

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

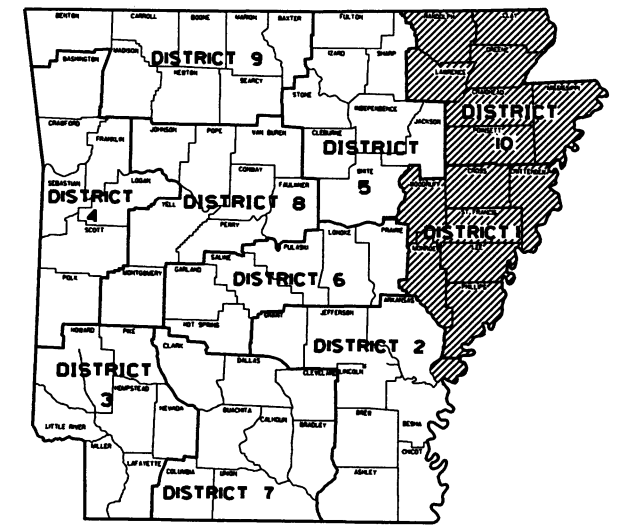
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 012320	1	7

2 DISTRICTS 1 & 10 APHN RAISED PAVEMENT MARKERS (2019) (S)

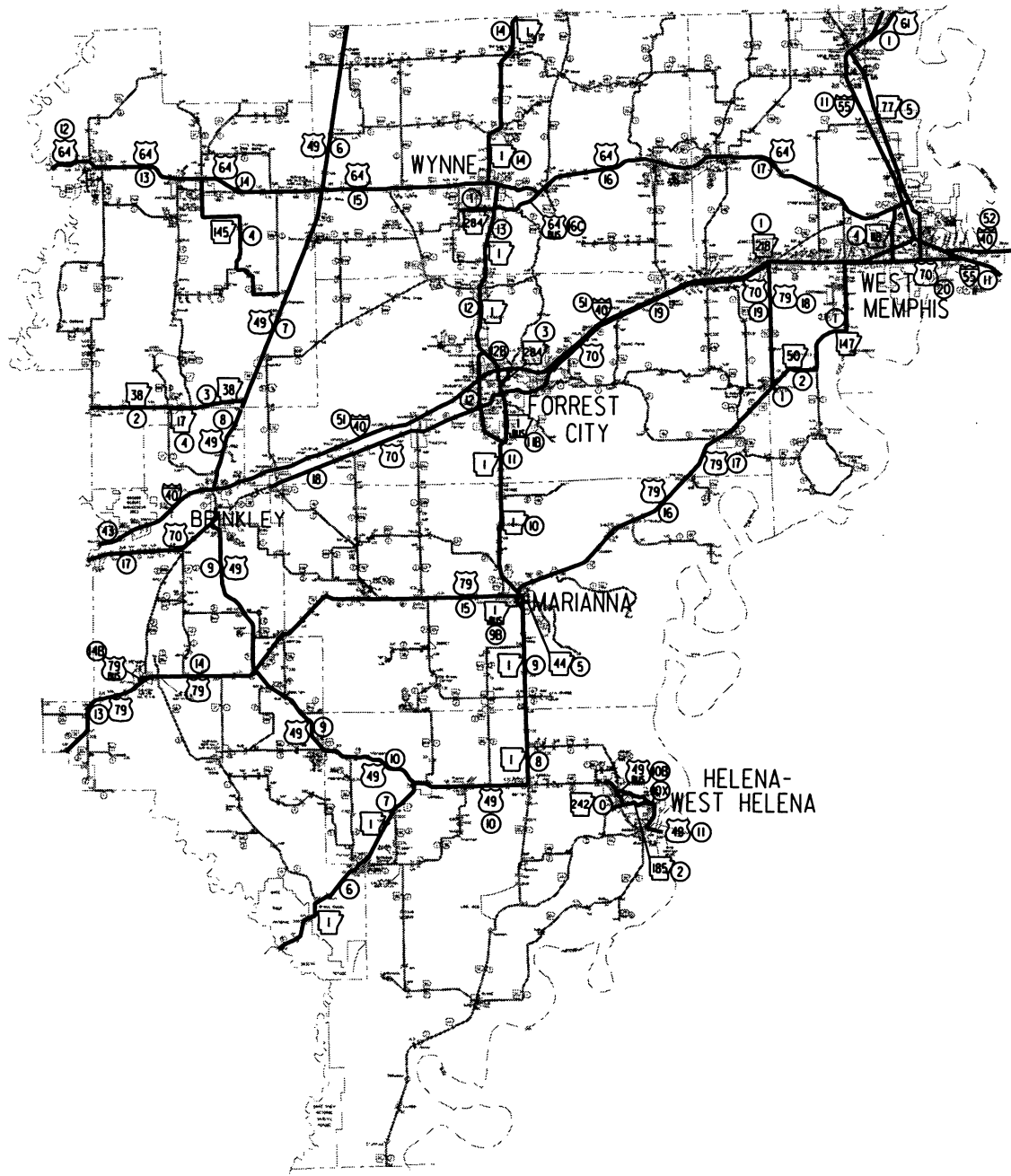
DISTRICTS 1 & 10 APHN RAISED PAVEMENT MARKERS (2019) (S)

VARIOUS COUNTIES
FEDERAL AID PROJ. HSIP-0076(I84)
JOB 012320

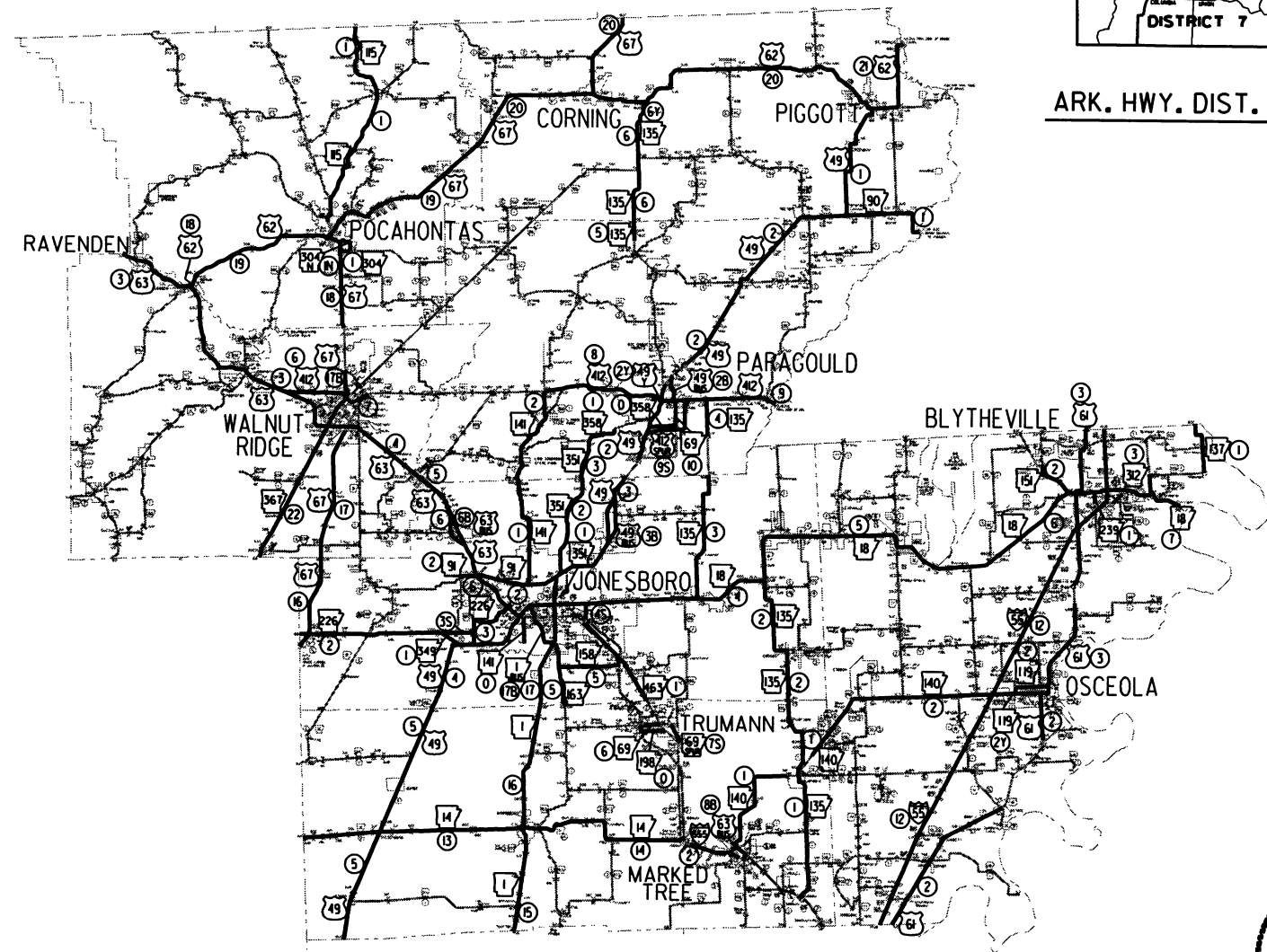
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ARK. HWY. DIST. NOS. 1 & 10



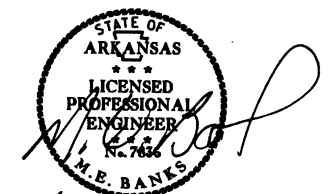
DISTRICT 1



DISTRICT 10



APPROVED



1-10-19

DEPUTY DIRECTOR
AND CHIEF ENGINEER

NO LENGTH INVOLVED

1/4/2019

R012320.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-25-19				6	ARK.			
							JOB NO.	02320
								2
								7

INDEX OF SHEETS

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1	TITLE SHEET
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES
3 - 6	QUANTITIES
7	SUMMARY OF QUANTITIES AND REVISIONS

② INDEX OF SHEETS, STD. DRAWINGS, GOV. SPECS., & GEN. NOTES



ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
306-1	QUALITY CONTROL AND ACCEPTANCE
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012320	ASSESSMENT OF WORKING DAYS-MAINTENANCE OF TRAFFIC
JOB 012320	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012320	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012320	COORDINATION OF WORK
JOB 012320	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 012320	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012320	MAINTENANCE OF TRAFFIC
JOB 012320	MANDATORY ELECTRONIC CONTRACT
JOB 012320	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012320	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER
JOB 012320	SEQUENCE OF CONSTRUCTION
JOB 012320	SETTLEMENT AGREEMENTS

GENERAL NOTES

1. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
2. 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.
3. PLAN LOCATIONS AND QUANTITIES FOR RAISED PAVEMENT MARKERS ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

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

REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER

LOG MILE	LOG MILE	LOCATION	REMOVAL AND DISPOSAL OF PLOWABLE EACH
216.00	216.50	I-40 SECTION 43 IN MONROE COUNTY	66
221.00	228.28	I-40 SECTION 51 IN ST. FRANCIS COUNTY	838
27.87	72.27	I-55 SECTION 12 IN MISSISSIPPI COUNTY	3326
TOTAL:			4230

RAISED PAVEMENT MARKERS (BOX 1 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
DISTRICT 1								
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	38	10	0.00	0.84	0.84	111	111
CRITTENDEN	4 LANES - DIVIDED	40	52	264.49	277.50	13.01	1718	
CRITTENDEN	6 LANES - DIVIDED	40	52	277.50	279.70	2.20	581	
CRITTENDEN	4 LANES - DIVIDED	40	52	279.70	284.50	4.80	634	
CRITTENDEN	22 - ENTRANCE RAMP	40	52				836	
CRITTENDEN	22 - EXIT RAMP	40	52				2310	
CRITTENDEN	2 LANES - EASTBOUND SERVICE ROAD	40	52	275.10	279.90	4.80	317	
CRITTENDEN	2 LANES - WESTBOUND SERVICE ROAD	40	52	277.20	280.55	3.35	222	
CRITTENDEN	2 LANES	50	2	0.00	4.33	4.33		286
CRITTENDEN	4 LANES - DIVIDED	55	11	0.00	4.77	4.77	630	
CRITTENDEN	4 LANES - DIVIDED	55	11	7.09	27.87	20.79	2745	
CRITTENDEN	20 - ENTRANCE RAMP	55	11				760	
CRITTENDEN	20 - EXIT RAMP	55	11				2100	
CRITTENDEN	2 LANES - NORTHBOUND SERVICE ROAD	55	11	2.80	4.45	1.65	109	
CRITTENDEN	2 LANES - NORTHBOUND SERVICE ROAD	55	11	7.20	24.90	17.70	1169	
CRITTENDEN	2 LANES - SOUTHBOUND SERVICE ROAD	55	11	2.80	4.45	1.65	109	
CRITTENDEN	2 LANES - SOUTHBOUND SERVICE ROAD	55	11	8.05	24.90	16.85	1113	
CRITTENDEN	2 LANES	61	1	0.00	5.14	5.14		340
CRITTENDEN	3 LANES - PASSING LANE	64	17	0.00	0.28	0.28	19	
CRITTENDEN	2 LANES	64	17	0.28	3.91	3.63	240	
CRITTENDEN	3 LANES - PASSING LANE	64	17	3.91	5.27	1.36	90	
CRITTENDEN	2 LANES	64	17	5.27	9.81	4.54	300	
CRITTENDEN	3 LANES - PASSING LANE	64	17	9.81	10.81	1.00	66	
CRITTENDEN	2 LANES	64	17	10.81	13.58	2.77	183	
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	64	17	13.58	19.29	5.71	754	
CRITTENDEN	2 LANES	64	17	19.29	19.73	0.44	30	
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	70	20	12.21	14.78	2.57	340	
CRITTENDEN	4 LANES - UNDIVIDED	70	20	14.78	15.07	0.29	39	
CRITTENDEN	2 LANES	70	20	15.07	15.61	0.54	36	
CRITTENDEN	2 LANES	77	5	0.00	12.80	12.80	845	
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	77	5	12.80	15.85	3.05	403	
CRITTENDEN	3 LANES - TURN LANE	77	5	15.85	16.39	0.54	72	
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	77	5	16.39	17.85	1.46	193	
CRITTENDEN	2 LANES	79	18	0.00	9.63	9.63	636	
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	118	4	0.00	4.29	4.29	567	
CRITTENDEN	2 LANES	147	1	5.25	15.36	10.12	668	
CRITTENDEN	2 LANES	218	1	0.00	0.37	0.37	25	
CROSS	5 LANES - TURN LANE/PAINTED MEDIAN	1	13	0.00	1.03	1.03	136	
CROSS	3 LANES - PASSING LANE	1	14	0.00	1.32	1.32	88	
CROSS	2 LANES	1	14	1.32	4.08	2.76	183	
CROSS	3 LANES - PASSING LANE	1	14	4.08	5.95	1.87	124	
CROSS	3 LANES - PASSING LANE	1	14	5.95	6.89	0.94	63	
CROSS	3 LANES - PASSING LANE	1	14	6.89	8.61	1.72	114	
CROSS	2 LANES	1	14	8.61	9.97	1.36	90	
CROSS	2 LANES	1	14	9.97	14.34	4.37	289	
CROSS	2 LANES	49	6	0.00	16.19	16.19	1069	
CROSS	2 LANES	64	15	0.00	2.59	2.59	171	
CROSS	3 LANES - PASSING LANE	64	15	2.59	5.73	3.14	208	
CROSS	2 LANES	64	15	5.73	8.16	2.43	161	
CROSS	3 LANES - PASSING LANE	64	15	8.16	9.03	0.87	58	
CROSS	2 LANES - PASSING LANE	64	15	9.03	12.47	3.44	228	
CROSS	3 LANES - PASSING LANE	64	15	12.47	13.43	0.96	64	
CROSS	5 LANES - TURN LANE/PAINTED MEDIAN	64	15	13.43	13.99	0.56	74	
CROSS	5 LANES - TURN LANE/PAINTED MEDIAN	64	16	0.00	1.15	1.15	152	
CROSS	3 LANES - PASSING LANE	64	16	1.15	3.71	2.56	169	
CROSS	2 LANES	64	16	3.71	8.64	4.93	326	
CROSS	3 LANES - PASSING LANE	64	16	8.64	11.53	2.89	191	
CROSS	2 LANES	64	16	11.53	15.50	3.97	263	
CROSS	3 LANES - PASSING LANE	64	16	15.50	17.36	1.86	123	
CROSS	2 LANES	64	16C	0.00	4.31	4.31	285	
SUBTOTALS (BOX 1 OF 4):							19446	10853

* NOTE: SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS).
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 105 EACH

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-21-19				6	ARK.			
JOB NO. 012320							3	7

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 2 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
DISTRICT 1 (CONTINUED)								
CROSS	2 LANES	284	1	13.58	16.43	2.85		189
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	1	9	0.00	9.32	9.32	1231	1231
LEE	3 LANES - TURN LANE	1	9B	0.00	1.16	1.16		154
LEE	4 LANES - UNDIVIDED	1	9B	1.16	1.49	0.33	44	22
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	1	10	0.00	5.40	5.40	713	713
LEE	4 LANES - DIVIDED	1	10	5.40	7.87	2.47	327	
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	1	10	7.87	8.58	0.71	94	94
LEE	4 LANES - DIVIDED	1	10	8.58	9.32	0.74	98	
LEE	2 LANES	44	5	6.76	7.37	0.61		41
LEE	2 LANES	79	15	0.00	20.01	20.01		1321
LEE	2 LANES	79	16	0.00	17.14	17.14		1132
MONROE	2 LANES	1	6	0.00	9.95	9.95		657
MONROE	4 LANES - DIVIDED	40	43	205.25	218.30	13.05	1723	
MONROE	2 - ENTRANCE RAMPS	40	43				76	
MONROE	2 - EXIT RAMPS	40	43				210	
MONROE	2 LANES	49	8	0.00	5.82	5.82		385
MONROE	5 LANES - TURN LANE/PAINTED MEDIAN	49	8	5.82	8.55	2.73	361	361
MONROE	2 LANES	49	9	0.00	3.16	3.16		209
MONROE	3 LANES - PASSING LANE	49	9	3.16	5.57	2.41	160	160
MONROE	2 LANES	49	9	5.57	11.24	5.67	375	375
MONROE	3 LANES - PASSING LANE	49	9	11.24	12.37	1.13	75	75
MONROE	2 LANES	49	9	12.37	16.37	4.00	264	264
MONROE	3 LANES - PASSING LANE	49	9	16.37	17.74	1.37	91	91
MONROE	2 LANES	49	9	17.74	20.73	2.99	198	198
MONROE	3 LANES - PASSING LANE	49	9	20.73	21.79	1.06	70	70
MONROE	2 LANES	49	9	21.79	21.92	0.13	9	9
MONROE	2 LANES	70	17	0.00	17.04	17.04		1125
MONROE	2 LANES	79	13	0.00	9.35	9.35		618
MONROE	2 LANES	79	14	0.00	13.05	13.05		862
MONROE	2 LANES	79	14B	0.00	1.24	1.24		82
PHILLIPS	2 LANES	1	7	0.00	8.08	8.08		534
PHILLIPS	5 LANES - TURN LANE/PAINTED MEDIAN	1	8	0.00	6.03	6.03		796
PHILLIPS	2 LANES	49	10	0.00	4.44	4.44		294
PHILLIPS	3 LANES - PASSING LANE	49	10	4.44	5.31	0.87	58	58
PHILLIPS	2 LANES	49	10	5.31	8.33	3.02	200	200
PHILLIPS	5 LANES - TURN LANE/PAINTED MEDIAN	49	10	8.33	17.29	8.96	1183	1183
PHILLIPS	5 LANES - TURN LANE/PAINTED MEDIAN	49	10B	0.00	1.36	1.36		180
PHILLIPS	4 LANES - DIVIDED	49	10B	1.36	1.91	0.55	73	73
PHILLIPS	4 LANES - UNDIVIDED	49	10B	1.91	3.96	2.05	271	136
PHILLIPS	4 LANES - DIVIDED	49	10B	3.96	4.32	0.36	48	48
PHILLIPS	2 LANES - PART OF COUPLER	49	10B	4.32	4.87	0.55	73	73
PHILLIPS	4 LANES - UNDIVIDED	49	10B	4.87	6.90	2.03	268	134
PHILLIPS	2 LANES - PART OF COUPLER	49	10X	0.00	0.60	0.60	80	80
PHILLIPS	2 LANES	49	11	0.00	1.56	1.56		103
PHILLIPS	2 LANES	185	2	0.00	2.31	2.31		153
PHILLIPS	2 LANES	242	0	2.61	4.60	1.99	132	132
ST. FRANCIS	4 LANES - DIVIDED	1	11	0.00	3.26	3.26		431
ST. FRANCIS	2 LANES	1	11	3.26	7.05	3.79	251	251
ST. FRANCIS	4 LANES - DIVIDED	1	11B	0.00	0.89	0.89	118	118
ST. FRANCIS	4 LANES - UNDIVIDED	1	11B	0.89	4.14	3.25	429	215
ST. FRANCIS	2 LANES	1	12	0.00	4.64	4.64	307	307
ST. FRANCIS	5 LANES - TURN LANE/PAINTED MEDIAN	1	12	4.64	11.16	6.52	861	861
ST. FRANCIS	4 LANES - UNDIVIDED	1	12B	0.00	1.00	1.00	66	66
ST. FRANCIS	5 LANES - TURN LANE/PAINTED MEDIAN	1	12B	1.00	2.67	1.67	221	221
ST. FRANCIS	4 LANES - UNDIVIDED	1	12B	2.67	3.83	1.16	154	77
ST. FRANCIS	4 LANES - DIVIDED	40	51	218.30	264.49	46.20	6099	
ST. FRANCIS	19 - ENTRANCE RAMPS	40	51				722	
ST. FRANCIS	19 - EXIT RAMPS	40	51				1995	
ST. FRANCIS	2 LANES	70	18	0.00	17.81	17.81		1176
ST. FRANCIS	3 LANES - TURN LANE	70	18	17.81	19.36	1.55	205	205
ST. FRANCIS	4 LANES - UNDIVIDED	70	18	19.36	20.12	0.76	101	51
ST. FRANCIS	2 LANES	70	18	20.12	20.40	0.28	19	19
ST. FRANCIS	2 LANES	70	19	0.00	25.02	25.02	1652	1652
ST. FRANCIS	2 LANES	79	17	0.00	10.29	10.29	680	680
ST. FRANCIS	2 LANES	284	3	9.21	11.02	1.81	120	120
WOODRUFF	2 LANES	17	4	1.36	3.08	1.72	114	114
WOODRUFF	2 LANES	38	2	0.00	6.26	6.26	414	414
WOODRUFF	2 LANES	38	3	0.00	4.49	4.49	297	297
WOODRUFF	2 LANES	49	7	0.00	15.78	15.78	1042	1042
WOODRUFF	4 LANES - UNDIVIDED	64	12	0.00	1.70	1.70	113	113
WOODRUFF	2 LANES	64	12	1.70	2.45	0.75	50	50
WOODRUFF	3 LANES - TURN LANE	64	12	2.45	3.25	0.80	106	106
WOODRUFF	3 LANES - TURN LANE	64	13	0.00	1.18	1.18	156	156
WOODRUFF	3 LANES - PASSING LANE	64	13	1.18	5.01	3.83	253	253
WOODRUFF	2 LANES	64	13	5.01	7.53	2.52	167	167
WOODRUFF	2 LANES	64	14	0.00	0.16	0.16	11	11
WOODRUFF	3 LANES - PASSING LANE	64	14	4.02	8.20	4.18	276	276
WOODRUFF	2 LANES	64	14	8.20	9.57	1.37	91	91
WOODRUFF	2 LANES	64	14	9.57	11.28	1.71	113	113
WOODRUFF	2 LANES	145	4	0.00	0.95	0.95	63	63
SUBTOTALS (BOX 2 OF 4):							20135	23508

* NOTE:

SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS).

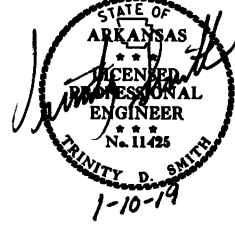
RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
RAISED PAVEMENT MARKERS PER EXIT RAMP = 105 EACH

** QUANTITIES ESTIMATED.

SEE SECTION 104.03 OF THE STD. SPECS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		4	7
				JOB NO.	012320			

② QUANTITIES



RAISED PAVEMENT MARKERS (BOX 3 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
DISTRICT 10								
CLAY	2 LANES	49	1	0.00	15.56	15.56		1027
CLAY	2 LANES	62	20	0.00	16.10	16.10		1063
CLAY	3 LANES - PASSING LANE	62	20	16.10	18.41	2.31	153	153
CLAY	2 LANES	62	20	18.41	20.00	1.59		105
CLAY	3 LANES - PASSING LANE	62	20	20.00	20.89	0.89	59	59
CLAY	2 LANES	62	20	20.89	23.04	2.15		142
CLAY	3 LANES - PASSING LANE	62	20	23.04	23.98	0.94	63	63
CLAY	2 LANES	62	20	23.98	25.81	1.83		121
CLAY	3 LANES - TURN LANE	62	20	25.81	25.95	0.14		19
CLAY	3 LANES - TURN LANE	62	21	0.00	0.92	0.92		122
CLAY	2 LANES	62	21	0.92	7.59	6.67	441	441
CLAY	2 LANES	67	20	0.00	9.92	9.92	655	655
CLAY	3 LANES - TURN LANE	67	20	9.92	11.82	1.90	251	251
CLAY	2 LANES	67	20	11.82	18.05	6.23	412	412
CLAY	2 LANES	90	1	0.00	7.18	7.18		474
CLAY	2 LANES	135	6	0.00	10.04	10.04		663
CLAY	2 LANES	135	6Y	0.00	0.16	0.16		11
CRAIGHEAD	2 LANES	1	17	0.00	2.92	2.92		193
CRAIGHEAD	3 LANES - PASSING LANE	1	17	2.92	3.59	0.67	45	45
CRAIGHEAD	4 LANES - UNDIVIDED	1	17	3.59	4.23	0.64	85	85
CRAIGHEAD	3 LANES - PASSING LANE	1	17	4.23	4.92	0.69	46	46
CRAIGHEAD	3 LANES - TURN LANE	1	17	4.92	7.17	2.25	297	297
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	1	17	7.17	7.22	0.05	7	7
CRAIGHEAD	2 LANES	1	17B	0.00	2.69	2.69		178
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	1	17B	2.69	3.20	0.51	68	68
CRAIGHEAD	2 LANES	1	17B	3.20	4.03	0.83		55
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	18	4	0.00	28.85	28.85	3809	3809
CRAIGHEAD	2 LANES	18	4S	0.00	1.34	1.34	89	89
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	3	0.00	1.69	1.69	224	224
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	3	2.79	11.18	8.39	1108	1108
CRAIGHEAD	4 LANES - DIVIDED	49	3	11.18	12.52	1.34	177	177
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	3	12.52	14.45	1.93	255	255
CRAIGHEAD	2 LANES	49	3B	0.00	3.59	3.59	237	237
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	4	0.00	6.37	6.37	841	841
CRAIGHEAD	2 LANES	49	4	6.37	12.13	5.76	381	381
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	63	6	0.00	8.76	8.76	1157	1157
CRAIGHEAD	4 LANES - DIVIDED	63	6	8.76	13.83	5.07	670	670
CRAIGHEAD	7 - ENTRANCE RAMPS	63	6				266	266
CRAIGHEAD	7 - EXIT RAMPS	63	6				735	735
CRAIGHEAD	2 LANES	63	6B	0.00	1.15	1.15	76	76
CRAIGHEAD	3 LANES - TURN LANE	63	6B	1.15	1.86	0.71	94	94
CRAIGHEAD	2 LANES	63	6B	1.86	2.74	0.88	59	59
CRAIGHEAD	2 LANES	63	7B	0.00	1.04	1.04	69	69
CRAIGHEAD	4 LANES - DIVIDED	63	7B	1.04	1.47	0.43	57	57
CRAIGHEAD	2 - ENTRANCE RAMPS	67	16	0.00	7.50	7.50	990	990
CRAIGHEAD	2 - EXIT RAMPS	67	16				76	76
CRAIGHEAD	2 LANES	91	2	10.54	11.88	1.34	210	210
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	91	2	11.88	18.71	6.83	902	902
CRAIGHEAD	2 LANES	135	2	0.00	11.02	11.02	728	728
CRAIGHEAD	2 LANES	135	3	0.00	10.59	10.59	699	699
CRAIGHEAD	2 LANES	141	0	0.00	2.05	2.05	136	136
CRAIGHEAD	4 LANES - UNDIVIDED	141	1	0.00	3.33	3.33	440	440
CRAIGHEAD	2 LANES	141	1	3.33	9.08	5.75	380	380
CRAIGHEAD	2 LANES	158	5	0.00	5.45	5.45	360	360
CRAIGHEAD	2 LANES	163	5	0.00	5.22	5.22	345	345
CRAIGHEAD	2 LANES	226	2	0.00	0.58	0.58	39	39
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	226	2	0.58	1.16	0.58	77	77
CRAIGHEAD	4 LANES - DIVIDED	226	2	1.16	12.83	11.67	1541	1541
CRAIGHEAD	2 LANES	226	2	12.83	12.98	0.15	20	20
CRAIGHEAD	2 LANES	226	3	0.00	5.68	5.68	375	375
CRAIGHEAD	2 LANES	226	3S	0.00	1.46	1.46	97	97
CRAIGHEAD	2 LANES	349	1	0.00	5.49	5.49	363	363
CRAIGHEAD	2 LANES	351	0	0.32	0.95	0.63	42	42
CRAIGHEAD	2 LANES	351	2	0.00	8.22	8.22	543	543
CRAIGHEAD	2 LANES	463	1	0.00	8.70	8.70	575	575
CRAIGHEAD	4 LANES - DIVIDED	555	3	31.30	40.28	8.98	1186	1186
CRAIGHEAD	12 - ENTRANCE RAMPS	555	3				456	456
CRAIGHEAD	12 - EXIT RAMPS	555	3				1260	1260
GREENE	2 LANES	49	2	0.00	13.51	13.51	892	892
GREENE	5 LANES - TURN LANE/PAINTED MEDIAN	49	2	15.65	22.31	6.67	881	881
GREENE	2 LANES	49	2B	0.00	0.83	0.83	55	55
GREENE	4 LANES - UNDIVIDED	49	2B	0.83	1.11	0.28	37	37
GREENE	2 LANES	49	2B	1.11	2.20	1.09	72	72
GREENE	5 LANES - TURN LANE/PAINTED MEDIAN	49	2Y	0.00	0.38	0.38	51	51
GREENE	2 LANES	63	5	0.00	0.35	0.35	47	47
GREENE	2 LANES	69	10	0.00	7.48	7.48	494	494
GREENE	2 LANES	135	4	0.00	6.05	6.05	400	400
GREENE	2 LANES	135	5	0.00	14.58	14.58	963	963
GREENE	2 LANES	141	2	0.00	8.27	8.27	546	546
GREENE	2 LANES	351	3	0.00	3.17	3.17	210	210
GREENE	2 LANES	358	0	0.00	2.11	2.11	140	140
GREENE	2 LANES	358	1	3.16	5.67	2.51	166	166
GREENE	5 LANES - TURN LANE/PAINTED MEDIAN	412	8	8.35	19.29	10.94	1445	1445
GREENE	5 LANES - TURN LANE/PAINTED MEDIAN	412	9	0.00	8.25	8.25	1089	1089
GREENE	2 LANES	412	9S	5.18	10.50	5.32	352	352
LAWRENCE	2 LANES	62	18	0.00	0.25	0.25	17	17
LAWRENCE	2 LANES	63	3	0.00	1.65	1.65	109	109
LAWRENCE	2 LANES	63	3	1.82	5.03	3.21	212	212
LAWRENCE	3 LANES - TURN LANE	63	3	5.03	5.46	0.43	57	57
SUBTOTALS (BOX 3 OF 4):							20533	29319

NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS).
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 105 EACH

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

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.						012320	5	7

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 4 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
DISTRICT 10 (CONTINUED)								
LAWRENCE	2 LANES	63	3	5.46	7.26	1.80		119
LAWRENCE	3 LANES - PASSING LANE	63	3	7.26	7.73	0.47	32	32
LAWRENCE	2 LANES	63	3	7.73	9.87	2.14		142
LAWRENCE	3 LANES - PASSING LANE	63	3	9.87	11.65	1.78	118	118
LAWRENCE	4 LANES - UNDIVIDED	63	3	11.65	12.32	0.67	89	45
LAWRENCE	2 LANES	63	3	12.32	15.56	3.24		214
LAWRENCE	5 LANES - TURN LANE/PAINTED MEDIAN	63	3	15.56	21.81	6.25	825	825
LAWRENCE	4 LANES - UNDIVIDED	63	3	21.81	24.49	2.68	354	177
LAWRENCE	4 LANES - UNDIVIDED	63	4	0.00	2.09	2.09	276	138
LAWRENCE	5 LANES - TURN LANE/PAINTED MEDIAN	63	4	2.09	8.94	6.85	905	905
LAWRENCE	4 LANES - DIVIDED	67	17	0.00	14.34	14.34	1893	
LAWRENCE	5 LANES - TURN LANE/PAINTED MEDIAN	67	17	14.34	14.55	0.21	28	28
LAWRENCE	7 - ENTRANCE RAMPS	67	17				266	
LAWRENCE	7 - EXIT RAMPS	67	17				735	
LAWRENCE	3 LANES - TURN LANE	67	17B	0.00	1.19	1.19		158
LAWRENCE	2 LANES	67	17B	1.19	2.16	0.97		65
LAWRENCE	2 LANES	367	22	0.00	12.45	12.45		822
LAWRENCE	3 LANES - TURN LANE	367	22	12.45	14.59	2.14	283	
LAWRENCE	2 LANES	412	6	0.00	3.15	3.15		208
LAWRENCE	3 LANES - TURN LANE	412	6	3.15	4.98	1.83	242	
LAWRENCE	2 LANES	412	7	0.00	0.50	0.50		66
LAWRENCE	2 LANES	412	7	0.50	1.01	0.51		34
LAWRENCE	5 LANES - TURN LANE/PAINTED MEDIAN	412	7	1.01	1.70	0.69	92	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	18	5	0.00	6.24	6.24	824	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	18	6	0.00	1.80	1.80	238	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	18	6	5.97	17.49	11.92	1574	
MISSISSIPPI	4 LANES - UNDIVIDED	18	6	17.49	18.05	0.56	74	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	18	7	0.00	6.30	6.30	832	
MISSISSIPPI	2 LANES	18	7	6.30	9.09	2.79		185
MISSISSIPPI	4 LANES - DIVIDED	55	12	27.87	72.27	44.40	5861	
MISSISSIPPI	20 - ENTRANCE RAMPS	55	12				760	
MISSISSIPPI	21 - EXIT RAMPS	55	12				2205	
MISSISSIPPI	2 LANES	61	2	0.00	23.67	23.67		1563
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	61	2	23.67	24.33	0.66	88	
MISSISSIPPI	3 LANES - TURN LANE	61	2	24.33	24.84	0.51	68	
MISSISSIPPI	2 LANES	61	3	0.00	13.15	13.15		868
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	61	3	13.15	16.46	3.31	437	
MISSISSIPPI	2 LANES	61	3	16.46	16.96	0.50		33
MISSISSIPPI	3 LANES - TURN LANE	61	3	16.96	17.52	0.56	74	
MISSISSIPPI	2 LANES	61	3	17.52	22.21	4.69		310
MISSISSIPPI	2 LANES	119	2	0.00	2.67	2.67		177
MISSISSIPPI	2 LANES	119	2Y	0.00	0.50	0.50		33
MISSISSIPPI	2 LANES	137	1	0.00	4.46	4.46		295
MISSISSIPPI	2 LANES	140	2	0.00	14.50	14.50		957
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	140	2	14.50	15.52	1.02	135	
MISSISSIPPI	4 LANES - UNDIVIDED	140	2	15.52	16.61	1.09	144	
MISSISSIPPI	4 LANES - UNDIVIDED	140	2	16.61	18.47	1.86	246	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	151	2	0.00	1.62	1.62	214	
MISSISSIPPI	2 LANES	151	2	1.62	3.27	1.65	218	
MISSISSIPPI	2 LANES	239	1	3.45	4.35	0.90	60	
MISSISSIPPI	2 LANES	312	3	0.00	1.63	1.63	108	
POINSETT	2 LANES	1	15	0.00	8.42	8.42		556
POINSETT	3 LANES - TURN LANE	1	16	0.00	1.16	1.16		154
POINSETT	2 LANES	1	16	1.16	5.77	4.61	305	
POINSETT	3 LANES - PASSING LANE	1	16	5.77	8.32	2.55	169	
POINSETT	2 LANES	1	16	8.32	9.95	1.63	108	
POINSETT	2 LANES	14	13	0.00	17.76	17.76		1173
POINSETT	2 LANES	14	14	0.00	14.73	14.73	973	
POINSETT	2 LANES	49	5	0.00	19.79	19.79		1307
POINSETT	2 LANES	63	8B	0.00	0.79	0.79	53	
POINSETT	2 LANES	69	6	6.00	7.61	1.61	107	
POINSETT	2 LANES	69	7	0.00	1.24	1.24	82	
POINSETT	2 LANES	69	7S	0.00	1.72	1.72	114	
POINSETT	2 LANES	135	1	0.00	17.23	17.23		1138
POINSETT	2 LANES	140	1	0.00	14.18	14.18	936	
POINSETT	2 LANES	198	0	0.00	2.44	2.44	162	
POINSETT	2 LANES	214	3	0.00	0.60	0.60	40	
POINSETT	4 LANES - DIVIDED	555	2	13.63	31.30	17.67	2333	
POINSETT	14 - ENTRANCE RAMPS	555	2				532	
POINSETT	14 - EXIT RAMPS	555	2				1470	
RANDOLPH	2 LANES	62	19	0.00	11.78	11.78		778
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	62	19	11.78	12.62	0.84	111	
RANDOLPH	2 LANES	63	3	1.65	1.82	0.17	12	
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	67	18	0.00	7.74	7.74	1022	
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	67	19	0.00	0.49	0.49	65	
RANDOLPH	2 LANES	67	19	0.49	15.51	15.02	992	
RANDOLPH	2 LANES	115	1	0.00	18.10	18.10	1195	
RANDOLPH	2 LANES	304	1	0.00	0.78	0.78	52	
RANDOLPH	2 LANES	304	1N	0.00	1.89	1.89	125	
SUBTOTALS (BOX 4 OF 4):							25165	25165
SUBTOTALS (BOX 1 OF 4):							19446	10853
SUBTOTALS (BOX 2 OF 4):							20135	23508
SUBTOTALS (BOX 3 OF 4):							20533	29319
TOTALS:							85279	89415

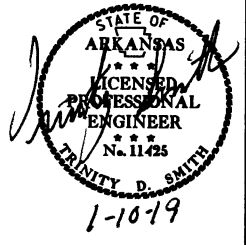
NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS).
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 105 EACH

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

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012320		6	7

2 QUANTITIES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-21-19				6	ARK.			
02-25-19								
						JOB NO.	02320	7 7

2 SUMMARY OF QUANTITIES & REVISIONS



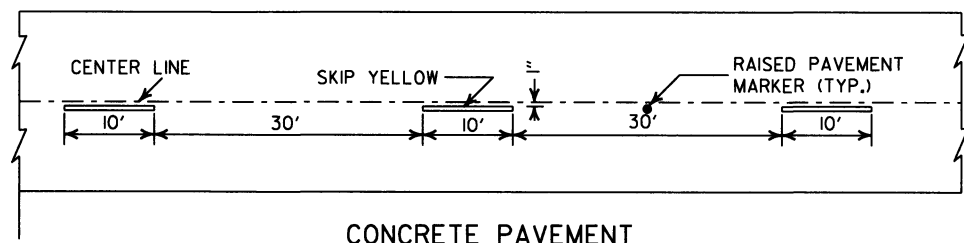
SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER	4230	EACH
601	MOBILIZATION	1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	174694	EACH

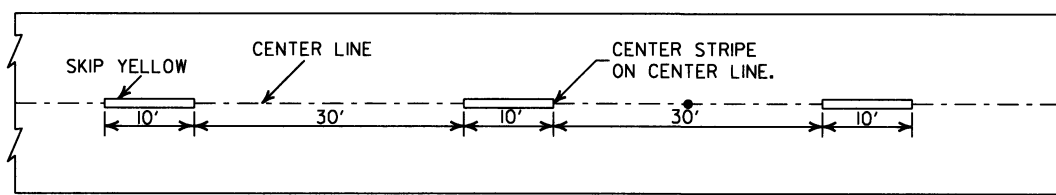
REVISIONS

DATE	REVISION	SHEET NUMBER
02-21-19	REVISED THE QUANTITY FOR ITEM "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER"	3 & 7
02-25-19	ADDED SEQUENCE OF CONSTRUCTION SPECIAL PROVISION	2 & 7

1/8/2019
R012320.DGN

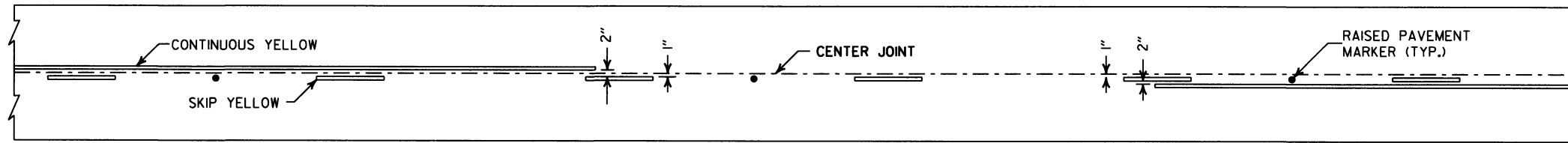


CONCRETE PAVEMENT

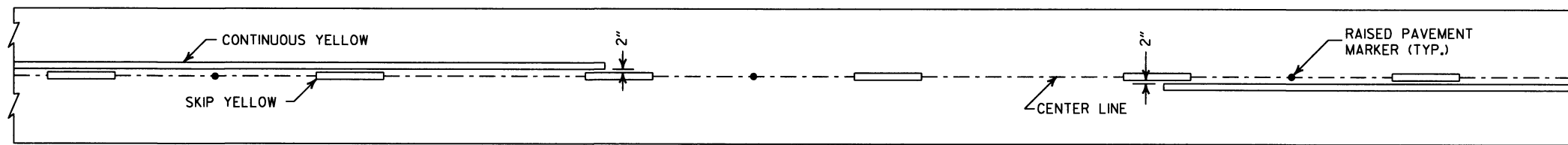


ASPHALT PAVEMENT

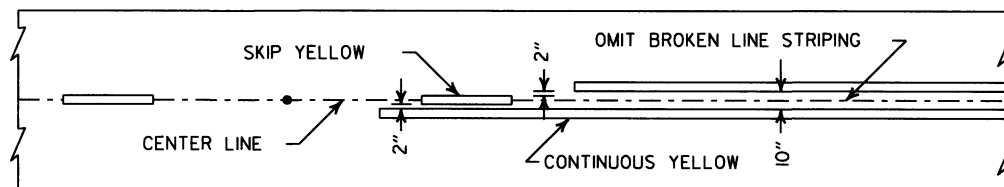
BROKEN LINE STRIPING



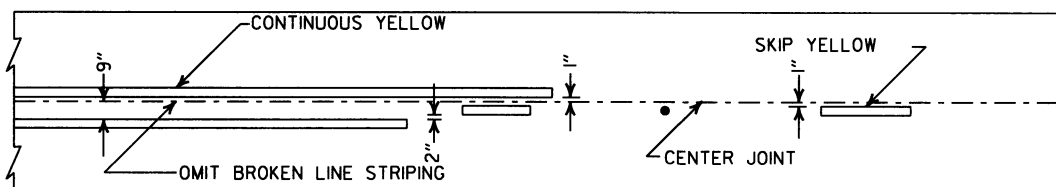
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

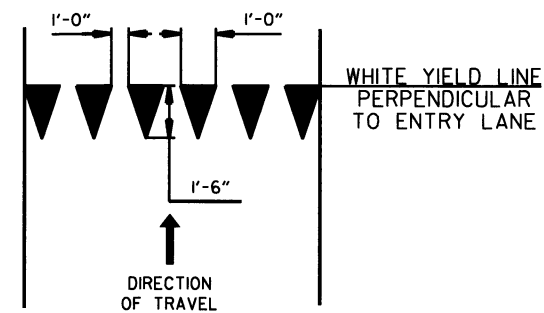


ASPHALT PAVEMENT

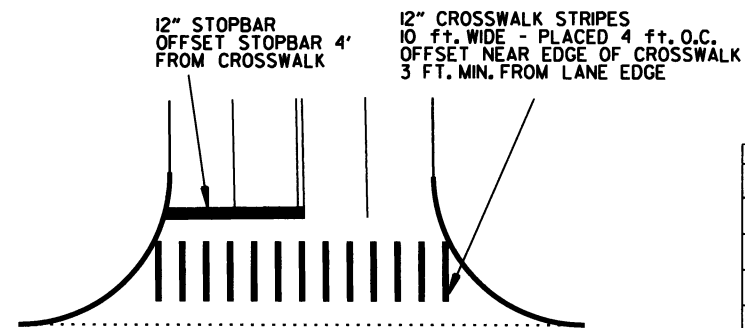


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL

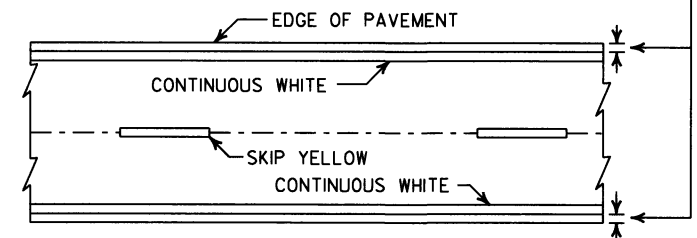


CROSSWALK AND STOPBAR DETAILS

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.

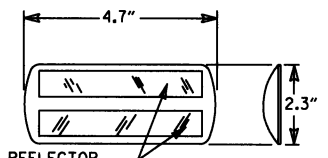
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

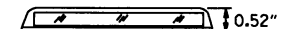
NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



PRISMATIC REFLECTOR

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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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 PAVT. 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

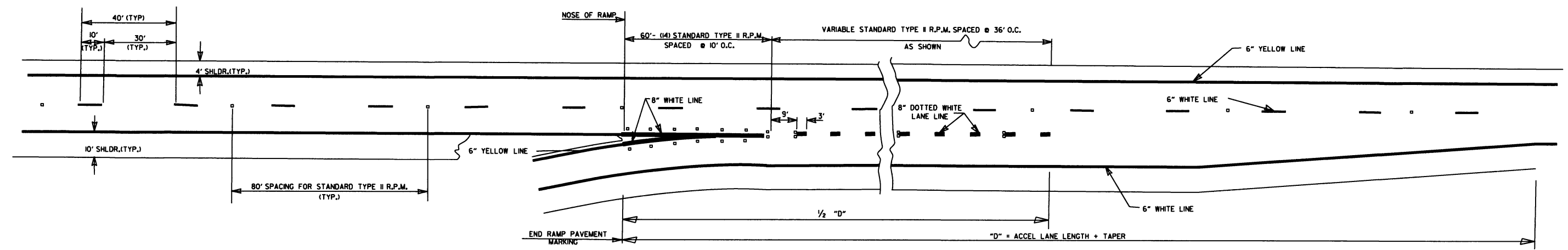
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

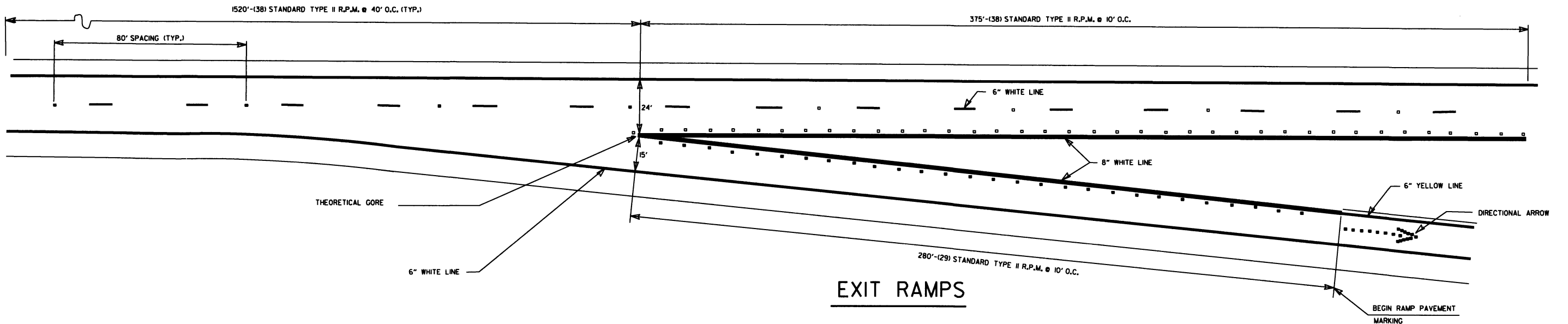
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

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

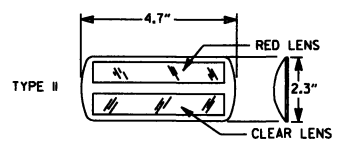
EXIT RAMP
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

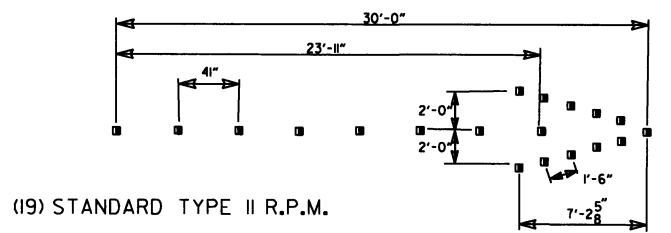


EXIT RAMPS



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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



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


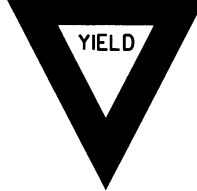







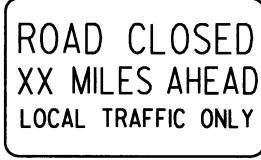
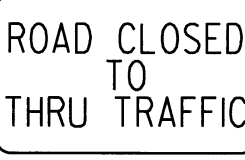

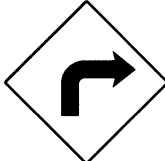





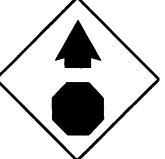
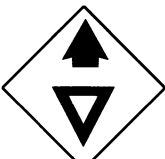
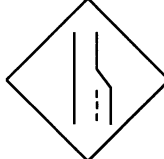

















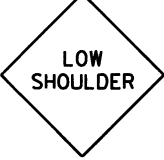
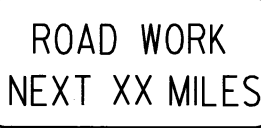
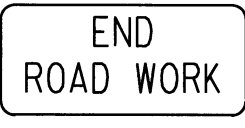
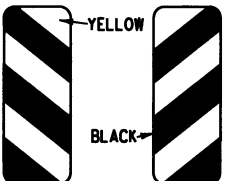


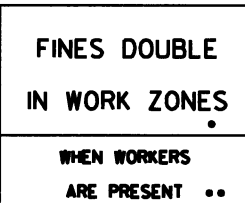
GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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

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

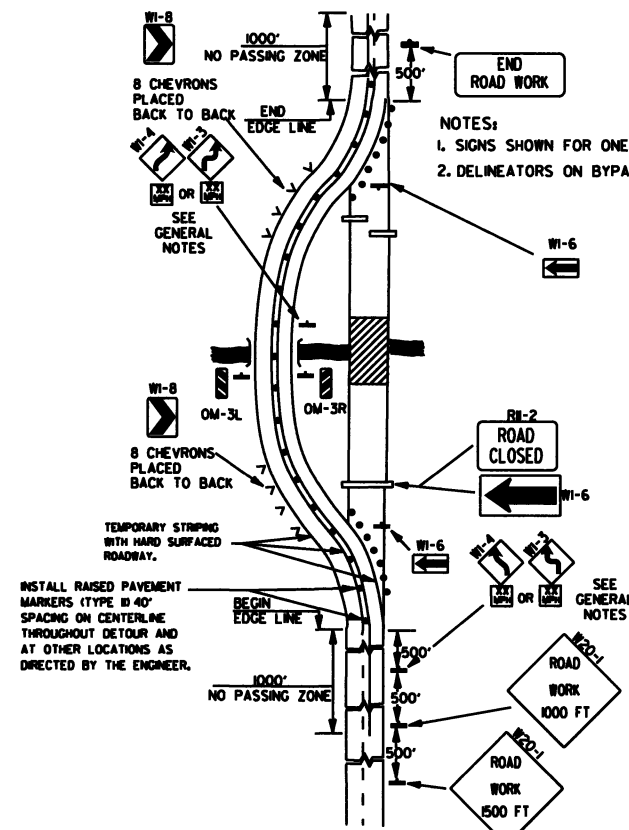
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95
DATE	REVISION	FILMED

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

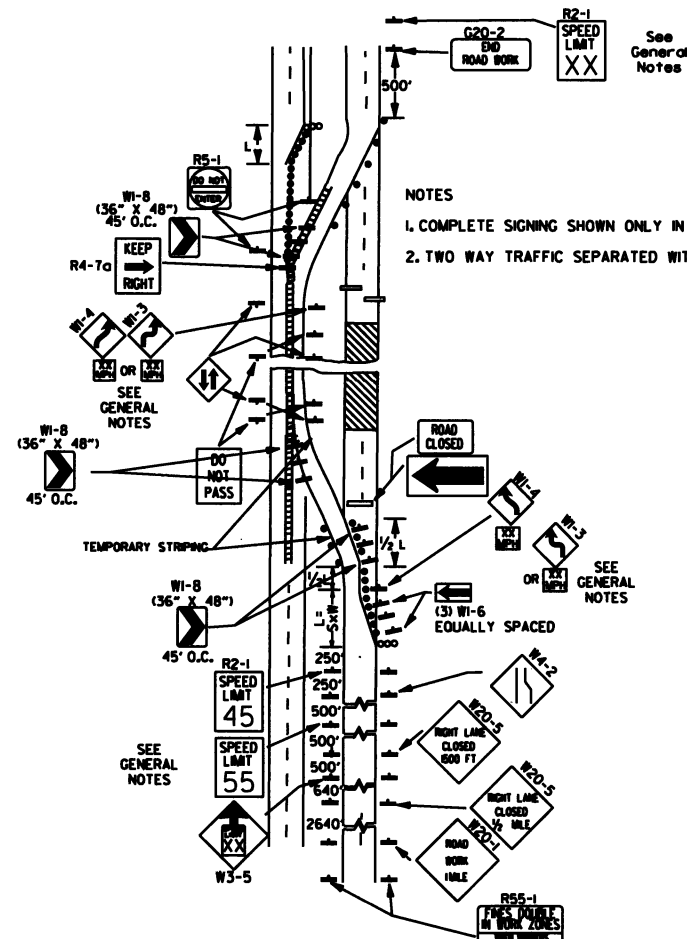
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>ADVANCE DISTANCES (XXXX)</p> <p>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</p> <p>GENERAL NOTES:</p> <ol style="list-style-type: none"> ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN. <p>* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</p>
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>500 FEET 24" STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

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

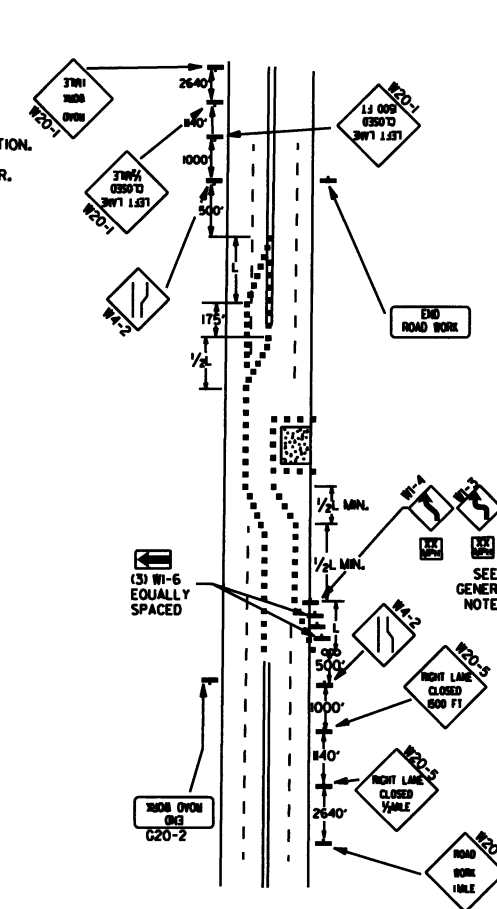
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



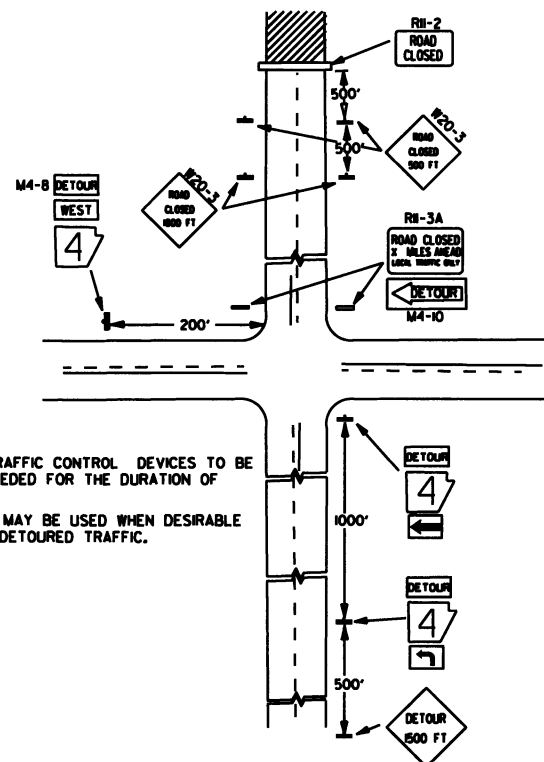
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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

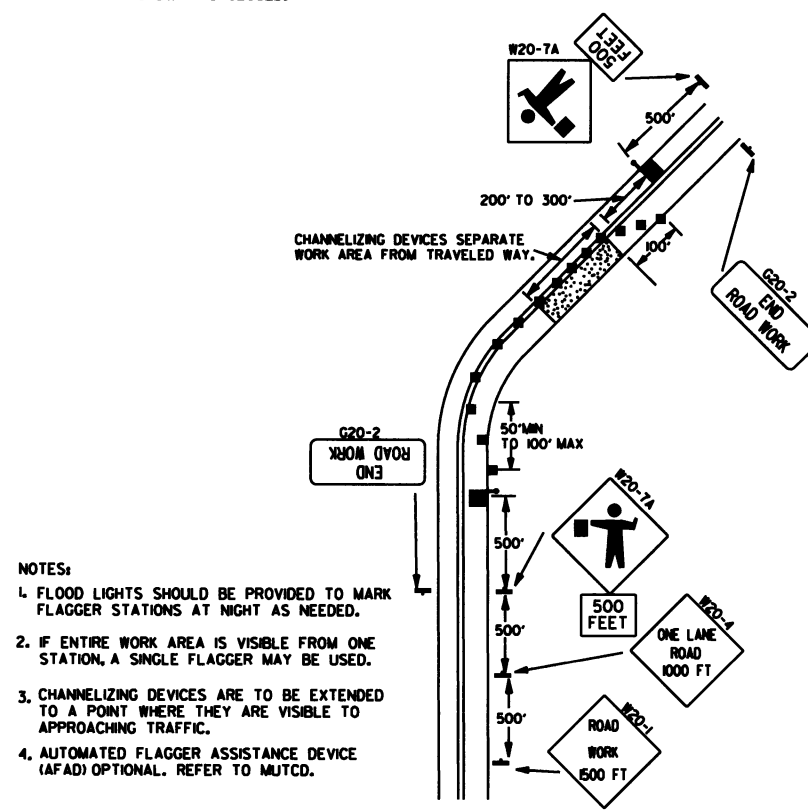


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



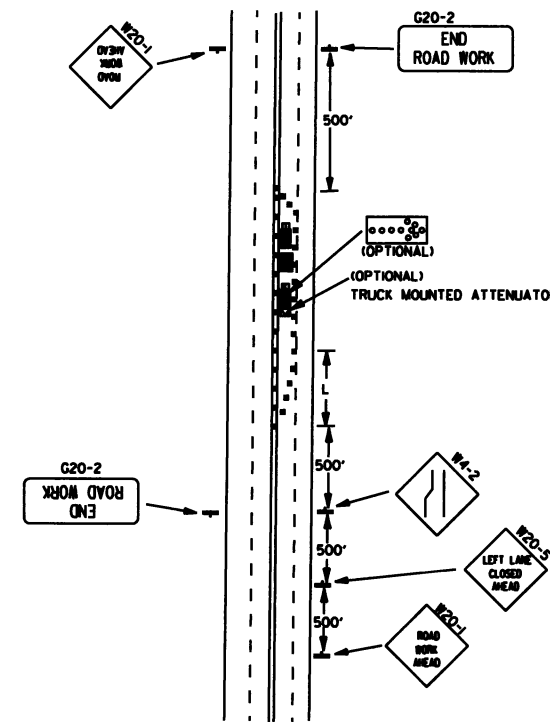
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



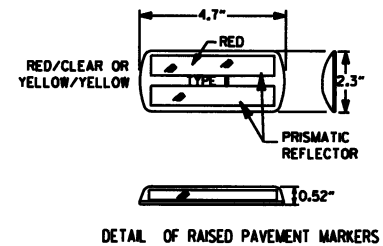
NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE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

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



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

- KEY:
- FLAGGER
 - POSITIVE BARRIER
 - ARROW PANEL (IF REQUIRED)
 - TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT

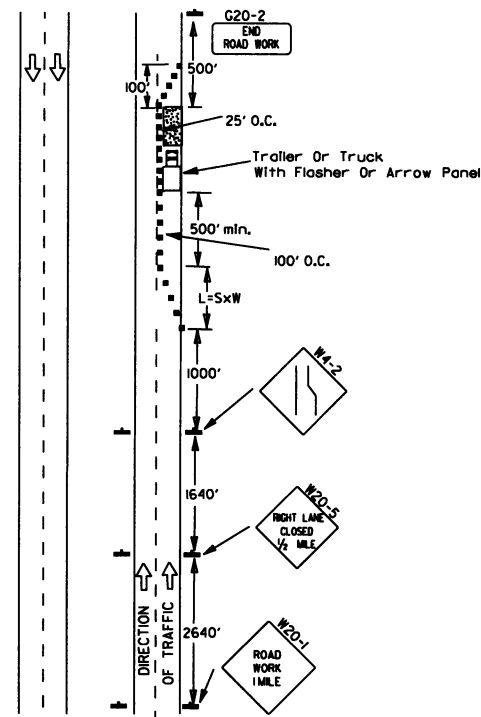
TAPER FORMULAE:

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

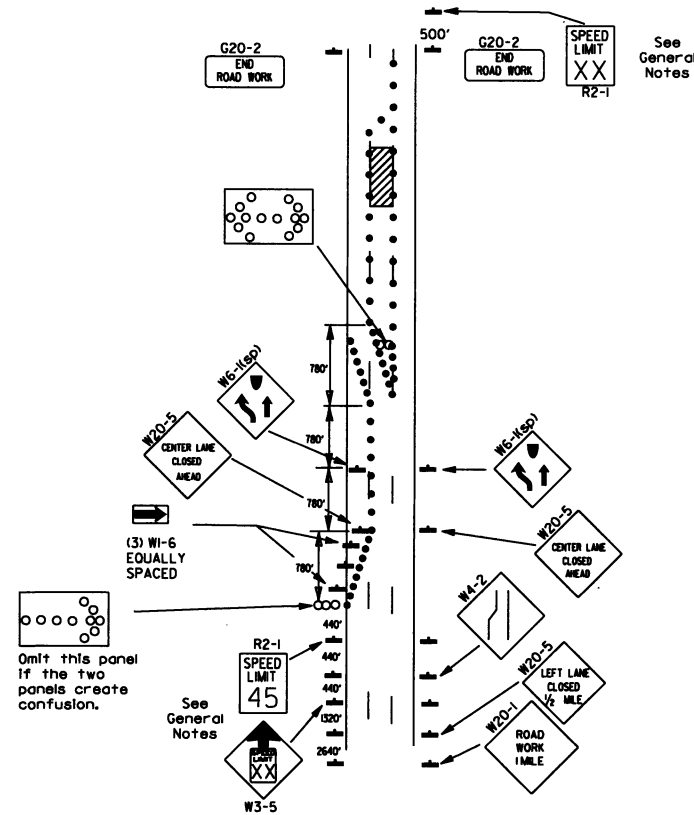
GENERAL NOTES:

1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-K55I SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-KXXI SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-K45I SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-KXXI SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUOUS MATERIAL IN A CONTIGUOUS 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.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

9-2-85	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-83	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-80	ADDED (AFAD)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	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.

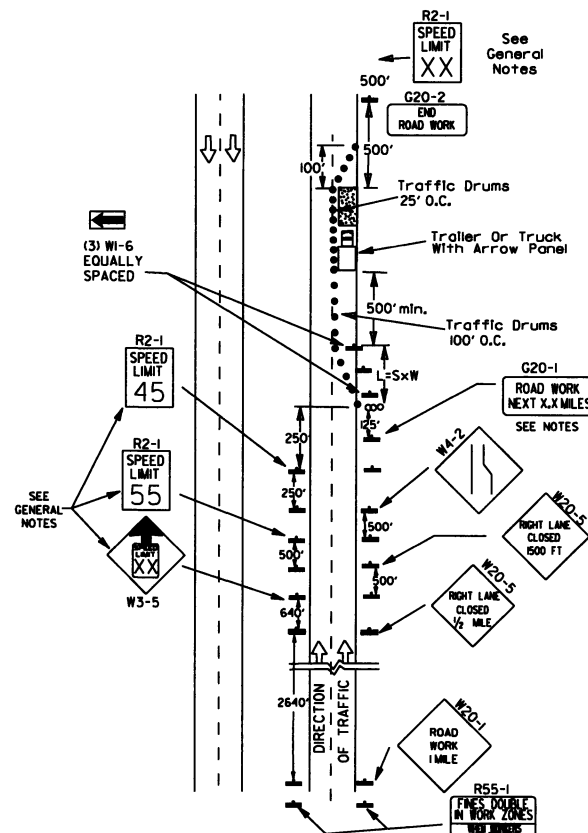


(B) Typical application - 3-lane oneway roadway where center lane is closed.

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

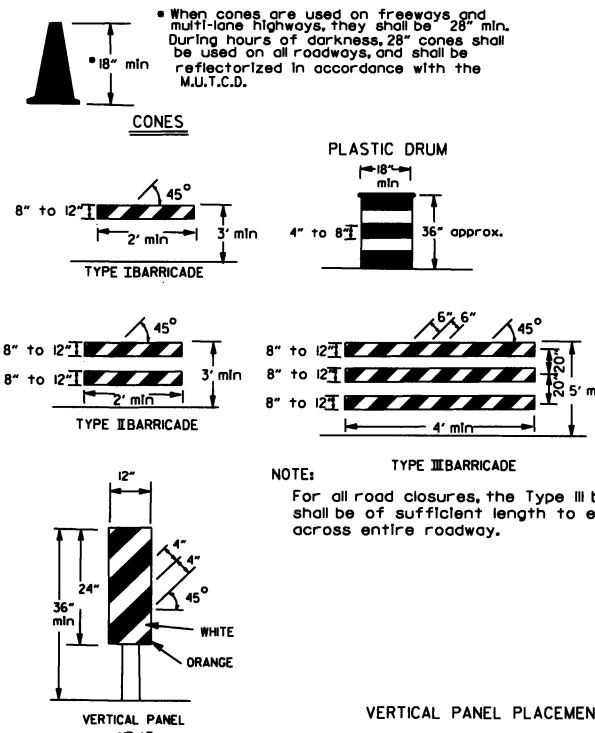
GENERAL NOTES:

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



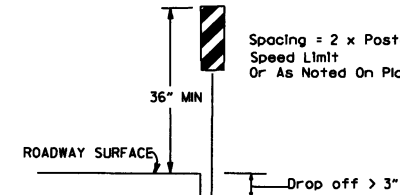
(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

Channelizing devices



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

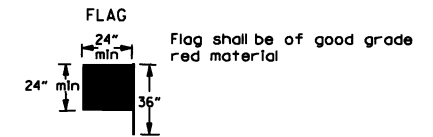
VERTICAL PANEL PLACEMENT



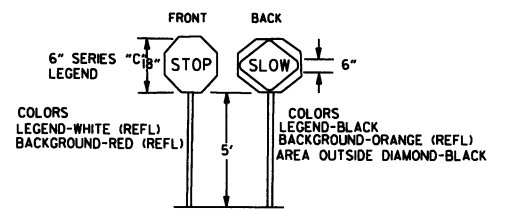
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

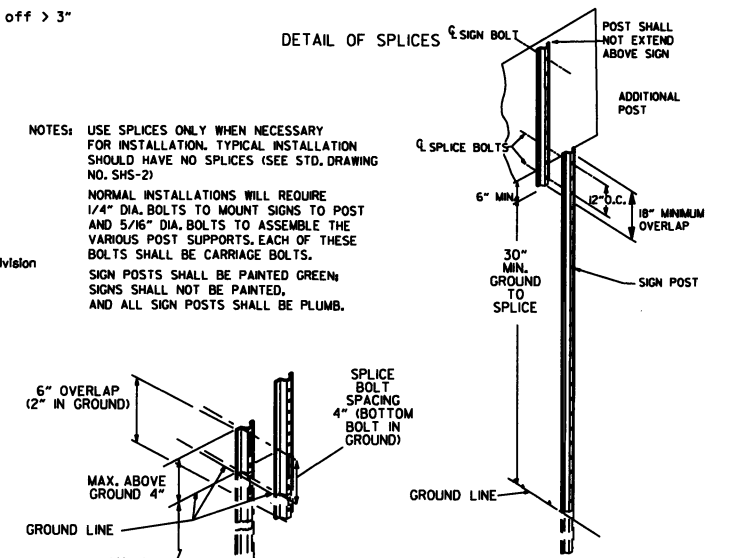
* When shown on the plans concrete barrier will be used.
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



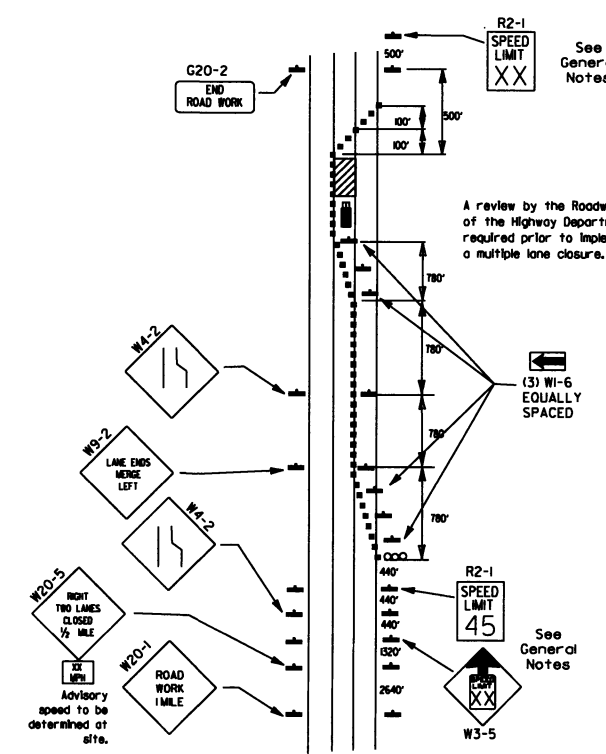
STOP SLOW PADDLE



DETAIL OF SPLICES



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



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

DATE	REVISION	FILED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (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	