

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	1	22
HWY. 67 - EAST (PRESERVATION) (NLR) (S)						

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

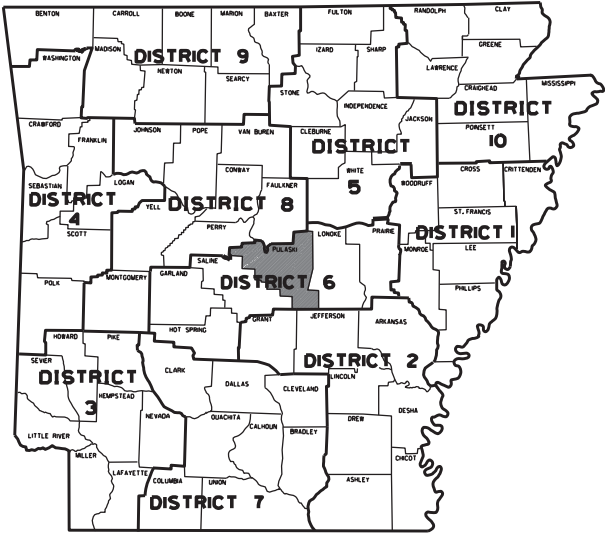
HWY. 67 - EAST  
(PRESERVATION) (NLR) (S)

PULASKI COUNTY  
ROUTE I-40 SECTION 33

JOB 061766

FED. AID PROJ. NHPP-9315(62)

NOT TO SCALE



ARK. HWY. DIST. NO. 6

DESIGN TRAFFIC DATA

DESIGN YEAR	2043
2023 ADT	56,000
2043 ADT	72,000
2043 DHV	7,920
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	22%
DESIGN SPEED	60 MPH

LOG MILE 156.30  
END JOB 061766

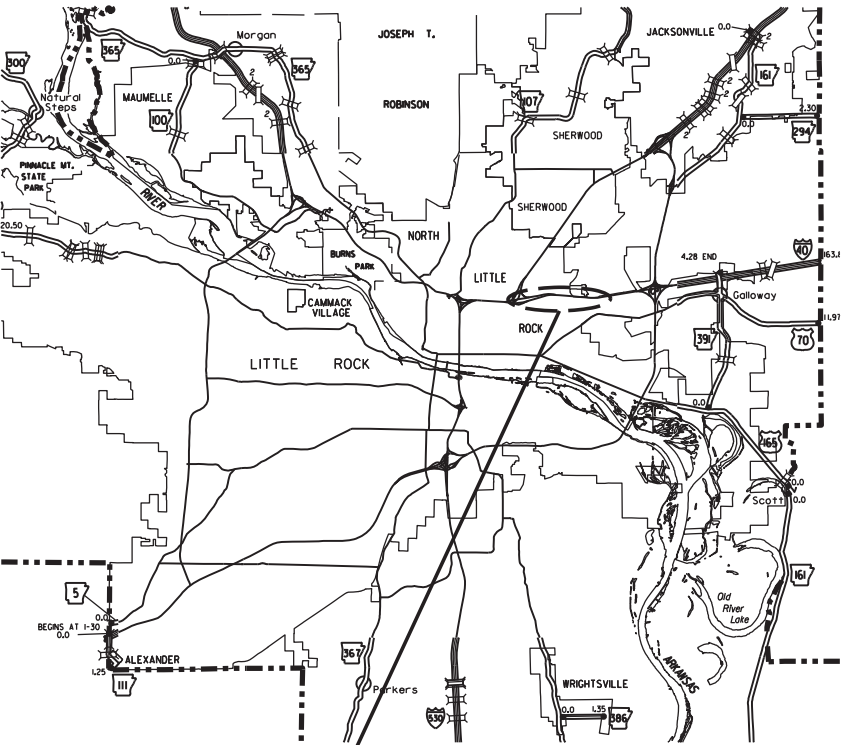


APPROVED



*Kelvin Rex Vines*  
Vines, Rex  
Jan 27 2023 11:39 AM

DEPUTY DIRECTOR  
AND CHIEF ENGINEER



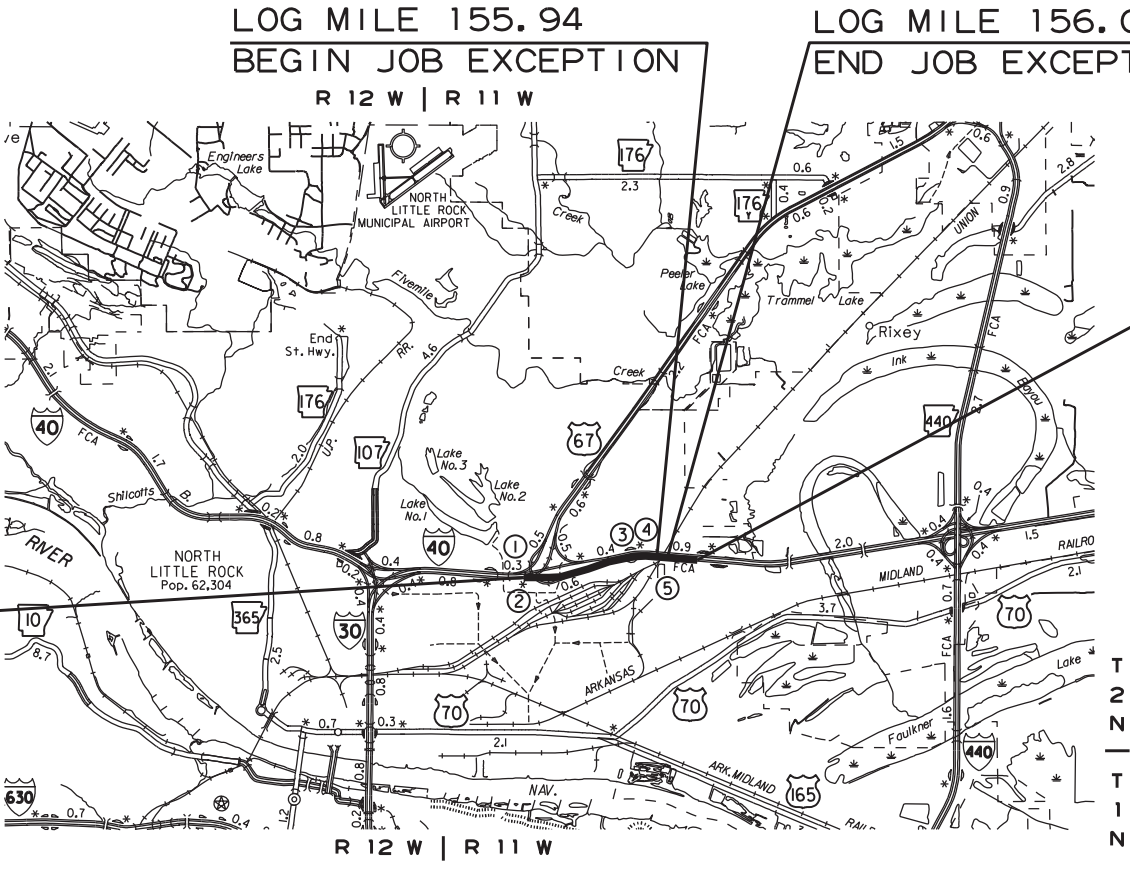
PROJECT  
LOCATION

VICINITY MAP

BRIDGE DATA  
(FOR INFORMATION ONLY)

- LOG MILE 154.73  
24'-11" CLEAR ROADWAY  
1547.00' TOTAL LENGTH  
BR. NO. 06658  
RETAIN
- LOG MILE 154.80  
42'-0" CLEAR ROADWAY  
303.00' TOTAL LENGTH  
BR. NO. 03158  
RETAIN
- LOG MILE 155.68  
49'-11" CLEAR ROADWAY  
298.00' TOTAL LENGTH  
BR. NO. 06641  
RETAIN
- LOG MILE 156.03  
47'-11" CLEAR ROADWAY  
782.00' TOTAL LENGTH  
BR. NO. A3193  
RETAIN
- LOG MILE 156.02  
47'-11" CLEAR ROADWAY  
782.00' TOTAL LENGTH  
BR. NO. B3193  
RETAIN

LOG MILE 154.65  
BEGIN JOB 061766



BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 34°46'37"	LATITUDE = N 34°46'43"	LATITUDE = N 34°46'44"
LONGITUDE = W 92°14'09"	LONGITUDE = W 92°13'17"	LONGITUDE = W 92°12'23"

GROSS LENGTH OF PROJECT	8712.00	FEET	OR	1,500	MILES
NET " " ROADWAY	8712.00	"	"	1,500	"
NET " " BRIDGES	000.00	"	"	0.000	"
NET " " PROJECT	8712.00	"	"	1,500	"

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	2	22
INDEX OF SHEETS AND STANDARD DRAWINGS						



Smith, Trinity D.  
Jan 27 2023 10:25 AM

DocuSign

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 6	TYPICAL SECTIONS OF IMPROVEMENT
7 - 11	SPECIAL DETAILS
12 - 17	MAINTENANCE OF TRAFFIC DETAILS
18	PERMANENT PAVEMENT MARKING DETAILS
19 - 21	QUANTITIES
22	SUMMARY OF QUANTITIES AND REVISIONS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CG-1	CURBING DETAILS	11-29-07
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-31-23		6	ARK.	061766	3	22
GOVERNING SPECS & GENERAL NOTES						

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
400-7	TRACKLESS TACK
404-3	DESIGN OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
501-2	CEMENT
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
634-1	CURBING
802-4	CEMENT
JOB 061766	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 061766	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061766	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 061766	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 061766	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061766	COLD MILLING – COUNTY PROPERTY
JOB 061766	COORDINATION OF WORK
JOB 061766	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 061766	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 061766	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 061766	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 061766	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 061766	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)
JOB 061766	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 061766	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 061766	MAINTENANCE OF TRAFFIC
JOB 061766	MANDATORY ELECTRONIC CONTRACT
JOB 061766	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 061766	PARTNERING REQUIREMENTS
JOB 061766	PERCENT WITHIN LIMITS
JOB 061766	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 061766	PRICE ADJUSTMENT FOR FUEL
JOB 061766	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061766	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 061766	ROADWAY CONSTRUCTION CONTROL
JOB 061766	SCARIFYING CONCRETE PAVEMENT
JOB 061766	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 061766	SPALL REPAIR OF PORTLAND CEMENT CONCRETE PAVEMENT
JOB 061766	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061766	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 061766	ULTRATHIN BONDED WEARING COURSE
JOB 061766	VALUE ENGINEERING
JOB 061766	WARM MIX ASPHALT

GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
2. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
4. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.



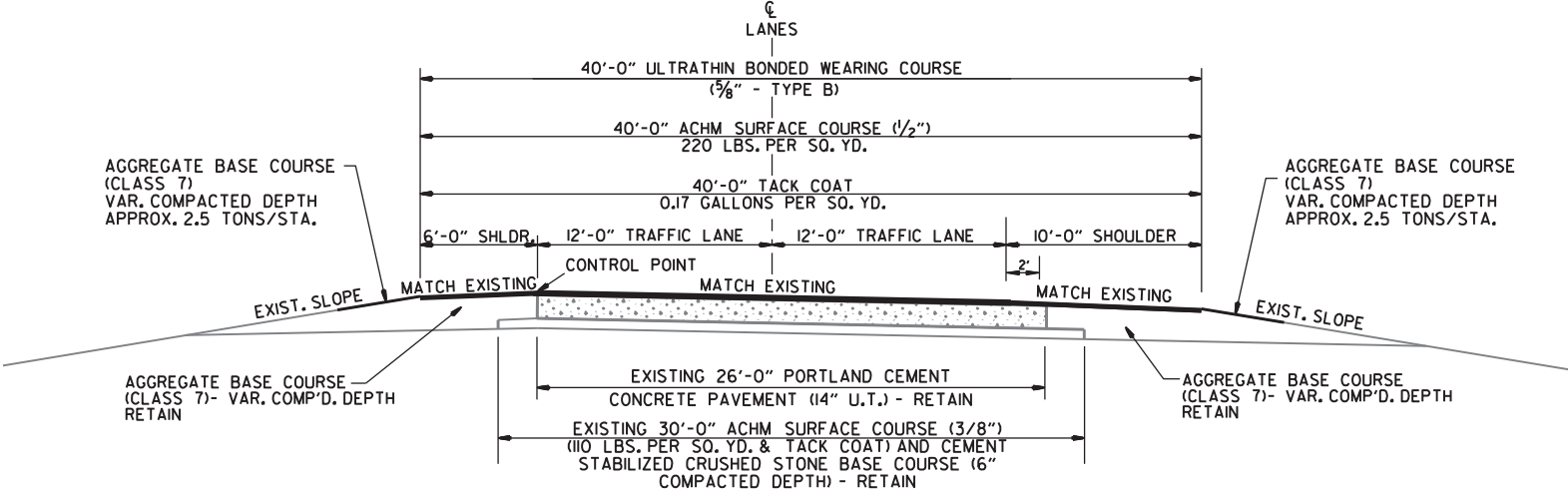


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	4	22
TYPICAL SECTIONS OF IMPROVEMENT						



Jan 27 2023 10:03 AM

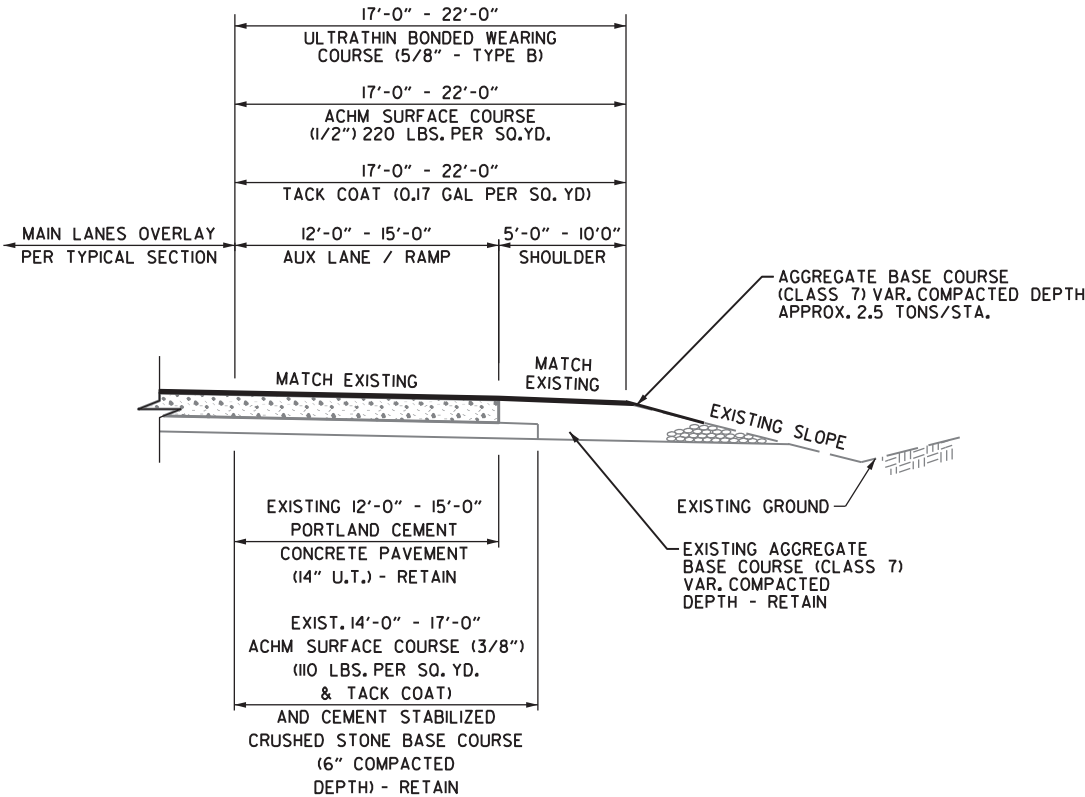
DocuSign



INTERSTATE 40 PROPOSED TYPICAL SECTION  
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES  
LOG MILE 154.65 TO LOG MILE 155.94

RIGHT MAIN LANES  
LOG MILE 154.65 TO LOG MILE 155.94



INTERSTATE 40 AUXILIARY LANE & RAMP  
PROPOSED TYPICAL SECTION

LEFT MAIN LANES  
LOG MILE 155.16 TO LOG MILE 155.55  
LOG MILE 155.81 TO LOG MILE 155.94  
LOG MILE 156.11 TO LOG MILE 156.30

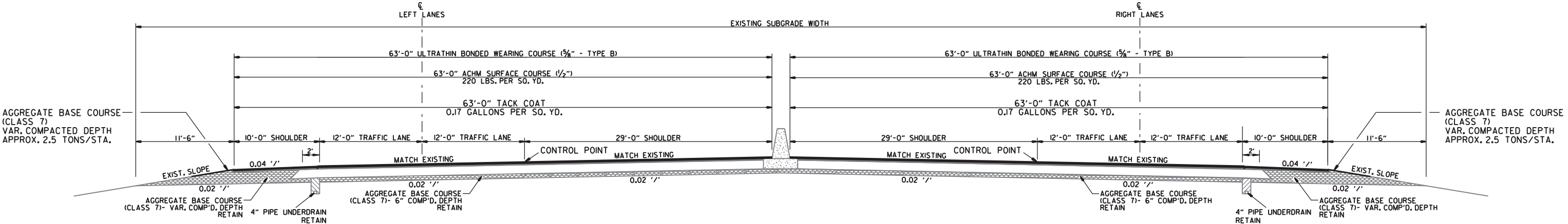
RIGHT MAIN LANES  
LOG MILE 155.08 TO LOG MILE 155.40  
LOG MILE 155.63 TO LOG MILE 155.94  
LOG MILE 156.09 TO LOG MILE 156.30

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	5	22
TYPICAL SECTIONS OF IMPROVEMENT						



