

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012551	1	9
DISTRICTS 4 & 9 RAISED PAVEMENT MARKERS (2026) (S)						

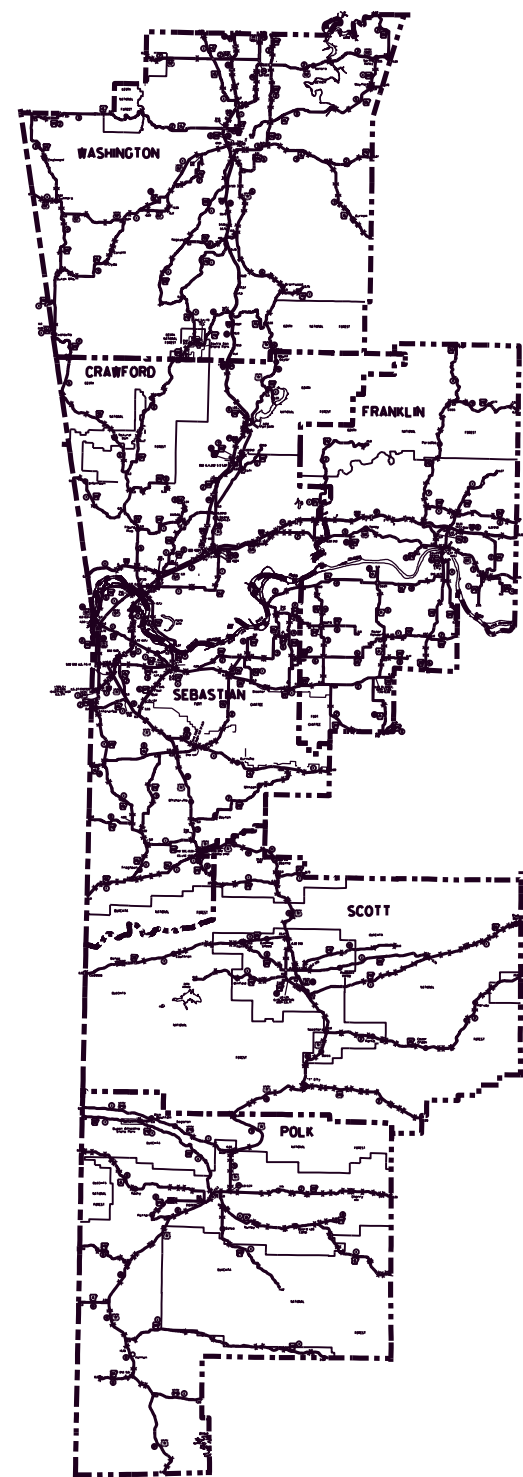
DISTRICTS 4 & 9 RAISED PAVEMENT MARKERS (2026) (S)

VARIOUS COUNTIES

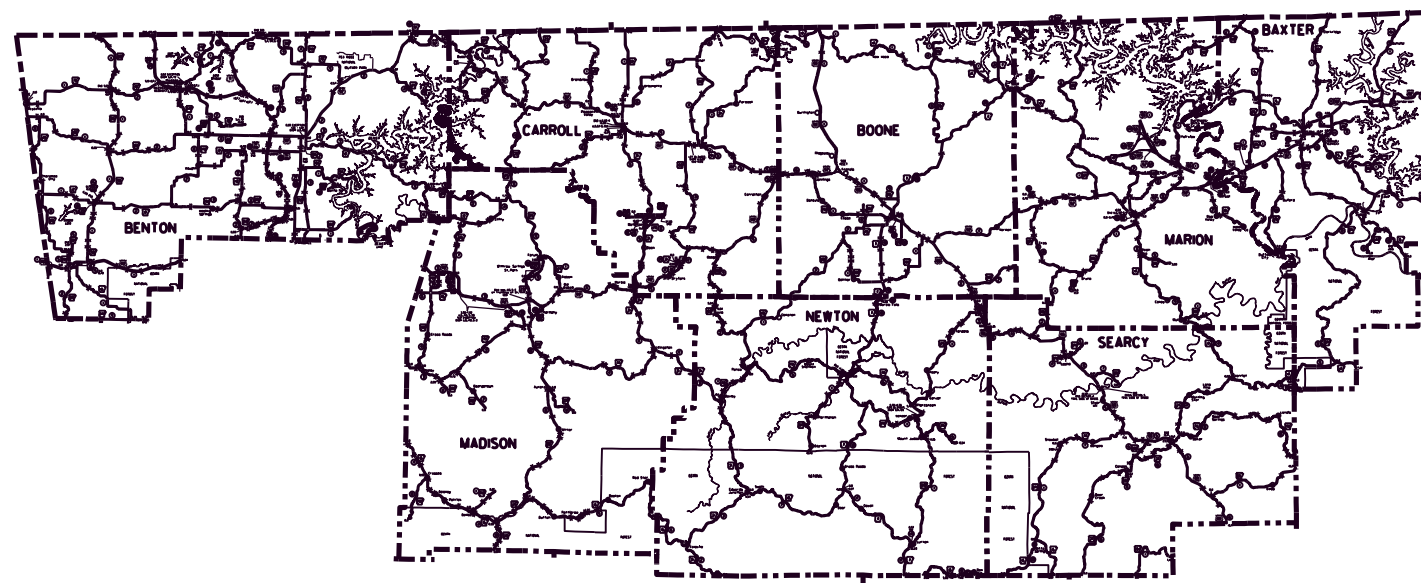
JOB 012551

FED. AID PROJ. STPF-0076(39I)

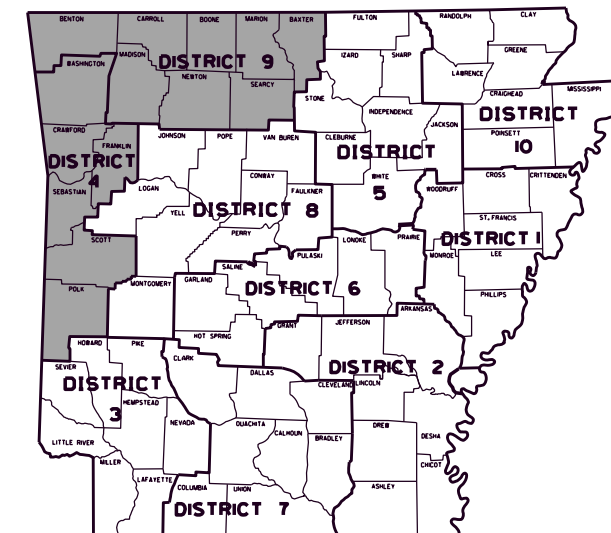
NOT TO SCALE



DISTRICT 4



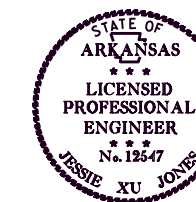
DISTRICT 9



ARK. HWY. DIST. NOS. 4 & 9



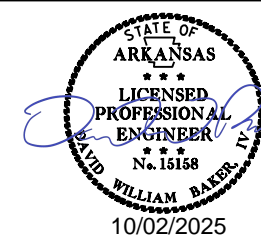
APPROVED



CHIEF ENGINEER - PRECONSTRUCTION

NO LENGTH INVOLVED

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012551	2	9
INDEX OF SHEETS						



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS, STANDARD DRAWINGS, GOVERNING SPECIFICATIONS AND GENERAL NOTES
3	SPECIAL DETAILS
4 - 8	QUANTITIES
9	SUMMARY OF QUANTITIES AND REVISIONS

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
102-3	PREQUALIFICATION OF BIDDERS
103-2	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
108-3	WORK ORDER FOR FIXED COMPLETION DATE CONTRACTS
306-1	QUALITY CONTROL AND ACCEPTANCE
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB 012551	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 012551	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012551	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 012551	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012551	COORDINATION OF WORK
JOB 012551	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 012551	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 012551	MAINTENANCE OF TRAFFIC
JOB 012551	MANDATORY ELECTRONIC CONTRACT
JOB 012551	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012551	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 012551	SEQUENCE OF WORK
JOB 012551	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012551	WORK ZONE LAW ENFORCEMENT

ROADWAY STANDARD DRAWINGS

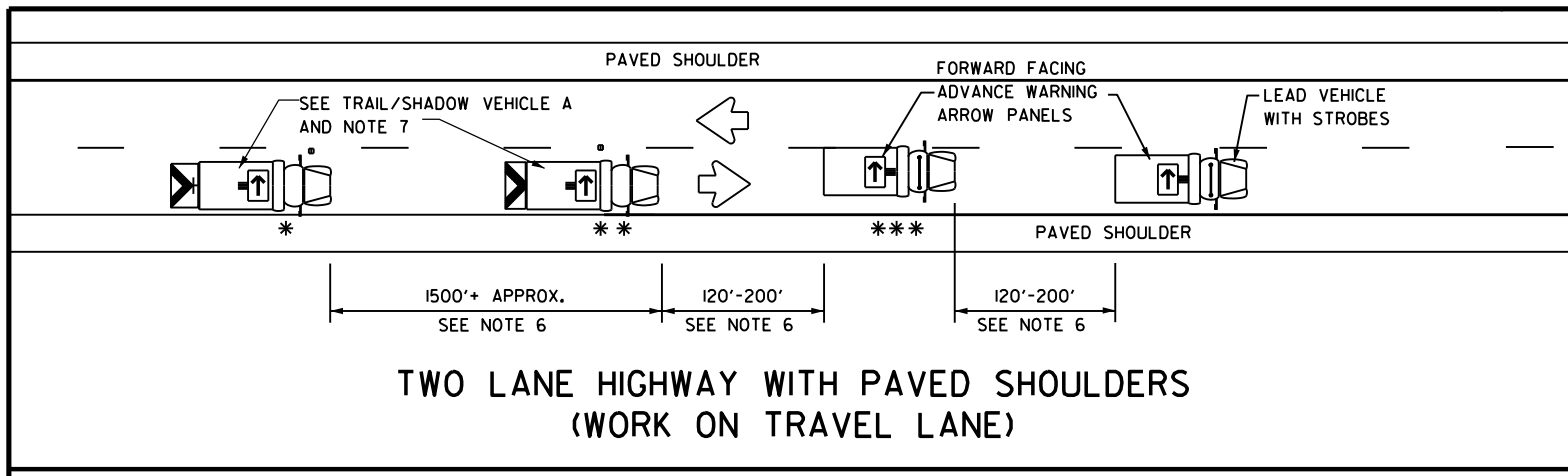
DRWG. NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-6	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25

GENERAL NOTES

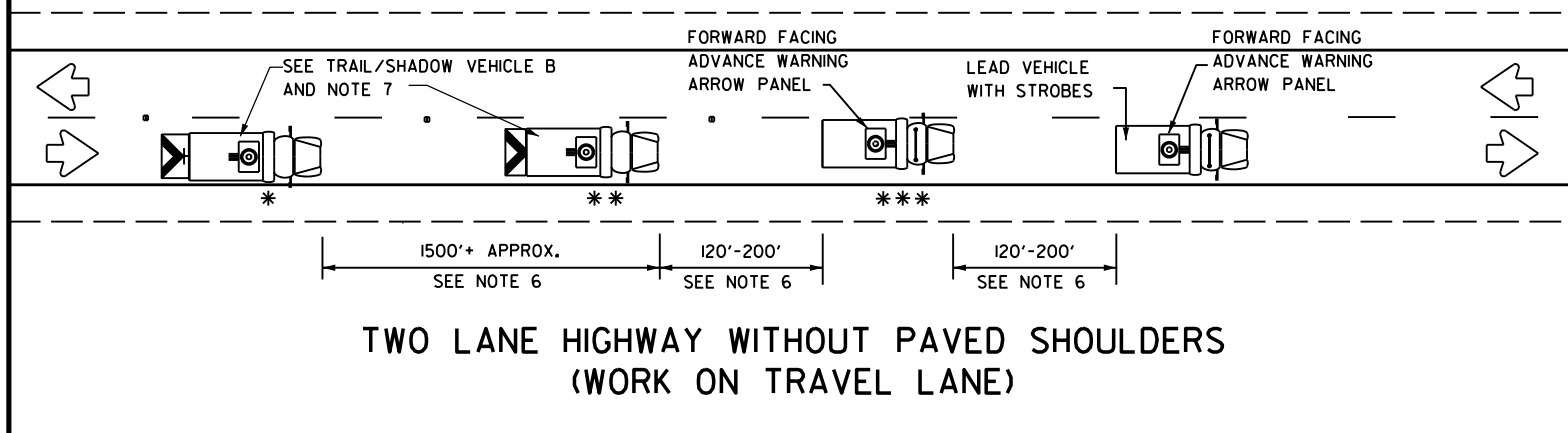
1. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
2. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
3. PLAN LOCATIONS AND QUANTITIES FOR RAISED PAVEMENT MARKERS ARE SUBJECT TO CHANGE IN THE FIELD IF AND WHERE DIRECTED BY THE ENGINEER.

