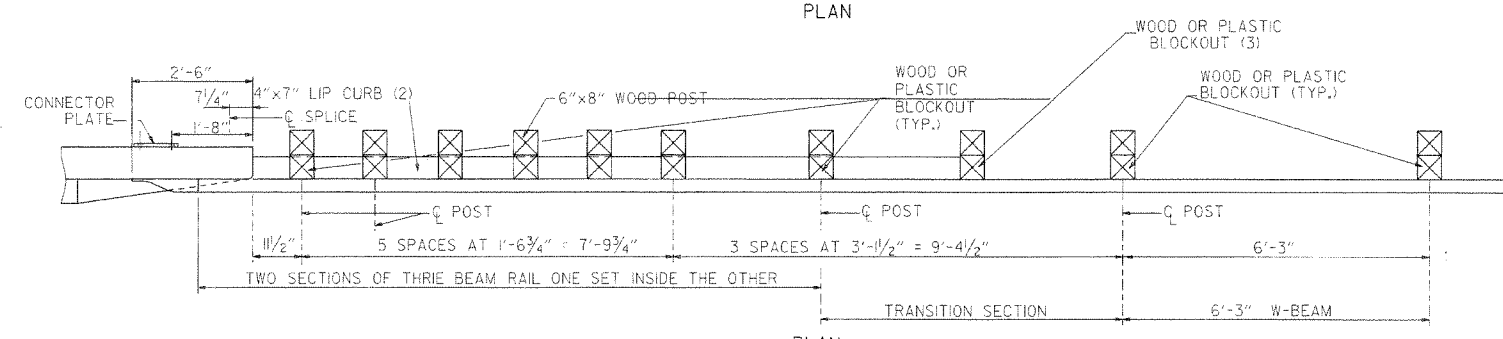
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.

NOTE: SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.



PLAN

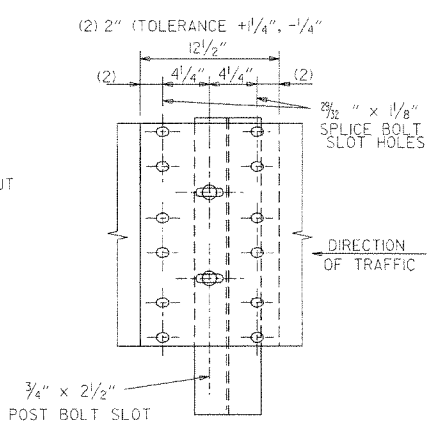
PLAN

- (1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
- (2) REFER TO APPROACH GUTTER DETAILS.
- (3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

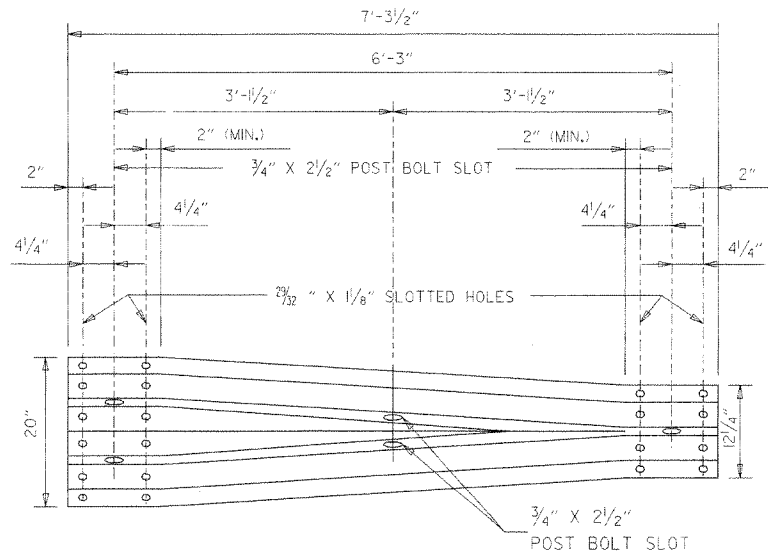
THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I. RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION. ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT. ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11. WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7F (1400 F) OR NO. 1 1350 F SOUTHERN PINE. REFER TO STD. DRWG. GR-10A FOR POST DETAILS. USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.



THRIE BEAM RAIL SPLICE AT POST



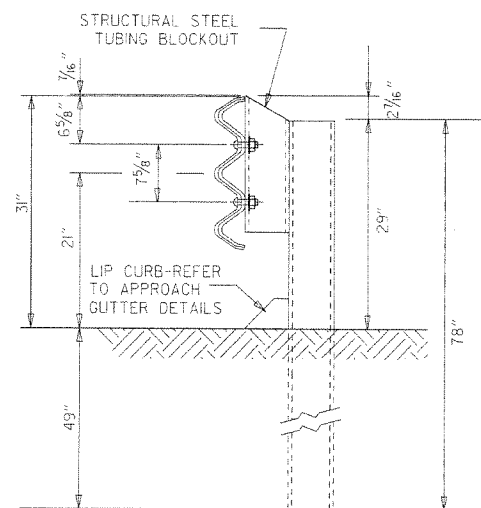
TRANSITION SECTION

7-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	
DATE	REVISION	DATE FILM

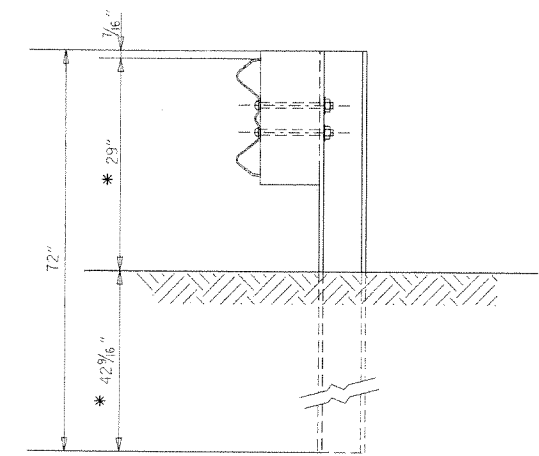
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

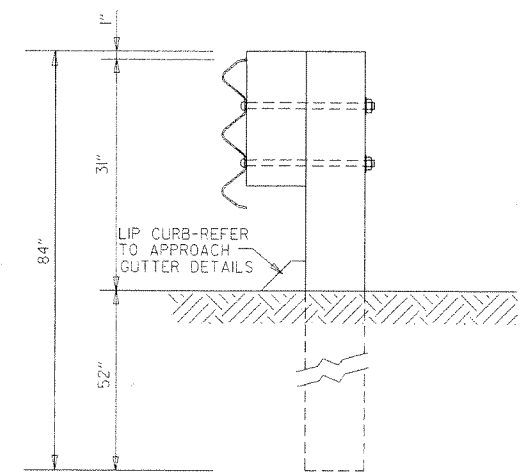


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

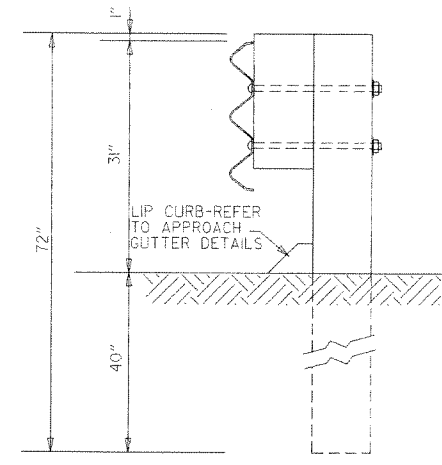


W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

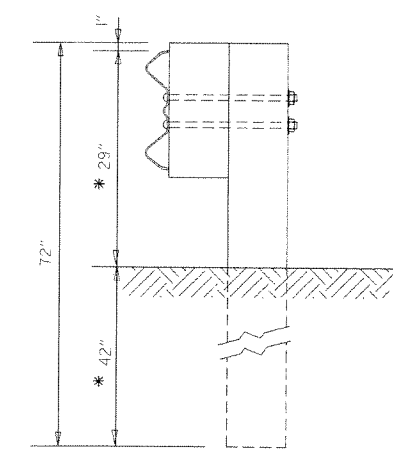
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST
POST 7