Jan 27 2023 10:22 AM

DocuSign



INTERSTATE 40 PROPOSED TYPICAL SECTION

LEFT MAIN LANES  
LOG MILE 156.11 TO LOG MILE 156.30

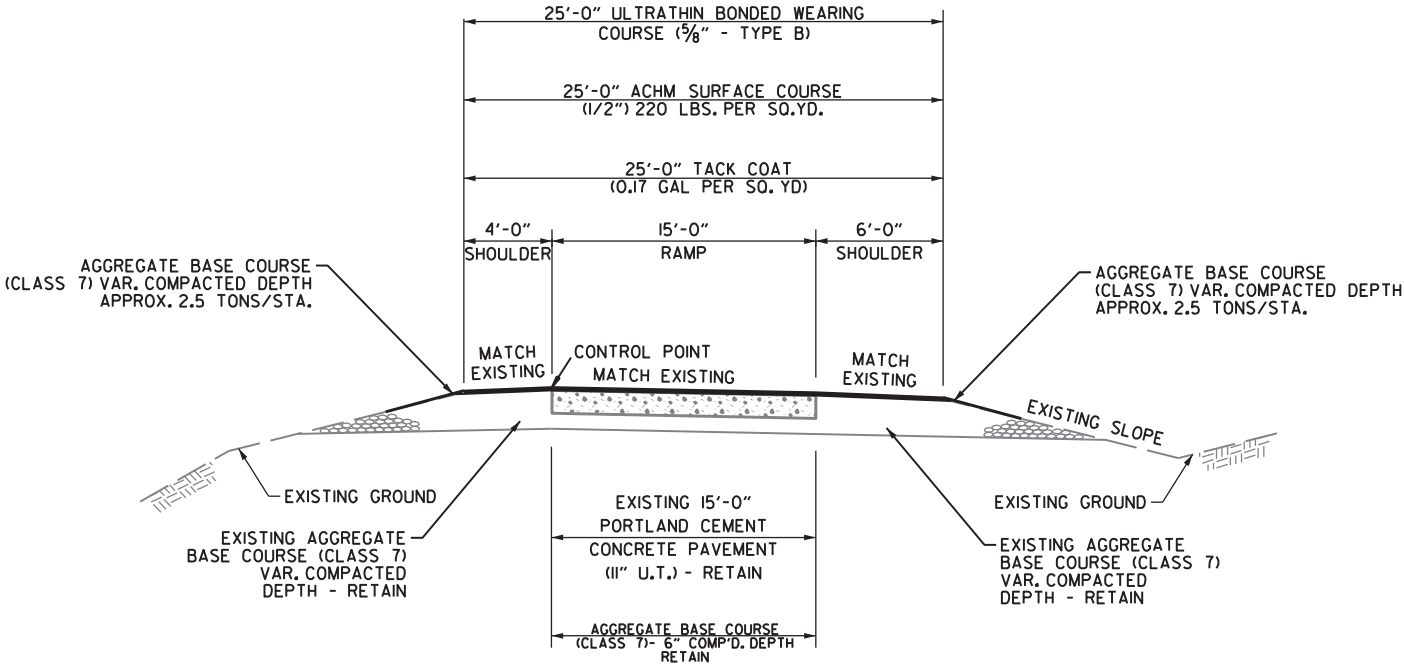
RIGHT MAIN LANES  
LOG MILE 156.09 TO LOG MILE 156.30

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	6	22
TYPICAL SECTIONS OF IMPROVEMENT						



Jan 27 2023 10:22 AM

DocuSign



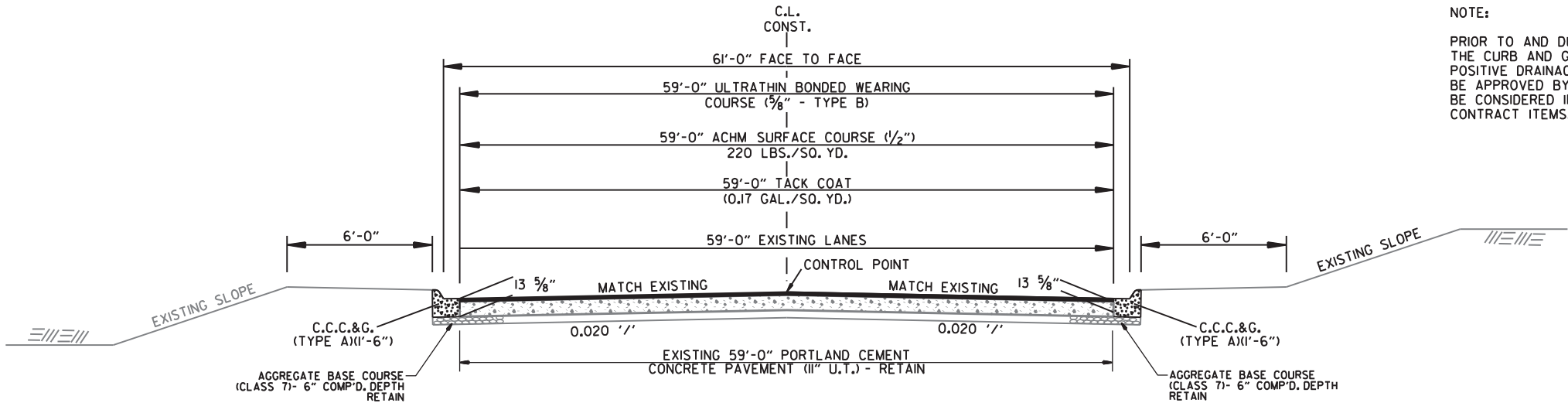
SPRINGHILL DRIVE RAMP PROPOSED TYPICAL SECTION

INTERSTATE 40 EASTBOUND EXIT  
LOG MILE 0.06 TO LOG MILE 0.42  
LOG MILE 0.49 TO LOG MILE 0.52

INTERSTATE 40 EASTBOUND ENTRANCE  
LOG MILE 0.03 TO LOG MILE 0.06  
LOG MILE 0.13 TO LOG MILE 0.38

INTERSTATE 40 WESTBOUND EXIT  
LOG MILE 0.05 TO LOG MILE 0.19

INTERSTATE 40 WESTBOUND ENTRANCE  
LOG MILE 0.03 TO LOG MILE 0.18



SPRINGHILL DRIVE PROPOSED TYPICAL SECTION

LOG MILE 0.52 TO LOG MILE 0.57

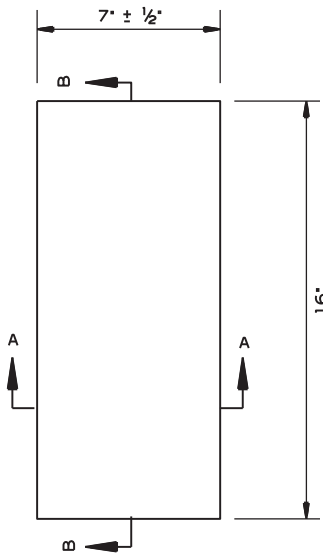
NOTE:  
PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	7	22
SPECIAL DETAILS						

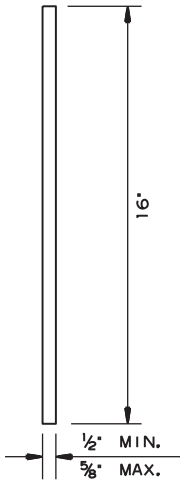


Jan 27 2023 10:22 AM

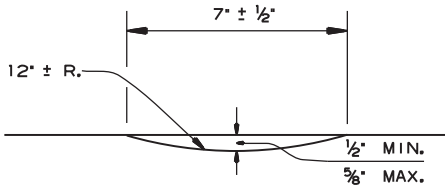
DocuSign



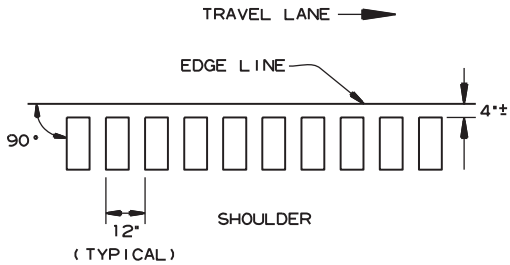
PLAN



SECTION B-B

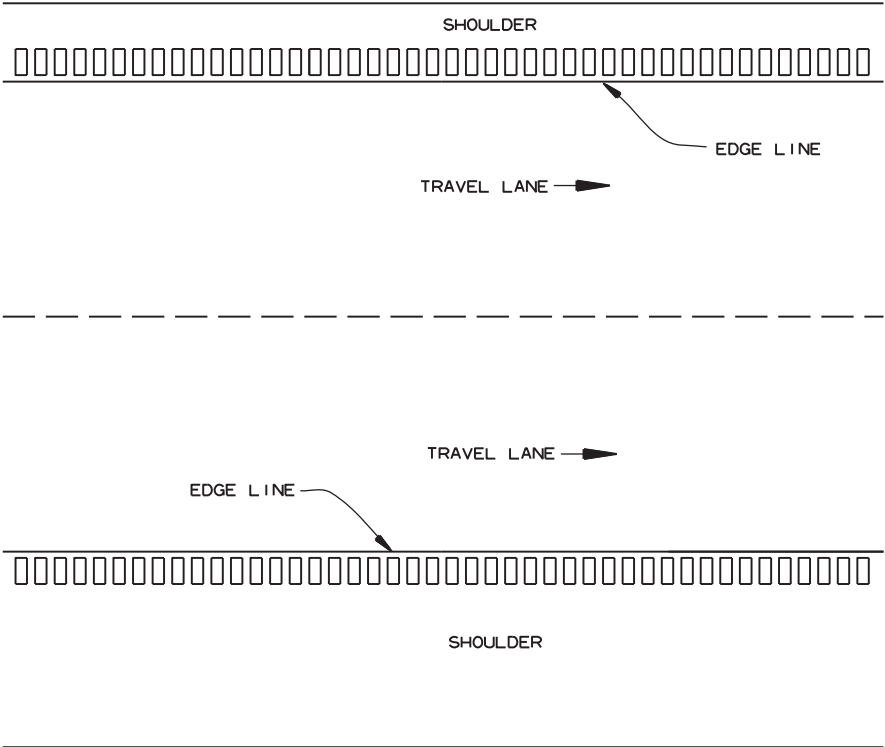


SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS  
LEFT OR RIGHT SHOULDER

DETAILS OF RUMBLE STRIPS



PLAN VIEW

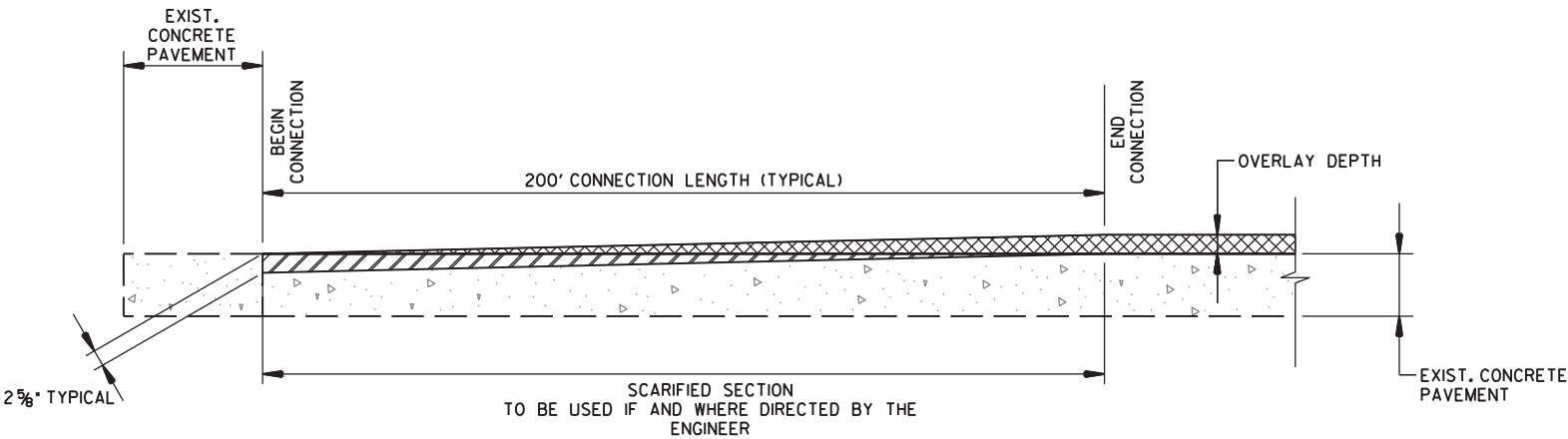
- NOTES:
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4' FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
  2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16' LENGTH. SOME VARIATION TO SUIT SHOULDER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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	8	22
SPECIAL DETAILS						

