

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

DISTRICT 9 A⁷PHN RAISED
PAVEMENT MARKERS (2020) (S)

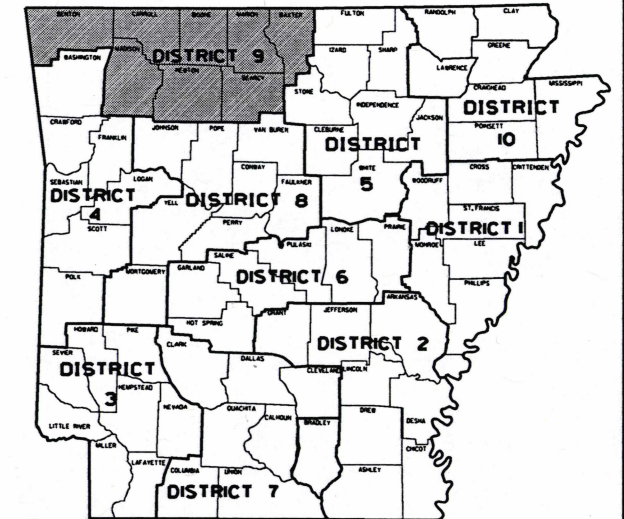
VARIOUS COUNTIES
FED. AID PROJ. HSIP-0076(188)

JOB 090562

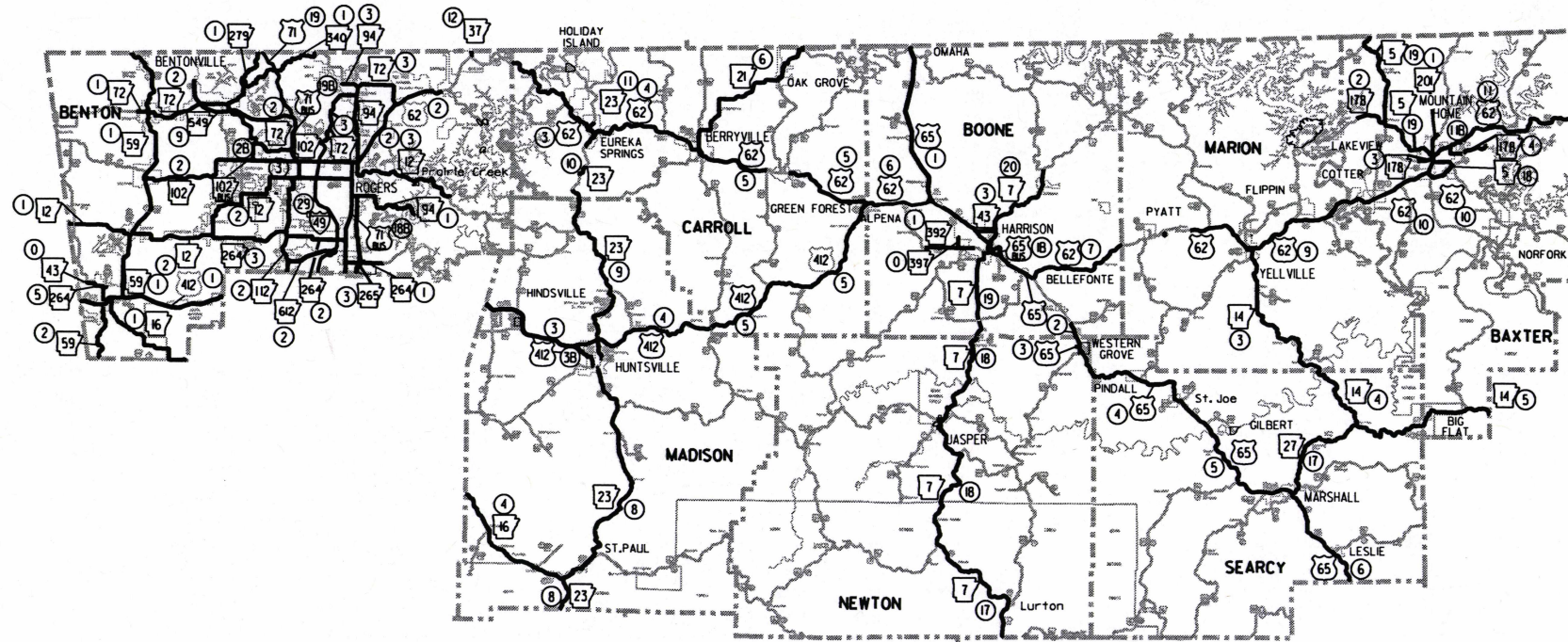
NOT TO SCALE

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. 090562	1	7

2 DISTRICT 9 A⁷PHN RAISED PAVEMENT MARKERS (2020) (S)



ARK. HWY. DIST. NO. 9



DISTRICT 9



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.			
03-10-2020								
				JOB NO.	090562		2	7

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



INDEX OF SHEETS

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

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 090562	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 090562	BIDDING REQUIREMENTS AND CONDITIONS
JOB 090562	CARGO PREFERENCE ACT REQUIREMENTS
JOB 090562	COORDINATION OF WORK
JOB 090562	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 090562	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 090562	MAINTENANCE OF TRAFFIC
JOB 090562	MANDATORY ELECTRONIC CONTRACT
JOB 090562	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 090562	SEQUENCE OF CONSTRUCTION
JOB 090562	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.

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

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. 090562	3	7

② QUANTITIES



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QUANTITIES

RAISED PAVEMENT MARKERS (BOX 1 OF 3)

