

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

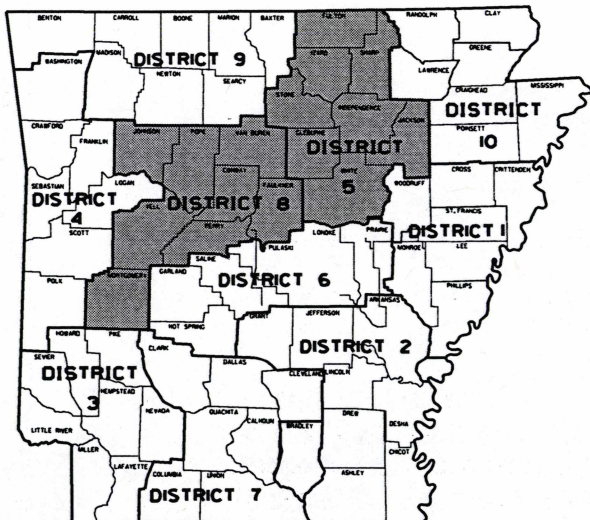
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 012323	1	11

2 DISTRICTS 5 & 8 APHN RAISED PAVEMENT MARKERS (2020) (S)

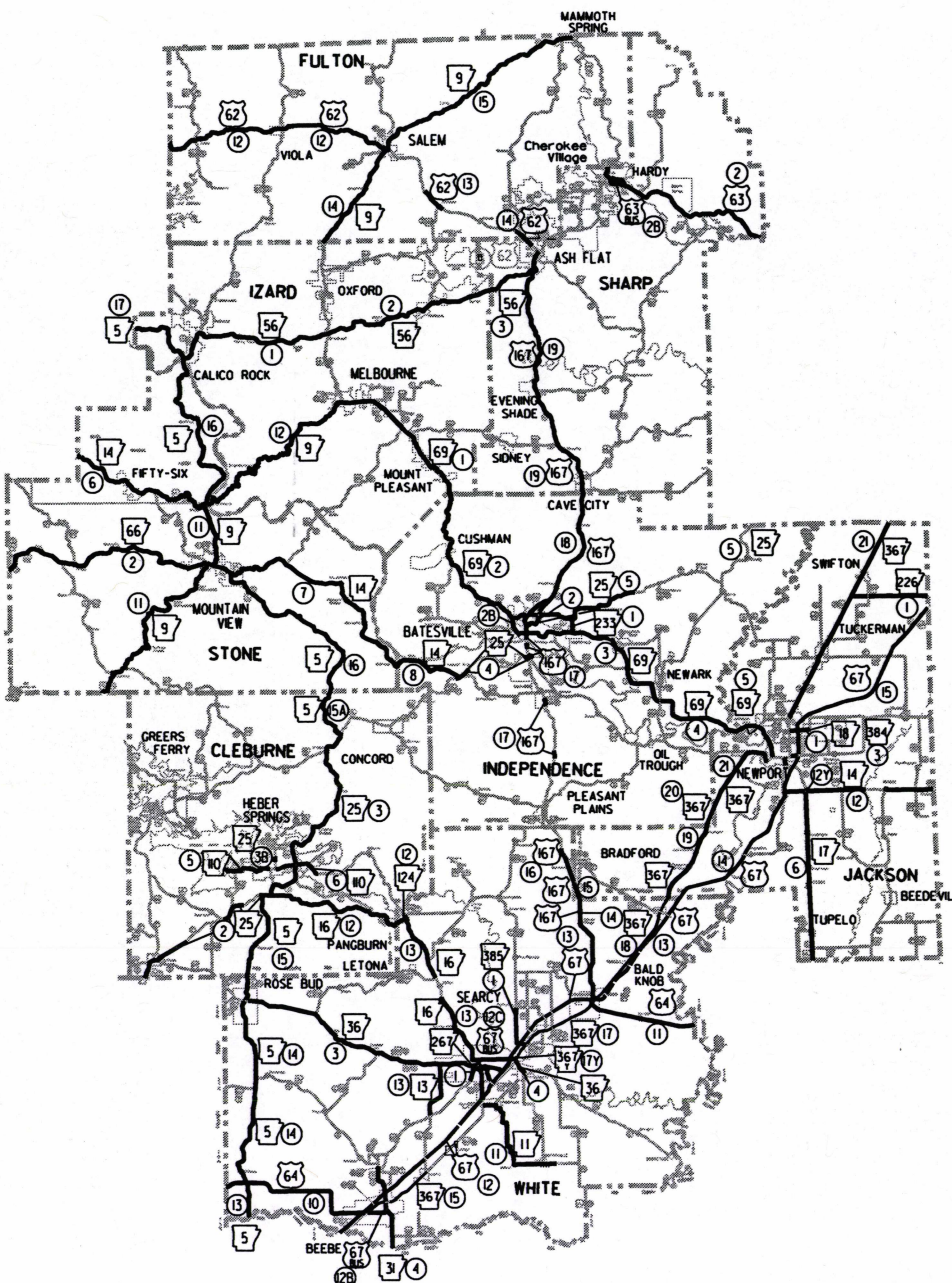
DISTRICTS 5 & 8 APHN RAISED
PAVEMENT MARKERS (2020) (S)

VARIOUS COUNTIES
FED. AID PROJ. HSIP-0076(187)

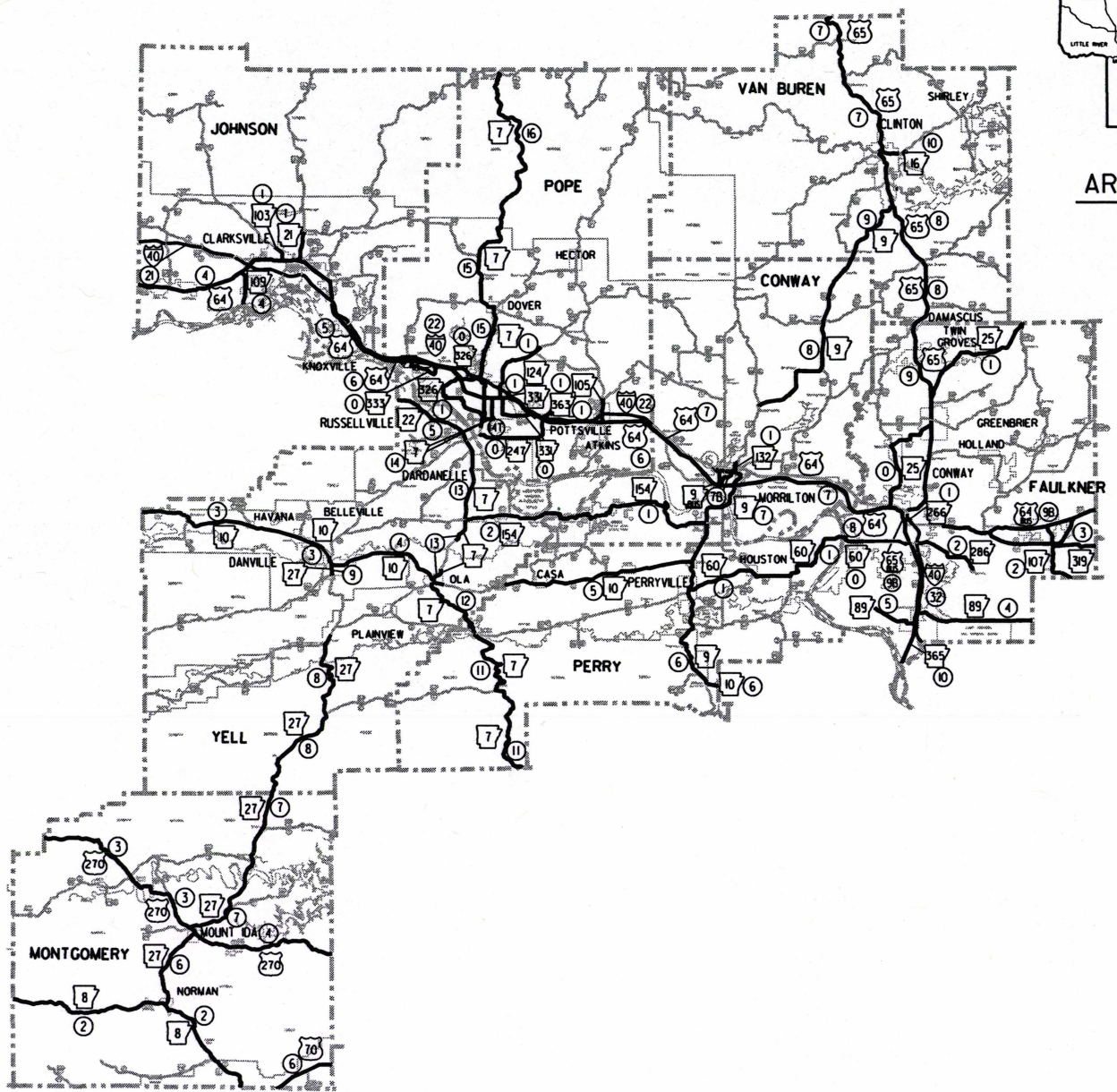
JOB 012323
NOT TO SCALE



ARK. HWY. DIST. NOS. 5 & 8



DISTRICT 5



DISTRICT 8



APPROVED



1-30-2020

DEPUTY DIRECTOR
AND CHIEF ENGINEER

NO LENGTH INVOLVED

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
03-05-2020				6	ARK.			
03-05-2020								
				JOB NO.		012323	2	11

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



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES
3 - 10	QUANTITIES
11	SUMMARY OF QUANTITIES AND REVISIONS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	11-07-19
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	02-27-20

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
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB 012323	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 012323	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012323	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012323	COORDINATION OF WORK
JOB 012323	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 012323	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012323	MAINTENANCE OF TRAFFIC
JOB 012323	MANDATORY ELECTRONIC CONTRACT
JOB 012323	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012323	SEQUENCE OF CONSTRUCTION
JOB 012323	UTILITY ADJUSTMENTS

