

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.	050316		1	7

② HWY. 25 - WHITE CO. LINE (SAFETY IMPVTS.) (SEL. SECS.) (S)

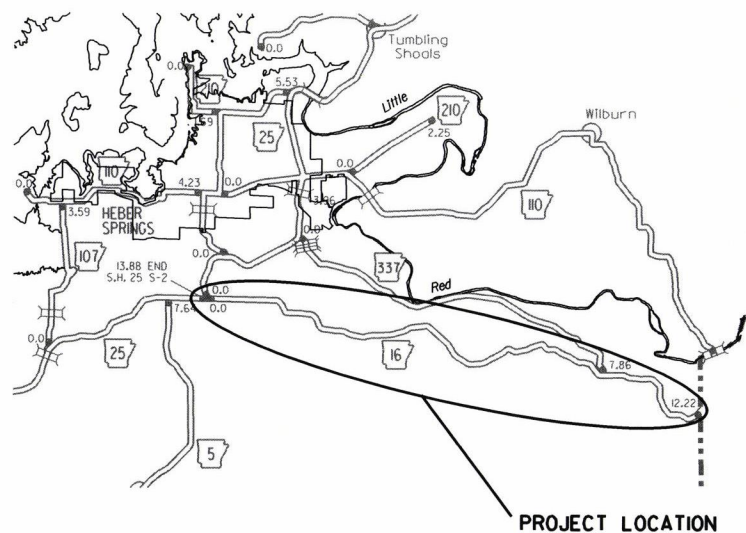
# HWY. 25 - WHITE CO. LINE (SAFETY IMPVTS.) (SEL. SECS.) (S)

CLEBURNE COUNTY

ROUTE 16 SECTION 12

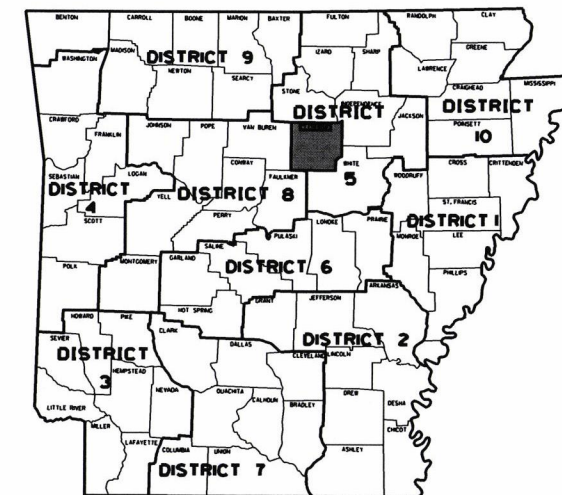
## JOB 050316

FED. AID PROJ. HSIP-1273(2)



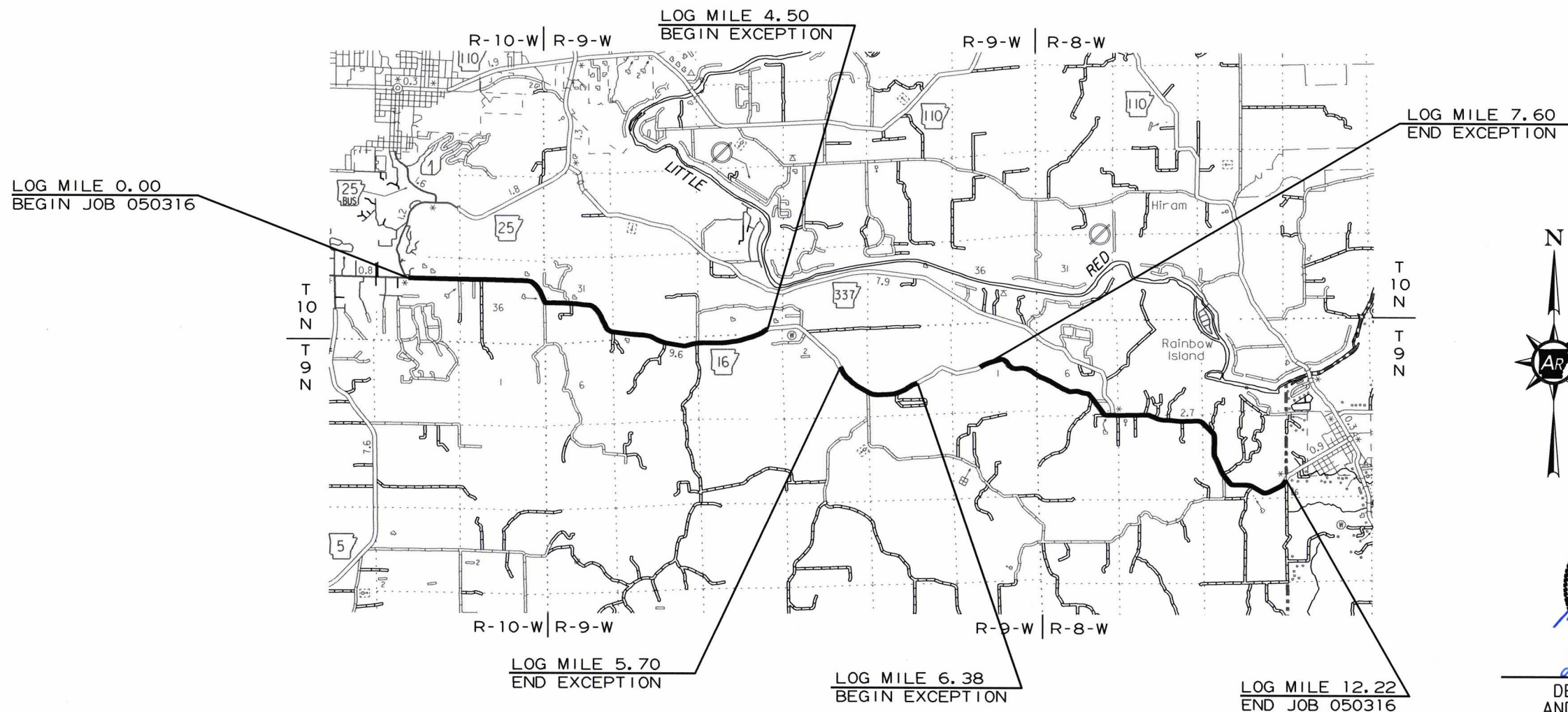
PROJECT LOCATION

VICINITY MAP



ARK. HWY. DIST. NO. 5

NOT TO SCALE



APPROVED

STATE OF ARKANSAS  
REGISTERED PROFESSIONAL ENGINEER  
M.E. BANKS  
2-7-18

DEPUTY DIRECTOR AND CHIEF ENGINEER

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°27' 32"	N 35°26' 17"	N 35°25' 11"
LONGITUDE	W 92°02' 05"	W 91°56' 27"	W 91°51' 03"

