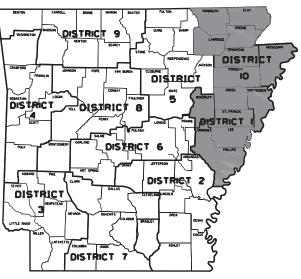
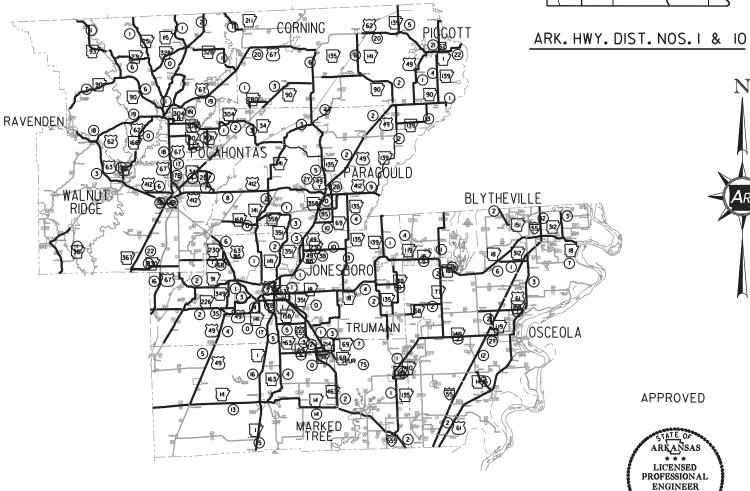
2 DISTRICTS 1 & 10 RAISED PAVEMENT MARKERS (2021) (S)

# DISTRICTS 1 & 10 RAISED PAVEMENT MARKERS (2021) (S)

VARIOUS COUNTIES  $\begin{tabular}{ll} $JOB$ & $012380$ \\ $\text{FED. AID PROJ. STPF-0076(23I)} \end{tabular}$ 

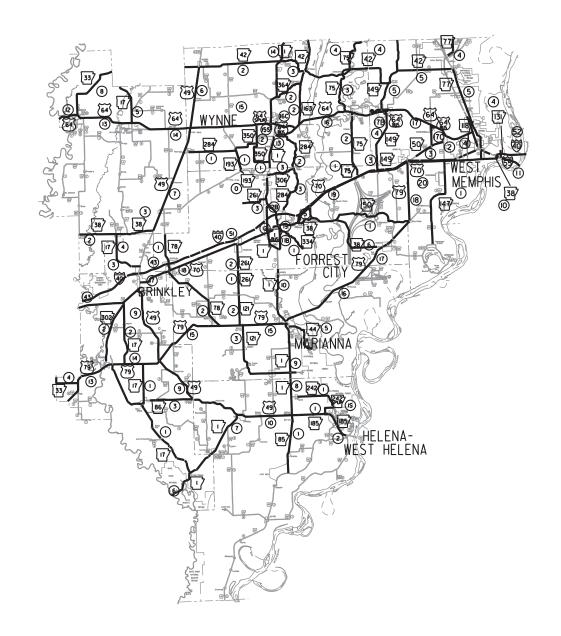
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Banks, Emanuel Feb 23 2021 2:48

> DEPUTY DIRECTOR AND CHIEF ENGINEER



DISTRICT I

DISTRICT 10

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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.	012380	2	6
			(2)	INDEX OF	SHEETS, STO	). DRAWINGS, GOV. SPECS.	. & CEN. NO	TES

### **INDEX OF SHEETS**

SHEET NO.

TITLE SHEET INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES QUANTITIES SUMMARY OF QUANTITIES AND REVISIONS

# ARKANSAS LICENSED ENGINEER \* \* \* No. 11425 Dec 1 2020 3:45 PM

### **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

### **GOVERNING SPECIFICATIONS**

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

NUMBER TITLE

NUMBER
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 PROPCSALS  108-1 LIQJIDATED DAMAGES  108-2 WCRK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
306-1QUALITY CONTROL AND ACCEPTANCE
603-1LANE CLOSURE NOTIFICATION 604-1RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES 604-3TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB 012380ASSESSMENT OF WORKING DAYS – MANTENANCE OF TRAFFIC JOB 012380BIDDING REQUIREMENTS AND CONDITIONS
JOB 012380CARGO PREFERENCE ACT REQUIREMENTS JOB 012380CORDINATION OF WORK
JOB 012380DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES JOB 012380ESTABLISHING CONTRACT TIME - WORKING DAY CONTRACT
JOB 012380GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION JOB 012380MANTENANCE OF TRAFFIC
JOB 012380MANDATORY ELECTRONIC CONTRACT JOB 012380MANDATORY ELECTRONIC DOCUMENT SUBMITTAL JOB 012380PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

### **GENERAL NOTES**

- 1. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 2. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NC 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.
- 3. PLAN LOCATIONS AND QUANTITIES FOR RAISED PAVEMENT MARKERS ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER

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				JOB	NO.	012380	3	6
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2/22/21				16	ARK.			
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS

2 OUANTITIES

	RAISED PAV	EMENT I	MARKER	S (BOX	1 OF 6)			
COUNTY	DESCRPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVENENT MARKERS	
							(WHITE/RED)	(YELLOW/YELLOW)
		DIS	TRICT 1					
	2 LANES	38	10		0.84	0.84		56
CRITTENDEN	4 LANES - DIVIDED	40	52	264.49	277.57	13.08	1726	
CRITTENDEN	6 LANES - DIVIDED 4 LANES - DIVIDED	40	52 52	277.57 279.80	279.80 280.80	1.00	600 132	
CRITTENDEN	6 LANES - DIVIDED	40	52	280.80	281.05	0.25	68	
CRITTENDEN	17 - ENTRANCE RAMPS	40	52			0.20	646	
CRITTENDEN	18-EXIT RAMPS	40	52				1890	
CRITTENDEN	2 LANES	42	4		5.67	5.67		375
CRITTENDEN	2 LANES	42 50	5 2		9.85 4.33	9.85 4.33		651 286
CRITTENDEN	2 LANES	50	3		5.51	5.51		364
CRITTENDEN	4 LANES - DIVIDED	55	11	3.17	7.15	3.98	526	
CRITTENDEN	4 LANES - DIVIDED	55	11	3.17	4.70	1.53	202	
CRITTENDEN	3 LANES - PASSING LANE	64	17		0.32	0.32	22	22
CRITTENDEN	2 LANES PASSING LANE	64	17	0.32	3.80	3.48	400	230
CRITTENDEN CRITTENDEN	3 LANES - PASSING LANE 2 LANES	64	17 17	3.30 5.40	5.40 8.00	1.60 2.60	106	106 172
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	64	17	8.30	19.33	11.33	1496	1496
CRITTENDEN	2 LANES	64	17B	5.50	2.29	2.29	.,,,,	152
CRITTENDEN	2 LANES	64	17C		1.28	1.28		85
CRITTENDEN	2 LANES	70	20		9.20	9.20		608
CRITTENDEN	4 LANES - UNDIVIDED	70	20	9.20	9.97	0.77	102	51
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN 4 LANES - UNDIVIDED	70	20	9.97	14.73 15.61	4.76 0.88	630 118	630 59
CRITTENDEN	2 LANES	77	4	14.73	5.24	5.24	110	346
CRITTENDEN	2 LANES	77	5		12.81	12.81		846
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	77	5	12.81	15.83	3.02	400	400
CRITTENDEN	3 LANES - TURN LANE	77	5	15.83	16.35	0.52		70
CRITTENDEN	5 LANES - TURN LANE/PAINTED MEDIAN	77	5	16.36	17.85	1.49	198	198
CRITTENDEN	2 LANES 5 LANES - TURN LANE/PAINTED MEDIAN	79 118	18		9.63 4.29	9.63 4.29	566	636 566
CRITTENDEN	2 LANES	131	4		1.29	1.29	300	86
CRITTENDEN	2 LANES	147	1		5.15	5.15		340
CRITTENDEN	2 LANES	149	4		10.14	10.14		670
CRITTENDEN	2 LANES	149	5		13.02	13.02		860
CROSS CROSS	5 LANES - TURN LANE/PAINTED MEDIAN 3 LANES - PASSING LANE	1 1	13 14	12.30	7.36 13.50	7.36 1.20	972 68	972 82
CROSS	2 LANES	1	14	13.50	14.34	0.84	00	55
CROSS	2 LANES	42	2	10.00	15.91	15.91		1050
CROSS	2 LANES	42	3		17.02	17.02		1124
CROSS	2 LANES	49	6		16.19	16.19		1069
CROSS	2 LANES PASSING LANE	64	15	0.50	2.52	2.52	0.4	167
CROSS	3 LANES - PASSING LANE 2 LANES	64	15 15	2.52 3.48	3.48 4.77	0.96 1.29	64	64 86
CROSS	3 LANES - PASSING LANE	64	15	4.77	5.72	0.95	63	63
CROSS	2 LANES	64	15	5.72	8.16	2.44		162
CROSS	3 LANES - PASSING LANE	64	15	8.16	9.04	88.0	59	59
CROSS	2 LANES PASSING LANE	64	15	9.04	12.52	3.48	64	230
CROSS	3 LANES - PASSING LANE 5 LANES - TURN LANE/PAINTED MEDIAN	64	15 15	12.52 13.48	13.48	0.96 0.51	64 68	64 68
CROSS	2 LANES	64	15 15S	13.48	13.99	1.05	00	70
CROSS	4 LANES - UNDIVIDED	64	16		0.82	0.82	110	55
CROSS	3 LANES - TURN LANE	64	16	0.32	1.22	0.40		54
CROSS	3 LANES - PASSING LANE	64	16	1.22	2.46	1.24	82	82
CROSS	2 LANES PASSING LANE	64	16	2.46	3.26	0.81	20	54
CROSS CROSS	3 LANES - PASSING LANE 2 LANES	64	16 16	3.26 3.35	3.65 8.64	0.39 4.99	26	26 330
CROSS	3 LANES - PASSING LANE	64	16	8.54	9.78	1.14	75	75
CROSS	2 LANES	64	16	9.78	10.27	0.49		33
CROSS	3 LANES - PASSING LANE	64	16	10.27	11.53	1.26	83	83
CROSS	2 LANES	64	16	11.53	14.29	2.76		183
CROSS	3 LANES - TURN LANE 2 LANES	64 64	16 16	14.29 14.53	14.53 15.49	0.24		32 64
CROSS	3 LANES - TURN LANE	64	16	15.49	15.49	0.96		32
CROSS	3 LANES - PASSING LANE	64	16	15.72	16.62	0.90	60	60
CROSS	4 LANES - UNDIVIDED	64	16	16.62	16.83	0.21	28	14
CROSS	3 LANES - PASSING LANE	64	16	16.83	17.36	0.53	36	36
CROSS	2 LANES	64	16C		4.31	4.31		285
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SUBTOTALS (BOX 1 OF 6):

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NOTE:
SEE PM-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE EXIT RAMP. THE OTHER 15 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.

RAISED PAVEMENT MARKERS (BOX 2 OF 6)

COUNTY	DESCRIPTION	DOUT-	SEATION:	BEGIN LOG MILE	END	LENGT	**RASED PAVEMENT MARKERS		
COUNTY	DESCRIPTION	ROUTE	SECTION		LOG	LENGTH	TYPE II TYPE II		
							(WHITE/RED)	(YELLOW/YELLOW	
		DISTRICT 1	(CONTINUE	-D)			<u> </u>	EACH	
CROSS	2 LANES	75	2		9.03	9.03		596	
CROSS	2 LANES	75	3		7.30	7.30		482	
CROSS	2 LANES	75	4		7.90	7.90		522	
CROSS	2 LANES	163	2		14.44	14.44		954	
CROSS	2 LANES	193	1		3.30	3.30		218	
CROSS	2 LANES	284	1	8.12	16.10	7.98		527	
CROSS	2 LANES	284 350	1		6.83	6.83		451 402	
CROSS	2 LANES	350	2		2.13	2.13		141	
CROSS	2 LANES	364	2		5.22	5.22		345	
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	1	9		9.32	9.32	1232	1232	
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	1	10		5.40	5.40	714	714	
LEE	4 LANES - DIVIDED	1	10	5.40	6.45	1.05	140		
LEE	2 LANES	78	2		12.49	12.49		825	
LEE	2 LANES	79	15		20.01	20.01		1321	
LEE	5 LANES - TURN LANE/PAINTED MEDIAN	79	16		0.23	0.23	32	32	
LEE	2 LANES	79	16	1.89	3.99	2.10		139	
LEE	2 LANES	79	16	5.09	8.20	3.11		206	
LEE	2 LANES	79 121	16 2	9.40 7.97	16.01 12.98	6.61 5.01		437 331	
LEE	2 LANES	121	3	1.91	14.98	14.98		989	
LEE	2 LANES	44	5		7.37	7.37		487	
LEE	2 LANES	261	1	5.40	9.43	4.03		266	
MONROE	2 LANES	1	6	0.40	9.95	9.95		657	
MONROE	2 LANES	17	1	14.71	21.62	6.91		457	
MONROE	2 LANES	17	2		10.50	10.50		693	
MONROE	2 LANES	17	3		7.11	7.11		470	
MONROE	2 LANES	33	4		4.56	4.56		301	
MONROE	4 LANES - DIVIDED	40	43	205.25	218.30	13.05	1724		
MONROE MONROE	2 ENTRANCE RAMPS 2 EXIT RAMPS	40	43 43				100 172		
MONROE	2 LANES	49	8		5.83	5.83	172	385	
MONROE	5 LANES - TURN LANE/PAINTED MEDIAN	49	8	2.83	8.56	5.73	758	758	
MONROE	3 LANES - TURN LANE	49	9		3.12	3.12		412	
MONROE	3 LANES - PASSING LANE	49	9	3.12	5.58	2.46	163	163	
MONROE	2 LANES	49	9	5.58	11.19	5.61		371	
MONROE	3 LANES - PASSING LANE	49	9	11.19	12.36	1.17	78	78	
MONROE	2 LANES	49	9	12.36	16.21	3.85		255	
MONROE	2 LANES PASSING LANE	49	9	16.21	16.61	0.40	00	26	
MONROE MONROE	3 LANES - PASSING LANE 2 LANES	49	9	16.61 17.91	17.91 18.21	1.30 0.30	86	86	
MONROE	2 LANES	49	9	18.21	20.90	2.69		178	
MONROE	3 LANES - PASSING LANE	49	9	20.90	21.80	0.91	61	61	
MONROE	2 LANES	49	9	21.80	21.92	0.12	01	8	
MONROE	2 LANES	70	17	12.15	16.89	4.74		313	
MONROE	2 LANES	79	13		9.35	9.35		618	
MONROE	2 LANES	79	14		13.43	13.43		887	
MONROE	2 LANES	86	3		12.65	12.65		835	
MONROE	2 LANES	302	2		10.93	10.93		722	
PHILLIPS	2 LANES	1	7		8.08	8.08		534	
PHILLIPS	5 LANES - TURN LANE/PAINTED MEDIAN	1	8		6.03	6.03	796	796	
PHILLIPS	2 LANES	49	10		4.45	4.45		294	
PHILLIPS	3 LANES - PASSING LANE	49	10	4.45	5.33	0.88	59	59	
PHILLIPS	2 LANES	49	10	5.33	6.39	1.06		70	
PHILLIPS	2 LANES TURN LANE/RANTED MEDIAN	49	10	6.39	8.47	2.08	4475	138	
PHILLIPS	5 LANES - TURN LANE/PAINTED MEDIAN	49	10 10	8.47	17.37	8.90	1175 810	1037	
PHILLIPS PHILLIPS	4 LANES - DIVIDED	49	10	17.37 23.50	23.50 28.75	6.13 5.25	705	447	
PHILLIPS	2 LANES	85	1	20.00	9.71	9.71	700	641	
PHILLIPS	2 LANES	185	1		2.55	2.55		169	
PHILLIPS	2 LANES	185	2		2.31	2.31		153	
PHILLIPS	2 LANES	242	0		4.60	4.60		304	
PHILLIPS	2 LANES	242	1		10.08	10.08		666	
ST. FRANCIS	4 LANES - DIVIDED	1	11B		0.95	0.95	126		
ST. FRANCIS	5 LANES - TURN LANE/PAINTED MEDIAN	1	11B	0.95	2.12	1.17	156	156	
ST. FRANCIS	4 LANES - UNDIVIDED	1	11B	2.12	4.14	2.02	268	134	
ST. FRANCIS	5 LANES - TURN LANE/PAINTED MEDIAN	1	12	9.90	11.16	1.26	168	168	
ST. FRANCIS	4 LANES - UNDIVIDED	1	12B		1.02	1.02	136	68	
ST. FRANCIS	5 LANES - TURN LANE/PAINTED MEDIAN	1	12B	1.02	3.83	2.81	372	372	
ST. FRANCIS	2 LANES	38	5		2.45	2.45		162	

