

STATE AID CITY STREET PROGRAM PROJECT RESOLUTION

RESOLUTION NO. _____

A RESOLUTION EXPRESSING THE WILLINGNESS OF
THE CITY OF JONESBORO
TO UTILIZE STATE AID STREET MONIES
FOR THE FOLLOWING CITY PROJECT:

Jonesboro C W Post Rd. Overlay

WHEREAS, the City of JONESBORO understands that State Aid Street Program funds are available for certain city projects at the following participating ratios:

	<u>Work Phase</u>	<u>State Aid %</u>	<u>City %</u>
Reconstruction/Resurfacing	Preliminary Engineering	100%	-0-
Construction of City Projects	Right-of-Way	-0-	100%
	Utilities	-0-	100%
	Construction	90%	10%
	Construction Engineering	100%	-0-
City projects programmed but not let to contract	All Phases	-0-	100%

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, THAT:

SECTION I: The City will participate in accordance with its designated responsibilities in this project.

SECTION II: The Mayor, or his designee, is hereby authorized and directed to execute all appropriate agreements and contracts necessary to expedite the construction of this city project.

SECTION III: The City agrees upon completion of the project to assume the maintenance of the right-of-way by City Forces and/or others including utilities and individuals in accordance with the prevailing Arkansas Department of Transportation regulations.

SECTION IV: The City pledges its full support and hereby authorizes the Arkansas Department of Transportation to initiate action to implement this project.

THIS RESOLUTION adopted this _____ day of _____, 2019.

Mayor Harold Perrin

ATTEST: _____

(SEAL)



ARKANSAS DEPARTMENT OF TRANSPORTATION

ArDOT.gov | IDriveArkansas.com | Scott E. Bennett, P.E., Director

STATE AID DIVISION

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261 | Phone: 501.569.2346 | Fax: 501.569.2348

April 23, 2019

The Honorable Harold Perrin
Mayor of Jonesboro
300 S. Church St.
Jonesboro, Arkansas 72401

Job C16008
Jonesboro C W Post Rd. Overlay
(Sel. Sec.) (S)
C W Post Rd.
Craighead County

Dear Mayor Perrin:

We are enclosing one set of plans on the above subject job.

These plans have been prepared generally in accordance with the items discussed and agreements reached. After review of these plans, please advise as soon as possible if you have any comments or suggestions. Your approval is requested.

In accordance with the State Aid City Street Program law, cities with a population greater than 25,000 are required to pay 10% of the cost of the Street Program project.

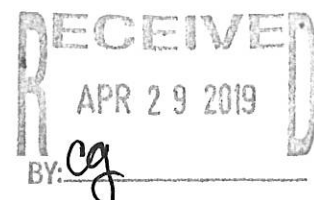
Enclosed is a sample resolution for the referenced job reflecting the required 10% matching City funding. In order to proceed, the resolution is required to be on file with the State Aid Division. Please return this resolution as soon as possible.

When the estimated cost of the project has been determined, we will forward a request for the City's portion of the cost.

Sincerely,


Bryan Freeling
State Aid Engineer

BEF:AF:caa
Enclosures





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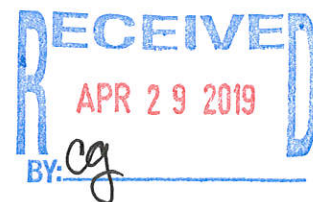
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Sincerely,


Bryan Freeling
State Aid Engineer

BEF:AF:caa
Enclosures



STATE AID CITY STREET PROGRAM PROJECT RESOLUTION

RESOLUTION NO. 19:054

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THE CITY OF JONESBORO
TO UTILIZE STATE AID STREET MONIES
FOR THE FOLLOWING CITY PROJECT:

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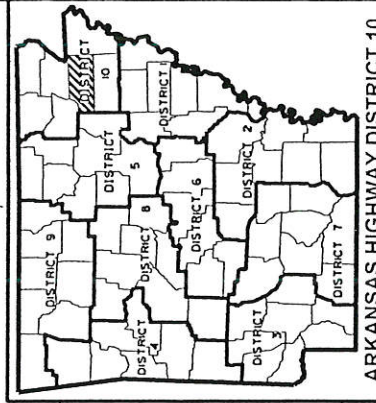
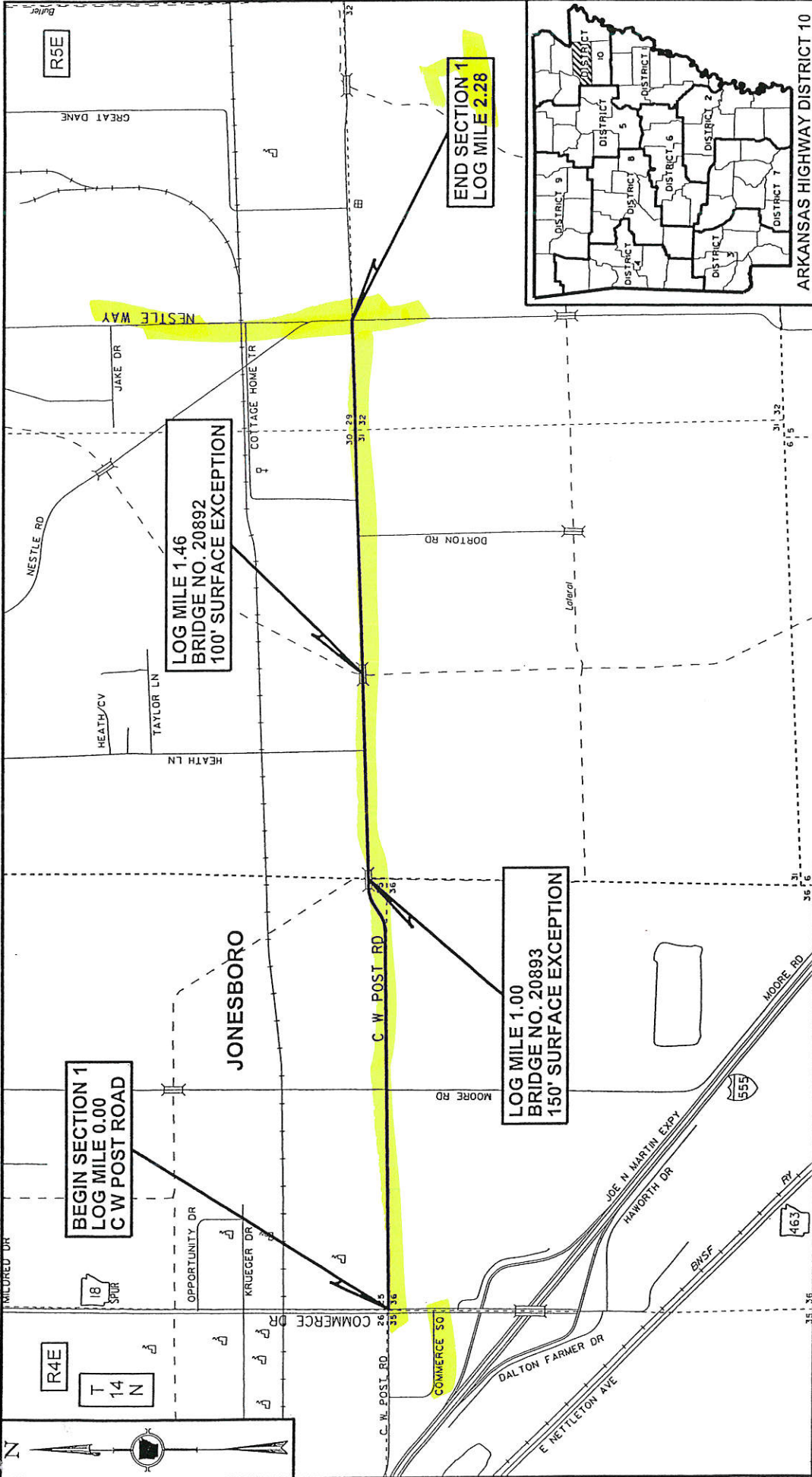
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THIS RESOLUTION adopted this _____ day of _____, 2019.

