

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-11-2020				6	ARK.			
05-05-2020						JOB NO. 012322	1	8

2 DISTRICTS 3 & 4 APHN RAISED PAVEMENT MARKERS (2020) (S)

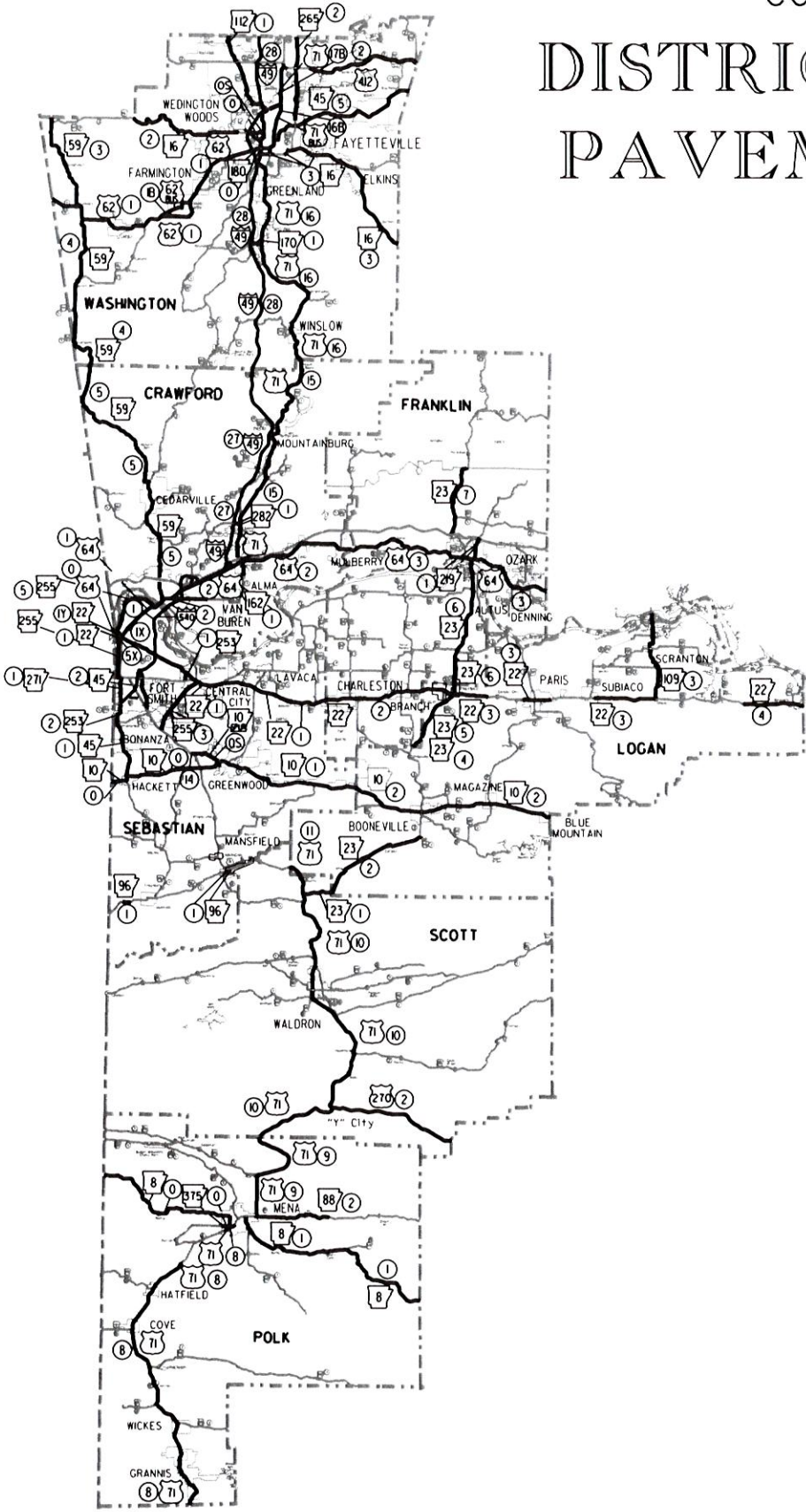
DISTRICTS 3 & 4 APHN RAISED
PAVEMENT MARKERS (2020) (S)

VARIOUS COUNTIES

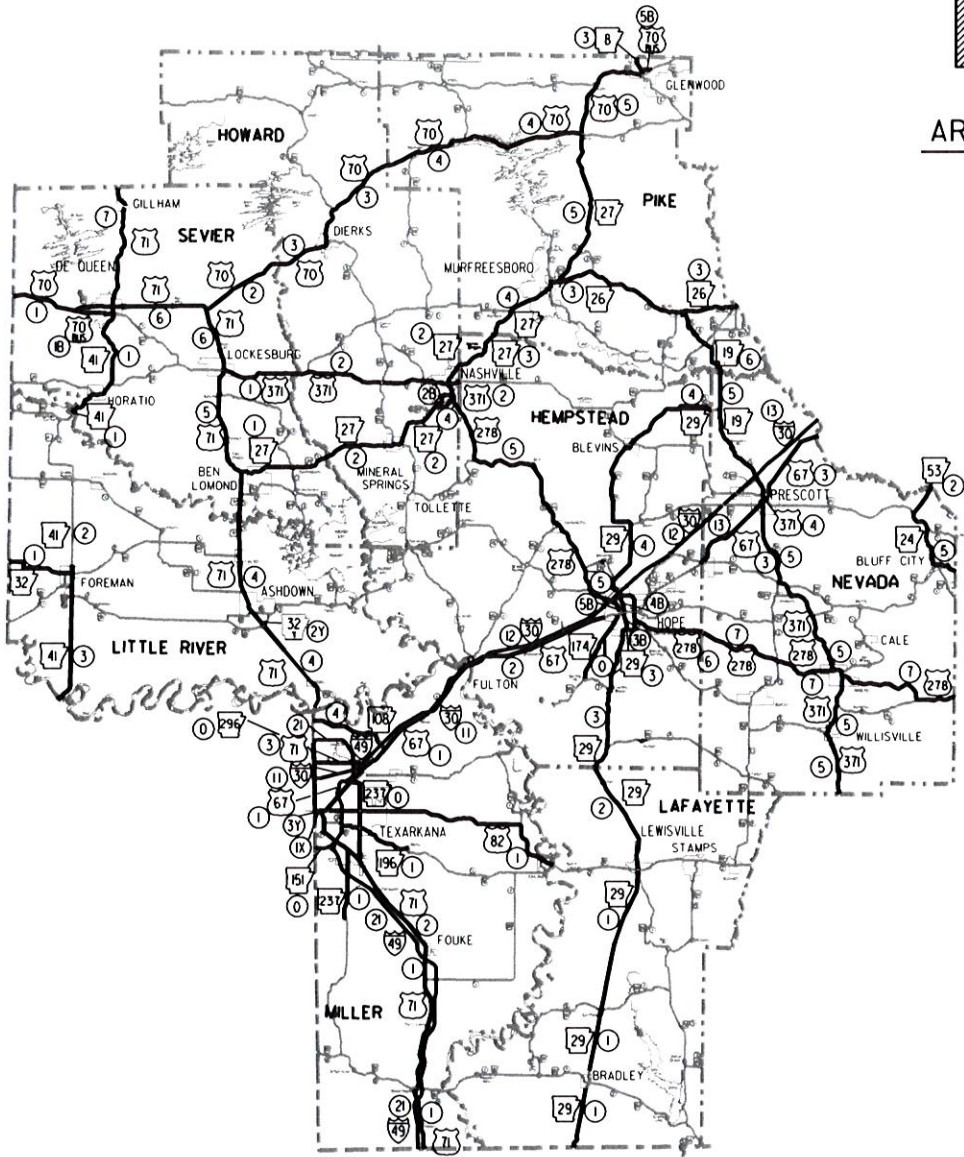
FED. AID PROJ. HSIP-0076(I86)

JOB 012322

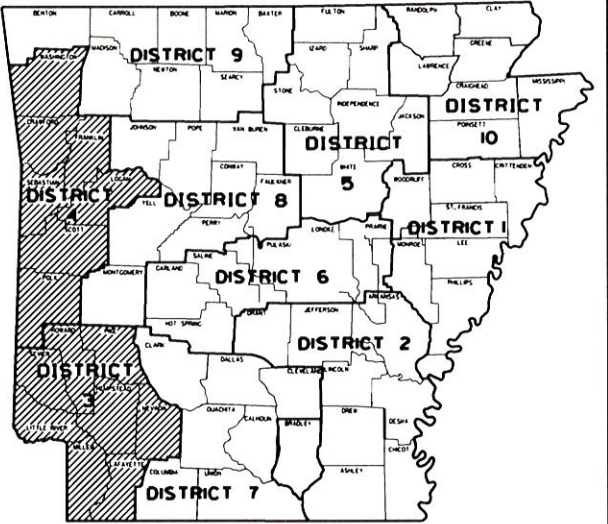
NOT TO SCALE



DISTRICT 4



DISTRICT 3



ARK. HWY. DIST. NOS. 3 & 4



APPROVED



DEPUTY DIRECTOR
AND CHIEF ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-21-2020				6	ARK.			
03-11-2020						JOB NO. 012322	2	8