NOTE:
SEE PM-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE 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

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

ARKANSAS
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PROFESSIONAL

No. 11425

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2/22/21				6 ARK				
				JOB NO.		012380	4	6

2 QUANTITIES

STATE OF ARKANSAS

IICENSED PROFESSION AL ENGINEER No. 11425

Feb 23 2021 9:16 AM

RAISED PAV	EMENT I	//ARKER	S (BOX	3 OF 6)	

ST. FRANCIS   LANES   JANES		BEGIN	END		**RAISED PAV	EMENT MARKERS	
ST. FRANCIS         2 LANES         38           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         193           ST. FRANCIS <t< th=""><th>SECTION</th><th>LOG MILE</th><th rowspan="2">LOG MILE</th><th>LENGTH</th><th>TYPE II</th><th colspan="2">TYPE II</th></t<>	SECTION	LOG MILE	LOG MILE	LENGTH	TYPE II	TYPE II	
ST. FRANCIS         2 LANES         38           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - ENTRANDE         40           ST. FRANCIS         4 LANES - DWIDED         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         76           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         149		MILE			(WHITE/RED)	(YELLOW/YELLOW	
ST. FRANCIS         2 LANES         38           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         4 LANES - DMIDED         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - ENTRANDE         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LA					E	ACH	
ST. FRANCIS         4 LANES - DM/DED         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - EXIT RAMPS         40           ST. FRANCIS         20 - EXIT RAMPS         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS		:D)		44.07			
ST. FRANCIS   4 LANES - DMDED	6	040.00	11.27	11.27	1010		
ST. FRANCIS         20 - ENTRANCE RAMPS         40           ST. FRANCIS         20 - EXIT RAMPS         40           ST. FRANCIS         4 LANES - DIVIDED         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRAN	51	218.30	228.21	9.91	1310		
ST. FRANCIS   20. EXIT RAMPS   40	51	228.21	239.97	11.76	2172		
ST. FRANCIS         4 LANES - DMDED         40           ST. FRANCIS         2 LANES         50           ST. FRANCIS         3 LANES         70           ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         4 LANES - UNDIVIDED         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         334	51 51				1000 1720		
ST. FRANCIS         2 LANES         50           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES - PASSING LANE         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANE	51	239.76	264.49	24.73	3266		
ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         3 LANES - UNDIVIDED         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         284           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF	1	255.70	21.44	21.44	3200	1415	
ST. FRANCIS         3 LANES - TURN LANE         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         4 LANES - UNDIVIDED         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF	18	13.65	15.80	2.15		142	
ST. FRANCIS         2 LANES         70           ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         4 LANES - UNDIVIDED         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES	18	18.72	19.28	0.56		74	
ST. FRANCIS         3 LANES - PASSING LANE         70           ST. FRANCIS         4 LANES - UNDM/IDED         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         334           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES <td>18</td> <td>19.28</td> <td>19.37</td> <td>0.09</td> <td></td> <td>6</td>	18	19.28	19.37	0.09		6	
ST. FRANCIS   2 LANES   70	18	19.37	19.47	0.10	7	7	
ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         70           ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49	18	19.47	20.15	0.10	90	45	
ST. FRANCIS 2 LANES 70 ST. FRANCIS 2 LANES 77 ST. FRANCIS 2 LANES 75 ST. FRANCIS 2 LANES 78 ST. FRANCIS 2 LANES 78 ST. FRANCIS 2 LANES 79 ST. FRANCIS 2 LANES 79 ST. FRANCIS 2 LANES 79 ST. FRANCIS 2 LANES 193 ST. FRANCIS 2 LANES 193 ST. FRANCIS 2 LANES 193 ST. FRANCIS 2 LANES 261 ST. FRANCIS 2 LANES 261 ST. FRANCIS 2 LANES 361 ST. FRANCIS 2 LANES 361 ST. FRANCIS 2 LANES 366 ST. FRANCIS 2 LANES 37 WOODRUFF 3 LANES 37 WOODRUFF 3 LANES 37 WOODRUFF 3 LANES 37 WOODRUFF 3 LANES 37 ST. FRANCIS ST. FRANCIS ST. FRANCIS ST. FRANCIS ST. FRANCIS ST. FRANCIS ST. FRAN	18	20.15	20.13	0.00	30	17	
ST. FRANCIS       2 LANES       70         ST. FRANCIS       2 LANES       75         ST. FRANCIS       2 LANES       78         ST. FRANCIS       2 LANES       79         ST. FRANCIS       2 LANES       149         ST. FRANCIS       2 LANES       193         ST. FRANCIS       2 LANES       261         ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       334         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       33         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       64         WOODRUFF       2 LANES       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF <td>19</td> <td>20.13</td> <td>3.67</td> <td>3.67</td> <td></td> <td>243</td>	19	20.13	3.67	3.67		243	
ST. FRANCIS         2 LANES         75           ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         284           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WO	19	6.96	13.90	6.94		459	
ST. FRANCIS         2 LANES         78           ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         284           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64	1	0.00	1.93	1.93		128	
ST. FRANCIS         2 LANES         79           ST. FRANCIS         2 LANES         149           ST. FRANCIS         2 LANES         193           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE	1		7.44	7.44		491	
ST. FRANCIS       2 LANES       149         ST. FRANCIS       2 LANES       193         ST. FRANCIS       2 LANES       261         ST. FRANCIS       2 LANES       261         ST. FRANCIS       2 LANES       284         ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       334         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       33         WOODRUFF       2 LANES       33         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       64         WOODRUFF       2 LANES       64         WOODRUFF       2 LANES       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF	17		10.24	10.24		676	
ST. FRANCIS       2 LANES       193         ST. FRANCIS       2 LANES       261         ST. FRANCIS       2 LANES       261         ST. FRANCIS       2 LANES       264         ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       334         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       33         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF       3 LANES - PASSING LANE       64	3		1.04	1.04		69	
ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         284           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANE	0		0.34	0.34		23	
ST. FRANCIS         2 LANES         261           ST. FRANCIS         2 LANES         284           ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64 <td>2</td> <td></td> <td>5.76</td> <td>5.76</td> <td></td> <td>381</td>	2		5.76	5.76		381	
ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       306         ST. FRANCIS       2 LANES       334         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       17         WOODRUFF       2 LANES       33         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       38         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       49         WOODRUFF       2 LANES       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - PASSING LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF       3 LANES - TURN LANE       64         WOODRUFF       3 LANES - PASSING LANE       64 <td< td=""><td>3</td><td></td><td>4.37</td><td>4.37</td><td></td><td>289</td></td<>	3		4.37	4.37		289	
ST. FRANCIS         2 LANES         306           ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64      <	3		11.02	11.02		728	
ST. FRANCIS         2 LANES         334           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	3		4.74	4.74		313	
WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         17           WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - UNDIVIDED         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE	1		5.54	5.54		366	
WOODRUFF         2 LANES         33           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - UDDIVIDED         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	4		1.36	1.36		90	
WOODRUFF   2 LANES   33	5		6.89	6.89		455	
WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         38           WOODRUFF         2 LANES         49           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - UNDIVIDED         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64 </td <td>8</td> <td></td> <td>10.99</td> <td>10.99</td> <td></td> <td>726</td>	8		10.99	10.99		726	
WOODRUFF   2 LANES   38     WOODRUFF   2 LANES   49     WOODRUFF   2 LANES   49     WOODRUFF   2 LANES   64     WOODRUFF   2 LANES   64     WOODRUFF   3 LANES - PASSING LANE   64     WOODRUFF   3 LANES - PASSING LANE   64     WOODRUFF   3 LANES - PASSING LANE   64     WOODRUFF   3 LANES - TURN LANE   64     WOODRUFF   3 LANES - TURN LANE   64     WOODRUFF   3 LANES - TURN LANE   64     WOODRUFF   3 LANES - PASSING LANE   64     WOODRUFF   3 LANES - TURN LANE   66     WOODRUFF   3 LANES - TURN LANE   66	2		6.26	6.26		414	
WOODRUFF   2 LANES	3		4.49	4.49		297	
WOODRUFF   2 LANES   64	7		3.19	3.19		211	
WOODRUFF   3 LANES - PASSING LANE   64	7	8.69	15.78	7.10		469	
WOODRUFF   3 LANES - UND NIDED   64	12		0.40	0.40		27	
WOODRUFF   3 LANES - PASSING LANE   64	12	0.40	0.50	0.10	7	7	
WOODRUFF   2 LANES   64	12	0.50	1.62	1.12	148	74	
WOODRUFF   3 LANES - TURN LANE   64	12	1.62	1.72	0.10	7	7	
WOODRUFF   3 LANES - TURN LANE   64	12	1.72	2.47	0.75		50	
WOODRUFF   3 LANES - PASSING LANE   64	12	2.47	3.52	1.05		140	
WOODRUFF   2 LANES	13		1.19	1.19		158	
WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	13	1.19	2.50	1.31	87	87	
WOODRUFF   2 LANES   64	13	2.50	3.97	1.47		97	
WOODRUFF   2 LANES	13	3.97	5.01	1.04	69	69	
WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	13	5.01	7.55	2.55		169	
WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14		0.59	0.59		40	
WOODRUFF         3 LANES - PASSING LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14	0.59	1.57	0.98	65	65	
WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14	1.57	2.52	0.95		126	
WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14	2.52	3.76	1.24	82	82	
WOODRUFF         2 LANES         64           WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14	3.76	5.08	1.32		88	
WOODRUFF         3 LANES - TURN LANE         64           WOODRUFF         3 LANES - PASSING LANE         64	14	5.08	5.45	0.37		50	
WOODRUFF 3 LANES - PASSING LANE 64	14	5.45	7.70	2.25		149	
	14 14	7.70 8.14	8.14 9.55	0.44 1.41	94	58 94	
	14	9.55	11.28	1.41	94	94 115	
TOODIGET E ENIED		0.00	11.20	1.73		110	