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		6	ARK.	012551	3	9

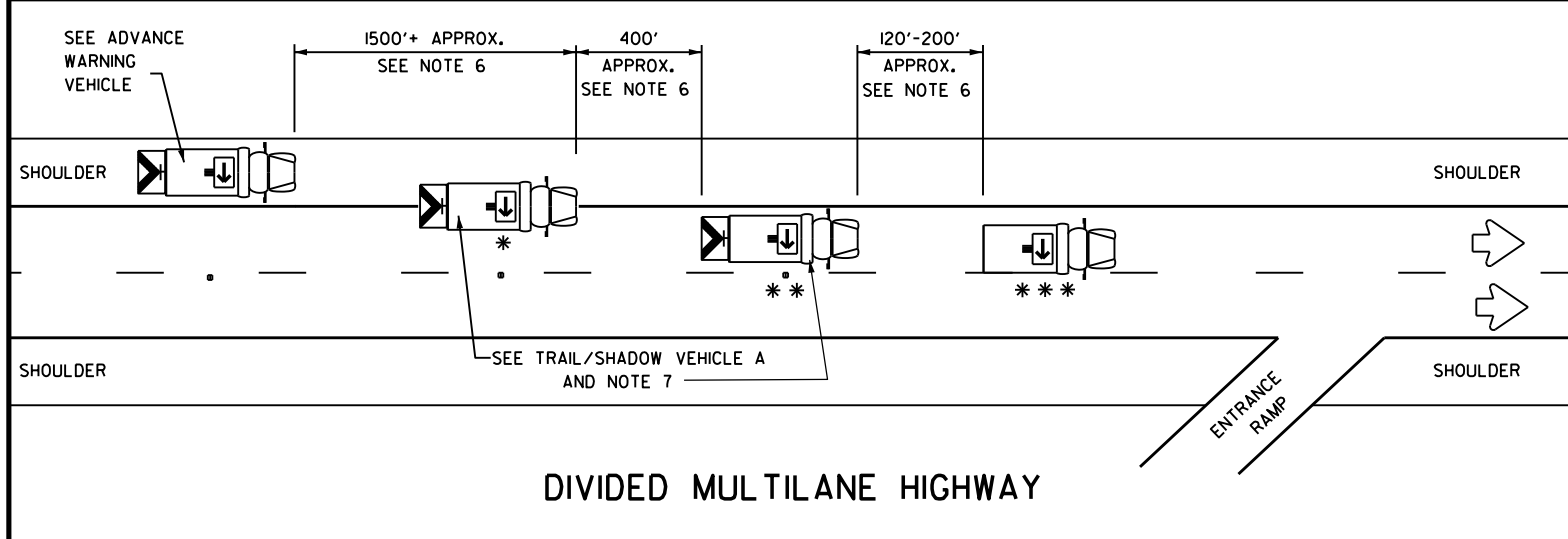
SPECIAL DETAILS



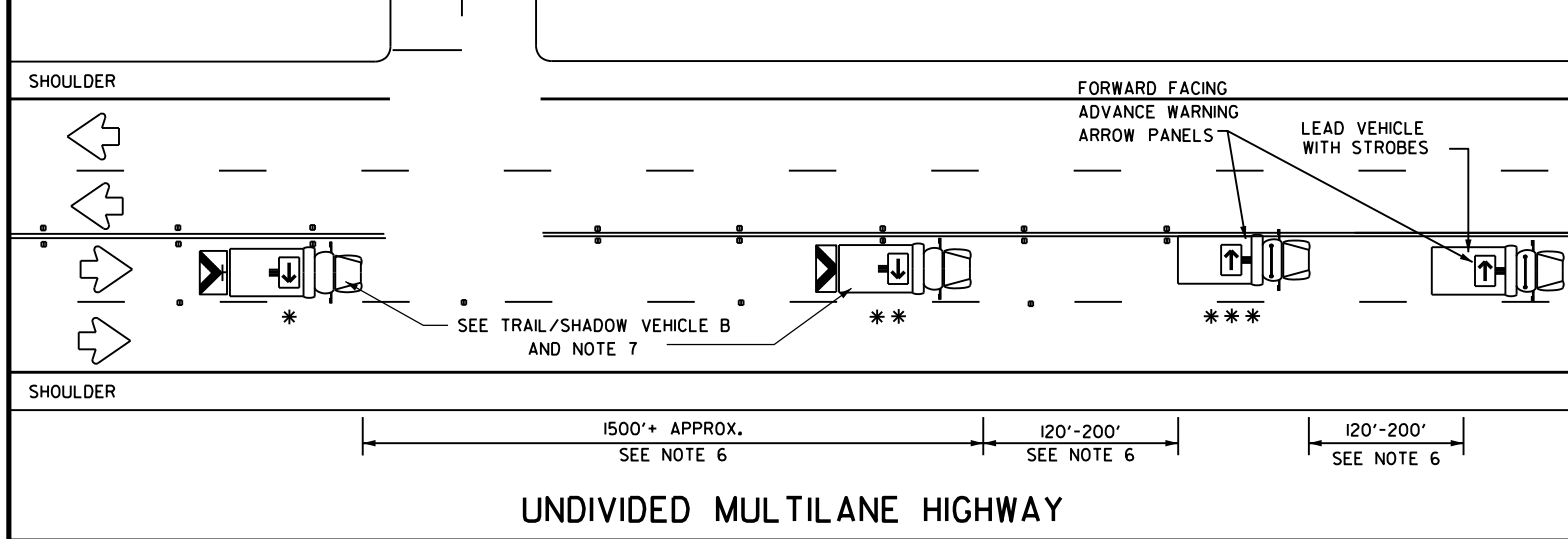
TWO LANE HIGHWAY WITH PAVED SHOULDERS
(WORK ON TRAVEL LANE)



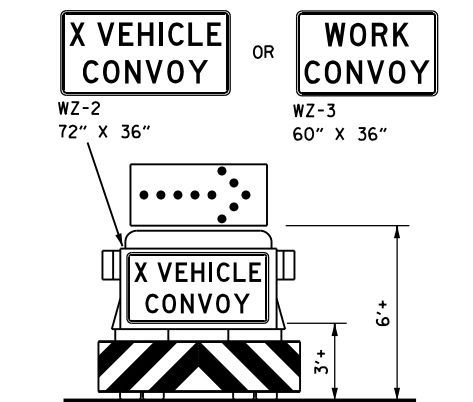
TWO LANE HIGHWAY WITHOUT PAVED SHOULDERS
(WORK ON TRAVEL LANE)



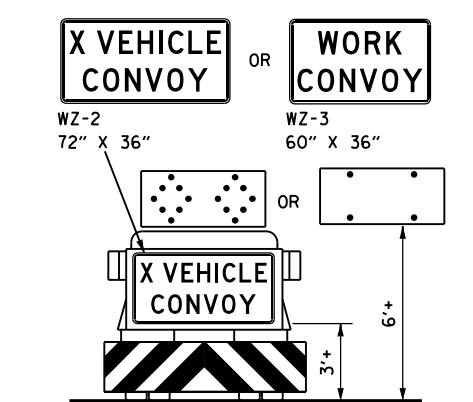
DIVIDED MULTILANE HIGHWAY



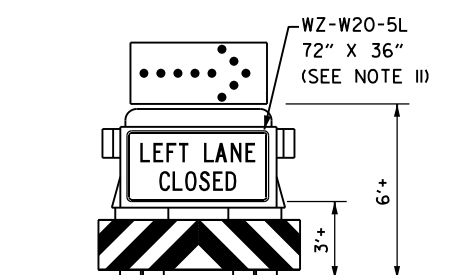
UNDIVIDED MULTILANE HIGHWAY



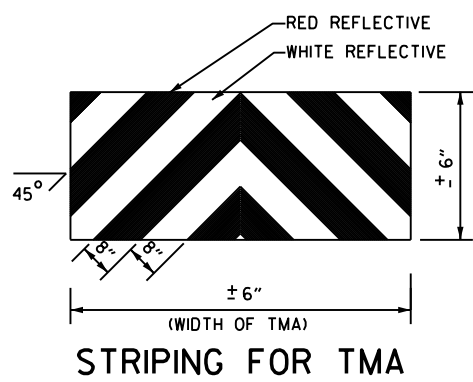
TRAIL/SHADOW VEHICLE A
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



TRAIL/SHADOW VEHICLE B
WITH ADVANCE WARNING ARROW PANEL
IN CAUTION MODE



ADVANCE WARNING
VEHICLE
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



STRIPING FOR TMA

LEGEND			
*	TRAIL VEHICLE	ADVANCE WARNING ARROW PANEL DISPLAY	
**	SHADOW VEHICLE		
***	WORK VEHICLE	→	RIGHT DIRECTIONAL
☐	HEAVY WORK VEHICLE	←	LEFT DIRECTIONAL
▤	TRUCK MOUNTED ATTENUATOR (TMA)	↔	DOUBLE ARROW
⬇	TRAFFIC FLOW	⊠	CAUTION (ALTERNATING DIAMOND OR 4 CORNER FLASH)

TYPICAL APPLICATION - MOBILE WORK ZONE

GENERAL NOTES:

- TRAIL, SHADOW, AND LEAD VEHICLES SHALL BE EQUIPPED WITH ADVANCE WARNING ARROW PANELS AS ILLUSTRATED.
- THE USE OF AMBER OR GREEN HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS ON VEHICLES ARE REQUIRED.
- THE USE OF TRUCK MOUNTED ATTENUATORS (TMA) ON THE SHADOW VEHICLE, ADVANCE WARNING AND TRAIL VEHICLE ARE REQUIRED.
- EACH VEHICLE SHALL HAVE TWO-WAY RADIO COMMUNICATION CAPABILITY.
- WHEN WORK CONVOYS MUST CHANGE LANES, THE TRAIL VEHICLE SHOULD CHANGE LANES FIRST TO SHADOW THE OTHER CONVOY VEHICLES. WHEN WORK CONVOY EXITS THE ROADWAY, THE TRAIL VEHICLE SHOULD EXIT LAST.
- VEHICLE SPACING BETWEEN THE TRAIL VEHICLE AND THE SHADOW VEHICLE WILL VARY DEPENDING ON SIGHT DISTANCE RESTRICTIONS AND QUEUE LENGTHS. MOTORISTS APPROACHING THE CONVOY SHOULD BE ABLE TO SEE THE TRAIL VEHICLE IN TIME TO SLOW DOWN AND/OR CHANGE LANES AS THEY APPROACH THE TRAIL VEHICLE. VEHICLE SPACING BETWEEN THE WORK VEHICLE AND SHADOW VEHICLE AND VEHICLE SPACING BETWEEN THE WORK VEHICLE AND LEAD VEHICLE MAY VARY ACCORDING TO TERRAIN, WORK ACTIVITY AND OTHER FACTORS.
- X VEHICLE CONVOY (WZ-2) OR WORK CONVOY (WZ-3) SIGNS SHALL BE USED ON TRAIL VEHICLES AND SHADOW VEHICLES AS SHOWN. AS AN OPTION 48" X 48" DIAMOND SHAPED WORK CONVOY (WZ-2A) OR X VEHICLE CONVOY (WZ-3A) SIGNS MAY BE USED WHERE ADEQUATE MOUNTING SPACE EXISTS. WHEN USED, THE X VEHICLE CONVOY SIGN SHALL HAVE THE NUMBER OF THE CONVOY VEHICLES DISPLAYED ON THE SIGN IN THE NUMBER DESIGNATION "X" LOCATION. THE X VEHICLE CONVOY SIGN SHALL NOT BE USED ON THE SHADOW VEHICLE IF A TRAIL VEHICLE IS USED.
- FOR DIVIDED HIGHWAYS WITH TWO OR THREE LANES IN ONE DIRECTION, THE APPROPRIATE LEFT LANE CLOSED (WZ-W20-5L), RIGHT LANE CLOSED (WZ-W20-5R), OR CENTER LANE CLOSED (WZ-W20-5C) SIGN SHOULD BE USED ON THE ADVANCE WARNING VEHICLE. AS AN OPTION, A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) OR TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (TMCMS) WITH A MINIMUM CHARACTER HEIGHT OF 12", AND DISPLAYING THE SAME LEGEND MAY BE SUBSTITUTED FOR THESE SIGNS. AN APPROPRIATE DIRECTIONAL ARROW DISPLAY, SIMULATING THE SIZE AND LEGIBILITY OF THE ADVANCE WARNING ARROW PANEL MAY BE USED IN THE SECOND PHASE OF THE PCMS/TMCMS MESSAGE. WHEN THIS IS DONE, THE ARROW BOARD WILL NOT BE REQUIRED ON THE ADVANCE WARNING VEHICLE.
- A DOUBLE ARROW SHALL NOT BE DISPLAYED ON THE ADVANCE WARNING ARROW PANEL ON THE ADVANCE WARNING VEHICLE.
- STANDARD DIAMOND SHAPE VERSIONS OF THE WZ SERIES SIGNS MAY BE USED AS AN OPTION IF THE RECTANGULAR SIGNS SHOWN ARE NOT AVAILABLE.
- THE ADVANCE WARNING VEHICLE MAY STRADDLE THE EDGELINE WHEN SHOULDER WIDTH MAKES IT NECESSARY.
- ON TWO-LANE TWO-WAY ROADWAYS, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW MOTOR VEHICLE TRAFFIC TO PASS. IF MOTORISTS ARE NOT ALLOWED TO PASS THE WORK CONVOY, A DO NOT PASS (R4-1) SIGN SHOULD BE PLACED ON THE BACK OF THE REARMOST PROTECTION VEHICLE.

SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012551	4	9
QUANTITIES						



RAISED PAVEMENT MARKERS (1 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)
							EACH	
CRAWFORD	4 LANES - DIVIDED	40	11	0.00	24.54	24.54	3240	
CRAWFORD	17 - ENTRANCE RAMP	40	11				1145	
CRAWFORD	17 - EXIT RAMPS	40	11				1545	
CRAWFORD	4 LANES - DIVIDED	49	27	19.23	40.22	20.99	2770	
CRAWFORD	9 - ENTRANCE RAMPS	49	27				1230	
CRAWFORD	9 - EXIT RAMPS	49	27				688	
CRAWFORD	2 LANES	59	5	0.00	23.82	23.82		1573
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	59	5	23.82	25.06	1.24	164	164
CRAWFORD	3 LANES - TURN LANE	59	5	26.34	27.01	0.67		90
CRAWFORD	2 LANES	59	5	27.01	27.27	0.26		18
CRAWFORD	2 LANES	59	6	0.00	0.59	0.59		39
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	59	6	0.59	1.00	0.41	56	56
CRAWFORD	2 LANES	59	6	1.00	7.48	6.48		428
CRAWFORD	2 LANES	60	8	0.00	1.31	1.31		87
CRAWFORD	2 LANES	60	9	0.00	2.40	2.40		159
CRAWFORD	4 LANES - DIVIDED	64	2	0.00	0.39	0.39	52	
CRAWFORD	4 LANES - UNDIVIDED	64	2	0.39	1.69	1.30	172	86
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	64	2	1.69	2.32	0.63	84	84
CRAWFORD	4 LANES - DIVIDED	64	2	2.32	6.14	3.82	770	
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	64	2	8.14	8.53	0.39	52	52
CRAWFORD	3 LANES - TURN LANE	64	2	8.53	8.71	0.18		24
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	71	15	0.00	0.29	0.29	40	40
CRAWFORD	3 LANES - PASSING LANE	71	15	0.29	1.87	1.58	105	105
CRAWFORD	3 LANES - TURN LANE	71	15	1.87	3.65	1.78		236
CRAWFORD	2 LANES	71	15	3.65	3.98	0.33		22
CRAWFORD	3 LANES - PASSING LANE	71	15	3.98	4.16	0.18	12	12
CRAWFORD	2 LANES	71	15	4.16	6.34	2.18		144
CRAWFORD	3 LANES - PASSING LANE	71	15	6.34	6.81	0.47	32	32
CRAWFORD	2 LANES	71	15	6.81	8.69	1.88		125
CRAWFORD	3 LANES - PASSING LANE	71	15	8.69	10.48	1.79	119	119
CRAWFORD	3 LANES - TURN LANE	71	15	10.48	12.52	2.04		270
CRAWFORD	3 LANES - PASSING LANE	71	15	12.52	16.56	4.04	267	267
CRAWFORD	2 LANES	71	15	16.56	19.16	2.60		172
CRAWFORD	3 LANES - PASSING LANE	71	15	19.16	19.40	0.24	16	16
CRAWFORD	2 LANES	71	15	19.40	20.71	1.31		87
CRAWFORD	3 LANES - PASSING LANE	71	15	20.71	22.17	1.46	97	97
CRAWFORD	2 LANES	71	15	22.17	22.78	0.61		41
CRAWFORD	2 LANES	162	0	0.00	5.69	5.69		376
CRAWFORD	4 LANES - UNDIVIDED	162	1	0.00	0.87	0.87	116	58
CRAWFORD	2 LANES	162	1	0.87	4.47	3.60		238
CRAWFORD	2 LANES	162	1	8.34	10.63	2.29		152
CRAWFORD	5 LANES - TURN LANE/PAINTED MEDIAN	162	1	10.63	11.02	0.39	52	52
CRAWFORD	2 LANES	215	1	0.00	5.69	5.69		376
CRAWFORD	2 LANES	220	1	0.00	7.98	7.98		527
CRAWFORD	2 LANES	220	2	0.00	14.80	14.80		977
CRAWFORD	2 LANES	282	1	0.00	10.09	10.09		666
CRAWFORD	2 LANES	282	2	0.00	5.98	5.98		395
CRAWFORD	2 LANES	282	3	0.00	1.52	1.52		101
CRAWFORD	2 LANES	282	3S	0.00	0.97	0.97		65
CRAWFORD	2 LANES	282	4	0.00	1.83	1.83		121
CRAWFORD	2 LANES	348	1	0.00	5.54	5.54		366
CRAWFORD	2 LANES	348	2	0.00	3.55	3.55		235
CRAWFORD	2 LANES	400	1	0.00	2.00	2.00		132
CRAWFORD	4 LANES - DIVIDED	540	2	11.01	14.74	3.73	494	
CRAWFORD	8 - ENTRANCE RAMPS	540	2				304	
CRAWFORD	8 - EXIT RAMPS	540	2				840	
FRANKLIN	3 LANES - TURN LANE	22	2	0.00	2.10	2.10		278
FRANKLIN	4 LANES - UNDIVIDED	22	2	2.10	2.58	0.48	64	32
FRANKLIN	3 LANES - TURN LANE	22	2	2.58	3.83	1.25		166
FRANKLIN	2 LANES	22	2	3.83	6.92	3.09		204
FRANKLIN	3 LANES - TURN LANE	22	2	6.92	8.01	1.09		144
FRANKLIN	2 LANES	22	2	8.01	9.35	1.34		89
FRANKLIN	2 LANES	23	4	0.00	1.20	1.20		80
FRANKLIN	2 LANES	23	6	0.00	12.45	12.45		822
FRANKLIN	2 LANES	23	7	3.58	24.42	20.84		1376
FRANKLIN	4 LANES - DIVIDED	40	12	24.54	43.90	19.36	2556	
FRANKLIN	10 - ENTRANCE RAMP	40	12				380	
FRANKLIN	10 - EXIT RAMPS	40	12				1050	
FRANKLIN	2 LANES	41	0	0.00	17.79	17.79		1175
FRANKLIN	2 LANES	60	6	0.00	9.79	9.79		647
FRANKLIN	2 LANES	64	3	0.00	9.80	9.80		647
FRANKLIN	3 LANES - TURN LANE	64	3	9.80	13.63	3.83		506
FRANKLIN	2 LANES	64	3	13.63	14.19	0.56		37
FRANKLIN	3 LANES - PASSING LANE	64	3	14.19	14.61	0.42	28	28
FRANKLIN	2 LANES	64	3	14.61	16.76	2.15		142
FRANKLIN	2 LANES	96	4	0.00	14.77	14.77		975
FRANKLIN	2 LANES	96	5	0.00	1.83	1.83		121
SUBTOTALS (BOX 1 OF 8):							18540	16951