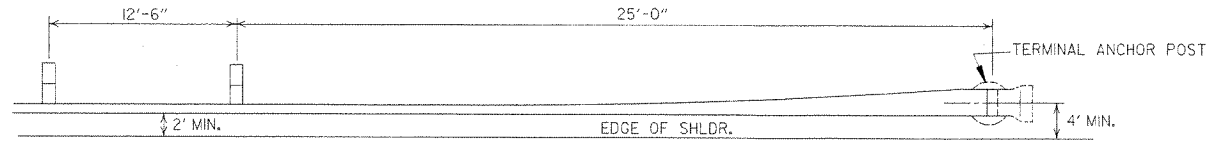
W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:
RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

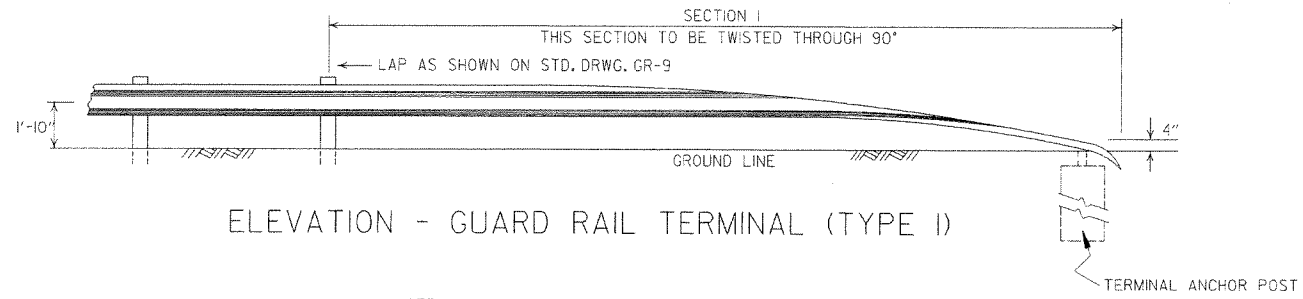
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 (350 f) SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION
GUARD RAIL DETAILS
STANDARD DRAWING GR-10A

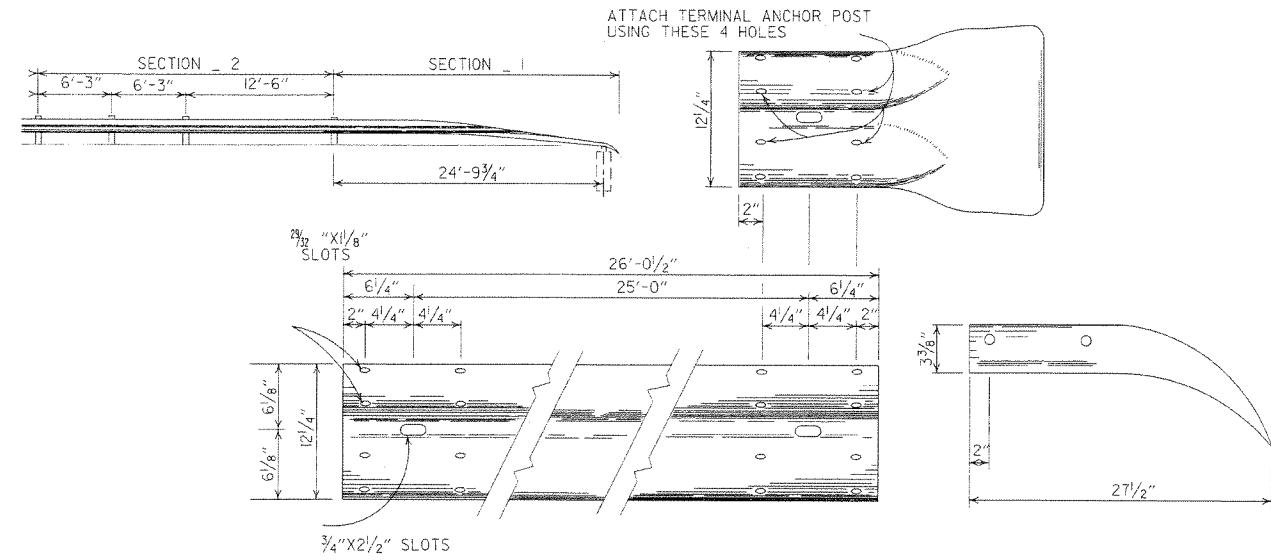


PLAN - GUARD RAIL TERMINAL (TYPE I)



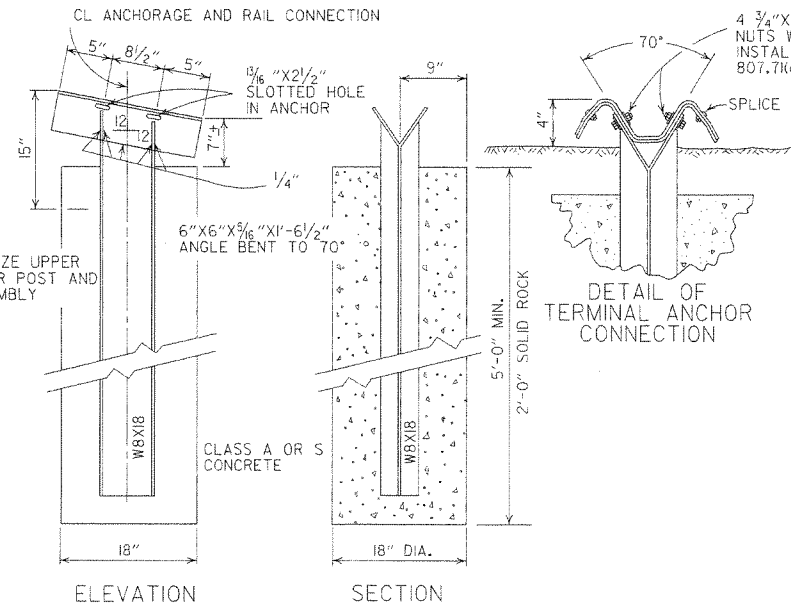
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARD RAIL TERMINAL
SHALL BE PAID FOR AT THE PRICE BID PER
LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



ELEVATION

SECTION

4 3/4" X 2" AASHTO M 164 HIGH STRENGTH BOLTS & NUTS WITH TWO CUT STEEL WASHERS FOR EACH BOLT. INSTALLED IN ACCORDANCE WITH SUBSECTION 807.7K(D) OF THE STANDARD SPECIFICATIONS.