NOTE:
SEE PN-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE EXIT RANP. THE OTHER 19 ARE NCLUDED 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.

RAISED PAVEMENT MARKERS (BOX 4 OF 6)

							"RAISED PAVEMENT MAR	
COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG	END LOG	LENGTH	TYPE II	TYPE II
				MILE	MILE		(WHITE/RED)	(YELLOW/YELLOW
								EACH
			RICT 10					
CLAY	2 LANES 2 LANES	1 49	22		4.91 15.56	4.91 15.56		324 1027
CLAY	2 LANES	62	20		16.10	16.10		1063
CLAY	3 LANES - PASSINGLANE	62	20	16.10	18.41	2.31	153	153
CLAY	2 LANES	62	20	18.41	20.00	1.59		105
CLAY	3 LANES - PASSINGLANE 2 LANES	62	20 20	20.00	20.89	0.89 2.15	59	59 142
LAY	3 LANES - PASSINGLANE	62	20	23.04	23.98	0.94	63	63
LAY	2 LANES	62	20	23.98	25.81	1.83		121
LAY	3 LANES - TURN LANE 2 LANES	62 62	20 21	25.81	25.95 7.59	0.14 7.59		19 501
CLAY	2 LANES	67	20	7.00	8.80	1.80		119
LAY	2 LANES	67	20	12.00	18.05	6.05		400
CLAY	2 LANES	90	1		7.18	7.18		474
CLAY	2 LANES 2 LANES	90	2		17.04	17.04		1125 672
CLAY	2 LANES	119	6		3.05	3.05		201
LAY	2 LANES	135	6		10.04	10.04		663
CLAY	2 LANES 2 LANES	139 139	3 4		8.86 8.47	8.86 8.47		585 559
CLAY	2 LANES	139	5		4.53	4.53		299
CLAY	2 LANES	141	6		7.19	7.19		475
LAY	2 LANES	211	1		9.63	9.63		636
RAIGHEAD	2 LANES	280	17		4.03 2.92	4.03 2.92		266 193
RAIGHEAD	3 LANES - PASSINGLANE	1	17	2.92	3.59	0.67	45	45
RAIGHEAD	4 LANES - UNDIVIDED	1	17	3.59	4.23	0.64	85	43
RAIGHEAD	3 LANES - PASSINGLANE	1	17 17	4.23	4.92 7.17	0.69 2.25	46	46
RAIGHEAD RAIGHEAD	3 LANES - TURN LANE 5 LANES - TURN LANE/PAINTED MEDIAN	1 1	17	4.92 7.17	7.17	0.05	7	297
RAIGHEAD	2 LANES	1	17B	7.17	2.50	2.50	,	165
RAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	1	17B	2.69	3.20	0.51	68	68
RAIGHEAD	2 LANES 2 LANES	18	17B 3	3.20	4.03 11.79	0.83		55 778
RAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	18	4		7.41	11.79 7.41	979	979
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	18	4	16.35	28.85	12.50	1650	1650
RAIGHEAD	2 LANES	18	48		1.34	1.34		89
CRAIGHEAD CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN 5 LANES - TURN LANE/PAINTED MEDIAN	49	3	8.00	2.79 11.18	2.79 3.18	369 420	369 420
CRAIGHEAD	4 LANES - DIVIDED	49	3	11.18	12.52	1.34	177	420
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	3	12.52	13.31	0.79	105	105
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	49	3	13.31	14.45	1.14	179	127
CRAIGHEAD CRAIGHEAD	2 LANES 5 LANES - TURN LANE/PAINTED MEDIAN	49 49	3B 4		1.89 6.37	1.89 6.37	875	125 822
CRAIGHEAD	2 LANES	49	4	6.37	12.13	5.76	0/0	381
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	63	6		6.99	6.99	990	924
CRAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	63	6	6.99	8.76 10.60	1.77 1.84	234 243	234
CRAIGHEAD CRAIGHEAD	4 LANES - DIVIDED 4 LANES - DIVIDED	63	6	8.76 10.60	13.83	3.23	428	
CRAIGHEAD	4 - ENTRANCE RAMPS	63	6				190	
RAIGHEAD	4 - EXIT RAMPS	63	6				528	
CRAIGHEAD CRAIGHEAD	2 LANES 3 LANES - TURN LANE	63	6B 6B	1.15	1.15	1.15 0.71		76 94
RAIGHEAD	2 LANES	63	6B	1.15	2.74	0.71		58
CRAIGHEAD	2 LANES	63	7B	0.36	1.47	1.11	51	50
RAIGHEAD	4 LANES - DIVIDED	67	16		7.50	7.50	990	
RAIGHEAD	2 - ENTRANCE RAMPS 2 - EXIT RAMPS	67	16 16				76 210	
RAIGHEAD	2 LANES	69	8		4.34	4.34		286
RAIGHEAD	2 LANES	9.	2		10.54	10.54		696
RAIGHEAD	2 LANES 2 LANES	135	3		11.02 10.59	11.02		728 699
RAIGHEAD	2 LANES	139	0		10.59	10.36		684
RAIGHEAD	2 LANES	139	1		6.92	6.92		457
RAIGHEAD RAIGHEAD	2 LANES 4 LANES - UNDIVIDED	141 141	0		2.05 3.33	2.05	440	136 220
RAIGHEAD	2 LANES	141	1	3.33	9.08	3.33 5.75	440	380
RAIGHEAD	2 LANES 2 LANES	148 158	5		3.53 2.99	3.53 2.99		233 197
RAIGHEAD	2 LANES	158	4		10.44	10.44		689
RAIGHEAD	2 LANES	158	5		5.45	5.45		360
RAIGHEAD	2 LANES 2 LANES	163	5	3.18	3.12 5.22	3.12 2.04		206 135
RAIGHEAD	2 LANES	226	2		0.58	0.58		39
RAIGHEAD	5 LANES - TURN LANE/PAINTED MEDIAN	226	2	0.58	1.16	0.58	77	77
RAIGHEAD	4 LANES - DIVIDED 5 LANES - TURN LANE/PAINTED MEDIAN	226 226	2	1.16 12.83	12.83 12.98	11.67 0.15	1541 20	20
RAIGHEAD	2 LANES	226	3	12.03	5.68	5.68	20	376
RAIGHEAD	2 LANES	226	3S		1.46	1.46		97
RAIGHEAD	2 LANES	230	7		3.91	3.91		258
RAIGHEAD	2 LANES	230 349	10		7.04 5.49	7.04 5.49		465 363
CRAIGHEAD	2 LANES	351	0	0.32	0.95	0.63		42
CRAIGHEAD	2 LANES	351	1		2.50	2.50		165
RAIGHEAD	2 LANES	351	2		1.52	1.52		101