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 - 7	QUANTITIES
8	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
JOB 012322	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 012322	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012322	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012322	COORDINATION OF WORK
JOB 012322	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 012322	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012322	MAINTENANCE OF TRAFFIC
JOB 012322	MANDATORY ELECTRONIC CONTRACT
JOB 012322	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012322	SEQUENCE OF CONSTRUCTION
JOB 012322	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB 012322	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 5)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II (YELLOW/YELLOW)
							(WHITE/RED)	
DISTRICT 3								
HEMPSTEAD	2 LANES	27	3	0.00	4.25	4.25		281
HEMPSTEAD	3 LANES - PASSING LANE	29	3	0.00	2.07	2.07	137	137
HEMPSTEAD	2 LANES	29	3	2.07	7.65	5.58		369
HEMPSTEAD	3 LANES - PASSING LANE	29	3	7.65	10.66	3.01	199	199
HEMPSTEAD	2 LANES	29	3	10.66	12.21	1.55		103
HEMPSTEAD	5 LANES - TURN LANE/PAINTED MEDIAN	29	3	12.21	12.63	0.42	2310	
HEMPSTEAD	4 LANES - UNDIVIDED	29	3	12.63	13.04	0.41	55	28
HEMPSTEAD	2 LANES	29	3	13.04	13.92	0.88		59
HEMPSTEAD	4 LANES - UNDIVIDED	29	3B	0.00	1.46	1.46	193	97
HEMPSTEAD	2 LANES	29	4B	0.00	1.06	1.06		70
HEMPSTEAD	3 LANES - TURN LANE	29	4B	1.06	1.50	0.44		59
HEMPSTEAD	3 LANES - TURN LANE	29	4	0.00	0.83	0.83		
HEMPSTEAD	2 LANES	29	4	0.83	23.91	23.08		1524
HEMPSTEAD	4 LANES - DIVIDED	30	12	16.92	36.39	19.47	2571	
HEMPSTEAD	10 - ENTRANCE RAMPS	30	12				380	
HEMPSTEAD	10 - EXIT RAMPS	30	12				1050	
HEMPSTEAD	2 LANES	67	2	0.00	11.99	11.99		792
HEMPSTEAD	2 LANES	174	0	0.00	6.17	6.17		408
HEMPSTEAD	2 LANES	278	5	0.00	23.51	23.51		1552
HEMPSTEAD	5 LANES - TURN LANE/PAINTED MEDIAN	278	5	23.51	25.16	1.65	218	218
HEMPSTEAD	2 LANES	278	5	25.16	27.49	2.33		154
HEMPSTEAD	2 LANES	278	6	0.00	6.55	6.55		433
HEMPSTEAD	5 LANES - TURN LANE/PAINTED MEDIAN	278	5B	0.00	1.15	1.15	152	152
HOWARD	2 LANES	27	2	0.00	15.00	15.00		990
HOWARD	3 LANES - TURN LANE	27	2B	0.00	0.43	0.43		57
HOWARD	5 LANES - TURN LANE/PAINTED MEDIAN	27	2B	0.43	1.42	0.99	131	131
HOWARD	2 LANES	27	2B	1.42	2.36	0.94		63
HOWARD	2 LANES	70	3	0.00	4.27	4.27		282
HOWARD	3 LANES - TURN LANE	70	3	4.27	4.54	0.27		36
HOWARD	2 LANES	70	3	4.54	6.73	2.19		145
HOWARD	3 LANES - PASSING LANE	70	3	6.73	7.77	1.04	69	69
HOWARD	2 LANES	70	3	7.77	13.65	5.88		389
HOWARD	2 LANES	278	4	0.00	2.63	2.63		174
HOWARD	2 LANES	371	2	0.00	14.07	14.07		929
LAFAYETTE	2 LANES	29	1	0.00	5.20	5.20		344
LAFAYETTE	2 LANES	29	1	7.97	24.51	16.54		1092
LAFAYETTE	2 LANES	29	2	0.00	2.87	2.87		190
LAFAYETTE	3 LANES - PASSING LANE	29	2	2.87	5.14	2.27	150	150
LAFAYETTE	2 LANES	29	2	5.14	8.85	3.71		245
LAFAYETTE	3 LANES - PASSING LANE	29	2	8.85	9.29	0.44	30	30
LITTLE RIVER	2 LANES	32	1	0.30	2.80	2.50		165
LITTLE RIVER	2 LANES	41	2	0.00	0.42	0.42		28
LITTLE RIVER	2 LANES	41	2	12.40	15.87	3.47		230
LITTLE RIVER	4 LANES - UNDIVIDED	41	2	15.87	16.49	0.62	82	41
LITTLE RIVER	4 LANES - UNDIVIDED	41	3	0.00	1.02	1.02	135	68
LITTLE RIVER	2 LANES	41	3	1.02	10.90	9.88		653
LITTLE RIVER	4 LANES - DIVIDED	71	4	0.00	5.92	5.92	782	
LITTLE RIVER	5 LANES - TURN LANE/PAINTED MEDIAN	71	4	5.92	7.60	1.68	222	222
LITTLE RIVER	2 LANES	71	4	12.37	18.75	6.38		422
LITTLE RIVER	2 - ENTRANCE RAMPS	71	4				76	
LITTLE RIVER	2 - EXIT RAMPS	71	4				210	
MILLER	4 LANES - DIVIDED	30	11	0.00	16.92	16.92	2234	
MILLER	2 LANES	30	11	0.00	0.85	0.85		57
MILLER	2 LANES	30	11	0.00	2.95	2.95		195
MILLER	12 - ENTRANCE RAMPS	30	11				456	
SUBTOTALS (BOX 1 OF 5):							11842	14032

* 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
02-11-2020				6	ARK.			
05-05-2020				JOB NO.		012322	3	8
② QUANTITIES								



