

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		030427	1	25
				2 HWY. 70B/HWY. 41/HWY. 329 SIGNAL REHAB. (DE QUEEN) (S)				

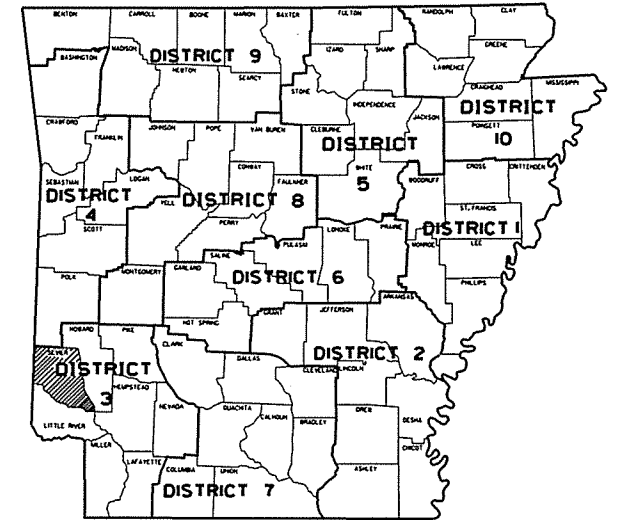
HWY. 70B/ HWY. 41/HWY. 329 SIGNAL
REHAB. (DE QUEEN) (S)

SEVIER COUNTY

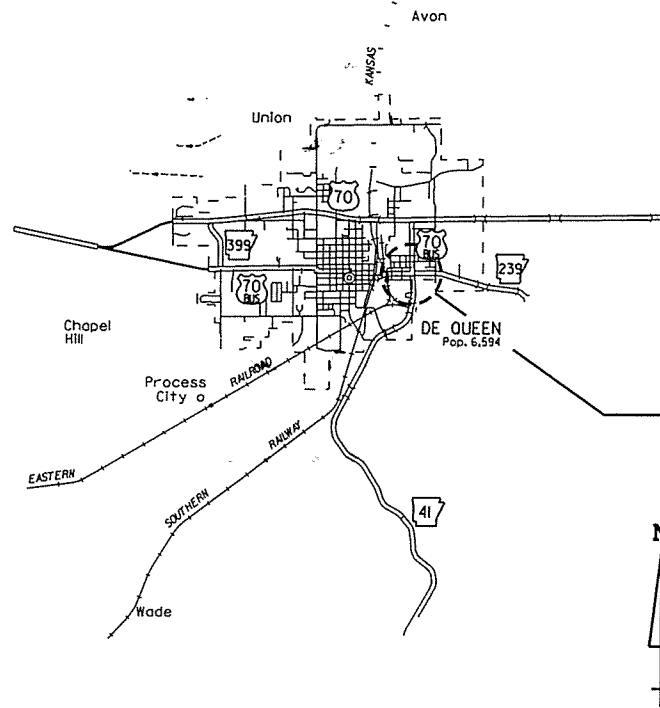
ROUTE 41/70B & 329 SECTION 1, B & 1

JOB 030427

FED. AID PROJ. STP-9114(3)



ARK. HWY. DIST. NO. 3

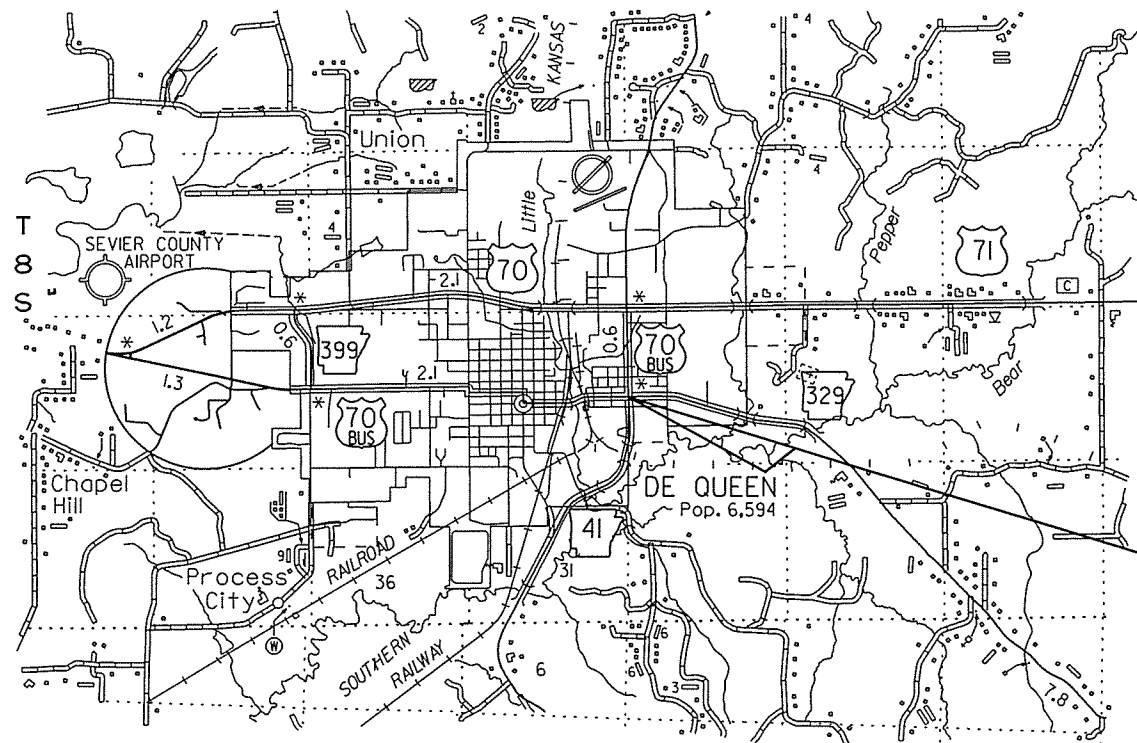


PROJECT LOCATION

VICINITY MAP



NOT TO SCALE

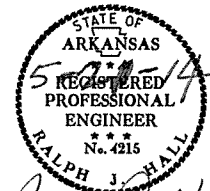


PROJECT LOCATION

R 31 W

MID-POINT OF PROJECT	
LATITUDE	N 34°02' 14"
LONGITUDE	W 94°19' 47"

APPROVED



Ralph J. Hall
DEPUTY DIRECTOR
AND CHIEF ENGINEER

JOB 030427

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				6	ARK.			
						JOB NO. 030427	2	25

② INDEX OF SHEETS & GOV. SPECS.



INDEX OF SHEETS

SHEET NO.	TITLE	DRAWING NO.	DATE
1	TITLE SHEET		
2	INDEX OF SHEETS AND GOVERNING SPECIFICATIONS		
3	GENERAL NOTES		
4	INTERSECTION IMPROVEMENT DETAIL		
5	MAINTENANCE OF TRAFFIC DETAIL		
6	PERMANENT PAVEMENT MARKING DETAIL		
7	SUMMARY OF QUANTITIES AND REVISIONS		
8-9	SURVEY CONTROL DETAILS		
10	TRAFFIC SIGNAL NOTES		
11	TRAFFIC SIGNAL QUANTITIES		
12-15	SIGNALIZATION PLAN SHEETS		
16	PAVEMENT MARKING DETAILS	PM-1	9-12-13
17	LOOP DETECTOR INSTALLATION	SD-4	9-12-13
18	CONTROLLER CABINET UTILITY DRAWER	SD-5	9-12-13
19	HEAVY DUTY PULL BOX	SD-6	9-12-13
20	SIGNAL HEAD PLACEMENT	SD-8	9-12-13
21	SERVICE POINT	SD-9	9-12-13
22	STEEL POLE WITH MAST ARM	SD-11	2-27-14
23	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12-15-11
24	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9-12-13
25	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10-15-09

GOVERNING SPECIFICATIONS

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

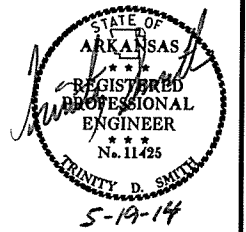
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT-EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT-SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 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
108-1	LIQUIDATED DAMAGES
JOB 030427	CABINET DRAWER ASSEMBLY
JOB 030427	DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 030427	EDGE CARD VIDEO PROCESSOR
JOB 030427	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 030427	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 030427	INTERNET BIDDING
JOB 030427	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 030427	LED TRAFFIC SIGNAL HEAD
JOB 030427	LUMINAIRE ASSEMBLY (CUTOFF TYPE)
JOB 030427	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 030427	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 030427	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 030427	UTILITY ADJUSTMENTS
JOB 030427	VIDEO DETECTOR (COLOR)

LOCATION: HWY. 70B/HWYS. 41 & 329
 CITY: DE QUEEN
 COUNTY: SEVIER
 DISTRICT: 3 SCALE: N/A DRAWN BY: GWE

DATE: 11-12-14 FILE NAME: t030427_.job.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO. 030427			3	25

② GENERAL NOTES



GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. 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.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO 210-UNCLASSIFIED EXCAVATION.
8. UNLESS OTHERWISE INDICATED, ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB.
9. THIS PROJECT IS COVERED UNDER A NATIONWIDE 14 SECTION 404 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

LOCATION: HWY. 70B/HWYS. 41 & 329
CITY: DE QUEEN
COUNTY: SEVIER
DISTRICT: 3 SCALE: N/A DRAWN BY: GWE

DATE: 05-09-14 FILE NAME: t030427_job.dgn

HWY. 70B/HWYS. 41 & 329 EARTHWORK

STATION	STATION	LOCATION/DESCRIPTION	UNCLASSIFIED	COMPACTED
			EXCAVATION	EMBANKMENT
			CU. YD.	
210+62.37	211+13.25	E. STILWELL AVE. ON LT.	25	25
210+84.87	211+11.32	E. STILWELL AVE. ON RT.	14	14
211+50.45	211+79.82	E. STILWELL AVE. ON LT.	11	11
211+63.22	211+82.21	E. STILWELL AVE. ON RT.	12	12
TOTALS			62	62

NOTE: EARTHWORK QUANTITIES SHOWN SHALL BE PAID AS PLAN QUANTITY.

