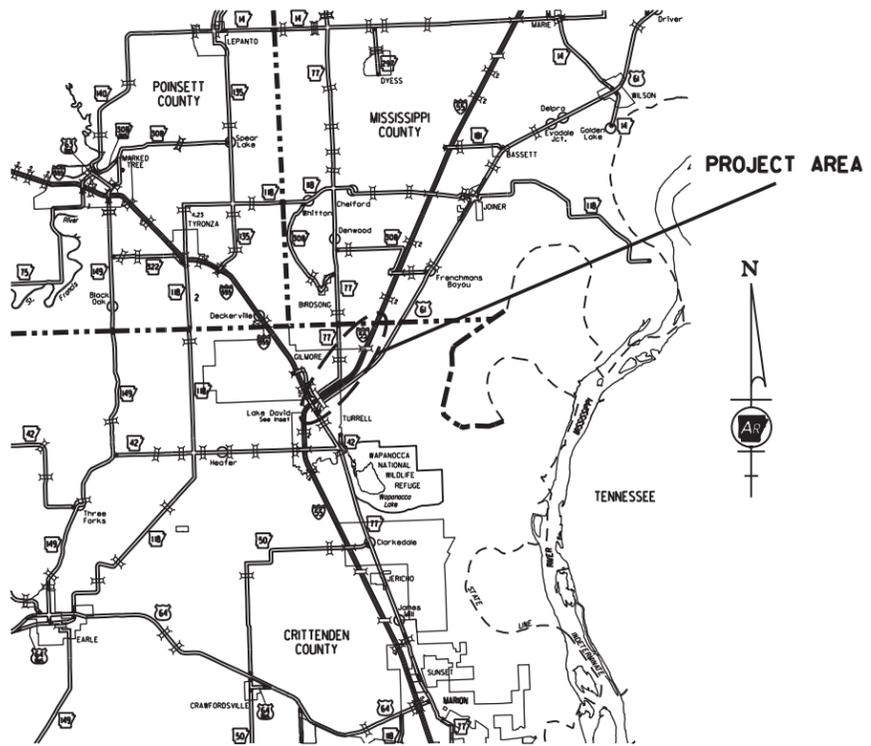


"A FULLY CONTROLLED ACCESS FACILITY"
 ARKANSAS DEPARTMENT OF TRANSPORTATION
 CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	110799	1	15	

② LAKE DAVID - MISSISSIPPI CO. LINE (S)



VICINITY MAP

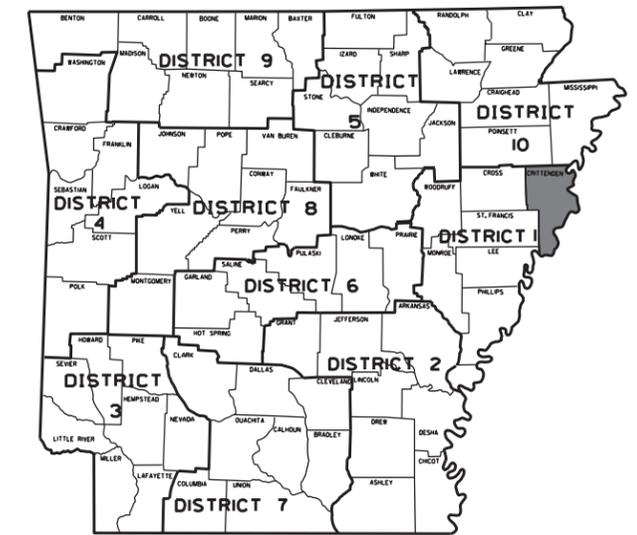
LAKE DAVID - MISSISSIPPI CO. LINE (S)

CRITTENDEN COUNTY
 ROUTE 55 SECTION II

JOB 110799

FED. AID PROJ. NHPP-55-I(145)

NOT TO SCALE



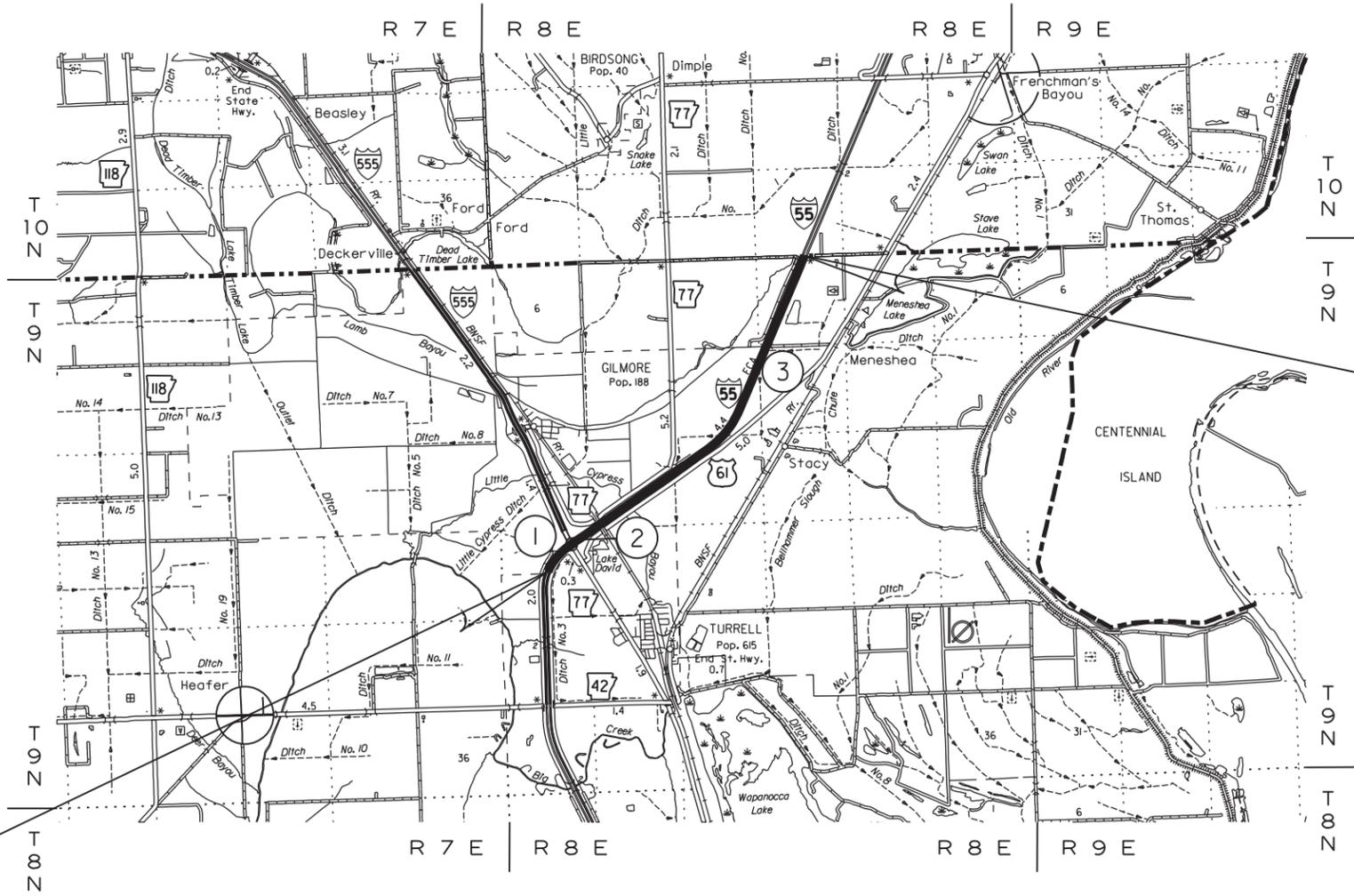
ARK. HWY. DIST. NO. 1

DESIGN TRAFFIC DATA

DESIGN YEAR	2041
2021 ADT	22000
2041 ADT	26000
2041 DHV	2860
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	60%
DESIGN SPEED	75 MPH

BRIDGE DATA

- ① LOG MILE 23.47
 BRIDGE NO. 06998
 52'-0" CLEAR ROADWAY
 282'-2 1/4" BRIDGE LENGTH
 RETAIN
- ② LOG MILE 23.53
 BRIDGE NO. 06999
 25'-0" CLEAR ROADWAY
 1027'-2 1/4" BRIDGE LENGTH
 RETAIN
- ③ LOG MILE 26.74
 BRIDGE NO. 03211
 20'-0" CLEAR ROADWAY
 239'-0" BRIDGE LENGTH
 RETAIN & POLYMER OVERLAY



LOG MILE 27.87
 END JOB 110799

LOG MILE 23.08
 BEGIN JOB 110799

APPROVED



M.E. Banks
 Banks, Emanuel
 Jan 21 2021 2:31 PM

DEPUTY DIRECTOR
 AND CHIEF ENGINEER

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°23'16"	N 35°24'27"	N 35°26'16"
LONGITUDE	W 90°16'42"	W 90°14'38"	W 90°13'25"

LENGTH OF PROJECT CALCULATED ALONG C.L.			
GROSS LENGTH OF PROJECT	25301.76	FEET OR	4.792 MILES
NET ROADWAY	25301.76		4.792 MILES
NET BRIDGES	0.00		0.000 MILES
NET PROJECT	25301.76		4.792 MILES

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				6	ARK.			
				JOB NO.		110799	2	15

② INDEX OF SHEETS AND STANDARD DRAWINGS



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INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4	TYPICAL SECTIONS OF IMPROVEMENT		
5 - 6	SPECIAL DETAILS		
7 - 11	MAINTENANCE OF TRAFFIC DETAILS		
12 - 13	QUANTITIES		
14	SCHEDULE OF BRIDGE QUANTITIES	03211	61939
15	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	05-14-20
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

1/21/2021

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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. 110799	3	15

2 GOVERNING SPECS. AND GENERAL NOTES



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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
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
400-7	TRACKLESS TACK
404-3	DESIGN OF ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
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)
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 110799	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 110799	BIDDING REQUIREMENTS AND CONDITIONS
JOB 110799	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 110799	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 110799	CARGO PREFERENCE ACT REQUIREMENTS
JOB 110799	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 110799	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 110799	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 110799	GCALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 110799	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY
JOB 110799	MAINTENANCE OF TRAFFIC
JOB 110799	MANDATORY ELECTRONIC CONTRACT
JOB 110799	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 110799	POLYMER OVERLAY
JOB 110799	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 110799	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB 110799	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 110799	ULTRATHIN BONDED WEARING COURSE
JOB 110799	UTILITY ADJUSTMENTS