Mayor Harold Perrin

ATTEST: _____

(SEAL)



JOB C16008
JONESBORO C W POST RD. OVERLAY (SEL. SEC.) (S)
C W POST RD.
CRAIGHEAD COUNTY

APPROXIMATE CENTER OF SECTION 1
 LATITUDE: N 35° 48' 25"
 LONGITUDE: W 90° 36' 15"

INDEX OF SHEETS

TITLE

SHEET NO.

- 1 _____ TITLE SHEET
- 2 _____ INDEX OF SHEETS AND STANDARD DRAWINGS
- 3 _____ GOVERNING SPECIFICATIONS
- 4 _____ GENERAL NOTES
- 5 _____ TYPICAL SECTIONS OF IMPROVEMENT
- 6 - 9 _____ SPECIAL DETAILS
- 10 - 14 _____ QUANTITIES
- 15 _____ SUMMARY OF QUANTITIES AND REVISIONS

ROADWAY STANDARD DRAWINGS

TITLE

DRWG. NO.

DATE

- PM-1 _____ PAVEMENT MARKING DETAILS _____ 06-01-17
- TC-1 _____ STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION _____ 04-13-17
- TC-2 _____ STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION _____ 09-02-15
- TC-3 _____ STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION _____ 09-02-15

GOVERNING SPECIFICATIONS

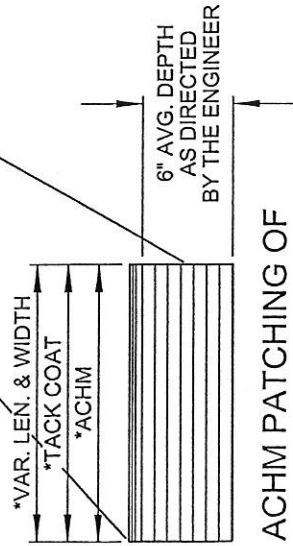
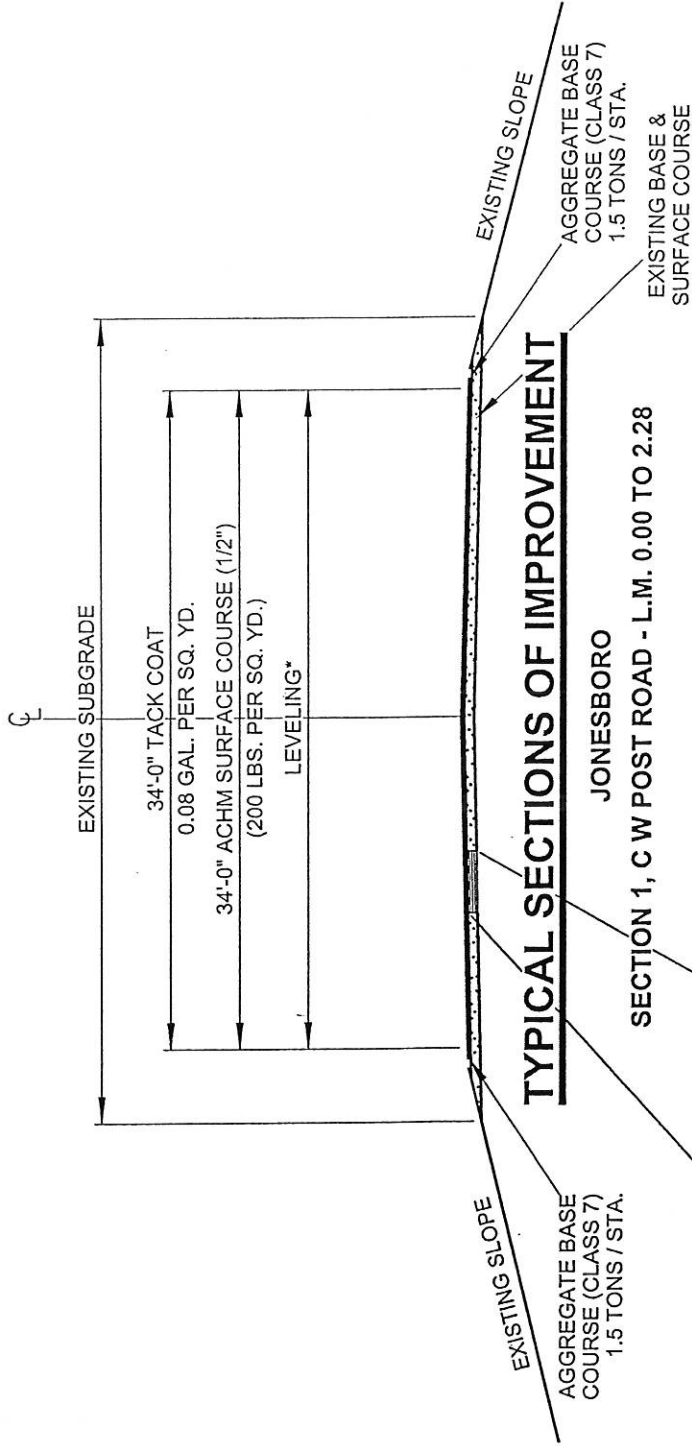
ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION,
EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS.

