

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	2	14
		INDEX OF SHEETS AND STANDARD DRAWINGS				



Digitally Signed 06/15/2026

INDEX OF SHEETS

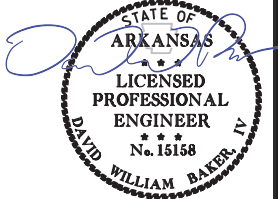
SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4	TYPICAL SECTIONS OF IMPROVEMENT
5	SPECIAL DETAILS
6 - 10	MAINTENANCE OF TRAFFIC DETAILS
11	PERMANENT PAVEMENT MARKING DETAILS
12 - 13	QUANTITIES
14	SUMMARY OF QUANTITIES AND REVISIONS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-06-25
PM-1	PAVEMENT MARKING DETAILS	04-09-26
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-1A	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-09-26
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	04-09-26
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02

A30046_INDEX_A.DGN CREATED: 3/24/2026 SAVED: 4/21/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	3	14
		GOVERNING SPECS. AND GENERAL NOTES				



Digitally signed by
Baker, David W
Date: 2026.06.30
07:48:48-05'00'

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
102-3_____	PREQUALIFICATION OF BIDDERS
103-2_____	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4_____	MAINTENANCE DURING CONSTRUCTION
107-2_____	RESTRAINING CONDITIONS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
306-1_____	QUALITY CONTROL AND ACCEPTANCE
501-3_____	PORTLAND CEMENT CONCRETE PAVEMENT
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB A30046__	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB A30046__	BIDDING REQUIREMENTS AND CONDITIONS
JOB A30046__	BUY AMERICA - CONSTRUCTION MATERIALS
JOB A30046__	CARGO PREFERENCE ACT REQUIREMENTS
JOB A30046__	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB A30046__	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET)
JOB A30046__	ELECTRONIC TICKETING SYSTEMS (E-TICKETING)
JOB A30046__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB A30046__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB A30046__	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB A30046__	LOCAL WORK ZONE LAW ENFORCEMENT
JOB A30046__	MAINTENANCE OF TRAFFIC
JOB A30046__	MANDATORY ELECTRONIC CONTRACT
JOB A30046__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB A30046__	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
JOB A30046__	PARTNERING REQUIREMENTS
JOB A30046__	PRICE ADJUSTMENT FOR FUEL
JOB A30046__	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB A30046__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB A30046__	ROADWAY CONSTRUCTION CONTROL - PAVEMENT PRESERVATION
JOB A30046__	SEQUENCE OF CONSTRUCTION
JOB A30046__	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB A30046__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB A30046__	VENDOR REGISTRATION REQUIREMENT
JOB A30046__	WORK ZONE LAW ENFORCEMENT

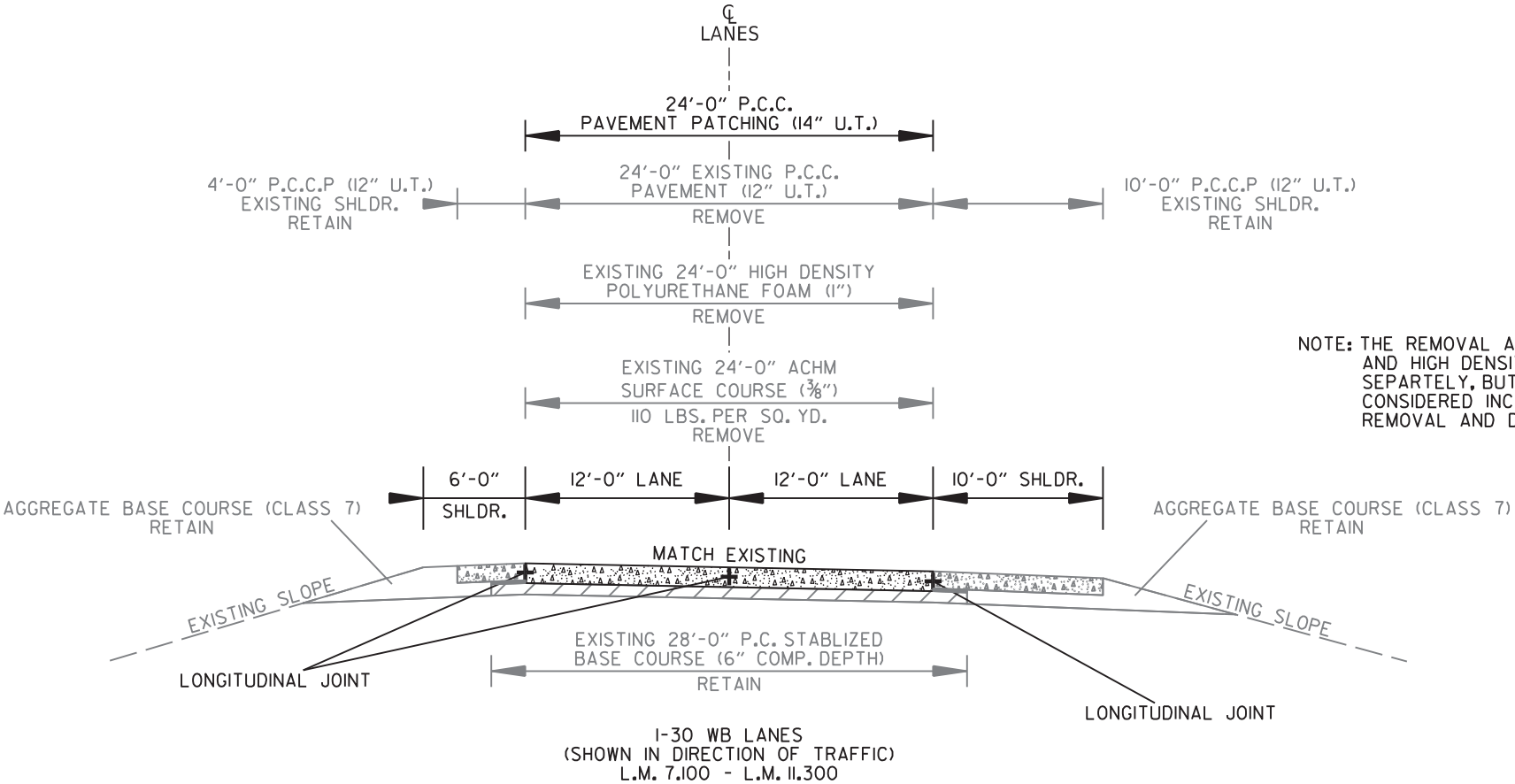
GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
2. 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.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
4. 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.
5. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. W8-1 "BUMP" SIGNS (30" X 30") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS EXPOSED TO TRAFFIC

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	4	14
TYPICAL SECTIONS						

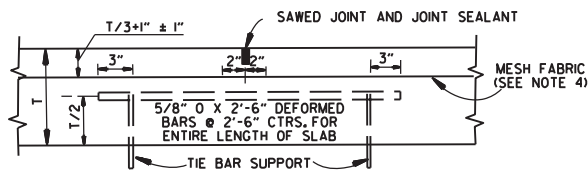


Digitally Signed 06/15/2026

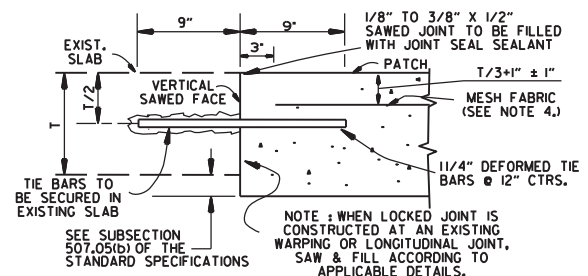


NOTE: THE REMOVAL AND DISPOSAL OF THE ACHM SURFACE COURSE AND HIGH DENSITY POLYURETHANE FOAM WILL NOT BE PAID FOR SEPARATELY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING.

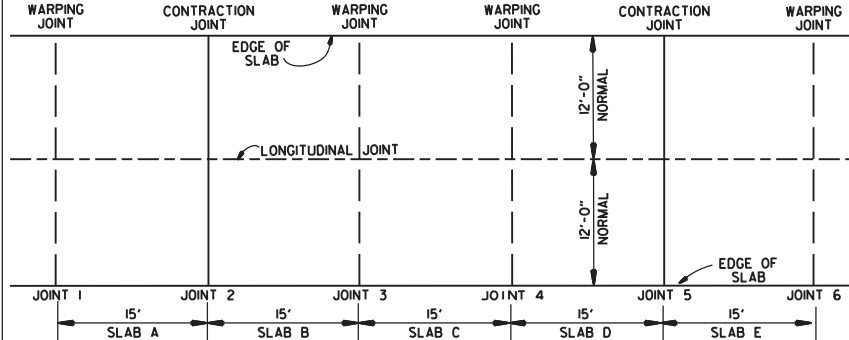
A30046_SPECIAL DETAILS_A.DGN CREATED: 3/24/2026 SAVED: 4/21/2026



SECTION A-A
TIED LONGITUDINAL JOINT



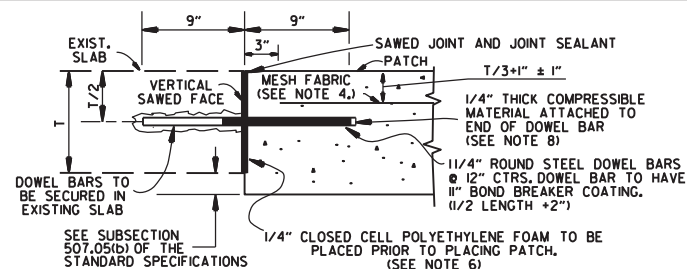
SECTION D-D
LOCKED JOINT



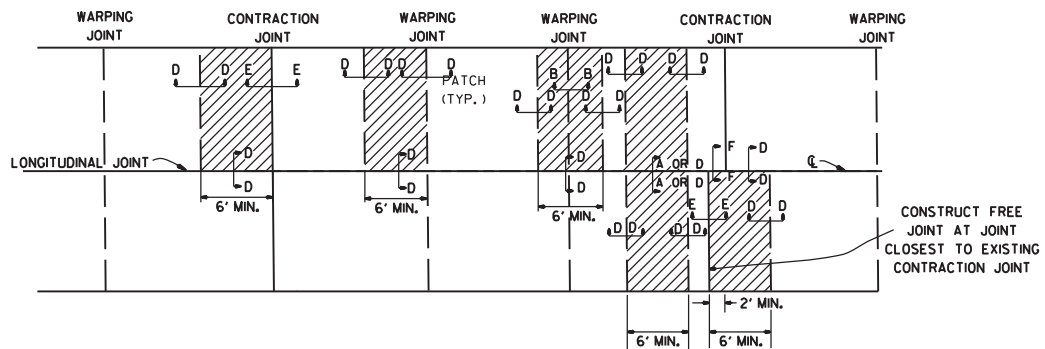
PLAN OF PAVEMENT REPAIR
(FULL SLABS)

SLAB(S) TO BE RECONSTRUCTED	TYPE OF JOINT TO BE CONSTRUCTED					
	JOINT 1	JOINT 2	JOINT 3	JOINT 4	JOINT 5	JOINT 6
A OR D	LOCKED	FREE	LOCKED	LOCKED	FREE	LOCKED
B OR E	LOCKED	FREE	LOCKED	LOCKED	FREE	LOCKED
A & B OR D & E	LOCKED	CONTRACTION	LOCKED	LOCKED	CONTRACTION	LOCKED
B & C		FREE	WARPING	LOCKED		
C & D		FREE	LOCKED	LOCKED	FREE	

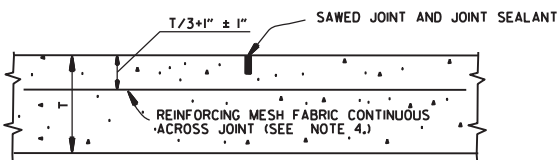
TYPICAL SLAB REPLACEMENT EXAMPLES



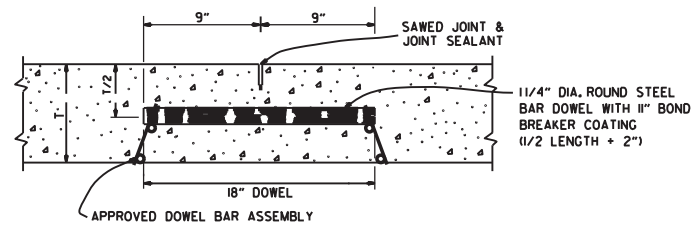
SECTION E-E
FREE TRANSVERSE JOINT



PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)



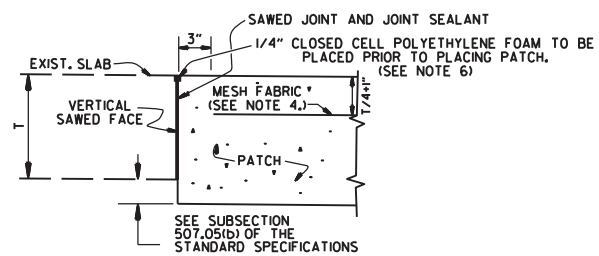
SECTION B-B
WARPING JOINT



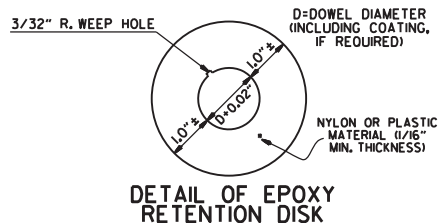
SECTION C-C
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN - CONTRACTION JOINT