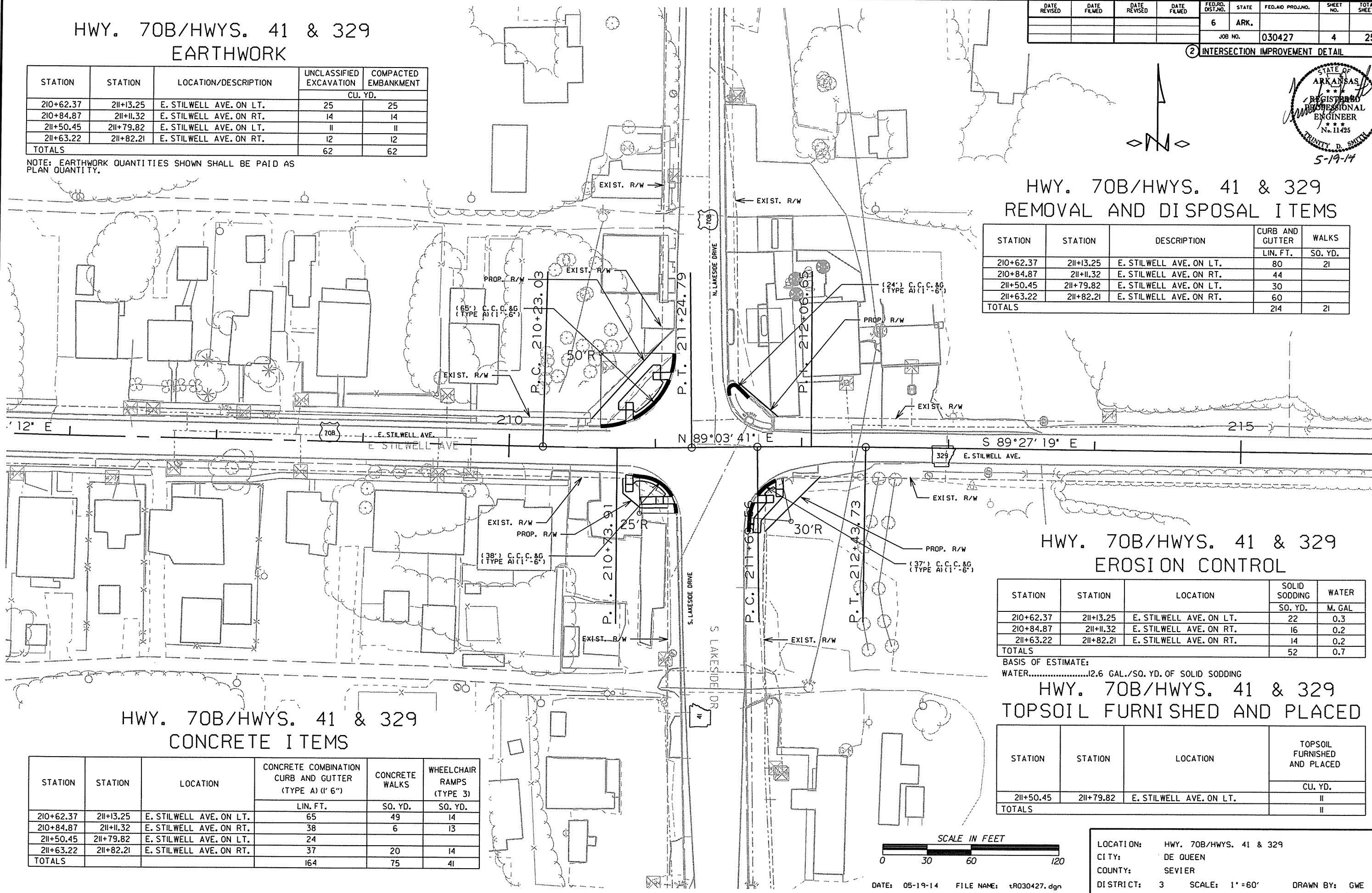
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				6	ARK.			
JOB NO. 030427							4	25

2 INTERSECTION IMPROVEMENT DETAIL



HWY. 70B/HWYS. 41 & 329 REMOVAL AND DISPOSAL ITEMS

STATION	STATION	DESCRIPTION	CURB AND GUTTER	WALKS
			LIN. FT.	SO. YD.
210+62.37	211+13.25	E. STILWELL AVE. ON LT.	80	21
210+84.87	211+11.32	E. STILWELL AVE. ON RT.	44	
211+50.45	211+79.82	E. STILWELL AVE. ON LT.	30	
211+63.22	211+82.21	E. STILWELL AVE. ON RT.	60	
TOTALS			214	21



HWY. 70B/HWYS. 41 & 329 CONCRETE ITEMS

STATION	STATION	LOCATION	CONCRETE COMBINATION	CONCRETE	WHEELCHAIR
			CURB AND GUTTER (TYPE A) (1' 6")	WALKS	RAMPS (TYPE 3)
			LIN. FT.	SO. YD.	SO. YD.
210+62.37	211+13.25	E. STILWELL AVE. ON LT.	65	49	14
210+84.87	211+11.32	E. STILWELL AVE. ON RT.	38	6	13
211+50.45	211+79.82	E. STILWELL AVE. ON LT.	24		
211+63.22	211+82.21	E. STILWELL AVE. ON RT.	37	20	14
TOTALS			164	75	41

HWY. 70B/HWYS. 41 & 329 EROSION CONTROL

STATION	STATION	LOCATION	SOLID SODDING	WATER
			SO. YD.	M. GAL
210+62.37	211+13.25	E. STILWELL AVE. ON LT.	22	0.3
210+84.87	211+11.32	E. STILWELL AVE. ON RT.	16	0.2
211+63.22	211+82.21	E. STILWELL AVE. ON RT.	14	0.2
TOTALS			52	0.7

BASIS OF ESTIMATE:
WATER.....12.6 GAL./SO. YD. OF SOLID SODDING

HWY. 70B/HWYS. 41 & 329 TOPSOIL FURNISHED AND PLACED

STATION	STATION	LOCATION	TOPSOIL FURNISHED AND PLACED
			CU. YD.
211+50.45	211+79.82	E. STILWELL AVE. ON LT.	11
TOTALS			11



DATE: 05-19-14 FILE NAME: tR030427.dgn

LOCATION: HWY. 70B/HWYS. 41 & 329
CITY: DE QUEEN
COUNTY: SEVIER
DISTRICT: 3 SCALE: 1" = 60' DRAWN BY: GWE

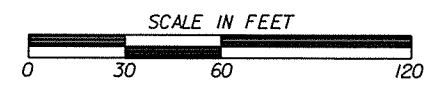
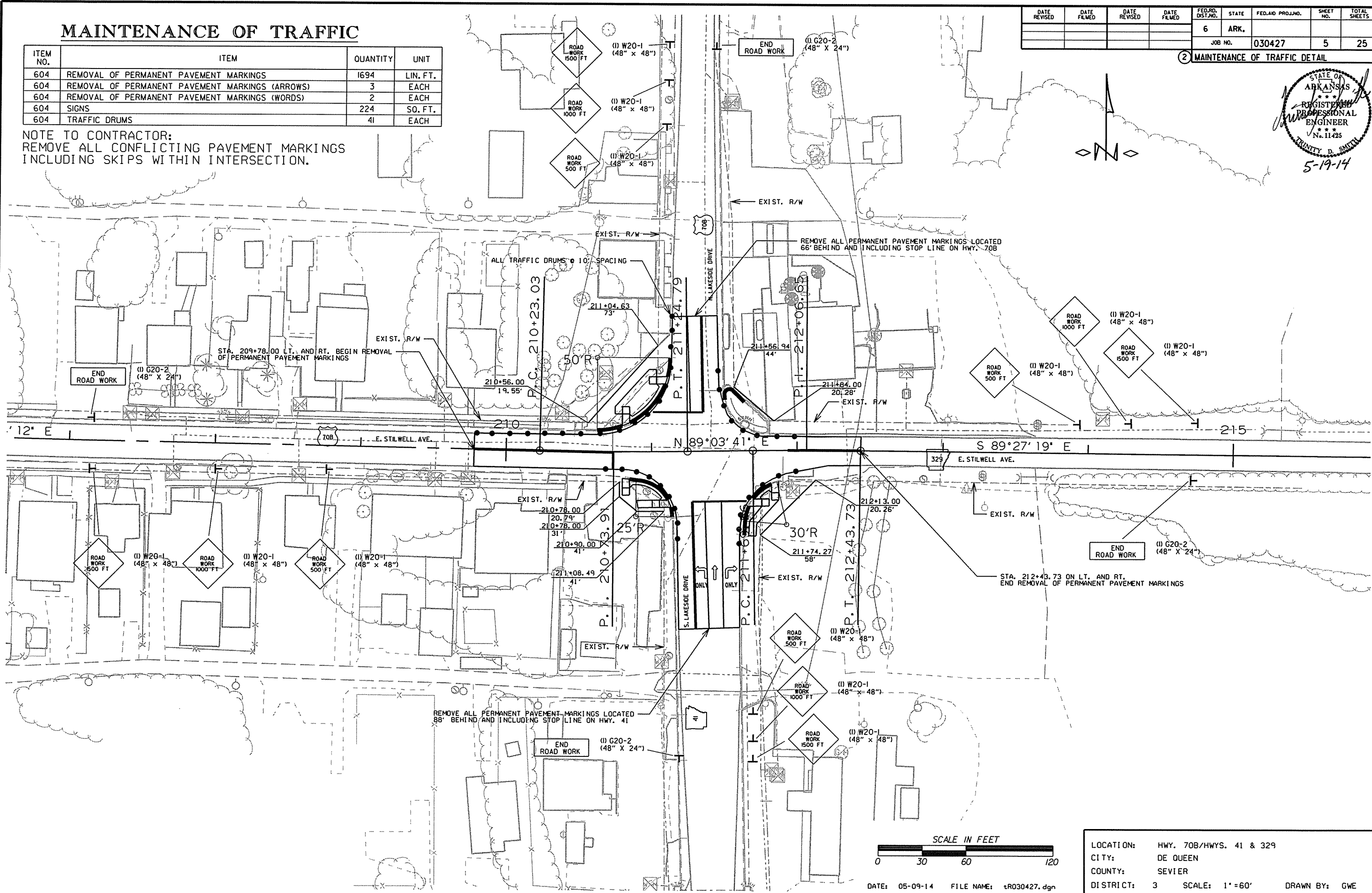
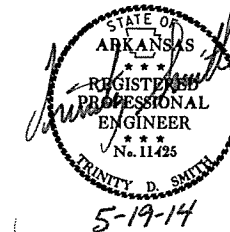
MAINTENANCE OF TRAFFIC

ITEM NO.	ITEM	QUANTITY	UNIT
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	1694	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)	3	EACH
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS (WORDS)	2	EACH
604	SIGNS	224	SQ. FT.
604	TRAFFIC DRUMS	41	EACH

NOTE TO CONTRACTOR:
REMOVE ALL CONFLICTING PAVEMENT MARKINGS INCLUDING SKIPS WITHIN INTERSECTION.