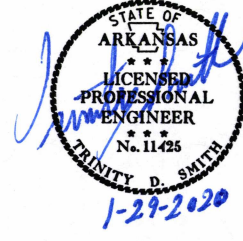
COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
BAXTER	3 LANES - TURN LANE	5	18	18.10	18.29	0.19		26
BAXTER	2 LANES	5	18	18.29	19.72	1.43		95
BAXTER	3 LANES - TURN LANE	5	18	19.72	20.06	0.34		45
BAXTER	3 LANES - TURN LANE	5	19	1.49	3.69	2.20		291
BAXTER	2 LANES	5	19	3.69	4.20	0.51		34
BAXTER	3 LANES - TURN LANE	5	19	4.20	4.74	0.54		72
BAXTER	2 LANES	5	19	4.74	5.75	1.01		67
BAXTER	3 LANES - TURN LANE	5	19	5.75	6.25	0.50		66
BAXTER	2 LANES	5	19	6.25	15.41	9.16		605
BAXTER	2 LANES	14	5	0.00	7.42	7.42		490
BAXTER	3 LANES - PASSING LANE	62	10	0.00	0.44	0.44	30	30
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	10	0.44	8.16	7.72	1020	1020
BAXTER	4 LANES - DIVIDED	62	10	8.16	10.96	2.80	370	
BAXTER	2 - ENTRANCE RAMPS	62	10	0.00	0.00	0.00	76	
BAXTER	2 - EXIT RAMPS	62	10	0.00	0.00	0.00	210	
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	11	2.79	7.07	4.28	565	565
BAXTER	3 LANES - PASSING LANE	62	11	7.07	8.02	0.95	63	63
BAXTER	2 LANES	62	11	8.02	14.94	6.92		457
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	11B	0.00	1.20	1.20	159	159
BAXTER	4 LANES - UNDIVIDED	62	11B	1.20	1.52	0.32	43	22
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	11B	1.52	4.65	3.13	414	414
BAXTER	2 LANES	178	2	4.85	7.68	2.83		187
BAXTER	2 LANES	178	3	3.98	5.00	1.02		68
BAXTER	2 LANES	178	4	0.00	1.83	1.83		121
BAXTER	3 LANES - TURN LANE	201	1	0.00	1.49	1.49		197
BAXTER	2 LANES	201	1	1.49	2.24	0.75		50
BENTON	2 LANES	12	1	0.52	6.08	5.56		367
BENTON	2 LANES	12	2	0.00	17.68	17.68		1167
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	12	2	17.68	20.50	2.82	373	373
BENTON	3 LANES - TURN LANE	12	3	0.00	1.18	1.18		156
BENTON	2 LANES	12	3	1.18	3.36	2.18		144
BENTON	3 LANES - PASSING LANE	12	3	3.36	4.23	0.87	58	58
BENTON	3 LANES - TURN LANE	12	3	4.23	4.98	0.75		99
BENTON	2 LANES	12	3	4.98	11.45	6.47		428
BENTON	2 LANES	16	1	0.00	10.75	10.75		710
BENTON	2 LANES	37	12	0.00	0.61	0.61		41
BENTON	2 LANES	43	0	18.20	18.86	0.66		44
BENTON	3 LANES - TURN LANE	43	0	18.86	20.16	1.30		172
BENTON	6 LANES - DIVIDED	49	29	74.16	87.82	13.66	3607	
BENTON	20 - ENTRANCE RAMPS	49	29	0.00	0.00	0.00	1140	
BENTON	20 - EXIT RAMPS	49	29	0.00	0.00	0.00	2100	
BENTON	2 LANES	49	29	74.16	74.46	0.30		20
BENTON	2 LANES	49	29	77.37	78.32	0.95		63
BENTON	2 LANES	59	1	0.00	7.58	7.58		501
BENTON	3 LANES - PASSING LANE	59	1	7.58	7.98	0.40	27	27
BENTON	2 LANES	59	1	7.98	18.82	10.84		716
BENTON	3 LANES - TURN LANE	59	1	18.82	19.15	0.33		44
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	59	1	19.15	25.12	5.97	789	789
BENTON	2 LANES	59	2	0.00	5.58	5.58		369
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	62	2	0.00	14.29	14.29	1887	1887
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	18B	0.00	8.73	8.73	1153	1153
BENTON	4 LANES - UNDIVIDED	71	18B	8.73	9.50	0.77	102	51
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	18B	9.50	11.80	2.30	304	304
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	19B	0.00	7.09	7.09	936	936
BENTON	4 LANES - DIVIDED	71	19	0.00	6.95	6.95	918	
BENTON	2 - ENTRANCE RAMPS	71	19	0.00	0.00	0.00	76	
BENTON	2 - EXIT RAMPS	71	19	0.00	0.00	0.00	210	
BENTON	2 LANES	72	1	8.58	9.68	1.10		73
BENTON	2 LANES	72	2	0.00	0.90	0.90		60
BENTON	3 LANES - TURN LANE	72	2	0.90	1.32	0.42		56
BENTON	2 LANES	72	2	1.32	5.07	3.75	248	248
BENTON	3 LANES - TURN LANE	72	2	5.07	5.57	0.50		66
BENTON	2 LANES	72	2	5.57	8.26	2.69		178
BENTON	3 LANES - TURN LANE	72	2	8.26	8.72	0.46		61
BENTON	2 LANES	72	2	8.72	15.44	6.72		444
BENTON	3 LANES - TURN LANE	72	2	15.44	16.59	1.15		152
BENTON	2 LANES	72	3	0.00	9.22	9.22		609
BENTON	2 LANES	94	1	5.61	6.53	0.92		61
BENTON	3 LANES - TURN LANE	94	1	6.53	7.16	0.63		84
BENTON	3 LANES - TURN LANE/PASSING LANE	94	1	7.16	7.66	0.50	33	66
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	94	2	0.00	1.62	1.62	214	214
BENTON	2 LANES	94	2	1.62	7.77	6.15		406
BENTON	2 LANES	94	3	0.00	1.47	1.47		98
BENTON	2 LANES	102	2	0.00	11.36	11.36		750
BENTON	2 LANES	102	2B	0.00	1.76	1.76		117
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	102	3	0.00	5.88	5.88	777	777
BENTON	2 LANES	112	2	0.00	8.74	8.74		577
BENTON	4 LANES - DIVIDED	112	2	8.74	9.22	0.48	64	64
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	264	1	0.00	1.42	1.42	188	188
BENTON	2 LANES	264	1	1.42	3.45	2.03		134
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	264	2	0.00	1.07	1.07	142	142
SUBTOTALS (BOX 1 OF 3):							18048	21324