GENERAL NOTES

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

RAISED PAVEMENT MARKERS (BOX 1 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		TYPE II (YELLOW/YELLOW)
							(WHITE/RED)		
							EACH		
DISTRICT 5									
CLEBURNE	3 LANES - PASSING LANE	5	15	0.00	0.10	0.10	7		7
CLEBURNE	2 LANES	5	15	0.10	3.33	3.23			214
CLEBURNE	3 LANES - PASSING LANE	5	15	3.33	4.16	0.83	55		55
CLEBURNE	2 LANES	5	15	4.16	7.65	3.49			231
CLEBURNE	2 LANES	5	15A	0.00	4.75	4.75			314
CLEBURNE	2 LANES	16	12	0.00	6.45	6.45			426
CLEBURNE	3 LANES - PASSING LANE	16	12	6.45	7.32	0.87	58		58
CLEBURNE	2 LANES	16	12	7.32	12.21	4.89			323
CLEBURNE	2 LANES	25	2	2.51	2.61	0.10			7
CLEBURNE	3 LANES - PASSING LANE	25	2	2.61	3.49	0.88	59		59
CLEBURNE	2 LANES	25	2	3.49	4.08	0.59			39
CLEBURNE	3 LANES - PASSING LANE	25	2	4.08	4.93	0.85	57		57
CLEBURNE	2 LANES	25	2	8.79	9.05	0.26			18
CLEBURNE	3 LANES - PASSING LANE	25	2	9.05	9.82	0.77	51		51
CLEBURNE	2 LANES	25	2	9.82	10.04	0.22			15
CLEBURNE	3 LANES - PASSING LANE	25	2	10.04	10.98	0.94	63		63
CLEBURNE	2 LANES	25	2	10.98	11.28	0.30			20
CLEBURNE	2 LANES	25	2	12.92	13.05	0.13			9
CLEBURNE	4 LANES - UNDIVIDED	25	2	13.05	13.13	0.08	11		6
CLEBURNE	3 LANES - PASSING LANE	25	2	13.13	13.82	0.69	46		46
CLEBURNE	3 LANES - PASSING LANE	25	3	0.00	1.11	1.11	74		74
CLEBURNE	4 LANES - UNDIVIDED	25	3	1.11	1.19	0.08	11		6
CLEBURNE	3 LANES - PASSING LANE	25	3	1.19	1.30	0.11	8		8
CLEBURNE	2 LANES	25	3	1.30	2.96	1.66			110
CLEBURNE	3 LANES - PASSING LANE	25	3	2.96	3.17	0.21	14		14
CLEBURNE	2 LANES	25	3	3.17	4.20	1.03			68
CLEBURNE	3 LANES - PASSING LANE	25	3	4.20	5.49	1.29	86		86
CLEBURNE	2 LANES	25	3	5.49	14.57	9.08			600
CLEBURNE	3 LANES - PASSING LANE	25	3	14.57	15.41	0.84	56		56
CLEBURNE	2 LANES	25	3	15.41	19.23	3.82			253
CLEBURNE	3 LANES - TURN LANE	25	3B	2.10	2.50	0.40			53
CLEBURNE	2 LANES	110	5	0.00	4.23	4.23			280
CLEBURNE	4 LANES - UNDIVIDED	110	5	4.23	4.29	0.06	8		4
CLEBURNE	4 LANES - UNDIVIDED	110	6	0.00	0.13	0.13	18		9
CLEBURNE	2 LANES	110	6	0.13	4.17	4.04			267
CLEBURNE	2 LANES	210	0	0.00	1.68	1.68			111
FULTON	2 LANES	62	12	0.00	5.21	5.21			344
FULTON	3 LANES - PASSING LANE	62	12	5.21	5.95	0.74	49		49
FULTON	4 LANES - UNDIVIDED	62	12	5.95	6.13	0.18	24		12
FULTON	3 LANES - PASSING LANE	62	12	6.13	6.86	0.73	49		49
FULTON	2 LANES	62	12	6.86	10.37	3.51			232
FULTON	3 LANES - TURN LANE	62	12	10.37	10.93	0.56			74
FULTON	2 LANES	62	12	10.93	11.58	0.65			43
FULTON	3 LANES - PASSING LANE	62	12	11.58	17.04	5.46	361		361
FULTON	2 LANES	62	12	17.04	17.55	0.51			34
FULTON	3 LANES - PASSING LANE	62	12	17.55	17.86	0.31	21		21
FULTON	3 LANES - TURN LANE	62	12	17.86	18.36	0.50			66
FULTON	3 LANES - PASSING LANE	62	12	18.36	19.57	1.21	80		80
FULTON	2 LANES	62	12	19.57	20.59	1.02			68
FULTON	2 LANES	62	13	6.18	7.70	1.52			101
FULTON	2 LANES	62	13	14.56	15.49	0.93			62
FULTON	2 LANES	9	14	0.00	9.91	9.91			655
FULTON	2 LANES	9	15	0.00	19.84	19.84			1310
INDEPENDENCE	2 LANES	14	8	0.00	6.08	6.08			402
INDEPENDENCE	2 LANES	25	4	4.00	4.37	0.37			25
INDEPENDENCE	2 LANES	25	4	4.45	4.68	0.23			16
SUBTOTALS (BOX 1 OF 8):							1266		8021

* 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
03-10-2020				6	ARK.			
				JOB NO.	012323		3	11

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 2 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)		
							(YELLOW/YELLOW)		
DISTRICT 5 (CONTINUED)									
INDEPENDENCE	2 LANES	25	4	10.62	10.97	0.35	1260		
INDEPENDENCE	3 LANES - TURN LANE	25	4	10.97	11.06	0.09			12
INDEPENDENCE	4 LANES - UNDIVIDED	25	4	11.06	11.07	0.01	2		1
INDEPENDENCE	2 LANES	25	5	0.00	9.98	9.98			659
INDEPENDENCE	2 LANES	25	5	18.56	25.39	6.83	2940		
INDEPENDENCE	3 LANES - PASSING LANE	69	2	0.00	0.19	0.19	3150		
INDEPENDENCE	2 LANES	69	2	0.19	0.60	0.41			28
INDEPENDENCE	3 LANES - PASSING LANE	69	2	0.60	2.07	1.47	98		98
INDEPENDENCE	2 LANES	69	2	2.07	2.65	0.58			39
INDEPENDENCE	3 LANES - PASSING LANE	69	2	2.65	5.44	2.79	185		185
INDEPENDENCE	2 LANES	69	2	5.44	6.20	0.76			51
INDEPENDENCE	3 LANES - PASSING LANE	69	2	6.20	7.36	1.16	77		77
INDEPENDENCE	2 LANES	69	2	7.36	10.51	3.15			208
INDEPENDENCE	3 LANES - PASSING LANE	69	2	10.51	14.21	3.70	76		
INDEPENDENCE	4 LANES - UNDIVIDED	69	2	14.21	14.36	0.15	210		
INDEPENDENCE	2 LANES	69	2	14.36	15.46	1.10			73
INDEPENDENCE	2 LANES	69	2B	0.00	2.25	2.25			149
INDEPENDENCE	2 LANES	69	2S	0.00	0.35	0.35			24
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	69	3	0.00	2.72	2.72	360		360
INDEPENDENCE	3 LANES - TURN LANE	69	3	2.72	3.10	0.38			51
INDEPENDENCE	2 LANES	69	3	3.10	15.42	12.32			814
INDEPENDENCE	2 LANES	69	4	0.00	8.46	8.46			559
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	167	17	6.02	6.06	0.04	6		6
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	167	17	10.92	10.94	0.02	3		3
INDEPENDENCE	4 LANES - UNDIVIDED	167	17	15.40	15.85	0.45	60		30
INDEPENDENCE	4 LANES - UNDIVIDED	167	17	16.23	16.42	0.19	26		13
INDEPENDENCE	4 LANES - UNDIVIDED	167	17	17.00	17.32	0.32	43		22
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	167	18	0.80	0.84	0.04	6		6
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	167	18	0.91	0.95	0.04	6		6
INDEPENDENCE	5 LANES - TURN LANE/PAINTED MEDIAN	167	18	1.76	13.86	12.10	1598		1598
INDEPENDENCE	3 LANES - TURN LANE	167	18	13.86	14.12	0.26			35
INDEPENDENCE	2 LANES	233	1	0.00	1.16	1.16	294		
INDEPENDENCE	2 LANES	233	2	0.00	1.27	1.27	315		
INDEPENDENCE	3 LANES - TURN LANE	233	2	1.27	1.49	0.22			30
INDEPENDENCE	2 LANES	233	2	1.49	1.68	0.19			13
INDEPENDENCE	3 LANES - TURN LANE	233	2	1.68	1.80	0.12			16
INDEPENDENCE	2 LANES	367	20	0.00	1.82	1.62			107
INDEPENDENCE	2 LANES	394	1	0.00	1.37	1.37			91
IZARD	2 LANES	5	17	0.00	6.42	6.42			424
IZARD	2 LANES	56	1	0.00	14.30	14.30			944
IZARD	2 LANES	56	2	0.00	15.68	15.68			1035
IZARD	2 LANES	69	1	0.00	0.12	0.12			8
IZARD	3 LANES - TURN LANE	69	1	0.12	2.79	2.67	392		
IZARD	3 LANES - PASSING LANE	69	1	2.79	3.53	0.74	420		
IZARD	2 LANES	69	1	3.53	3.90	0.37			25
IZARD	3 LANES - TURN LANE	69	1	3.90	4.08	0.18			24
IZARD	2 LANES	69	1	4.08	6.00	1.92			127
IZARD	3 LANES - TURN LANE	69	1	6.00	6.17	0.17			23
IZARD	2 LANES	69	1	6.17	6.70	0.53			35
IZARD	3 LANES - PASSING LANE	69	1	6.70	8.35	1.65	109		109
IZARD	2 LANES	69	1	8.35	10.40	2.05			136
IZARD	3 LANES - TURN LANE	69	1	10.40	11.07	0.67			89
IZARD	3 LANES - TURN LANE	69	1	11.07	12.79	1.72			228
IZARD	3 LANES - PASSING LANE	69	1	12.79	13.33	0.54	36		36
IZARD	2 LANES	9	12	0.00	19.37	19.37	722		
IZARD	2 LANES	9	13	0.00	3.00	3.00	1995		
IZARD	3 LANES - PASSING LANE	9	13	3.00	3.87	0.87	58		58
IZARD	2 LANES	9	13	3.87	4.70	0.83			55
IZARD	3 LANES - PASSING LANE	9	13	4.70	5.55	0.85	57		57
IZARD	2 LANES	9	13	5.55	14.77	9.22			609
JACKSON	2 LANES	14	12	1.70	2.33	0.63			42
JACKSON	2 LANES - LEFT TURN LANE	14	12	6.77	6.87	0.10	5		15
JACKSON	2 LANES	14	12	6.87	11.37	4.50			297
JACKSON	2 LANES	14	12	13.24	17.36	4.12			272
JACKSON	2 LANES	14	12Y	0.00	0.30	0.30			20
JACKSON	2 LANES	17	6	14.26	17.41	3.15			208
JACKSON	3 LANES - TURN LANE	18	1	0.76	1.72	0.96			127
JACKSON	2 LANES	18	1	1.72	2.52	0.80			53
JACKSON	8 - ENTRANCE RAMPS	67	14				304		
JACKSON	8 - EXIT RAMPS	67	14				840		
JACKSON	4 LANES - DIVIDED	67	15	0.00	19.39	19.39	2560		
JACKSON	9 - ENTRANCE RAMPS	67	15				342		
JACKSON	9 - EXIT RAMPS	67	15				945		
JACKSON	2 LANES	69	5	0.00	4.47	4.47			296
JACKSON	5 LANES - TURN LANE/PAINTED MEDIAN	167	15	0.00	1.50	1.50	198		198
JACKSON	2 LANES - LEFT TURN LANE	226	1	0.00	0.11	0.11	5		15
JACKSON	2 LANES	226	1	0.11	6.44	6.33			418
JACKSON	2 LANES	367	19	0.00	7.14	7.14			472
JACKSON	2 LANES	367	21	0.00	7.21	7.21			476
JACKSON	4 LANES - UNDIVIDED	367	21	7.21	7.25	0.04	6		3
JACKSON	2 LANES	367	21	13.00	23.42	10.42			688
JACKSON	5 LANES - TURN LANE/PAINTED MEDIAN	367	21	23.42	23.86	0.44	59		59
JACKSON	2 LANES	367	21	23.86	30.02	6.16			407
JACKSON	2 LANES - LEFT TURN LANE	384	3	0.00	0.06	0.06	3		8
JACKSON	2 LANES	384	3	0.06	0.52	0.46			31
JACKSON	3 LANES - TURN LANE	384	3	0.52	0.88	0.36			48
JACKSON	2 LANES	384	3	0.88	0.99	0.11			8
SUBTOTALS (BOX 2 OF 8):							19771		13547