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② MAINTENANCE OF TRAFFIC DETAIL

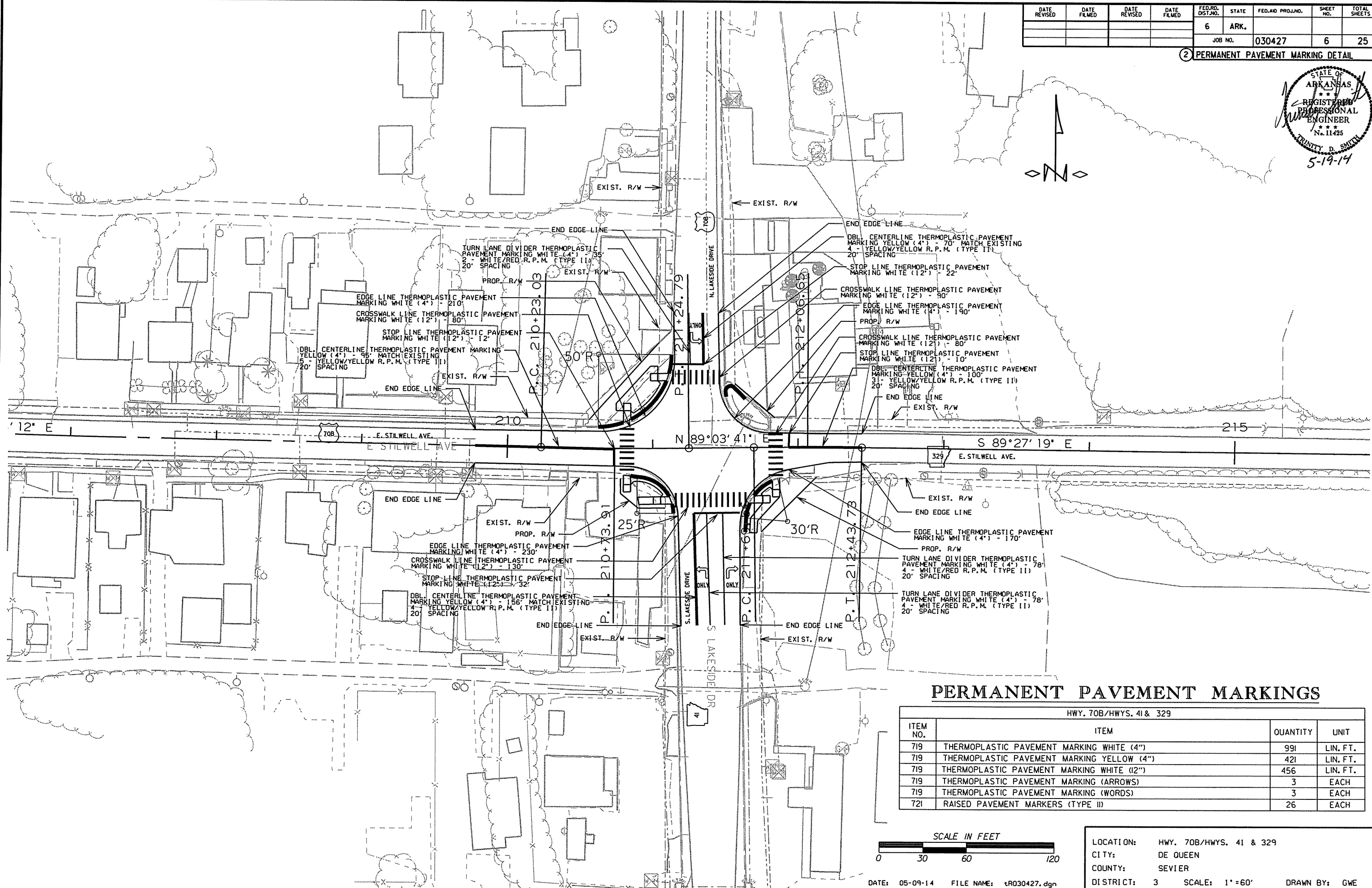
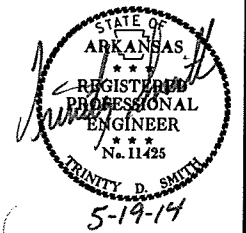


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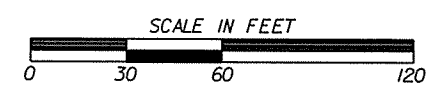
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				6	ARK.		6	25

2 PERMANENT PAVEMENT MARKING DETAIL



PERMANENT PAVEMENT MARKINGS

HWY. 70B/HWYS. 41 & 329			
ITEM NO.	ITEM	QUANTITY	UNIT
719	THERMOPLASTIC PAVEMENT MARKING WHITE (4'')	991	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4'')	421	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12'')	456	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	3	EACH
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	3	EACH
721	RAISED PAVEMENT MARKERS (TYPE II)	26	EACH

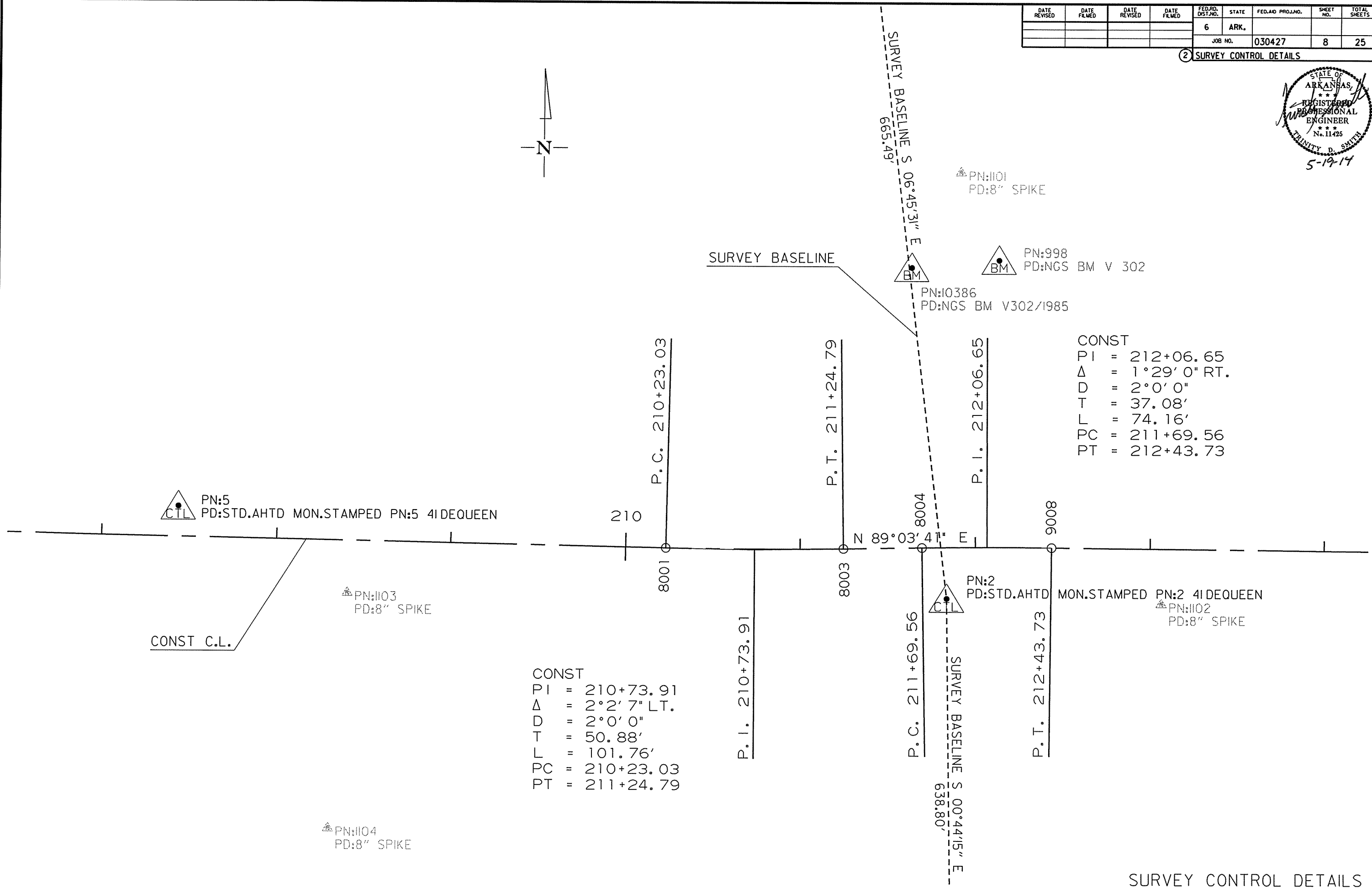
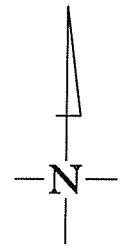
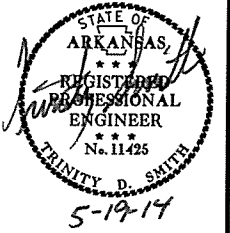