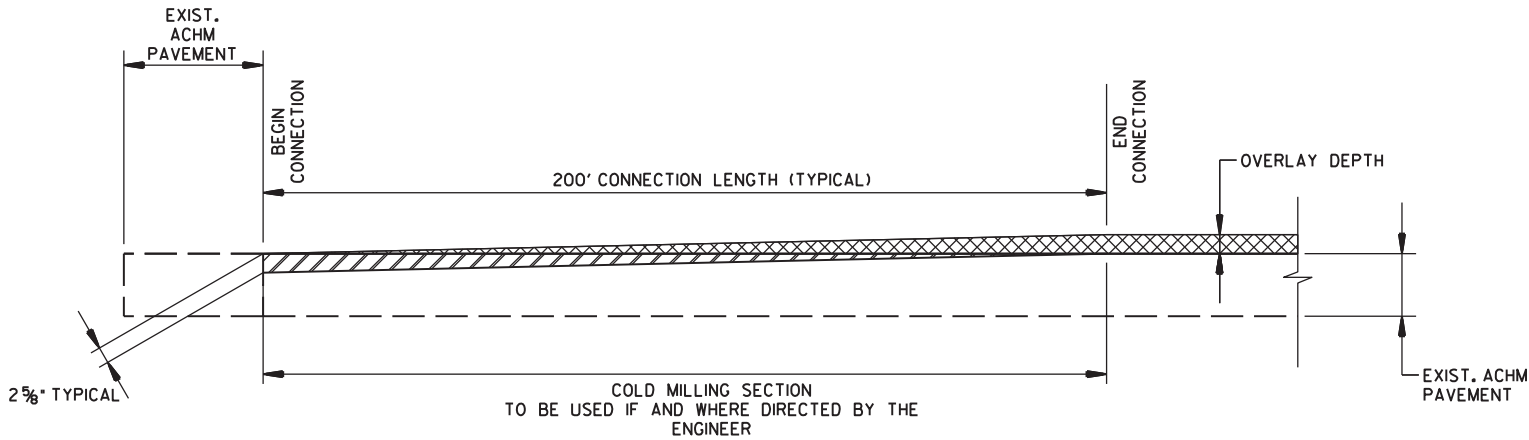


Jan 27 2023 10:22 AM

DocuSign



DETAIL FOR PAVEMENT TRANSITION AT BEGIN JOB



DETAIL FOR PAVEMENT TRANSITION AT END JOB

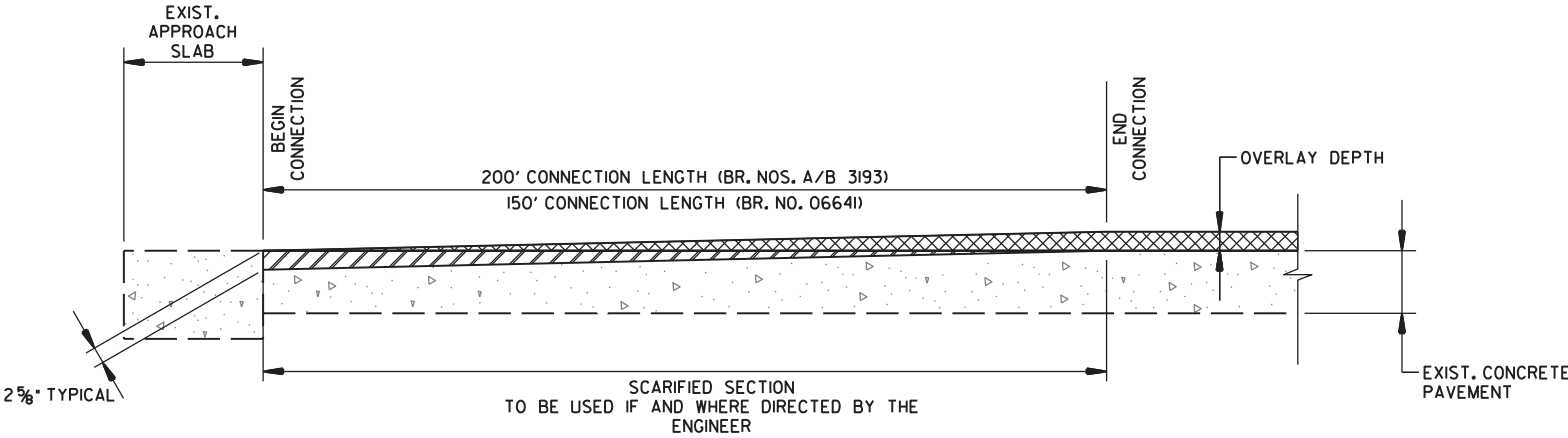


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	9	22
SPECIAL DETAILS						

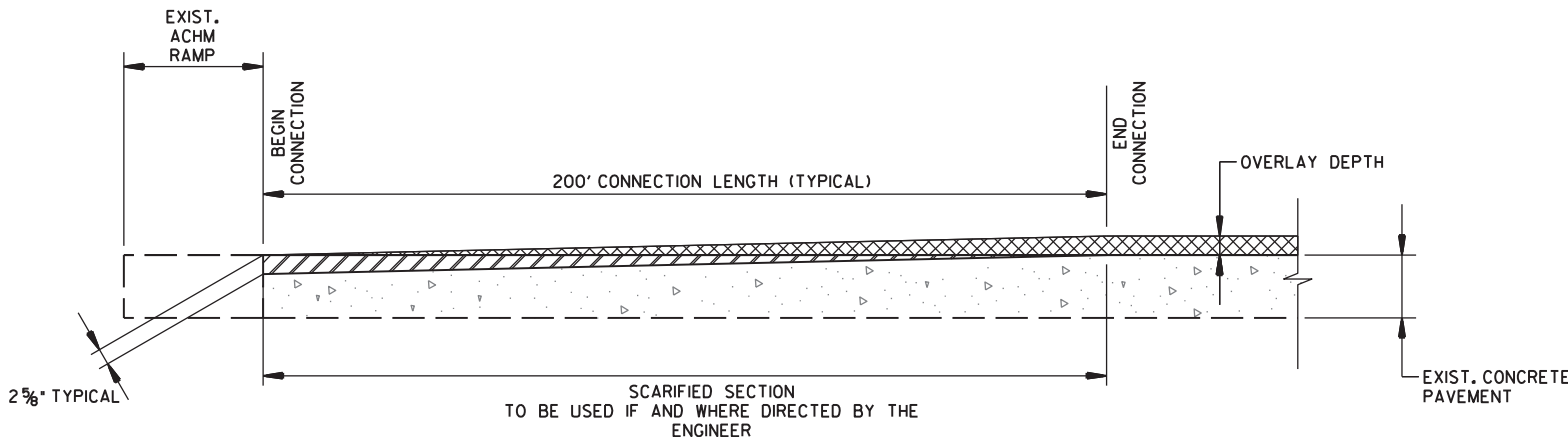


Jan 27 2023 10:22 AM

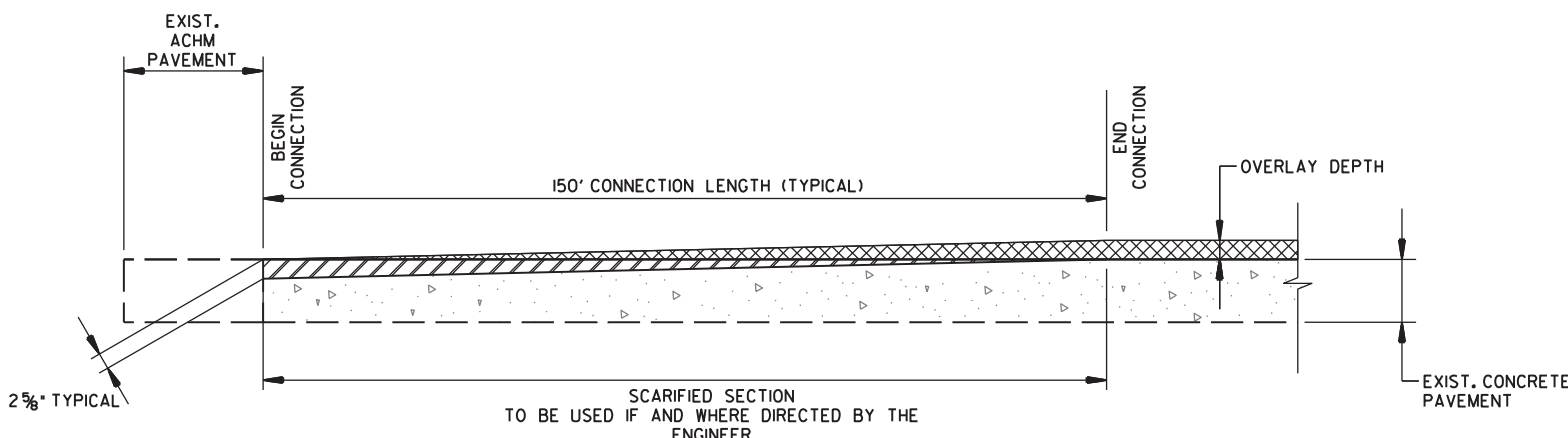
DocuSign



DETAIL FOR PAVEMENT TRANSITIONS AT BRIDGE LOCATIONS



DETAIL FOR PAVEMENT TRANSITIONS AT ENTRANCE AND EXIT RAMPS



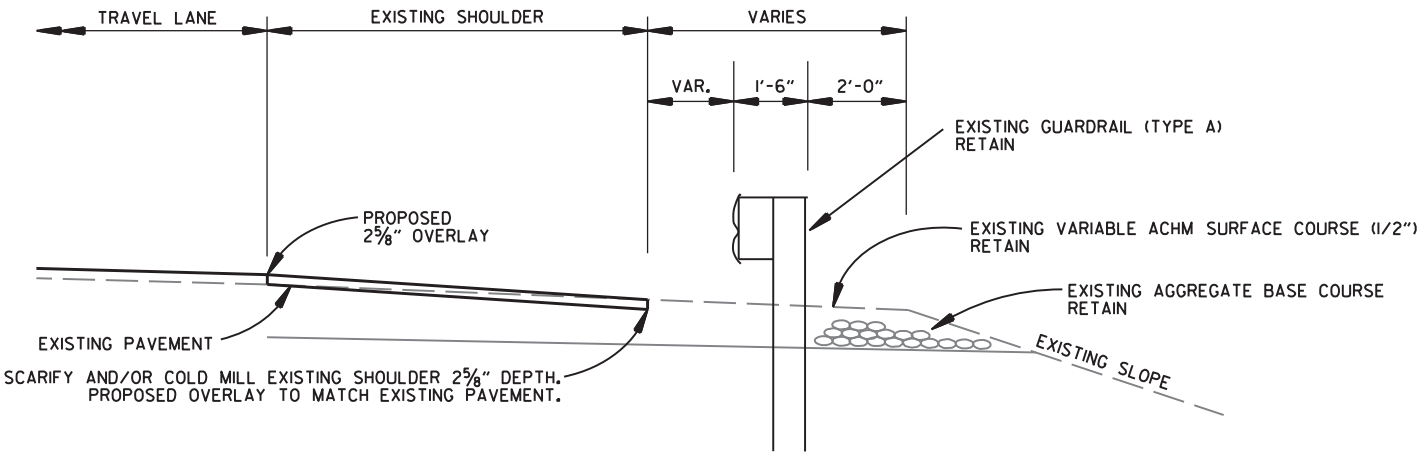
DETAIL FOR PAVEMENT TRANSITION AT END SPRINGHILL ROAD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	10	22
SPECIAL DETAILS						



Jan 27 2023 10:23 AM

DocuSign



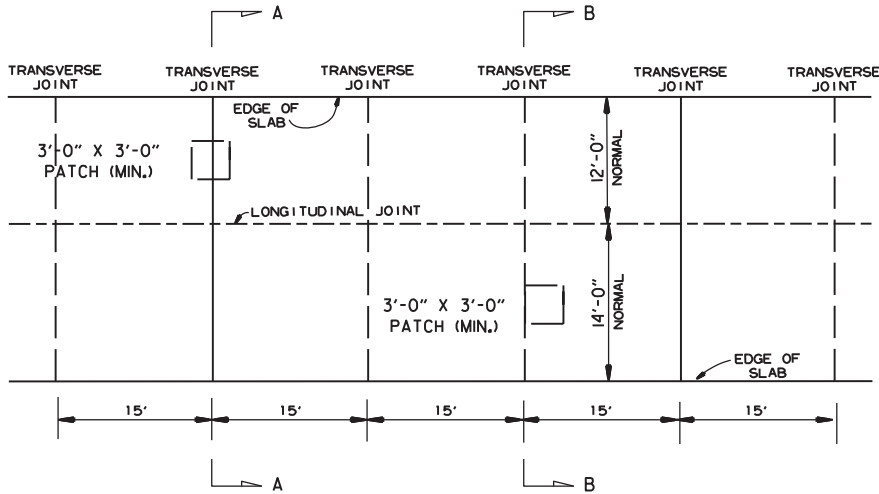
EXISTING GUARDRAIL  
I-40 MAIN LANES & SPRINGHILL ROAD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	11	22
SPECIAL DETAILS						

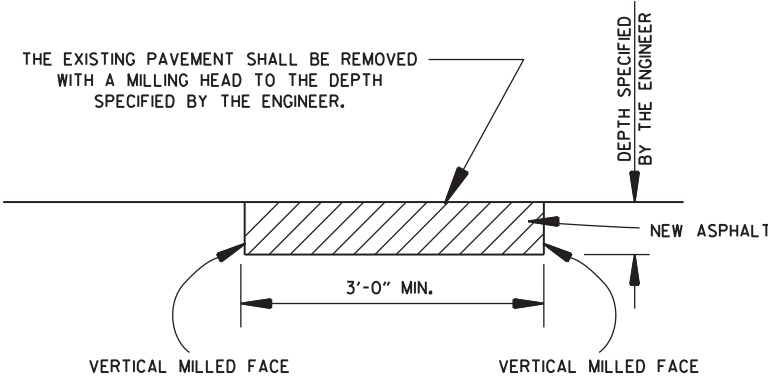


Jan 27 2023 10:23 AM

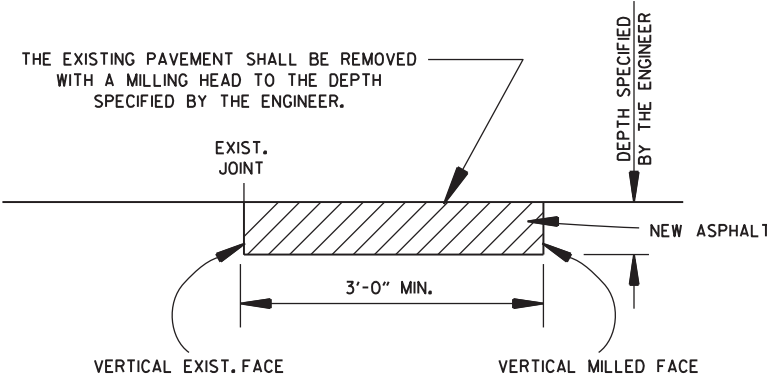
DocuSign



PLAN VIEW OF SPALL  
REPAIR OF P.C.C. PAV'T



DETAIL OF SPALL REPAIR  
SECTION A-A



DETAIL OF SPALL REPAIR  
SECTION B-B

DETAILS OF SPALL  
REPAIR OF P.C.C. PAV'T

NOTE: THE EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE  
DETERMINED BY THE ENGINEER.

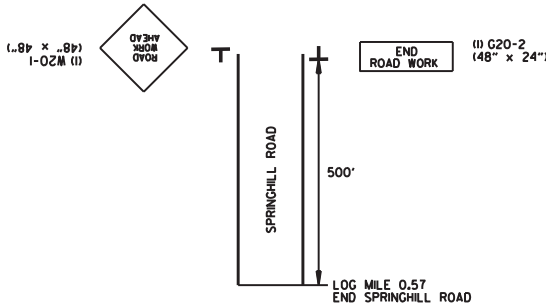
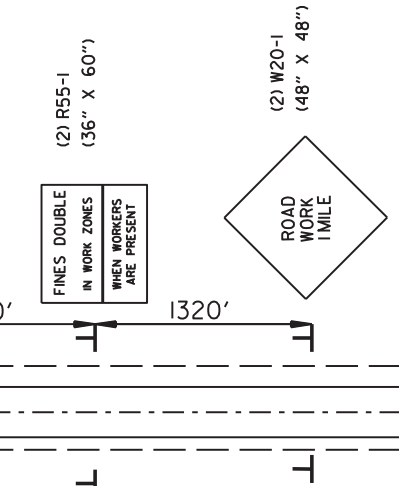
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	12	22
MAINTENANCE OF TRAFFIC DETAILS						



Jun 27 2023 10:23 AM

DocuSign

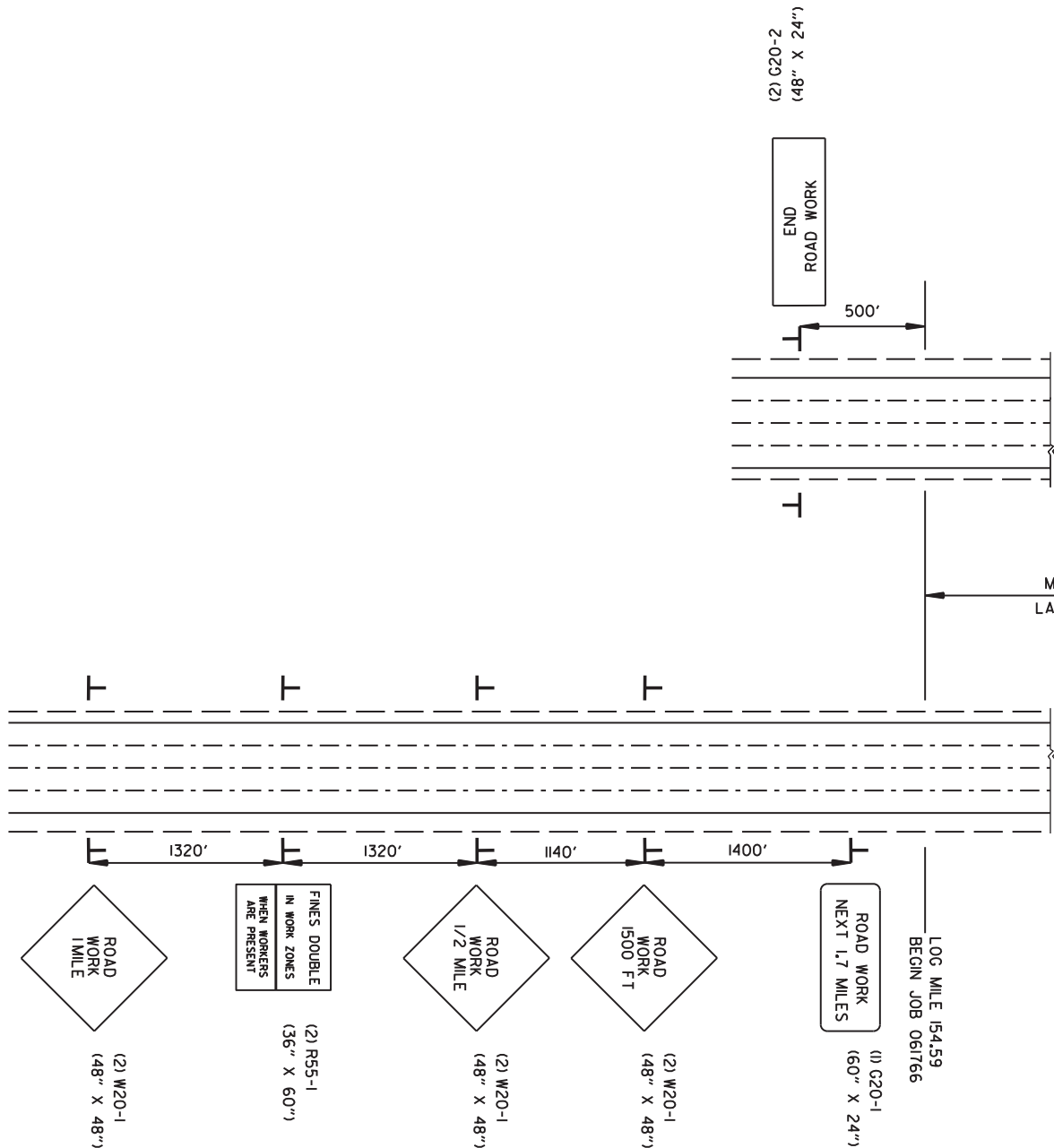
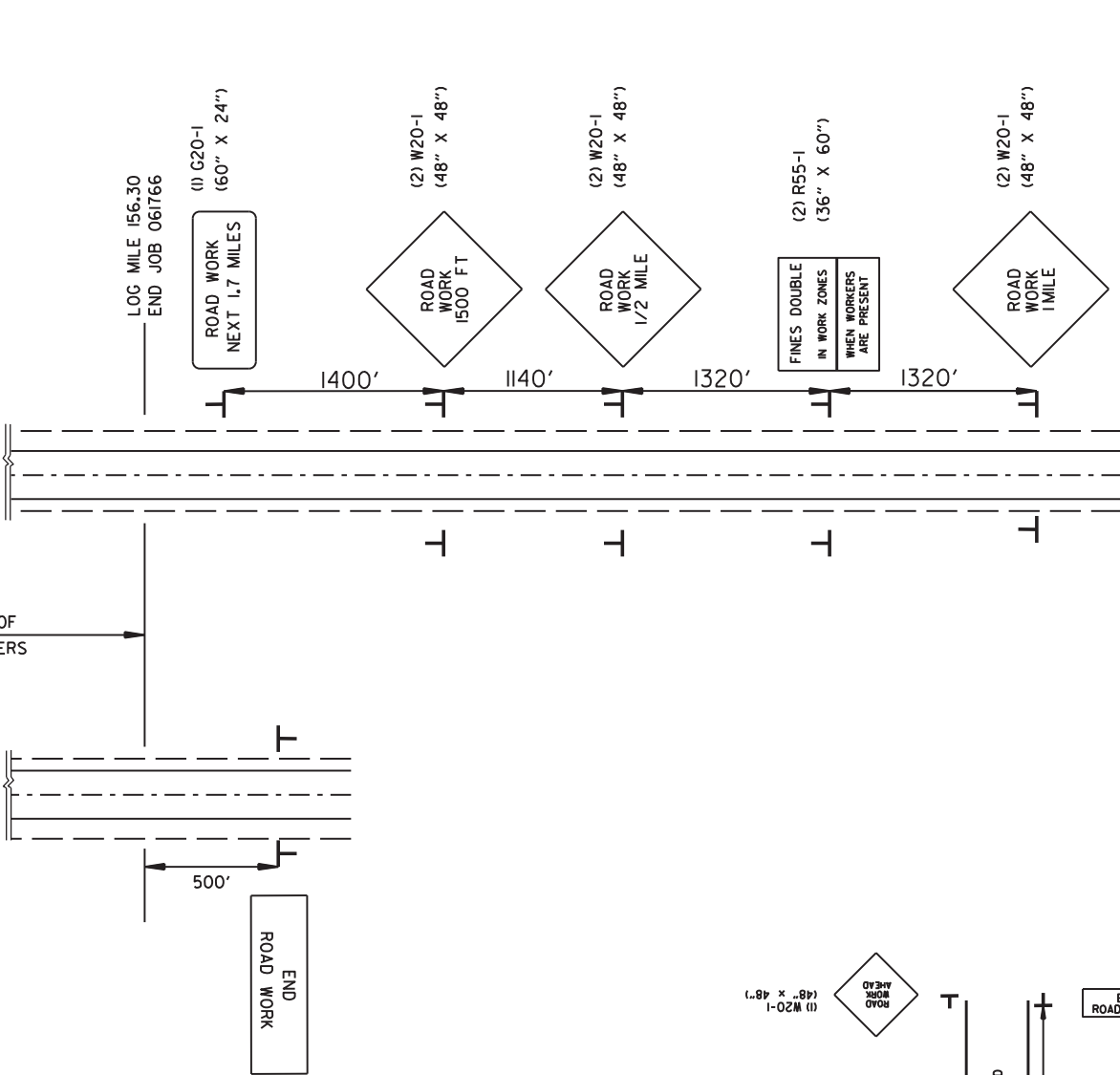
PORTABLE CHANGEABLE MESSAGE SIGN  
PLACED AS DIRECTED BY THE ENGINEER