* NOTE:
SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS)
RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
RAISED PAVEMENT MARKERS PER EXIT RAMP = 86 EACH

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

ADVANCE WARNING SIGNS AND DEVICES

DESCRIPTION	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN
	DAY	WEEK
ADVANCE WARNING ARROW PANEL	20	4
PORTABLE CHANGEABLE MESSAGE SIGN	20	4
TOTALS:	40	8

NOTE: SEE SPECIAL DETAIL. FOR USE ON 4-LANE DIVIDED ROADWAYS ONLY.

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

QUANTITIES



RAISED PAVEMENT MARKERS (2 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
FRANKLIN	2 LANES	179	1	0.00	2.90	2.90		192
FRANKLIN	2 LANES	186	1	0.00	3.21	3.21		212
FRANKLIN	2 LANES	215	0	0.00	8.80	8.80		581
FRANKLIN	2 LANES	215	2	0.00	10.17	10.17		672
FRANKLIN	2 LANES	215	3	0.00	8.31	8.31		549
FRANKLIN	2 LANES	217	2	0.00	5.88	5.88		389
FRANKLIN	2 LANES	217	3	0.00	8.46	8.46		559
FRANKLIN	2 LANES	219	0	0.00	1.36	1.36		90
FRANKLIN	2 LANES	219	1	1.81	10.65	8.84		584
FRANKLIN	2 LANES	288	1	0.00	4.56	4.56		301
FRANKLIN	2 LANES	288	2	0.00	3.00	3.00		198
FRANKLIN	2 LANES	309	4	0.00	6.67	6.67		441
FRANKLIN	2 LANES	352	0	0.00	1.11	1.11		74
FRANKLIN	2 LANES	352	1	0.00	3.20	3.20		212
FRANKLIN	2 LANES	352	2	0.00	6.18	6.18		408
FRANKLIN	2 LANES	398	0	0.00	2.46	2.46		163
POLK	2 LANES	4	0	0.00	2.95	2.95		195
POLK	2 LANES	8	0	0.00	15.55	15.55		1027
POLK	3 LANES - TURN LANE	8	1	0.00	0.59	0.59		78
POLK	2 LANES	8	1	0.59	21.40	20.81		1374
POLK	2 LANES	71	8	0.00	2.03	2.03		134
POLK	3 LANES - PASSING LANE	71	8	2.03	2.64	0.61	41	41
POLK	2 LANES	71	8	2.64	3.59	0.95		63
POLK	3 LANES - TURN LANE	71	8	3.59	4.71	1.12		148
POLK	2 LANES	71	8	4.71	8.15	3.44		228
POLK	3 LANES - TURN LANE	71	8	8.15	9.05	0.90		120
POLK	2 LANES	71	8	9.05	13.93	4.88		323
POLK	3 LANES - PASSING LANE	71	8	13.93	15.12	1.19	79	79
POLK	2 LANES	71	8	15.12	19.01	3.89		257
POLK	3 LANES - TURN LANE	71	8	19.01	19.75	0.74		98
POLK	2 LANES	71	8	19.75	20.67	0.92		61
POLK	3 LANES - PASSING LANE	71	8	20.67	21.15	0.48	32	32
POLK	2 LANES	71	8	21.15	23.45	2.30		152
POLK	3 LANES - TURN LANE	71	8	23.45	23.99	0.54		72
POLK	2 LANES	71	8	23.99	27.25	3.26		216
POLK	3 LANES - PASSING LANE	71	8	27.25	28.49	1.24	82	82
POLK	5 LANES - TURN LANE/PAINTED MEDIAN	71	8	28.49	34.76	6.27		827
POLK	5 LANES - TURN LANE/PAINTED MEDIAN	71	9	0.00	1.89	1.89	249	249
POLK	3 LANES - TURN LANE	71	9	1.89	2.97	1.08		144
POLK	2 LANES	71	9	2.97	4.89	1.92		127
POLK	3 LANES - TURN LANE	71	9	4.89	5.25	0.36		48
POLK	2 LANES	71	9	5.25	13.06	7.81		516
POLK	2 LANES	84	0	0.00	3.61	3.61		239
POLK	2 LANES	88	1	16.43	17.51	1.08		72
POLK	2 LANES	88	2	0.00	16.30	16.30		1076
POLK	2 LANES	88	2Y	0.00	0.20	0.20		14
POLK	2 LANES	246	0	0.00	6.00	6.00		396
POLK	2 LANES	246	1	0.00	21.09	21.09		1392
POLK	2 LANES	270	1	0.00	15.66	15.66		1034
POLK	2 LANES	278	1	0.00	4.87	4.87		322
POLK	2 LANES	370	0	0.00	1.97	1.97		131
POLK	2 LANES	375	0	0.00	8.06	8.06		532
POLK	2 LANES	375	1	0.00	11.66	11.66		770
SCOTT	2 LANES	23	1	0.00	2.77	2.77		183
SCOTT	2 LANES	28	1	0.00	20.45	20.45		1350
SCOTT	2 LANES	28	2	0.00	23.86	23.86		1575
SCOTT	2 LANES	71	10	0.00	18.55	18.55		1225
SCOTT	3 LANES - PASSING LANE	71	10	18.55	19.44	0.89	59	59
SCOTT	2 LANES	71	10	19.44	19.54	0.10		7
SCOTT	3 LANES - TURN LANE	71	10	22.63	22.66	0.03	4	4
SCOTT	2 LANES	71	10	22.66	25.21	2.55		168
SCOTT	2 LANES	71	10	25.21	34.58	9.37		619
SCOTT	2 LANES	71	10B	0.00	3.48	3.48		230
SCOTT	2 LANES	71	12	0.00	2.99	2.99		198
SCOTT	3 LANES - TURN LANE	71	12	2.99	3.59	0.60		80
SCOTT	2 LANES	71	12	3.59	6.01	2.42		160
SCOTT	3 LANES - TURN LANE	71	12	6.01	6.56	0.55		74
SCOTT	2 LANES	80	0	0.00	6.50	6.50		429
SCOTT	2 LANES	80	1	0.00	23.41	23.41		1546
SCOTT	2 LANES	96	1	12.59	12.91	0.32		22
SCOTT	2 LANES	248	0	0.00	10.08	10.08		666
SCOTT	2 LANES	248	1	0.00	10.09	10.09		666
SCOTT	2 LANES	250	1	0.00	12.77	12.77		843
SCOTT	2 LANES	270	2	0.00	12.29	12.29		812
SCOTT	2 LANES	272	0	1.18	1.95	0.77		51
SCOTT	2 LANES	378	1	0.00	6.56	6.56		433
SEBASTIAN	2 LANES	10	0	0.00	11.14	11.14		736
SUBTOTALS (BOX 2 OF 8):							1373	30426

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

RAISED PAVEMENT MARKERS (3 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
SEBASTIAN	3 LANES - TURN LANE	10	1	0.00	1.49	1.49		198
SEBASTIAN	3 LANES - PASSING LANE	10	1	5.40	6.47	1.07	71	71
SEBASTIAN	2 LANES	10	1	6.47	8.15	1.68		111
SEBASTIAN	3 LANES - PASSING LANE	10	1	8.15	9.02	0.87	58	58
SEBASTIAN	2 LANES	10	1	9.02	13.99	4.97		329
SEBASTIAN	4 LANES - UNDIVIDED	22	1	0.00	1.16	1.16	154	77
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	22	1	1.16	1.64	0.48	64	64
SEBASTIAN	4 LANES - UNDIVIDED	22	1	1.64	2.23	0.59	78	39
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	22	1	2.23	14.13	11.90	1571	1571
SEBASTIAN	2 LANES	22	1	14.13	17.11	2.98		197
SEBASTIAN	3 LANES - TURN LANE	22	1	17.11	18.08	0.97		130
SEBASTIAN	2 LANES	22	1	18.08	20.16	2.08		138
SEBASTIAN	3 LANES - TURN LANE	22	1	20.16	21.30	1.14		152
SEBASTIAN	4 LANES - UNDIVIDED	22	1Y	0.00	0.14	0.14	20	10
SEBASTIAN	2 LANES	45	1	0.00	22.78	22.78		1504
SEBASTIAN	3 LANES - TURN LANE	45	2	0.00	2.92	2.92		193
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	45	2	2.92	3.82	0.90	119	119
SEBASTIAN	2 LANES	59	7	0.00	1.96	1.96		130
SEBASTIAN	2 LANES	60	7	0.00	0.80	0.80		53
SEBASTIAN	4 LANES - UNDIVIDED	64	0	0.00	0.81	0.81	108	54
SEBASTIAN	2 LANES - PART OF COUPLER	64	1X	0.00	0.99	0.99	132	
SEBASTIAN	2 LANES - PART OF COUPLER	64	1	0.00	1.01	1.01	134	
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	64	1	1.01	3.95	2.94	390	390
SEBASTIAN	4 LANES - UNDIVIDED	64	1	3.95	4.83	0.88	118	59
SEBASTIAN	4 LANES - DIVIDED	71	13	0.00	10.29	10.29	1359	
SEBASTIAN	4 LANES - DIVIDED	71	14	0.00	9.98	9.98	1318	
SEBASTIAN	4 LANES - UNDIVIDED	71	14B	0.00	1.98	1.98	262	131
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	71	14B	1.98	5.73	3.75	495	495
SEBASTIAN	2 LANES	96	1	0.00	12.58	12.58		831
SEBASTIAN	2 LANES	96	2	0.00	8.34	8.34		551
SEBASTIAN	2 LANES	96	3	0.00	15.07	15.07		995
SEBASTIAN	2 LANES	217	4	0.00	1.21	1.21		80
SEBASTIAN	2 LANES	217	5	0.00	1.27	1.27		84
SEBASTIAN	2 LANES	252	0	0.00	4.52	4.52		299
SEBASTIAN	2 LANES	252	1	0.00	4.87	4.87		322
SEBASTIAN	2 LANES	252	2	0.00	13.09	13.09		864
SEBASTIAN	2 LANES	252	4	0.00	9.38	9.38		620
SEBASTIAN	2 LANES	253	0	0.00	2.58	2.58		171
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	253	2	0.00	2.05	2.05	272	272
SEBASTIAN	2 LANES	253	3	0.00	8.80	8.80		581
SEBASTIAN	2 LANES	255	1	0.00	2.78	2.78		184
SEBASTIAN	2 LANES	255	2	0.00	4.56	4.56		301
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	255	3	2.27	6.15	3.88	512	512
SEBASTIAN	4 LANES - UNDIVIDED	255	4	0.00	4.49	4.49	297	593
SEBASTIAN	2 LANES	255	5	0.00	0.13	0.13		9
SEBASTIAN	2 LANES	255	5	0.13	0.46	0.33	22	
SEBASTIAN	2 LANES	255	5	0.46	6.36	5.90		390
SEBASTIAN	2 LANES	255	5X	0.00	0.38	0.38	26	
SEBASTIAN	5 LANES - TURN LANE/PAINTED MEDIAN	271	1	0.00	0.50	0.50	66	66
SEBASTIAN	4 LANES - UNDIVIDED	271	1	0.50	2.50	2.00	264	132
SEBASTIAN	4 LANES - UNDIVIDED	271	1	2.50	3.20	0.70	94	47
SEBASTIAN	2 LANES	378	0	0.00	3.43	3.43		227
SEBASTIAN	4 LANES - DIVIDED	540	1	0.00	11.01	11.01	1453	
SEBASTIAN	19 - ENTRANCE RAMP	540	1				646	
SEBASTIAN	19 - EXIT RAMPS	540	1				1890	
SEBASTIAN	4 LANES - DIVIDED	549	6	0.00	6.49	6.49	858	
SEBASTIAN	8 - ENTRANCE RAMPS	549	6				228	
SEBASTIAN	6 - EXIT RAMPS	549	6				630	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	16	2	12.93	13.43	0.50	67	67
WASHINGTON	4 LANES - UNDIVIDED	16	2S	0.00	1.29	1.29	172	86
WASHINGTON	4 LANES - UNDIVIDED	16	3	0.00	2.26	2.26	299	150
WASHINGTON	4 LANES - UNDIVIDED	16	3	2.26	2.59	0.33	44	22
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	16	3	2.59	3.75	1.16	153	153
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	16	3	3.75	4.34	0.59	78	78
WASHINGTON	2 LANES	16	3	4.34	5.25	0.91		61
WASHINGTON	3 LANES - TURN LANE	16	3	5.25	5.70	0.45		60
WASHINGTON	2 LANES	16	3	5.70	8.08	2.38		158
WASHINGTON	3 LANES - TURN LANE	16	3	8.08	12.89	4.81		636
WASHINGTON	2 LANES	16	3	12.89	18.60	5.71		377
WASHINGTON	2 LANES	45	3	0.00	10.62	10.62		701
WASHINGTON	2 LANES	45	5	0.00	2.23	2.23		148
WASHINGTON	3 LANES - TURN LANE	45	5	2.23	3.29	1.06		140