* 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.		012323	4	11

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 3 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	

DISTRICT 5									
SHARP	3 LANES - TURN LANE	167	19	0.00	1.66	1.66			220
SHARP	2 LANES	167	19	1.66	7.92	6.26			414
SHARP	3 LANES - PASSING LANE	167	19	7.92	8.81	0.89	59		59
SHARP	2 LANES	167	19	8.81	12.83	4.02			266
SHARP	3 LANES - PASSING LANE	167	19	12.83	14.57	1.74	115		115
SHARP	2 LANES	167	19	14.57	19.92	5.35			354
SHARP	3 LANES - PASSING LANE	167	19	19.92	20.88	0.96	64		64
SHARP	2 LANES	167	19	20.88	22.14	1.26			84
SHARP	5 LANES - TURN LANE/PAINTED MEDIAN	167	19	22.14	23.20	1.06	140		140
SHARP	2 LANES	56	3	0.00	4.49	4.49			297
SHARP	2 LANES	62	14	0.00	0.84	0.84			56
SHARP	2 LANES	63	2	0.00	0.53	0.53			35
SHARP	3 LANES - PASSING LANE	63	2	0.53	1.23	0.70	47		47
SHARP	4 LANES - UNDIVIDED	63	2	1.23	2.77	1.54	204		102
SHARP	3 LANES - TURN LANE	63	2	2.77	3.02	0.25			33
SHARP	2 LANES	63	2	3.02	5.91	2.89			191
SHARP	3 LANES - PASSING LANE	63	2	5.91	7.20	1.29	86		86
SHARP	2 LANES	63	2	7.20	7.50	0.30			20
SHARP	3 LANES - PASSING LANE	63	2	7.50	8.45	0.95	63		63
SHARP	2 LANES	63	2	8.45	9.50	1.05			70
SHARP	3 LANES - PASSING LANE	63	2	9.50	10.56	1.06	70		70
SHARP	2 LANES	63	2	10.56	12.13	1.57			104
SHARP	3 LANES - PASSING LANE	63	2	12.13	12.82	0.69	46		46
SHARP	2 LANES	63	2	12.82	13.86	1.04			69
SHARP	3 LANES - PASSING LANE	63	2	13.86	14.82	0.96	64		64
SHARP	2 LANES	63	2	14.82	15.73	0.91			61
SHARP	3 LANES - PASSING LANE	63	2	15.73	16.48	0.75	50		50
SHARP	2 LANES	63	2	16.48	16.75	0.27			18
SHARP	3 LANES - TURN LANE	63	2B	0.00	0.61	0.61			81
SHARP	2 LANES	63	2B	0.61	1.52	0.91			61
STONE	2 LANES	14	6	0.00	13.03	13.03			860
STONE	3 LANES - PASSING LANE	14	6	13.03	13.85	0.55	37		37
STONE	2 LANES	14	6	13.85	14.20	0.35			24
STONE	3 LANES - TURN LANE	14	7	0.00	2.37	2.37			313
STONE	3 LANES - PASSING LANE	14	7	2.37	5.76	3.39	224		224
STONE	2 LANES	14	7	5.76	22.18	16.42			1084
STONE	2 LANES	5	16	0.00	8.44	8.44			558
STONE	3 LANES - PASSING LANE	5	16	8.44	9.71	1.27	84		84
STONE	2 LANES	5	16	9.71	13.38	3.67			243
STONE	3 LANES - TURN LANE	5	16	13.38	16.15	2.77			366
STONE	2 LANES	5	16	16.15	18.83	2.68			177
STONE	3 LANES - PASSING LANE	5	16	18.83	19.86	1.03	68		68
STONE	2 LANES	5	16	19.86	33.37	13.51			892
STONE	2 LANES	66	2	0.00	11.95	11.95			789
STONE	3 LANES - PASSING LANE	66	2	11.95	12.92	0.97	65		65
STONE	2 LANES	66	2	12.92	14.49	1.57			104
STONE	3 LANES - PASSING LANE	66	2	14.49	15.44	0.95	63		63
STONE	2 LANES	66	2	15.44	19.90	4.46			295
STONE	2 LANES	9	11	0.00	18.04	18.04			1191
STONE	3 LANES - TURN LANE	9	11	18.04	19.64	1.60			212
STONE	2 LANES	9	11	19.64	22.98	3.34			221
STONE	3 LANES - PASSING LANE	9	11	22.98	24.11	1.13	75		75
STONE	2 LANES	9	11	24.11	24.28	0.17			12
WHITE	2 LANES	5	13	0.00	0.52	0.52			35
WHITE	3 LANES - PASSING LANE	5	13	0.52	1.52	1.00	66		66
WHITE	2 LANES	5	13	1.52	1.72	0.20			14
WHITE	2 LANES - LEFT TURN LANE	5	13	1.72	1.88	0.16	6		21
WHITE	2 LANES	5	13	1.88	2.92	1.04			69
WHITE	3 LANES - PASSING LANE	5	14	0.00	1.46	1.46			97
WHITE	2 LANES - PASSING LANE	5	14	1.46	1.65	0.19	13		13
WHITE	2 LANES - LEFT TURN LANE	5	14	1.65	1.84	0.19	3		25
WHITE	2 LANES	5	14	1.84	3.36	1.52			101
WHITE	3 LANES - PASSING LANE	5	14	3.36	4.20	0.84	56		56
WHITE	2 LANES	5	14	4.20	6.83	2.63			174
WHITE	3 LANES - PASSING LANE	5	14	6.83	7.86	1.03	68		68
WHITE	2 LANES	5	14	7.86	8.80	0.94			63
WHITE	2 LANES - LEFT TURN LANE	5	14	8.80	8.96	0.16	3		21
WHITE	2 LANES	5	14	8.96	9.56	0.60			40
WHITE	2 LANES - LEFT TURN LANE	5	14	9.56	9.68	0.12	3		16
WHITE	2 LANES	5	14	9.68	9.89	0.21			14
WHITE	3 LANES - PASSING LANE	5	14	9.89	11.00	1.11	74		74
WHITE	2 LANES	5	14	11.00	14.61	3.61			239
WHITE	3 LANES - PASSING LANE	5	14	14.61	15.70	1.09	72		72
WHITE	2 LANES	5	14	15.70	16.54	0.84			56
WHITE	3 LANES - TURN LANE	5	14	16.54	16.60	0.06			8
WHITE	2 LANES	5	14	16.60	17.74	1.14			76
WHITE	3 LANES - PASSING LANE	5	14	17.74	18.81	1.07	71		71
WHITE	2 LANES	11	11	3.50	15.18	11.68			771
WHITE	HWY 287 INTERSECTION	13	13	4.98	5.06	0.08	3		11
WHITE	2 LANES	13	13	5.06	9.86	4.80			317
WHITE	2 LANES - LEFT TURN LANE	13	13	9.00	9.16	0.16	10		21
WHITE	2 LANES	13	13	9.16	9.78	0.62			41
SUBTOTALS (BOX 3 OF 8):							2072		13947

* 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.		012323	5	11

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 4 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS			
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)		
									EACH	
DISTRICT 5 (CONTINUED)										
WHITE	HWY 36 INTERSECTION	13	13	9.78	9.86	0.08	5	11		
WHITE	HWY 36 INTERSECTION	13	13	9.86	9.95	0.09	3	13		
WHITE	2 LANES	13	13	9.95	13.47	3.52		233		
WHITE	HWY 16 INTERSECTION	13	13	13.47	13.60	0.13	6	12		
WHITE	HWY 16 INTERSECTION	13	13	13.60	13.73	0.13	7	12		
WHITE	2 LANES	13	13	13.73	17.74	4.01		265		
WHITE	2 LANES	16	13	0.00	3.29	3.29		218		
WHITE	3 LANES - PASSING LANE	16	13	3.29	4.12	0.83	55	55		
WHITE	2 LANES	16	13	4.12	6.72	2.60		172		
WHITE	2 LANES	16	13	8.42	9.18	0.76		51		
WHITE	3 LANES - PASSING LANE	16	13	9.18	10.11	0.93	62	62		
WHITE	3 LANES - TURN LANE	16	13	11.31	11.38	0.07		10		
WHITE	2 LANES	16	13	11.38	12.02	0.64		43		
WHITE	3 LANES - TURN LANE	16	13	12.02	12.17	0.15		20		
WHITE	2 LANES	16	13	12.17	13.13	0.96		64		
WHITE	HWY. 13 INTERSECTION	16	13	13.13	13.25	0.12	6	16		
WHITE	HWY. 13 INTERSECTION	16	13	13.25	13.40	0.15	30	20		
WHITE	4 LANES - UNDIVIDED	16	13	13.40	13.88	0.48	64	32		
WHITE	HOLMES INTERSECTION	16	13	13.88	13.94	0.06	8	8		
WHITE	HOLMES INTERSECTION	16	13	13.94	14.00	0.06	12	8		
WHITE	4 LANES - UNDIVIDED	16	13	14.00	14.63	0.63	84	42		
WHITE	3 LANES - TURN LANE	16	13	14.63	14.66	0.03		4		
WHITE	2 LANES	16	13	14.66	14.98	0.32		22		
WHITE	2 LANES - LEFT TURN LANE	16	13	14.98	15.04	0.06	4	4		
WHITE	3 LANES - TURN LANE	16	13	15.04	15.12	0.08		11		
WHITE	2 LANES	31	4	0.00	3.01	3.01		199		
WHITE	CENTER INTERSECTION	31	4	3.01	3.15	0.14	18	9		
WHITE	2 LANES	31	4	3.15	6.50	3.35		222		
WHITE	2 LANES	36	3	0.00	0.33	0.33		22		
WHITE	2 LANES - LEFT TURN LANE	36	3	0.33	0.43	0.10	3	13		
WHITE	2 LANES	36	3	0.43	9.54	9.11		602		
WHITE	2 LANES	36	3	9.54	11.22	1.36		90		
WHITE	2 LANES	36	3	11.79	12.26	0.47		32		
WHITE	2 LANES	36	3	14.12	16.08	1.96		130		
WHITE	2 LANES	36	3	16.28	17.08	0.80		53		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	17.08	18.08	1.00	132	132		
WHITE	HWY. 13 INTERSECTION	36	3	18.08	18.20	0.12	24	8		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	18.20	19.11	0.91	121	121		
WHITE	COUNTRY CLUB INTERSECTION	36	3	19.11	19.21	0.10	20	7		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	19.21	19.62	0.41	55	55		
WHITE	SAWMILL INTERSECTION	36	3	19.62	19.71	0.09	18	6		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	19.71	20.21	0.50	66	66		
WHITE	SKYLINE INTERSECTION	36	3	20.21	20.28	0.07	14	5		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	20.28	21.18	0.90	119	119		
WHITE	ELM INTERSECTION	36	3	21.18	21.23	0.05	10	3		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	21.23	21.38	0.15	20	20		
WHITE	MAIN INTERSECTION	36	3	21.38	21.49	0.11	22	7		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	21.49	21.81	0.32	43	43		
WHITE	DR. JIMMY CARR/REMGTON INTERSECTION	36	3	21.81	21.90	0.09	18	6		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	21.90	22.71	0.81	107	107		
WHITE	BENTON INTERSECTION	36	3	22.71	22.81	0.10	20	7		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	3	22.81	23.44	0.63	84	84		
WHITE	3 LANES - TURN LANE	36	3	23.44	23.83	0.39		52		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	36	4	0.00	0.10	0.10	14	14		
WHITE	EVANS INTERSECTION	36	4	0.10	0.18	0.08	16	5		
WHITE	4 LANES - UNDIVIDED	36	4	0.18	0.35	0.17	23	12		
WHITE	2 LANES	36	4	0.35	1.82	1.47		98		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	10	0.00	1.74	1.74	230	230		
WHITE	HWY 5 INTERSECTION	64	10	1.74	1.85	0.11	22	7		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	10	1.85	13.40	11.55	1525	1525		
WHITE	3 LANES - TURN LANE	64	10	13.40	13.79	0.39		52		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	11	0.00	0.35	0.35	47	47		
WHITE	2 LANES - LEFT TURN LANE	64	11	0.35	0.45	0.10	4	13		
WHITE	2 LANES	64	11	0.45	4.20	3.75		248		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	11	4.20	4.42	0.22	30	30		
WHITE	4 LANES - UNDIVIDED	64	11	4.42	4.76	0.34	45	23		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	11	4.76	4.92	0.16	22	22		
WHITE	4 LANES - UNDIVIDED	64	11	4.92	5.27	0.35	47	24		
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	64	11	5.27	5.45	0.18	24	24		
WHITE	4 LANES - UNDIVIDED	64	11	5.45	5.65	0.20	27	14		
WHITE	2 LANES	64	11	5.65	9.46	3.81		252		
WHITE	4 LANES - DIVIDED	67	13	4.19	9.15	4.96	655			
WHITE	3 LANES - TURN LANE	67	12B	0.00	0.18	0.18		24		
WHITE	367 INTERSECTION	67	12B	0.18	0.24	0.06	4	4		
SUBTOTALS (BOX 4 OF 8):							3995	6296		