SPRINGHILL ROAD ADVANCE WARNING SIGNS  
(ALL STAGES)

ADVANCE SIGNS AT JOB ENDS  
MAINTENANCE OF TRAFFIC DETAILS

I - 40 ADVANCE WARNING SIGNS  
( ALL STAGES)



PORTABLE CHANGEABLE MESSAGE SIGN  
PLACED AS DIRECTED BY THE ENGINEER

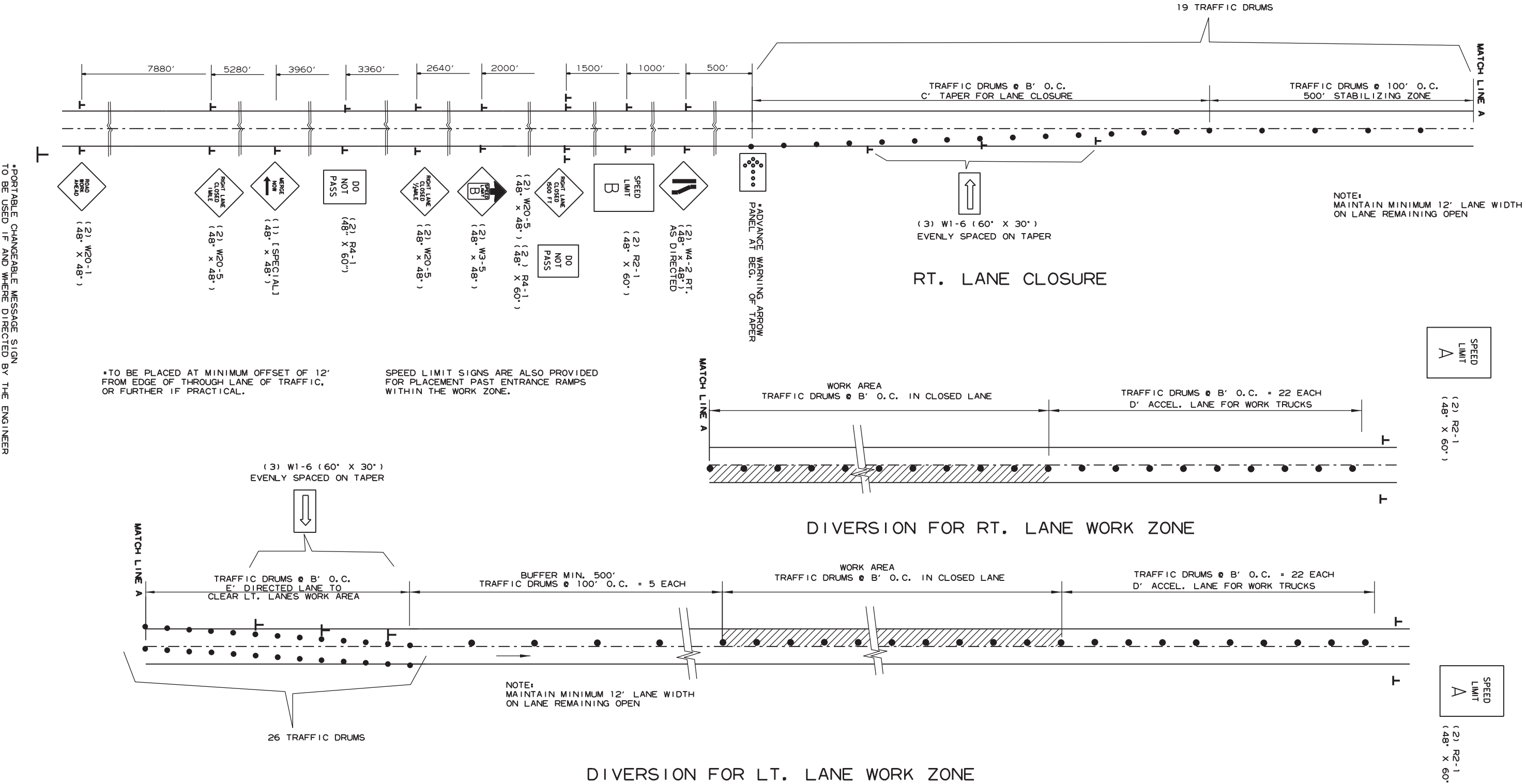
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	13	22
MAINTENANCE OF TRAFFIC DETAILS						



Jan 27 2023 10:23 AM

DocuSign

TABLE OF VARIABLES				
DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780



LANE CLOSURE (2-LANE I-40 SECTION)  
MAINTENANCE OF TRAFFIC DETAILS



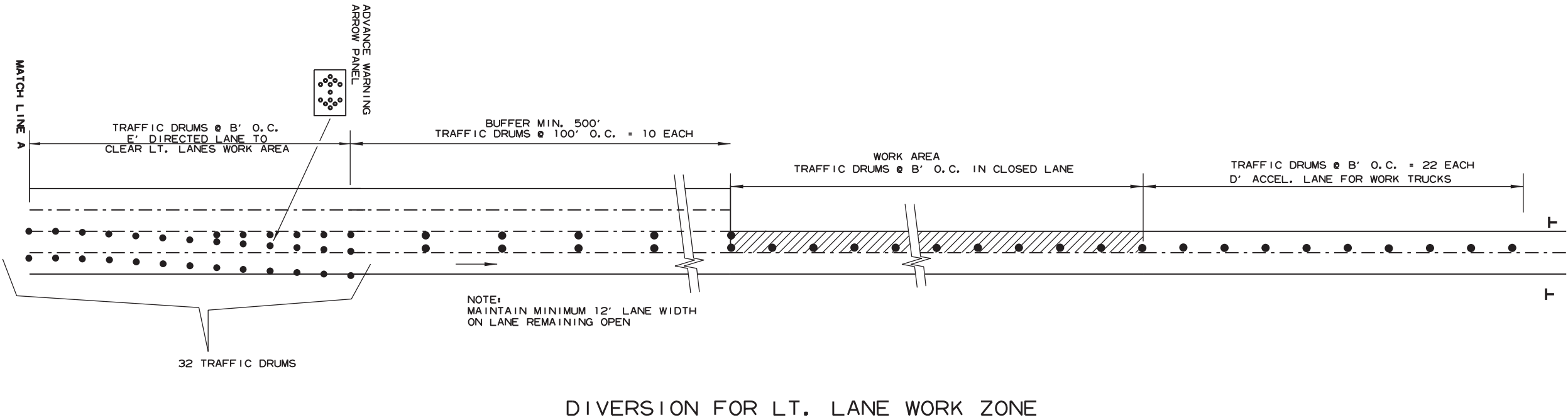
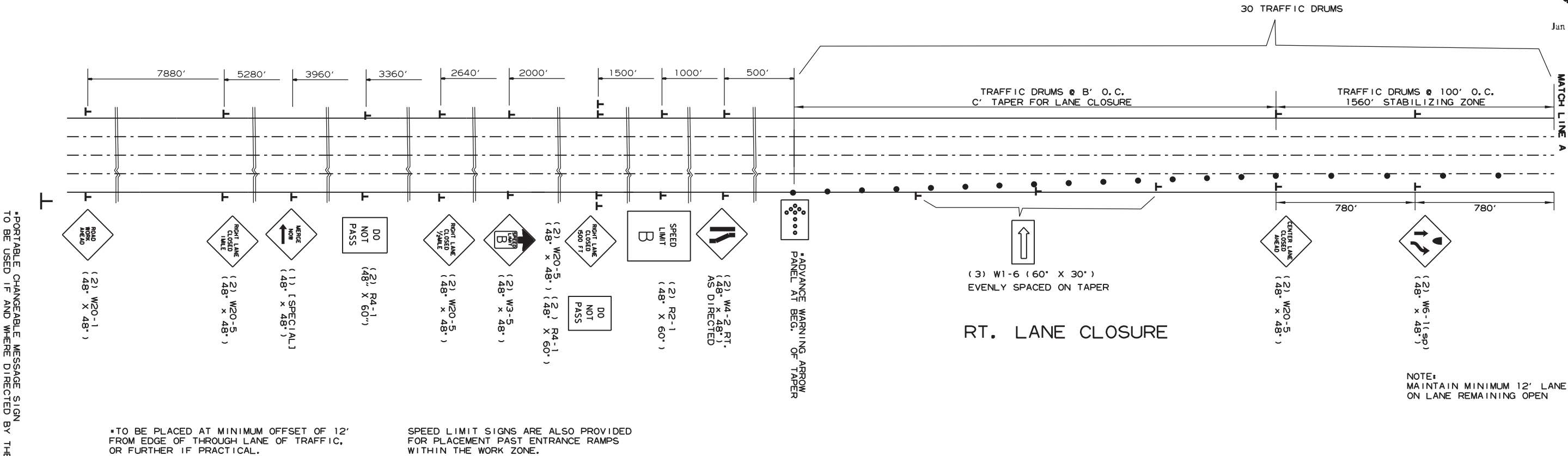
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	14	22
MAINTENANCE OF TRAFFIC DETAILS						



Jan 27 2023 10:23 AM

DocuSign

TABLE OF VARIABLES				
DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780



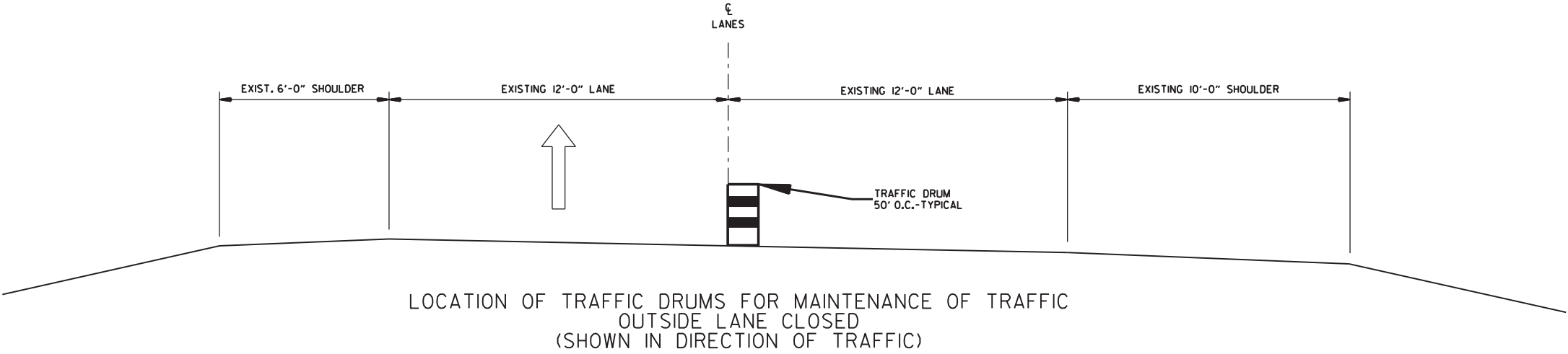
CENTER LANE CLOSURE (4-LANE I-40 SECTION)  
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	15	22
MAINTENANCE OF TRAFFIC DETAILS						

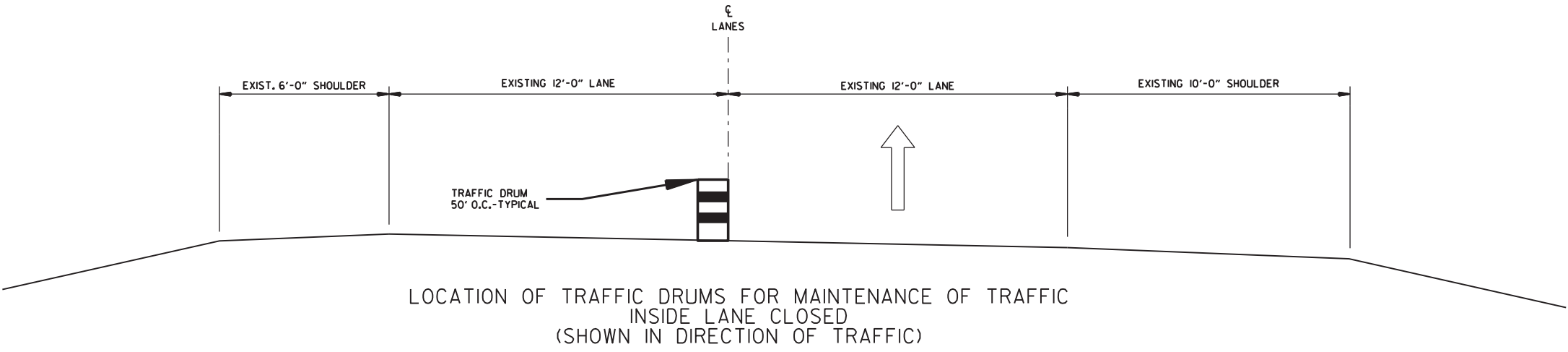


Jan 27 2023 10:23 AM

DocuSign



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



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

DETAIL OF MAIN LANE CLOSURE  
MAINTENANCE OF TRAFFIC DETAILS

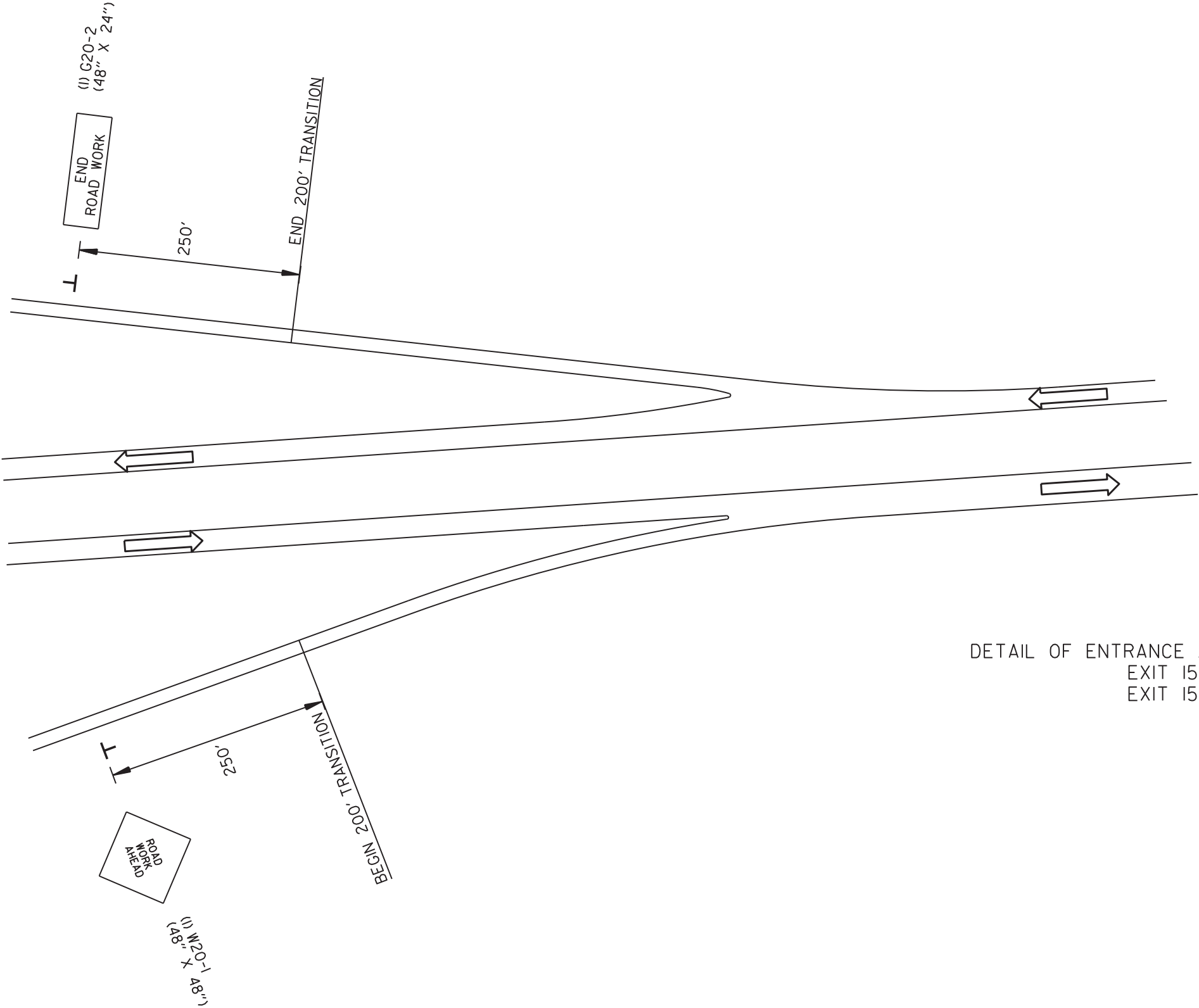
ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMP  
ROAD WORK AHEAD (I) = 16 SQ. FT.  
END ROAD WORK (I) = 8 SQ. FT.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	16	22
MAINTENANCE OF TRAFFIC DETAILS						