SPLICE BOLT

DETAIL OF TERMINAL ANCHOR CONNECTION

NOTE: GALVANIZE UPPER 15" OF ANCHOR POST AND ANCHOR ASSEMBLY

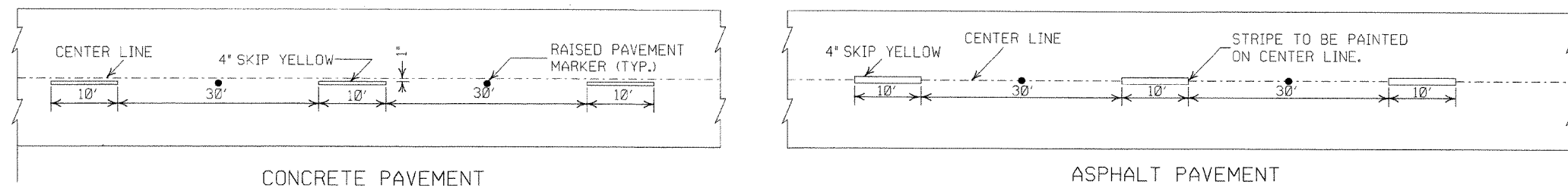
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

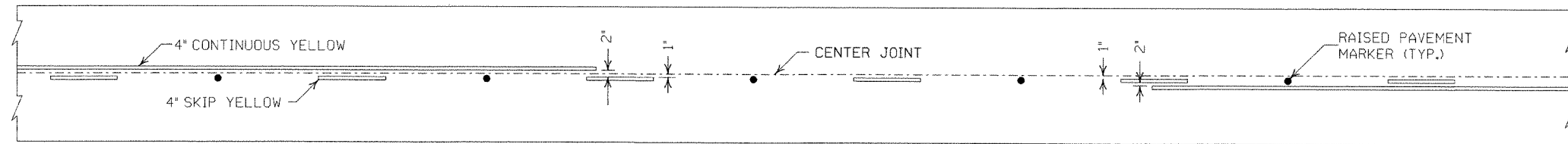
			ARKANSAS STATE HIGHWAY COMMISSION
			GUARD RAIL DETAILS
			STANDARD DRAWING GRT-I
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"		
6-26-97	REVISED LAP NOTE		
10-18-96	REVISED ASTM REF. TO AASHTO		
11-3-94	DIMENSION TERMINAL DETAIL		
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92	
10-1-92	DRAWN & ISSUED	10-1-92	
DATE	REVISION	DATE	FILM

NOTES:

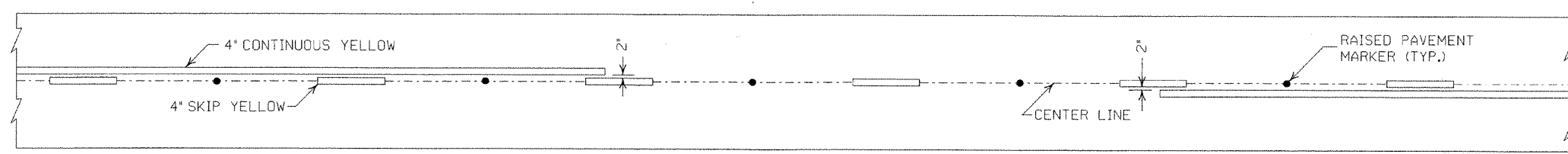
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED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



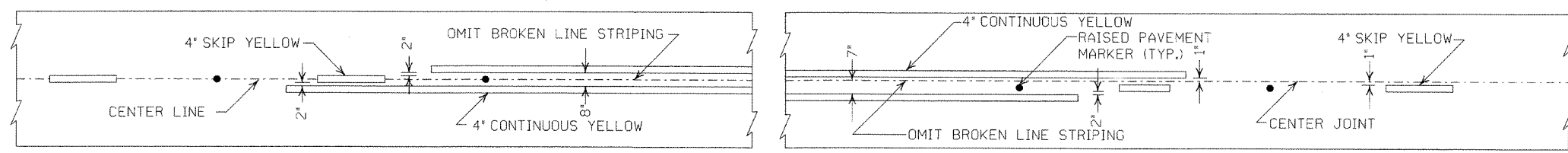
BROKEN LINE STRIPING



SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

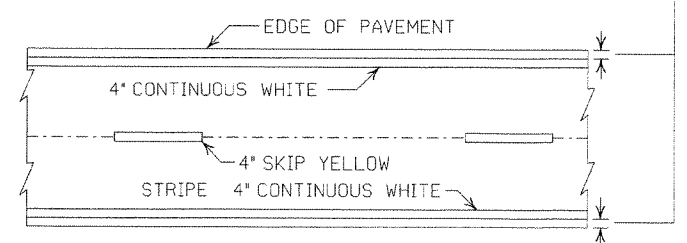


ASPHALT PAVEMENT

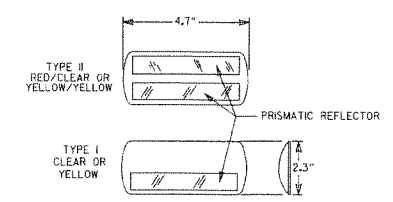
CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

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



PAVEMENT EDGE LINE MARKING



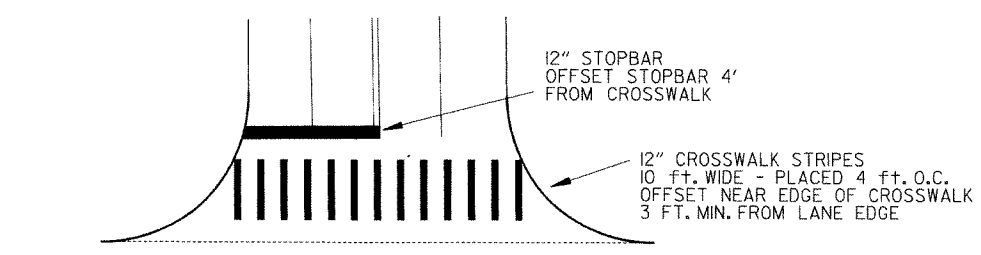
NOTE: THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

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.



CROSSWALK AND STOPBAR DETAILS

DATE	REVISION	FILMED
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAVT. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

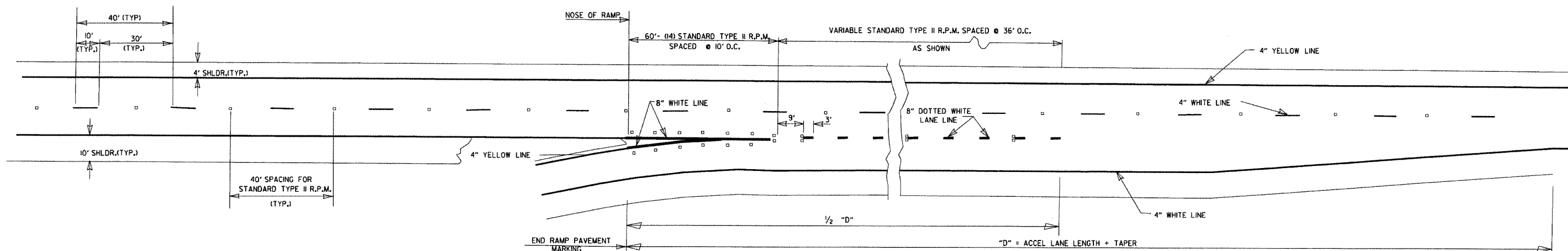
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