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012551	6	9
QUANTITIES						

RAISED PAVEMENT MARKERS (4 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
WASHINGTON	2 LANES - NORTHBOUND SERVICE ROAD	49	28	61.40	63.83	2.43	161	
WASHINGTON	2 LANES - SOUTHBOUND SERVICE ROAD	49	28	60.89	64.08	3.19	211	
WASHINGTON	2 LANES	59	3	0.00	9.61	9.61		635
WASHINGTON	2 LANES	59	4	0.00	16.06	16.06		1060
WASHINGTON	2 LANES	62	1	0.00	7.39	7.39		488
WASHINGTON	3 LANES - TURN LANE	62	1	7.39	7.89	0.50		66
WASHINGTON	2 LANES	62	1	7.89	10.17	2.28		151
WASHINGTON	3 LANES - PASSING LANE	62	1	10.17	11.21	1.04	69	
WASHINGTON	2 LANES	62	1	11.21	15.52	4.31		285
WASHINGTON	3 LANES - TURN LANE	62	1	15.52	17.09	1.57		208
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	62	1	17.09	24.74	7.65	1010	1010
WASHINGTON	2 LANES	62	1B	0.00	3.45	3.45		228
WASHINGTON	2 LANES	71	16	0.00	1.96	1.96		130
WASHINGTON	3 LANES - PASSING LANE	71	16	1.96	3.53	1.57	104	104
WASHINGTON	2 LANES	71	16	3.53	14.86	11.33		748
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16	14.86	16.39	1.53	202	202
WASHINGTON	4 LANES - UNDIVIDED	71	16	16.39	20.96	4.57	604	302
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	16	20.96	22.25	1.29	172	172
WASHINGTON	4 LANES - DIVIDED	71	16	22.25	23.51	1.26	160	
WASHINGTON	4 LANES - DIVIDED	71	17B	0.00	0.36	0.36	24	
WASHINGTON	4 LANES - DIVIDED 4 LANES - UNDIVIDED	71	17B	0.36	1.70	1.34	176	
WASHINGTON	6 LANES - DIVIDED	71	17B	1.70	2.72	1.02	270	270
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	71	17B	2.72	7.91	5.19	686	686
WASHINGTON	9 - ENTRANCE RAMPS	71	17B				750	
WASHINGTON	7 - EXT RAMPS	71	17B				602	
WASHINGTON	2 LANES	74	0	0.00	12.31	12.31		813
WASHINGTON	2 LANES	74	1	0.00	2.44	2.44		162
WASHINGTON	2 LANES	74	2	0.00	4.86	4.86		321
WASHINGTON	2 LANES	112	1	1.50	10.88	9.38		620
WASHINGTON	2 LANES	156	1	0.00	0.30	0.30		20
WASHINGTON	2 LANES	156	4	0.00	4.21	4.21		278
WASHINGTON	2 LANES	156	5	0.00	2.89	2.89		191
WASHINGTON	2 LANES	170	1	0.00	18.03	18.03		1190
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	180	0	0.00	1.72	1.72	228	228
WASHINGTON	2 LANES	220	2	0.00	14.80	14.80		977
WASHINGTON	2 LANES	220	3	0.00	2.11	2.11		140
WASHINGTON	2 LANES	244	1	0.00	0.59	0.59		39
WASHINGTON	2 LANES	244	2	0.00	3.52	3.52		233
WASHINGTON	2 LANES	265	1	0.00	19.73	19.73		1303
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	2	0.00	2.40	2.40	317	317
WASHINGTON	4 LANES - DIVIDED	265	2	2.40	6.73	4.33	572	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	2	6.73	8.25	1.52	201	201
WASHINGTON	4 LANES - UNDIVIDED	265	2	8.25	9.69	1.44	190	95
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	265	2	9.69	11.06	1.37	181	181
WASHINGTON	2 LANES	303	1	0.00	3.53	3.53		233
WASHINGTON	2 LANES	303	2	0.00	5.03	5.03		332
WASHINGTON	4 LANES - DIVIDED	412	2	0.00	2.45	2.45	324	
WASHINGTON	5 LANES - TURN LANE/PAINTED MEDIAN	412	2	2.45	18.16	15.71	2074	2074
WASHINGTON	4 LANES - DIVIDED	412	2	18.16	24.98	6.82	900	
BAXTER	2 LANES	5	18	0.00	4.40	4.40		291
BAXTER	3 LANES - TURN LANE	5	18	4.40	4.56	0.16	3	22
BAXTER	2 LANES	5	18	4.56	16.60	12.04		795
BAXTER	3 LANES - TURN LANE	5	18	16.60	18.26	1.66	6	220
BAXTER	2 LANES	5	18	18.26	19.25	0.99		66
BAXTER	3 LANES - TURN LANE	5	18	19.25	19.35	0.10	3	14
BAXTER	2 LANES	5	18	19.35	19.74	0.39		26
BAXTER	3 LANES - TURN LANE	5	18	19.74	20.13	0.39	8	52
BAXTER	2 LANES	5	18S	0.00	0.07	0.07	6	5
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	5	19	0.00	0.38	0.38	52	52
BAXTER	3 LANES - TURN LANE	5	19	0.38	3.68	3.30	6	436
BAXTER	2 LANES	5	19	3.68	4.20	0.52		35
BAXTER	3 LANES - TURN LANE	5	19	4.20	4.73	0.53		70
BAXTER	2 LANES	5	19	4.73	5.75	1.02		68
BAXTER	3 LANES - TURN LANE	5	19	5.75	6.25	0.50	26	66
BAXTER	2 LANES	5	19	6.25	14.08	7.83		517
BAXTER	3 LANES - TURN LANE	5	19	14.08	14.26	0.18	3	24
BAXTER	2 LANES	5	19	14.26	15.41	1.15		76
BAXTER	2 LANES	62	10	0.00	0.16	0.16		11
BAXTER	3 LANES - PASSING LANE	62	10	0.16	0.37	0.21	14	14
BAXTER	4 LANES - UNDIVIDED	62	10	0.37	0.83	0.46	62	31
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	10	0.83	8.16	7.33	968	968
BAXTER	4 LANES - DIVIDED	62	10	8.16	10.96	2.80	370	
BAXTER	RAMP	62	10	8.16	8.16	0.16	42	
BAXTER	RAMP	62	10	8.16	8.16	0.07	18	
BAXTER	RAMP	62	10	10.68	10.68	0.25	66	
BAXTER	RAMP	62	10	10.68	10.68	0.24	63	
SUBTOTALS (BOX 4 OF 8):							11912	20621

NOTE:
 SEE PM-2 (ONLY ADDED 19 RAISED PAVEMENT MARKERS FOR THE 1520' LEADING UP TO AN EXIT RAMP. THE OTHER 19 ARE INCLUDED IN MAIN LANE CALCULATIONS)
 RAISED PAVEMENT MARKERS PER ENTRANCE RAMP = 38 EACH
 RAISED PAVEMENT MARKERS PER EXIT RAMP = 86 EACH

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

RAISED PAVEMENT MARKERS (5 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
BAXTER	2 LANES	62	10B	0.00	0.30	0.30		20
BAXTER	3 LANES - TURN LANE	62	10B	0.30	0.91	0.61		82
BAXTER	2 LANES	62	10B	0.91	2.14	1.23	3	82
BAXTER	4 LANES - DIVIDED	62	11	0.00	2.79	2.79	370	
BAXTER	RAMP	62	11	0.25	0.25	0.27	71	
BAXTER	RAMP	62	11	0.25	0.25	0.24	63	
BAXTER	RAMP	62	11	2.76	2.76	0.06	21	
BAXTER	RAMP	62	11	2.76	2.76	0.08	4	
BAXTER	5 LANES - TURN LANES/PAINTED MEDIAN	62	11	2.79	6.70	3.91	517	517
BAXTER	3 LANES - PASSING LANE	62	11	6.70	8.03	1.33	98	93
BAXTER	2 LANES	62	11	8.03	14.94	6.91		457
BAXTER	5 LANES - TURN LANE/PAINTED MEDIAN	62	11B	0.00	4.65	4.65	3	614
BAXTER	2 LANES	101	1	0.00	11.11	11.11		734
BAXTER	2 LANES	126	0	0.00	11.66	11.66	6	770
BAXTER	2 LANES	126	1	0.00	7.03	7.03		464
BAXTER	2 LANES	177	0	0.00	3.03	3.03		200
BAXTER	2 LANES	177	1	0.00	4.40	4.40		291
BAXTER	3 LANES - PASSING LANE	177	1	4.40	5.43	1.03	68	68
BAXTER	2 LANES	177	1	5.43	7.67	2.24		140
BAXTER	3 LANES - PASSING LANE	177	1	7.67	8.62	0.95	63	63
BAXTER	2 LANES	178	2	5.08	7.68	2.60		173
BAXTER	2 LANES	178	3	0.00	4.39	4.39	3	290
BAXTER	3 LANES - TURN LANE	178	3	4.39	4.40	0.01		2
BAXTER	2 LANES	178	3	4.40	5.00	0.60	4	40
BAXTER	2 LANES	178	4	0.00	4.28	4.28		283
BAXTER	2 LANES	201	0	0.00	10.00	10.00		660
BAXTER	3 LANES - TURN LANE	201	1	0.00	1.48	1.48	18	196
BAXTER	2 LANES	201	1	1.48	12.53	11.05		730
BAXTER	2 LANES	202	2	0.00	2.70	2.70		179
BAXTER	2 LANES	263	3	0.00	1.50	1.50		99
BAXTER	2 LANES	341	0	0.00	26.05	26.05	6	1720
BAXTER	2 LANES	341	1	0.00	1.90	1.90		126
BAXTER	2 LANES	342	1	0.00	3.55	3.55		235
BAXTER	2 LANES	345	0	0.00	3.35	3.35		222
BAXTER	2 LANES	600	3	0.00	1.06	1.06		71
BENTON	2 LANES	102	010	0.00	8.94	8.94		593
BENTON	2 LANES	102	02B	0.00	1.76	1.76		118
BENTON	2 LANES	102	020	0.00	11.30	10.16		671
BENTON	4 LANES - UNDIVIDED	102	020	11.30	11.38	0.08	12	6
BENTON	4 LANES - UNDIVIDED	102	030	0.00	5.91	5.91	782	391
BENTON	2 LANES	112	020	0.00	1.91	0.60		70
BENTON	4 LANES - UNDIVIDED	112	020	8.60	9.23	0.63	84	42
BENTON	2 LANES	127	030	0.00	2.59	2.59		171
BENTON	2 LANES	127	04S	0.00	0.25	0.25		17
BENTON	2 LANES	127	040	0.00	5.82	5.82		385
BENTON	2 LANES	12	010	0.00	6.09	6.09		402
BENTON	2 LANES	12	020	0.00	19.79	19.79		1306
BENTON	3 LANES - PASSING LANE	12	030	3.35	4.16	0.81	54	54
BENTON	2 LANES	12	030	1.18	21.78	20.60		1360
BENTON	2 LANES	16	01S	0.00	0.43	0.43		29
BENTON	2 LANES	16	010	0.00	3.41	3.41		160
BENTON	2 LANES	244	030	0.00	3.18	3.18		210
BENTON	2 LANES	264	010	0.00	7.75	7.75		512
BENTON	4 LANES - UNDIVIDED	264	020	0.00	0.74	0.74	98	49
BENTON	2 LANES	264	020	0.74	5.50	4.76		315
BENTON	2 LANES	264	030	0.00	7.35	7.35		486
BENTON	4 LANES - UNDIVIDED	264	050	0.00	0.51	0.51	68	34
BENTON	2 LANES	264	050	0.51	2.37	1.86		123
BENTON	3 LANES - TURN LANE	265	030	0.00	7.15	7.15		946
BENTON	2 LANES	265	040	0.00	3.32	3.32		220
BENTON	2 LANES	279	000	0.00	3.02	3.02		200
BENTON	2 LANES	279	010	0.00	11.94	11.94		789
BENTON	2 LANES	303	040	0.00	2.27	2.27		150
BENTON	2 LANES	340	010	0.00	9.21	9.21		608
BENTON	2 LANES	37	120	0.00	0.61	0.61		41
BENTON	4 LANES - DIVIDED	412	00P	4.82	13.70	8.88	1174	
BENTON	4 LANES - DIVIDED	412	010	4.82	13.70	8.88	1174	
BENTON	4 LANES TURNING LANE	412	010	1.61	4.82	3.21	424	424
BENTON	6 LANES - DIVIDED	412	010	0.00	1.61	1.61	428	
BENTON	2 LANES	43	000	0.00	20.16	20.16		1331
BENTON	6 LANES - DIVIDED	49	290	74.19	87.86	13.67	3084	
BENTON	4 LANES - DIVIDED	49	290	87.86	105.14	17.28	2282	
BENTON	RAMPS - ONRAMP AND ACCELERATION	49	290	28.00			2463	
BENTON	RAMPS - OFFRAMP							