GENERAL NOTES

- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
- 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.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

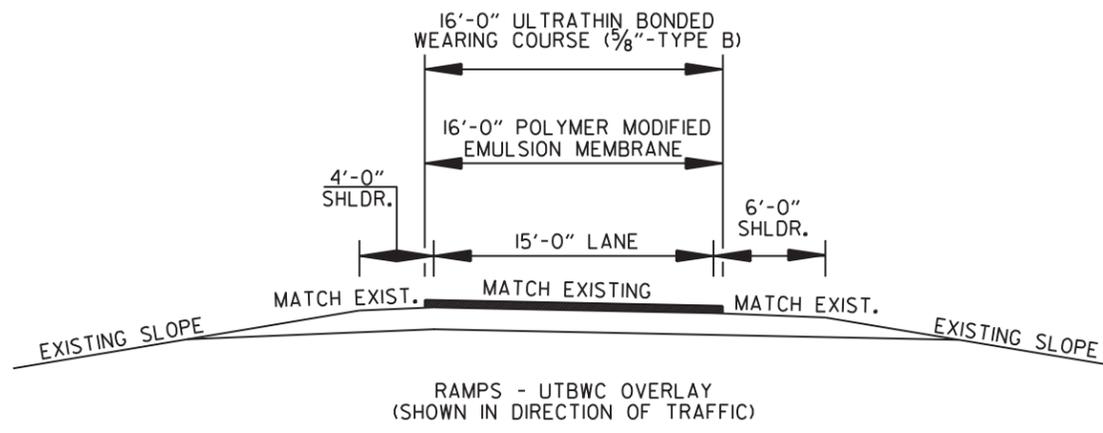
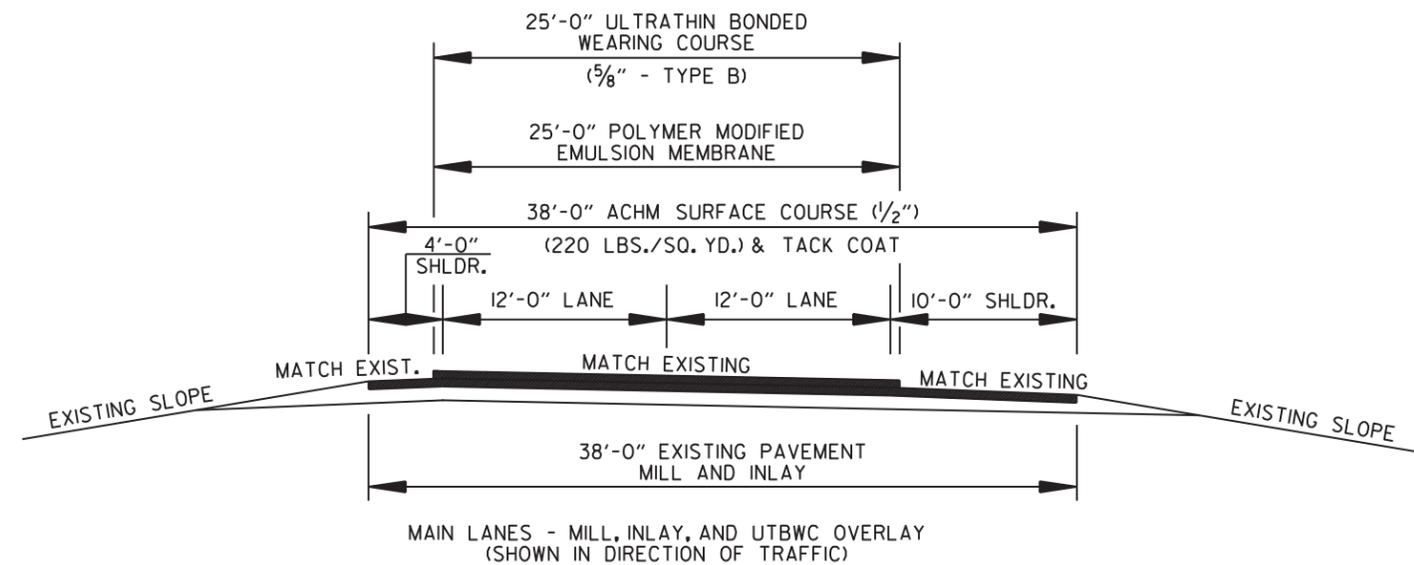
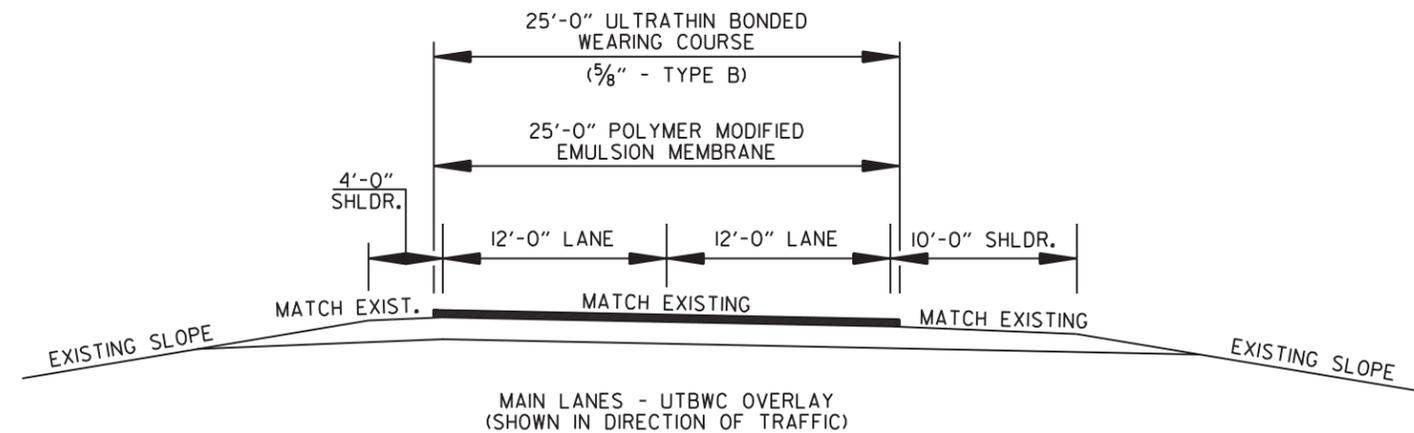
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				6	ARK.			
				JOB NO.		110799	4	15

② TYPICAL SECTIONS OF IMPROVEMENT



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NOTES:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY EXISTING RAISED AND PLOWABLE PAVEMENT MARKERS. ULTRATHIN BONDED WEARING COURSE MATERIAL SHALL BE PLACED IN THE VOID CREATED BY THE REMOVAL OF PLOWABLE PAVEMENT MARKERS PRIOR TO OVERLAYING THE MAIN LANES. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.

DEPTH OF OVERLAY SHALL BE DETERMINED BY MEASUREMENT BETWEEN WHEEL PATH OR AS DIRECTED BY THE ENGINEER.

WIDTH OF OVERLAY CAN BE FIELD ADJUSTED TO ENSURE EXISTING RUMBLE STRIPS ARE NOT COVERED.

TYPICAL SECTIONS OF IMPROVEMENT

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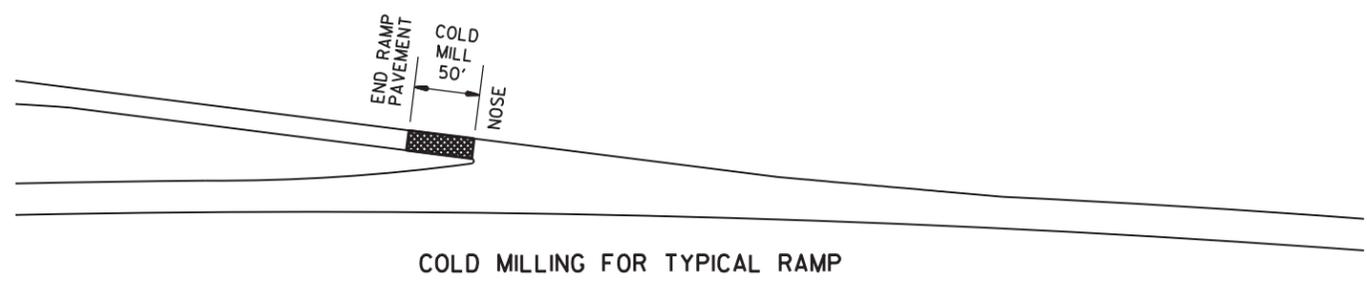
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				6	ARK.			
				JOB NO.	110799		5	15

② SPECIAL DETAILS

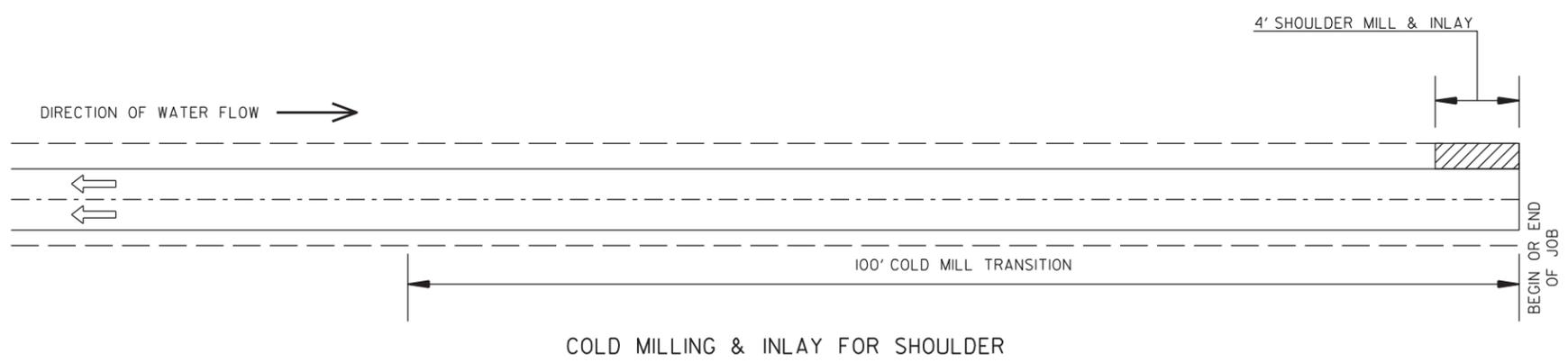


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COLD MILLING FOR TYPICAL RAMP