\* NOTE:

SEE PM-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE 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.

QUANTITIES

RAISED PAVEMENT MARKERS PER EXIT RAMP = 105 EACH " QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.

2 LANES

2 LANES

RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH

COUNTY

CRAIGHEAD

RAIGHEAD

CRAIGHEAD CRAIGHEAD

CRAIGHEAD CRAIGHEAD

RAIGHEAD CRAIGHEAD GREENE

GREENE GREENE GREENE GREENE GREENE GREENE

GREENE GREENE GREENE GREENE GREENE GREENE GREENE

GREENE GREENE GREENE GREENE GREENE

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MISSISSIPPI MISSISSIPPI

MISSISSIPPI MISSISSIPPI

MISSISSIPPI

SUBTOTALS (BOX 5 OF 6):

MAIN LANE CALCULATONS).

DESCRIPTION

2 LANES 5 LANES - TURN LANE/PAINTED MEDIAN

2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES
4 LANES - UNDIVIDED
2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES
1 LANES

- TURN LANE/PAINTE® MEDIAN - TURN LANE/PAINTE® MEDIAN - TURN LANE/PAINTE® MEDIAN

5 LANES - TURN LANE/PAINTE® MEDIAN 2 LANES 2 LANES

4 LANES - DIVIDED 5 LANES - TURN LANE/PAINTED MEDIAN

5 LANES - TURN LANE/PAINTED MEDIAN 2 LANES

2 LAMES
5 LAMES - TURN LANE/PAINTEÜ MEDIAN

5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES - DIVIDED
4 LANES - DIVIDED
4 LANES - DIVIDED
14 - LANES - DIVIDED
14 - LANTRANCE RAMPS
15 - EXIT RAMPS
2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
3 LANES - TURN LANE
2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES
5 LANES - TURN LANE/PAINTE() MEDIAN
2 LANES
2 LANES
2 LANES
2 LANES

5 LAMES - TURN LANE!F
7 - EMTRANCE RAMPS
7 - EXIT RAMPS
3 LAMES - TURN LANE
2 LAMES

2 LANES 3 LANES - TURN LANE 2 LANES 3 LANES - TURN LANE 3 LANES - TURN LANE 2 LANES

5 LAMES - TURN LANE/I
2 LAMES
4 LAMES - DM/DED
2 LAMES
3 LAMES - UNDM/DED
2 LAMES
4 LAMES - DM/DED
4 - EXIT RAMPS
4 - EXIT RAMPS
2 LAMES
2 LAMES
2 LAMES

2 LANES 2 LANES

2 LANES 2 LANES

RAISED PAVEMENT MARKERS (BOX 5 OF 6)

ROUTE SECTION

SEE PM-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE EXIT RAMP. THE OTHER 19 ARE INCLUDED IN

