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

LAKE DAVID - MISSISSIPPI CO. LINE (S)
CRITTENDEN COUNTY
ROUTE 55 SECTION II
JOB 110799
FED. AID PROJ. NHPP-55-(145)
NOT TO SCALE

BRIDGE DATA

1. LOG MILE 23.47
   BRIDGE NO. 06998
   52'-0" CLEAR ROADWAY
   282'-21/4" BRIDGE LENGTH
   RETAIN

2. LOG MILE 23.83
   BRIDGE NO. 06999
   25'-0" CLEAR ROADWAY
   1027'-21/4" BRIDGE LENGTH
   RETAIN

3. LOG MILE 26.74
   BRIDGE NO. 03211
   20'-0" CLEAR ROADWAY
   239'-0" BRIDGE LENGTH
   RETAIN & POLYMER OVERLAY

LOG MILE 27.87
END JOB 110799

LOG MILE 23.08
BEGIN JOB 110799

DEPUTY DIRECTOR
AND CHIEF ENGINEER

APPROVED

ARCHITECT AND ENGINEER

DESIGN TRAFFIC DATA

DESIGN YEAR
2041

ADT
2021
2031
2041
2051

Veh.
2000
2000
2000
2000

DIRECTIONAL DISTRIBUTION

TRUCKS
10%

DESIGN SPEED
75 MPH

N N

07/29/2020
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<tr>
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<th>TITLE</th>
<th>BRIDGE NO.</th>
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<td>TITLE SHEET</td>
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<td>INDEX OF SHEETS AND STANDARD DRAWINGS</td>
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<tr>
<td>3</td>
<td>GOVERNING SPECIFICATIONS AND GENERAL NOTES</td>
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</tr>
<tr>
<td>4</td>
<td>TYPICAL SECTIONS OF IMPROVEMENT</td>
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<td>SPECIAL DETAILS</td>
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<td>6</td>
<td>MAINTENANCE OF TRAFFIC DETAILS</td>
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<tr>
<td>7</td>
<td>QUANTITIES</td>
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<td>16</td>
<td>SCHEDULE OF BRIDGE QUANTITIES</td>
<td>03211</td>
<td>01906</td>
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<tr>
<td>19</td>
<td>SUMMARY OF QUANTITIES AND REVISES</td>
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<tr>
<td>PM 1</td>
<td>PAVEMENT MARKING DETAILS</td>
<td>02-07-20</td>
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<td>PM 2</td>
<td>PERMANENT PAVEMENT MARKING ON ACCESS-CONTROLLED ROADS/WAYS</td>
<td>05-14-20</td>
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<tr>
<td>TC 1</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>11-07-19</td>
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<tr>
<td>TC 2</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>11-07-19</td>
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<td>TC 3</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>02-07-20</td>
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GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EDITION OF 2016 AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS

NUMBER: 1221
TITLE: GOVERNING SPECIFICATIONS AND GENERAL NOTES

GENERAL NOTES

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

2. ANY EQUIPMENT OR MAINTENANCE 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 101 OF THE STANDARD SPECIFICATIONS.

4. ALL TREES TANGENT TO DIRECT INTEREST WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. DASB AND DISRUPTION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE WAVED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. VERE FENCE MAY BE CONSTRUCTED INITIAL OR IN LIEU THEREOF THE CONTRACTOR AT HIS OWN EXPENSE MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTROL LIVESTOCK.

6. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION UP THE PROJECT, AND MAY NOT BE INTENDED TO COVER EVERY EVENT IN THE PROJECT. ITEMS NOT CRITICAL IN THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE CONTRACTOR.

7. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE REMOVED BY SAWING ALONG A LINE LATER, AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN AND DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED BY THE CONTRACTOR'S EXPENSE.
TYPICAL SECTIONS OF IMPROVEMENT

25"-D ULTRATHIN BONDED WEARING COURSE
(1/8" - TYPE B)
25"-D POLYMER MODIFIED EMULSION MEMBRANE
4'-D SHOULDER
EXISTING SLOPE
MATCH EXIST.

MAIN LANES - LITHIC OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

25"-D ULTRATHIN BONDED WEARING COURSE
(1/8" - TYPE B)
25"-D POLYMER MODIFIED EMULSION MEMBRANE
38'-D ACAD SURFACE COURSE (1/2"
4'-D
1220 LBS/500YD TACK COAT
EXISTING SLOPE
MATCH EXIST.