Jan 27 2023 10:24 AM

DocuSign



DETAIL OF ENTRANCE AND EXIT RAMP  
EXIT I55  
EXIT I57

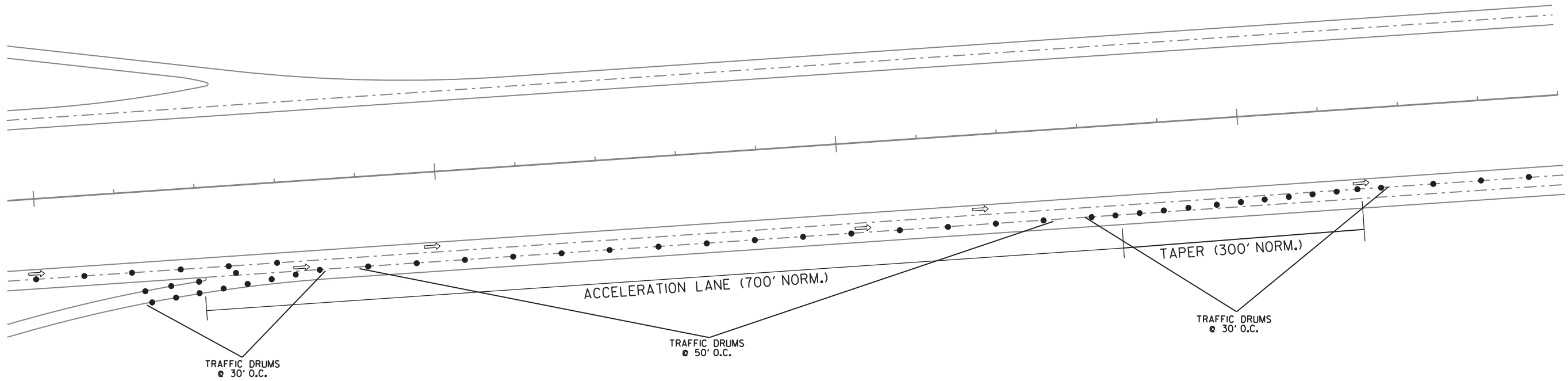
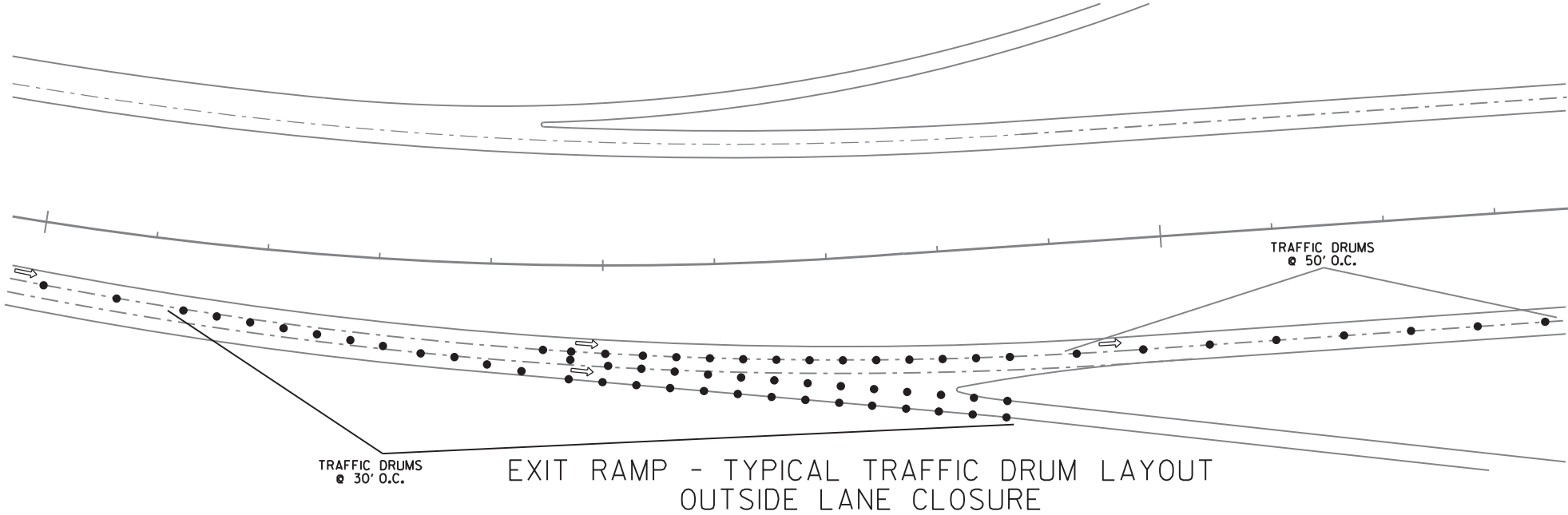
DETAIL OF RAMPS  
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	17	22
MAINTENANCE OF TRAFFIC DETAILS						



Jan 27 2023 10:24 AM

DocuSign



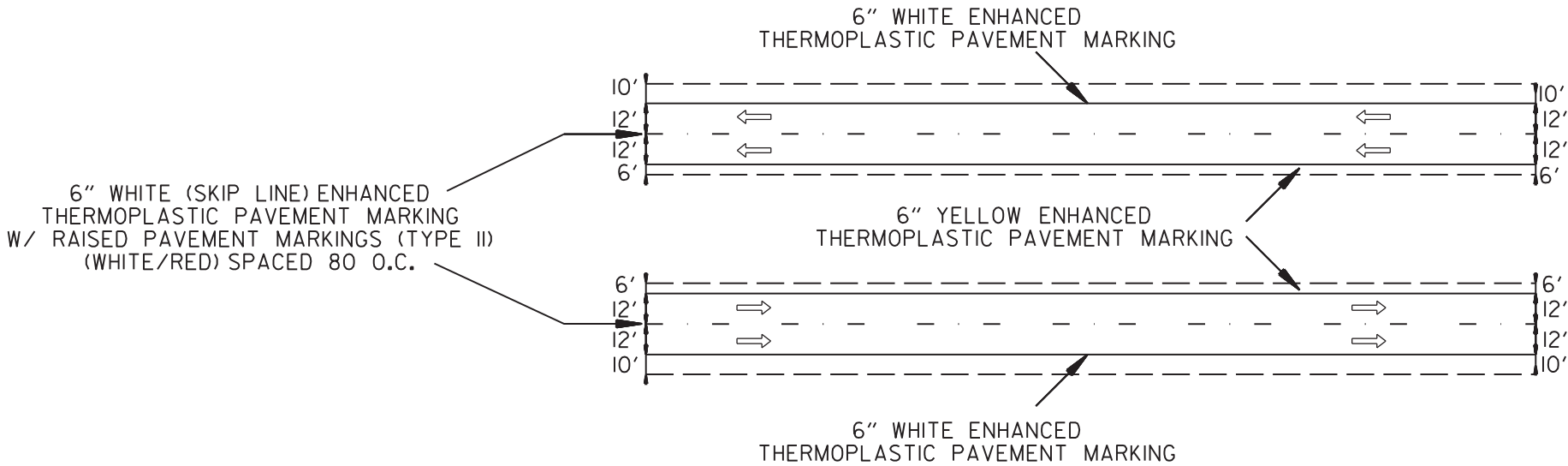
DETAIL OF RAMPS WITH LANE CLOSURE  
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061766	18	22
PERMANENT PAVEMENT MARKING DETAILS						



Jan 27 2023 10:24 AM

DocuSign



NOTE: SEE PM-1 AND PM-2 FOR MAIN LANE AND RAMP STRIPING DETAILS.

FINAL STRIPING DETAIL



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-31-23		6	ARK.	061766	19	22
QUANTITIES						



Feb 7 2023 2:59 PM

Bentley

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE PROJECT	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN
			LIN. FT. - EACH		NO.	SQ. FT.		DAY	WEEK
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK AHEAD	48"x48"	5	5	5	80.0			
G20-2	END ROAD WORK	48"x24"	7	7	7	56.0			
G20-1	ROAD WORK NEXT MILES	60"x24"	2	2	2	20.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	32.0			
W20-5	CENTER LANE CLOSED AHEAD	48"x48"	2	4	4	64.0			
SPECIAL	MERGE NOW WITH ARROW	48"x48"	1	1	1	16.0			
W3-5	REDUCED SPEED AHEAD (55)	48"x48"	2	2	2	32.0			
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	60.0			
W1-6	LARGE ARROW	60"x30"	6	6	6	75.0			
W4-2	MERGE RIGHT	48"x48"	2	2	2	32.0			
R4-1	DO NOT PASS	48"x60"	4	4	4	80.0			
W6-1	CENTER LANE CLOSED AHEAD	48"x48"	2	4	4	64.0			
R2-1	SPEED LIMIT 50 MPH	48"x60"	2	2	2	40.0			
R2-1	SPEED LIMIT 60 MPH	48"x60"	2	2	2	40.0			
	TRAFFIC DRUMS						323		
	ADVANCE WARNING ARROW PANEL							60	
	PORTABLE CHANGEABLE MESSAGE SIGN								10
TOTALS:					947.0		323	60	10

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

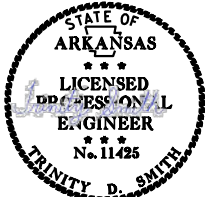
NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING		
			TYPE II	TYPE II	6"		12"
			(WHITE/RED)	(YELLOW/YELLOW)	WHITE	YELLOW	WHITE
	LIN. FT. - EACH	LIN. FT.	EACH		LIN. FT.		
CONSTRUCTION PAVEMENT MARKINGS		117584					
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			1025				
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)				10			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	27965				27965		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	24457					24457	
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	6370						6370
TOTALS:		117584	1025	10	27965	24457	6370

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



Smith, Trinity D.  
Feb 23 2023 1:34 PM

Drawn/Sign

SCARIFYING CONCRETE PAVEMENT

LOG MILE	LOG MILE	LOCATION	LENGTH	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT
			FEET	FEET	SQ. YD.
154.65	154.69	START JOB E.B.	200	38	844
154.65	154.69	START JOB W.B.	200	40	889
155.90	155.94	BRIDGE NO. B3193 START E.B.	200	41	911
156.10	156.14	BRIDGE NO. B3193 END E.B.	200	29	644
155.90	155.94	BRIDGE NO. A3193 START W.B.	200	41	911
155.11	156.15	BRIDGE NO. A3193 END W.B.	200	VAR.	778
0.54	0.57	SPRINGHILL DRIVE	150	59	983
0.39	0.42	BRIDGE NO. 06641 START	150	38	633
0.49	0.52	BRIDGE NO. 06641 END	150	40	667
155.04	155.08	E.B. ENTRANCE RAMP	200	15	333
155.12	155.16	W.B. EXIT RAMP	200	15	333
156.24	156.28	E.B. EXIT RAMP	200	15	333
156.30	156.34	E.B. ENTRANCE RAMP	200	15	333
TOTAL:					8592

RUMBLE STRIPS IN ASPHALT SHOULDERS

LOG MILE	LOG MILE	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN. FT.
154.65	155.94	RT. OF RT. MAIN LANES	6811
156.10	156.30	RT. OF RT. MAIN LANES	1056
154.65	155.94	LT. OF RT. MAIN LANES	6811
156.10	156.30	LT. OF RT. MAIN LANES	1056
154.65	155.94	RT. OF LT. MAIN LANES	6811
156.11	156.30	RT. OF LT. MAIN LANES	1003
154.65	155.94	LT. OF LT. MAIN LANES	6811
156.11	156.30	LT. OF LT. MAIN LANES	1003
TOTAL:			31362

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

ASPHALT CONCRETE PATCHING FOR  
MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50	100
TOTALS:	50	100

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

CONCRETE COMBINATION CURB AND GUTTER

LOG MILE	LOG MILE	LOCATION	TYPE A (1' 6")
			LIN. FT.
0.09	0.21	W.B. EXIT RAMP SPRINGHILL DRIVE	634
0.00	0.06	W.B. ENTRANCE RAMP SPRINGHILL DRIVE	317
TOTAL:			951

COLD MILLING ASPHALT PAVEMENT

LOG MILE	LOG MILE	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
154.65	154.69	E.B. INSIDE SHOULDER	2.00	46.93
155.04	155.08	E.B. ENTRANCE RAMP SHOULDERS	10.00	234.67
155.88	155.94	E.B. INSIDE SHOULDER	6.00	211.20
156.09	156.18	E.B. LANE AND INSIDE SHOULDER	VAR.	1068.00
156.24	156.28	E.B. EXIT RAMP AND SHOULDERS	10.00	234.67
156.26	156.30	E.B. MAIN LANED AND SHOULDERS	63.00	1478.40
154.81	154.88	W.B. SHOULDER	12.00	492.80
155.12	155.16	W.B. EXIT RAMP AND SHOULDERS	10.00	234.67
155.90	155.94	W.B. INSIDE SHOULDER	6.00	140.80
156.11	156.18	W.B. LANES AND INSIDE SHOULDER	VAR.	934.00
156.26	156.30	W.B. MAIN LANES AND SHOULDERS	63.00	1478.40
156.30	156.34	W.B. ENTRANCE RAMP AND SHOULDERS	10.00	234.67
0.38	0.42	I-40 E.B. EXIT OUTSIDE SHOULDER	6.00	140.80
0.49	0.52	I-40 E.B. EXIT OUTSIDE SHOULDER	6.00	105.60
0.03	0.06	I-40 E.B. ENTRANCE OUTSIDE SHOULDER	3.00	52.80
0.13	0.16	I-40 E.B. ENTRANCE OUTSIDE SHOULDER	6.00	105.60
TOTAL:				7194.01

Coordinate cold milling stockpile locations with District Engineer.  
Stockpile locations shall be no further than five miles from each site.

REMOVAL AND DISPOSAL OF ITEMS

LOG MILE	LOG MILE	LOCATION	CURB AND GUTTER
			LIN. FT.
0.09	0.21	W.B. EXIT RAMP SPRINGHILL DRIVE	634
0.00	0.06	W.B. ENTRANCE RAMP SPRINGHILL DRIVE	317
TOTAL:			951

SPALL REPAIR OF PORTLAND CEMENT CONCRETE PAVEMENT

LOG MILE	LOG MILE	LOCATION	ESTIMATED NUMBER OF SLABS TO BE REPAIRED				TON
			INSIDE LANE	OUTSIDE LANE	AUXILIARY LANE	RAMP LANE	
154.59	155.10	I-40 E.B. - INSIDE AND OUTSIDE LANES	23	22			
155.10	155.40	I-40 E.B. - OUTSIDE AND AUXILIARY LANES		1	53		
155.40	155.64	I-40 E.B. - INSIDE AND OUTSIDE LANES	1	2			
155.64	155.80	I-40 E.B. - INSIDE, OUTSIDE, AND AUXILIARY LANES	1	1	37		
155.80	155.93	I-40 E.B. - INSIDE AND OUTSIDE LANES	45	27			
156.09	156.20	I-40 E.B. - INSIDE, OUTSIDE, AND AUXILIARY LANES	15	10	20		
154.59	155.15	I-40 W.B. - INSIDE AND OUTSIDE LANES	5	7			
155.15	155.49	I-40 W.B. - OUTSIDE AND AUXILIARY LANES		22	67		
155.49	155.80	I-40 W.B. - INSIDE AND OUTSIDE LANES	3	10			
155.80	155.93	I-40 W.B. - INSIDE AND OUTSIDE LANES	20	23			
156.08	156.24	I-40 W.B. - INSIDE, OUTSIDE, AND AUXILIARY LANES	18	15	3		
ENTIRE	RAMP	SPRINGHILL E.B. EXIT RAMP				98	
ENTIRE	RAMP	SPRINGHILL E.B. ENTRANCE RAMP				36	
ENTIRE	RAMP	SPRINGHILL W.B. ENTRANCE RAMP				41	
ENTIRE	RAMP	SPRINGHILL W.B. EXIT RAMP				39	
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER					385
TOTAL:							385

NOTE: LOCATIONS AND NUMBER OF SLABS TO BE REPAIRED IS ESTIMATED AND IS FOR INFORMATIONAL PURPOSES ONLY.  
BASIS OF ESTIMATE:  
REPAIR AREA.....1750 SQ. YDS.  
AVERAGE DEPTH OF REPAIR.....4"