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS

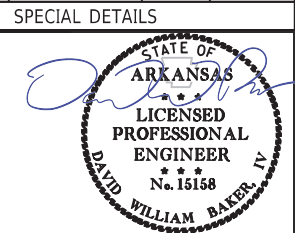


SECTION F-F
FREE LONGITUDINAL JOINT

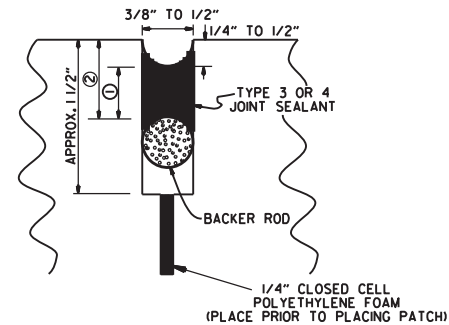


NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

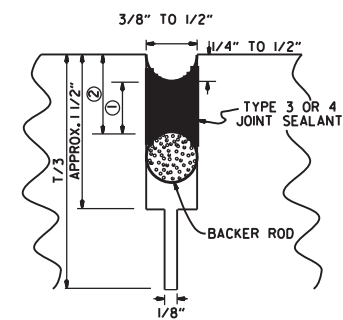
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	5	14



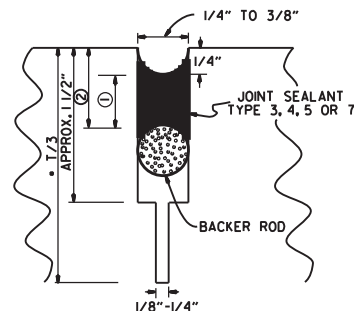
Digitally Signed 06/15/2026



DETAIL OF SAWED FREE TRANSVERSE &
FREE LONGITUDINAL JOINT



DETAIL OF SAWED CONTRACTION JOINT



*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED
TIED LONGITUDINAL JOINT
AND WARPING JOINT

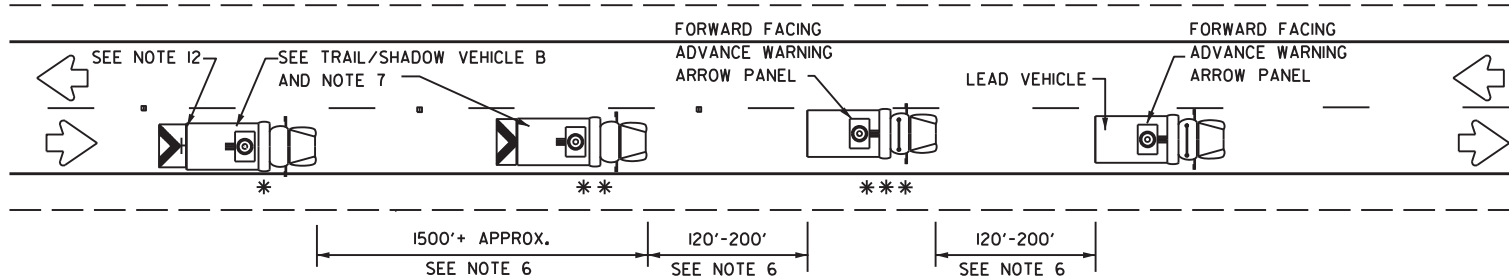
NOTES FOR PAVEMENT REPAIR:

1. EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
2. THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
3. WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
4. ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF +1 INCH. MESH FABRIC SHALL BE 12 X 12 - W4 X W4 WELDED WIRE FENCE (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2".
5. FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
7. WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
8. 1/4" THICK, COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OF OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
9. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

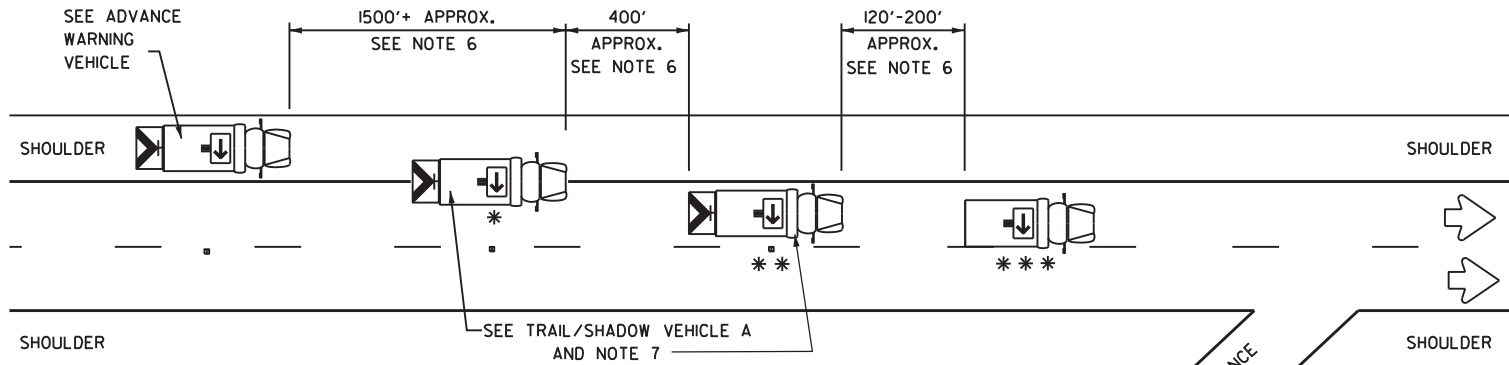
DETAILS OF PORTLAND CEMENT
CONCRETE PAVEMENT PATCHING
(MAIN LANES)

SPECIAL DETAILS

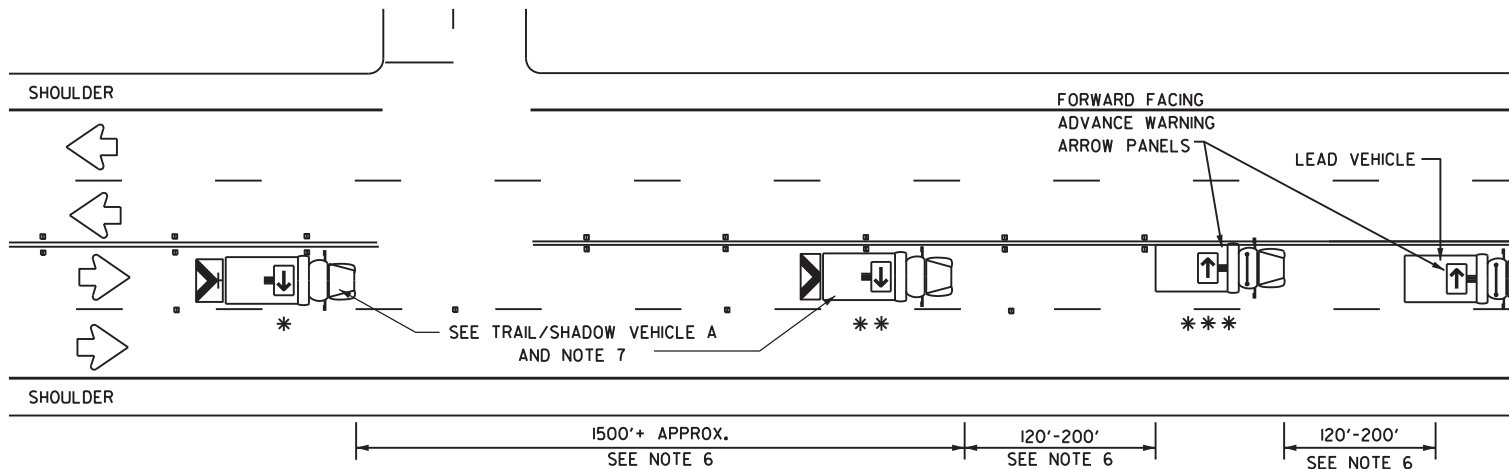
A30046_MOT_A.DGN
CREATED: 3/24/2026
SAVED: 4/21/2026



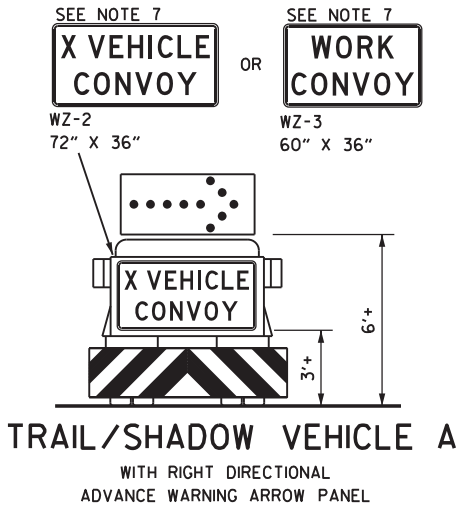
TWO LANE HIGHWAY
(WORK ON TRAVEL LANE)



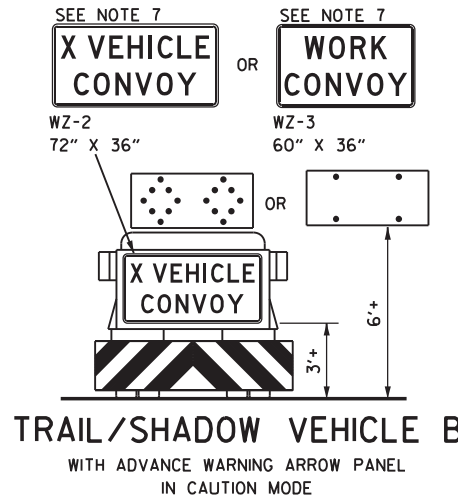
DIVIDED MULTILANE HIGHWAY



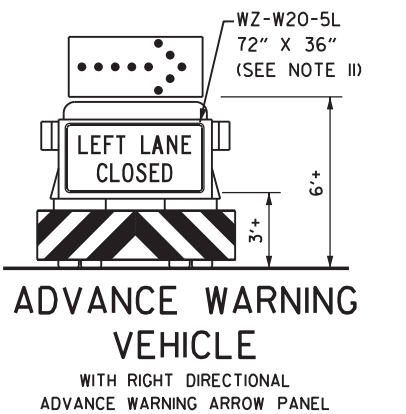
UNDIVIDED MULTILANE HIGHWAY



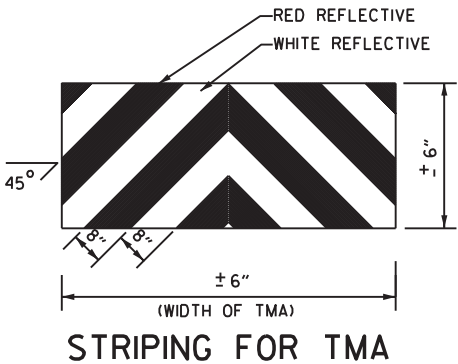
TRAIL/SHADOW VEHICLE A
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



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



ADVANCE WARNING
VEHICLE
WITH RIGHT DIRECTIONAL
ADVANCE WARNING ARROW PANEL



STRIPING FOR TMA

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	6	14
MAINTENANCE OF TRAFFIC DETAILS						



Digitally Signed 06/15/2026

LEGEND			
* TRAIL VEHICLE	ADVANCE WARNING ARROW PANEL DISPLAY		
** SHADOW VEHICLE			
*** WORK VEHICLE		RIGHT	DIRECTIONAL
		LEFT	DIRECTIONAL
		DOUBLE	ARROW
		CAUTION (ALTERNATING DIAMOND OR 4 CORNER FLASH)	

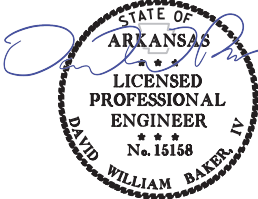
TYPICAL APPLICATION - MOBILE WORK ZONE

GENERAL NOTES:

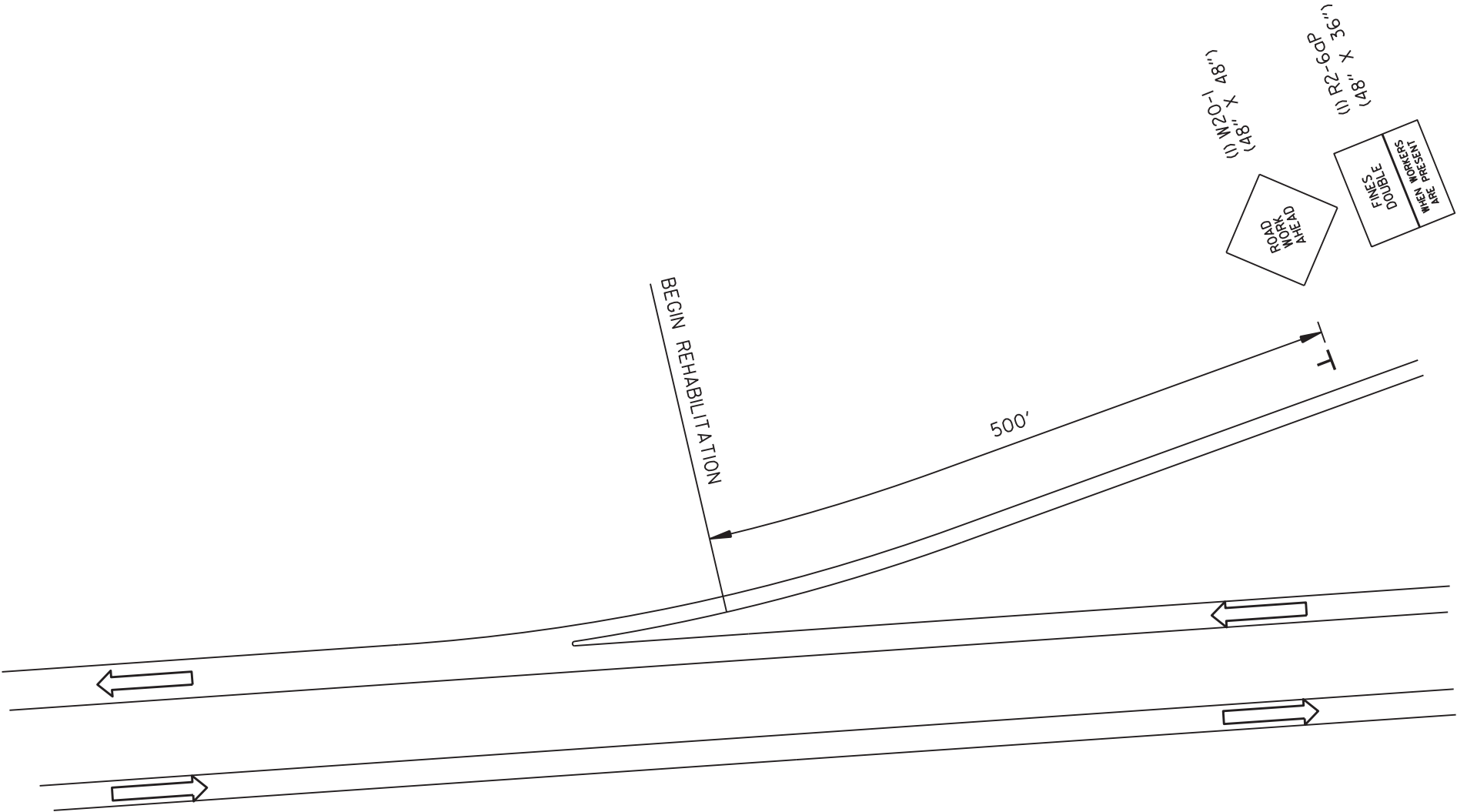
1. TRAIL, SHADOW, AND LEAD VEHICLES SHALL BE EQUIPPED WITH ADVANCE WARNING ARROW PANELS AS ILLUSTRATED.
2. THE USE OF AMBER OR GREEN HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS ON ALL VEHICLES ARE REQUIRED. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
3. THE USE OF TRUCK MOUNTED ATTENUATORS (TMA) ON THE SHADOW VEHICLE, ADVANCE WARNING AND TRAIL VEHICLE ARE REQUIRED.
4. EACH VEHICLE SHALL HAVE TWO-WAY RADIO COMMUNICATION CAPABILITY.
5. 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.
6. 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.
7. 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.
8. 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.
9. A DOUBLE ARROW SHALL NOT BE DISPLAYED ON THE ADVANCE WARNING ARROW PANEL ON THE ADVANCE WARNING VEHICLE.
10. STANDARD DIAMOND SHAPE VERSIONS OF THE WZ SERIES SIGNS MAY BE USED AS AN OPTION IF THE RECTANGULAR SIGNS SHOWN ARE NOT AVAILABLE.
11. THE ADVANCE WARNING VEHICLE MAY STRADDLE THE EDGELINE WHEN SHOULDER WIDTH MAKES IT NECESSARY.
12. 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.
13. 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.
14. 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.

ADVANCE WARNING SIGNS FOR ENTRANCE RAMP
ROAD WORK AHEAD (1) = 16 SQ. FT.
FINES DOUBLE (1) = 12 SQ. FT.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	7	14
MAINTENANCE OF TRAFFIC DETAILS						



Digitally Signed 06/15/2026

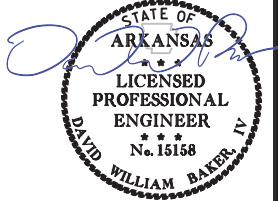


DETAIL OF ENTRANCE RAMP
HWY. 67 EXIT / I-30 ENTRANCE RAMP

I-30 SECTION II
L.M. 7.100 - L.M. 11.300

DETAIL OF RAMP
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	8	14
MAINTENANCE OF TRAFFIC DETAILS						

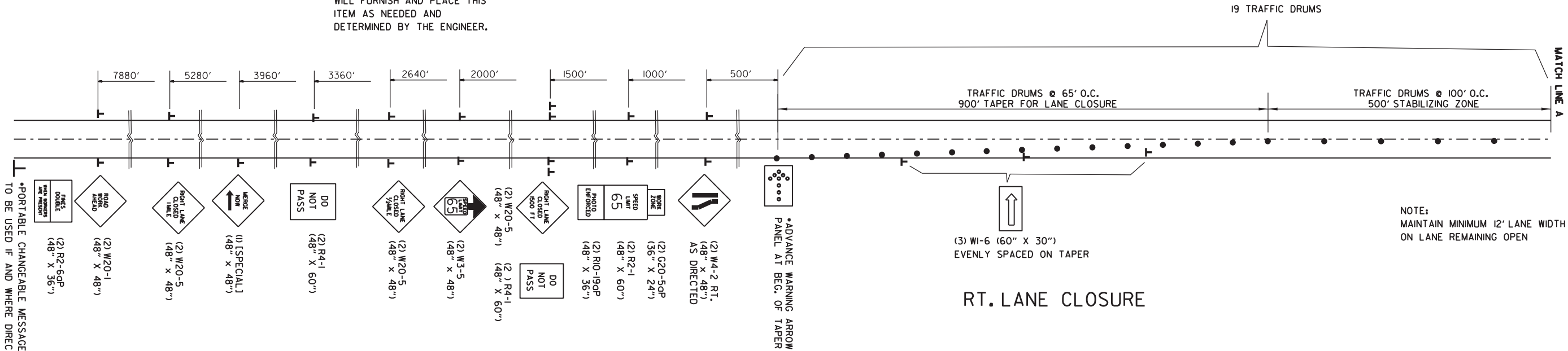


Digitally Signed 06/15/2026

M.S. = MOBILE SPEED
N.S. = NOTIFICATION SYSTEM

P.R. = PHOTO RADAR
T.S. = TRAILER SYSTEM

••NOTE: IF NO PAY ITEM FOR
A PHOTO RADAR TRAILER
SYSTEM IS INCLUDED IN THE
CONTRACT DOCUMENTS, ARDOT
WILL FURNISH AND PLACE THIS
ITEM AS NEEDED AND
DETERMINED BY THE ENGINEER.

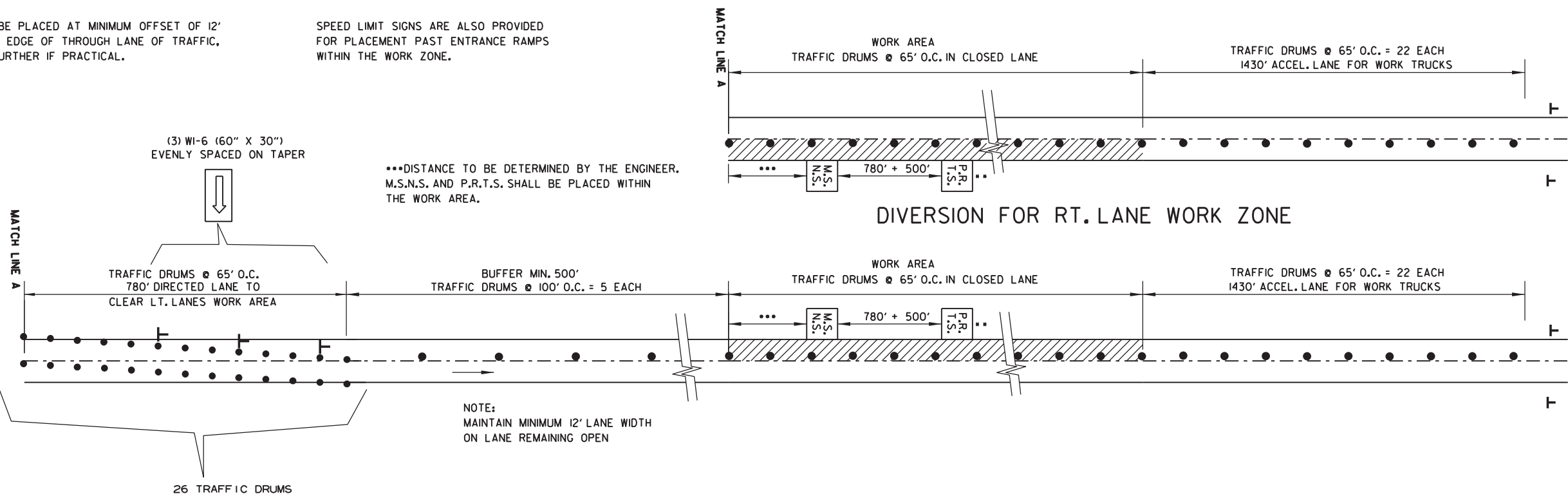


NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH
ON LANE REMAINING OPEN

•TO BE PLACED AT MINIMUM OFFSET OF 12'
FROM EDGE OF THROUGH LANE OF TRAFFIC,
OR FURTHER IF PRACTICAL.

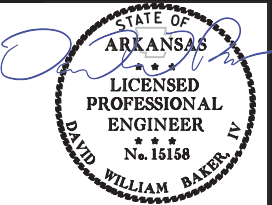
SPEED LIMIT SIGNS ARE ALSO PROVIDED
FOR PLACEMENT PAST ENTRANCE RAMPS
WITHIN THE WORK ZONE.

•••DISTANCE TO BE DETERMINED BY THE ENGINEER.
M.S.N.S. AND P.R.T.S. SHALL BE PLACED WITHIN
THE WORK AREA.

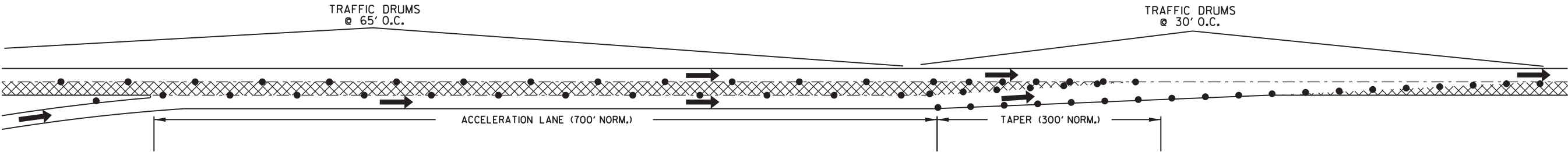


NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH
ON LANE REMAINING OPEN

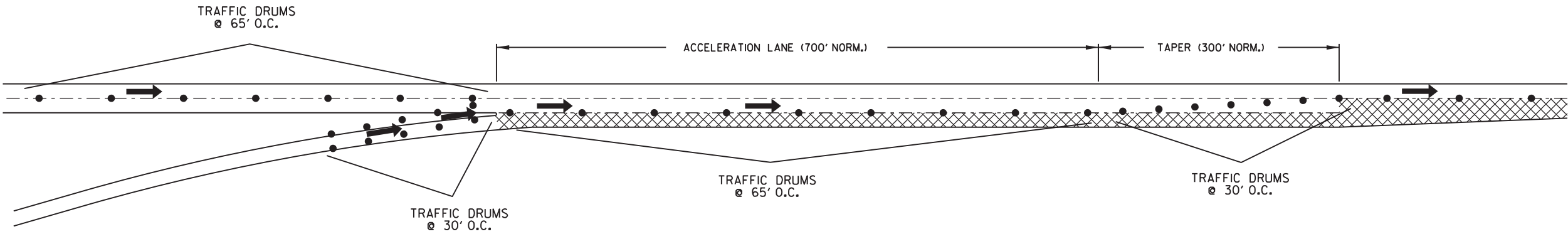
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	9	14
MAINTENANCE OF TRAFFIC DETAILS						



Digitally Signed 06/15/2026



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

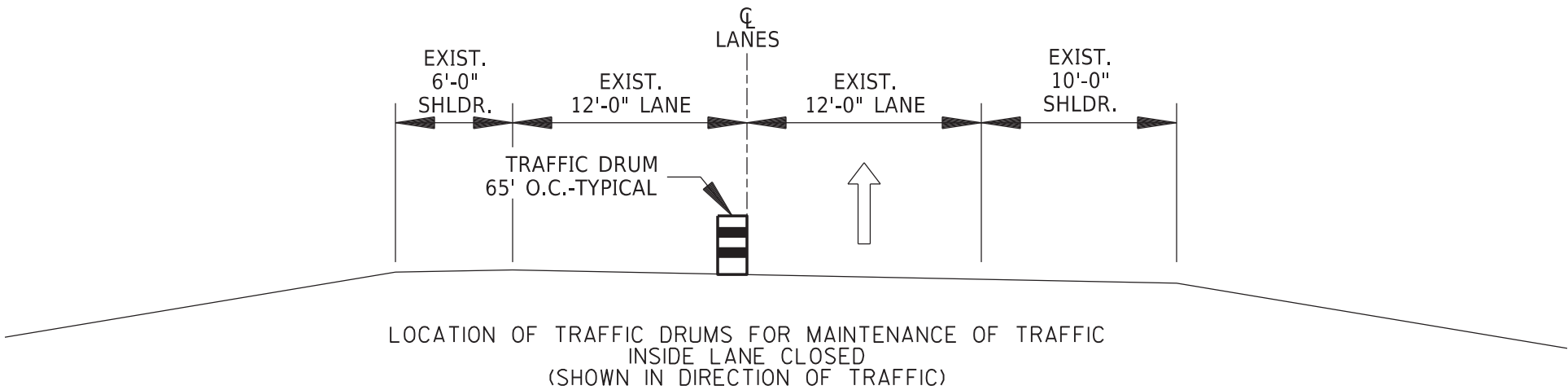
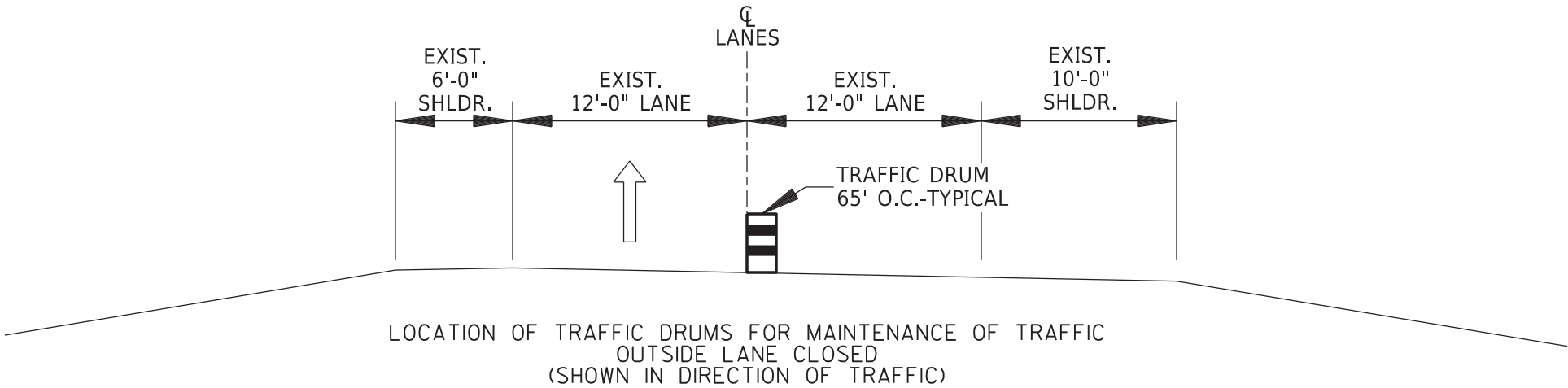


ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	10	14
MAINTENANCE OF TRAFFIC DETAILS						



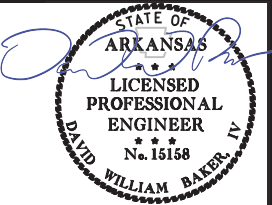
Digitally Signed 06/15/2026



I-30 SECTION II
L.M. 7.100 - L.M. 11.300

LOCATION OF TRAFFIC DRUMS
MAINTENANCE OF TRAFFIC DETAILS

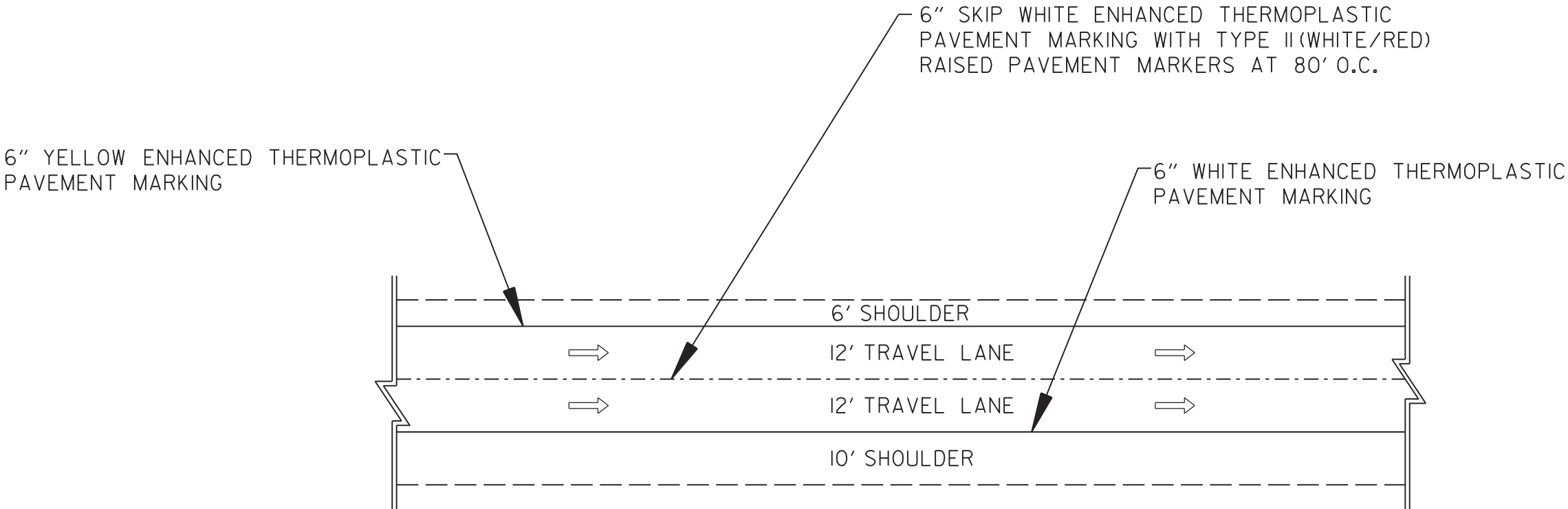
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	11	14
PERMANENT PAVEMENT MARKING DETAILS						



Digitally Signed 06/15/2026

I-30 PERMANENT PAVEMENT MARKINGS

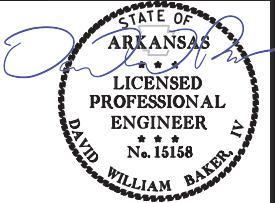
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) AT 80' O.C. = 4 EA.
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING = 60 LIN. FT.
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING = 900 LIN. FT.



TYPICAL I-30 PERMANENT PAVEMENT MARKING LAYOUT

NOTE:
1. SEE PM-1 AND PM-2 FOR MAIN LANE
AND RAMP STRIPING DETAILS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	12	14
QUANTITIES						



Digitally Signed 06/15/2026

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
			EACH		NO.	SQ. FT.	EACH	DAY	WEEK	EACH
R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	3	3	3	36.0				
W20-1	ROAD WORK AHEAD	48"x48"	3	3	3	48.0				
R2-11	END HIGHER FINES ZONE	36"x48"	2	2	2	24.0				
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	2	2	2	32.0				
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	2	2	2	32.0				
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	32.0				
G20-2	END ROAD WORK	48"x48"	2	2	2	32.0				
SPECIAL	MERGE NOW LEFT ARROW	48"x48"	1	1	1	16.0				
G20-1	ROAD WORK NEXT 4 MILES	60"x24"	1	1	1	10.0				
G20-5aP	WORK ZONE	36"x24"	2	2	2	12.0				
R10-19aP	PHOTO ENFORCED	48"x36"	2	2	2	24.0				
R2-1	SPEED LIMIT (65)	48"x60"	2	2	2	40.0				
R2-1	SPEED LIMIT (75)	48"x60"	2	2	2	40.0				
W4-2 RT.	RIGHT LANE ENDS GRAPHIC	48"x48"	2	2	2	32.0				
W1-6	LARGE ARROW	60"x30"	6	6	6	75.0				
R4-1	DO NOT PASS	48"x60"	4	4	4	80.0				
WZ-1	NOTICE TRAFFIC LAWS PHOTO ENFORCED WORK ZONE	84"x60"	2	2	2	70.0				
W3-5	REDUCED SPEED AHEAD (65)	48"x48"	2	2	2	32.0				
WZ-4	STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE	78"x60"	2	2	2	65.0				
	TRAFFIC DRUMS		437	437			437			
	ADVANCE WARNING ARROW PANEL		1	1				86		
	PORTABLE CHANGEABLE MESSAGE SIGN		1	1					15	
	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)		1	1						1
TOTALS:					732.0		437	86	15	1

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

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

PERMANENT PAVEMENT MARKINGS

DESCRIPTION	END OF JOB	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING	
		TYPE II	6"	
		(WHITE/RED)	WHITE	YELLOW
	LIN. FT. - EACH	EACH	LIN. FT.	
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	4	4		
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	900		900	
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	60			60
TOTALS:		4	900	60

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

JOINT REHABILITATION

STATION	STATION	LOCATION / DESCRIPTION	JOINT REHABILITATION (TYPE A)	JOINT REHABILITATION (TYPE B)
			LIN. FT.	LIN. FT.
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	3500	6500
TOTALS:			3500	6500

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

A30046_QUANTITIES_A.DGN CREATED: 3/24/2026 SAVED: 4/22/2026

PORTLAND CEMENT CONCRETE PAVEMENT REHABILITATION							
LOG MILE	LOCATION	LANE	NUMBER OF PANELS	*PANEL LENGTH	PANEL WIDTH	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (14" U.T.)	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING
				LIN. FT.	LIN. FT.	SQ. YD.	
10.21	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
10.16	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
10.15	I-30 WESTBOUND	LT. LN.	1	15	12	20	20
10.15	I-30 WESTBOUND	LT. LN.	1	15	12	20	20
9.82	I-30 WESTBOUND	RT. LN.	1/2	7.5	12	10	10
9.53	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
9.52	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
9.52	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
9.09	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.95	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.95	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.87	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.74	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.73	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.73	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.72	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.72	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.71	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.71	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.70	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.70	I-30 WESTBOUND	RT. LN.	2	15	12	40	40
8.70	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.68	I-30 WESTBOUND	RT. LN. & LT. LN.	2	15	12	40	40
8.66	I-30 WESTBOUND*	RT. LN.	1	15	12	20	20
8.65	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.62	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.61	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.61	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.60	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.60	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.60	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.60	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.59	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.57	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.57	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.57	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.40	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.38	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.38	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.36	I-30 WESTBOUND	RT. LN. & LT. LN.	2	15	12	40	40
8.32	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.31	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.28	I-30 WESTBOUND	RT. LN.	1/2	7.5	12	10	10
8.14	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
8.08	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.99	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.81	I-30 WESTBOUND*	RT. LN.	1/2	7.5	12	10	10
7.81	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.81	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.77	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.41	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.41	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.41	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.40	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.35	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.25	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.25	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.24	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.24	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.24	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
7.23	I-30 WESTBOUND	RT. LN.	1	15	12	20	20
ENTIRE	PROJECT	**TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				300	300
TOTALS:			62.5			1550	1550

*LENGTHS ARE ESTIMATED, AS DIRECTED BY THE ENGINEER.

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

NOTE: IN ACCORDANCE WITH SECTION 501.08 OF THE STANDARD SPECIFICATIONS, HIGH EARLY STRENGTH CONCRETE PAVEMENT SHALL BE USED FOR P.C.C.P. PATCHING (14" U.T.) TO REDUCE THE AMOUNT OF THE TIME NEEDED FOR LANE CLOSURES.

NOTE: SAWING AND SEALING OF JOINTS IN CONCRETE PAVEMENT PATCHES WILL NOT BE PAID FOR SEPARATELY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR P.C.C.P. PATCHING.

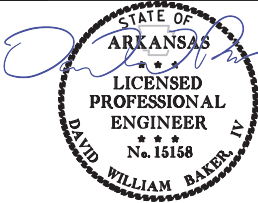
NOTE: THE REMOVAL AND DISPOSAL OF THE ACHM SURFACE COURSE AND HIGH DENSITY POLYURETHANE FOAM WILL NOT BE PAID FOR SEPERATELY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	13	14
QUANTITIES						



Digitally Signed 06/15/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	A30046	14	14
SUMMARY OF QUANTITIES AND REVISIONS						



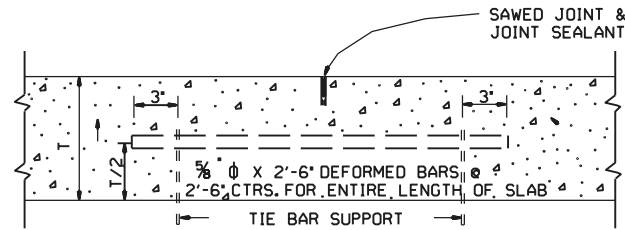
Digitally signed by
Baker, David W
Date: 2026.06.15
14:55:51-05'00'

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SS & 507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	1550	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (14" UNIFORM THICKNESS)	1550	SQ. YD.
509	JOINT REHABILITATION (TYPE A)	3500	LIN. FT.
509	JOINT REHABILITATION (TYPE B)	6500	LIN. FT.
601	MOBILIZA TION	1.00	LUMP SUM
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	732	SQ. FT.
SS & 604	TRAFFIC DRUMS	437	EACH
SS & 604	ADVANCE WARNING ARROW PANEL	86	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	15	WEEK
SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	1	EACH
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	900	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	60	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	4	EACH

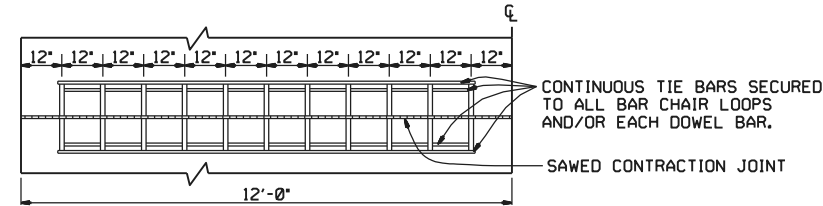
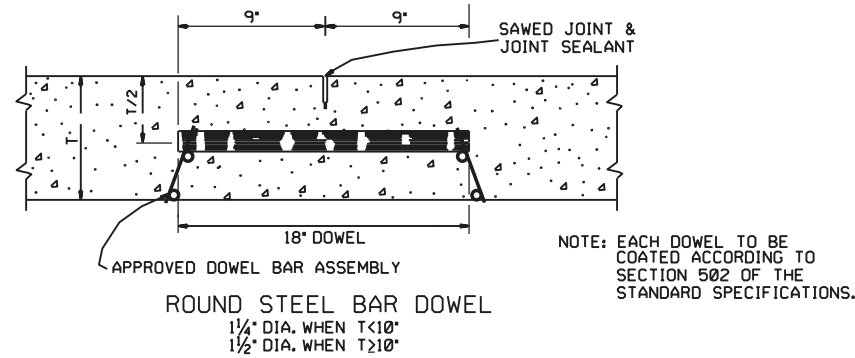
REVISIONS

DATE	REVISION	SHEET NUMBER



LONGITUDINAL JOINT

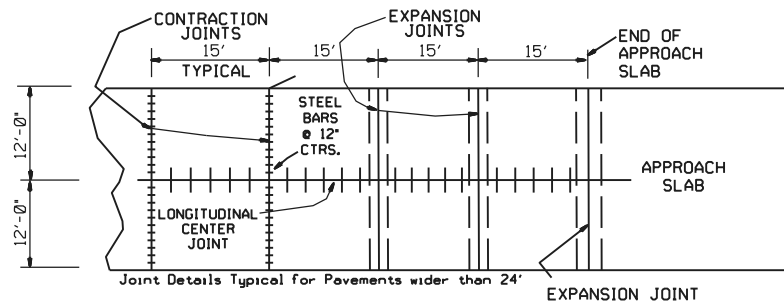
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.
TIE BARS SHALL BE 30" FROM TRANSVERSE JOINTS.