May 7 2020 9:51 AM
DocuSign

RAISED PAVEMENT MARKERS (BOX 2 OF 5)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
DISTRICT 3 (CONTINUED)								
MILLER	12 - EXIT RAMPS	30	11				1260	
MILLER	4 LANES - DIVIDED	49	21	0.00	29.60	29.60	3908	
MILLER	6 LANES - DIVIDED	49	21	29.60	30.93	1.33	352	
MILLER	4 LANES - DIVIDED	49	21	30.93	41.49	10.56	1394	
MILLER	30 - ENTRANCE RAMPS	49	21				1140	
MILLER	30 - EXIT RAMPS	49	21				3150	
MILLER	4 LANES - PART OF COUPLET	67	1	0.00	0.46	0.46	61	
MILLER	4 LANES - UNDIVIDED	67	1	0.46	3.71	3.25	429	215
MILLER	2 LANES	67	1	3.71	18.65	14.94		987
MILLER	4 LANES - DIVIDED	67	1X	0.17	0.51	0.34	45	
MILLER	2 LANES - PART OF COUPLET	67	1X	0.00	0.17	0.17	23	
MILLER	2 LANES	71	1	0.00	17.31	17.31		1143
MILLER	2 LANES	71	2	0.00	11.71	11.71		773
MILLER	5 LANES - TURN LANE/PAINTED MEDIAN	71	2	11.71	14.18	2.47	327	327
MILLER	4 LANES - UNDIVIDED	71	2	14.18	14.99	0.81	107	54
MILLER	5 LANES - TURN LANE/PAINTED MEDIAN	71	3Y	0.00	0.19	0.19	26	26
MILLER	3 LANES - TURN LANE	71	3	0.00	0.18	0.18	24	24
MILLER	5 LANES - TURN LANE/PAINTED MEDIAN	71	3	0.18	4.44	4.26	563	563
MILLER	4 LANES - DIVIDED	71	3	4.45	5.18	0.73	97	
MILLER	5 LANES - TURN LANE/PAINTED MEDIAN	82	1	0.00	2.98	2.98	394	394
MILLER	2 LANES	82	1	2.98	3.71	0.73	49	49
MILLER	3 LANES - PASSING LANE	82	1	3.71	7.16	3.45	228	228
MILLER	2 LANES	82	1	7.16	9.30	2.14	142	142
MILLER	3 LANES - PASSING LANE	82	1	9.30	10.77	1.47	98	98
MILLER	2 LANES	82	1	10.77	13.58	2.81	186	186
MILLER	3 LANES - PASSING LANE	82	1	13.58	14.79	1.21	80	80
MILLER	2 LANES	82	1	14.79	17.45	2.66	176	176
MILLER	3 LANES - PASSING LANE	82	1	17.45	18.63	1.18	78	78
MILLER	2 LANES	82	1	18.63	21.57	2.94	195	195
MILLER	2 LANES	108	4	0.00	6.97	6.97	461	461
MILLER	4 LANES - DIVIDED	151	0	0.00	1.79	1.79	237	
MILLER	3 - ENTRANCE RAMPS	151	0				114	
MILLER	3 - EXIT RAMPS	151	0				315	
MILLER	2 LANES	196	1	1.76	7.71	5.95	393	393
MILLER	2 LANES	237	0	0.00	7.29	7.29	482	482
MILLER	2 LANES	296	0	0.00	4.64	4.64	307	307
NEVADA	2 LANES	19	5	0.00	3.90	3.90	258	258
NEVADA	3 LANES - PASSING LANE	19	5	3.90	6.35	2.45	162	162
NEVADA	2 LANES	19	5	6.35	11.51	5.16	341	341
NEVADA	2 LANES	24	5	13.31	20.61	7.30	482	482
NEVADA	4 LANES - DIVIDED	30	13	40.14	53.08	12.94	1709	
NEVADA	4 - ENTRANCE RAMPS	30	13				152	
NEVADA	4 - EXIT RAMPS	30	13				420	
NEVADA	2 LANES	53	2	0.00	2.83	2.83	187	187
NEVADA	2 LANES	67	3	0.00	15.09	15.09	996	996
NEVADA	2 LANES	278	7	0.00	23.25	23.25	1535	1535
NEVADA	2 LANES	371	4	5.21	5.63	0.42	28	28
NEVADA	2 LANES	371	5	0.00	6.20	6.20	410	410
NEVADA	3 LANES - PASSING LANE	371	5	6.20	6.94	0.74	49	49
NEVADA	2 LANES	371	5	6.94	10.47	3.53	233	233
NEVADA	3 LANES - PASSING LANE	371	5	10.47	11.02	0.55	37	37
NEVADA	2 LANES	371	5	11.02	11.59	0.57	38	38
NEVADA	2 LANES	371	5	21.92	28.39	6.47	428	428
PIKE	2 LANES	8	3	0.00	1.67	1.67	722	
PIKE	2 LANES	19	6	0.00	6.93	6.93	1995	
PIKE	2 LANES	26	3	0.00	16.60	16.60	1096	1096
PIKE	2 LANES	27	4	0.00	2.62	2.62	173	173
PIKE	3 LANES - PASSING LANE	27	4	2.62	3.30	0.68	45	45
PIKE	2 LANES	27	4	3.30	6.44	3.14	208	208
PIKE	2 LANES	27	5	7.32	13.33	6.01	397	397
PIKE	3 LANES - PASSING LANE	27	5	13.33	13.60	0.27	18	18
PIKE	2 LANES	27	5	13.60	14.94	1.34	89	89
PIKE	2 LANES	70	4	0.00	17.21	17.21	1136	1136
PIKE	2 LANES	70	5	0.00	9.05	9.05	598	598
PIKE	2 LANES	70	5	0.00	0.86	0.86	57	57
PIKE	2 LANES	70	5B	0.00	0.86	0.86	57	57
SEVIER	2 LANES	27	1	0.00	7.56	7.56	499	499
SEVIER	2 LANES	41	1	0.00	10.82	10.82	715	715
SEVIER	2 LANES	70	1	0.00	5.07	5.07	335	335
SEVIER	2 LANES	70	1B	0.00	3.88	3.88	257	257
SEVIER	2 LANES	70	2	0.00	7.45	7.45	492	492
SEVIER	2 LANES	71	5	0.00	4.12	4.12	272	272
SEVIER	2 LANES	71	5	8.38	12.93	4.55	301	301
SEVIER	2 LANES	71	6	0.00	2.88	2.88	191	191
SEVIER	2 LANES	71	6	0.00	2.88	2.88	191	191
SEVIER	4 LANES - UNDIVIDED	71	6	2.88	3.93	1.05	70	70
SEVIER	2 LANES	71	6	3.93	6.25	2.32	154	154
SEVIER	4 LANES - UNDIVIDED	71	6	6.25	6.91	0.66	44	44
SEVIER	2 LANES	71	6	6.91	12.40	5.49	363	363
SEVIER	2 LANES	71	7	0.00	4.61	4.61	305	305
SEVIER	3 LANES - PASSING LANE	71	7	4.61	7.57	2.96	196	196
SEVIER	2 LANES	71	7	7.57	10.72	3.15	208	208
SEVIER	2 LANES	371	1	0.00	6.44	6.44	426	426
SUBTOTALS (BOX 2 OF 5):							20158	21210

* 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
02-II-2020				6	ARK.			
				JOB NO.		012322	4	8

2 QUANTITIES



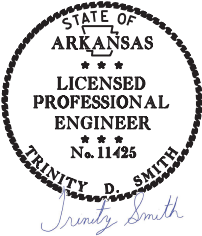
RAISED PAVEMENT MARKERS (BOX 3 OF 5)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
DISTRICT 4								
CRAWFORD	4 LANES - DIVIDED	49	27	19.23	40.22	20.99	2771	
CRAWFORD	9 - ENTRANCE RAMPS	49	27				342	
CRAWFORD	9 - EXIT RAMPS	49	27				945	
CRAWFORD	2 LANES	59	5	0.00	23.82	23.82		1573
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	59	5	23.82	25.06	1.24	164	164
CRAWFORD	3 LANES - TURN LANE	59	5	26.34	27.01	0.67		89
CRAWFORD	2 LANES	59	5	27.01	27.27	0.26		18
CRAWFORD	4 LANES - DIVIDED	64	2	0.00	0.39	0.39	52	
CRAWFORD	4 LANES - UNDIVIDED	64	2	0.39	1.69	1.30	172	86
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	64	2	1.69	2.32	0.63	84	84
CRAWFORD	4 LANES - DIVIDED	64	2	2.32	8.14	5.82	769	
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	64	2	8.14	8.53	0.39	52	52
CRAWFORD	3 LANES - TURN LANE	64	2	8.53	10.16	1.63		216
CRAWFORD	2 LANES	64	2	10.16	20.25	10.09		666
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	71	15	0.00	0.29	0.29	39	39
CRAWFORD	3 LANES - PASSING LANE	71	15	0.29	1.87	1.58	105	105
CRAWFORD	3 LANES - TURN LANE	71	15	1.87	3.65	1.78		235
CRAWFORD	2 LANES	71	15	3.65	3.98	0.33		22
CRAWFORD	3 LANES - PASSING LANE	71	15	3.98	4.16	0.18	12	12
CRAWFORD	2 LANES	71	15	4.16	6.34	2.18		144
CRAWFORD	3 LANES - PASSING LANE	71	15	6.34	6.81	0.47	32	32
CRAWFORD	2 LANES	71	15	6.81	8.69	1.88		125
CRAWFORD	3 LANES - PASSING LANE	71	15	8.69	10.48	1.79	119	119
CRAWFORD	3 LANES - TURN LANE	71	15	10.48	12.52	2.04		270
CRAWFORD	3 LANES - PASSING LANE	71	15	12.52	16.56	4.04	267	267
CRAWFORD	2 LANES	71	15	16.56	19.16	2.60		172
CRAWFORD	3 LANES - PASSING LANE	71	15	19.16	19.40	0.24	266	
CRAWFORD	2 LANES	71	15	19.40	20.71	1.31	735	
CRAWFORD	3 LANES - PASSING LANE	71	15	20.71	22.17	1.46	97	97
CRAWFORD	2 LANES	71	15	22.17	22.78	0.61		41
CRAWFORD	4 LANES - UNDIVIDED	162	1	0.00	0.87	0.87	115	58
CRAWFORD	2 LANES	162	1	0.87	4.47	3.60		238
CRAWFORD	2 LANES	162	1	8.34	10.63	2.29		152
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	162	1	10.63	11.02	0.39	76	
CRAWFORD	2 LANES	282	1	9.57	10.09	0.52	210	
CRAWFORD	4 LANES - DIVIDED	540	2	11.01	14.74	3.73	493	
CRAWFORD	8 - ENTRANCE RAMPS	540	2				304	
CRAWFORD	8 - EXIT RAMPS	540	2				840	
FRANKLIN	3 LANES - TURN LANE	22	2	0.00	2.10	2.10		278
FRANKLIN	4 LANES - UNDIVIDED	22	2	2.10	2.58	0.48	64	32
FRANKLIN	3 LANES - TURN LANE	22	2	2.58	3.83	1.25		165
FRANKLIN	2 LANES	22	2	3.83	6.92	3.09		204
FRANKLIN	3 LANES - TURN LANE	22	2	6.92	8.01	1.09		144
FRANKLIN	2 LANES	22	2	8.01	9.35	1.34		89
FRANKLIN	2 LANES	23	4	0.00	1.20	1.20		80
FRANKLIN	2 LANES	23	6	2.17	10.34	8.17		540
FRANKLIN	2 LANES	23	7	0.00	10.16	10.16		671
FRANKLIN	2 LANES	64	3	5.00	9.80	4.80		317
FRANKLIN	3 LANES - TURN LANE	64	3	9.80	13.63	3.83		506
FRANKLIN	2 LANES	64	3	13.63	14.19	0.56		37
FRANKLIN	3 LANES - PASSING LANE	64	3	14.19	14.61	0.42	28	28
FRANKLIN	2 LANES	64	3	14.61	21.09	6.48	456	
FRANKLIN	2 LANES	219	1	0.00	1.31	1.31	1260	
FRANKLIN	3 LANES - PASSING LANE	219	1	1.31	1.66	0.35	24	24
FRANKLIN	2 LANES	219	1	1.66	2.18	0.52		35
LOGAN	3 LANES - PASSING LANE	10	2	0.00	2.87	2.87	190	190
LOGAN	2 LANES	10	2	2.87	5.76	2.89		191
LOGAN	3 LANES - TURN LANE	10	2	5.76	6.81	1.05		139
LOGAN	5 LANES - TURN LANE/PAINTED MEDIAN	10	2	6.81	8.54	1.73	229	229
LOGAN	3 LANES - TURN LANE	10	2	8.54	9.54	1.00		132
LOGAN	2 LANES	10	2	9.54	19.42	9.88		653
LOGAN	2 LANES	22	3	0.00	1.73	1.73		115
LOGAN	3 LANES - TURN LANE	22	3	1.73	3.51	1.78		235
LOGAN	2 LANES	22	3	3.51	4.46	0.95		63
LOGAN	3 LANES - PASSING LANE	22	3	4.46	6.63	2.17	144	144
LOGAN	2 LANES	22	3	10.40	11.58	1.18		78
LOGAN	3 LANES - TURN LANE	22	3	11.58	12.39	0.81		107
LOGAN	2 LANES	22	3	16.24	22.37	6.13		405
LOGAN	2 LANES	22	4	8.58	14.44	5.86		387
LOGAN	2 LANES	23	2	0.00	10.65	10.65		703
SUBTOTALS (BOX 3 OF 5):							11456	11997