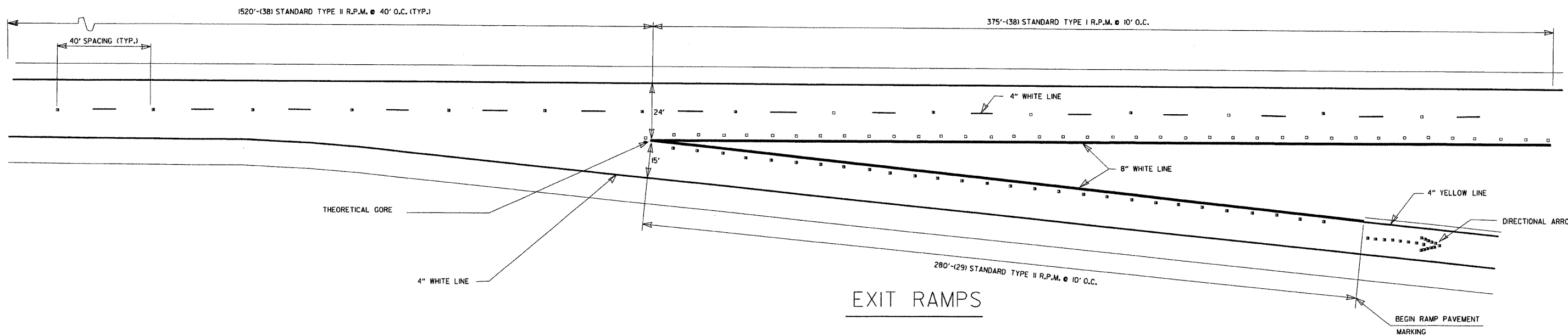
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

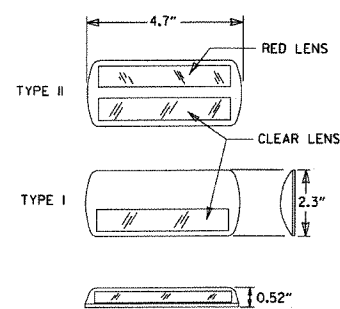
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMP

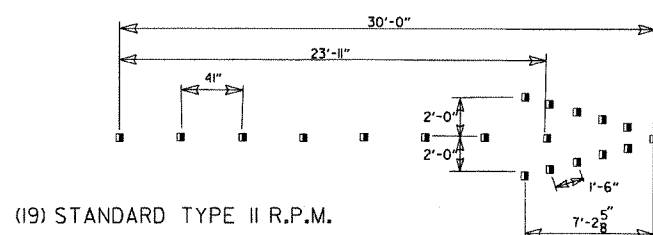


EXIT RAMP



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS

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

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

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

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


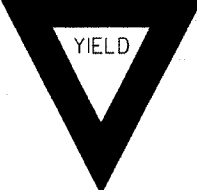



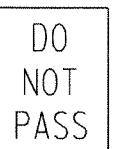



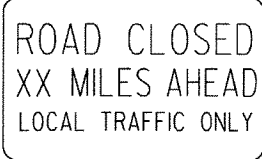
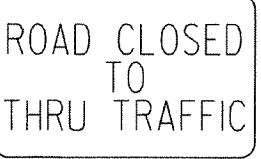
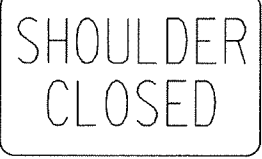
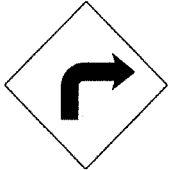
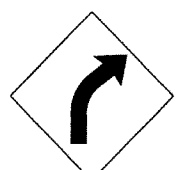



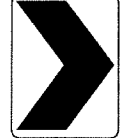
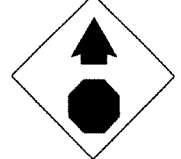
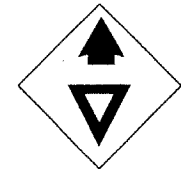
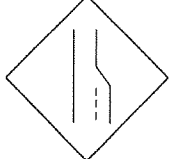



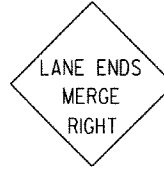


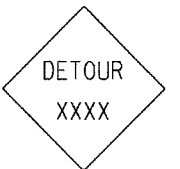



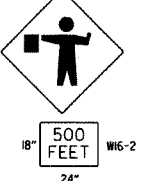

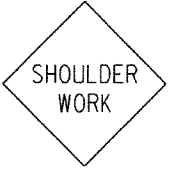

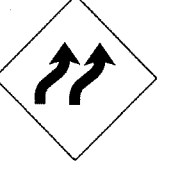


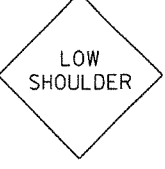
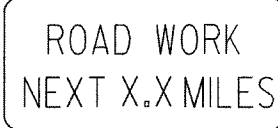
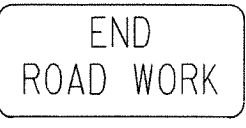
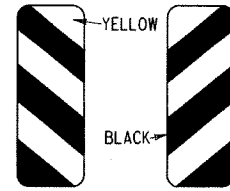


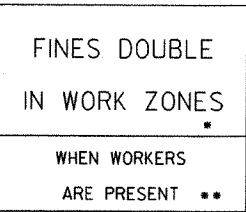
ARKANSAS STATE HIGHWAY COMMISSION
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS
STANDARD DRAWING PM-2

ADVANCE DISTANCES (XXXX)

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

GENERAL NOTES:

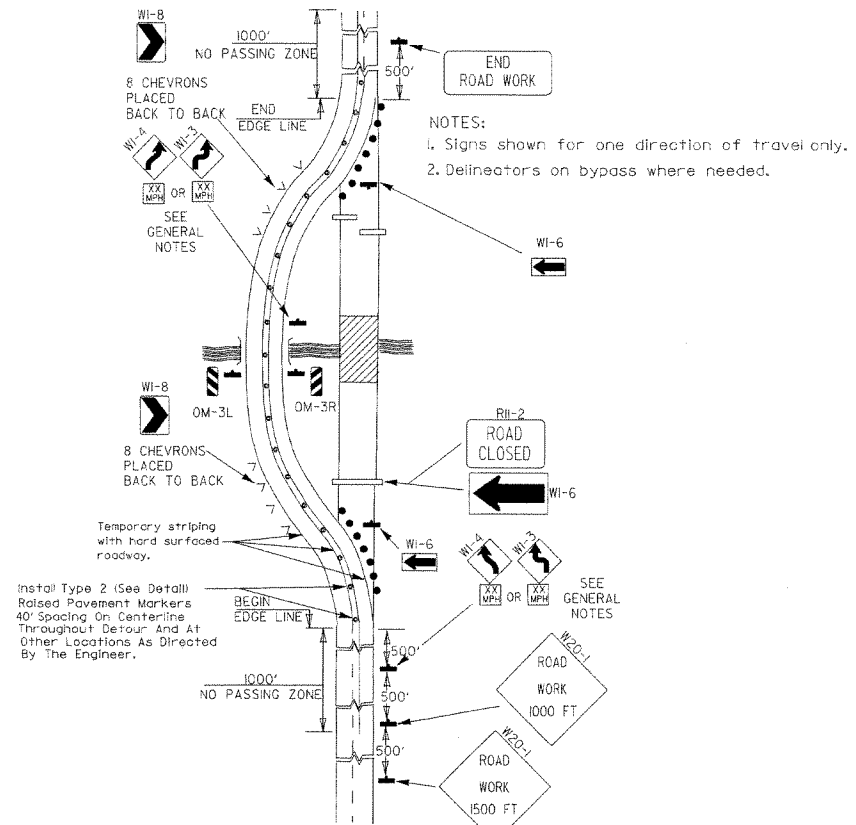
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START 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.