MAIN LANES - MILL, RELAY, AND LITHIC OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

15'-D ULTRATHIN BONDED WEARING COURSE (1/8" - TYPE B)
15'-D POLYMER MODIFIED EMULSION MEMBRANE
4'-D SHOULDER
EXISTING SLOPE
MATCH EXIST.

RAMPs - LITHIC OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

NOTES:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY EXISTING SHIELD AND PLURALUM PAVEMENT MARKERS.
ULTRATHIN BONDED WEARING COURSE MATERIAL SHALL BE PLACED IN THE ZONE CREATED BY THE REMOVAL OF PLURALUM PAVEMENT MARKERS PRIOR TO OVERLAYING THE MAIN LANES.
Pavement shall be considered included in the price bid for the various bid items.

DEPTH OF OVERLAY SHALL BE DETERMINED BY MEASUREMENT BETWEEN WHEEL PATH OR AS DIRECTED BY THE ENGINEER.
WIDTH OF OVERLAY CAN BE FIELD ADJUSTED TO ENSURE EXISTING CURB/STRAINS ARE NOT COVERED.
COLD MILLING FOR TYPICAL RAMP

NOTE: SHOULDER MILL & INLAY TO BE USED WHERE THE SHAPE OF THE ROADWAY WILL ALLOW WATER TO FLOW TOWARD THE MILLED JOINT OR AS DIRECTED BY THE ENGINEER.
DETAIL FOR TRANSITION - MAIN LANES

DETAIL FOR TRANSITION - RAMPS
PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHEN DIRECTED BY THE ENGINEER

MAXIMUM EXTENT OF LANE CLOSURE RADIUS

ADVANCE SIGNS AT BEGINNING AND END OF JOB ALL STAGES
CONSTRUCTION PAVEMENT MARKING = 145044 LIN. FT.

PERMANENT PAVEMENT MARKING

INTERSTATE 55 NORTHBOUND LANES AND RAMPS
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING = 36225 LIN. FT.
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 39270 LIN. FT.
12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 2835 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHI/RED) = 440 EACH

INTERSTATE 55 SOUTHBOUND LANES AND RAMPS
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING = 38770 LIN. FT.
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 37250 LIN. FT.
12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 1640 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHI/RED) = 461 EACH

BRIDGE NO. 03211
6" YELLOW REFLECTORIZED PAINT PAVEMENT MARKING = 1027 LIN. FT.
6" WHITE REFLECTORIZED PAINT PAVEMENT MARKING = 1027 LIN. FT.
RAISED PAVEMENT MARKERS TYPE I (YEL/YEL) = 3 EACH

REFER TO STANDARD DRAWING PM-2 FOR PLACEMENT OF STRIPING
AND RAISED PAVEMENT MARKERS AT EXIT AND ENTRANCE RAMPS.

NOTE: CONSTRUCTION PAVEMENT MARKING QUANTITY BASED ON ONE
APPLICATION OF EXISTING PAVEMENT MARKING. FOR ADDITIONAL INFORMATION
SEE STANDARD DRAWING PM-2.
### ADVANCE WARNING SIGNS AND DEVICES