BEGIN

LOG

0.31 1.04 1.47 6.82 8.17 31.30

0.83

14.79 18.34

5.18

3.15

0.50 1.00

4.69

44.58

23.67 24.33

13.15 16.46 16.96 17.52 10.90 10.21

13.90

2.67

72.27

4.54

5.18 10.50 8.39 0.25 13.48 18.22 1.94 2.09 14.34 19.75

5.33 8.39 0.25 4.74 1.94 2.09 14.34 5.41

2 1.52

END

LOG MILE

39.61

12.93 16.60 5.31

13.72 24.00 0.83 1.11 2.20 0.38 7.48 6.05 14.58 10.46 8.27 16.07 4.30 6.10 8.30

LENGTH

5.35 1.35 2.00 8.31

"RAISED PAVEMENT MARKERS

(WHITE/RED) (YELLOW/YELLOW) EACH

TYPE II

49

132

TYPE II

178

1097

1103

37

626

336 832

1575

28680

٦	DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
ı	2/22/21				6	ARK.			
					JOB NO.		012380	5	6

2 QUANTITIES

				BEGIN	END		"RAISED PAVEMENT MARK		
COUNTY	DESCRIPTION	ROUTE	SECTION	LOG MILE	LOG MILE	LENGTH	TYPE II	TYPE II	
							(WHITE/RED)	(YELLOW/YELLOW	
		DISTRICT	(CONTINU	ED)				ACH	
MISSISSIPPI	2 LANES	119	2Y	ED)	0.50	0.50		34	
MISSISSIPPI	2 LANES	119	4		3.27	3.27		216	
MISSISSIPPI	2 LANES	119	5		5.58	5.58		368	
MISSISSIPPI	2 LANES	140	2		14.50	14.50		957	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	140	2	14.50	15.52	1.02	135	135	
MISSISSIPPI MISSISSIPPI	4 LANES - UNDIVIDED 4 LANES - DIVIDED	140	2	15.52 16.61	16.61 18.47	1.09 1.86	144 246	72	
MISSISSIPPI	4 LANES - UNDIVIDED	151	2	10.01	1.62	1.62	214	107	
MISSISSIPPI	5 LANES - TURN LANE/PAINTED MEDIAN	151	2	1.62	3.27	1.65	219	219	
MISSISSIPPI	2 LANES	158	1		14.84	14.84		979	
MISSISSIPPI	2 LANES	158	2		7.53	7.53		497	
MISSISSIPPI	2 LANES	312	1		4.94	4.94		327	
MISSISSIPPI MISSISSIPPI	2 LANES 2 LANES	312 312	3	271	2.71 4.48	2.71 1.77		179 117	
POINSETT	2 LANES	1	15	2/1	8.42	8.42		556	
POINSETT	3 LANES - TURN LANE	1	16		1.16	1.16		154	
POINSETT	2 LANES	1	16	1.16	5.77	4.61		305	
POINSETT	3 LANES - PASSING LANE	1	16	5.77	8.32	2.55	169	169	
POINSETT	2 LANES	1	16	8.32	9.95	1.63		108	
POINSETT POINSETT	2 LANES 2 LANES	14	13 14		17.76 14.73	17.76 14.73		1172 973	
POINSETT	2 LANES	14	15		2.25	2.25		149	
POINSETT	2 LANES	49	5		19.79	19.79		1307	
POINSETT	2 LANES	69	6	3.08	7.61	4.53		299	
POINSETT	2 LANES	69	7		2.07	2.07		137	
POINSETT	2 LANES	69	7S		1.72	1.72		114	
POINSETT	2 LANES	135	1	0.40	17.23	17.23		1138	
POINSETT	2 LANES 2 LANES	140 163	4	9.12	14.18 5.21	5.06 5.21		334 344	
POINSETT	2 LANES	163	4	5.21	11.80	6.59		435	
POINSETT	2 LANES	198	0	0.21	2.44	2.44		162	
POINSETT	2 LANES	214	2		8.94	8.94		590	
POINSETT	2 LANES	214	3		1.82	1.82		121	
POINSETT	2 LANES	463	2		8.50	8.50		561	
POINSETT POINSETT	4 LANES - DIVIDED 12 - ENTRANCE RAMPS	555	2	12.39	31.30	18.91	2497		
POINSETT	12 - EXIT RAMPS	555 555	2				456 1260		
RANDOLPH	2 LANES	34	2		1.99	1.99	1200	131	
RANDOLPH	2 LANES	62	19		11.78	11.78		778	
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	62	19	11.78	12.62	0.84	112	112	
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	67	18		7.74	7.74	1023	1023	
RANDOLPH	5 LANES - TURN LANE/PAINTED MEDIAN	67	19	4/00	0.41	0.41	55	55	
RANDOLPH RANDOLPH	2 LANES 2 LANES	67 90	19 5	14.28	15.51 11.11	1.23 11.11		82 733	
RANDOLPH	2 LANES	90	6		11.16	11.16		737	
RANDOLPH	2 LANES	90	7		13.24	13.24		874	
RANDOLPH	2 LANES	93	1		15.15	15.15		1000	
RANDOLPH	2 LANES	115	1	7.60	11.60	4.00		264	
RANDOLPH	2 LANES	115	1	16.18	18.11	1.93		128	
RANDOLPH RANDOLPH	2 LANES 2 LANES	166 166	0		7.97 7.61	7.97 7.61		526 502	
RANDOLPH	2 LANES	166	2		7.10	7.10		469	
RANDOLPH	2 LANES	231	4		3.02	3.02		199	
RANDOLPH	2 LANES	231	6		6.13	6.13		404	
RANDOLPH	2 LANES	251	1		15.18	15.18		1002	
RANDOLPH	2 LANES	304	1	0.70	0.78	0.78		52	
RANDOLPH RANDOLPH	2 LANES 2 LANES	304 304	1 1N	0.78	9.60 1.89	8.82 1.89		582 125	
RANDOLPH	2 LANES	328	0		7.34	7.34		484	
RANDOLPH	2 LANES	328	1		11.02	11.02		727	
RANDOLPH	2 LANES	361	3		2.31	2.31		152	
SUBTOTALS (B	OX 6 OF 6):						6530	24476	
SUBTOTALS (B	OX 1 OF 6):						11286	17244	
SUBTOTALS (B							10031	26739	
SUBTOTALS (B							10124	10286	
CUDTOTALO (D	OY 4 OF 6):						11298	26360	
SUBTOTALS (B SUBTOTALS (B							20082	28680	

TOTALS: SEE PM-2 (ONLY ADDED RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO THE 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.

N	MARKERS (BOX 6 OF	5)		STATE OF ARKANSAS
		"RAISED	PAVEMENT MARKERS	I ICENSED PROFESSION AI

Feb 23 2021 9:17 AM

ICENSED OFESSION AI EKG#EER No. 11425

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
2/22/21				6	ARK.			
				JOB NO.		012380	6	6