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 CITY: DE QUEEN
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 DISTRICT: 3 SCALE: 1" = 60' DRAWN BY: GWE

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				6	ARK.				
JOB NO.							030427	8	25

2 SURVEY CONTROL DETAILS



CONST
 PI = 212+06.65
 Δ = 1°29'0" RT.
 D = 2°0'0"
 T = 37.08'
 L = 74.16'
 PC = 211+69.56
 PT = 212+43.73

CONST
 PI = 210+73.91
 Δ = 2°2'7" LT.
 D = 2°0'0"
 T = 50.88'
 L = 101.76'
 PC = 210+23.03
 PT = 211+24.79

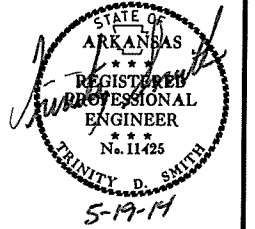
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						JOB NO. 030427	9	25

2 SURVEY CONTROL DETAILS

SURVEY CONTROL COORDINATES

Project Name: s030427
Date: 5/8/2013
Coordinate System: ARKANSAS STATE PLANE - SOUTH ZONE BASED ON GPS CONTROL,
PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT



Point Name	Northing	Easting	Elev	Feature	Description
1	1819940.2862	606581.9215	427.954	CTL	*5/8" Rebar with 2" Aluminum Cap stamped PN: 1
2	1819279.4243	606660.2394	415.542	CTL	*5/8" Rebar with 2" Aluminum Cap stamped PN: 2
3	1818640.6746	606668.4603	410.965	CTL	*5/8" Rebar with 2" Aluminum Cap stamped PN: 3
4	1819320.4165	606998.6877	405.669	CTL	*5/8" Rebar with 2" Aluminum Cap stamped PN: 4
5	1819330.8055	606220.5609	401.356	CTL	*5/8" Rebar with 2" Aluminum Cap stamped PN: 5
100	1822260.4661	605424.2183	434.669	GPS	*AHTD GPS MON. 660009A RESET
101	1822232.6853	606463.9606	413.957	GPS	*AHTD GPS MON. 660009A
997	1819245.4259	603401.0344	426.340	BM	*NGS BM B 22 PUBLISHED ELEV. = 426.44
998	1819473.7570	606689.2984	416.480	BM	*NGS BM V 302
999	1823518.2655	606697.1882	445.660	BM	*NGS BM U 302

CONST

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	200+00.00	1819327.6492	605476.7350
8001	PC	210+23.03	1819308.0702	606499.5772
8003	PT	211+24.79	1819307.9298	606601.3310
8004	PC	211+69.56	1819308.6633	606646.0996
8006	PT	212+43.73	1819308.9182	606720.2607
8007	POE	220+00.00	1819301.7286	607476.4995

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.9998987515 HAS BEEN USED TO COMPUTE THE ABOVE LISTED GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GROUND COORDINATES ARE PROJECTED FROM AR. STATE PLANE GRID COORDINATES BY SCALING ALL X, Y
COORDINATE VALUES WITH THE INVERSE (1/X) OF THE COMBINED ADJUSTMENT FACTOR (CAF) ABOUT X=0, Y=0.

GRID COORDINATES ARE STORED UNDER FILE NAME, s030427gi.cti
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 ELEVATIONS FOR POINTS 1-5, 100-101, AND 997-999 WERE ESTABLISHED BY 3-WIRE LEVEL TECHNIQUES
FROM NGS BENCHMARKS.

POSITIONAL ACCURACY:
HORIZONTAL-GPS (POINTS 100-101): 1.0 CM 10 PPM, PRIMARY CONTROL (POINTS 1-5): 2.0 CM 20 PPM
VERTICAL-POSITIONAL ACCURACY IS THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS:
CONVERGENCE ANGLE: 01 18 14 LEFT AT PN: 2
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

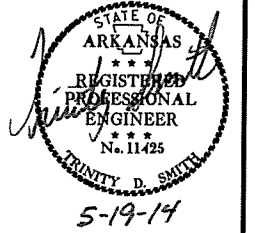
LT: 34-02-14 LG: 094-19-47
GRID NORTHING: 1819095.2250 GRID EASTING: 606598.8160
GROUND NORTHING: 1819279.4243 GROUND EASTING: 606660.2394

TRAFFIC SIGNAL NOTES:

1. PERFORM ELECTRICAL WORK IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2002) NATIONAL ELECTRICAL CODE, NFPA 101(2000) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (EGC) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND EGC TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY TO A SERVICE POLE WITH EXTERNAL RAIN-TIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/*6 USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/*12 AWG UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
5. TRAFFIC CONTROLLER CABINET SHALL HAVE 16 LOAD BAYS AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARDS AND DETAILS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD MAY BE USED.
9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.
10. PAVEMENT MARKING SHOWN FOR REFERENCE ONLY. SEE PAVEMENT MARKING PLAN SHEETS.
11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON SPECIAL DETAILS). PAYMENT WILL BE INCLUDED IN SECTION 714, AHTD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
12. ALL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE 3" DIAMETER UNLESS SPECIFIED ON PLANS.
13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.
15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
16. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, 38 FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF 21' SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL 6 FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
17. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS 6 FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
18. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
19. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714-TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION.
20. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO ISMA STANDARDS.
21. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
22. TRAFFIC SIGNAL CONTRACTOR MUST NOTIFY RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
23. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	030427
								10
								25

② TRAFFIC SIGNAL NOTES & GENERAL NOTES



LOCATION: HWY. 70B/HWYS. 41 & 329
 CITY: DE QUEEN
 COUNTY: SEVIER
 DISTRICT: 3 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	030427
								11
								25

② TRAFFIC SIGNAL QUANTITIES

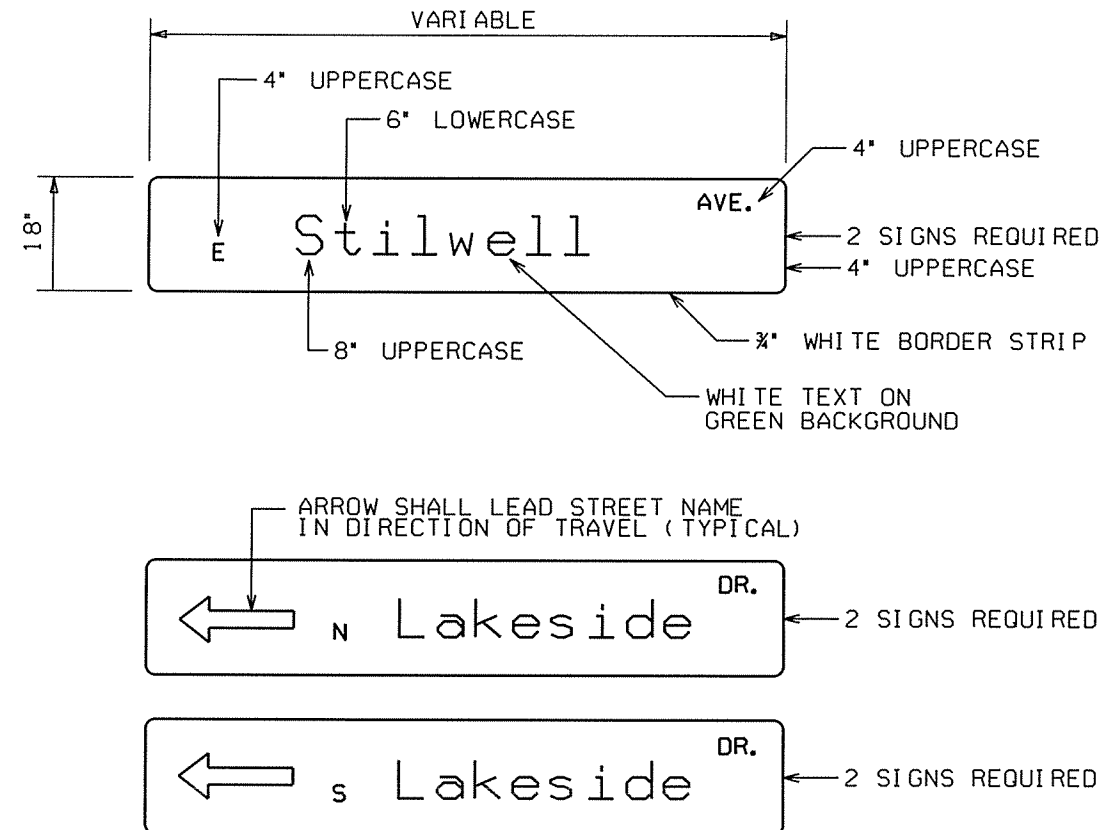


TRAFFIC SIGNAL QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP&701	ACTUATED CONTROLLER TS 2-TYPE 2 (8 PHASES)	1	EACH
SP&706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1WAY)	8	EACH
SP&707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1081	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	112	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	450	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	275	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
711	CONCRETE PULL BOX (TYPE 2)	2	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (46')	1	EACH
715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
733	VIDEO CABLE	1173	LIN. FT.
• SP&733	VIDEO DETECTOR (CLR)	7	EACH
733	VIDEO MONITOR (CLR)	1	EACH
• SP&733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP&733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	483	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., EGC)	391	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., EGC)	150	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	20	LIN. FT.
SP	LUMINAIRE ASSEMBLY	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	6	EACH

• QUANTITIES INCLUDE ONE SPARE VIDEO DETECTOR AND ONE SPARE PROCESSOR.

OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

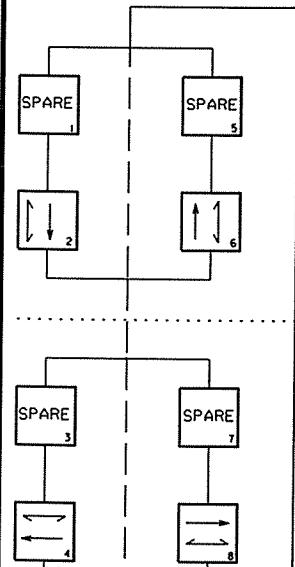


- NOTES:
- REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.
 - ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL ALSO BE ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY.
 - WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM OF THE NEAR SIDE LEFT POLE. SEE STD. DETAIL SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
 - THE CLEARVIEW 5-W-R FONT SHALL BE USED FOR ALL LETTERS.