LENGTH OF PROJECT CALCULATED ALONG C.L.	
GROSS LENGTH OF PROJECT	64521.60 FEET OR 12.220 MILES
NET . . . ROADWAY	51744.00 . . . 9.800 MILES
NET . . . BRIDGES	0.00 . . . 0.000 MILES
NET . . . PROJECT	51744.00 . . . 9.800 MILES

12/27/2017

R050316.DGN

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				6	ARK.			
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② INDEX OF SHEETS & STANDARD DRAWINGS



**INDEX OF SHEETS**

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4	TYPICAL SECTIONS OF IMPROVEMENT
5	SPECIAL DETAILS
6	QUANTITIES
7	SUMMARY OF QUANTITIES AND REVISIONS

**ROADWAY STANDARD DRAWINGS**

DRWG. NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	6-01-17
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	4-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	9-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	9-02-15



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				JOB NO.	050316		3	7

② GOVERNING SPECIFICATIONS AND GENERAL NOTES



### GOVERNING SPECIFICATIONS

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

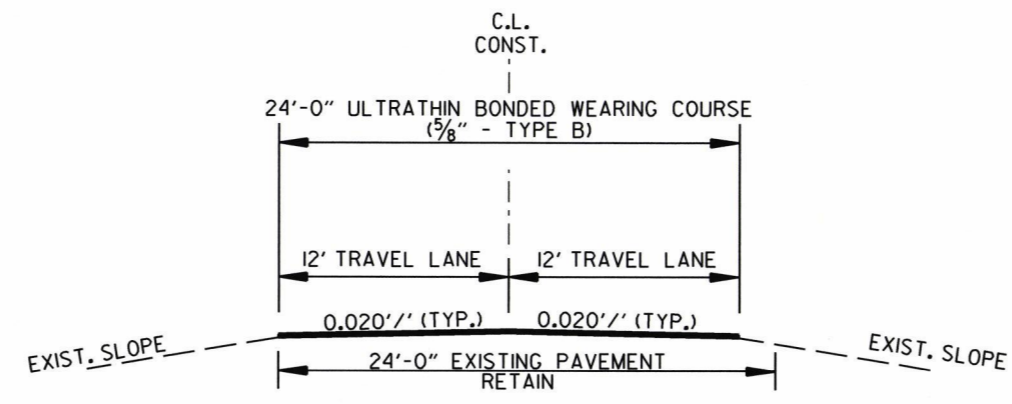
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
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 050316	BIDDING REQUIREMENTS AND CONDITIONS
JOB 050316	CARGO PREFERENCE ACT REQUIREMENTS
JOB 050316	COORDINATION OF WORK
JOB 050316	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 050316	FLEXIBLE BEGINNING OF WORK
JOB 050316	MANDATORY ELECTRONIC CONTRACT
JOB 050316	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 050316	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 050316	ULTRATHIN BONDED WEARING COURSE
JOB 050316	UTILITY ADJUSTMENTS

### GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATIONS FOR FLAG PERSONS.
2. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.
3. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE PERSPECTIVE OWNER AS PER AGREEMENT WITH SUCH OWNERS.
4. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-1 "BUMP" SIGNS (30" X 30") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS EXPOSED TO TRAFFIC.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
8. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-11 "UNEVEN LANES" SIGNS (48" X 48") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL LONGITUDINAL JOINTS DURING MILLING AND PAVING OPERATIONS.
9. BRIDGE ANALYSIS SHALL BE REQUIRED PER SECTION 105.14 OF THE STANDARD SPECIFICATIONS.
10. COLD MILLING OPERATIONS SHALL BE FOLLOWED IMMEDIATELY BY PAVING OPERATIONS. TRAFFIC WILL NOT BE ALLOWED TO RUN ON THE COLD MILLED SURFACE WITH THE EXCEPTION OF TURNING MOVEMENTS INTO DRIVES AND STREETS.
11. ASPHALT DEBRIS RESULTING FROM THE PREPARATORY WORK SHALL BE REMOVED FROM THE PROJECT. THIS MATERIAL SHALL NOT BE BURIED WITHIN THE RIGHT OF WAY.

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						JOB NO. 050316	4	7

2 TYPICAL SECTIONS OF IMPROVEMENT



2 LANE OPEN SHOULDER U.T.B.W.C. OVERLAY  
 LOG MILE 0.00 TO LOG MILE 4.50  
 LOG MILE 5.70 TO LOG MILE 6.38  
 LOG MILE 7.60 TO LOG MILE 12.22

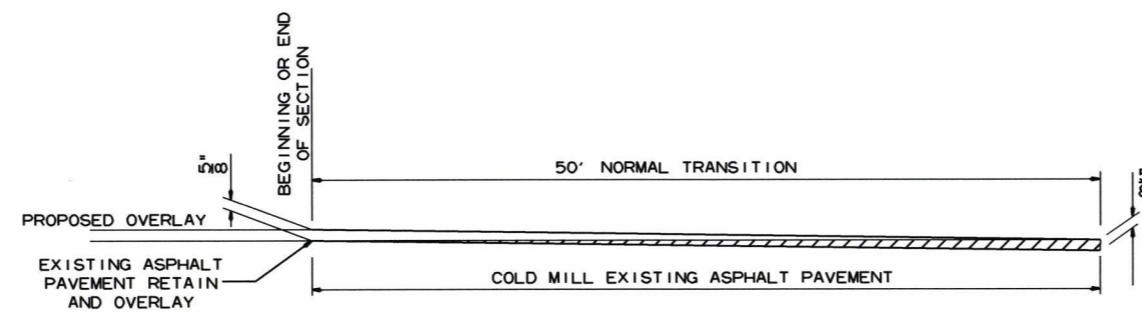
- NOTES:
1. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN ACCORDANCE WITH SECTION 410.07 UNLESS OTHERWISE APPROVED BY THE ENGINEER.
  2. ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