2 SUMMARY OF QUANTITIES & REVISIONS

STATE OF
ARKANSAS

IACENSED
PROFESSIONAL

ENGINEER

No.11425

No.11425

Feb 23 2021 9:17 AM

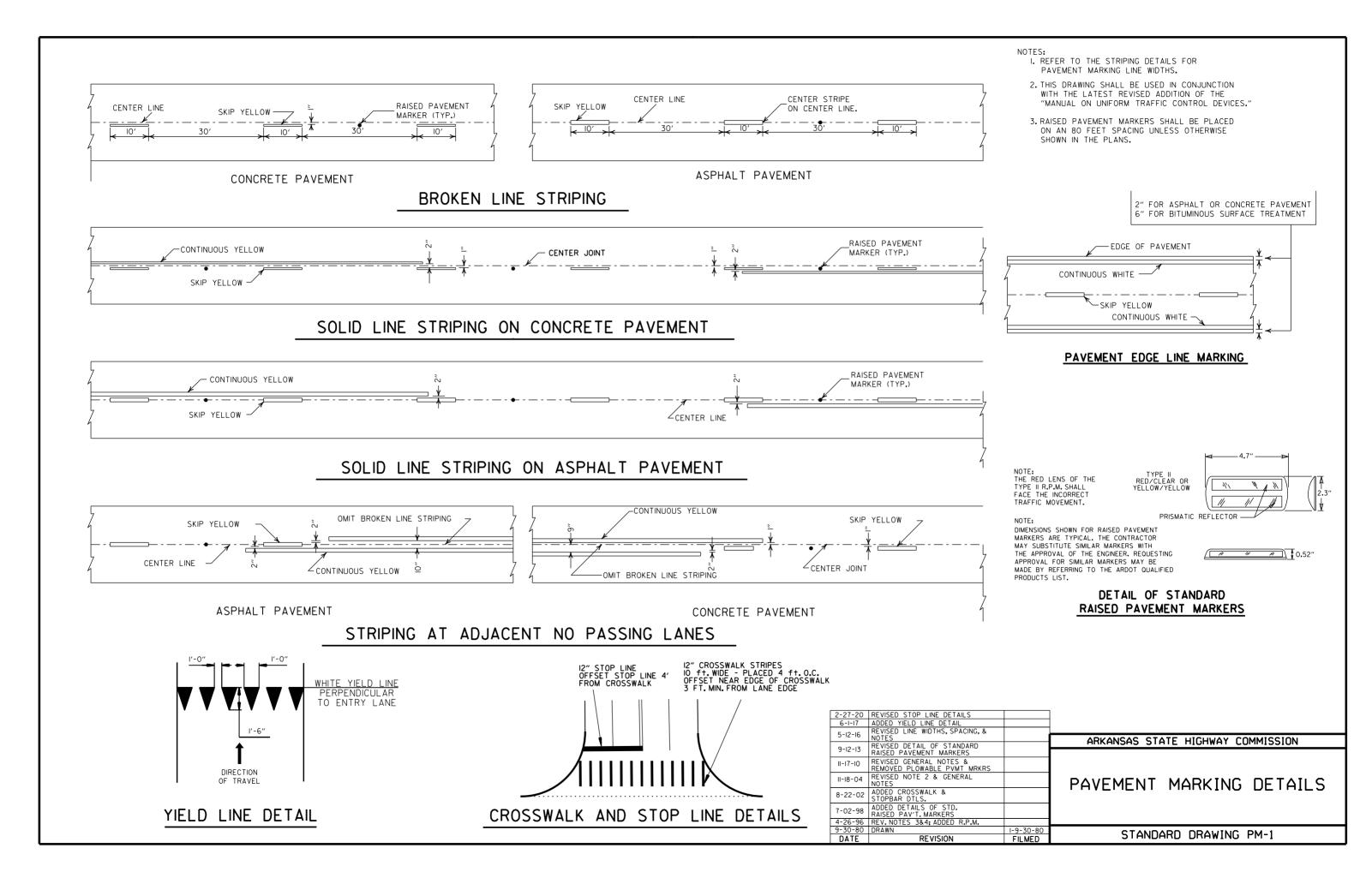
725 2021 7.17 A

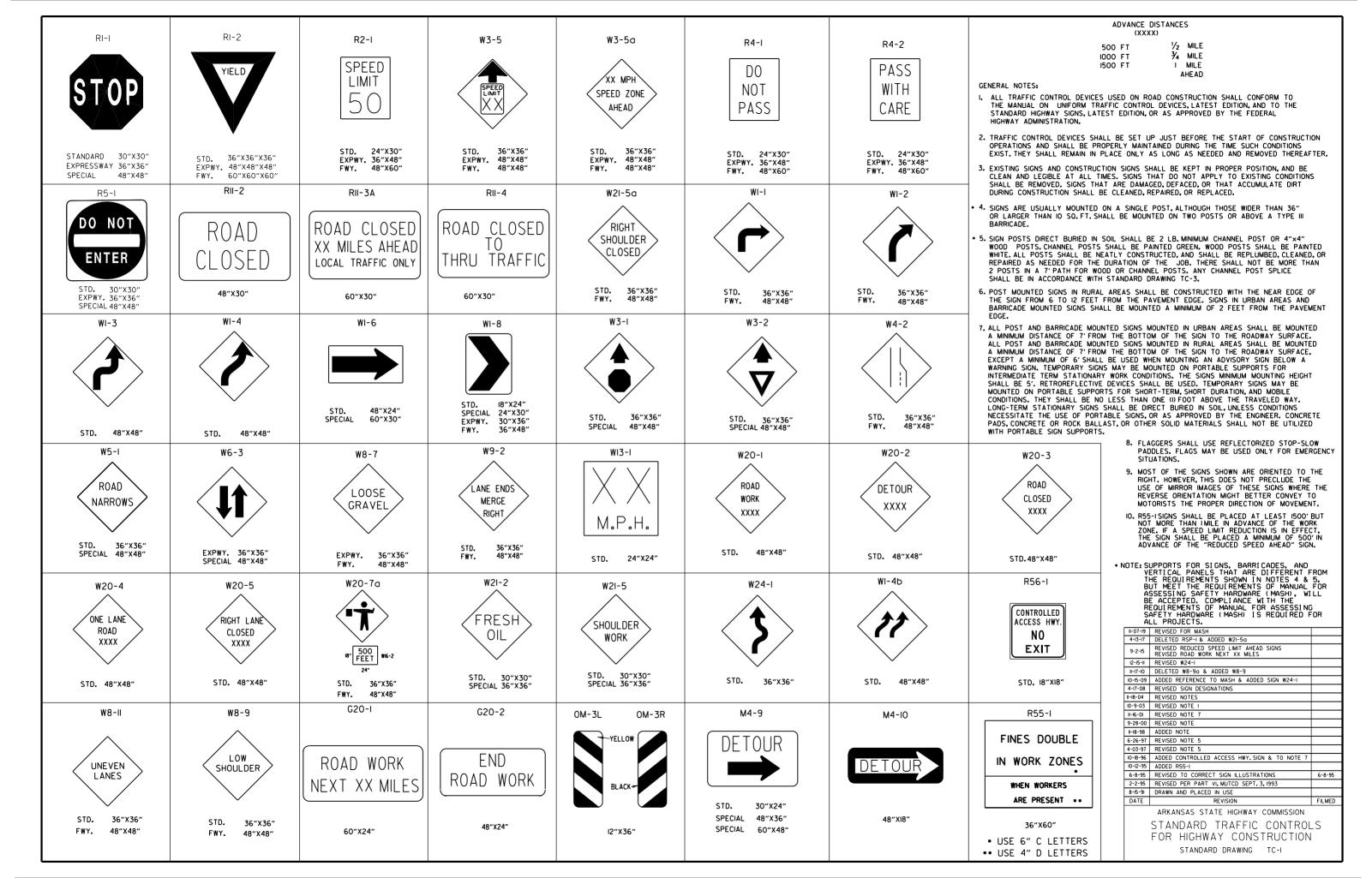
## SUMMARY OF QUANTITIES

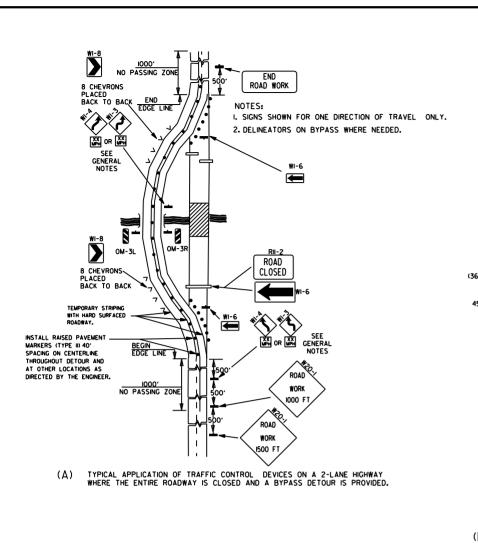
ITEM NUMBER	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1.00	LUMP SUM
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
721	RAISED PAVEMENT MARKERS (TYPE II)	203136	EACH

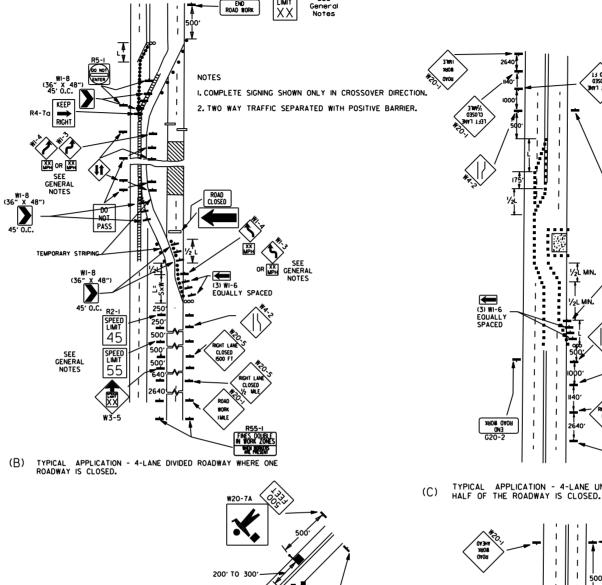
### REVISIONS

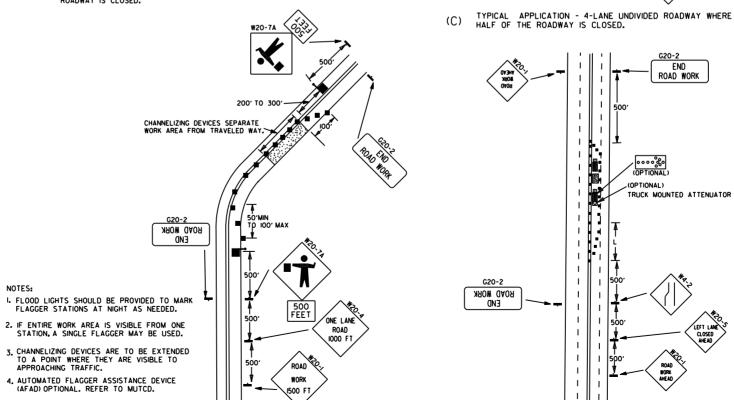
	REVISIONS							
DATE	REVISION	SHEET NUMBER						
2/22/2021	REVISED THE QUANTITY FOR ITEM "RAISED PAVEMENT MARKERS (TYPE II)"	1, 3, 4, 5, & 6						











TYPICAL ADVANCE WARNING SIGN PLACEMENT TAPER FORMULAE:

WHERE:

GENERAL NOTES:

G20-I

G20-2

END Road Work

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
0MITTED AND THE W3-5 SHALL BE INSTALLED AT THAT
LOCATION, ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL
INSTALLED AT A MAXMUM OF IMILE INTERVALS. AT THE END OF THE WORK AREA A R2-(XX)
SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.