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>ENTIRE JOB</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
<th>TRAFFIC DRUMS</th>
<th>* ADVANCE WARNING ARROW PANEL</th>
<th>* PORTABLE CHANGEABLE MESSAGE SIGN</th>
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<tbody>
<tr>
<td>V20-1</td>
<td>ROAD WORK 1 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>64.0</td>
<td>4</td>
<td>4</td>
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<tr>
<td>V20-1</td>
<td>ROAD WORK 1 1/2 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>64.0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>V20-1</td>
<td>ROAD WORK 1 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>64.0</td>
<td>4</td>
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<tr>
<td>V20-5</td>
<td>RIGHT LANE CLOSED 1/4 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>32.0</td>
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<td>V20-6</td>
<td>RIGHT LANE CLOSED 1/4 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>32.0</td>
<td>2</td>
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<tr>
<td>V20-7</td>
<td>ROAD WORK AHEAD</td>
<td>48&quot; x 48&quot;</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>128.0</td>
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<td>V20-9</td>
<td>FIX ROAD WORK</td>
<td>48&quot; x 48&quot;</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>64.0</td>
<td>8</td>
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<tr>
<td>V20-1</td>
<td>ROAD WORK NEXT 1 MILE</td>
<td>60&quot; x 48&quot;</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>20.0</td>
<td>2</td>
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<tr>
<td>V20-1</td>
<td>LARGE ARROW</td>
<td>60&quot; x 40&quot;</td>
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<td>6</td>
<td>6</td>
<td>72.0</td>
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<tr>
<td>V20-1</td>
<td>DO NOT PASS</td>
<td>24&quot; x 40&quot;</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>10.0</td>
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<td>V20-1</td>
<td>PARALLEL LANE CLOSURE</td>
<td>24&quot; x 40&quot;</td>
<td>4</td>
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<td>4</td>
<td>80.0</td>
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<td>V20-1</td>
<td>SPEED LIMIT 45 MPH (LEFT)</td>
<td>48&quot; x 48&quot;</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>10.0</td>
<td>1</td>
<td>1</td>
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<tr>
<td>V20-1</td>
<td>REDUCED SPEED LIMIT 35 MPH (LEFT)</td>
<td>48&quot; x 48&quot;</td>
<td>2</td>
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<td>2</td>
<td>32.0</td>
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<tr>
<td>V20-1</td>
<td>SPEED LIMIT 45 MPH</td>
<td>48&quot; x 48&quot;</td>
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<td>2</td>
<td>32.0</td>
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<tr>
<td>V20-1</td>
<td>SPEED LIMIT 35 MPH</td>
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<td>32.0</td>
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<td>V20-2</td>
<td>RIGHT LANE END OF WORK</td>
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<td>32.0</td>
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### TOTALS:
- TRAFFIC DRUMS: 484
- ADVANCE WARNING ARROW PANEL: 1
- PORTABLE CHANGEABLE MESSAGE SIGN: 2
- TOTALS: 695

### NOTE:
- This is a high traffic volume road as defined in Section 604.03, Standard Specifications for Highway Construction.
- The quantity of traffic drums provided is for one side of the roadway for a 4-mi work zone. However, the installation of traffic drums shall never exceed the actual work area by more than 1/4 mi, unless approved by the engineer.

### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ENTIRE JOB</th>
<th>CONSTRUCTION PAVEMENT MARKINGS</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>ENHANCED THERMOPLASTIC PAVEMENT MARKING</th>
<th>REFLECTORIZED PAINT PAVEMENT MARKING</th>
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<tr>
<td></td>
<td>LIN. FT. - EACH</td>
<td>LIN. FT.</td>
<td>TYPE II (WHITE)</td>
<td>TYPE II (YELLOW/YELLOW)</td>
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<td>145044</td>
<td>900</td>
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<tr>
<td>RAISED PAVEMENT MARKERS</td>
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<td>ENHANCED THERMOPLASTIC PAVEMENT MARKING TYPE I (WHITE)</td>
<td>76520</td>
<td>76520</td>
<td>3775</td>
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<td>ENHANCED THERMOPLASTIC PAVEMENT MARKING TYPE I (YELLOW/YELLOW)</td>
<td>62695</td>
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<td>3775</td>
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### TOTALS:
- RAISED PAVEMENT MARKERS: 900
- ENHANCED THERMOPLASTIC PAVEMENT MARKING: 76520
- REFLECTORIZED PAINT PAVEMENT MARKING: 1027

### NOTE:
- This is a high traffic volume road as defined in Section 604.03, Standard Specifications for Highway Construction.
### ULTRATHIN BONDED WEARING COURSE (5/8" - TYPE B)

<table>
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<tr>
<th>LOG MILE</th>
<th>LENGTH</th>
<th>AVG. YD.</th>
<th>SQ. YD.</th>
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<tr>
<td>23.06</td>
<td>27.87</td>
<td>25011.76</td>
<td>20.01</td>
</tr>
<tr>
<td>33.86</td>
<td>27.87</td>
<td>25011.76</td>
<td>25.03</td>
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- 0.01 0.30 RAMP 1
- 0.02 0.24 RAMP 1 - ACCELERATION LANE
- 0.03 0.20 RAMP 1 - TAPER
- 0.00 0.04 RAMP 2 - TURNOUT
- 0.04 0.32 RAMP 2