Jan 27 2023 10:24 AM

DocuSign

BASE AND SURFACING

LOG MILE	LOG MILE	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM SURFACE COURSE (1/2")				ULTRATHIN BONDED WEARING CRSE. (5/8" - TY. B) SQ. YD.	
				TON / STATION	TON	(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ. YD.	POUND / SQ. YD.	TOTAL PG 76-22		
						TOTAL WID. FEET	SQ. YD.	GALLON							
MAIN LANES															
154.65	155.08	RT. MAIN LANES	2270.43	5.00	113.52	40.00	10090.67	1715.41	1715.41	40.00	10090.67	220.00	1109.97	10090.67	
155.08	155.40	RT. MAIN LANES	1689.63	2.50	42.24	30.00	5632.00	957.44	957.44	30.00	5632.00	220.00	619.52	5632.00	
155.40	155.63	RT. MAIN LANES	1214.43	5.00	60.72	40.00	5397.33	917.55	917.55	40.00	5397.33	220.00	593.71	5397.33	
155.63	155.94	RT. MAIN LANES	1636.83	2.50	40.92	30.00	5456.00	927.52	927.52	30.00	5456.00	220.00	600.16	5456.00	
156.09	156.24	RT. MAIN LANES	792.00			VAR.	4532.00	770.44	770.44	VAR.	4532.00	220.00	498.52	4532.00	
156.24	156.30	RT. MAIN LANES	316.80			63.00	2217.60	376.99	376.99	63.00	2217.60	220.00	243.94	2217.60	
154.65	155.16	LT. MAIN LANES	2692.83	5.00	134.64	40.00	11968.00	2034.56	2034.56	40.00	11968.00	220.00	1316.48	11968.00	
155.16	155.55	LT. MAIN LANES	2059.23	2.50	51.48	30.00	6864.00	1166.88	1166.88	30.00	6864.00	220.00	755.04	6864.00	
155.57	155.81	LT. MAIN LANES	1267.23	5.00	63.36	40.00	5632.00	957.44	957.44	40.00	5632.00	220.00	619.52	5632.00	
155.81	155.91	LT. MAIN LANES	528.00	2.50	13.20	30.00	1760.00	299.20	299.20	30.00	1760.00	220.00	193.60	1760.00	
156.11	156.18	LT. MAIN LANES	369.60			VAR.	1766.00	300.22	300.22	VAR.	1766.00	220.00	194.26	1766.00	
156.18	156.30	LT. MAIN LANES	633.60	2.50	15.84	63.00	4435.20	753.98	753.98	63.00	4435.20	220.00	487.87	4435.20	
ADDITIONAL FOR AUXILIARY LANES, RAMPS, AND SPRINGHILL ROAD															
155.08	155.40	RT. MAIN LANES - AUXILIARY LANE	1689.63	2.50	42.24	22.00	4130.13	702.12	702.12	22.00	4130.13	220.00	454.31	4130.13	
155.63	155.94	RT. MAIN LANES - AUXILIARY LANE	1636.83	2.50	40.92	22.00	4001.07	680.18	680.18	22.00	4001.07	220.00	440.12	4001.07	
156.09	156.30	RT. MAIN LANES - AUXILIARY LANE	1108.83	2.50	27.72	17.00	2094.40	356.05	356.05	17.00	2094.40	220.00	230.38	2094.40	
155.16	155.72	LT. MAIN LANES - AUXILIARY LANE	2956.83	2.50	73.92	22.00	7227.73	1228.71	1228.71	22.00	7227.73	220.00	795.05	7227.73	
155.81	155.95	LT. MAIN LANES - AUXILIARY LANE	739.20	2.50	18.48	17.00	1396.27	237.37	237.37	17.00	1396.27	220.00	153.59	1396.27	
156.11	156.30	LT. MAIN LANES - AUXILIARY LANE	1003.23	2.50	25.08	18.00	2006.40	341.09	341.09	18.00	2006.40	220.00	220.70	2006.40	
155.04	155.08	E.B. ENTRANCE RAMP	200.00	5.00	10.00	25.00	555.56	94.45	94.45	25.00	555.56	220.00	61.11	555.56	
155.12	155.16	W.B. EXIT RAMP	200.00	5.00	10.00	25.00	555.56	94.45	94.45	25.00	555.56	220.00	61.11	555.56	
156.24	156.28	E.B. EXIT RAMP	200.00	5.00	10.00	25.00	555.56	94.45	94.45	25.00	555.56	220.00	61.11	555.56	
156.30	156.34	W.B. ENTRANCE RAMP	200.00	5.00	10.00	25.00	555.56	94.45	94.45	25.00	555.56	220.00	61.11	555.56	
0.52	0.57	SPRINGHILL DRIVE	264.00			59.00	1730.67	294.21	294.21	59.00	1730.67	220.00	190.37	1730.67	
0.06	0.42	SPRINGHILL DRIVE RAMP	1900.83	5.00	95.04	25.00	5280.00	897.60	897.60	25.00	5280.00	220.00	580.80	5280.00	
0.49	0.52	SPRINGHILL DRIVE RAMP	158.40	5.00	7.92	25.00	440.00	74.80	74.80	25.00	440.00	220.00	48.40	440.00	
0.03	0.06	SPRINGHILL DRIVE RAMP	158.40	5.00	7.92	25.00	440.00	74.80	74.80	25.00	440.00	220.00	48.40	440.00	
0.13	0.38	SPRINGHILL DRIVE RAMP	1320.03	5.00	66.00	25.00	3666.67	623.33	623.33	25.00	3666.67	220.00	403.33	3666.67	
0.05	0.19	SPRINGHILL DRIVE RAMP	739.20	5.00	36.96	0.00	0.00	0.00	0.00		0.00		0.00		
0.03	0.18	SPRINGHILL DRIVE RAMP	792.00	5.00	39.60	0.00	0.00	0.00	0.00		0.00		0.00		
TOTALS:						1057.72		100386.38	17065.69	17065.69		100386.38		11042.48	100386.38

BASIS OF ESTIMATE:  
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER  
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22  
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
01-31-23		6	ARK.	061766	22	22
02-22-23		SUMMARY OF QUANTITIES AND REVISIONS				



Feb 23 2023 1:34 PM

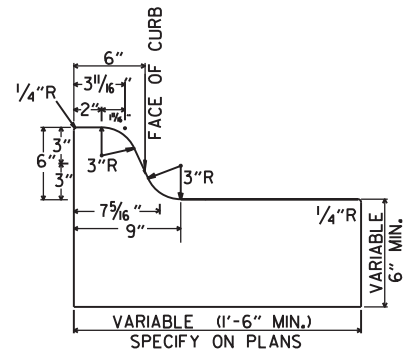
DrawSign

SUMMARY OF QUANTITIES

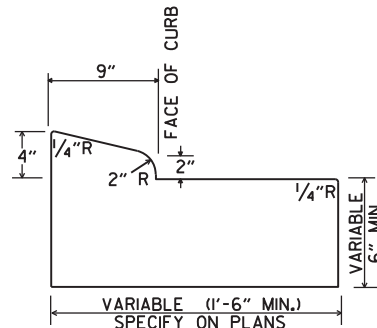
ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	951	LIN. FT.
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	1058	TON
SS & 401	TACK COAT	17166	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	10468	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	574	TON
SP	ULTRATHIN BONDED WEARING COURSE (5/8"-TYPE B)	100386	SQ. YD.
SP & 412	COLD MILLING ASPHALT PAVEMENT	7194	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	50	TON
SP	SCARIFYING CONCRETE PAVEMENT	8592	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	947	SQ. FT.
SS & 604	TRAFFIC DRUMS	323	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	117584	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	60	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	10	WEEK
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	951	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	31362	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	6370	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	27965	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	24457	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1035	EACH
SP	SPALL REPAIR OF PORTLAND CEMENT CONCRETE PAVEMENT	385	TON

REVISIONS

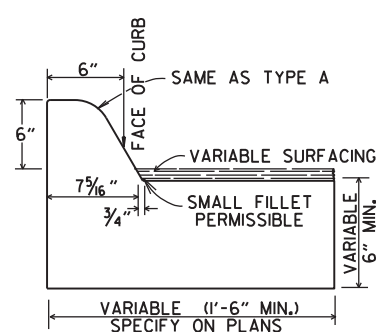
DATE	REVISION	SHEET NUMBER
1/31/2023	CORRECTED "INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)" SPECIAL PROVISION TITLE AND REVISED ADVANCE WARNING ARROW PANEL AND PORTABLE CHANGEABLE MESSAGE SIGN QUANTITIES.	3, 19, & 22
2/22/2023	ADDED SPALL REPAIR OF PORTLAND CEMENT CONCRETE PAVEMENT ESTIMATE INFORMATION.	20 & 22



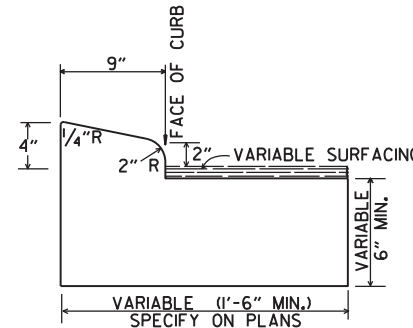
TYPE A



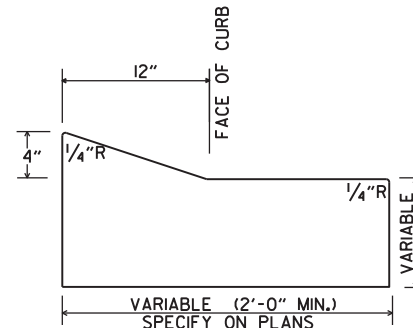
TYPE B-1



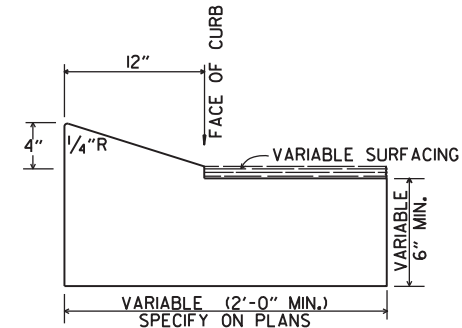
TYPE C



TYPE B-2

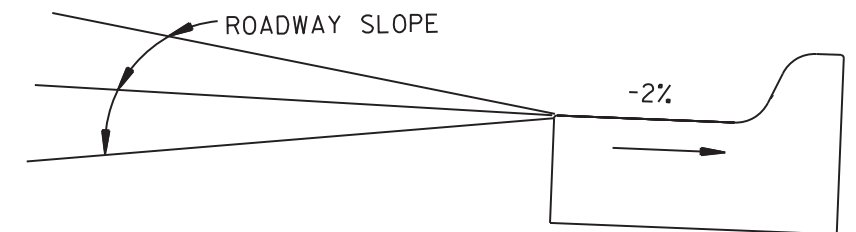


TYPE E-1

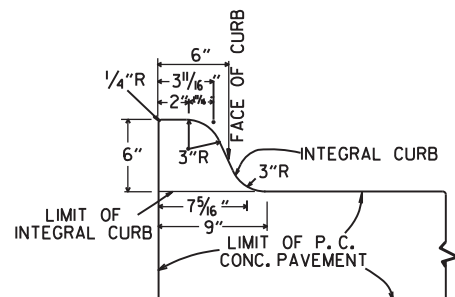


TYPE E-2

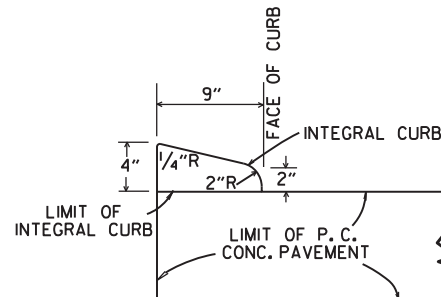
## CONCRETE COMBINATION CURB AND GUTTER



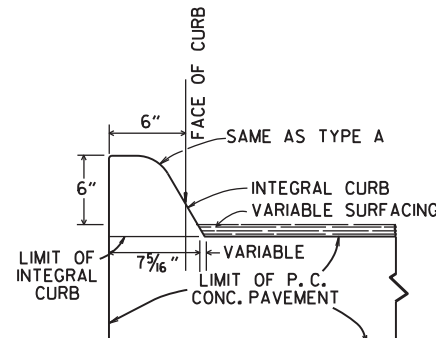
**DETAIL OF GUTTER SLOPE**  
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

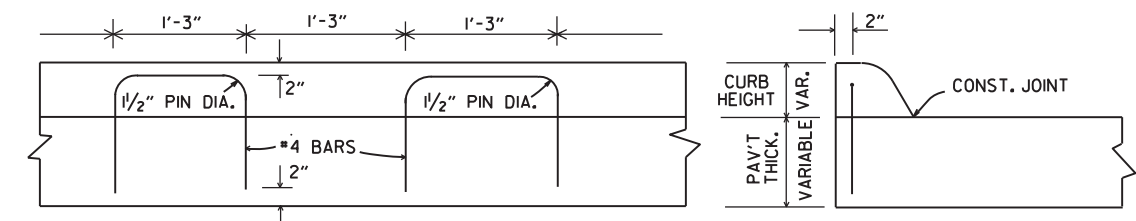


TYPE B



TYPE C

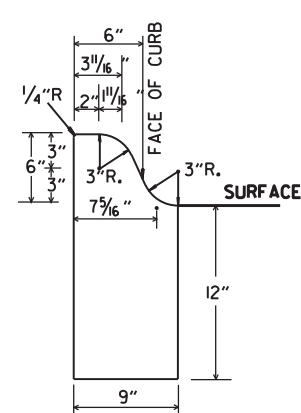
## INTEGRAL CURB



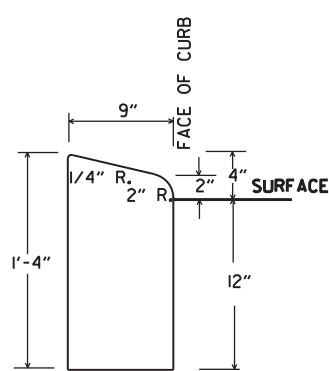
LONGITUDINAL SECTION

ELEVATION

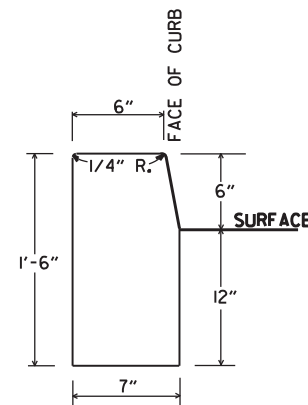
## ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



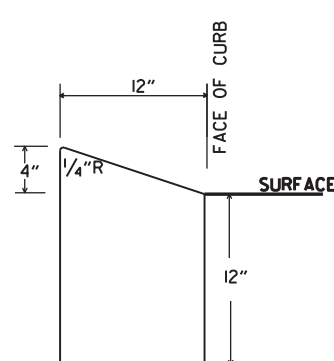
TYPE A



TYPE B

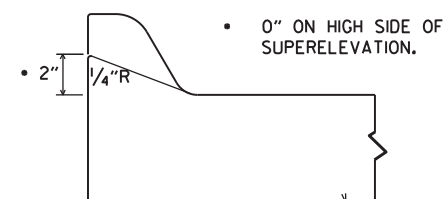


TYPE D



TYPE E

## CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

## DETAILS OF MODIFIED CURB

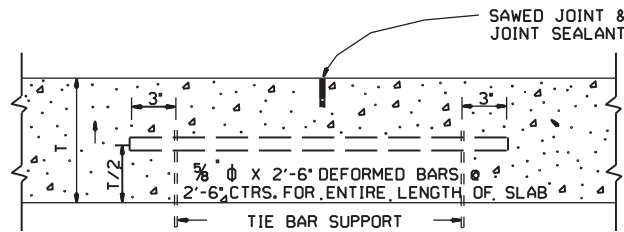
DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B 1	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

## CURBING DETAILS

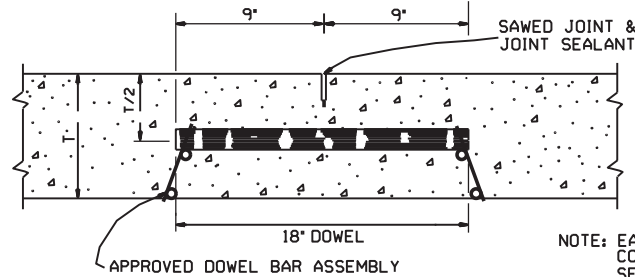
STANDARD DRAWING CG-1



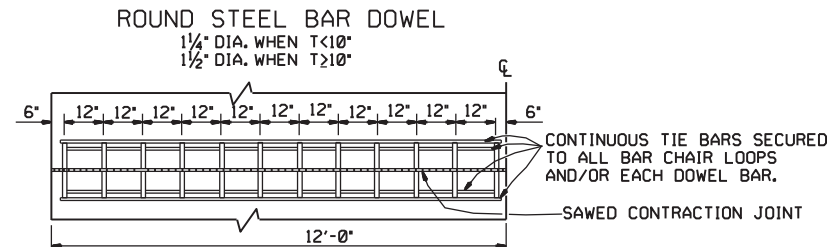


LONGITUDINAL JOINT

NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.  
TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



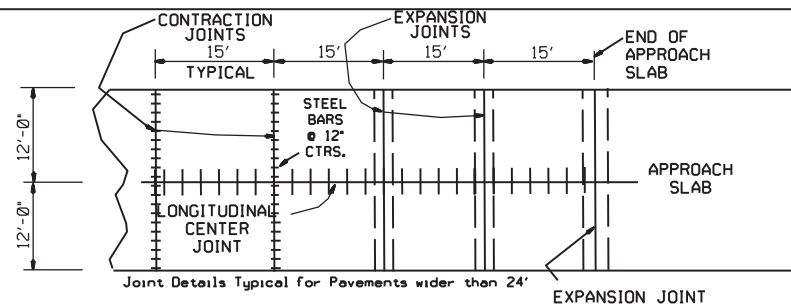
NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.



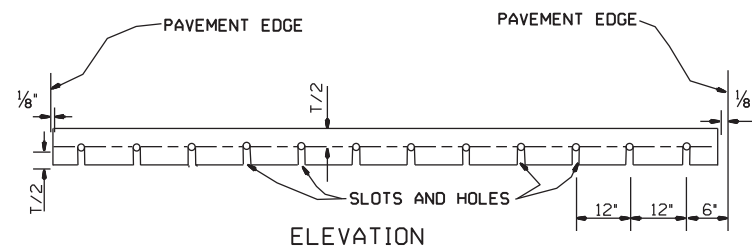
ONE-HALF 24' PAVEMENT  
12 DOWELS  
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12' CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12' CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

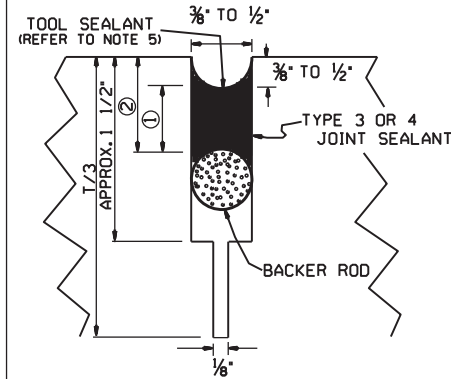
CONTRACTION JOINT DETAILS



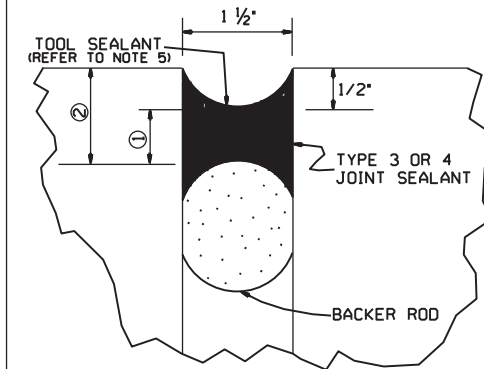
PLAN SHOWING EXPANSION JOINTS AT  
BRIDGE APPROACH SLABS



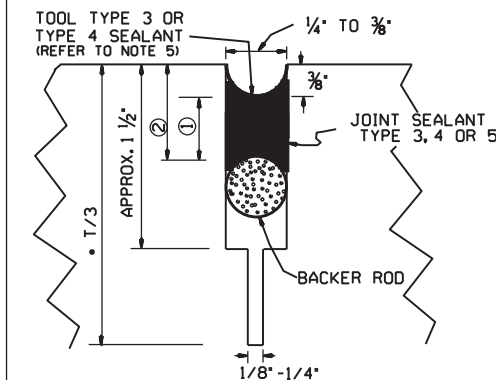
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