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
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
303-1	AGGREGATE BASE COURSE
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
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB C16008	ADJUSTMENT OF QUANTITIES FOR STATE-AID STREET PROJECTS
JOB C16008	BIDDING REQUIREMENTS AND CONDITIONS
JOB C16008	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB C16008	DENSITIES FOR ACHM SURFACE COURSE
JOB C16008	FLEXIBLE BEGINNING OF WORK (PAVEMENT PRESERVATION, CITY AID, AND STATE AID PROJECTS)
JOB C16008	MANDATORY ELECTRONIC CONTRACT
JOB C16008	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB C16008	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB C16008	WARM MIX ASPHALT

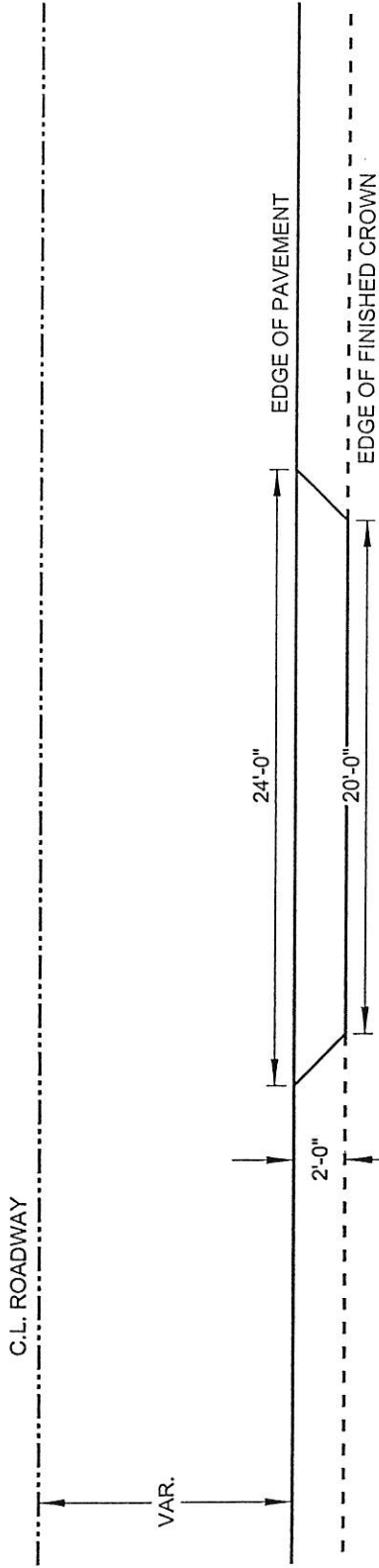
GENERAL NOTES

1. THE CONTRACTOR SHALL CLIP GRASS AND DEBRIS FROM THE EDGE OF THE EXISTING ROADWAY. THESE "CLIPPINGS" SHALL BE PULLED UP TO THE EDGE OF THE NEW PAVEMENT IN SECTIONS WHERE THE SHOULDERS ARE NOT BEING REBUILT WITH AGGREGATE OR BORROW. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
2. 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.
3. INSTALLATION OF PERMANENT TRAFFIC SAFETY SIGNS NOT SHOWN IN THE PLANS IS THE RESPONSIBILITY OF THE CITY OF JONESBORO.
4. CONTRACTOR TO COORDINATE WITH THE CITY OF JONESBORO FOR THE ADJUSTMENT OF MANHOLES AND WATER VALVE COVERS.

NOTE: DETAILS MAY BE MODIFIED TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

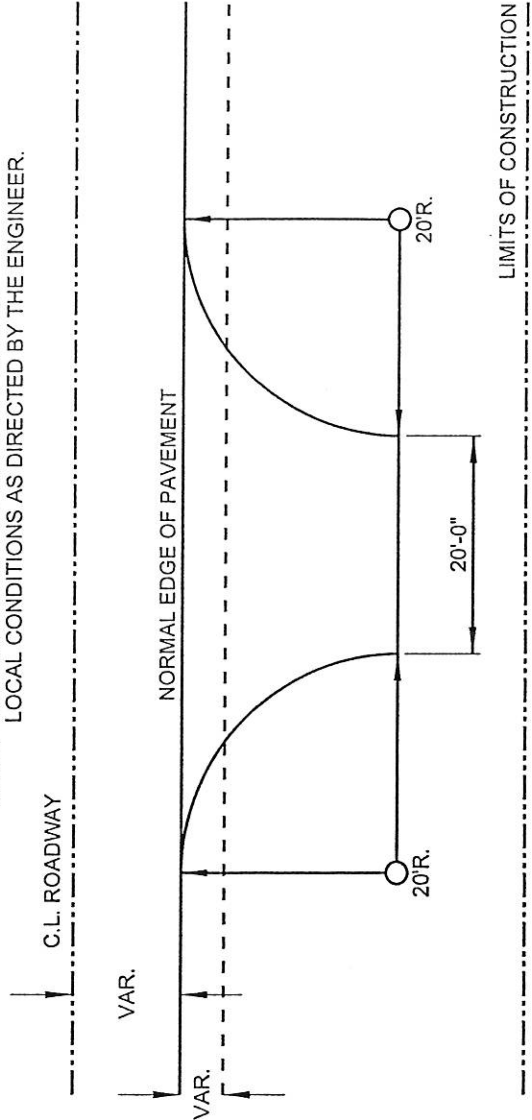


* LOCATION AND APPLICATION RATES ARE AT THE DIRECTION OF THE ENGINEER. SEE QUANTITY SHEET FOR ESTIMATED AMOUNTS.



TYPICAL PRIVATE ENTRANCE
ADDITIONAL SURFACING AREA = 4.9 SQ. YDS.

NOTE: DIMENSIONS MAY BE MODIFIED TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.



TYPICAL CITY TURNOUT
ADDITIONAL SURFACING AREA = 63.5 SQ. YDS.