* 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
02-11-2020				6	ARK.			
05-05-2020				JOB NO.		012322	5	8
② QUANTITIES								



May 7 2020 9:51 AM
DocuSign

RAISED PAVEMENT MARKERS (BOX 4 OF 5)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS			
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)		
									EACH	
DISTRICT 4 (CONTINUED)										
LOGAN	2 LANES	23	5	0.00	5.34	5.34	353			
LOGAN	2 LANES	71	11	0.00	1.12	1.12	74			
LOGAN	2 LANES	109	3	0.00	9.11	9.11	602			
POLK	2 LANES	8	0	13.68	15.55	1.87	124			
POLK	2 LANES	8	1	0.00	15.00	15.00	990			
POLK	2 LANES	71	8	0.00	2.03	2.03	134			
POLK	3 LANES - PASSING LANE	71	8	2.03	2.64	0.61	41			
POLK	2 LANES	71	8	2.64	3.59	0.95	63			
POLK	3 LANES - TURN LANE	71	8	3.59	4.71	1.12	148			
POLK	2 LANES	71	8	4.71	8.15	3.44	228			
POLK	3 LANES - TURN LANE	71	8	8.15	9.05	0.90	119			
POLK	2 LANES	71	8	9.05	13.93	4.88	323			
POLK	3 LANES - PASSING LANE	71	8	13.93	15.12	1.19	266			
POLK	2 LANES	71	8	15.12	19.01	3.89	735			
POLK	3 LANES - TURN LANE	71	8	19.01	19.75	0.74	98			
POLK	2 LANES	71	8	19.75	20.67	0.92	61			
POLK	3 LANES - PASSING LANE	71	8	20.67	21.15	0.48	32			
POLK	2 LANES	71	8	21.15	23.45	2.30	152			
POLK	3 LANES - TURN LANE	71	8	23.45	23.99	0.54	72			
POLK	2 LANES	71	8	23.99	27.25	3.26	216			
POLK	3 LANES - PASSING LANE	71	8	27.25	28.49	1.24	82			
POLK	5 LANES - TURN LANE/PAINTED MEDIAN	71	8	32.89	34.02	1.13	150			
POLK	3 LANES - TURN LANE	71	9	1.89	2.97	1.08	143			
POLK	2 LANES	71	9	2.97	4.89	1.92	127			
POLK	3 LANES - TURN LANE	71	9	4.89	5.25	0.36	48			
POLK	2 LANES	71	9	5.25	13.06	7.81	516			
POLK	2 LANES	88	2	0.00	6.93	6.93	760			
POLK	2 LANES	375	0	7.35	8.06	0.71	2205			
SCOTT	2 LANES	23	1	0.00	2.77	2.77	183			
SCOTT	2 LANES	71	10	0.00	8.23	8.23	544			
SCOTT	2 LANES	71	10	13.73	18.55	4.82	319			
SCOTT	3 LANES - PASSING LANE	71	10	18.55	19.44	0.89	59			
SCOTT	2 LANES	71	10	19.44	21.00	1.56	103			
SCOTT	3 LANES - PASSING LANE	71	10	21.00	22.18	1.18	78			
SCOTT	3 LANES - TURN LANE	71	10	22.18	22.66	0.48	64			
SCOTT	2 LANES	71	10	25.21	34.58	9.37	619			
SCOTT	2 LANES	96	1	12.59	12.91	0.32	22			
SCOTT	2 LANES	270	2	0.00	12.29	12.29	812			
SEBASTIAN	2 LANES	10	0	1.44	1.74	0.30	20			
SEBASTIAN	2 LANES	10	0	7.26	11.14	3.88	257			
SEBASTIAN	3 LANES - TURN LANE	10	0S	0.00	2.85	2.85	377			
SEBASTIAN	3 LANES - TURN LANE	10	1	0.00	1.49	1.49	197			
SEBASTIAN	3 LANES - PASSING LANE	10	1	5.40	6.47	1.07	71			
SEBASTIAN	2 LANES	10	1	6.47	8.15	1.68	111			
SEBASTIAN	3 LANES - PASSING LANE	10	1	8.15	9.02	0.87	58			
SEBASTIAN	2 LANES	10	1	9.02	13.99	4.97	329			
SEBASTIAN	4 LANES - UNDIVIDED	22	1	0.00	1.16	1.16	77			
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	22	1	1.16	1.64	0.48	64			
SEBASTIAN	4 LANES - UNDIVIDED	22	1	1.64	2.23	0.59	39			
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	22	1	2.23	3.78	1.55	205			
SEBASTIAN	2 LANES	22	1	14.14	17.11	2.97	197			
SEBASTIAN	3 LANES - TURN LANE	22	1	17.11	18.08	0.97	129			
SEBASTIAN	2 LANES	22	1	18.08	20.16	2.08	138			
SEBASTIAN	3 LANES - TURN LANE	22	1	20.16	21.30	1.14	151			
SEBASTIAN	4 LANES - UNDIVIDED	22	1Y	0.00	0.14	0.14	10			
SEBASTIAN	2 LANES	45	1	13.82	19.40	5.58	369			
SEBASTIAN	2 LANES	45	2	0.00	2.91	2.91	193			
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	45	2	2.91	3.82	0.91	121			
SEBASTIAN	4 LANES - UNDIVIDED	64	0	0.00	0.81	0.81	54			
SEBASTIAN	2 LANES - PART OF COUPLET	64	1X	0.00	0.99	0.99	131			
SEBASTIAN	2 LANES - PART OF COUPLET	64	1	0.00	1.01	1.01	134			
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	64	1	1.01	3.95	2.94	532			
SEBASTIAN	4 LANES - UNDIVIDED	64	1	3.95	4.83	0.88	1470			
SUBTOTALS (BOX 4 OF 5):							10866			

* 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
02-II-2020				6	ARK.			
				JOB NO.		012322	6	8