L=SXW FOR SPEEDS OF 45MPH OR MORE.

 $L = \frac{WS}{60}^2$  FOR SPEEDS OF 40MPH OR LESS.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK

L= MINIMUM LENGTH OF TAPER.

OR 85TH PERCENTILE SPEED. W= WIDTH OF OFFSET.

YELLOW/YELLOW

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-I45) SHALL BE OMITTED.

ADDITIONAL R2-I55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED

AT A MAXIMUM OF IMILE INTERVALS. AT THE END OF THE WORK

I. 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 WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN

FLAGGER POSITIVE BARRIER

ARROW PANEL (IF REQUIRED)

RAISED PAVEMENT MARKER

TYPE I BARRICADE

CHANNELIZING DEVICE

TYPE II A

DETAIL OF RAISED PAVEMENT MARKERS

PRISMATIC

0.52"

TRAFFIC DRUM

AREA A R2-IXXY SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.

4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT.

BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.

5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED

TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.

6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.

7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.

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

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).

11-07-19	REVISED NOTE I, 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)	
II-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-I	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON WI-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2

TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

DETOUR

-----

**∖1500 FT** 

WEST

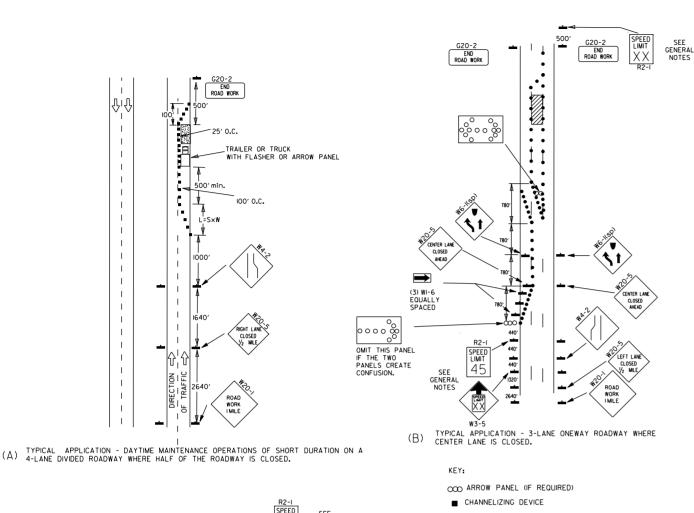
I. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.

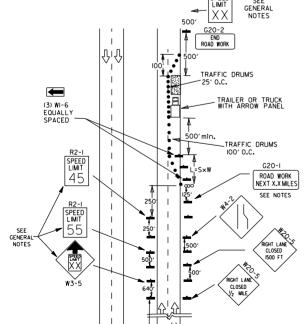
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

NOTES:

(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.



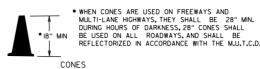


TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

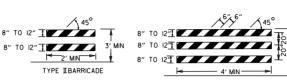
ROAD WORK I MILE

FINES DOUBL

### CHANNEL IZING DEVICES



PLASTIC DRUM 8" TO 12"] 1 2' MIN TYPE TRARRICADE



VERTICAL PANEL

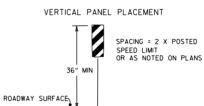
FLAG

XX MPH

ADVISORY SPEED TO BE

TYPE III BARRICADE NOTE:

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



DROP OFF > 3" FLAG SHALL BE OF GOOD GRADE

NON-INTERSTATE TRAFFIC CONTROL VERTICAL LOCATION IFFERENTIA ≤ 45 MPH > 45 MPH ≤ 2" CENTERLINE W8-11 AND LANE STRIPING W8-11 AND LANE STRIPING CENTERLINE STANDARD LANE CLOSURE STANDARD LANE CLOSURE EDGE OF TRAVELED LANE W8-9 EDGE LINE STRIPING WA-9 EDGE LINE STRIPING ≤ 3" OR EDGE OF SHOULDER W8-17. EDGE LINE STRIPING W8-17, EDGE LINE STRIPING EDGE OF TRAVELED LANE AND VERTICAL PANELS AND VERTICAL PANELS OR EDGE OF SHOULDER W8-17, EDGE LINE STRIPING V8-17, EDGE LINE STRIPING EDGE OF TRAVELED LANE AND TRAFFIC DRUMS(1) AND TRAFFIC DRUMS(2) STABILIZED WEDGE, W8-17 EDGE OF TRAVELED LANE W8-17, EDGE LINE STRIPING EDGE LINE STRIPING AND ≤ 24' AND TRAFFIC DRUMS(1) TRAFFIC DRUMS(3) PRECAST CONCRETE PRECAST CONCRETE > 24" EDGE OF TRAVELED LANE OR EDGE OF SHOULDER BARRIER<sup>(4)</sup> & EDGE LINES BARRIER<sup>(4)</sup> & EDGE LINES

TRAFFIC CONTROL DEVICES

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

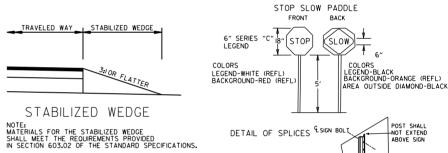
INTERSTATE AND NON-INTERSTATE							
FORESLOPE	HEIGHT	TRAFFIC CONTROL	5.				
1:1	> 2 FT	PRECAST CONCRETE BARRIER					
2:1	≤ 5 FT	TRAFFIC DRUMS					
2:1	> 5 FT	PRECAST CONCRETE BARRIER					
Flatter than 2:1	N/A	TRAFFIC DRUMS					

GENERAL NOTES:

I. 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.

WIDTH, A STADILIZED 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 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, W21-50, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.



4-03-97

DATE

DEVICES NOTE

6-8-95 REVISED SPLICE DETAIL, TEXT

STANDARD DRAWING

8-15-91 DRAWN AND PLACED IN USE

2-2-95 REVISED PER PART VI, MUTCD, SEPT. 3, 1993

10-18-96 ADDED R55-1 10-12-95 MOVED UPPER SPLICE

ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL

ARKANSAS STATE HIGHWAY COMMISSION

FOR HIGHWAY CONSTRUCTION

STANDARD TRAFFIC CONTROLS

6-8-95

SPLICE BOI NOTES: USE SPLICES ONLY WHEN NECESSARY DSE SPICES ONLY WHEN NECESSARY
FOR INSTALLATION. TYPICAL INSTALLATION
SHOULD HAVE NO SPLICES (SEE STD. DRAWING
NO. SHS-2) END ROAD WORK = 100° NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE 30" MIN. GROUND TO SPLICE VARIOUS POST SUPPORTS, EACH OF THESE SIGN POST BOLTS SHALL BE CARRIAGE BOLTS. A REVIEW BY THE ROADWAY DESIGN DIVISION SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB. OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE GROUND LINE-GROUND LINE 2-27-20 REVISED TRAFFIC CONTROL DEVICES DETAILS MIN. IN GROUND 36 II-07-I9 REVISED NOTE 9, ADDED NOTE II 7-25-19 REVISED TRAFFIC CONTROL DEVICES DETAILS 9-2-I5 REVISED NOTE 2 & REPLACED R2-5A WITH W3-5 IO-I5-09 ADDED REFERENCE TO MASH SPEED

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

NOTES

### I. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.

TRAFFIC DRUM

GENERAL NOTES:

- 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED WHEN THE EXISTING SPEED LIMIT IS SOMEH AND THE PLANS REDURE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF IMILE 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-(445) SHALL BE OMITTED, ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF IMILE INTERVALS.
  AT THE END OF THE WORK AREA A R2-I(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-I 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-ISIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-ISIMILE) 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.
- 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.
- II. 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).