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

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		4	7
				JOB NO.	090562			

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 2 OF 3)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
BENTON	2 LANES	264	2	1.07	5.50	4.43		293
BENTON	2 LANES	264	3	0.00	7.34	7.34		485
BENTON	4 LANES - UNDIVIDED	264	5	0.00	0.54	0.54	72	36
BENTON	2 LANES	264	5	0.54	1.65	1.11		74
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	3	0.00	1.37	1.37	181	181
BENTON	3 LANES - TURN LANE	265	3	1.37	5.90	4.53		598
BENTON	3 LANES - TURN LANE/PASSING LANE	265	3	5.90	6.69	0.79	53	105
BENTON	3 LANES - TURN LANE	265	3	6.69	7.15	0.46		61
BENTON	2 LANES	279	1	5.43	11.94	6.51		430
BENTON	2 LANES	340	1	0.00	4.29	4.29		284
BENTON	4 LANES - DIVIDED	412	1	0.00	1.63	1.63	216	
BENTON	5 LANES - TURN LANE/PAINTED MEDIAN	412	1	1.63	4.83	3.20	423	423
BENTON	4 LANES - DIVIDED	412	1	4.83	13.67	8.84	1167	
BENTON	2 LANES	549	9	0.00	10.91	10.91		721
BENTON	4 LANES - DIVIDED	612	2	0.00	3.86	3.86	510	
BENTON	2 - ENTRANCE RAMPS	612	2	0.00	0.00	0.00	76	
BENTON	2 - EXIT RAMPS	612	2	0.00	0.00	0.00	210	
BOONE	2 LANES	7	19	0.00	7.29	7.29		482
BOONE	3 LANES - PASSING LANE	7	19	7.29	7.63	0.34	23	23
BOONE	4 LANES - UNDIVIDED	7	19	7.63	8.31	0.68	90	45
BOONE	2 LANES	7	20	0.00	10.35	10.35		684
BOONE	2 LANES	43	3	0.00	1.79	1.79		119
BOONE	2 LANES	62	6	0.00	0.72	0.72		48
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	62	6	0.72	1.25	0.53	70	70
BOONE	4 LANES - DIVIDED	62	6	1.25	5.22	3.97	525	
BOONE	2 LANES - ONE WAY	62	6	5.22	5.95	0.73	49	
BOONE	2 LANES - ONE WAY	62	6X	0.80	1.40	0.60	40	
BOONE	2 LANES	62	7	0.00	9.69	9.69		640
BOONE	4 LANES - DIVIDED	65	1	0.00	15.00	15.00	1980	
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	1	15.00	15.69	0.69	92	92
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	1	18.66	21.88	3.22	426	426
BOONE	4 LANES - UNDIVIDED	65	1B	0.00	1.96	1.96	259	130
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	2	0.00	6.10	6.10	806	806
BOONE	3 LANES - PASSING LANE	65	2	10.49	10.87	0.38	26	26
BOONE	2 LANES	65	2	10.87	11.90	1.03		68
BOONE	2 LANES	392	1	5.80	10.51	4.71		311
BOONE	2 LANES	397	0	1.02	2.02	1.00		66
BOONE	2 LANES	980	12	0.00	0.55	0.55		37
CARROLL	2 LANES	21	6	0.00	16.92	16.92		1117
CARROLL	3 LANES - PASSING LANE	23	10	0.00	0.95	0.95	63	63
CARROLL	2 LANES	23	10	0.95	1.09	0.14		10
CARROLL	3 LANES - PASSING LANE	23	10	2.70	3.98	1.28	85	85
CARROLL	2 LANES	23	10	6.23	7.30	1.07		71
CARROLL	2 LANES	23	11	0.00	0.66	0.66		44
CARROLL	2 LANES	62	3	0.00	12.03	12.03		794
CARROLL	2 LANES	62	4	0.00	7.12	7.12		470
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	4	7.12	11.30	4.18	552	552
CARROLL	4 LANES - UNDIVIDED	62	4	11.30	12.17	0.87	115	58
CARROLL	4 LANES - UNDIVIDED	62	5	0.00	0.41	0.41	55	28
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	5	0.41	6.16	5.75	759	759
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	5	9.79	11.50	1.71	226	226
CARROLL	4 LANES - UNDIVIDED	62	5	11.50	11.95	0.45	60	30
CARROLL	2 LANES	62	5	11.95	17.12	5.17		342
CARROLL	2 LANES	412	5	0.00	0.43	0.43		29
CARROLL	3 LANES - PASSING LANE	412	5	0.43	1.26	0.83	55	55
CARROLL	2 LANES	412	5	1.26	6.38	5.12		338
CARROLL	3 LANES - PASSING LANE	412	5	6.38	8.72	2.34	155	155
CARROLL	2 LANES	412	5	8.72	14.49	5.77		381
CARROLL	3 LANES - PASSING LANE	412	5	14.49	15.38	0.89	59	59
CARROLL	2 LANES	412	5	15.38	18.82	3.44		228
CARROLL	3 LANES - PASSING LANE	412	5	18.82	20.54	1.72	114	114
CARROLL	2 LANES	412	5	20.54	21.15	0.61		41
MADISON	2 LANES	16	4	0.00	12.87	12.87		850
MADISON	2 LANES	23	8	0.00	27.80	27.80		1835
MADISON	2 LANES	23	8C	0.00	0.12	0.12		8
MADISON	2 LANES - PART OF COUPLE	23	8C	0.12	0.22	0.10		14
MADISON	2 LANES	23	9	0.00	18.42	18.42		1216
MADISON	4 LANES - DIVIDED	412	3	0.00	10.36	10.36	1368	
MADISON	2 LANES	412	3	10.36	11.42	1.06		70
MADISON	3 LANES - PASSING LANE	412	3	11.42	12.22	0.80	53	53
MADISON	2 LANES	412	4	0.00	0.29	0.29		20
MADISON	3 LANES - PASSING LANE	412	4	0.29	0.68	0.39	26	26
MADISON	2 LANES	412	4	0.68	3.74	3.06		202
MADISON	3 LANES - PASSING LANE	412	4	3.74	4.82	1.08	72	72
MADISON	2 LANES	412	4	4.82	8.30	3.48		230
MADISON	3 LANES - PASSING LANE	412	4	8.30	9.26	0.96	64	64
MADISON	2 LANES	412	4	9.26	12.04	2.78		184
MADISON	2 - ENTRANCE RAMPS	412	4	0.00	0.00	0.00	76	
MADISON	2 - EXIT RAMPS	412	4	0.00	0.00	0.00	210	
MADISON	2 LANES	412	3B	2.17	5.14	2.97		197
SUBTOTALS (BOX 2 OF 3):							11461	18854

* 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.		5	7
				JOB NO.	090562			

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 3 OF 3)

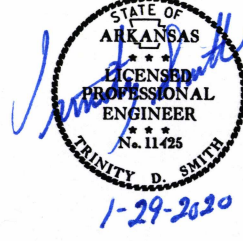
COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
MADISON	2 LANES - PART OF COUPLET	412	3B	5.14	5.23	0.09	12	
MADISON	2 LANES - PART OF COUPLET	412	4B	0.00	0.29	0.29	39	
MARION	2 LANES	14	3	0.00	15.90	15.90		1050
MARION	2 LANES	62	8	6.63	8.26	1.63		108
MARION	3 LANES - PASSING LANE	62	8	8.26	10.52	2.26	150	150
MARION	2 LANES	62	8	10.52	13.23	2.71		179
MARION	3 LANES - TURN LANE	62	9	0.00	0.48	0.48		64
MARION	2 LANES	62	9	0.48	1.46	0.98		65
MARION	3 LANES - PASSING LANE	62	9	1.46	1.90	0.44	30	30
MARION	2 LANES	62	9	1.90	3.64	1.74		115
MARION	3 LANES - PASSING LANE	62	9	3.64	4.17	0.53	35	35
MARION	2 LANES	62	9	4.17	4.56	0.39		26
MARION	5 LANES - TURN LANE/PAINTED MEDIAN	62	9	4.56	8.53	3.97	525	525
MARION	2 LANES	62	9	8.53	10.54	2.01		133
NEWTON	2 LANES	7	17	0.00	13.37	13.37		883
NEWTON	2 LANES	7	18	0.00	18.32	18.32		1210
NEWTON	3 LANES - PASSING LANE	7	18	18.32	19.21	0.89	59	59
NEWTON	2 LANES	7	18	19.21	25.27	6.06		400
NEWTON	2 LANES	65	3	0.00	1.34	1.34		89
NEWTON	3 LANES - TURN LANE	65	3	1.34	1.74	0.40		53
NEWTON	2 LANES	65	3	1.74	3.03	1.29		86
NEWTON	2 LANES	65	4	0.00	0.09	0.09		6
NEWTON	3 LANES - PASSING LANE	65	4	0.09	0.59	0.50	33	33
NEWTON	2 LANES	65	4	0.59	0.92	0.33		22
SEARCY	3 LANES - PASSING LANE	65	4	0.92	1.38	0.46	31	31
SEARCY	2 LANES	65	4	1.38	3.50	2.12		140
SEARCY	3 LANES - PASSING LANE	65	4	3.50	3.79	0.29	20	20
SEARCY	2 LANES	65	4	3.79	6.07	2.28		151
SEARCY	3 LANES - PASSING LANE	65	4	6.07	8.78	2.71	179	179
SEARCY	2 LANES	65	4	8.78	10.38	1.60		106
SEARCY	3 LANES - TURN LANE	65	4	10.38	11.37	0.99		131
SEARCY	2 LANES	65	4	11.37	11.48	0.11		8
SEARCY	3 LANES - PASSING LANE	65	4	13.76	15.12	1.36	90	90
SEARCY	2 LANES	65	4	15.12	15.44	0.32		22
SEARCY	3 LANES - PASSING LANE	65	5	0.00	1.92	1.92		127
SEARCY	2 LANES	65	5	1.92	6.34	4.42		292
SEARCY	3 LANES - PASSING LANE	65	5	6.34	8.52	2.18	144	144
SEARCY	5 LANES - TURN LANE/PAINTED MEDIAN	65	5	8.52	10.38	1.86	246	246
SEARCY	5 LANES - TURN LANE/PAINTED MEDIAN	65	6	0.00	0.61	0.61		81
SEARCY	3 LANES - PASSING LANE	65	6	0.61	2.62	2.01	133	133
SEARCY	2 LANES	65	6	2.62	10.70	8.08		534
SEARCY	2 LANES	14	4	0.00	15.60	15.60		1030
SEARCY	2 LANES	27	17	0.00	10.62	10.62		701
SUBTOTALS (BOX 3 OF 3):							1934	9487
SUBTOTALS (BOX 1 OF 3):							18048	21324
SUBTOTALS (BOX 2 OF 3):							11461	18854
TOTALS:							31443	49665