FINAL SURFACE

FINAL SURFACE

EXISTING SURFACE

EXISTING SURFACE

**BEGIN SECTION
END SECTION
BEGIN BRIDGE
END BRIDGE**

200 LBS. PER SQ. YD. ACHM

200 LBS. PER SQ. YD. ACHM

MILLED SURFACE

OVERLAY SECTION

MILLING SECTION - 100' TAPER 0" TO 1.82"

PROFILE VIEW

NOT TO SCALE

PAVEMENT TRANSITION DETAILS FOR COLD MILLING

SECTIONS 1

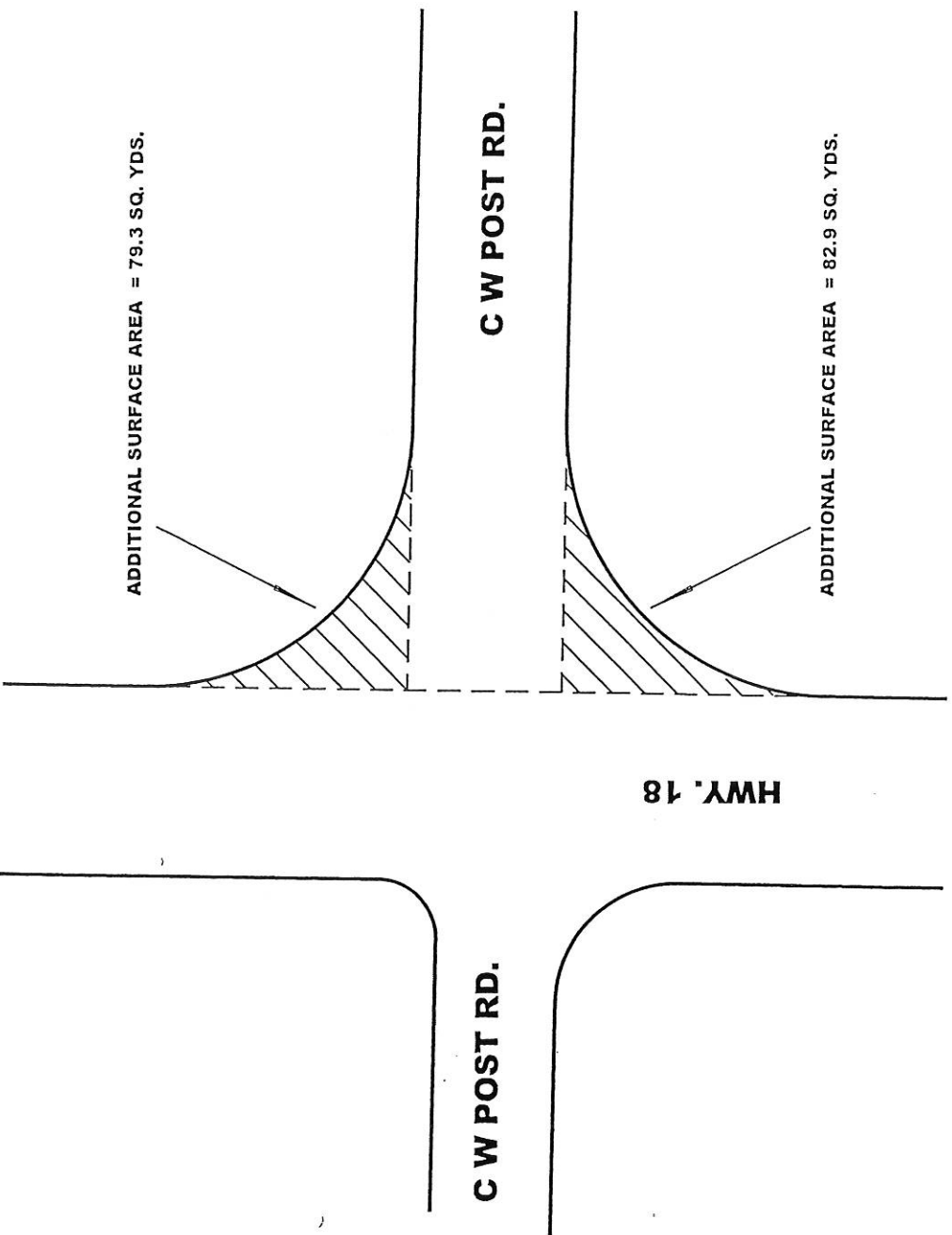
LOCATIONS

- L.M. 0.00 TO 0.02, BEGIN SECTION
- L.M. 0.97 TO 0.99, BEGIN BRIDGE
- L.M. 1.02 TO 1.04, END BRIDGE
- L.M. 1.43 TO L.M. 1.45, BEGIN BRIDGE
- L.M. 1.47 TO L.M. 1.49, END BRIDGE
- L.M. 2.26 TO 2.28, END SECTION

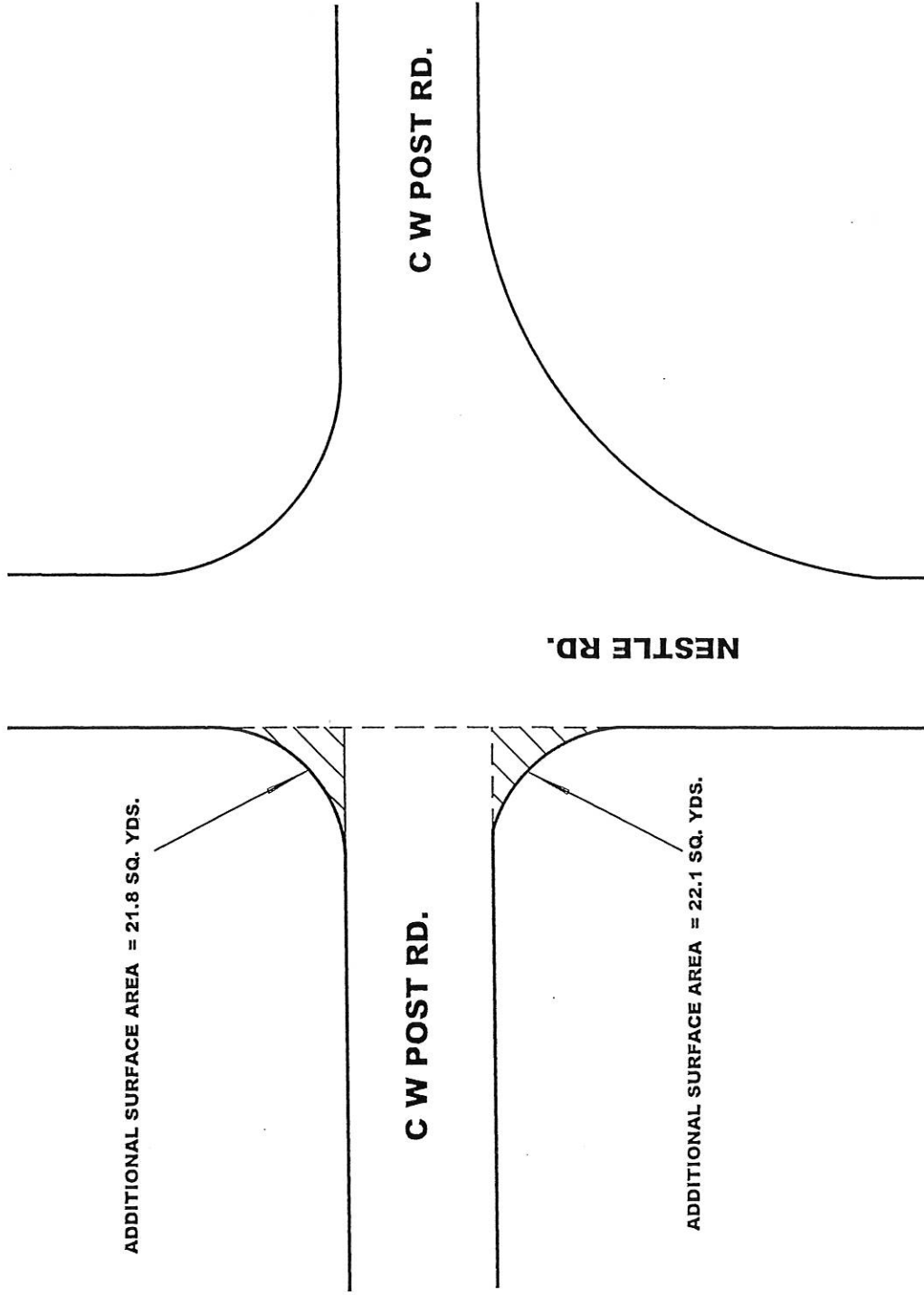
NOTE: DIMENSIONS ARE APPROXIMATED AND MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.

