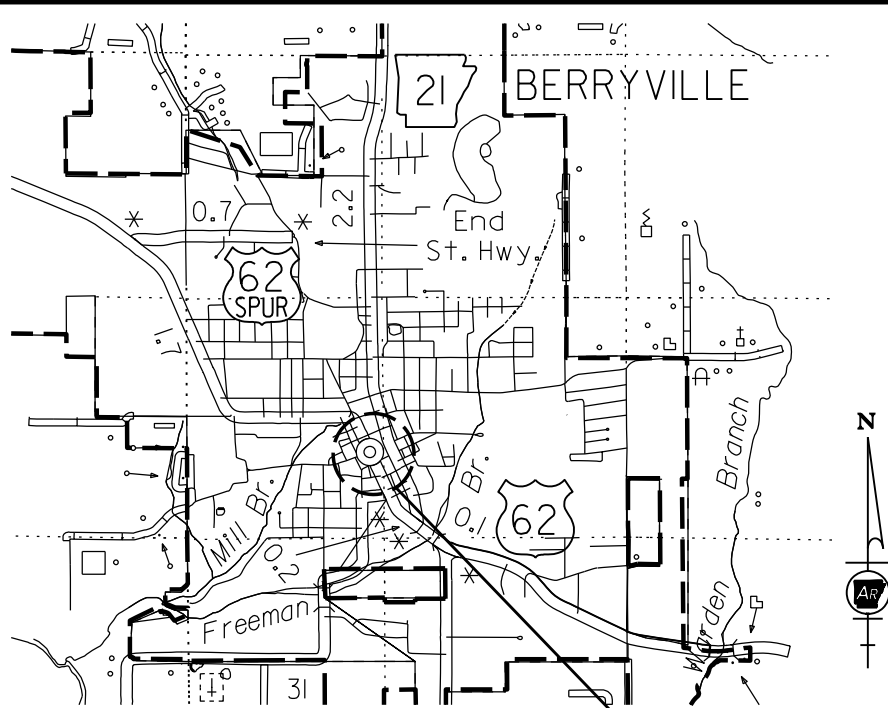


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	1	30
HWY. 62 INTERS. IMPVTS. (BERRYVILLE) (S)						



VICINITY MAP

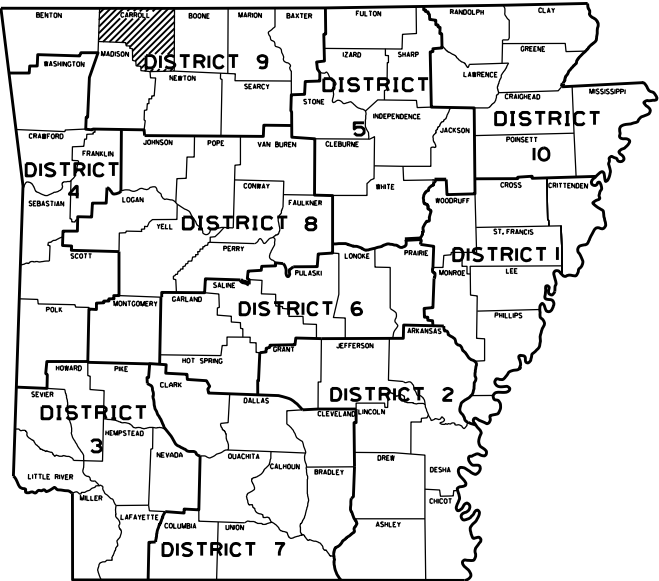
PROJECT
LOCATION

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



HWY. 62 INTERS. IMPVTS.
(BERRYVILLE) (S)

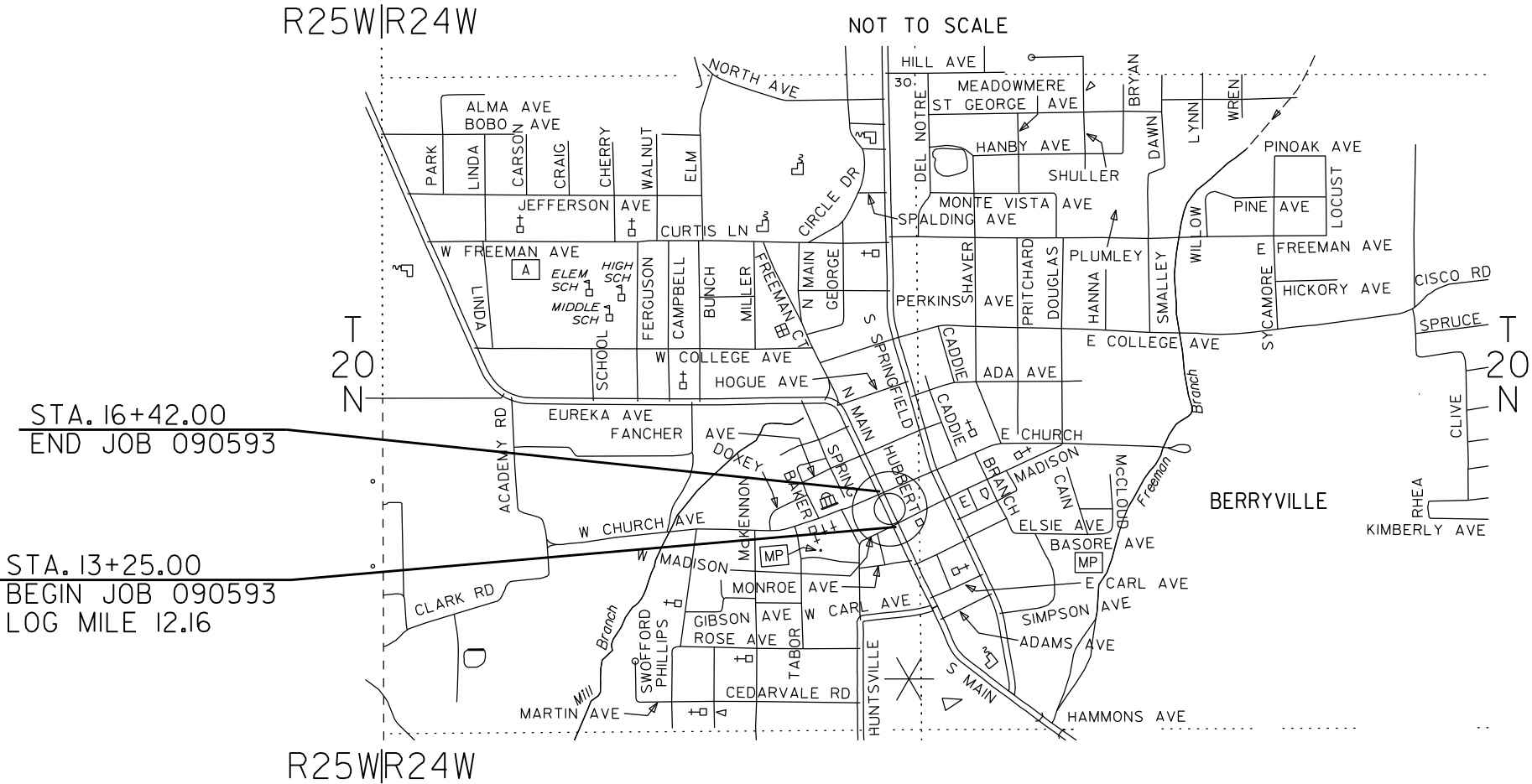
CARROLL COUNTY
ROUTE 62 SECTION 4
JOB 090593
F.A.P. NO. STPSC-STPF-9037(3)



ARKANSAS HWY. DIST. 9

• DESIGN TRAFFIC DATA •

DESIGN YEAR-----	2046
2026 ADT-----	9,460
2046 ADT-----	11,070
2046 DHV-----	1220
DIRECTIONAL DISTRIBUTION-----	60%
TRUCKS-----	4%
DESIGN SPEED-----	30 MPH



STA. 16+42.00
END JOB 090593

STA. 13+25.00
BEGIN JOB 090593
LOG MILE 12.16



APPROVED



Date: 2026.01.23
13:50:08-06'00'
CHIEF ENGINEER - PRECONSTRUCTION

PROJECT COORDINATES:

	BEGIN	END
LAT.	N36° 21' 52"	N36° 21' 54"
LONG.	W93° 34' 02"	W93° 34' 03"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	317.00	FEET OR 0.060 MILES
NET LENGTH OF ROADWAY	317.00	FEET OR 0.060 MILES
NET LENGTH OF BRIDGES	0.00	FEET OR 0.000 MILES
NET LENGTH OF PROJECT	317.00	FEET OR 0.060 MILES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-06-2026		6	ARK.	090593	2	30
INDEX OF SHEETS AND STANDARD DRAWINGS						



02/06/2026

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4	TYPICAL SECTIONS OF IMPROVEMENT
5 - 9	SPECIAL DETAILS
10	TEMPORARY EROSION CONTROL DETAILS
11 - 12	MAINTENANCE OF TRAFFIC DETAILS
13	PERMANENT PAVEMENT MARKING DETAILS
14 - 16	QUANTITIES
17	SUMMARY OF QUANTITIES AND REVISIONS
18 - 19	SURVEY CONTROL DETAILS
20	PLAN SHEET
21	SUMMARY OF TRAFFIC SIGNAL QUANTITIES
22	TRAFFIC SIGNAL NOTES
23	TRAFFIC SIGNAL STREET NAME SIGNS
24	GROUNDING ARRAY DETAIL
25	PEDESTRIAN SIGNAL DETAILS
26 - 30	SIGNALIZATION PLAN SHEETS

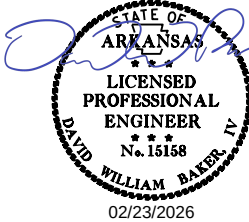
ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CG-1	CURBING DETAILS	11-29-07
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-22-25
PM-1	PAVEMENT MARKING DETAILS	02-27-20
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	02-13-24
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	02-13-24
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
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	01-22-26
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05

GOVERNING SPECIFICATIONS

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-23-2026		6	ARK.	090593	3	30
GOVERNING SPECIFICATIONS AND GENERAL NOTES						

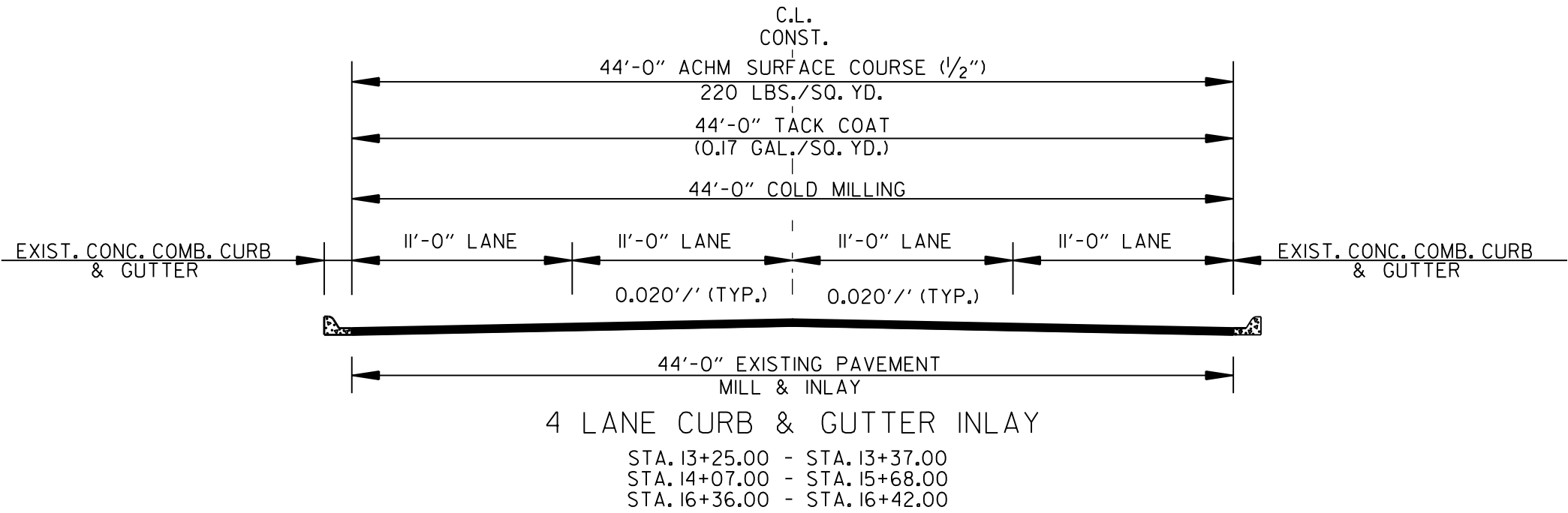
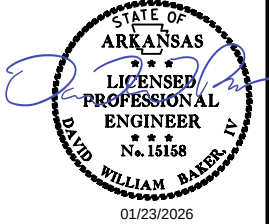


NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (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
210-1_____	UNCLASSIFIED EXCAVATION
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
409-2_____	ASPHALT LABORATORY FACILITY
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1_____	RECYCLED ASPHALT PAVEMENT
501-3_____	PORTLAND CEMENT CONCRETE PAVEMENT
502-1_____	WELDED WIRE REINFORCEMENT
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)
620-1_____	MULCH COVER
632-1_____	CONCRETE ISLAND
633-1_____	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____	CURBING
700-2_____	TRAFFIC CONTROL FACILITIES
802-5_____	CONCRETE FOR STRUCTURES
JOB 090593__	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 090593__	ACTUATED CONTROLLER
JOB 090593__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 090593__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 090593__	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 090593__	CABINET DRAWER ASSEMBLY
JOB 090593__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 090593__	COLD MILLING - COUNTY PROPERTY
JOB 090593__	COORDINATION OF WORK
JOB 090593__	DELAY IN RIGHT OF WAY OCCUPANCY
JOB 090593__	DESIGN AND QUALITY CONTROL ASPHALT MIXTURES
JOB 090593__	DESIGN OF ASPHALT MIXTURES - AGGREGATES
JOB 090593__	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 090593__	DOCUMENTATION OF PAYMENTS MADE TO SUBCONTRACTORS
JOB 090593__	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 090593__	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 090593__	IP VIDEO DETECTION SYSTEM
JOB 090593__	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 090593__	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB 090593__	LED TRAFFIC SIGNAL HEAD
JOB 090593__	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 090593__	MANDATORY ELECTRONIC CONTRACT
JOB 090593__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 090593__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 090593__	PRICE ADJUSTMENT FOR FUEL
JOB 090593__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 090593__	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 090593__	RETROREFLECTIVE BACKPLATES
JOB 090593__	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 090593__	SOIL STABILIZATION
JOB 090593__	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 090593__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 090593__	USE OF FOREIGN MADE UNMANNED AIRCRAFT SYSTEMS
JOB 090593__	UTILITY ADJUSTMENTS
JOB 090593__	WARM MIX ASPHALT

GENERAL NOTES

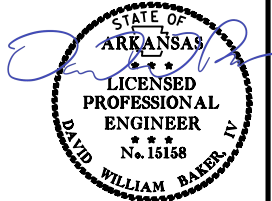
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE 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.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	4	30
TYPICAL SECTIONS OF IMPROVEMENT						

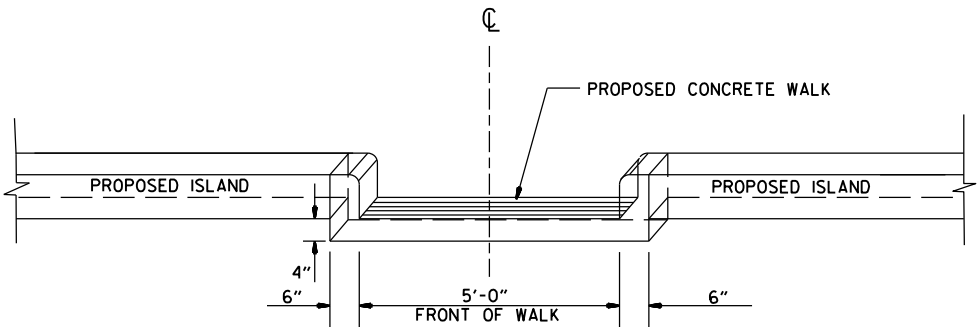


TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-06-2026		6	ARK.	090593	5	30
SPECIAL DETAILS						



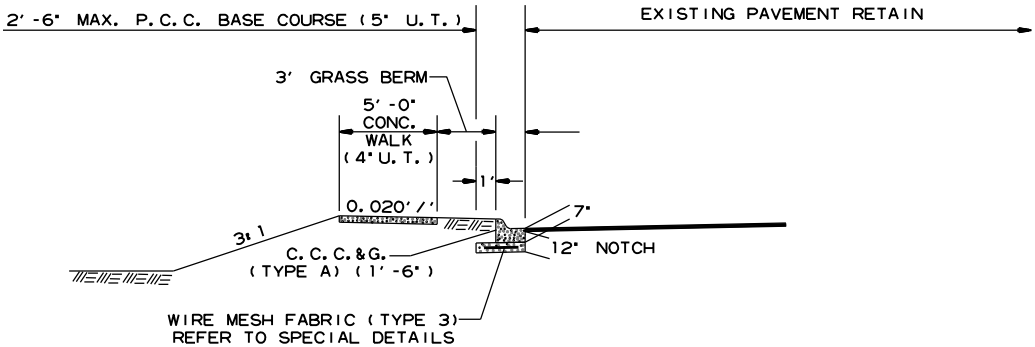
02/06/2026



FACE SHALL MEET REQUIREMENTS
OF TYPE C CURB

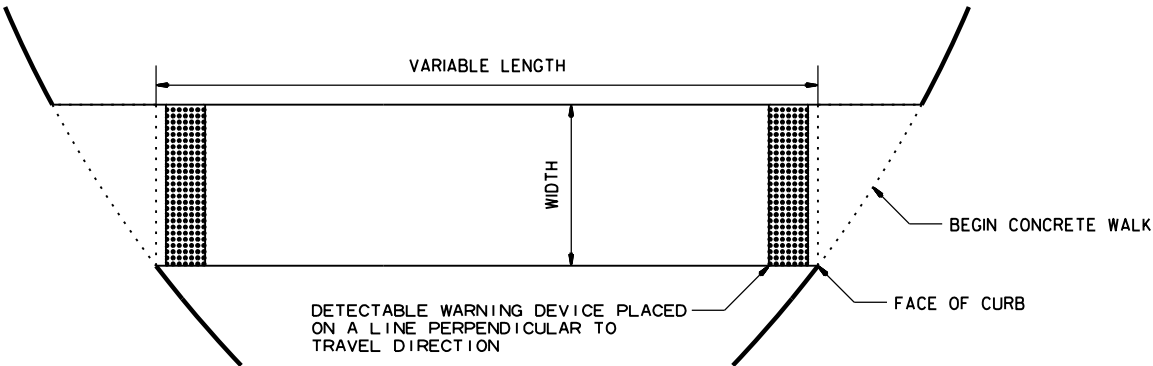
NOTE: CONCRETE WALK-THROUGH ISLAND SHALL BE POURED MONOLITHICALLY.
ALL MATERIALS REQUIRED TO CONSTRUCT CONCRETE WALK-THROUGH ISLAND
SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.

CONCRETE WALK-THROUGH ISLAND



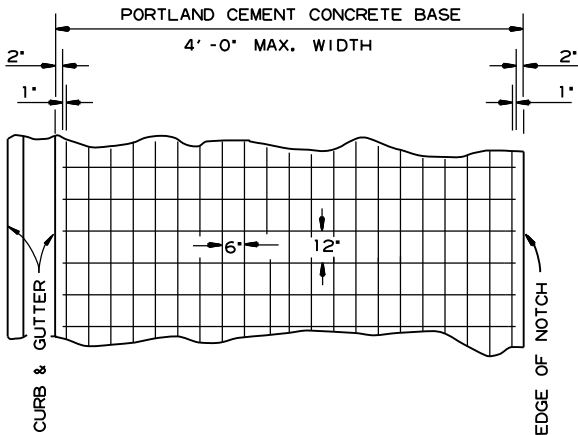
P.C.C. BASE WIDENING DETAIL

P.C.C. BASE WIDENING TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.



DETECTABLE WARNING DEVICE FOR CONCRETE WALK-THROUGH ISLAND

- NOTES:
- SEE STANDARD DRAWING WR-1 FOR DETAILS ON DETECTABLE WARNING DEVICE REQUIREMENTS.
 - PAYMENT FOR DETECTABLE WARNING DEVICE FOR CONCRETE WALK-THROUGH ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.
 - IF WALK-THROUGH ISLAND IS LESS THAN 6' IN LENGTH AND HAS A MINIMUM WIDTH OF 5', DETECTABLE WARNING DEVICES ARE NOT NEEDED.

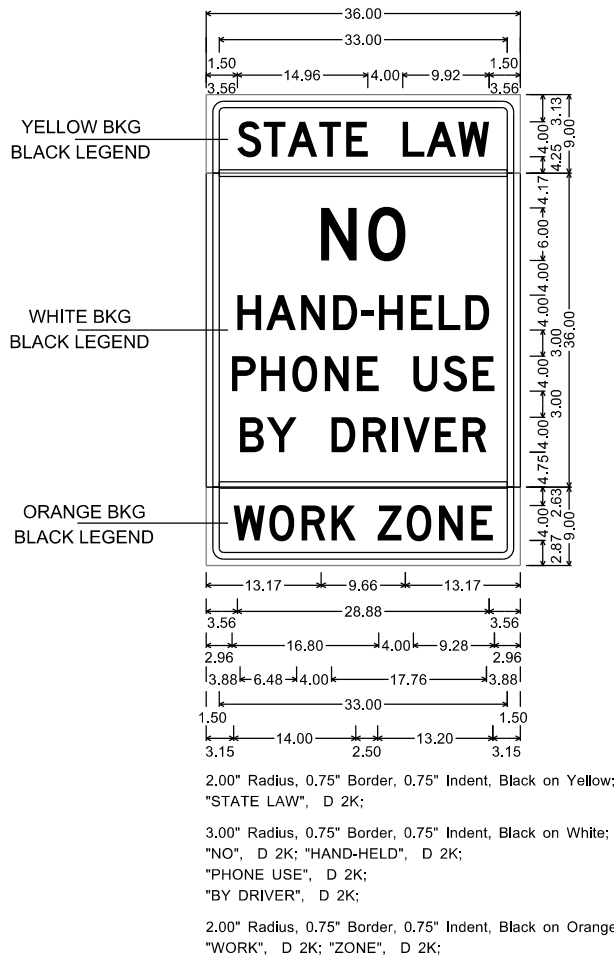


6' X 12' MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ. YD.

NOTES:

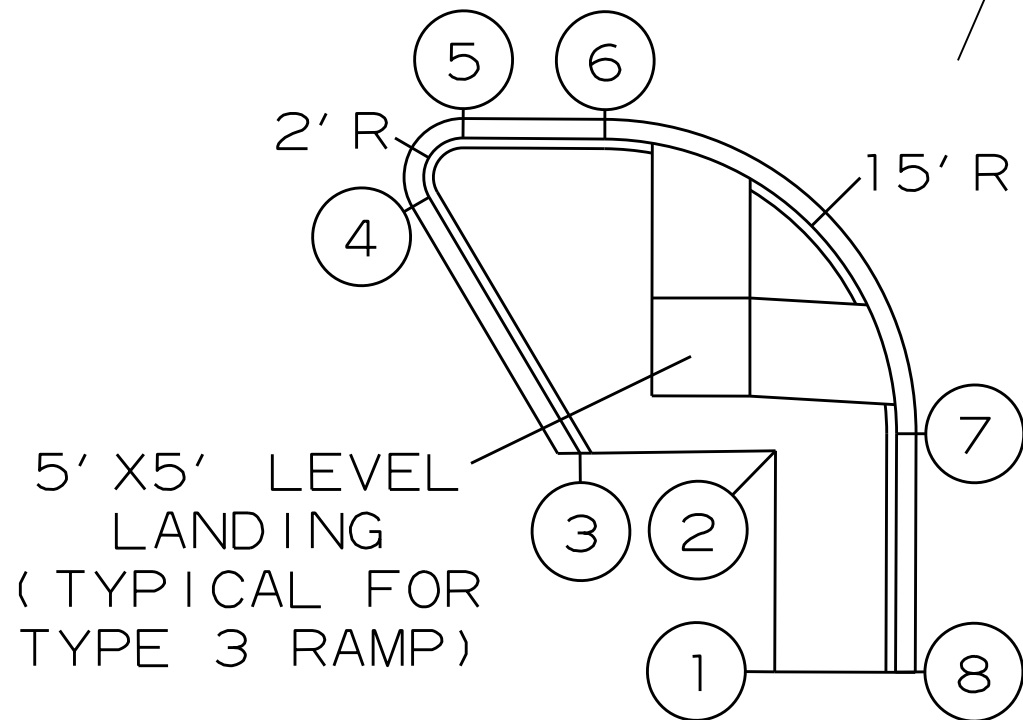
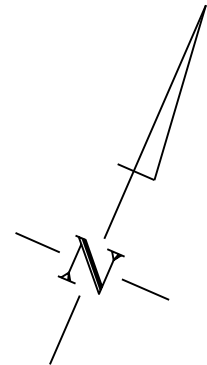
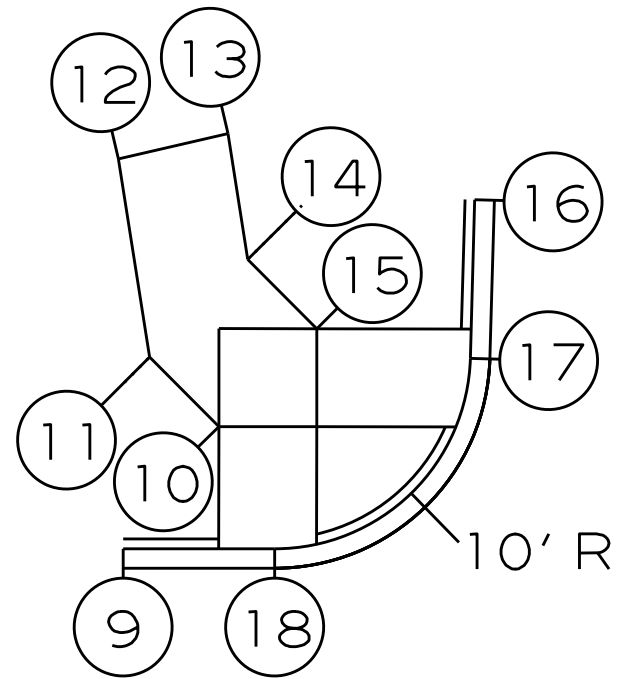
- LAP MESH FABRIC MIN. 12' LONGITUDINALLY AND MIN. 6' TRANSVERSELY.
- MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12'.
- MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (5' U.T.)

DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)



WZ-4 (NON-INTERSTATE) SIGN

SPECIAL DETAILS



5' X 5' LEVEL
LANDING
(TYPICAL FOR
TYPE 3 RAMP)

HWY. 62/MADISON AVE. POINT TABLE		
POINT	STATION	OFFSET
* 1	13+31.97	27.60' LT.
* 2**	13+43.26	27.58' LT.
3**	13+43.11	37.56' LT.
4	13+56.18	45.30' LT.
5	13+59.20	43.57' LT.
6	13+59.17	36.33' LT.
7	13+44.14	21.40' LT.
8	13+31.96	21.42' LT.
9	13+89.41	38.77' LT.
* 10	13+95.66	33.90' LT.
* 11	13+99.20	37.43' LT.
* 12**	14+09.32	39.05' LT.
* 13**	14+10.63	33.46' LT.
* 14	14+04.20	32.43' LT.
* 15	14+00.66	28.90' LT.
16	14+07.28	20.84' LT.
17***	13+99.17	21.05' LT.
18***	13+89.43	31.03' LT.

UNLESS OTHERWISE STATED, ALL STATIONS
& OFFSETS ARE TAKEN FROM FACE OF CURB
USING HWY. 62 ALIGNMENT.

*POINTS TAKEN FROM SIDEWALK

**TIE TO EXISTING SIDEWALK

***TAKEN FROM BEGINNING OF RAMP

HWY. 62/MADISON AVE. POINT TABLE

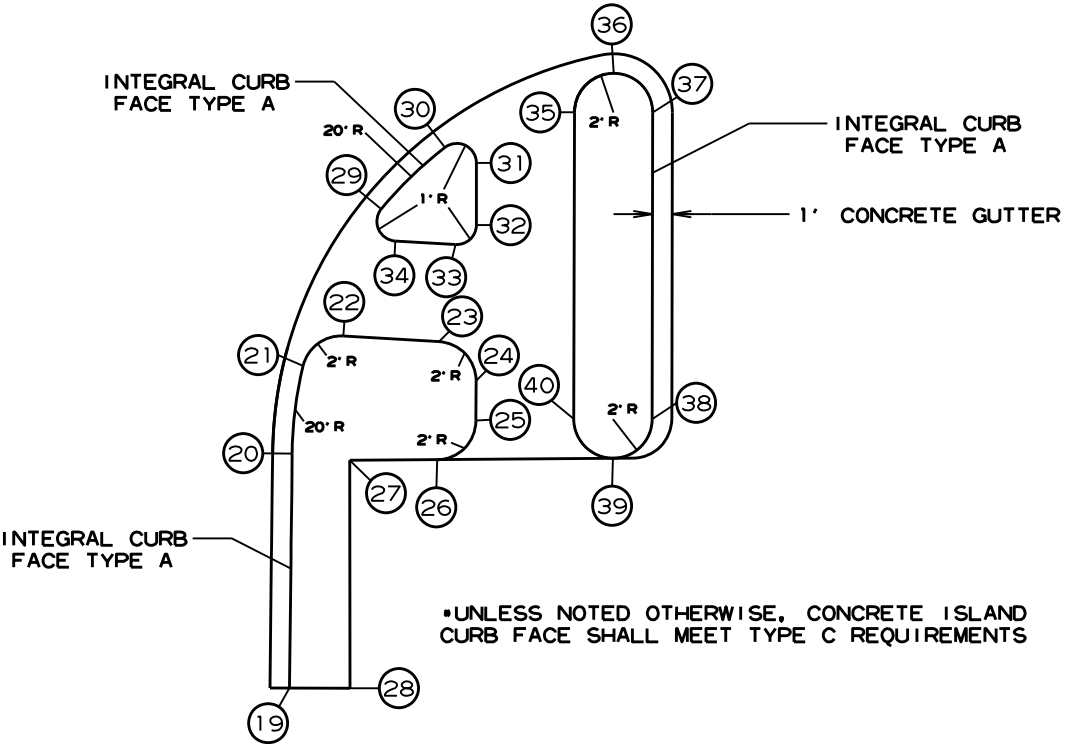
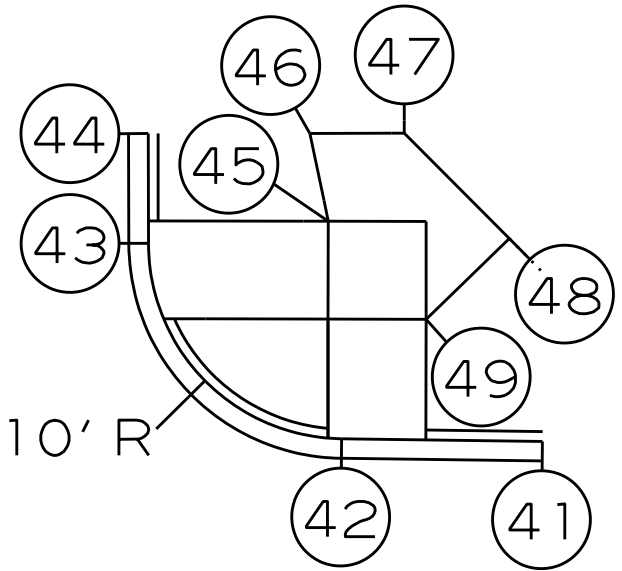
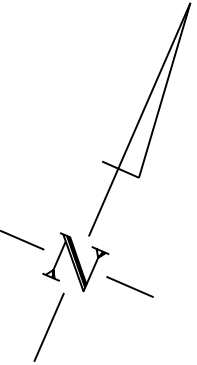
POINT	STATION	OFFSET
19	13+25.00	22.44' RT.
20	13+36.98	22.55' RT.
21	13+41.46	23.10' RT.
22	13+42.99	25.16' RT.
23	13+42.71	30.05' RT.
24	13+40.71	31.94' RT.
25	13+38.68	31.94' RT.
26	13+36.68	29.96' RT.
27	13+36.64	25.49' RT.
28	13+25.00	25.53' RT.
29	13+49.48	27.08' RT.
30	13+52.63	30.33' RT.
31	13+51.84	31.94' RT.
32	13+48.67	31.94' RT.
33	13+47.67	30.88' RT.
34	13+47.85	27.80' RT.
35	13+54.44	36.94' RT.
36	13+56.44	38.94' RT.
37	13+54.44	40.94' RT.
38	13+38.77	40.94' RT.
39	13+36.77	38.94' RT.
40	13+38.77	36.94' RT.
41	13+89.44	42.90' RT.
42***	13+89.55	32.64' RT.
43***	13+99.52	22.75' RT.
44	14+05.12	22.73' RT.
* 45	14+00.66	31.94' RT.
* 46	14+05.15	30.99' RT.
* 47	14+05.16	35.81' RT.
* 48	13+99.79	41.18' RT.
* 49	13+95.66	36.94' RT.