* 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.		6	7
				JOB NO.	090562			

2 QUANTITIES



DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
03-05-2020				6	ARK.			
03-10-2020								
				JOB NO.	090562		7	7

② SUMMARY OF QUANTITIES AND REVISIONS

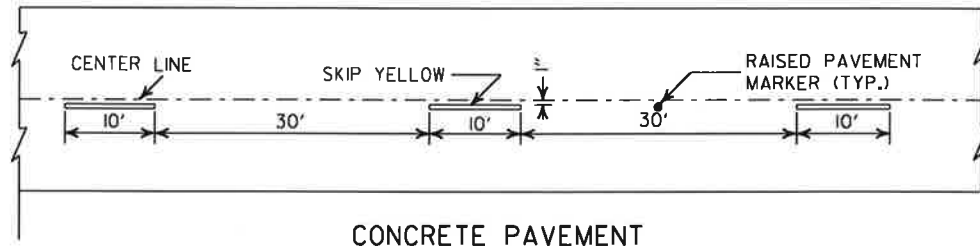


SUMMARY OF QUANTITIES

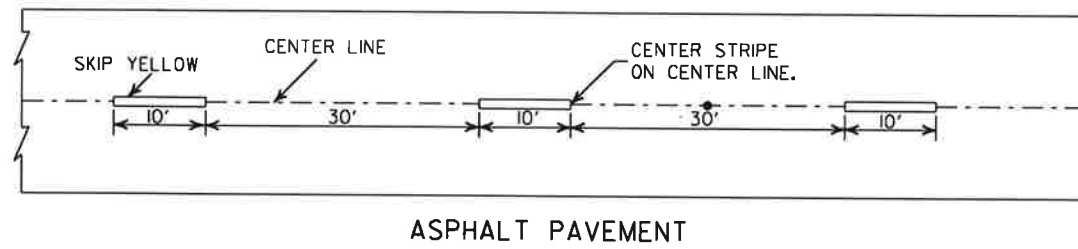
ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION		
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	1.00	LUMP SUM
		81108	EACH

REVISIONS

DATE	REVISION	SHEET NUMBER
03-05-2020	REVISED ROADWAY STANDARD DRAWINGS PM-1 AND TC-3.	2 & 7
03-10-2020	REMOVED "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER" SP. REMOVED PAY ITEM "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER".	2, 3, & 7

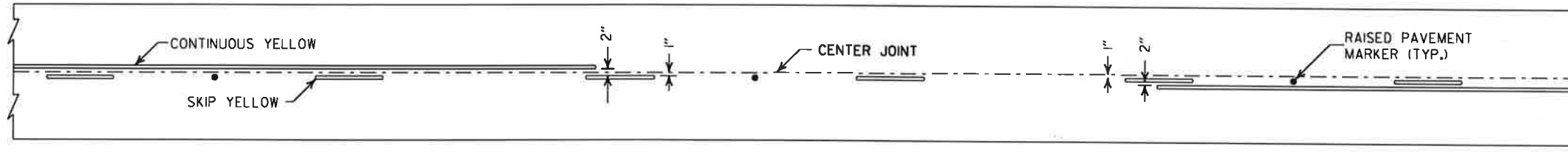


CONCRETE PAVEMENT

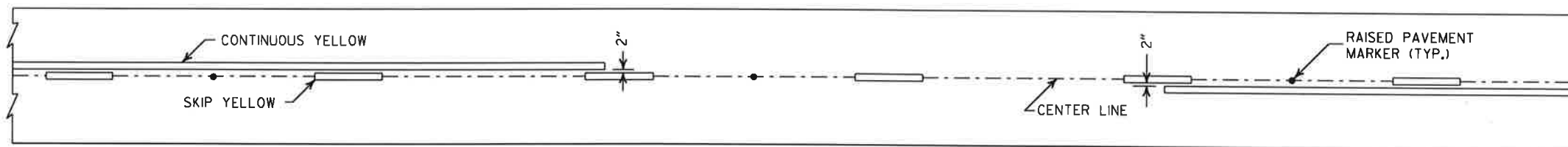


ASPHALT PAVEMENT

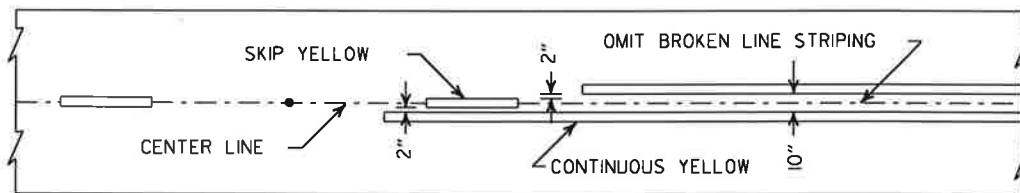
BROKEN LINE STRIPING



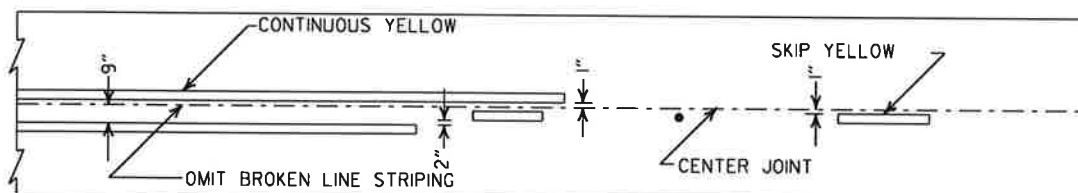
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