LOCATION: HWY. 70B/HWYS. 41 & 329
 CITY: DE QUEEN
 COUNTY: SEVIER
 DISTRICT: 3 SCALE: N/A DRAWN BY: GWE

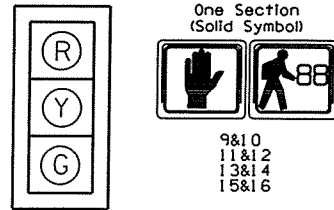
DATE: 05-09-14 FILE NAME: t030427.dgn

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



One Section (Solid Symbol)

9&10
11&12
13&14
15&16

1&2
3&4
5&6
7&8

NOTES:

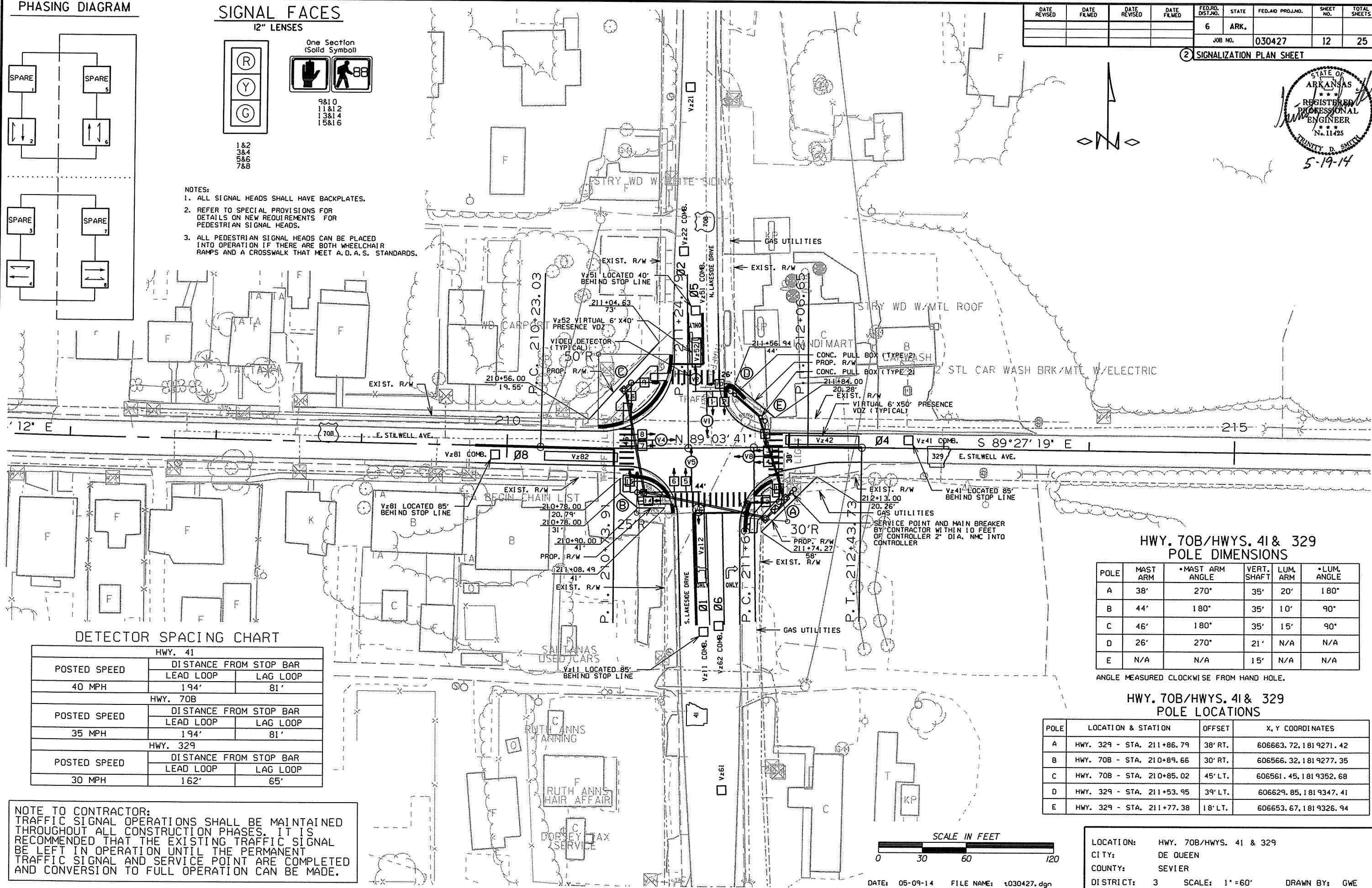
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON NEW REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
3. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A. D. A. S. STANDARDS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 030427							12	25

2 SIGNALIZATION PLAN SHEET



5-19-14



DETECTOR SPACING CHART

HWY. 41		
POSTED SPEED	DISTANCE FROM STOP BAR LEAD LOOP	LAG LOOP
40 MPH	194'	81'
HWY. 70B		
POSTED SPEED	DISTANCE FROM STOP BAR LEAD LOOP	LAG LOOP
35 MPH	194'	81'
HWY. 329		
POSTED SPEED	DISTANCE FROM STOP BAR LEAD LOOP	LAG LOOP
30 MPH	162'	65'

HWY. 70B/HWYS. 41 & 329 POLE DIMENSIONS

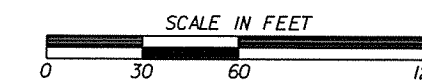
POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	LUM. ANGLE
A	38'	270°	35'	20'	180°
B	44'	180°	35'	10'	90°
C	46'	180°	35'	15'	90°
D	26'	270°	21'	N/A	N/A
E	N/A	N/A	15'	N/A	N/A

ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

HWY. 70B/HWYS. 41 & 329 POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 329 - STA. 211+86.79	38' RT.	606663.72, 1819271.42
B	HWY. 70B - STA. 210+89.66	30' RT.	606566.32, 1819277.35
C	HWY. 70B - STA. 210+85.02	45' LT.	606561.45, 1819352.68
D	HWY. 329 - STA. 211+53.95	39' LT.	606629.85, 1819347.41
E	HWY. 329 - STA. 211+77.38	18' LT.	606653.67, 1819326.94

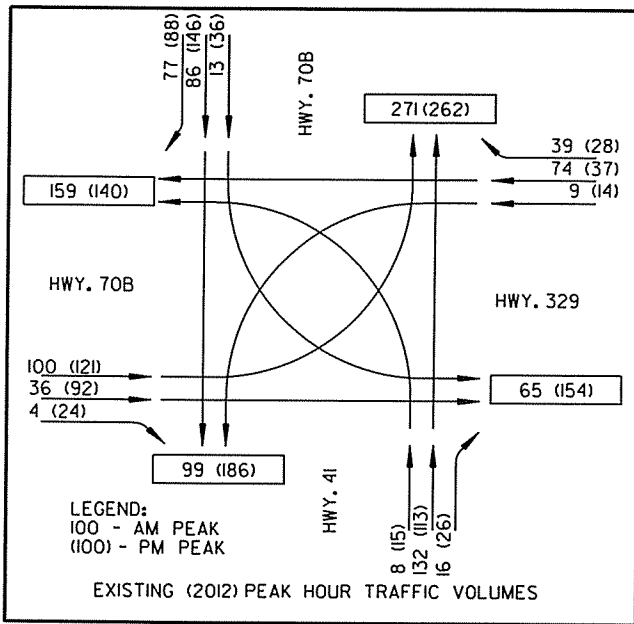
NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES. IT IS RECOMMENDED THAT THE EXISTING TRAFFIC SIGNAL BE LEFT IN OPERATION UNTIL THE PERMANENT TRAFFIC SIGNAL AND SERVICE POINT ARE COMPLETED AND CONVERSION TO FULL OPERATION CAN BE MADE.



DATE: 05-09-14 FILE NAME: t030427.dgn

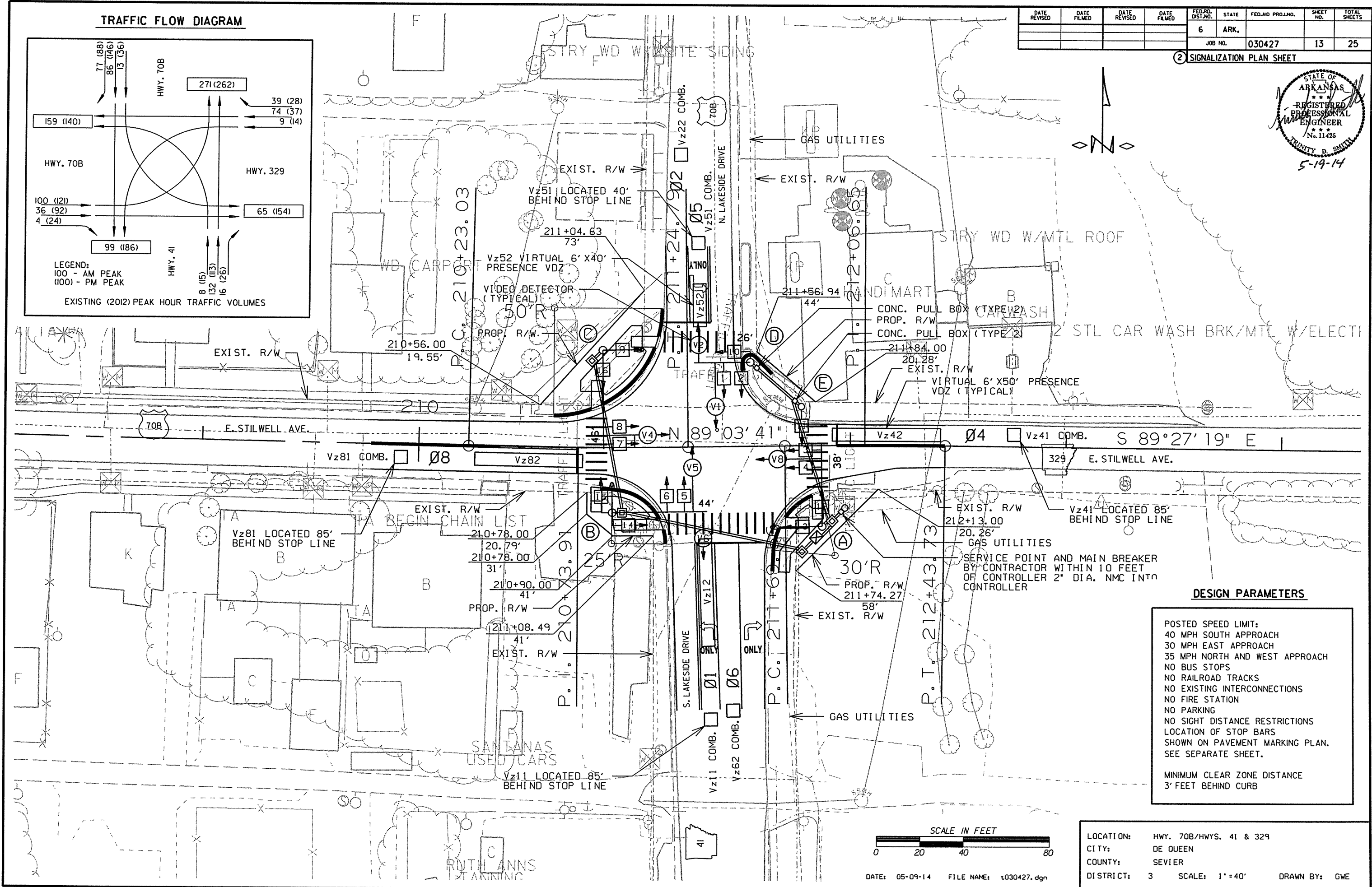
LOCATION: HWY. 70B/HWYS. 41 & 329
CITY: DE QUEEN
COUNTY: SEVIER
DISTRICT: 3 SCALE: 1" = 60' DRAWN BY: GWE