* 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.		012323	6	11

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 5 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)		
							(YELLOW/YELLOW)		
DISTRICT 5 (CONTINUED)									
WHITE	3 LANES - TURN LANE	67	12B	0.24	0.34	0.10			14
WHITE	CORNERSTONE INTERSECTION	67	12B	0.34	0.42	0.08	16		5
WHITE	2 LANES	67	12B	0.42	0.85	0.43			29
WHITE	3 LANES - TURN LANE	67	12B	0.85	1.09	0.24			32
WHITE	2 LANES	67	12B	1.09	1.94	0.85			57
WHITE	HWY 16 INTERSECTION	67	12C	3.50	3.54	0.04	3		3
WHITE	3 LANES - TURN LANE	67	12C	3.54	3.94	0.40			53
WHITE	GRAND INTERSECTION	67	12C	3.94	4.02	0.08	5		5
WHITE	3 LANES - TURN LANE	67	12C	4.02	4.46	0.44			59
WHITE	MOSS INTERSECTION	67	12C	4.46	4.53	0.07	5		5
WHITE	3 LANES - TURN LANE	67	12C	4.53	4.60	0.07			10
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	67	12C	4.60	4.77	0.17	23		23
WHITE	BENTON INTERSECTION	67	12C	4.77	4.80	0.03	6		2
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	67	12C	4.80	5.27	0.47	63		63
WHITE	MARION & CLOVERDALE INTERSECTIONS	67	12C	5.27	5.36	0.09	18		6
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	67	12C	5.36	5.99	0.63	84		84
WHITE	POPLAR AND RAMP INTERSECTION	67	12C	5.99	6.13	0.14	28		9
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	67	12C	6.13	6.17	0.04	6		6
WHITE	RAMP INTERSECTION	67	12C	6.17	6.22	0.05	10		3
WHITE	4 LANES - UNDIVIDED	67	12C	6.22	1.54	1.08	143		72
WHITE	367 INTERSECTION	67	12C	1.54	1.68	0.14	26		18
WHITE	4 LANES - UNDIVIDED	67	12C	1.68	2.13	0.45	60		30
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	67	12C	2.13	2.47	0.34	45		45
WHITE	4 LANES - UNDIVIDED	67	12C	2.47	2.96	0.49	65		33
WHITE	BEEBE-CAPPS INTERSECTION	67	12C	2.96	3.06	0.10	20		7
WHITE	3 LANES - TURN LANE	67	12C	3.06	3.50	0.44			59
WHITE	2 LANES	124	12	0.00	0.31	0.31			21
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	167	14	0.00	0.03	0.03	4		4
WHITE	RAMP INTERSECTION	167	14	0.03	0.07	0.04	8		3
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	167	14	0.07	8.93	8.86	1170		1170
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	167	16	0.00	3.00	3.00	396		396
WHITE	2 LANES	267	1	11.90	13.50	1.60			106
WHITE	LINCOLN INTERSECTION	267	1	13.54	13.58	0.04	3		3
WHITE	3 LANES - TURN LANE	267	1	13.58	15.32	1.74			230
WHITE	3 LANES - TURN LANE	367	15	2.60	3.16	0.56			74
WHITE	PECAN INTERSECTION	367	15	3.16	3.25	0.09	6		6
WHITE	3 LANES - TURN LANE	367	15	3.25	4.28	1.03			136
WHITE	MAIN INTERSECTION	367	15	4.28	4.41	0.13	6		15
WHITE	2 LANES	367	15	4.41	8.66	4.25			281
WHITE	2 LANES	367	17	0.00	1.53	1.53			101
WHITE	HWY 385 INTERSECTION	367	17	1.53	1.60	0.07	6		5
WHITE	2 LANES	367	17	1.60	7.47	5.87			388
WHITE	4 LANES - UNDIVIDED	367	17	7.47	8.21	0.74	98		49
WHITE	5 LANES - TURN LANE/PAINTED MEDIAN	367	17	8.21	8.29	0.08	11		11
WHITE	2 LANES	367	18	0.00	10.77	10.77			711
WHITE	3 LANES - PASSING LANE	367	17Y	0.00	0.18	0.18	12		12
WHITE	2 LANES	367	17Y	0.18	0.28	0.10			7
WHITE	2 LANES	385	1	2.45	6.22	3.77			249
WHITE	15 - ENTRANCE RAMPS	67	12				570		
WHITE	15 - EXIT RAMPS	67	13				1575		
WHITE	13 - ENTRANCE RAMPS	67	12				494		
WHITE	13 - EXIT RAMPS	67	13				1365		
SUBTOTALS (BOX 5 OF 8):							6350		4710

* 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.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012323	7	11

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 6 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
DISTRICT 8								
CONWAY	2 LANES	9	7	0.00	6.92	6.92		457
CONWAY	3 LANES - PASSING LANE	9	7	6.92	7.55	0.63	42	42
CONWAY	2 LANES	9	8	0.00	1.34	1.34		89
CONWAY	3 LANES - PASSING LANE	9	8	1.34	1.65	0.31	21	21
CONWAY	5 LANES - TURN LANE/PAINTED MEDIAN	9	8	1.65	1.87	0.22	30	30
CONWAY	2 LANES	9	8	1.87	2.37	0.50		33
CONWAY	2 LANES	9	8	9.16	28.16	19.00		1254
CONWAY	2 - ENTRANCE RAMPS	9	8				76	
CONWAY	2 - EXIT RAMPS	9	8				210	
CONWAY	3 LANES - TURN LANE	9	7B	0.00	0.42	0.42		56
CONWAY	2 LANES	9	7B	0.42	0.79	0.37		25
CONWAY	5 LANES - TURN LANE/PAINTED MEDIAN	9	7B	0.79	2.21	1.42	188	188
CONWAY	2 LANES	64	7	0.00	5.54	5.54		366
CONWAY	3 LANES - PASSING LANE	64	7	5.54	5.94	0.40	27	27
CONWAY	2 LANES	64	7	5.94	6.27	0.33		22
CONWAY	4 LANES - UNDIVIDED	64	7	6.27	6.52	0.25	33	17
CONWAY	2 LANES	64	7	6.52	8.22	1.70		113
CONWAY	3 LANES - TURN LANE	64	7	8.22	8.64	0.42		56
CONWAY	4 LANES - UNDIVIDED	64	7	8.64	9.94	1.30	172	86
CONWAY	2 LANES	64	7	9.94	22.44	12.50		825
CONWAY	2 LANES	95	1	0.00	1.33	1.33		88
CONWAY	3 LANES - TURN LANE	95	1	1.33	1.53	0.20		27
CONWAY	2 LANES	95	1	1.53	1.72	0.19		13
CONWAY	2 LANES	95	1S	0.00	0.24	0.24		16
CONWAY	2 LANES	132	1	0.00	1.25	1.25		83
CONWAY	2 LANES	154	1	1.48	19.43	17.95		1185
FAULKNER	3 LANES - TURN LANE	25	0	0.00	0.30	0.30		40
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	25	0	0.30	1.32	1.02	135	135
FAULKNER	2 LANES	25	0	1.32	11.17	9.85		651
FAULKNER	3 LANES - TURN LANE	25	0	11.17	11.32	0.15		20
FAULKNER	2 LANES	25	1	0.00	0.88	0.88		59
FAULKNER	3 LANES - PASSING LANE	25	1	0.88	2.80	1.92	127	127
FAULKNER	2 LANES	25	1	2.80	5.97	3.17		210
FAULKNER	3 LANES - PASSING LANE	25	1	5.97	7.11	1.14	76	76
FAULKNER	2 LANES	25	1	7.11	9.69	2.58		171
FAULKNER	2 LANES	25	1	9.69	11.41	1.45		96
FAULKNER	3 LANES - PASSING LANE	25	1	11.41	12.20	0.79	53	53
FAULKNER	2 LANES	25	1	12.20	12.64	0.44		30
FAULKNER	6 LANES - DIVIDED	40	32	125.26	138.25	12.99	3430	
FAULKNER	15 - ENTRANCE RAMPS	40	32				570	
FAULKNER	15 - EXIT RAMPS	40	32				1575	
FAULKNER	2 LANES	40	32	128.68	129.48	0.80		53
FAULKNER	2 LANES	40	32	135.38	137.59	2.21		146
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	60	0	0.00	0.51	0.51	68	68
FAULKNER	4 LANES - DIVIDED	60	0	0.51	4.55	4.04	534	
FAULKNER	2 LANES	60	0	4.55	6.73	2.18		144
FAULKNER	2 LANES	64	8	0.00	3.73	3.73		247
FAULKNER	4 LANES - UNDIVIDED	64	8	3.73	4.65	0.92	122	61
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	8	4.65	5.08	0.43	57	57
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9	3.53	8.29	4.76	629	629
FAULKNER	4 LANES - DIVIDED	64	9	8.29	17.70	9.41	1243	
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9	17.70	20.07	2.37	313	313
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	64	9B	0.00	0.67	0.67	89	89
FAULKNER	2 LANES	64	9B	0.67	3.03	2.36		156
FAULKNER	3 LANES - TURN LANE	64	9B	3.03	6.87	3.84	507	507
FAULKNER	2 LANES	64	9B	6.87	7.39	0.52		35
FAULKNER	3 LANES - PASSING LANE	64	9B	7.39	8.32	0.93	62	62
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9	0.00	19.25	19.25	2541	2541
FAULKNER	6 LANES - TURN LANE	65	9	19.25	19.69	0.44	88	59
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	0.00	0.56	0.56	74	74
FAULKNER	4 LANES - DIVIDED	65	9B	0.56	1.21	0.65	86	
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	1.21	1.68	0.47	63	63
FAULKNER	4 LANES - UNDIVIDED	65	9B	1.68	2.38	0.70	93	47
FAULKNER	5 LANES - TURN LANE/PAINTED MEDIAN	65	9B	2.38	4.33	1.95	258	258
FAULKNER	2 LANES	89	4	0.00	11.15	11.15		736
FAULKNER	2 LANES	89	4	10.87	11.15	0.28		19
FAULKNER	2 LANES	89	5	0.00	4.52	4.52		299
FAULKNER	2 LANES	107	2	0.00	6.42	6.42		424
FAULKNER	2 LANES	266	1	0.00	0.86	0.86		57
FAULKNER	4 LANES - DIVIDED	286	2	0.00	0.35	0.35	47	
FAULKNER	2 LANES	286	2	0.35	6.38	6.03		398
FAULKNER	2 LANES	319	3	0.00	4.13	4.13		273
FAULKNER	2 LANES	365	10	0.00	11.67	11.67		771
JOHNSON	2 LANES	21	1	0.00	2.98	2.98		197
JOHNSON	4 LANES - DIVIDED	40	21	43.90	46.57	2.67	353	
JOHNSON	4 LANES - DIVIDED	40	21	53.50	71.47	17.97	2373	
JOHNSON	2 LANES	40	21	58.14	58.80	0.66		44
JOHNSON	2 LANES	40	21	58.14	58.69	0.55		37
JOHNSON	2 LANES	40	21	65.82	68.14	2.32		154
SUBTOTALS (BOX 6 OF 8):							15858	15805