NOTE: FOR COLD MILLING ASPHALT PAVEMENT TRANSITION, TAPER 100' OF FINAL SURFACE TO CREATE A 1.82" PAVING NOTCH, AT VARIOUS LOCATIONS, AS SHOWN ABOVE. OVERLAY MILLED AREAS USING 200 LBS. PER SQ. YD. OF ACHM.

NOTE: MATERIAL PRODUCED FROM COLD MILLING ASPHALT PAVEMENT SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.



TYPICAL CITY TURNOUT AT L.M. 0.00
ADDITIONAL SURFACING AREA = 162.2 SQ. YDS.



ADDITIONAL SURFACE AREA = 21.8 SQ. YDS.

C W POST RD.

ADDITIONAL SURFACE AREA = 22.1 SQ. YDS.

NESTLE RD.

C W POST RD.

TYPICAL CITY TURNOUT AT L.M. 2.28
ADDITIONAL SURFACING AREA = 43.9 SQ. YDS.

BASE AND SURFACING

LOCATION	LOG MILE		LENGTH LIN. FT.	AGGREGATE BASE COURSE (CLASS 7) TON	TACK COAT			ACHM SURFACE COURSE (1/2")*		
	FROM	TO			WIDTH	SQ. YD.	GAL.	WIDTH	SQ. YD.	TON
SECTION 1 - C-W POST ROAD										
MAIN LANES	0.00	2.28	11788		34.00	44532.4	3562.6	34.00	44532.4	4453.2
(150' EXCEPTION @ BRIDGE NO. 20893)										
(100' EXCEPTION @ BRIDGE NO. 20892)										
SHOULDER	0.00	2.28	11788	353.6						
43 PRIVATE ENTRANCES						210.7	16.9		210.7	21.1
5 CITY STREETS						317.5	25.4		317.5	31.8
ADDITIONAL AT HWY. 18						162.2	13.0		162.2	16.2
ADDITIONAL AT NESTLE WAY						43.9	3.5		43.9	4.4
LEVELING							667.5			445.0
TOTALS:				353.6			4288.9			4971.7
USE:				354			4289			4972

BASIS OF ESTIMATE:
 AGGREGATE BASE COURSE (CLASS 7) FOR SHOULDERS _____ 3 TON PER STATION
 TACK COAT _____ 0.08 GAL. PER SQ. YD.
 ACHM SURFACE COURSE (1/2") _____ 200 POUND PER SQ. YD.

***Nmax=160**

VOLUME CONTROL:
 ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2") _____ 5.1%
 MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2") _____ 94.9%

COLD MILLING ASPHALT PAVEMENT

DESCRIPTION	LOG MILE		LENGTH LIN. FT.	COLD MILLING ASPHALT PAVEMENT	
	FROM	TO		WIDTH	SQ. YD.
	SECTION 1 - C W POST ROAD				
BEGIN SECTION	0.00	0.02	100	VAR.	540.0
BRIDGE END	0.97	0.99	100	34.00	377.8
BRIDGE END	1.02	1.04	100	34.00	377.8
BRIDGE END	1.43	1.45	100	34.00	377.8
BRIDGE END	1.47	1.49	100	34.00	377.8
END SECTION	2.26	2.28	100	VAR.	421.7
TOTAL:					2472.9

USE: 2473

NOTE: MATERIAL PRODUCED FROM COLD MILLING ASPHALT PAVEMENT SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ACHM PATCHING OF EXISTING ROADWAY

LOCATION	LOG MILE		LENGTH LIN. FT.	ACHM PATCHING OF EXISTING ROADWAY* TON
	FROM	TO		
SECTION 1 - C W POST ROAD				
MAIN LANES	0.00	2.28	12038	100.0
TOTAL:				100.0
USE:				100

*QUANTITY ESTIMATED. TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

REFLECTORIZED PAINT PAVEMENT MARKING

DESCRIPTION	LOG MILE		YELLOW MARKING	WHITE MARKING
	FROM	TO		
	SECTION 1 - C W POST ROAD			
CONTINUOUS	0.00	0.21	4" 1109	12" 1109
SKIP	0.00	0.81	4" 1070	12" 1070
CONTINUOUS	0.62	0.81	4" 1003	12" 1003
DOUBLE	0.81	1.03	4" 2324	12" 2324
CONTINUOUS	1.03	1.23	4" 1056	12" 1056
SKIP	1.03	2.28	4" 1650	12" 1650
CONTINUOUS	2.12	2.28	4" 845	12" 845
STOP LINE	0.00	0.00		18
STOP LINE	2.28	2.28		18
TOTALS:			9057	36

THIS IS A LOW VOLUME ROAD AS DEFINED IN SECTION 604.03 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

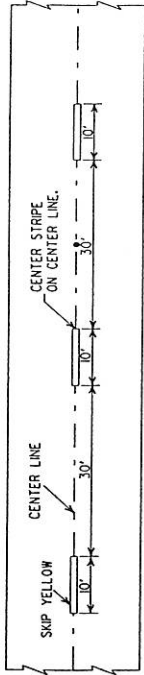
SUMMARY OF QUANTITIES

ITEM NO.	I T E M	TOTAL QUANTITY	UNIT
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	354	TON
SS & 401	TACK COAT	4289	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	4718	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	254	TON
412	COLD MILLING ASPHALT PAVEMENT	2473	SQ. YD.
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	100	TON
601	MOBILIZATION	1.00	LUMP SUM
603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	36	SQ. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	36	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	9057	LIN. FT.