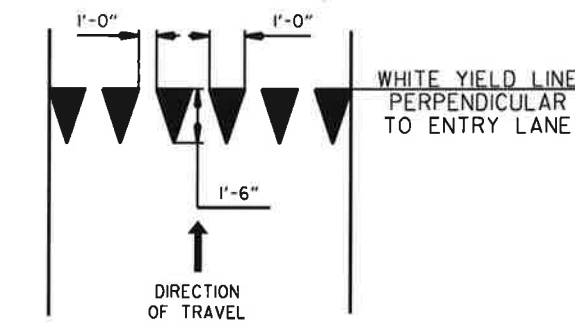


ASPHALT PAVEMENT

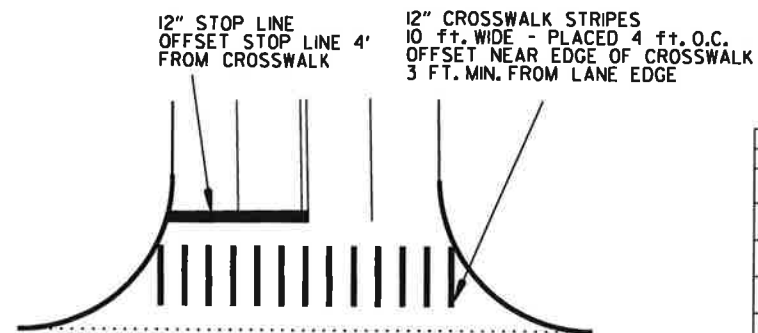


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

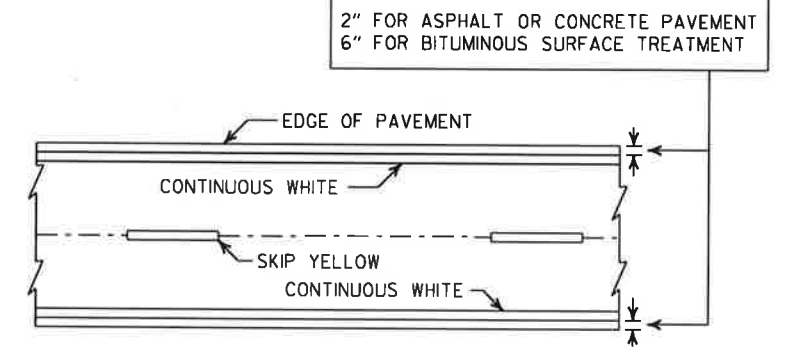


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

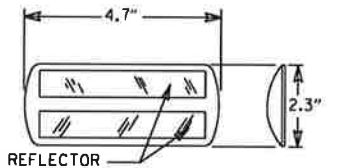
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



PRISMATIC REFLECTOR

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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
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 PAVT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

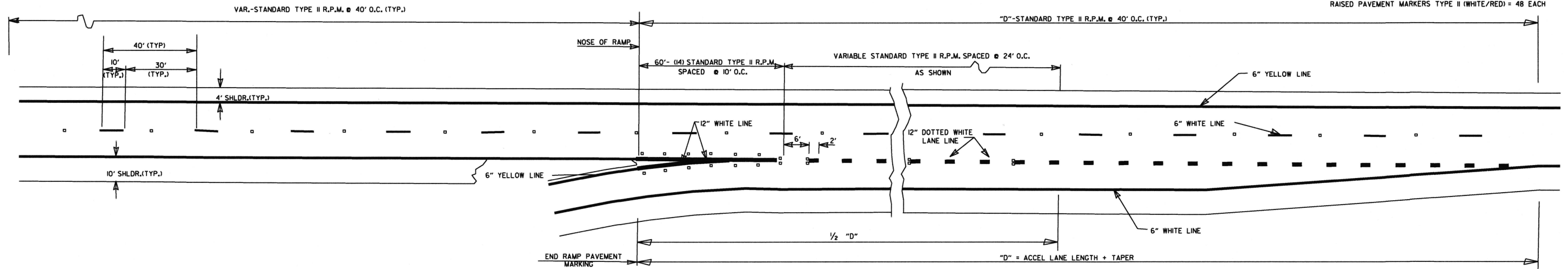
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

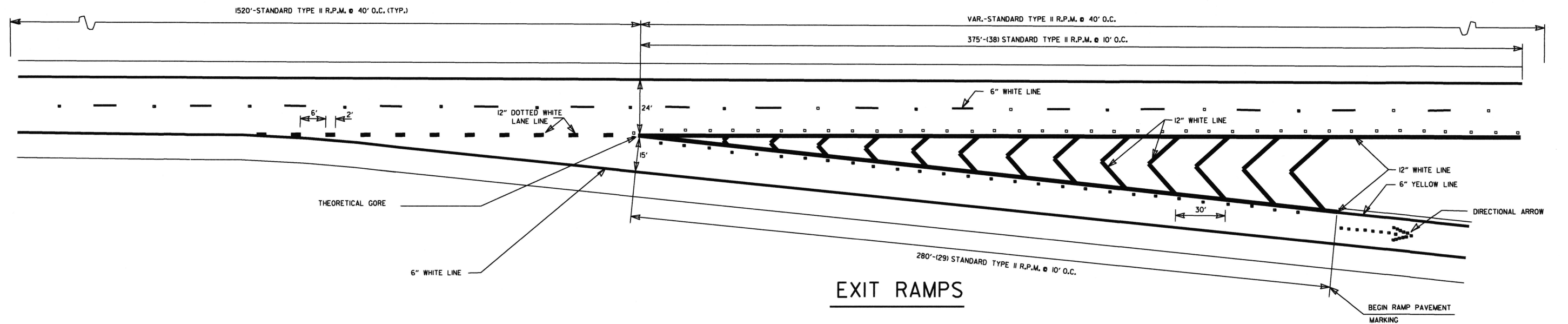
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

6" WHITE = 280 LIN. FT.
12" WHITE = 195 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

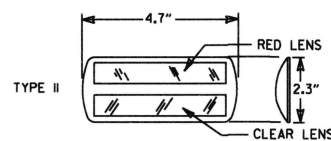


EXIT RAMPS

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.

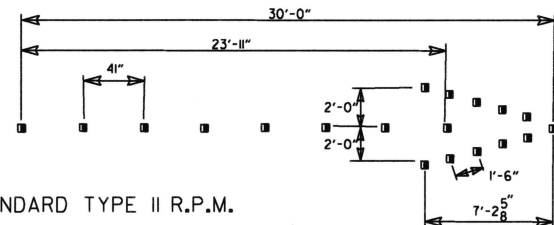
NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.



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.



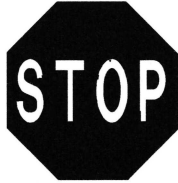








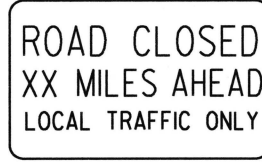
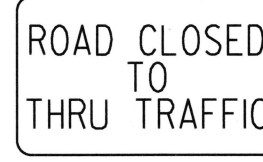









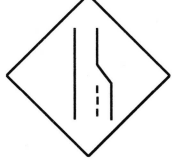


















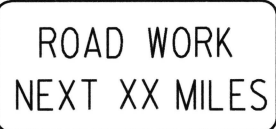

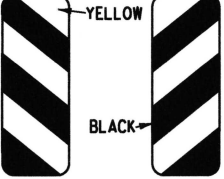


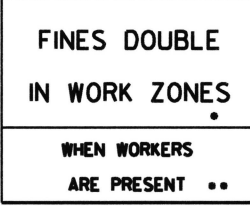
DIRECTIONAL ARROWS

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

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**

STANDARD DRAWING PM-2

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>18" 500 FEET 24" W6-2</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>

ADVANCE DISTANCES (XXXX)