* 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.		012323	8	11

2 QUANTITIES

QUANTITIES



RAISED PAVEMENT MARKERS (BOX 7 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	
DISTRICT 8 (CONTINUED)									
JOHNSON	14 - ENTRANCE RAMPS	40	21				532		
JOHNSON	14 - EXIT RAMPS	40	21				1470		
JOHNSON	2 LANES	64	4	0.00	14.57	14.57			962
JOHNSON	2 LANES	64	5	0.00	14.74	14.74			973
JOHNSON	2 LANES	103	1	0.00	1.27	1.27			84
JOHNSON	3 LANES - PASSING LANE	109	4	0.00	0.91	0.91		61	61
JOHNSON	2 LANES	109	4	0.91	3.42	2.51			166
MONTGOMERY	2 LANES	8	2	0.00	27.19	27.19			1795
MONTGOMERY	2 LANES	27	6	0.00	8.45	8.45			558
MONTGOMERY	2 LANES	27	7	0.00	16.94	16.94			1119
MONTGOMERY	2 LANES	70	6	0.00	0.79	0.79			53
MONTGOMERY	3 LANES - PASSING LANE	70	6	0.79	1.69	0.90		60	60
MONTGOMERY	2 LANES	70	6	1.69	4.64	2.95			195
MONTGOMERY	3 LANES - PASSING LANE	70	6	4.64	5.51	0.87		58	58
MONTGOMERY	2 LANES	70	6	5.51	5.84	0.33			22
MONTGOMERY	2 LANES	270	3	0.00	4.78	4.78			316
MONTGOMERY	3 LANES - PASSING LANE	270	3	4.78	5.37	0.59		39	39
MONTGOMERY	2 LANES	270	3	5.37	15.41	10.04			663
MONTGOMERY	3 LANES - TURN LANE	270	3	15.41	16.01	0.60			80
MONTGOMERY	2 LANES	270	3	16.01	18.82	2.81			186
MONTGOMERY	3 LANES - PASSING LANE	270	3	18.82	19.26	0.44		30	30
MONTGOMERY	2 LANES	270	4	0.00	2.75	2.75			182
MONTGOMERY	3 LANES - PASSING LANE	270	4	2.75	3.61	0.86		57	57
MONTGOMERY	2 LANES	270	4	3.61	4.93	1.32			88
MONTGOMERY	3 LANES - PASSING LANE	270	4	4.93	5.82	0.89		59	59
MONTGOMERY	2 LANES	270	4	5.82	12.22	6.40			423
MONTGOMERY	3 LANES - PASSING LANE	270	4	12.22	13.57	1.35		90	90
MONTGOMERY	2 LANES	270	4	13.57	14.50	0.93			62
MONTGOMERY	2 LANES	7	11	0.00	21.81	21.81			1440
PERRY	2 LANES	9	6	3.25	3.52	0.27			18
PERRY	3 LANES - PASSING LANE	9	6	3.52	3.99	0.47		32	32
PERRY	2 LANES	9	6	3.99	5.14	1.15			76
PERRY	3 LANES - PASSING LANE	9	6	5.14	6.43	1.29		86	86
PERRY	2 LANES	9	6	6.43	8.36	1.93			128
PERRY	3 LANES - PASSING LANE	9	6	8.36	10.05	1.69		112	112
PERRY	2 LANES	9	6	10.05	13.15	3.10			205
PERRY	3 LANES - TURN LANE	9	6	13.15	14.14	0.99			131
PERRY	2 LANES	9	6	14.14	15.18	1.04			69
PERRY	3 LANES - PASSING LANE	9	6	15.18	16.34	1.16		77	77
PERRY	2 LANES	9	6	16.34	18.77	2.43			161
PERRY	2 LANES	10	5	0.00	18.28	18.28			1207
PERRY	2 LANES	10	6	0.00	1.10	1.10			73
PERRY	2 LANES	60	1	0.00	18.00	18.00			1188
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	14	1.41	3.96	2.55		337	337
POPE	3 LANES - TURN LANE	7	14T	0.00	2.79	2.79			369
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	15	0.00	1.14	1.14		151	151
POPE	4 LANES - UNDIVIDED	7	15	1.14	1.69	0.55			37
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	7	15	1.69	8.21	6.52		73	861
POPE	3 LANES - TURN LANE	7	15	8.21	8.58	0.37		861	49
POPE	2 LANES	7	15	8.58	19.04	10.46			691
POPE	2 LANES	7	16	0.00	8.30	8.30			548
POPE	3 LANES - PASSING LANE	7	16	8.30	9.25	0.95		63	63
POPE	2 LANES	7	16	9.25	19.26	10.01			661
POPE	4 LANES - DIVIDED	40	22	71.47	94.44	22.97		3033	
POPE	15 - ENTRANCE RAMPS	40	22					570	
POPE	15 - EXIT RAMPS	40	22					1575	
POPE	2 LANES	64	6	0.00	8.01	8.01			529
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	64	6	8.01	10.92	2.91		385	385
POPE	4 LANES - UNDIVIDED	64	6	10.92	11.34	0.42		56	28
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	64	6	11.34	13.70	2.36		312	312
POPE	3 LANES - TURN LANE	64	6	13.70	17.27	3.57		472	472
POPE	2 LANES	64	6	17.27	18.48	1.21		80	80
POPE	2 LANES	64	6	22.81	27.77	4.96			328
POPE	2 LANES	105	1	13.35	15.59	2.24			148
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	124	1	0.00	4.21	4.21		556	556
POPE	2 LANES	124	1	4.21	6.46	2.25			149
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	247	0	0.00	7.70	7.70		1017	1017
POPE	2 LANES	326	0	0.00	1.91	1.91			127
POPE	2 LANES	326	1	0.00	8.03	8.03			530
POPE	2 LANES	331	0	0.00	0.48	0.48			329
POPE	5 LANES - TURN LANE/PAINTED MEDIAN	331	1	0.00	0.48	0.48		64	64
POPE	2 LANES	333	0	0.00	1.46	1.46			97
POPE	2 LANES	363	1	0.00	0.18	0.18			12
POPE	2 LANES	9	9	0.00	7.22	7.22			477
VAN BUREN	2 LANES	16	10	0.00	1.91	1.91			127
VAN BUREN	3 LANES - PASSING LANE	65	7	0.00	0.30	0.30			20
VAN BUREN	2 LANES	65	7	0.30	1.60	1.30		86	86
VAN BUREN	2 LANES	65	7	1.60	6.74	5.14			340
VAN BUREN	3 LANES - PASSING LANE	65	7	6.74	7.74	1.00		66	66
VAN BUREN	5 LANES - TURN LANE/PAINTED MEDIAN	65	7	15.63	16.19	0.56		74	74
VAN BUREN	5 LANES - TURN LANE/PAINTED MEDIAN	65	8	0.00	0.85	0.85		113	113
VAN BUREN	5 LANES - TURN LANE/PAINTED MEDIAN	65	8	11.80	18.17	6.37		841	841
SUBTOTALS (BOX 7 OF 8):							12996	24458	

* 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

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.		012323	9	11



RAISED PAVEMENT MARKERS (BOX 8 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS		
							TYPE II		EACH
							(WHITE/RED)	(YELLOW/YELLOW)	
DISTRICT 8 (CONTINUED)									
YELL	2 LANES	7	12	0.00	5.81	5.81			384
YELL	2 LANES	7	13	0.00	1.43	1.43			95
YELL	2 LANES	7	13	4.35	4.70	0.35			24
YELL	3 LANES - PASSING LANE	7	13	4.70	5.54	0.84	56		56
YELL	2 LANES	7	13	5.54	7.91	2.37			157
YELL	3 LANES - PASSING LANE	7	13	7.91	8.81	0.90	60		60
YELL	2 LANES	7	13	8.81	13.18	4.37			289
YELL	3 LANES - TURN LANE	7	13	13.18	14.51	1.33			176
YELL	2 LANES	10	3	0.00	19.81	19.81			1308
YELL	3 LANES - TURN LANE	10	3	19.81	20.02	0.21			28
YELL	3 LANES - TURN LANE	10	4	0.00	1.66	1.66			220
YELL	2 LANES	10	4	1.66	12.61	10.95			723
YELL	2 LANES	22	5	0.00	8.03	8.03			530
YELL	2 LANES	27	8	0.00	19.23	19.23			1270
YELL	2 LANES	27	9	8.85	9.85	1.00			66
YELL	2 LANES	154	2	0.00	9.45	9.45			624
SUBTOTALS (BOX 8 OF 8):							116		6010
SUBTOTALS (BOX 1 OF 8):							1266		8021
SUBTOTALS (BOX 2 OF 8):							19771		13547
SUBTOTALS (BOX 3 OF 8):							2072		13947
SUBTOTALS (BOX 4 OF 8)							3995		6296
SUBTOTALS (BOX 5 OF 8):							6350		4710
SUBTOTALS (BOX 6 OF 8):							15858		15805
SUBTOTALS (BOX 7 OF 8):							12996		24458
TOTALS:							62424		92794