UNLESS OTHERWISE STATED, ALL STATIONS
& OFFSETS ARE TAKEN FROM FACE OF CURB
USING HWY. 62 ALIGNMENT.

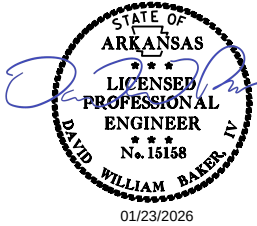
*POINTS TAKEN FROM SIDEWALK

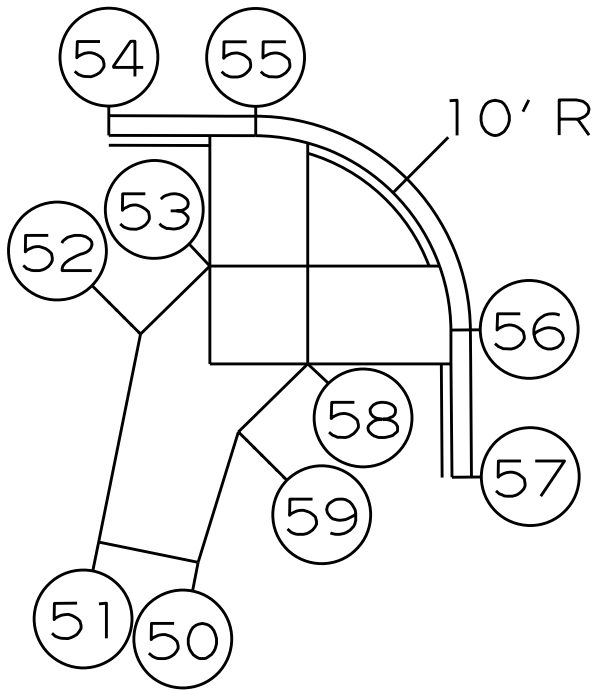
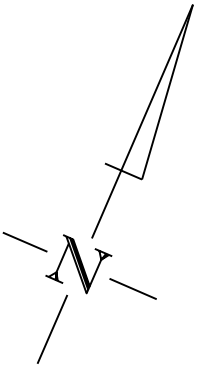
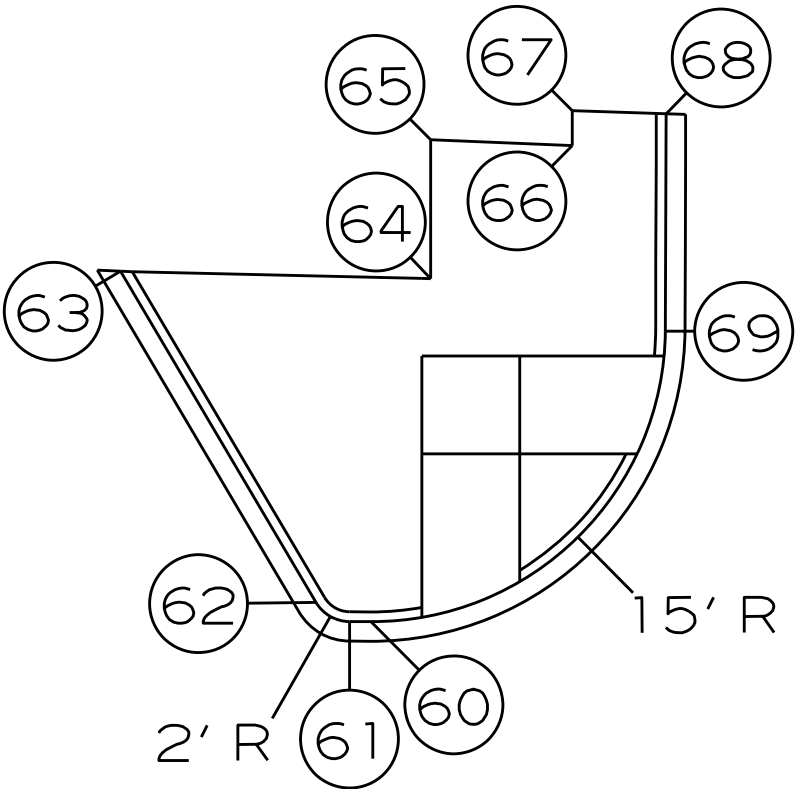
**TIE TO EXISTING SIDEWALK

***TAKEN FROM BEGINNING OF RAMP



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	7	30
SPECIAL DETAILS						





HWY. 62/CHURCH AVE. POINT TABLE		
POINT	STATION	OFFSET
* 50**	15+64.70	34.28' LT.
* 51**	15+65.73	39.37' LT.
* 52	15+76.36	37.22' LT.
* 53	15+79.83	33.69' LT.
54	15+86.51	38.85' LT.
55***	15+86.49	31.35' LT.
56***	15+76.56	21.38' LT.
57	15+69.04	21.32' LT.
* 58	15+74.83	28.69' LT.
* 59	15+71.36	32.22' LT.
60	16+16.58	36.29' LT.
61	16+16.58	37.37' LT.
62	16+17.56	39.09' LT.
63**	16+34.47	49.07' LT.
* 64**	16+34.10	33.24' LT.
* 65**	16+41.20	33.24' LT.
* 66**	16+40.90	25.99' LT.
* 67**	16+42.67	26.00' LT.
68	16+42.52	21.21' LT.
69	16+31.41	21.24' LT.

UNLESS OTHERWISE STATED, ALL STATIONS
& OFFSETS ARE TAKEN FROM FACE OF CURB
USING HWY. 62 ALIGNMENT.

*POINTS TAKEN FROM SIDEWALK

**TIE TO EXISTING SIDEWALK

***TAKEN FROM BEGINNING OF RAMP

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	9	30
SPECIAL DETAILS						



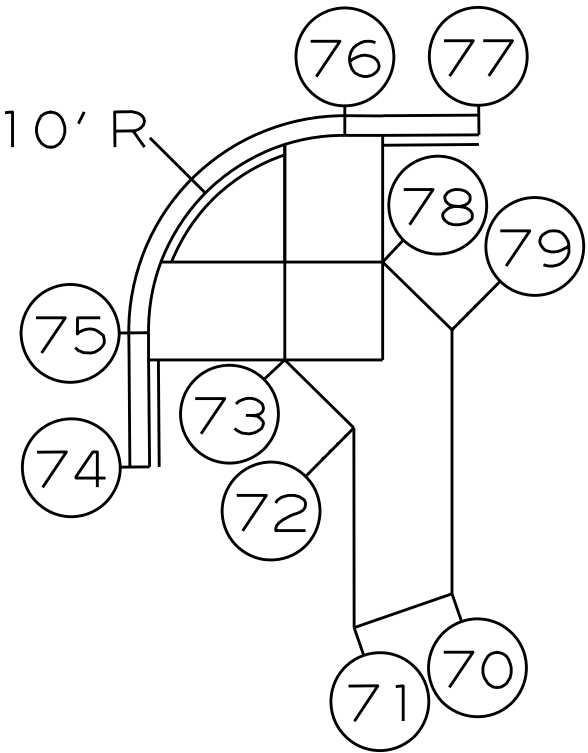
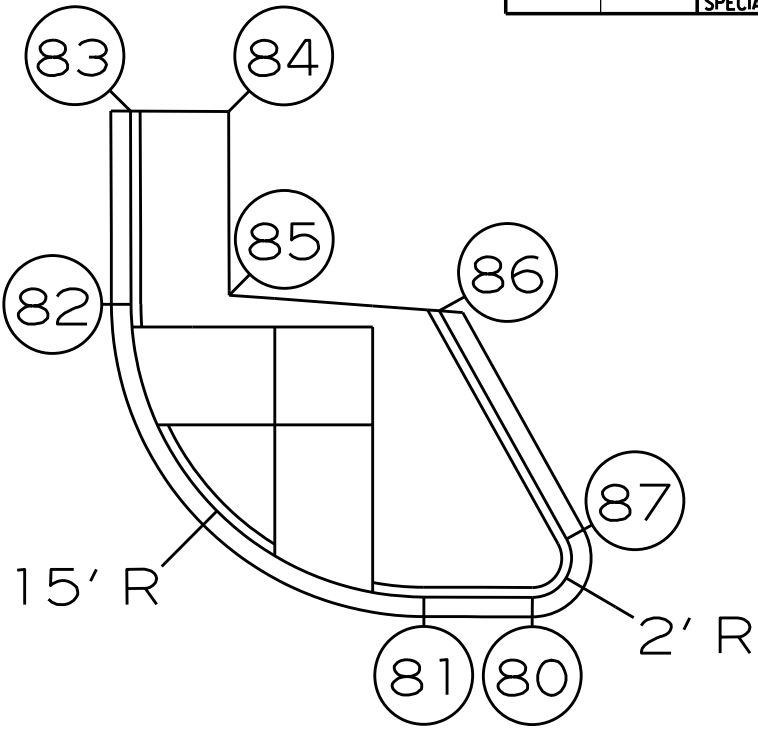
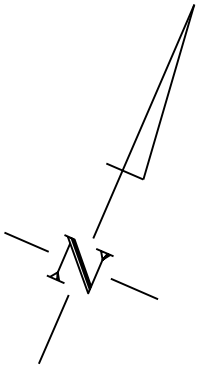
HWY. 62/CHURCH AVE. POINT TABLE		
POINT	STATION	OFFSET
* 70**	15+62.88	37.86' RT.
* 71**	15+61.16	32.87' RT.
* 72	15+71.36	32.86' RT.
* 73	15+74.83	29.32' RT.
74	15+69.37	22.41' RT.
75***	15+76.22	22.36' RT.
76***	15+86.31	32.39' RT.
77	15+86.33	39.24' RT.
* 78	15+79.83	34.32' RT.
* 79	15+76.37	37.87' RT.
80	16+16.34	42.48' RT.
81	16+16.35	36.94' RT.
82	16+31.31	21.98' RT.
83	16+41.17	21.95' RT.
* 84**	16+41.15	26.97' RT.
* 85**	16+31.77	27.00' RT.
86**	16+30.97	37.73' RT.
87	16+19.31	44.23' RT.

UNLESS OTHERWISE STATED, ALL STATIONS
& OFFSETS ARE TAKEN FROM FACE OF CURB
USING HWY. 62 ALIGNMENT.

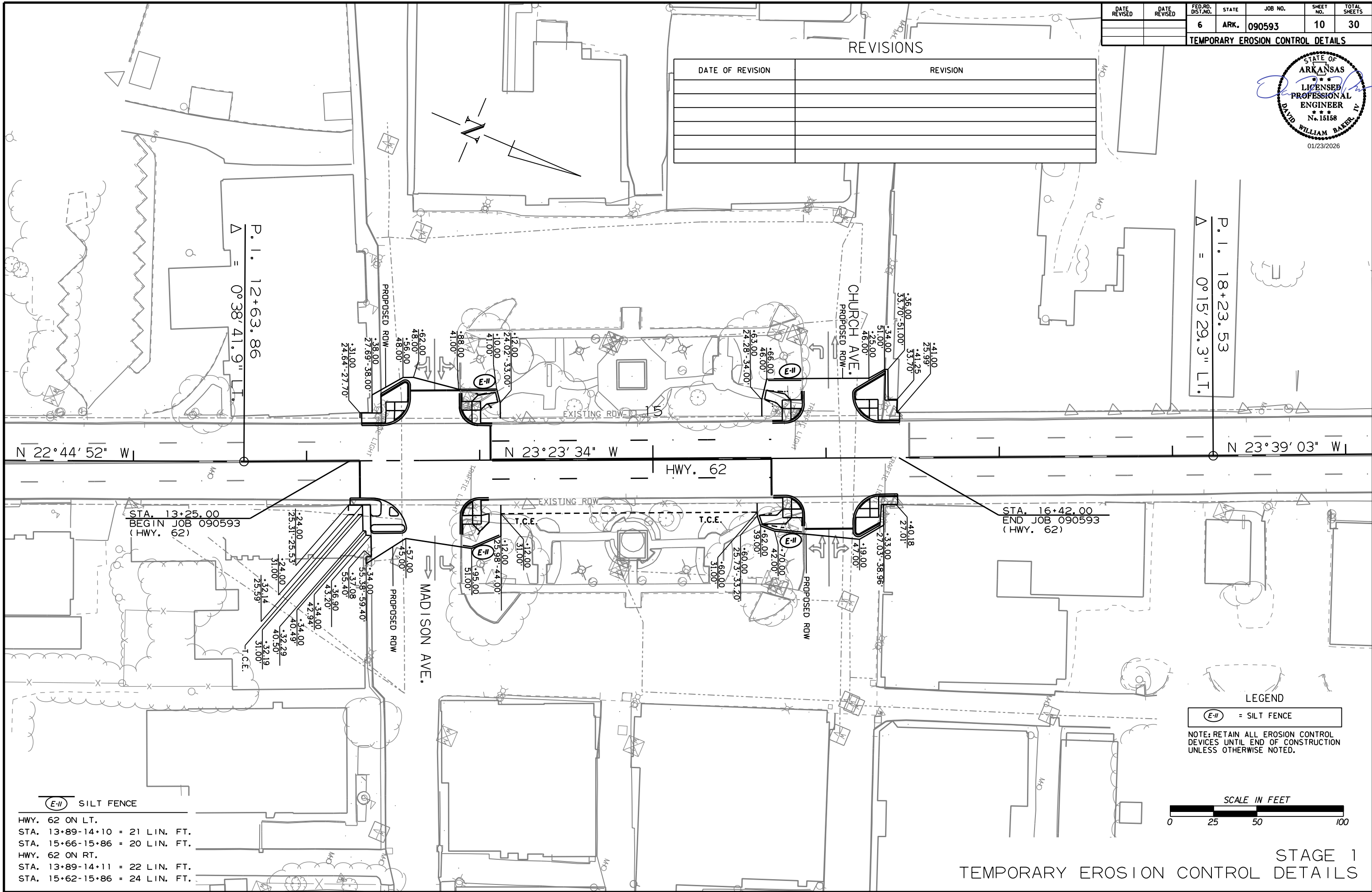
*POINTS TAKEN FROM SIDEWALK

**TIE TO EXISTING SIDEWALK

***TAKEN FROM BEGINNING OF RAMP



SPECIAL DETAILS



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-06-2026		6	ARK.	090593	11	30
MAINTENANCE OF TRAFFIC DETAILS						

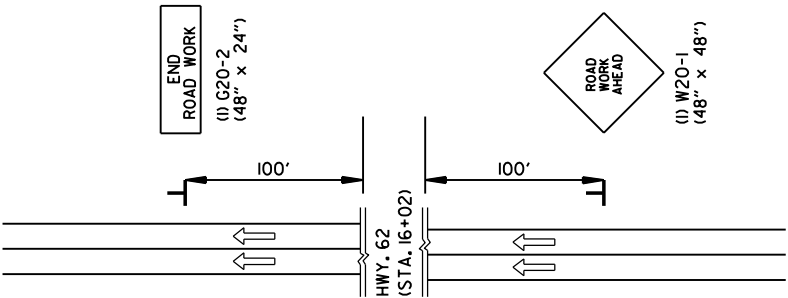


02/06/2026

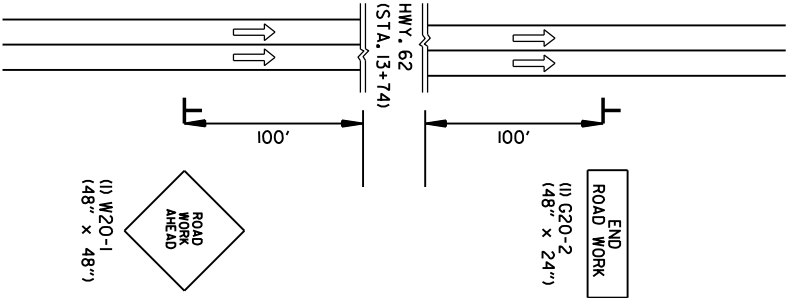
CONSTRUCTION SEQUENCE

STAGE I:

- 1) INSTALL ADVANCE WARNING (W20-1) SIGNS AND END ROAD WORK SIGNS AS SHOWN ON THE ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS AND STANDARD DRAWING TC-6.
- 2) AS SHOWN ON THE STAGE I MAINTENANCE OF TRAFFIC DETAILS:
 - A) INSTALL CONSTRUCTION PAVEMENT MARKINGS AND VERTICAL PANELS.
 - B) CONSTRUCT LT. AND RT. OF HWY. 62 FROM STA. I3+25 TO STA. I6+42.
 - C) INSTALL STOP SIGNS WHEN EXISTING TRAFFIC SIGNAL IS TURNED OFF AND REMOVE STOP SIGNS ONCE NEW TRAFFIC SIGNAL IS OPERATIONAL.
- 3) MILL & INLAY 2" ACHM SURFACE COURSE ON HWY. 62 FROM STA. I3+25 TO STA. I6+42

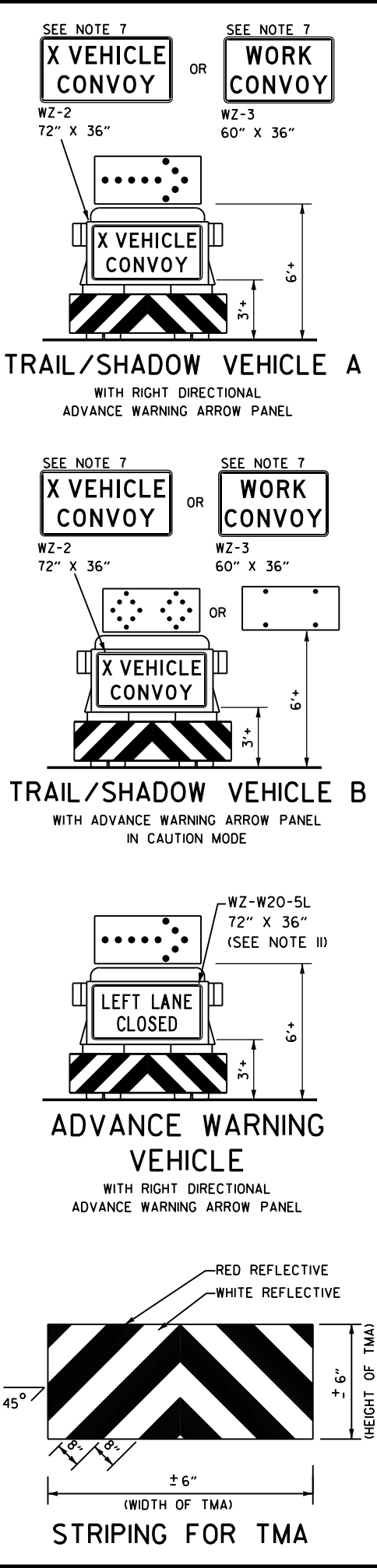
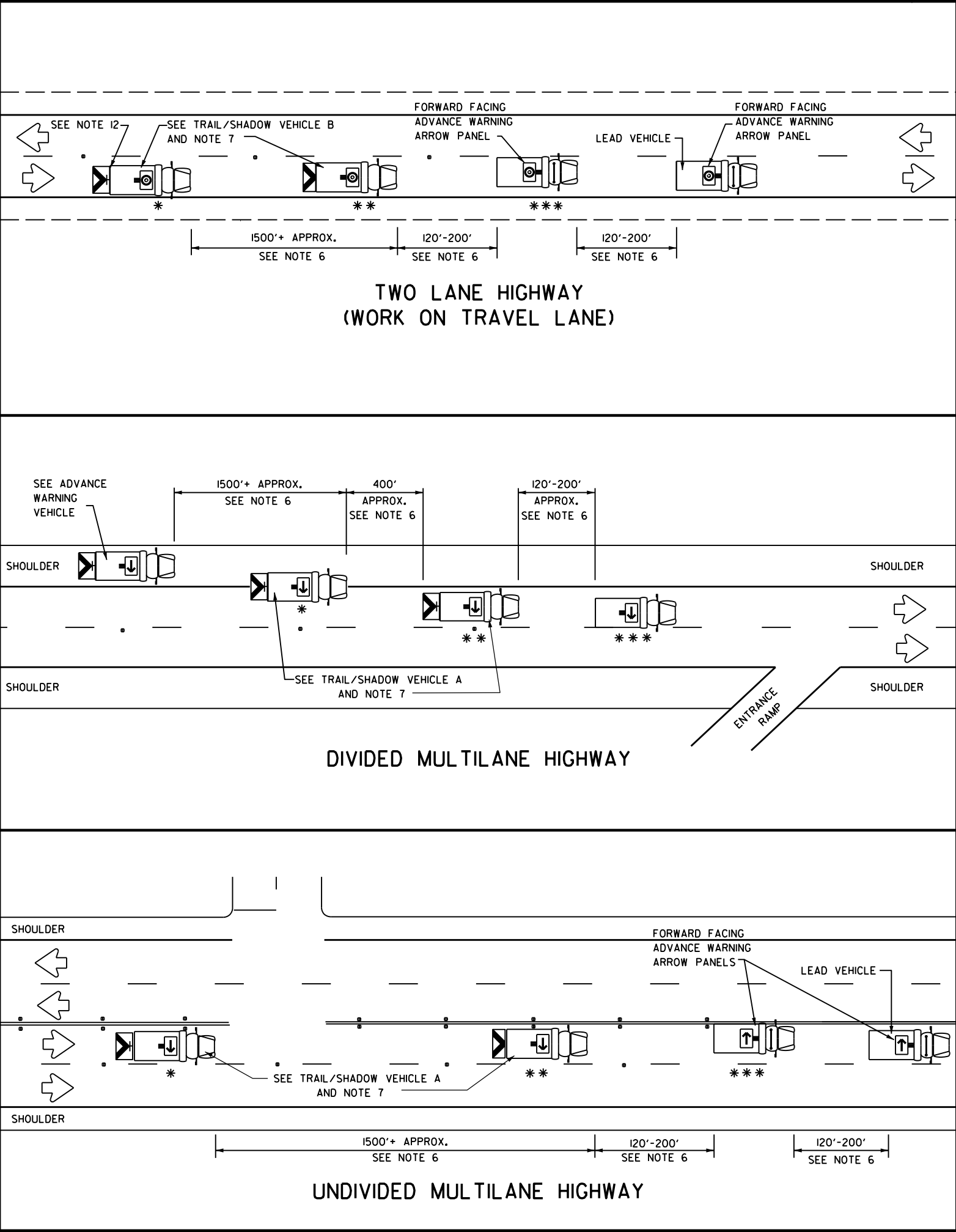


ADVANCE WARNING - CHURCH AVE.
(ALL STAGES)



ADVANCE WARNING - MADISON AVE.
(ALL STAGES)

ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	11A	30

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15158
DAVID WILLIAM BAKER, IV
01/23/2026

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)

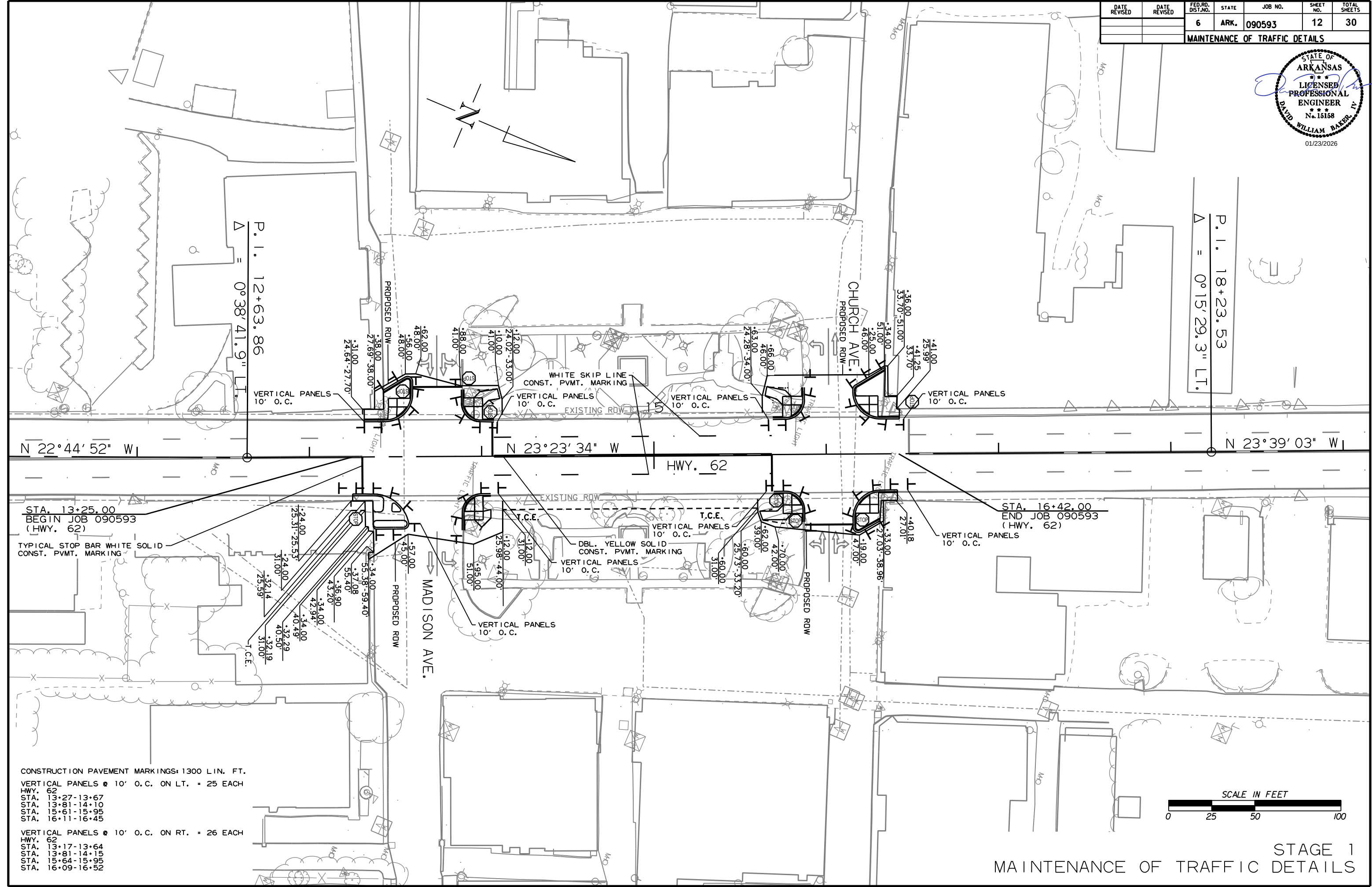
TYPICAL APPLICATION - MOBILE WORK ZONE

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 ALL VEHICLES ARE REQUIRED. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- 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.
- 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. A DO NOT PASS (R4-1) SIGN SHALL BE PLACED ON THE BACK OF THE REARMOST PROTECTION VEHICLE.
- MOBILE WORK ZONE METHODS AS DEPICTED IN THIS STANDARD DRAWING SHALL BE UTILIZED ON ALL PROJECTS THAT INCLUDE INSTALLATION OR REMOVAL OF RAISED PAVEMENT MARKERS OR PAVEMENT MARKINGS UNLESS APPROVED BY THE ENGINEER ON PROJECTS LESS THAN 0.5 MILE IN LENGTH.
- NO DIRECT PAYMENT WILL BE MADE FOR COMPLIANCE WITH THE METHODS DEPICTED IN THIS STANDARD DRAWING (WHICH INCLUDES ALL SIGNS, DEVICES, MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLY) BUT SHALL BE CONSIDERED SUBSIDIARY TO THE MAINTENANCE OF TRAFFIC PAY ITEM.

MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	12	30
MAINTENANCE OF TRAFFIC DETAILS						

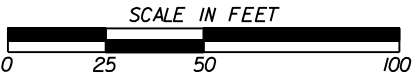


STA. 13+25.00
BEGIN JOB 090593
(HWY. 62)

TYPICAL STOP BAR WHITE SOLID
CONST. PVMT. MARKING

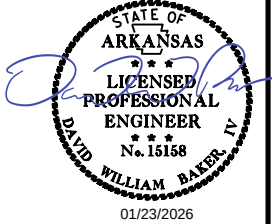
CONSTRUCTION PAVEMENT MARKINGS: 1300 LIN. FT.
VERTICAL PANELS @ 10' O.C. ON LT. = 25 EACH
HWY. 62
STA. 13+27-13+67
STA. 13+81-14+10
STA. 15+61-15+95
STA. 16+11-16+45

VERTICAL PANELS @ 10' O.C. ON RT. = 26 EACH
HWY. 62
STA. 13+17-13+64
STA. 13+81-14+15
STA. 15+64-15+95
STA. 16+09-16+52



STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	13	30
PERMANENT PAVEMENT MARKING DETAILS						



HIGHWAY 62 & CHURCH AVE.
STOP LINE LOCATIONS

LOCATION	STATION
HWY. 62 NB	15+68.40
HWY. 62 SB	16+36.65
* CHURCH AVE. WB	16+01.34

*CENTER OF STOP LINE IS 40.78' RT. OF HWY. 62 CENTERLINE

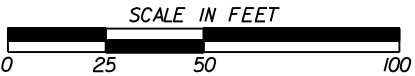
P.I. 18+23.53
Δ = 0°15'29.3" LT.

12" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE)
12" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE)
STA. 16+42.00
END JOB 090593 (HWY. 62)

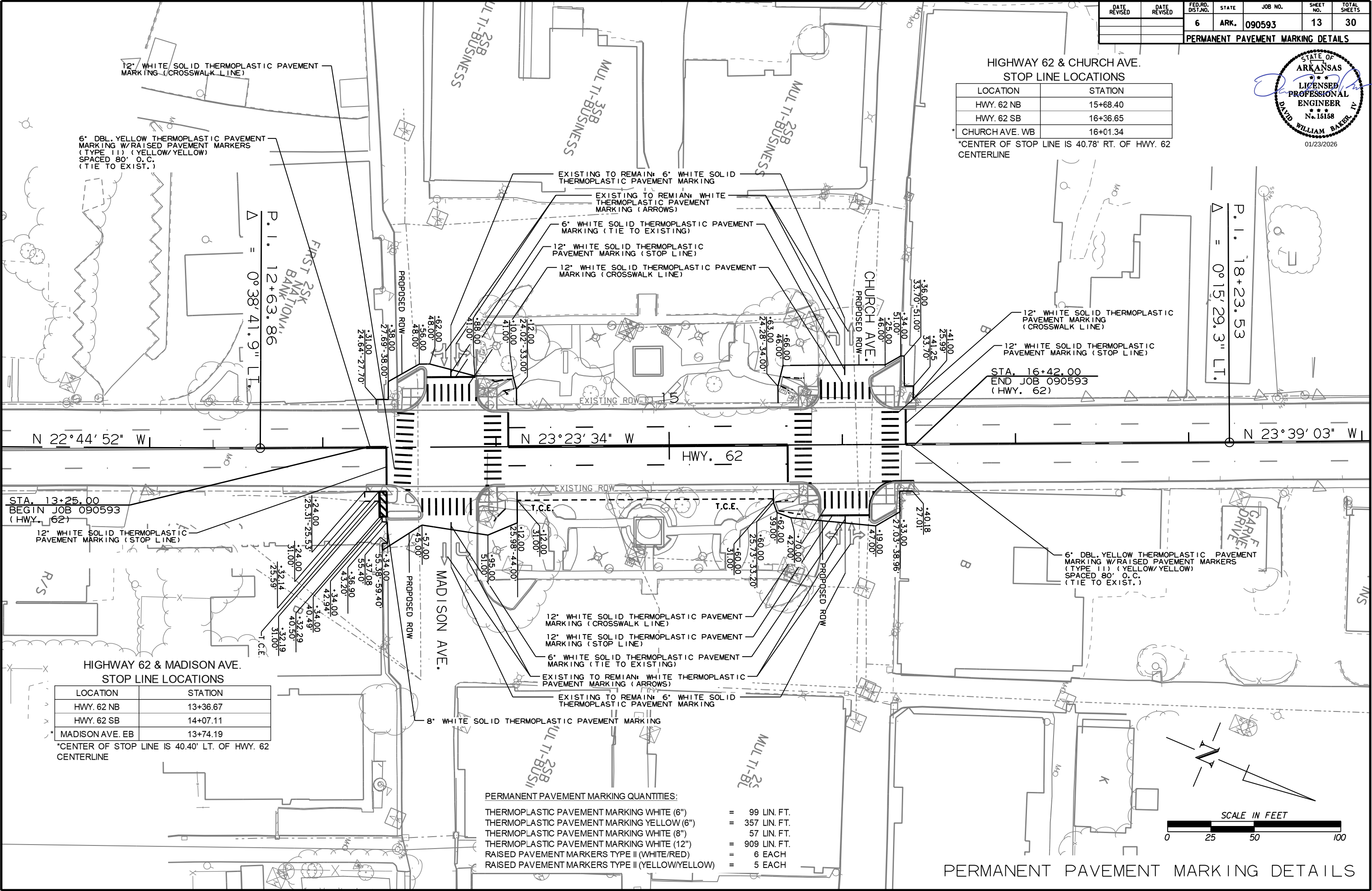
6" DBL. YELLOW THERMOPLASTIC PAVEMENT MARKING W/RAISED PAVEMENT MARKERS (TYPE II) (YELLOW/YELLOW) SPACED 80' O.C. (TIE TO EXIST.)

PERMANENT PAVEMENT MARKING QUANTITIES:

THERMOPLASTIC PAVEMENT MARKING WHITE (6")	=	99 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	=	357 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (8")	=	57 LIN. FT.
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	=	909 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	=	6 EACH
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	=	5 EACH



PERMANENT PAVEMENT MARKING DETAILS



N 22°44'52" W

N 23°23'34" W

N 23°39'03" W

HWY. 62

MADISON AVE.

CHURCH AVE.

HIGHWAY 62 & MADISON AVE.
STOP LINE LOCATIONS

LOCATION	STATION
HWY. 62 NB	13+36.67
HWY. 62 SB	14+07.11
* MADISON AVE. EB	13+74.19

*CENTER OF STOP LINE IS 40.40' LT. OF HWY. 62 CENTERLINE

STA. 13+25.00
BEGIN JOB 090593 (HWY. 62)

12" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE)

JH41264 2/6/2026
R090593.DGN MicroStation v8.11.9.578

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-06-2026		6	ARK.	090593	14	30
QUANTITIES						



ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	
			LIN. FT. - EACH			NO.	SQ. FT.	EACH	
W20-1	ROAD WORK 1500 FT.	48"x48"	2		2	2	32.0		
W20-1	ROAD WORK 1000 FT.	48"x48"	2		2	2	32.0		
W20-1	ROAD WORK 500 FT.	48"x48"	2		2	2	32.0		
W20-1	ROAD WORK AHEAD	48"x48"	2		2	2	32.0		
WZ-4	NO HAND-HELD PHONE USE BY DRIVER	36"x54"	2		2	2	27.0		
G20-2	END ROAD WORK	48"x24"	4		4	4	32.0		
R1-1	STOP SIGN	30"x30"	8		8	8	41.3		
R10-11	NO TURN ON RED	36"x48"		2	2	2	24.0		
R2-6aP	DOUBLE FINES WHEN WORKERS ARE PRESENT	48"x36"	4		4	4	48.0		
R2-11	END HIGHER FINES ZONE	36"x48"	4		4	4	48.0		
	VERTICAL PANELS		51		51			51	
TOTALS:								348.3	51

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	END OF JOB	CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING			
				TYPE II	TYPE II	6"		8"	12"
				(WHITE/RED)	(YELLOW/YELLOW)	WHITE	YELLOW	WHITE	WHITE
	LIN. FT. - EACH	LIN. FT.	EACH		LIN. FT.				
CONSTRUCTION PAVEMENT MARKINGS	1300		1300						
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)		6		6					
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)		5			5				
THERMOPLASTIC PAVEMENT MARKING WHITE (6")		99				99			
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		357					357		
THERMOPLASTIC PAVEMENT MARKING WHITE (8")		57						57	
THERMOPLASTIC PAVEMENT MARKING WHITE (12")		909							909
TOTALS:			1300	6	5	99	357	57	909

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

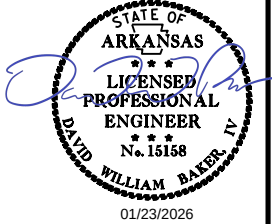
NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.

REMOVAL AND DISPOSAL OF ITEMS									
STATION	STATION	LOCATION	CURB AND GUTTER	ORNAMENTAL FENCE	WALKS	SIGN FOUNDATIONS	SIGNS	PLANTERS	LIGHT POLE
			LIN. FT.	LIN. FT.	SQ. YD.	EACH	EACH	EACH	EACH
13+25	13+27	HWY. 62 RT.	6						
13+32	13+37	HWY. 62 LT.	5						
13+32	13+43	HWY. 62 LT.			7				
13+34		HWY. 62 RT.							1
13+41		HWY. 62 LT.							1
13+89	14+06	HWY. 62 RT.	24						
13+89	14+08	HWY. 62 LT.	38						
13+89	14+06	HWY. 62 RT.			15				
13+89	14+11	HWY. 62 LT.			15				
13+95		HWY. 62 RT.						1	
13+95		HWY. 62 LT.						1	
14+01	14+06	HWY. 62 RT.		7					
14+01	14+08	HWY. 62 LT.		8					
15+69	15+88	HWY. 62 RT.	20						
15+69	15+88	HWY. 62 LT.	15						
15+69	15+75	HWY. 62 LT.		7					
15+69	15+76	HWY. 62 RT.		9					
15+69	15+87	HWY. 62 LT.			17				
15+69	15+87	HWY. 62 RT.			16				
15+81		HWY. 62 LT.				1	1		
15+83		HWY. 62 LT.						1	
15+83		HWY. 62 RT.						1	
16+30	16+42	HWY. 62 RT.			5				
13+61	16+42	HWY. 62 LT.	39						
16+32	16+43	HWY. 62 LT.			10				
16+32	16+43	HWY. 62 RT.	25						
TOTALS:			172	31	85	1	1	4	2

WHEELCHAIR RAMPS		
STATION	LOCATION	TYPE 3
		SQ.YD.
13+48	HWY. 62 LT.	3.8
13+58	HWY. 62 LT.	4.0
13+89	HWY. 62 LT.	3.4
13+90	HWY. 62 RT.	3.4
13+98	HWY. 62 LT.	4.3
13+98	HWY. 62 RT.	5.0
15+77	HWY. 62 LT.	4.0
15+77	HWY. 62 RT.	3.8
15+86	HWY. 62 LT.	3.7
15+86	HWY. 62 RT.	3.5
16+17	HWY. 62 LT.	4.2
16+17	HWY. 62 RT.	4.3
16+28	HWY. 62 LT.	3.8
16+28	HWY. 62 RT.	3.8
TOTALS:		55.0

CONCRETE COMBINATION CURB AND GUTTER			
STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
13+32	13+61	HWY. 62 LT.	65
13+88	14+08	HWY. 62 LT.	33
13+88	14+06	HWY. 62 RT.	33
15+69	15+88	HWY. 62 LT.	32
15+69	15+88	HWY. 62 RT.	31
16+15	16+43	HWY. 62 LT.	61
16+15	16+42	HWY. 62 RT.	59
TOTAL:			314

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	15	30
QUANTITIES						



CONCRETE ISLAND			
STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ.YD.
13+25	HWY. 62 RT.	A * & C*	42
13+32	HWY. 62 LT.	A	29
16+16	HWY. 62 RT.	A	22
16+17	HWY. 62 LT.	A	39
TOTAL:			132

*SEE SPECIAL DETAILS SHEET FOR DETAILS

EARTHWORK				
STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 1-MAIN LANES	44	4
TOTALS:			44	4

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

ACHM PATCHING OF EXISTING ROADWAY	
DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	25
TOTAL:	25

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE	
				AVG. WID.	5" U.T.
			FEET	FEET	SQ. YD.
13+89.00	14+11.00	HWY. 62 LT.	22.00	VAR.	18.36
13+89.00	14+06.00	HWY. 62 RT.	17.00	VAR.	16.12
15+64.00	15+87.00	HWY. 62 LT.	23.00	VAR.	18.48
15+61.00	15+87.00	HWY. 62 RT.	26.00	VAR.	19.19
TOTALS:					72.15

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	2	4
TOTALS:		4

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

EROSION CONTROL									
STATION	STATION	LOCATION	PERMANENT EROSION CONTROL		TEMPORARY EROSION CONTROL				
			WATER	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") DITCH CHECKS (E-1)	*SEDIMENT REMOVAL & DISPOSAL
			M.GAL.	SQ.YD.	ACRE	ACRE	M.GAL.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	STAGE 1	1.0	78	0.04	0.04	0.8	87	3
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			0.3	20				120	1
TOTALS:			1.3	98	0.04	0.04	0.8	120	4

BASIS OF ESTIMATE:
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

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

SOIL STABILIZATION			
STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION
			TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	5
TOTAL:			5

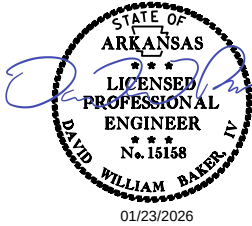
QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE WALKS				
STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
13+95.00	14+11.00	HWY. 62 LT.	16	11
13+95.00	14+06.00	HWY. 62 RT.	11	8
15+64.00	15+80.00	HWY. 62 LT.	16	11
15+61.00	15+80.00	HWY. 62 RT.	19	12
TOTALS:				42

COLD MILLING ASPHALT PAVEMENT				
STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
13+25.00	16+42.00	HWY. 62	44.00	1549.78
0+00.00	50+00.00	MADISON AVE.	VAR.	79.96
12+00.00	64+00.00	CHURCH AVE.	VAR.	83.23
93+00.00	140+00.00	MADISON AVE.	VAR.	95.06
107+00.00	160+00.00	CHURCH AVE.	VAR.	78.10
TOTAL:				1886.13

STOCKPILE LOCATION: 301 BRANCH STREET, BERRYVILLE, AR 72616
GPS COORDINATES: 36° 21' 52" N, 93° 33' 50" W

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	16	30
QUANTITIES						



BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	TACK COAT				ACHM SURFACE COURSE (1/2")				
				(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	TOTAL PG 64-22
				TOTAL WID.	SQ.YD.	GALLON						
MAIN LANES												
13+25.00	13+37.00	HWY 62 MILL & INLAY	12.00	44.00	58.67	9.97	9.97	44.00	58.67	220.00	6.45	6.45
14+07.00	15+68.00	HWY 62 MILL & INLAY	161.00	44.00	787.11	133.81	133.81	44.00	787.11	220.00	86.58	86.58
16+36.00	16+42.00	HWY 62 MILL & INLAY	6.00	44.00	29.33	4.99	4.99	44.00	29.33	220.00	3.23	3.23
ADDITIONAL FOR INTERSECTIONS												
13+37.00	14+07.00	MADISON AVENUE INTERSECTION	70.00	VAR.	515.14	87.57	87.57	VAR.	515.14	220.00	56.67	56.67
15+68.00	16+36.00	CHURCH AVENUE INTERSECTION	68.00	VAR.	487.50	82.88	82.88	VAR.	487.50	220.00	53.63	53.63
TOTALS:					1877.75	319.22	319.22		1877.75		206.56	206.56

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.0% MIN. AGGR.....6.0% ASPHALT BINDER
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.
INTERSECTION BASE & SURFACING ACCOUNTS FOR THE LENGTH OF THE HIGHWAY BETWEEN THE HIGHWAY62 STOP LINES AND THE WIDTH BETWEEN THE RIGHT OF WAY ON THE EAST AND WEST.

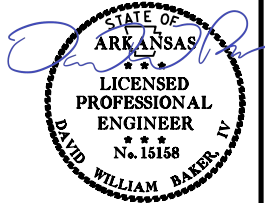
SUMMARY OF QUANTITIES (BOX 1 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	172	LIN. FT.
202	REMOVAL AND DISPOSAL OF ORNAMENTAL FENCE	31	LIN. FT.
202	REMOVAL AND DISPOSAL OF WALKS	85	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	1	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	1	EACH
202	REMOVAL AND DISPOSAL OF PLANTERS	4	EACH
202	REMOVAL AND DISPOSAL OF LIGHT POLE	2	EACH
SP, SS, & 210	UNCLASSIFIED EXCAVATION	44	CU. YD.
SP & 210	COMPACTED EMBANKMENT	4	CU. YD.
SP & 210	SOIL STABILIZATION	5	TON
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	72	SQ. YD.
SS & 401	TACK COAT	323	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	195	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	12	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	1886	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	2	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	25	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	348	SQ. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	1300	LIN. FT.
SS & 604	VERTICAL PANELS	51	EACH
SS & 620	MULCH COVER	0.04	ACRE
620	WATER	2.1	M. GAL.
621	TEMPORARY SEEDING	0.04	ACRE
621	SILT FENCE	109	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	4	CU. YD.
621	WATTLE (20")	120	LIN. FT.
624	SOLID SODDING	98	SQ. YD.
SP, SS, & 632	CONCRETE ISLAND	132	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	42	SQ. YD.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	314	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)	55	SQ. YD.

REVISIONS

[illegible]

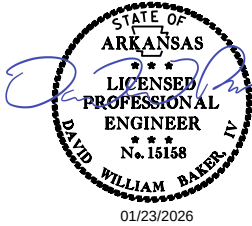
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
02-06-2026		6	ARK.	090593	17	30
02-23-2026		SUMMARY OF QUANTITIES AND REVISIONS				



SUMMARY OF QUANTITIES (BOX 2 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	12	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	16	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	16	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	3015	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2309	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	640	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	429	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	1140	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	460	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	48	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1958	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	163	LIN. FT.
710	NON-METALLIC CONDUIT (3")	929	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-32')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-36')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	10	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	99	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	57	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	909	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	357	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	11	EACH
SP	18" STREET NAME SIGN	6	EACH
SP & 733	VIDEO DETECTOR (IP)	6	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1406	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	2	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	18	30
SURVEY CONTROL DETAILS						



SURVEY CONTROL COORDINATES

Project Name: s090593
Date: 11/1/2022
Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, 080034 - 080028
PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	742342.9886	851158.9402	1239.94	CTL	STD ARDOT MON STAMPED PN: 1
2	743009.8007	850950.1200	1253.46	CTL	STD ARDOT MON STAMPED PN: 2
3	743168.3358	850864.4267	1251.65	CTL	STD ARDOT MON STAMPED PN: 3
4	743756.2273	850544.4357	1210.37	CTL	STD ARDOT MON STAMPED PN: 4
5	742779.0640	850604.2053	1250.40	CTL	STD ARDOT MON STAMPED PN: 5
6	743111.9964	851339.2221	1253.19	CTL	STD ARDOT MON STAMPED PN: 6
7	743102.4003	850445.0832	1242.05	CTL	STD ARDOT MON STAMPED PN: 7
100	738334.6183	852309.2826	1267.13	GPS	ARDOT GPS MON. 080028
101	747629.4213	846193.0617	1271.57	GPS	ARDOT GPS MON. 080034
900	741019.1151	852439.8616	1194.75	TBM	SQUARE CUT BASE OF PS
901	742387.2897	851201.6326	1239.51	TBM	SQUARE CUT ON CA
902	742947.5418	850984.6440	1254.48	TBM	SQUARE CUT IN CONC
903	743801.2134	850584.8778	1209.10	TBM	SQUARE CUT ON CA

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.9999662878 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME s090593gi.CTL
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE
AT A SPECIFIC POINT.

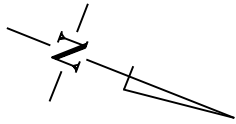
REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL
IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 080034 - 080028
CONVERGENCE ANGLE: 00 54 42.8 LEFT AT PN: 2 LT: N 36-21-51.94 LG: W093-34-01.48
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

HIGHWAY 62

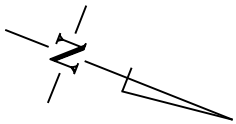
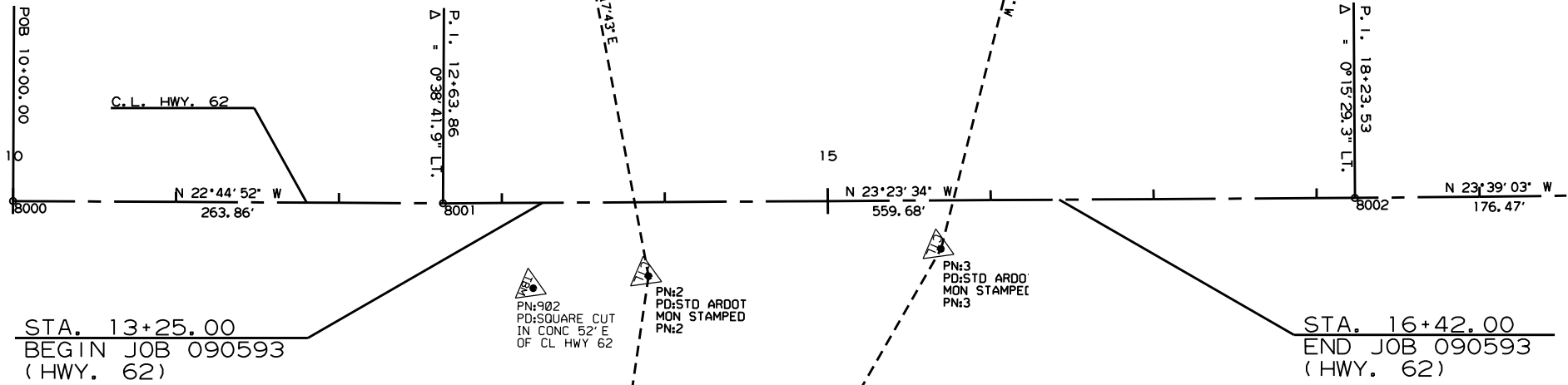
POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	10+00.00	742632.8100	851060.3900
8001	PI	12+63.86	742876.1430	850958.3631
8002	PI	18+23.53	743389.8175	850736.1535
8003	POE	20+00.00	743551.4615	850665.3619

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	19	30
SURVEY CONTROL DETAILS						



PN:1
PD:STD ARDOT
MON STAMPED
PN:1

PN:901
PD:SQUARE
CUT ON CA



SURVEY BASELINE

P.I. 18+23.53
Δ = 0°15'29.3" L.I.



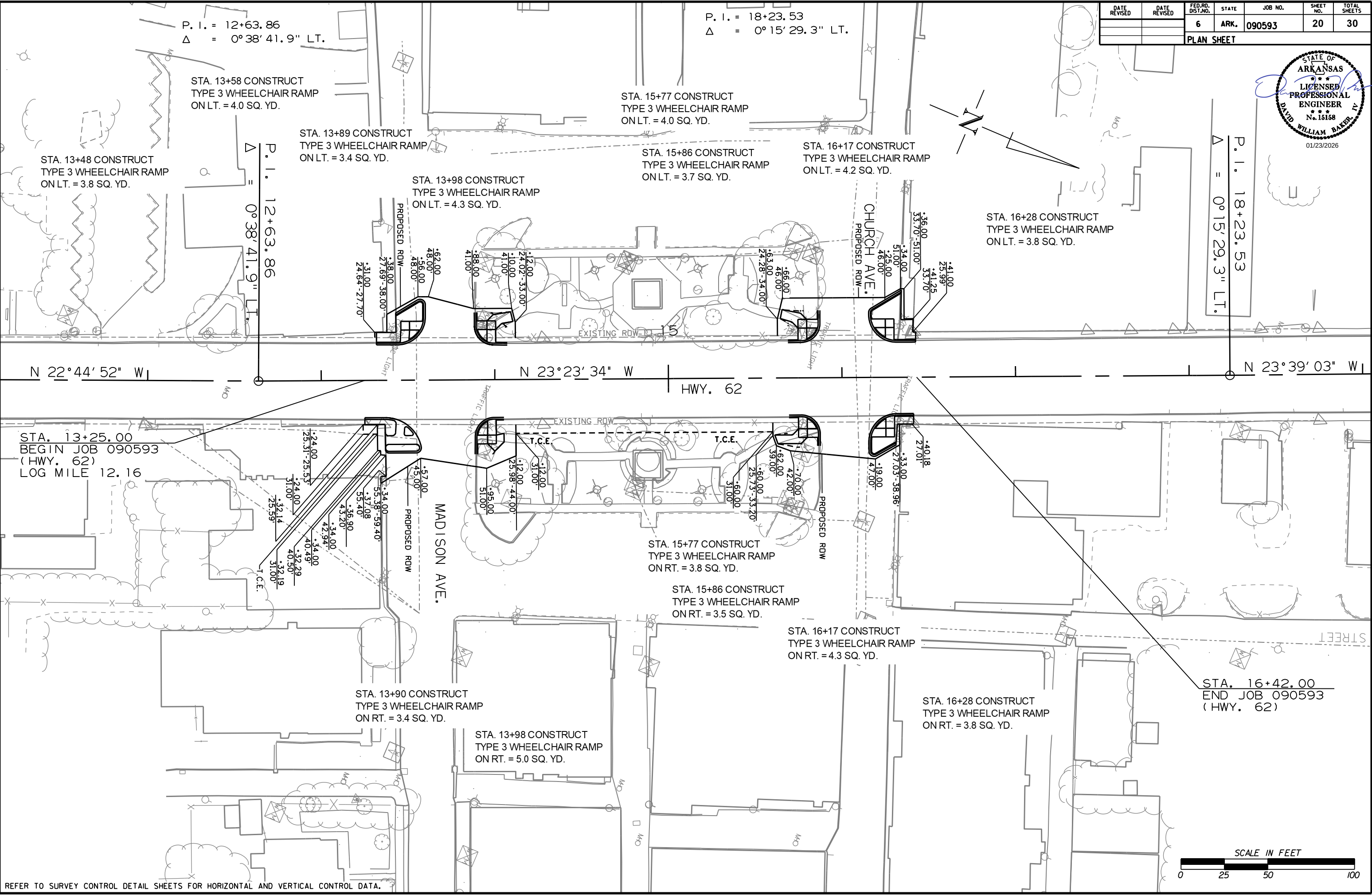
POE 20+00.00
20

C.L. HWY. 62

PN:4
PD:STD ARDOT
MON STAMPED
PN:4

PN:903
PD:SQUARE
CUT ON CA

SURVEY CONTROL DETAILS



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	21	30
SUMMARY OF TRAFFIC SIGNAL QUANTITIES						



SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	12	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	16	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	16	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	3015	LIN. FT.
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SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	48	LIN. FT.
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SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-32')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32'-36')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	10	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
SP	18" STREET NAME SIGN	6	EACH
SP & 733	VIDEO DETECTOR (IP)	6	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	1406	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	2	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	EACH

PERMANENT TRAFFIC SIGNAL:
NO TRENCHING SHALL TAKE PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE TO MINIMIZE THE TIME BETWEEN TURNING OFF THE EXISTING TRAFFIC SIGNAL AND TURNING ON THE NEW TRAFFIC SIGNAL.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:
- A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.

B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS. A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.

C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.

D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY TSMO DIVISION.

E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.

F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAIN-TIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
16. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.
18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.
19. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.
20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
21. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.
22. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
23. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.

EXAMPLES FOR CONDUIT IN SIDE CABINET: "TO POLE A AND B" OR "TO POLE C"

EXAMPLES FOR CONDUIT IN PULL BOX: "TO POLE A" OR "TO TRAFFIC CABINET"
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
28. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
29. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
30. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.
32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.
35. ALL SIGNAL HEADS AND SIGNS ON THE TEMPORARY SPAN WIRE SHALL HAVE AN ADDITIONAL TETHER WIRE (NOT SHOWN ON SD-7) AT THE BOTTOM CHORD TO MINIMIZE MOVEMENT DUE TO WIND EFFECTS. THE BOTTOM TETHER, HARDWARE, BRACKETS, AND MATERIALS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY SIGNAL. THE BOTTOM TETHER SHALL BE INSTALLED BETWEEN THE MINIMUM AND MAXIMUM HEIGHT CLEARANCE ABOVE THE ROADWAY.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	22	30
TRAFFIC SIGNAL NOTES						

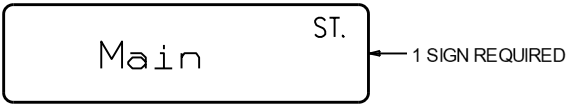
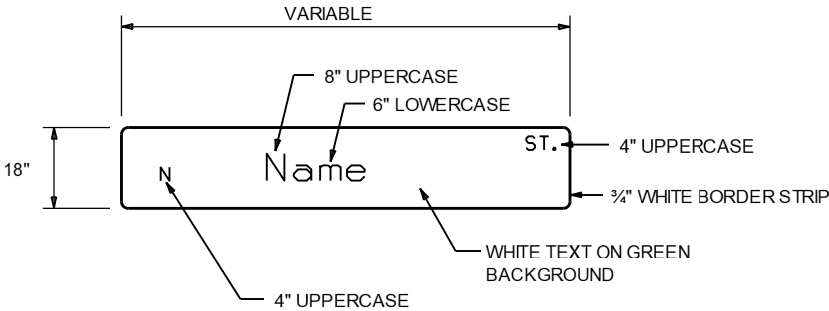


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	23	30
TRAFFIC SIGNAL STREET NAME SIGNS						

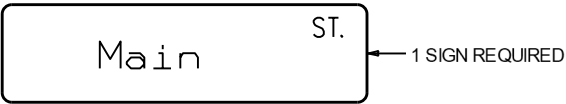
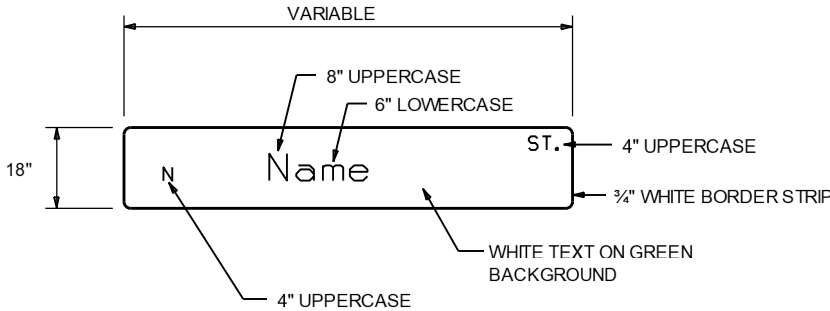


OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

MAIN STREET AND MADISON AVENUE
INTERSECTION



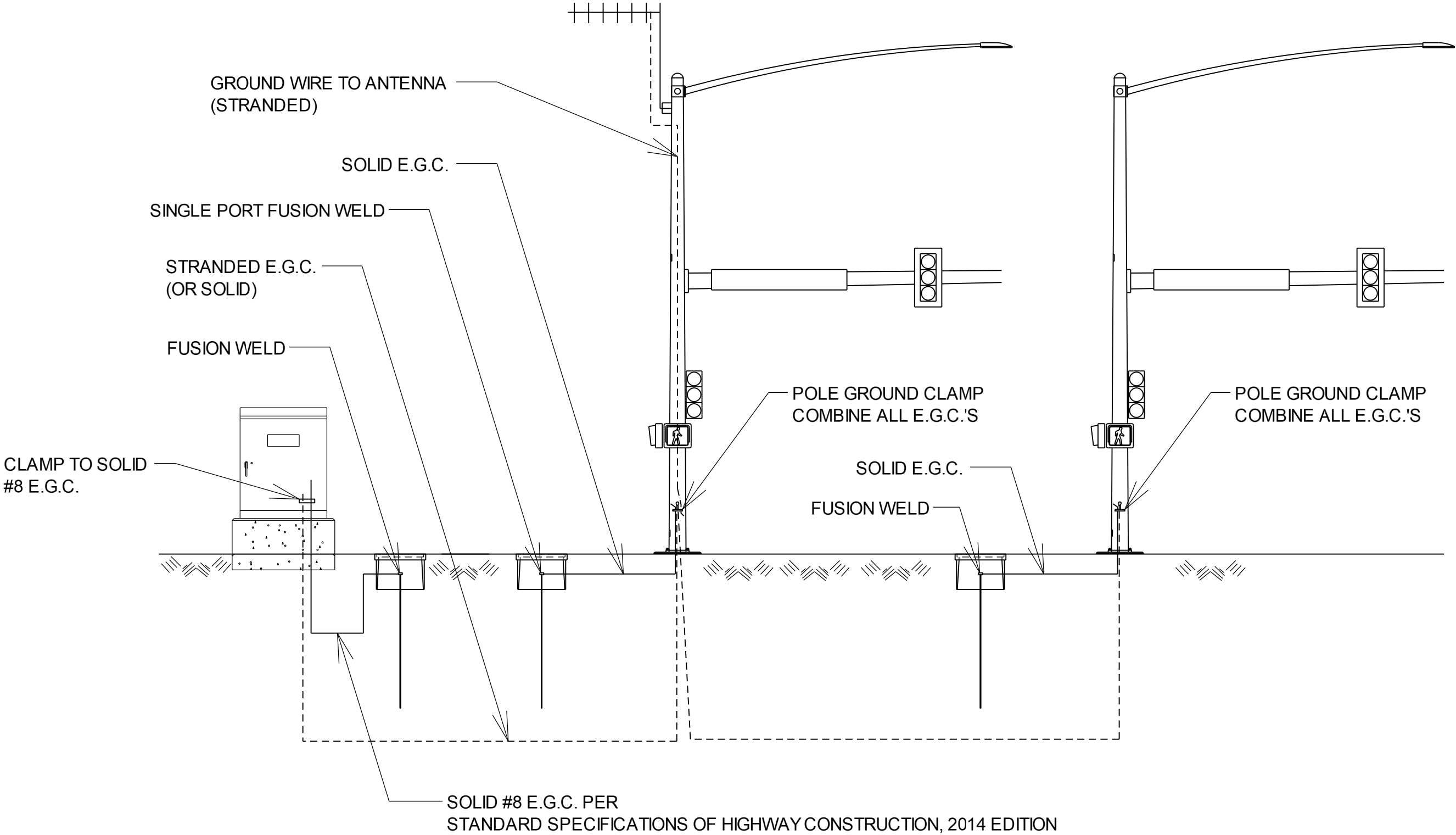
MAIN STREET AND CHURCH AVENUE
INTERSECTION