500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

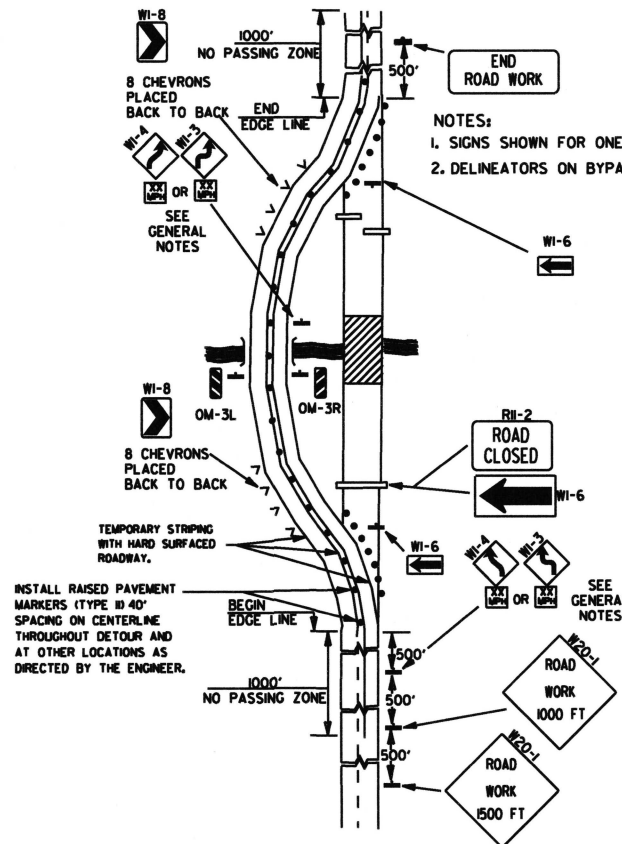
GENERAL NOTES:

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.

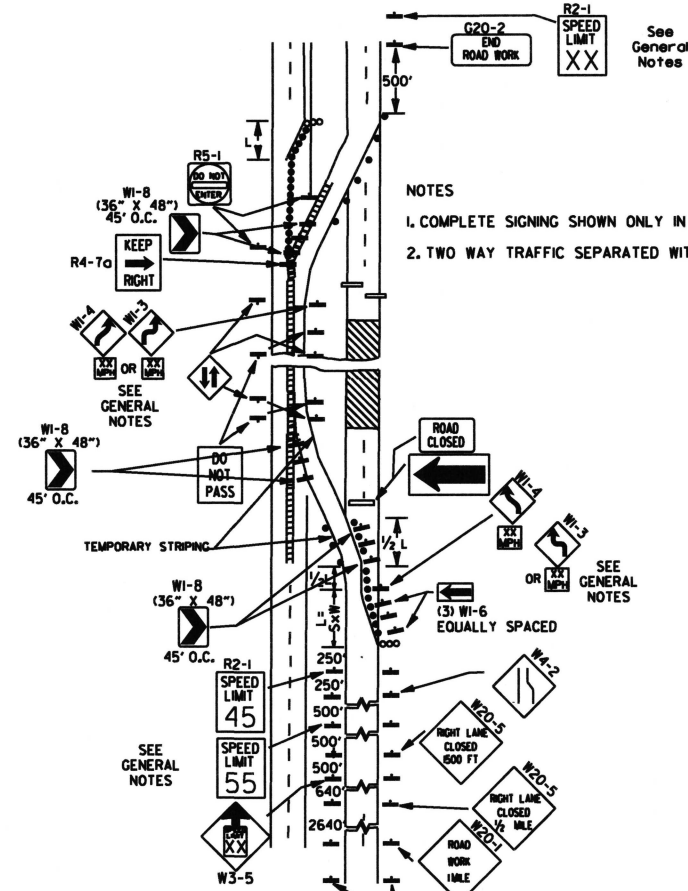
NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-79	REVISED FOR MASH	
4-13-77	DELETED RSP-1 & ADDED W21-5a	
9-2-75	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-71	REVISED W24-1	
11-17-70	DELETED W8-9a & ADDED W8-9	
10-15-69	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-68	REVISED SIGN DESIGNATIONS	
1-18-64	REVISED NOTES	
10-9-63	REVISED NOTE 1	
11-16-61	REVISED NOTE 7	
9-28-60	REVISED NOTE	
1-18-58	ADDED NOTE	
6-26-57	REVISED NOTE 5	
4-03-57	REVISED NOTE 5	
10-18-56	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-55	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

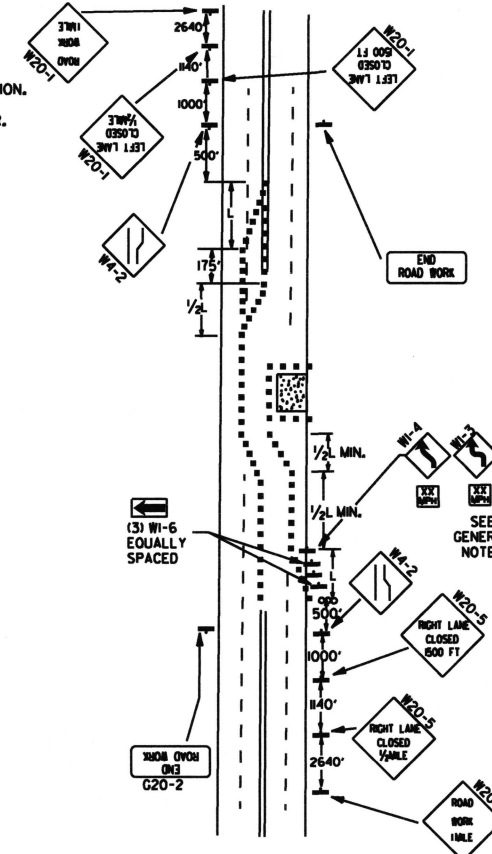
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



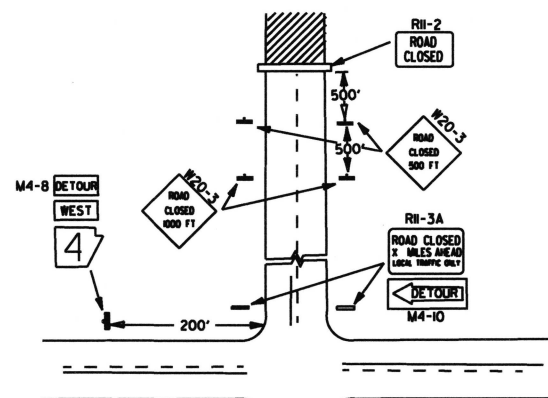
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