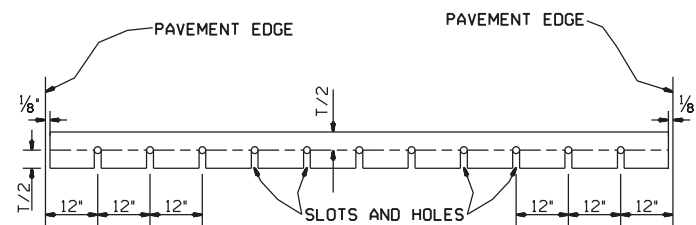
ONE-HALF 24' PAVEMENT
11 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 19 DOWELS @ 12" CTRS. WITH 12" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 15' PAVEMENT USE 14 DOWELS @ 12" CTRS. WITH 12" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 26' PAVEMENT USE 25 DOWELS @ 12" CTRS. WITH 12" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 12" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS

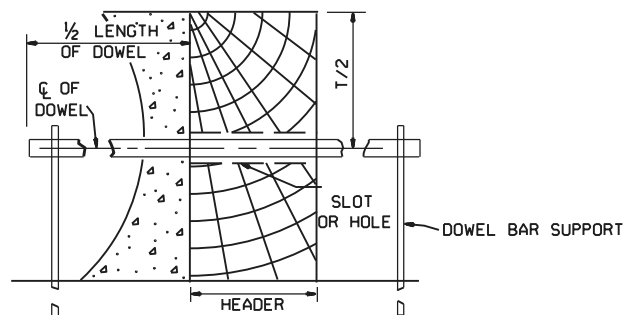


PLAN SHOWING EXPANSION JOINTS AT
BRIDGE APPROACH SLABS



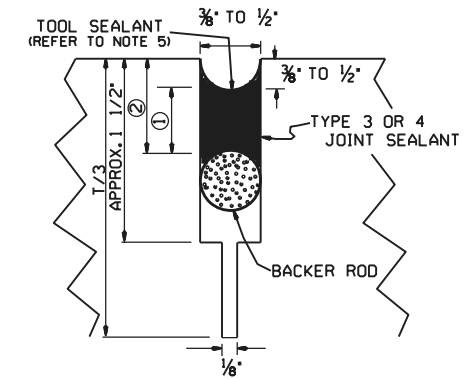
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.

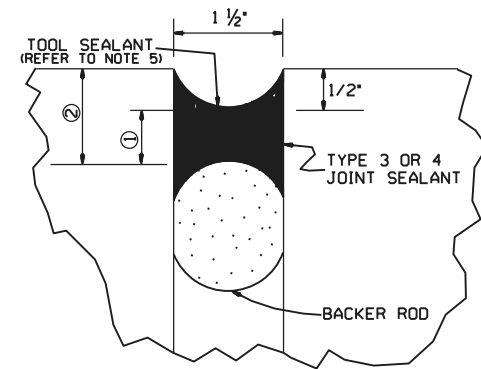


SECTION

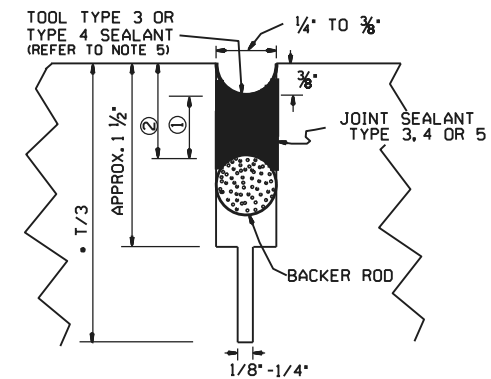
TRANSVERSE
CONSTRUCTION JOINT



DETAIL OF SAWED CONTRACTION
JOINT



DETAIL OF EXPANSION JOINT



*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

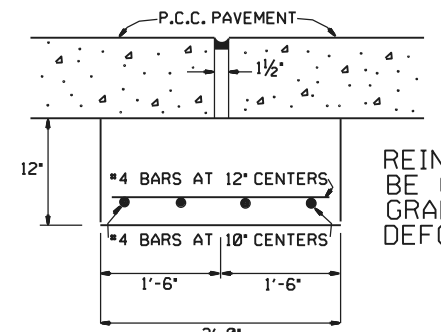
DETAIL OF SAWED
LONGITUDINAL JOINT
AND LONGITUDINAL CONSTRUCTION JOINT

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	3/8	1/2
3/4	3/8	3/8	3/4
1 1/2	3/4	2	1 1/4

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

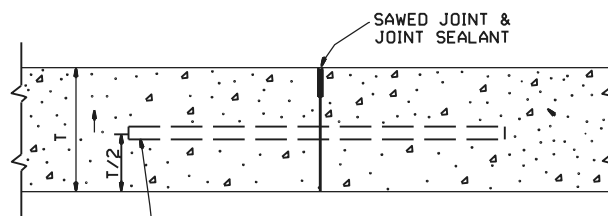
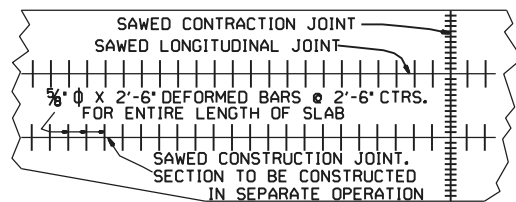
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	3/4
3/8	3/8	1/2	1



DETAIL OF JOINT SUPPORT
FOR EXPANSION JOINTS

GENERAL NOTES

- *T* DENOTES THICKNESS OF SLAB.
- DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2' GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
- THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
- TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
- UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
- TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.



NOTE: TIE BARS SHALL BE 30" FROM TRANSVERSE JOINTS.
LONGITUDINAL CONSTRUCTION JOINT

REVISED TIE BAR AND DOWEL SPACING	REV. EXP. JOINT REF ON APP. SLAB	ADDED GENERAL NOTE 7	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	DATE REV
11-06-25	11-07-19	05-25-06	10-09-03	11-16-01	



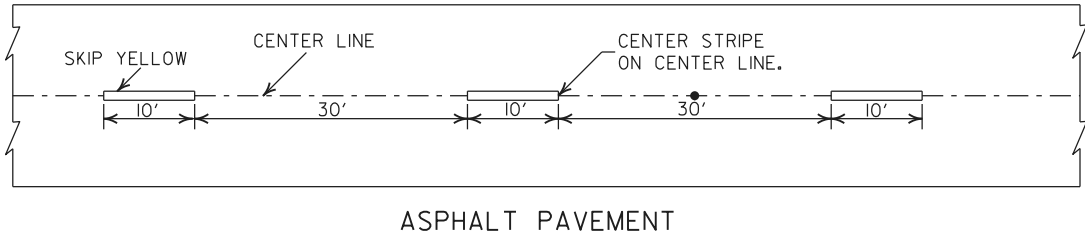
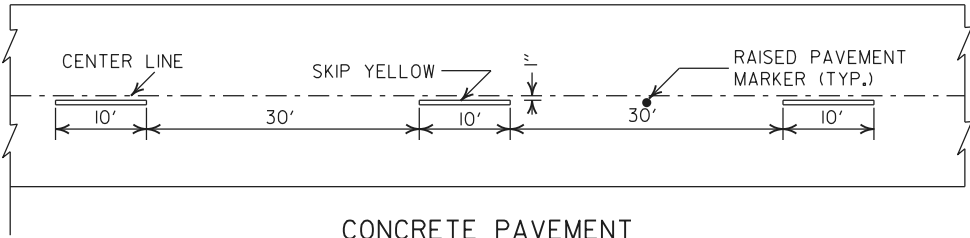
ARKANSAS STATE
HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR
CONCRETE PAVEMENT (NON-REINFORCED)

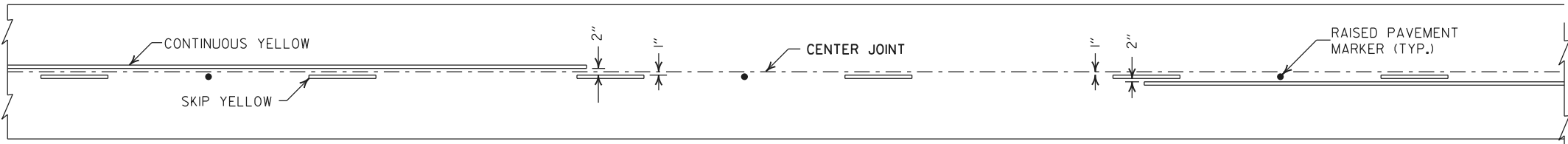
DATE EFFECTIVE
11-06-2025

STANDARD DRAWING

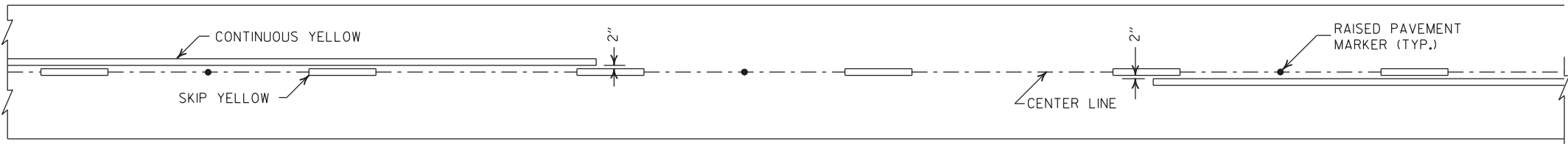
CPTJ-6A



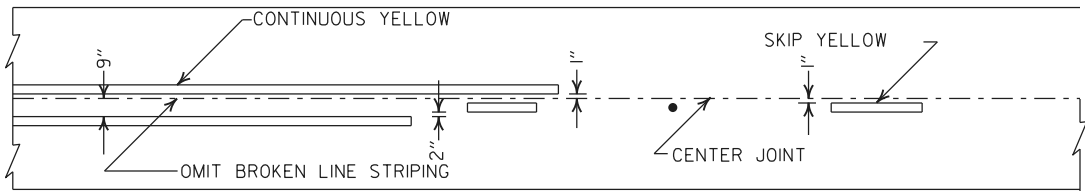
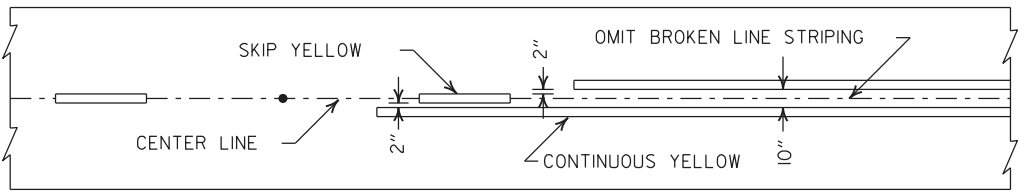
BROKEN LINE STRIPING



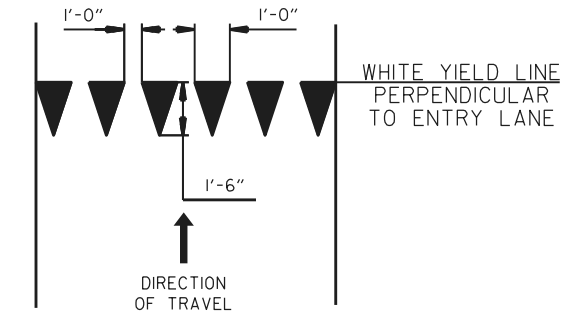
SOLID LINE STRIPING ON CONCRETE PAVEMENT



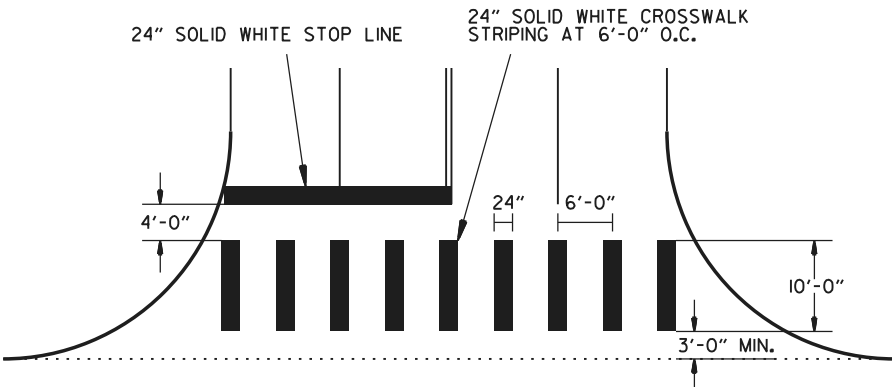
SOLID LINE STRIPING ON ASPHALT PAVEMENT



STRIPING AT ADJACENT NO PASSING LANES

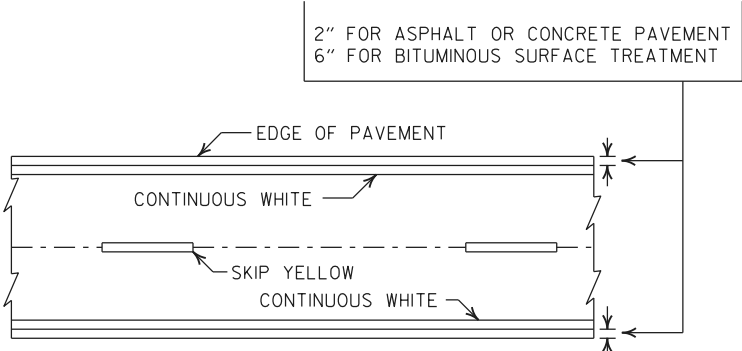


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

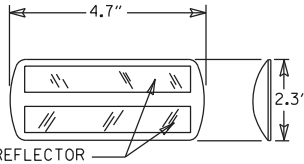
- NOTES:
- 1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 - 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 - 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN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