### COLD MILLING ASPHALT PAVEMENT

<table>
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<tr>
<th>LOG MILE</th>
<th>LOCATION</th>
<th>AVG. WIDTH</th>
<th>COLD MILLING ASPHALT PAVEMENT</th>
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<tr>
<td>23.06</td>
<td>20.88</td>
<td>25.00</td>
<td>272.77</td>
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<tr>
<td>23.86</td>
<td>20.88</td>
<td>25.00</td>
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<tr>
<td>23.86</td>
<td>20.88</td>
<td>38.00</td>
<td>422.22</td>
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<tr>
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<td>27.87</td>
<td>25.00</td>
<td>272.77</td>
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</table>

### BASE AND SURFACING

<table>
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<tr>
<th>LOG MILE</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>TACK COAT</th>
<th>ACHMR SURFACE COURSE (1/2&quot;)</th>
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<tbody>
<tr>
<td>23.06</td>
<td>INTERSTATE 65 NORTHBOUND LANES</td>
<td>0.30</td>
<td>28.00</td>
<td>283.33</td>
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<tr>
<td>23.86</td>
<td>INTERSTATE 65 SOUTHBOUND LANES</td>
<td>0.30</td>
<td>28.00</td>
<td>283.33</td>
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- BASIS OF ESTIMATE:
  - ACHMR SURFACE COURSE (1/2") = 64.81% MIN. AGGRL = 32% ASPHALT BINDER
- MAXIMUM NUMBER OF OPEARATIONS = 205 FOR PG 76-22
- TACK COAT QUANTITIES WERE CALCULATED USING THE EXULPSDED ASPHALT FRATES. REFER TO GS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION FRATES.

### QUANTITIES

TOTAL: 272.77

**NOTE:** AVERAGE MILLING DEPTH 5/16"
## SCHEDULE OF BRIDGE QUANTITIES - JOB 110799

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<tr>
<th>SAS LOC PESS</th>
<th>UNIT OF STRUCTURE</th>
<th>ITEM</th>
<th>Merchantable Steel - Bridge (dcm)</th>
<th>Bridge Deck Repair for Polymer Overlays</th>
<th>Polymer Overlay</th>
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<td></td>
<td></td>
<td>2M &amp; ODC</td>
<td>2P JOB 11079</td>
<td>2P JOB 11079</td>
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<td></td>
<td></td>
<td></td>
<td>8M</td>
<td>47</td>
<td>10</td>
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<tr>
<td>02/03</td>
<td>Replacement Bridge No. 02031</td>
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<td>229</td>
<td>279</td>
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<td></td>
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<td>229</td>
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<td>33</td>
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<tr>
<td></td>
<td></td>
<td>02/02</td>
<td>229</td>
<td>289</td>
<td>33</td>
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</tbody>
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1. Cutting bridge deck has remnants of an asphalt overlay near the bridge ends.
2. Quantity shown is for estimating and bidding purpose only. Actual quantity, if any, will be determined by the field.

**Thomas Gerard**
Design Section Supervisor

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### REFERENCE TABLE

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<th>BRIDGE</th>
<th>KM</th>
<th>APPROXIMATE LOCATION</th>
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<td>02031</td>
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<td>1031.1</td>
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**SCHEDULE OF BRIDGE QUANTITIES**