RAISED PAVEMENT MARKERS (6 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
BENTON	4 LANES - UNDIVIDED	59	010	19.23	25.17	5.94	786	393
BENTON	2 LANES	59	020	0.00	5.63	5.63		372
BENTON	4 LANES - DIVIDED	612	020	0.00	4.86	4.86	642	
BENTON	4 LANES - UNDIVIDED	62	020	0.00	14.30	14.30	1841	1841
BENTON	2 LANES	62	020	14.30	23.92	9.62		635
BENTON	4 LANES - UNDIVIDED	71	18B	0.00	11.80	11.80	1558	779
BENTON	4 LANES - UNDIVIDED	71	190	0.00	6.99	6.99	924	462
BENTON	2 LANES	72	010	0.00	9.69	9.69		640
BENTON	2 LANES	72	020	0.00	16.62	16.62		1097
BENTON	2 LANES	72	030	0.00	12.67	12.67		837
BENTON	2 LANES	94	01S	0.00	0.92	0.92		61
BENTON	2 LANES	94	010	0.00	7.13	7.13		391
BENTON	3 LANES - PASSING LANE	94	010	7.13	7.62	0.49	33	33
BENTON	4 LANES - UNDIVIDED	94	020	0.00	1.60	0.00		
BENTON	2 LANES	94	020	1.60	7.77	6.17		408
BENTON	2 LANES	94	030	0.00	6.21	6.21		410
BENTON	2 LANES	980	320	0.00	0.20	0.20		14
BOONE	2 LANES	43	3	0.00	1.79	1.79		119
BOONE	2 LANES	7	19	0.00	8.33	8.33		550
BOONE	2 LANES	7	20	0.00	19.15	19.15		1264
BOONE	2 LANES	14	0	0.00	4.40	4.40		291
BOONE	2 LANES	14	1	0.00	25.35	25.35		1674
BOONE	2 LANES	43	2	0.00	14.01	14.01		925
BOONE	2 LANES	62	6	0.00	0.72	0.72		48
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	62	6	0.72	1.23	0.51	68	68
BOONE	4 LANES - DIVIDED	62	6	1.23	6.28	5.05	668	
BOONE	2 LANES	62	6X	0.00	1.40	1.40		93
BOONE	2 LANES	62	6Y	0.00	0.14	0.14		10
BOONE	2 LANES	62	7	0.00	4.70	4.70		311
BOONE	2 LANES	62	7	6.36	9.63	3.27		216
BOONE	4 LANES - DIVIDED	65	1	0.00	14.90	14.90	1968	
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	1	14.90	19.35	4.45	588	588
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	1	19.35	19.47	0.12	16	16
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	1	19.47	21.88	2.41	320	320
BOONE	2 LANES	65	1Y	0.00	0.53	0.53		35
BOONE	5 LANES - TURN LANE/PAINTED MEDIAN	65	2	0.00	10.43	10.43	1377	1377
BOONE	2 LANES	65	2	10.43	11.90	1.47		97
BOONE	2 LANES	123	0	0.00	1.57	1.57		104
BOONE	2 LANES	206	1	0.00	7.21	7.21		476
BOONE	2 LANES	206	1	7.23	14.81	7.58		501
BOONE	2 LANES	206	2	0.00	5.54	5.54		366
BOONE	2 LANES	281	0	0.00	9.77	9.77		645
BOONE	2 LANES	281	1	0.00	2.52	2.52		167
BOONE	2 LANES	281	1Y	0.00	0.19	0.19		13
BOONE	2 LANES	392	1	0.00	10.51	10.51		694
BOONE	2 LANES	396	0	0.00	2.76	2.76		183
BOONE	2 LANES	397	0	0.00	2.02	2.02		134
BOONE	2 LANES	805	2	0.00	0.63	0.63		42
BOONE	2 LANES	890	7	0.00	0.41	0.41		28
BOONE	2 LANES	980	120	0.00	0.55	0.55		37
CARROLL	2 LANES	21	5	0.00	6.17	6.17		408
CARROLL	2 LANES	21	5	6.17	6.50	0.33		22
CARROLL	2 LANES	21	5	6.50	17.15	10.65		703
CARROLL	2 LANES	21	6	0.00	16.92	16.92		1117
CARROLL	3 LANES - PASSING LANE	23	10	0.00	0.93	0.93	62	62
CARROLL	2 LANES	23	10	0.93	3.05	2.12		140
CARROLL	3 LANES - PASSING LANE	23	10	3.05	3.92	0.87	58	58
CARROLL	2 LANES	23	10	3.92	7.30	3.38		224
CARROLL	2 LANES	23	11	0.00	10.99	10.99		726
CARROLL	2 LANES	62	3	0.00	12.03	12.03		794
CARROLL	2 LANES	62	4	0.00	7.14	7.14		472
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	4	7.14	12.17	5.03	664	664
CARROLL	2 LANES	62	4S	0.00	0.67	0.67		45
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	5	0.00	6.00	6.00	792	792
CARROLL	2 LANES	62	5	6.00	10.02	4.02		265
CARROLL	5 LANES - TURN LANE/PAINTED MEDIAN	62	5	10.02	15.81	5.79	766	766
CARROLL	2 LANES	62	5	15.81	17.12	1.31		87
CARROLL	2 LANES	103	3	0.00	5.27	5.27		348
CARROLL	2 LANES	103	4	0.00	13.11	13.11		866
CARROLL	2 LANES	103	4	13.11	23.38	10.27		678
CARROLL	2 LANES	143	1	0.00	9.96	9.96		658
CARROLL	2 LANES	187	0	0.00	4.55	4.55		301
CARROLL	2 LANES	187	0	4.67	7.30	2.63		174
CARROLL	2 LANES	187	1	0.00	9.03	9.03		596
CARROLL	2 LANES	221	0	0.00	10.52	10.52		694
CARROLL	2 LANES	221	1	0.00	7.69	7.69		508
CARROLL	2 LANES	311	0	0.00	0.41	0.41		27
SUBTOTALS (BOX 6 OF 8):							13131	31960

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

RAISED PAVEMENT MARKERS (7 OF 8)

COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
							EACH	
CARROLL	2 LANES	311	1	0.00	22.31	22.31		1473
CARROLL	2 LANES	412	5	0.00	0.40	0.40		27
CARROLL	3 LANES - PASSING LANE	412	5	0.40	1.29	0.89	59	59
CARROLL	2 LANES	412	5	1.29	1.41	0.12		8
CARROLL	2 LANES	412	5	1.41	4.34	2.93		194
CARROLL	2 LANES	412	5	4.34	6.38	2.05		135
CARROLL	3 LANES - PASSING LANE	412	5	6.38	7.60	1.22	81	81
CARROLL	2 LANES	412	5	7.60	14.49	6.89		455
CARROLL	3 LANES - PASSING LANE	412	5	14.49	15.40	0.91	61	61
CARROLL	2 LANES	412	5	15.40	18.02	3.42		226
CARROLL	3 LANES - PASSING LANE	412	5	18.82	20.57	1.75	116	116
CARROLL	2 LANES	412	5	20.57	21.15	0.58		39
CARROLL	2 LANES	980	2	0.00	0.52	0.52		35
MADISON	2 LANES	12	4	0.00	7.77	7.77		513
MADISON	2 LANES	16	4	0.00	12.87	12.87		850
MADISON	2 LANES	16	5	0.00	19.60	19.60		1294
MADISON	2 LANES	21	4	0.00	12.21	12.21		806
MADISON	2 LANES	23	8	0.00	27.77	27.77		1833
MADISON	2 LANES	23	8C	0.00	0.22	0.22		15
MADISON	2 LANES	23	9	0.00	18.42	18.42		1216
MADISON	2 LANES	23	9W	0.00	2.70	2.70		179
MADISON	2 LANES	45	6	0.00	3.81	3.81		252
MADISON	2 LANES	45	7	0.00	6.11	6.11		404
MADISON	2 LANES	74	3	0.00	14.30	14.30		944
MADISON	2 LANES	74	4	0.00	13.99	13.99		924
MADISON	2 LANES	127	0	0.00	3.58	3.58		237
MADISON	2 LANES	127	0	3.58	3.76	0.18		12
MADISON	2 LANES	127	0	3.76	4.13	0.37		25
MADISON	2 LANES	127	1	0.00	4.86	4.86		321
MADISON	2 LANES	127	2	0.00	5.92	5.92		391
MADISON	2 LANES	295	0	0.00	0.69	0.69		46
MADISON	2 LANES	295	0	0.69	0.75	0.06		4
MADISON	2 LANES	295	0	0.75	1.17	0.42		28
MADISON	2 LANES	295	0	1.17	1.29	0.12		8
MADISON	2 LANES	295	0	1.29	5.33	4.04		267
MADISON	2 LANES	295	1	0.00	3.09	3.09		204
MADISON	2 LANES	295	2	0.00	4.67	4.67		309
MADISON	2 LANES	295	3	0.00	10.85	10.85		717
MADISON	2 LANES	303	0	0.00	1.76	1.76		117
MADISON	4 LANES - DIVIDED	412	3	0.00	10.30	10.30	1360	
MADISON	2 LANES	412	3	10.30	11.40	1.10		73
MADISON	3 LANES - PASSING LANE	412	3	11.40	12.22	0.82	55	55
MADISON	2 LANES	412	3B	0.00	5.23	5.23		346
MADISON	3 LANES - PASSING LANE	412	4	0.00	0.66	0.66	44	44
MADISON	2 LANES	412	4	0.66	3.94	3.28		217
MADISON	3 LANES - PASSING LANE	412	4	3.94	4.93	0.99	66	66
MADISON	2 LANES	412	4	4.93	8.13	3.20		212
MADISON	3 LANES - PASSING LANE	412	4	8.13	9.24	1.11	74	74
MADISON	2 LANES	412	4	9.24	12.04	2.80		185
MADISON	2 LANES	412	4B	0.00	2.66	2.66		176
MADISON	2 LANES	980	47	0.00	1.12	1.12		74
MARION	2 LANES	14	2	0.00	22.96	22.96	3	1516
MARION	2 LANES	14	3	0.00	15.96	15.96	6	1054
MARION	2 LANES	62	8	0.00	2.19	2.19		145
MARION	3 LANES - PASSING LANE	62	8	2.19	3.12	0.93	62	62
MARION	2 LANES	62	8	3.12	5.24	2.12		140
MARION	3 LANES - TURN LANE	62	8	5.24	5.44	0.20		28
MARION	2 LANES	62	8	5.44	8.26	2.82		187
MARION	3 LANES - PASSING LANE	62	8	8.26	9.51	1.25	83	83
MARION	3 LANES - TURN LANE	62	8	9.51	10.06	0.55		74
MARION	3 LANES - PASSING LANE	62	8	10.06	10.65	0.59	39	39
MARION	2 LANES	62	8	10.65	11.28	0.63		42
MARION	3 LANES - TURN LANE	62	8	11.28	11.52	0.24		32
MARION	2 LANES	62	8	11.52	13.24	1.72		114
MARION	2 LANES	62	8B	0.00	0.45	0.45		30
MARION	2 LANES	62	8S	0.00	0.70	0.70		47
MARION	2 LANES	62	9	0.00	0.04	0.04		3
MARION	3 LANES - TURN LANE	62	9	0.04	0.54	0.50		66
MARION	2 LANES	62	9	0.54	1.51	0.97		65
MARION	3 LANES - PASSING LANE	62	9	1.51	1.96	0.45	30	30
MARION	2 LANES	62	9	1.96	3.70	1.74		115
MARION	3 LANES - PASSING LANE	62	9	3.70	4.27	0.57	38	38
MARION	2 LANES	62	9	4.27	4.64	0.37		25
MARION	3 LANES - TURN LANE	62	9	4.64	4.73	0.09		12
MARION	5 LANES - TURN LANE/PAINTED MEDIAN	62	9	4.73	8.59	3.86	510	510
MARION	2 LANES	62	9	8.59	10.54	1.95	</	

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012551	8	9
QUANTITIES						



RAISED PAVEMENT MARKERS (8 OF 8)

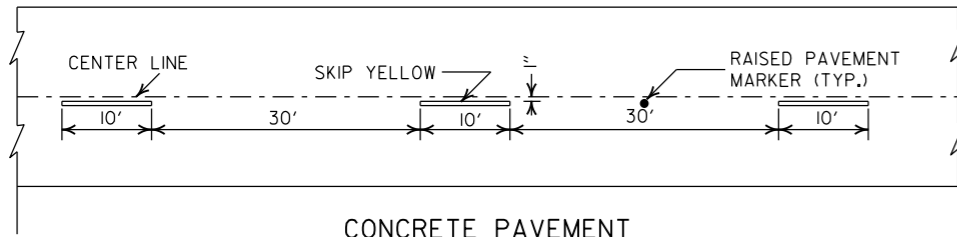
COUNTY	DESCRIPTION	ROUTE	SECTION	BEGIN LOG MILE	END LOG MILE	LENGTH	**RAISED PAVEMENT MARKERS	
							TYPE II	TYPE II
							(WHITE/RED)	(YELLOW/YELLOW)
MARION	2 LANES	101	2	0.00	6.91	6.91		457
MARION	2 LANES	125	0	0.00	7.98	7.98		527
MARION	2 LANES	125	1	0.00	7.35	7.35		486
MARION	2 LANES	125	2	0.00	13.23	13.23		874
MARION	2 LANES	178	1	0.00	11.61	11.61	178	767
MARION	2 LANES	202	0	0.00	7.44	7.44		492
MARION	2 LANES	202	1	0.00	6.86	6.86		453
MARION	2 LANES	206	5	0.00	2.95	2.95		195
MARION	2 LANES	235	1S	0.00	0.31	0.31		21
MARION	2 LANES	235	1	0.00	14.89	14.89		983
MARION	2 LANES	235	2	0.00	4.26	4.26		282
MARION	2 LANES	268	0	0.00	2.92	2.92		193
MARION	2 LANES	268	1	0.00	2.79	2.79		185
MARION	2 LANES	980	11	0.00	1.17	1.17		78
NEWTON	2 LANES	7	17	0.00	13.37	13.37		883
NEWTON	2 LANES	7	18	0.00	18.34	18.34		1211
NEWTON	3 LANES - PASSING LANE	7	18	18.34	19.21	0.87		58
NEWTON	2 LANES	7	18	19.21	25.27	6.06		400
NEWTON	2 LANES	7	18S	0.00	0.27	0.27		18
NEWTON	2 LANES	16	6	0.00	6.24	6.24		412
NEWTON	2 LANES	16	7	0.00	13.06	13.06		862
NEWTON	2 LANES	16	8	2.28	5.80	3.52		233
NEWTON	2 LANES	16	8	6.77	9.15	2.38		157
NEWTON	2 LANES	21	2	0.00	14.44	14.44		954
NEWTON	2 LANES	21	3	0.00	15.56	15.56		1028
NEWTON	2 LANES	43	1	0.00	15.52	15.52		1025
NEWTON	2 LANES	65	3	0.00	3.03	3.03		200
NEWTON	2 LANES	65	3B	0.00	1.20	1.20		80
NEWTON	3 LANES - PASSING LANE	65	4	0.00	0.59	0.59	39	39
NEWTON	2 LANES	74	5	0.00	14.03	14.03		926
NEWTON	2 LANES	74	6	0.00	15.07	15.07		995
NEWTON	2 LANES	103	2	0.00	6.63	6.63		438
NEWTON	2 LANES	123	1	0.00	32.24	32.24		2128
NEWTON	2 LANES	123	1Y	0.00	0.53	0.53		36
NEWTON	2 LANES	327	0	0.00	10.38	10.38		685
NEWTON	2 LANES	374	1	0.00	7.33	7.33		484
SEARCY	2 LANES	16	8A	0.00	10.31	10.31		681
SEARCY	2 LANES	27	16	0.00	23.40	23.40		1545
SEARCY	2 LANES	27	17	0.00	10.62	10.62		701
SEARCY	2 LANES	65	4	0.00	0.08	0.08		6
SEARCY	3 LANES - PASSING LANE	65	4	0.08	0.57	0.49	33	33
SEARCY	2 LANES	65	4	0.57	1.05	0.48		32
SEARCY	3 LANES - PASSING LANE	65	4	1.05	1.32	0.27	18	18
SEARCY	2 LANES	65	4	1.32	3.53	2.21		146
SEARCY	3 LANES - PASSING LANE	65	4	3.53	3.77	0.24	16	16
SEARCY	2 LANES	65	4	3.77	6.08	2.31		153
SEARCY	3 LANES - PASSING LANE	65	4	6.08	6.83	0.75	50	50
SEARCY	2 LANES	65	4	6.83	7.32	0.49		33
SEARCY	3 LANES - PASSING LANE	65	4	7.32	8.76	1.44	96	96
SEARCY	2 LANES	65	4	8.76	10.37	1.61		107
SEARCY	3 LANES - TURN LANE	65	4	10.37	11.35	0.98		
SEARCY	3 LANES - PASSING LANE	65	4	11.35	12.44	1.09	72	72
SEARCY	2 LANES	65	4	12.44	13.35	0.91		61
SEARCY	3 LANES - PASSING LANE	65	4	13.35	13.76	0.41	28	28
SEARCY	4 LANES - UNDIVIDED	65	5	8.53	8.77	0.24	32	16
SEARCY	5 LANES - TURN LANE/PAINTED MEDIAN	65	5	8.77	10.38	1.61	214	214
SEARCY	5 LANES - TURN LANE/PAINTED MEDIAN	65	6	0.00	0.60	0.60	80	80
SEARCY	3 LANES - PASSING LANE	65	6	0.60	2.61	2.01	133	133
SEARCY	2 LANES	65	6	2.61	10.70	8.09		534
SEARCY	2 LANES	74	7	0.00	7.12	7.12		470
SEARCY	2 LANES	74	8	0.00	17.45	17.45		1152
SEARCY	2 LANES	235	2	0.00	4.26	4.26		282
SEARCY	2 LANES	254	1	0.00	7.35	7.35		486
SEARCY	2 LANES	333	5	0.00	0.67	0.67		45
SEARCY	2 LANES	333	6	0.00	2.02	2.02		134
SEARCY	2 LANES	333	7	0.00	3.34	3.34		221
SEARCY	2 LANES	374	4	0.00	0.84	0.84		56
SEARCY	2 LANES	374	5	0.00	1.89	1.89		126
SEARCY	2 LANES	377	1	0.00	11.00	11.00		727
SUBTOTALS (BOX 8 OF 8):							989	27699