1/31/2018  
 R050316.DGN



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				6	ARK.			
						JOB NO. 050316	5	7

② SPECIAL DETAILS



DETAIL FOR TRANSITIONS

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				6	ARK.			
						JOB NO.	050316	6 7

**ADVANCE WARNING SIGNS AND DEVICES**

SIGN NUMBER	DESCRIPTION	SIGN SIZE	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH		NO.	SQ. FT.
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	32.0
W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2	32.0
W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2	32.0
W20-1	ROAD WORK AHEAD	48"x48"	15	15	15	240.0
G20-2	END ROAD WORK	48"x24"	15	15	15	120.0
R4-1	DO NOT PASS	24"x30"	4	4	4	20.0
<b>TOTALS:</b>						<b>476.0</b>

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

② QUANTITIES



**CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS**

DESCRIPTION	END OF JOB	RAISED PAVEMENT MARKERS	REFLECTORIZED PAVEMENT MARKING		YIELD LINE	
		TYPE II (YEL/YEL)	6"			LIN. FT.
			WHITE	YELLOW		
LIN. FT.	EACH	LIN. FT.		LIN. FT.		
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)	1290	1290				
REFLECTORIZED PAVEMENT MARKING WHITE (6")	103227		103227			
REFLECTORIZED PAVEMENT MARKING YELLOW (6")	93970			93970		
REFLECTORIZED PAVEMENT MARKING YELLOW (SKIP LINE) (6")	2309			2309		
REFLECTORIZED PAVEMENT MARKING (YIELD LINE)	12				12	
<b>TOTALS:</b>		<b>1290</b>	<b>103227</b>	<b>96279</b>	<b>12</b>	

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

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

**COLD MILLING ASPHALT PAVEMENT**

LOG MILE	LOG MILE	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
0.00	0.01	HWY. 16 MAIN LANES	24.00	133.33
4.49	4.50	HWY. 16 MAIN LANES	24.00	133.33
5.70	5.71	HWY. 16 MAIN LANES	24.00	133.33
6.37	6.38	HWY. 16 MAIN LANES	24.00	133.33
7.60	7.61	HWY. 16 MAIN LANES	24.00	133.33
12.21	12.22	HWY. 16 MAIN LANES	24.00	133.33
<b>TOTAL:</b>				<b>799.98</b>

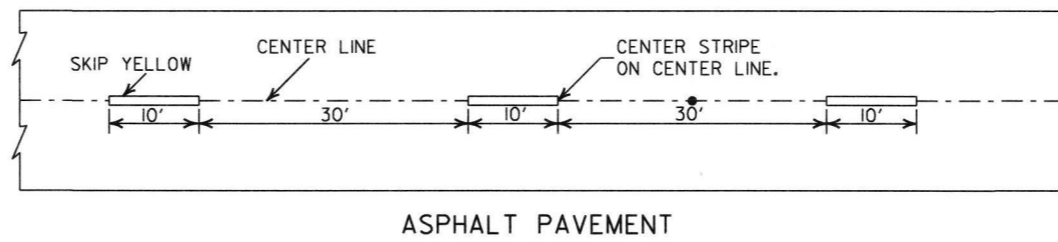
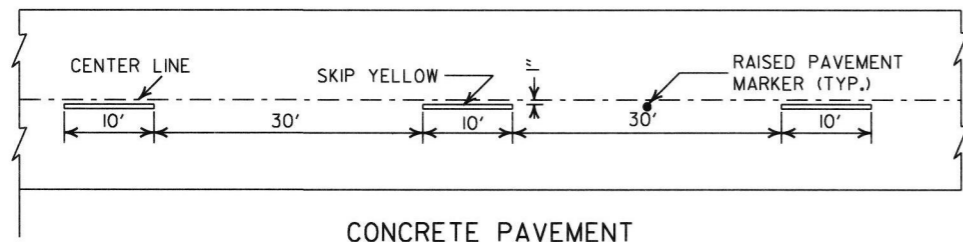
NOTE: AVERAGE MILLING DEPTH 5/16".

**ULTRATHIN BONDED WEARING COURSE**

LOG MILE	LOG MILE	LOCATION	TOTAL LENGTH	AVG. WIDTH	ULTRATHIN BONDED WEARING COURSE (5/8" - TYPE B)
			FEET	FEET	SQ. YD.
0.00	4.50	MAIN LANES	23760.00	24.00	63360.00
5.70	6.38	MAIN LANES	3590.40	24.00	9574.40
7.60	12.22	MAIN LANES	24393.60	24.00	65049.60
<b>TOTAL:</b>					<b>137984.00</b>