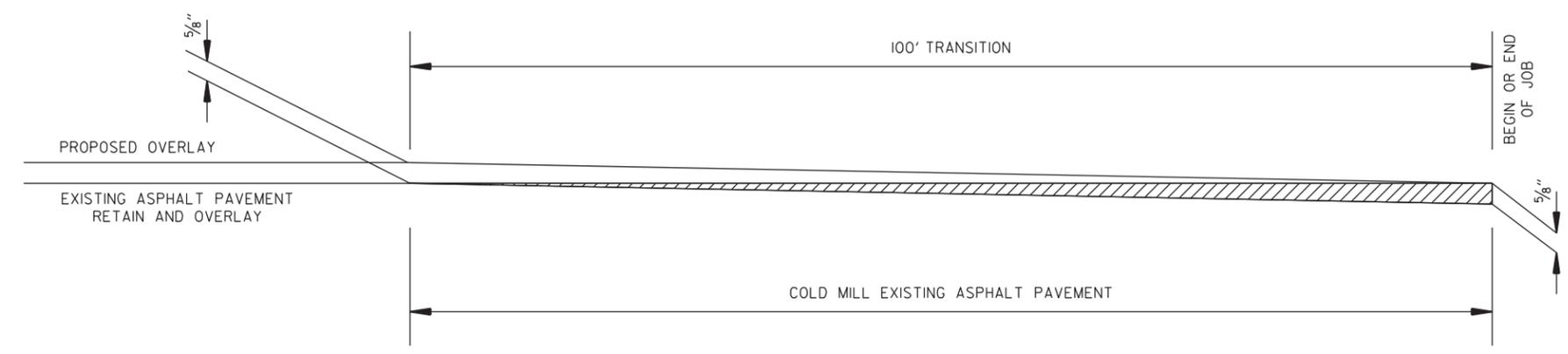
NOTE: SHOULDER MILL & INLAY TO BE USED WHERE THE GRADE OF THE ROADWAY WILL ALLOW WATER TO FLOW TOWARD THE MILLED JOINT, OR AS DIRECTED BY THE ENGINEER.

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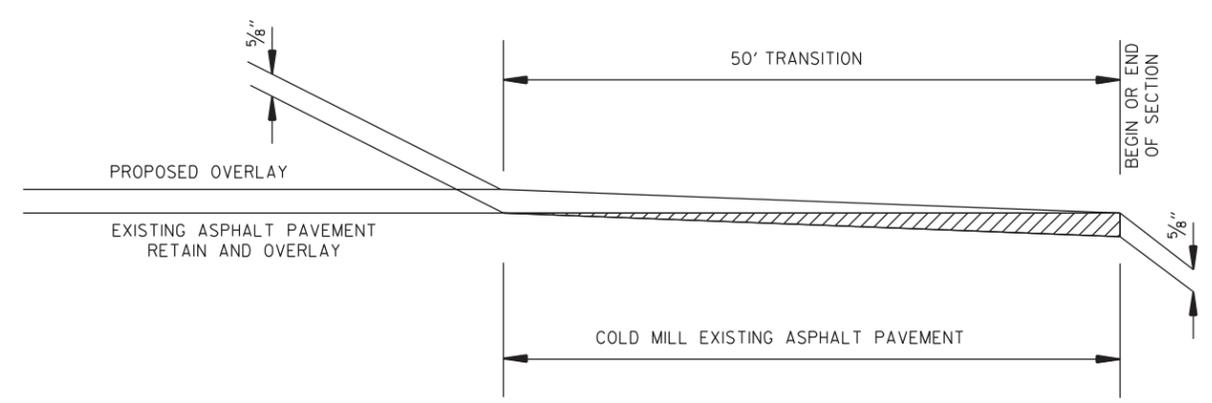
② SPECIAL DETAILS



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DETAIL FOR TRANSITION - MAIN LANES



DETAIL FOR TRANSITION - RAMPS

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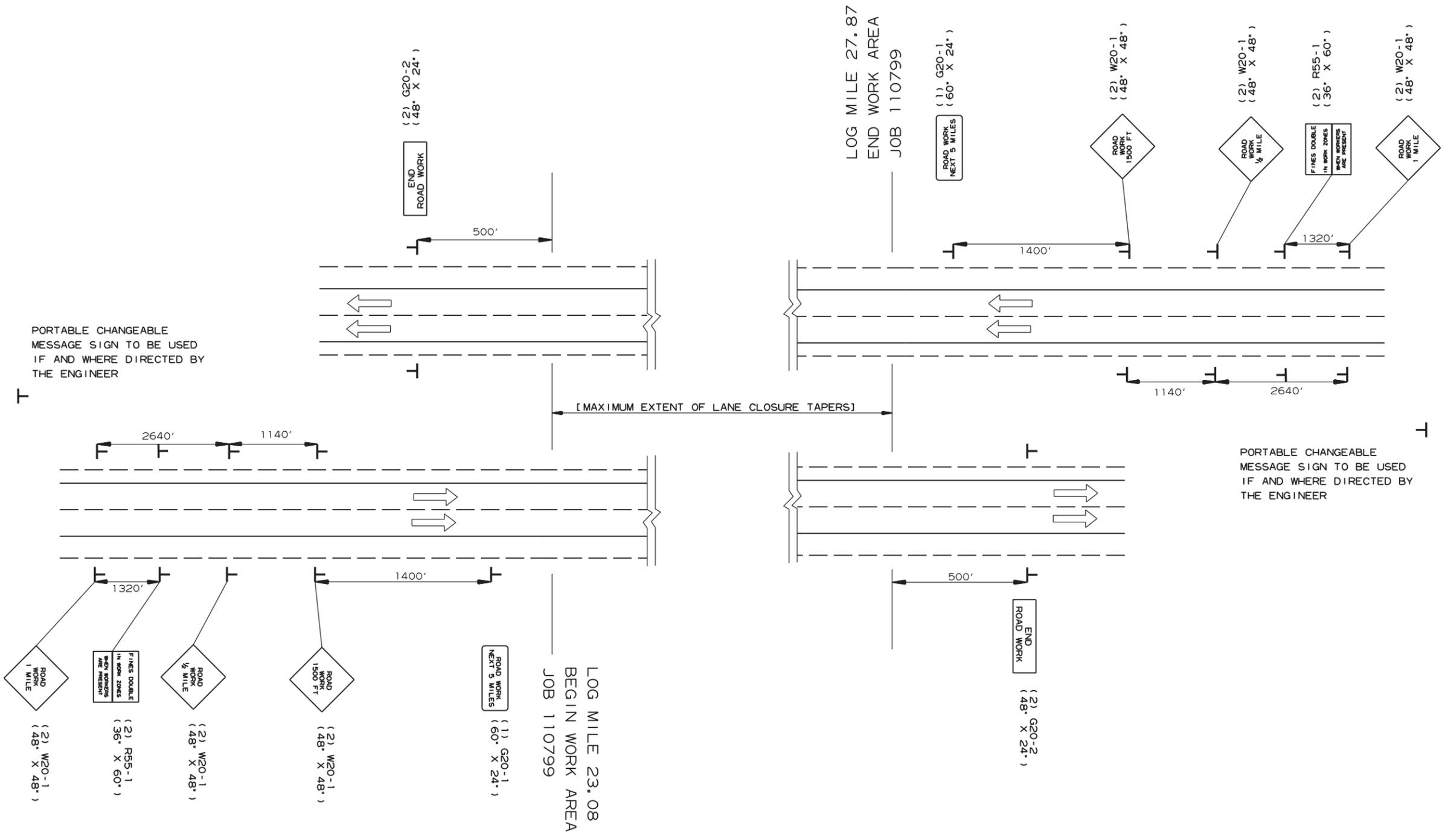
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				6	ARK.		7	15
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② MAINTENANCE OF TRAFFIC DETAILS



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ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES

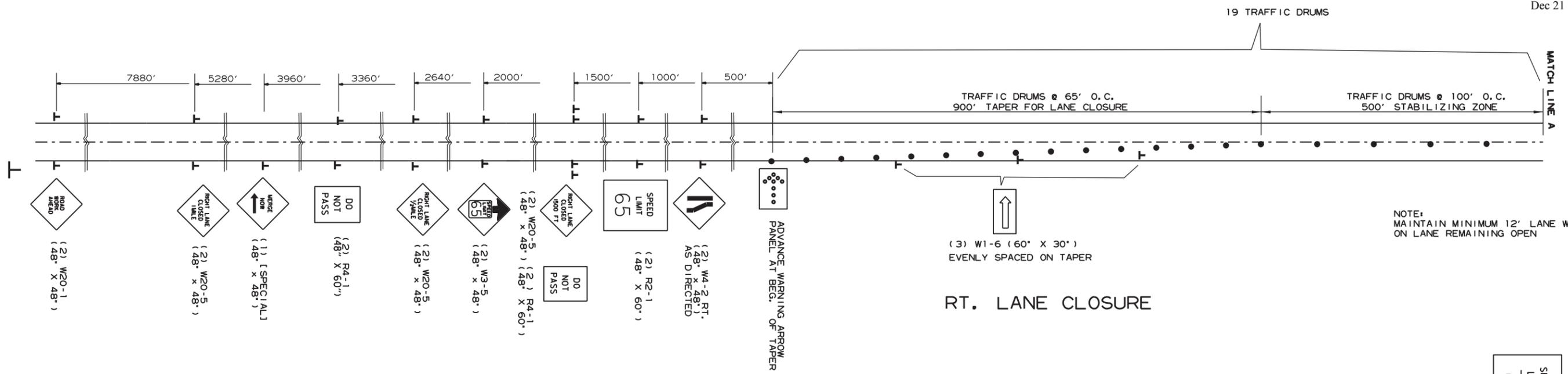
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		8	15
				JOB NO.		110799	8	15

