

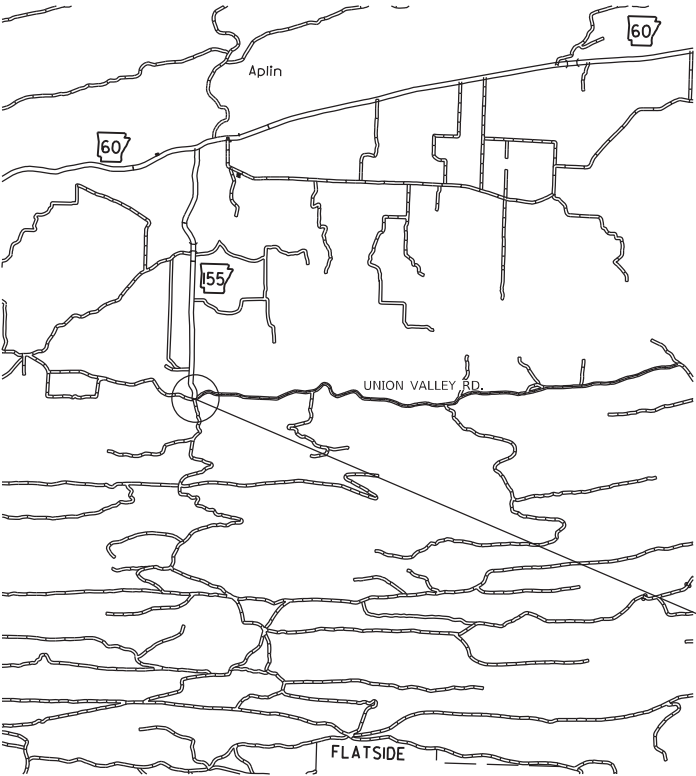
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	1	30
UNION VALLEY RD. SURFACING (S)						

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR COUNTY ROAD

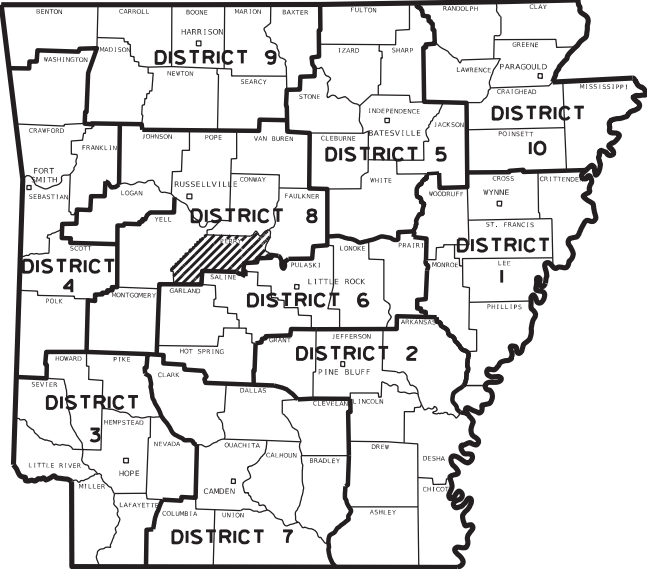
AR DOT

UNION VALLEY RD. SURFACING (S)

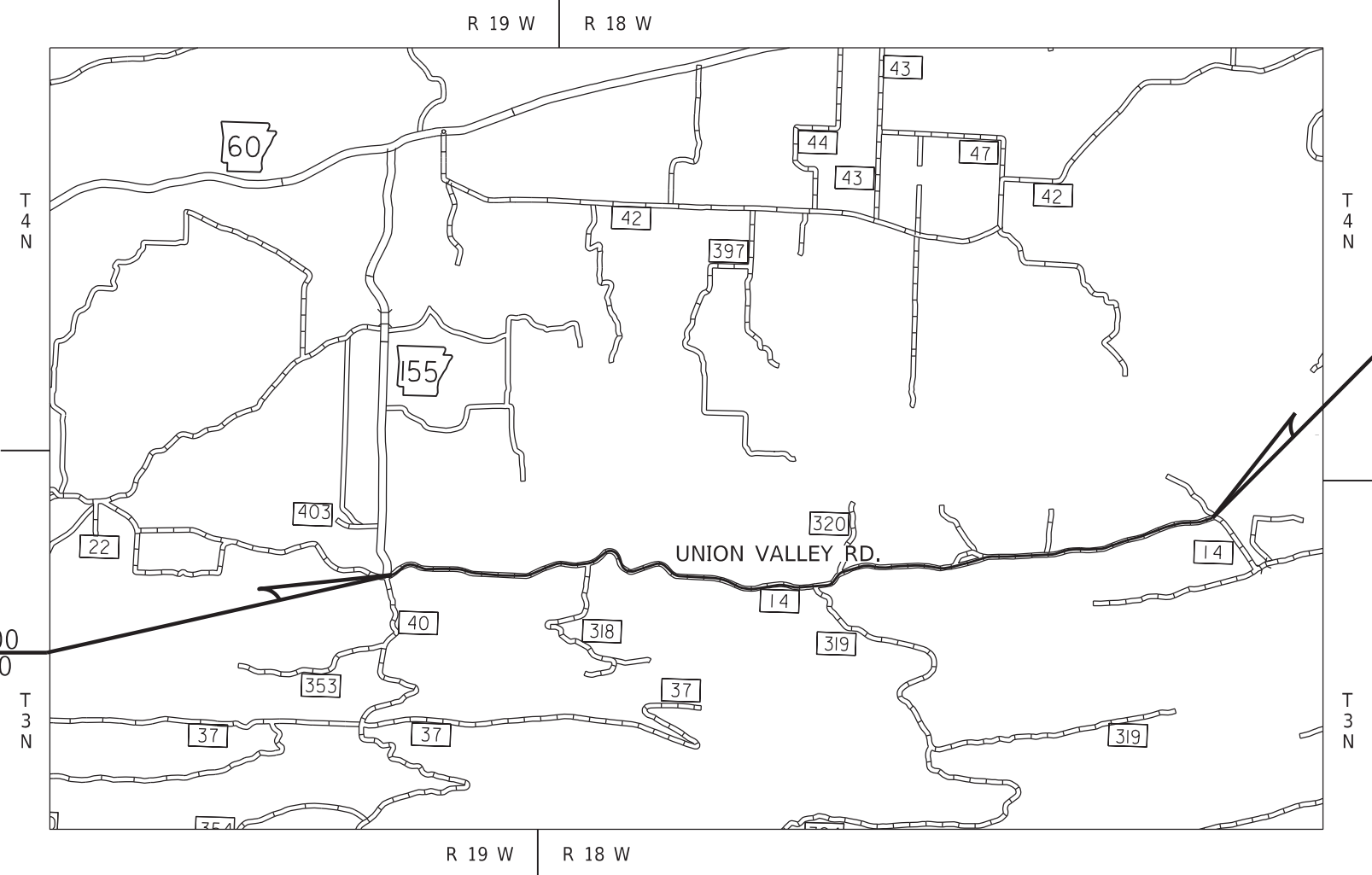
PERRY COUNTY
UNION VALLEY RD.
JOB FA5310
FEDERAL AID PROJ. STPF-0053(47)
NOT TO SCALE



VICINITY MAP



ARK. HWY. DIST. NO. 8



APPROVED



Date:

2026.04.10

18:37:29-05'00'

CHIEF ENGINEER - PRECONSTRUCTION

P.E. FA5306

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 34° 56' 04.3"	N 34° 56' 02.4"	N 34° 56' 24.9"
LONGITUDE	W 92° 59' 03.6"	W 92° 56' 27.9"	W 92° 53' 46.3"

LENGTH OF PROJECT CALCULATED ALONG C					
GROSS LENGTH OF	PROJECT	27853.19	FEET OR	5.275	MILES
NET	" " ROADWAY	27853.19	" "	5.275	MILES
NET	" " BRIDGES	0.00	" "	0.000	MILES
NET	" " PROJECT	27853.19	" "	5.275	MILES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	2	30
		INDEX OF SHEETS AND STANDARD DRAWINGS				

Digitally signed by
Freeling, Bryan E.
Date: 2026.04.13
11:52:17-05'00'



INDEX OF SHEETS

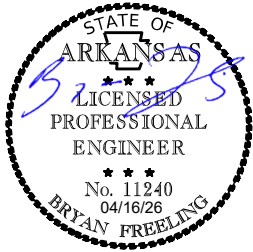
SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 5	TYPICAL SECTIONS OF IMPROVEMENT
6	SPECIAL DETAILS
7	QUANTITIES
8	SUMMARY OF QUANTITIES AND REVISIONS
9 - 30	PLAN AND PROFILE SHEETS

ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	04-09-26
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
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

INDEX OF SHEETS AND STANDARD DRAWINGS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	3	30
GOVERNING SPECIFICATIONS AND GENERAL NOTES						



GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273_____	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273_____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273_____	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273_____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273_____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273_____	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273_____	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
102-3_____	PREQUALIFICATION OF BIDDERS
103-2_____	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4_____	MAINTENANCE DURING CONSTRUCTION
107-2_____	RESTRAINING CONDITIONS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
108-3_____	WORK ORDER FOR FIXED COMPLETION DATE CONTRACTS
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
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
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
JOB FA5310_____	AGGREGATE SURFACE COURSE
JOB FA5310_____	BIDDING REQUIREMENTS AND CONDITIONS
JOB FA5310_____	BUY AMERICA - CONSTRUCTION MATERIALS
JOB FA5310_____	CARGO PREFERENCE ACT REQUIREMENTS
JOB FA5310_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB FA5310_____	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET SOFT LAUNCH)
JOB FA5310_____	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB FA5310_____	DOCUMENTATION OF PAYMENTS MADE TO SUBCONTRACTORS
JOB FA5310_____	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB FA5310_____	MANDATORY ELECTRONIC CONTRACT
JOB FA5310_____	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB FA5310_____	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB FA5310_____	PRICE ADJUSTMENT FOR FUEL
JOB FA5310_____	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB FA5310_____	RECYCLED ASPHALT SHINGLES
JOB FA5310_____	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB FA5310_____	UTILITY ADJUSTMENTS
JOB FA5310_____	VALUE ENGINEERING
JOB FA5310_____	WARM MIX ASPHALT
JOB FA5310_____	WATER POLLUTION CONTROL

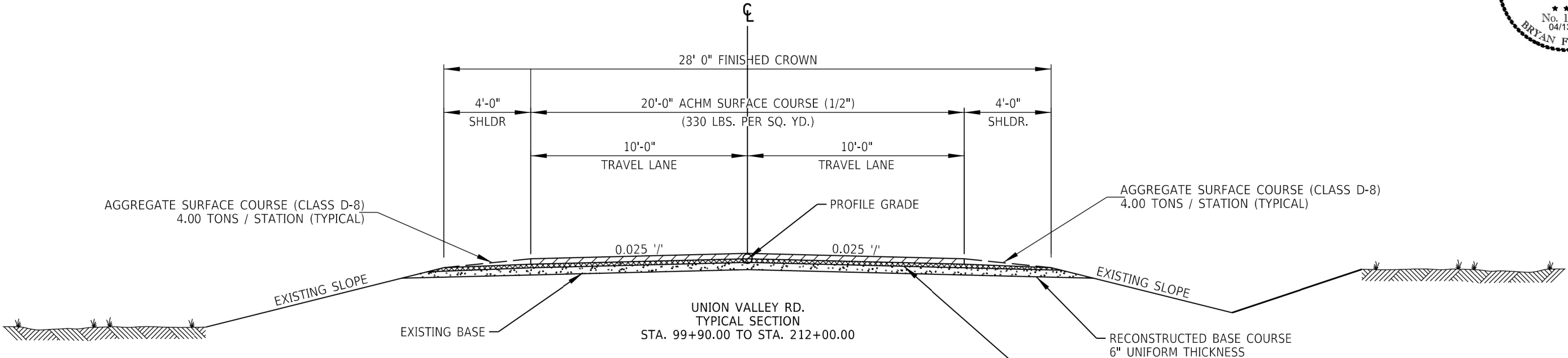
GENERAL NOTES

1. SUPERELEVATION SHALL BE COMPUTED IN ACCORDANCE WITH STANDARD DRAWING SE-2 USING 30 M.P.H. DESIGN VALUES AND REVOLVE ABOUT THE INNER EDGE OF TRAVEL LANE UNLESS OTHERWISE SHOWN.
2. THE ROAD SHALL BE MAINTAINED AND REMAIN OPEN TO TRAFFIC THROUGHOUT THE PROJECT.
3. 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.
4. EDGE LINES SHALL NOT BE PLACED UNTIL AFTER ALL MATERIAL HAS BEEN PLACED OR PULLED UP AGAINST THE EDGE OF PAVEMENT.

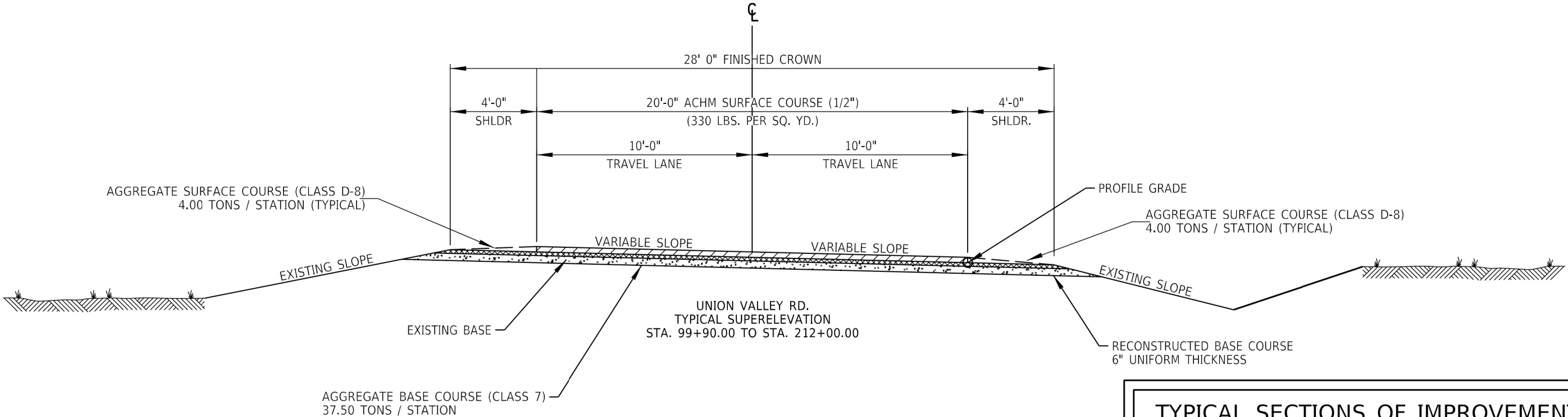
GOVERNING SPECIFICATIONS AND GENERAL NOTES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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TYPICAL SECTIONS OF IMPROVEMENT						

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



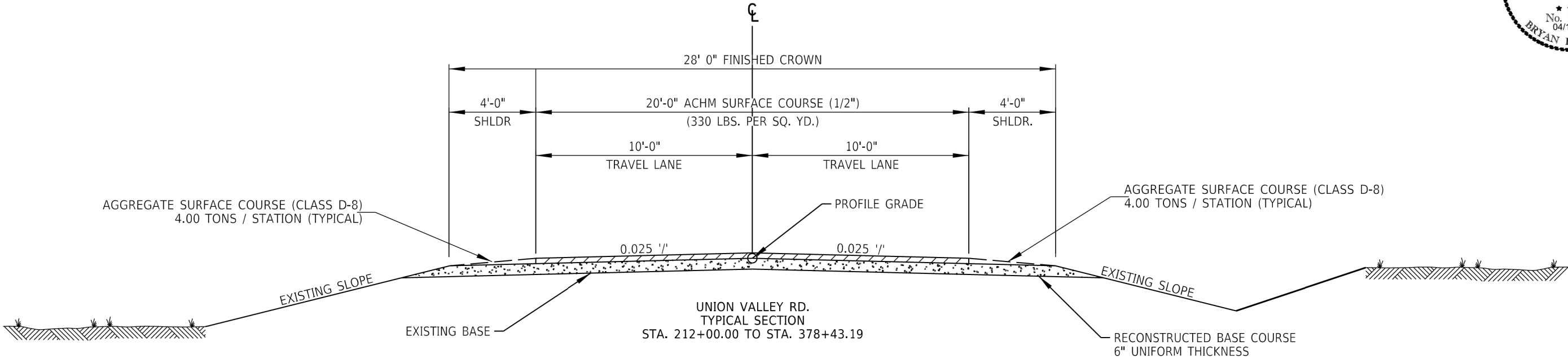
NOTE: THE THICKNESS OF BASE COURSE SHALL BE WITHIN
PLUS OR MINUS ONE INCH OF PLAN THICKNESS SHOWN.
THE CONTRACTOR WILL CORRECT ANY DEFICIENT
THICKNESS THAT DOES NOT MEET THE TOLERANCE
INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL
PLACED IN EXCESS OF THE TOLERANCE INDICATED.



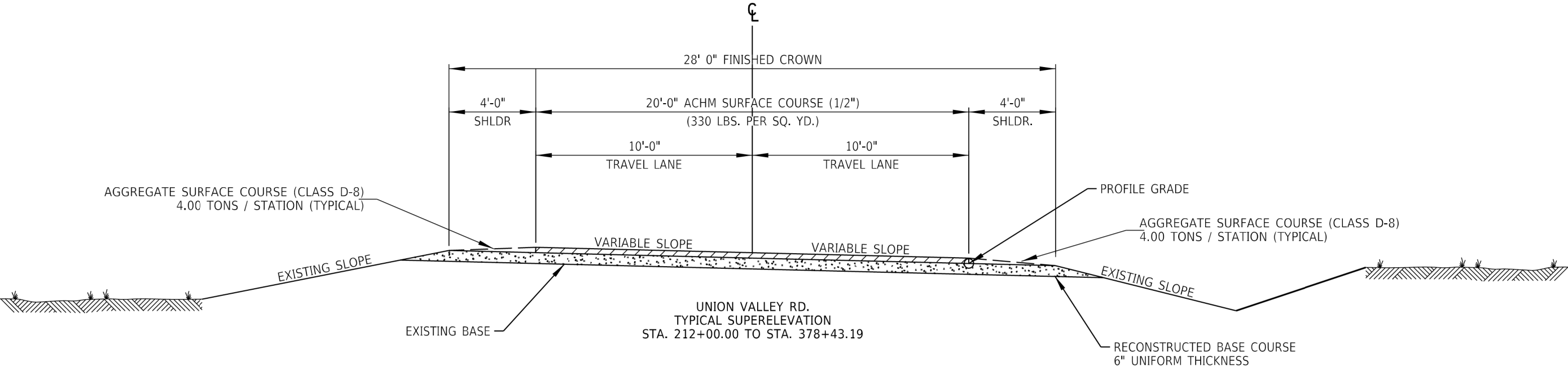
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	5	30
TYPICAL SECTIONS OF IMPROVEMENT						

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

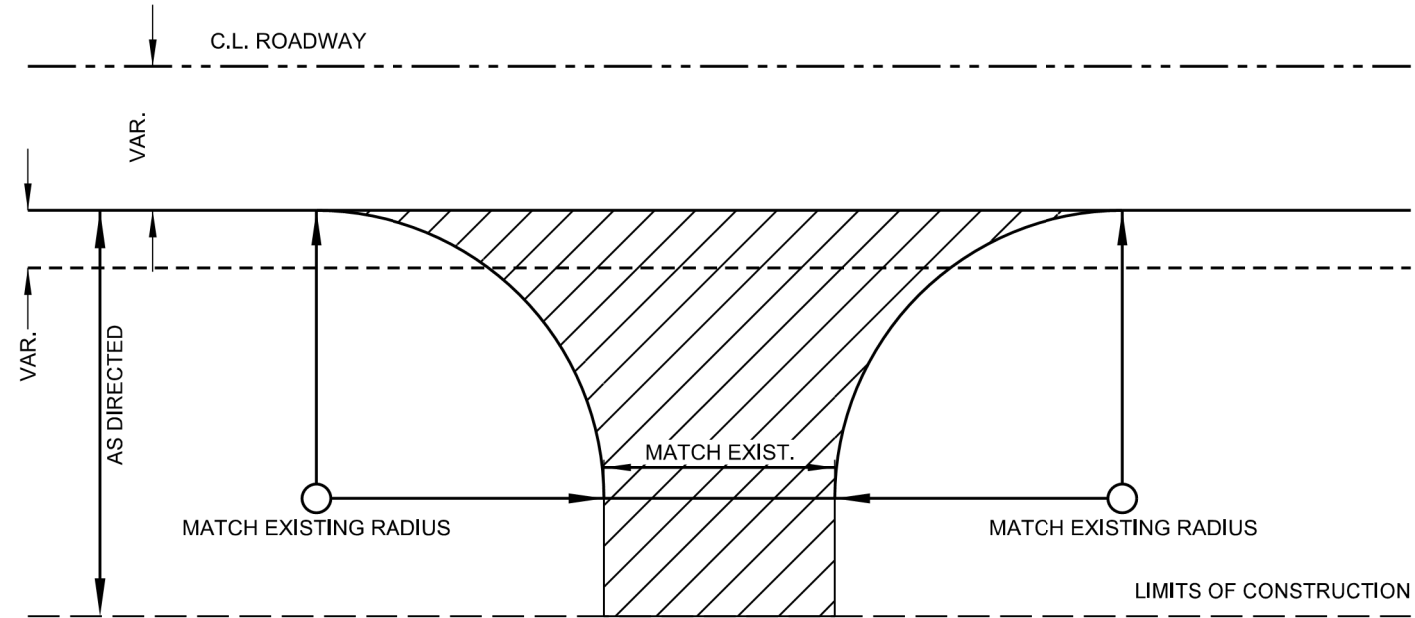


NOTE:THE THICKNESS OF BASE COURSE SHALL BE WITHIN
PLUS OR MINUS ONE INCH OF PLAN THICKNESS SHOWN.
THE CONTRACTOR WILL CORRECT ANY DEFICIENT
THICKNESS THAT DOES NOT MEET THE TOLERANCE
INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL
PLACED IN EXCESS OF THE TOLERANCE INDICATED.