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



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

04-09-26	REV. CROSSWALK & STOP LINE DETAILS	02-27-20	REV. STOP LINE DETAILS	06-01-17	ADDED YIELD LINE DETAILS,	05-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	09-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION ARKANSAS STATE HIGHWAY COMMISSION
DATE	REV	DESCRIPTION								
DATE EFFECTIVE		PAVEMENT MARKING DETAILS								
04-09-2026		STANDARD DRAWING						PM-1		

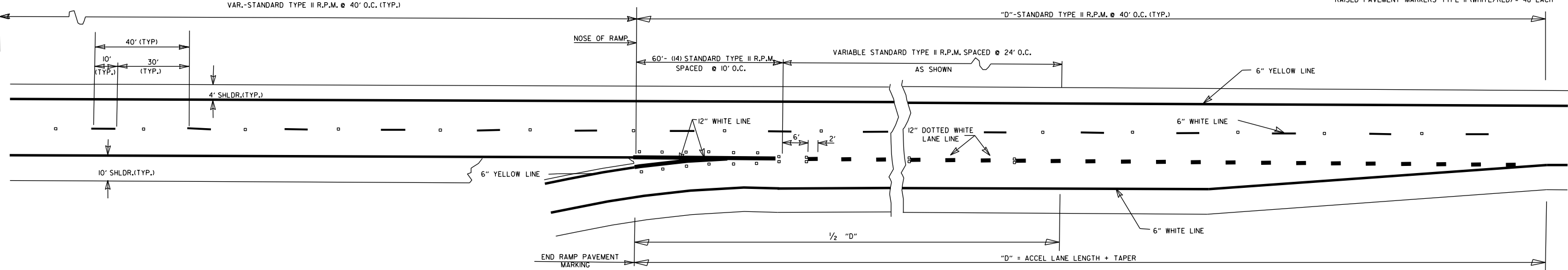
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

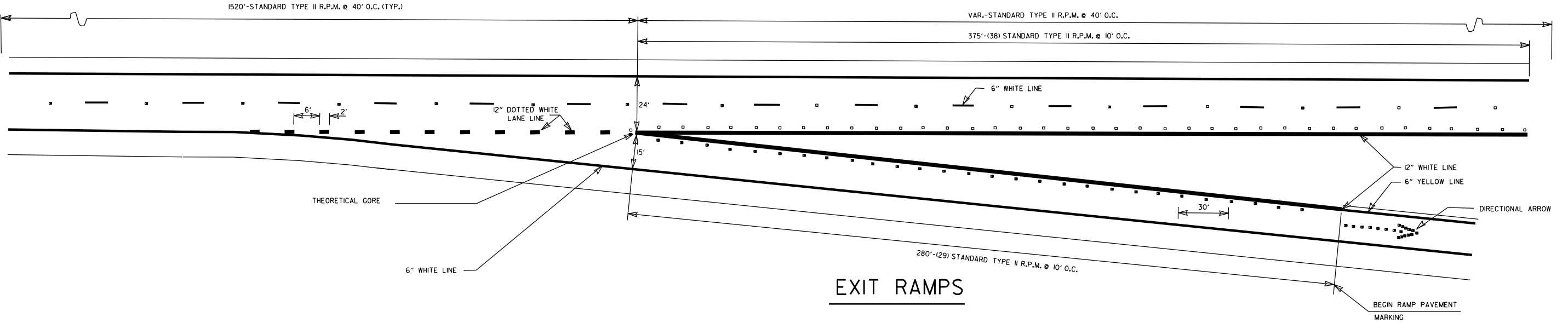
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

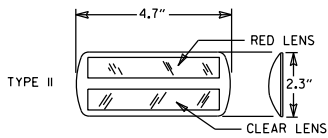
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

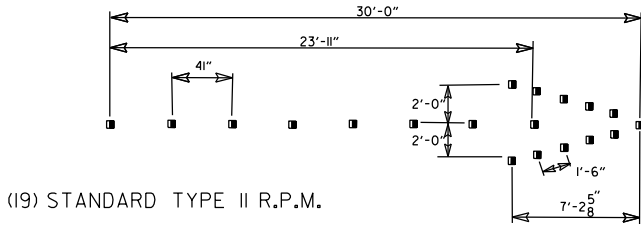


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS

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

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

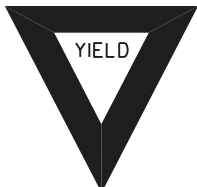
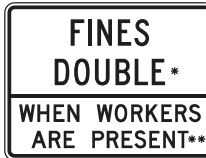
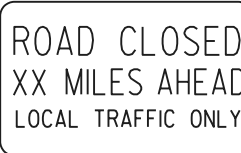
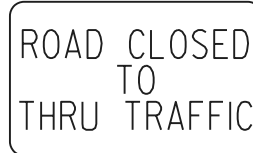
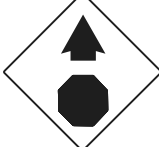
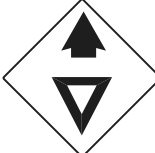
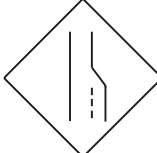
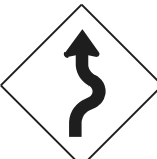
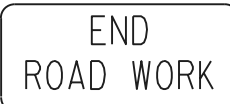
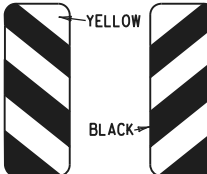
NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE
TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR
MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING
APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING
TO THE ARDOT QUALIFIED PRODUCTS LIST.

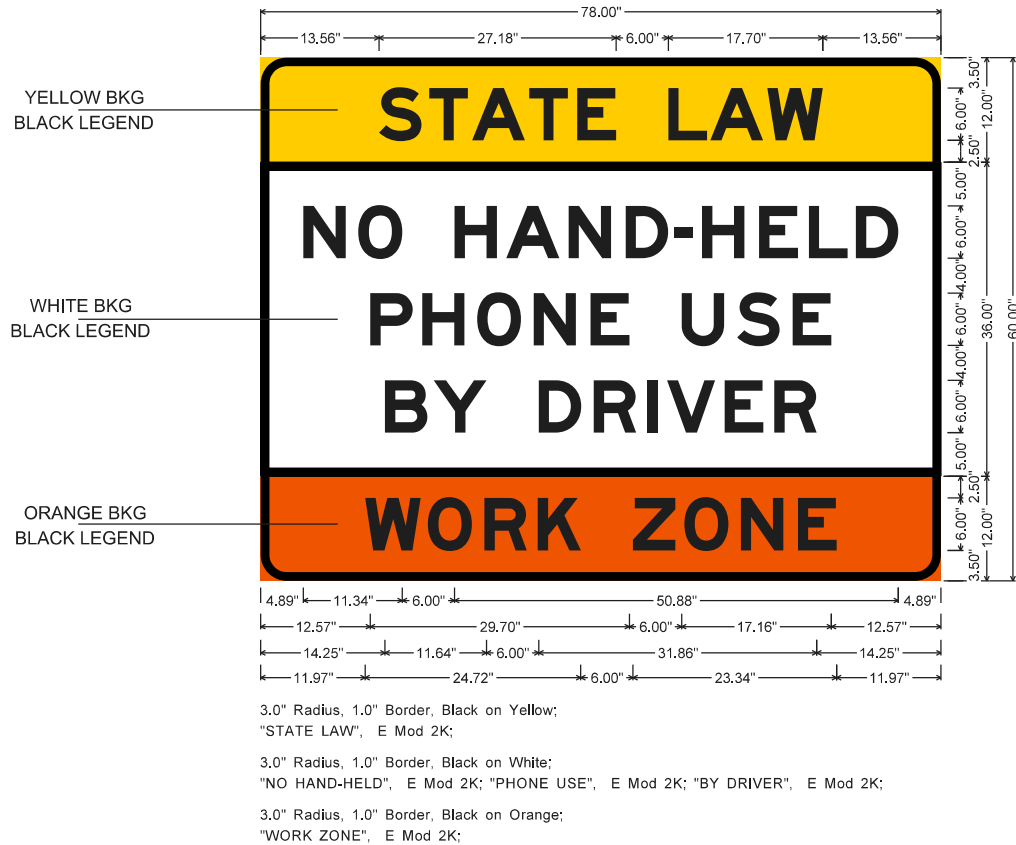
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION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

ARKANSAS STATE HIGHWAY COMMISSION

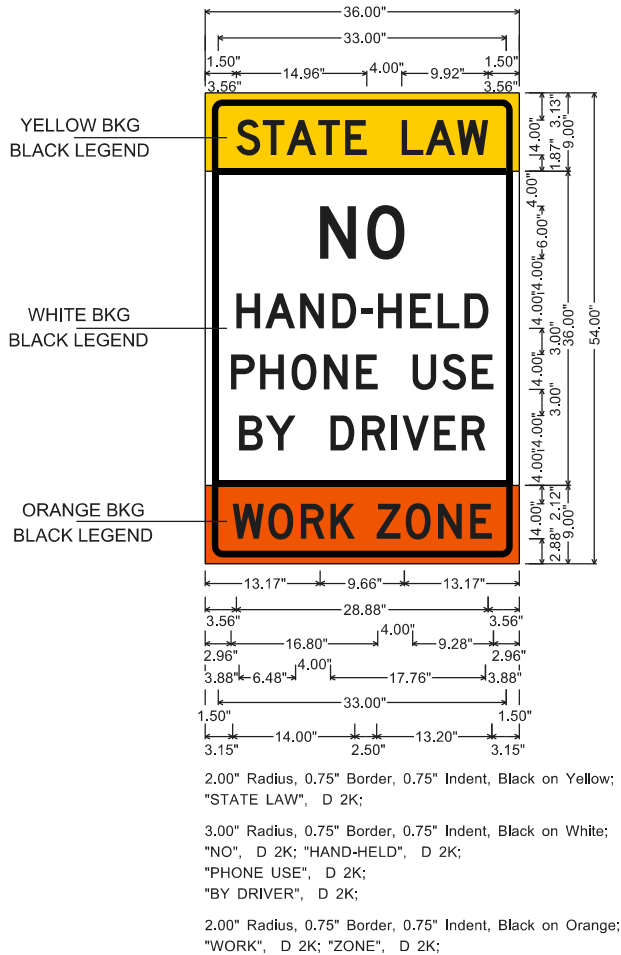
PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

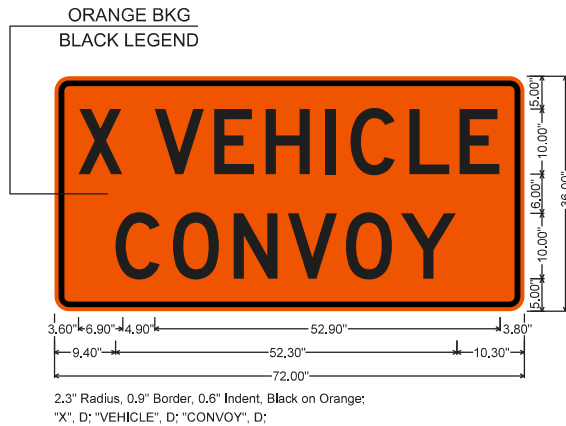
RI-I  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	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>REVISED FOR MASH</td><td>DELETED RSP-1 & ADDED W21-5a</td><td>REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES</td><td>REVISED W24-1</td><td>DESCRIPTION</td><td colspan="3" rowspan="2">  ARKANSAS STATE HIGHWAY COMMISSION STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION </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 REV</td></tr><tr><td colspan="6"></td><td>DATE EFFECTIVE</td><td>STANDARD DRAWING</td><td>TC-1</td></tr></table>	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	REVISED W24-1	DESCRIPTION	 ARKANSAS STATE HIGHWAY COMMISSION STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION			08-14-25	11-07-19	04-13-17	09-02-15	12-15-11	DATE REV							DATE EFFECTIVE	STANDARD DRAWING	TC-1
REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	REVISED W24-1	DESCRIPTION	 ARKANSAS STATE HIGHWAY COMMISSION STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION																									
08-14-25	11-07-19	04-13-17	09-02-15	12-15-11	DATE REV																										
						DATE EFFECTIVE	STANDARD DRAWING	TC-1																							



