

**CITY OF JACKSONVILLE  
FINANCE DEPARTMENT**



# 1 Municipal Drive  
P.O. Box 126  
Jacksonville, AR. 72076

Office Phone: (501) 982-4502  
Fax Number: (501) 985-9768  
E-Mail: lcollie@cityofjacksonville.net

Laura Collie  
Finance Director  
**INVITATION TO BID**

| <b>Bid Number:</b>                | <b>Date Issued:</b><br>3-23-26   | <b>Bid Opening Date:</b> April 28, 2026<br><b>Bid Opening Time:</b> 10:00 a.m. |            |                |
|-----------------------------------|--|--|------------|----------------|
| <b>Commodity Classification:</b>  | <b>Contact:</b>  | <b>Contract Period:</b>  |            |                |
| <b>F.O.B</b><br>Jacksonville, AR. | <b>Phone:</b> (501)- 982 - 4502<br><b>Fax:</b> (501)- 985 - 9768   | <b>Bidder's Guaranteed Delivery Date:</b>                                      |            |                |
| Item No.                          | Description:   | Quantity:  | Unit Cost: | Total Pricing: |
| 1.                                | 2026 Asphalt Overlay Program<br><br><i><b>BIDDERS ARE REQUIRED TO CALL &amp; REGISTER AS A RECOGNIZED BIDDER TO ENSURE RECEIPT OF ANY APPLICABLE ADDENDUMS</b></i> |  |            |                |
|                                   | <b>Cash Discount:</b> %  |  |            |                |

**EXECUTION OF BID:**

UPON SIGNING THIS BID, THE BIDDER CERTIFIES THAT THEY HAVE READ AND AGREE TO THE REQUIREMENTS SET FORTH IN THIS BID PROPOSAL INCLUDING SPECIFICATIONS, CONDITIONS AND PERTINENT INFORMATION REGARDING THE ARTICLES BEING BID ON, AND AGREE TO FURNISH THESE ARTICLES BEING BID ON, AND AGREE TO FURNISH THESE ARTICLES AT THE PRICE STATED. **{UNIGNED BIDS AND TERMS & CONDITIONS WILL BE REJECTED.}**

|  |                                 |                      |
|--|---------------------------------|----------------------|
| <b>Name of Firm:</b>                   | <b>Arkansas Use Tax Number:</b> | <b>Phone Number:</b> |
| <b>Business Address:</b>               | <b>City:</b>                    | <b>State:</b>        |
| <b>Signature of authorized Person:</b> | <b>Title:</b>                   | <b>Date:</b>         |

## **BONDING AND INSURANCE REQUIREMENTS**

1. A bid guarantee from each bidder equivalent to five percent of the bid price. The "bid guarantee" shall consist of a firm commitment such as bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of his bid, execute such contractual documents as may be required within the time specified.
2. A performance bond on the part of the contractor for 100 percent of the contract price. A "performance bond" is one executed in connection with a contract to secure fulfillment of all of the contractor's obligations under such contract.
3. A payment bond on the part of the contractor for 100 percent of the contract price. A "payment bond" is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in execution of the work provided for in the contract.

## **INSURANCE**

The Contractor shall purchase and maintain such insurance as will protect it from claims set forth below which may arise out of or result from the **CONTRACTOR'S** execution of the **WORK**, whether such execution be done by the **CONTRACTOR** and **SUBCONTRACTOR**, or by anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable:

Claims under worker's compensation, disability benefit and other similar employee benefit acts;

Claims for damages because of bodily injury, occupational sickness or disease, or death of employees;

Claims for damages because of bodily injury, sickness or disease, or death of any person other than employees;

Claims for damages insured by usual personal injury liability coverage which are sustained (1) by any person as a result of an offense directly or indirectly related to the employment of such person by the **CONTRACTOR**, or (2) by any other person; and

Claims for damages because of injury to or destruction of tangible property, including loss of use resulting therefrom.

Certificates of insurance acceptable to the Owner shall be filed with the Owner prior to commencement of the **Work**. These certificates shall contain a provision that coverage's afforded under the policies will not be canceled unless at least fifteen (15) days prior **WRITTEN NOTICE** has been given to the **OWNER**

The **CONTRACTOR** shall procure and maintain, at the **CONTRACTOR'S** own expense, during the **CONTRACT TIME**, liability insurance as hereinafter specified:

**CONTRACTOR'S** General Public Liability and Property Damage Insurance including vehicle coverage issued to the **CONTRACTOR** and protecting the **CONTRACTOR** from

all claims for personal injury, including death, and all claims for destruction of or damage to property, arising out of or in connection with any operations under the **CONTRACT DOCUMENTS**, whether such operation be by the **CONTRACTOR** or by any **SUBCONTRACTOR** employed by the **CONTRACTOR** or anyone directly or indirectly employed by the **CONTRACTOR** or by a **SUBCONTRACTOR** employed by the **CONTRACTOR**. Insurance shall be written with a limit of liability of not less than **\$1,000,000.00** aggregate for any such damage sustained by two or more persons in any one accident. Insurance shall be written with a limit of liability of not less than **\$500,000.00** for all property damage sustained by any one person in any one accident; and a limit of liability of not less than **\$200,000.00** aggregate for any such damage sustained by two or more persons in any one accident.

The **CONTRACTOR** shall procure and maintain, at the **CONTRACTOR'S** own expense, during the **CONTRACT TIME** in accordance with the provisions of the laws of the State in which the work is performed, Worker's Compensation Insurance, including occupational disease provision, for all of the **CONTRACTOR'S** employees at the site of the project and in case any **WORK** is sublet, the **CONTRACTOR** shall require such **SUBCONTRACTOR** similarly to provide Worker's Compensation Insurance, including occupational disease provisions for all the latter's employees unless such employees are covered by the protection afforded by the **CONTRACTOR**. In any case of the employees engaged in hazardous work under this contract at the site of the **PROJECT** is not protected under Worker's Compensation Statute, the **CONTRACTOR** shall provide, and shall cause each **SUBCONTRACTOR** to provide, adequate and suitable insurance for the protection of its employees not otherwise protected.

The **CONTRACTOR** shall secure, if applicable "All Risk" type Builder's Risk Insurance for **WORK** to be performed. Unless specifically authorized by the **OWNER**, the amount of such insurance shall not be less than the **CONTRACT PRICE** totaled in the **BID**. The policy shall not be less than the losses due to fire, explosion, hail, lightning, vandalism, malicious mischief, wind, collapse, riot, aircraft, and smoke during the **CONTRACT TIME**, and until the **WORK** is accepted by the **OWNER**. The policy shall name as the insured the **CONTRACTOR**, and the **OWNER**.

## **INFORMATION FOR BIDDERS**

1. The City of Jacksonville (herein called "Owner") invites bids on the form attached hereto, all blanks of which must be appropriately filled in. The Owner will receive bids at the Office of the Finance Director, #1 Municipal Drive, Jacksonville, AR until 10:00 am Central Standard Time on April 28, 2026 and then at said office, publicly opened and read aloud. The envelopes containing bids must be sealed addressed to the City of Jacksonville, Finance Director, #1 Municipal Drive, Jacksonville, AR and designated as bid for 2026 Asphalt Overlay Program. The owner may consider informal any bid not prepared and submitted in accordance with the provisions hereof and may waive any informalities or reject any and all bids. Any bid may be withdrawn prior to the above scheduled time for the opening of bids or authorized postponement thereof. Any bid received after the time and date specified shall not be considered. No Bidder may withdraw a bid within **thirty (30)** days after the actual date of the opening thereof.

### **2. PREPARATION OF BID**

All blank spaces for bid prices must be filled in, in ink or typewritten, in both words and figures. Each bid must be submitted in a sealed envelope bearing on the outside the name of Bidder, his address, and the name of the project for which the bid is submitted. If forwarded by mail, the sealed envelope containing the bid must be enclosed in another envelope addressed as specified in the bid form.

### **3. SUBCONTRACTS**

The Bidder is specifically advised that any person, firm, or other party to whom it is proposed to award a subcontract under this contract must have certified eligibility in written contracts containing Federal Labor Standards Provision. Although the Bidder is not required to attach such certifications by proposed subcontractors to his bid, the Bidder is advised of this requirement so that appropriate action can be taken to prevent subsequent delay in subcontract awards.

### **4. TELEGRAPHIC MODIFICATION**

Any Bidder may modify his bid by telegraphic communication at any time prior to the scheduled closing time for receipt of bids, provided such telegraphic communication is received by the Owner prior to the closing time, and provided further, the Owner is satisfied that a written confirmation of the telegraphic modification over the signature of the Bidder was mailed prior to the closing time. The telegraphic communication should not reveal the bid price but should provide the addition or subtraction or other modification so that the Owner will not know the final prices or term until the sealed bid is opened. If written confirmation is not received within two (2) days from closing time, no consideration will be given to the telegraphic modification.

### **5. METHOD OF BIDDING**

The Owner invites the following bid (s):

**2026 Asphalt Overlay Program**

**6. QUALIFICATION OF BIDDER**

The Owner may make such investigations as he deems necessary to determine the ability of the Bidder to perform the work, and the Bidder shall furnish to the Owner all such information and data for this purpose as the Owner may request. The Owner reserves the right to reject any bid if the evidence submitted by, or investigation of, such Bidder fails to satisfy the Owner that such Bidder is properly qualified to carry out the obligations of the contract and to complete the work contemplated therein. Conditional bids will not be accepted.

**7. BID SECURITY**

Each bid must be accompanied by cash, certified check of the Bidder or a Bid Bond prepared on the form of Bid Bond attached hereto, duly executed by the Bidder as principle and having as surety thereon a surety company approved by the Owner, in the amount of five (5) percent of the bid. Such cash, checks or Bid Bonds will be returned to all except the three lowest Bidders within three (3) days after the opening of bids, and the remaining cash, checks, Bid Bonds will be returned promptly after the Owner and the accepted Bidder have executed the contract, or, if no award has been made within 30 days after the date of the opening of the bids, upon demand of the Bidder at any time thereafter, so long as he has not been notified of the acceptance of his bid.