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

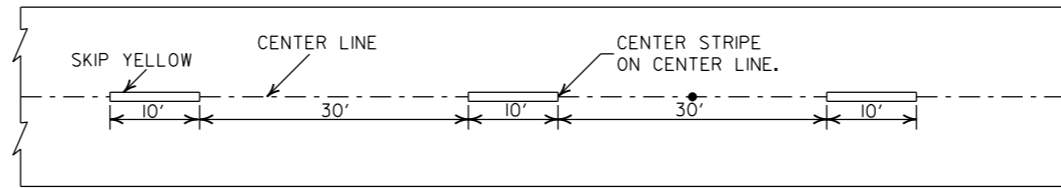
RAISED PAVEMENT MARKERS (SUBTOTALS)

	**RAISED PAVEMENT MARKERS	
	TYPE II	TYPE II
	(WHITE/RED)	(YELLOW/YELLOW)
EACH		
SUBTOTALS (BOX 1 OF 8):	18540	16951
SUBTOTALS (BOX 2 OF 8):	1373	30426
SUBTOTALS (BOX 3 OF 8):	24709	18045
SUBTOTALS (BOX 4 OF 8):	11912	20621
SUBTOTALS (BOX 5 OF 8):	16051	22854
SUBTOTALS (BOX 6 OF 8):	13131	31960
SUBTOTALS (BOX 7 OF 8):	2687	20988
SUBTOTALS (BOX 8 OF 8):	989	27699
TOTALS:	89392	189544

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

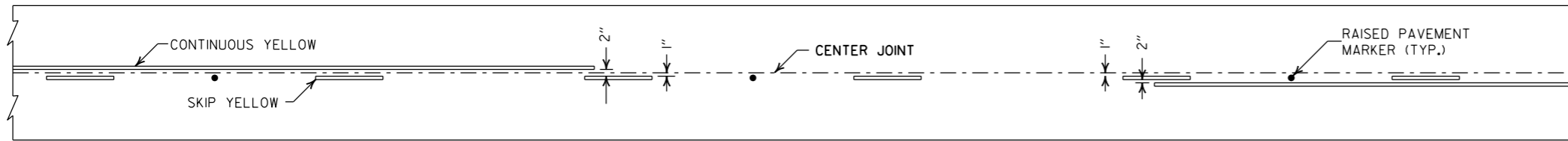


CONCRETE PAVEMENT

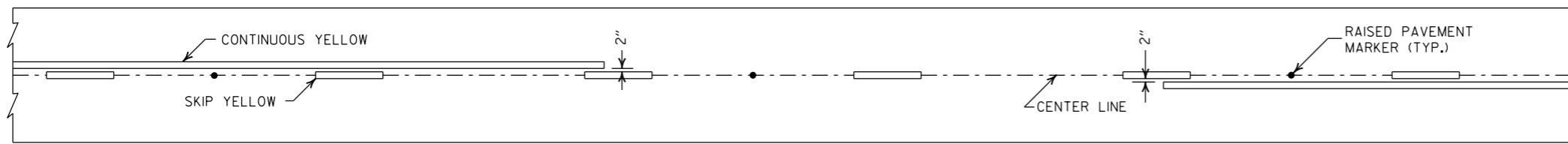


ASPHALT PAVEMENT

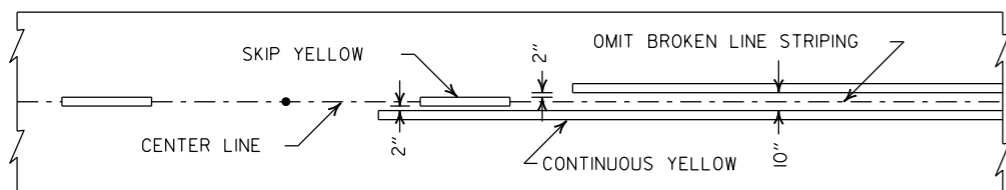
BROKEN LINE STRIPING



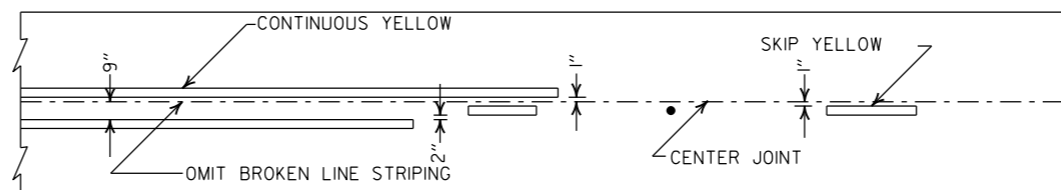
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

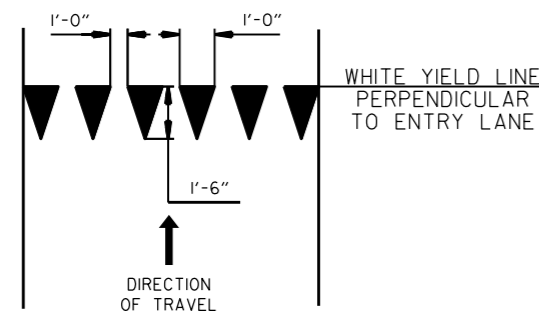


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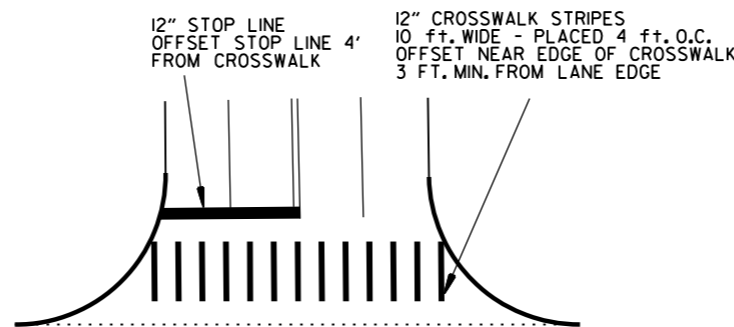


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

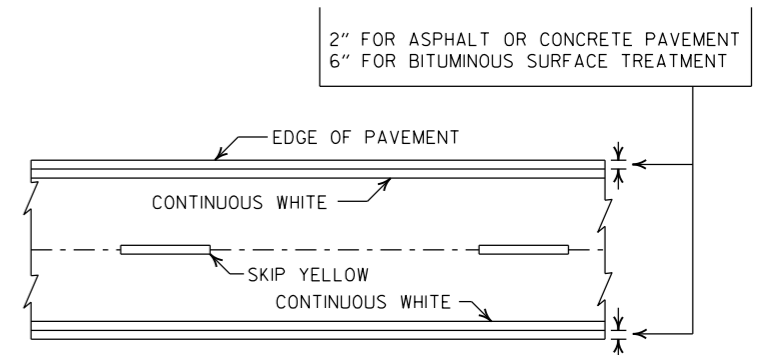


YIELD LINE DETAIL

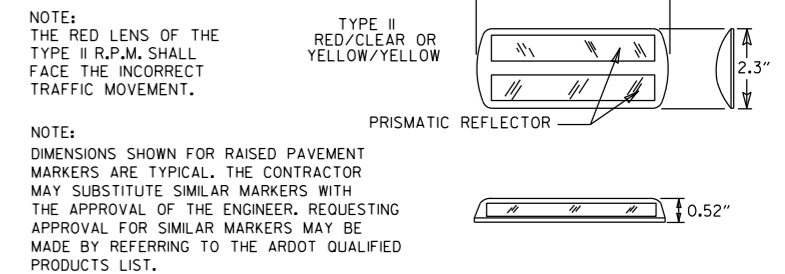


CROSSWALK AND STOP LINE DETAILS

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



PAVEMENT EDGE LINE MARKING



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTL.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

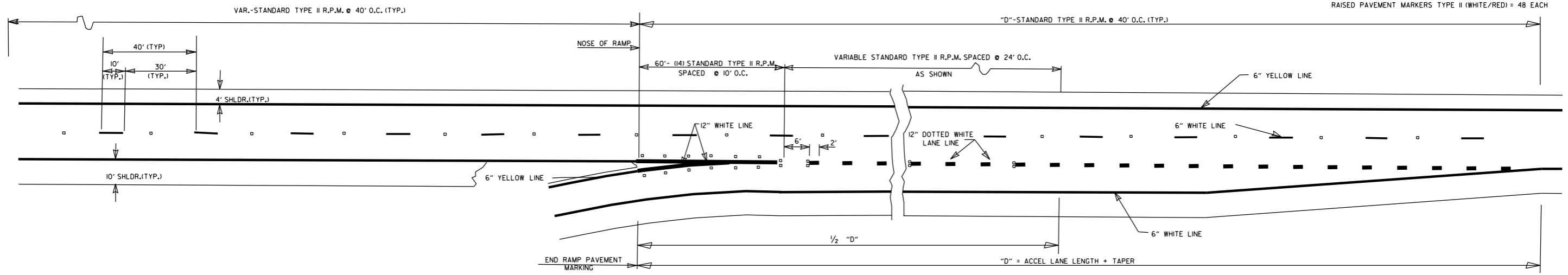
ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

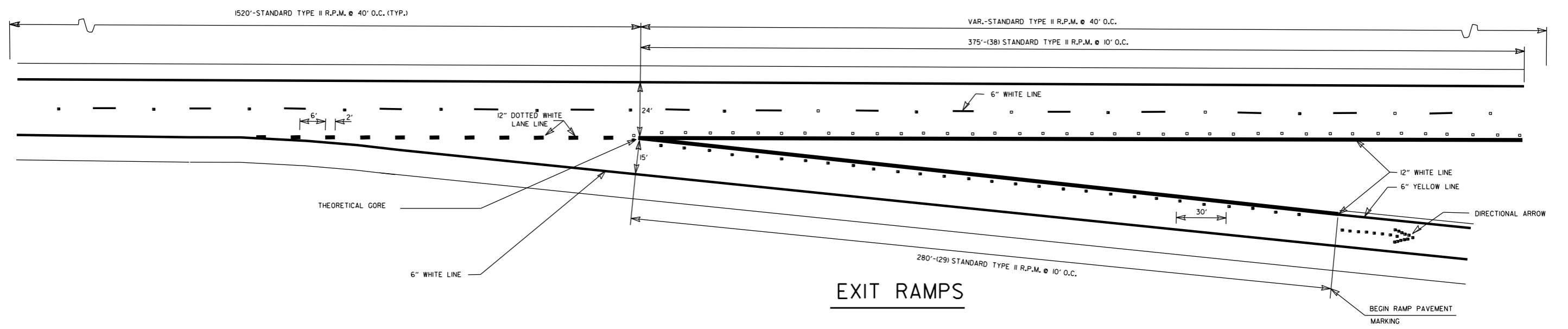
STANDARD DRAWING PM-1

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

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



ENTRANCE RAMPS

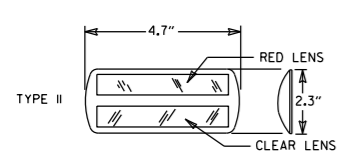


EXIT RAMPS

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

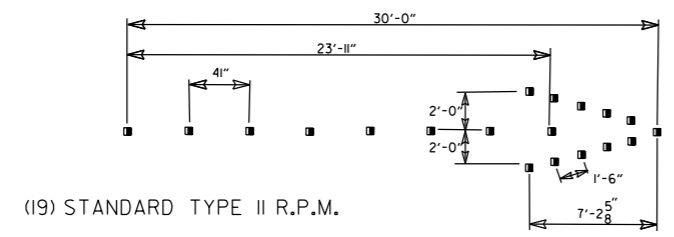
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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




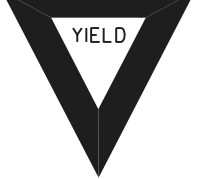





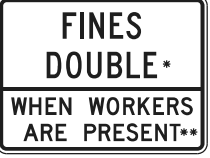


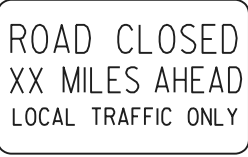


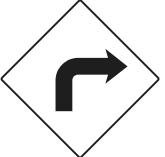








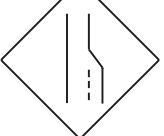















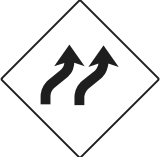

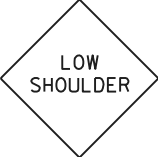

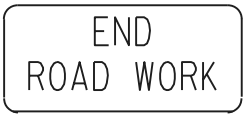
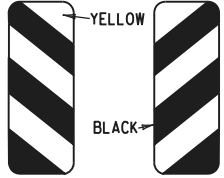


(19) STANDARD TYPE II R.P.M.
DIRECTIONAL ARROWS

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

ARKANSAS STATE HIGHWAY COMMISSION

**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**


STANDARD DRAWING PM-2

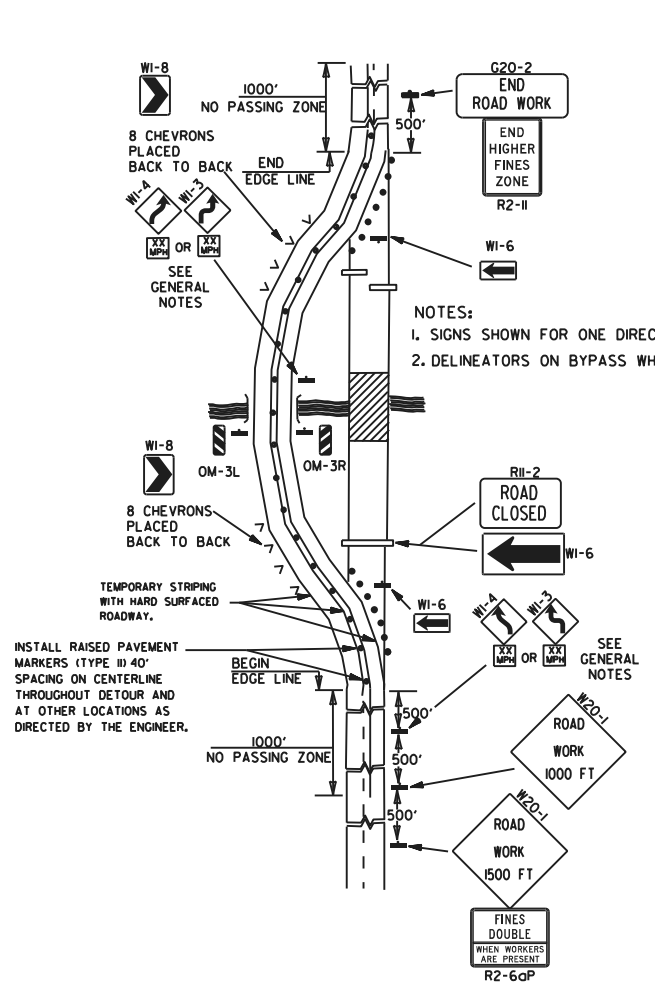
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-6aP</p>  <p>48"x36" *USE 6" C LETTERS **USE 4" D LETTERS</p>
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>R2-II</p>  <p>36"x48"</p>
<p>WI-3</p>  <p>STD. 48"x48"</p>	<p>WI-4</p>  <p>STD. 48"x48"</p>	<p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>WI-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>18" 500 FEET W6-2 24" STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>WI-4b</p>  <p>STD. 48"x48"</p>	
<p>W8-II</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	

GENERAL NOTES:

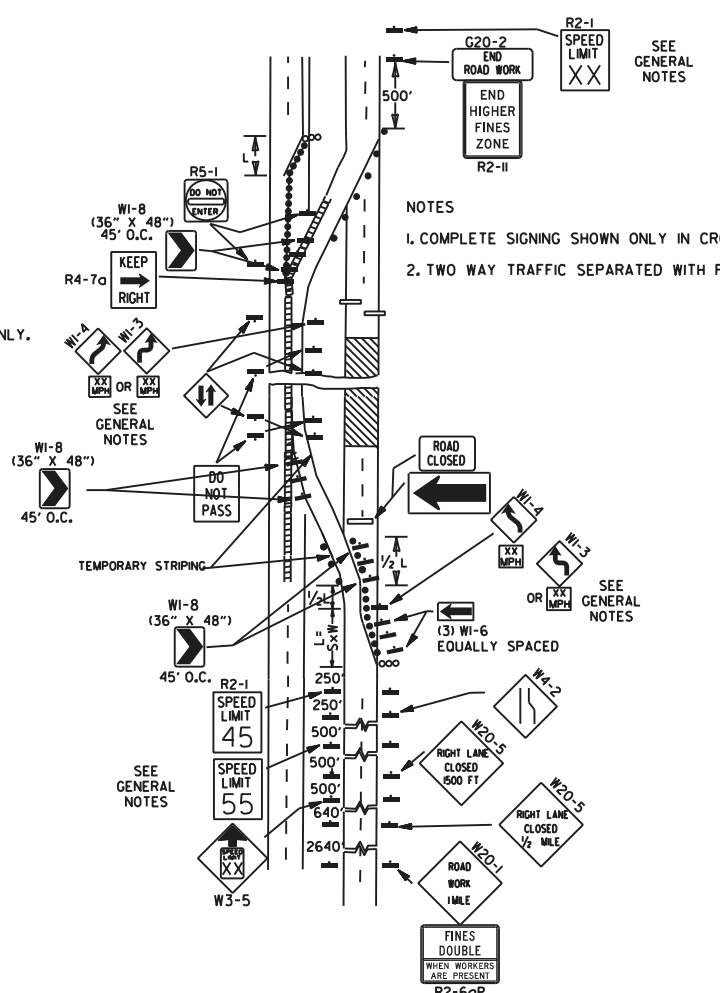
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
- EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
- POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
- ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R2-6aP PLAQUES SHALL BE MOUNTED BELOW AN APPLICABLE ADVANCE WARNING SIGN THAT IS LOCATED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE PLAQUE SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE W3-5 "REDUCED SPEED AHEAD" SIGN. R2-II SIGNS SHALL BE INSTALLED AT OR NEAR THE DOWNSTREAM END OF THE WORK ZONE. SEE STANDARD DRAWINGS TC-2, TC-3, AND TC-6 FOR TYPICAL PLACEMENT LOCATIONS.

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

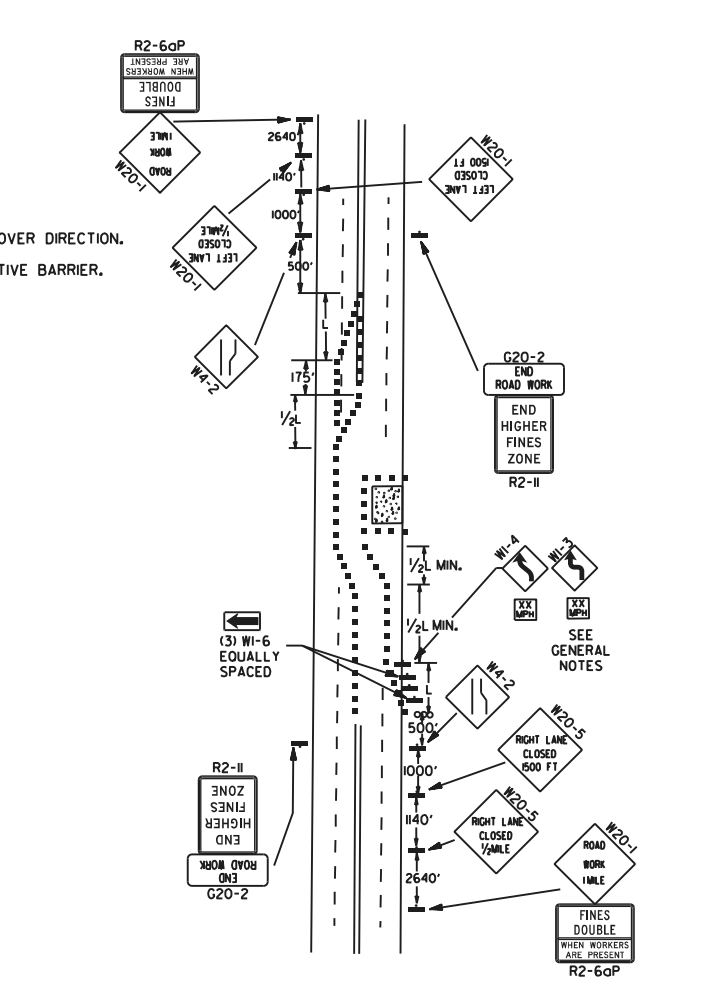
		<p>ARKANSAS STATE HIGHWAY COMMISSION</p>	
<p>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</p>			
<p>REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10</p>	<p>REVISED FOR MASH</p>	<p>DELETED RSP-1 & ADDED W21-5a</p>	<p>REVISED REDUCED SPEED SIGN TO SHOW NEXT SIX MILES</p>
<p>08-14-25</p>	<p>11-07-19</p>	<p>04-13-17</p>	<p>09-02-15</p>
<p>DATE</p>	<p>REV</p>	<p>DATE</p>	<p>REV</p>
<p>08-14-2025</p>	<p>STANDARD DRAWING</p>	<p>TC-1</p>	<p>DESCRIPTION</p>



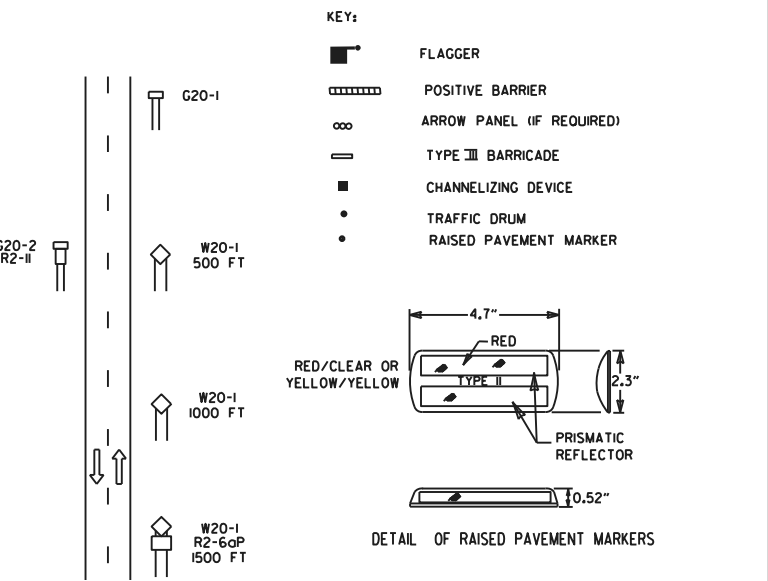
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

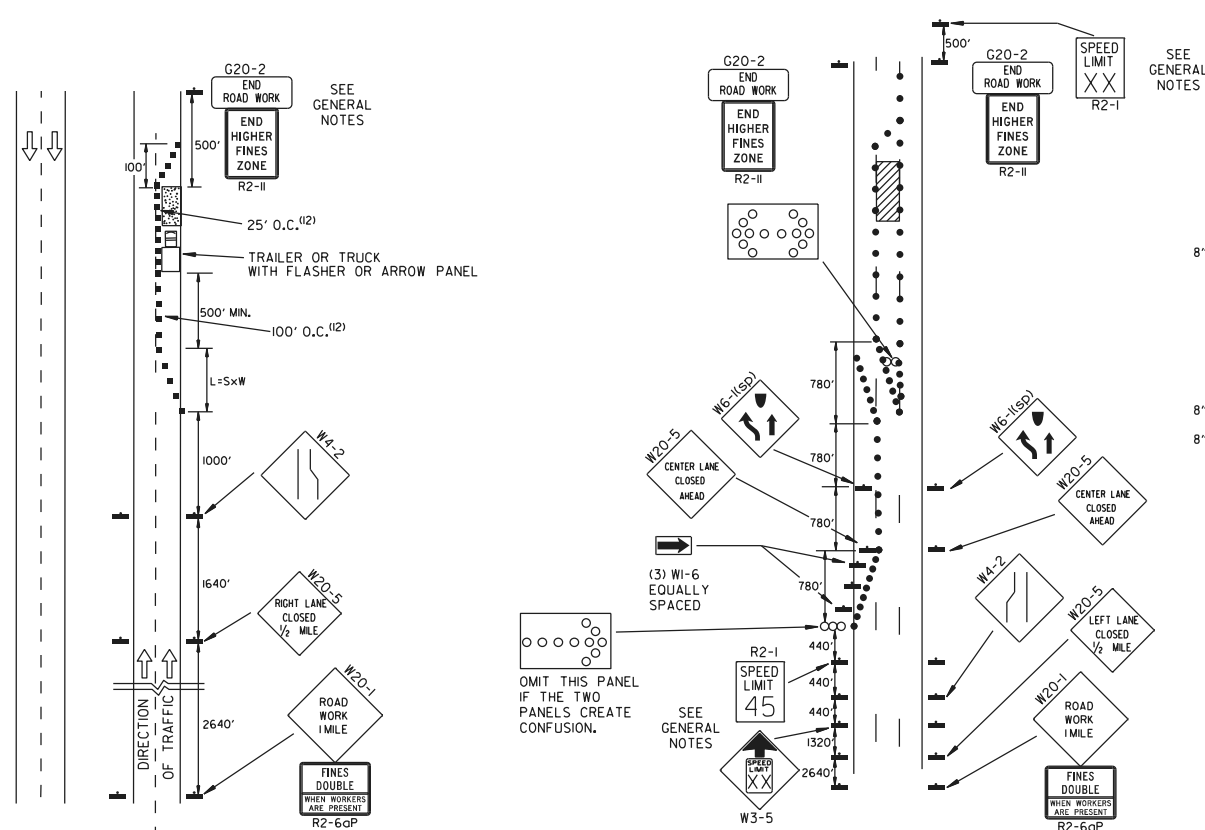


(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

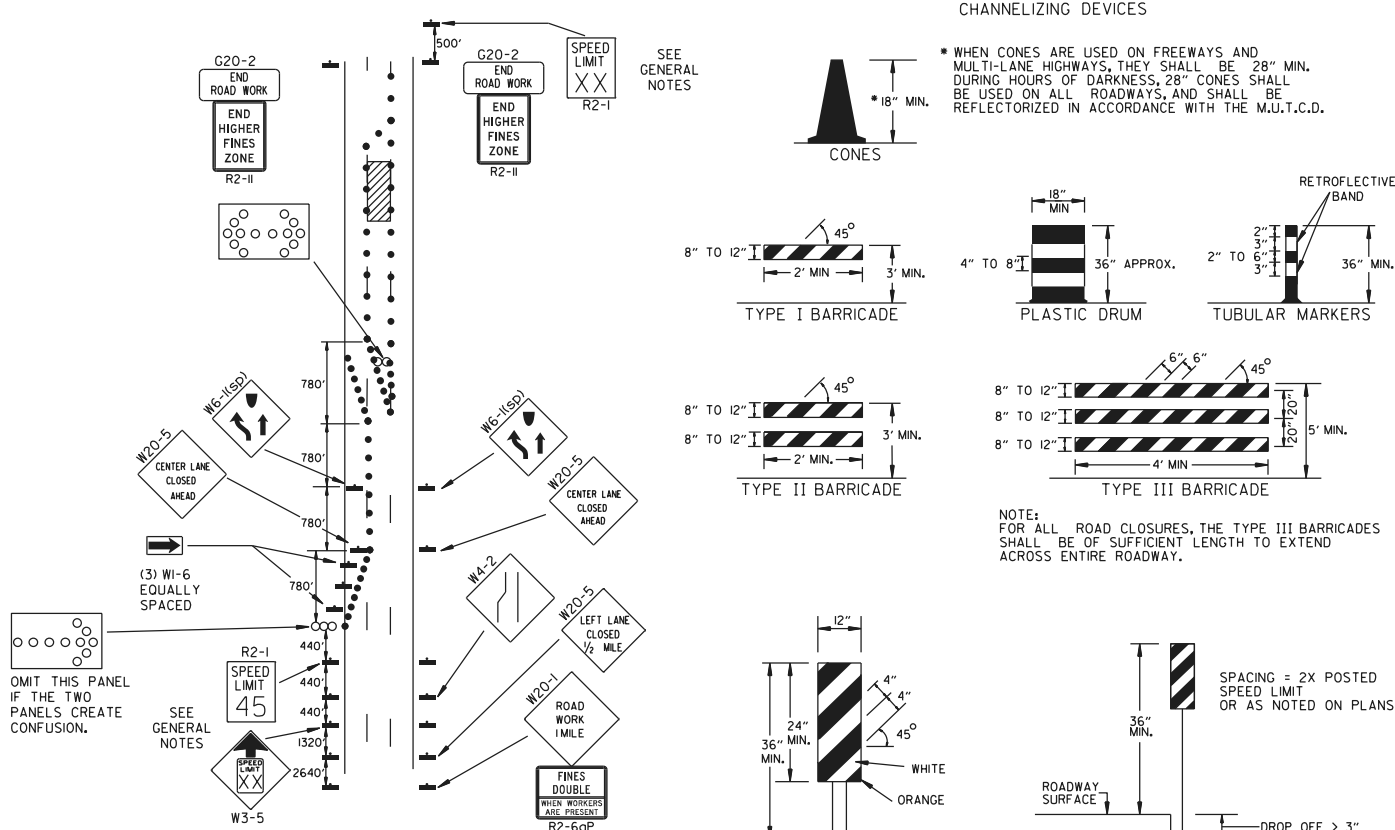


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.