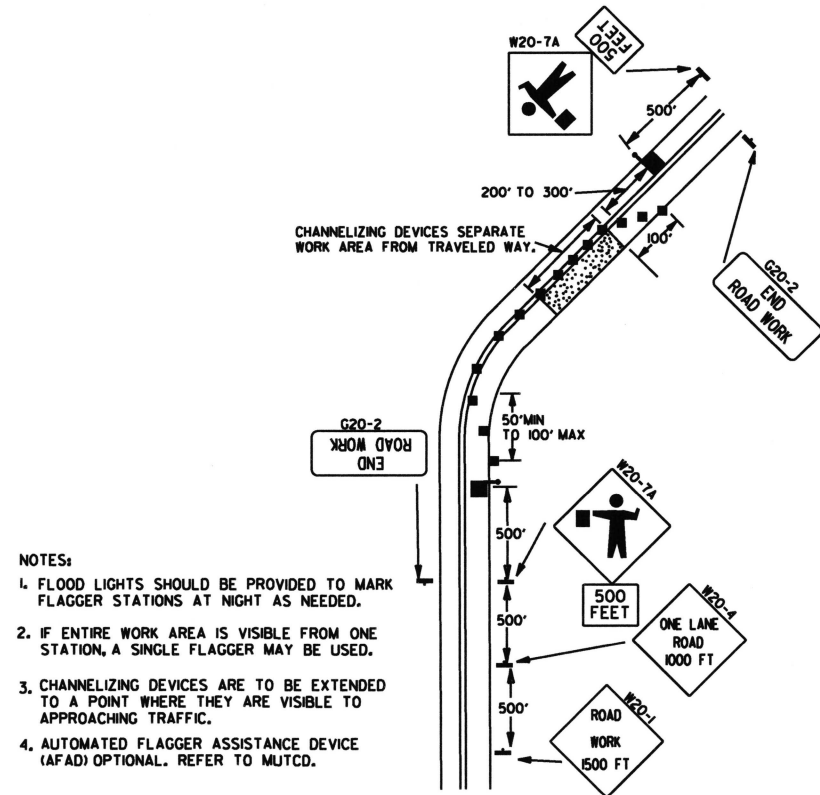
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



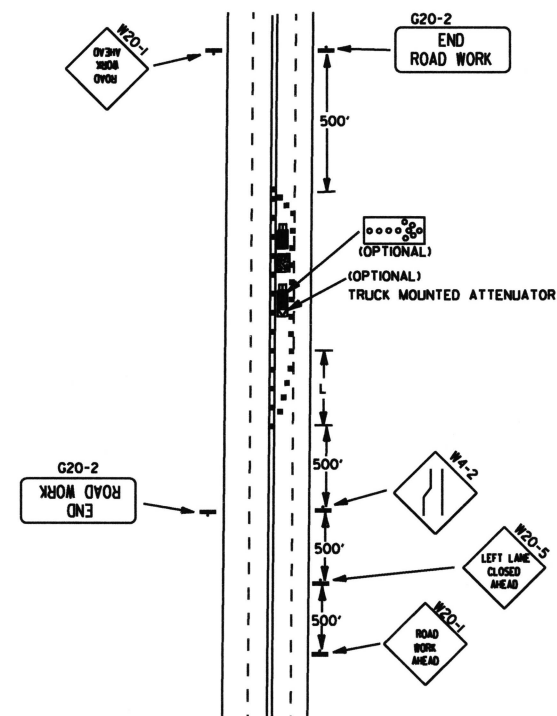
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

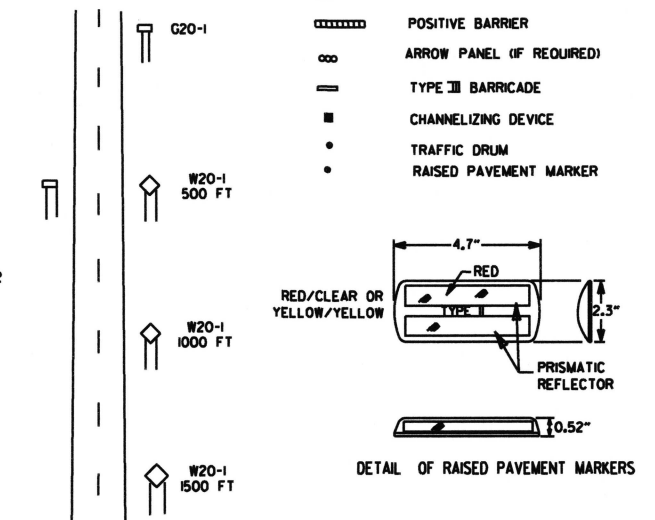


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



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

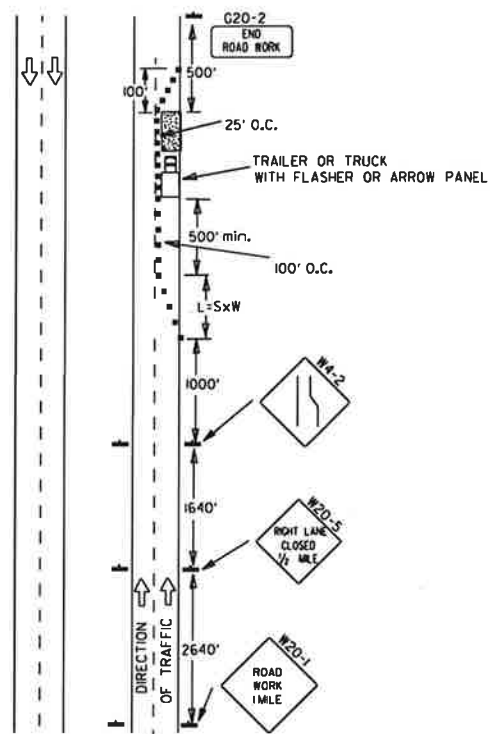
- KEY:
- FLAGGER
 - POSITIVE BARRIER
 - ARROW PANEL (IF REQUIRED)
 - TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



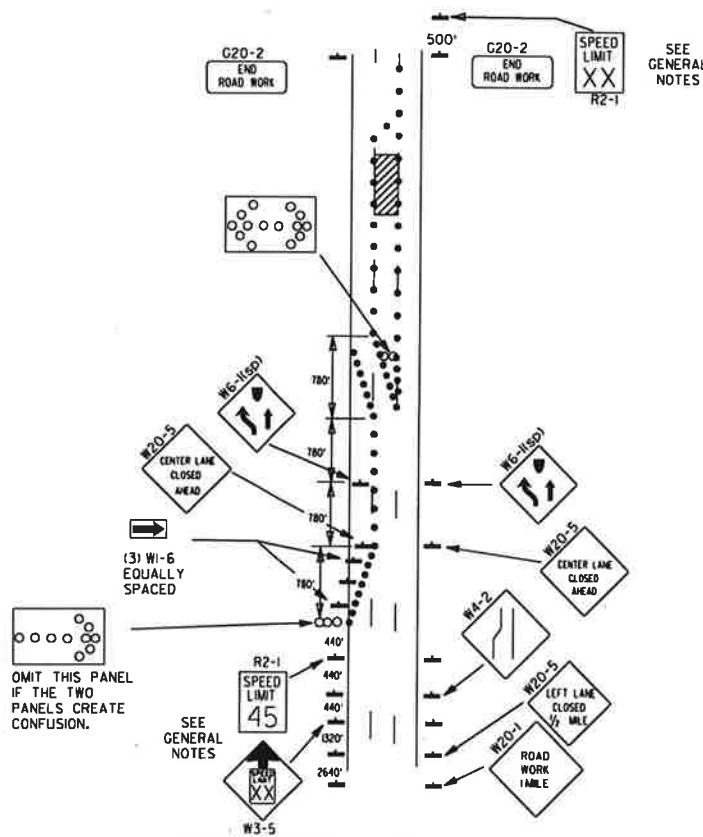
TAPER FORMULAE:
 $L = SXW$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