TRAFFIC FLOW DIAGRAM



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	030427		13	25

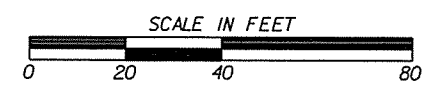
② SIGNALIZATION PLAN SHEET



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH SOUTH APPROACH
30 MPH EAST APPROACH
35 MPH NORTH AND WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS
LOCATION OF STOP BARS
SHOWN ON PAVEMENT MARKING PLAN.
SEE SEPARATE SHEET.

MINIMUM CLEAR ZONE DISTANCE
3' FEET BEHIND CURB

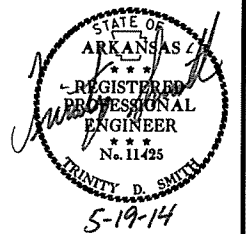


LOCATION: HWY. 70B/HWYS. 41 & 329
CITY: DE QUEEN
COUNTY: SEVIER
DISTRICT: 3 SCALE: 1" = 40' DRAWN BY: GWE

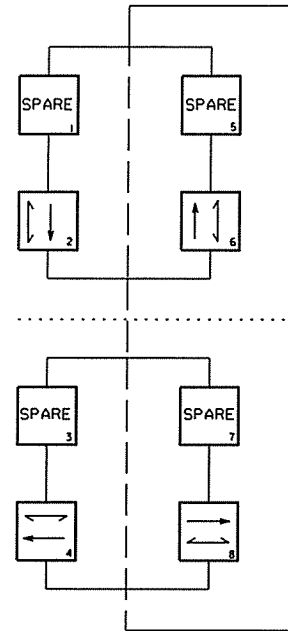
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	030427		15	25

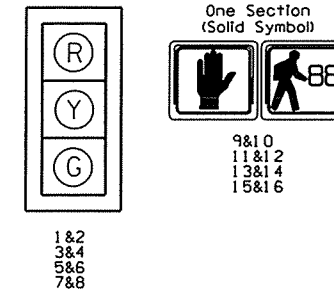
2 SIGNALIZATION PLAN SHEET



PHASING DIAGRAM



SIGNAL FACES
12" LENSES



- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISIONS FOR DETAILS ON NEW REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 - ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A. D. A. S. STANDARDS.

DETECTOR SYSTEM DESCRIPTION: JOB 030427												
DE QUEEN - HWY. 70B/HWYS. 41 & 329 DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS				COMMENTS	TUBE LENGTHS
DET. ID*	LOCATION	DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP. CHN. #	CON. INP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz11	NB LEFT TURN FAR		COMB.			1	V9	1	1		CAMERA V1	23'
Vz12	NB LEFT TURN		LOCAL			2	V1	1			CAMERA V1	23'
Vz21	SB ADVANCE		LOCAL			5	V2	2			CAMERA V2	23'
Vz22	SB NEAR		COMB.			6	V10	2	2		CAMERA V5	23'
Vz81	EB ADVANCE		COMB.			11	V16	8	8		CAMERA V8	23'
Vz82	EB NEAR		LOCAL			12	V8	8			CAMERA V8	23'
Vz41	WB ADVANCE		COMB.			9	V12	4	4		CAMERA V4	23'
Vz42	WB NEAR		LOCAL			10	V4	4			CAMERA V4	23'
Vz51	SB LEFT TURN FAR		COMB.			7	V13	5	5		CAMERA V5	23'
Vz52	SB LEFT TURN		LOCAL			8	V5	5			CAMERA V5	23'
Vz61	NB ADVANCE		LOCAL			3	V6	6			CAMERA V6	23'
Vz62	NB NEAR		COMB.			4	V14	6	6		CAMERA V1	23'
PB2A&B	DE QUEEN AVE. W. LEG		PED.				P2	2				
PB4A&B	LAKESI DE DR. N. LEG		PED.				P4	4				
PB6A&B	E. STILLWELL E. LEG		PED.				P6	6				
PB8A&B	LAKESI DE DR. S. LEG		PED.				P8	8				
SPARE 1, 3, 14, 15 & 16												

CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

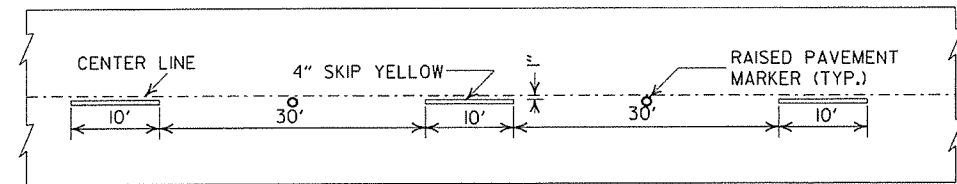
NOTE: *AMP CHN#* REFERS TO THE DETECTOR RACK OUTPUT POSITION. THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE. EXAMPLE: V9=SYSTEM DETECTOR 1, V10=SYSTEM DETECTOR 2

INTERVAL CHART

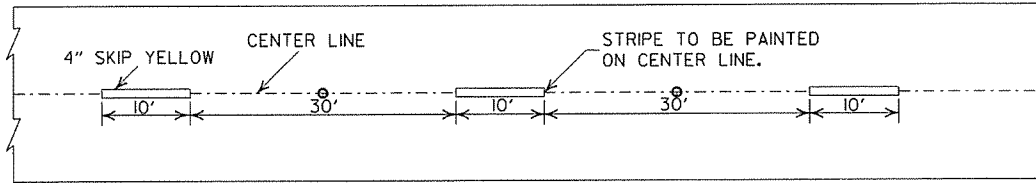
SIGNAL FACES	HWY. 70B/HWYS. 41&329				FLASH SEQ.
	2+6	CLR.	4+8	CLR.	
1&2	G	**	R	R	R
3&4	R	R	G	**	R
5&6	G	**	R	R	R
7&8	R	R	G	**	R
9&10	DW	DW	W	FDW	BLK
11&12	W	FDW	DW	DW	BLK
13&14	DW	DW	W	FDW	BLK
15&16	W	FDW	DW	DW	BLK

- DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
- ** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
- *** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

LOCATION: HWY. 70B/HWYS. 41 & 329
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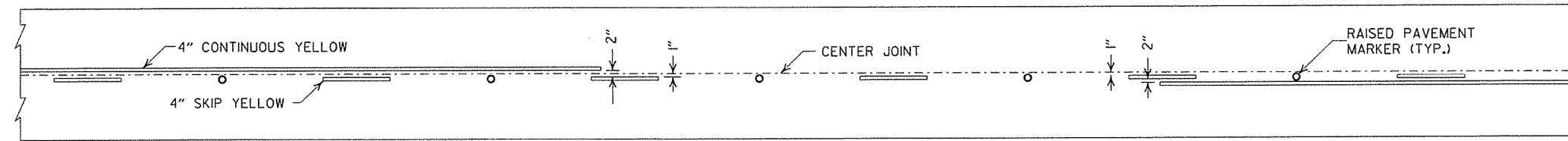


CONCRETE PAVEMENT

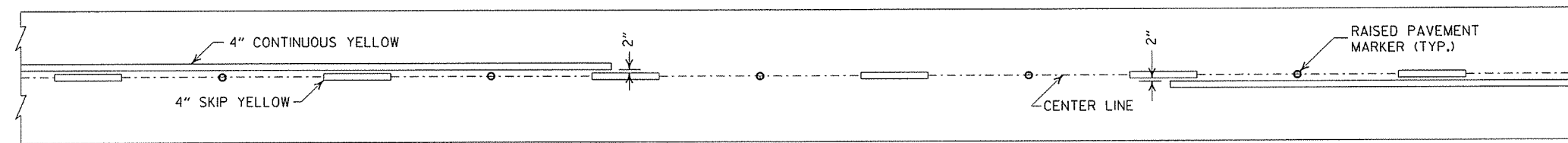


ASPHALT PAVEMENT

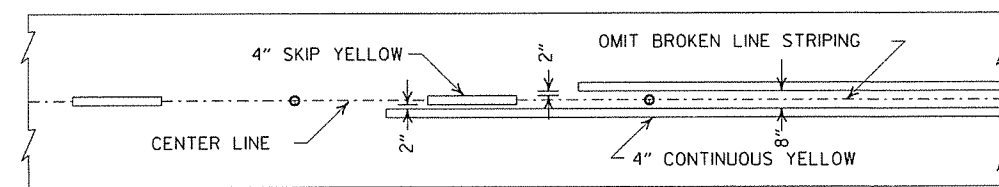
BROKEN LINE STRIPING



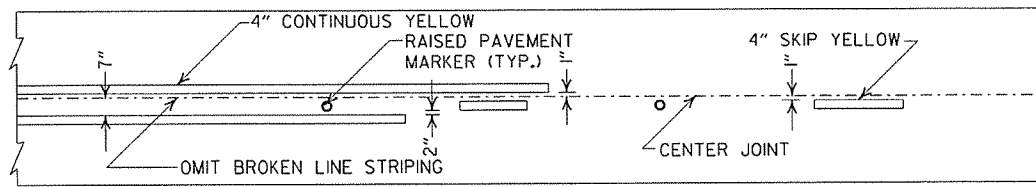
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