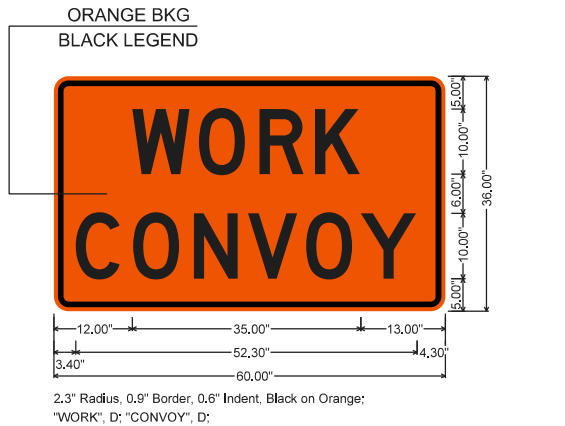
WZ-4 (INTERSTATE) SIGN



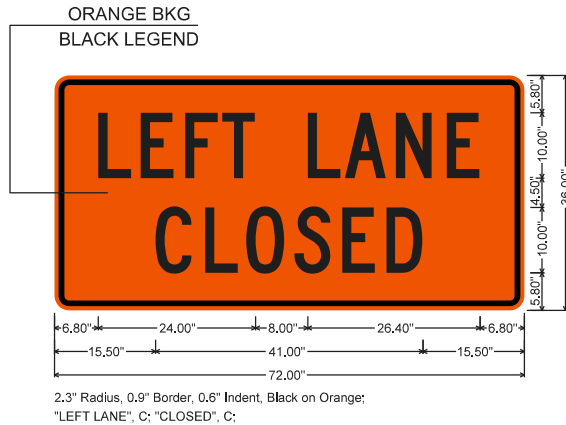
WZ-4 (NON-INTERSTATE) SIGN



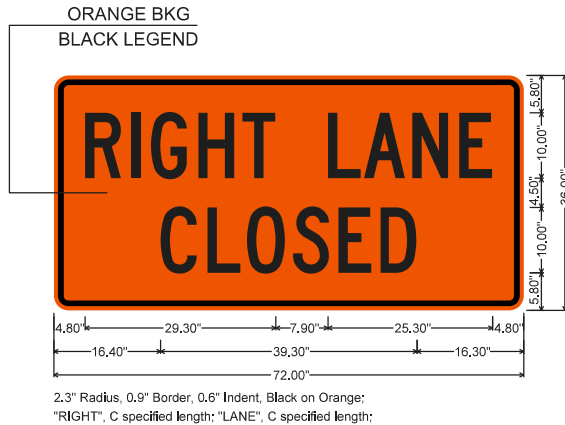
WZ-2 SIGN



WZ-3 SIGN



WZ-W20-5L SIGN



WZ-W20-5R SIGN

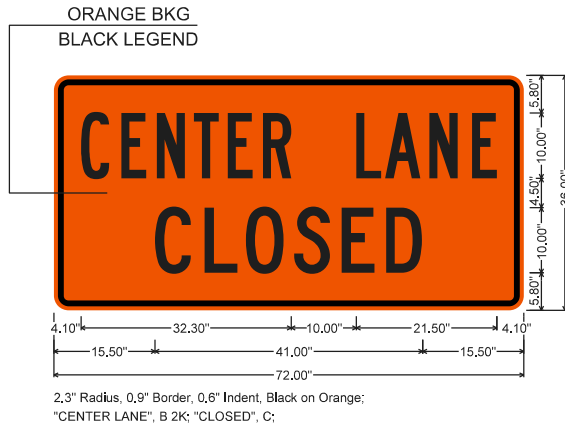
NOTE: REFER TO STANDARD DRAWING TC-1 FOR GENERAL NOTES.



CONSTRUCTION PROJECT INFORMATION SIGN



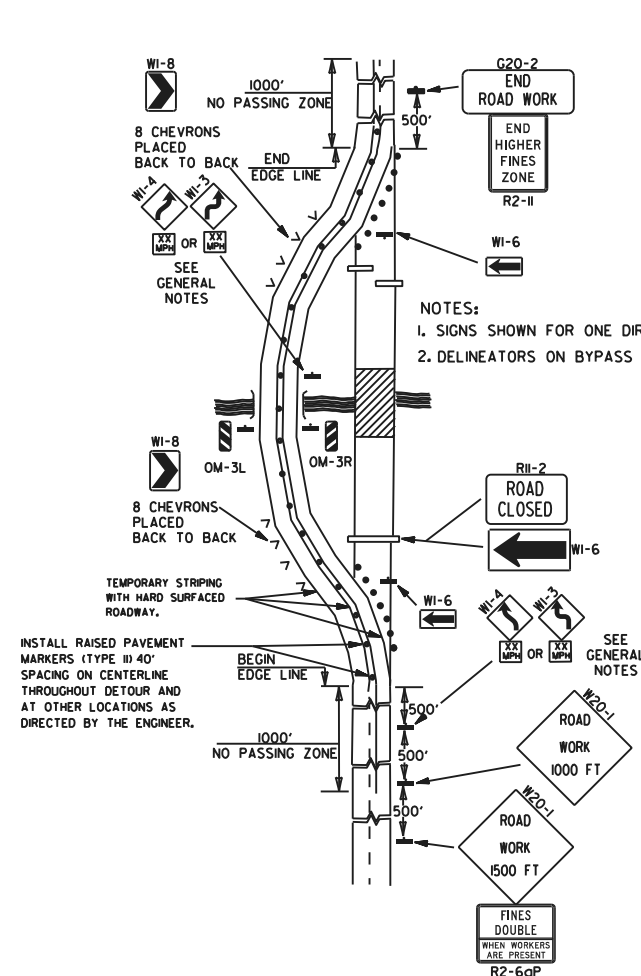
WZ-1 (INTERSTATE) SIGN



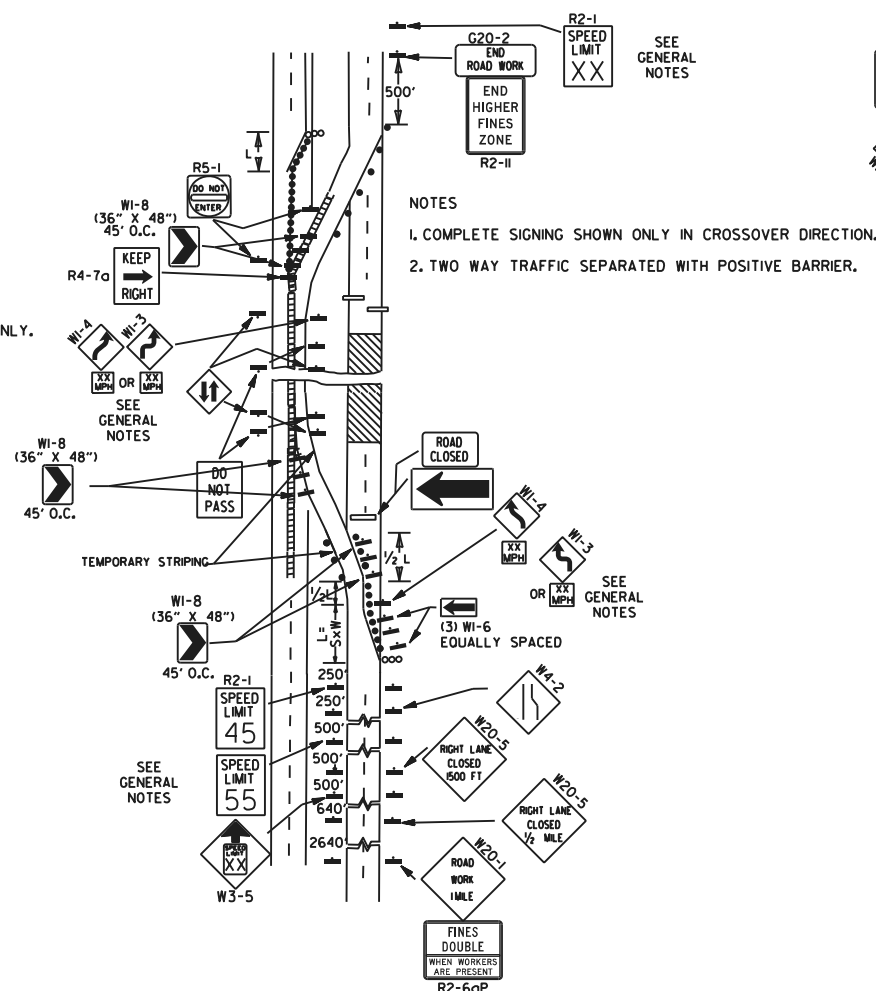
WZ-W20-5C SIGN

MOBILE WORK ZONE SIGNS

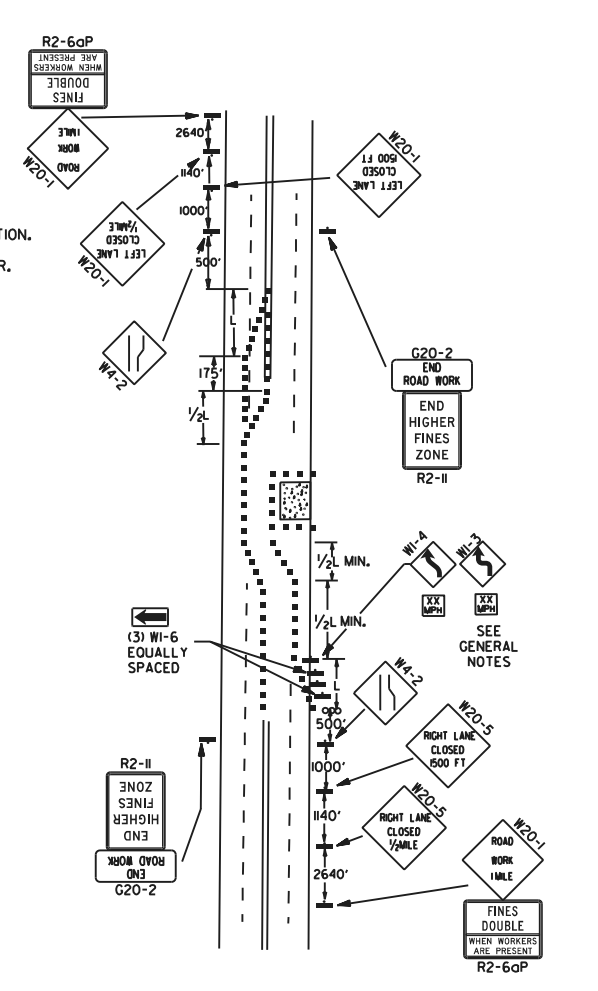
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



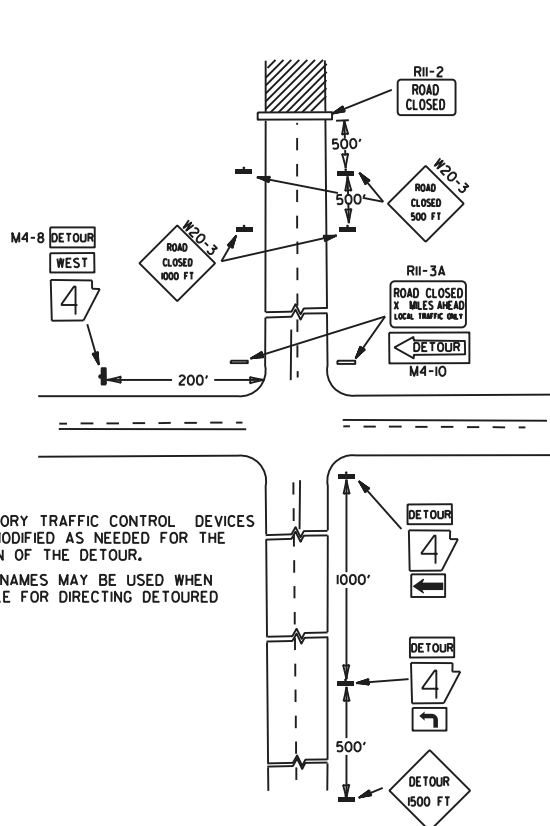
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



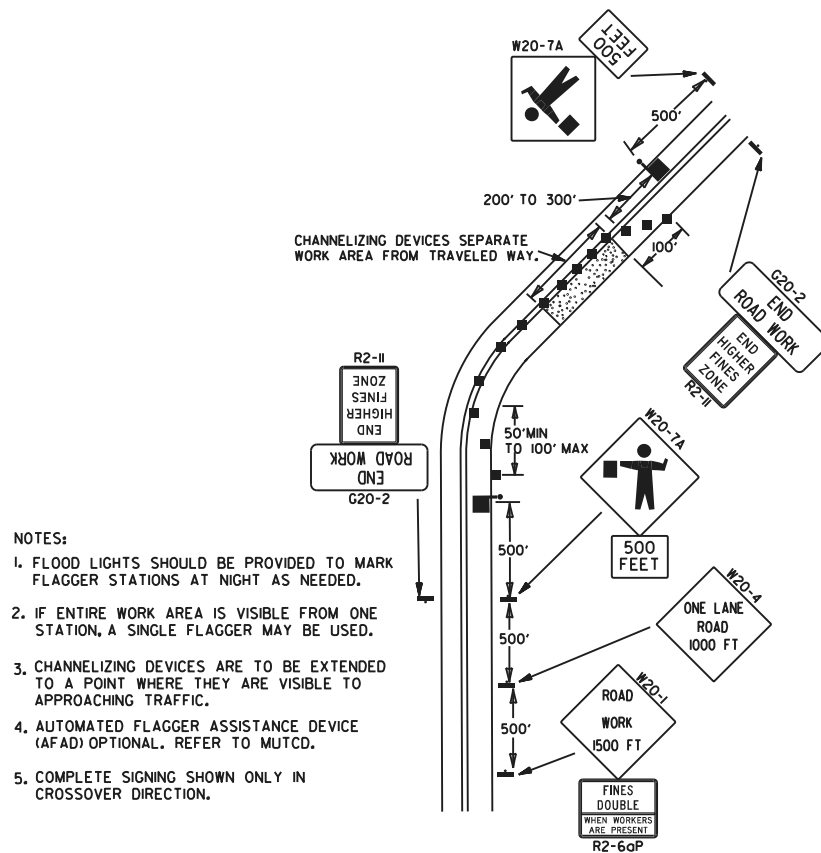
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



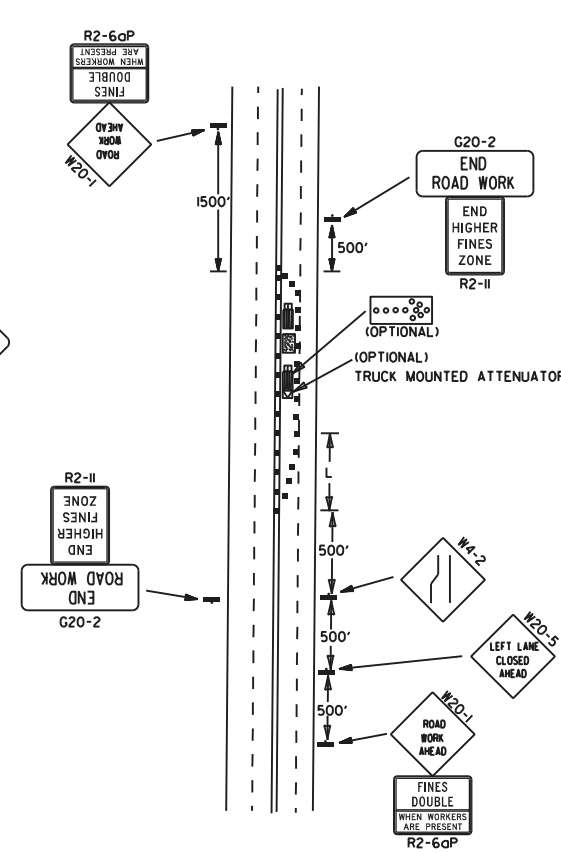
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



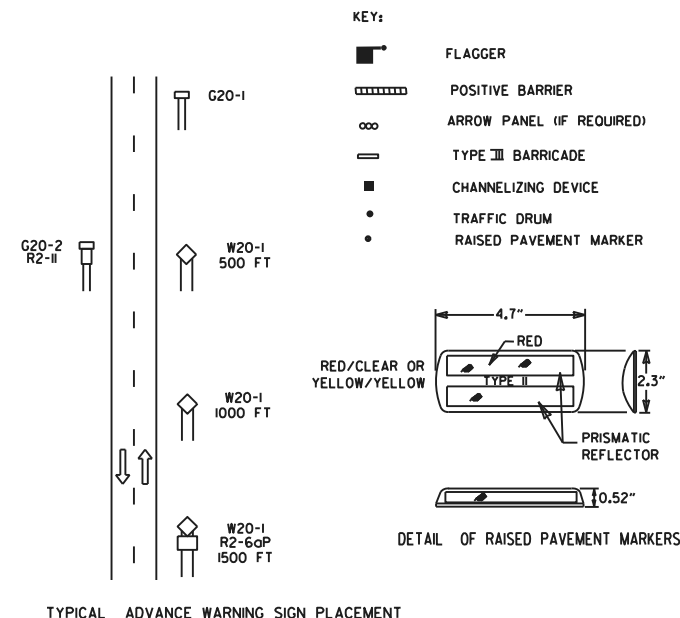
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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 R2-155 SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1XX 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 R2-165 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 R2-1XX 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	DESCRIPTION	DATE
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		
DATE EFFECTIVE		STANDARD DRAWING	
08-14-2025		TC-2	

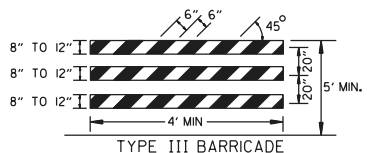
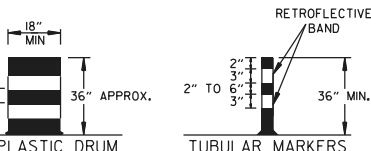
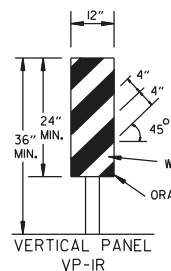
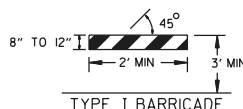
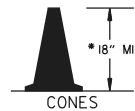
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

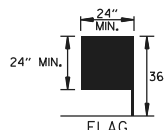
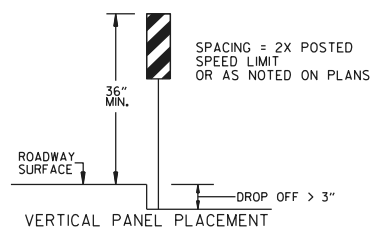
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES

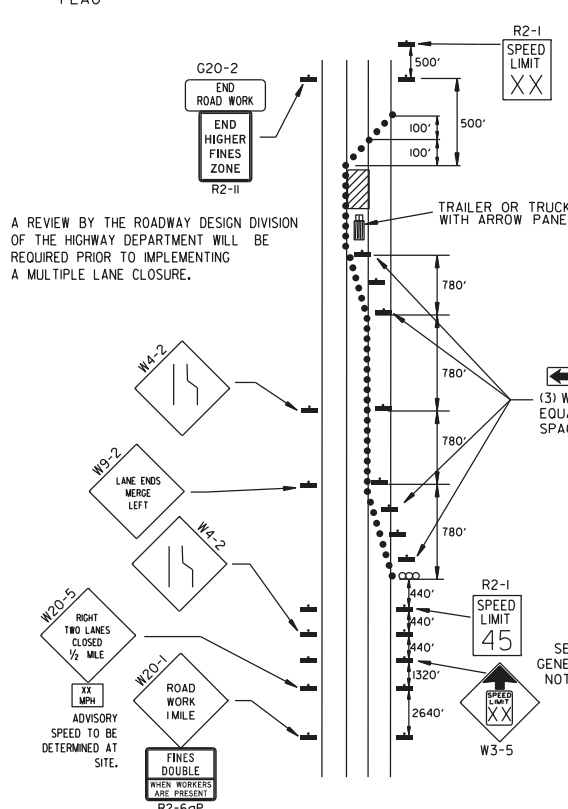
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



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



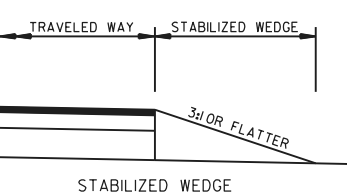
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

TRAFFIC CONTROL DEVICES

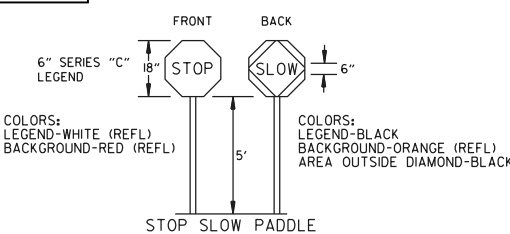
VERTICAL DIFFERENTIAL	LOCATION	NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE ⁽⁶⁾	STANDARD LANE CLOSURE ⁽⁶⁾
≤ 3"	EDGE OF TRAVELED LANE OR EDGE 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	
		≤ 45 MPH	> 45 MPH
≤ 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



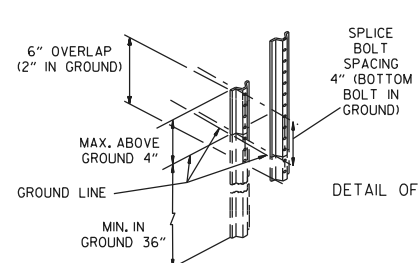
NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.



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

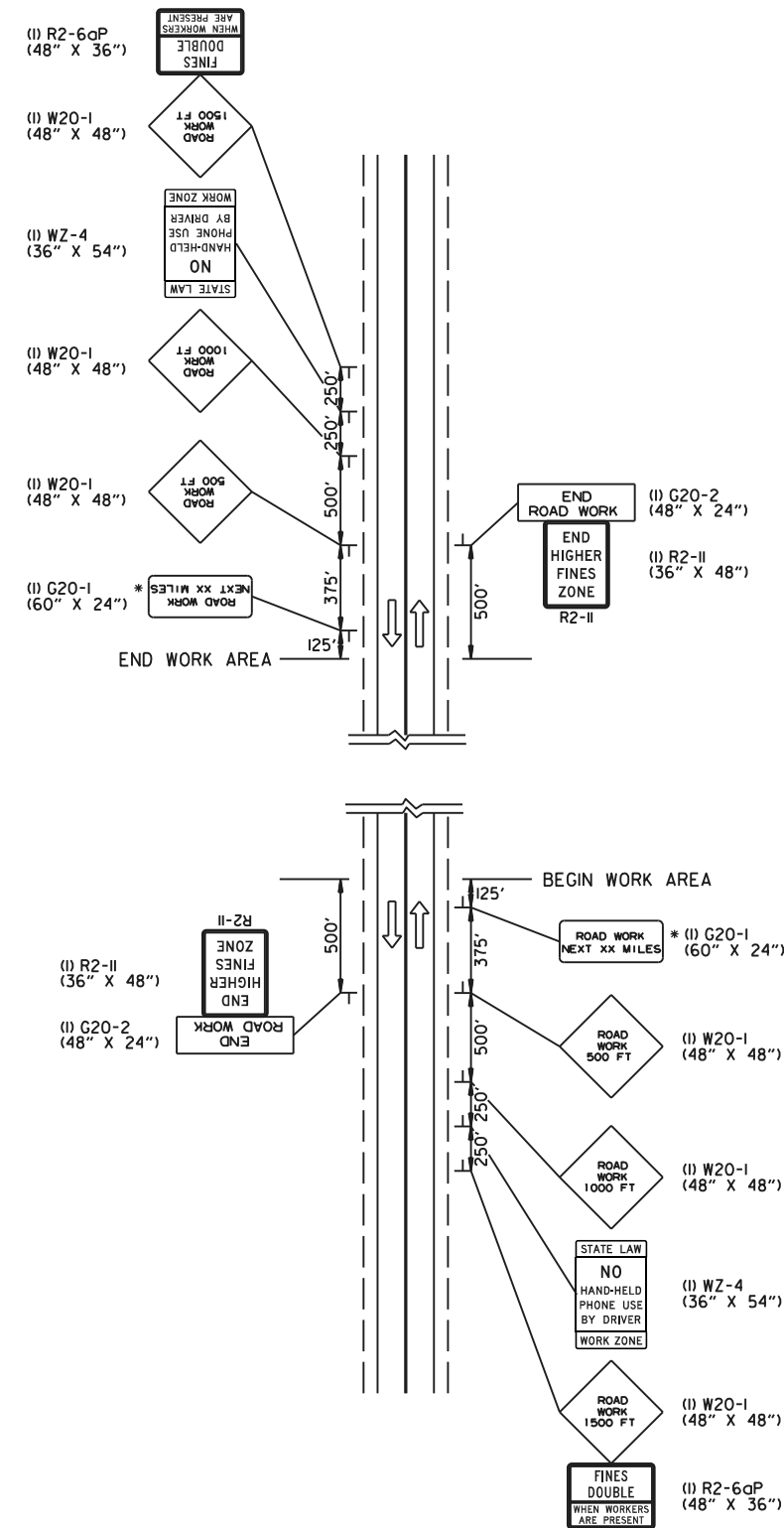
[illegible]

The diagram illustrates the layout of a two-lane highway work zone. It shows the placement of various signs and their dimensions relative to the work area.

Signs and Dimensions:

- Approach Signs (Left Side):**
 - (2) R2-II (36" X 48")
 - (2) G20-2 (48" X 24")
 - END ROAD WORK
 - END HIGHER FINE ZONE
 - END R2-II
- Work Zone Signs (Right Side):**
 - ROAD WORK NEXT XX MILES (1) G20-1 (60" X 24")
 - ROAD WORK 1500 FT (2) W20-1 (48" X 48")
 - ROAD WORK 1/2 MILE (2) W20-1 (48" X 48")
 - STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE (2) WZ-4 (78" X 60")
 - NOTICE TRAFFIC LAWS PHOTO ENFORCED WORK ZONE (2) WZ-1 (84" X 60")
 - ROAD WORK 1 MILE (2) W20-1 (48" X 48")
 - FINES DOUBLE WHEN WORKERS ARE PRESENT (2) R2-6aP (48" X 36")
- Dimensions:**
 - 500' (from approach signs to work zone start)
 - 500' (from work zone start to shoulder closed sign)
 - 1140' (from shoulder closed sign to work zone start)
 - 2640' (from work zone start to end of lane closure tapers)
 - 1375' (from work zone start to first work zone sign)
 - 880' (between work zone signs)
- Other Labels:**
 - BEGIN WORK AREA
 - MAXIMUM EXTENT OF LANE CLOSURE TAPERS
 - SHOULDER CLOSED
 - PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
 - *SEE GENERAL NOTE 2

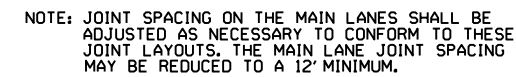
(A) TYPICAL APPLICATION - ADVANCE WARNING SIGNS AT BEGINNING AND
END OF JOB (FULLY CONTROLLED ACCESS FACILITIES) (ALL STAGES)



GENERAL NOTES:

1. FLAGS MAY BE MOUNTED TO SIGNS AT NIGHT AS NEEDED.
2. THE G20-1 SIGN SHOULD BE INSTALLED ON JOBS OF OVER TWO MILES IN LENGTH, WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE OR 1500 FT) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER, WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THIS DEVICE SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR PORTABLE CHANGEABLE MESSAGE SIGNS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

04-09-26	CORRECTED WZ-4 SIGN DIMENSIONS	01-22-26	ADDED WZ-4 AND REVISED GENERAL NOTE 1	11-06-25	REPLACED "SPEED" WITH "TRAFFIC LAWS" ON WZ-1	08-14-25	ISSUED	DESCRIPTION	AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION ARKANSAS STATE HIGHWAY COMMISSION		
									STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		
									DATE EFFECTIVE	04-09-2026	STANDARD DRAWING



DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	780.0	780.55
70	360.0	14.0	210.0	1582.0	902.27



NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS), WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED. THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORMED TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72
DATE	REVISION	DATE FILED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT
FOR
ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A