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>RSP-1</p>  <p>48"x30"</p>	<p>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"</p> <p>WHEN WORKERS ARE PRESENT **</p> <p>* USE 6" C LETTERS ** USE 4" D LETTERS</p>

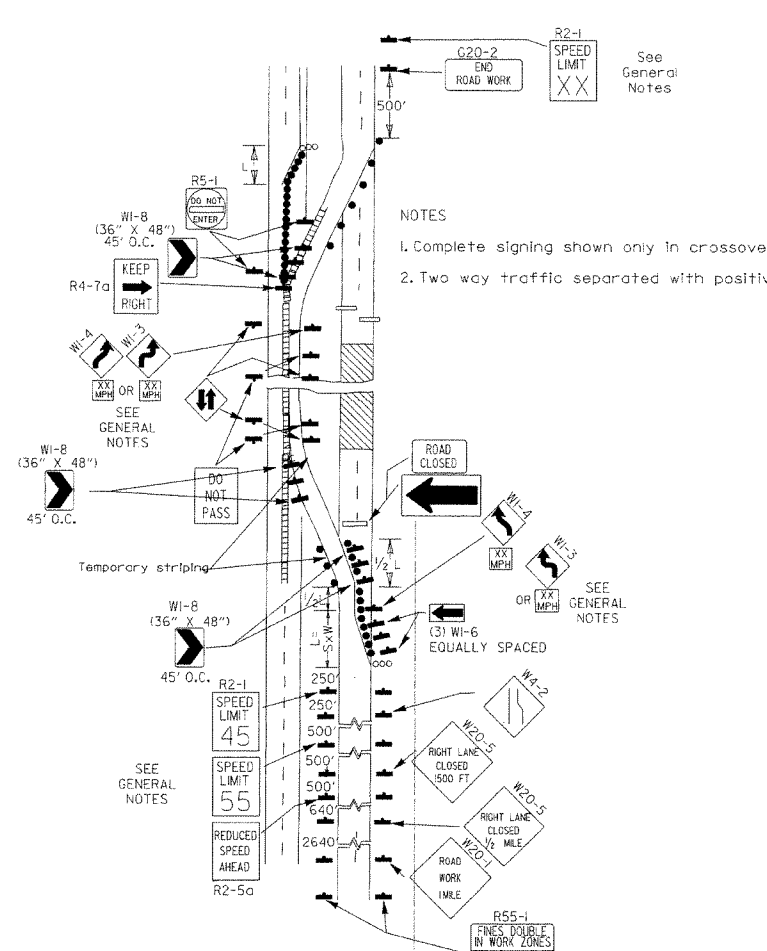
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

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

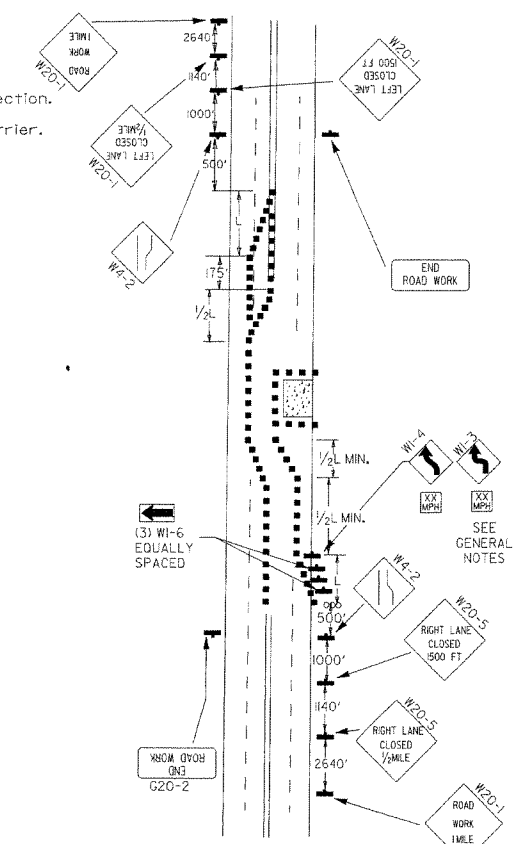
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED



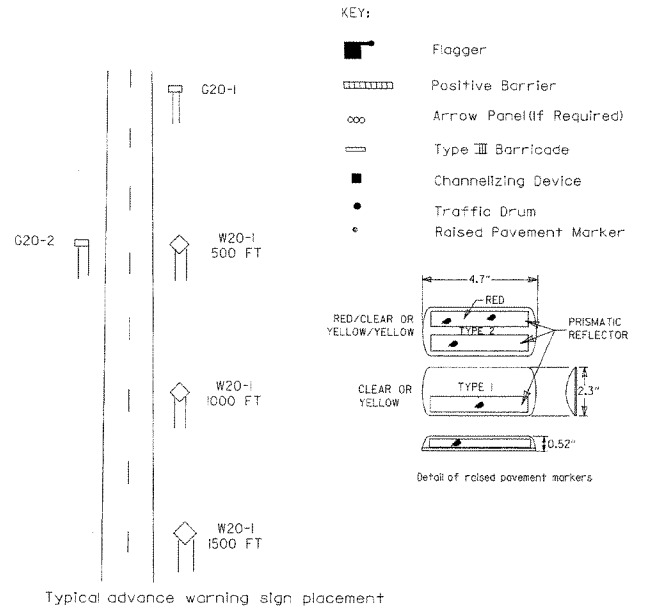
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



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

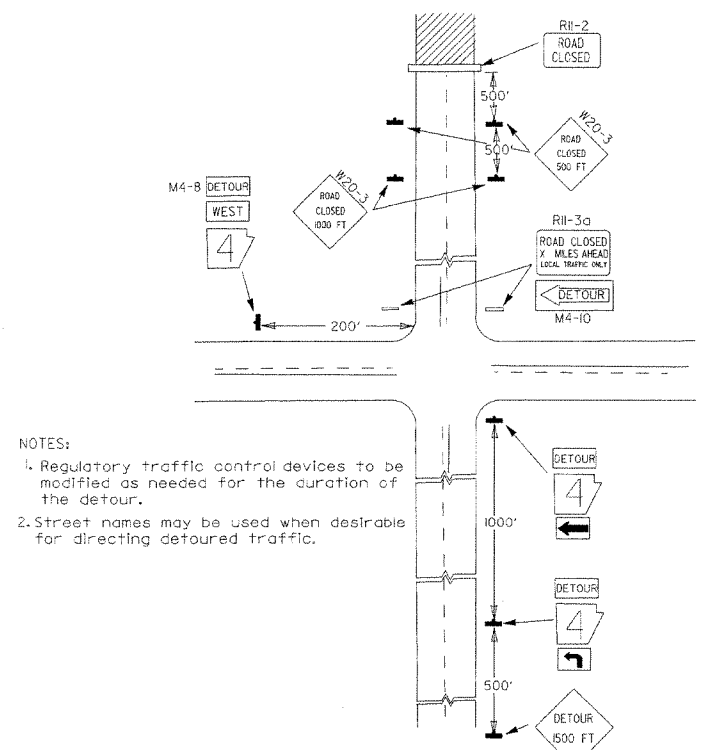


(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.