* 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.		012323	10	11

2 QUANTITIES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
03-05-2020				6	ARK.			
03-10-2020						JOB NO. 012323	11	11

2 SUMMARY OF QUANTITIES AND REVISIONS

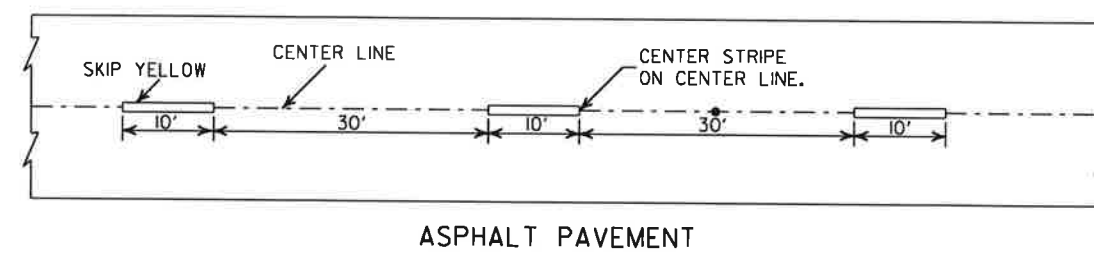
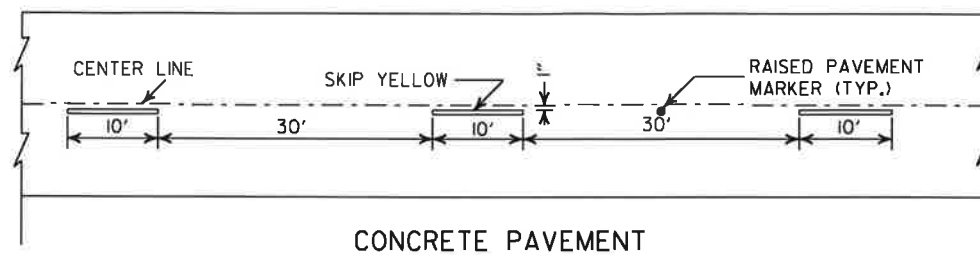


SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	155218	EACH

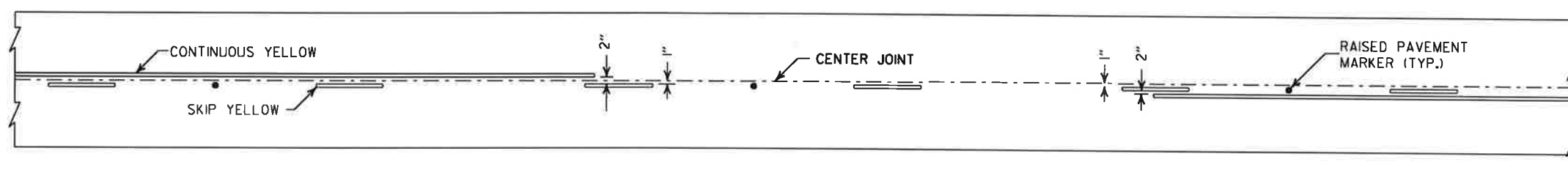
REVISIONS

DATE	REVISION	SHEET NUMBER
03-05-2020	REVISED ROADWAY STANDARD DRAWINGS PM-1 AND TC-3.	2 & 11
03-10-2020	REMOVED "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER" SP. REMOVED PAY ITEM "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER".	2, 3, & 11

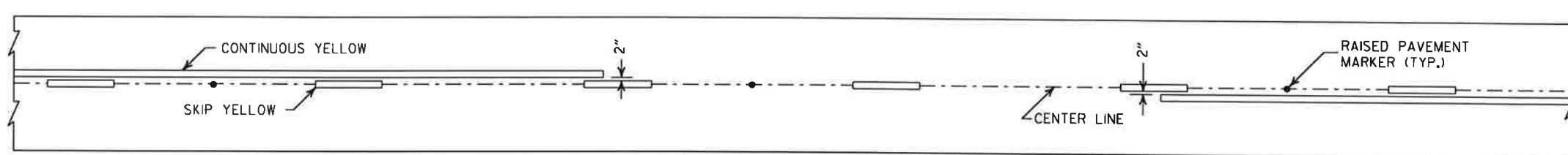


- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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

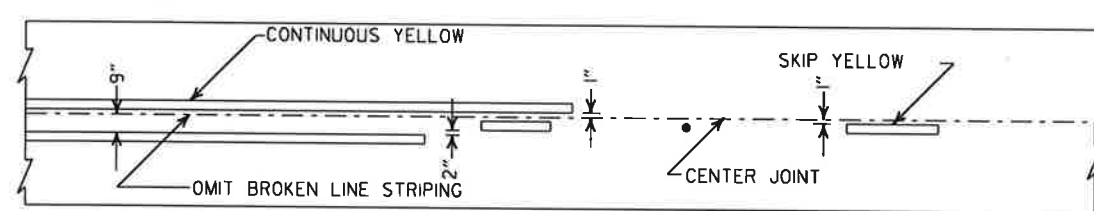
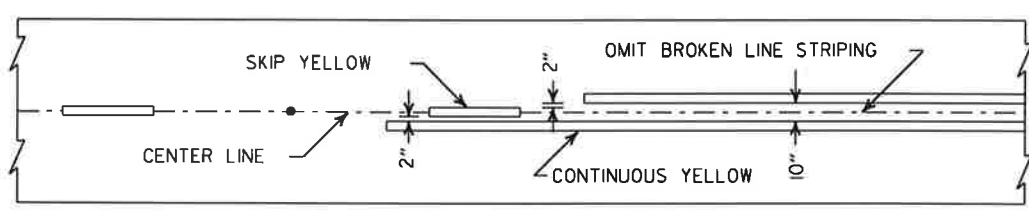
BROKEN LINE STRIPING



SOLID LINE STRIPING ON CONCRETE PAVEMENT



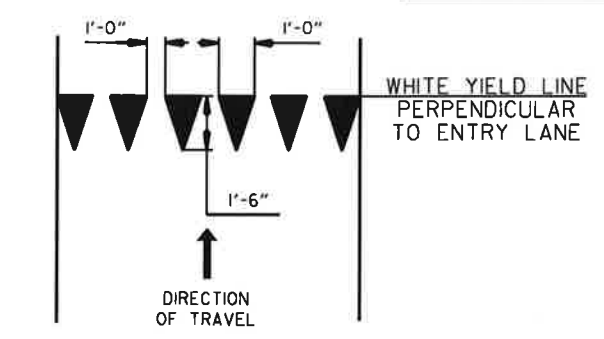
SOLID LINE STRIPING ON ASPHALT PAVEMENT



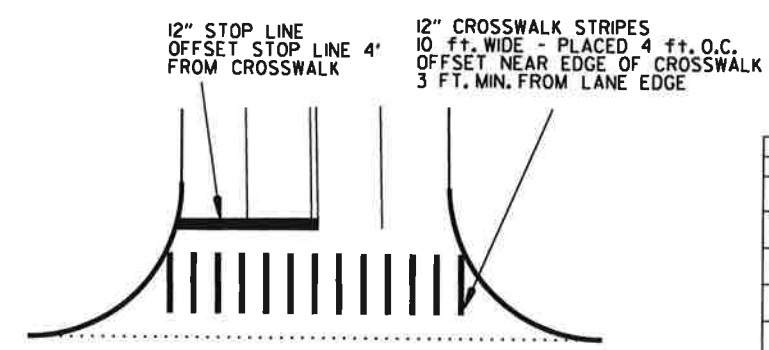
ASPHALT PAVEMENT

CONCRETE PAVEMENT

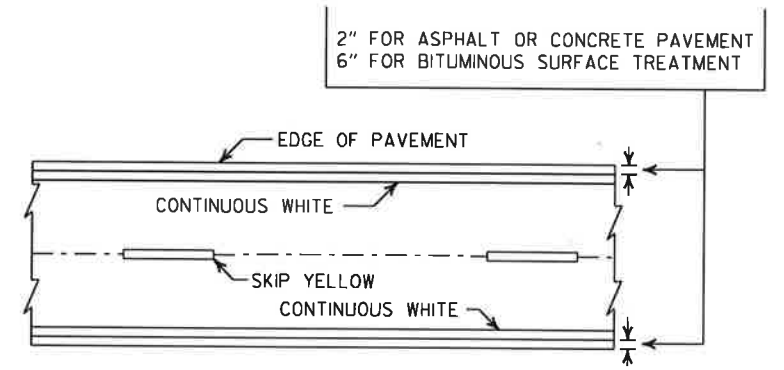
STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL



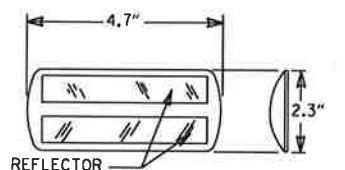
CROSSWALK AND STOP LINE DETAILS



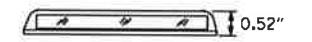
PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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

ARKANSAS STATE HIGHWAY COMMISSION

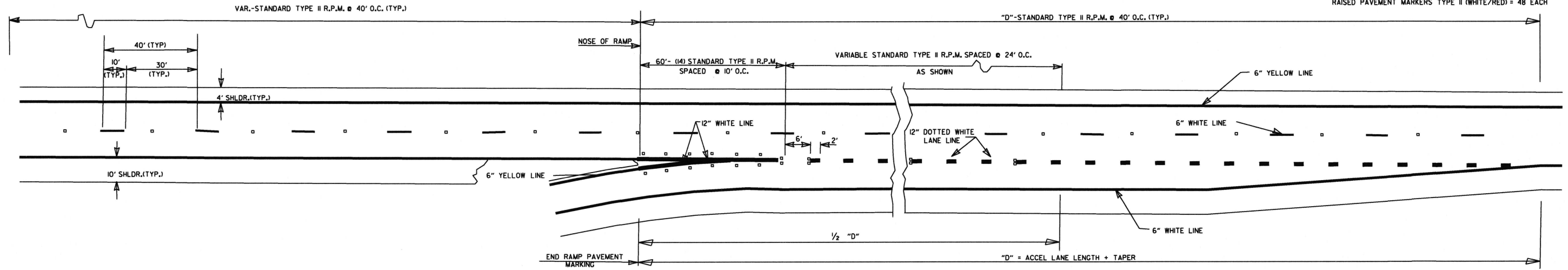
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