**8. LIQUIDATED DAMAGES FOR FAILURE TO ENTER INTO CONTRACT**

The successful Bidder, upon his failure or refusal to execute and deliver the contract and bonds required within then (10) days after he has received notice of the acceptance of his bid, shall forfeit to the Owner, as liquidated damages for such failure or refusal, the security deposited with his bid.

**9. TIME OF COMPLETION AND LIQUIDATION DAMAGES**

Bidder must agree to commence work on or before a date to be specified in a written "Notice to Proceed" of the Owner and to fully complete the project within 30 consecutive calendar days thereafter. Bidder must agree also to pay as liquidated damages, the sum of \$250.00 for each consecutive calendar day thereafter.

**10. CONDITIONS OF WORK**

Each Bidder must inform himself fully of the conditions relating to the construction of the project and the employment of labor thereon. Failure to do so will not relieve a successful Bidder of his obligations to furnish all material and labor necessary to carry out the provisions of his contract. In so far as possible, the Contractor in carrying out his work must employ such methods or means as will not cause any interruption of or interference with the work of any other Contractor.

**11. ADDENDA AND INTERPRETATIONS**

No interpretations of the meaning of the Plans, Specifications or other Pre-bid Documents will be made to any Bidder orally. Every request for such interpretation should be in writing addressed to Adam Whitlow, Director of Engineering & Public Works, #1

Municipal Drive, Jacksonville, AR, 72076 and to be given consideration must be received at least five (5) days prior to the date fixed for the opening of bids. Any and all such interpretations and any supplemental instructions will be in the form of written addenda to the specifications which, if issued, will be mailed certified mail with return receipt requested to all prospective Bidders (at the respective address furnished for such purposes) not later than three (3) days prior to the date fixed for the opening of bids. Failure of any Bidder to have received any such addendum or interpretation shall not relieve such Bidder from any obligation under his bid as submitted. All addenda so issued shall become part of the Contract Documents.

**12. SECURITY FOR FAITHFUL PERFORMANCE**

Simultaneously with his delivery of the executed contract, the Contractor shall furnish a Performance and Payment Bond as security for faithful performance of this contract and for the payment of all persons performing labor on the project under this contract and furnishing materials in connection with this contract. The surety on such bond or bonds shall be a duly-authorized company satisfactory to the Owner, Performance and Payment Bonds will be in the amount of 100% of the total bid.

**13. POWER OF ATTORNEY**

Attorneys-in-fact who sign bid bonds or contract bonds must file with each bond a certified and effectively dated copy of their power of attorney.

**14. LAWS AND REGULATIONS**

The Bidder's attention is directed to the fact that all applicable State Laws, municipal ordinances, and the rules and regulations of all authorities having jurisdiction over construction of the project shall apply to the contract throughout, and they will be deemed to be included in the contract the same as though herein written out in full.

**15. METHOD OF AWARD-LOWEST QUALIFIED BIDDER**

If at the time contract is to be awarded, the lowest base bid submitted by a responsible Bidder does not exceed the amount of funds then estimated by the Owner as available to finance the contract will be awarded on the base bid only. If such bid exceeds such amount, the Owner may reject all bids or may award the contract on the base bid combined with such deductible alternate applied in numerical order in which they are listed in the Form of Bid, as produces a net amount which is within the available funds.

**16. OBLIGATION OF BIDDERS**

At the time of the opening of bids, each Bidder will be presumed to have inspected the site and to have read and to be thoroughly familiar with the plans and contract documents (including all addenda). The failure or omission of any Bidder to examine any instrument or document shall in no way relieve any Bidder from any obligation in respect of his bid.

**17. SAFETY STANDARDS AND ACCIDENT PREVENTION**

With respect to all work performed under this contract, the Contractor shall:

1. Comply with the safety standards provisions of applicable laws, building and construction codes and the "Manual of Accident Prevention in Construction: published by the Associated General Contractors of America. The requirements of the Occupational Safety and Health Act of 1970 (Public Law 91-596), and the requirements of Title 29 of the code of Federal Regulations, Section 1518 as published in the "Federal Register: Volume 36, No. 75, Saturday, April 17, 1971.
2. Exercise every precaution at all times for the prevention of accidents and the protection of persons (including employees) and property.
3. Maintain at his office or other well known place at the job site, all articles necessary for giving first aid to the injured, and shall make standing arrangements for the immediate removal to a hospital or a doctor's care of persons (including employees), who may be injured on the job site. In no case shall employees be permitted to work at a job site before the employer has made a standing arrangement for removal of injured persons to a hospital or a doctor's care.

**18. PAYMENT SCHEDULE**

All invoices received by 12:00 Noon p.m. Central Standard Time on a **MONDAY** will be paid the following week, no later than Friday. Any invoices received after 5:00 p.m. Central Standard Time; on a **TUESDAY** will be paid two weeks later.

**19. ARKANSAS CONTRACTOR'S LICENSE**

The attention of prospective bidders is directed to Act 150 of the 1965 Acts of Arkansas, being an "Act Regulating the Practice of Contracting in the State of Arkansas." When the project presented for bid is estimated to cost \$20,000.00 or more, the prospective bidder must show evidence of license with the "Contractor's Licensing Board" for the State of Arkansas before a contract is awarded

**PROPOSAL**

Place: \_\_\_\_\_

Date: \_\_\_\_\_

Proposal of \_\_\_\_\_ (hereinafter called "Bidder") a  
Corporation, organized and existing under the laws of the State of, \_\_\_\_\_  
Partnership, or an individual doing business as \_\_\_\_\_  
To the City of Jacksonville (hereinafter called the "Owner")

Gentleman:

The Bidder, in compliance with your invitation for bids for the construction of:

**2026 ASPHALT OVERLAY PROGRAM**

Having examined the plans and specifications with related documentation and the site of the proposed work, and being familiar with all of the conditions surrounding the construction of the proposed project including the availability of materials and labor, hereby proposes to furnish all labor, materials, and supplies, and to construct the project in accordance with the contract documents, within the time set forth therein, and at the prices stated below. These prices are to cover all expenses incurred in performing the work required under the contract documents, of which this proposal is a part.

Bidder hereby agrees to commence work under this contract on or before a date to be specified on written "Notice to Proceed" of the Owner and to fully complete the project within **120** consecutive calendar days thereafter as stipulated in the specifications. Bidder further agrees to pay us liquidated damages, the sum of **\$250.00** for each consecutive day thereafter.

Bidder acknowledges receipt of the following addendum:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**BIDDERS ARE REQUIRED TO CALL & REGISTER AS A RECOGNIZED BIDDER TO ENSURE RECEIPT OF ANY APPLICABLE ADDENDUMS**

Notes:

The above shall include all labor, materials, overhead, profit, insurance, etc. To cover the finished work or the several kinds called for.

The Bidder understands that the Owner reserves the right to reject any or all bids (or part of any bid) at any time and to waive any informalities in the bidding.

The Bidder agrees that this bid shall be good and may not be withdrawn for a period of 30 calendar days after the scheduled closing time for receiving bids.

Upon receipt of written notice of the acceptance of this bid, bidder will execute the formal contract attached immediately and deliver a Performance and Payment Bond as required. The Bid Security attached in the sum 5% of the total price bid is to become property of the Owner in the event the contract and bond are not executed within the time above set forth, as liquidated damages for the delay and additional expenses to the Owner caused thereby.

A maintenance bond in the amount of 50% of the total contract price will be required on completion of the project and will be in force for a period of one (1) year.

Respectfully submitted:

(Seal if bid is by a Corp.)

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Contractor

---

By

---

Title

---

(Business Address)

---

(City and Zip Code)

---

(Phone and Fax Number)

**CONTRACT**

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2025 by and between the **City of Jacksonville**, herein called "**Owner**", acting herein through its Director of Engineering & Public Works, and, \_\_\_\_\_, a corporation, City of \_\_\_\_\_, County of \_\_\_\_\_, State of Arkansas, hereinafter called "**Contractor**".

WITNESSTH: That for and in consideration of the payments and agreements hereinafter mentioned to be made and performed by the OWNER, the CONTRACTOR hereby agrees with the OWNER to commence and complete the construction described as follows:

**2026 ASPHALT OVERLAY PROGRAM**

hereinafter called project, for the sum of ( \_\_\_\_\_ ) and all extra work in connection therewith, at their own expense to furnish all materials, insurance, machinery, equipment, tools, superintendents, labor, complete the said project in all maps, plats, blue prints, and other drawings and printed or written explanatory matter thereof, the specifications and contract document thereof as prepared by the Director of Engineering & Public Works, herein entitled the OWNER.

The Contractor hereby agrees to commence work under this contract on or before a date to be specified in a written "Notice to Proceed" of the Owner and to fully complete the project within **120** consecutive calendar days thereafter. The Contractor further agrees to pay, as liquidated damages, the sum of **\$250.00** for each calendar day thereafter. Contractor agrees to deliver a Performance and Payment Bond to Owner at a time of contract signing.

The Owner agrees to pay the Contractor in current funds for the performance of the contract, subject to additions and deductions, and to make payments on account thereof.

IN WITNESS WHEREOF, The parties to these present have executed this contract in three (3) counterparts, each of, which shall be deemed and original, in the year and day first above mentioned.