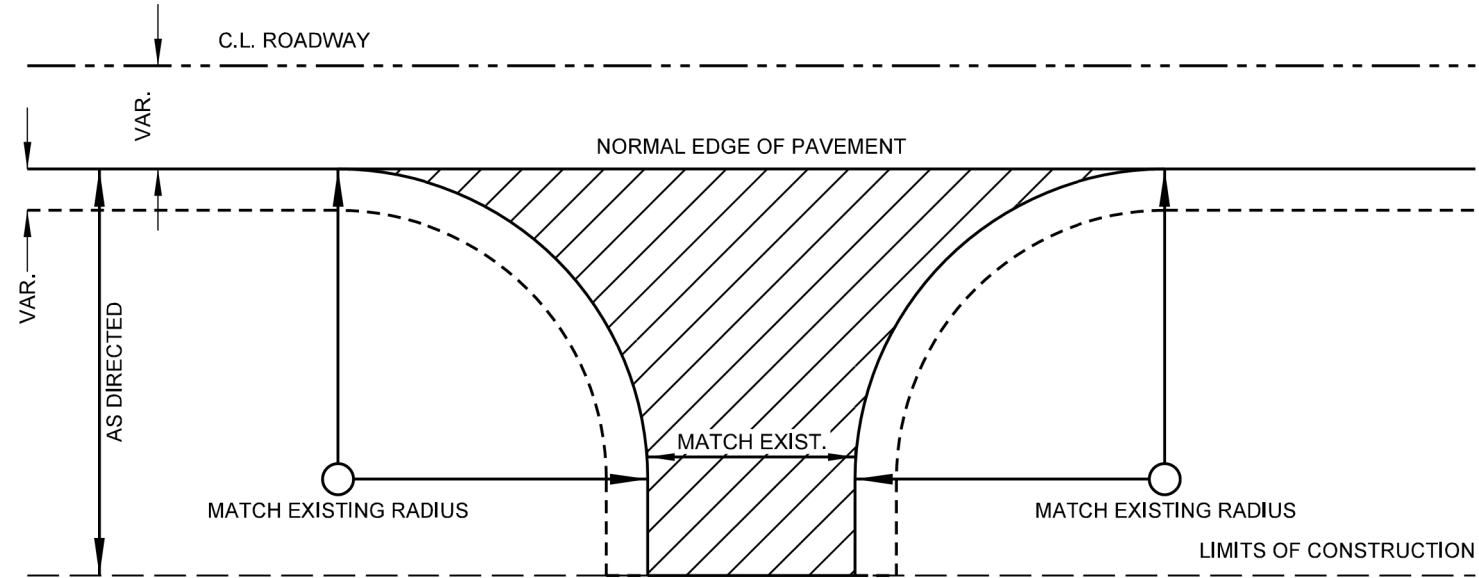
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	6	30
SPECIAL DETAILS						



TYPICAL DRIVEWAY

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



TYPICAL COUNTY TURNOUT

SPECIAL DETAILS

DESCRIPTION	W20-1								G20-1 (ROAD WORK NEXT XX MILES)	G20-2 (END ROAD WORK)		R2-6aP (FINES DOUBLE)		R2-11 (END HIGHER FINES ZONE)		WZ-4 (NO HAND-HELD PHONE USE BY DRIVER)		*TRAFFIC DRUMS	STANDARD DRAWING NUMBER	
	1500 FT.		1000 FT.		500 FT.		AHEAD													
	NO.	SQ. FT.	NO.	SQ. FT.	NO.	SQ. FT.	NO.	SQ. FT.												
UNION VALLEY RD. BEGIN PROJECT	1	16.00	1	16.00	1	16.00			1	10.00	1	8.00	1	12.00	1	12.00	1	13.50		TC-1, TC-1A, TC-2, TC-3, TC-6
HWY. 155 AND UNION VALLEY RD.							1	16.00			1	8.00								TC-1, TC-2, TC-3, TC-6
FR. 207 AND UNION VALLEY RD.							1	16.00			1	8.00								TC-1, TC-2, TC-3, TC-6
UNION VALLEY RD. END PROJECT	1	16.00	1	16.00	1	16.00			1	10.00	1	8.00	1	12.00	1	12.00	1	13.50		TC-1, TC-1A, TC-2, TC-3, TC-6
AS DIRECTED																		50*		TC-2, TC-3, TC-6
SUBTOTALS (PARTICIPATING):	1	16.00	1	16.00	1	16.00	2	32.00	1	10.00	3	24.00	1	12.00	1	12.00	1	13.50	50*	
TOTALS:																		151.50	50*	

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

STATION	STATION	LOCATION	LENGTH	RECONSTRUCTED BASE COURSE	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE SURFACE COURSE (CLASS D-8)		ACHM SURFACE COURSE (1/2")			
				STATION	TON/STA.	TON	TON/STA.	TON	Avg. Width	LBS./SQ. YD.	SQ. YD.	TON
									FEET			
99+90.00	101+00.00	MAIN LANES	110.00	1.1	VAR.	30.8	VAR.	4.6	VAR.	330	264.0	43.6
101+00.00	212+00.00	MAIN LANES	11100.00	111.0	37.50	4162.5	8.00	888.0	20.00	330	24666.7	4070.0
212+00.00	378+43.19	MAIN LANES	16643.19	166.4			8.00	1331.5	20.00	330	36984.9	6102.5
AS DIRECTED		DRIVES AND TURNOUTS						50.0				500.0
TOTALS:				278.5		4193.3		2274.1				10716.1
USE:				279		4193		2274				10716

STATION		DESCRIPTION	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (4") CONTINUOUS	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (4") CONTINUOUS
FROM	TO		LINEAR FEET	LINEAR FEET
99+90.00	378+43.19	DOUBLE YELLOW	55706	
99+90.00	378+43.19	EDGE LINE		55706
TOTALS:			55706	55706

ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	6.3%
MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	93.7%

QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	8	30
SUMMARY OF QUANTITIES AND REVISIONS						



SUMMARY OF QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	4193	TON
SP & 303	AGGREGATE SURFACE COURSE (CLASS D-8)	2274	TON
305	RECONSTRUCTED BASE COURSE	279	STATION
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	10041	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	675	TON
601	MOBILIZATION	1.00	LUMP SUM
SS & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	152	SQ. FT.
SS & 604	TRAFFIC DRUMS	50	EACH
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (4")	55706	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (4")	55706	LIN. FT.

REVISIONS

DATE	REVISION	SHEET NUMBER

SUMMARY OF QUANTITIES AND REVISIONS

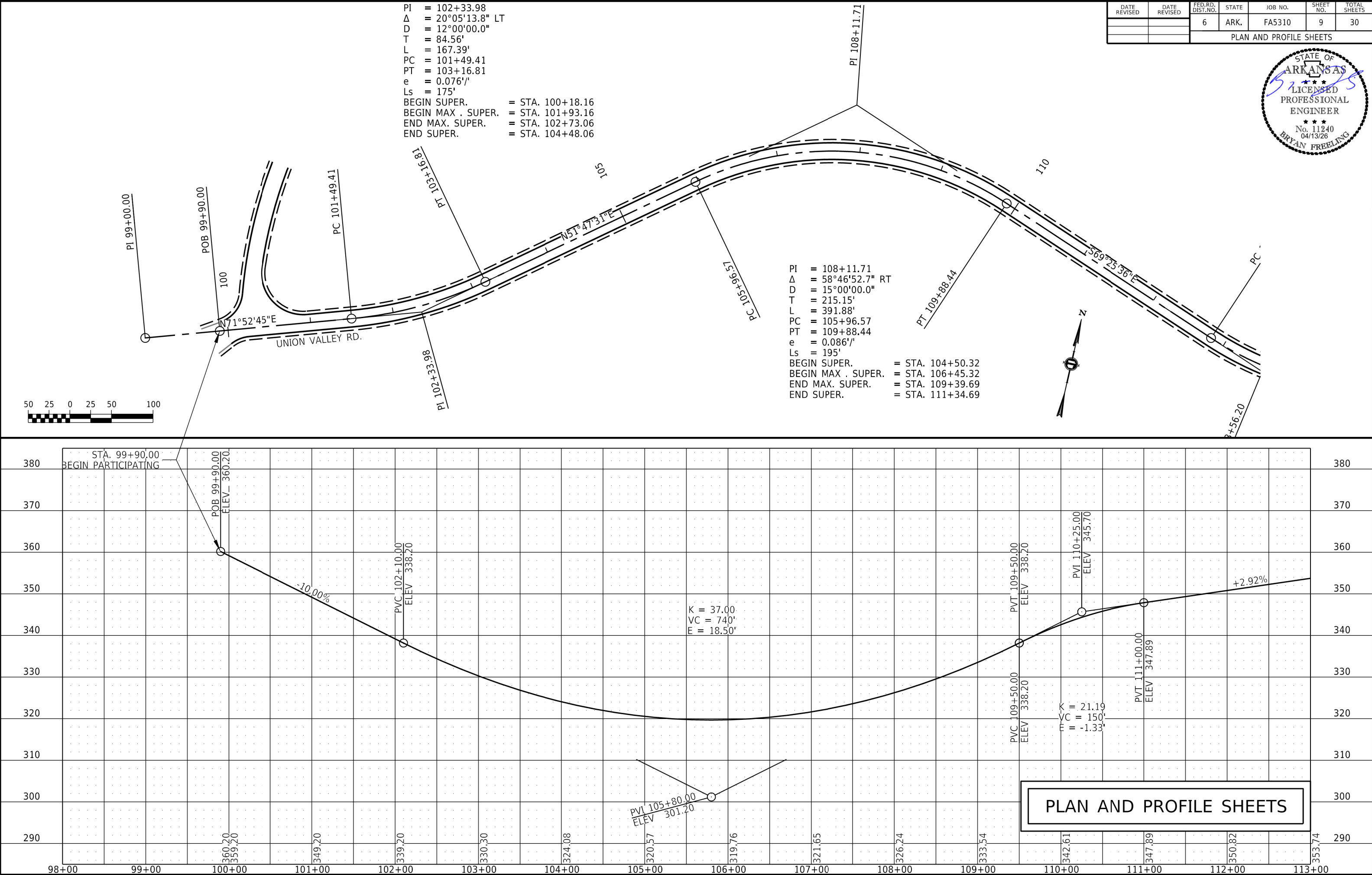
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	9	30
PLAN AND PROFILE SHEETS						



PI = 102+33.98
Δ = 20°05'13.8" LT
D = 12°00'00.0"
T = 84.56'
L = 167.39'
PC = 101+49.41
PT = 103+16.81
e = 0.076'/'
Ls = 175'
BEGIN SUPER. = STA. 100+18.16
BEGIN MAX. SUPER. = STA. 101+93.16
END MAX. SUPER. = STA. 102+73.06
END SUPER. = STA. 104+48.06

PI = 108+11.71
Δ = 58°46'52.7" RT
D = 15°00'00.0"
T = 215.15'
L = 391.88'
PC = 105+96.57
PT = 109+88.44
e = 0.086'/'
Ls = 195'
BEGIN SUPER. = STA. 104+50.32
BEGIN MAX. SUPER. = STA. 106+45.32
END MAX. SUPER. = STA. 109+39.69
END SUPER. = STA. 111+34.69



FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

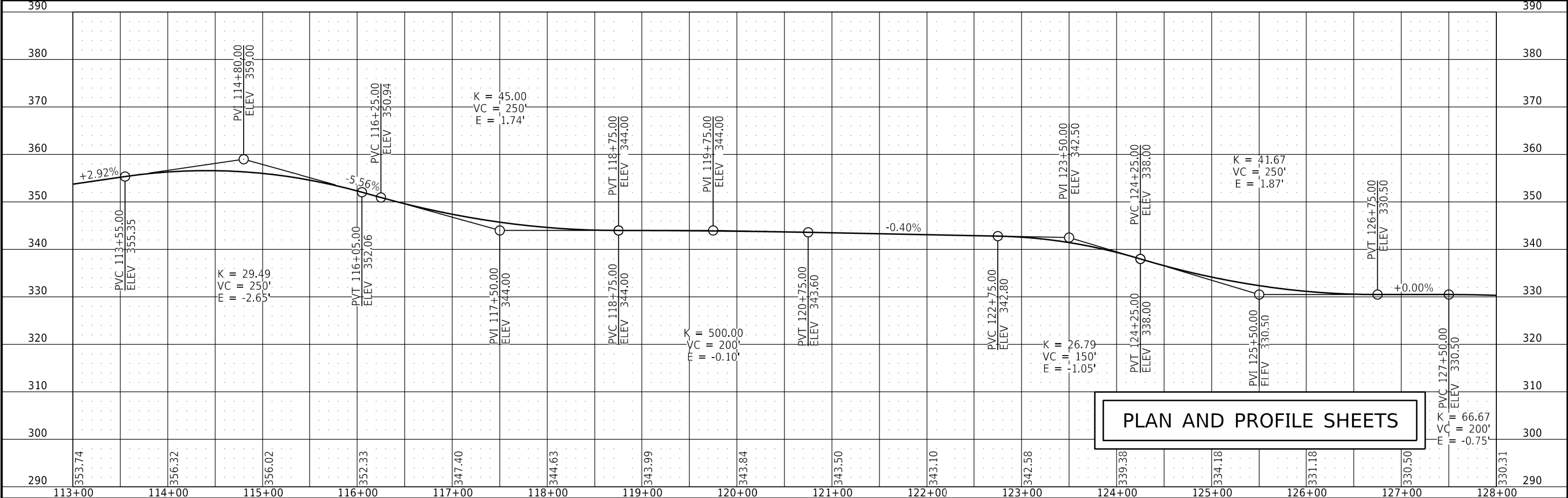
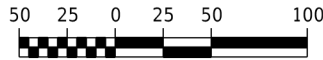
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	10	30
PLAN AND PROFILE SHEETS						



PI = 113+56.20
Δ = 21°47'54.7" LT
D = 15°00'00.0"
T = 73.55'
L = 145.32'
PC = 112+82.65
PT = 114+27.97
e = 0.086'/'
Ls = 195'
BEGIN SUPER. = STA. 111+36.40
BEGIN MAX . SUPER. = STA. 113+31.40
END MAX. SUPER. = STA. 113+79.22
END SUPER. = STA. 115+74.22

PI = 119+13.91
Δ = 02°04'42.8" RT
D = 01°00'00.0"
T = 103.94'
L = 207.86'
PC = 118+09.97
PT = 120+17.82
e = N.C.

PI = 124+43.94
Δ = 14°11'27.9" RT
D = 08°00'00.0"
T = 89.15'
L = 177.39'
PC = 123+54.79
PT = 125+32.18
e = 0.058'/'
Ls = 150'
BEGIN SUPER. = STA. 122+42.29
BEGIN MAX . SUPER. = STA. 123+92.29
END MAX. SUPER. = STA. 124+94.68
END SUPER. = STA. 126+44.68



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	11	30
PLAN AND PROFILE SHEETS						



PI = 129+52.40
Δ = 10°20'48.3" LT
D = 05°00'00.0"
T = 103.75'
L = 206.93'
PC = 128+48.66
PT = 130+55.59
e = 0.040'/'
Ls = 150'
BEGIN SUPER. = STA. 127+36.16
BEGIN MAX. SUPER. = STA. 128+86.16
END MAX. SUPER. = STA. 130+18.09
END SUPER. = STA. 131+68.09

PI = 137+91.96
Δ = 03°56'15.7" LT
D = 03°00'00.0"
T = 65.65'
L = 131.26'
PC = 137+26.31
PT = 138+57.56
e = 0.025'/'
Ls = 150'
BEGIN SUPER. = STA. 136+13.81
BEGIN MAX. SUPER. = STA. 137+63.81
END MAX. SUPER. = STA. 138+20.06
END SUPER. = STA. 139+70.06

PLAN AND PROFILE SHEETS

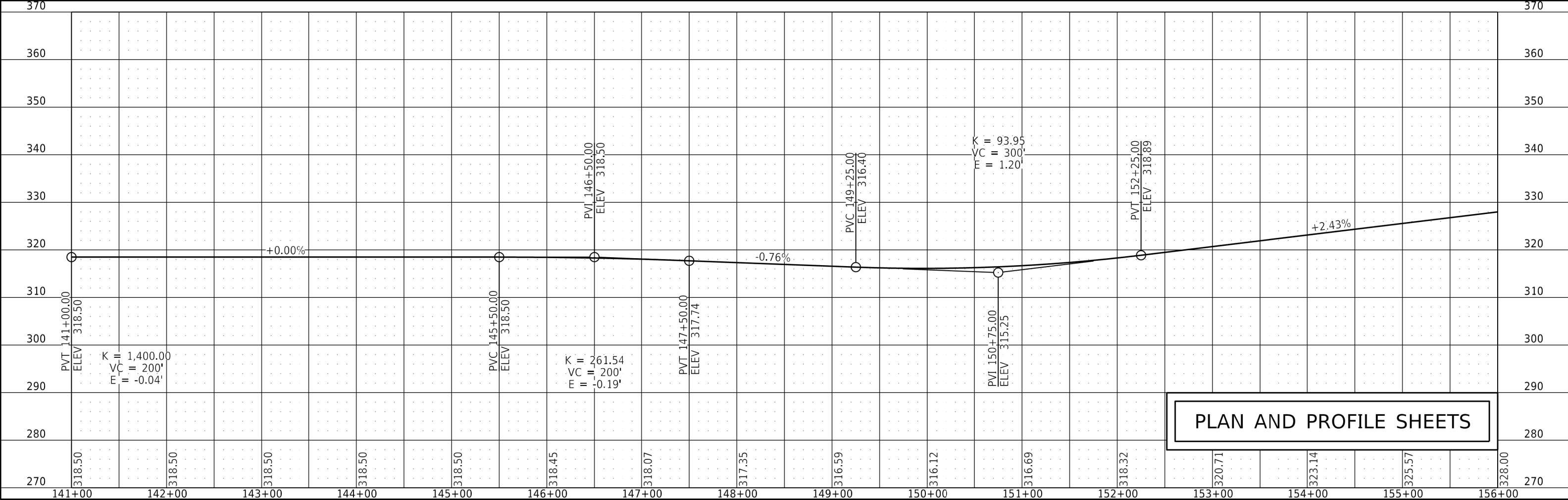
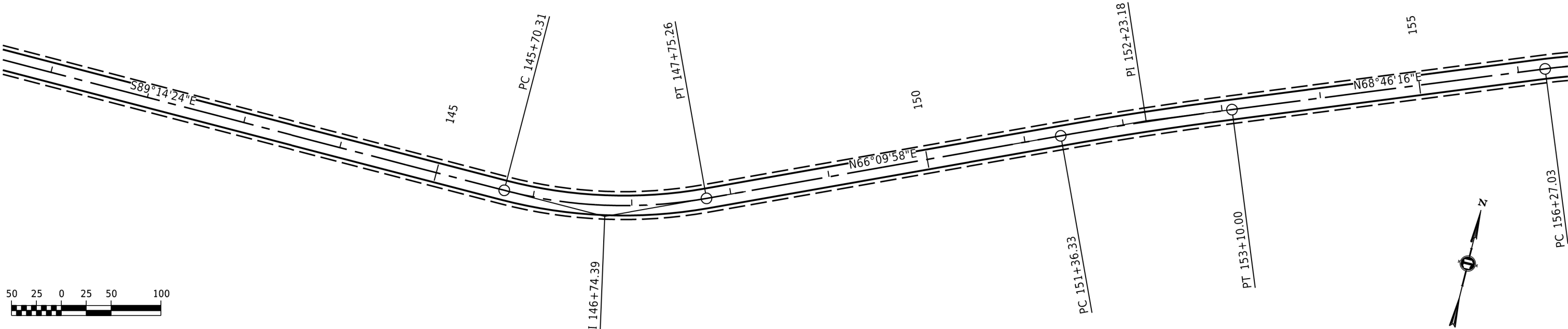
FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