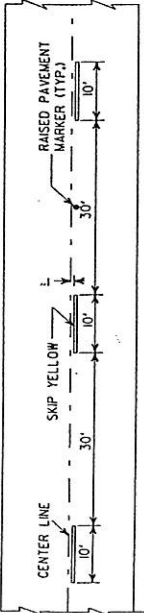
REVISIONS

DATE	REVISION	SHEET NO.

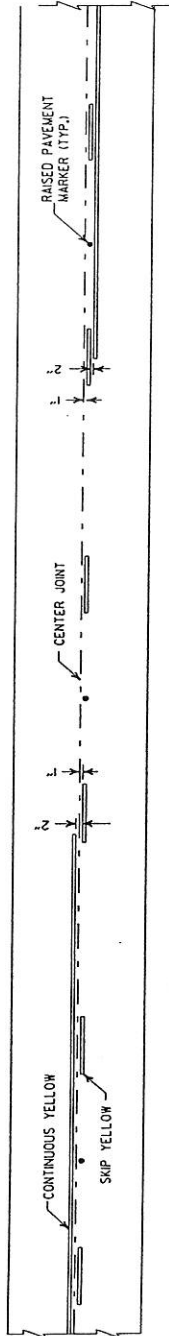
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE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



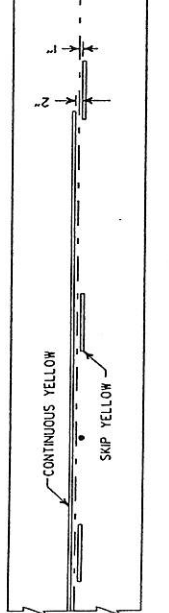
ASPHALT PAVEMENT



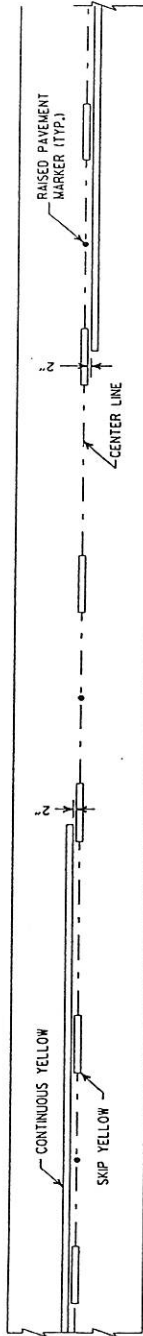
CONCRETE PAVEMENT



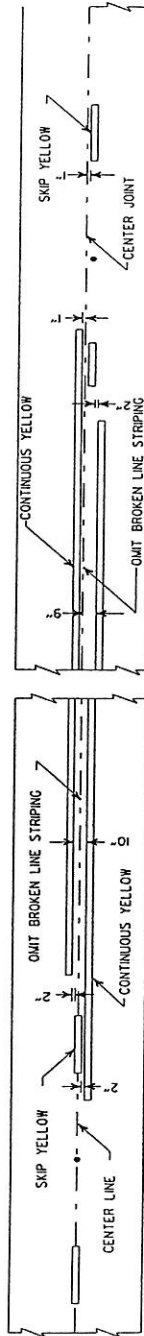
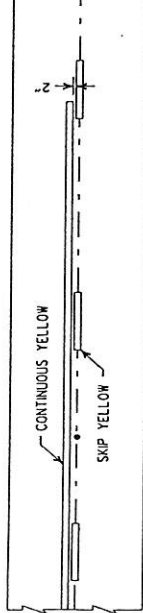
BROKEN LINE STRIPING



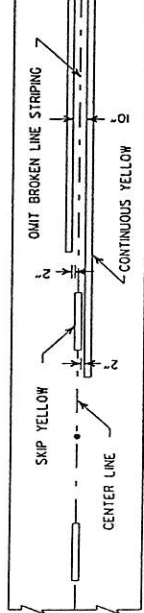
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

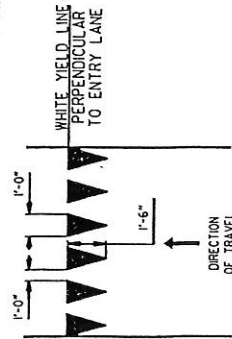


STRIPING AT ADJACENT NO PASSING LANES

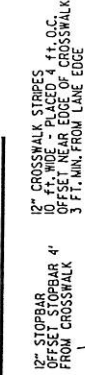


ASPHALT PAVEMENT

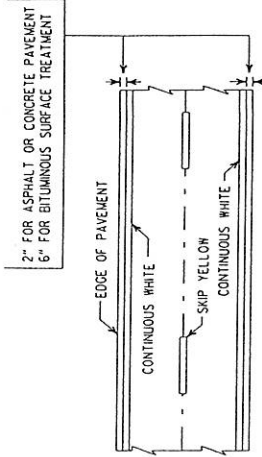
CONCRETE PAVEMENT



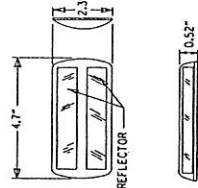
YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS



PAVEMENT EDGE LINE MARKING



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

NOTE: PRODUCTS SHOWN FOR RAISED PAVEMENT MARKERS ARE EXAMPLES ONLY. OTHER PRODUCTS MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTO QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION
5-20-80	DRAWN
1-9-30-80	FILED

ADDED YIELD LINE DETAIL
REVISED LINE WIDTHS, SPACING, & NOTES
9-12-16
REVISED DETAIL OF STANDARD PAVEMENT MARKERS
9-12-15
REVISED GENERAL NOTES
11-17-10
REMOVED PLOMBABLE PAINT MARKERS
11-18-04
REVISED NOTE 2 & GENERAL NOTES
8-22-02
STOPBAR DETAILS & CROSSWALKS
1-02-98
ADDED DETAILS OF STD. RAISED PAVT. MARKERS
4-26-96
REV. NOTES 3&4; ADDED R.P.M.
3-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

ADVANCE DISTANCES (XX=XX)