② MAINTENANCE OF TRAFFIC DETAILS



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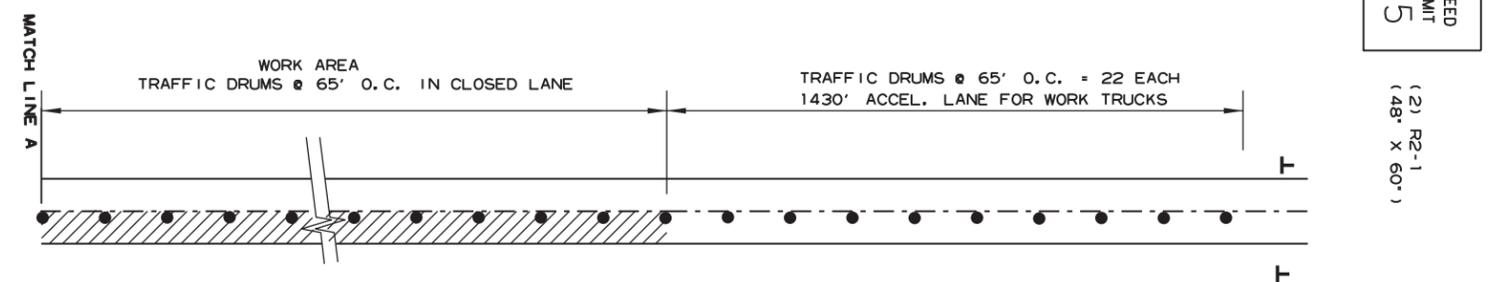


PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

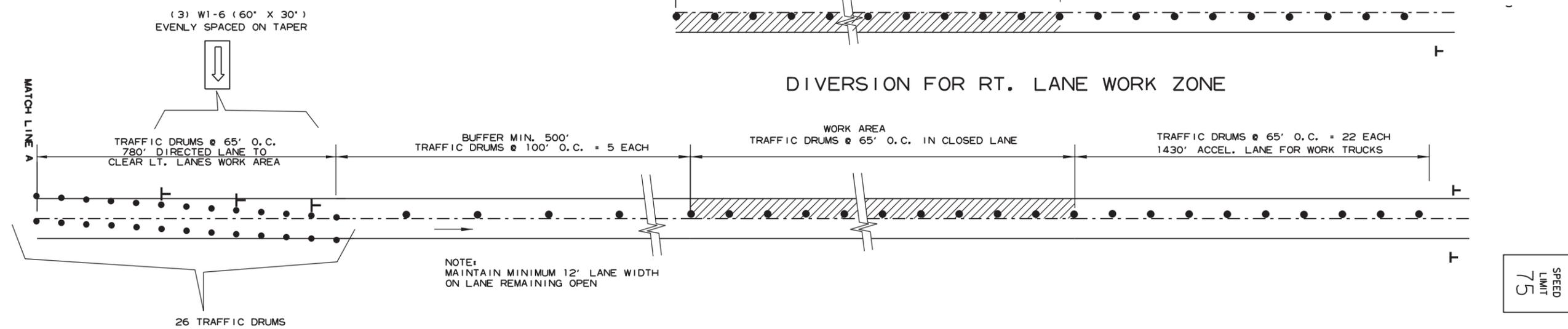
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

RT. LANE CLOSURE

SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMP WITHIN THE WORK ZONE.



DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

MAINTENANCE OF TRAFFIC DETAILS

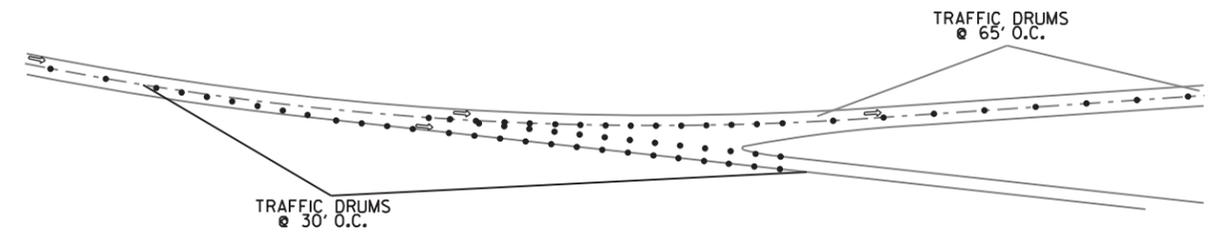
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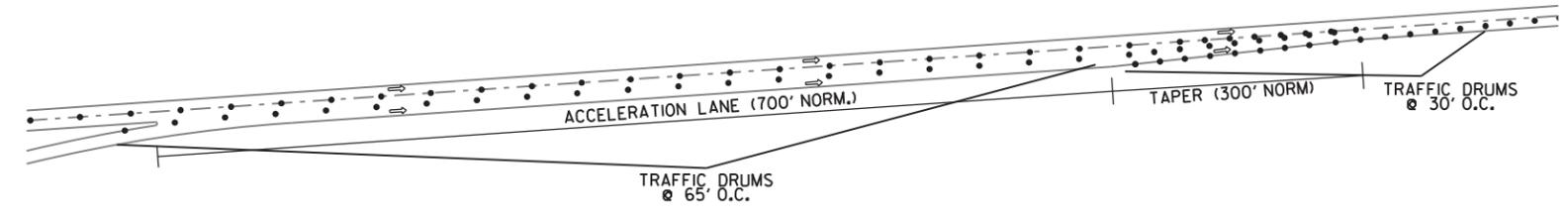
② MAINTENANCE OF TRAFFIC DETAILS



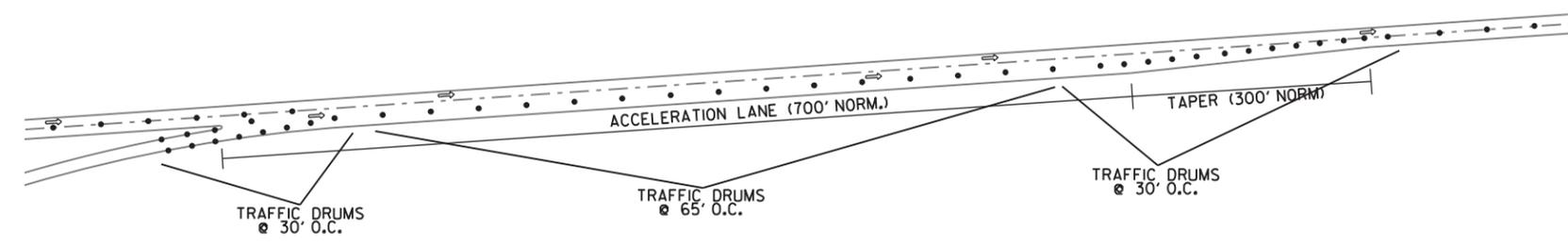
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EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

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				6	ARK.		10	15
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② MAINTENANCE OF TRAFFIC DETAILS

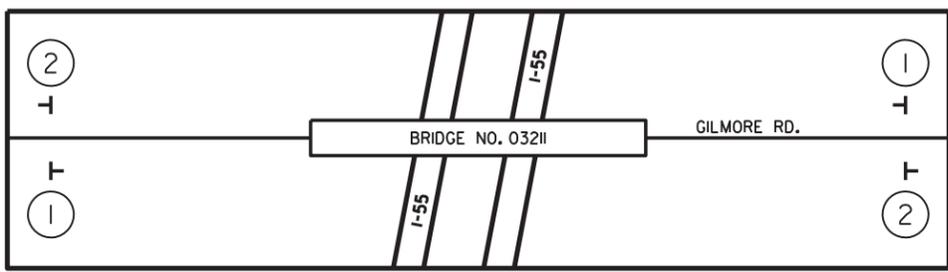
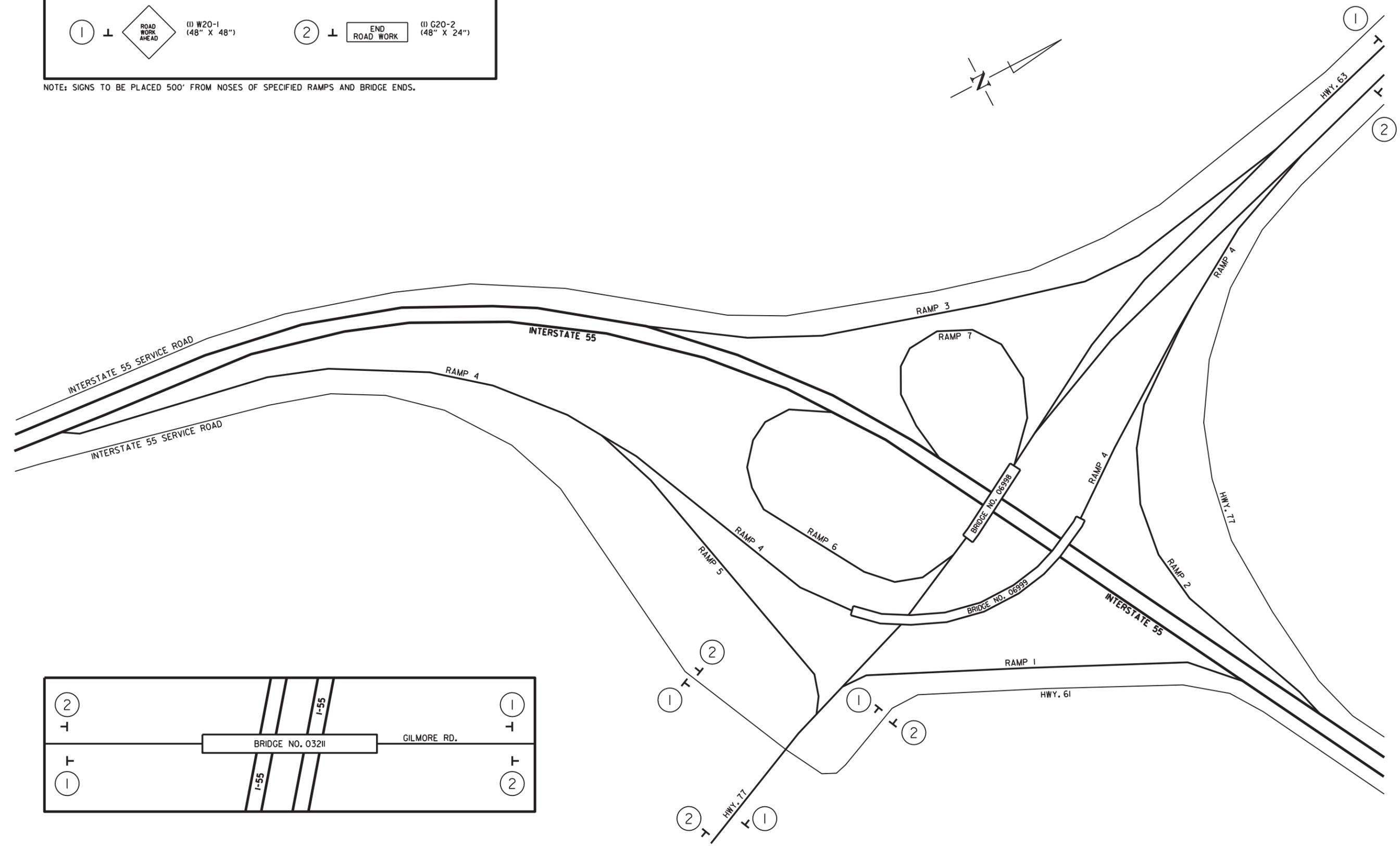
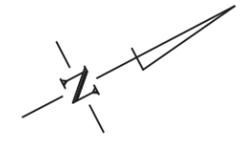


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LEGEND



NOTE: SIGNS TO BE PLACED 500' FROM NOSES OF SPECIFIED RAMPS AND BRIDGE ENDS.