2 QUANTITIES



RAISED PAVEMENT MARKERS (BOX 5 OF 5)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
DISTRICT 4 (CONTINUED)								
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	71	14B	1.01	1.93	0.92	122	122
SEBASTIAN	2 LANES	96	3	2.00	2.60	0.60		40
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	253	2	0.00	2.05	2.05	271	271
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	255	3	2.49	4.92	2.43	321	321
SEBASTIAN	2 LANES - PART OF COUPLET	255	5X	0.00	0.39	0.39	52	
SEBASTIAN	2 LANES - PART OF COUPLET	255	5	0.00	0.47	0.47	63	
SEBASTIAN	2 LANES	255	5	0.47	6.36	5.89		389
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	271	1	0.00	0.50	0.50	266	
SEBASTIAN	4 LANES - UNDIVIDED	271	1	0.50	2.50	2.00	735	
SEBASTIAN	4 LANES - UNDIVIDED	271	1	2.50	3.20	0.70	93	47
SEBASTIAN	4 LANES - UNDIVIDED	540	1	0.00	11.01	11.01	1454	727
SEBASTIAN	17 - ENTRANCE RAMP	540	1				646	
SEBASTIAN	18 - EXIT RAMPS	540	1				1890	
SEBASTIAN	4 LANES - DIVIDED	549	6	0.00	6.49	6.49	857	
SEBASTIAN	6 - ENTRANCE RAMPS	549	6				228	
SEBASTIAN	6 - EXIT RAMPS	549	6				630	
WASHINGTON	2 LANES	16	2	0.00	10.36	10.36		684
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	16	2	10.36	12.94	2.58	341	341
WASHINGTON	4 LANES - UNDIVIDED	16	3	0.00	1.26	1.26	167	84
WASHINGTON	4 LANES - UNDIVIDED	16	3	2.26	2.59	0.33	44	22
WASHINGTON	4 LANES - UNDIVIDED	16	3	2.73	3.75	1.02	135	68
WASHINGTON	2 LANES	16	3	3.75	4.34	0.59		39
WASHINGTON	3 LANES - TURN LANE	16	3	4.34	4.81	0.47	760	
WASHINGTON	2 LANES	16	3	4.81	8.08	3.27	2205	
WASHINGTON	3 LANES - TURN LANE	16	3	8.08	11.98	3.90		515
WASHINGTON	2 LANES	16	3	11.98	18.60	6.62		437
WASHINGTON	2 LANES	45	5	0.00	2.69	2.69		178
WASHINGTON	3 LANES - TURN LANE	45	5	2.69	3.29	0.60		80
WASHINGTON	2 LANES	45	5	3.29	15.46	12.17		804
WASHINGTON	4 LANES - DIVIDED	49	28	40.22	62.36	22.14	2923	
WASHINGTON	6 LANES - DIVIDED	49	28	62.36	74.16	11.80	3116	
WASHINGTON	29 - ENTRANCE RAMPS	49	28				1102	
WASHINGTON	29 - EXIT RAMPS	49	28				3045	
WASHINGTON	2 LANES - NORTHBOUND SERVICE ROAD	49	28	61.40	63.83	2.43	161	
WASHINGTON	2 LANES - SOUTHBOUND SERVICE ROAD	49	28	60.89	64.08	3.19	211	
WASHINGTON	2 LANES	59	3	0.00	9.61	9.61		635
WASHINGTON	2 LANES	59	4	0.00	16.06	16.06		1060
WASHINGTON	2 LANES	62	1	0.00	7.39	7.39		488
WASHINGTON	3 LANES - TURN LANE	62	1	7.39	7.89	0.50		66
WASHINGTON	2 LANES	62	1	7.89	10.28	2.39		158
WASHINGTON	3 LANES - PASSING LANE	62	1	10.28	11.21	0.93	62	62
WASHINGTON	2 LANES	62	1	11.21	15.52	4.31		285
WASHINGTON	3 LANES - TURN LANE	62	1	15.52	17.09	1.57		208
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	62	1	17.09	24.74	7.65	1010	1010
WASHINGTON	2 LANES	62	1B	0.00	3.45	3.45		228
WASHINGTON	2 LANES	71	16	0.00	1.96	1.96		130
WASHINGTON	3 LANES - PASSING LANE	71	16	1.96	3.29	1.33	88	88
WASHINGTON	2 LANES	71	16	3.29	14.86	11.57		764
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16	14.86	16.39	1.53	202	202
WASHINGTON	4 LANES - UNDIVIDED	71	16	16.39	20.96	4.57	604	302
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16	20.96	22.25	1.29	171	171
WASHINGTON	4 LANES - DIVIDED	71	16	22.25	23.51	1.26	167	
WASHINGTON	2 - ENTRANCE RAMPS	71	16				76	
WASHINGTON	2 - EXIT RAMPS	71	16				210	
WASHINGTON	4 LANES - UNDIVIDED	71	16B	0.00	0.28	0.28		19
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16B	0.28	2.19	1.91	253	253
WASHINGTON	4 LANES - UNDIVIDED	71	16B	2.19	2.88	0.69	92	46
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16B	2.88	3.25	0.37	49	49
WASHINGTON	4 LANES - UNDIVIDED	71	16B	3.25	3.63	0.38	51	26
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16B	3.63	6.42	2.79	369	369
WASHINGTON	4 LANES - DIVIDED	71	16B	6.42	6.76	0.34	532	
WASHINGTON	2 - ENTRANCE RAMPS	71	16B				76	
WASHINGTON	2 - EXIT RAMPS	71	16B				210	
WASHINGTON	4 LANES - DIVIDED	71	17B	0.00	2.11	2.11	279	
WASHINGTON	6 LANES - DIVIDED	71	17B	2.11	2.56	0.45	119	
WASHINGTON	4 LANES - DIVIDED	71	17B	2.56	3.08	0.52	69	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	17B	3.08	5.62	2.54	336	336
WASHINGTON	5 - ENTRANCE RAMPS	71	17B				190	
WASHINGTON	5 - EXIT RAMPS	71	17B				525	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	112	0	0.00	1.81	1.81	239	239
WASHINGTON	2 LANES	112	0	1.81	2.67	0.86		57
WASHINGTON	2 LANES	112	1	0.75	1.72	0.97	65	65
WASHINGTON	3 LANES - TURN LANE	112	1	1.72	2.25	0.53	70	70
WASHINGTON	2 LANES	112	1	2.83	10.88	8.05		532
WASHINGTON	2 LANES	170	1	0.00	1.39	1.39	92	92
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	180	0	0.00	1.72	1.72	228	228
WASHINGTON	2 LANES	265	1	19.41	19.73	0.32		22
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	2	2.45	2.98	0.53	70	70
WASHINGTON	4 LANES - DIVIDED	265	2	2.98	6.74	3.76	497	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	2	6.74	8.21	1.47	195	195
WASHINGTON	4 LANES - UNDIVIDED	265	2	8.21	11.04	2.83	374	187
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	412	2	14.03	18.10	4.07	735	
WASHINGTON	4 LANES - DIVIDED	412	2	18.10	24.98	6.88	909	
ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER							200	
SUBTOTALS (BOX 5 OF 5):							31062	13881
SUBTOTALS (BOX 1 OF 5):							11842	14032
SUBTOTALS (BOX 2 OF 5):							20158	21210
SUBTOTALS (BOX 3 OF 5):							17582	12395
SUBTOTALS (BOX 4 OF 5)							7552	10866
TOTALS:							88196	72384

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

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

2 QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-11-2020				6	ARK.			
				JOB NO.		012322	7	8



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
02-11-2020				6	ARK.			
02-21-2020						JOB NO. 012322	7A	8

2 QUANTITIES

REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER			
LOG MILE	LOG MILE	LOCATION	*REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER EACH
DISTRICT 3			
4.46	32.39	HWY. 41 SECTION 21 IN MILLER COUNTY	670
0.00	1.79	HWY. 151 SECTION 0 IN MILLER COUNTY	109
SUBTOTAL:			779
DISTRICT 4			
25.10	27.00	HWY. 59 SECTION 5 IN CRAWFORD COUNTY	502
3.00	8.07	HWY. 59 SECTION 2 IN CRAWFORD COUNTY	670
8.07	8.49	HWY. 59 SECTION 2 IN CRAWFORD COUNTY	109
8.49	11.20	HWY. 59 SECTION 2 IN CRAWFORD COUNTY	179
19.80	29.25	HWY. 49 SECTION 27 IN CRAWFORD COUNTY	1407
12.60	23.26	HWY. 71 SECTION 15 IN CRAWFORD COUNTY	1781
0.00	1.80	HWY. 71 SECTION 16 IN CRAWFORD COUNTY	238
3.50	4.10	HWY. 71 SECTION 16 IN CRAWFORD COUNTY	79
7.00	7.60	HWY. 71 SECTION 16 IN CRAWFORD COUNTY	79
14.80	14.90	HWY. 71 SECTION 16 IN CRAWFORD COUNTY	26
20.96	21.70	HWY. 71 SECTION 16 IN CRAWFORD COUNTY	392
13.18	16.75	HWY. 64 SECTION 3 IN FRANKLIN COUNTY	265
2.74	3.82	HWY. 22 SECTION 2 IN FRANKLIN COUNTY	286
3.82	6.92	HWY. 22 SECTION 2 IN FRANKLIN COUNTY	205
17.69	20.55	HWY. 22 SECTION 3 IN LOGAN COUNTY	189
0.00	3.00	HWY. 71 SECTION 8 IN POLK COUNTY	198
15.20	19.00	HWY. 71 SECTION 8 IN POLK COUNTY	251
19.00	19.40	HWY. 71 SECTION 8 IN POLK COUNTY	52
24.90	26.01	HWY. 71 SECTION 8 IN POLK COUNTY	73
26.18	27.20	HWY. 71 SECTION 8 IN POLK COUNTY	67
8.24	14.46	HWY. 71 SECTION 10 IN SCOTT COUNTY	821
14.46	15.15	HWY. 71 SECTION 10 IN SCOTT COUNTY	46
15.15	17.73	HWY. 71 SECTION 10 IN SCOTT COUNTY	341
25.31	29.77	HWY. 71 SECTION 10 IN SCOTT COUNTY	294
0.00	0.05	HWY. 270 SECTION 2 IN SCOTT COUNTY	5
0.00	0.44	HWY. 59 SECTION 3 IN WASHINGTON COUNTY	29
4.77	5.35	HWY. 59 SECTION 3 IN WASHINGTON COUNTY	38
9.20	9.60	HWY. 59 SECTION 3 IN WASHINGTON COUNTY	26
10.40	13.20	HWY. 16 SECTION 2 IN WASHINGTON COUNTY	740
8.74	9.05	HWY. 62 SECTION 1 IN WASHINGTON COUNTY	41
10.05	11.50	HWY. 62 SECTION 1 IN WASHINGTON COUNTY	192
17.00	22.00	HWY. 62 SECTION 1 IN WASHINGTON COUNTY	1320
0.00	1.71	HWY. 71 SECTION 17B IN WASHINGTON COUNTY	446
1.71	2.25	HWY. 71 SECTION 17B IN WASHINGTON COUNTY	140
2.25	2.71	HWY. 71 SECTION 17B IN WASHINGTON COUNTY	62
2.71	4.50	HWY. 71 SECTION 17B IN WASHINGTON COUNTY	472
14.03	18.11	HWY. 412 SECTION 2 IN WASHINGTON COUNTY	1076
18.11	20.80	HWY. 412 SECTION 2 IN WASHINGTON COUNTY	710
20.80	24.95	HWY. 412 SECTION 2 IN WASHINGTON COUNTY	548
2.74	3.05	HWY. 45 SECTION 5 IN WASHINGTON COUNTY	40
5.40	6.50	HWY. 45 SECTION 5 IN WASHINGTON COUNTY	73
7.00	15.50	HWY. 45 SECTION 5 IN WASHINGTON COUNTY	561
0.00	1.00	HWY. 112 SECTION 0 IN WASHINGTON COUNTY	264
1.00	1.46	HWY. 112 SECTION 0 IN WASHINGTON COUNTY	60
0.00	1.38	HWY. 112 SECTION 0S IN WASHINGTON COUNTY	364
1.10	1.70	HWY. 180 SECTION 0 IN WASHINGTON COUNTY	160
60.63	62.00	HWY. 49 SECTION 28 IN WASHINGTON COUNTY	260
SUBTOTAL:			16177
TOTAL:			16956

* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02-11-2020	05-05-2020			6	ARK.			
02-21-2020				JOB NO.		012322	8	8
03-11-2020								

2 SUMMARY OF QUANTITIES AND REVISIONS



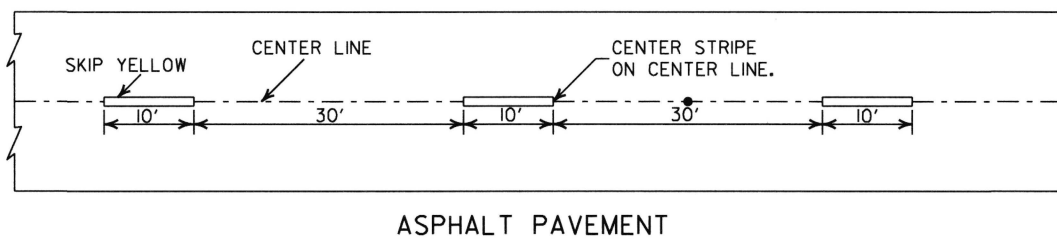
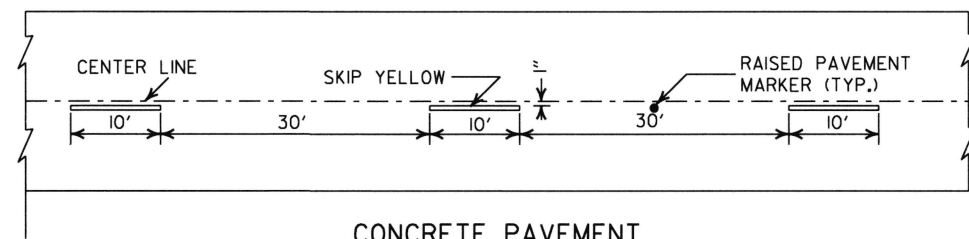
May 7 2020 9:52 AM
DocuSign

SUMMARY OF QUANTITIES

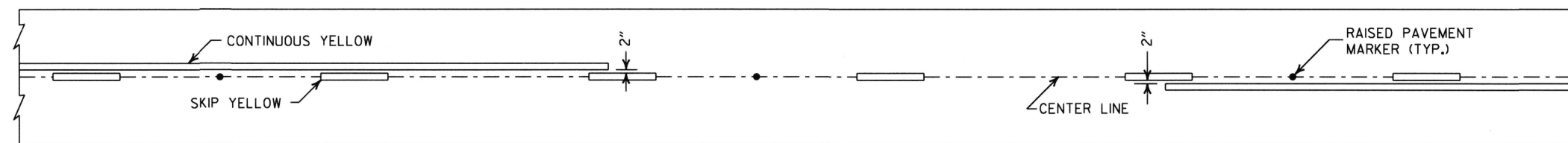
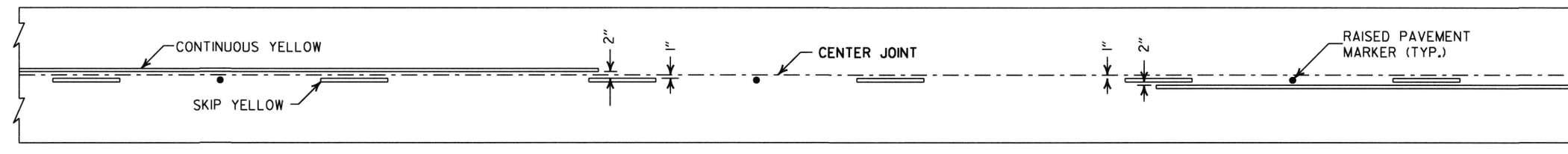
ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	154056	EACH

REVISIONS

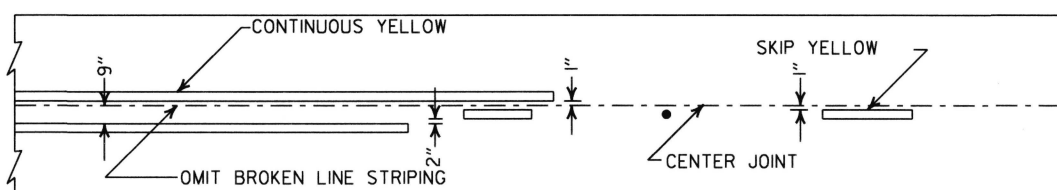
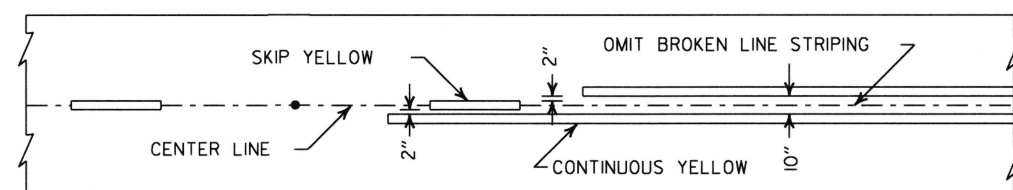
DATE	REVISION	SHEET NUMBER
02-11-2020	REVISED QUANTITIES FOR PAY ITEMS "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER" AND "RAISED PAVEMENT MARKERS (TYPE II)".	1, 3, 4, 5, 6, 7, & 8
02-22-2020	REVISED QUANTITIES FOR PAY ITEM "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER".	2, 7A, & 8
03-11-2020	REMOVED "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER" SP. REMOVED PAY ITEM "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER". REVISED ROADWAY STANDARD DRAWNGS PM-1 AND TC-3. DELETED SHEET 7A.	2 & 8
05-05-2020	REVISED PLAN SHEETS TO REMOVE "REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER" QUANTITY BOX. REVISED THE TITLE SHEET AND QUANTITIES FORREVISED LOCATIONS OF PAY ITEM "RAISED PAVEMENT MARKERS (TYPE II)".	3, 5, & 8



BROKEN LINE STRIPING



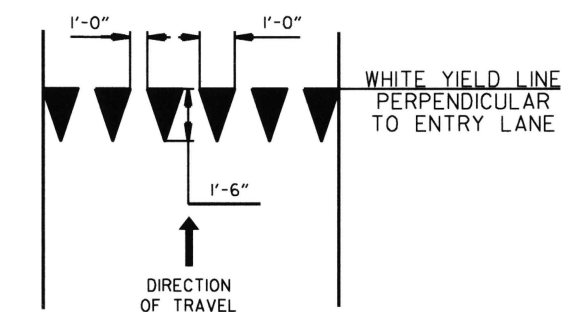
SOLID LINE STRIPING ON ASPHALT PAVEMENT



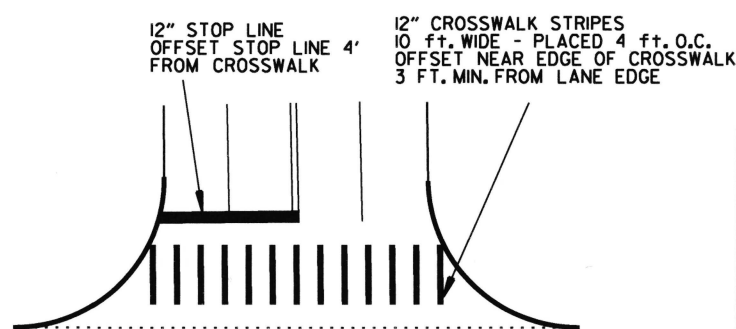
ASPHALT PAVEMENT

CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



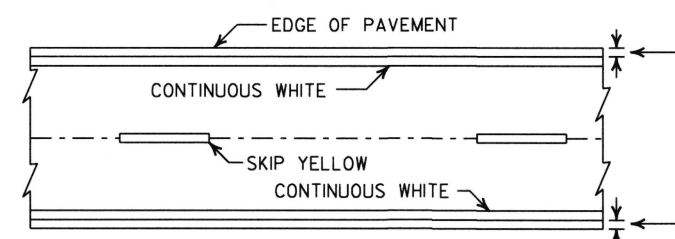
YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