AFAS310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

PI = 146+74.39
Δ = 24°35'37.8" LT
D = 12°00'00.0"
T = 104.08'
L = 204.95'
PC = 145+70.31
PT = 147+75.26
e = 0.076'/'
Ls = 175'
BEGIN SUPER. = STA. 144+39.06
BEGIN MAX . SUPER. = STA. 146+14.05
END MAX. SUPER. = STA. 147+31.51
END SUPER. = STA. 149+06.51

PI = 152+23.18
Δ = 02°36'18.3" RT
D = 01°30'00.0"
T = 86.85'
L = 173.67'
PC = 151+36.33
PT = 153+10.00
e = N.C.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	12	30
PLAN AND PROFILE SHEETS						



FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

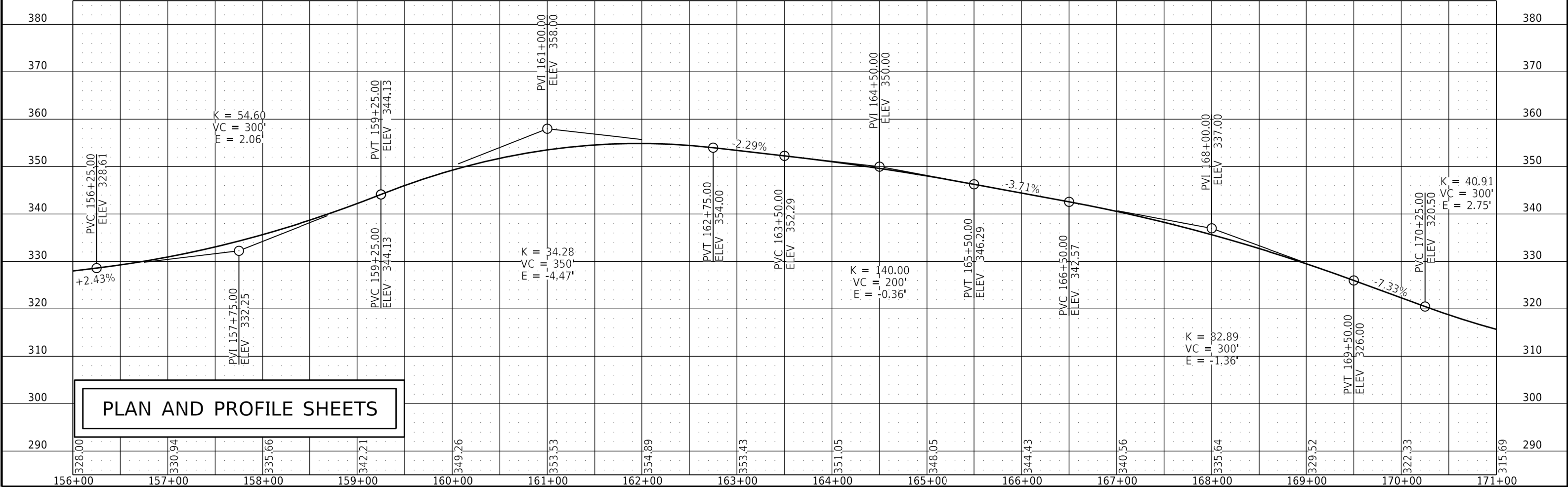
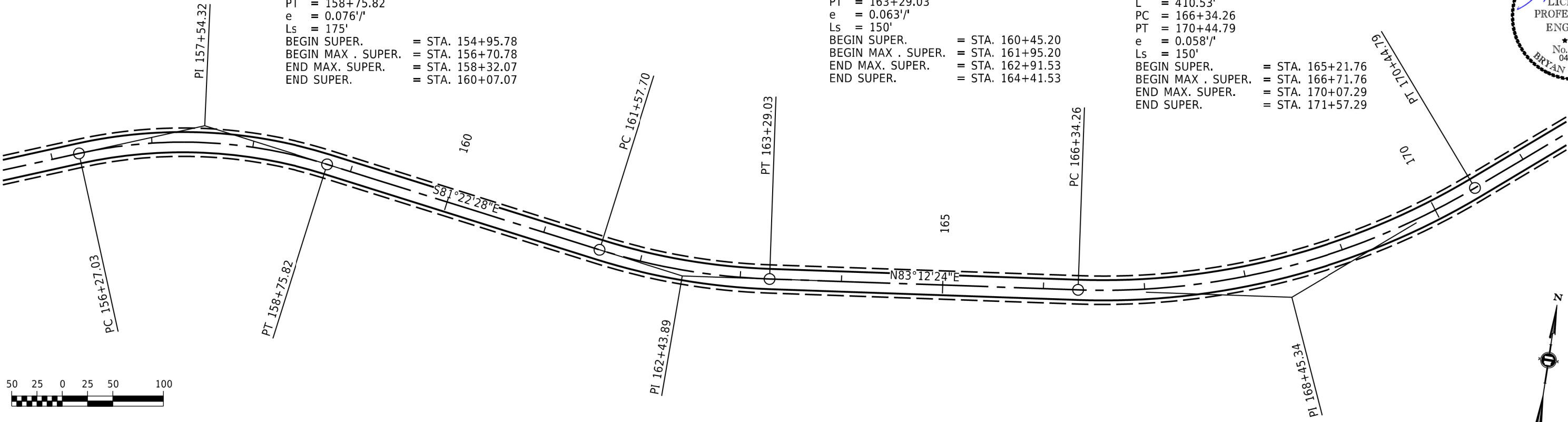
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	13	30
PLAN AND PROFILE SHEETS						



PI = 157+54.32
Δ = 29°51'16.5" RT
D = 12°00'00.0"
T = 127.29'
L = 248.79'
PC = 156+27.03
PT = 158+75.82
e = 0.076'/'
Ls = 175'
BEGIN SUPER. = STA. 154+95.78
BEGIN MAX. SUPER. = STA. 156+70.78
END MAX. SUPER. = STA. 158+32.07
END SUPER. = STA. 160+07.07

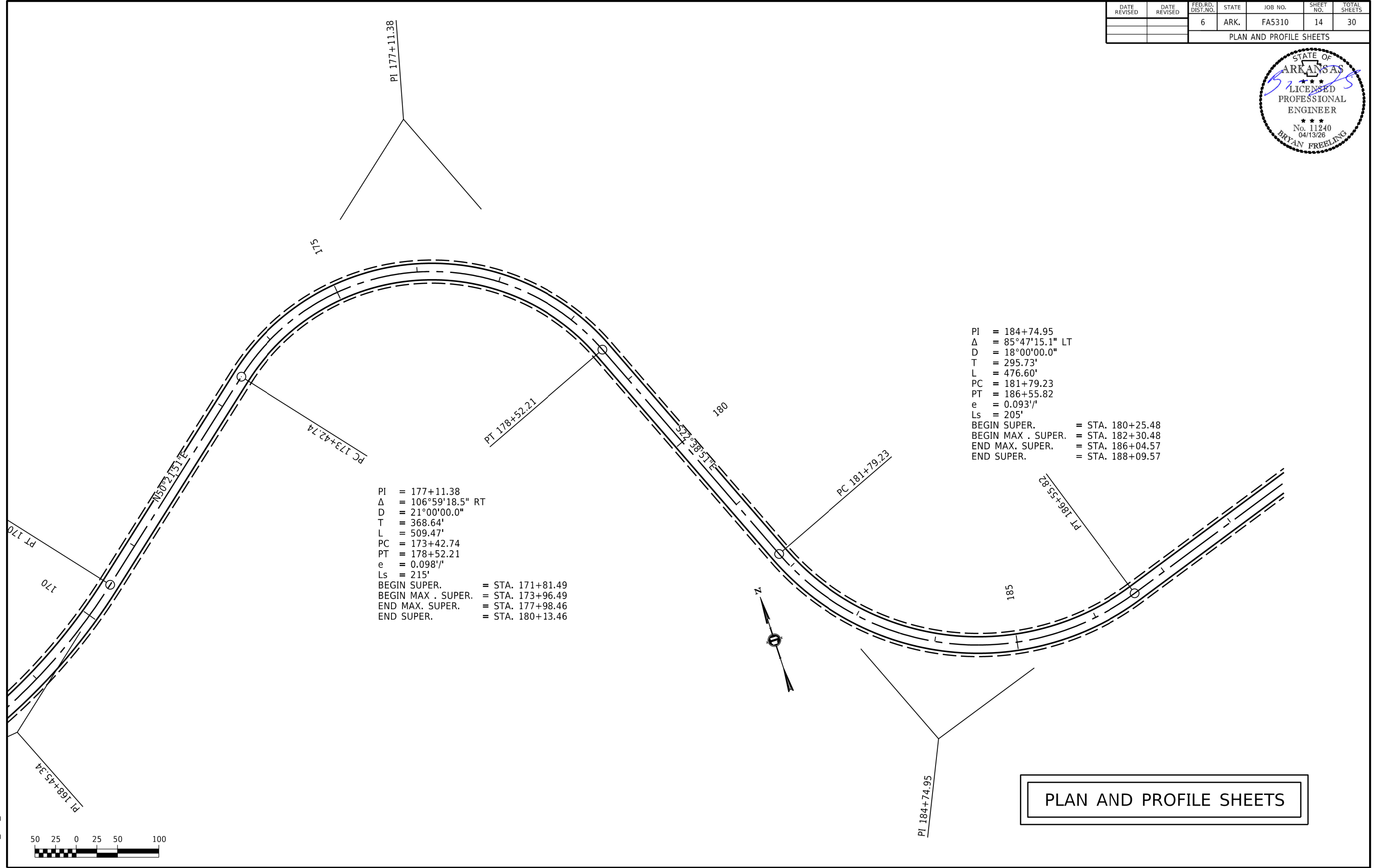
PI = 162+43.89
Δ = 15°25'08.4" LT
D = 09°00'00.0"
T = 86.18'
L = 171.32'
PC = 161+57.70
PT = 163+29.03
e = 0.063'/'
Ls = 150'
BEGIN SUPER. = STA. 160+45.20
BEGIN MAX. SUPER. = STA. 161+95.20
END MAX. SUPER. = STA. 162+91.53
END SUPER. = STA. 164+41.53

PI = 168+45.34
Δ = 32°50'33.3" LT
D = 08°00'00.0"
T = 211.08'
L = 410.53'
PC = 166+34.26
PT = 170+44.79
e = 0.058'/'
Ls = 150'
BEGIN SUPER. = STA. 165+21.76
BEGIN MAX. SUPER. = STA. 166+71.76
END MAX. SUPER. = STA. 170+07.29
END SUPER. = STA. 171+57.29



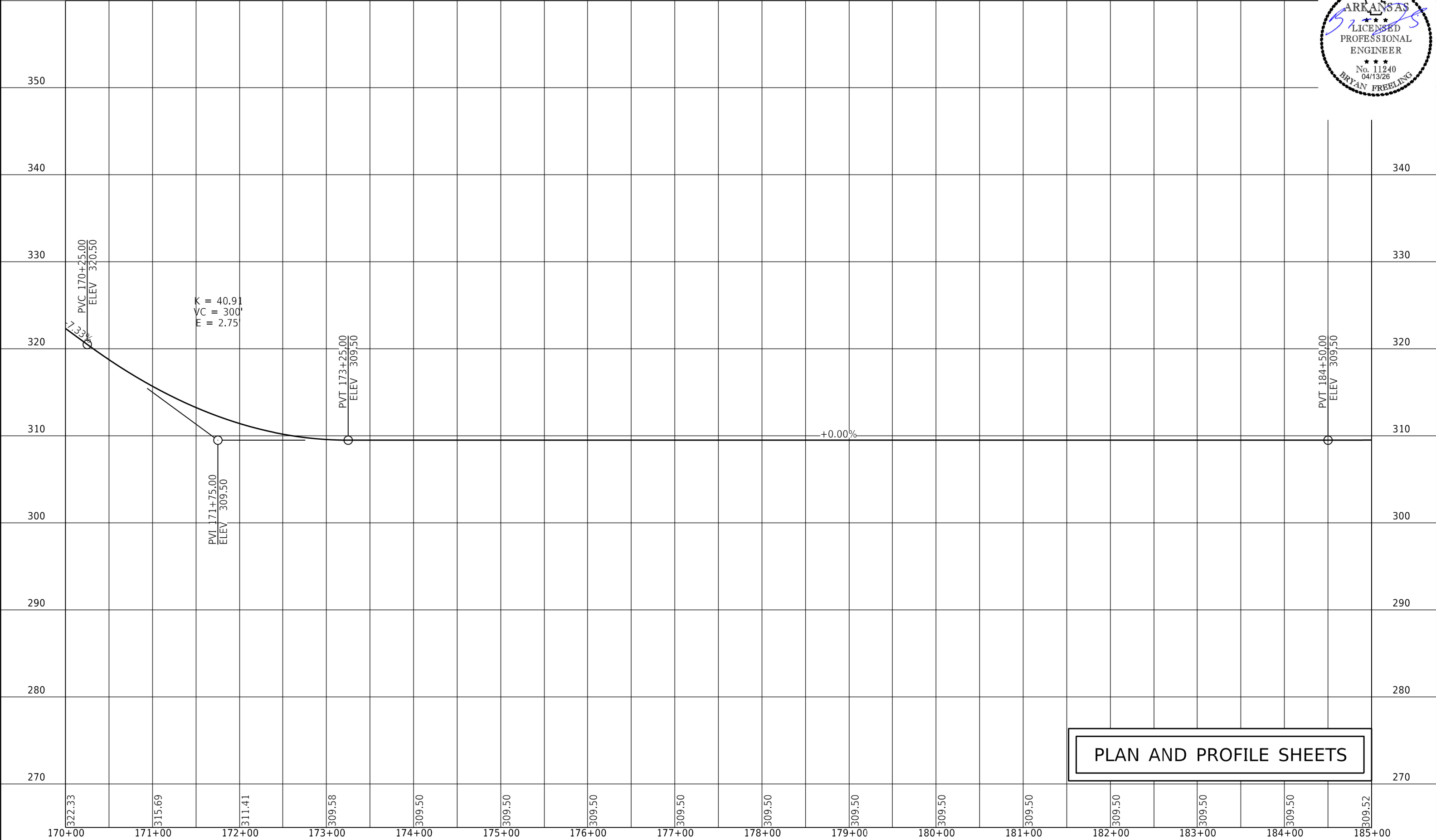
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	14	30
PLAN AND PROFILE SHEETS						



AFAS310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	15	30
PLAN AND PROFILE SHEETS						



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	16	30
PLAN AND PROFILE SHEETS						



PI = 184+74.95
Δ = 85°47'15.1" LT
D = 18°00'00.0"
T = 295.73'
L = 476.60'
PC = 181+79.23
PT = 186+55.82
e = 0.093'/'
Ls = 205'
BEGIN SUPER. = STA. 180+25.48
BEGIN MAX. SUPER. = STA. 182+30.48
END MAX. SUPER. = STA. 186+04.57
END SUPER. = STA. 188+09.57

PI = 195+66.80
Δ = 62°26'31.1" RT
D = 18°00'00.0"
T = 192.93'
L = 346.90'
PC = 193+73.87
PT = 197+20.77
e = 0.093'/'
Ls = 205'
BEGIN SUPER. = STA. 192+20.12
BEGIN MAX. SUPER. = STA. 194+25.12
END MAX. SUPER. = STA. 196+69.52
END SUPER. = STA. 198+74.52