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② MAINTENANCE OF TRAFFIC DETAILS



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CONSTRUCTION PAVEMENT MARKING = 145044 LIN. FT.

PERMANENT PAVEMENT MARKING

INTERSTATE 55 NORTHBOUND LANES AND RAMPS

- 6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING = 31525 LIN. FT.
- 6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 39270 LIN. FT.
- 12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 2135 LIN. FT.
- RAISED PAVEMENT MARKERS TYPE II(WHI/RED) = 440 EACH

INTERSTATE 55 SOUTHBOUND LANES AND RAMPS

- 6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING = 31170 LIN. FT.
- 6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 37250 LIN. FT.
- 12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 1640 LIN. FT.
- RAISED PAVEMENT MARKERS TYPE II(WHI/RED) = 461 EACH

BRIDGE NO. 03211

- 6" YELLOW REFLECTORIZED PAINT PAVEMENT MARKING = 1027 LIN. FT.
- 6" WHITE REFLECTORIZED PAINT PAVEMENT MARKING = 1027 LIN. FT.
- RAISED PAVEMENT MARKERS TYPE II(YEL/YEL) = 3 EACH

REFER TO STANDARD DRAWING PM-2 FOR PLACEMENT OF STRIPING AND RAISED PAVEMENT MARKERS AT EXIT AND ENTRANCE RAMPS.

NOTE: CONSTRUCTION PAVEMENT MARKING QUANTITY BASED ON ONE APPLICATION OF EXISTING PAVEMENT MARKING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWING PM-2.

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② QUANTITIES



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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE JOB LIN. FT. - EACH	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH	* ADVANCE WARNING ARROW PANEL DAY	* PORTABLE CHANGEABLE MESSAGE SIGN WEEK
					NO.	SQ. FT.			
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	2	32.0			
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	32.0			
W20-1	ROAD WORK AHEAD	48"x48"	8	8	8	128.0			
G20-2	END ROAD WORK	48"x24"	8	8	8	64.0			
G20-1	ROAD WORK NEXT 5 MILES	60"x24"	2	2	2	20.0			
W1-6	LARGE ARROW	60"x30"	6	6	6	75.0			
R4-1	DO NOT PASS	24"x30"	2	2	2	10.0			
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	60.0			
SPECIAL	MERGE NOW W/ARROW GRAPHIC (LEFT)	48"x48"	1	1	1	16.0			
W3-5	REDUCED SPEED LIMIT AHEAD (65)	48"x48"	2	2	2	32.0			
R2-1	SPEED LIMIT (65)	48"x60"	2	2	2	40.0			
R2-1	SPEED LIMIT (75)	48"x60"	2	2	2	40.0			
W4-2 RT	RIGHT LANE ENDS GRAPHIC	48"x48"	2	2	2	32.0			
	TRAFFIC DRUMS		484	484			484		
	ADVANCE WARNING ARROW PANEL		1	1			25		
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2				5	
TOTALS:					805.0	484	25	5	

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR A 4 MILE WORKZONE. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	ENTIRE JOB LIN. FT. - EACH	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			REFLECTORIZED PAINT PAVEMENT MARKING	
			TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6"		6"		
			WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	
CONSTRUCTION PAVEMENT MARKINGS	145044	145044							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	905		905						
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	3			3					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	76520				76520				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	62695					62695			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3775						3775		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	1027							1027	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	1027								1027
TOTALS:		145044	905	3	76520	62695	3775	1027	1027

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

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② QUANTITIES



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ULTRATHIN BONDED WEARING COURSE (5/8" - TYPE B)

LOG MILE	LOG MILE	LOCATION	LENGTH	AVG. WID.	SQ. YD.
			FEET		
23.08	27.87	INTERSTATE 55 NORTHBOUND LANES	25301.76	25.00	70282.67
23.08	27.87	INTERSTATE 55 SOUTHBOUND LANES	25301.76	25.00	70282.67
0.01	0.30	RAMP 1	1531.20	16.00	2722.13
0.30	0.40	RAMP 1 - ACCELERATION LANE	528.00	12.00	704.00
0.40	0.46	RAMP 1 - TAPER	316.80	6.00	211.20
0.00	0.04	RAMP 2 - TURNOUT	211.20	VAR	210.00
0.04	0.32	RAMP 2	1478.40	16.00	2628.27
43.78	44.27	RAMP 3	2587.20	16.00	4599.47
44.27	44.34	RAMP 3 - ACCELERATION LANE	369.60	12.00	492.80
44.34	44.38	RAMP 3 - TAPER	211.20	6.00	140.80
0.00	0.06	RAMP 4 - TURNOUT	316.80	8.00	281.60
0.06	0.72	RAMP 4	3484.80	16.00	6195.20
0.92	1.02	RAMP 4	528.00	16.00	938.67
1.02	1.13	RAMP 4	580.80	31.00	2000.53
1.13	1.17	RAMP 4 - TAPER	211.20	23.50	551.47
1.17	1.19	RAMP 4	105.60	16.00	187.73
0.00	0.02	RAMP 5 - TURNOUT	105.60	8.00	93.87
0.02	0.27	RAMP 5	1320.00	16.00	2346.67
0.04	0.31	RAMP 6	1425.60	16.00	2534.40
0.31	0.57	RAMP 6 - ACCELERATION LANE	1372.80	12.00	1830.40
0.57	0.62	RAMP 6 - TAPER	264.00	6.00	176.00
0.00	0.02	RAMP 7 - TURNOUT	105.60	VAR	90.00
0.02	0.25	RAMP 7	1214.40	16.00	2158.93
ENTIRE PROJECT		SHOULDERS - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	VAR.	10.00	8.89
TOTAL:					171668.37

*QUANTITIES ESTIMATED REFER TO SECTION 104.03 IN THE STD. SPEC. REFER TO SPECIAL DETAILS FOR PLACEMENT LOCATIONS AT INTERCHANGE RAMPS.
NOTE: CONTRACTOR IS RESPONSIBLE IN ASSURING A MINIMUM VERTICAL CLEARANCE AT ALL OVERPASSES OF 16' IS MAINTAINED AFTER THE ULTRATHIN BONDED WEARING COURSE IS PLACED.

COLD MILLING ASPHALT PAVEMENT

LOG MILE	LOG MILE	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
23.06	23.08	INTERSTATE 55 NORTHBOUND LANES	25.00	277.78
23.06	23.08	INTERSTATE 55 SOUTHBOUND LANES	25.00	277.78
23.98	23.98	INTERSTATE 55 NORTHBOUND LANES	38.00	422.22
23.98	23.98	INTERSTATE 55 SOUTHBOUND LANES	38.00	422.22
27.87	27.89	INTERSTATE 55 NORTHBOUND LANES	25.00	277.78
27.87	27.89	INTERSTATE 55 SOUTHBOUND LANES	25.00	277.78
0.01	0.02	RAMP 1	16.00	88.89
0.31	0.32	RAMP 2	16.00	88.89
43.78	43.79	RAMP 3	16.00	88.89
0.71	0.72	RAMP 4	16.00	88.89
0.92	0.93	RAMP 4	16.00	88.89
1.18	1.19	RAMP 4	16.00	88.89
0.26	0.27	RAMP 5	16.00	88.89
0.04	0.05	RAMP 6	16.00	88.89
0.24	0.25	RAMP 7	16.00	88.89
TOTAL:				2755.57

NOTE: AVERAGE MILLING DEPTH 5/16".

BASE AND SURFACING

LOG MILE	LOCATION	LENGTH	TACK COAT				ACHM SURFACE COURSE (1/2")			
			(0.17 GAL. PER SQ. YD.)				AVG. WID.	SQ. YD.	POUND / SQ. YD.	PG 76-22
			TOTAL WID.	FEET	SQ. YD.	GALLON				
23.98	INTERSTATE 55 NORTHBOUND LANES	60.00	38.00	253.33	43.07	38.00	253.33	220.00	27.87	
23.98	INTERSTATE 55 SOUTHBOUND LANES	60.00	38.00	253.33	43.07	38.00	253.33	220.00	27.87	
TOTALS:					506.66	86.14	506.66		55.74	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

12/14/2020
R110799.DCN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		110799	14	15

① SEE REFERENCE TABLE - QUANTITIES - 61939

SCHEDULE OF BRIDGE QUANTITIES - JOB 110799

I-55 LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 804	SP JOB 110799	SP JOB 110799
		ITEM	REINFORCING STEEL - BRIDGE (GRADE 60)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	LBS.	SQ. FT.	SQ. YD.
26.74	EXISTING BRIDGE NO. 03211 ①		204	239	532
TOTALS FOR JOB NO. 110799			② 204	② 239	② 532

- ① Existing bridge deck has remnants of an asphalt overlay near the bridge ends.
- ② Quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.