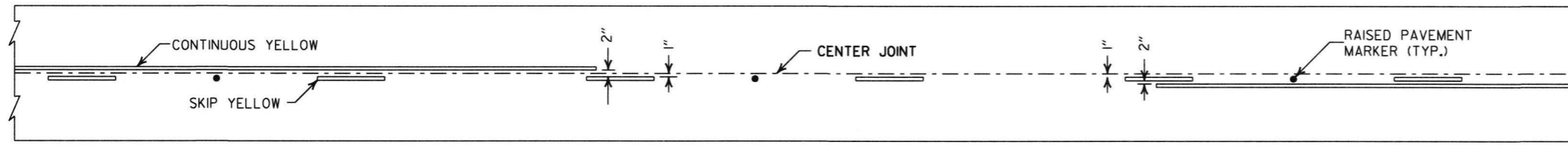




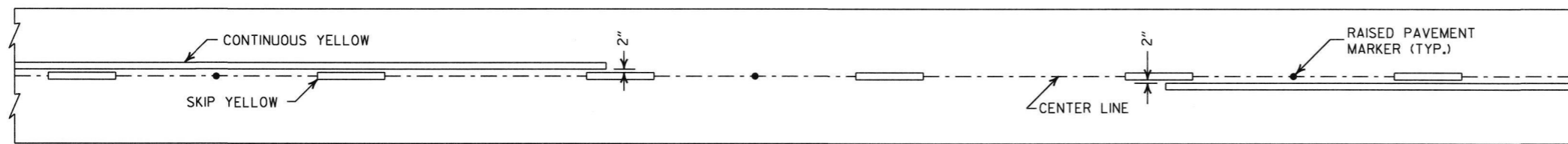
CONCRETE PAVEMENT

ASPHALT PAVEMENT

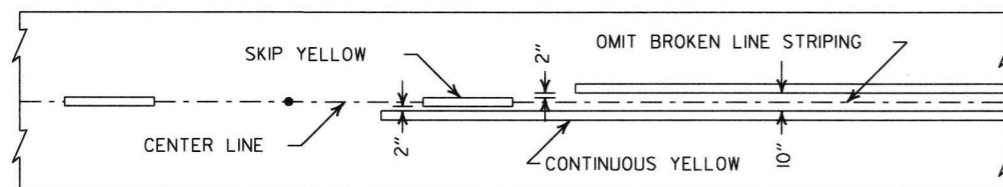
**BROKEN LINE STRIPING**



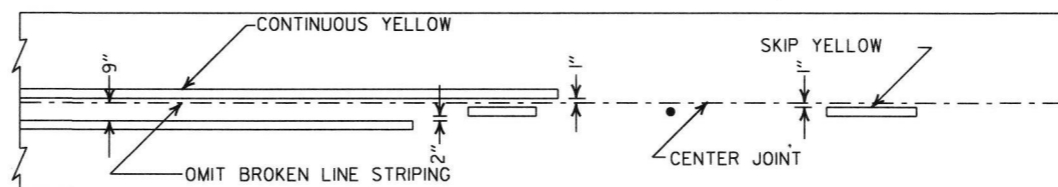
**SOLID LINE STRIPING ON CONCRETE PAVEMENT**



**SOLID LINE STRIPING ON ASPHALT PAVEMENT**

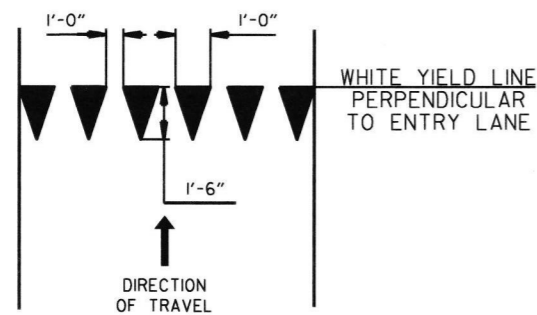


ASPHALT PAVEMENT

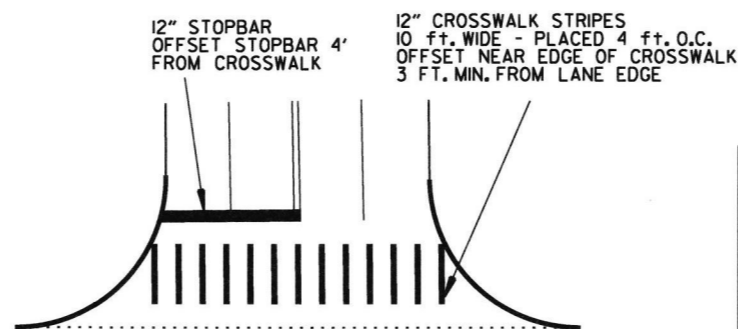


CONCRETE PAVEMENT

**STRIPING AT ADJACENT NO PASSING LANES**



**YIELD LINE DETAIL**

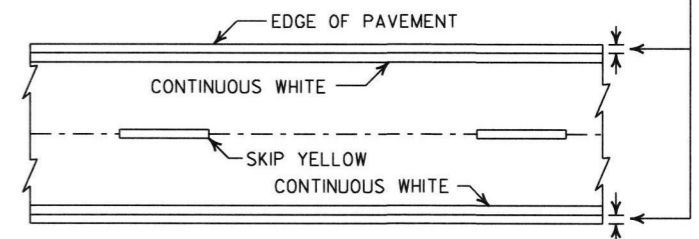


**CROSSWALK AND STOPBAR DETAILS**

**NOTES:**

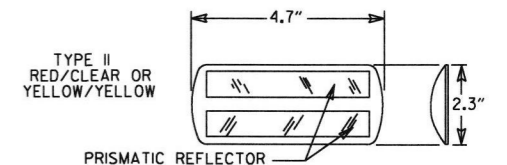
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

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

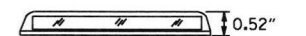


**PAVEMENT EDGE LINE MARKING**

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



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**










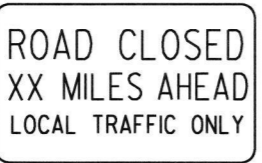


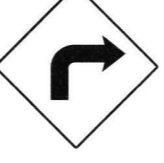







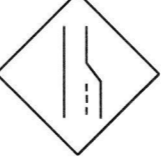


















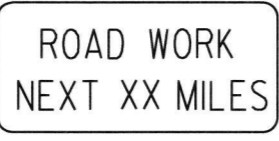
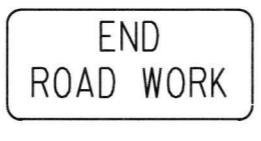
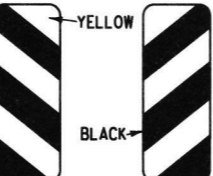


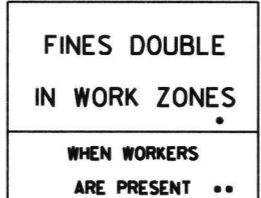
DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
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