DETAIL OF SAWED CONTRACTION  
JOINT



DETAIL OF EXPANSION JOINT



NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED  
LONGITUDINAL JOINT  
AND LONGITUDINAL CONSTRUCTION JOINT

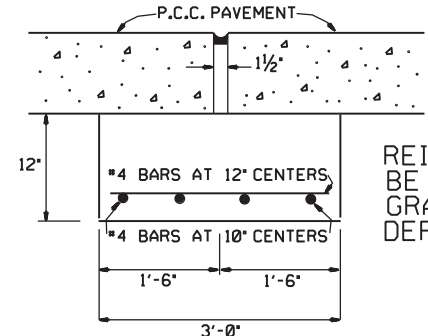
11-07-19	REV. EXP. JOINT REF ON APP. SLAB	
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11-3-94	ADDED NOTE RE: REINF. BARS	
4-1-93	REVISED DOWEL BARS & GEN. NOTES	4-1-93
10-1-92	REVISED DOWEL SPACING	10-1-92
8-15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88
DATE	REVISION	DATE FILMED

JOINT CONFIGURATION FOR  
TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
1/8	1/4	1/2	1/2
1/2	1/4	3/8	1/2
3/8	3/8	3/8	3/8
1 1/2	3/4	2	1 1/4

JOINT CONFIGURATION FOR  
TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1



DETAIL OF JOINT SUPPORT  
FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

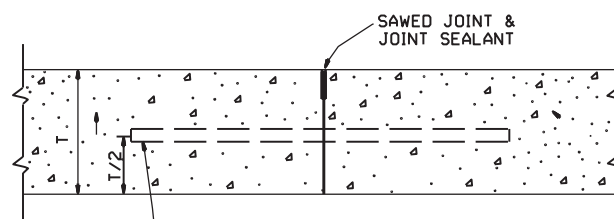
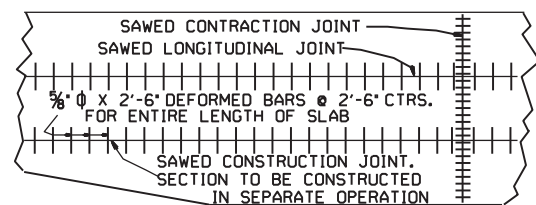
GENERAL NOTES

- \*T\* DENOTES THICKNESS OF SLAB.
- DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2' GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
- THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
- TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
- UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
- TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

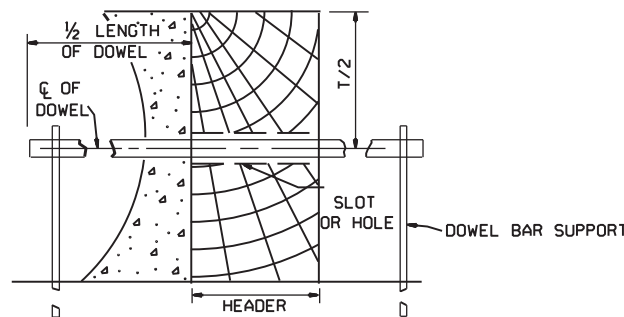
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS  
FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

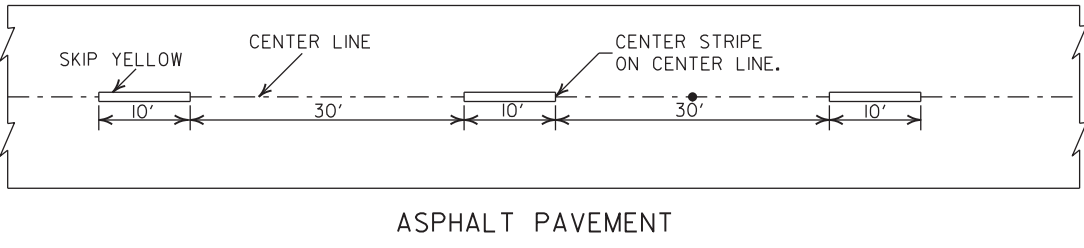
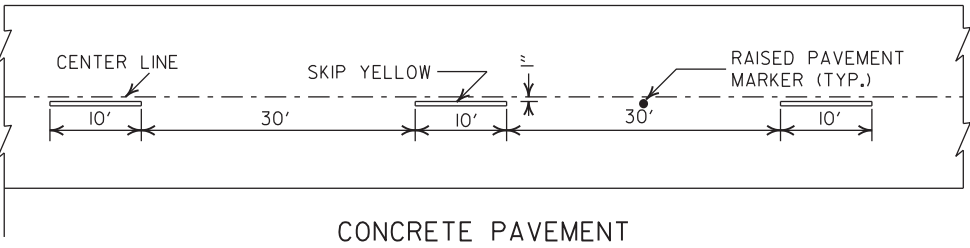


NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.  
LONGITUDINAL CONSTRUCTION JOINT

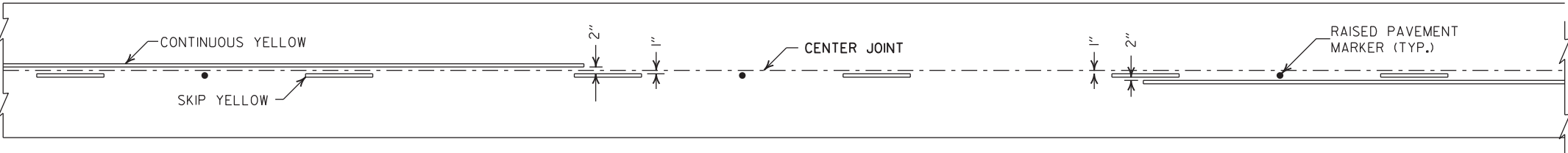


SECTION

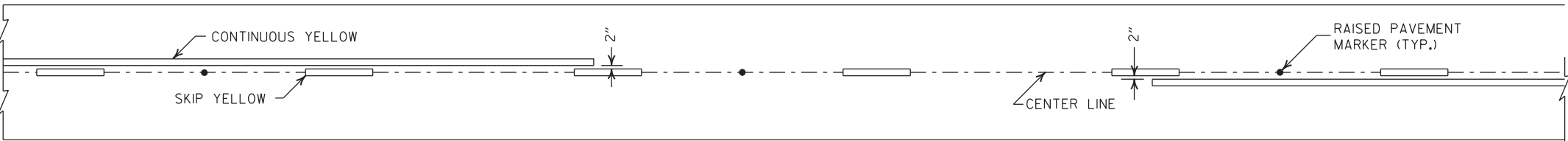
TRANSVERSE  
CONSTRUCTION JOINT



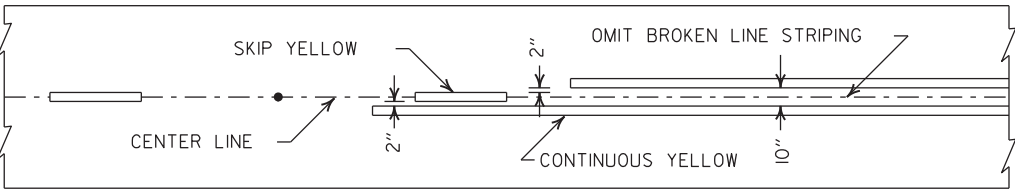
BROKEN LINE STRIPING



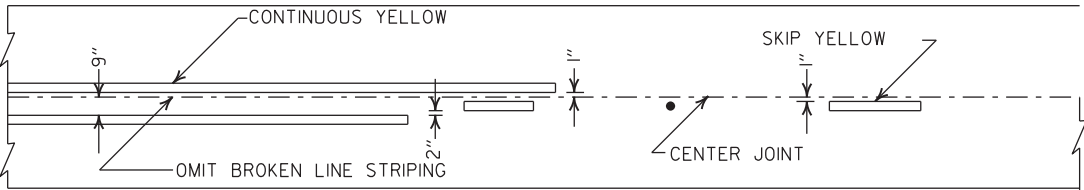
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

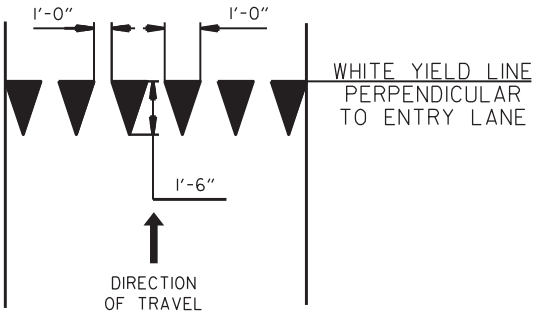


ASPHALT PAVEMENT

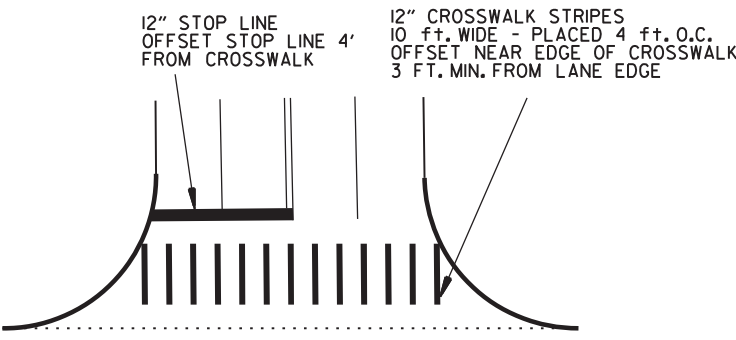


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

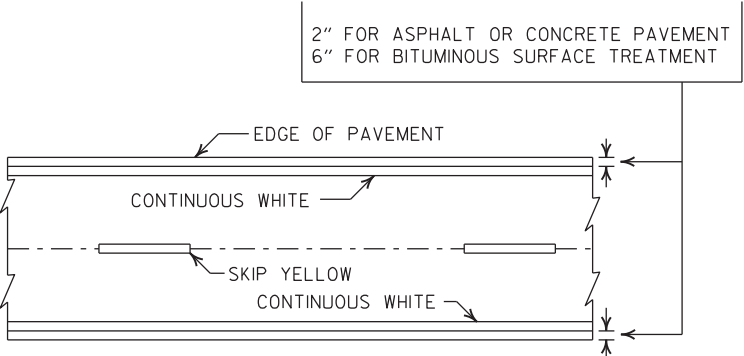


YIELD LINE DETAIL



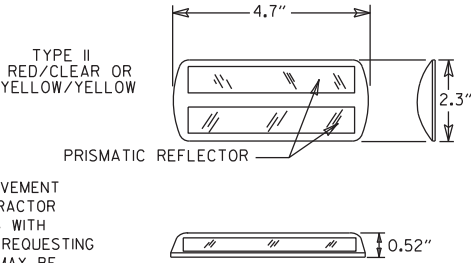
CROSSWALK AND STOP LINE DETAILS

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



PAVEMENT EDGE LINE MARKING

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



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

DETAIL OF STANDARD  
RAISED PAVEMENT MARKERS

2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

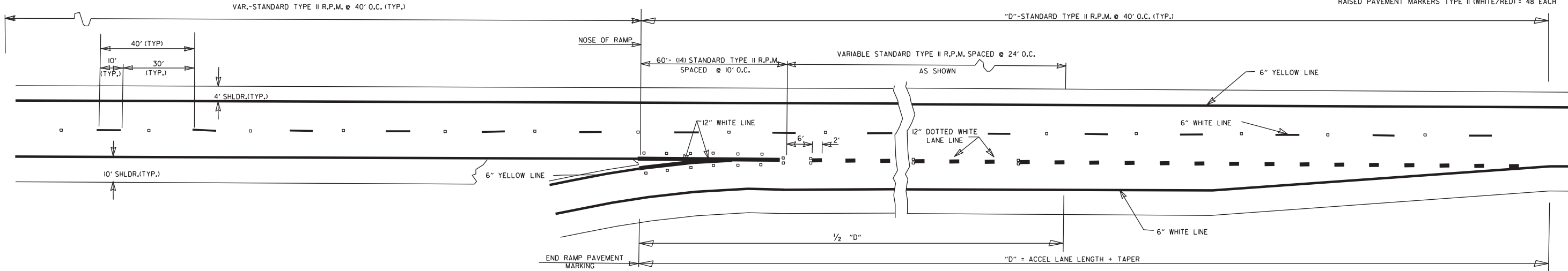
PAVEMENT MARKING QUANTITIES  
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

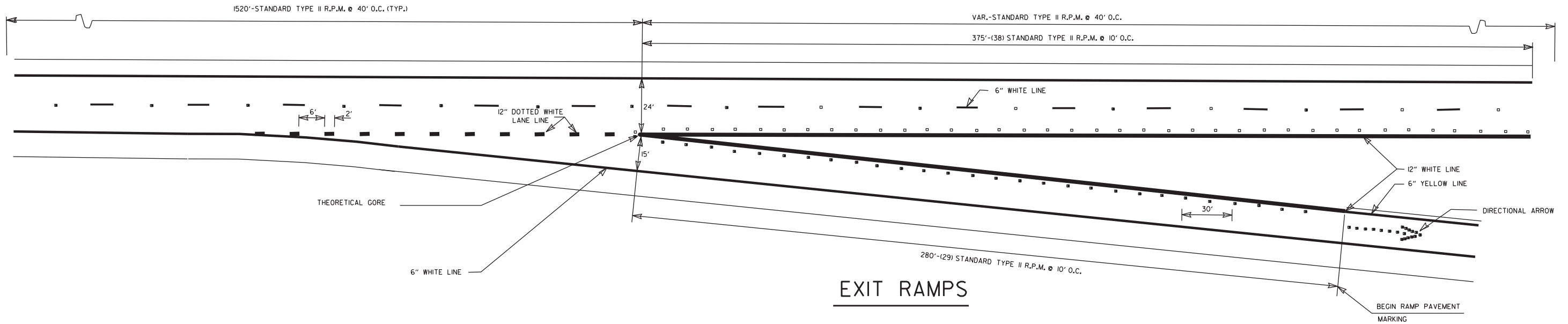
12" WHITE = 370 LIN. FT.  
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

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



ENTRANCE RAMP

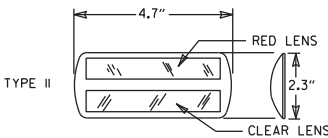


EXIT RAMP

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

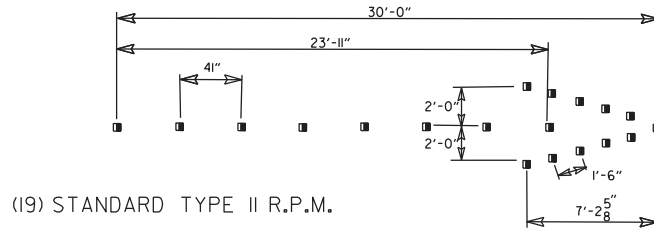
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH  
THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES",  
LATEST REVISION.

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



DETAIL OF  
STANDARD  
RAISED PAVEMENT MARKERS


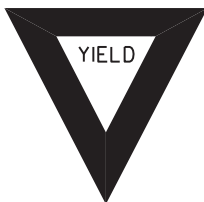



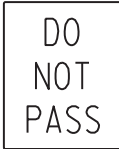



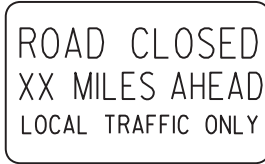








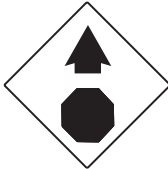

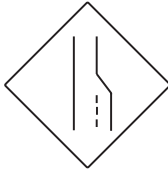



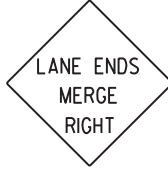










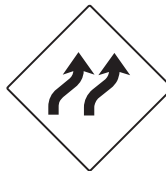


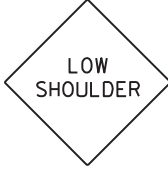

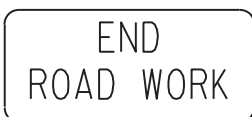
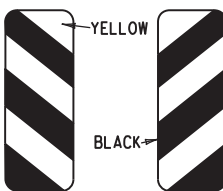


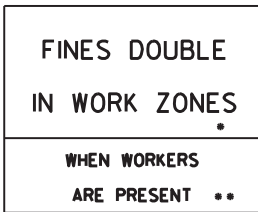
NOTE:  
THE RED LENS OF THE  
TYPE II R.P.M. SHALL  
FACE THE INCORRECT  
TRAFFIC MOVEMENT.