City Of Jacksonville  
(Owner)

(Seal)

ATTEST:

By: \_\_\_\_\_  
Jeff Elmore, Mayor

\_\_\_\_\_  
Susan L. Davitt, City Clerk

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_

(Seal)

\_\_\_\_\_  
Title

\_\_\_\_\_  
(Secretary)

\_\_\_\_\_  
Address

\_\_\_\_\_  
(City, State and Zip Code)

\*\*\* (Secretary of the Owner should attest. If the Contractor is a corporation, Secretary should attest.) \*\*\*

**SPECIFICATIONS  
HOT MIX ASPHALTIC CONCRETE  
CITY OF JACKSONVILLE, ARKANSAS 72076  
2026**

**SECTION I - DEFINITION OF TERMS**

Whenever, in these specifications, contracts and bonds, the following terms or pronouns in place of them are used, the intent and meaning shall be interpreted as follows:

**CITY:** City of Jacksonville, Arkansas

**COUNCIL:** City Council, City of Jacksonville, Arkansas

**DIRECTOR OF ENGINEERING & PUBLIC WORKS:** The Director of Engineering & Public Works of the City of Jacksonville or his authorized representative assigned to supervise and give directions for carrying on the work included under these specifications.

**INSPECTOR:** An authorized representative of the Director of Engineering & Public Works assigned to necessary inspections of material furnished.

**LABORATORY:** Laboratory designed by the Director of Engineering & Public Works.

**AHTD SPECIFICATIONS:** Standard specifications for highway construction (Arkansas State Highway Commission) latest addition.

**BIDDER:** Any individual, firm or corporation with whom a contract has been made directly or through accredited representatives, that may have entered into a contract with the City of Jacksonville for any of the work included under these specifications.

**CONTRACTOR:** The person, firm or corporation with whom a contract has been made directly or through accredited representatives that may have entered into a contract with the City of Jacksonville for any of the work included under these specifications.

**PROPOSAL:** The approved form on which the bidder is to, or has submitted his, their, or its proposal for the work completed.

**PROPOSAL GUARANTY:** The certified check or the security designed in the proposal to be furnished by the bidder, guaranteeing good faith, and agreeing to contract with the City if the work of construction is awarded to him.

**SPECIFICATIONS:** The directions, provisions, and requirements contained herein, together with all written agreements made or to be made, setting out or relating to the method and manner of performing the work or to the quantities and qualities of material and labor to be furnished under the contract.

**CONTRACT:** The written agreement covering the performance of the work and the furnishing of labor and material for completing the asphalt overlay required by this request. The contract shall include the "Proposal, Specifications and Contract Bond", also any and all supplemental agreements required to complete the project in a substantial and acceptable manner.

**THE WORK:** All the work specified to cover the operation of asphalt overlay of existing streets as designated by the Jacksonville Director of Engineering & Public Works.

## **SECTION II - GENERAL PURPOSE AND INTENT**

The City is to improve sections within the city limits. The purpose of these improvements is to provide a smooth level surface for vehicular traffic that is durable and pleasing to the eye.

**Familiarity with proposed work:** The Bidder must examine carefully the proposal, specifications, instructions to bidders, special provisions, and contract form before submitting his proposal, and otherwise familiarize himself with the character and extent of the proposed construction. Submission of a proposal shall be considered prima facie evidence that the Bidder has made such examination.

## **SECTION III - MATERIALS**

**Arkansas Highway and Transportation Department Specifications:** AHTD specifications shall be used as specifications for the materials, equipment and testing on the job.

**Asphaltic Concrete Hot Mix Binder Course:** ACHM Binder Course will be in accordance with AHTD Specifications, Section 405.

**Asphaltic Concrete Hot Mix Surface Course:** ACHM Surface Course will be in accordance with Specifications, Section 408, Type II or III. As selected by the Director of Engineering & Public Works.

**Tack and Prime Coats:** Tack and prime coats will be in accordance with AHTD specifications.

**Interim Pavement Markings:** Interim pavement markings are those that may be used for a short period of time until it is possible to place permanent pavement markings.

**Testing of Materials:** The Director of Engineering & Public Works may require the testing of any and all materials up to a limit of five valid tests of material. Invalid tests are tests, which do not pass any part of the AHTD specifications.

**Testing Expense:** A laboratory of the City's choice will perform Tests that are required by the Director of Engineering & Public Works. Tests that the City will pay for pass. Tests that the Contractor will pay for fail.

#### **SECTION IV - LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC**

**Laws to be Observed:** The Contractor must familiarize himself and comply with all Federal, State, County and City Laws, Ordinances or regulations controlling the action or operation of those engaged upon the work or affecting materials used, and govern himself in accordance with them. He shall indemnify and save harmless the City and all of its officers, agents and servants, against any claim or liability arising from or based on the violation of any such laws, by-laws, ordinances, regulations, orders or decrees, whether by himself or his employees.

**Permits and Licenses:** The Contractor will procure all permits, licenses, pay all charges and fees, and give all notices necessary and incident to the due lawful prosecution of the work.

**Sanitary Provisions:** The Contractor shall provide and maintain at his own expense, in a sanitary condition, such accommodations for the use of his employees as is necessary to comply with the requirements and regulations of the State or Local Board of Health. He will commit NO public nuisance.

**Public Convenience and Safety:** The street will not be closed, except when and where directed by the Director of Engineering & Public Works. Whenever the street or streets are not closed, the work must be so conducted that there will be a safe passageway for traffic at all times. Fire hydrants on or adjacent to the streets shall be kept accessible to the Fire Department at all times and no materials or construction will be placed within ten (10) feet of any such hydrant. Adjacent premises must be given access as far as practicable and obstruction of gutters and ditches will not be permitted. Materials stored along the street must be placed to cause as little obstruction to the traveling public as possible.

**Barricades, Flaggers, Warning and Detour Signs:** The contractor will provide, erect and maintain all necessary barricades, suitable and sufficient red lights, danger signals and signs and take all necessary precautions for the protection of the work and safety of the public. Effective barricades will protect streets closed to traffic on which will be placed appropriate warning signs. The contractor will provide and maintain the required warning and detour signs at all closures and intersections, directing the traffic around the closed portions of the street to clearly designate the temporary detour and all lights will be kept burning from sunset to sunrise. Two flag persons will be on the job at all times. One to be stationed at each end of the immediate work area.

**Preservation and Restoration of Property, Trees, Monuments and Property Marks:** The contractor will not trespass on private property without the property owner's consent. In case of any damage or injury to public or private property by or on account of any act, commission, neglect or misconduct in the execution of the work, the Contractor shall restore, at his own expense, such property to a condition equal to that existing before such damage was done.

**Contractor's Insurance:** The Contractor shall not commence work under this contract until he has obtained all insurance required under this paragraph and such insurance has been approved by the City, nor shall the Contractor allow any sub-contractors has been so obtained and approved. A licensed resident local agent of Arkansas shall execute all such insurance.

**(a) Public Liability and Property Damage Insurance:** The Contractor shall take out and maintain during the life of this contract such Public Liability and Property Damage Insurance as will protect his and any sub-contractor performing work covered by this contract from claims or damage for personal injury, including accidental death, as well as from any claim, for property damages, which arise from operations under this contract, whether such operations by himself or by any sub-contractors or by anyone directly or indirectly employed by either of them and the amounts of such insurance shall be as follows:

**Public Liability Insurance:** In an amount not less than ten thousand dollars (\$10,000) for injuries including accidental death, to any one person, and subject to the same limit for each person, in an amount no less than ten thousand dollars (\$10,000) and fifty thousand dollars (\$50,000).

**(b) City's Protective Public Liability and Property Damage Insurance:** The Contractor shall take out and maintain during the life of this contract such public liability and property damage insurance as shall protect the City and its agents from claims for damages, which may arise from operations under this contract, whether such operations be by any subcontractors or by any one directly or indirectly employed by either of them, and the limits of such insurance shall be shown in sub-paragraph (a) above.

**(c) Workmen's Compensation Insurance:** The Contractor shall take out and maintain during the life of this Workmen's Compensation Insurance as shall protect him and sub-contractor performing work covered by this contract, from claims for damages for personal injury, including accidental death, which may arise from operations under this contract, whether such operations be by himself or by any sub-contractor or anyone directly or indirectly employed by either of them as required under the laws of the State of Arkansas.

**Contractor's Responsibility of Work:** Until acceptance of the work by the City, it shall be under the charge and care of the Contractor, and he shall take every necessary precaution against injury or damage to the work by the action of the elements or from any other cause what-so-ever, whether arising from the execution or from the non-execution of the work. The Contractor shall rebuild, repair, restore, and make good, at his own expense, all injuries or damages to any portion of the work occasioned by any of the above, caused before its completion and acceptance. In addition, the Contractor shall furnish a 50% Maintenance Bond for a period of 1 year after completion of the work.

**Opening Section of Street to Traffic:** Whenever, in the opinion of the Director of Engineering & Public Works, any street, or portion thereof, is in an acceptable condition for travel, it shall be opened to traffic, as may be directed, and such opening shall not be held to be in any way an acceptance of the street, or any part of it, or as a waiver of any of the provisions of the Specifications and Contract. Necessary repairs or renewals made on any section of street opened to travel under the instruction of the Director of Engineering & Public Works, due to defective material or otherwise, pending completion and acceptance of the street, shall perform at the expense of the Contractor. Where particularly provided for under "Special Provisions" the work may be accepted in completed sections and the Contractor relieved of responsibility for each section.

**No Waiver of Legal Rights:** The City or Director of Engineering & Public Works shall not be precluded or estopped by any measurement, estimates or certificate, made or given by them or by any agent or employee of the City or Director of Engineering & Public Works, under any provisions of the contract, at any time either before or after the completion and acceptance of the road, and payment thereof pursuant to any measurement, estimate or certificate, from showing the true and correct amount and character of the two performed, and material furnished by the Contractor or from showing at any time that any such measurements, estimate, or certificate or any part thereof, do not conform in fact to the Specifications and Contract and the Director of Engineering & Public Works shall have to reject the whole or any part of the aforesaid work or materials, should the said measurements, estimates, certificate or payments be found to be known to be inconsistent with the terms of the contract or otherwise improperly given, and the Director of Engineering & Public Works will not be precluded and stopped, notwithstanding any such measurement, estimate, certificate and payment in accordance therewith, from demanding and recovering from the Contractor and his Surety such damages as it may sustain by reason of his failure to comply with the terms of the Specifications and Contract. Neither the acceptance by the Director of Engineering & Public Works or any agent or employee of the City, nor any certification by the Director of Engineering & Public Works for payment of money, nor payment for, nor acceptance of, the whole or any part Director of Engineering & Public Works of the work by the Director of Engineering & Public Works, nor any extension of time, nor any possession by the Director of Engineering & Public Works, nor power herein reserved by the City, nor any right to damages herein provided, nor any waiver of any breach of contract shall be held to be a waiver of any other or subsequent breach.