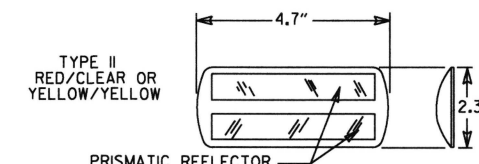
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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

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

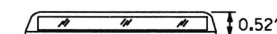


PAVEMENT EDGE LINE MARKING

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 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 PAVT. MKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAVT. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

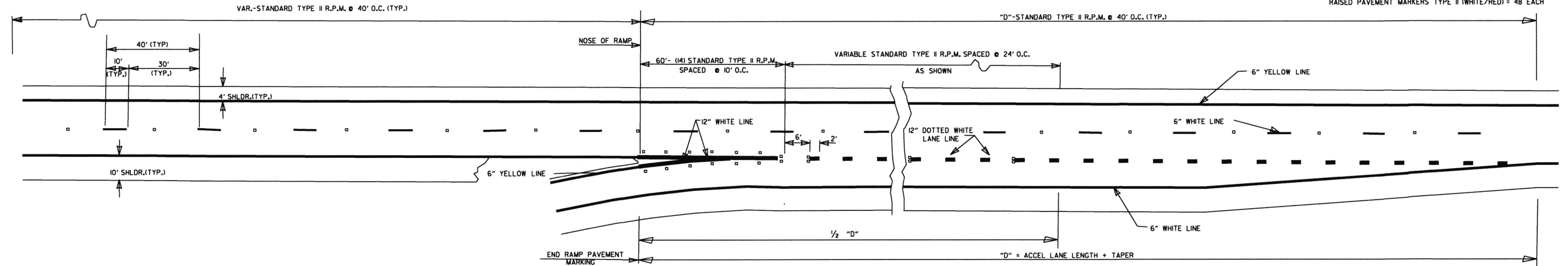
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

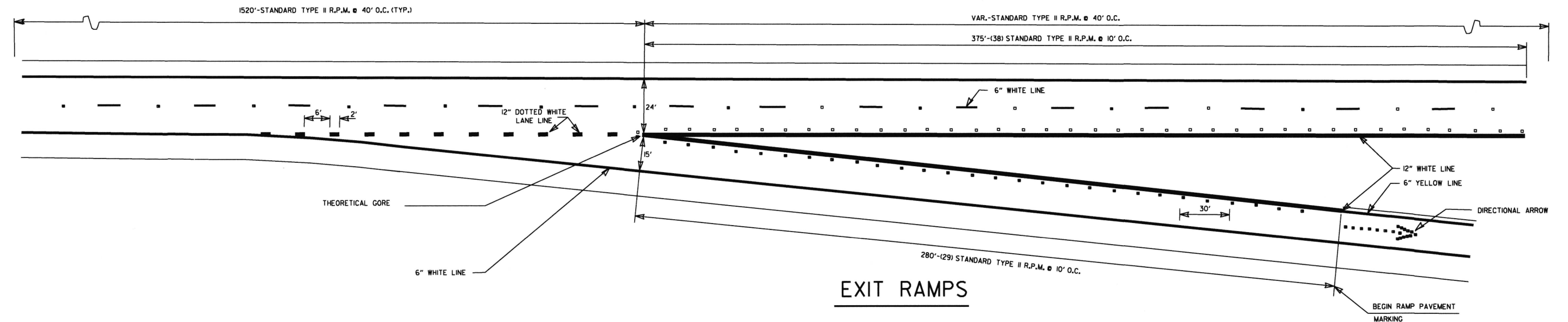
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

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

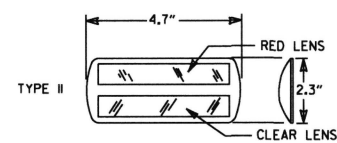
EXIT RAMP
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMP

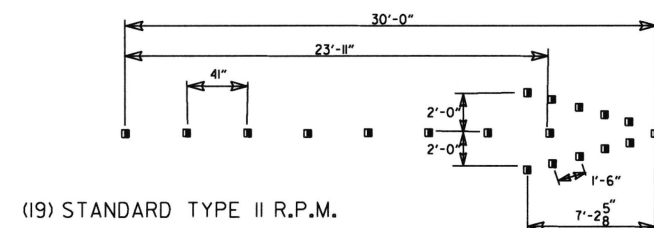


EXIT RAMP



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS

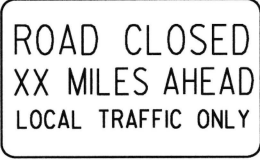
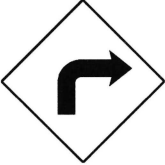
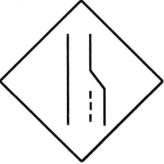
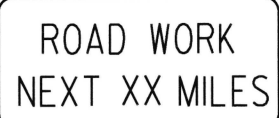
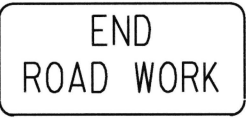
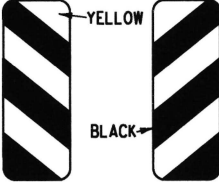
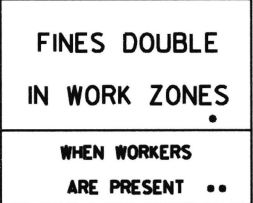
GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY
AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT
MARKERS SHALL BE DETERMINED BY THE ENGINEER.

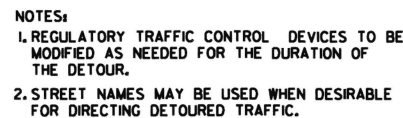
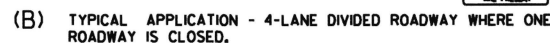
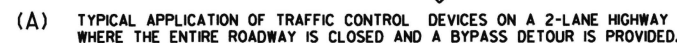
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH
THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES",
LATEST REVISION.

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 ADOT QUALIFIED PRODUCTS LIST.

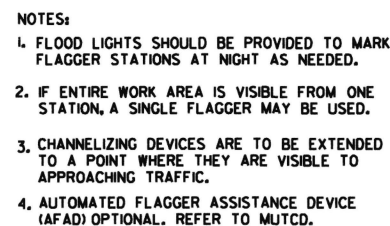
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMP	
11-07-19	REMOVED DOTTED PAV'T MARKINGS	
12-8-16	ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
9-12-13	REMOVED PAV'T MARKERS FOR 80' SPACING	
7-26-12	REMOVED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
12-15-11	REMOVED RPM NOTATION	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REMOVED PER 2009 MUTCD	
11-18-04	REMOVED NOTES	
8-22-02	ADDED & REVISED NOTES: REV. ENTRANCE & EXIT RAMP	
5-18-00	REMOVED HASH-MARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES: REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95
DATE	REVISION	FILED

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

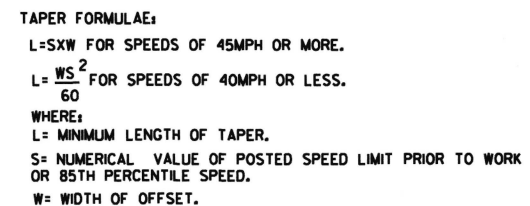
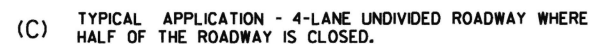
RI-1  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-1  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R4-2  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	ADVANCE DISTANCES (XXXX) 500 FT 1000 FT 1500 FT 1/2 MILE 3/4 MILE 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 SO. 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  18" 500 FEET W6-2 24" 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



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

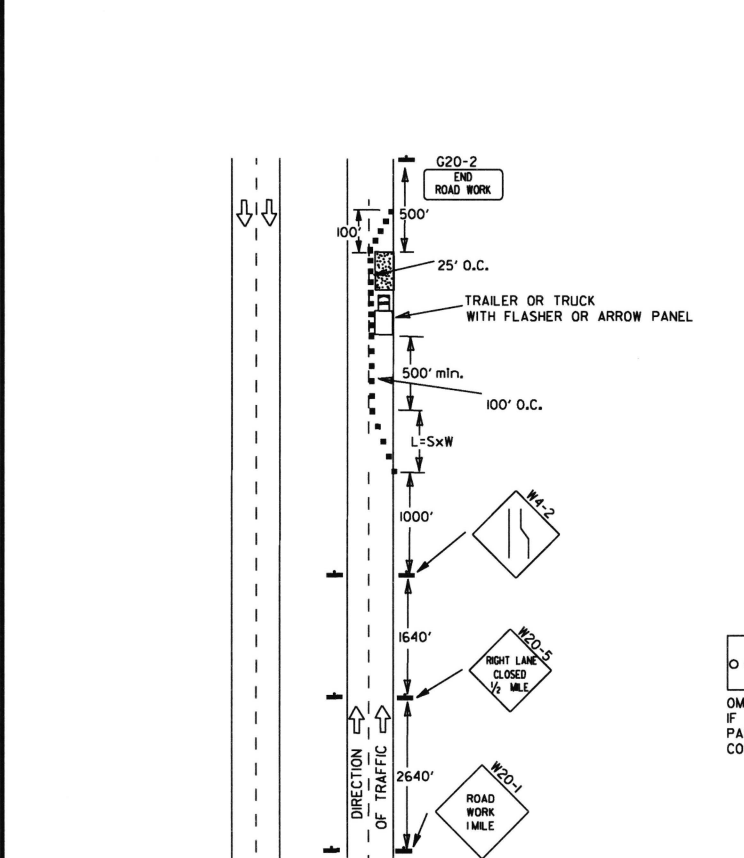


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.