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

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGN, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. CONSTRUCTION SIGNS TO BE REMOVED AS WORKING CONDITIONS DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" WIDE ARE MOUNTED ON TWO POSTS OR ABOVE A TYPE "B" BARRICADE.
5. SIGN POSTS DIRECT BURED 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 REDDISH BROWN. ALL SIGNS SHALL BE SECURELY CONSTRUCTED AND SHALL BE REFLUMED, CLEANED, OR REPAIRED AS NEEDED TO PREVENT DAMAGE TO SIGNS. THESE SIGNS SHALL NOT BE MORE THAN 2 POSTS IN A TYPICAL PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING T-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. IN URBAN AREAS AS AN APPROVED BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE.
8. INTERMEDIATE TERM TEMPORARY SIGNS SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS SHALL BE USED ONLY FOR THE INTERMEDIATE TERM WORKING CONDITIONS. THE SIGNS SHALL BE MOUNTED 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.
9. SIGN SUPPORTS SHALL BE DIRECT BURED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE OR MOBILE SUPPORTS. PORTABLE OR MOBILE SUPPORTS SHALL BE CONSTRUCTED AS NECESSARY TO SUPPORT THE SIGN. PORTABLE OR MOBILE SUPPORTS SHALL BE CONSTRUCTED OF PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIAL. SIGN SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
10. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDELS. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
11. 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.
12. R55+SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1500' IN ADVANCE OF THE WORK ZONE. SIGN PANELS SHALL BE PLACED IMMEDIATELY TO THE ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THOSE SHOWN IN NOTES 8 & 9, BUT WHICH MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE THROUGH THE USE OF THE ASSESSING SAFETY HARDWARE (ASH) PROGRAM, WILL BE ACCEPTED. COMPLIANCE WITH THESE NOTES IS NOT NECESSARY IF THE MANUAL FOR ASSESSING SAFETY HARDWARE (ASH) IS REQUIRED FOR ALL PROJECTS.

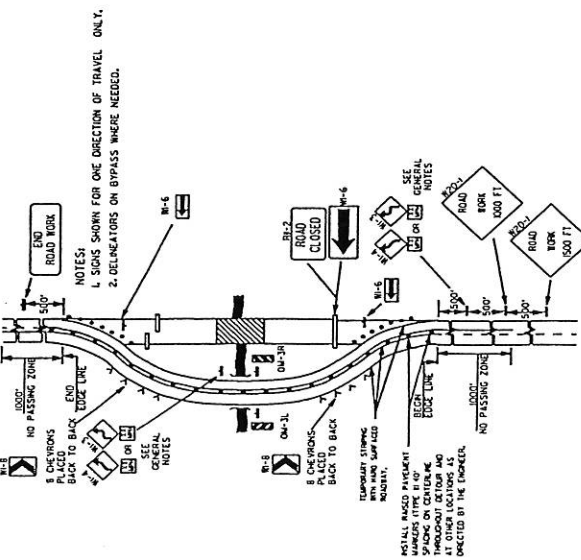
W20-1	DELETED R20-1-B ADDED R20-1-B
R20-2	REVISED REDUCED SPEED LIMIT AHEAD SIGNS
R20-3	REVISED ROAD WORK SIGNS
R20-4	REVISED ROAD WORK SIGNS
R20-5	REVISED ROAD WORK SIGNS
R20-6	REVISED ROAD WORK SIGNS
R20-7	REVISED ROAD WORK SIGNS
R20-8	REVISED ROAD WORK SIGNS
R20-9	REVISED ROAD WORK SIGNS
R20-10	REVISED ROAD WORK SIGNS
R20-11	REVISED ROAD WORK SIGNS
R20-12	REVISED ROAD WORK SIGNS
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R20-96	REVISED ROAD WORK SIGNS
R20-97	REVISED ROAD WORK SIGNS
R20-98	REVISED ROAD WORK SIGNS
R20-99	REVISED ROAD WORK SIGNS
R20-100	REVISED ROAD WORK SIGNS

 R1-1 STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	 R1-2 STD. 36"x36" EXP. 48"x48" F.WY. 60"x60"	 R2-1 STD. 24"x30" EXP. 36"x48" F.WY. 48"x60"	 W3-5 STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"	 W3-5a STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"	 R4-1 STD. 24"x30" EXP. 36"x48" F.WY. 48"x60"	 R4-2 STD. 24"x30" EXP. 36"x48" F.WY. 48"x60"
 R5-1 STD. 30"x30" EXP. 36"x36" SPECIAL 48"x48"	 R1-2 STD. 48"x30" EXP. 60"x30"	 R1-3a STD. 60"x30" EXP. 60"x30"	 W2-5a STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"	 W2-5b STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"	 W1-2 STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"	 W1-2 STD. 36"x36" EXP. 48"x48" F.WY. 48"x48"
 W5-1 STD. 36"x36" EXP. 48"x48" SPECIAL 48"x48"	 W8-7 STD. 48"x24" EXP. 60"x30" SPECIAL 60"x30"	 W9-2 STD. 36"x36" EXP. 48"x48" SPECIAL 48"x48"	 W13-1 STD. 24"x24" EXP. 48"x48" SPECIAL 48"x48"	 W20-1 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 W20-2 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 W20-2 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"
 W20-4 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 W20-5 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 W21-2 STD. 30"x30" SPECIAL 36"x36"	 W21-5 STD. 30"x30" SPECIAL 36"x36"	 W24-1 STD. 36"x36" EXP. 48"x48" SPECIAL 48"x48"	 H1-4b STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 R56-1 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"
 W8-11 STD. 36"x36" EXP. 48"x48" SPECIAL 48"x48"	 G20-1 STD. 60"x24" EXP. 60"x24"	 G20-2 STD. 48"x24" EXP. 48"x24"	 OM-3L STD. 12"x36" EXP. 12"x36"	 M4-9 STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"	 M4-10 STD. 48"x48" EXP. 48"x48" SPECIAL 48"x48"	 R55-1 STD. 36"x60" EXP. 36"x60" SPECIAL 36"x60"