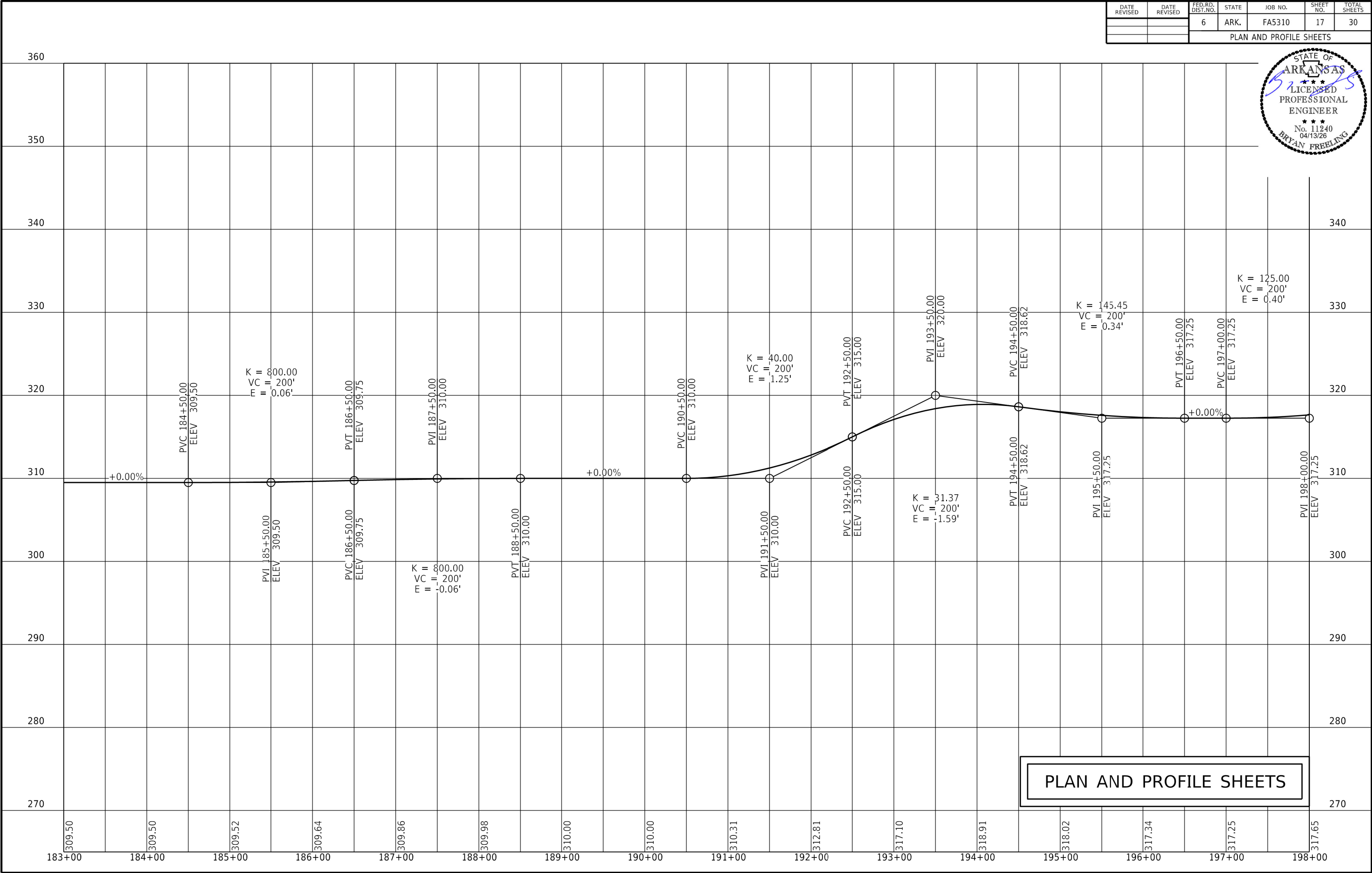


PLAN AND PROFILE SHEETS



AFAS310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

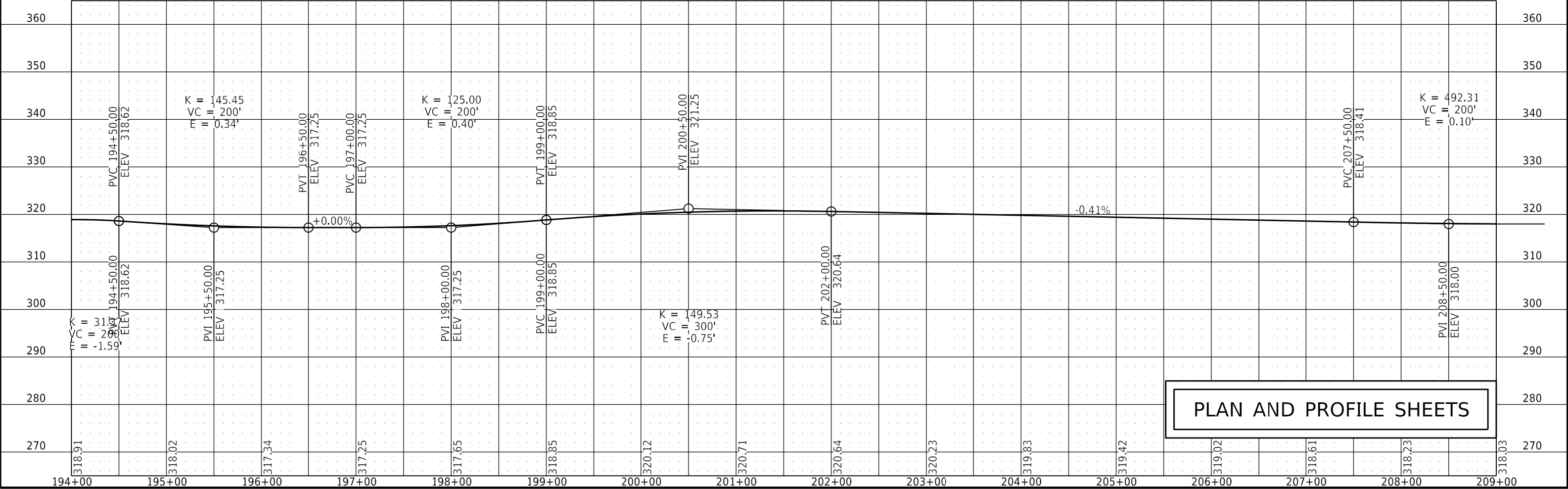
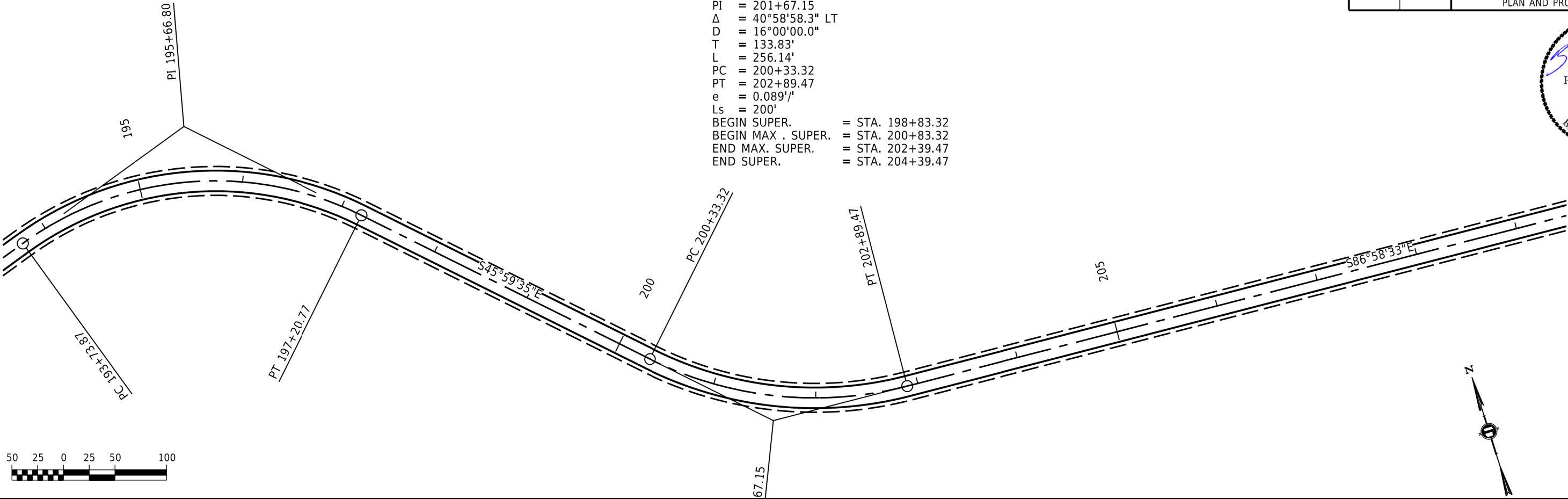
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	17	30
PLAN AND PROFILE SHEETS						



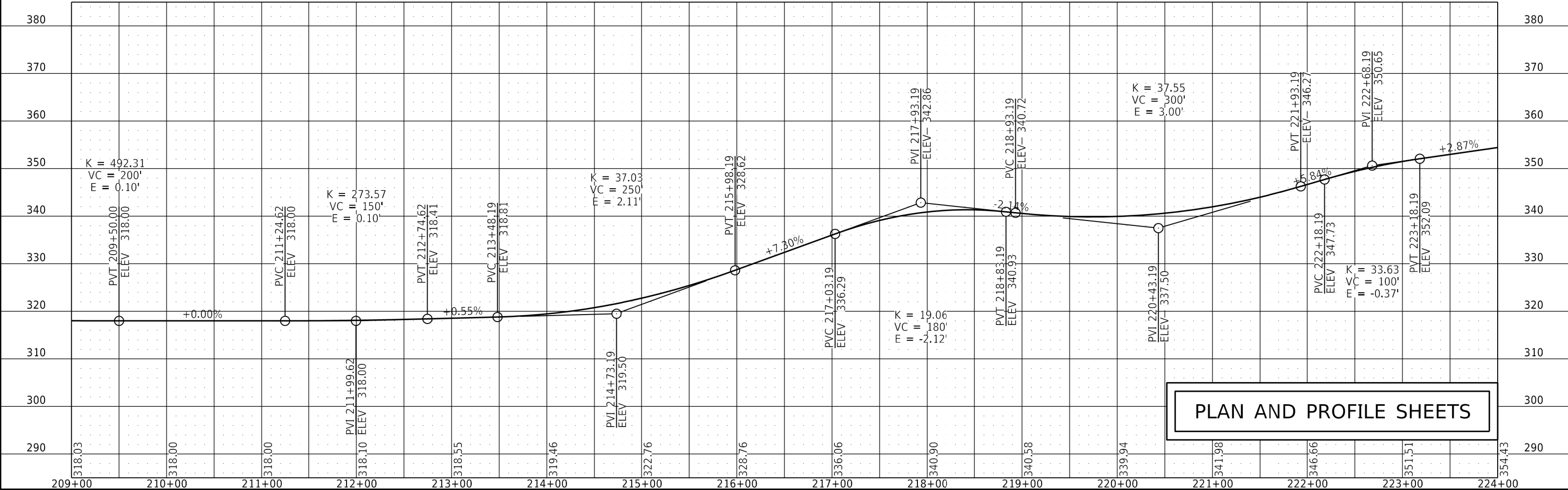
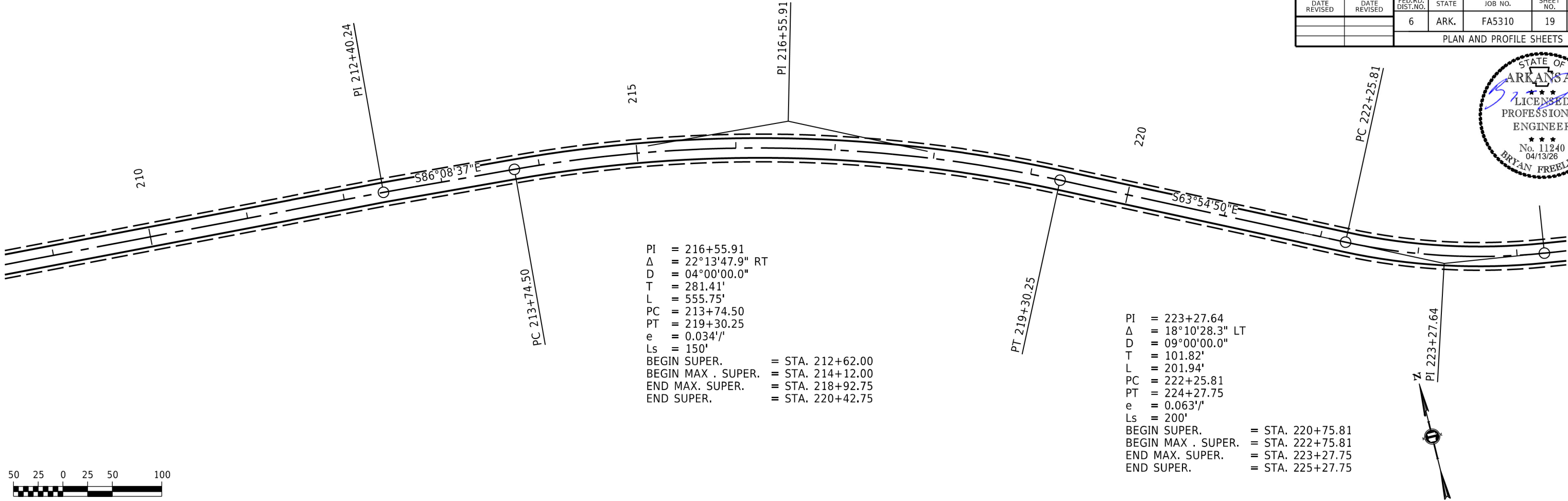
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	18	30
PLAN AND PROFILE SHEETS						



PI = 201+67.15
Δ = 40°58'58.3" LT
D = 16°00'00.0"
T = 133.83'
L = 256.14'
PC = 200+33.32
PT = 202+89.47
e = 0.089'/
Ls = 200'
BEGIN SUPER. = STA. 198+83.32
BEGIN MAX. SUPER. = STA. 200+83.32
END MAX. SUPER. = STA. 202+39.47
END SUPER. = STA. 204+39.47



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	19	30
PLAN AND PROFILE SHEETS						



PLAN AND PROFILE SHEETS

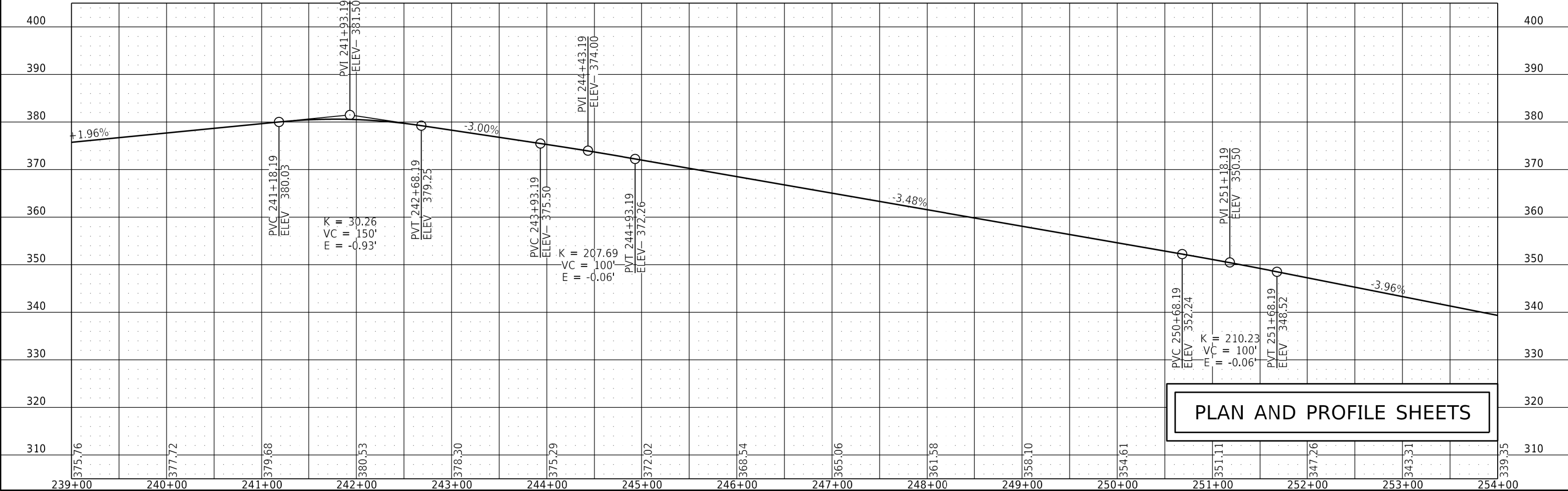
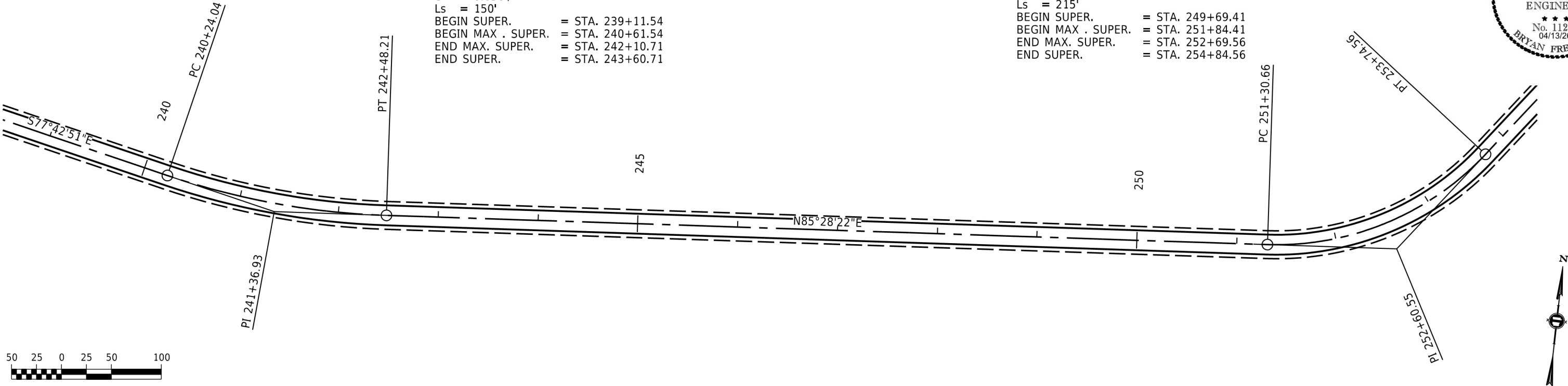
FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	21	30
PLAN AND PROFILE SHEETS						

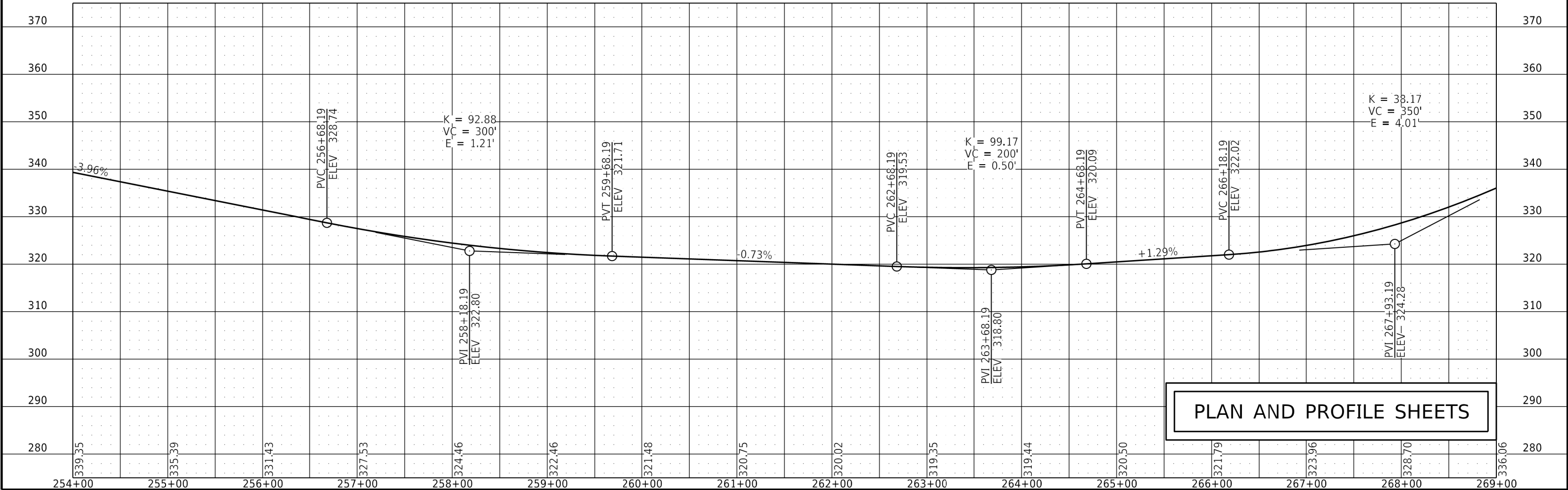
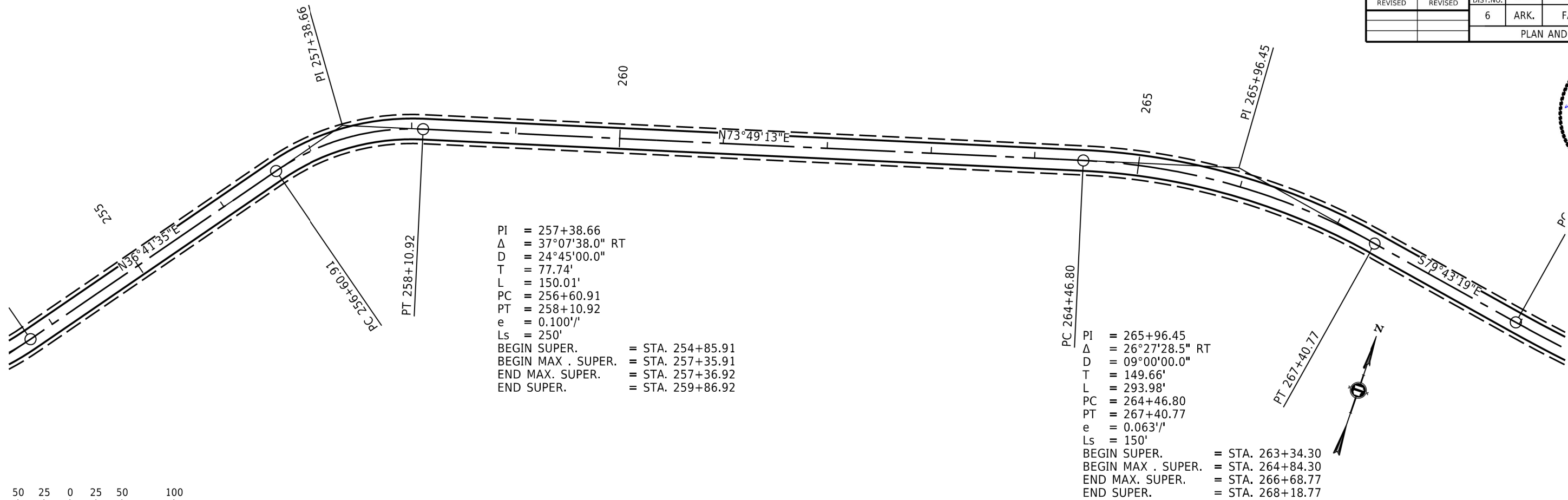


PI = 241+36.93
Δ = 16°48'46.2" LT
D = 07°30'00.0"
T = 112.90'
L = 224.17'
PC = 240+24.04
PT = 242+48.21
e = 0.056'/'
Ls = 150'
BEGIN SUPER. = STA. 239+11.54
BEGIN MAX. SUPER. = STA. 240+61.54
END MAX. SUPER. = STA. 242+10.71
END SUPER. = STA. 243+60.71

PI = 252+60.55
Δ = 48°46'47.3" LT
D = 20°00'00.0"
T = 129.89'
L = 243.90'
PC = 251+30.66
PT = 253+74.56
e = 0.097'/'
Ls = 215'
BEGIN SUPER. = STA. 249+69.41
BEGIN MAX. SUPER. = STA. 251+84.41
END MAX. SUPER. = STA. 252+69.56
END SUPER. = STA. 254+84.56



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	22	30
PLAN AND PROFILE SHEETS						



PLAN AND PROFILE SHEETS

AFA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

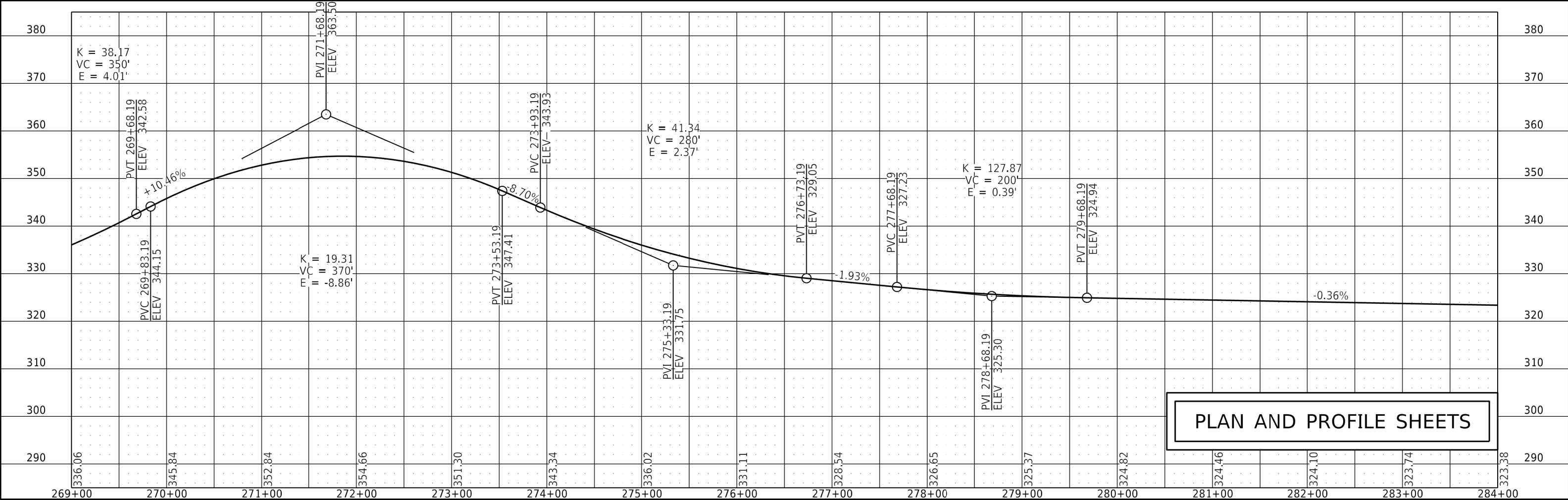
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	23	30
PLAN AND PROFILE SHEETS						