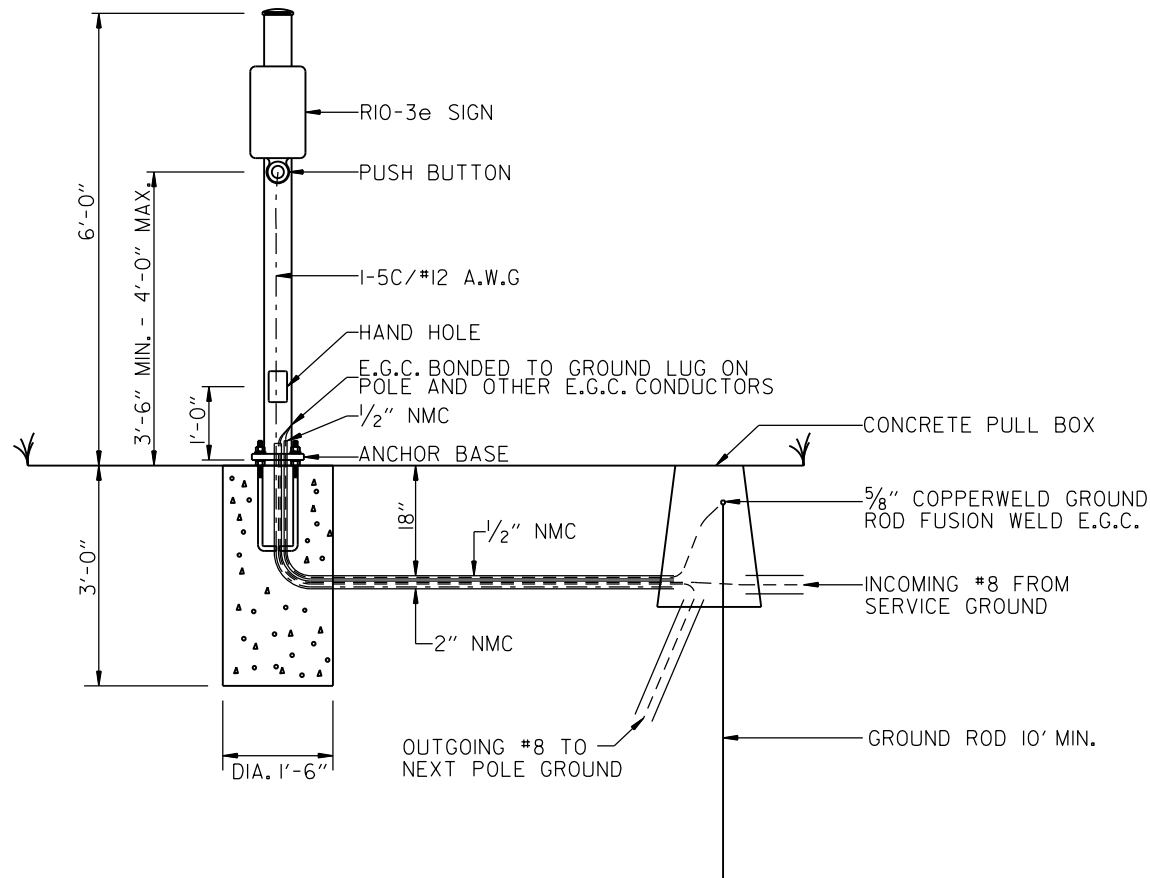
- NOTES:
1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.
 2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL BE ALSO ALODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY/ COUNTY.
 3. WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM ON THE NEAR SIDE LEFT POLE. SEE STANDARD DRAWING SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
 4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

GROUNDING ARRAY SINGLE-PORT FUSION WELDS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	24	30
GROUNDING ARRAY DETAIL						



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	25	30
PEDESTRIAN SIGNAL DETAILS						



6' PEDESTAL POLE DETAIL

NOT TO SCALE

NOTES:

MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

POLE CAP - POLE CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

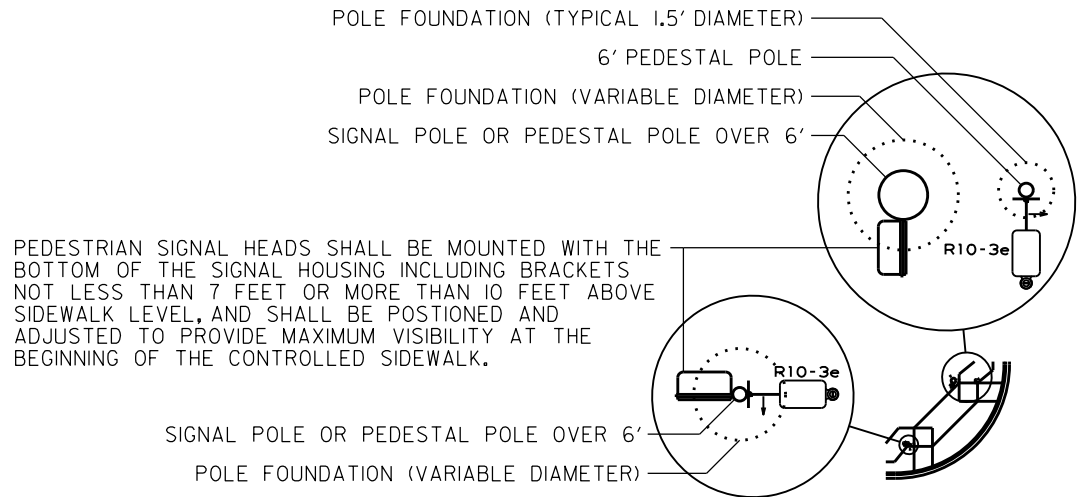
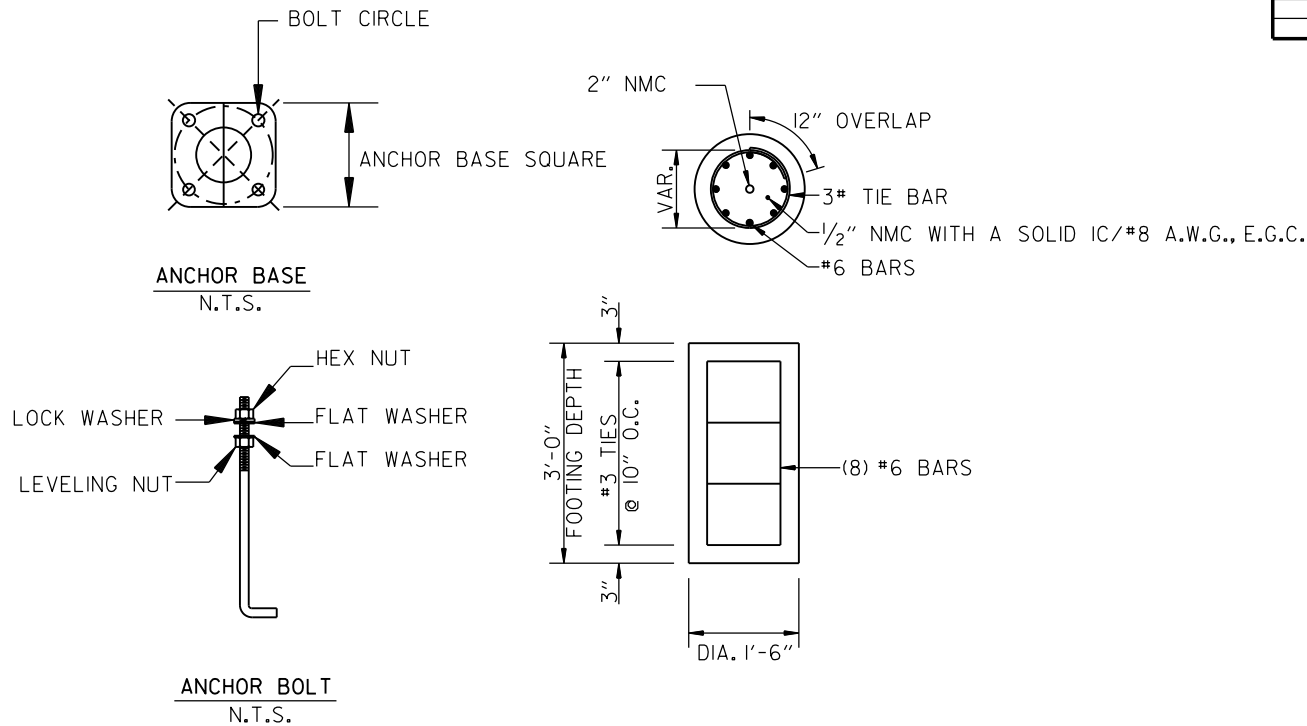
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES, ITEM 715 FOR PEDESTAL POLES, AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.

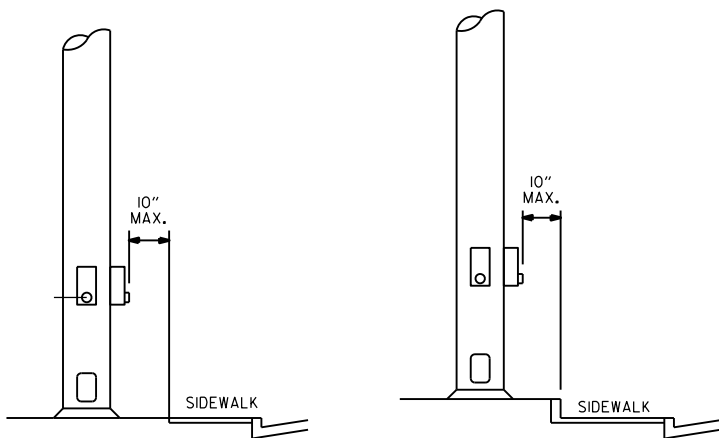
POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 3/8" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

EACH 6' PEDESTAL POLE IS TO BE PAID FOR UNDER ITEM 715 TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION.



TYPICAL PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON MOUNTING DETAIL

NOT TO SCALE



PUSH BUTTON SIDE REACH REQUIREMENTS

NOT TO SCALE

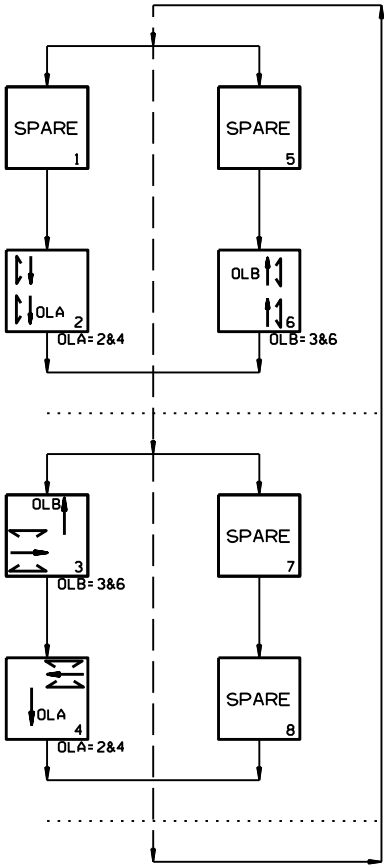
PUSH BUTTON PLACEMENT NOTES:

PUSH BUTTONS SHALL BE PLACED SUCH THAT NO MORE THAN 10" OF SIDE REACH IS REQUIRED TO ACTIVATE THEM. PUSH BUTTON EXTENDERS (SUBSIDIARY TO POLE MOUNTED ASSEMBLY PAY ITEM) MAY BE USED TO ACCOMPLISH THIS IF NECESSARY. PUSH BUTTONS SHALL BE ACCESSIBLE FROM THE LEVEL LANDING AND THE FACE OF THE PUSH BUTTONS SHALL BE ORIENTED PARALLEL TO THEIR ASSOCIATED CROSSWALKS. IN THE EVENT THAT A TRAFFIC SIGNAL POLE CANNOT BE LOCATED AS SHOWN ON THE PLANS, CONSULT WITH THE PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

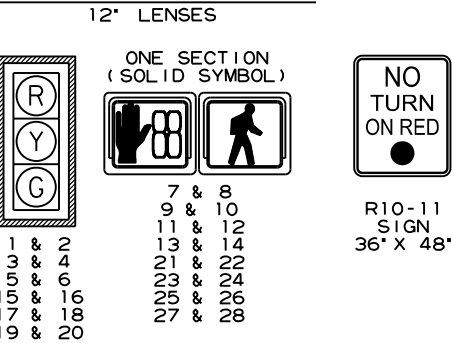
EACH PEDESTRIAN PUSH BUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

PHASING DIAGRAM



SIGNAL FACES



- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A. STANDARD.

DETECTOR SPACING CHART

ARDOT HWY. 62 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	165'	65'
MADISON AVE. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	N/A	N/A
CHURCH AVE. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	N/A	N/A

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 090593							
HWY. 62 AT CHURCH AVE. AND HWY. 62 AT MADISON AVE.				PROGRAM ASSIGN.		COMMENTS	
DETECTOR ASSIGNMENTS				CON. INP. #	LOCAL		
DET. ID #	LOCATION & DIRECTION	TYPE	DET. #		PHS	SYSTEM DET. #	
Vz21 A&B	SB ADVANCE	LOCAL	C2	V2	2		
Vz22 A&B	SB NEAR	COMB.	C2	V10	2	2	
VzOLA 1&2	SB INTERMEDIATE	COMB.	C5	V13	2		
Vz31 A&B	EB NEAR	LOCAL	C3	V11	3	3	
Vz41 A&B	WB NEAR	LOCAL	C4	V4	4	4	
Vz61 A&B	NB ADVANCE	LOCAL	C6	V6	6		
Vz62 A&B	NB NEAR	COMB.	C6	V14	6	6	
VzOLB 1&2	NB INTERMEDIATE	COMB.	C1	V9	6		
PB2 A&B	MADISON AVE. W. LEG	PED.		P2	2		
PB3 A&B	HWY. 62 S. LEG	PED.		P3	3		MADISON INTERS.
PB3 C&D	HWY. 62 N. LEG	PED.		P3	3		MADISON INTERS.
PB6 A&B	MADISON AVE. E. LEG	PED.		P6	6		
PB2 C&D	CHURCH AVE. W. LEG	PED.		P2	2		
PB4 A&B	HWY. 62 S. LEG	PED.		P4	4		CHURCH INTERS.
PB4 C&D	HWY. 62 N. LEG	PED.		P4	4		CHURCH INTERS.
PB6 C&D	CHURCH AVE. E. LEG	PED.		P6	6		

DETECTOR CHART NOTES:
DETECTOR #S C1-C6 ARE VIDEO DETECTORS THAT ARE MOUNTED ON 37" TUBES.
CONTROLLER INPUT ABBREVIATIONS: V = VEHICLE INPUT, D = SYSTEM/AUXILIARY INPUT, P = PEDESTRIAN INPUT

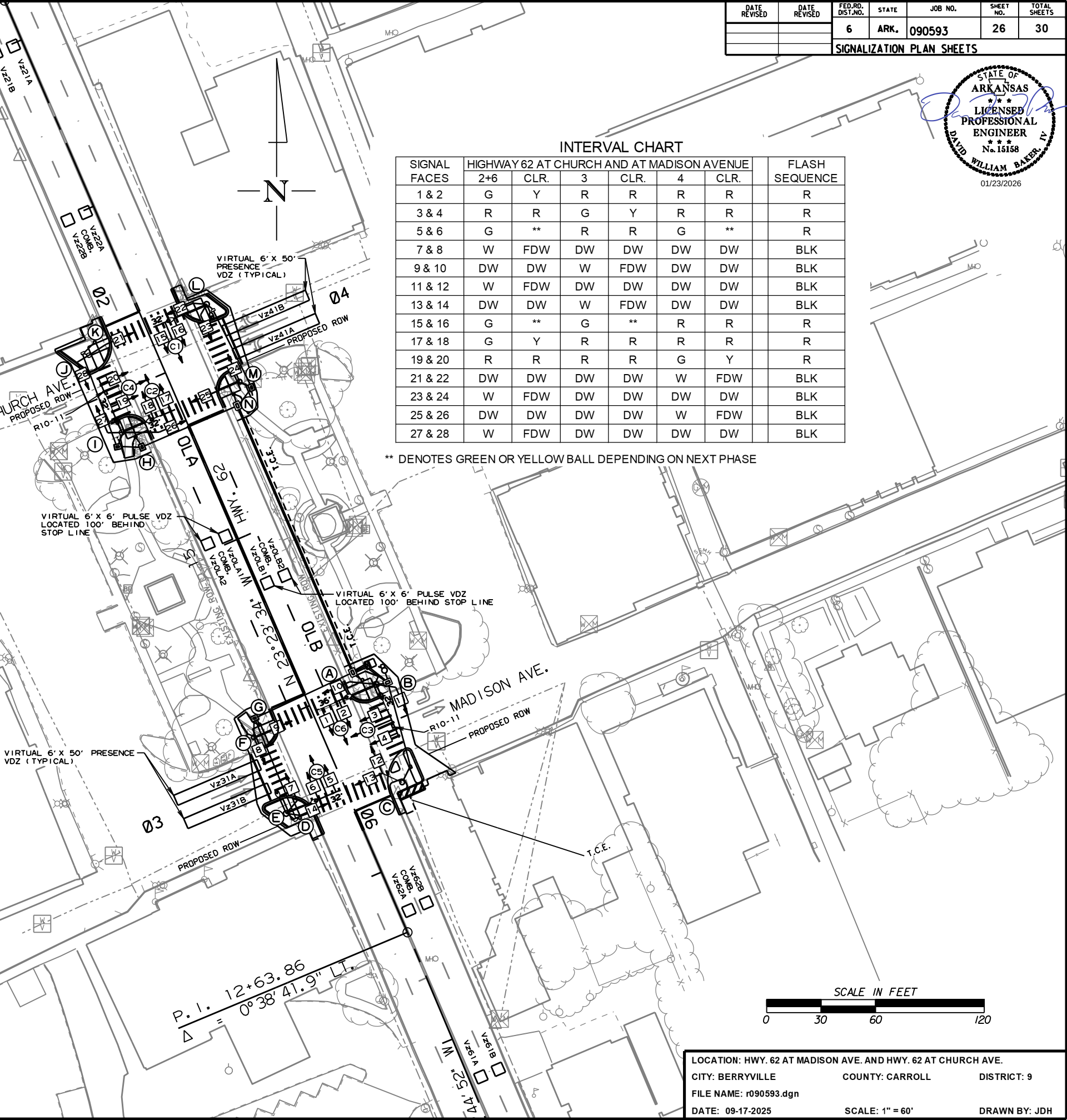
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	26	30
SIGNALIZATION PLAN SHEETS						



INTERVAL CHART

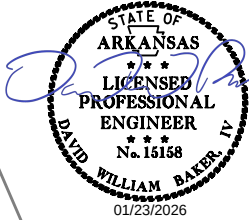
SIGNAL FACES	HIGHWAY 62 AT CHURCH AND AT MADISON AVENUE						FLASH SEQUENCE
	2+6	CLR.	3	CLR.	4	CLR.	
1 & 2	G	Y	R	R	R	R	R
3 & 4	R	R	G	Y	R	R	R
5 & 6	G	**	R	R	G	**	R
7 & 8	W	FDW	DW	DW	DW	DW	BLK
9 & 10	DW	DW	W	FDW	DW	DW	BLK
11 & 12	W	FDW	DW	DW	DW	DW	BLK
13 & 14	DW	DW	W	FDW	DW	DW	BLK
15 & 16	G	**	G	**	R	R	R
17 & 18	G	Y	R	R	R	R	R
19 & 20	R	R	R	R	G	Y	R
21 & 22	DW	DW	DW	DW	W	FDW	BLK
23 & 24	W	FDW	DW	DW	DW	DW	BLK
25 & 26	DW	DW	DW	DW	W	FDW	BLK
27 & 28	W	FDW	DW	DW	DW	DW	BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE



LOCATION: HWY. 62 AT MADISON AVE. AND HWY. 62 AT CHURCH AVE.
CITY: BERRYVILLE COUNTY: CARROLL DISTRICT: 9
FILE NAME: r090593.dgn
DATE: 09-17-2025 SCALE: 1" = 60' DRAWN BY: JDH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	27	30
SIGNALIZATION PLAN SHEETS						



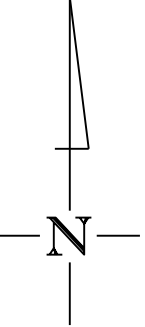
DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH WEST APPROACH
30 MPH NORTH AND SOUTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO ON-STREET PARKING
SIGHT DISTANCE RESTRICTIONS (WEST APPR)

LOCATION OF STOP LINES SHOWN ON
PERMANENT PAVEMENT MARKING DETAILS
(SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB



NOTE TO CONTRACTOR:

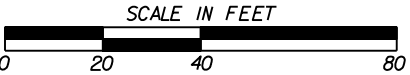
1. 2" N.M.C. CONDUIT SHALL BE RUN FROM POLE TO
PULL BOX FOR POLES WITH 6' VERTICAL SHAFT.

HIGHWAY 62 AND MADISON AVENUE
POLE DIMENSIONS & LOCATIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE	LOCATION & STATION	OFFSET
A	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 14+01.41	32.44' RT.
B	32' / 36'	157° / 247°	270° / 180°	35'	5' / 15'	157° / 247°	HWY. 62 - STA. 13+96.16	38.44' RT.
C	N/A	N/A	N/A	10'	N/A	N/A	HWY. 62 - STA. 13+40.88	30.12' RT.
D	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 13+45.30	29.40' LT.
E	32'	67°	90°	35'	15' / 10'	67° / 336°	HWY. 62 - STA. 13+50.56	35.40' LT.
F	N/A	N/A	N/A	10'	N/A	N/A	HWY. 62 - STA. 13+96.16	35.15' LT.
G	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 14+01.41	29.40' LT.

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT
THE LOCATIONS SHOWN ABOVE BUT MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.
FOR POLES WITH 6' VERTICAL SHAFT , SEE 6' PEDESTAL POLE DETAIL ON SHEET 25.



LOCATION: HIGHWAY 62 AT MADISON AVENUE		
CITY: BERRYVILLE	COUNTY: CARROLL	DISTRICT: 9
FILE NAME: r090593.dgn		
DATE: 09-17-2025	SCALE: 1" = 40'	DRAWN BY: JDH

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET
HWY. 62 - STA. 14+07.84	38.29' RT.

* CENTER OF CABINET

SERVICE POINT AND MAIN BREAKER BY
CONTRACTOR WITH 2" DIA. NMC AND
CONCRETE PULL BOX (TYPE 3 HD)
WITHIN 10 FEET OF CONTROLLER

HIGHWAY 62 AND MADISON AVENUE
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET
PB1	3 HD	HWY. 62 - STA. 14+07.31	29.16' RT.
PB2	3 HD	HWY. 62 - STA. 13+94.66	44.60' RT.
PB3	2	HWY. 62 - STA. 13+47.01	37.90' RT.
PB4	2	HWY. 62 - STA. 13+45.25	32.03' LT.
PB5	2 HD	HWY. 62 - STA. 14+05.66	30.56' LT.

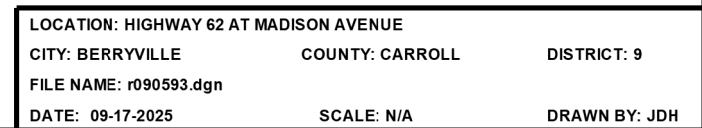
* CENTER OF PULL BOX
THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT
THE FINISHED SURFACE ELEVATION.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	28	30
SIGNALIZATION PLAN SHEETS						

STATE OF
ARKANSAS

LICENSED
PROFESSIONAL
ENGINEER

No. 15158
DAVID WILLIAM BAKER, IV
01/23/2026



HIGHWAY 62 AND CHURCH AVENUE
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET
PB6	3 HD	HWY. 62 - STA. 15+67.57	29.16' RT.
PB7	2 HD	HWY. 62 - STA. 15+67.57	28.11' LT.
PB8	2 HD	HWY. 62 - STA. 15+73.05	40.40' LT.
PB9	2	HWY. 62 - STA. 16+28.03	37.52' LT.
PB10	2	HWY. 62 - STA. 16+21.31	37.83' RT.
PB11	2 HD	HWY. 62 - STA. 15+73.70	40.32' RT.

* CENTER OF PULL BOX
THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT THE FINISHED SURFACE ELEVATION.

NOTE TO CONTRACTOR:

1. 2" N.M.C. CONDUIT SHALL BE RUN FROM POLE TO PULL BOX FOR POLES WITH 6' VERTICAL SHAFT.

HIGHWAY 62 AND CHURCH AVENUE
POLE DIMENSIONS & LOCATIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE	LOCATION & STATION	OFFSET
H	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 15+74.08	29.19' LT.
I	32' / 32'	67° / 337°	180° / 270°	35'	15' / 5'	67° / 337°	HWY. 62 - STA. 15+79.33	35.19' LT.
J	N/A	N/A	N/A	10'	N/A	N/A	HWY. 62 - STA. 16+25.64	34.94' LT.
K	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 16+30.90	29.19' LT.
L	32'	247°	180°	35'	5' / 20'	157° / 247°	HWY. 62 - STA. 16+25.65	35.82' RT.
M	N/A	N/A	N/A	10'	N/A	N/A	HWY. 62 - STA. 15+79.33	35.57' RT.
N	N/A	N/A	N/A	6'	N/A	N/A	HWY. 62 - STA. 15+74.08	29.82' RT.

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE BUT MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON SHEET 25.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	29	30
SIGNALIZATION PLAN SHEETS						



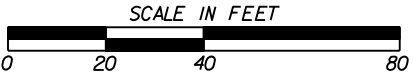
DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST APPROACH
30 MPH NORTH AND SOUTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO ON-STREET PARKING
SIGHT DISTANCE RESTRICTIONS (EAST APPR)

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

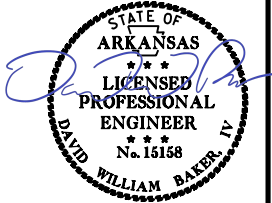


LOCATION: HIGHWAY 62 AT CHURCH AVENUE		
CITY: BERRYVILLE	COUNTY: CARROLL	DISTRICT: 9
FILE NAME: r090593.dgn		
DATE: 09-17-2025	SCALE: 1" = 40'	DRAWN BY: JDH

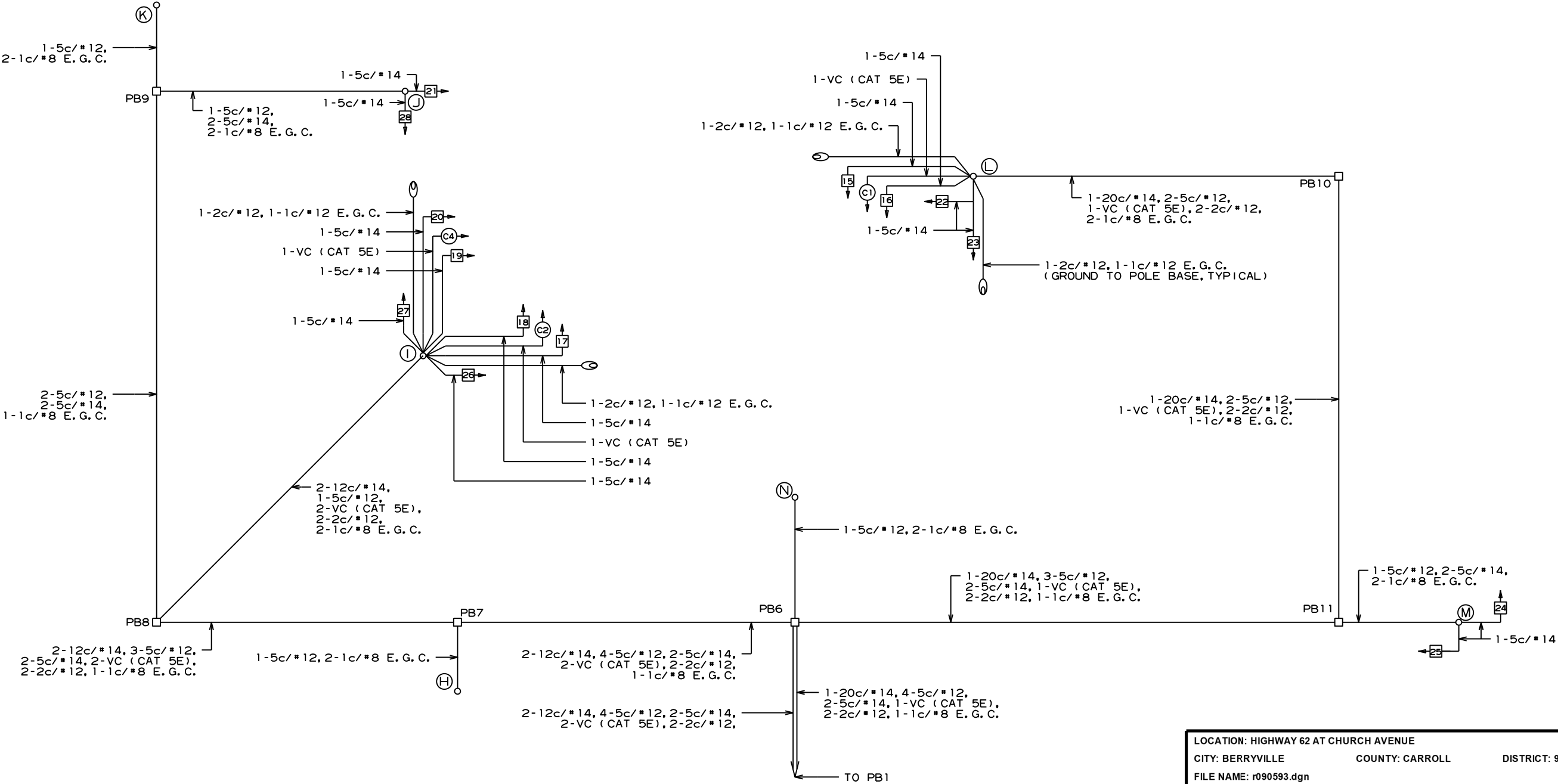
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	090593	30	30
SIGNALIZATION PLAN SHEETS						

WIRING DIAGRAM

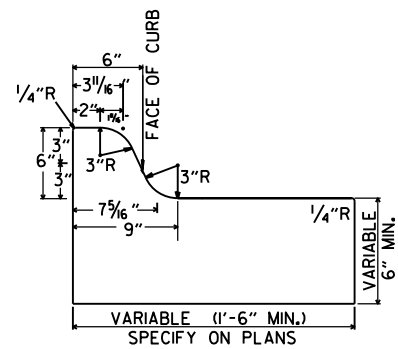
- NOTES TO CONTRACTOR:
- ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 - SEE SHEET NUMBER 24 FOR GROUNDING ARRAY DETAIL.