- GENERAL NOTES:
1. 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.
 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 1/2 MILE 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 1/2 MILE 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 ARDOT QUALIFIED PRODUCTS LIST.
 9. 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	DESCRIPTION
8-07-93	REVISED NOTE 1, ADDED NOTE 9	
9-2-95	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-95	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-00	ADDED (AFAD)	
8-20-08	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	
	REVISION	FILMED



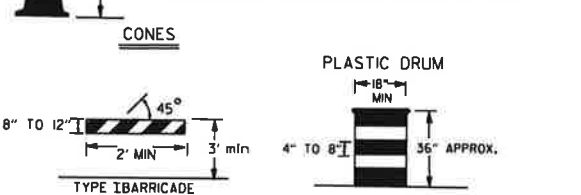
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



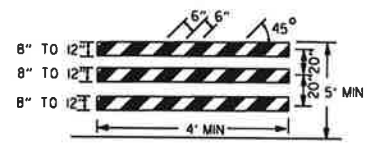
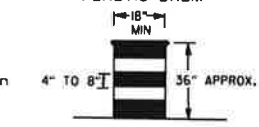
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES

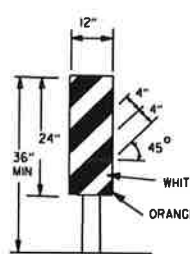
• WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



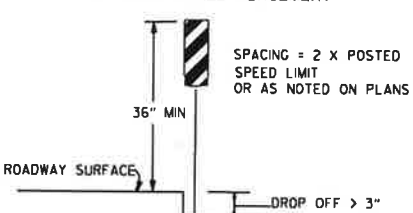
PLASTIC DRUM



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



VERTICAL PANEL PLACEMENT



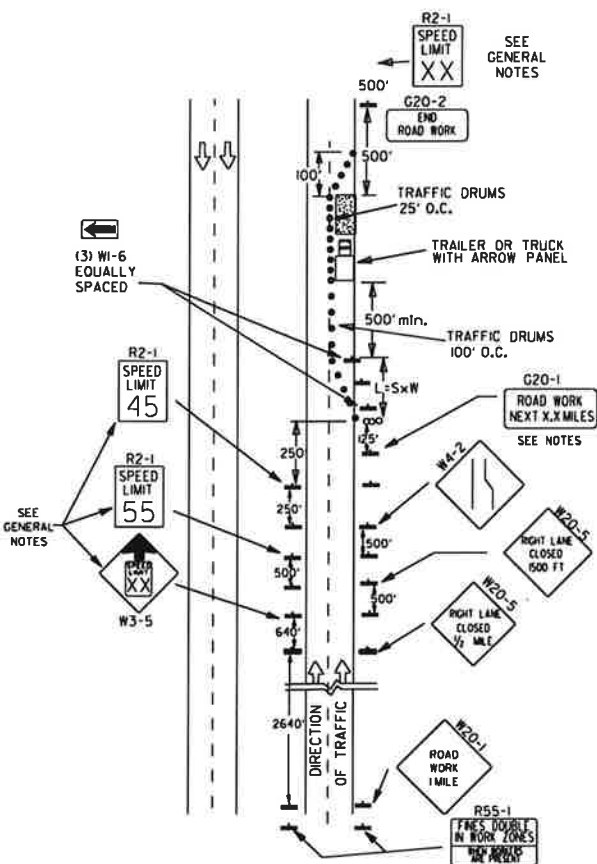
FLAG SHALL BE OF GOOD GRADE RED MATERIAL

KEY:

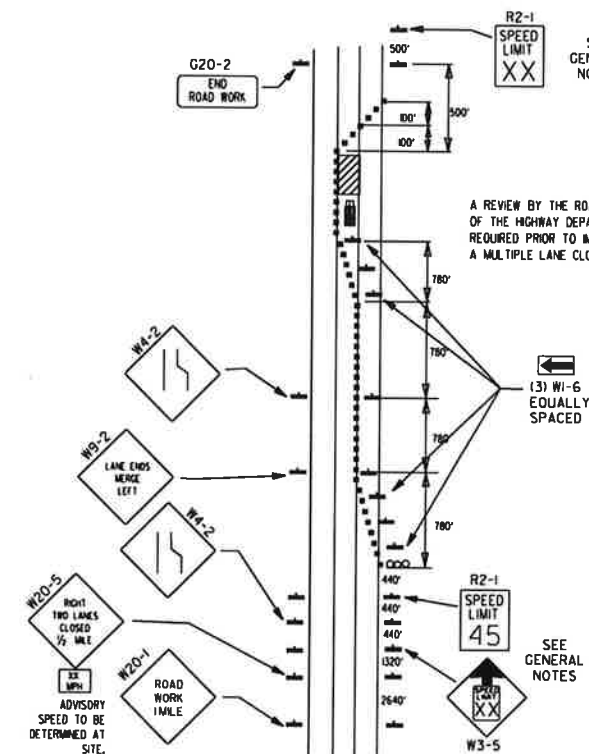
- ∞∞ ARROW PANEL (IF REQUIRED)
- CHANNELIZING DEVICE
- TRAFFIC DRUM

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 R2-1(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(65) 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 ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1/2 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
- 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.



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

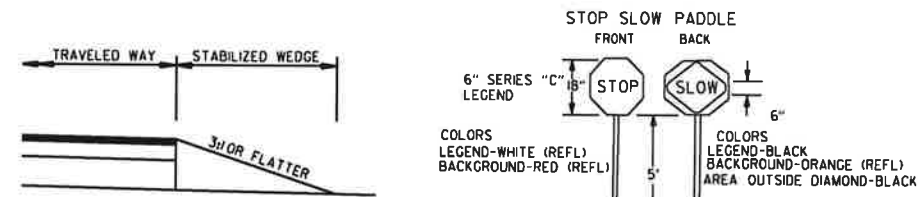
TRAFFIC CONTROL DEVICES

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)	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"	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)
> 2"	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

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

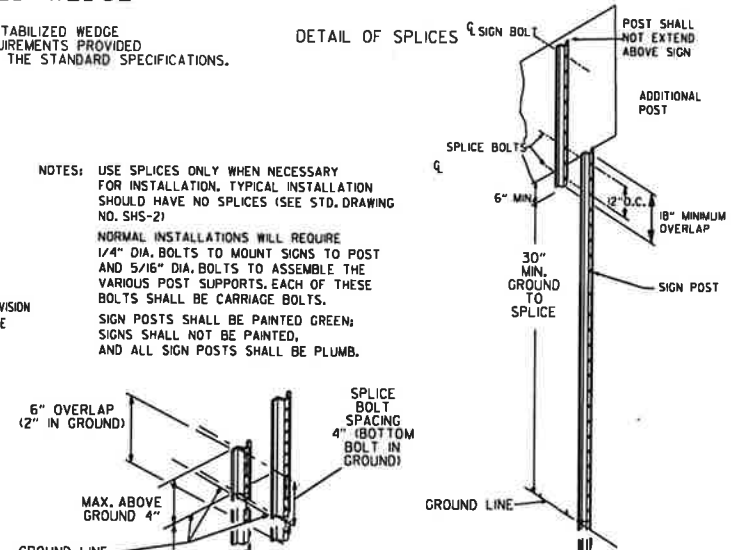
- GENERAL NOTES:
- WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 - WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED 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.

DETAIL OF SPLICES



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	