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS**

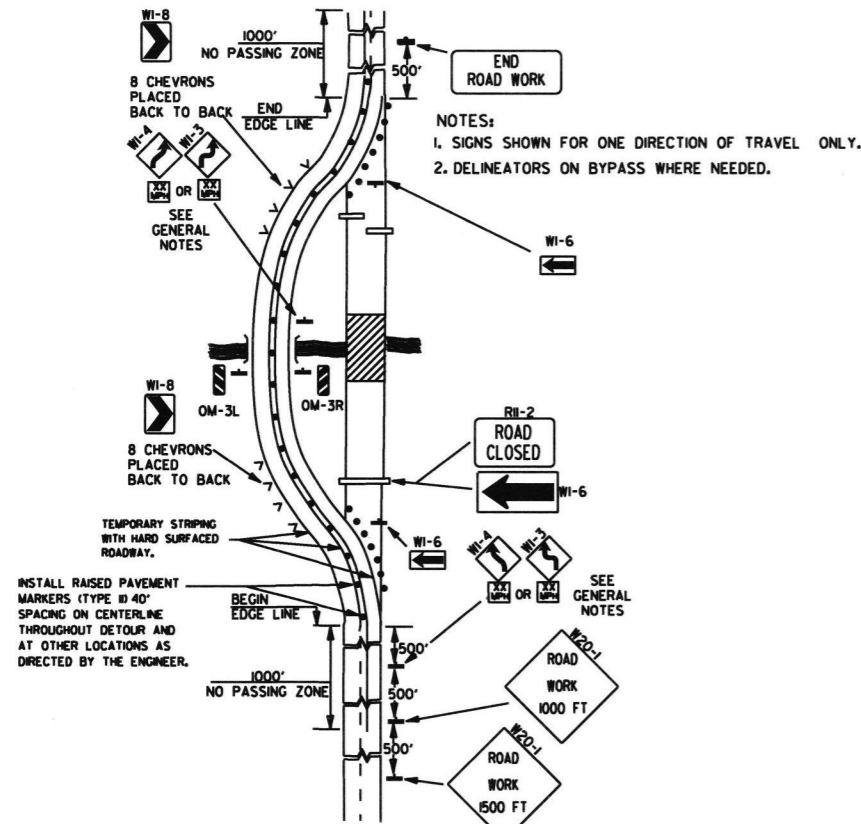
STANDARD DRAWING PM-1



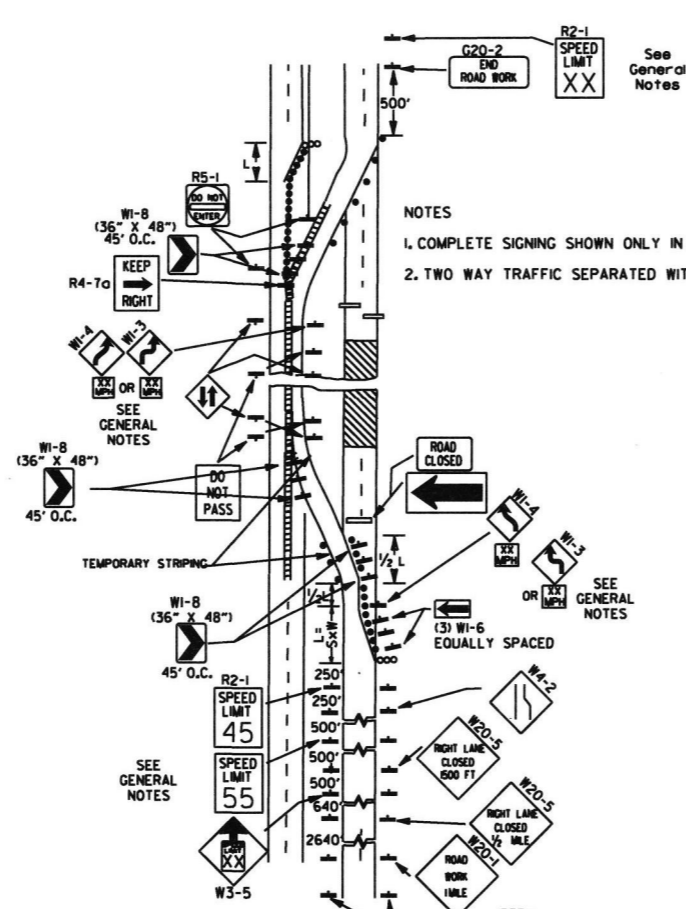
							ADVANCE DISTANCES (XXXX)	
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.</li> <li>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.</li> <li>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.</li> </ol> <p>* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 &amp; 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>		
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>		<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>18" 500 FEET W6-2 24"</p> <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>		<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>		<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

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

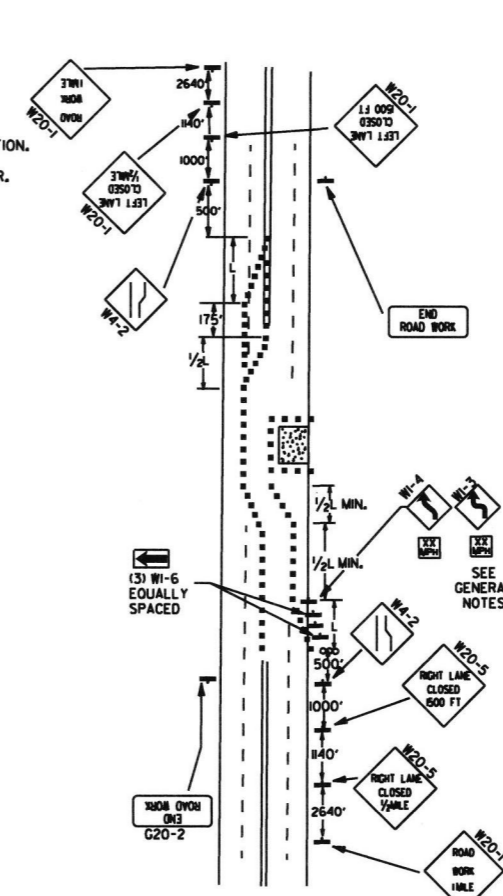
ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-1