THOMAS GERARD
DESIGN SECTION SUPERVISOR

REFERENCE TABLE

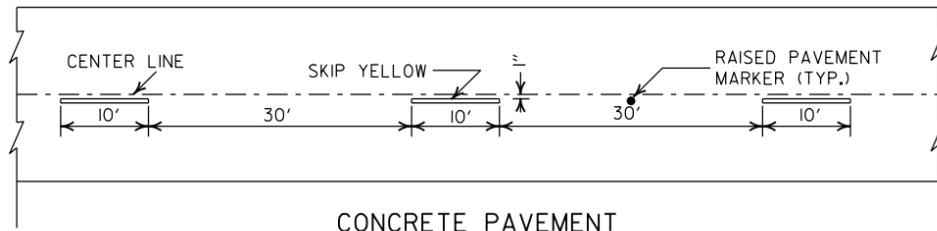
BRIDGE NO.	EXISTING DWG. NO(S).	APPLICABLE STD. DWG. NO(S).
03211	10139	N/A



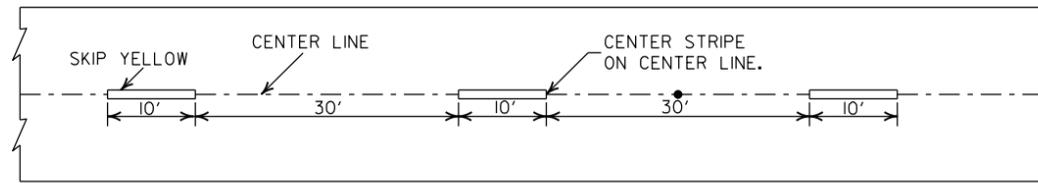
**SCHEDULE OF BRIDGE QUANTITIES
LAKE DAVID - MISSISSIPPI CO. LINE (S)
CRITTENDEN COUNTY**

ROUTE 55 SEC. II
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 6/2/2020 FILENAME: b110799_q1.dgn
 CHECKED BY: TMG DATE: 1/20/2021 SCALE: NO SCALE
 DESIGNED BY: --- DATE: ---
 BRIDGE NOS. SEE REFERENCE TABLE DRAWING NO. 61939

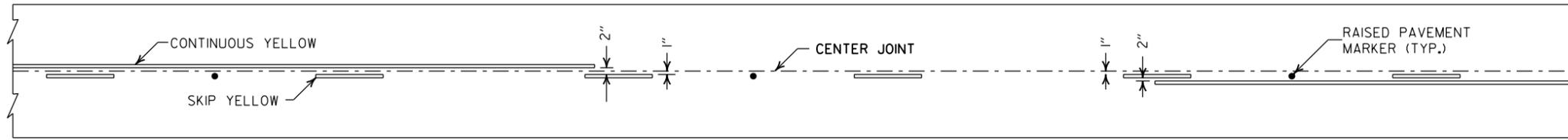


CONCRETE PAVEMENT

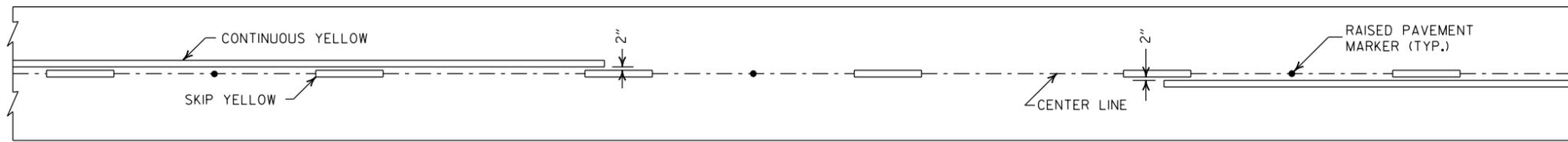


ASPHALT PAVEMENT

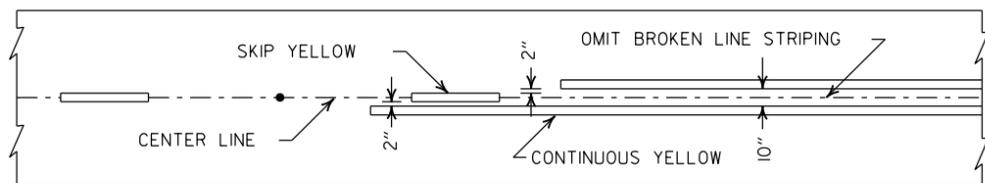
BROKEN LINE STRIPING



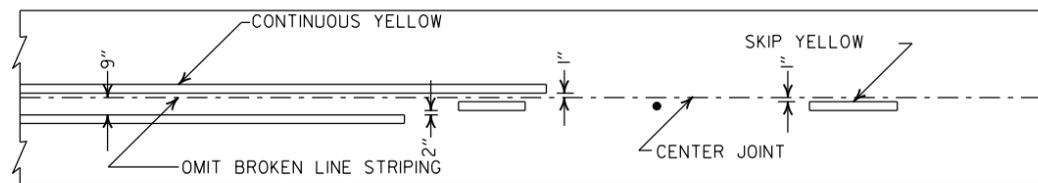
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

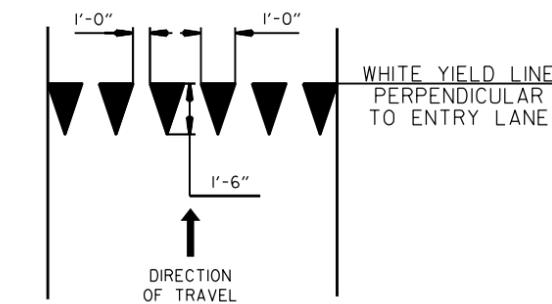


ASPHALT PAVEMENT

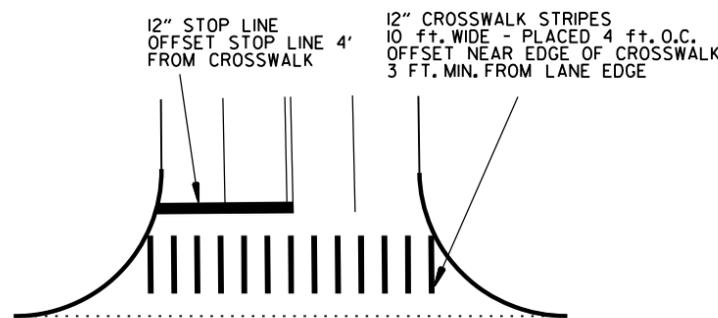


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

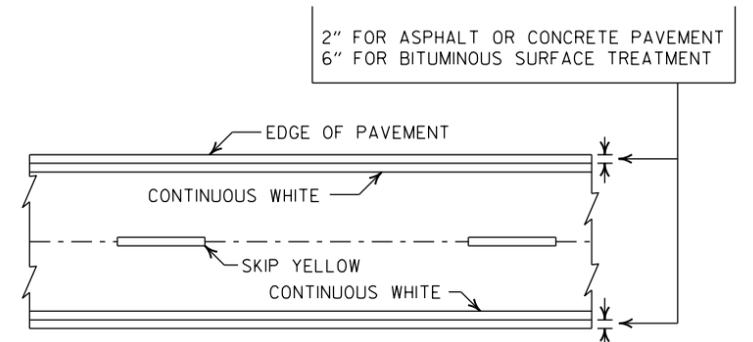


YIELD LINE DETAIL

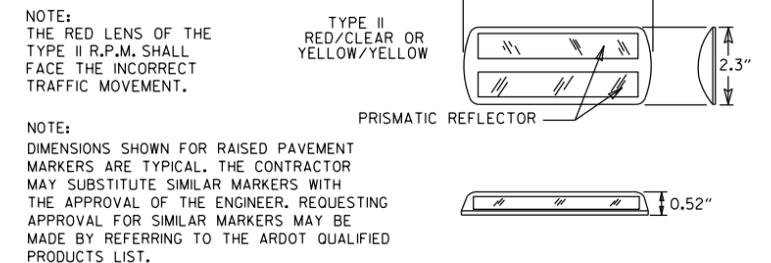


CROSSWALK AND STOP LINE DETAILS

- 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



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 PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTL.	
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

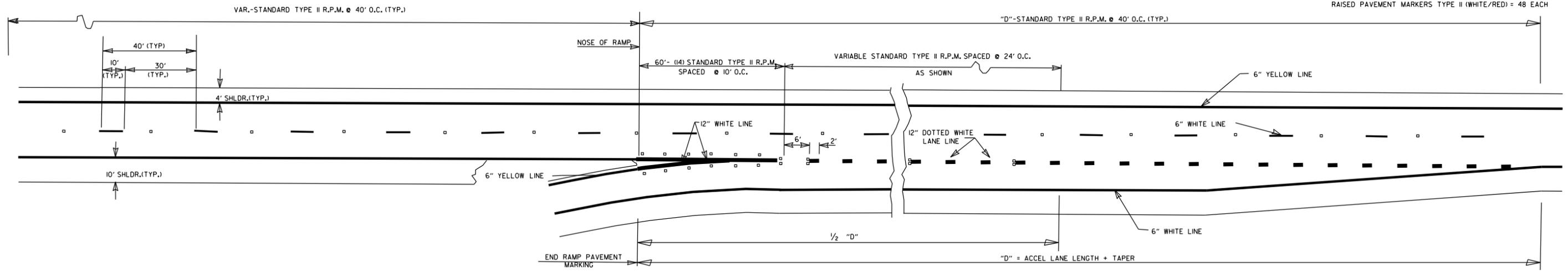
ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

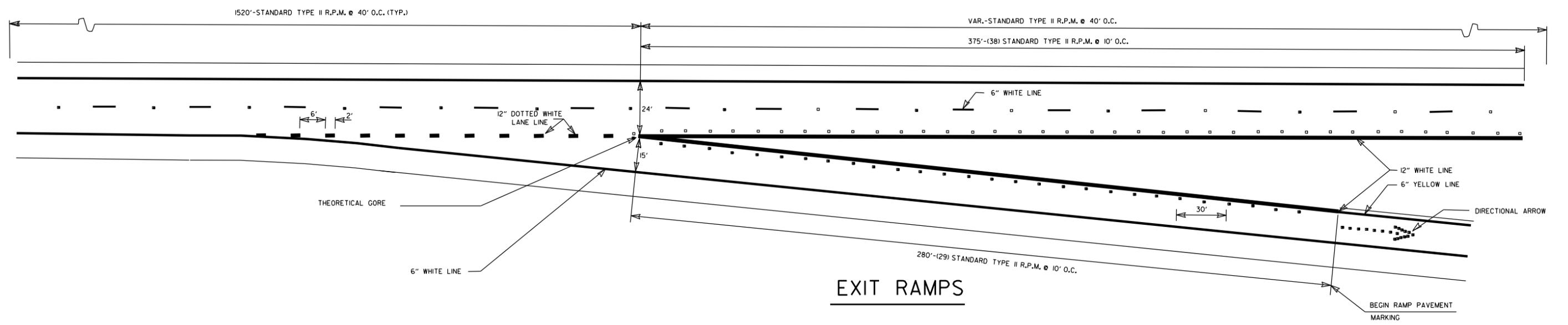
STANDARD DRAWING PM-1

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 RAMPS

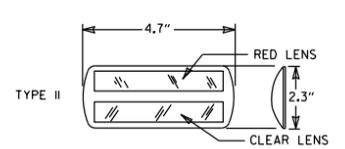


EXIT RAMPS

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.