**Personal Liability of Public Officials:** In carrying out any of the above provisions or in exercising any power of authority granted to him by this Contract, there will be no liability upon the Director of Engineering & Public Works or his authorized assistants, with personally of all officials of the City, it being understood that in such matters the Director of Engineering & Public Works act as the agents and representative of the City.

## SECTION V - MAINTENANCE BOND

**Maintenance Bond:** A maintenance bond is not required for this project.

## SECTION VI - PAYMENTS

**Payments:** Payment will be for tons of asphalt laid. There will be no separate items for cleaning, dressing, grading, excavation, priming or tacking. All of the previously mentioned items will be required as need to produce the required typical section and provide for the general purpose and intent of these specifications.

**Payments, Asphalt:** Tons of asphalt laid will be the number of tons substantiated by ticket, collected by a representative of the City at the job site.

**Payments, Seal:** Payment for any type of sealing treatment shall be paid for by the square yard (sy) as verified.

**Payments, Full Demo & Base Reconstruction:** Payment for this item shall include all labor & equipment to remove & dispose of the unsuitable pavement and base/subgrade to a depth of 10 inches. Base reconstruction shall include 8" compacted Class 7 to 95% MP. This shall be paid for by the square yard (sy) of reconstructed area. Payment for the Asphalt Surface of the reconstructed area shall be included in the unit price for Asphalt.

**Payments, Milling:** Milling shall be paid for by the square yard (sy) of the area milled & verified by a representative of the City at the job site.

**Payments, Other:** Payment for items not specified in this section shall be paid for by the units shown on the unit price bid sheet. If an item is not specifically shown on the unit price bid sheet, it is understood to be included in the various unit prices of the other bid items.

**Requests for Payments:** see item #18 - Information to Bidders.

## SECTION VII - CONTROL OF WORK

**Authority of Director of Engineering & Public Works:** - The work will be done under the direct supervision of the Director of Engineering & Public Works or the Inspector, who is placed in charge of the work by the Director of Engineering & Public Works. The Director of Engineering & Public Works or Inspector will decide any and all questions which may arise as to the acceptability of materials furnished and work performed and as to the manner of performance and rate of progress of the work, and shall decide all questions that may arise as to the interpretation of specifications, and all questions as to the acceptance fulfillment of the contract on the part of the contractor, and Sub-contractors under these specifications, affecting the integrity of the work performed and

materials furnished which are to be paid for under the contract. Such decisions and estimate will be final and conclusive; and such estimate, in case of any questions arising, shall be a condition precedent to the right of the Contractor to receive any money due him under the contract.

**Director of Engineering & Public Works to be Referee:** In order to prevent misunderstandings and litigation, it is mutually agreed by both parties of the contract the Director of Engineering & Public Works will act as referee in all questions arising under the terms of the contract between parties hereto, and that the decision of the Director of Engineering & Public Works, in such cases, shall be final and binding upon both parties alike.

### **COLD MILLING ASPHALT PAVEMENT**

**Description:** This item shall consist of cold milling the asphalt pavement at the location designated on the plans or by the Director of Engineering & Public Works and removing the resulting material from the street right-of-way. Unless otherwise provided, the reclaimed pavement shall become the property of the Owner. The pavement remaining after milling shall provide a surface suitable for maintaining traffic.

**Equipment:** The Contractor shall provide self-propelled equipment with sufficient power, traction, and stability to maintain an accurate depth of cut and slope. The equipment shall be capable of accurately and automatically establishing profile grades along each edge of the machine by referencing from the existing pavement by means of a ski or matching shoe or from an independent grade control and shall have an automatic system for controlling cross slope at a given rate. The milling machine shall have an effective means for preventing dust, resulting from the operation, from escaping into the air.

Provision shall be made, either integrally with the milling machine or by the use of additional equipment, to remove the material being cut from the surface of the roadway.

**Construction Requirements:** The existing pavement shall be cold milled to the depth shown on the plans. The number of passes and the depth of each pass required to obtain the total depth to be removed will be determined by the Contractor, unless specified in plans. The traverse joint left at the end of each day's run shall be tapered to provide a smooth ride. The equipment shall be operated at a rate of travel that will provide a surface meeting the applicable surface requirements.

**Surface Tests:** Unless otherwise specified, the finished surface after milling, when checked with a 10' rolling straightedge operated parallel to the centerline, shall show no variation more than ¼ inch.

**Method of Measurement:** Cold milled asphalt pavement will be measured by the square yard of pavement milled to the depth specified.

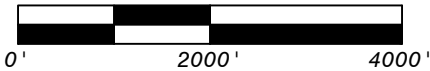
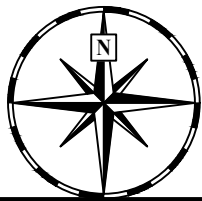
**Basis of Payment:** Work completed and accepted and measured as provided above will be paid for at the contract unit price bid per square yard for, Cold Milling Asphalt Pavement, which price shall be full compensation for all work as prescribed herein, and for all labor, tools, equipment, and incidentals necessary to complete the work.

**CITY OF JACKSONVILLE 2026 OVERLAY - UNIT PRICE BID SHEET**

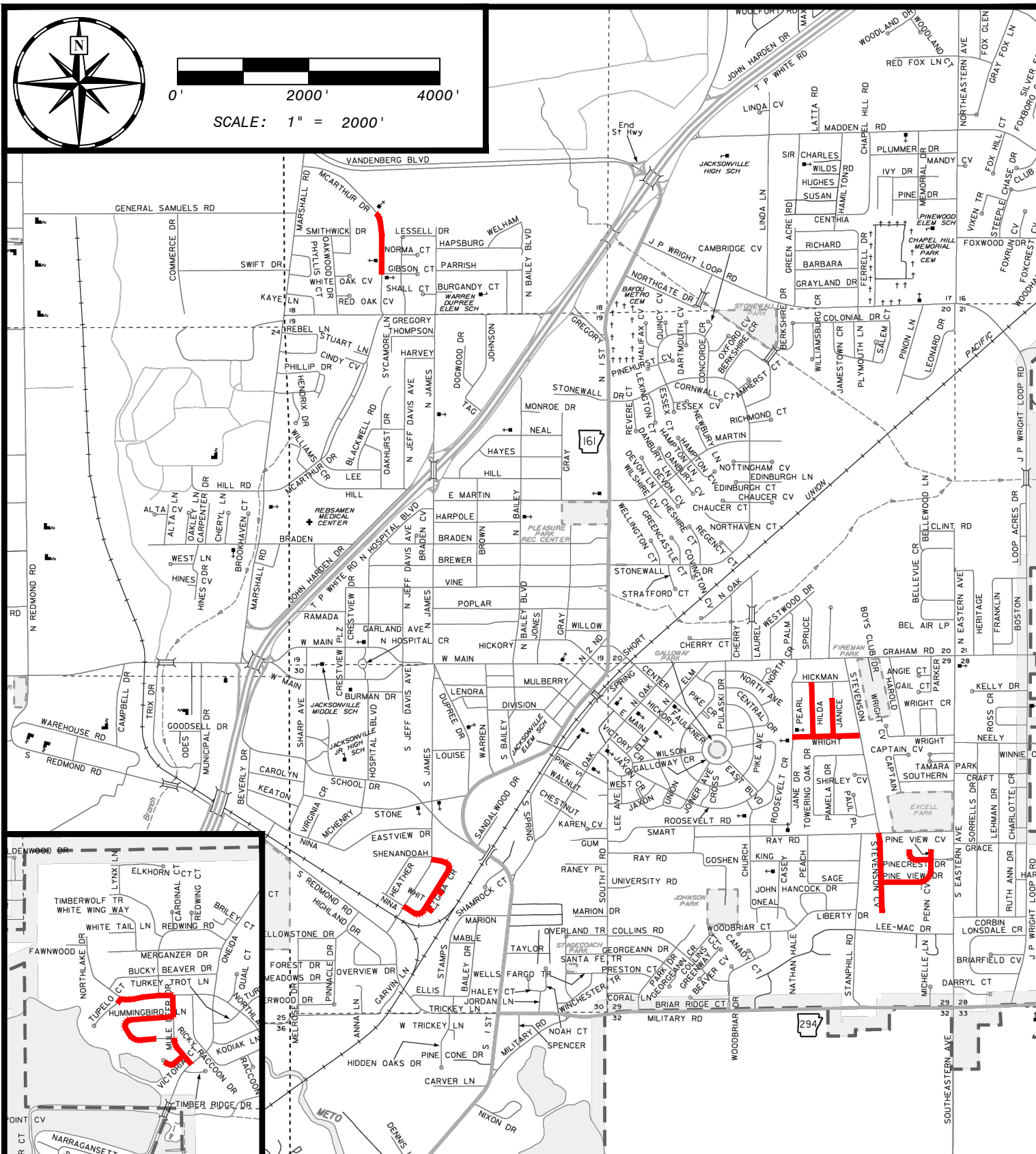
| STREET           | LIMITS                     |   | LENGTH<br>(ft) | WIDTH<br>(ft) | AREA  |      | ASPHALT<br>OVERLAY<br>(tons) | ASPH. EDGE<br>LENGTH | 7' TAPERED<br>EDGE MILL<br>(sy) | MILL<br>(sy) |
|------------------|----------------------------|---|----------------|---------------|-------|------|------------------------------|----------------------|---------------------------------|--------------|
|                  | FROM                       | TO  |                |               | (sf)  | (sy) |                              |                      |                                 |              |
| Stevenson Cv     | Ray Rd                     | S to End                                    | 1220           | 23±           | 32420 | 3602 | 396.2                        | 2564                 | 1994                            | 3602         |
| Pine View Dr/Cv  | Stevenson Cv               | End   | 1150           | 23±           | 33750 | 3750 | 412.5                        | 2760                 | 2147                            | 3750         |
| Pine Crest Dr    | Pine View Dr               | W to End                                    | 432            | 23±           | 12503 | 1389 | 152.8                        | 1015                 | 789                             | 1389         |
| Hummingbird Ln   | Mule Deer Dr<br>(on North) | 5900 Humming<br>Bird Ln                     | 1265           | 23±           | 29200 | 3244 | 356.8                        | 2633                 | 2048                            | 3244         |
| Mule Deer Dr (N) | Hummingbird Ln<br>(North)  | Northlake Dr                                | 341            | 23±           | 8465  | 941  | 103.5                        | 809                  | 629                             | 941          |
| Northlake Dr     | Tupelo Ct                  | Mule Deer Dr                                | 856            | 33±           | 28407 | 3156 | 347.2                        | 1806                 | 1405                            | 3156         |
| Tupelo Ct        | Northlake Dr               | South 130'<br>to Beginning<br>of Cul-de-Sac | 230            | 23±           | 3414  | 379  | 41.7                         | 369                  | 287                             | 379          |
| Victoria Ct      | Mule Deer Dr               | Hummingbird Ln                              | 330            | 23±           | 8280  | 920  | 101.2                        | 783                  | 609                             | 920          |
| Mule Deer Dr (S) | (South)                    | Oneida St                                   | 487            | 23±           | 11120 | 1236 | 136.0                        | 1020                 | 793                             | 1236         |
| McArthur Dr      | Gibson Ct                  | St Jude Church                              | 1016           | 21±           | 21536 | 2393 | 263.2                        | 2026                 | 1576                            | 2393         |
| Wright St        | Stevenson St               | Pearl St                                    | 1000           | 23±           | 23912 | 2657 | 292.3                        | 2170                 | 1688                            | 2657         |
| Hilda St         | Wright St                  | Hickman St                                  | 804            | 23±           | 19210 | 2134 | 234.7                        | 1822                 | 1417                            | 2134         |
| Janice St        | Wright St                  | 510' North                                  | 510            | 23±           | 12069 | 1341 | 147.5                        | 1133                 | 881                             | 1341         |
| Gina Cir         | James St                   | James St                                    | 1358           | 23±           | 48380 | 5376 | 591.4                        | 2955                 | 2298                            | 5376         |
| Whit Ct          | Gina Cir                   | End   | 137            | Varies        | 5716  | 635  | 69.9                         | 408                  | 317                             | 635          |
| Davis Ct         | Gina Cir                   | End   | 137            | Varies        | 5755  | 639  | 70.3                         | 392                  | 305                             | 639          |
| <b>TOTALS</b>    |                            |   | <b>11273</b>   |               |       |      | <b>3717.1</b>                |                      | <b>19183</b>                    | <b>33792</b> |