PI = 271+18.13
Δ = 17°36'25.7" LT
D = 04°00'00.0"
T = 221.84'
L = 440.18'
PC = 268+96.29
PT = 273+36.47
e = 0.033'/'
Ls = 150'
BEGIN SUPER. = STA. 268+19.29
BEGIN MAX. SUPER. = STA. 269+69.29
END MAX. SUPER. = STA. 272+25.47
END SUPER. = STA. 273+75.47

PI = 275+60.86
Δ = 05°00'03.6" RT
D = 01°45'00.0"
T = 142.98'
L = 285.77'
PC = 274+17.88
PT = 277+03.65
e = R.C.
Ls = 72'
BEGIN SUPER. = STA. 274+17.88
BEGIN MAX. SUPER. = STA. 274+89.88
END MAX. SUPER. = STA. 276+31.65
END SUPER. = STA. 277+03.65

PI = 282+84.67
Δ = 07°49'52.2" RT
D = 03°30'00.0"
T = 112.05'
L = 223.75'
PC = 281+72.63
PT = 283+96.37
e = 0.030'/'
Ls = 150'
BEGIN SUPER. = STA. 280+60.13
BEGIN MAX. SUPER. = STA. 282+10.13
END MAX. SUPER. = STA. 283+52.37
END SUPER. = STA. 285+02.37



FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

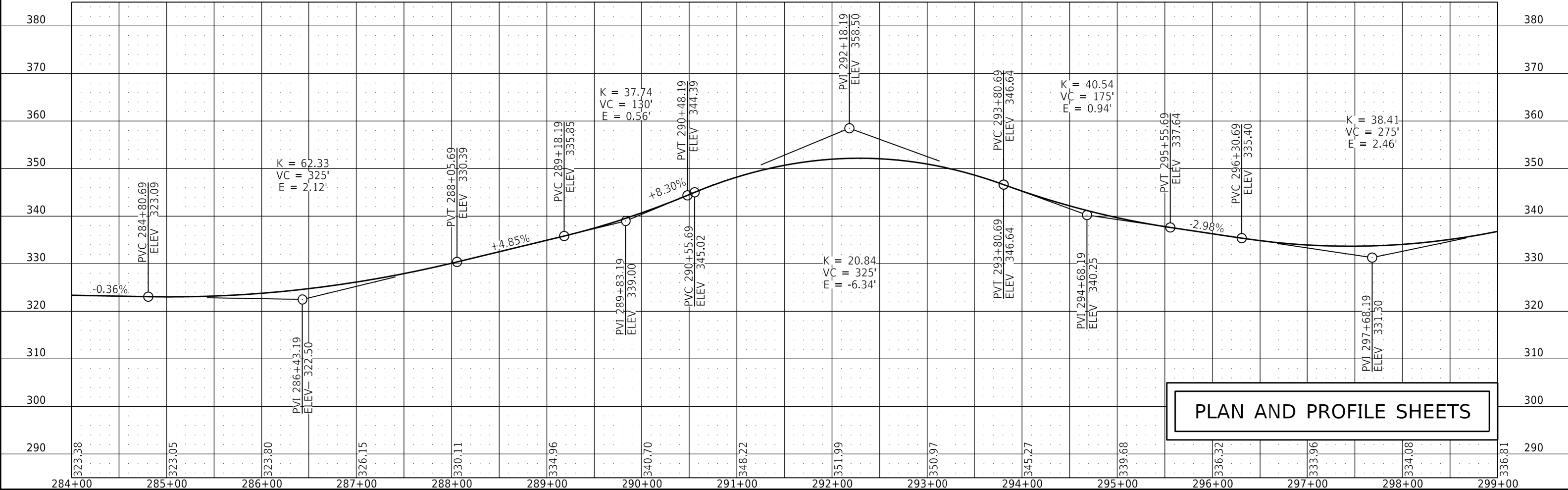
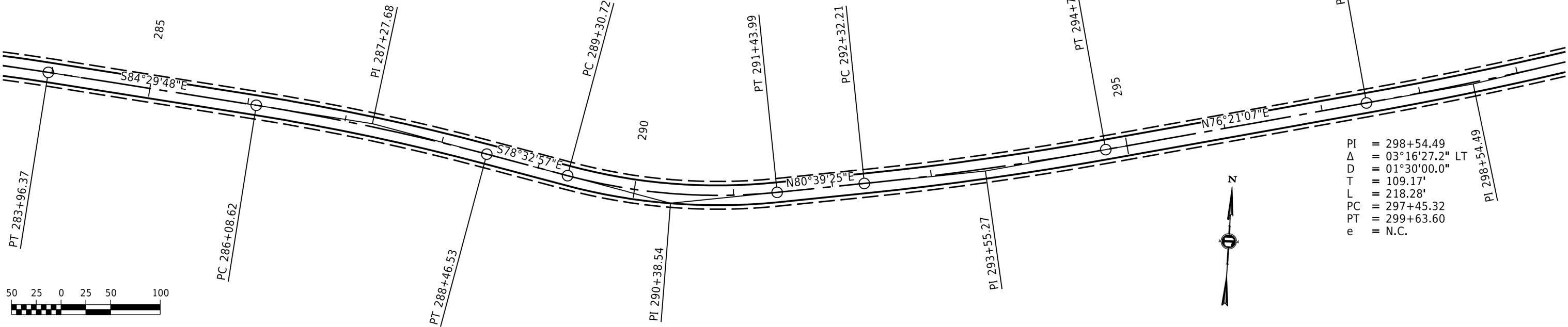
PI = 287+27.68
Δ = 05°56'51.7" RT
D = 02°30'00.0"
T = 119.06'
L = 237.91'
PC = 286+08.62
PT = 288+46.53
e = 0.025'/'
Ls = 150'
BEGIN SUPER. = STA. 285+03.62
BEGIN MAX. SUPER. = STA. 286+53.62
END MAX. SUPER. = STA. 287+35.53
END SUPER. = STA. 288+85.53

PI = 290+38.54
Δ = 20°47'37.8" LT
D = 09°45'00.0"
T = 107.82'
L = 213.27'
PC = 289+30.72
PT = 291+43.99
e = 0.067'/'
Ls = 150'
BEGIN SUPER. = STA. 288+86.72
BEGIN MAX. SUPER. = STA. 290+36.72
END MAX. SUPER. = STA. 290+43.99
END SUPER. = STA. 291+93.99

PI = 293+55.27
Δ = 04°18'18.2" LT
D = 01°45'00.0"
T = 123.06'
L = 246.00'
PC = 292+32.21
PT = 294+78.21
e = R.C.
Ls = 76'
BEGIN SUPER. = STA. 292+32.21
BEGIN MAX. SUPER. = STA. 293+04.21
END MAX. SUPER. = STA. 294+06.21
END SUPER. = STA. 294+78.21

PI = 298+54.49
Δ = 03°16'27.2" LT
D = 01°30'00.0"
T = 109.17'
L = 218.28'
PC = 297+45.32
PT = 299+63.60
e = N.C.

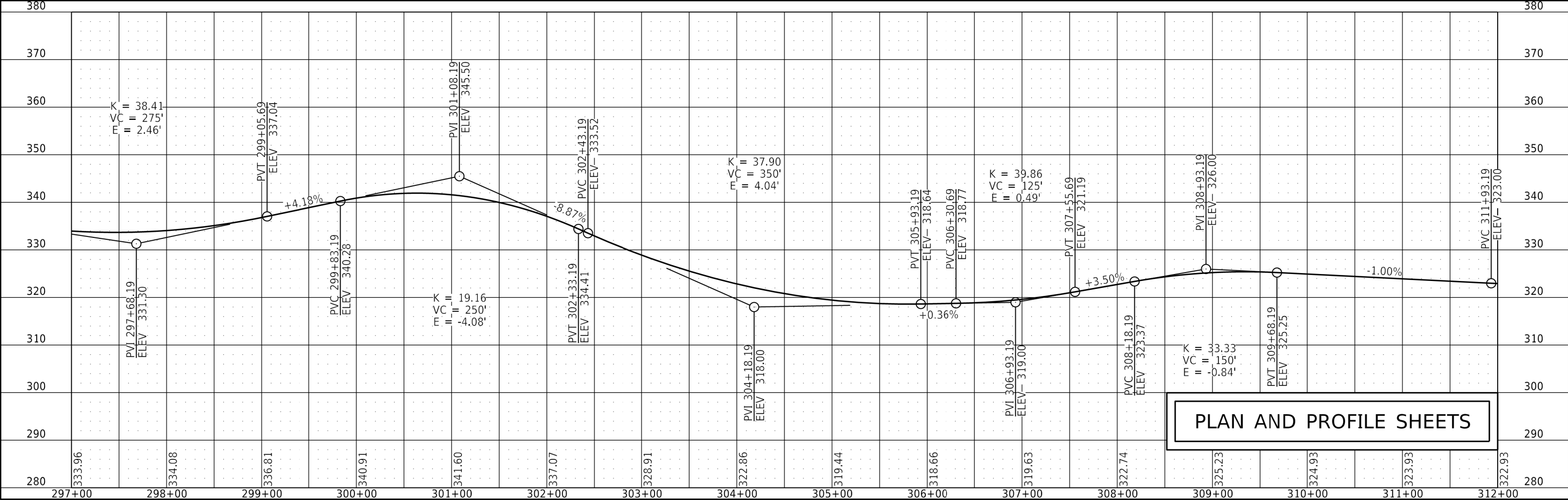
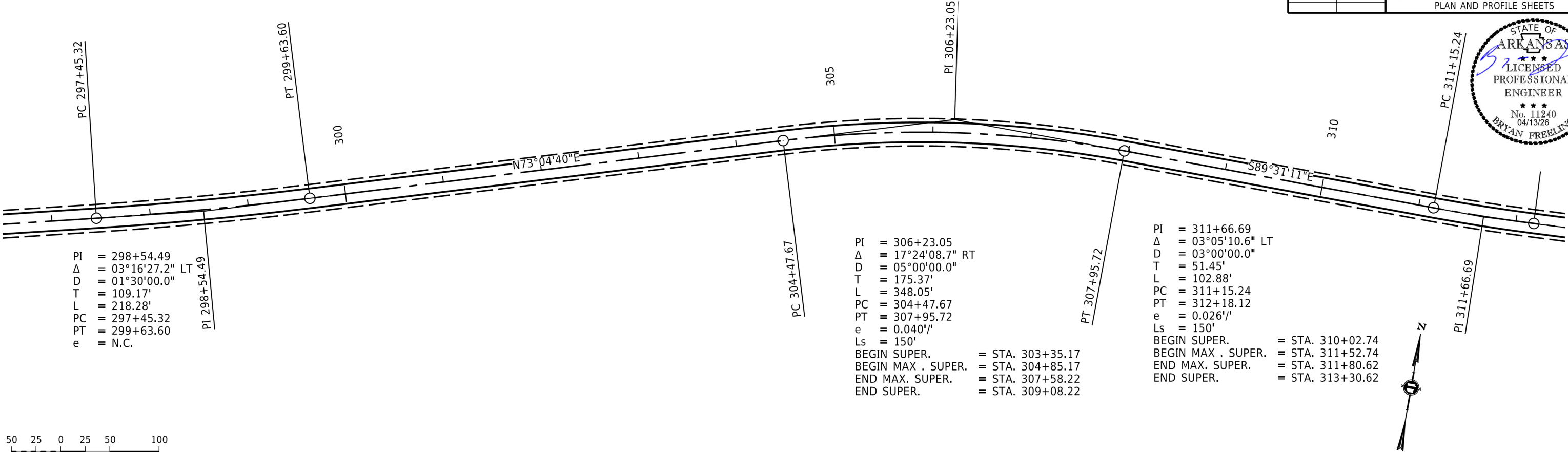
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	24	30
PLAN AND PROFILE SHEETS						



PLAN AND PROFILE SHEETS

AFAS310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

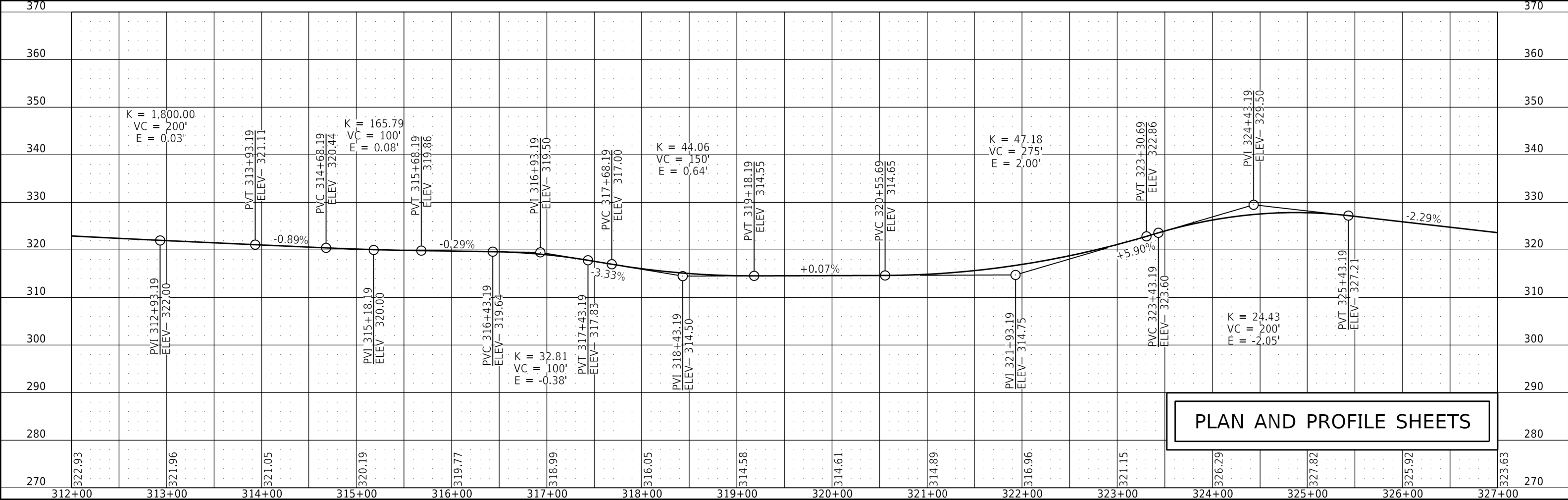
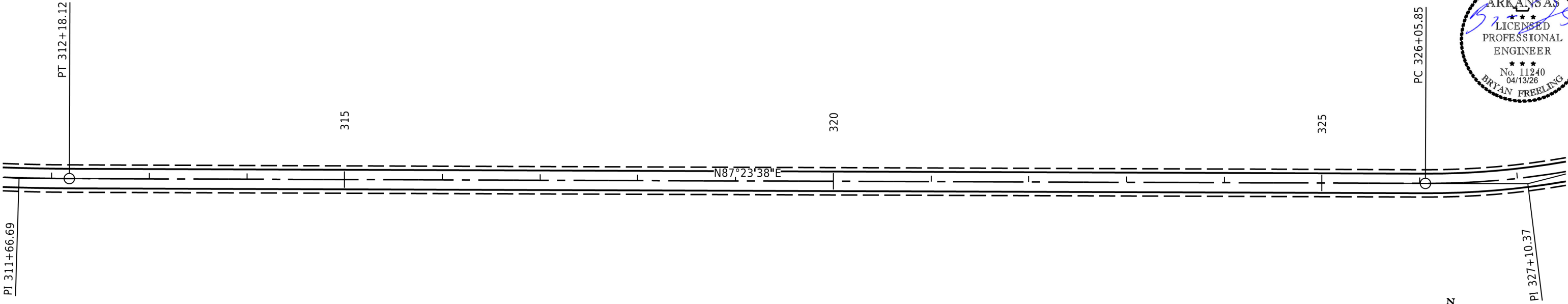
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	25	30
PLAN AND PROFILE SHEETS						



PLAN AND PROFILE SHEETS

AFAS310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	26	30
PLAN AND PROFILE SHEETS						



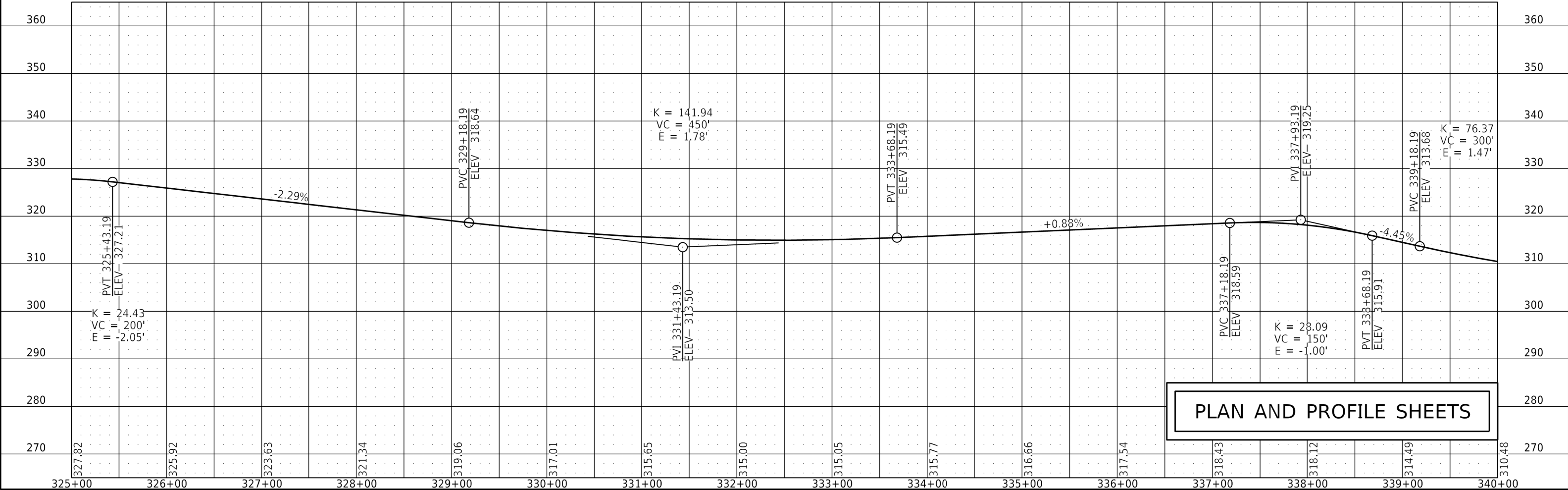
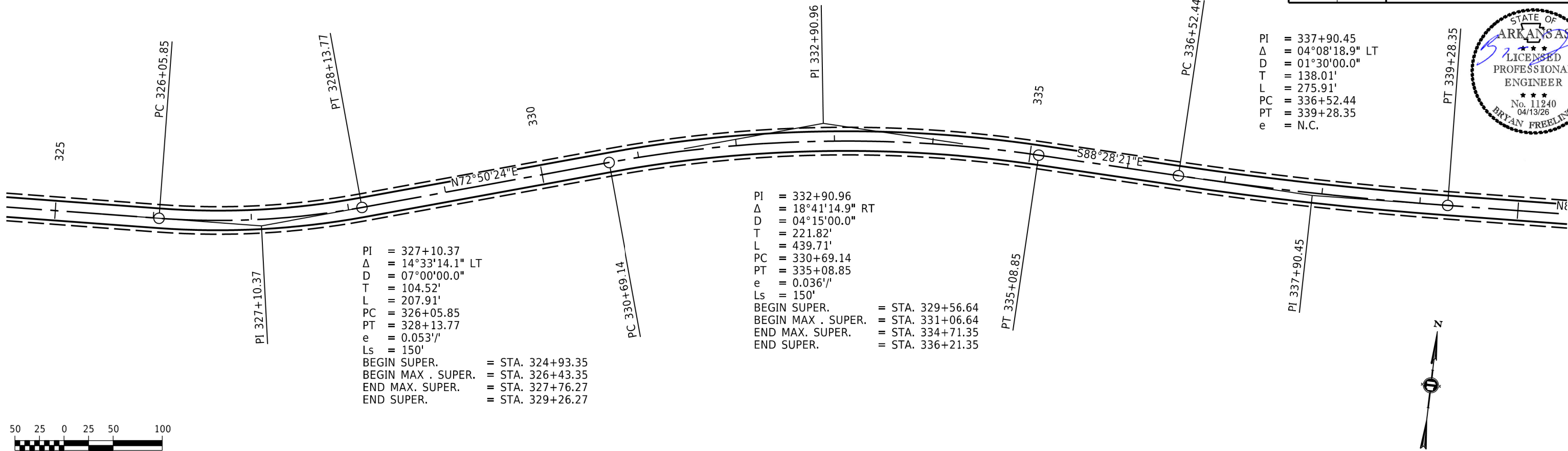
PLAN AND PROFILE SHEETS