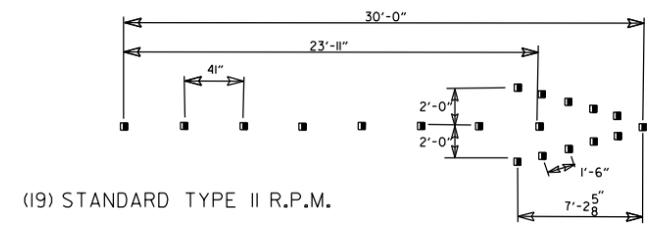
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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.



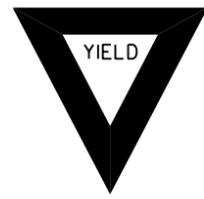
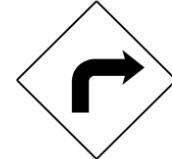
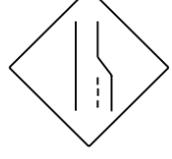
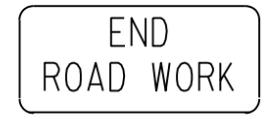
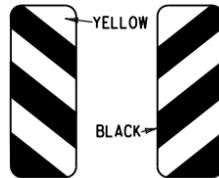
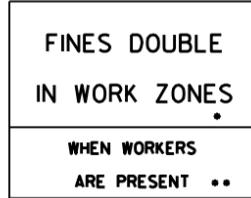
(19) STANDARD TYPE II R.P.M. DIRECTIONAL ARROWS

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
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	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT 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>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>WI-3</p>  <p>STD. 48"x48"</p>	<p>WI-4</p>  <p>STD. 48"x48"</p>	<p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>WI-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" W16-2</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>WI-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

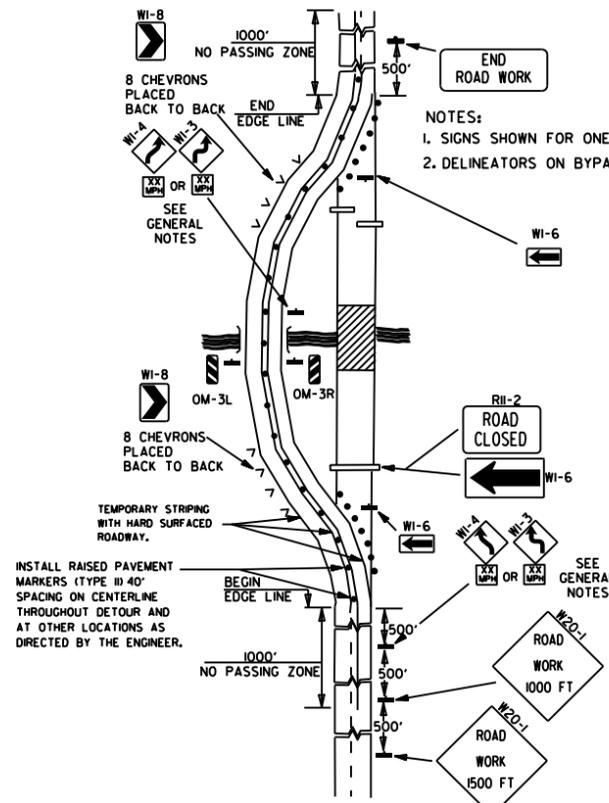
GENERAL NOTES:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- 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.
- 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.

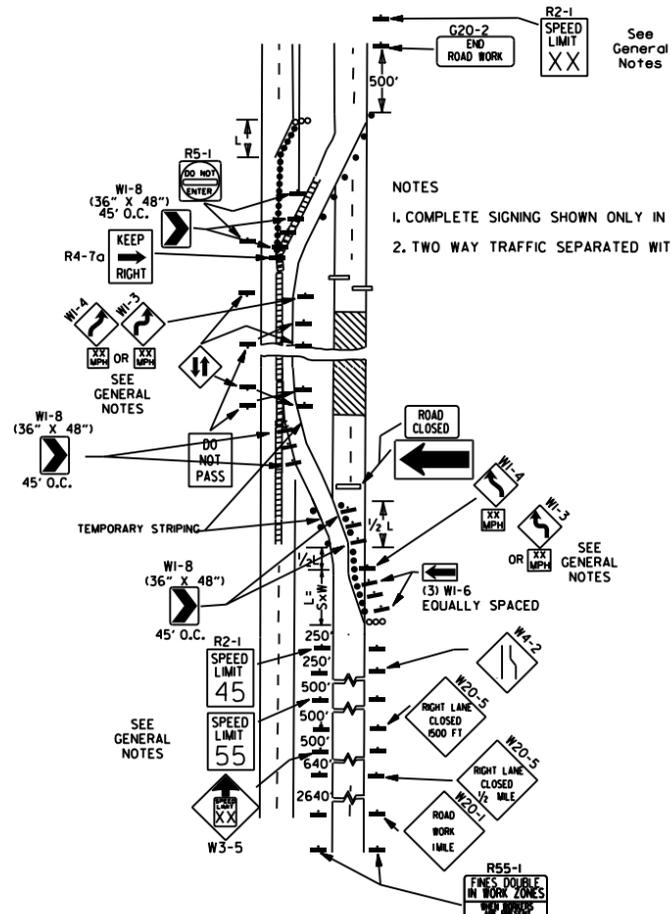
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

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

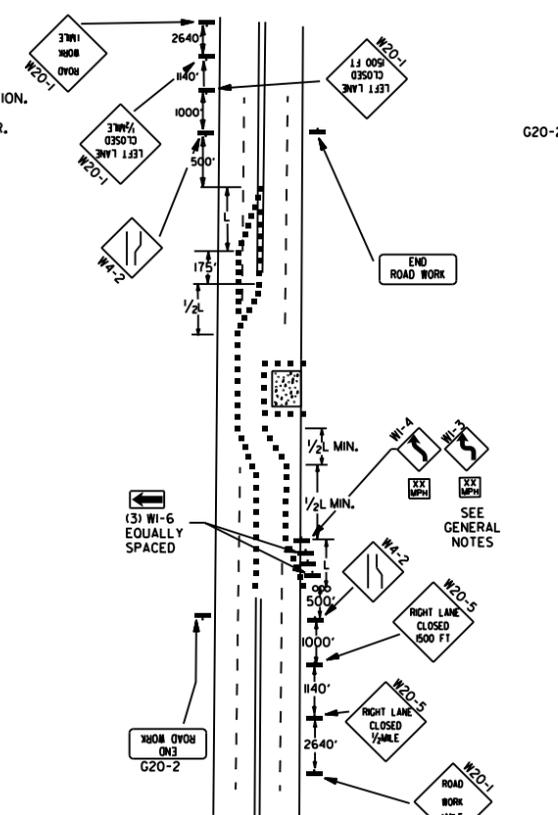
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



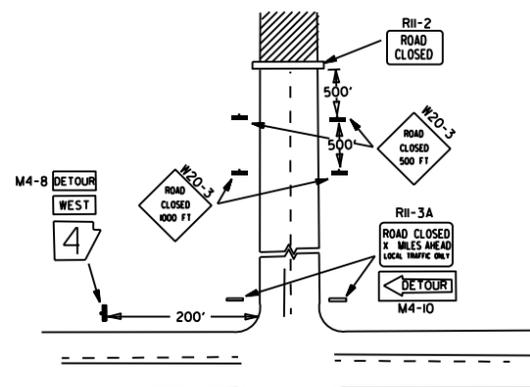
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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

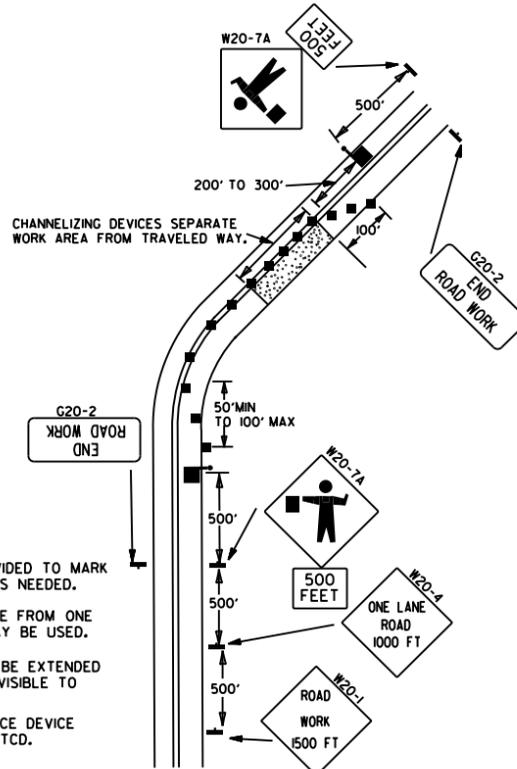


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



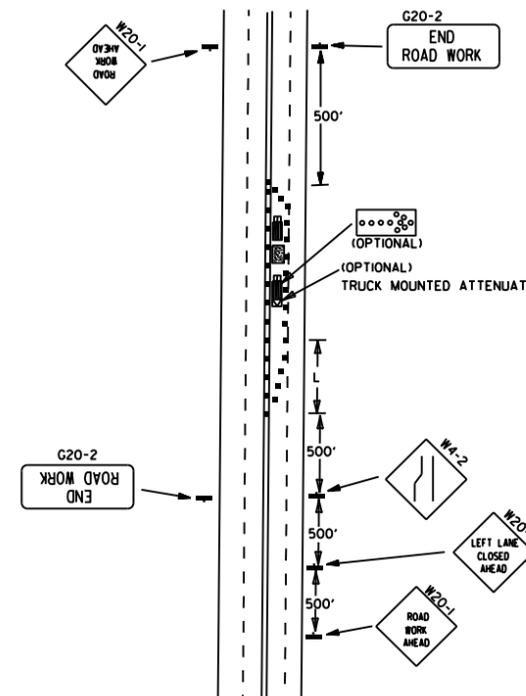
NOTES:
 1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
 2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