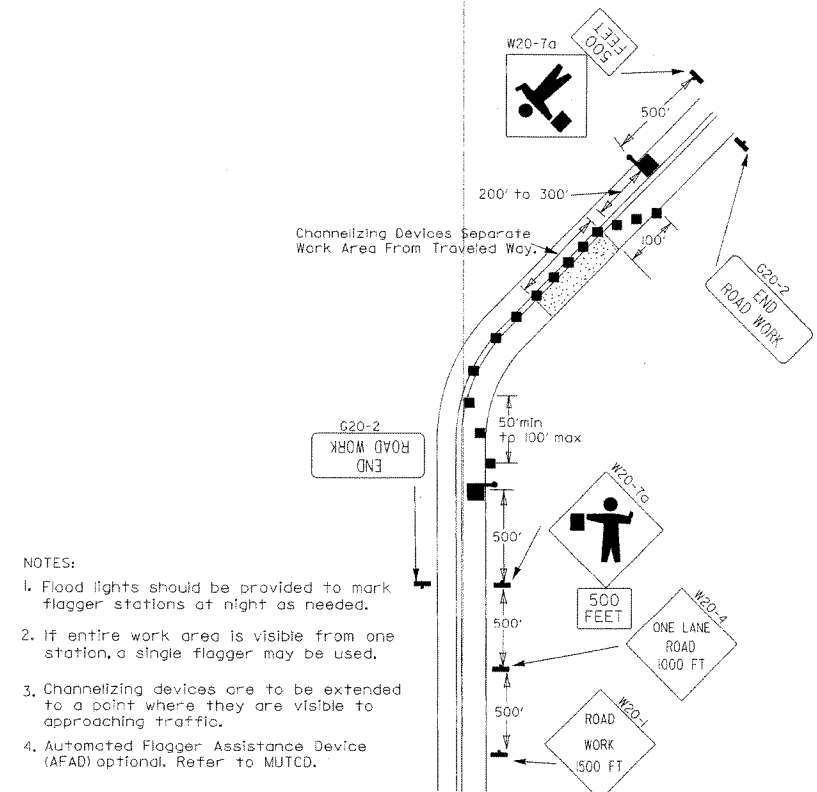


Taper formulae:
 $L = SxW$ for speeds of 45mph or more.
 $L = \frac{WS^2}{60}$ for speeds of 40mph or less.
 Where:
 L = Minimum length of taper.
 S = Numerical value of posted speed limit prior to work or 85th percentile speed.
 W = Width of offset.

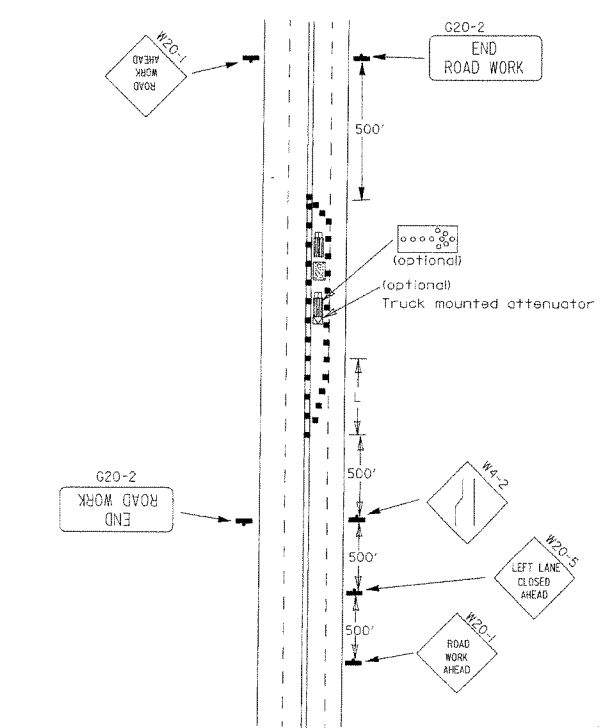
GENERAL NOTES:
 1. Advisory speed posted on W1-3 or W1-4 curve warning signs to be determined at site. Use W1-4 when speed is greater than 30mph and W1-3 when 30mph or less.
 2. When the existing speed limit is 45mph, the R2-(45) shall be omitted and the R2-5A shall be installed at that location. Additional R2-145mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-(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-(45) shall be omitted. Additional R2-155mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-(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.



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



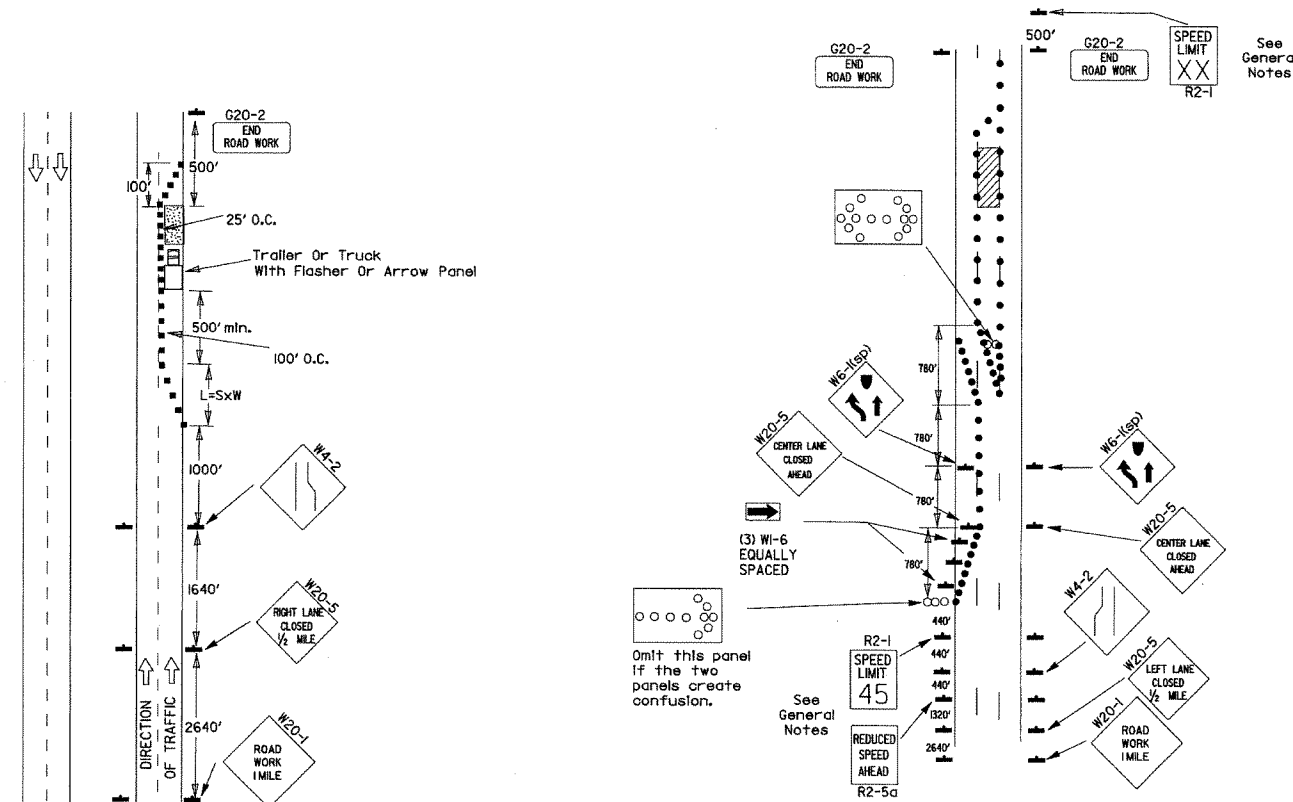
(E) Typical application of traffic control devices on 2-lane highway where one lane is closed and flagging is provided.