AFA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/6/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	27	30
PLAN AND PROFILE SHEETS						

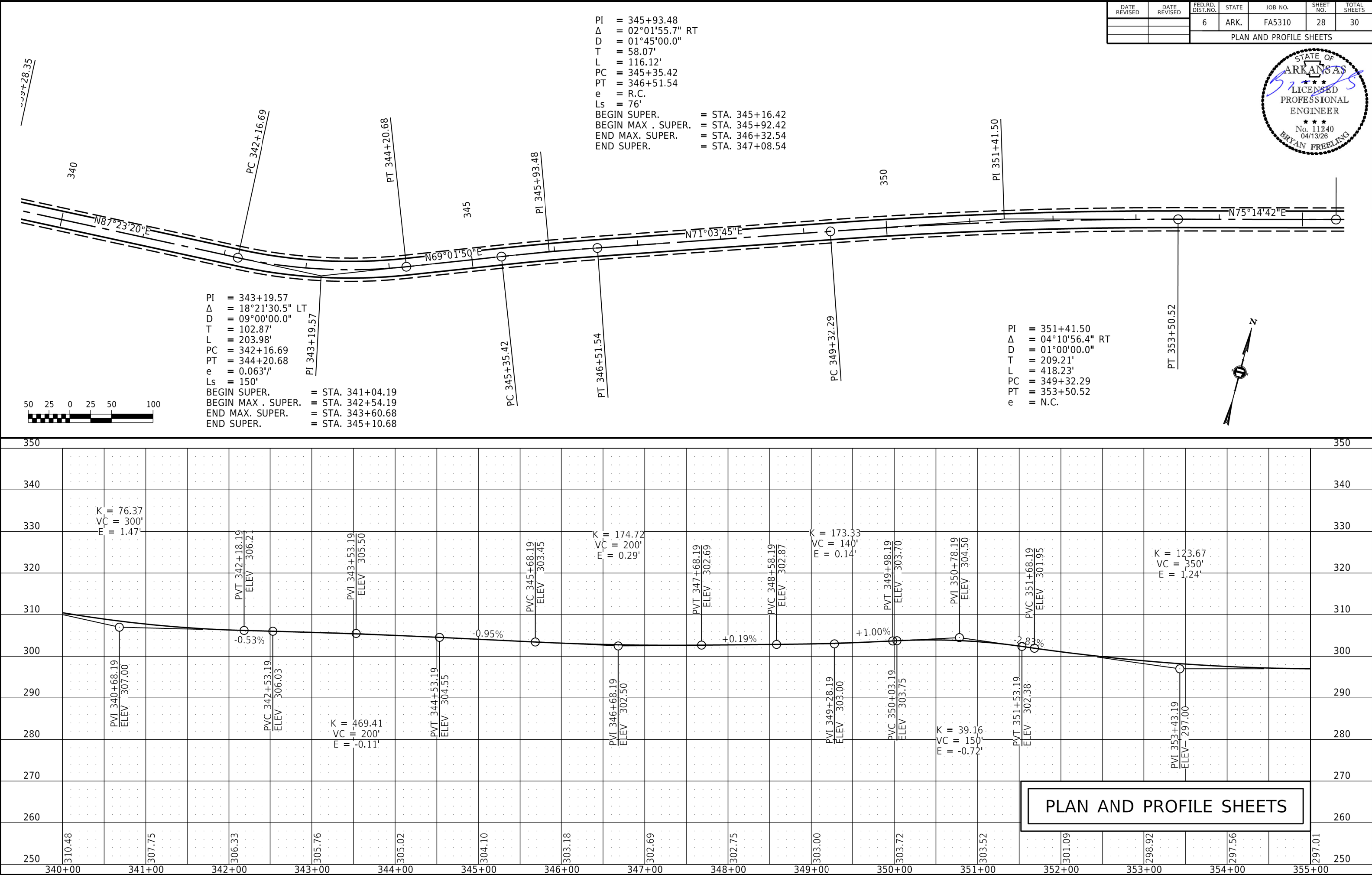


PI = 337+90.45
Δ = 04°08'18.9" LT
D = 01°30'00.0"
T = 138.01'
L = 275.91'
PC = 336+52.44
PT = 339+28.35
e = N.C.

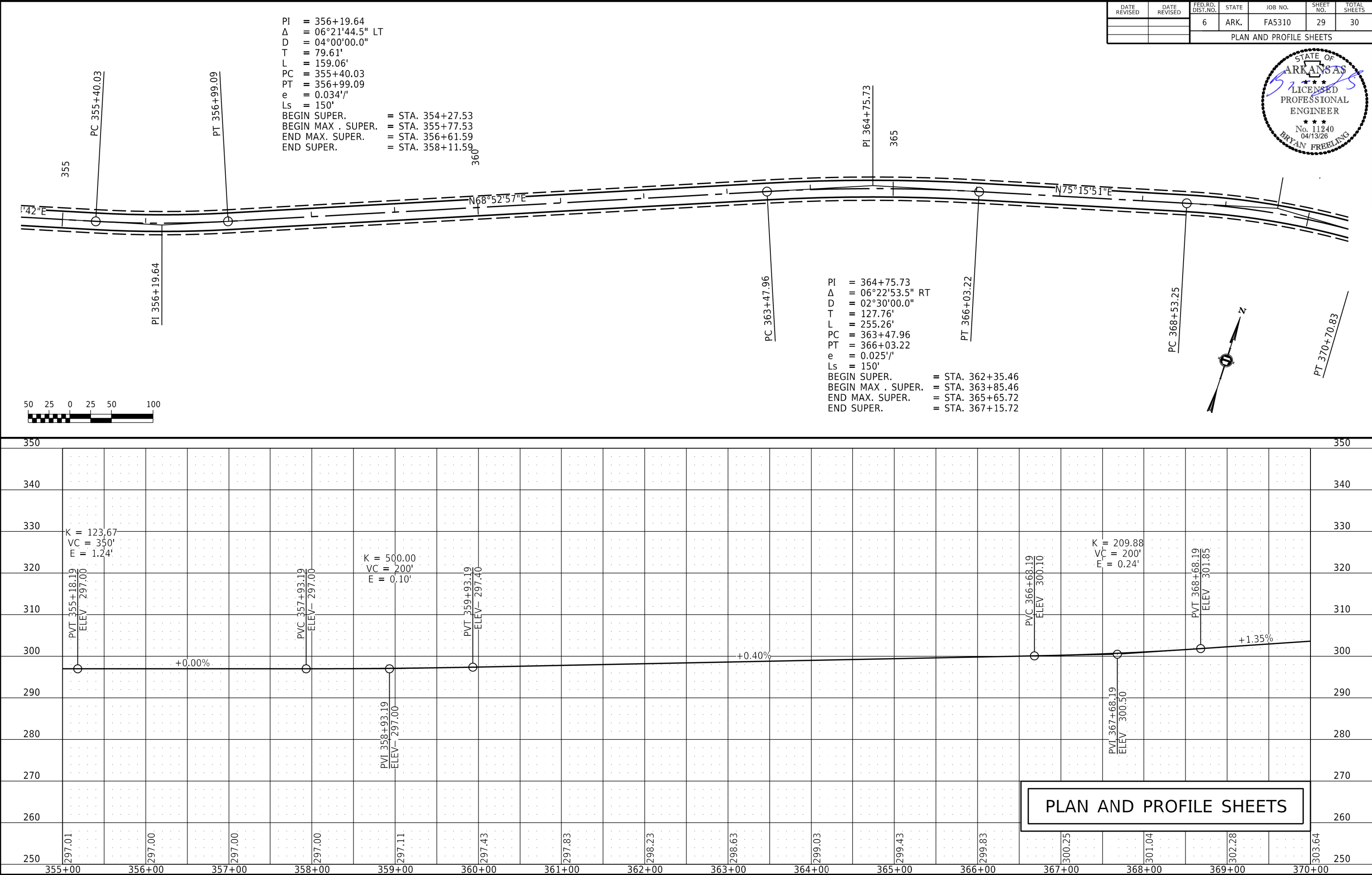


PLAN AND PROFILE SHEETS

FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026



FA5310_PNP_A.DGN CREATED: 3/11/2026 SAVED: 4/8/2026

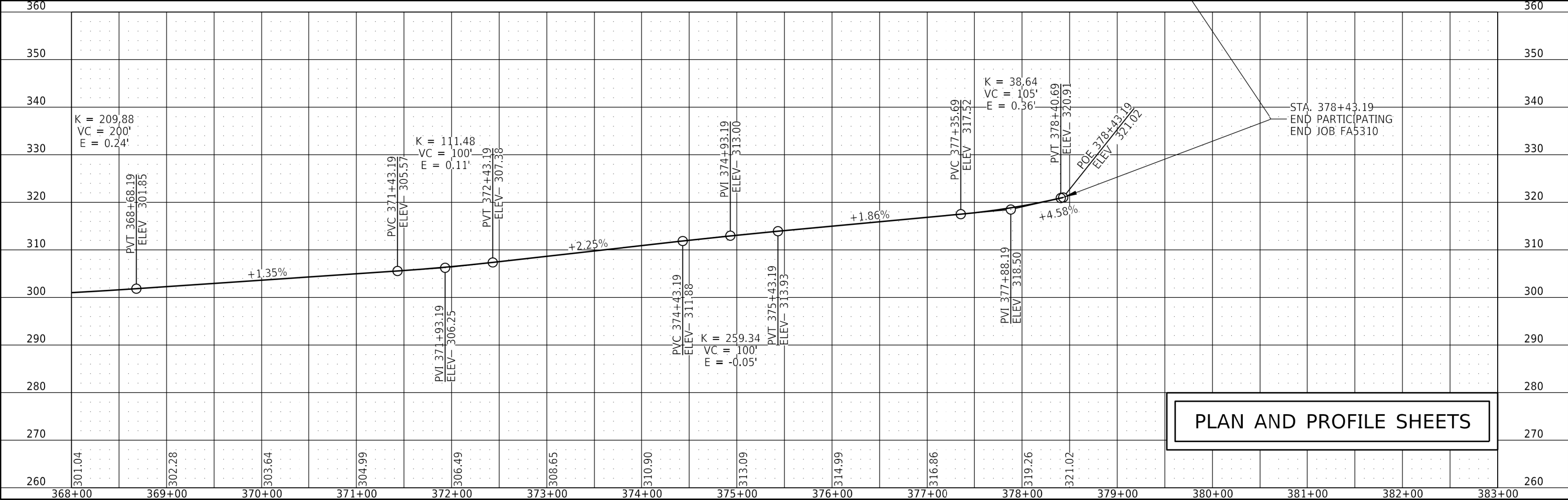
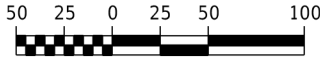


DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	FA5310	30	30
PLAN AND PROFILE SHEETS						

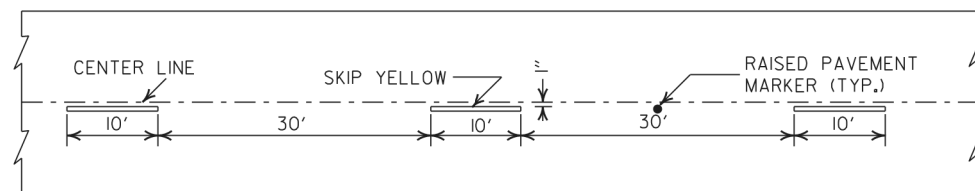


PI = 369+62.52
Δ = 13°03'18.1" RT
D = 06°00'00.0"
T = 109.26'
L = 217.58'
PC = 368+53.25
PT = 370+70.83
e = 0.046'/'
Ls = 150'
BEGIN SUPER. = STA. 367+40.75
BEGIN MAX. SUPER. = STA. 368+90.75
END MAX. SUPER. = STA. 370+33.33
END SUPER. = STA. 371+83.33

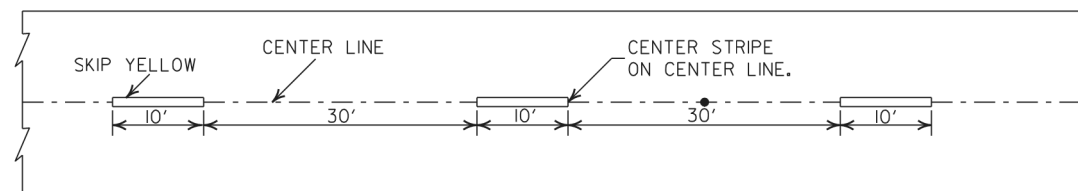
PI = 375+22.73
Δ = 16°16'43.2" LT
D = 08°00'00.0"
T = 102.43'
L = 203.48'
PC = 374+20.30
PT = 376+23.78
e = 0.058'/'
Ls = 150'
BEGIN SUPER. = STA. 373+07.80
BEGIN MAX. SUPER. = STA. 374+57.80
END MAX. SUPER. = STA. 375+86.28
END SUPER. = STA. 377+36.28



PLAN AND PROFILE SHEETS

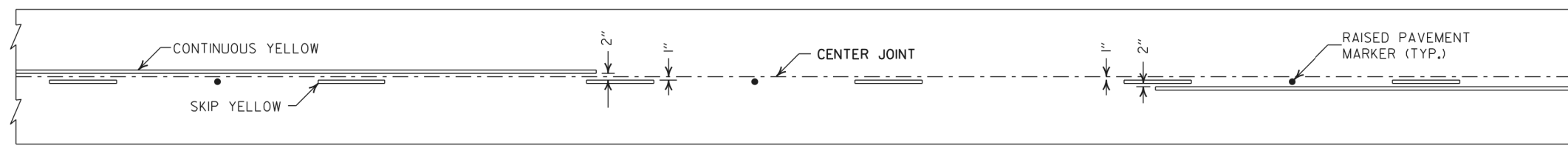


CONCRETE PAVEMENT

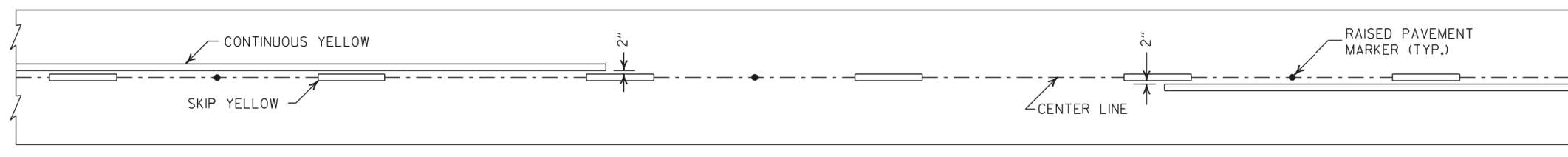


ASPHALT PAVEMENT

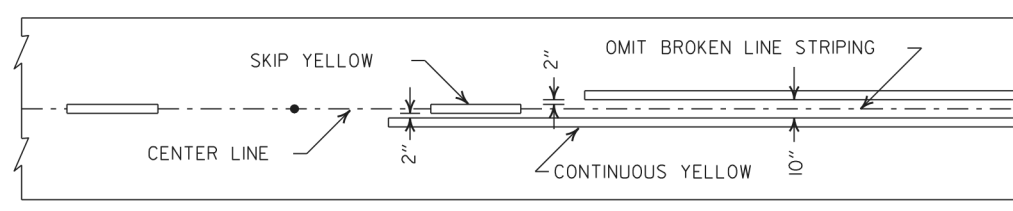
BROKEN LINE STRIPING



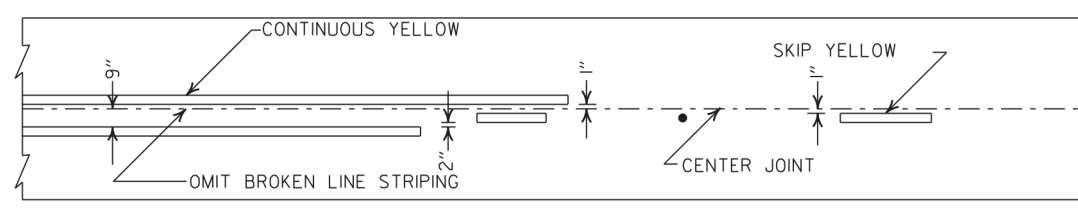
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

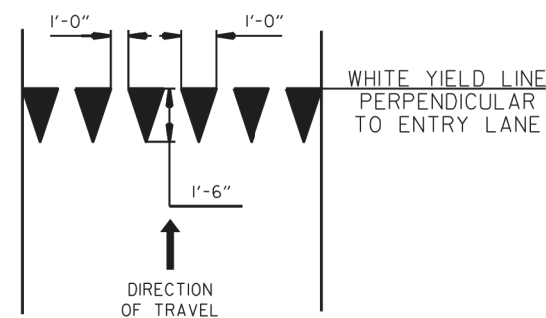


ASPHALT PAVEMENT

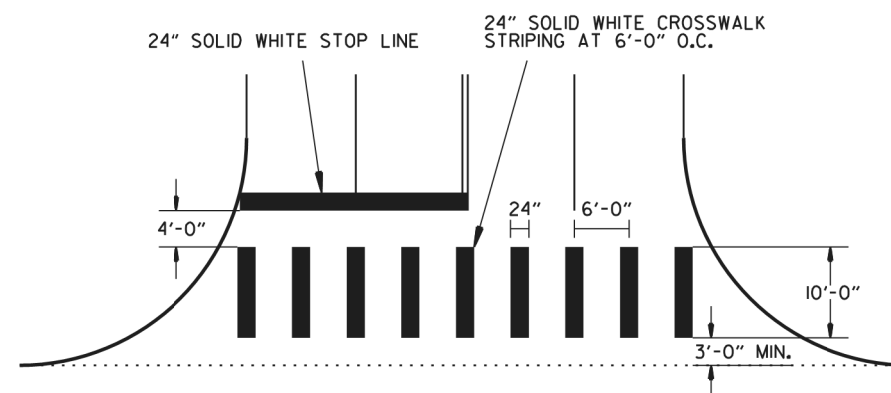


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



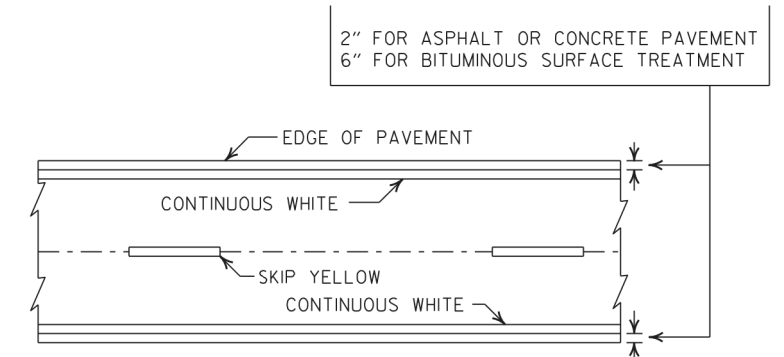
YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

NOTES:

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



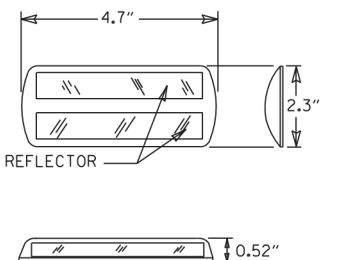
PAVEMENT EDGE LINE MARKING

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

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

SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			35 MPH			40 MPH			45 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH			75 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15'	NC			NC			NC			NC			NC			NC			NC			NC			NC			NC		
0° 30'	NC			NC			NC			NC			NC			NC			RC	96		RC	96		RC	96		RC	96	
0° 45'	NC			NC			NC			NC			RC	96		RC	96		0.024	106		0.026	110		0.030	120		0.030	120	
1° 00'	NC			NC			NC			RC	90		0.022	101		0.026	110		0.030	120		0.034	130		0.038	139		0.038	139	
1° 15'	NC			NC			RC	84		0.022	95		0.028	115		0.032	125		0.038	139		0.042	149		0.046	158		0.046	158	
1° 30'	NC			RC	78		0.022	88		0.028	108		0.032	125		0.038	139		0.044	154		0.050	168		0.056	182		0.056	182	
1° 45'	RC	72		RC	78		0.026	97		0.030	113		0.036	134		0.044	163		0.050	168		0.056	182		0.064	202		0.064	202	
2° 00'	RC	72		0.024	86		0.028	101		0.034	122		0.042	149		0.048	163		0.056	182		0.064	202		0.070	216		0.070	216	
2° 15'	RC	72		0.026	90		0.032	109		0.038	131		0.046	158		0.054	178		0.062	197		0.068	211		0.076	230		0.076	235	
2° 30'	0.022	75		0.028	94		0.034	113		0.042	140		0.050	168		0.058	187		0.068	211		0.076	230		0.082	245		0.082	245	
2° 45'	0.024	79		0.030	98		0.038	122		0.046	149		0.054	178		0.064	202		0.072	221		0.082	245		0.090	264		0.090	264	
3° 00'	0.026	83		0.034	105		0.040	126		0.050	158		0.058	187		0.068	211		0.078	235		0.088	259		0.098	283		0.098	283	
3° 15'	0.028	86		0.036	109		0.044	134		0.052	162		0.062	197		0.072	221		0.082	245		0.092	269		0.100	288		0.100	288	
3° 30'	0.030	90		0.038	113		0.046	139		0.056	171		0.066	206		0.076	230		0.086	254		0.096	278		0.100	288		0.100	288	
3° 45'	0.032	93		0.040	117		0.050	147		0.058	176		0.070	216		0.080	240		0.090	264		0.098	283		0.100	288		0.100	288	
4° 00'	0.034	97		0.042	121		0.052	151		0.062	185		0.072	221		0.084	250		0.094	274		0.098	283		0.100	288		0.100	288	
4° 15'	0.036	100		0.044	125		0.054	155		0.064	189		0.076	230		0.086	254		0.096	278		0.098	283		0.100	288		0.100	288	
4° 30'	0.038	104		0.046	129		0.056	160		0.068	198		0.078	235		0.090	264		0.098	283		0.100	288		0.100	288		0.100	288	
4° 45'	0.040	108		0.050	137		0.062	172		0.072	207		0.084	250		0.094	274		0.098	283		0.100	288		0.100	288		0.100	288	
5° 00'	0.044	115		0.054	144		0.066	181		0.078	221		0.088	259		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288	
5° 30'	0.046	119		0.058	152		0.070	189		0.082	230		0.092	269		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288	
6° 00'	0.050	126		0.062	160		0.074	198		0.086	223		0.096	261		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288	
6° 30'	0.052	130		0.064	164		0.078	206		0.090	248		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
7° 00'	0.054	133		0.068	172		0.080	210		0.092	252		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
7° 30'	0.058	140		0.070	176		0.084	219		0.094	240		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
8° 00'	0.060	144		0.072	179		0.086	223		0.096	261		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
8° 30'	0.062	148		0.076	187		0.088	227		0.098	266		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
9° 00'	0.064	151		0.078	191		0.092	235		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
9° 30'	0.066	155		0.080	195		0.094	240		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
10° 00'	0.070	162		0.084	203		0.096	244		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
12° 00'	0.074	169		0.088	211		0.098	248		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
13° 00'	0.076	173		0.090	215		0.094	242		0.094	240		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
14° 00'	0.080	180		0.094	222		0.096	226		0.096	244		0.098	283		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
15° 00'	0.082	184		0.096	226		0.098	230		0.098	248		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288		0.100	288	
16° 00'	0.086	191		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
17° 00'	0.088	194		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
18° 00'	0.090	198		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
19° 00'	0.092	202		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
20° 00'	0.094	205		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
21° 00'	0.096	209		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
22° 00'	0.098	212		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
23° 00'	0.098	212		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
24° 00'	0.098	212		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	
25° 00'	0.100	216		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234		0.100	234	

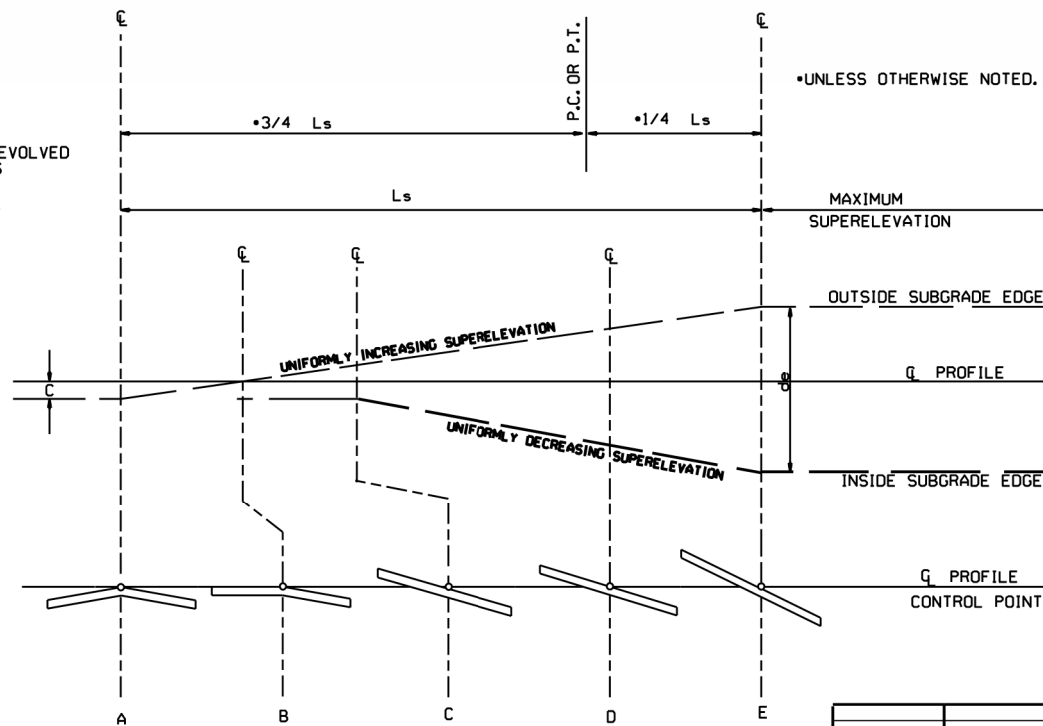
ABBREVIATIONS
NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)

- GENERAL NOTES
1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

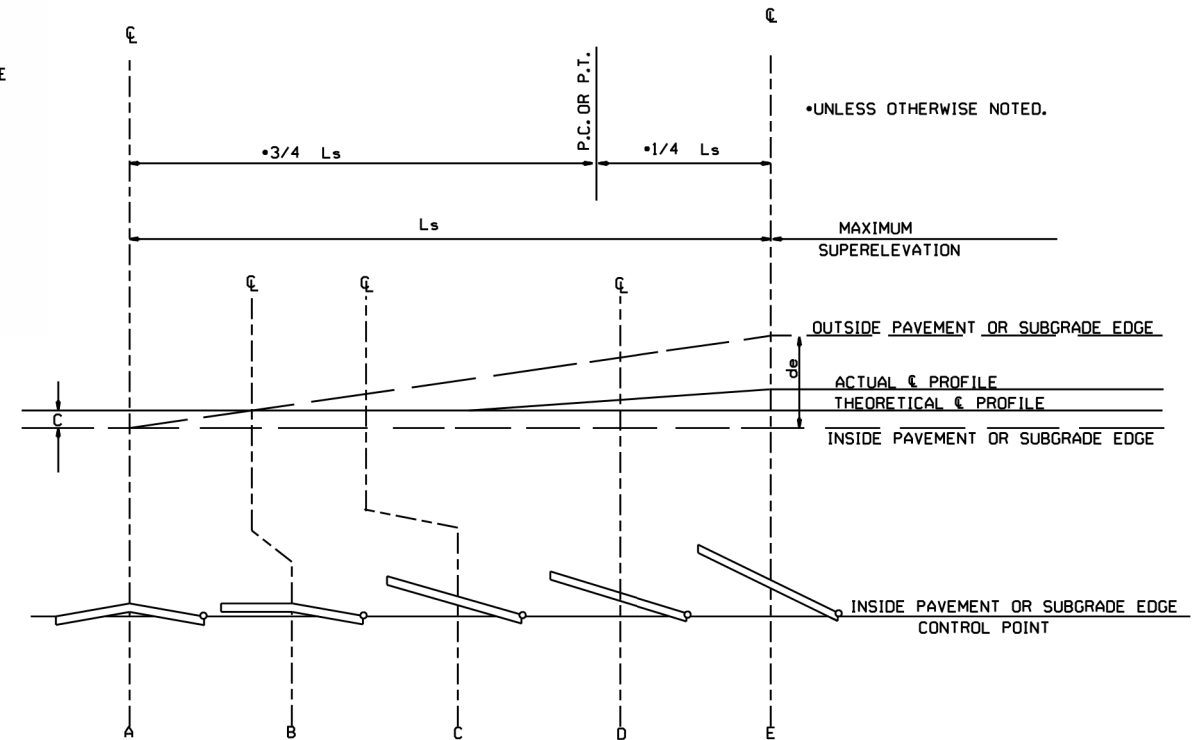
3 LANE UNDIVIDED - - - - +20%
4 LANE UNDIVIDED - - - - +50%
5 LANE UNDIVIDED - - - - +80%
6 LANE UNDIVIDED - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.
RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$



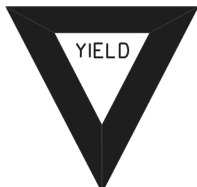
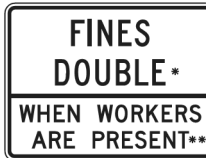
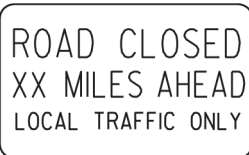
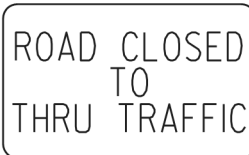
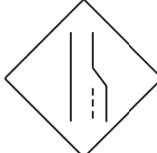
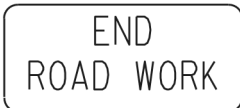
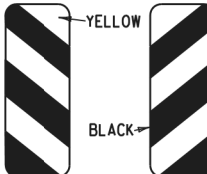
STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

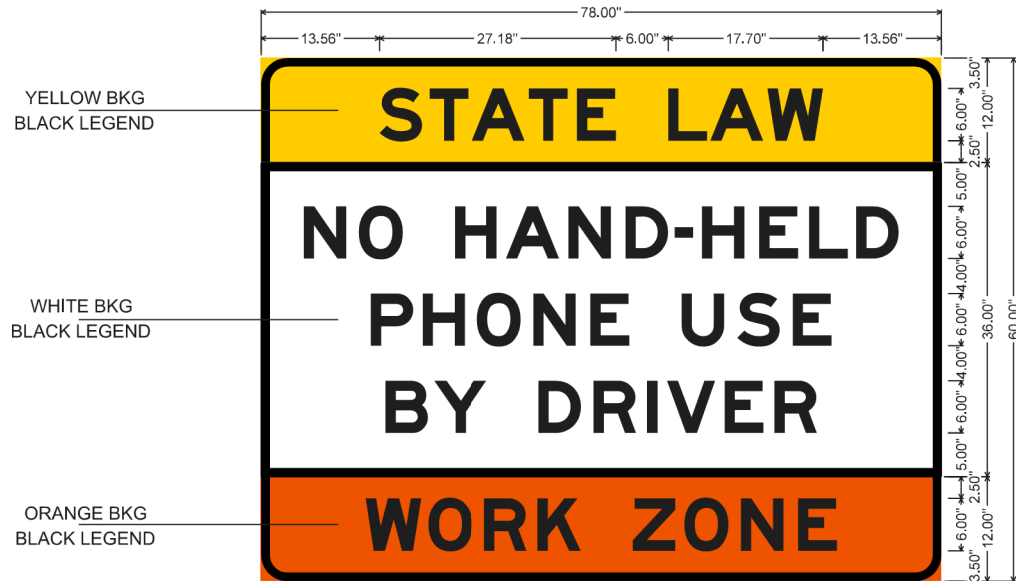


STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

11-07-19	REVISED SUPERELEVATION TABLE	
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87
DATE	REVISION	DATE FILMED

RI-1  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-1  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"	R4-1  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.
R5-1  STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"	R1I-2  48"x30"	R1I-3A  60"x30"	R1I-4  60"x30"	W2I-5a  STD. 36"x36" FWY. 48"x48"	WI-1  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"	W3-1  STD. 36"x36" SPECIAL 48"x48"	W3-2  STD. 36"x36" SPECIAL 48"x48"	W4-2  STD. 36"x36" FWY. 48"x48"	R56-1  STD. 18"x18"	
W5-1  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"	W13-1  STD. 24"x24"	W20-1  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"	W24-1  STD. 36"x36"	WI-4b  STD. 48"x48"		
W8-II  STD. 36"x36" FWY. 48"x48"	W8-9  STD. 36"x36" FWY. 48"x48"	G20-1  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"		
08-14-25 11-07-19 04-13-17 09-02-15 12-15-11 REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10 REVISED FOR MASH DELETED RSP-1 & ADDED W21-5a REVISED REDUCED SPEED LIMIT AHEAD SIGNS NEXT TO ROAD WORK REVISED W24-1 DATE REV							AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION ARKANSAS STATE HIGHWAY COMMISSION STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION DATE EFFECTIVE 08-14-2025 STANDARD DRAWING TC-1	

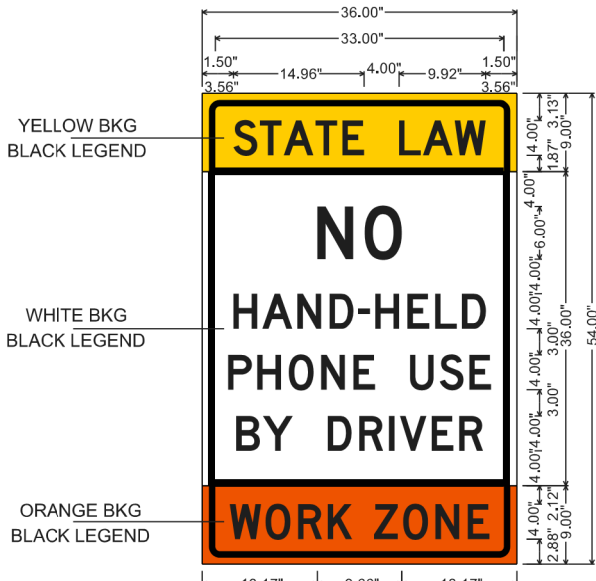


3.0" Radius, 1.0" Border, Black on Yellow;
"STATE LAW", E Mod 2K;

3.0" Radius, 1.0" Border, Black on White;
"NO HAND-HELD", E Mod 2K; "PHONE USE", E Mod 2K; "BY DRIVER", E Mod 2K;

3.0" Radius, 1.0" Border, Black on Orange;
"WORK ZONE", E Mod 2K;

WZ-4 (INTERSTATE) SIGN



2.00" Radius, 0.75" Border, 0.75" Indent, Black on Yellow;
"STATE LAW", D 2K;

3.00" Radius, 0.75" Border, 0.75" Indent, Black on White;
"NO", D 2K; "HAND-HELD", D 2K;
"PHONE USE", D 2K;
"BY DRIVER", D 2K;

2.00" Radius, 0.75" Border, 0.75" Indent, Black on Orange;
"WORK", D 2K; "ZONE", D 2K;

WZ-4 (NON-INTERSTATE) SIGN



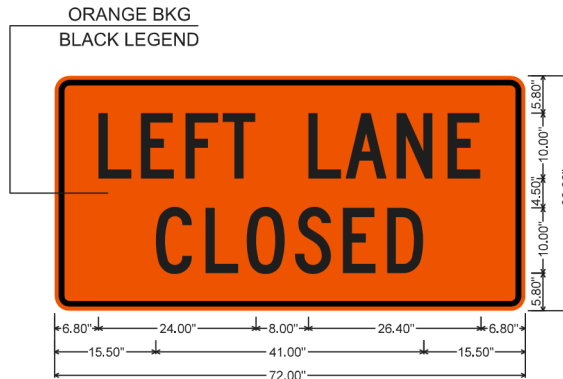
2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"X", D; "VEHICLE", D; "CONVOY", D;

WZ-2 SIGN



2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"WORK", D; "CONVOY", D;

WZ-3 SIGN



2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"LEFT LANE", C; "CLOSED", C;

WZ-W20-5L SIGN



2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"RIGHT", C specified length; "LANE", C specified length;
"CLOSED", C specified length;

WZ-W20-5R SIGN

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



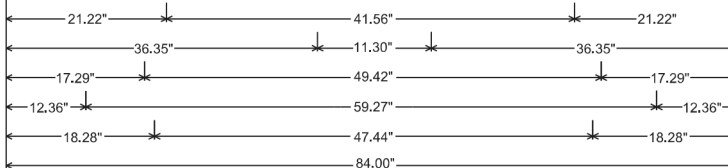
3.0" Radius, 1.0" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Xxxx Year" C 2K;
"Est Completion Xxxx Year" C 2K 80% spacing;
"IDRIVE" Arial, Italic; "ARKANSAS.COM" Arial, Italic;

CONSTRUCTION PROJECT INFORMATION SIGN

YELLOW BKG
BLACK LEGEND

WHITE BKG
BLACK LEGEND

ORANGE BKG
BLACK LEGEND



WZ-1 (INTERSTATE) SIGN

ORANGE BKG
BLACK LEGEND

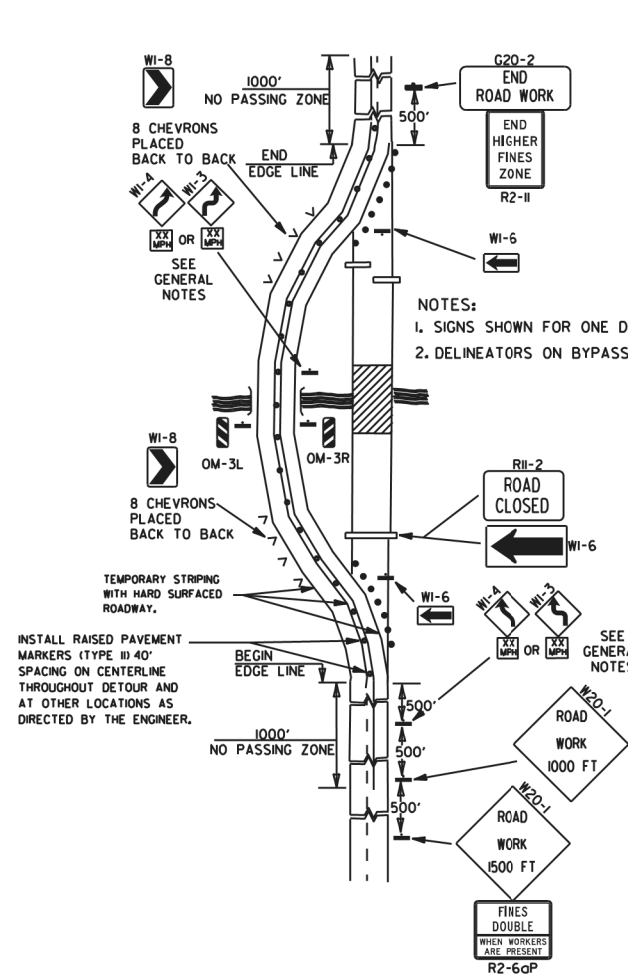


2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"CENTER LANE", B 2K; "CLOSED", C;