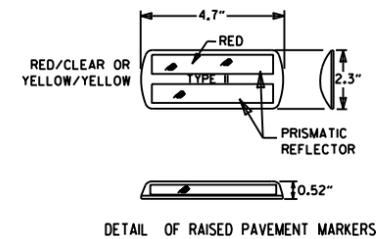
NOTES:
 1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
 2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
 3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
 4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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



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

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



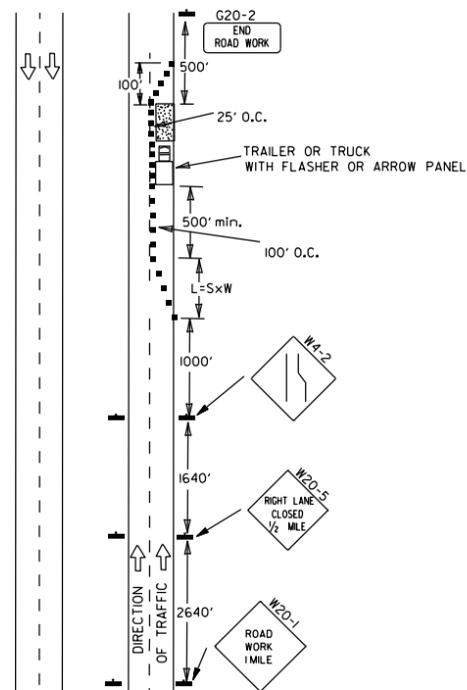
TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

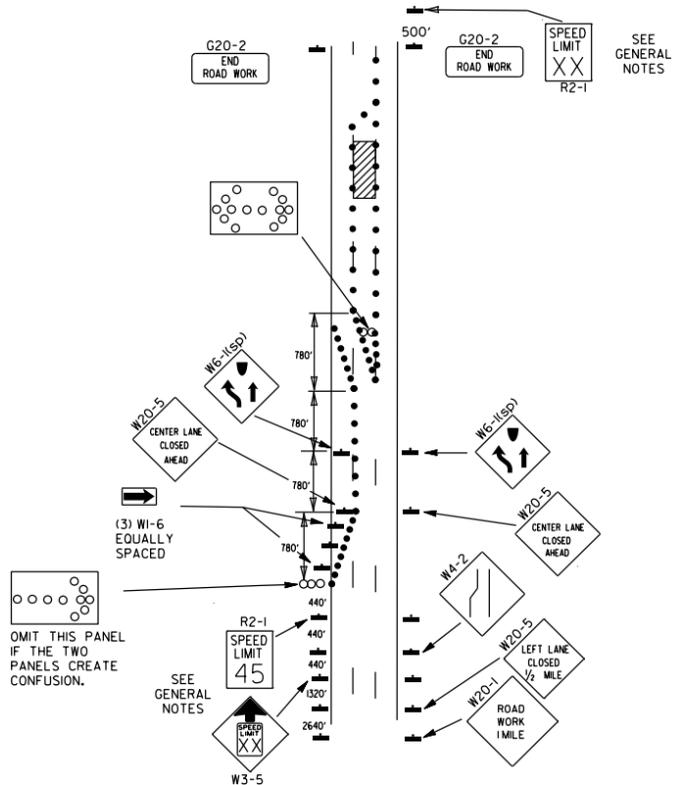
$L = S \times W$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{W \times S^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

- 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 R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45) SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) 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 R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55) SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) 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 ADOT 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	FILED
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

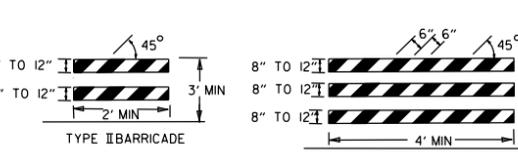
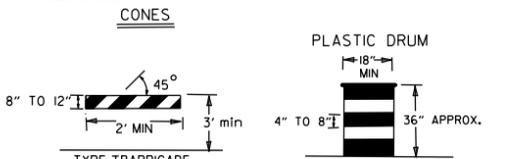
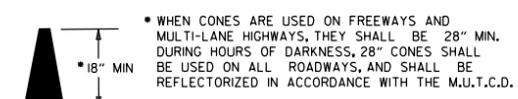


(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

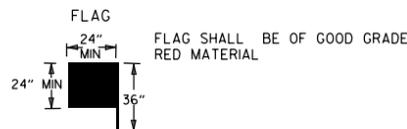


(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES



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

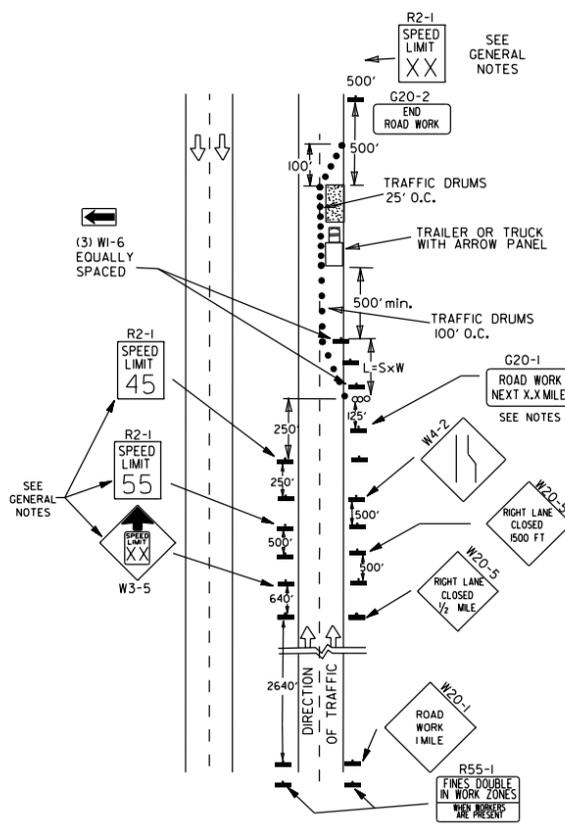


KEY:

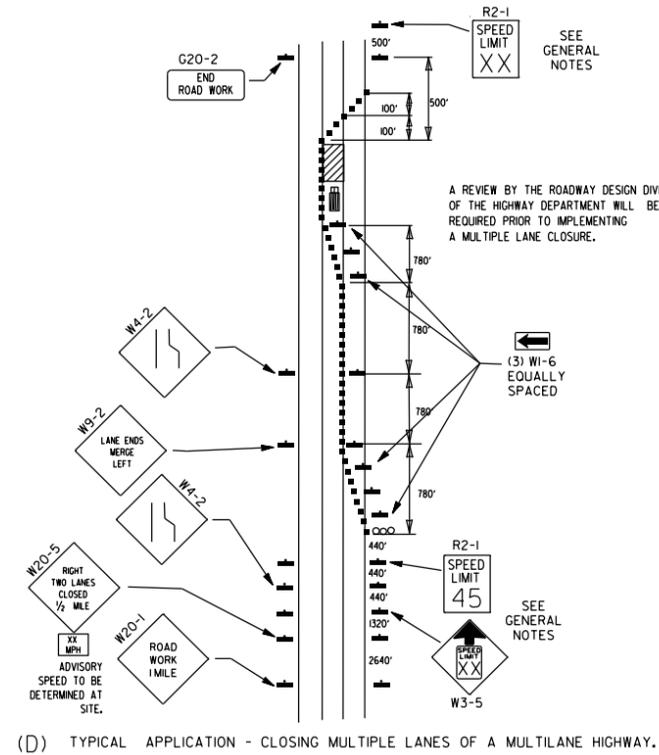
- ○ ○ ARROW PANEL (IF REQUIRED)
- CHANNELIZING DEVICE
- TRAFFIC DRUM

GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. 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) 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.
3. 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) 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.
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. 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.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. 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.
11. 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.

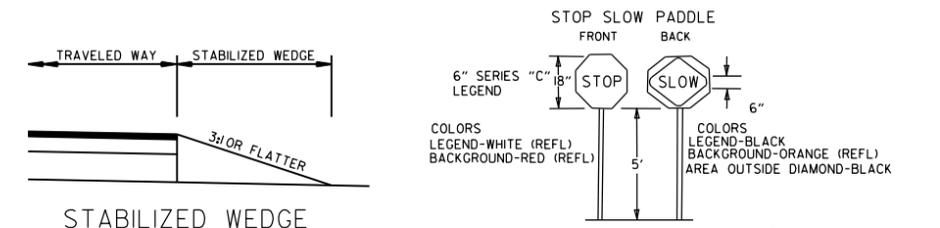
TRAFFIC CONTROL DEVICES

VERTICAL DIFFERENTIAL	LOCATION	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 ⁽¹⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

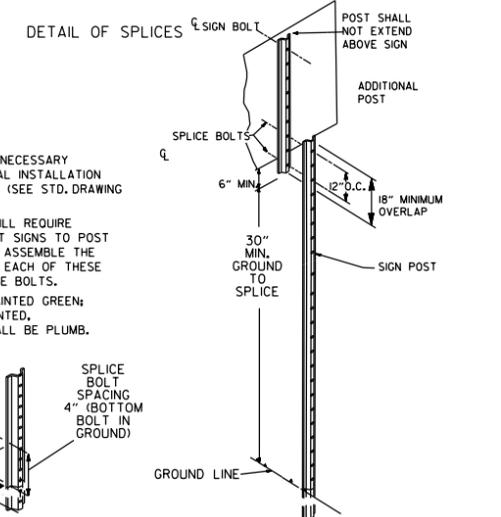
INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE 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:
1. 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.
 2. 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.
 3. 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.
 4. 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.



NOTE: 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 W6-18 & 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	