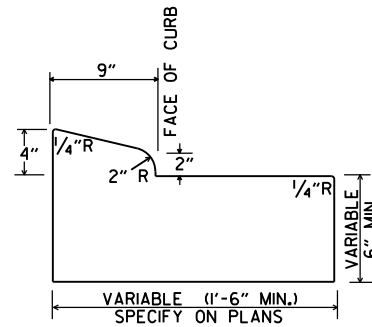
Digitally signed by
Baker, David W
Date: 2026.01.23
13:53:48-06'00'



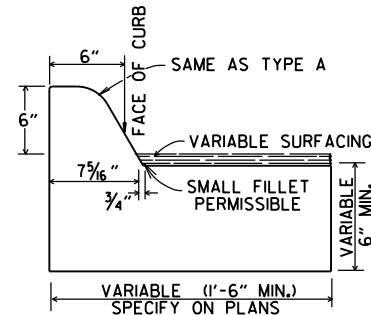
LOCATION: HIGHWAY 62 AT CHURCH AVENUE		
CITY: BERRYVILLE	COUNTY: CARROLL	DISTRICT: 9
FILE NAME: r090593.dgn		
DATE: 09-17-2025	SCALE: N/A	DRAWN BY: JDH



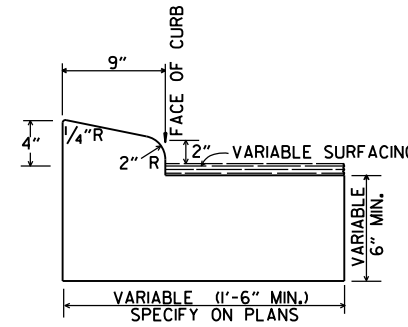
TYPE A



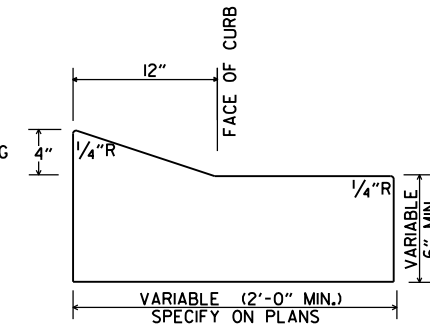
TYPE B-1



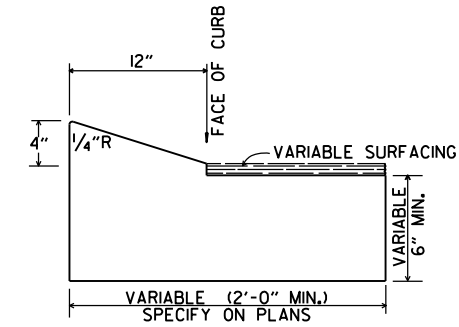
TYPE C



TYPE B-2

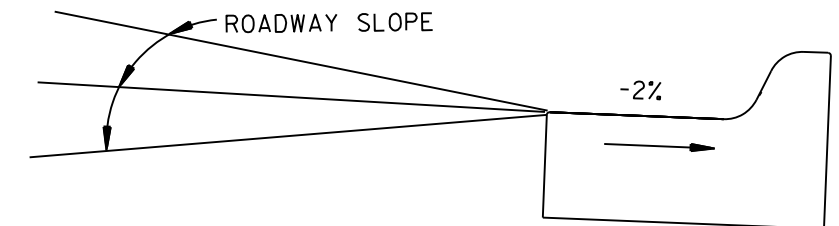


TYPE E-1

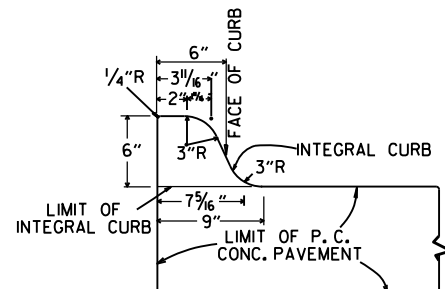


TYPE E-2

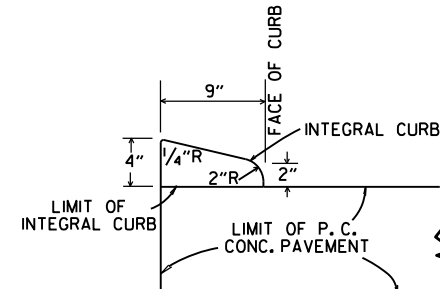
CONCRETE COMBINATION CURB AND GUTTER



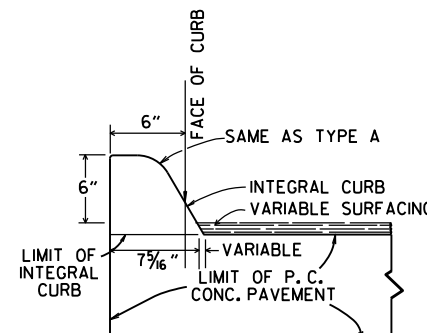
DETAIL OF GUTTER SLOPE
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

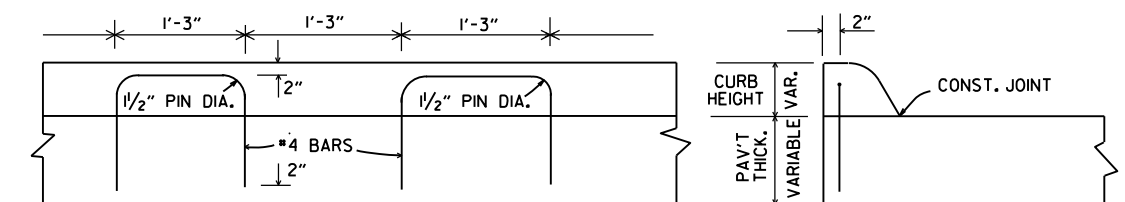


TYPE B



TYPE C

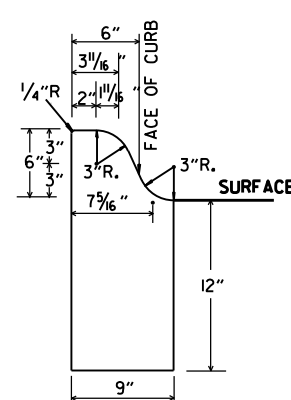
INTEGRAL CURB



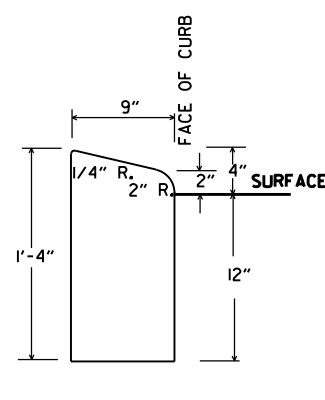
LONGITUDINAL SECTION

ELEVATION

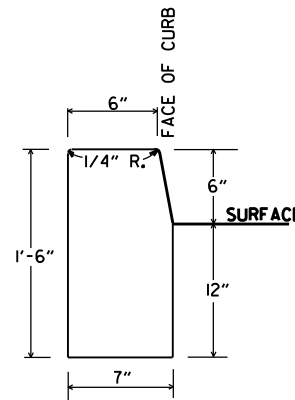
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



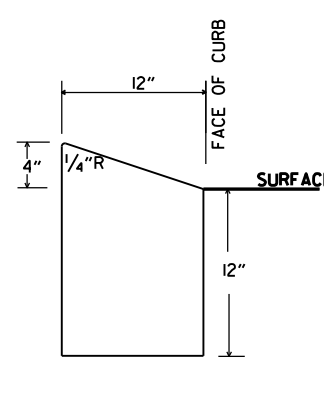
TYPE A



TYPE B

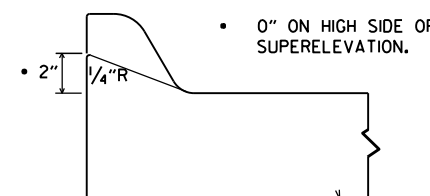


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1.
COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED
INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR
CURB AND GUTTER SPECIFIED.

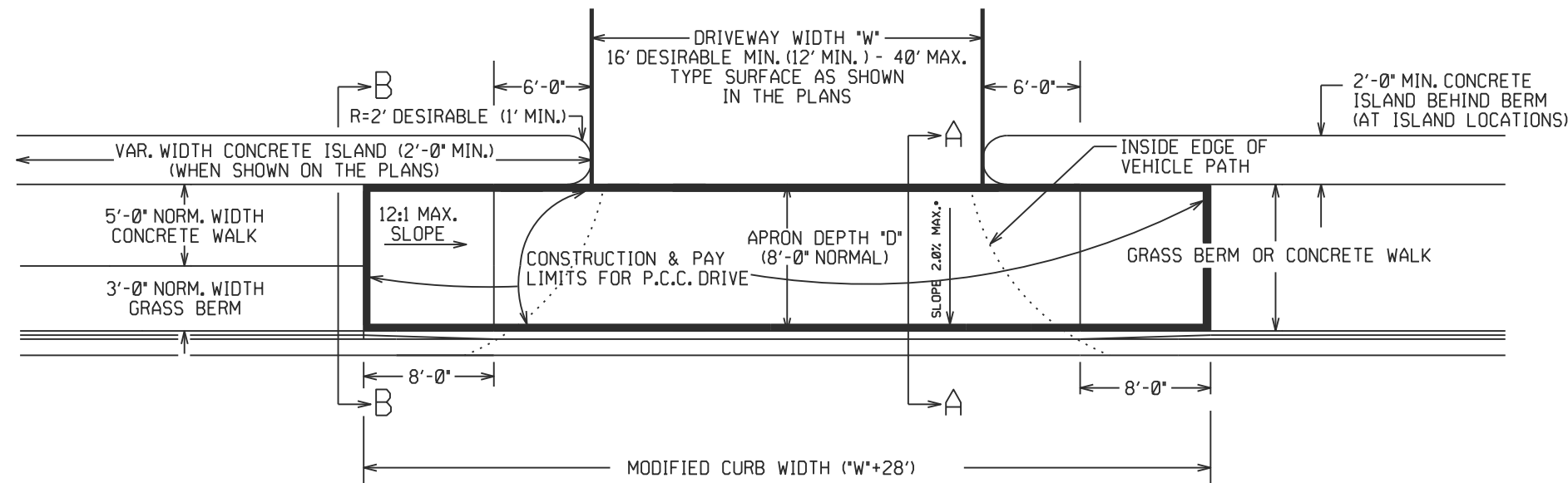
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
1-1-73	REVISED MODIFIED CURB	500-1-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

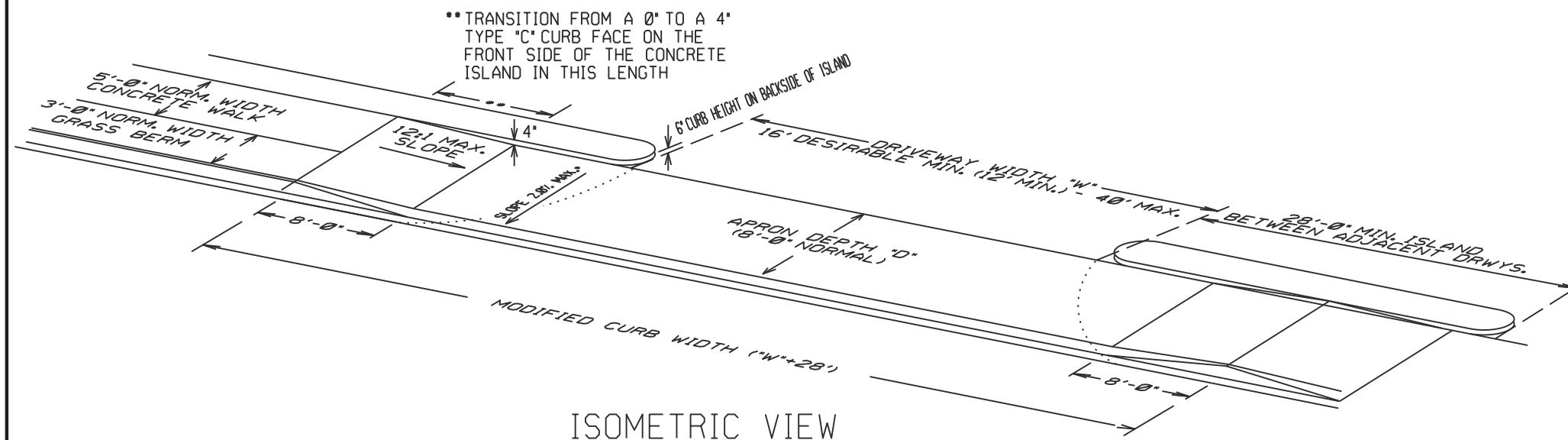
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

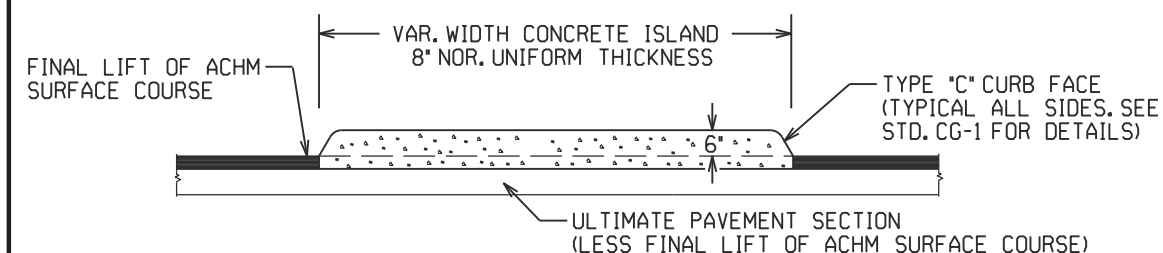
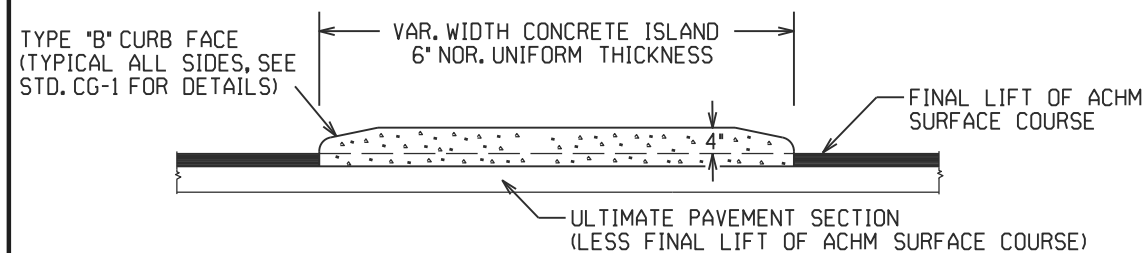
STANDARD DRAWING CG-1



PLAN VIEW



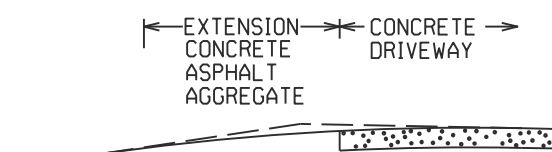
ISOMETRIC VIEW



CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".
2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2' WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.

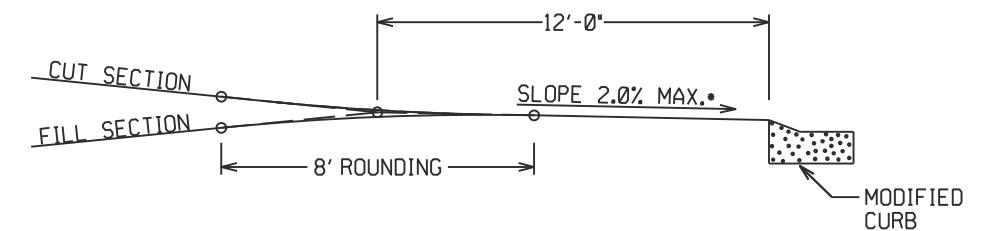


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

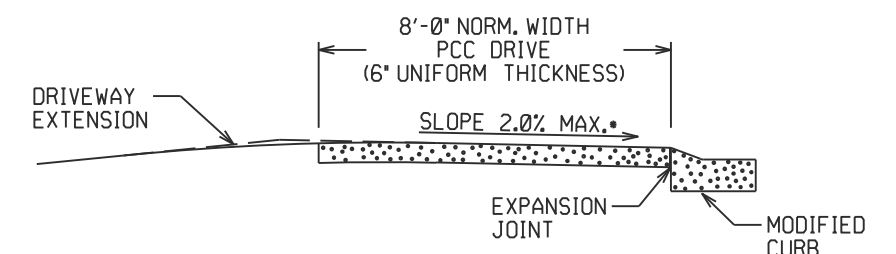
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

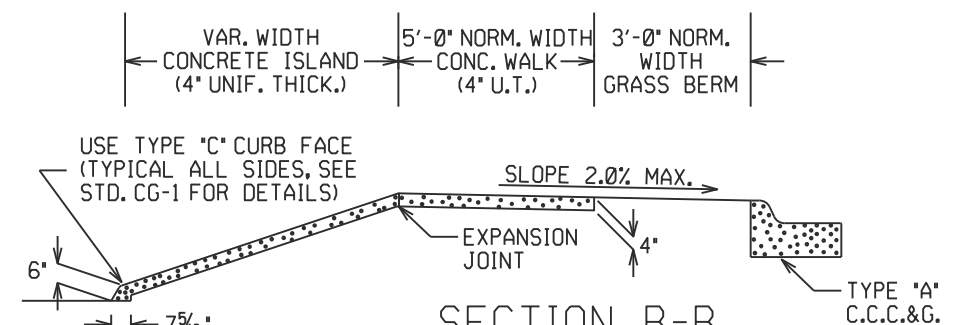


DRIVEWAY VERTICAL ALIGNMENT DETAILS

- NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.

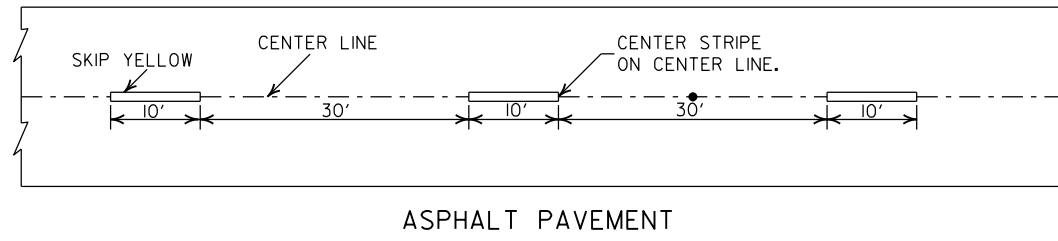
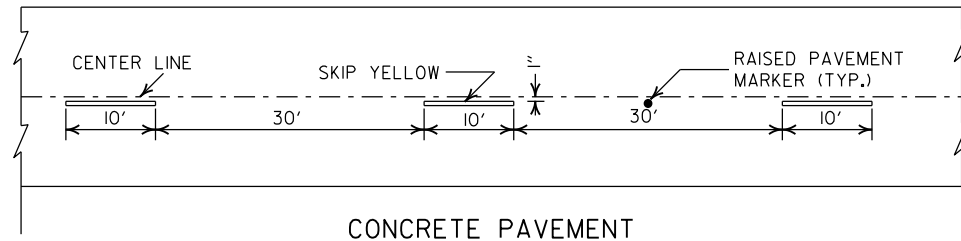


SECTION A-A

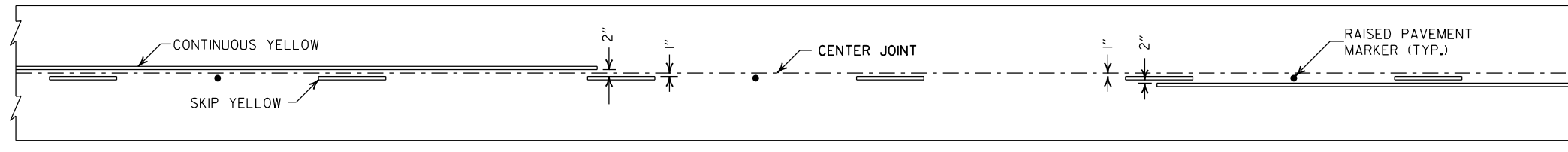


SECTION B-B
CURBED ISLAND BEHIND WALK

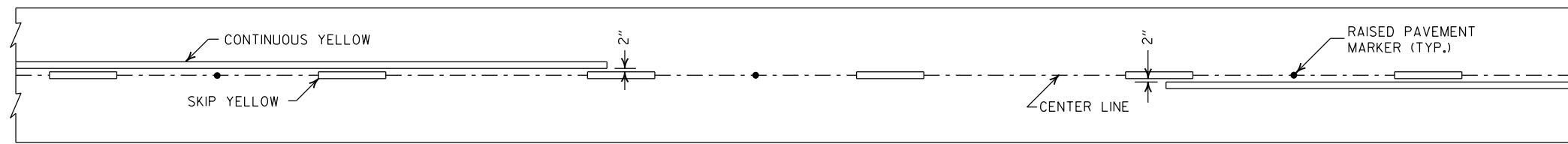
05-22-25	REVISED ISLAND DETAILS & ADDED DESIRABLE MIN. DRIVEWAY WIDTH	DESCRIPTION	AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION ARKANSAS STATE HIGHWAY COMMISSION			
05-19-22	REVISED ISLAND NOTES		DETAILS OF DRIVEWAYS & ISLANDS			
11-07-19	REVISED WALK DETAILS					
02-27-14	REVISED PLAN & ISOMETRIC VIEW					
	ADDED CHANNELIZATION					
11-29-07	ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE, NOTE & VERTICAL ALIGNMENT DETAIL	DATE	REV	DATE EFFECTIVE	STANDARD DRAWING	DR-1
				05-22-2025		



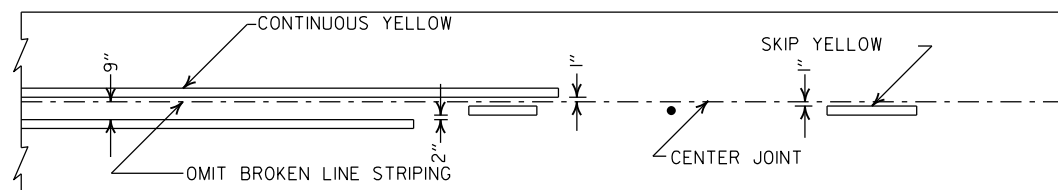
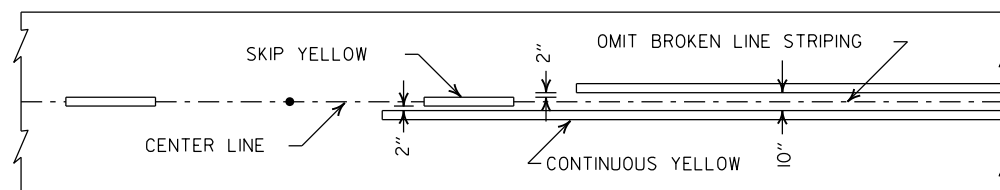
BROKEN LINE STRIPING



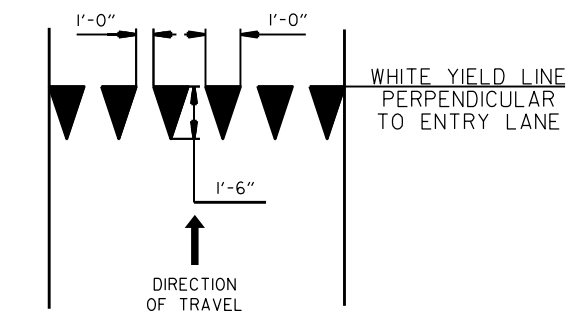
SOLID LINE STRIPING ON CONCRETE PAVEMENT



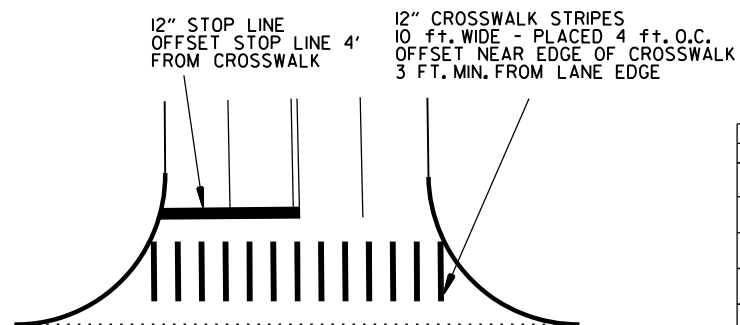
SOLID LINE STRIPING ON ASPHALT PAVEMENT



STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL

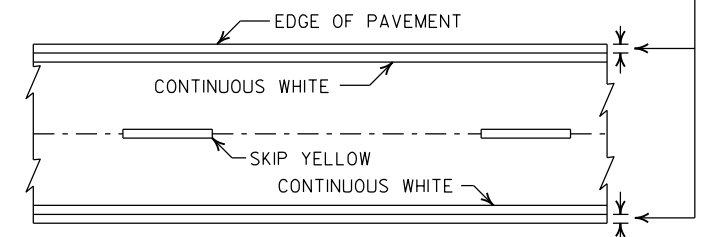


CROSSWALK AND STOP LINE DETAILS

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.

2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT

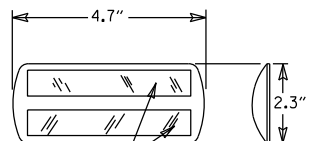


PAVEMENT EDGE LINE MARKING

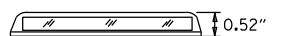
NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW

PRISMATIC REFLECTOR



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

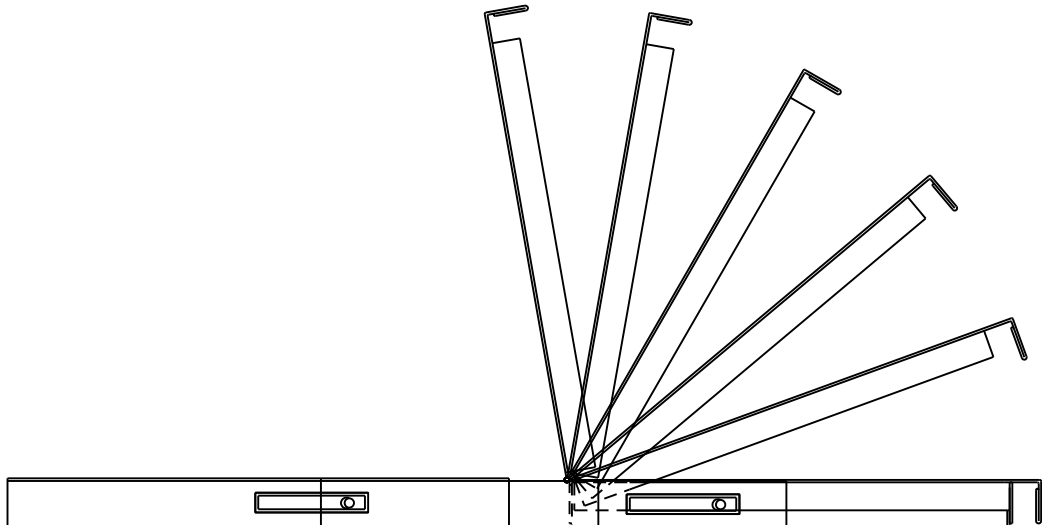
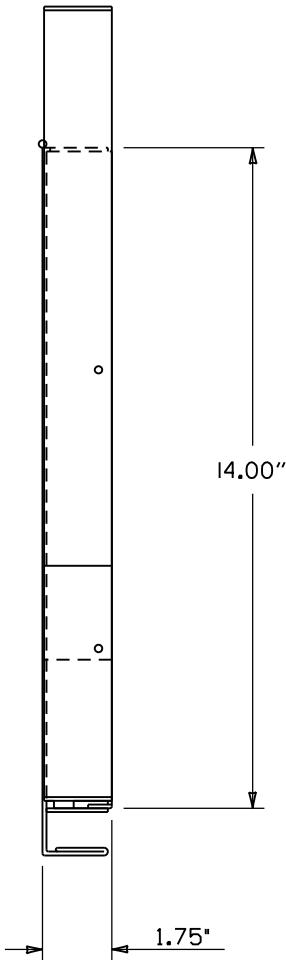
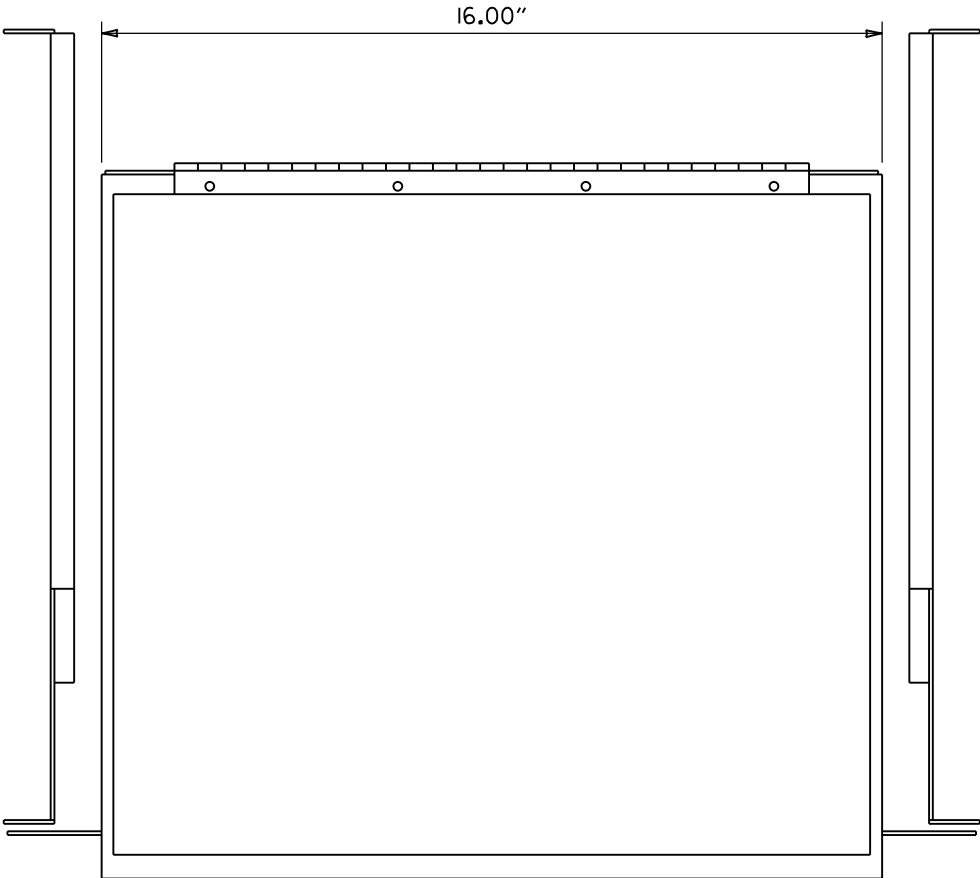
2-27-20	REVISED STOP LINE DETAILS	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
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
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

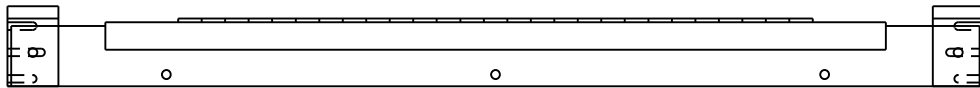
PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