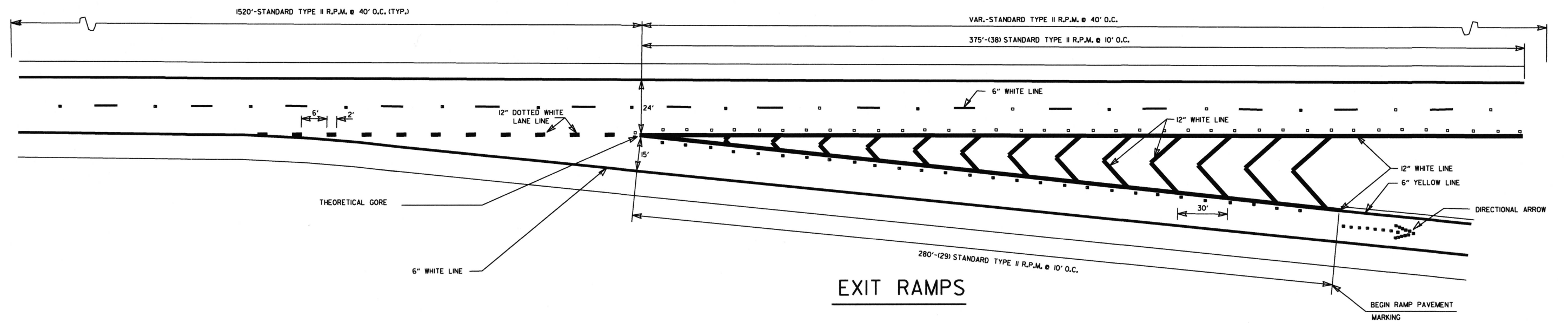
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

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

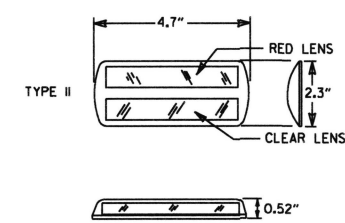
EXIT RAMP
6" WHITE = 280 LIN. FT.
12" WHITE = 1195 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMP

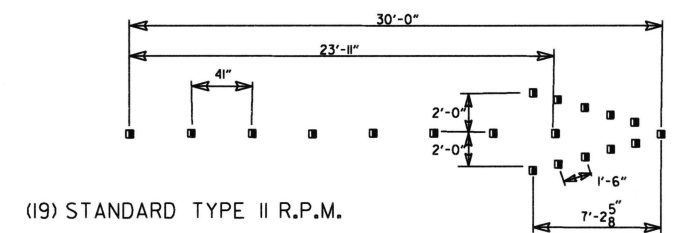


EXIT RAMP



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



(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.

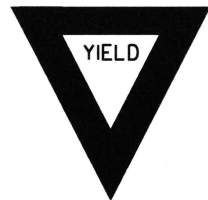
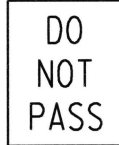
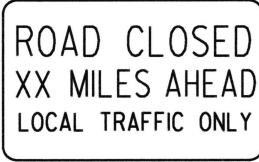
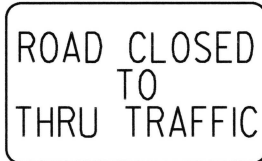
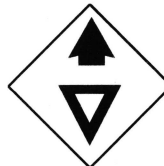
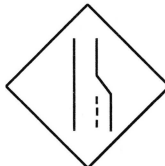
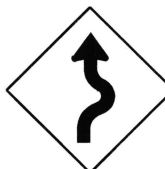
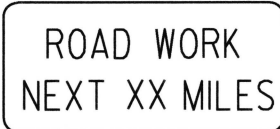
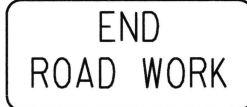
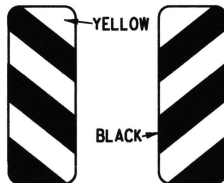
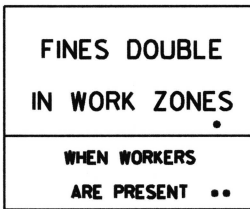
NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE
TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR
MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING
APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING
TO THE ARDOT QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMP	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

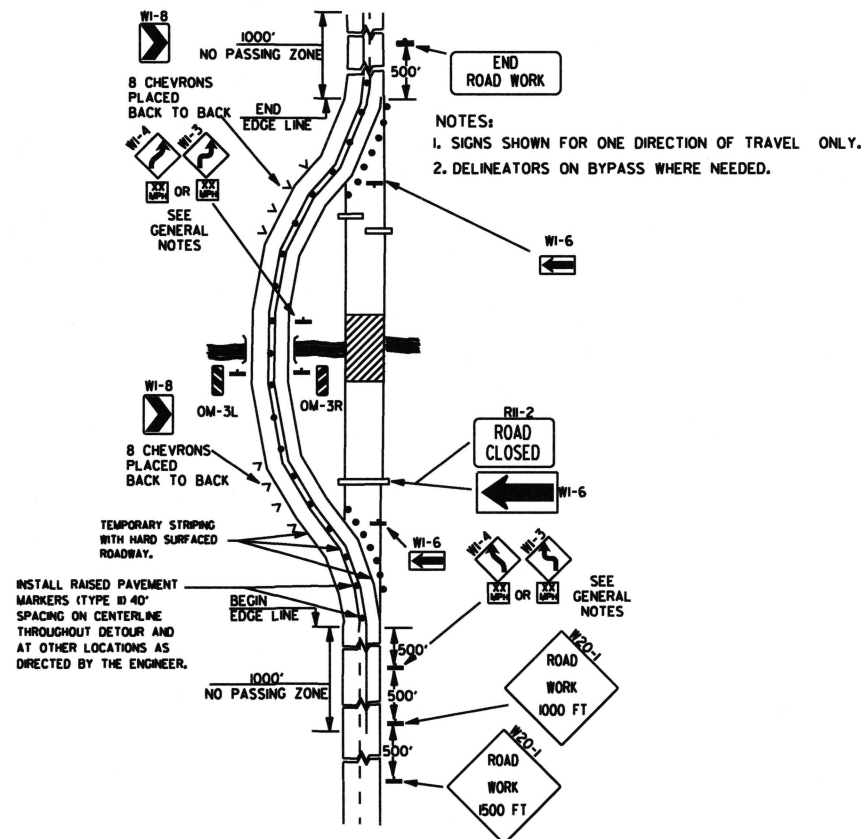
RI-1  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	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 MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.
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  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					

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

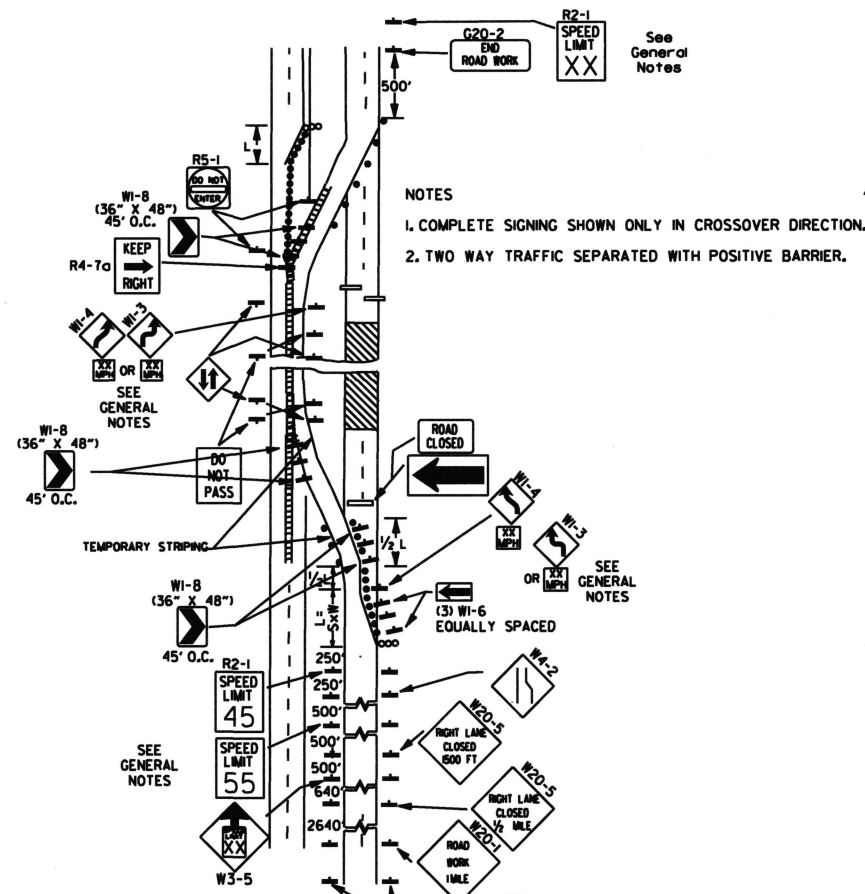
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1

11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS	
12-15-11	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

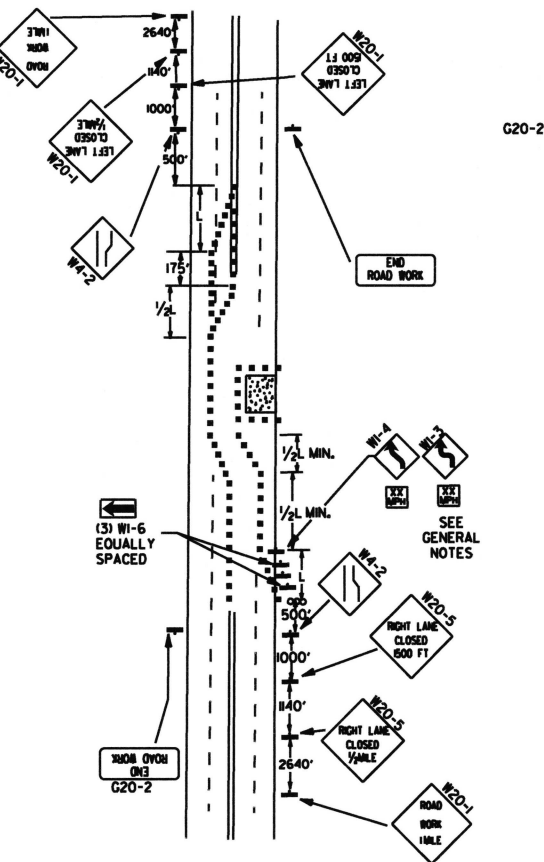
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



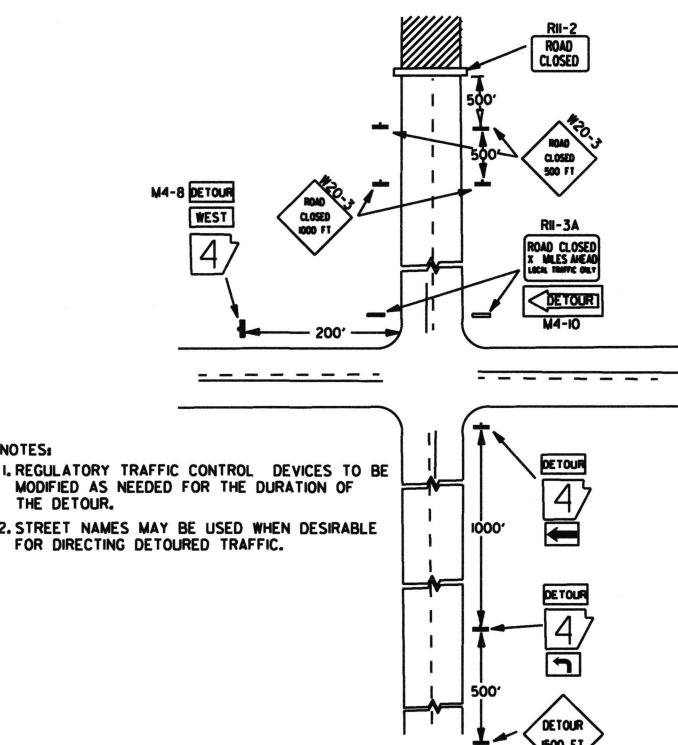
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