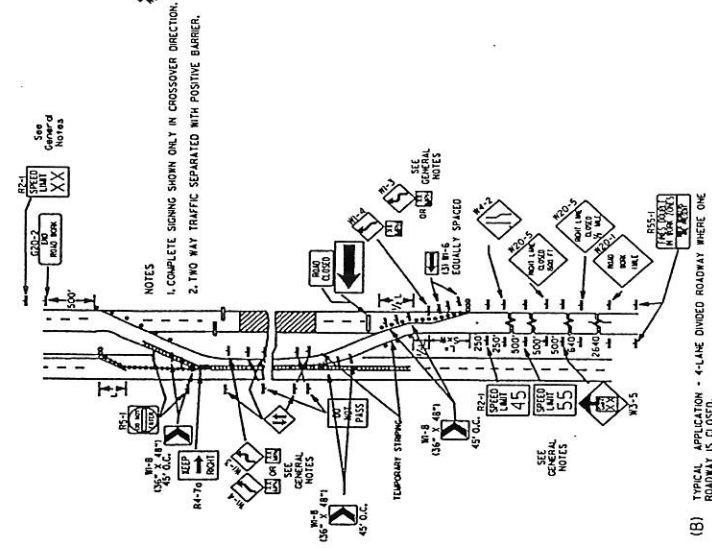
WHEN WORKERS ARE PRESENT **

• USE 6" C LETTERS
 •• USE 4" D LETTERS

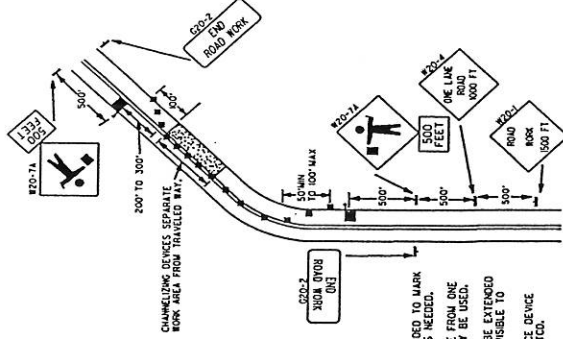
ARKANSAS STATE HIGHWAY COMMISSION
 STANDARD TRAFFIC CONTROLS
 FOR HIGHWAY CONSTRUCTION
 STANDARD DRAWING TC-1



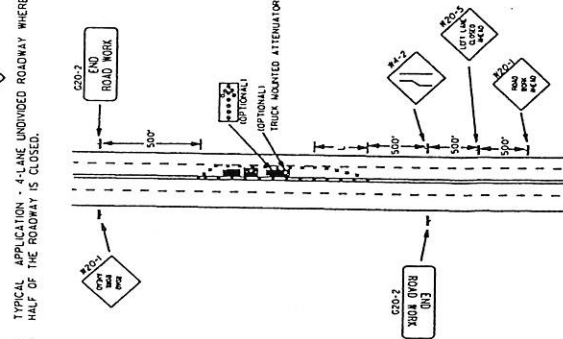
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



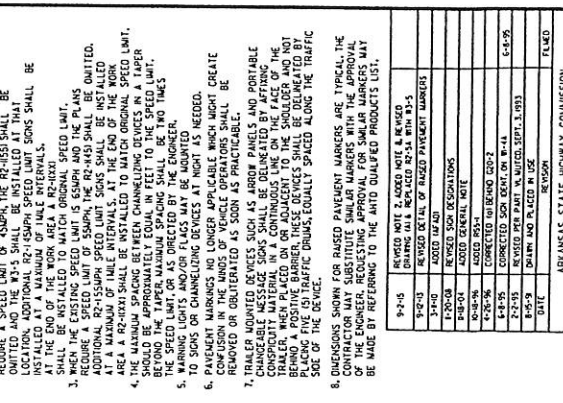
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



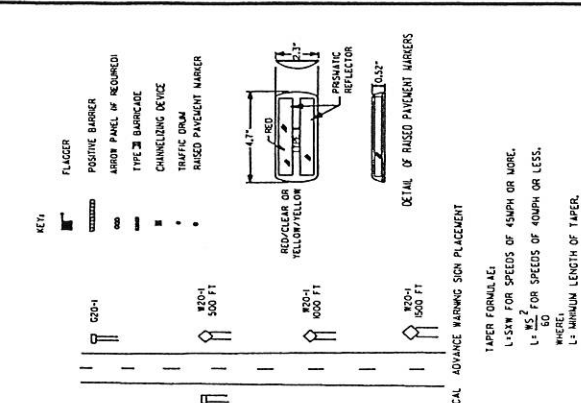
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



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



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



(F) TYPICAL ADVANCE WARNING SIGN PLACEMENT

KEY:
 FLAGGER
 POSITIVE BARRIER
 ARROW PANEL AS REQUIRED
 TYPE 2 BARRICADE
 CHANNELING DEVICE
 TRAFFIC DRUM
 RAISED PAVEMENT MARKER

GENERAL NOTES:
 1. ADVISORY SPEED POSTED ON W-3 OR W-4 CURVE WARNING SIGNS MUST BE 5 MPH GREATER THAN THE DESIGN SPEED IS GREATER THAN 30 MPH AND W-3 WHEN 30 MPH OR LESS.
 2. WHEN THE EXISTING SPEED LIMIT IS 45 MPH AND THE PLANS OMITTED AND THE W-3 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL W-3'S SHALL BE INSTALLED AT THE END OF THE WORK AREA AT 2-1/2 MI. INTERVALS.
 3. THE W-3'S SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. AT A MAXIMUM OF 1/4 MI. INTERVALS. AT THE END OF THE WORK AREA, THE W-3'S SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. THE MAXIMUM SPACING SHALL BE TWO TIMES THE TAPER LENGTH.
 4. CHANNELING DEVICES SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. AT A MAXIMUM OF 1/4 MI. INTERVALS. AT THE END OF THE WORK AREA, THE CHANNELING DEVICES SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. THE MAXIMUM SPACING SHALL BE TWO TIMES THE TAPER LENGTH.
 5. CHANNELING DEVICES SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. AT A MAXIMUM OF 1/4 MI. INTERVALS. AT THE END OF THE WORK AREA, THE CHANNELING DEVICES SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. THE MAXIMUM SPACING SHALL BE TWO TIMES THE TAPER LENGTH.
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CAUSE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REPAIRED OR OBLITERATED AS SOON AS PRACTICABLE.
 7. CHANNELING DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANNELING MESSAGE SIGNS SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. AT A MAXIMUM OF 1/4 MI. INTERVALS. AT THE END OF THE WORK AREA, THE CHANNELING DEVICES SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT. THE MAXIMUM SPACING SHALL BE TWO TIMES THE TAPER LENGTH.
 8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. DIMENSIONS FOR OTHER MARKERS MAY BE MADE BY REFERRING TO THE AUTO QUALIFIED PRODUCTS LIST.

TAPER FORMULAE:
 L = 1.47 S V FOR SPEEDS OF 45 MPH OR MORE.
 L = 1.47 S V FOR SPEEDS OF 40 MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85% PERCENTILE SPEED.
 V = WIDTH OF OFFSET.

DATE	REVISION
9-1-85	REVISED NOTE 2, ADDED NOTE 8, REVISED
9-2-85	REVISED DETAIL OF RAISED PAVEMENT MARKERS
9-10-85	ADDED ROAD
9-10-85	REVISED SIGN DEVIATIONS
9-10-85	ADDED GENERAL NOTE
9-10-85	ADDED P-31
9-10-85	ADDED SIGN DEVIATION
1-4-86	CORRECTED SIGN DEVIATION
2-2-86	REVISED PER STATE W. UNIFORM, SEPT. 1, 1983
6-18-86	ADDED AND PLACED IN USE
6-18-86	FILED