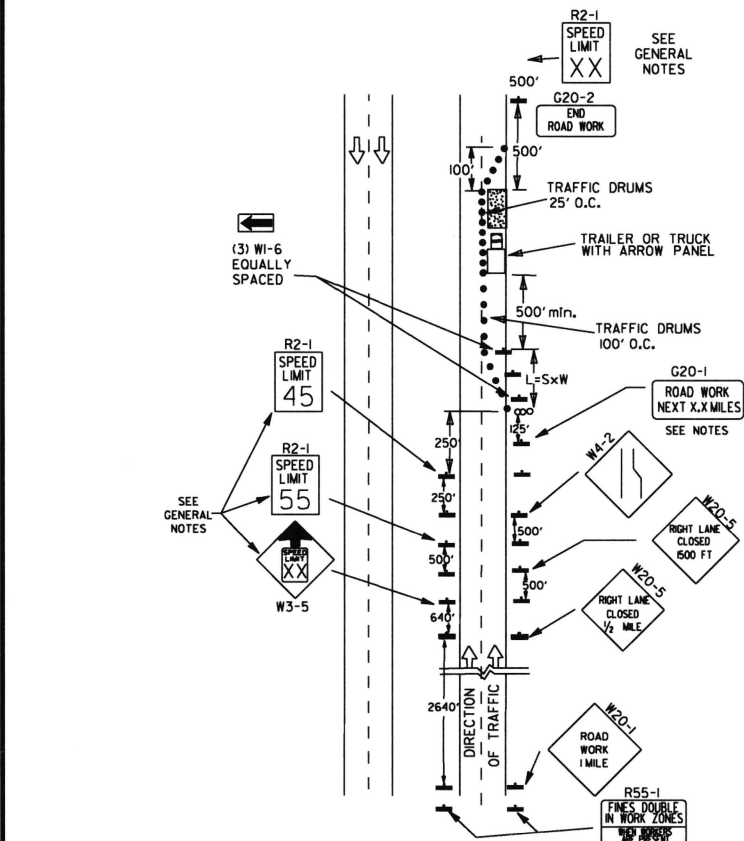


- GENERAL NOTES:
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
 2. WHEN THE EXISTING 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 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(IXX) 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-(IXX) 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 ADROT 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).

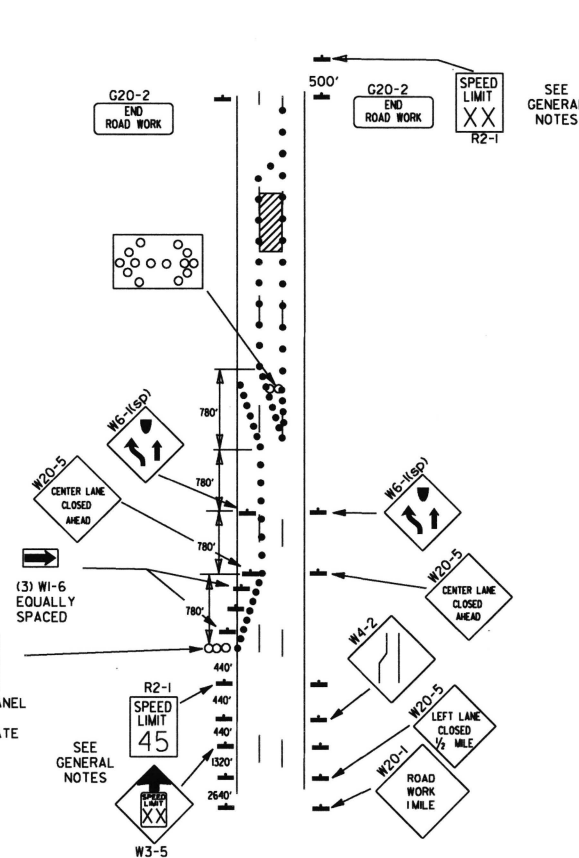
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-2



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

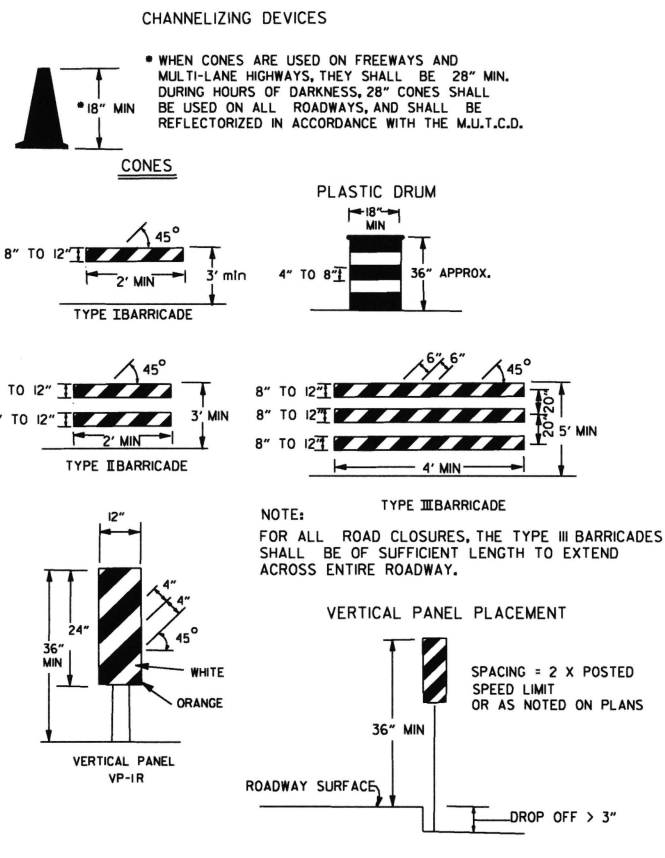


(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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

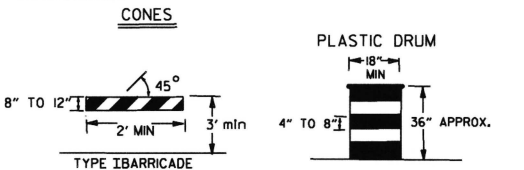
- KEY:
- ARROW PANEL (IF REQUIRED)
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
- GENERAL NOTES:
- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 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 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 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 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).



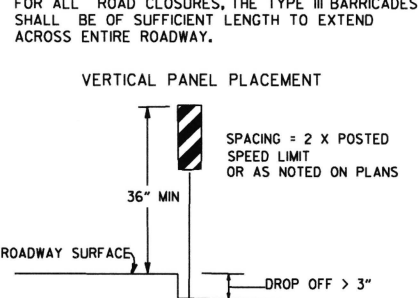
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

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.



VERTICAL PANEL PLACEMENT

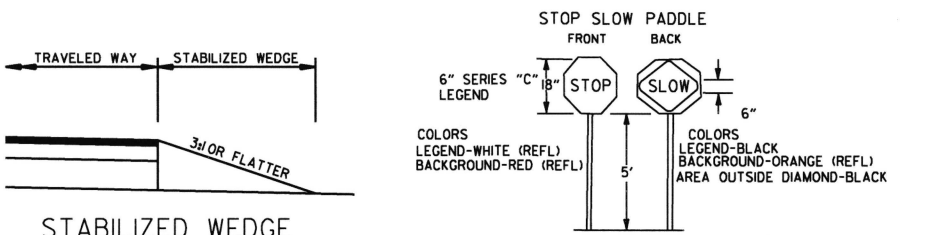


TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING,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

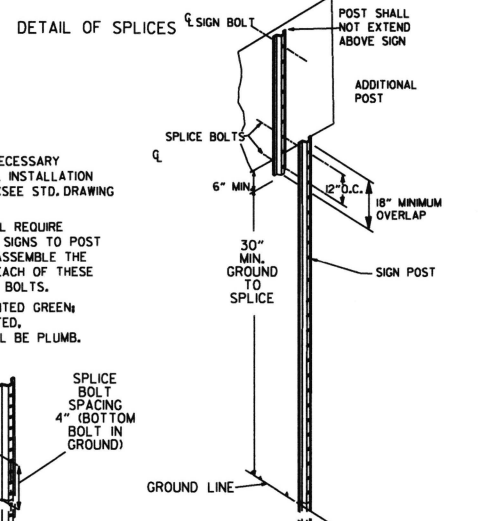
INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	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.



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



DATE	REVISION	FILMED
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE II	
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	