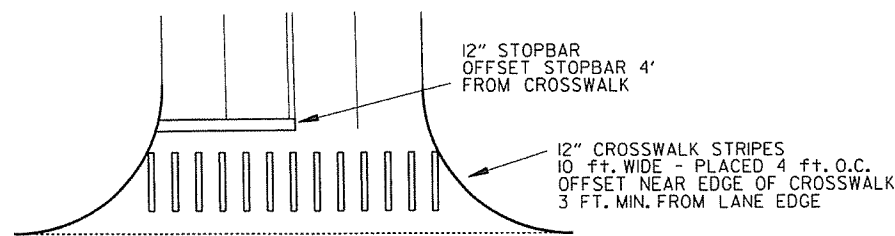


ASPHALT PAVEMENT



CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

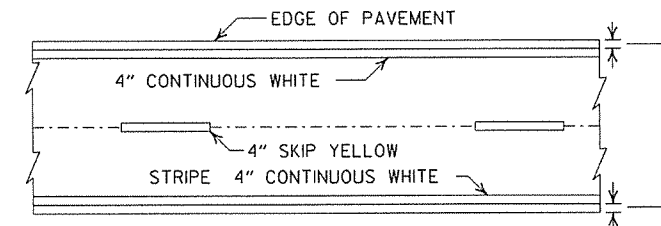


CROSSWALK AND STOPBAR DETAILS

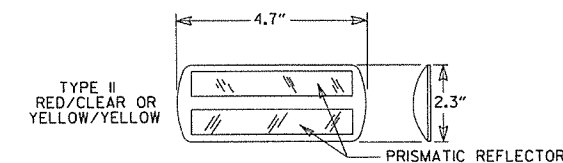
NOTES:

1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.

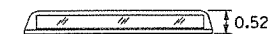
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING



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



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED 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 AHTD QUALIFIED PRODUCTS LIST.

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

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

LOOP DETECTOR INSTALLATION AND TESTING

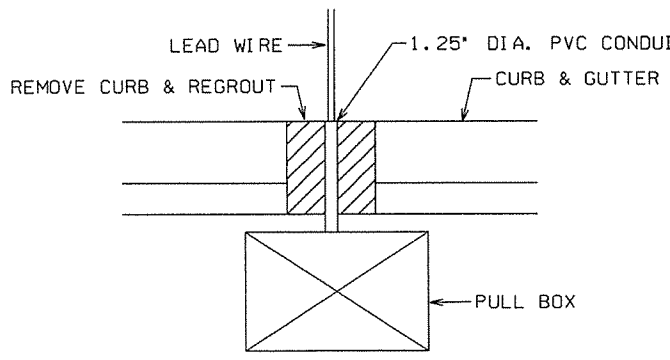
NOTES:

1. LOOPS WITH A PERIMETER GREATER THAN 40' SHALL HAVE TWO TURNS. LOOPS WITH A PERIMETER LESS THAN OR EQUAL TO 40' SHALL HAVE THREE TURNS, UNLESS OTHERWISE NOTED ON THE PLANS. QUADRUPOLE LOOPS SHALL BE TWO TURNS (2-4-2 CONFIGURATION) UNLESS OTHERWISE NOTED.
2. LOOP AND FEEDER WIRE SHALL BE CONTINUOUS WITHOUT SPLICES EXCEPT AT THE LOOP/FEEDER WIRE SPLICE AS SHOWN. SPLICE SHALL BE ROSIN SOLDERED AND WATERPROOFED WITH AN ACCEPTED SPLICE KIT. DRAIN WIRE SHALL BE GROUNDED IN CABINET AND INSULATED AT LOOP TO FEEDER SPLICE.
3. THE LOOP TO FEEDER SPLICE, FEEDER JACKET AND JACKET OF LOOP WIRE IN DUCT SHALL BE COMPLETELY SEALED AND WATERPROOFED.
4. CONTRACTOR MAY MAKE CONNECTIONS TO SIGNAL CABLE AND LOOP TO FEEDER CONNECTION AT TERMINAL STRIPS MOUNTED TO POLE INSIDE HAND HOLD COVER AS SHOWN IN DETAIL. TERMINALS MUST BE EASILY ACCESSIBLE, BUT PROTECTED AGAINST ACCIDENTAL CONTACT. CONNECTION OF POWER CARRYING CIRCUITS MUST BE SEPARATED FROM LOOP OR LOGIC CIRCUITS. ALL CONNECTIONS TO TERMINAL STRIPS SHALL UTILIZE SPADE LUGS OR AS APPROVED BY THE ENGINEER.
5. EACH LOOP SHALL HAVE A SEPARATE "FEEDER WIRE" UNLESS OTHERWISE NOTED. ALL FEEDER WIRES SHALL BE LABELED AS TO LOOP NUMBER AS DESIGNATED ON THE PLANS.
6. ALL LOOP WIRE ENTERING PULL BOXES SHALL BE ENCLOSED IN CONDUIT. EACH LOOP WIRE SHALL ENTER PULL BOX OR POLE BASE THROUGH A SEPARATE PIECE OF ONE INCH (1") CONDUIT.
7. LOOP WIRE FROM LOOP TO CONDUIT IS NOT TWISTED. LOOP WIRE IN THE CONDUIT MUST BE TWISTED TWO TO FIVE TURNS PER FOOT.
8. WARRANTY PERIOD FOR LOOPS SHALL NOT COMMENCE UNTIL TESTED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER. CONTRACTOR SHALL PERFORM TEST AND PROVIDE A RECORD TO THE ENGINEER AS LISTED IN THE DETECTOR LOOP TESTING PROCEDURE.
9. UNLESS OTHERWISE APPROVED BY THE ENGINEER, BACKER ROD SHALL BE INSTALLED IN SHORT SECTIONS SPACED NOT MORE THAN 18" APART AND WEDGED INTO SLOT TO HOLD CABLE IN PLACE. CABLE SHALL BE TOTALLY ENCAPSULATED IN SEALER.
10. "HOT POUR" SEALER SHALL NOT BE ALLOWED WITH 705-LOOP WIRING IN DUCT.
11. WHERE UNDERGROUND SPLICES OF SIGNAL CABLE ARE REQUIRED, CONNECTIONS SHALL BE SOLDERED AND COMPLETELY WATERPROOFED TO THE SATISFACTION OF THE ENGINEER. WATERPROOFING SHALL EXTEND A MINIMUM OF TWO INCHES PAST THE SIGNAL CABLE JACKET AND SHALL COMPLETELY COVER ALL INDIVIDUAL CONDUCTORS OF THE SIGNAL CABLE. WATERPROOFING DOES NOT APPLY TO CONNECTIONS MADE IN POLE BASES.
12. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE. ONLY ONE NEUTRAL IS REQUIRED FOR PEDESTRIAN SIGNALS. A SEPARATE 5C (TYPICAL) IS PROVIDED FOR PEDESTRIAN PUSH BUTTONS.
13. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO CONTROLLER. CONTROLLER CABINET SHALL BE WIRED SUCH POWER TO LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS DURING FLASH OPERATION.

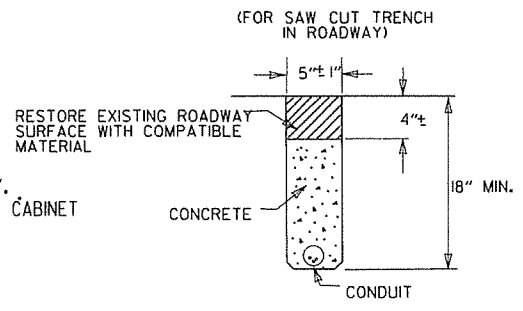
TYPICAL PROCEDURE FOR DETECTOR LOOP TESTING

- 1 DISCONNECT AND TEST CONTINUITY (< 10 OHMS) IF CONTINUITY IS BAD, GO TO TEST 3
- 2 TEST INSULATION (@ 500 VOLT TEST > 10 MEG-OHM) IF TESTS 1 & 2 ARE GOOD, NO FURTHER TESTING IS NECESSARY. RECORDED RESULTS CONSIST OF TESTS 1 & 2 FROM CONTROL CABINET WITH FEEDER WIRE CONNECTED TO LOOP.
- 3 OPEN SPLICE (DO NOT BREAK CONNECTION) REPEAT TEST 1 & 2 IF TEST 3 IS BAD, GO TO TEST 4
- 4 BREAK SPLICE, INSTALL JUMPER IN CABINET, REPEAT TESTS 1 & 2 SEPARATELY FOR FEEDER AND FOR LOOP

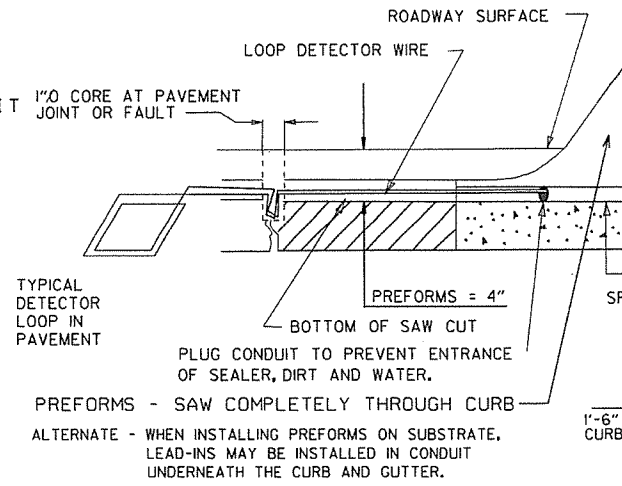
FAILURES TYPICALLY RESULT FROM BROKEN WIRE IN PAVEMENT, FAULTY INSULATION OF LOOP OR FEEDER WIRE, OR POORLY INSULATED SPLICE CONNECTION.