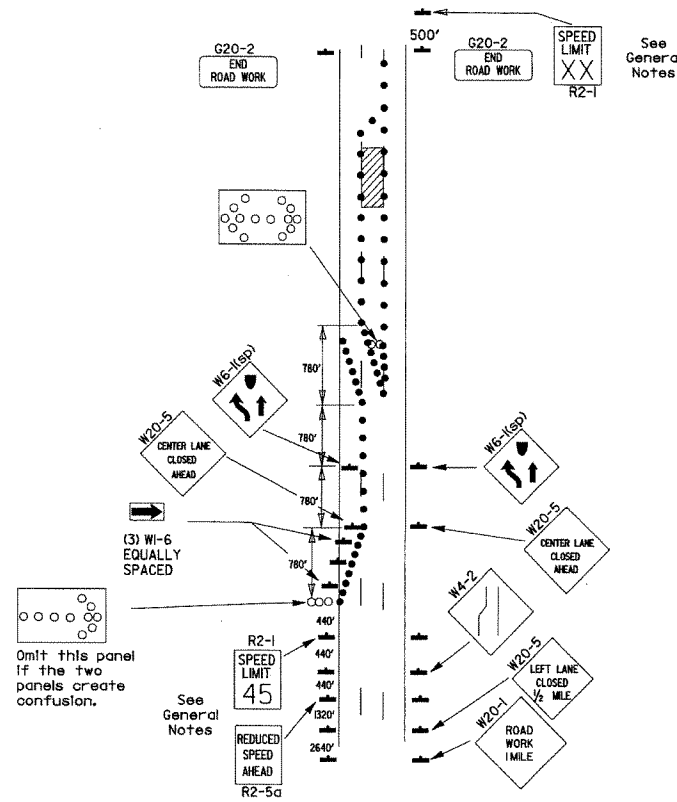
(F) Typical application - 4-lane undivided roadway with inside lane closed.

DATE	REVISION	FILMED
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

Channelizing devices



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

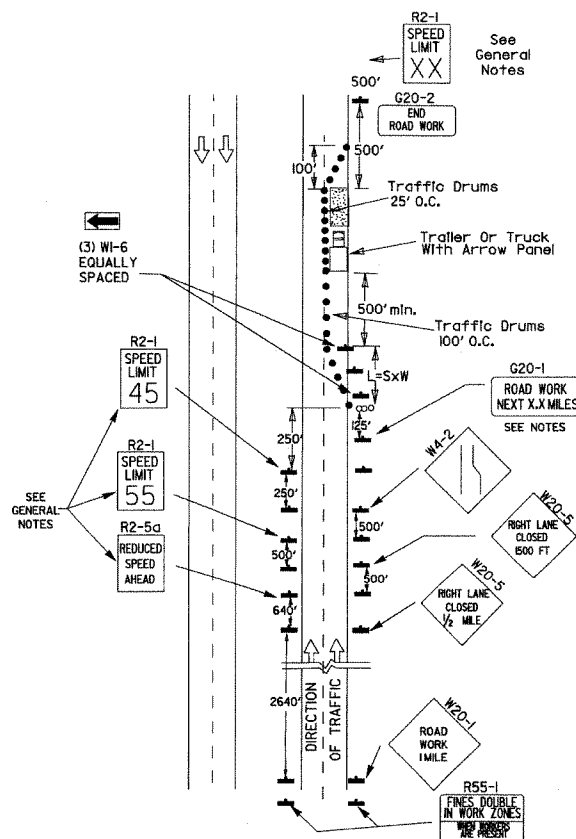


(B) Typical application - 3-lane oneway roadway where center lane is closed.

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

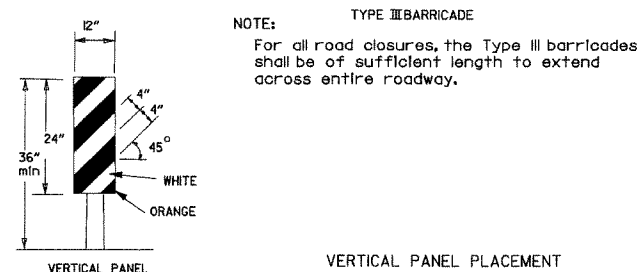
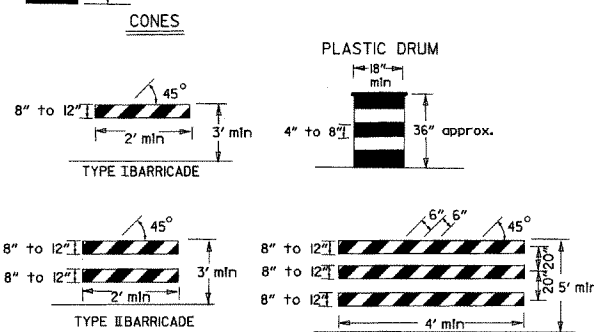
GENERAL NOTES:

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 R2-5a shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. 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 NCHRP-350 or 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.

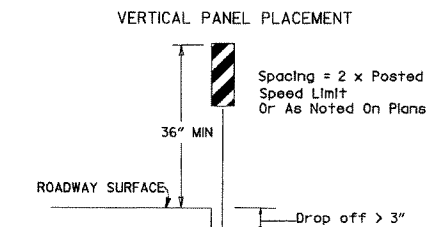


(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.



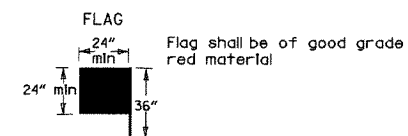
NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



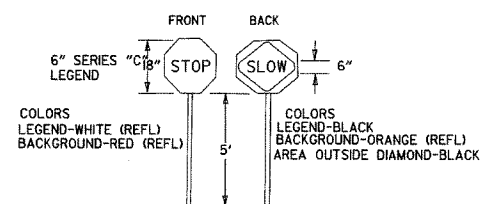
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
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-lane 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.

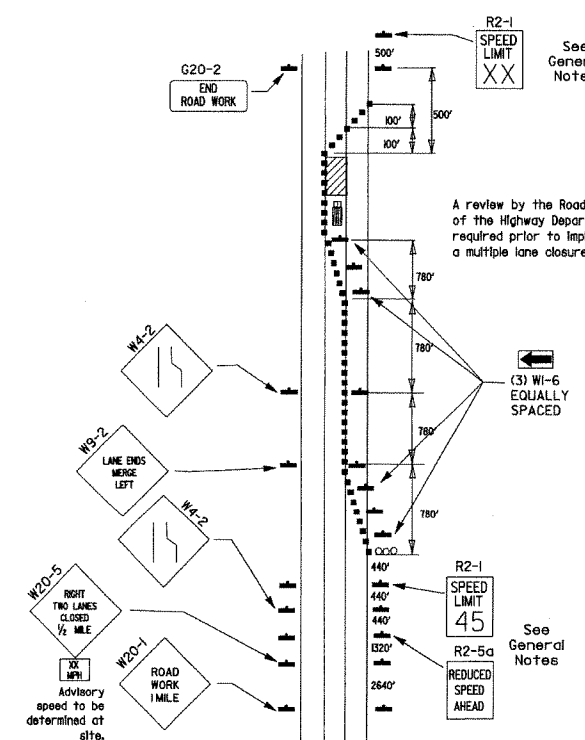
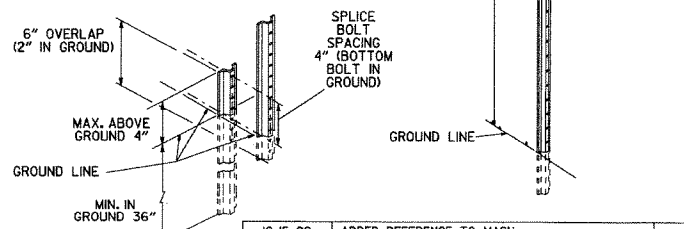