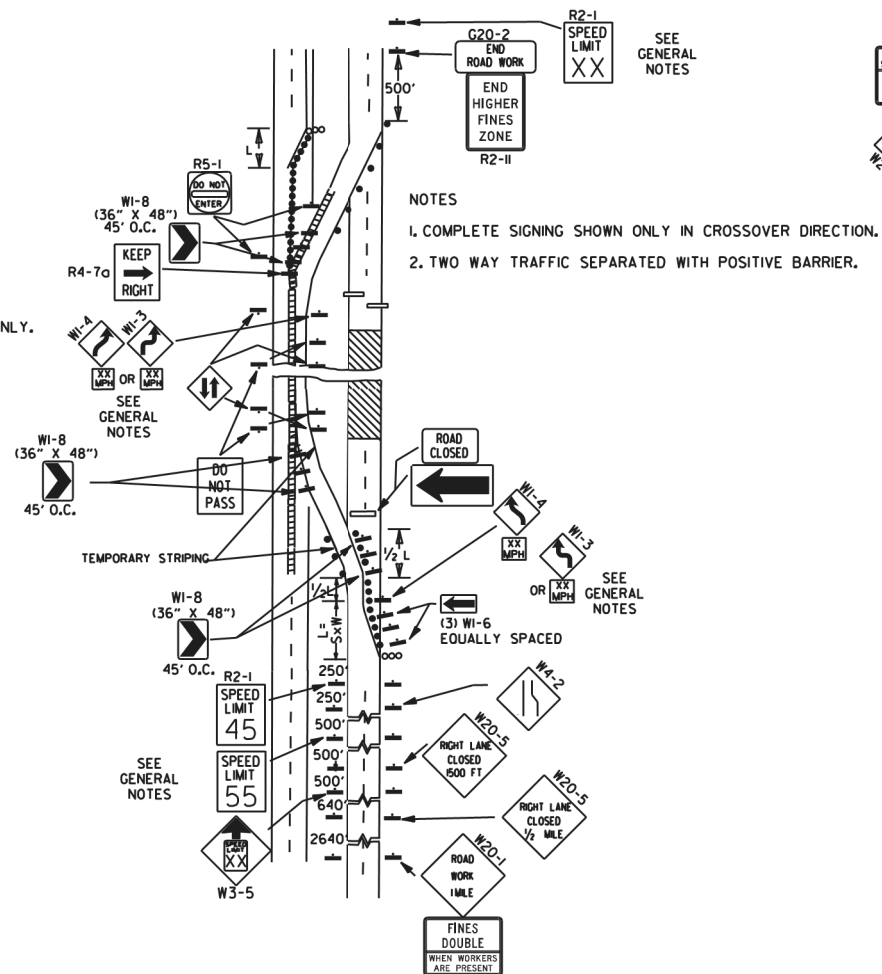
WZ-W20-5C SIGN

MOBILE WORK ZONE SIGNS

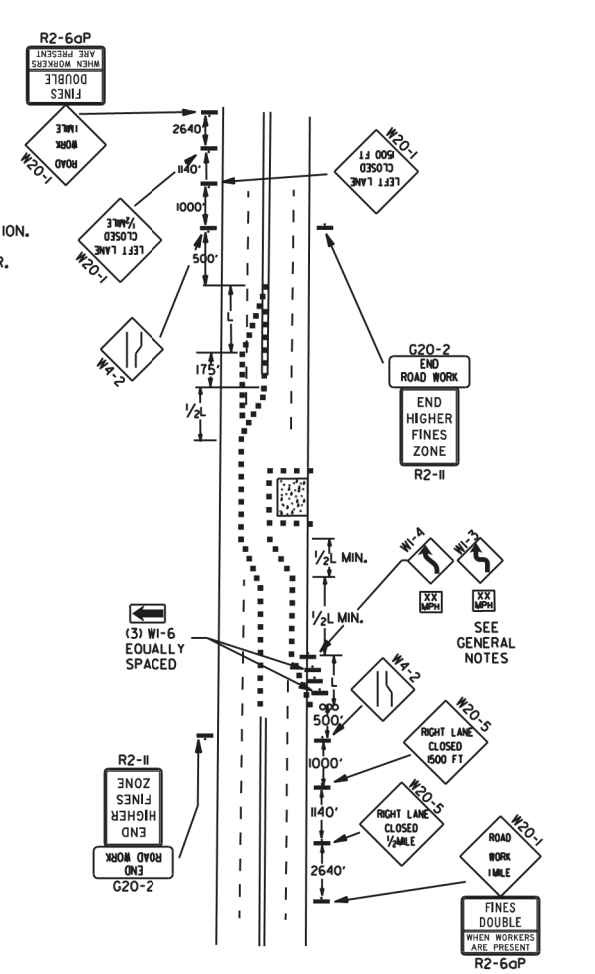
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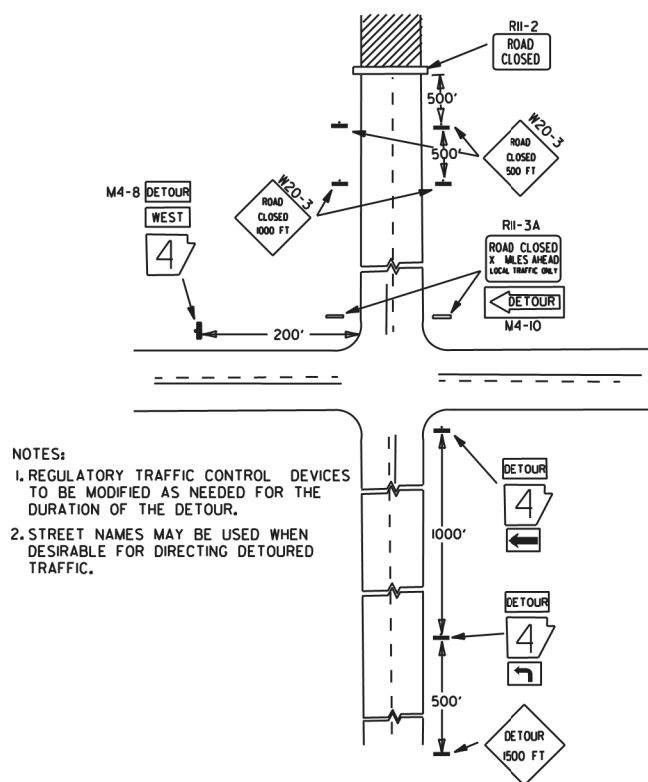
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



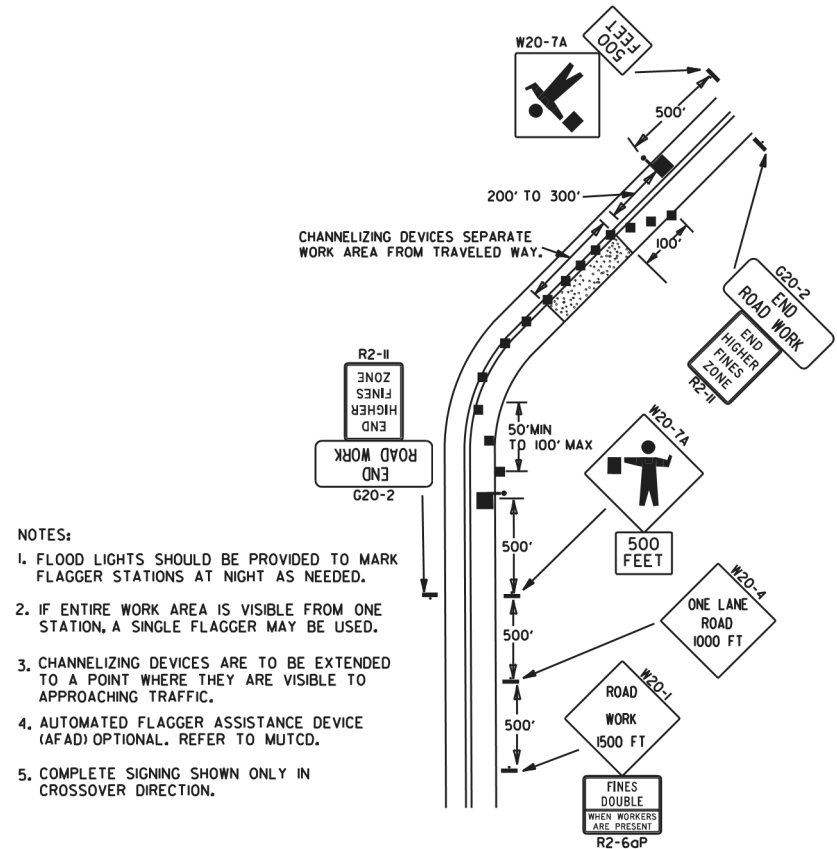
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



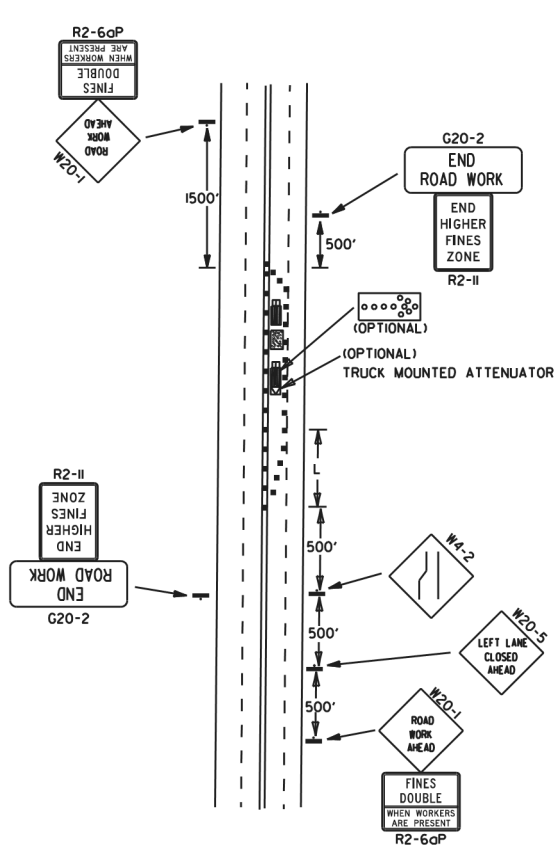
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



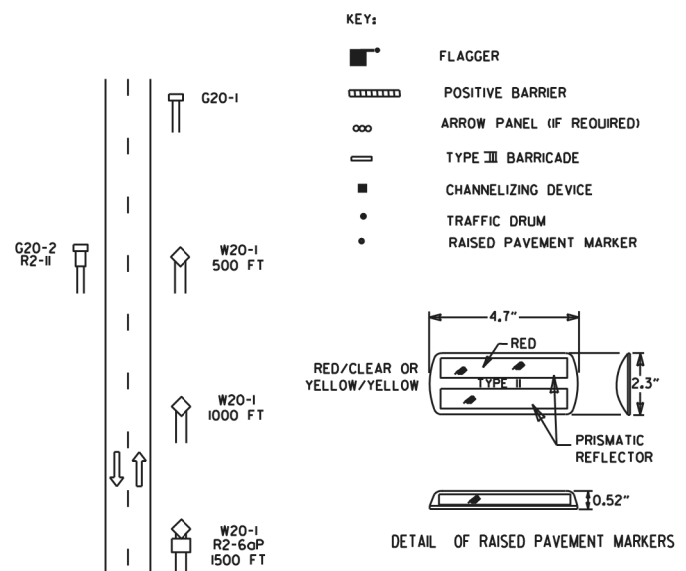
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$ FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

L = MINIMUM LENGTH OF TAPER.

S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W = WIDTH OF OFFSET.

GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON 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-(K55) 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 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) 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-(K45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) 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).

08-14-25 ADDED R2-6aP AND R2-11		AR DOT		ARKANSAS STATE HIGHWAY COMMISSION	
05-20-21 REVISED NOTE 7		11-07-19		REVISED NOTE 2 ADDED	
09-02-15		09-12-13		REVISED DETAIL OF RAISED PAVEMENT MARKINGS	
DATE		REV		DESCRIPTION	
DATE EFFECTIVE		STANDARD DRAWING		TC-2	
08-14-2025					

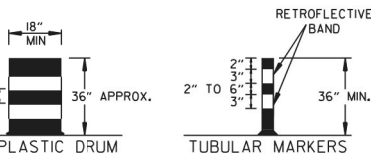
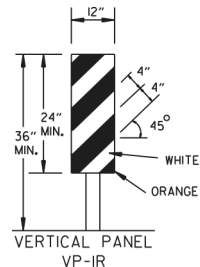
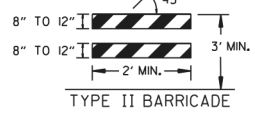
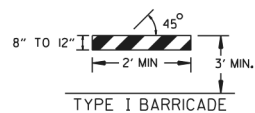
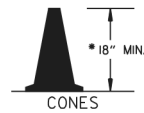
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

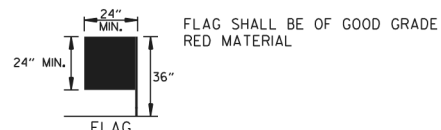
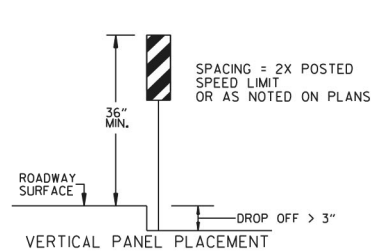
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

CHANNELIZING DEVICES

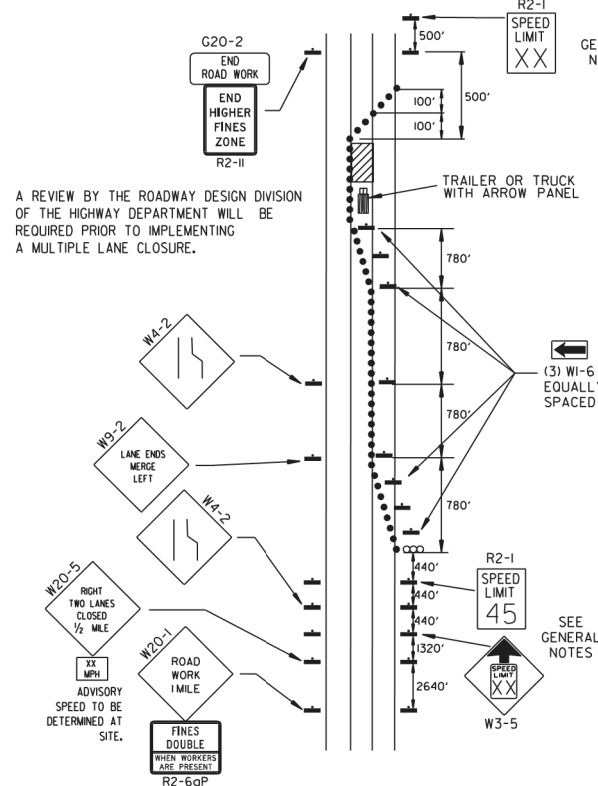
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



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



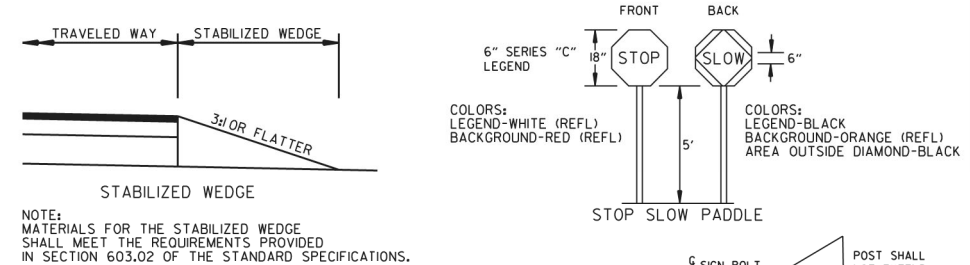
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

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

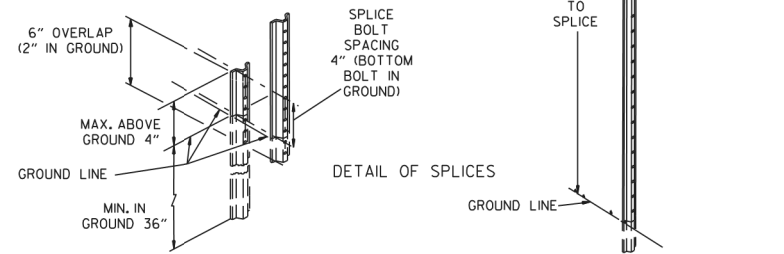
VERTICAL DIFFERENTIAL	LOCATION	INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 3"	EDGE OF 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 SPICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPICES (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.



AR DOT		ARKANSAS STATE HIGHWAY COMMISSION	
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION			
08-14-25	ADDED R2-6P AND R2-11		
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES, ADDED NOTE 12		
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES		
05-20-21	REVISED NOTE 10		
02-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS		
DATE	REV		
		DATE EFFECTIVE	STANDARD DRAWING
		08-14-2025	TC-3

[illegible]

The diagram illustrates a road work zone layout with the following components:

- Signs and Dimensions:**
 - Upstream (Left):**
 - Two (2) R2-II signs (36" x 48") and two (2) G20-2 signs (48" x 24") are placed 500' apart.
 - A rectangular sign reads "END ROAD WORK" with "END HIGHER FINEZ" above it.
 - Two (2) W21-5a signs (48" x 48") are placed 1140' apart.
 - Work Area (Right):**
 - A rectangular sign reads "ROAD WORK NEXT XX MILES".
 - Two (2) W20-1 signs (48" x 48") are placed 1375' apart.
 - A diamond-shaped sign reads "ROAD WORK 1500 FT".
 - Two (2) W20-1 signs (48" x 48") are placed 1140' apart.
 - A rectangular sign reads "STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE".
 - Two (2) WZ-4 signs (78" x 60") are placed 880' apart.
 - A rectangular sign reads "NOTICE TRAFFIC LAWS PHOTO ENFORCED WORK ZONE".
 - Two (2) WZ-1 signs (84" x 60") are placed 880' apart.
 - Two (2) W20-1 signs (48" x 48") are placed 880' apart.
 - A diamond-shaped sign reads "ROAD WORK 1 MILE".
 - A rectangular sign reads "FINES DOUBLE WHEN WORKERS ARE PRESENT".
- Dimensions and Layout:**
 - The total length of the work zone is 2640'.
 - The distance from the upstream signs to the start of the work zone is 500'.
 - The distance from the start of the work zone to the downstream signs is 1375'.
 - The distance from the downstream signs to the end of the work zone is 1140'.
- Other Labels:**
 - "BEGIN WORK AREA" is labeled at the start of the work zone.
 - "END ROAD WORK" is labeled at the end of the work zone.
 - "SHOULDER CLOSED" is labeled on the left side of the road.
 - "TRAFFIC LAWS PHOTO ENFORCED WORK ZONE" is labeled on the right side of the road.

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

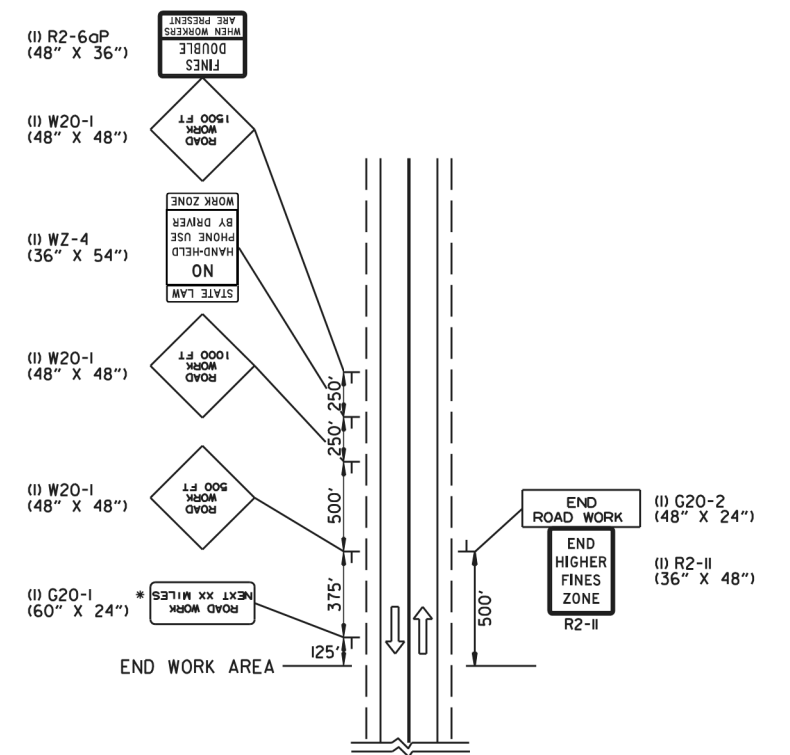


Diagram illustrating the layout of a road work zone, showing the sequence of signs and their dimensions:

- Sign 1:** (I) R2-II (36" X 48")
- Sign 2:** (I) G20-2 (48" X 24")
- Sign 3:** (I) G20-1 (60" X 24")
- Sign 4:** (I) W20-1 (48" X 48")
- Sign 5:** (I) W20-1 (48" X 48")
- Sign 6:** (I) WZ-4 (36" X 54")
- Sign 7:** (I) W20-1 (48" X 48")
- Sign 8:** (I) R2-6aP (48" X 36")

Distances between signs are marked as 125', 375', 500', 250', and 250'.

*SEE GENERAL NOTE 2

GENERAL NOTES:

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 ERRECTED 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).

04-09-26	CORRECTED WZ-4 SIGN DIMENSIONS	ADDED WZ-4 AND REVIS ED GENERAL NOTE 1	REPLACED "SPEED" WITH "TRAFFIC LAWS" ON WZ-1	ISSUED	DESCRIPTION	 ARKANSAS STATE HIGHWAY COMMISSION STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	DATE EFFECTIVE	04-09-2026	STANDARD DRAWING	TC-6