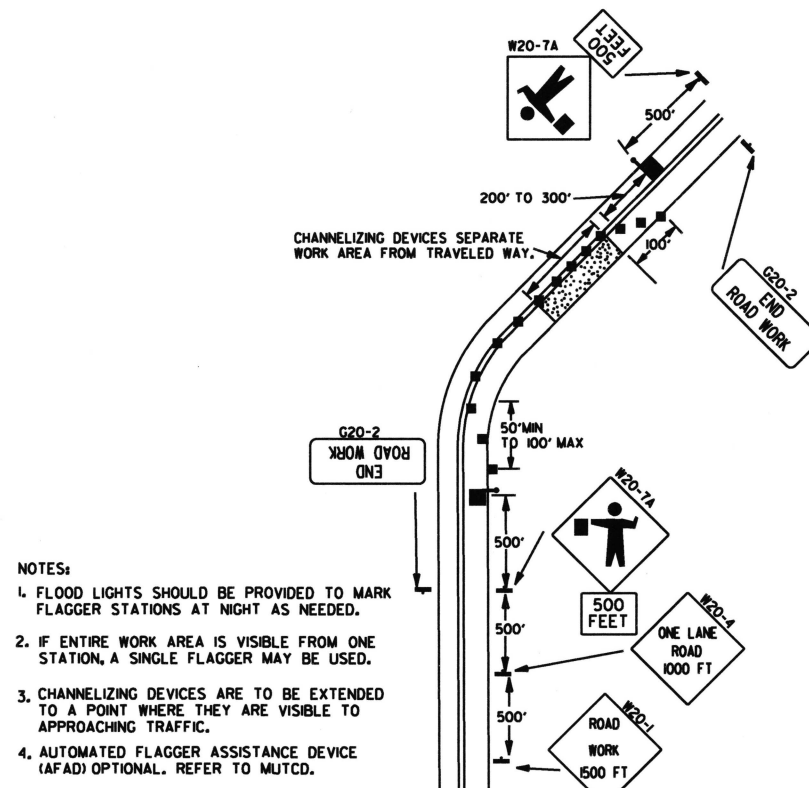
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



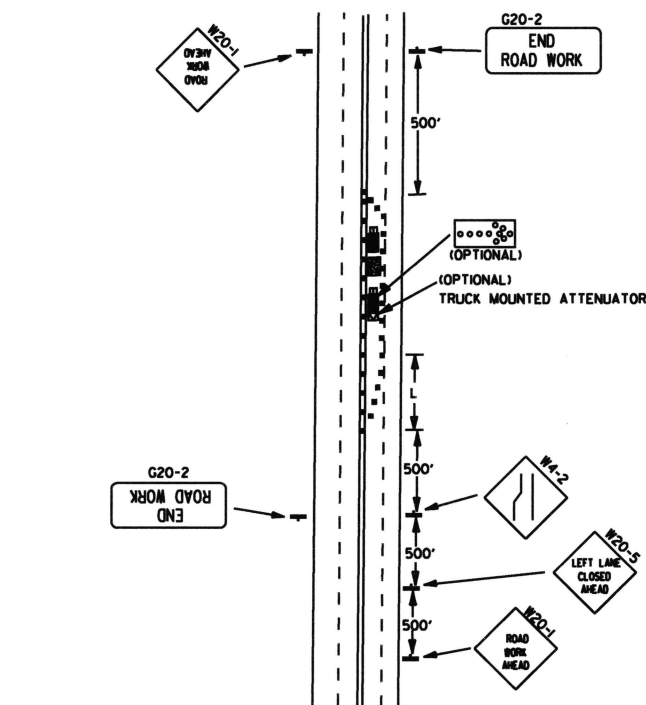
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

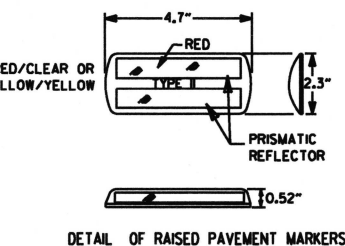


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(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



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.

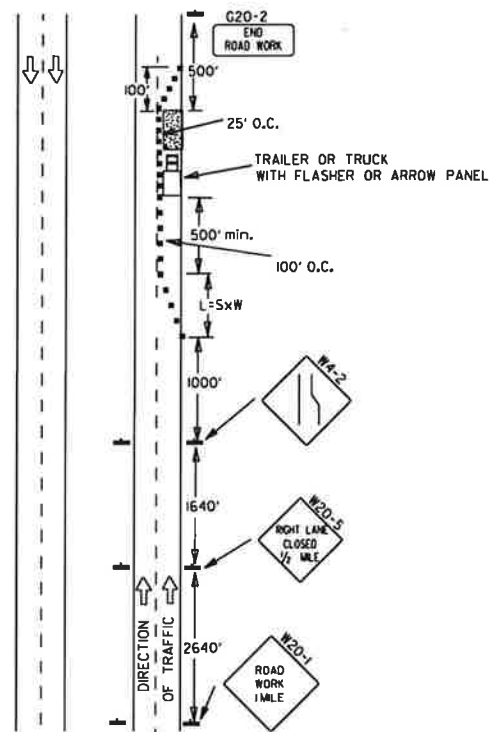
S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W = WIDTH OF OFFSET.

GENERAL NOTES:

- THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
- WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-155 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 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-145MPH 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 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155MPH 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 ARDOT QUALIFIED PRODUCTS LIST.
- ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

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

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.

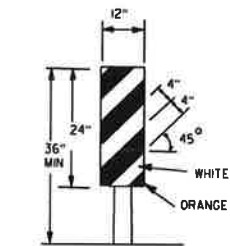
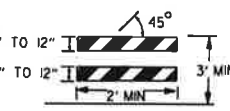
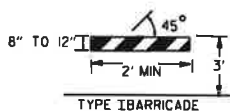
- KEY:
- ARROW PANEL (IF REQUIRED)
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
- GENERAL NOTES:
- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(45) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 - THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
 - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 - 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 ERRECTED 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.
 - 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 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.
 - ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

(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

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

CONES



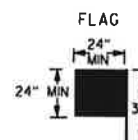
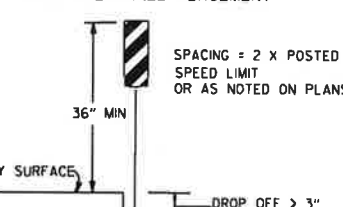
PLASTIC DRUM



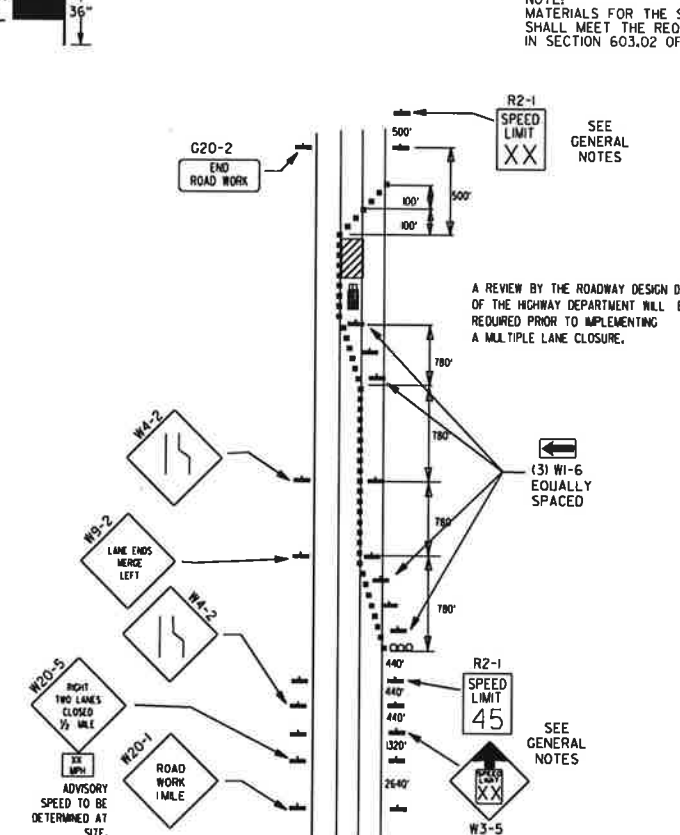
TYPE III BARRICADE

NOTE: FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.

VERTICAL PANEL PLACEMENT



FLAG SHALL BE OF GOOD GRADE RED MATERIAL



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

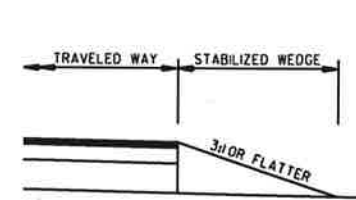
TRAFFIC CONTROL DEVICES

VERTICAL DIFFERENTIAL	LOCATION	NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS
≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽³⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

VERTICAL DIFFERENTIAL	LOCATION	INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES	PRECAST CONCRETE BARRIER & EDGE LINES

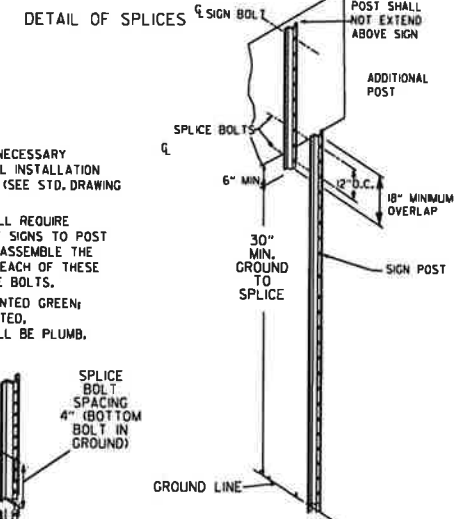
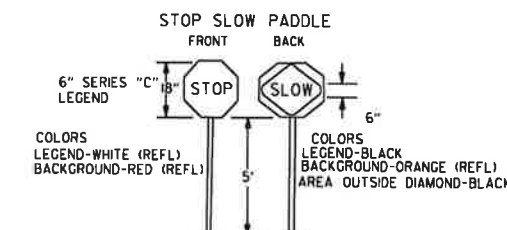
FORESLOPE	HEIGHT	INTERSTATE AND NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
1:1	> 2 FT	PRECAST CONCRETE BARRIER	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS	TRAFFIC DRUMS

- GENERAL NOTES:
- WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 - WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
 - A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
 - W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.



STABILIZED WEDGE

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



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

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3