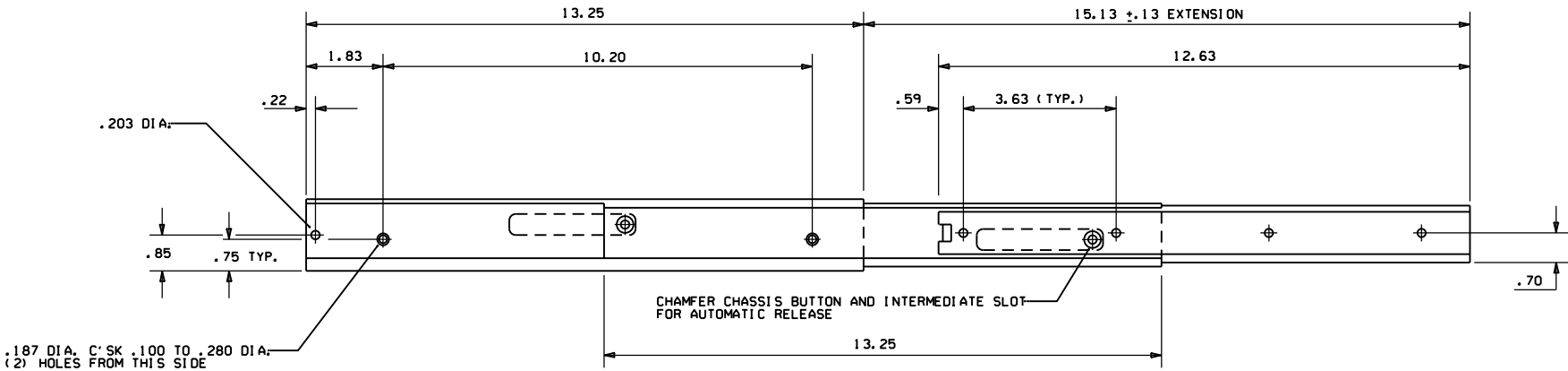
DRAWER PLAN VIEW



NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



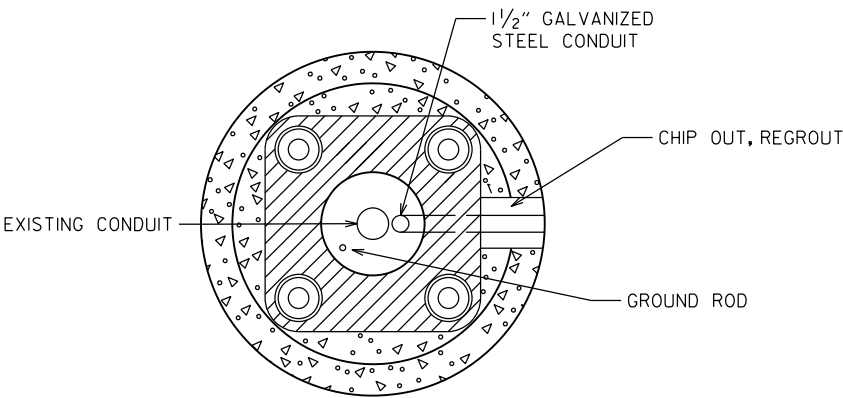
FRONT VIEW



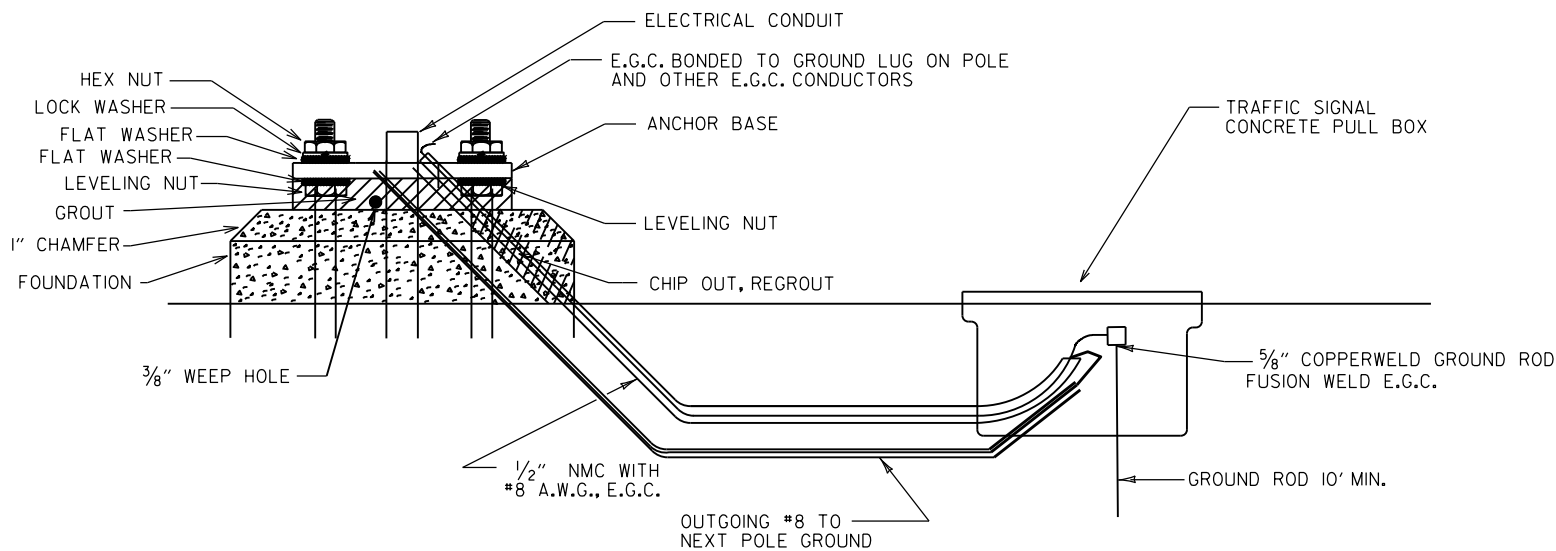
RIGHT SIDE ASSEMBLY

			ARKANSAS STATE HIGHWAY COMMISSION
			CONTROLLER CABINET UTILITY DRAWER
9-12-13	ISSUED AS STANDARD DRAWING		STANDARD DRAWING SD-5
6-15-05	ISSUED		
DATE	REVISION	DATE	FILM

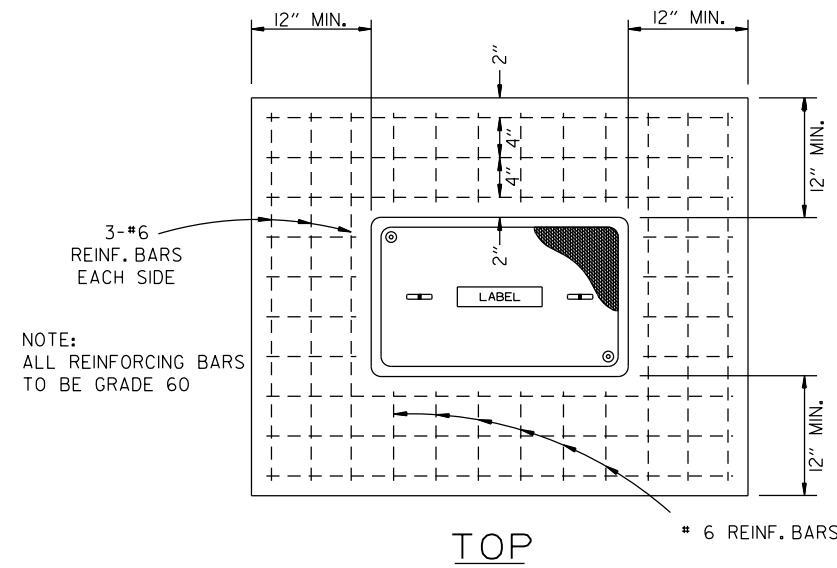
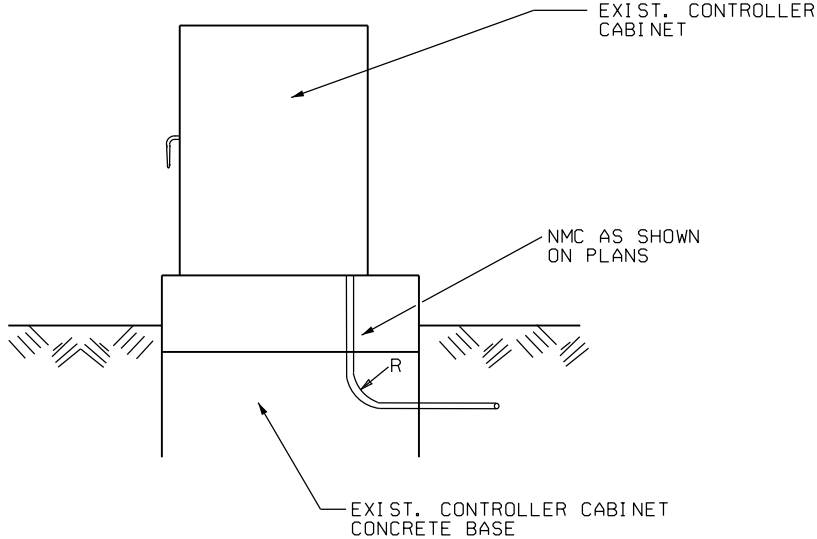
CONDUIT ENTRY TO EXISTING POLE BASE



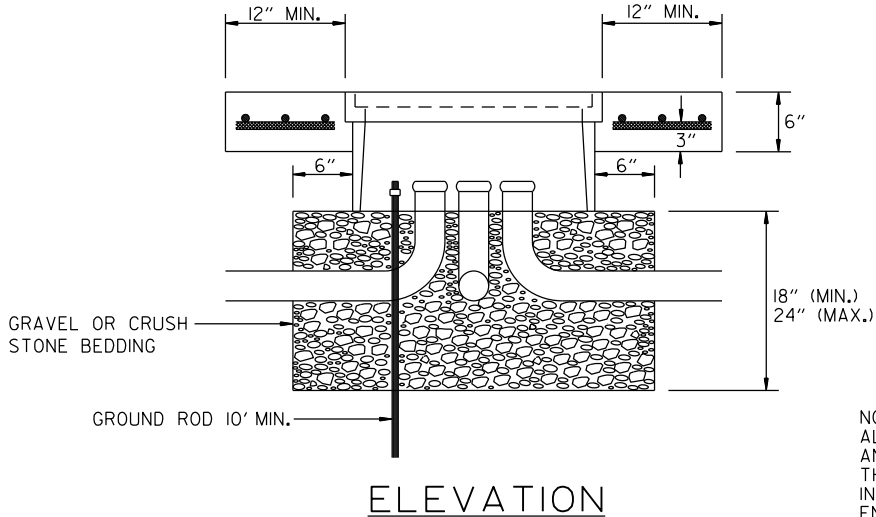
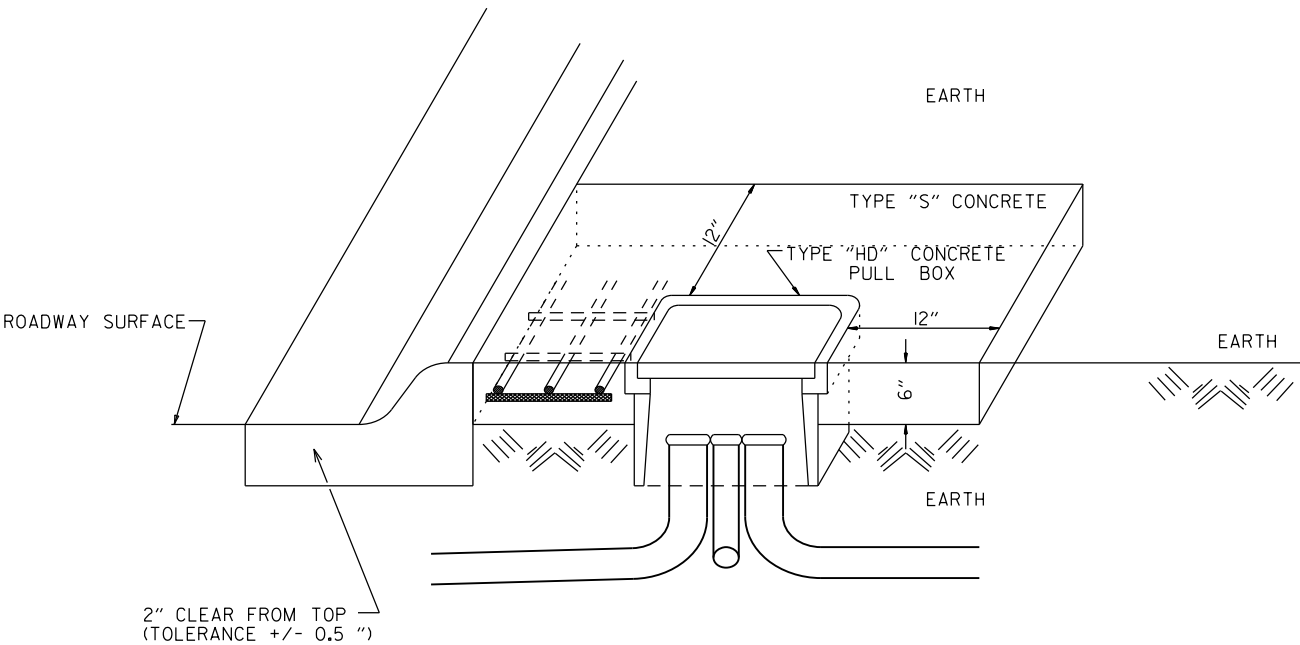
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



TYPE "HD" CONCRETE PULL BOX DETAIL



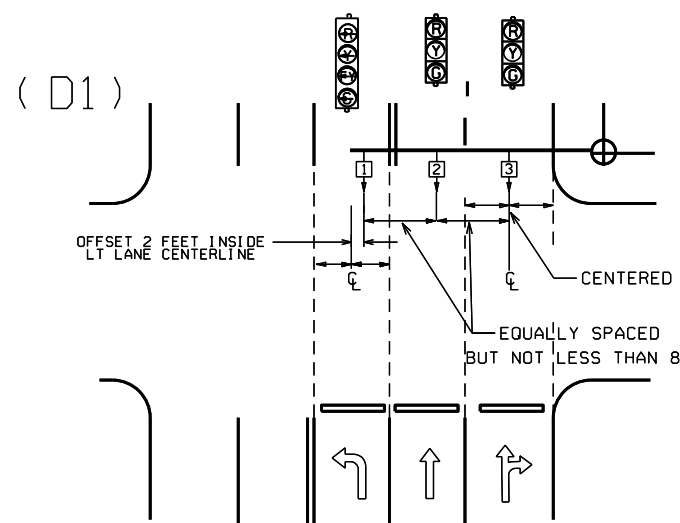
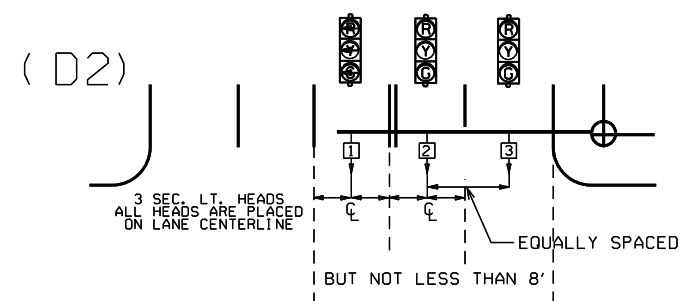
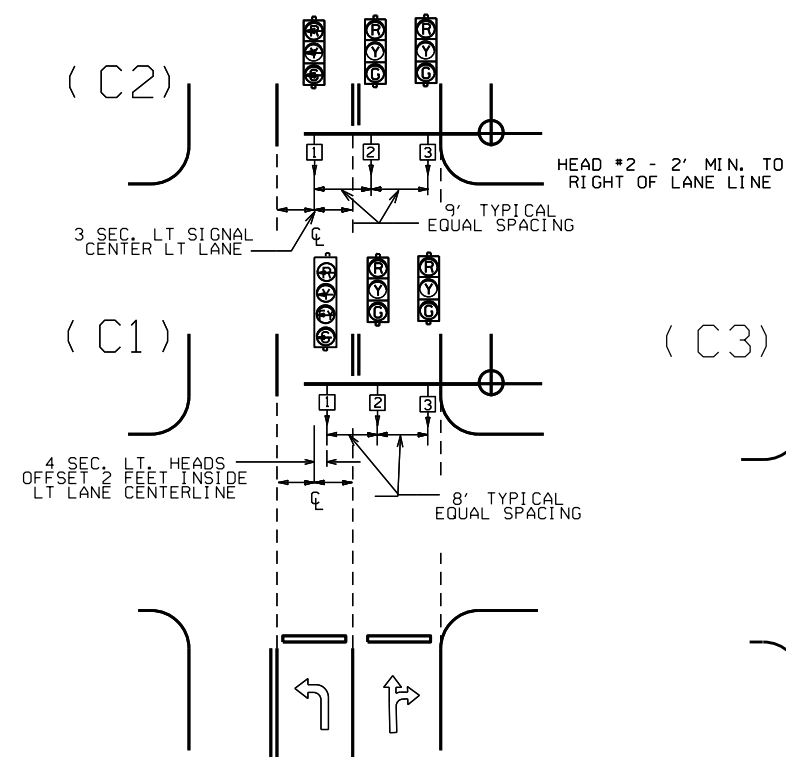
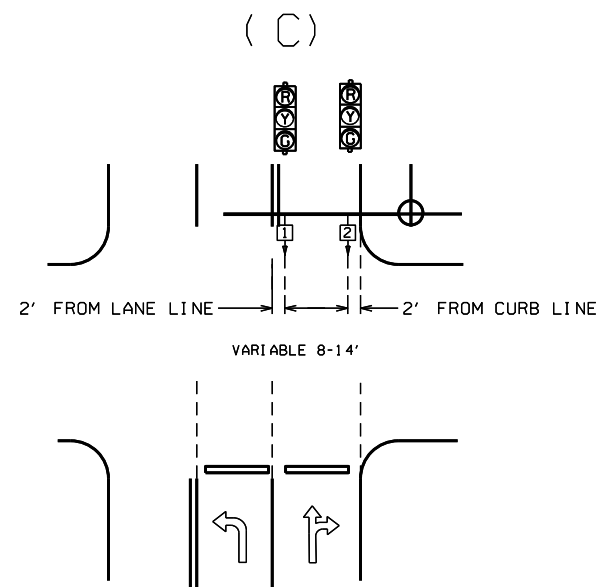
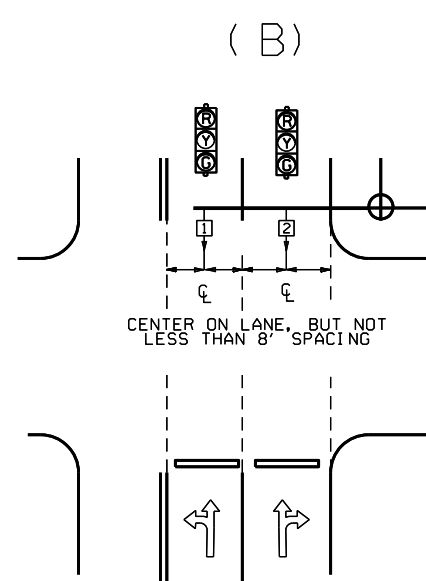
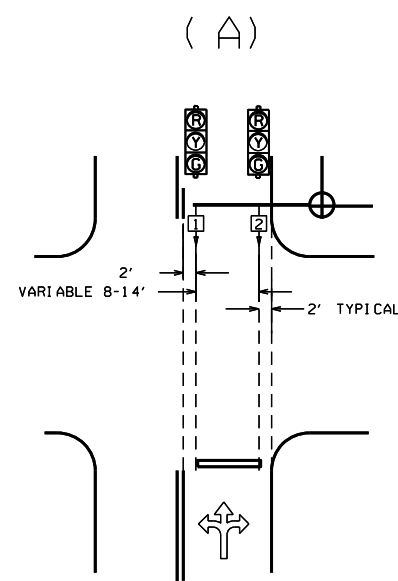
NOTE:
ALL TYPE 1 HD, TYPE 2 HD, AND TYPE 3 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 6" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

DATE	REVISION	FILMED
02-13-24	REVISED NOTES AND TYPE "HD" CONCRETE PULL BOX DETAILS	
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

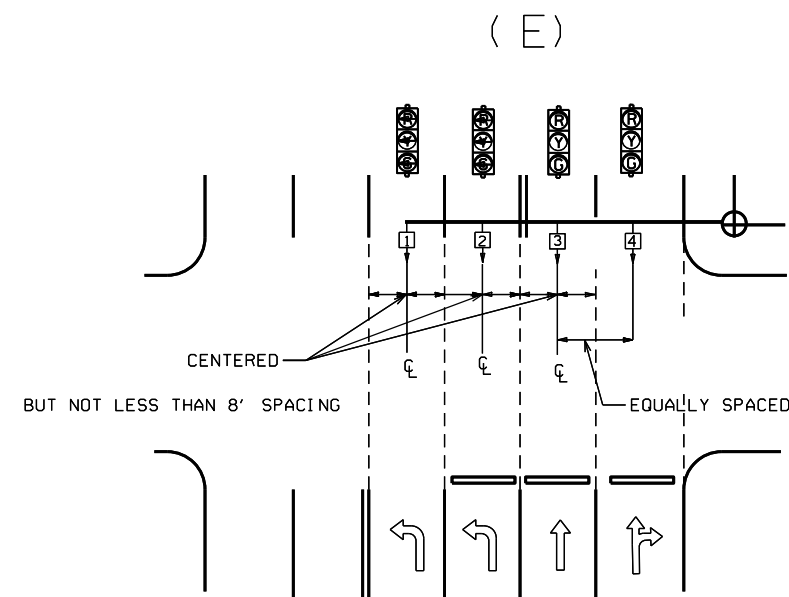
ARKANSAS STATE HIGHWAY COMMISSION

HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



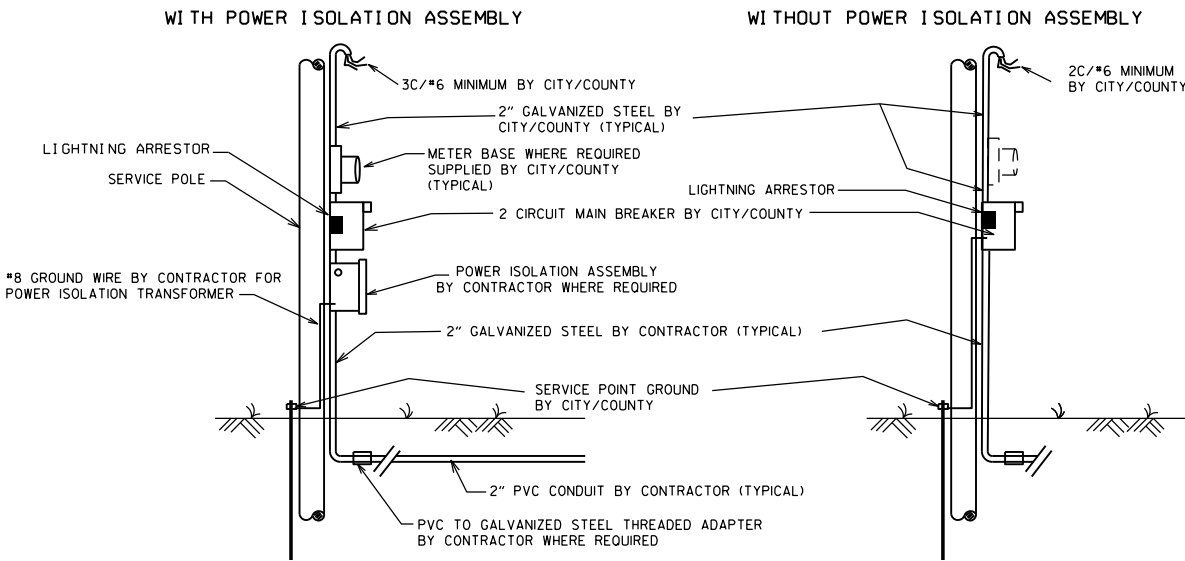
CL = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

- FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
- THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
- WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.
- SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
- ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.
- MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

			ARKANSAS STATE HIGHWAY COMMISSION
12-8-16	REVISED NOTE 6		SIGNAL HEAD PLACEMENT
9-12-13	ISSUED AS STANDARD DRAWING		
3-11-10	2009 MUTCD		
12-9-99	ISSUED		STANDARD DRAWING SD-8
DATE	REVISION	DATE FILM	

MAIN BREAKER NOT NEAR CONTROLLER CABINET
SECONDARY REQUIRED



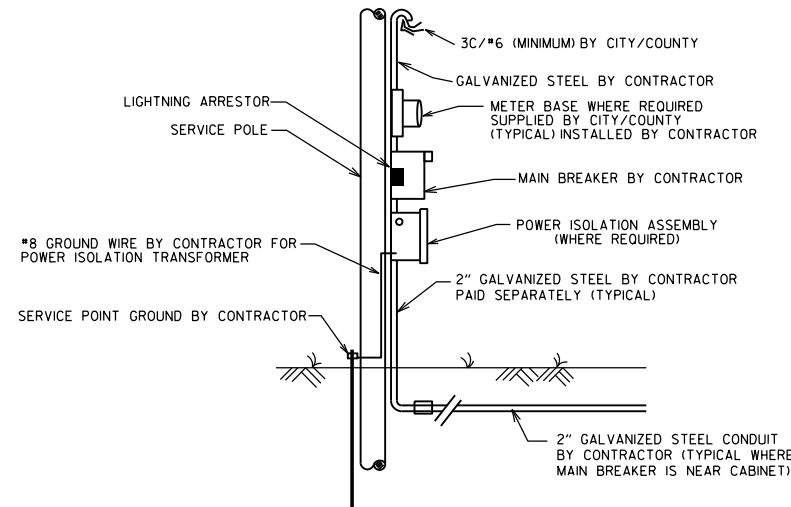
NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES:
MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

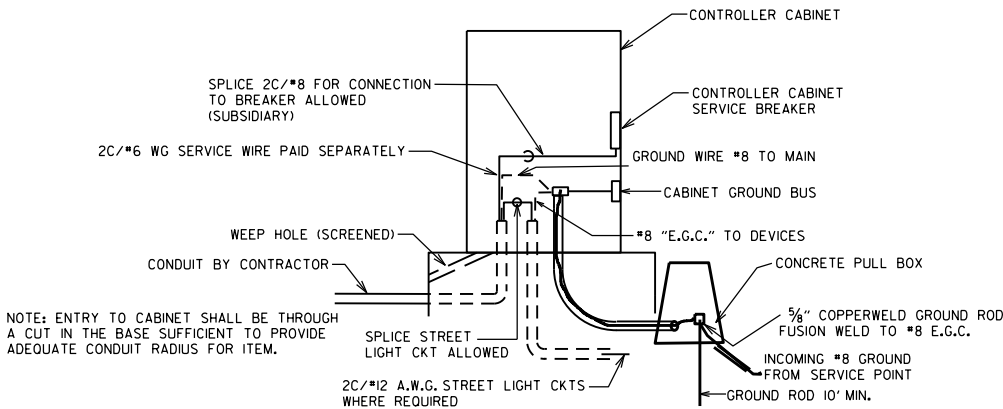
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINLIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

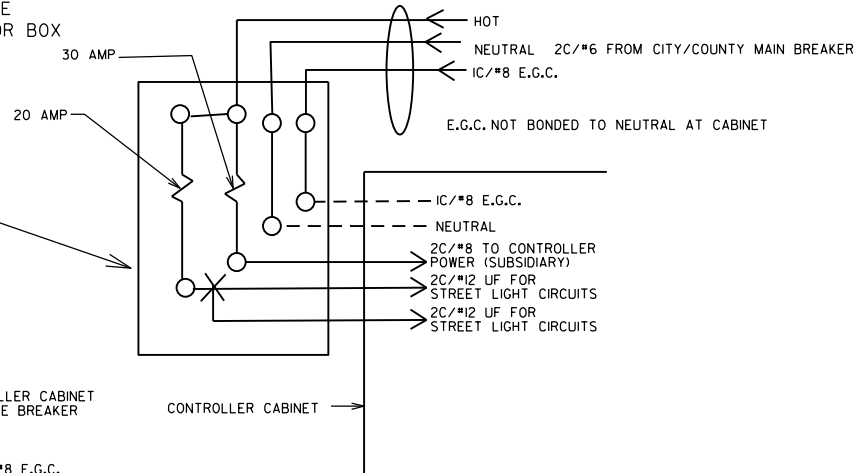
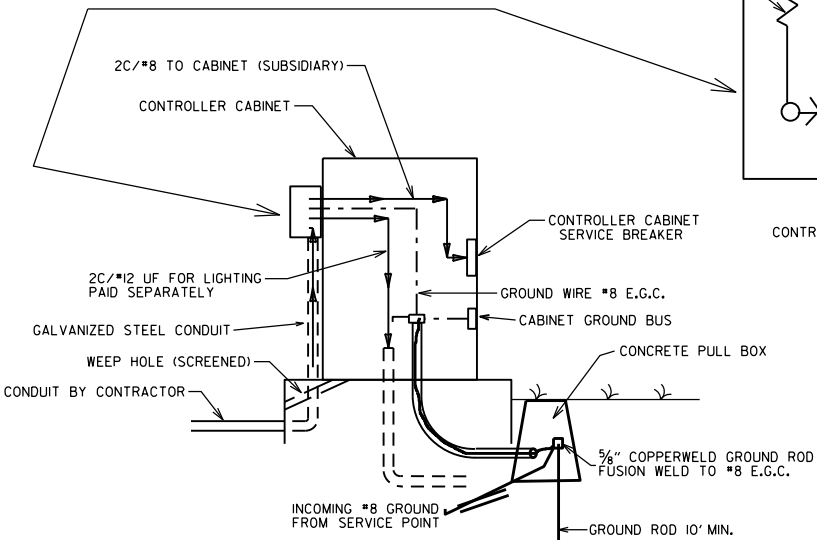


MAIN BREAKER NEAR CONTROLLER CABINET
SECONDARY NOT REQUIRED



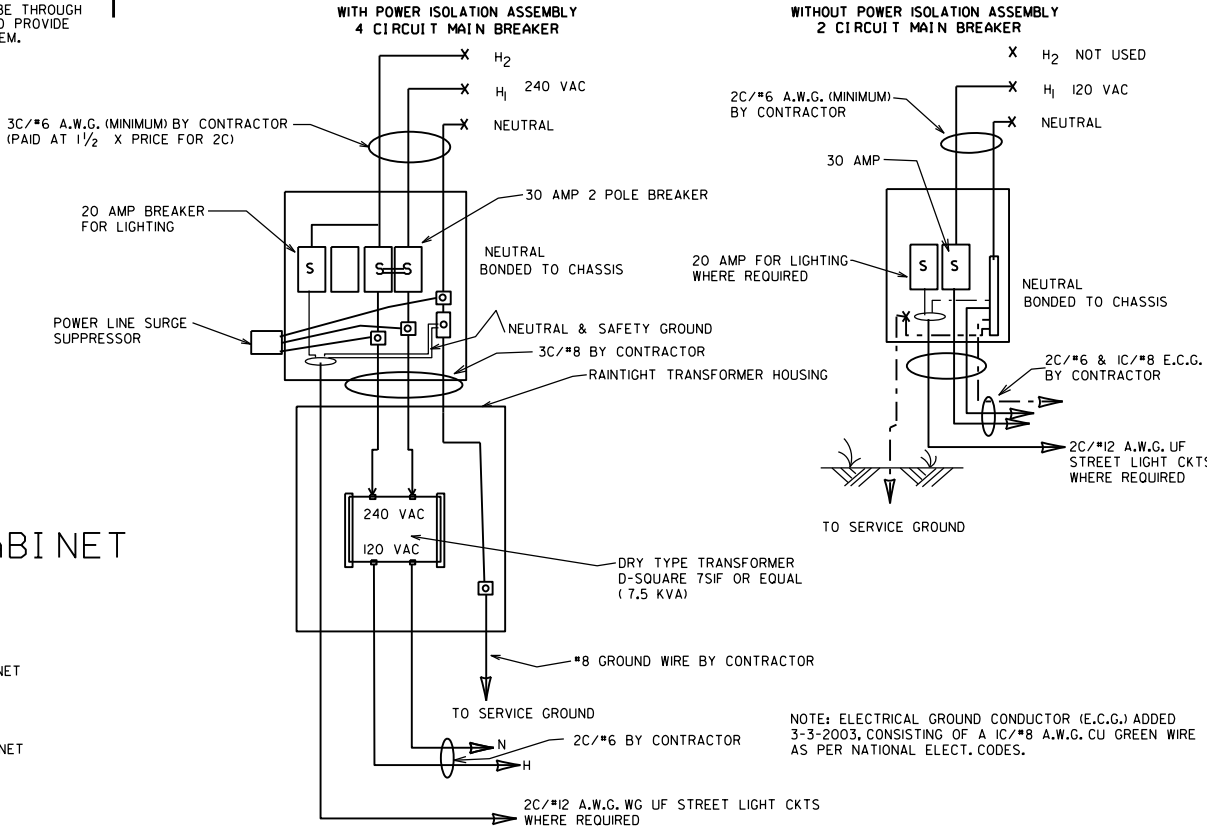
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR
(SUBSIDIARY)