| Item No.  | Description                                     | Qty & Unit  | Unit Price      | Bid Amount |
|---|---|-------------|-----------------|------------|
| 1   | Asphalt (2" Depth) 3/8" Rock                    | 3717.1 tons | _____           | _____      |
| 2   | Cold Milling (Less Than or Equal to 2")         | 33792 sy    | _____           | _____      |
| <b>TOTAL BID</b>                                |   |             | <b>\$</b> _____ | _____      |
| <b>WRITTEN</b>                                  |   |             | _____           | _____      |
| <b><u>DEDUCTIVE ALTERNATE TO ITEM NO. 2</u></b> |   |             |                 |            |
| 3   | 7' Tapered Edge Mill (Less Than or Equal to 2") | 19183 sy    | _____           | _____      |

The City reserves the right to reduce the above stated quantities if needed to meet budget. City reserves the right to request Value Engineered (VE) Alternatives for select routes from low bidder prior to issuance of contract.



SCALE: 1" = 2000'



General Notes:  
1.) This is a general location map only. See bid sheet & other plan sheet for specific requirements.



CITY OF JACKSONVILLE  
CITY HALL - PUBLIC WORKS  
#1 Municipal Drive  
Jacksonville, Arkansas 72076  
(501) 982-6071 • (501) 982-6439 FAX  
www.cityofjacksonville.net



**JOB - 26.001**  
2026 STREET OVERLAY  
CITY OF JACKSONVILLE  
Edge Mill & Overlay



March 2026

**2026 OVERLAY PROGRAM**  
**Stevenson Cv, Pine View Dr/Cv**  
**& Pine Crest Dr**



**ENGINEERING - PUBLIC WORKS**

#1 Municipal Drive  
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SCALE: 1" = 200'





March 2026

# 2026 OVERLAY PROGRAM

Hummingbird Ln, Mule Deer Dr, Northlake Dr  
Tupelo Ct, & Victoria Ct



## ENGINEERING - PUBLIC WORKS

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SCALE: 1" = 200'





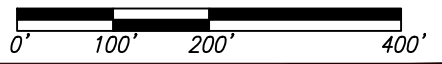
March 2026  
**2026 OVERLAY PROGRAM**  
Wright St, Hilda St, & Janice St



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SCALE: 1" = 200'





March 2026

# 2026 OVERLAY PROGRAM

Gina Cir, Whit Ct, & Davis Ct



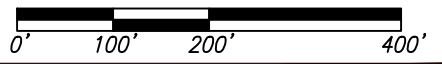
## ENGINEERING - PUBLIC WORKS

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[www.cityofjacksonville.net](http://www.cityofjacksonville.net)



SCALE: 1" = 200'





March 2026

# 2026 OVERLAY PROGRAM

McArthur Dr

## ENGINEERING - PUBLIC WORKS

#1 Municipal Drive

Jacksonville, Arkansas 72076

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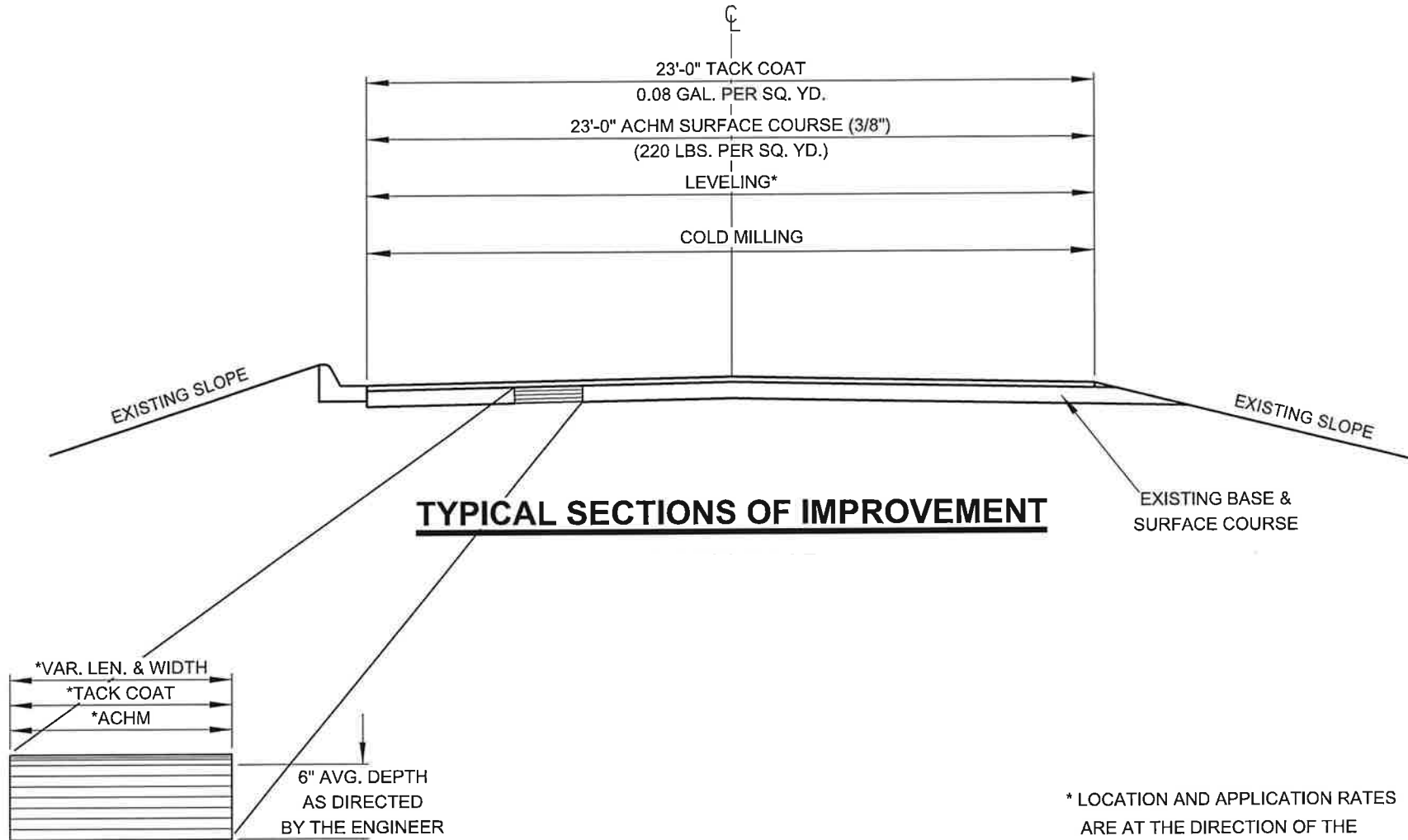
[www.cityofjacksonville.net](http://www.cityofjacksonville.net)



SCALE: 1" = 200'



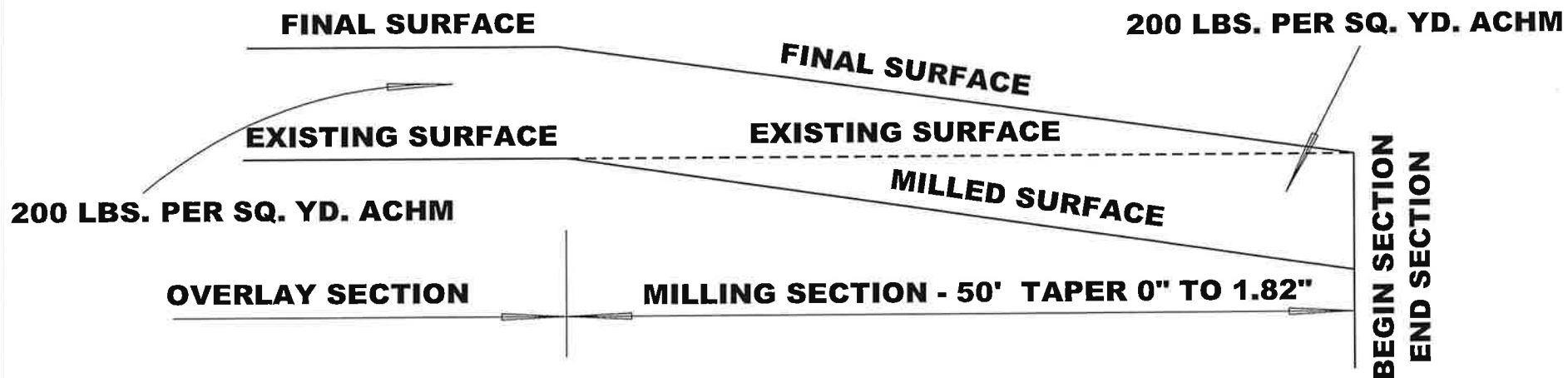
NOTE: DETAILS MAY BE MODIFIED TO MEET LOCAL  
CONDITIONS AS DIRECTED BY THE ENGINEER.



### TYPICAL SECTIONS OF IMPROVEMENT

**ACHM PATCHING OF  
EXISTING ROADWAY**  
PAY ITEMS AND CONSTRUCTION  
REQUIREMENTS ARE AS DEFINED  
IN SECTION 415 OF THE STANDARD  
SPECIFICATIONS FOR HIGHWAY  
CONSTRUCTION.

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



PROFILE VIEW  
NOT TO SCALE










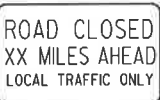






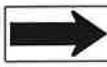





















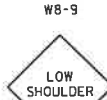
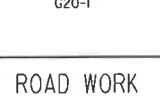
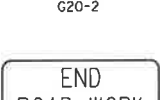




**PAVEMENT TRANSITION**  
**DETAILS FOR COLD MILLING**  
**SECTIONS 2**

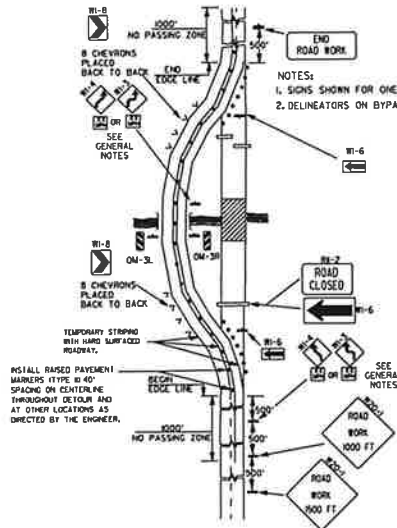
LOCATIONS  
 ALL TRANSITIONS

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

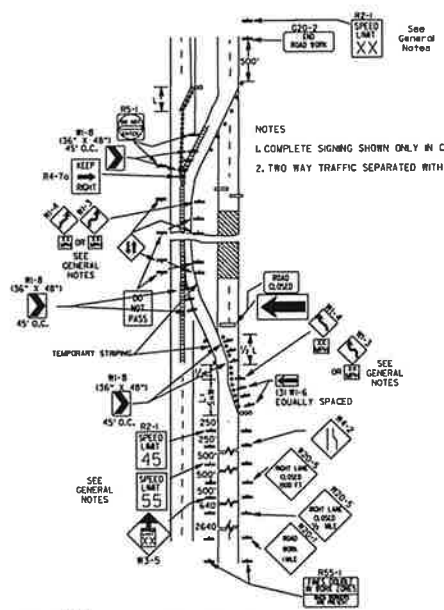
**NOTE: FOR COLD MILLING ASPHALT PAVEMENT TRANSITION, TAPER 50' OF FINAL SURFACE TO CREATE A 1.82" PAVING NOTCH, AT VARIOUS LOCATIONS, AS SHOWN ABOVE. OVERLAY MILLED AREAS USING 200 LBS. PER SQ. YD. OF ACHM.**