STOP SLOW PADDLE



DETAIL OF SPLICES

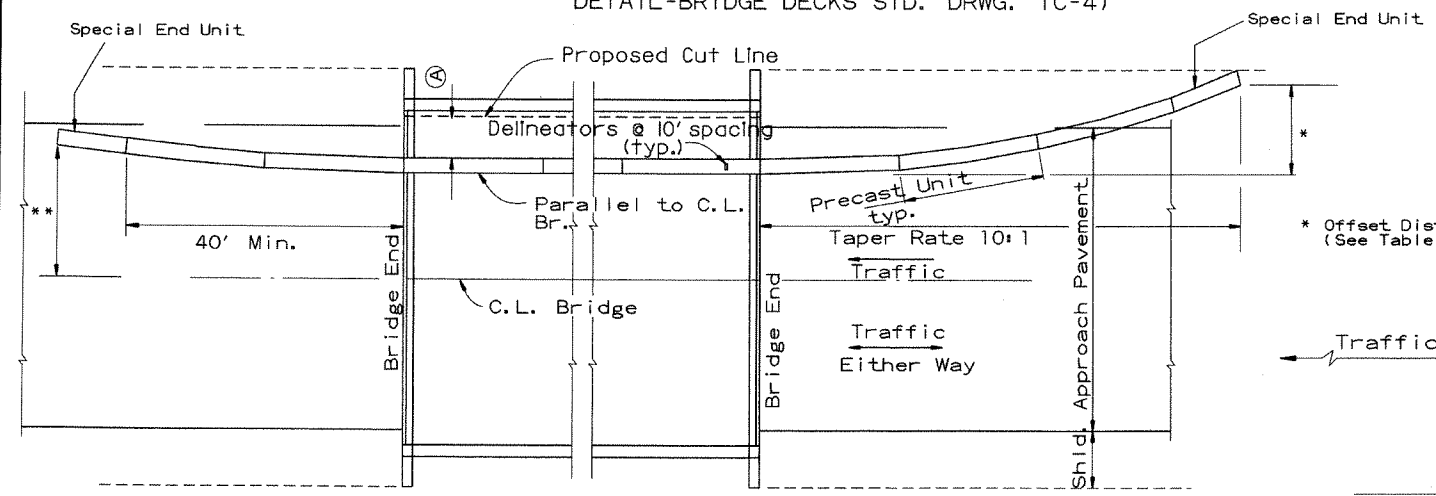
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2) NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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



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

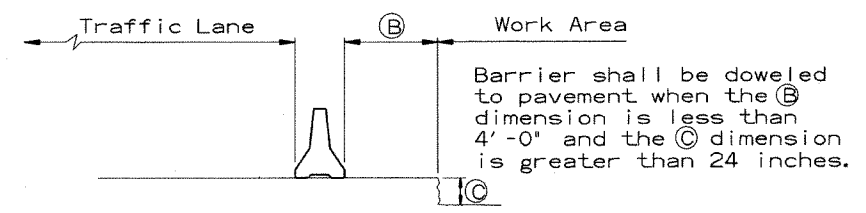
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

(A) 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



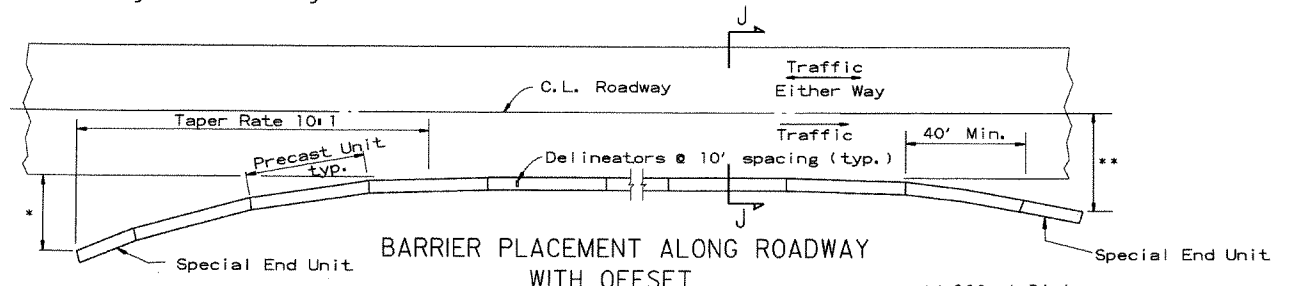
BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale



SECTION J-J
No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

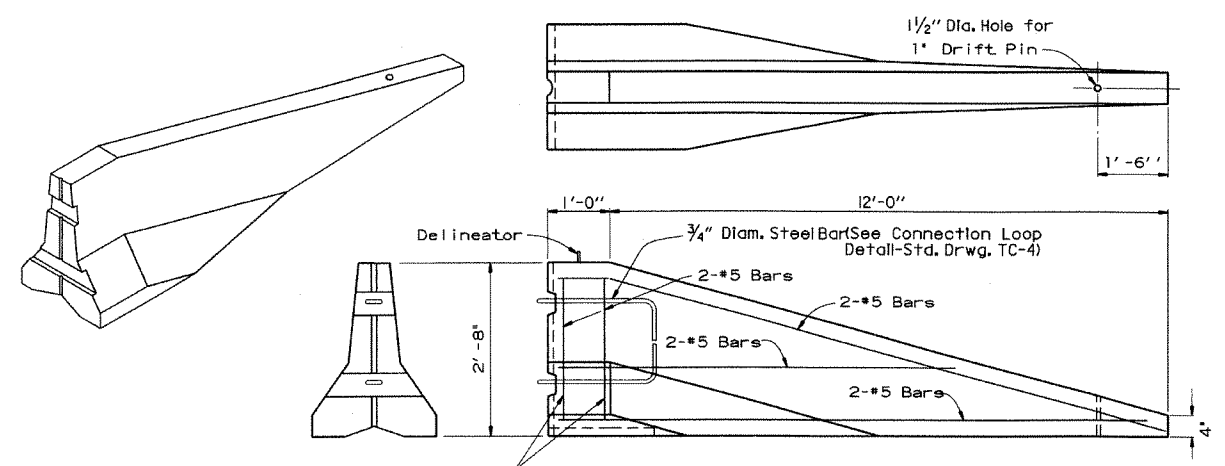
No Scale

** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

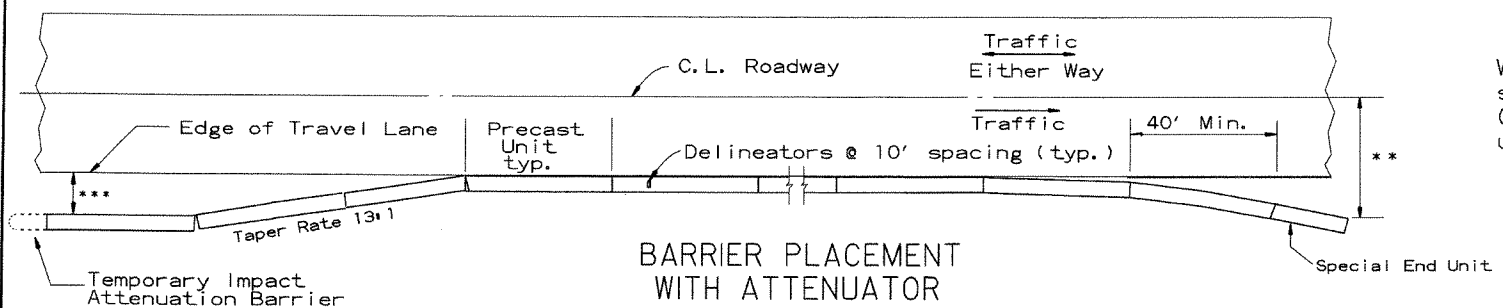
If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.



SPECIAL END UNIT
No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

			ARKANSAS STATE HIGHWAY COMMISSION
			STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER
10-15-09	ADDED REFERENCE TO MASH		STANDARD DRAWING TC-5
5-25-06	REVISED BARRIER PLACEMENT		
8-22-02	ISSUED NEW DRAWING		
DATE	REVISION	FILMED	