MAIN BREAKER WIRING
(TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

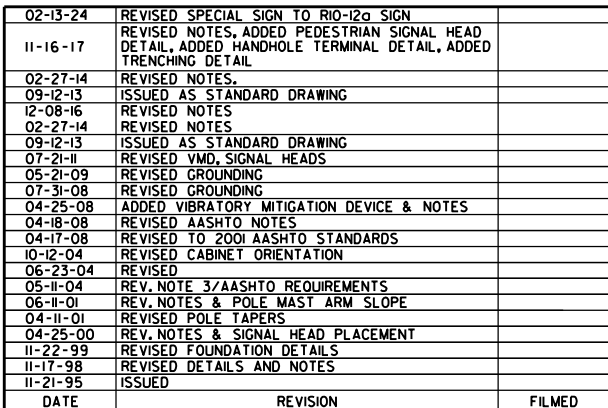


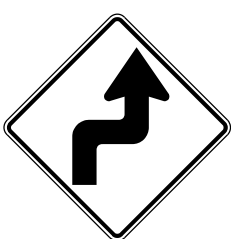
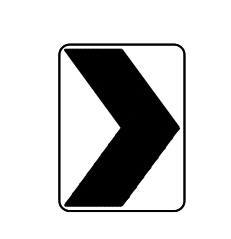
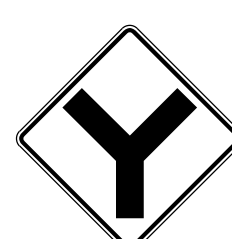
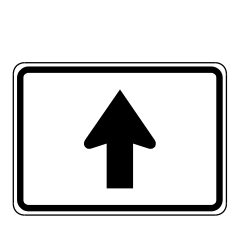
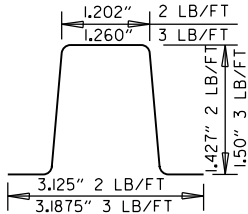
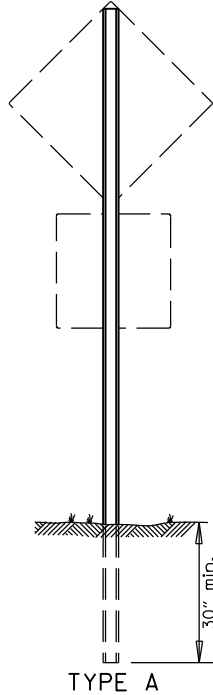
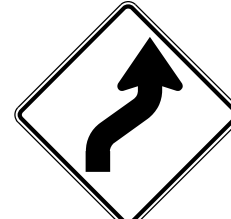
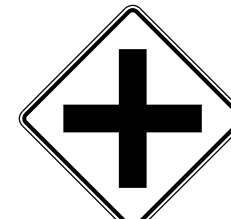
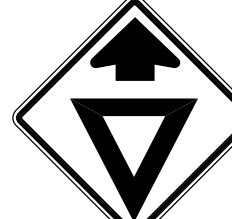
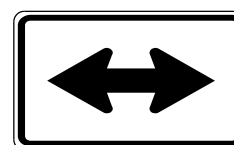
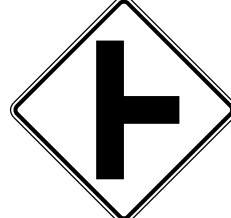
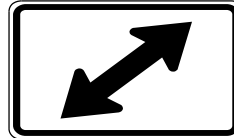
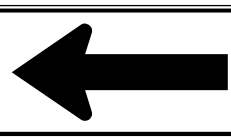
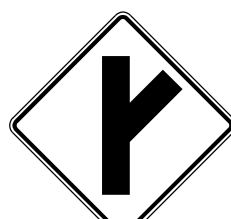
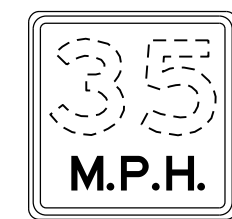
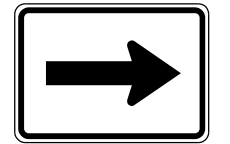
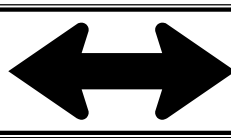
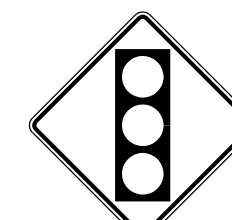
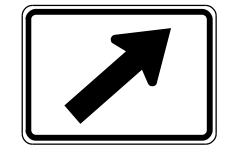
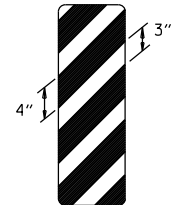
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11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	
DATE	REVISION	FILMED

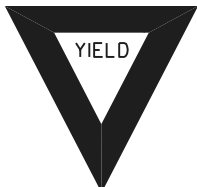
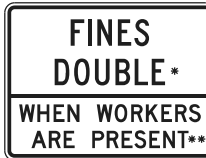
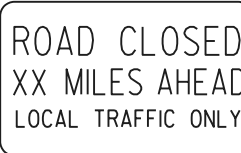
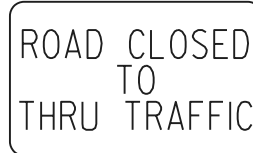
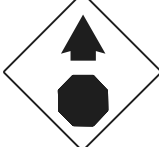
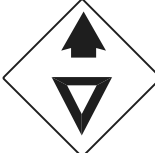
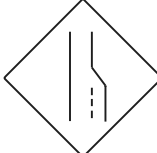
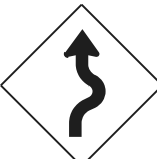
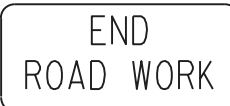
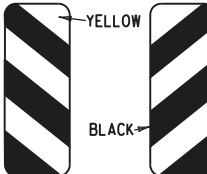
ARKANSAS STATE HIGHWAY COMMISSION

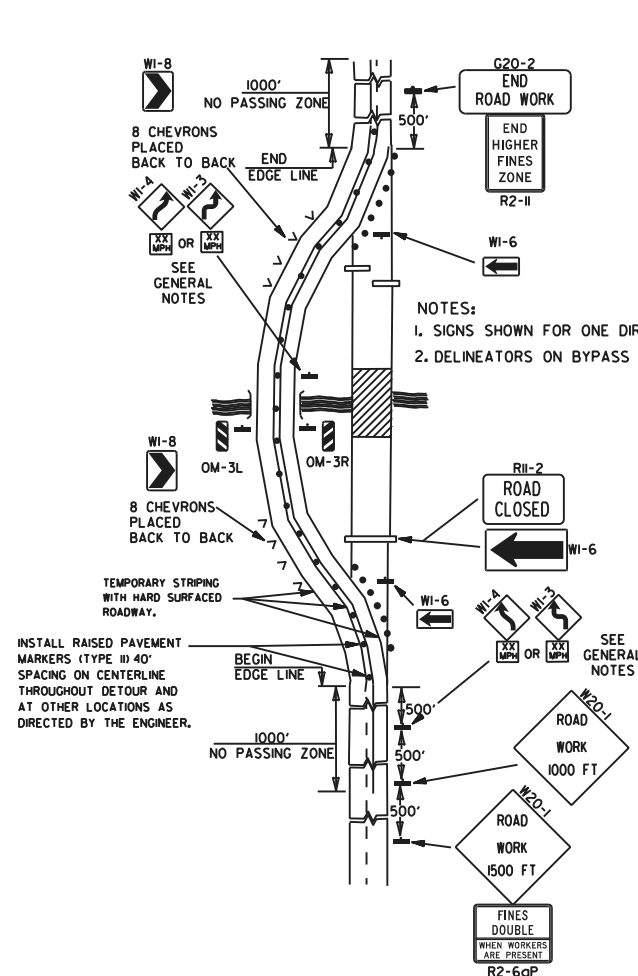
SERVICE POINT

STANDARD DRAWING SD-9

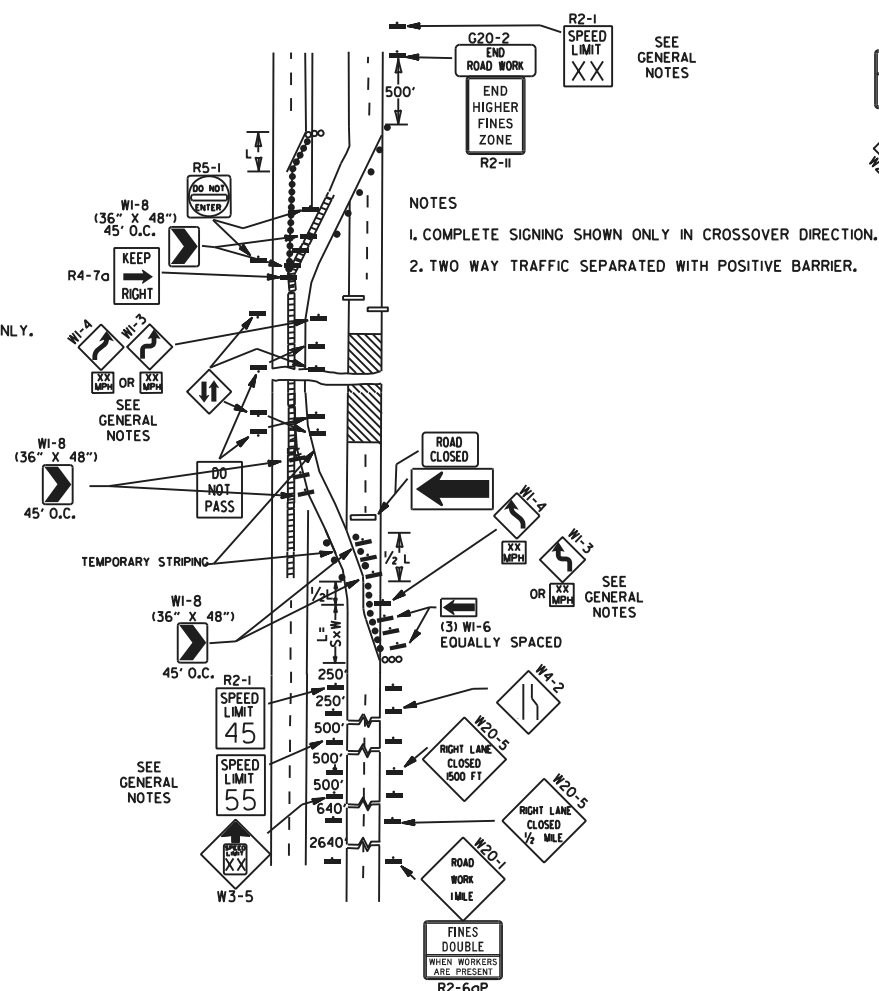


 RI-1 30"x30"	 W1-3 30"x30" (LT. OR RT.)	 W1-8 18"x24"	 W2-5 30"x30"	 W3-1 36"x36"	 W5-1 36"x36"	 M6-3 21"x15"		MINIMUM DIMENSIONS SHOWN SUPPORT SECTION  (U-CHANNEL) STANDARD SUPPORT ASSEMBLIES  TYPE A NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.																																
 RI-2 36"x36"x36"	 W1-4 30"x30" (LT. OR RT.)	 W2-1 30"x30"	 SI-1 36"x36"	 W3-2 36"x36"	 LASSEN 16 COUNTY County Route Marker MI-6 24"x24" NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.	 M6-4 21"x15"																																		
 R2-1 24"x30"	 W1-5 30"x30" (LT. OR RT.)	 W2-2 30"x30"	 W5-2 36"x36"	 W8-3 36"x36"	NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.  RI-3P 18"x6"	 M6-5 21"x15"																																		
 W1-1 30"x30" (LT. OR RT.)	 W1-6 48"x24"	 W2-3 30"x30" (LT. OR RT.)	 W5-3 36"x36"	 W13-1P 18"x18"	NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.  M6-1 21"x15"	 M6-6 21"x15"																																		
 W1-2 30"x30" (LT. OR RT.)	 W1-7 48"x24"	 W2-4 30"x30"	 W10-1 36" DIAMETER	 W3-3 36"x36"	 M6-2 21"x15"	 S4-3P 24"x8"  WHEN CHILDREN ARE PRESENT S4-2P 24"x10"	 OM-3 12"x36" (LT. OR RT.)																																	
STANDARD HIGHWAY SIGNS								MINIMUM WEIGHT TYPE A & B = 3 LBS./FT. TYPE C = 2 LBS./FT.																																
SUPPORT ASSEMBLIES																																								
ARKANSAS STATE HIGHWAY COMMISSION STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES STANDARD DRAWING SHS-1																																								
<table><tr><td>9-12-13</td><td>DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P</td><td></td></tr><tr><td>4-17-08</td><td>REVISED SIGN DESIGNATION - W3-1 & W3-2</td><td></td></tr><tr><td>4-10-03</td><td>REVISED W5-2, W8-3, OM-3; ADDED W1-8</td><td></td></tr><tr><td>1-5-81</td><td>REDRAWN</td><td>960-1-15-81</td></tr><tr><td>9-15-78</td><td>ADDED W14-3</td><td>877-9-15-78</td></tr><tr><td>9-2-76</td><td>POST WT.</td><td>623-9-3-76</td></tr><tr><td>5-3-76</td><td>STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3</td><td>504-5-3-76</td></tr><tr><td>8-12-74</td><td>REV. HT. TYPE "C" ASSEMBLY</td><td>500-8-21-74</td></tr><tr><td>12-21-72</td><td>ADDED M6-2,3,4,5,6</td><td>500-12-21-72</td></tr><tr><td>12-1-72</td><td>ISSUED</td><td>562-12-1-72</td></tr><tr><td>DATE</td><td>REVISION</td><td>DATE FILMED</td></tr></table>								9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P		4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2		4-10-03	REVISED W5-2, W8-3, OM-3; ADDED W1-8		1-5-81	REDRAWN	960-1-15-81	9-15-78	ADDED W14-3	877-9-15-78	9-2-76	POST WT.	623-9-3-76	5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76	8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74	12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72	12-1-72	ISSUED	562-12-1-72	DATE	REVISION	DATE FILMED
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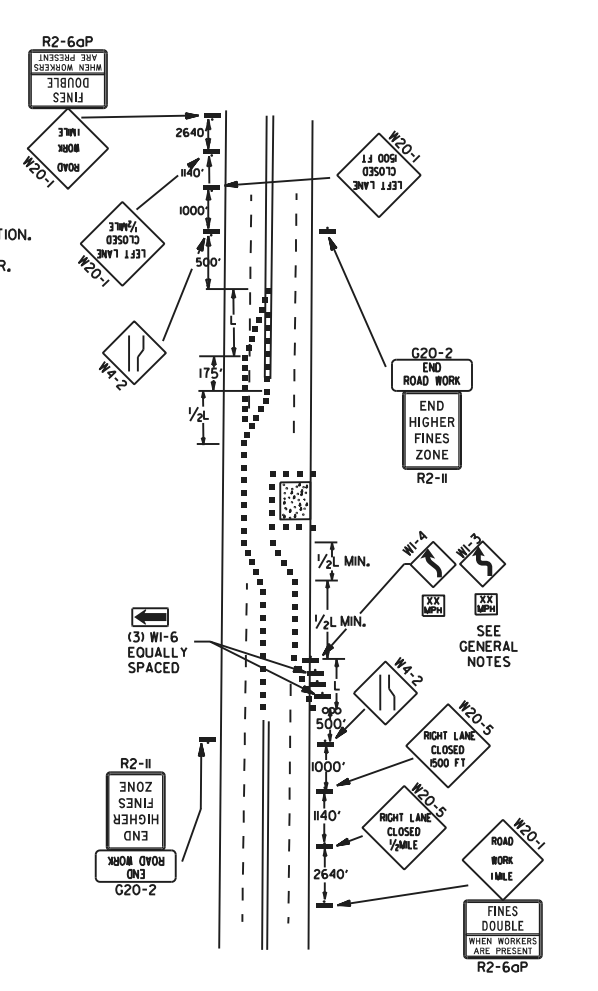
RI-I  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R4-2  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R2-6aP  48"x36" *USE 6" C LETTERS **USE 4" D LETTERS	GENERAL NOTES: 1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. 2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. 3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. 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. 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. 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. 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. 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. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 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. 10. 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.																						
R5-I  STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"	RII-2  48"x30"	RII-3A  60"x30"	RII-4  60"x30"	W2I-5a  STD. 36"x36" FWY. 48"x48"	WI-I  STD. 36"x36" FWY. 48"x48"	WI-2  STD. 36"x36" FWY. 48"x48"	R2-II  36"x48"																							
WI-3  STD. 48"x48"	WI-4  STD. 48"x48"	WI-6  STD. 48"x24" SPECIAL 60"x30"	WI-8  STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"	W3-I  STD. 36"x36" SPECIAL 48"x48"	W3-2  STD. 36"x36" SPECIAL 48"x48"	W4-2  STD. 36"x36" FWY. 48"x48"	R56-I  STD. 18"x18"																							
W5-I  STD. 36"x36" SPECIAL 48"x48"	W6-3  EXPWY. 36"x36" SPECIAL 48"x48"	W8-7  EXPWY. 36"x36" FWY. 48"x48"	W9-2  STD. 36"x36" FWY. 48"x48"	W13-I  STD. 24"x24"	W20-I  STD. 48"x48"	W20-2  STD. 48"x48"	W20-3  STD. 48"x48"																							
W20-4  STD. 48"x48"	W20-5  STD. 48"x48"	W20-7a  18" 500 FEET W16-2 24" STD. 36"x36" FWY. 48"x48"	W2I-2  STD. 30"x30" SPECIAL 36"x36"	W2I-5  STD. 30"x30" SPECIAL 36"x36"	W24-I  STD. 36"x36"	WI-4b  STD. 48"x48"																								
W8-II  STD. 36"x36" FWY. 48"x48"	W8-9  STD. 36"x36" FWY. 48"x48"	G20-I  60"x24"	G20-2  48"x24"	OM-3L OM-3R  12"x36"	M4-9  STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"	M4-10  48"x18"																								
							<table><tr><td>REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10</td><td>11-07-19</td><td>REVISED FOR MASH</td><td>DELETED RSP-1 & ADDED W21-5a</td><td>REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES</td><td>09-02-15</td><td>REVISED W24-1</td><td>12-15-11</td><td>DATE</td><td>REV</td><td>DESCRIPTION</td></tr><tr><td>08-14-25</td><td>11-07-19</td><td>04-13-17</td><td>09-02-15</td><td>12-15-11</td><td>DATE</td><td>REV</td><td>DESCRIPTION</td><td>DATE EFFECTIVE</td><td>08-14-2025</td><td>STANDARD DRAWING</td><td>TC-1</td></tr></table>	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	11-07-19	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	09-02-15	REVISED W24-1	12-15-11	DATE	REV	DESCRIPTION	08-14-25	11-07-19	04-13-17	09-02-15	12-15-11	DATE	REV	DESCRIPTION	DATE EFFECTIVE	08-14-2025	STANDARD DRAWING	TC-1
REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	11-07-19	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	09-02-15	REVISED W24-1	12-15-11	DATE	REV	DESCRIPTION																				
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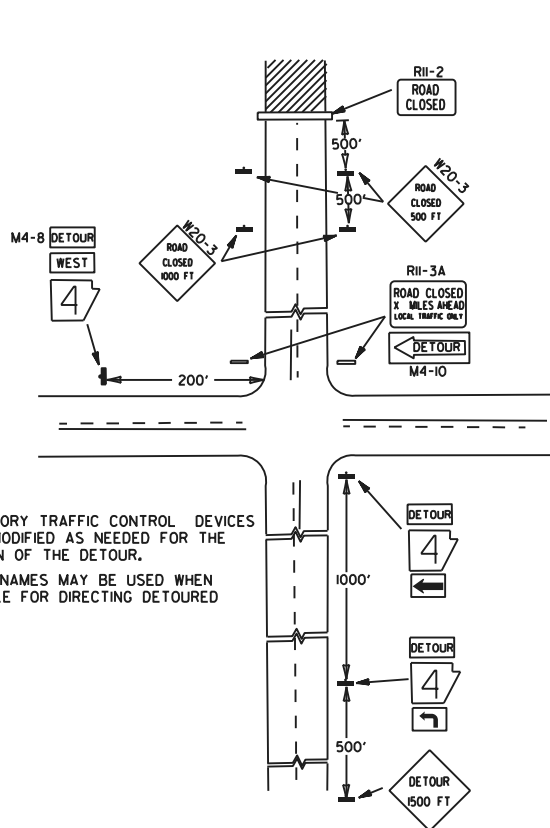
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



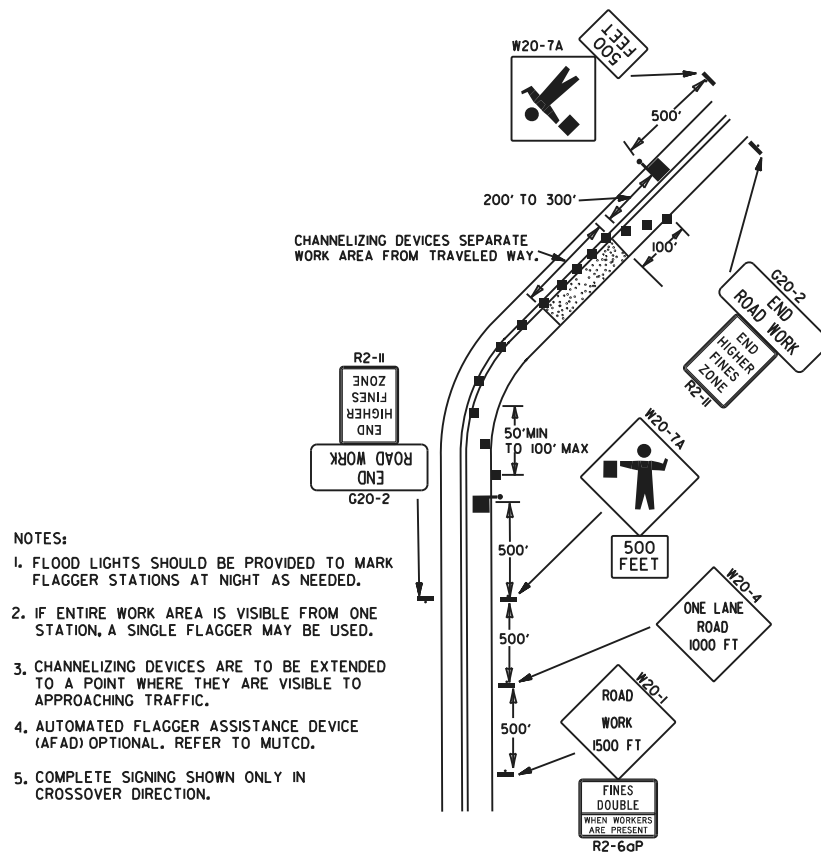
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



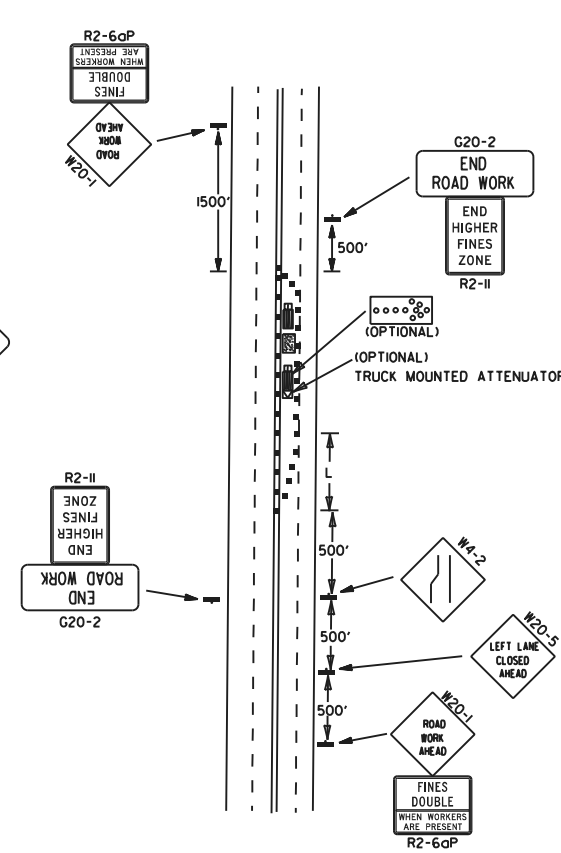
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



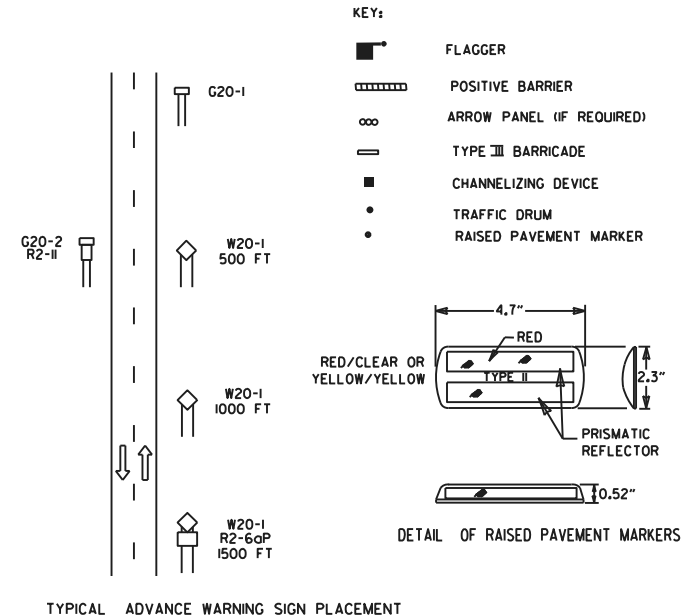
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



- GENERAL NOTES:
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
 4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
 5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. 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 ARDOT QUALIFIED PRODUCTS LIST.
 9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

REVISIONS		DESCRIPTION	DATE	REV
DATE	REV			
08-14-25	ADDED R2-6aP AND R2-11			
05-20-21	REVISED NOTE 7			
11-07-19	ADDED NOTE 1, 9			
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5			
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS			
AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION			ARKANSAS STATE HIGHWAY COMMISSION	
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION			TC-2	
DATE EFFECTIVE		STANDARD DRAWING		
08-14-2025				

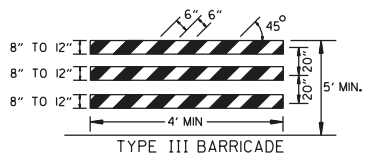
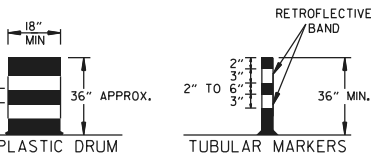
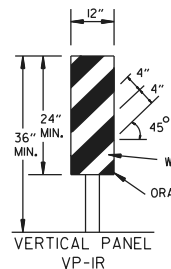
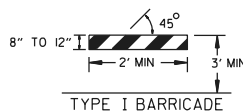
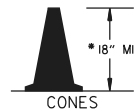
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

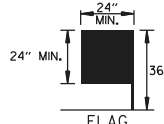
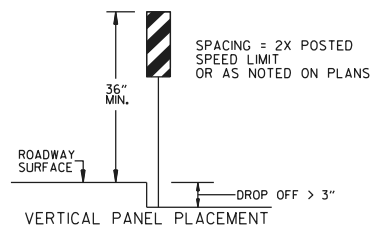
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES

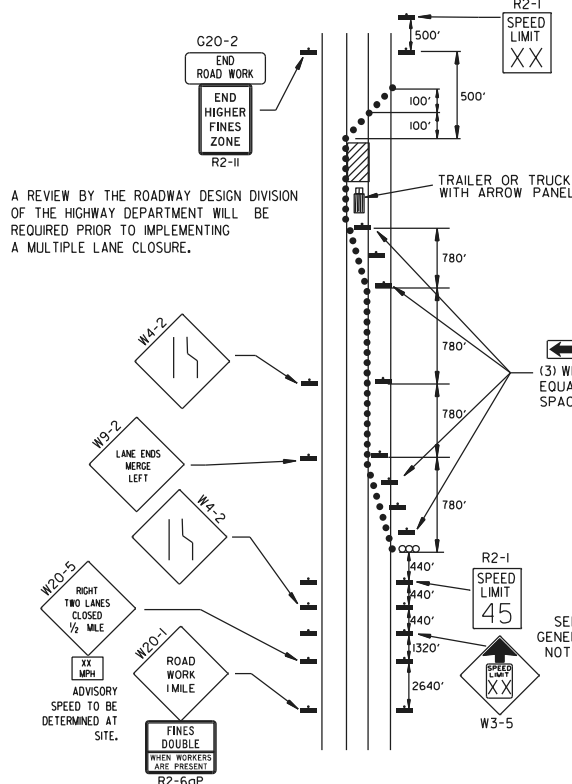
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



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



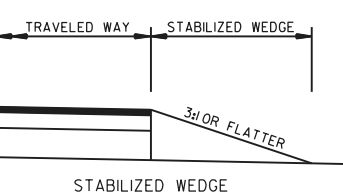
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

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 ⁽⁶⁾	STANDARD LANE CLOSURE ⁽⁶⁾
≤ 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 ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

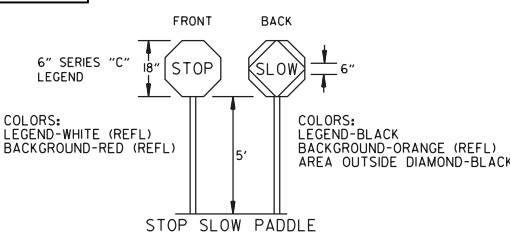
VERTICAL DIFFERENTIAL	LOCATION	INTERSTATE	
		TRAFFIC CONTROL	
		≤ 3"	> 3"
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 3"	EDGE OF TRAVELED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



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

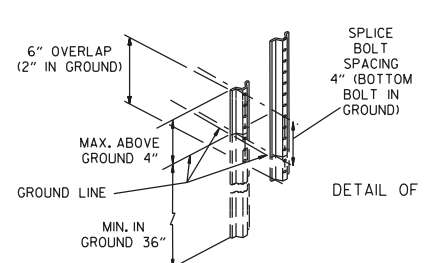
- GENERAL NOTES:
- WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 - WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED 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 UNOBSERVED IF AND WHERE DIRECTED BY THE ENGINEER. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).



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.