LAKE DAVID - MISSISSIPPI CO. LINE (S) CRITTENDEN COUNTY

**ARKANSAS STATE HIGHWAY COMMISSION**

**ROUTE #8**

**SECP.**

ARKANSAS STATE HIGHWAY COMMISSION

**LITTLE ROCK, ARK.**

**DRAINED BY**

**DATE**

**EXHIBIT NO.**

**SCALE**

**DRAINING NO.**

**DRAWING NO.**
## SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS &amp; 401</td>
<td>TRAFFIC COAT</td>
<td>86</td>
<td>GAL</td>
</tr>
<tr>
<td>SP, SS &amp; 407</td>
<td>MINERAL AGGREGATE IN ACI/MS SURFACE COURSE [&quot;1&quot;]</td>
<td>53</td>
<td>TON</td>
</tr>
<tr>
<td>SP, SS &amp; 407</td>
<td>ASPHALT SPRAY [&quot;1&quot;] IN ACI/MS SURFACE COURSE [&quot;1&quot;]</td>
<td>5</td>
<td>TON</td>
</tr>
<tr>
<td>SP</td>
<td>ULTRATHIN BONDED WEARING COURSE [UCB-TYPE II]</td>
<td>171068</td>
<td>SQ YD</td>
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<tr>
<td>412</td>
<td>COLD MILLING ASPHALT PAVEMENT</td>
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<td>SQ YD</td>
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<tr>
<td>601</td>
<td>MOBILIZATION</td>
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<td>SS &amp; 604</td>
<td>TRAFFIC SIGNS</td>
<td>803</td>
<td>SQ FT</td>
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<td>604</td>
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<td>SS &amp; 604</td>
<td>ADVANCE WARNING ARROW PANEL</td>
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<td>JAY</td>
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<td>SP, SS &amp; 604</td>
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<td>WEEK</td>
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<td>REFLECTED PAINT MARKER MARKING WHITE [&quot;8&quot;]</td>
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<td>LIN FT</td>
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<tr>
<td>716</td>
<td>REFLECTED PAINT MARKER MARKING YELLOW [&quot;8&quot;]</td>
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<tr>
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<td>SP</td>
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<td>721</td>
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### STRUCTURES OVER 20’ SPAN

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<thead>
<tr>
<th>ITEM NUMBER</th>
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<th>UNIT</th>
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<td>636</td>
<td>BRIDGE CONSTRUCTION CONTROL</td>
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<td>SS &amp; 804</td>
<td>REINFORCING STEEL, BRIDGE (GRADE 60)</td>
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<td>BRIDGE DECK REPAIR FOR POLYMER OVERLAYS</td>
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<td>SP</td>
<td>POLYMER OVERLAY</td>
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<td>SQ YD</td>
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## REVISIONS

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<th>REVISION</th>
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SUMMARY OF QUANTITIES AND REVISIONS
Raised Pavement Markers

Rev. 2-2-95

Rev. LANE WIDTH ON EXIT RAMP
ADDED DIMENSIONS & QUANTITIES; CHANGED TYPES TO ROMAN NUMERALS
REMOVED HASHMARKS

Rev. ENTRANCE & EXIT RAMPS
ADDED & REVISED NOTES;

Rev. RPMs ACCORDING TO LATEST POLICY

Rev. RPM NOTATION

Rev. WIDTH OF STRIPING
REVISED RAISED PAV'T MARKERS FOR 80' SPACING;

ADDED CROSSHATCH MARKINGS ON EXIT RAMPS
REVISED DOTTED PAV'T MARKINGS;

REVISED WIDTH OF STRIPING

LATEST REVISION.
THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"
THESE DRAWINGS SHOULD BE USED IN CONJUNCTION WITH
MARKERS SHALL BE DETERMINED BY THE ENGINEER.
AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT
MARKERS WITH THE APPROVAL OF THE ENGINEER.
REQUESTING TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR
MARKERS WITH THE APPROVAL OF THE ENGINEER.
REVISED NOTES

REVISED PER 2009 MUTCD

REVISED RPMs ACCORDING TO LATEST POLICY

REVISED NOTES

REVISED WIDTH OF STRIPING

REVISED RAISED PAV'T MARKERS FOR 80' SPACING;

ADDED CROSSHATCH MARKINGS ON EXIT RAMPS
REVISED DOTTED PAV'T MARKINGS;

60'- (14) STANDARD TYPE II  R.P.M. @ 10' O.C. AS SHOWN

RAISED PAVEMENT MARKERS TYPE 11  (WHITE/RED) = 48 EACH

RAISED PAVEMENT MARKERS TYPE 11  (WHITE/RED) = 38 EACH

BEGIN RAMP PAVEMENT MARKING


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

EXIT RAMPS

NOTE:

THEORETICAL GORE

FACE THE INCORRECT TYPE II  R.P.M. SHALL
THE RED LENS OF THE

TYPE II  R.P.M. SHALL
THE RED LENS OF THE

FACE THE INCORRECT TYPE II  R.P.M. SHALL
THE RED LENS OF THE

NOTE:

THEORETICAL GORE

FACE THE INCORRECT TYPE II  R.P.M. SHALL
THE RED LENS OF THE

TYPE II  R.P.M. SHALL
THE RED LENS OF THE

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THEORETICAL GORE

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NOTE: