

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.		012321	1	7

JOB 012321

NOT TO SCALE

Map showing towns and roads in Arkansas. Key locations include:

- Caddo Valley
- Arkadelphia
- Carthage
- Rison
- Star City
- Dumas
- Camden
- Bearden
- Warren
- Fordyce
- Kingsland
- Monticello
- Derrmot
- McGeehee
- Magnolia
- El Dorado
- Strong
- Crossett
- Hamburg
- Fountain Hill
- Montrose
- Lake Village
- Eudora
- Parkdale
- Wilmot
- Taylor
- Junction City
- DeWitt

The map of Tennessee shows the following counties and their assigned districts:

- District 1:** Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 2:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 3:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 4:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 5:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 6:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 7:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 8:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 9:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.
- District 10:** Anderson, Blount, Bradley, Buchanan, Carter, Chester, Clay, Coffee, Columbia, Davidson, DeKalb, Franklin, Giles, Hickman, Humphreys, Johnson, Marshall, Meigs, Putnam, Rhea, Sevier, and Van Buren.

A circular professional engineer seal for the State of Arkansas. The outer ring contains the text "STATE OF ARKANSAS" at the top and "M.E. BANKS" at the bottom. Inside the ring, the text "LICENSED PROFESSIONAL ENGINEER" is centered, with "No. 7836" below it. There are three stars above and below the license number. A blue ink signature is written across the seal.

12-7-18
DEPUTY DIRECTOR
AND CHIEF ENGINEER

INDEX OF SHEETS	
SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES
3 - 6	QUANTITIES
7	SUMMARY OF QUANTITIES AND REVISIONS

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
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012321	ASSESSMENT OF WORKING DAYS-MAINTENANCE OF TRAFFIC
JOB 012321	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012321	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012321	COORDINATION OF WORK
JOB 012321	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 012321	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012321	MAINTENANCE OF TRAFFIC
JOB 012321	MANDATORY ELECTRONIC CONTRACT
JOB 012321	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012321	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. |

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. 012321	2	7
2 INDEX OF SHEETS, STD. DRAWINGS, GOV. SPECS., & GEN. NOTES								



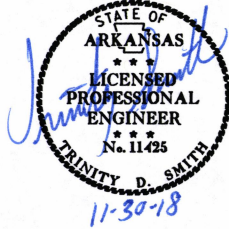
RAISED PAVEMENT MARKERS (BOX 1 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	
DISTRICT 2									
ARKANSAS	3 LANES - TURN LANE	1	4	0.00	1.93	1.93			256
ARKANSAS	2 LANES	1	5	0.00	14.06	14.06			928
ARKANSAS	3 LANES - TURN LANE	1	4B	1.53	2.29	0.76			102
ARKANSAS	2 LANES	11	6	0.00	0.81	0.81			54
ARKANSAS	2 LANES	63	12	0.00	2.04	2.04			135
ARKANSAS	3 LANES - TURN LANE	63	12	2.04	3.98	1.94			258
ARKANSAS	2 LANES	79	11	0.79	10.85	10.06			664
ARKANSAS	4 LANES - UNDIVIDED	79	11	10.85	11.60	0.75	99		50
ARKANSAS	2 LANES	79	11	11.60	17.33	5.73			379
ARKANSAS	3 LANES - TURN LANE	152	1	0.00	0.71	0.71			94
ARKANSAS	2 LANES	165	5	7.56	46.21	38.65			2551
ARKANSAS	4 LANES - UNDIVIDED	165	5	46.21	49.15	2.94	389		195
ARKANSAS	2 LANES	165	6	0.00	4.68	4.68			309
ARKANSAS	2 LANES	276	1	0.00	5.35	5.35			354
ARKANSAS	2 LANES	276	1S	0.00	1.05	1.05			70
ASHLEY	2 LANES	82	8	0.00	8.00	8.00			528
ASHLEY	5 LANES - TURN LANE/PAINTED MEDIAN	82	8	8.00	12.84	4.84	639		640
ASHLEY	4 LANES - UNDIVIDED	82	8	22.87	24.48	1.61	213		107
ASHLEY	2 LANES	82	9	0.00	12.00	12.00			792
ASHLEY	3 LANES - TURN LANE	82	9	12.00	14.85	2.85			378
ASHLEY	2 LANES	82	9	14.85	21.46	6.61			437
ASHLEY	2 LANES	133	0	0.00	6.76	6.76			447
ASHLEY	4 LANES - UNDIVIDED	133	0	6.76	9.14	2.38	315		158
ASHLEY	4 LANES - UNDIVIDED	133	1	0.00	3.33	3.33	440		220
ASHLEY	2 LANES	133	1	3.33	5.45	2.12			140
ASHLEY	3 LANES - PASSING LANE	133	1	5.45	6.65	1.20	80		80
ASHLEY	2 LANES	133	1	6.65	7.14	0.49			33
ASHLEY	2 LANES	165	1	0.00	5.15	5.15			340
ASHLEY	2 LANES	165	1	15.74	28.57	12.83			847
ASHLEY	4 LANES - UNDIVIDED	425	2	0.00	0.60	0.60	80		40
ASHLEY	2 LANES	425	2	0.60	3.75	3.15			208
ASHLEY	3 LANES - PASSING LANE	425	2	3.75	4.65	0.90	60		60
ASHLEY	2 LANES	425	2	4.65	7.00	2.35			156
ASHLEY	3 LANES - PASSING LANE	425	2	7.00	7.90	0.90	60		60
ASHLEY	2 LANES	425	2	7.90	10.60	2.70			179
ASHLEY	3 LANES - PASSING LANE	425	2	10.60	11.45	0.85	57		57
ASHLEY	2 LANES	425	2	11.45	12.16	0.71			47
CHICOT	3 LANES - TURN LANE	35	9	0.00	1.25	1.25			83
CHICOT	2 LANES	35	9	1.25	2.00	0.75			100
CHICOT	2 LANES	35	9	2.00	4.67	2.67			177
CHICOT	5 LANES - TURN LANE/PAINTED MEDIAN	65	20	0.00	1.80	1.80	238		238
CHICOT	4 LANES - DIVIDED	65	20	1.80	16.95	15.15	2000		22
CHICOT	5 LANES - TURN LANE/PAINTED MEDIAN	65	20	16.95	17.11	0.16	22		614
CHICOT	5 LANES - TURN LANE/PAINTED MEDIAN	65	21	0.00	4.65	4.65	614		634
CHICOT	2 LANES	65	21	4.65	14.25	9.60			344
CHICOT	3 LANES - TURN LANE	65	21	14.25	16.85	2.60			510
CHICOT	2 LANES	65	22	0.00	7.72	7.72			70
CHICOT	2 LANES	82	10	0.00	1.05	1.05			60
CHICOT	3 LANES - PASSING LANE	82	10	1.05	1.95	0.90	60		255
CHICOT	2 LANES	82	10	1.95	5.80	3.85			66
CHICOT	3 LANES - PASSING LANE	82	10	5.80	6.80	1.00	66		211
CHICOT	2 LANES	82	10	6.80	9.99	3.19			654
CHICOT	5 LANES - TURN LANE/PAINTED MEDIAN	82	11	0.00	4.95	4.95	654		294
CHICOT	4 LANES - DIVIDED	82	11	4.95	7.17	2.22			38
CHICOT	2 LANES	144	3	0.00	0.57	0.57			296
CHICOT	2 LANES	165	3	5.60	10.07	4.47			428
DESHA	2 LANES	4	17	0.00	6.48	6.48			48
DESHA	5 LANES - TURN LANE/PAINTED MEDIAN	65	17	0.00	0.35	0.35	47		542
DESHA	4 LANES - DIVIDED	65	17	0.35	4.45	4.10	542		548
DESHA	5 LANES - TURN LANE/PAINTED MEDIAN	65	17	4.45	8.60	4.15	548		746
DESHA	4 LANES - DIVIDED	65	17	8.60	14.25	5.65	746		166
DESHA	5 LANES - TURN LANE/PAINTED MEDIAN	65	19	0.00	1.25	1.25	165		449
DESHA	4 LANES - DIVIDED	65	19	1.25	4.65	3.40	449		634
DESHA	5 LANES - TURN LANE/PAINTED MEDIAN	65	19	4.65	9.45	4.80	634		278
DESHA	4 LANES - DIVIDED	65	19	9.45	11.55	2.10	278		28
DESHA	5 LANES - TURN LANE/PAINTED MEDIAN	65	19	11.55	11.75	0.20	27		152
DESHA	3 LANES - TURN LANE	165	4	0.00	1.15	1.15			625
DESHA	2 LANES	165	4	1.15	10.61	9.46			1328
DREW	2 LANES	35	8	0.00	20.12	20.12			581
DREW	4 LANES - DIVIDED	65	18	0.00	4.40	4.40			18
DREW	5 LANES - TURN LANE/PAINTED MEDIAN	65	18	4.40	4.53	0.13	18		33
DREW	2 LANES	83	1	0.00	0.49	0.49			64
DREW	2 LANES	83	1	2.05	3.01	0.96			63
DREW	2 LANES	83	2	0.00	0.95	0.95			154
DREW	2 LANES	83	1S	0.00	2.33	2.33			6
DREW	2 LANES - PART OF COUPLET	83	2X	0.00	0.04	0.04			31
DREW	2 LANES	138	3	0.00	0.46	0.46			159
DREW	2 LANES	165	2	0.00	2.40	2.40			1402
DREW	5 LANES - TURN LANE/PAINTED MEDIAN	278	14	0.00	10.61	10.61	1401		27
DREW	4 LANES - UNDIVIDED	278	15	0.00	0.40	0.40	53		150
DREW	2 LANES	278	15	0.40	2.66	2.26			114
DREW	2 LANES - PART OF COUPLET	278	15X	0.00	0.86	0.86			165
DREW	2 LANES	425	3	0.00	2.50	2.50			66
DREW	3 LANES - PASSING LANE	425	3	2.50	3.50	1.00			
SUBTOTALS (BOX 1 OF 4):							12055		23014

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

2 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.		012321	3	7



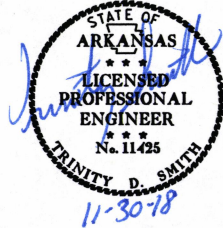
RAISED PAVEMENT MARKERS (BOX 2 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)		
							(YELLOW/YELLOW)		
DISTRICT 2 (CONTINUED)									
DREW	2 LANES	425	3	3.50	5.80	2.30		83	152
DREW	3 LANES - PASSING LANE	425	3	5.80	7.05	1.25			83
DREW	2 LANES	425	3	7.05	10.05	3.00			198
DREW	3 LANES - PASSING LANE	425	3	10.05	10.95	0.90		60	60
DREW	2 LANES	425	3	10.95	14.00	3.05			202
DREW	5 LANES - TURN LANE/PAINTED MEDIAN	425	3	14.00	16.79	2.79		369	370
DREW	5 LANES - TURN LANE/PAINTED MEDIAN	425	4	0.00	5.50	5.50		726	726
DREW	2 LANES	425	4	5.50	8.75	3.25			215
DREW	3 LANES - PASSING LANE	425	4	8.75	11.45	2.70		179	179
DREW	2 LANES	425	4	11.45	11.67	0.22		15	15
DREW	2 LANES	530	9	0.00	4.50	4.50			297
GRANT	2 LANES	35	2	0.00	13.46	13.46			889
GRANT	5 LANES - TURN LANE/PAINTED MEDIAN	167	10	0.00	9.30	9.30		1228	1228
GRANT	4 LANES - DIVIDED	167	10	9.30	14.41	5.11		675	675
GRANT	4 LANES - DIVIDED	167	11	0.00	3.00	3.00		396	396
GRANT	5 LANES - TURN LANE/PAINTED MEDIAN	167	11	3.00	14.01	11.01		1454	1454
GRANT	2 LANES	167	10B	0.00	1.10	1.10		73	73
GRANT	3 LANES - TURN LANE	167	10B	1.10	4.27	3.17		420	420
GRANT	3 LANES - TURN LANE	167	11B	1.32	2.53	1.21		160	160
GRANT	2 LANES	270	9	0.00	16.12	16.12		1064	1064
GRANT	2 LANES	270	10	4.10	11.03	6.93		458	458
GRANT	4 LANES - DIVIDED	530	4	16.29	17.84	1.55		205	205
JEFFERSON	2 LANES	11	5	0.00	4.27	4.27		282	282
JEFFERSON	2 LANES	15	8	5.56	9.50	3.94		261	261
JEFFERSON	2 LANES	31	1	0.00	6.00	6.00		396	396
JEFFERSON	3 LANES - TURN LANE	46	4	1.02	1.93	0.91		122	122
JEFFERSON	2 LANES	54	10	0.00	3.61	3.61		239	239
JEFFERSON	2 LANES	63	13	0.00	10.70	10.70		707	707
JEFFERSON	4 LANES - DIVIDED	63	13	10.70	11.15	0.45		60	60
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	63	14	0.00	6.40	6.40		845	846
JEFFERSON	2 LANES	63	14	6.40	8.95	2.55		169	169
JEFFERSON	3 LANES - PASSING LANE	63	14	8.95	9.27	0.32		22	22
JEFFERSON	4 LANES - UNDIVIDED	63	13B	0.00	1.40	1.40		185	93
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	63	13B	1.60	4.26	2.66		352	352
JEFFERSON	4 LANES - UNDIVIDED	63	13X	0.00	0.06	0.06		8	4
JEFFERSON	4 LANES - DIVIDED	65	14B	0.75	8.46	7.71		1018	
JEFFERSON	2 LANES	79	9	0.00	6.40	6.40		423	423
JEFFERSON	3 LANES - PASSING LANE	79	9	6.40	7.35	0.95		63	63
JEFFERSON	2 LANES	79	9	7.35	11.40	4.05		268	268
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	79	9	11.40	12.13	0.73		97	98
JEFFERSON	2 LANES	79	10	0.00	4.97	4.97		329	329
JEFFERSON	2 LANES	79	10B	0.00	3.01	3.01		199	199
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	79	9B	0.00	3.04	3.04		402	402
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	79	9B	3.04	4.72	1.68		222	222
JEFFERSON	4 LANES - UNDIVIDED	79	9B	7.56	10.30	2.74		362	181
JEFFERSON	2 LANES	79	9B	10.30	15.69	5.39		356	356
JEFFERSON	2 LANES	88	9	0.00	23.40	23.40		1545	1545
JEFFERSON	4 LANES - UNDIVIDED	190	5	3.15	4.50	1.35		179	90
JEFFERSON	2 LANES - PART OF COUPLET	190	5	4.50	6.34	1.84		243	
JEFFERSON	2 LANES	190	5	6.34	7.10	0.76			51
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	190	5	7.10	8.65	1.55		205	206
JEFFERSON	2 LANES - PART OF COUPLET	190	5X	0.00	1.86	1.86		246	
JEFFERSON	2 LANES	256	1	0.00	1.45	1.45			96
JEFFERSON	3 LANES - PASSING LANE	270	11	0.00	1.15	1.15		76	76
JEFFERSON	2 LANES	270	11	1.15	1.45	0.30		20	20
JEFFERSON	3 LANES - PASSING LANE	270	11	1.45	2.40	0.95		63	63
JEFFERSON	2 LANES	270	11	2.40	4.47	2.07			137
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	365	14	18.75	20.78	2.03		268	268
JEFFERSON	4 LANES - UNDIVIDED	425	7	0.00	1.65	1.65		218	109
JEFFERSON	2 LANES	425	7	1.65	4.10	2.45			162
JEFFERSON	5 LANES - TURN LANE/PAINTED MEDIAN	425	7	4.10	8.33	4.23		559	560
JEFFERSON	4 LANES - DIVIDED	530	5	17.84	34.90	17.06		2252	
JEFFERSON	2 LANES	530	6	0.00	8.11	8.11			536
JEFFERSON	ENTRANCE RAMPS (35)	530	5					1330	
JEFFERSON	EXIT RAMPS (33)	530	5					3465	
LINCOLN	2 LANES	11	2B	0.61	0.76	0.15			10
LINCOLN	4 LANES - DIVIDED	65	16	0.90	10.50	9.60		1268	
LINCOLN	5 LANES - TURN LANE/PAINTED MEDIAN	65	16	10.50	13.72	3.22		426	426
LINCOLN	2 LANES	114	1	7.95	8.20	0.25			17
LINCOLN	2 LANES	425	5	0.00	1.50	1.50		99	99
LINCOLN	3 LANES - PASSING LANE	425	5	1.50	2.60	1.10		73	73
LINCOLN	2 LANES	425	5	2.60	5.05	2.45			162
LINCOLN	3 LANES - TURN LANE	425	5	5.05	7.75	2.70		358	358
LINCOLN	2 LANES	425	5	7.75	9.35	1.60		106	106
LINCOLN	5 LANES - TURN LANE/PAINTED MEDIAN	425	5	9.35	10.63	1.28		169	170
LINCOLN	5 LANES - TURN LANE/PAINTED MEDIAN	425	6	0.00	1.10	1.10		146	146
LINCOLN	2 LANES	425	6	1.10	4.80	3.70			245
LINCOLN	3 LANES - PASSING LANE	425	6	4.80	5.60	0.80		53	53
LINCOLN	4 LANES - DIVIDED	425	6	5.60	6.40	0.80		106	106
LINCOLN	3 LANES - PASSING LANE	425	6	6.40	7.25	0.85		57	57
LINCOLN	2 LANES	425	6	7.25	12.46	5.21		344	344
LINCOLN	2 LANES	530	8	0.00	13.86	13.86		915	915
SUBTOTALS (BOX 2 OF 4):							20413		21377

* 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.

2 QUANTITIES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012321	4	7

RAISED PAVEMENT MARKERS (BOX 3 OF 4)

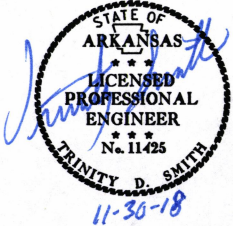
COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	
DISTRICT 7									
BRADLEY	2 LANES	8	11	0.00	6.64	6.64			439
BRADLEY	2 LANES	63	16	0.00	1.15	1.15			76
BRADLEY	3 LANES - PASSING LANE	63	16	1.15	4.95	3.80	251		251
BRADLEY	2 LANES	63	16	4.95	5.85	0.90			60
BRADLEY	4 LANES - UNDIVIDED	63	16	5.85	7.50	1.65	218		109
BRADLEY	5 LANES - TURN LANE/PAINTED MEDIAN	63	16	7.50	8.00	0.50	66		66
BRADLEY	3 LANES - TURN LANE	63	16	8.00	9.57	1.57	208		208
BRADLEY	2 LANES	63	16B	0.00	2.70	2.70			179
BRADLEY	3 LANES - PASSING LANE	63	17	0.00	1.44	1.44	96		96
BRADLEY	2 LANES	63	17	1.44	2.67	1.23			82
BRADLEY	3 LANES - PASSING LANE	63	17	2.67	3.16	0.49	33		33
BRADLEY	2 LANES	63	17	3.16	3.97	0.81			54
BRADLEY	3 LANES - PASSING LANE	63	17	3.97	5.10	1.13	75		75
BRADLEY	2 LANES	63	17	5.10	6.86	1.76			117
BRADLEY	3 LANES - PASSING LANE	63	17	6.86	10.08	3.22	213		213
BRADLEY	2 LANES	63	17	10.08	22.95	12.87			850
BRADLEY	3 LANES - PASSING LANE	63	17	22.95	24.75	1.80	119		119
BRADLEY	2 LANES	63	17	24.75	28.41	3.66			242
BRADLEY	2 LANES	278	12	0.00	13.95	13.95			921
BRADLEY	2 LANES	278	12B	0.00	2.65	2.65			175
BRADLEY	5 LANES - TURN LANE/PAINTED MEDIAN	278	13	2.58	6.75	4.17	551		552
BRADLEY	2 LANES	278	13B	0.00	0.99	0.99			66
CALHOUN	2 LANES	8	9	0.00	1.18	1.18			78
CALHOUN	4 LANES - DIVIDED	79	5	0.00	8.56	8.56	1130		
CALHOUN	ENTRANCE RAMP (1)	79	5				38		
CALHOUN	EXIT RAMP (1)	79	5				105		
CALHOUN	4 LANES - DIVIDED	167	3	0.70	4.24	3.54	468		
CALHOUN	5 LANES - TURN LANE/PAINTED MEDIAN	167	3	8.69	13.59	4.90	647		648
CALHOUN	2 LANES	274	2	0.00	1.40	1.40			93
CALHOUN	2 LANES	278	10	0.00	15.07	15.07			995
CALHOUN	2 LANES	278	11	0.00	10.11	10.11			668
CLARK	2 LANES	7	6	0.00	11.21	11.21			740
CLARK	3 LANES - TURN LANE	7	7	0.00	0.53	0.53			70
CLARK	2 LANES	7	7	0.53	1.96	1.43			95
CLARK	3 LANES - PASSING LANE	7	7	1.96	2.48	0.52	35		35
CLARK	2 LANES	7	7	2.48	5.16	2.68			177
CLARK	2 LANES	8	5	0.00	25.67	25.67			1695
CLARK	2 LANES	26	4	0.00	16.11	16.11			1064
CLARK	4 LANES - DIVIDED	30	14	56.38	80.57	24.19	3194		
CLARK	ENTRANCE RAMPS (12)	30	14				456		
CLARK	EXIT RAMPS (12)	30	14				1260		
CLARK	2 LANES	51	1	24.22	28.88	4.66			308
CLARK	5 LANES - TURN LANE/PAINTED MEDIAN	51	1	28.88	30.00	1.12	148		148
CLARK	2 LANES	51	1	30.00	31.27	1.27			84
CLARK	2 LANES	51	2	0.00	1.57	1.57			104
CLARK	2 LANES	67	4	0.00	9.12	9.12			602
CLARK	2 LANES	67	5	0.00	15.79	15.79			1043
CLARK	2 LANES	67	6	0.00	0.25	0.25			17
CLARK	3 LANES - TURN LANE	67	6	0.25	0.55	0.30			40
CLARK	2 LANES	67	6	0.55	1.30	0.75			50
CLARK	3 LANES - TURN LANE	67	6	1.30	2.10	0.80			106
CLARK	2 LANES	67	6	2.10	4.08	1.98			131
CLARK	3 LANES - TURN LANE	67	6	4.08	4.30	0.22			30
CLARK	2 LANES	67	6	4.30	7.40	3.10			205
CLEVELAND	2 LANES	8	10	0.00	13.39	13.39			884
CLEVELAND	2 LANES	63	15	5.93	7.32	1.39			92
CLEVELAND	3 LANES - PASSING LANE	63	15	7.32	8.46	1.14	76		76
CLEVELAND	2 LANES	63	15	8.46	11.65	3.19			211
CLEVELAND	3 LANES - PASSING LANE	63	15	11.65	14.55	2.90	192		192
CLEVELAND	2 LANES	63	15	14.55	17.56	3.01			199
CLEVELAND	3 LANES - PASSING LANE	63	15	17.56	20.52	2.96	196		196
CLEVELAND	2 LANES	63	15	20.52	25.84	5.32			352
CLEVELAND	2 LANES	79	7	0.00	12.67	12.67			837
CLEVELAND	2 LANES	79	8	0.00	2.15	2.15			142
CLEVELAND	3 LANES - PASSING LANE	79	8	2.15	3.10	0.95	63		63
CLEVELAND	2 LANES	79	8	3.10	4.97	1.87			124
CLEVELAND	3 LANES - PASSING LANE	79	8	4.97	6.10	1.13	75		75
CLEVELAND	2 LANES	79	8	6.10	7.27	1.17			78
CLEVELAND	5 LANES - TURN LANE/PAINTED MEDIAN	167	8	0.00	0.37	0.37	49		50
CLEVELAND	4 LANES - DIVIDED	167	8	0.37	8.74	8.37	1105		
CLEVELAND	2 LANES	530	7	0.00	1.28	1.28			85
COLUMBIA	2 LANES	79	1	0.00	18.26	18.26			1206
COLUMBIA	2 LANES	79	2	0.00	6.20	6.20			410
COLUMBIA	3 LANES - PASSING LANE	79	2	6.20	8.45	2.25	149		149
COLUMBIA	2 LANES	79	2	8.45	9.40	0.95			63
COLUMBIA	3 LANES - PASSING LANE	79	2	9.40	10.58	1.18	78		78
COLUMBIA	2 LANES	82	3	0.00	1.60	1.60			106
COLUMBIA	3 LANES - PASSING LANE	82	3	1.60	4.25	2.65	175		175
COLUMBIA	2 LANES	82	3	4.25	4.65	0.40			54
COLUMBIA	3 LANES - TURN LANE	82	3	4.65	7.36	2.71			179
COLUMBIA	2 LANES	82	4	4.31	5.91	1.60			106
COLUMBIA	2 LANES	82	4	5.91	8.70	2.79			185
COLUMBIA	2 LANES	82	4	8.70	10.85	2.15			142
SUBTOTALS (BOX 3 OF 4):							11261		20718

* 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.			
				JOB NO.		002321	5	7

2 QUANTITIES



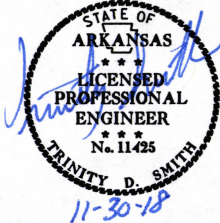
RAISED PAVEMENT MARKERS (BOX 4 OF 4)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	
DISTRICT 7 (CONTINUED)									
COLUMBIA	3 LANES - PASSING LANE	82	4	10.85	14.14	3.29	218	218	
COLUMBIA	3 LANES - PASSING LANE	82	4	14.14	15.91	1.77	117	117	
COLUMBIA	2 LANES	98	1	0.00	6.84	6.84			452
COLUMBIA	2 LANES	371	6	0.00	11.52	11.52			761
COLUMBIA	2 LANES	371	7	0.00	0.88	0.88			59
COLUMBIA	3 LANES - TURN LANE	371	7	0.88	1.50	0.62			82
COLUMBIA	2 LANES	371	7	2.82	27.15	24.33			1606
DALLAS	2 LANES	7	5	16.80	17.67	0.87			58
DALLAS	2 LANES	8	6	7.22	16.90	9.68			639
DALLAS	2 LANES	8	7	0.00	18.41	18.41			1216
DALLAS	2 LANES	8	8	0.00	3.66	3.66			242
DALLAS	2 LANES	9	3	0.00	13.10	13.10			865
DALLAS	4 LANES - DIVIDED	79	6	0.00	3.70	3.70	489		
DALLAS	2 LANES	79	6	3.70	7.40	3.70			245
DALLAS	2 LANES	79	6B	0.00	1.30	1.30			86
DALLAS	3 LANES - TURN LANE	79	6B	1.30	2.23	0.93			124
DALLAS	2 LANES	79	6B	2.23	3.21	0.98			65
DALLAS	5 LANES - TURN LANE/PAINTED MEDIAN	167	7	0.00	1.95	1.95	258		258
DALLAS	4 LANES - DIVIDED	167	7	1.95	7.00	5.05	667		667
DALLAS	5 LANES - TURN LANE/PAINTED MEDIAN	167	7	7.00	7.46	0.46	61		62
DALLAS	4 LANES - DIVIDED	167	9	0.00	2.95	2.95	390		390
DALLAS	5 LANES - TURN LANE/PAINTED MEDIAN	167	9	2.95	3.96	1.01	134		134
OUACHITA	4 LANES - DIVIDED	7	3	0.00	15.00	15.00	1980		1980
OUACHITA	2 LANES	7	3	15.00	15.40	0.40			27
OUACHITA	3 LANES - TURN LANE	7	3	15.40	15.85	0.45			60
OUACHITA	2 LANES	7	3	15.85	16.26	0.41			28
OUACHITA	2 LANES	24	6	0.00	17.61	17.61			1163
OUACHITA	2 LANES	79	3	0.00	20.33	20.33			1342
OUACHITA	4 LANES - UNDIVIDED	79	3	20.33	21.30	0.97	129		65
OUACHITA	5 LANES - TURN LANE/PAINTED MEDIAN	79	3	21.30	21.45	0.15	20		20
OUACHITA	4 LANES - DIVIDED	79	4	0.00	5.15	5.15	680		680
OUACHITA	5 LANES - TURN LANE/PAINTED MEDIAN	79	4	5.15	8.10	2.95	390		390
OUACHITA	4 LANES - DIVIDED	79	4	8.10	20.32	12.22	1614		1614
OUACHITA	EXIT RAMPS (7)	79	4				266		266
OUACHITA	ENTRANCE RAMPS (9)	79	4				945		945
OUACHITA	5 LANES - TURN LANE/PAINTED MEDIAN	79	4B	0.00	0.45	0.45	60		60
OUACHITA	3 LANES - TURN LANE	79	4B	0.45	1.05	0.60			80
OUACHITA	2 LANES	79	4B	1.05	5.50	4.45			294
OUACHITA	2 LANES	274	1	0.00	1.55	1.55			103
OUACHITA	2 LANES	278	8	0.00	16.70	16.70			1103
OUACHITA	4 LANES - DIVIDED	278	8	16.70	18.00	1.30	172		172
OUACHITA	2 LANES	278	8B	0.00	0.87	0.87			58
OUACHITA	3 LANES - TURN LANE	278	8B	0.87	1.25	0.38			52
OUACHITA	2 LANES	278	8B	1.25	1.87	0.62	41		41
OUACHITA	4 LANES - UNDIVIDED	278	9	0.15	1.13	0.98	130		130
OUACHITA	2 LANES	278	9	1.13	4.61	3.48			65
OUACHITA	4 LANES - UNDIVIDED	376	1	4.83	6.25	1.42	188		188
UNION	4 LANES - DIVIDED	7	2	0.00	11.72	11.72	1548		1548
UNION	2 LANES	7	2S	0.00	2.22	2.22			147
UNION	2 LANES	15	1	16.75	21.03	4.28			283
UNION	2 LANES	63	18	0.00	11.65	11.65			769
UNION	3 LANES - TURN LANE	63	18	11.65	12.65	1.00			132
UNION	3 LANES - PASSING LANE	63	18	12.65	13.60	0.95	63		63
UNION	5 LANES - TURN LANE/PAINTED MEDIAN	63	18	13.60	18.00	4.40	581		582
UNION	2 LANES	82	5	0.00	2.20	2.20			146
UNION	3 LANES - PASSING LANE	82	5	2.20	4.90	2.70	179		179
UNION	2 LANES	82	5	4.90	6.68	1.78			118
UNION	3 LANES - PASSING LANE	82	5	6.68	9.88	3.20	212		212
UNION	2 LANES	82	5	9.88	10.70	0.82			55
UNION	4 LANES - DIVIDED	82	5	17.00	21.77	4.77	630		630
UNION	ENTRANCE RAMPS (7)	82	5				266		266
UNION	EXIT RAMPS (7)	82	5				735		735
UNION	2 LANES	82	5B	3.90	5.43	1.53			101
UNION	4 LANES - DIVIDED	82	6	0.00	1.05	1.05	139		139
UNION	2 LANES	82	6	1.05	3.02	1.97			131
UNION	3 LANES - PASSING LANE	82	6	3.02	4.10	1.08	72		72
UNION	2 LANES	82	6	4.10	7.50	3.40			225
UNION	3 LANES - PASSING LANE	82	6	7.50	10.05	2.55	169		169
UNION	2 LANES	82	6	10.05	14.00	3.95			261
UNION	3 LANES - PASSING LANE	82	6	14.00	15.05	1.05	70		70
UNION	2 LANES	82	6	15.05	16.58	1.53			101
UNION	2 LANES	82	7	0.30	6.90	6.60			436
UNION	3 LANES - PASSING LANE	82	7	6.90	10.05	3.15	208		208
UNION	2 LANES	82	7	10.05	15.12	5.07			335
UNION	5 LANES - TURN LANE/PAINTED MEDIAN	167	1	0.00	14.14	14.14	1867		1868
UNION	4 LANES - DIVIDED	167	1	14.14	19.37	5.23	691		691
UNION	ENTRANCE RAMPS (8)	167	1				304		304
UNION	EXIT RAMPS (8)	167	1				840		840
UNION	3 LANES - TURN LANE	167	1B	0.00	0.75	0.75			100
UNION	5 LANES - TURN LANE/PAINTED MEDIAN	167	1B	0.75	3.15	2.40	317		318
UNION	2 LANES	167	1B	3.15	4.06	0.91			61
UNION	5 LANES - TURN LANE/PAINTED MEDIAN	167	2	5.27	8.07	2.80	370		370
SUBTOTALS (BOX 4 OF 4):							18169	20076	
SUBTOTALS (BOX 1 OF 4):									
SUBTOTALS (BOX 2 OF 4):							12055	23014	
SUBTOTALS (BOX 3 OF 4):							20413	21377	
TOTALS:							11261	20718	
TOTALS:							61898	85185	

* 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

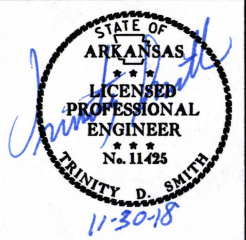
** QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	012321		6	7
2 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. 012321	7	7

2 SUMMARY OF QUANTITIES & REVISIONS

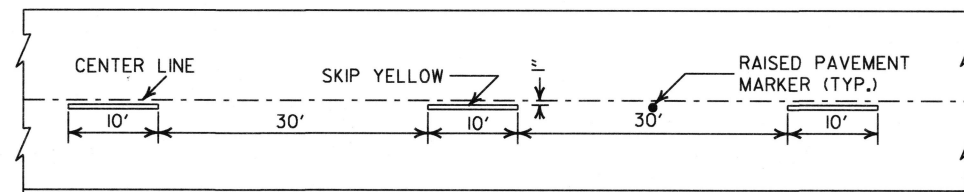


SUMMARY OF QUANTITIES

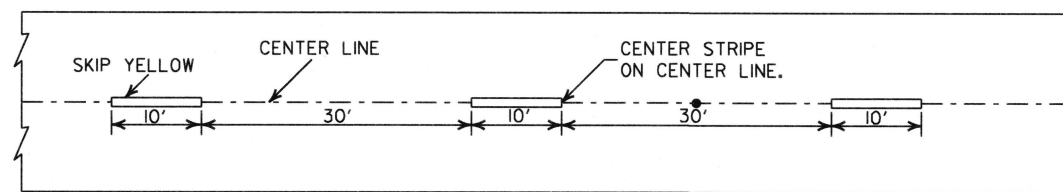
ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	147083	EACH

REVISIONS

DATE	REVISION	SHEET NUMBER

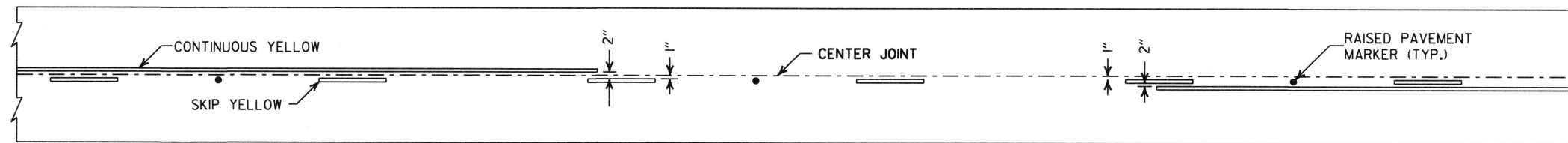


CONCRETE PAVEMENT

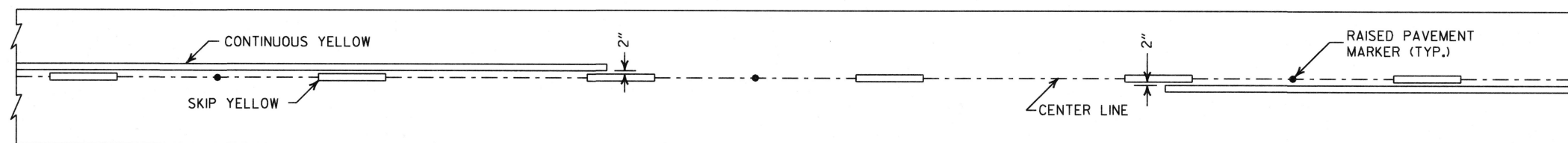


ASPHALT PAVEMENT

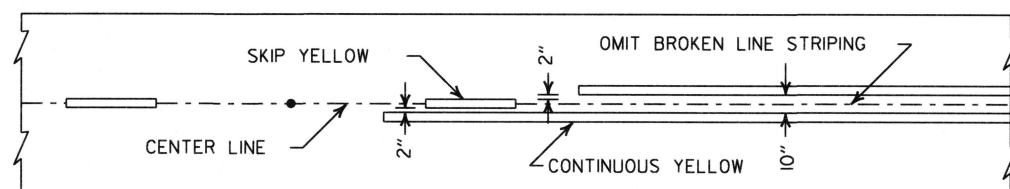
BROKEN LINE STRIPING



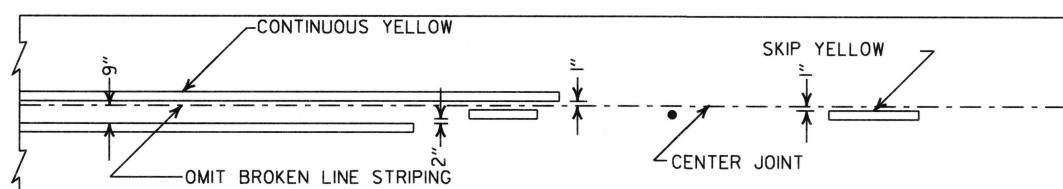
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

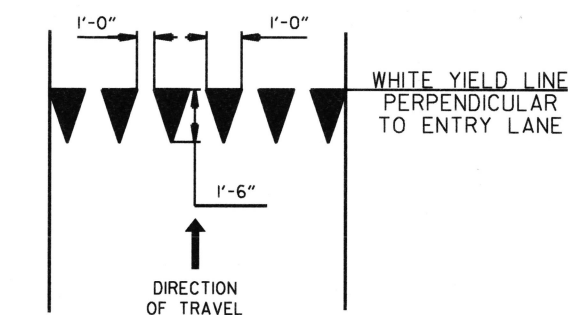


ASPHALT PAVEMENT

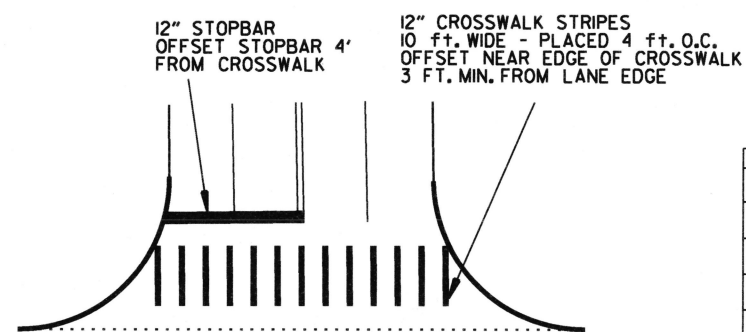


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL

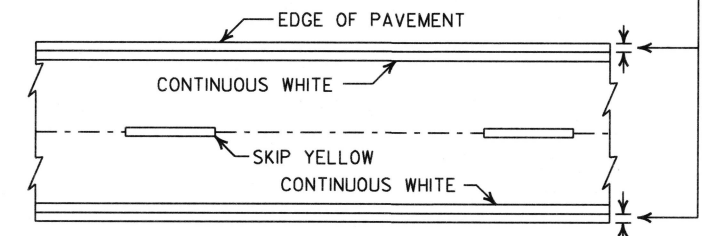


CROSSWALK AND STOPBAR DETAILS

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.

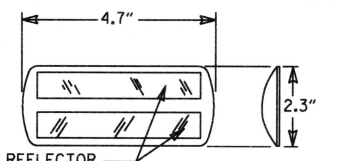
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

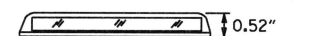
NOTE:
THE RED LENS OF THE
TYPE II R.P.M. SHALL
FACE THE INCORRECT
TRAFFIC MOVEMENT.

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 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

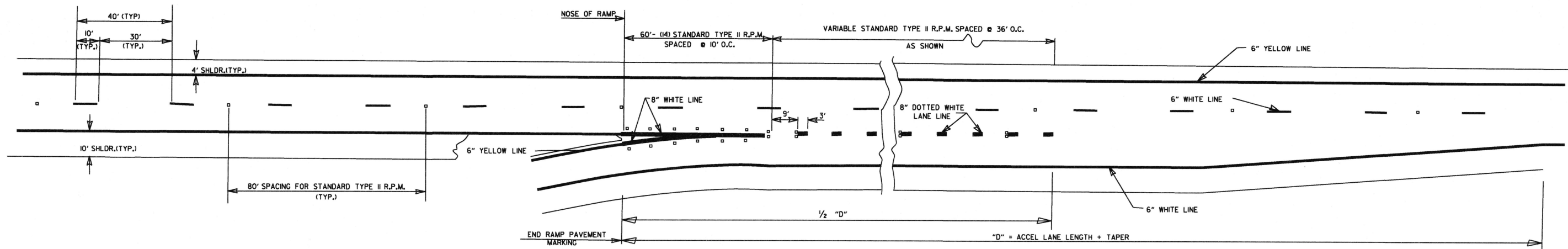
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

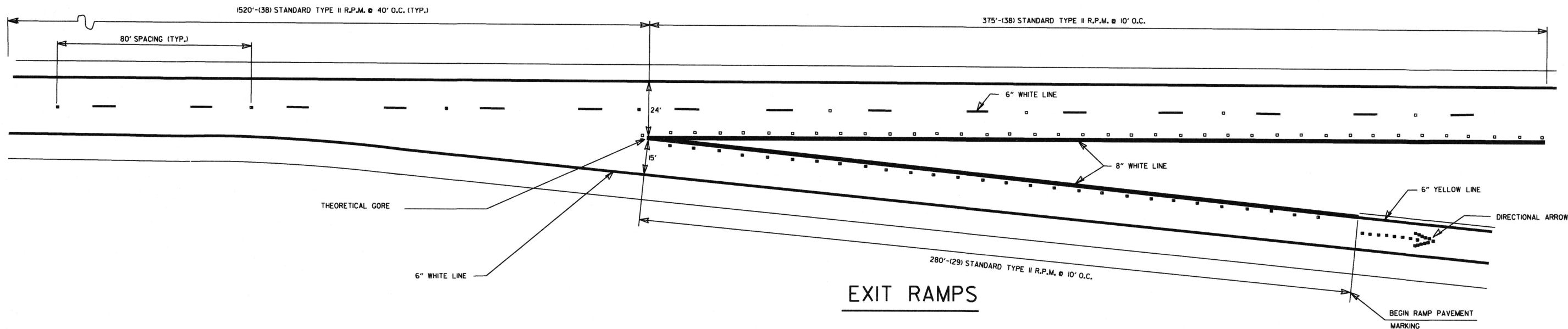
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

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

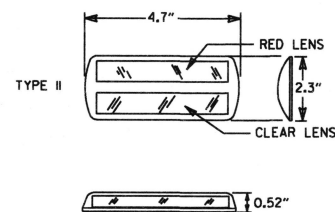
EXIT RAMP
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMP

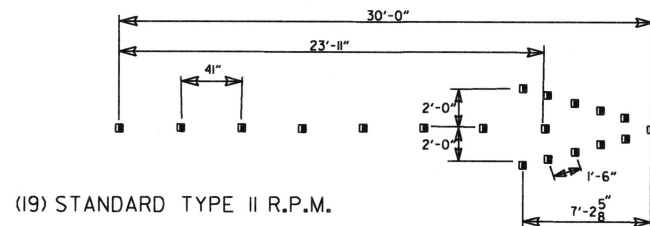


EXIT RAMP



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS

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

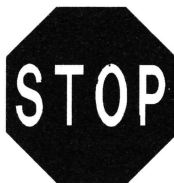
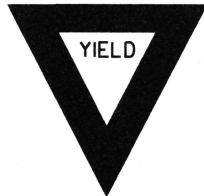
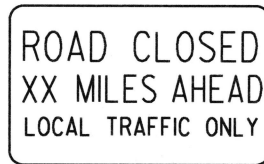
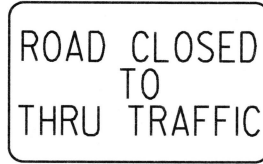
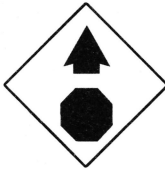
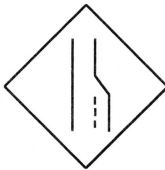
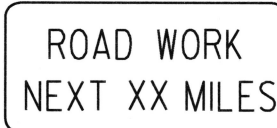
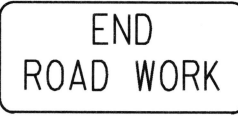
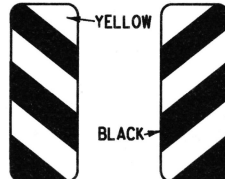
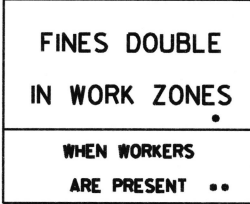
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH
THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES",
LATEST REVISION.

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

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

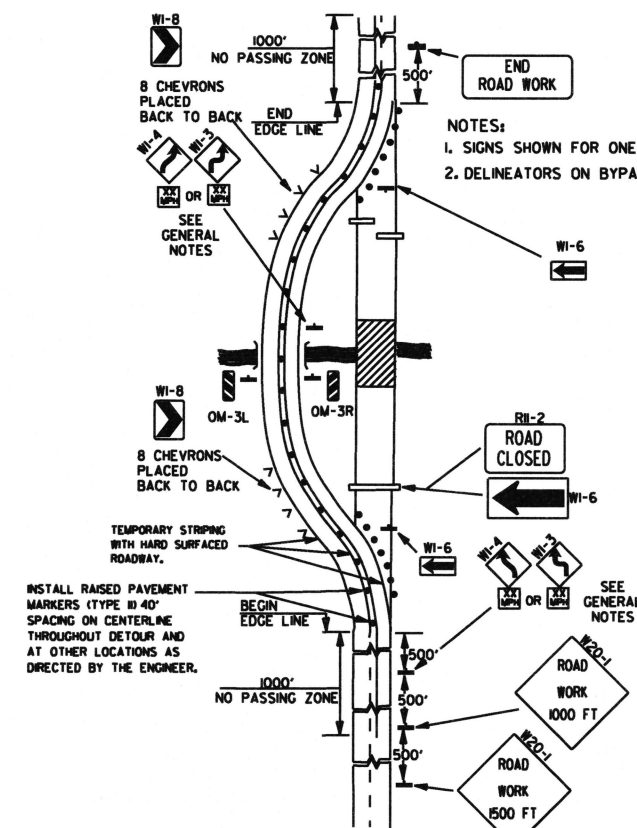
ARKANSAS STATE HIGHWAY COMMISSION
PERMANENT PAVEMENT MARKING
ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

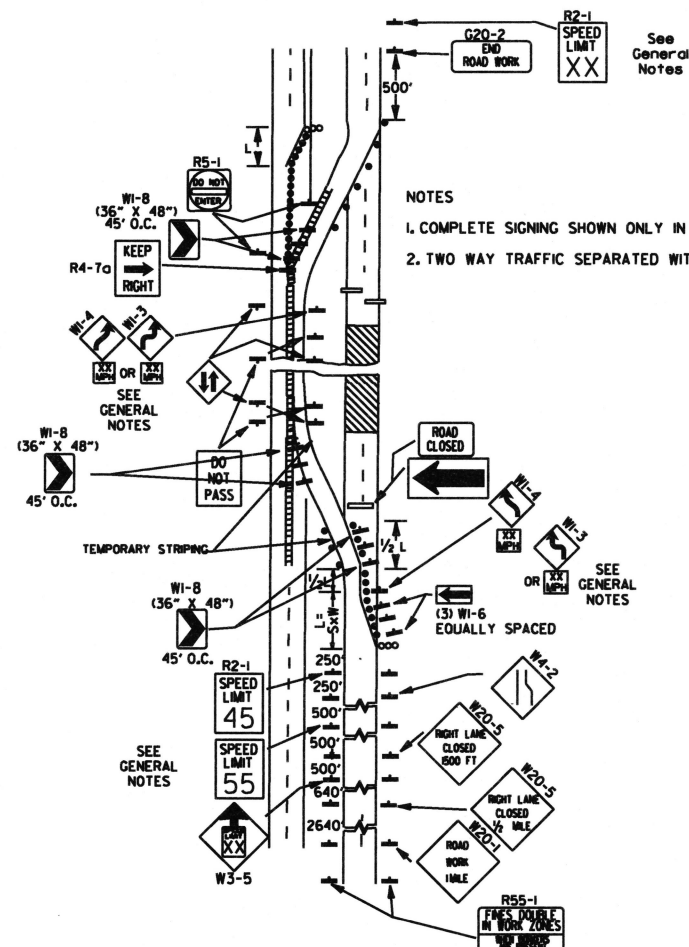
RI-1  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R4-2  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	ADVANCE DISTANCES (XXXX) 500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD GENERAL NOTES: 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. 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. 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. 4. 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. 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. 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. 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. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 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. 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. • 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.
R5-1  STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"	R11-2  48"x30"	R11-3A  60"x30"	R11-4  60"x30"	W21-5a  STD. 36"x36" FWY. 48"x48"	W1-1  STD. 36"x36" FWY. 48"x48"	W1-2  STD. 36"x36" FWY. 48"x48"	
W1-3  STD. 48"x48"	W1-4  STD. 48"x48"	W1-6  STD. 48"x24" SPECIAL 60"x30"	W1-8  STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"	W3-1  STD. 36"x36" SPECIAL 48"x48"	W3-2  STD. 36"x36" SPECIAL 48"x48"	W4-2  STD. 36"x36" FWY. 48"x48"	
W5-1  STD. 36"x36" SPECIAL 48"x48"	W6-3  EXPWY. 36"x36" SPECIAL 48"x48"	W8-7  EXPWY. 36"x36" FWY. 48"x48"	W9-2  STD. 36"x36" FWY. 48"x48"	W13-1  STD. 24"x24"	W20-1  STD. 48"x48"	W20-2  STD. 48"x48"	
W20-3  STD. 48"x48"	W20-4  STD. 48"x48"	W20-5  STD. 48"x48"	W20-7a  500 FEET 24" W6-2 STD. 36"x36" FWY. 48"x48"	W21-2  STD. 30"x30" SPECIAL 36"x36"	W21-5  STD. 30"x30" SPECIAL 36"x36"	W24-1  STD. 36"x36"	
W1-4b  STD. 48"x48"	R56-1  STD. 18"x18"	W8-11  STD. 36"x36" FWY. 48"x48"	W8-9  STD. 36"x36" FWY. 48"x48"	G20-1  60"x24"	G20-2  48"x24"	OM-3L OM-3R  12"x36"	
M4-9  STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"	M4-10  48"x18"	R55-1  36"x60" • USE 6" C LETTERS •• USE 4" D LETTERS					

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

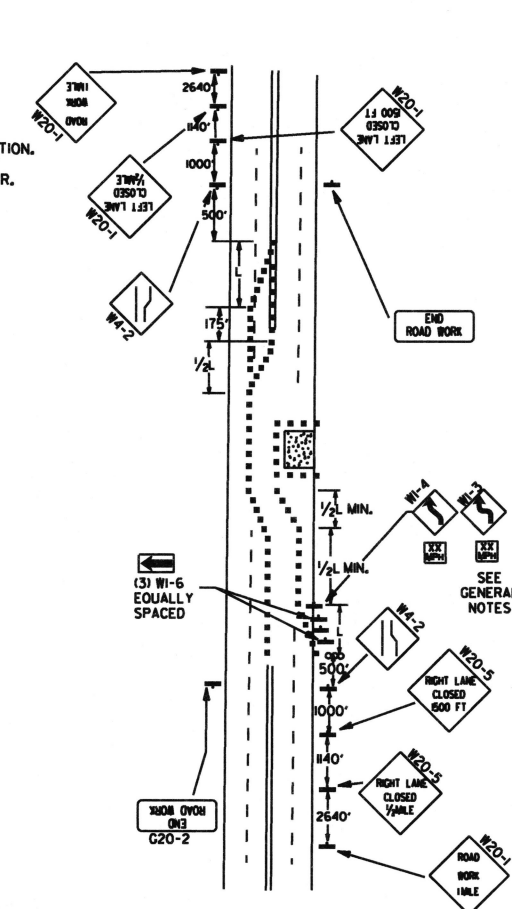
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



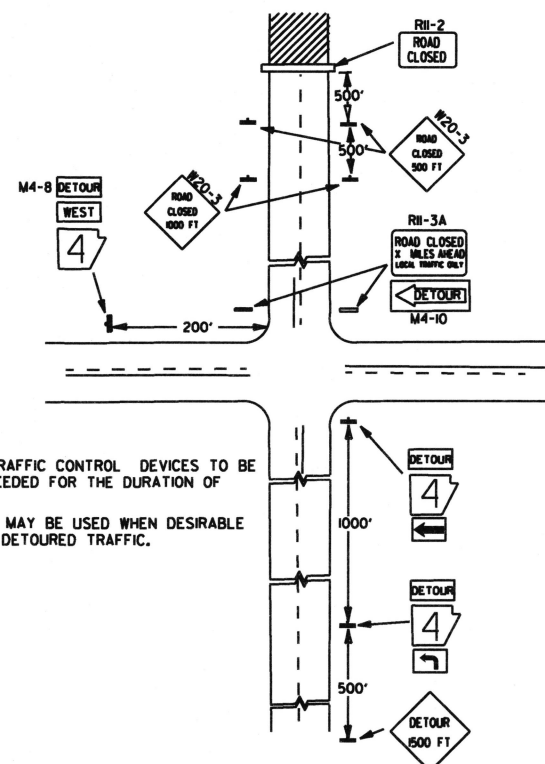
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



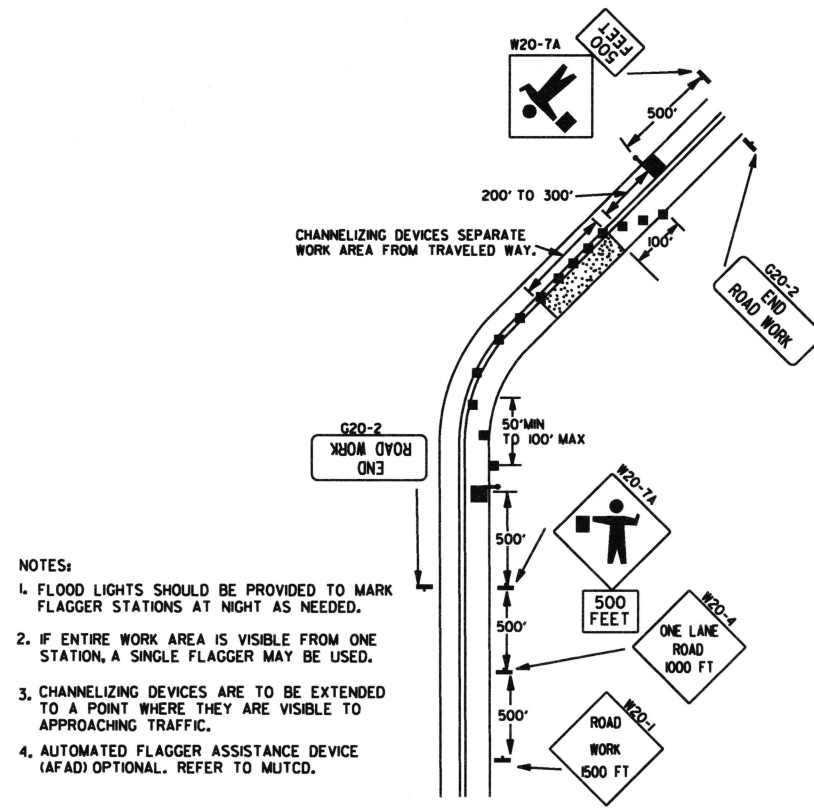
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



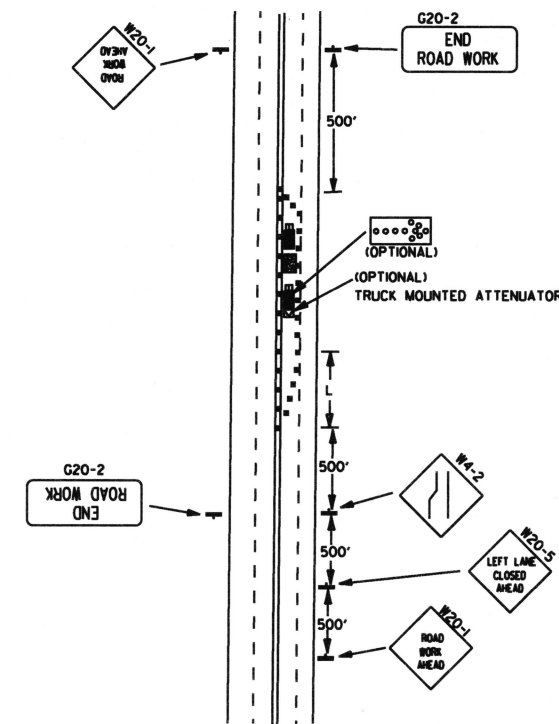
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

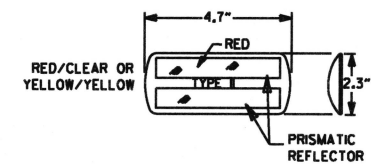


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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

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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$ FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:
L = MINIMUM LENGTH OF TAPER.

S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W = WIDTH OF OFFSET.

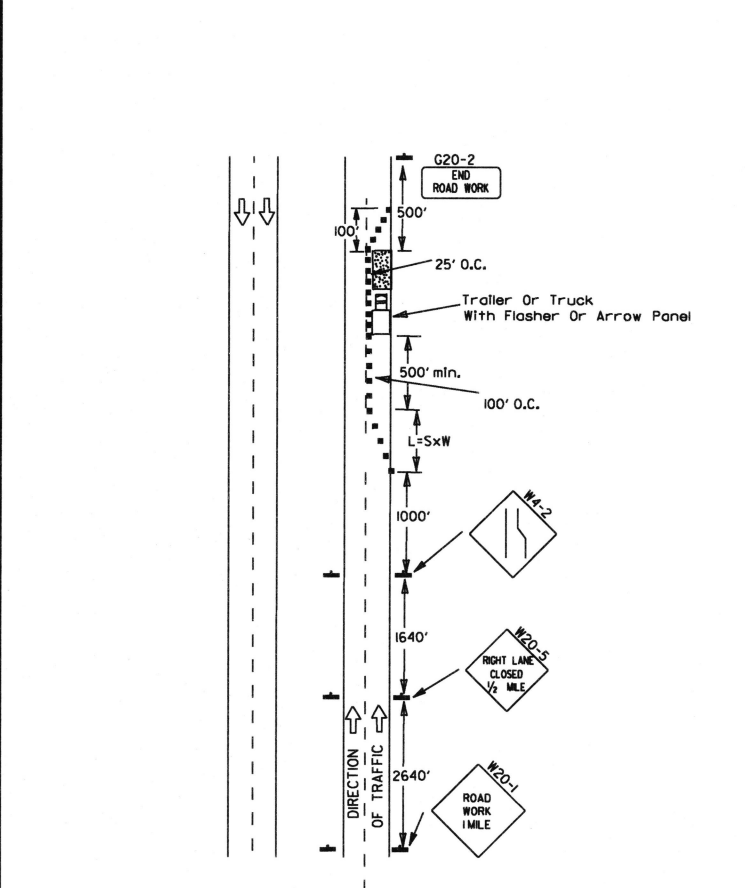
GENERAL NOTES:

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

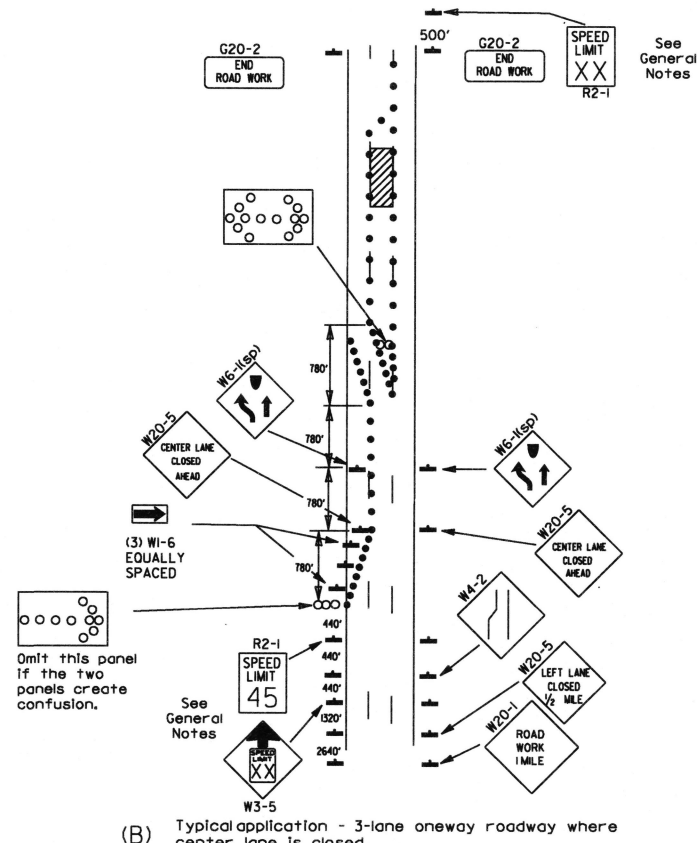
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN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

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



(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.

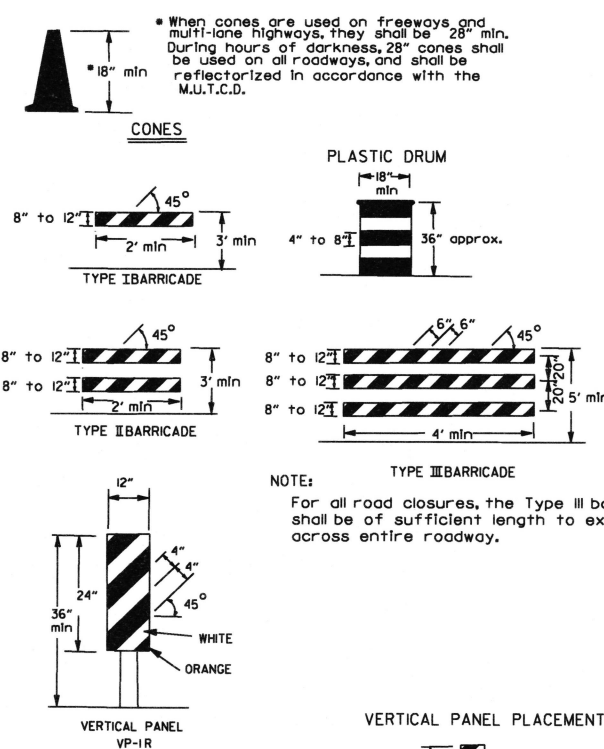
- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

GENERAL NOTES:

- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
- When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-145mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
- When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-155mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
- The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
- Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
- Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
- The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
- Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
- All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual for Assessing Safety Hardware (MASH).
- 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.

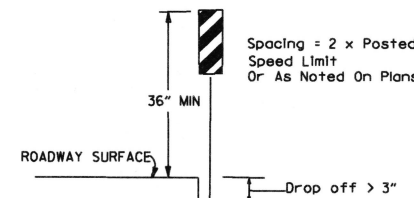
(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

Channelizing devices



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

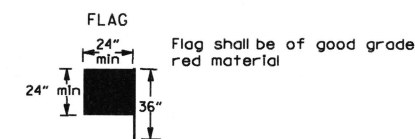
VERTICAL PANEL PLACEMENT



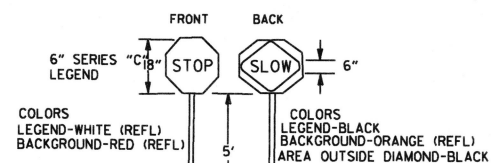
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

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-land vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

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

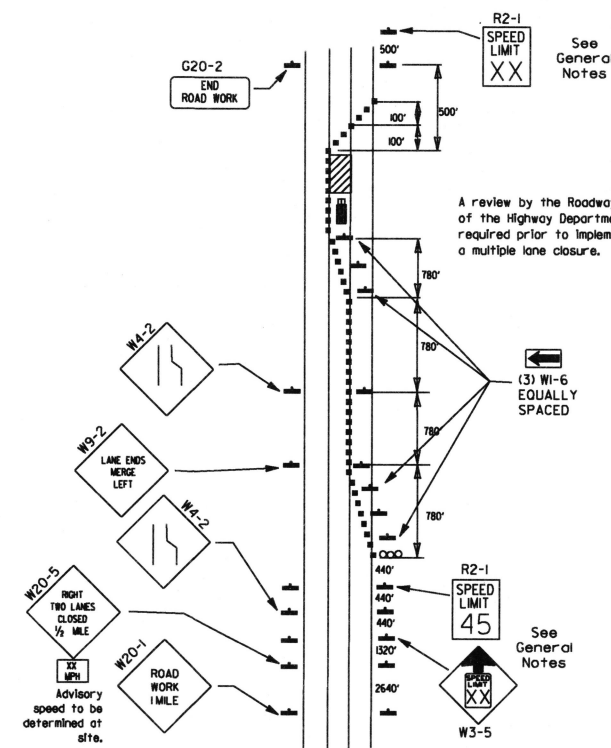
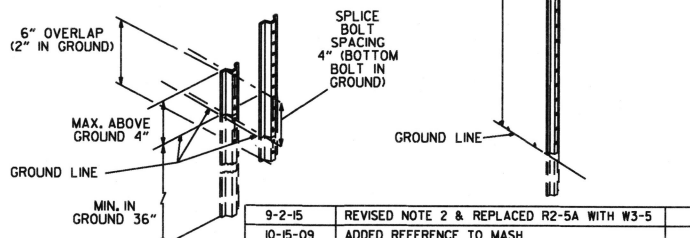


STOP SLOW PADDLE



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 multilane highway.

DATE	REVISION	FILMED
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	