REVISIONS		DESCRIPTION	DATE	REV
NO.	DATE			
08-14-25	ADDED R2-6aP AND R2-11	REVISED TRAFFIC CONTROL DEVICES AND NOTES, ADDED NOTE 12	08-14-2025	1
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES		2
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES		3
05-20-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES		4
02-27-20	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES		5
DATE		DATE	DATE	REV
08-14-2025		08-14-2025	08-14-2025	1



ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING

TC-3

2

(I) G20-1 *
(60" X 24")

ROAD WORK
NEXT XX MILES

END WORK AREA

CLOSURE TAPERS]

Diagram illustrating the layout of a roadwork zone. The zone is marked with a 500' length. The signs are arranged as follows:

- ROAD WORK** (G20-2) sign
- END ROAD WORK** (G20-2) sign
- R2-II HIGHER FINES ZONE** (R2-II) sign

Dimensions and quantities:

- (2) R2-II (36" X 48")
- (2) G20-2 (48" X 24")
- 500'
- MAXIMUM EXTENSION

(1) W21-5a
(48" X 48")

SHOULDER
CLOSED

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

(2) W2U-1
(48" X 48")

(2) R2-6aP
(48" X 36")

NO HAND-HELD
PHONE USE
BY DRIVER

WORK ZONE

(2) WZ-4
(78" x 36")

NOTICE



TRAFFIC LAW
PHOTO ENFORCEMENT

WORK ZONE

(1) W20-I
(48" X 48")

(1) WZ-4
(36" X 54")

(1) W20-I
(48" X 48")

(D) W20-1

(I) G20-I
(60" X 24")

END WORK AREA -

END
ROAD WORK

(I) G20-2
(48" X 24"

(I) R2-II
(36" X 48"

— BEGIN WORK AREA

(1) R2-II
(36" X 48")

(I) G20-2
(48" X 24")

ROAD WORK * (I) G20-1
NEXT XX MILES (60" X 24")

ROAD
WORK
500 FT

(I) W20-1
(48" X 48")

∇
 $\wedge$



(I) W20-1
(48" X 48")

STATE LAW
NO

PHONE USE BY DRIVER	(36" X 54"
WORK ZONE	

ROAD WORK (I) W20-1

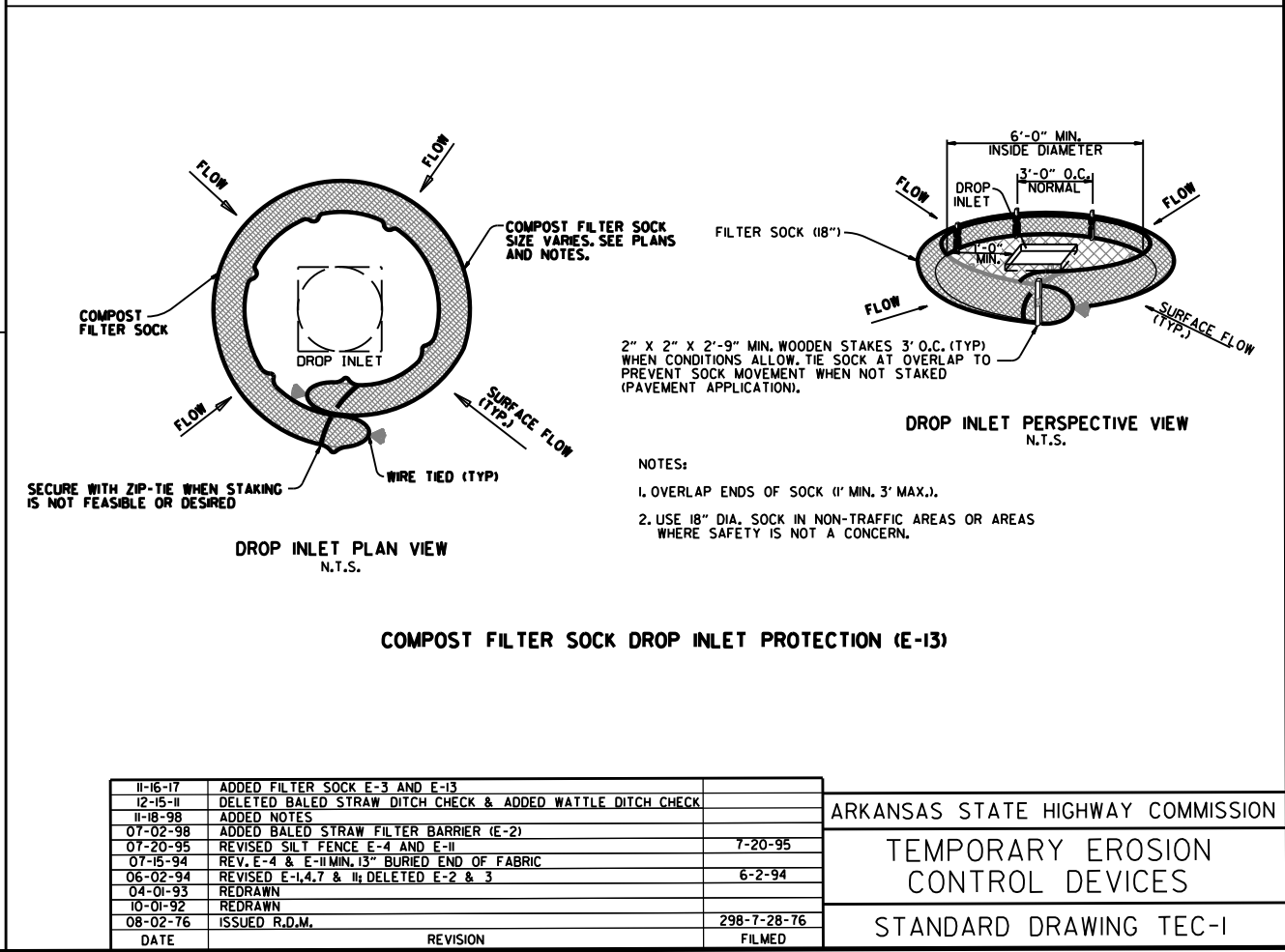
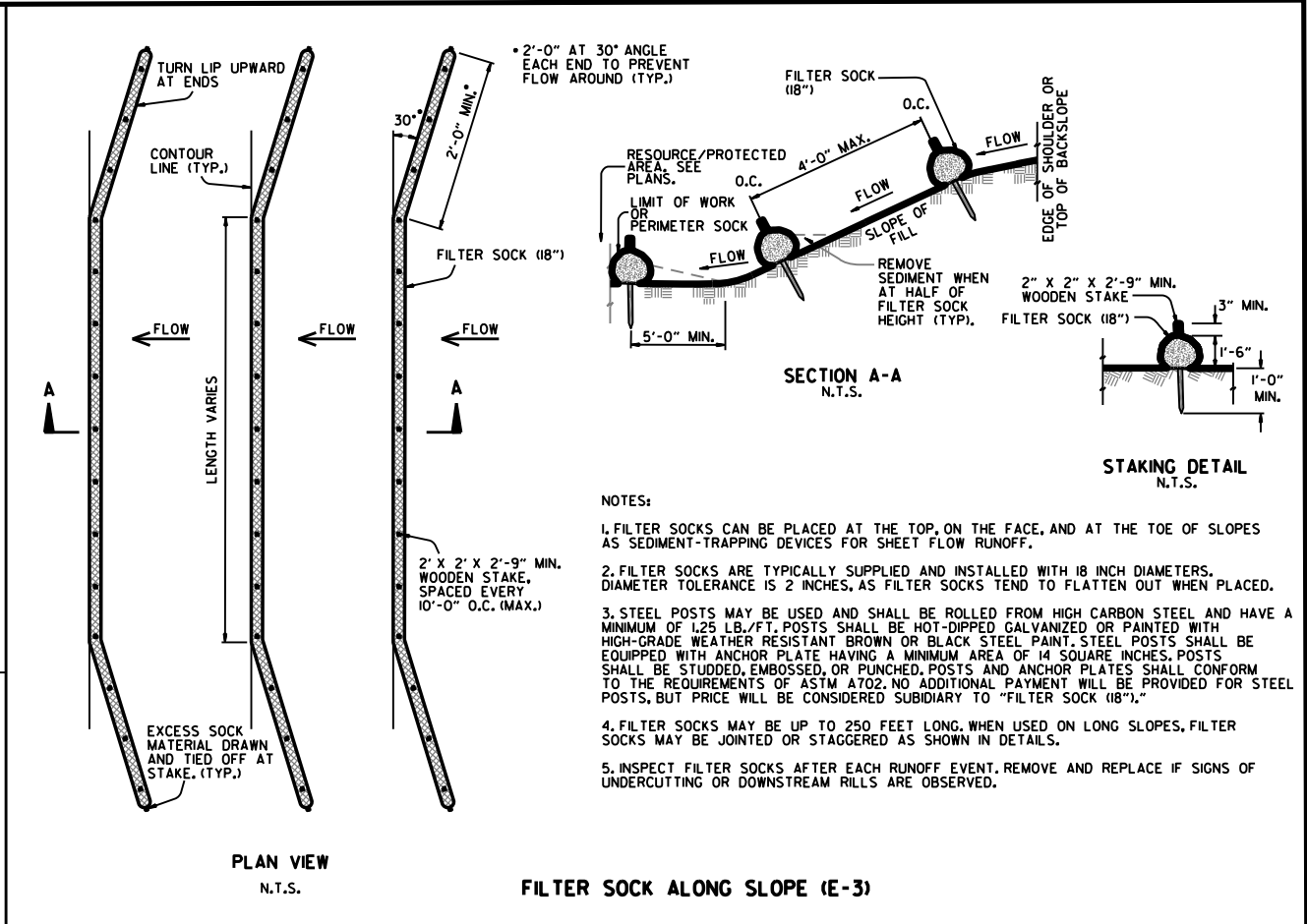
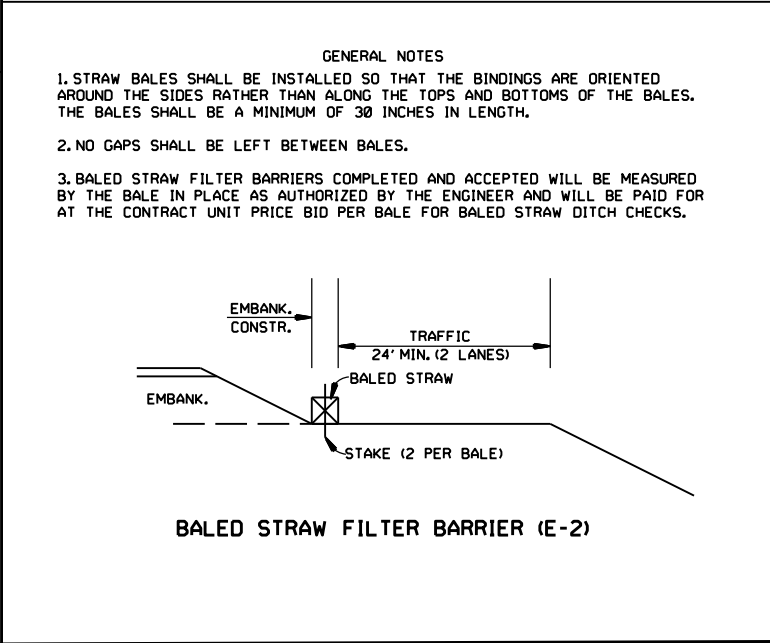
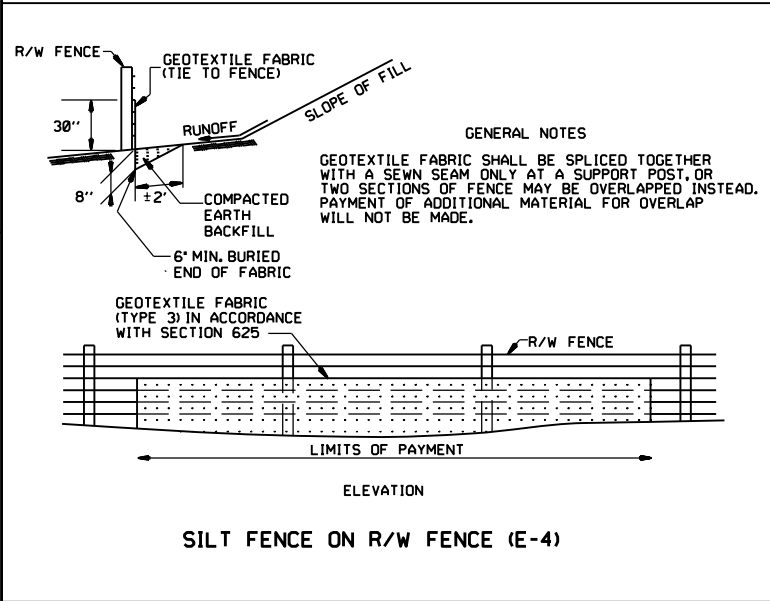
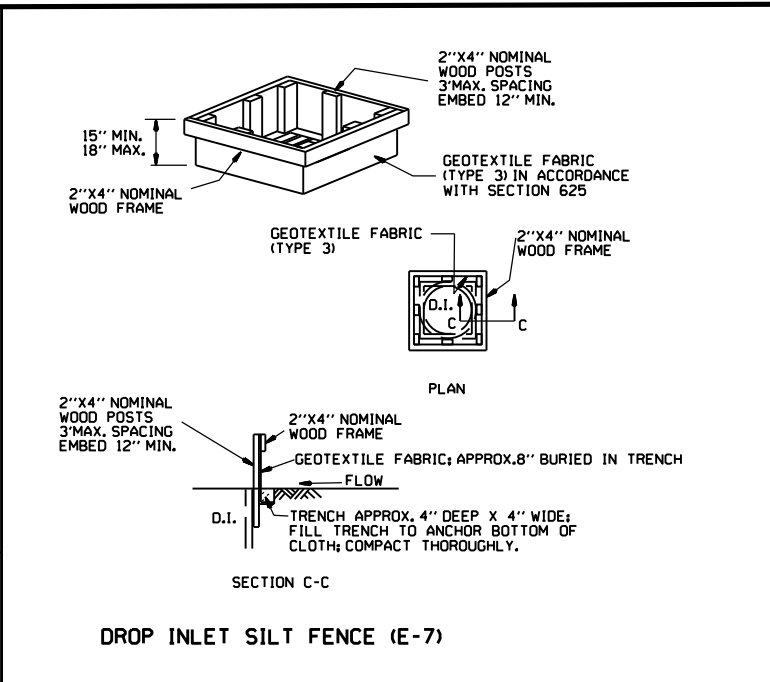
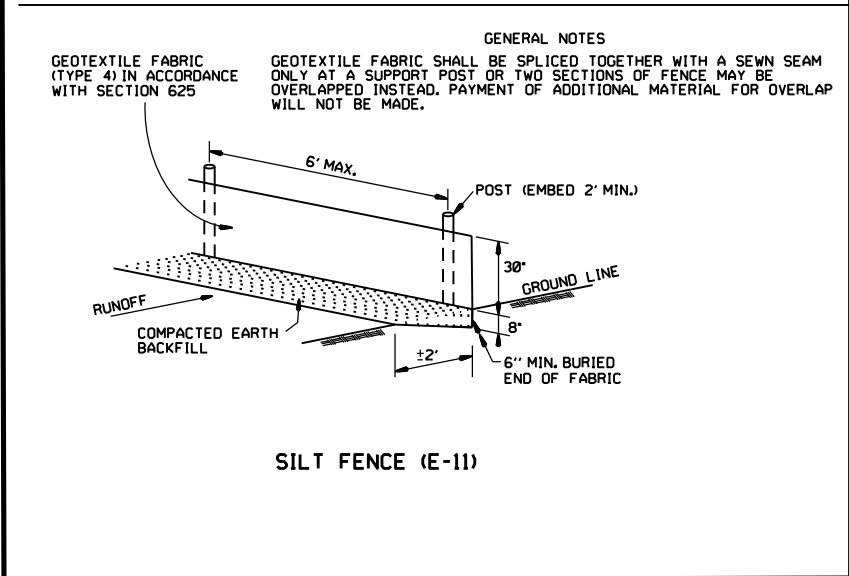
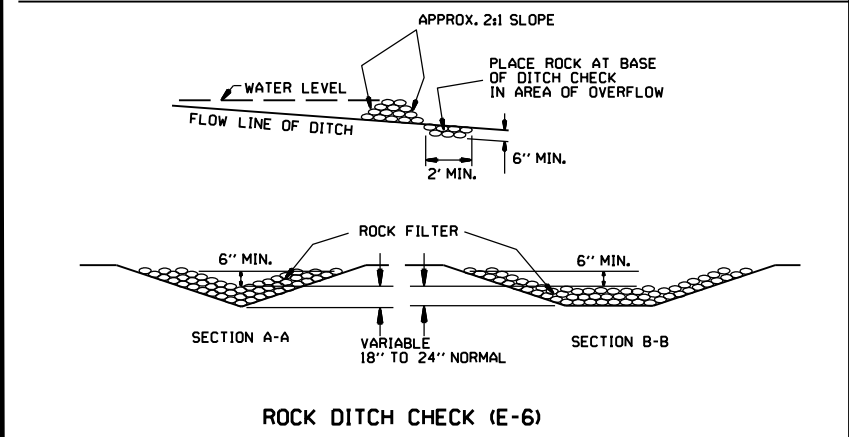
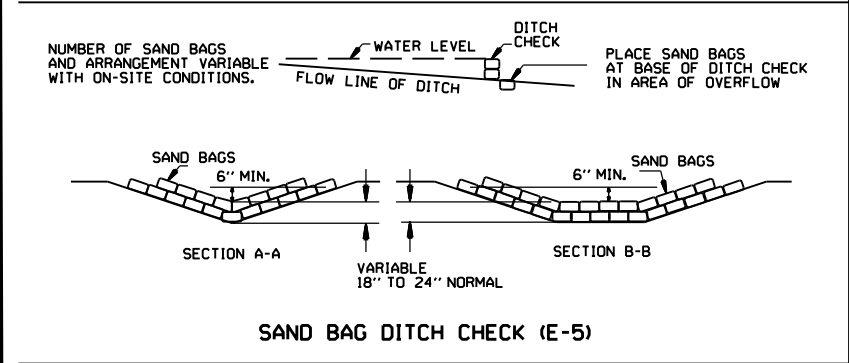
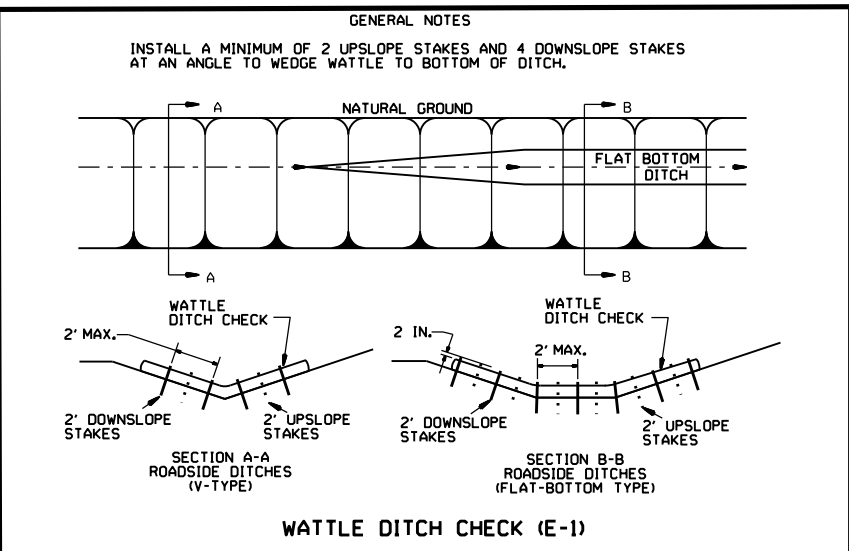
FINES

FINES
DOUBLE
WHEN WORKERS
ARE PRESENT

1. FLAGS MAY BE MOUNTED TO SIGNS AT NIGHT AS NEEDED.
2. THE G20-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-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-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).



STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION



11-16-17	ADDED FILTER SOCK E-3 AND E-13		
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK		
11-18-98	ADDED NOTES		
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)		
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95	
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC		
06-02-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94	
04-01-93	REDRAWN		
10-01-92	REDRAWN		
08-02-76	ISSUED R.D.M.	298-7-28-76	
DATE	REVISION	FILMED	

ARKANSAS STATE HIGHWAY COMMISSION

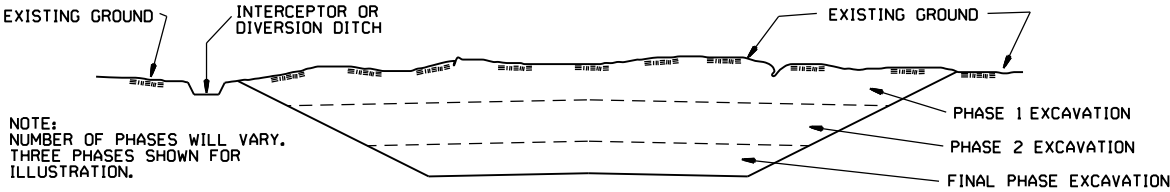
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

- CONSTRUCTION SEQUENCE
- 1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES ,DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
 - 2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

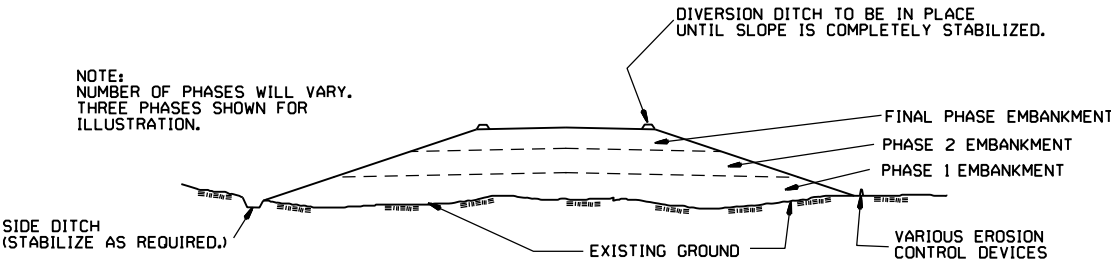


GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

- CONSTRUCTION SEQUENCE
- 1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
 - 2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
 - 3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
 - 4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT

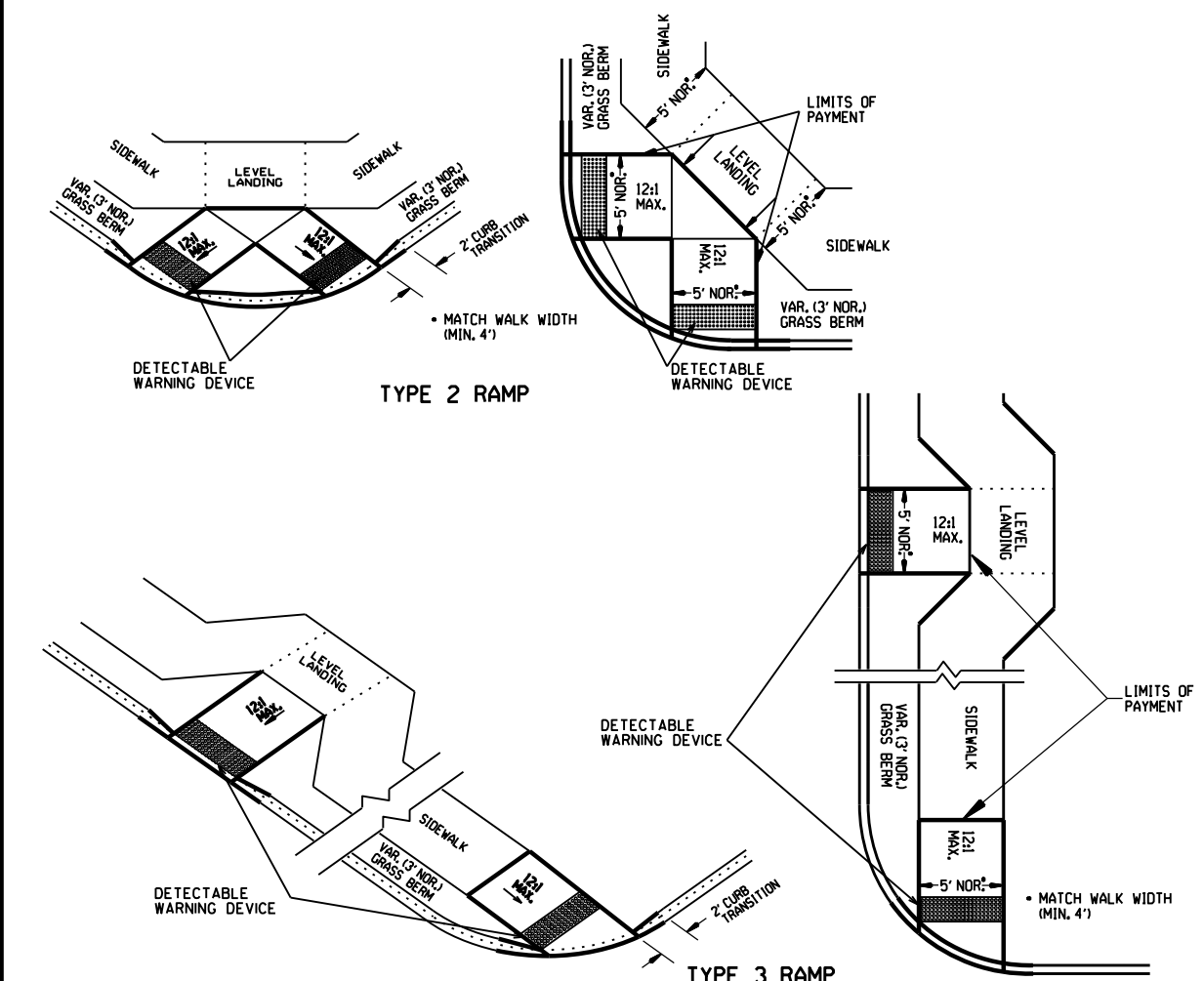
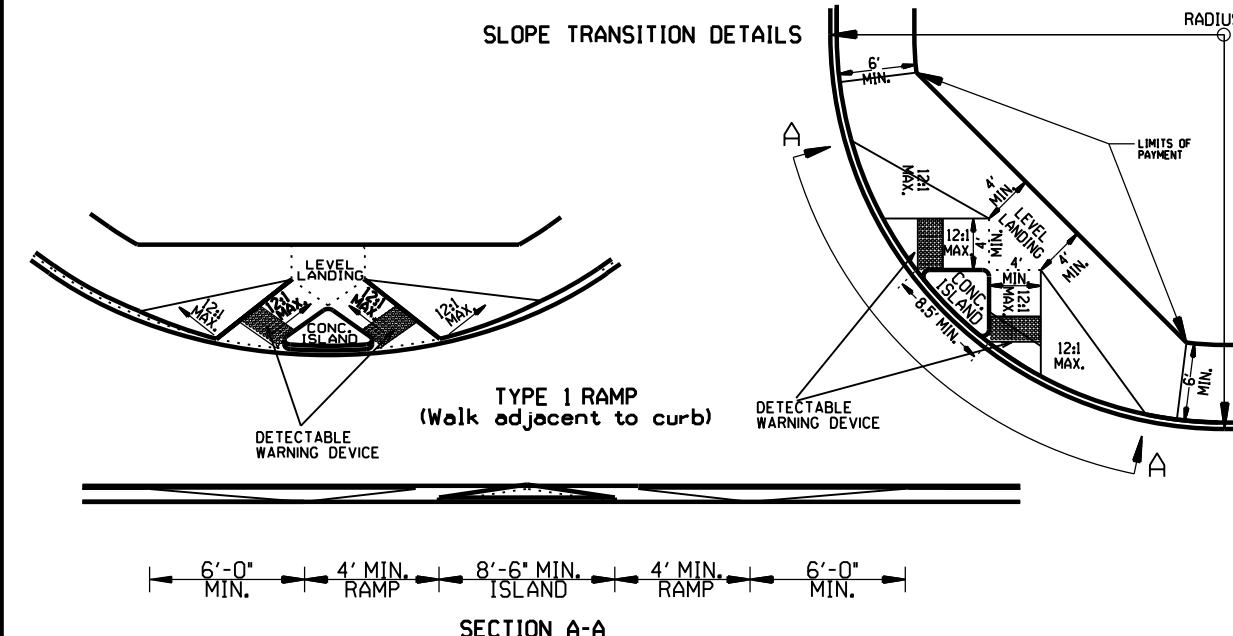
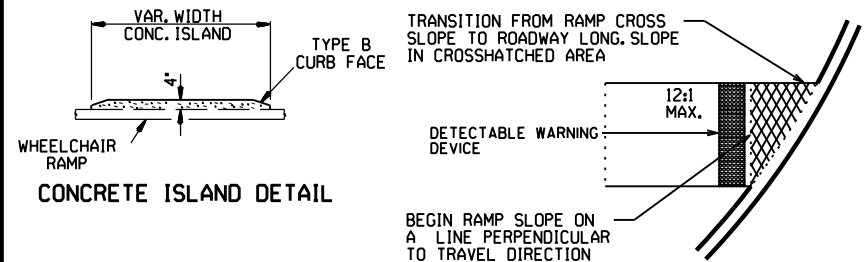


GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

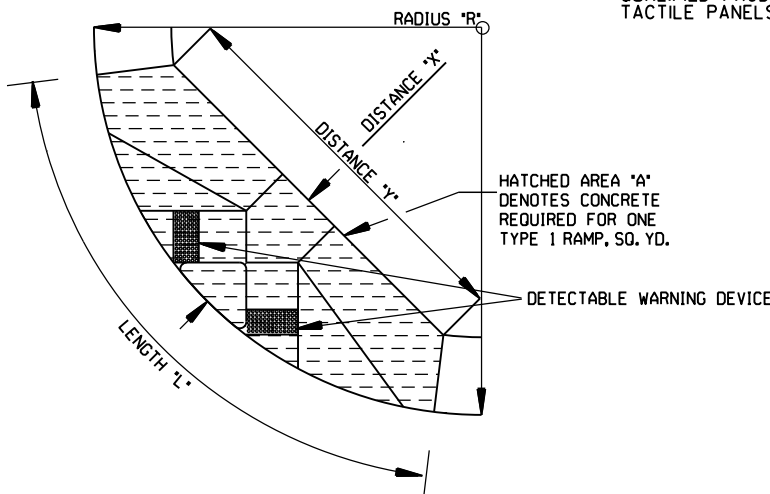
- CONSTRUCTION SEQUENCE
- 1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
 - 2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
 - 3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
 - 4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

			ARKANSAS STATE HIGHWAY COMMISSION
			TEMPORARY EROSION CONTROL DEVICES
11-03-94	CORRECTED SPELLING		STANDARD DRAWING TEC-3
6-2-94	Drawn & Issued	6-2-94	
DATE	REVISION	FILMED	

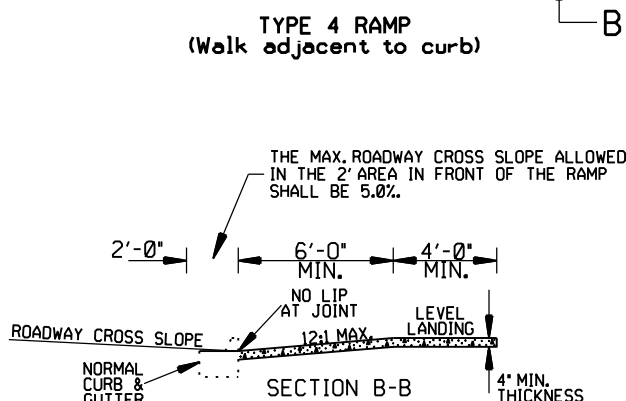
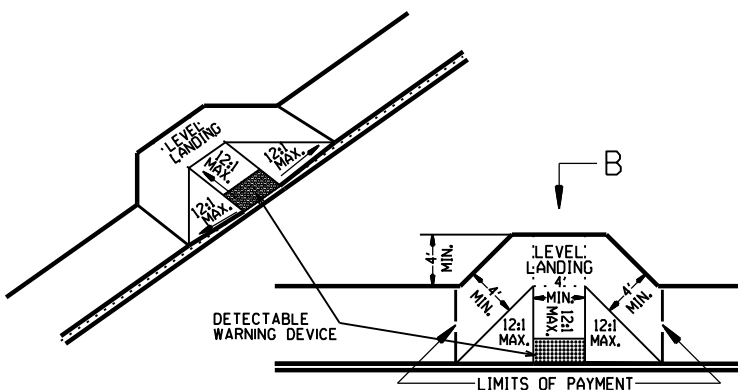


TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R"	DISTANCE "X"	DISTANCE "Y"	LENGTH "L"	RAMP AREA "A"
FEET	FEET	FEET	FEET	SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



NOTE: THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

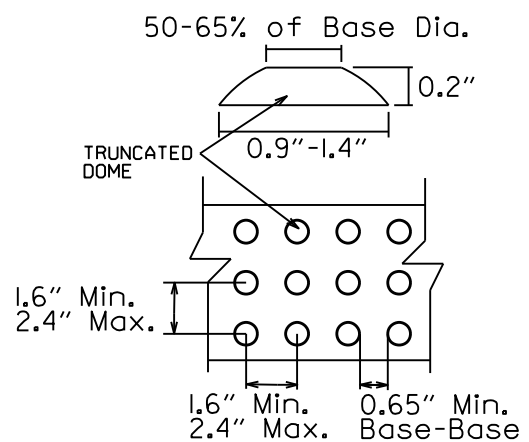
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.

TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.

DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



DETECTABLE WARNING DEVICE DETAIL

GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.

IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.

THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.

THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.

ALL PAYEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.

THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".

THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.

RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.

THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

RAMP SELECTION CRITERIA

	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
FIRST CHOICE	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD SLOPE TRANS. & REV. ISL. DIMS.	
11-8-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM 8:1 TO 12:1 MAX. SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD. "CONC. ISL." IN PAY ITEM	-----
6-02-76	ISSUED-P.H.D.	299-7-28-76