(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.

KEY:

○ ○ ○ ○ ○ ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

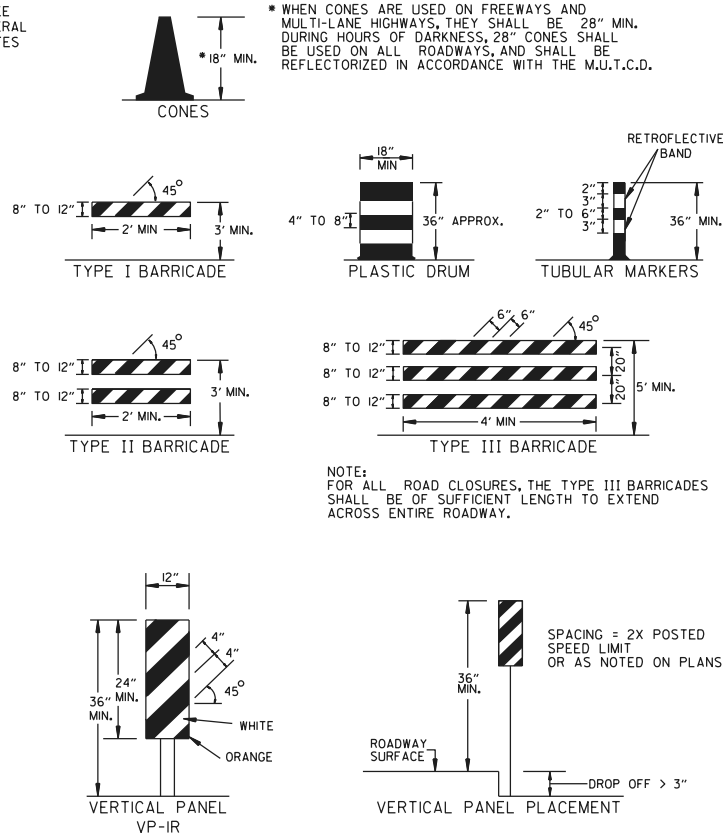
● TRAFFIC DRUM

GENERAL NOTES:

- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
- WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/4 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
- WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
- PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
- THE G20-1 SIGN SHOULD BE INSTALLED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1/2 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
- FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING 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.
- 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).
- ONLY WHERE SPACE RESTRICTIONS DO NOT ALLOW FOR TRAFFIC DRUMS, TUBULAR MARKERS MAY BE USED AT 50' O.C. IN STABILIZATION ZONES AND AT 10' O.C. DIRECTLY ADJACENT TO CONSTRUCTION OPERATIONS AND AT EXIT TAPERS. TUBULAR MARKERS SHALL BE STABILIZED WITH WEIGHTED BASES IN ACCORDANCE WITH THE M.U.T.C.D.

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

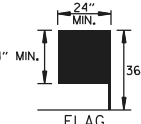
CHANNELIZING DEVICES



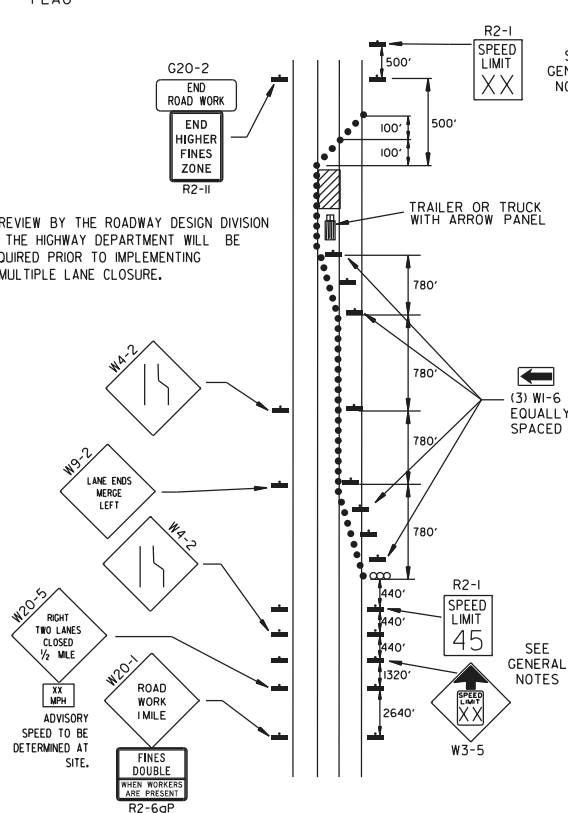
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

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

FLAG SHALL BE OF GOOD GRADE RED MATERIAL



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.



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

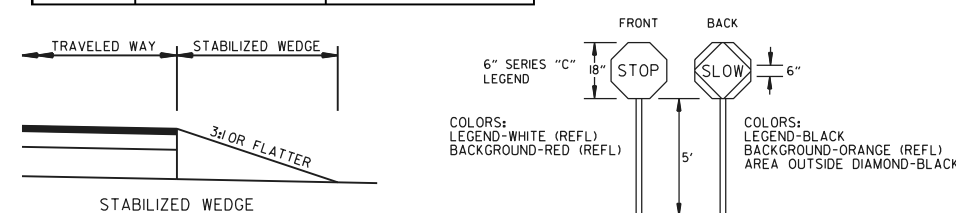
TRAFFIC CONTROL DEVICES

VERTICAL DIFFERENTIAL	LOCATION	NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE ⁽¹⁾	STANDARD LANE CLOSURE ⁽¹⁾
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS ⁽¹⁾	W8-9 AND TRAFFIC DRUMS ⁽¹⁾
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽¹⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽¹⁾ & EDGE LINES

VERTICAL DIFFERENTIAL	LOCATION	INTERSTATE	
		TRAFFIC CONTROL	
		≤ 3"	> 3"
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES	PRECAST CONCRETE BARRIER & EDGE LINES

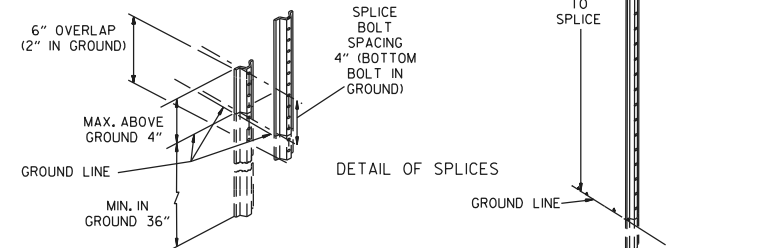
INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

- GENERAL NOTES:
- WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 - WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
 - W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).



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

NOTES:
 USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)
 NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.
 SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DATE	REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11	REVISED TRAFFIC CONTROL DEVICES AND NOTES, ADDED NOTE 12
05-22-25	ADDED R2-11	REVISED TRAFFIC CONTROL DEVICES AND NOTES
08-12-21	REVISED NOTE 10	REVISED TRAFFIC CONTROL DEVICES DETAILS
05-20-21	REVISED NOTE 10	REVISED TRAFFIC CONTROL DEVICES DETAILS
02-27-20	REVISED	REVISED TRAFFIC CONTROL DEVICES DETAILS

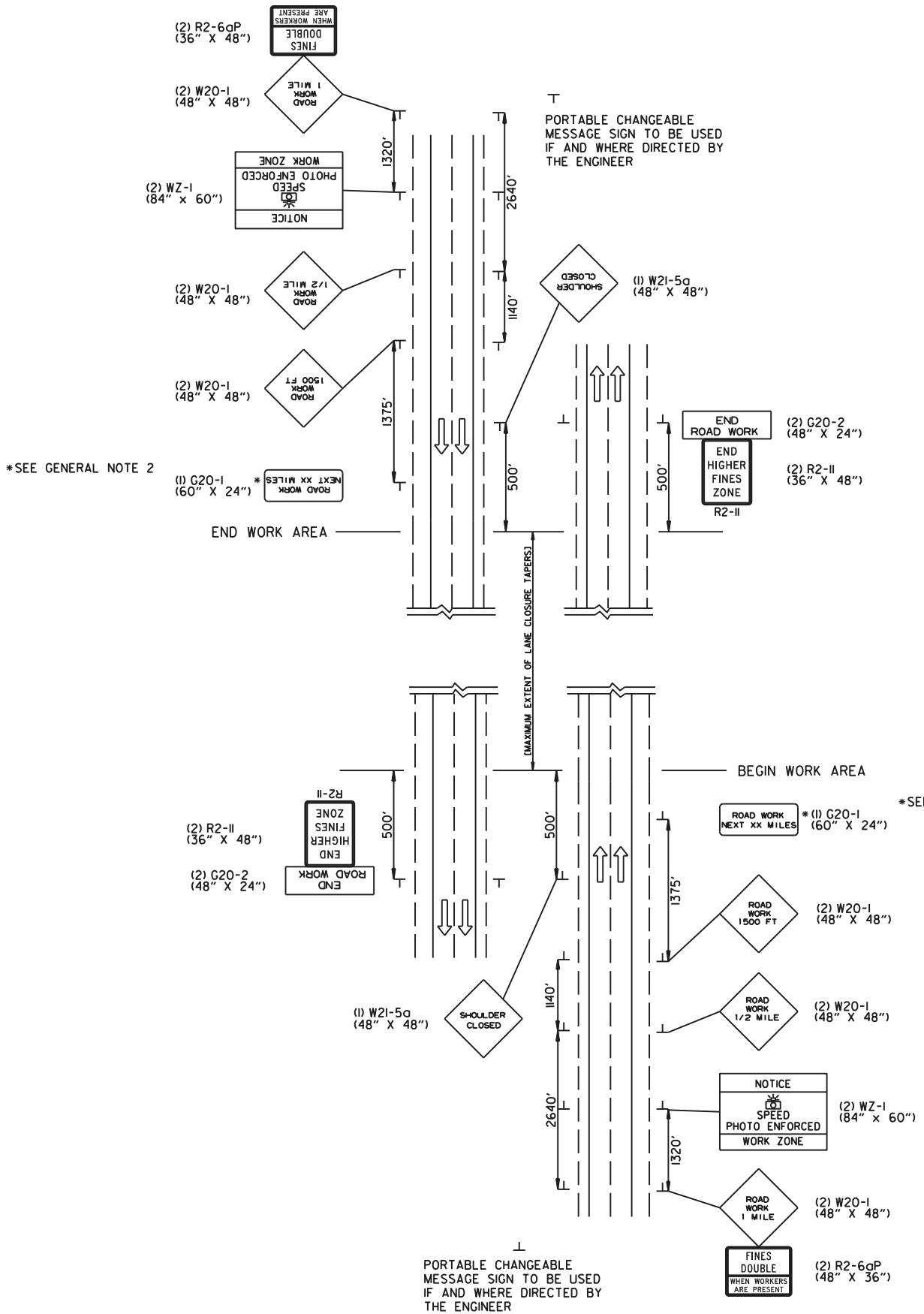
AR DOT
 ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

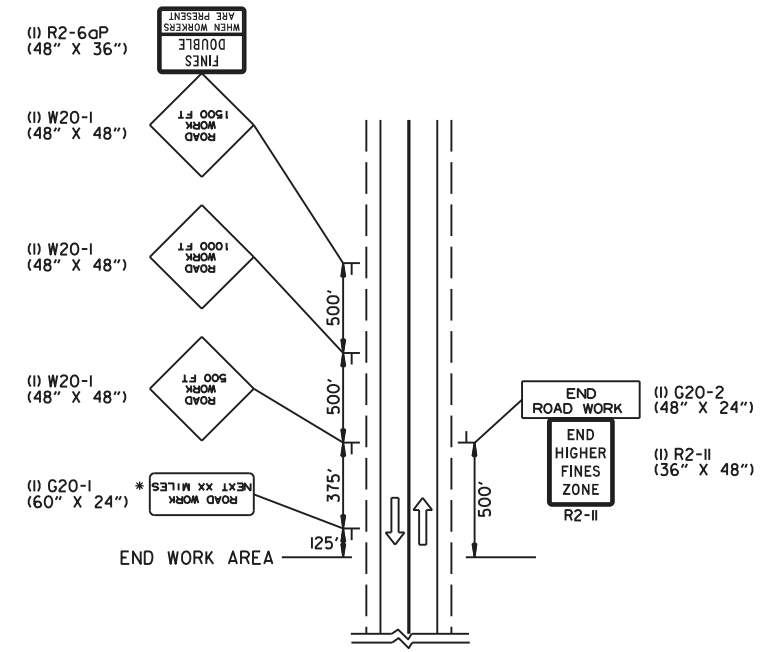
DATE EFFECTIVE	STANDARD DRAWING	TC-3
08-14-2025		

NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.



(A) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)

*SEE GENERAL NOTE 2

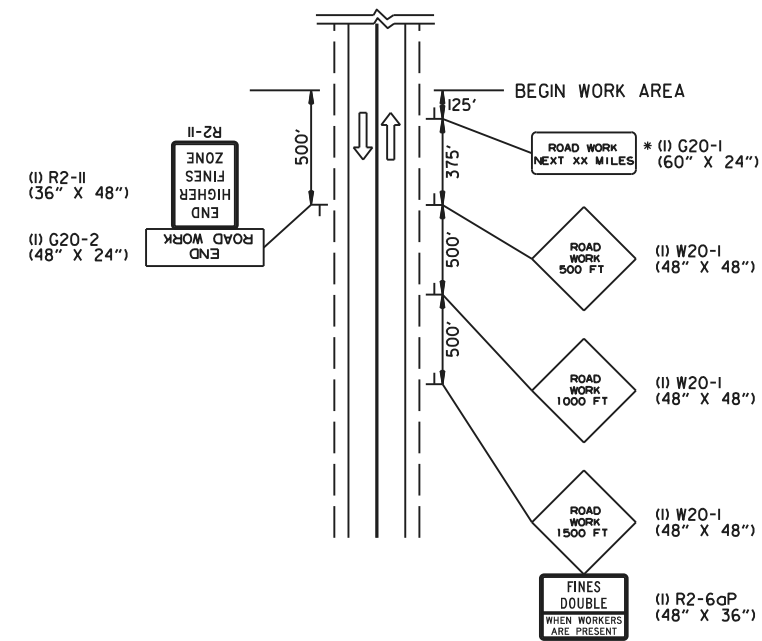


(B) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND END OF JOB (NON-FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)


GENERAL NOTES:

1. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
2. THE G20-1 SIGN SHOULD BE INSTALLED ON JOBS OF OVER TWO MILES IN LENGTH, WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE OR 1500 FT) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER, WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THIS DEVICE 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 PORTABLE CHANGEABLE MESSAGE SIGNS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

*SEE GENERAL NOTE 2



NOTE : W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS AS WORKING AREA SHIFTS.

08-14-25 DATE REV	ISSUED	DESCRIPTION	 ARKANSAS STATE HIGHWAY COMMISSION
	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		
DATE EFFECTIVE	08-14-2025	STANDARD DRAWING	TC-6