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

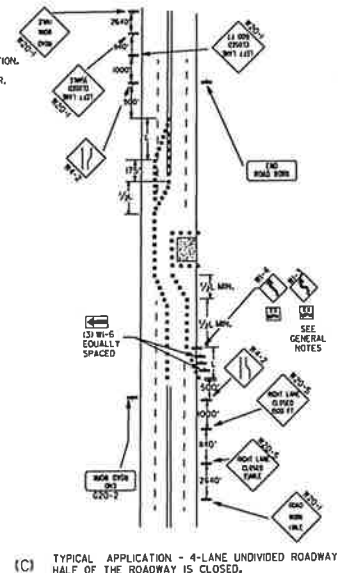
|  |   |   |   |  |   |   | ADVANCE DISTANCES<br>(XXXX)   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
|--|---|---|---|--|---|---|---|--|--|--------|------------------|--|--------|-----------------------------|--|-------|---------------------------------|--|-------|---------------|--|-------|----------------------------|--|-------|--|--|-------|---------------------------|--|-------|---------------|--|--------|----------------|--|-------|----------------|--|-------|--------------|--|-------|------------|--|---------|----------------|--|---------|----------------|--|--------|---|--|-------|-------------|--|-------|---------------------------------------|---------|--------|--|--|-------|-------------------------|--|------|----------|-------|
| <p>RI-1</p>  <p>STANDARD 30"x30"<br/>EXPRESSWAY 36"x36"<br/>SPECIAL 48"x48"</p> | <p>RI-2</p>  <p>STD. 36"x36"x36"<br/>EXPWY. 48"x48"x48"<br/>FWY. 60"x60"x60"</p> | <p>R2-1</p>  <p>STD. 24"x30"<br/>EXPWY. 36"x48"<br/>FWY. 48"x60"</p>       | <p>W3-5</p>  <p>STD. 36"x36"<br/>EXPWY. 48"x48"<br/>FWY. 48"x48"</p>                     | <p>W3-5a</p>  <p>STD. 36"x36"<br/>EXPWY. 48"x48"<br/>FWY. 48"x48"</p> | <p>R4-1</p>  <p>STD. 24"x30"<br/>EXPWY. 36"x48"<br/>FWY. 48"x60"</p>       | <p>R4-2</p>  <p>STD. 24"x30"<br/>EXPWY. 36"x48"<br/>FWY. 48"x60"</p> | <p>500 FT<br/>1000 FT<br/>1500 FT</p> <p>1/2 MILE<br/>3/4 MILE<br/>1 MILE<br/>AHEAD</p> <p>GENERAL NOTES:<br/>1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.<br/>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.<br/>3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED, SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.<br/>4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 50 FT, SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE II BARRICADE.<br/>5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS, CHANNEL POSTS SHALL BE PAINTED GREEN, WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS, ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.<br/>6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.<br/>7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS, THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS, THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.<br/>8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.<br/>9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT, HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.<br/>10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.</p> <p>* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 &amp; 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</p> |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| <p>R5-1</p>  <p>STD. 30"x30"<br/>EXPWY. 36"x36"<br/>SPECIAL 48"x48"</p>         | <p>R11-2</p>  <p>48"x30"</p>   | <p>R11-3A</p>  <p>60"x30"</p>  | <p>R11-4</p>  <p>60"x30"</p>   | <p>W21-5a</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                   | <p>W1-1</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                          | <p>W1-2</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                    |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| <p>W1-3</p>  <p>STD. 48"x48"</p>  | <p>W1-4</p>  <p>STD. 48"x48"</p>   | <p>W1-6</p>  <p>STD. 48"x24"<br/>SPECIAL 60"x30"</p>                       | <p>W1-8</p>  <p>STD. 18"x24"<br/>SPECIAL 24"x30"<br/>EXPWY. 30"x36"<br/>FWY. 36"x48"</p> | <p>W3-1</p>  <p>STD. 36"x36"<br/>SPECIAL 48"x48"</p>                  | <p>W3-2</p>  <p>STD. 36"x36"<br/>SPECIAL 48"x48"</p>                       | <p>W4-2</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                    |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| <p>W5-1</p>  <p>STD. 36"x36"<br/>SPECIAL 48"x48"</p>                            | <p>W6-3</p>  <p>EXPWY. 36"x36"<br/>SPECIAL 48"x48"</p>                           | <p>W8-7</p>  <p>EXPWY. 36"x36"<br/>FWY. 48"x48"</p>                        | <p>W9-2</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>  | <p>W13-1</p>  <p>STD. 24"x24"</p>                                     | <p>W20-1</p>  <p>STD. 48"x48"</p>  | <p>W20-2</p>  <p>STD. 48"x48"</p>                                    | <p>W20-3</p>  <p>STD. 48"x48"</p>  |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| <p>W20-4</p>  <p>STD. 48"x48"</p>   | <p>W20-5</p>  <p>STD. 48"x48"</p>  | <p>W20-7a</p>  <p>500 FEET<br/>21'<br/>STD. 36"x36"<br/>FWY. 48"x48"</p> | <p>W21-2</p>  <p>STD. 30"x30"<br/>SPECIAL 36"x36"</p>                                  | <p>W21-5</p>  <p>STD. 30"x30"<br/>SPECIAL 36"x36"</p>               | <p>W24-1</p>  <p>STD. 36"x36"</p>  | <p>W1-4b</p>  <p>STD. 48"x48"</p>                                  | <p>R56-1</p>  <p>STD. 18"x18"</p>  |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| <p>W8-11</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                            | <p>W8-9</p>  <p>STD. 36"x36"<br/>FWY. 48"x48"</p>                              | <p>G20-1</p>  <p>60"x24"</p>   | <p>G20-2</p>  <p>48"x24"</p>   | <p>OM-3L OM-3R</p>  <p>12"x36"</p>                                 | <p>M4-9</p>  <p>STD. 30"x24"<br/>SPECIAL 48"x36"<br/>SPECIAL 60"x48"</p> | <p>M4-10</p>  <p>48"x18"</p>                                       | <p>R55-1</p>  <p>36"x60"</p> <p>* USE 6" C LETTERS<br/>** USE 4" D LETTERS</p>   | <table border="1"> <tr><td>4-01-8</td><td>REVISED FOR MASH</td><td></td></tr> <tr><td>4-01-7</td><td>DELETED R5P1 &amp; ADDED R21-5b</td><td></td></tr> <tr><td>1-2-0</td><td>REVISED ROAD WORK NEXT XX MILES</td><td></td></tr> <tr><td>0-0-8</td><td>REVISED W24-1</td><td></td></tr> <tr><td>1-1-0</td><td>DELETED R8-9b &amp; ADDED R8-9</td><td></td></tr> <tr><td>0-0-8</td><td>ADDED REFERENCE TO MASH &amp; ADDED SIGN W24-1</td><td></td></tr> <tr><td>0-1-0</td><td>REVISED SIGN DESIGNATIONS</td><td></td></tr> <tr><td>1-0-4</td><td>REVISED NOTES</td><td></td></tr> <tr><td>0-0-03</td><td>REVISED NOTE 1</td><td></td></tr> <tr><td>1-4-0</td><td>REVISED NOTE 7</td><td></td></tr> <tr><td>1-0-0</td><td>REVISED NOTE</td><td></td></tr> <tr><td>1-0-0</td><td>ADDED NOTE</td><td></td></tr> <tr><td>1-26-07</td><td>REVISED NOTE 5</td><td></td></tr> <tr><td>1-01-37</td><td>REVISED NOTE 5</td><td></td></tr> <tr><td>0-0-36</td><td>ADDED CONTROLLED ACCESS HWY. SIGN &amp; TO NOTE 7</td><td></td></tr> <tr><td>0-0-0</td><td>ADDED R55-1</td><td></td></tr> <tr><td>0-0-0</td><td>REVISED TO CORRECT SIGN ILLUSTRATIONS</td><td>1-0-0-0</td></tr> <tr><td>1-2-35</td><td>REVISED PER PART VL MASH 0 SEPT. 3, 1993</td><td></td></tr> <tr><td>0-0-0</td><td>DRAWN AND PLACED IN USE</td><td></td></tr> <tr><td>DATE</td><td>REVISION</td><td>FILED</td></tr> </table> <p>ARKANSAS STATE HIGHWAY COMMISSION<br/>STANDARD TRAFFIC CONTROLS<br/>FOR HIGHWAY CONSTRUCTION<br/>STANDARD DRAWING TC-1</p> |  | 4-01-8 | REVISED FOR MASH |  | 4-01-7 | DELETED R5P1 & ADDED R21-5b |  | 1-2-0 | REVISED ROAD WORK NEXT XX MILES |  | 0-0-8 | REVISED W24-1 |  | 1-1-0 | DELETED R8-9b & ADDED R8-9 |  | 0-0-8 | ADDED REFERENCE TO MASH & ADDED SIGN W24-1 |  | 0-1-0 | REVISED SIGN DESIGNATIONS |  | 1-0-4 | REVISED NOTES |  | 0-0-03 | REVISED NOTE 1 |  | 1-4-0 | REVISED NOTE 7 |  | 1-0-0 | REVISED NOTE |  | 1-0-0 | ADDED NOTE |  | 1-26-07 | REVISED NOTE 5 |  | 1-01-37 | REVISED NOTE 5 |  | 0-0-36 | ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7 |  | 0-0-0 | ADDED R55-1 |  | 0-0-0 | REVISED TO CORRECT SIGN ILLUSTRATIONS | 1-0-0-0 | 1-2-35 | REVISED PER PART VL MASH 0 SEPT. 3, 1993 |  | 0-0-0 | DRAWN AND PLACED IN USE |  | DATE | REVISION | FILED |
| 4-01-8   | REVISED FOR MASH  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 4-01-7   | DELETED R5P1 & ADDED R21-5b   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-2-0  | REVISED ROAD WORK NEXT XX MILES   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-8  | REVISED W24-1   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-1-0  | DELETED R8-9b & ADDED R8-9  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-8  | ADDED REFERENCE TO MASH & ADDED SIGN W24-1  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-1-0  | REVISED SIGN DESIGNATIONS   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-0-4  | REVISED NOTES   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-03   | REVISED NOTE 1  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-4-0  | REVISED NOTE 7  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-0-0  | REVISED NOTE  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-0-0  | ADDED NOTE  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-26-07  | REVISED NOTE 5  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-01-37  | REVISED NOTE 5  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-36   | ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-0  | ADDED R55-1   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-0  | REVISED TO CORRECT SIGN ILLUSTRATIONS   | 1-0-0-0   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 1-2-35   | REVISED PER PART VL MASH 0 SEPT. 3, 1993  |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| 0-0-0  | DRAWN AND PLACED IN USE   |   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |
| DATE   | REVISION  | FILED   |   |  |   |   |   |  |  |        |                  |  |        |                             |  |       |                                 |  |       |               |  |       |                            |  |       |  |  |       |                           |  |       |               |  |        |                |  |       |                |  |       |              |  |       |            |  |         |                |  |         |                |  |        |   |  |       |             |  |       |                                       |         |        |  |  |       |                         |  |      |          |       |



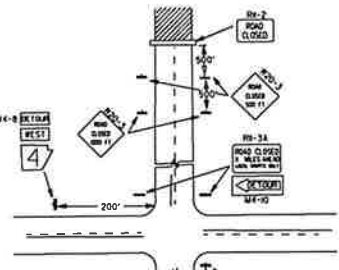
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



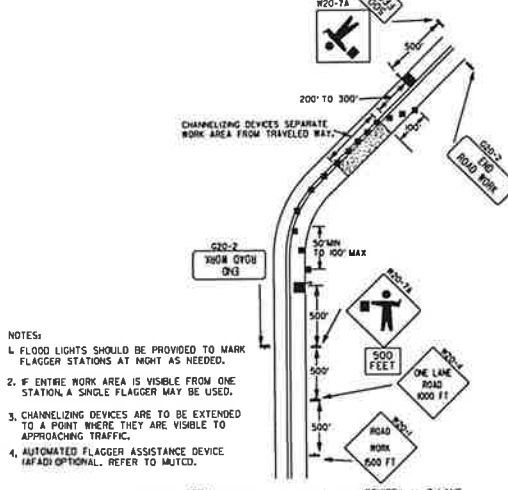
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



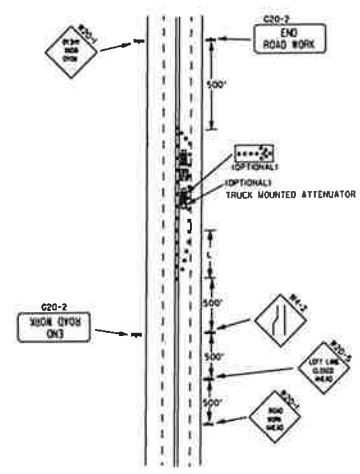
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



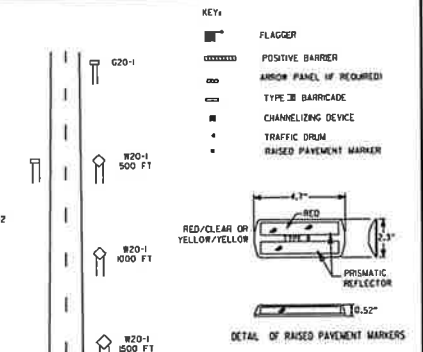
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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



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

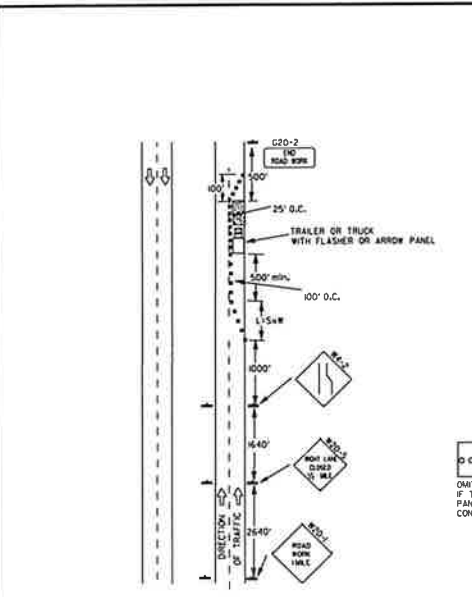


TYPICAL ADVANCE WARNING SIGN PLACEMENT TAPER FORMULAE:  
 L=5W FOR SPEEDS OF 45MPH OR MORE.  
 L= W FOR SPEEDS OF 40MPH OR LESS.  
 WHERE:  
 L= MINIMUM LENGTH OF TAPER.  
 S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.  
 W= WIDTH OF OFFSET.