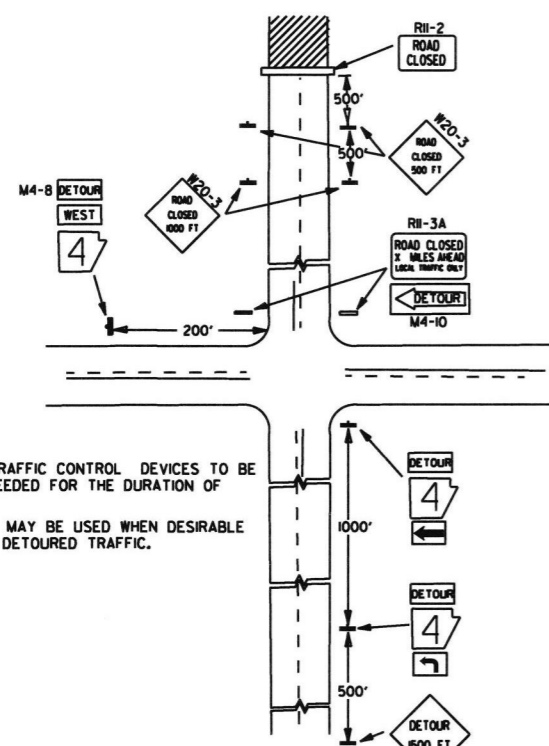
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



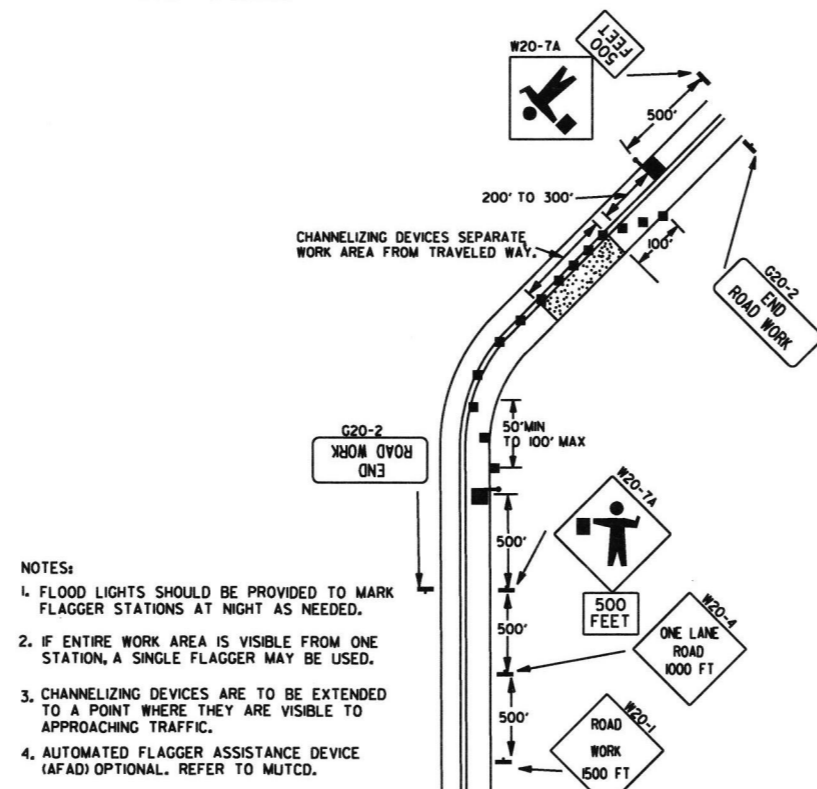
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



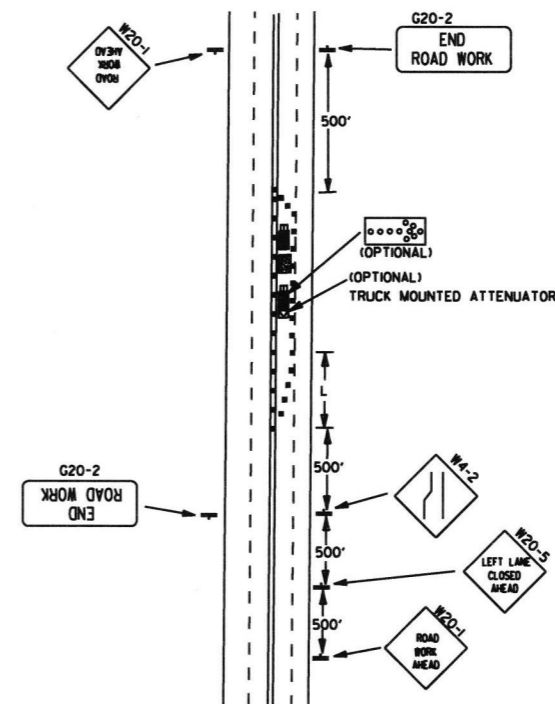
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



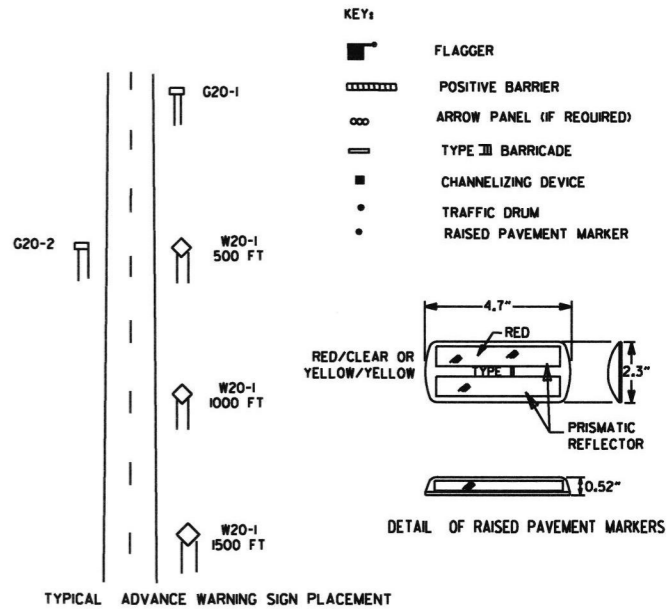
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



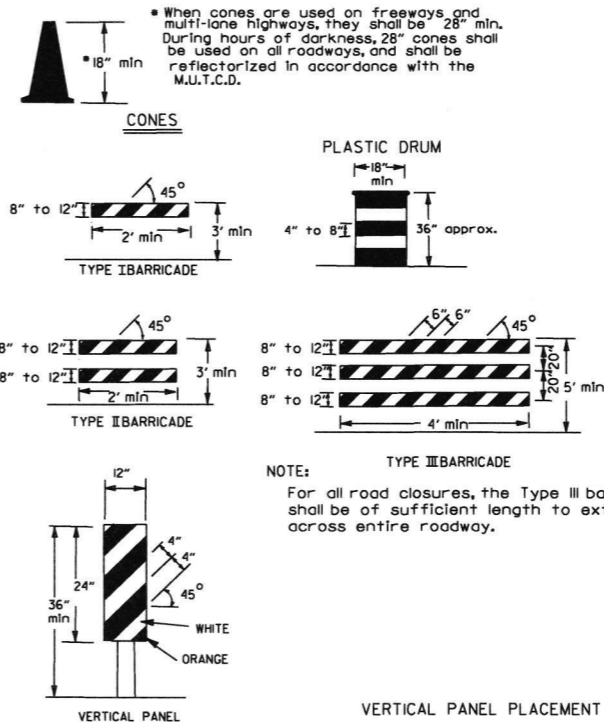
TAPER FORMULAE:  
 $L = SXW$  FOR SPEEDS OF 45MPH OR MORE.  
 $L = \frac{WS^2}{60}$  FOR SPEEDS OF 40MPH OR LESS.  
 WHERE:  
 L = MINIMUM LENGTH OF TAPER.  
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.  
 W = WIDTH OF OFFSET.

- GENERAL NOTES:  
 1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.  
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(K55) 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-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.  
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(K45) 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-(KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.  
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.  
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.  
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.  
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING 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.  
 8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
9-2-95	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)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	



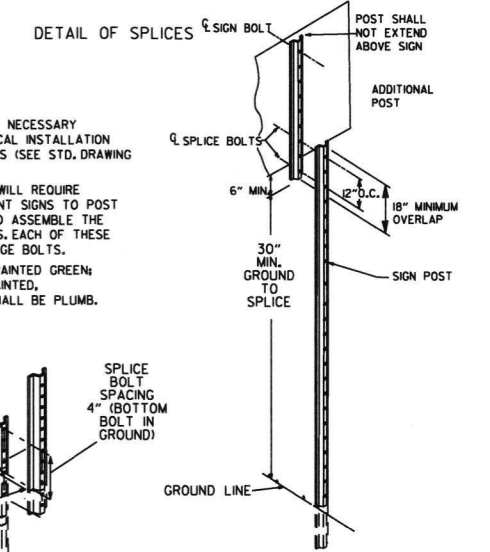
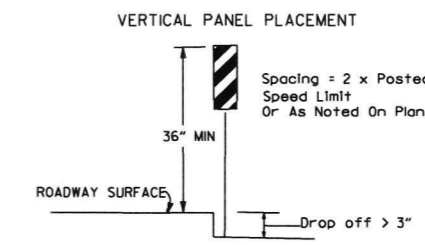
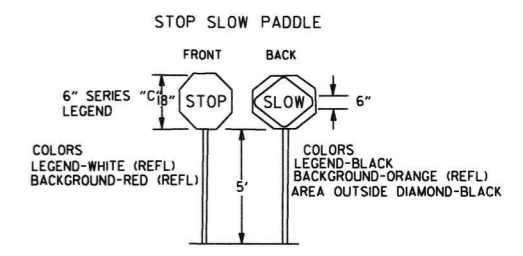
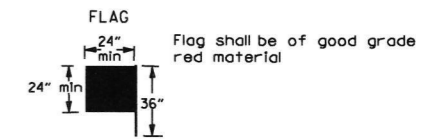
Channelizing devices



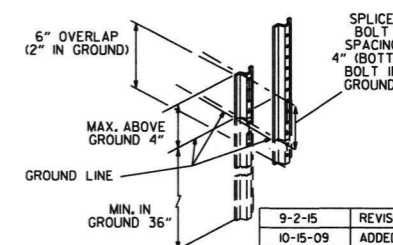
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

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

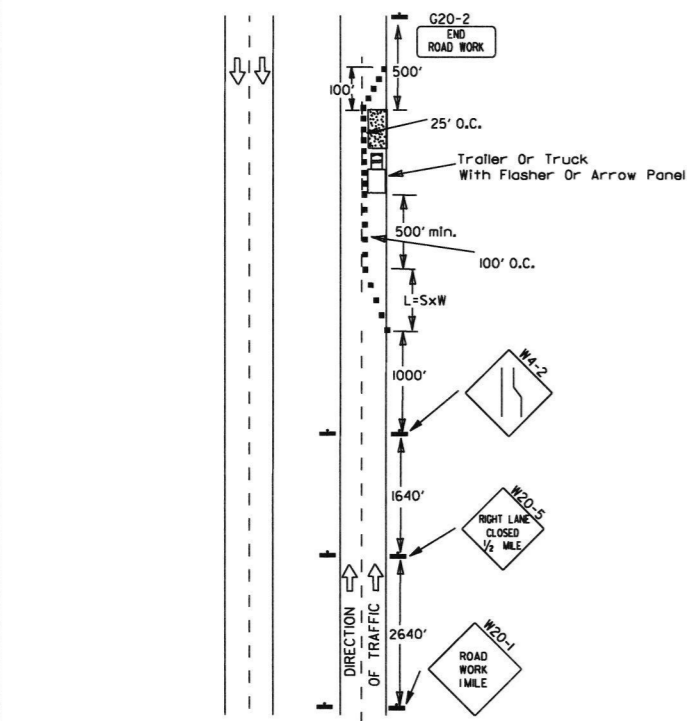
\* When shown on the plans concrete barrier will be used.  
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



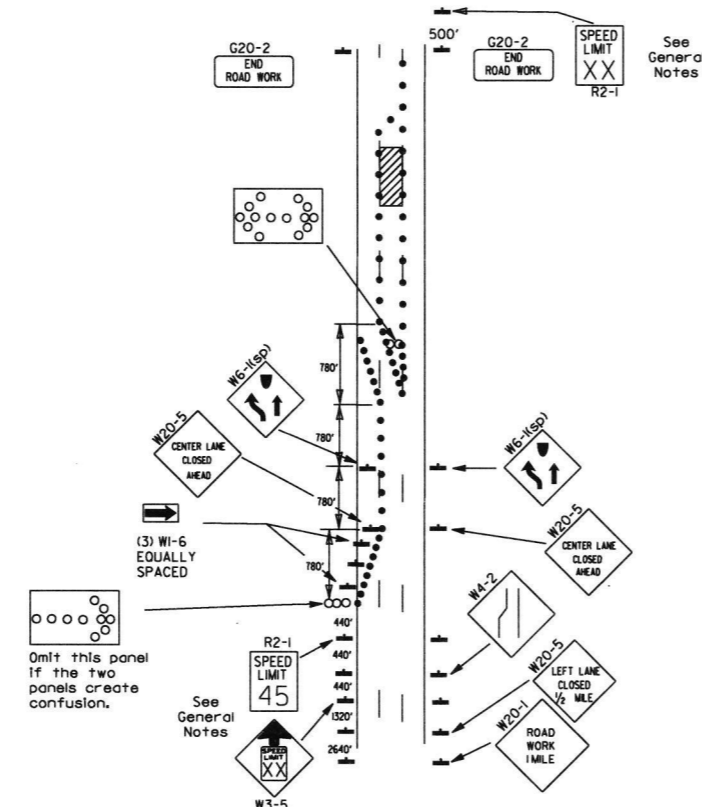
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2). NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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



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



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

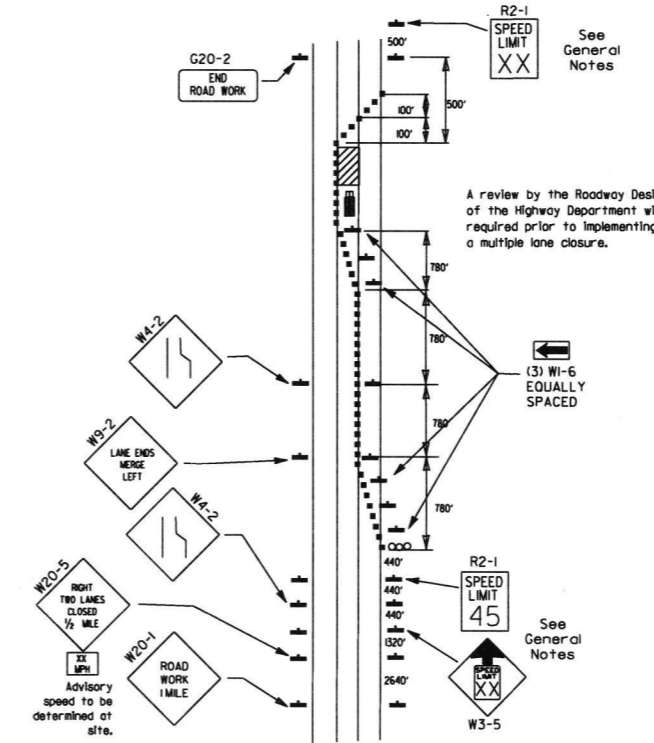


(B) Typical application - 3-lane oneway roadway where center lane is closed.

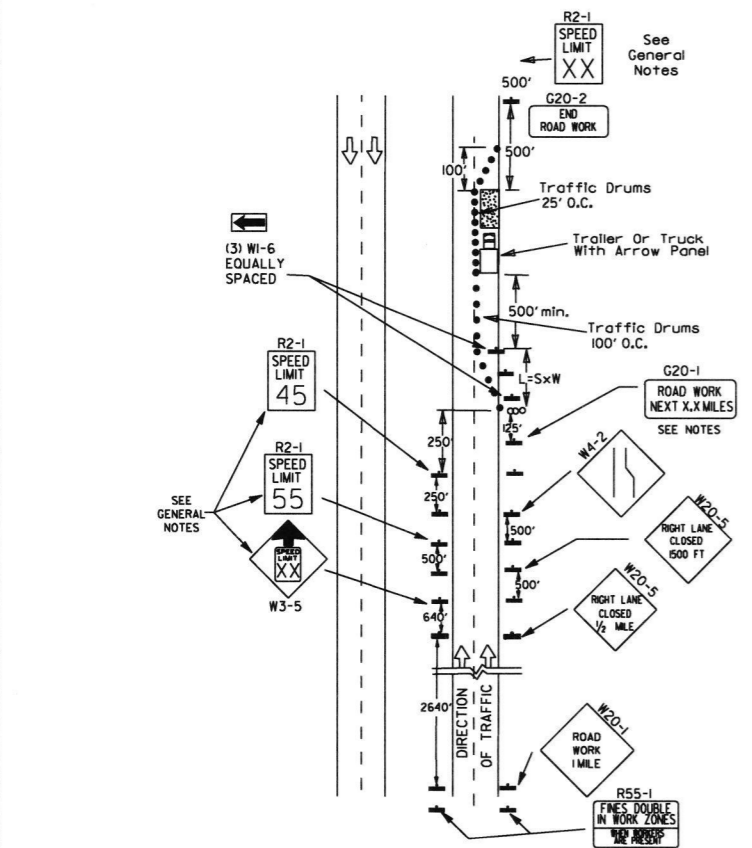
- KEY:
- Arrow Panel (if Required)
  - Channelizing Device
  - Traffic drum

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 1/2 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
- When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-155mph 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 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.



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



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