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

DIRECTIONAL ARROWS

05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMP	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT 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
DATE	REVISION	FILMED

<div>RI-1</div> <div></div> <div>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</div>	<div>RI-2</div> <div></div> <div>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</div>	<div>R2-1</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>W3-5</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>W3-5a</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>R4-1</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>R4-2</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>ADVANCE DISTANCES (XXXX)</div> <div>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</div> <div>GENERAL NOTES:</div> <div>1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.</div> <div>2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.</div> <div>3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.</div> <div>4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.</div> <div>5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.</div> <div>6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.</div> <div>7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.</div> <div>8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.</div> <div>9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.</div> <div>10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.</div> <div>• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 &amp; 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</div>
<div>R5-1</div> <div></div> <div>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>R11-2</div> <div></div> <div>48"x30"</div>	<div>R11-3A</div> <div></div> <div>60"x30"</div>	<div>R11-4</div> <div></div> <div>60"x30"</div>	<div>W21-5a</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W1-1</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W1-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>W1-3</div> <div></div> <div>STD. 48"x48"</div>	<div>W1-4</div> <div></div> <div>STD. 48"x48"</div>	<div>W1-6</div> <div></div> <div>STD. 48"x24" SPECIAL 60"x30"</div>	<div>W1-8</div> <div></div> <div>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</div>	<div>W3-1</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W3-2</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W4-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>W5-1</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W6-3</div> <div></div> <div>EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>W8-7</div> <div></div> <div>EXPWY. 36"x36" FWY. 48"x48"</div>	<div>W9-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W13-1</div> <div></div> <div>STD. 24"x24"</div>	<div>W20-1</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-2</div> <div></div> <div>STD. 48"x48"</div>	
<div>W20-3</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-4</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-5</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-7a</div> <div><div>18" 500 FEET 24" W16-2</div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W21-2</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W21-5</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W24-1</div> <div></div> <div>STD. 36"x36"</div>	
<div>W1-4b</div> <div></div> <div>STD. 48"x48"</div>	<div>R56-1</div> <div></div> <div>STD. 18"x18"</div>	<div>W8-11</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W8-9</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>G20-1</div> <div></div> <div>60"x24"</div>	<div>G20-2</div> <div></div> <div>48"x24"</div>	<div>OM-3L OM-3R</div> <div></div> <div>12"x36"</div>	
<div>M4-9</div> <div></div> <div>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</div>	<div>M4-10</div> <div></div> <div>48"x18"</div>	<div>R55-1</div> <div></div> <div>36"x60" • USE 6" C LETTERS •• USE 4" D LETTERS</div>					

11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

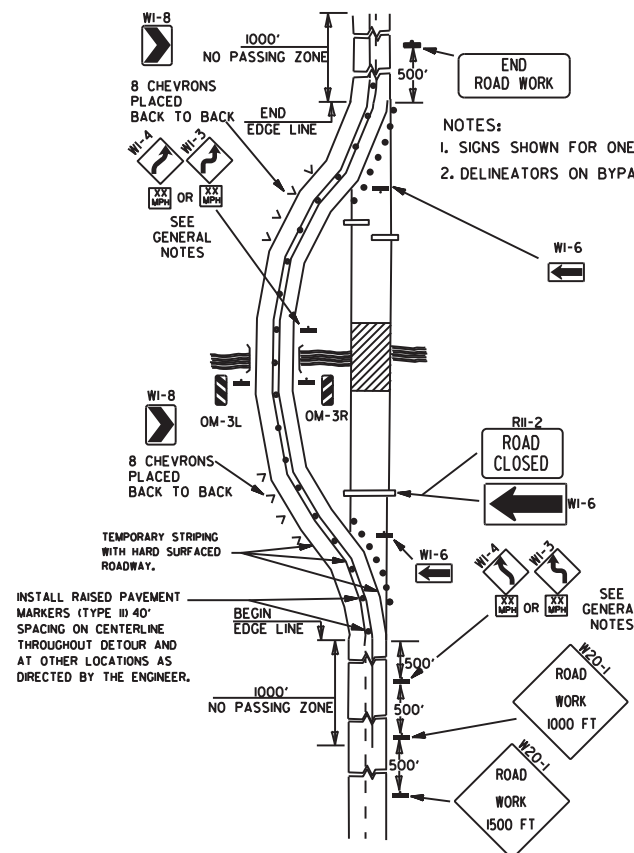
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION

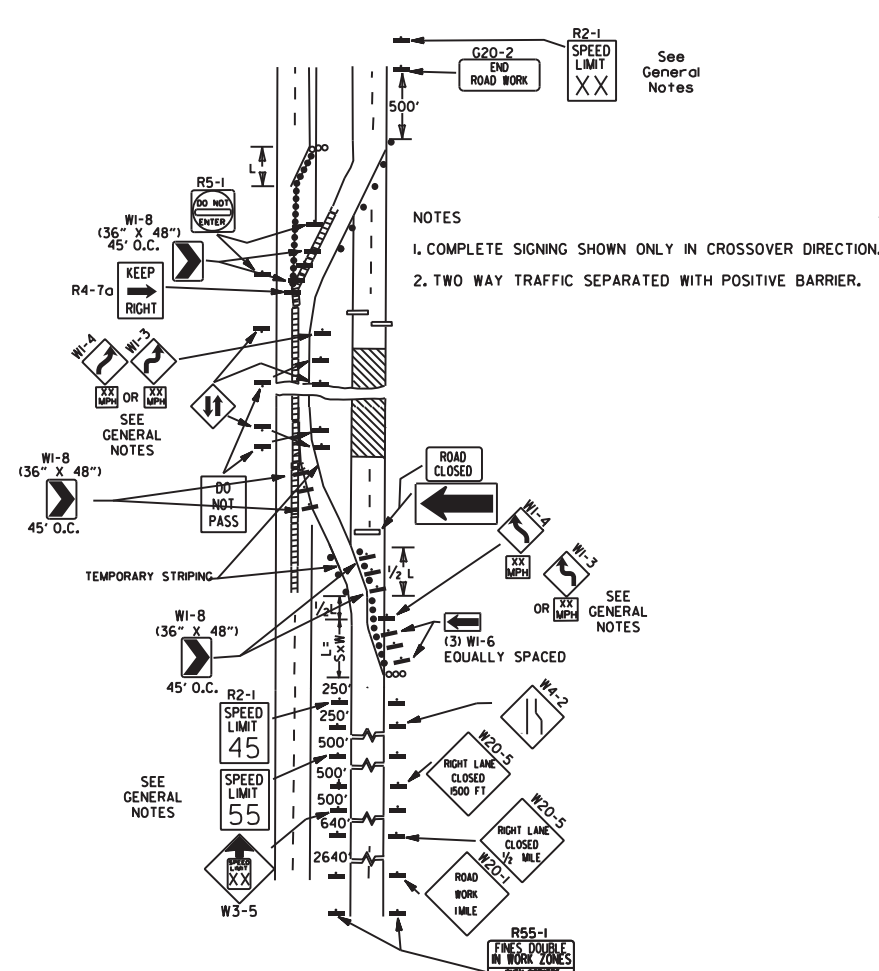
STANDARD DRAWING TC-1

11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

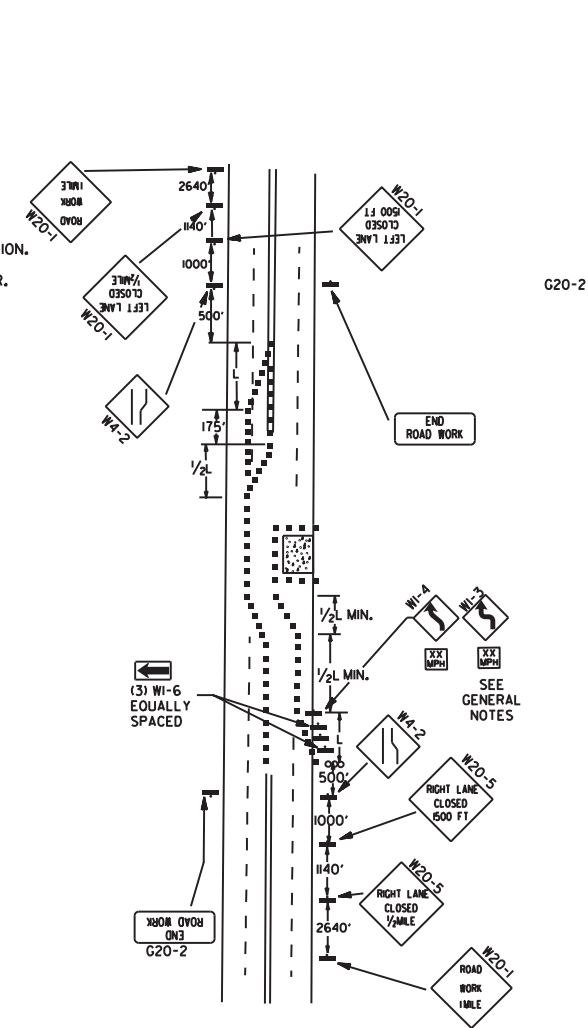




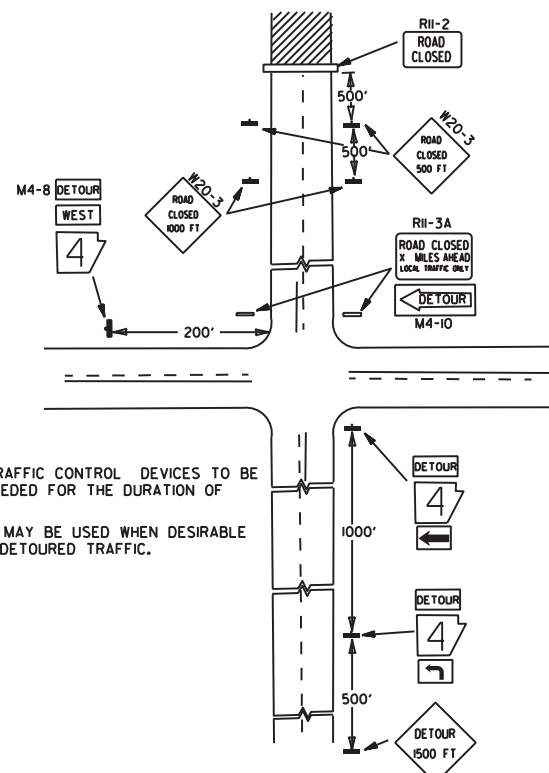
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



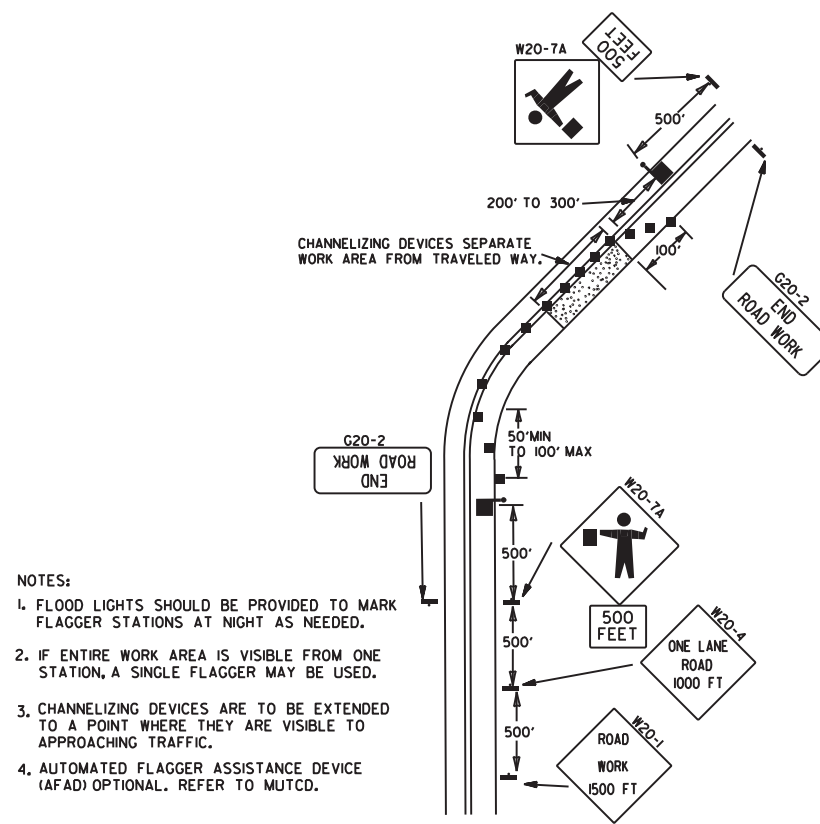
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



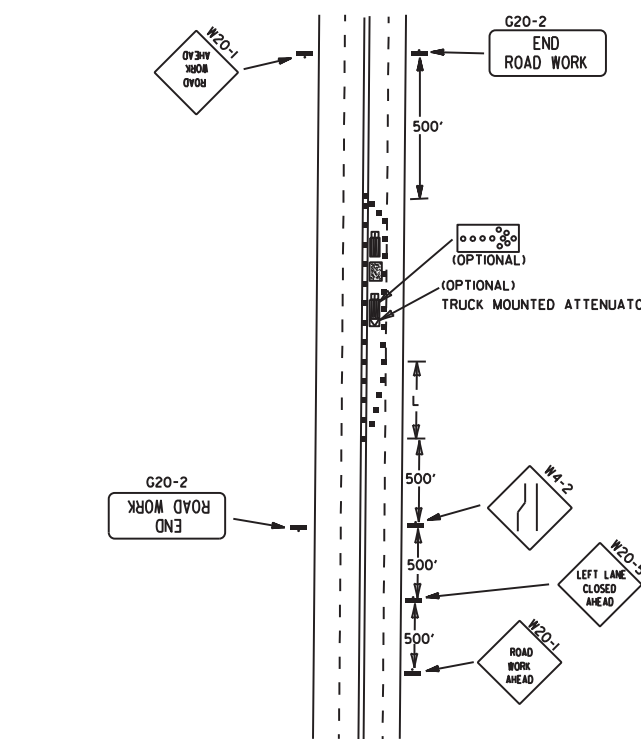
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



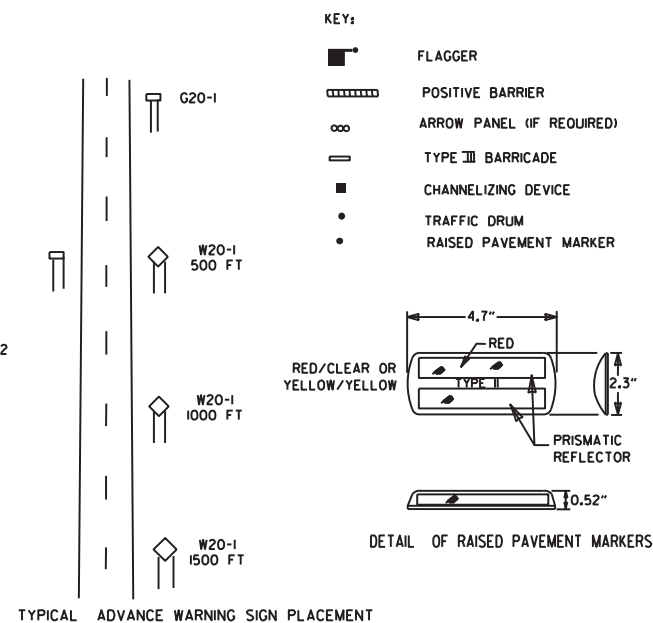
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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



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



- GENERAL NOTES:
- THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
  - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  - THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
  - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
  - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
  - TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
  - DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
  - ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED



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

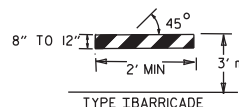
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

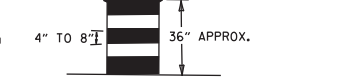
### CHANNELIZING DEVICES

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

### CONES

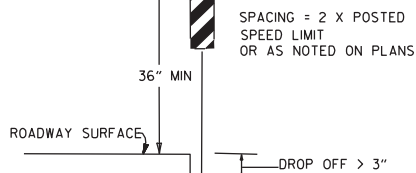


### PLASTIC DRUM



### TYPE III BARRICADE

### VERTICAL PANEL PLACEMENT



### FLAG



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

### TRAFFIC CONTROL DEVICES

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		NON-INTERSTATE	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
≤ 3"	CENTERLINE	STANDARD LANE CLOSURE <sup>(9)</sup>	STANDARD LANE CLOSURE <sup>(15)</sup>
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS <sup>(11)</sup>	W8-9 AND TRAFFIC DRUMS <sup>(12)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(13)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(14)</sup>
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(11)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(12)</sup>
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(11)</sup>	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS <sup>(14)</sup>
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER <sup>(16)</sup> & EDGE LINES	PRECAST CONCRETE BARRIER <sup>(17)</sup> & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(7)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(12)</sup>
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

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

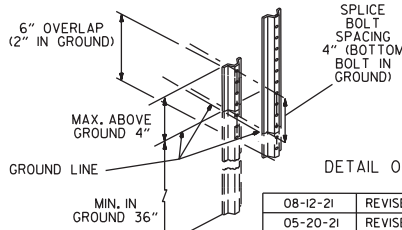
### STABILIZED WEDGE

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

NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

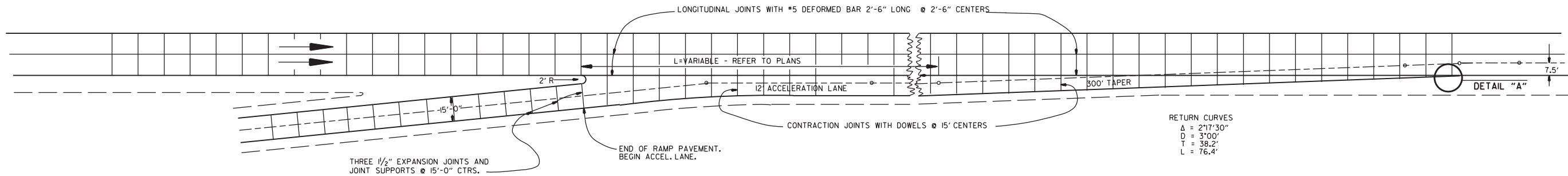
NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



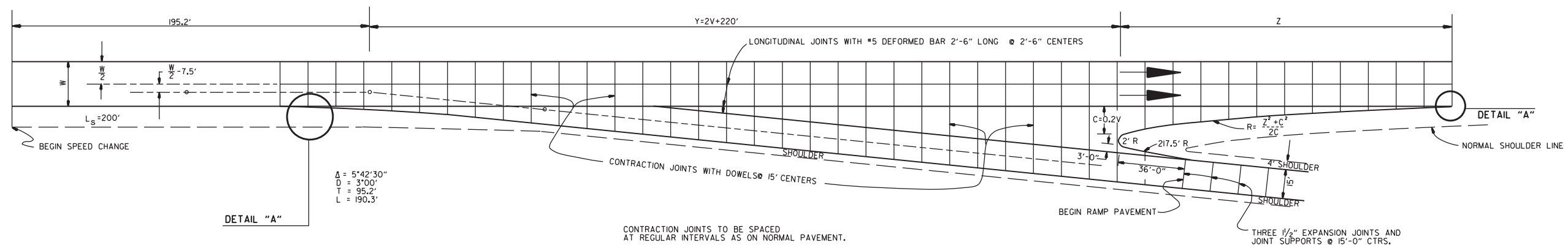
REVISION		
DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09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

ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-3



## ENTRANCE RAMP

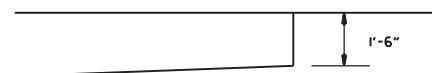
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



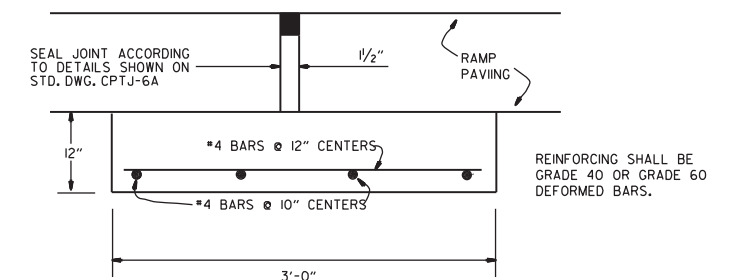
## EXIT RAMP

### EXIT RAMP

DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



### DETAIL "A"



### DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED. THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILMD
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORMED TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT

FOR

ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A