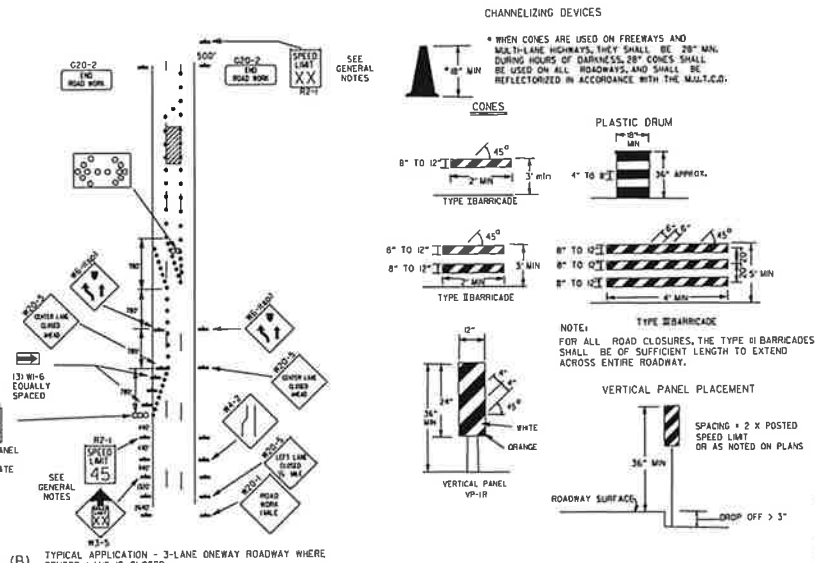
- GENERAL NOTES:
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W-3 OR W-4 CURVE WARNING SIGNS. USE W-4 WHEN SPEED IS GREATER THAN 30MPH AND W-3 WHEN 30MPH OR LESS.
  2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-105 SHALL BE OMITTED AND THE W-3'S SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4MILE INTERVALS. AT THE END OF THE WORK AREA A R2-100X SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
  3. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-105 SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4MILE INTERVALS. AT THE END OF THE WORK AREA A R2-100X 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 DELIMITED BY AFFIXING CONSISTENT 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 DELIMITED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
  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 AASHTO QUALIFIED PRODUCTS LIST.
  9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MSH).

| DATE     | REVISION   | FILED  |
|----------|--|--------|
| 05-20-78 | REVISED NOTE 7   |        |
| 8-07-78  | REVISED NOTE 1, ADDED NOTE 9   |        |
| 9-2-78   | REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING 1A & REPLACED R2-3A WITH W-3 |        |
| 3-1-80   | REVISED DETAIL OF RAISED PAVEMENT MARKERS                                  |        |
| 3-1-80   | ADDED 1A(2)  |        |
| 8-20-88  | REVISED SIGN DESIGNATIONS  |        |
| 1-8-91   | ADDED GENERAL NOTE   |        |
| 10-18-96 | ADDED P55-1  |        |
| 4-24-96  | CORRECTED TO BEHIND G20-2  |        |
| 8-8-95   | COMPLETED SIGN ORDER ON W-4  | 8-8-95 |
| 3-2-95   | REVISED PER PART 1A, AUTO, SEPT. 3, 1993                                   |        |
| 8-15-94  | DRAWN AND PLACED IN USE  |        |
| DATE     | REVISION   | FILED  |

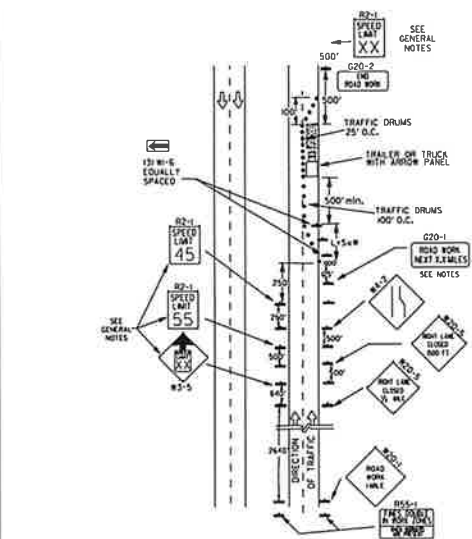
ARKANSAS STATE HIGHWAY COMMISSION  
 STANDARD TRAFFIC CONTROLS  
 FOR HIGHWAY CONSTRUCTION  
 STANDARD DRAWING TC-2



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

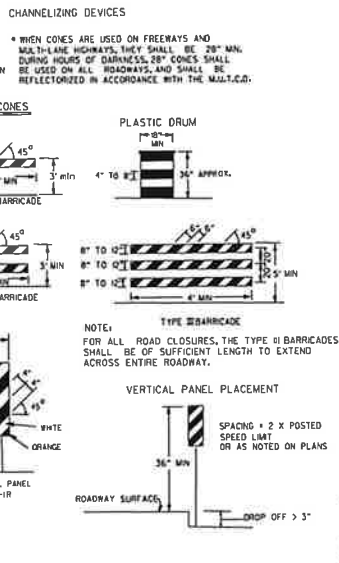


(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.



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

- KEY**
- ▲ ARROW PANEL (IF REQUIRED)
  - ▬ CHANNELIZING DEVICE
  - TRAFFIC DRUM
- GENERAL NOTES:**
1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
  2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-155 SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155 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 R2-145 SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155 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-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-SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-10MILE SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
  8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
  9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
  10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUOUS 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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
  11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



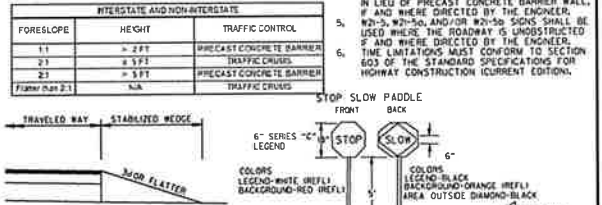
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

- KEY**
- ▲ ARROW PANEL (IF REQUIRED)
  - ▬ CHANNELIZING DEVICE
  - TRAFFIC DRUM
- GENERAL NOTES:**
1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
  2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-155 SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155 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 R2-145 SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-155 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-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-SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-10MILE SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
  8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
  9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
  10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUOUS 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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
  11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

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

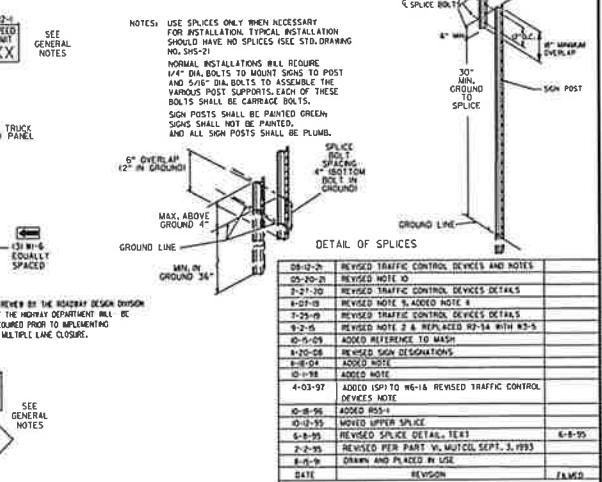
| TRAFFIC CONTROL DEVICES |   |  |  |
|-------------------------|---|--|--|
| NON-INTERSTATE          |   |  |  |
| VERTICAL DIFFERENTIAL   | LOCATION                                  | TRAFFIC CONTROL                            |  |
| ≤ 1"                    | CENTERLINE                                | W3-1                                       | W3-1                                       |
| > 1"                    | CENTERLINE                                | W3-11 AND CENTERLINE LANE STRIPING         | W3-11 AND CENTERLINE LANE STRIPING         |
| ≤ 2"                    | CENTERLINE                                | STABILIZED WEDGE                           | STABILIZED WEDGE                           |
| ≤ 3"                    | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-5 AND TRAFFIC DRUMS                     | W3-5 AND TRAFFIC DRUMS                     |
| ≥ 3"                    | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 5"                    | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 8"                    | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 18"                   | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 24"                   | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 24"                   | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | PRECAST CONCRETE BARRIER                   | PRECAST CONCRETE BARRIER                   |

| INTERSTATE            |   |  |  |
|-----------------------|---|--|--|
| VERTICAL DIFFERENTIAL | LOCATION                                  | TRAFFIC CONTROL                            |  |
| ≤ 1"                  | CENTERLINE                                | W3-1 AND LANE STRIPING                     | W3-1 AND LANE STRIPING                     |
| ≥ 1"                  | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 3"                  | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 5"                  | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 8"                  | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 18"                 | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 24"                 | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS | W3-7, EDGE LINE STRIPING AND TRAFFIC DRUMS |
| ≥ 24"                 | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | PRECAST CONCRETE BARRIER                   | PRECAST CONCRETE BARRIER                   |



**STABILIZED WEDGE**

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



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

| DATE     | REVISION  | BY | APP'D. |
|----------|---|----|--------|
| 08-12-20 | REVISED TRAFFIC CONTROL DEVICES AND NOTES               |    |        |
| 08-10-20 | REVISED NOTE 1, ADDED NOTE 11                           |    |        |
| 2-27-20  | REVISED TRAFFIC CONTROL DEVICES DETAILS                 |    |        |
| 8-07-19  | REVISED NOTE 8, ADDED NOTE 9                            |    |        |
| 7-29-19  | REVISED TRAFFIC CONTROL DEVICES DETAILS                 |    |        |
| 9-2-18   | REVISED NOTE 2, REPLACED W3-16 WITH W3-5                |    |        |
| 10-9-09  | ADDED REFERENCE TO MASH                                 |    |        |
| 8-20-08  | REVISED SIGN DESIGNATIONS                               |    |        |
| 1-18-04  | ADDED NOTE  |    |        |
| 10-18-03 | ADDED NOTE  |    |        |
| 4-03-97  | ADDED (S) TO W6-16 REVISED TRAFFIC CONTROL DEVICES NOTE |    |        |
| 10-8-96  | ADDED W3-1  |    |        |
| 10-12-95 | REVISED SPLICER   |    |        |
| 6-8-95   | REVISED SPLICER DETAIL, TEXT                            |    |        |
| 2-2-95   | REVISED PER PART VI, MUTUAL SEPT. 3, 1993               |    |        |
| 8-18-94  | DRAWN AND PLACED IN USE                                 |    |        |