TRENCHING DETAIL

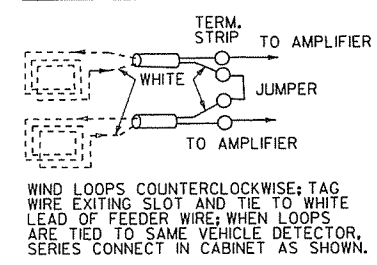


NOTE: CONDUIT SHALL BE INSTALLED IN CURB AS SHOWN OR AS DIRECTED BY THE ENGINEER. END OF CONDUIT SHALL BE WATER-TIGHT.



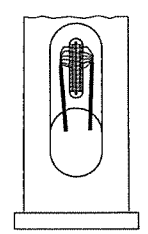
SECTION A-A
1'-6" CONCRETE COMBINATION CURB AND GUTTER

SERIES CONNECTED LOOPS

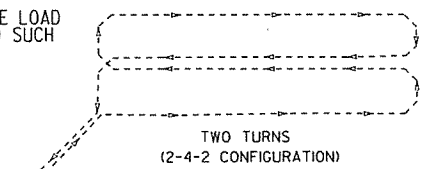


WIND LOOPS COUNTERCLOCKWISE; TAG WIRE EXITING SLOT AND TIE TO WHITE LEAD OF FEEDER WIRE; WHEN LOOPS ARE TIED TO SAME VEHICLE DETECTOR, SERIES CONNECT IN CABINET AS SHOWN.

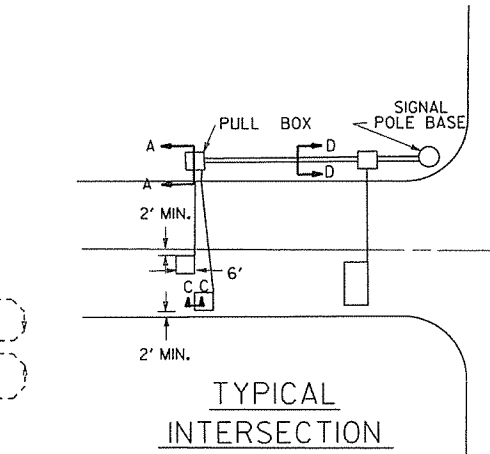
HANDHOLE TERMINAL



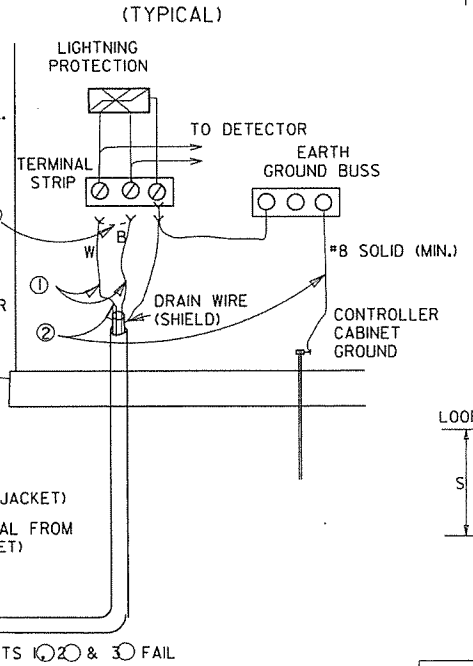
QUADRUPOLE LOOP



NOTE: PULL BOX COVERS SHALL BE NON-METALLIC AND NON-CONDUCTIVE.

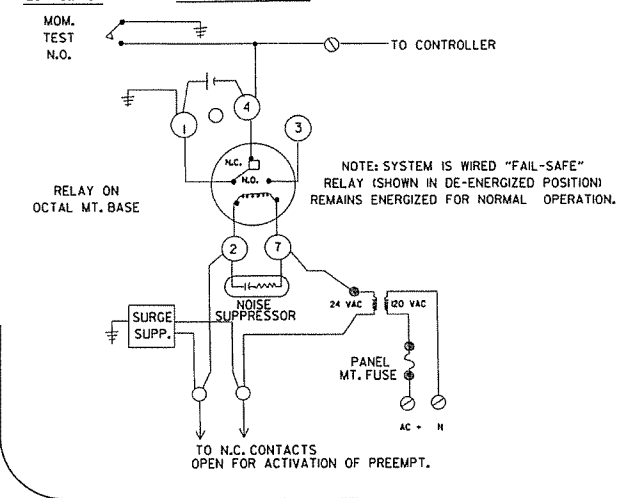


TYPICAL INTERSECTION

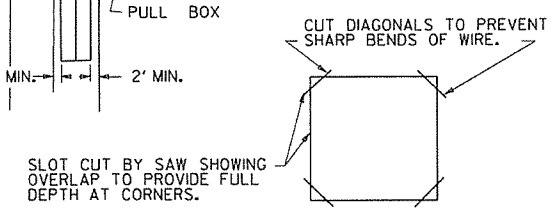


SPECIAL NOTE
IF FEEDER WIRE JACKET IS LEFT UNSEALED AND WATER IS ALLOWED TO ENTER JACKET, CONTRACTOR WILL BE REQUIRED TO REPLACE FEEDER AT NO COST TO THE DEPARTMENT.

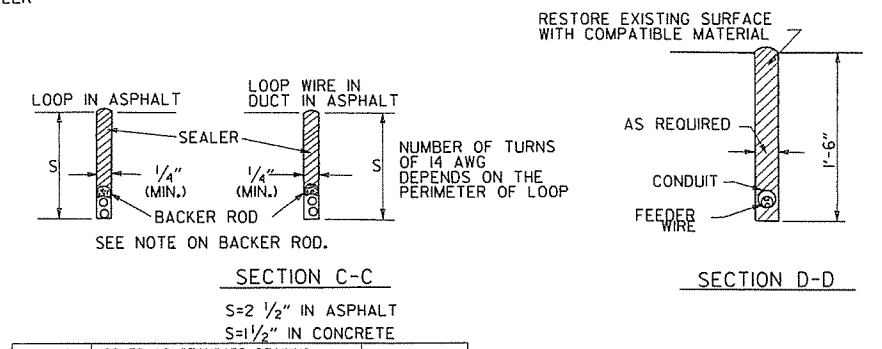
TRAFFIC SIGNAL PRE-EMPTION INTERFACE WIRING DIAGRAM



WHEN NECESSARY, USE WOODEN STICK TO PUSH WIRE IN SAWSLIT.



TYPICAL SECTIONS FOR PULSE AND PRESENCE LOOP DETECTORS

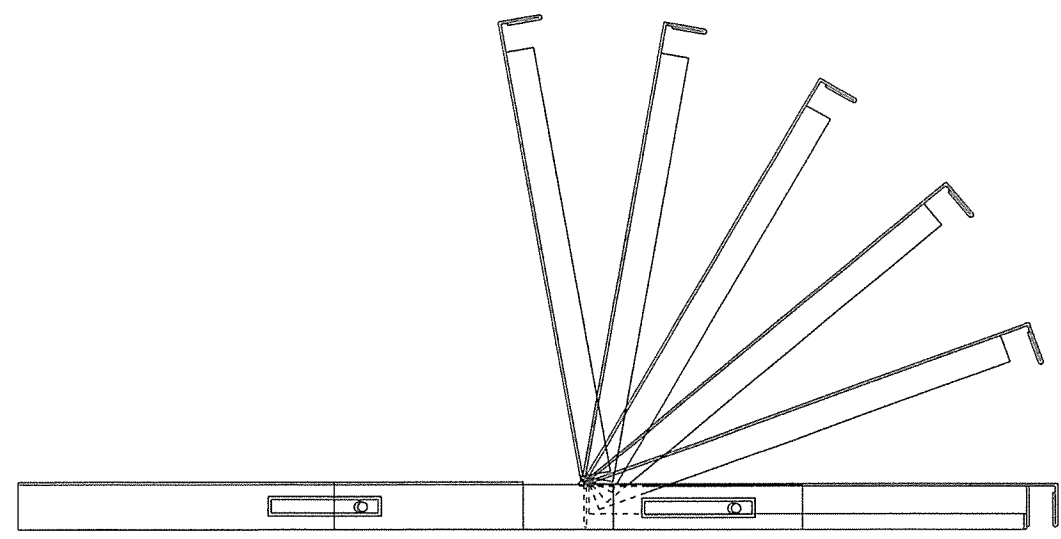
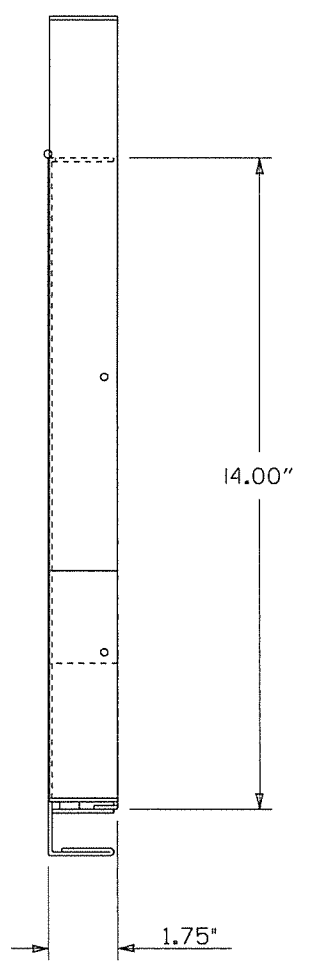
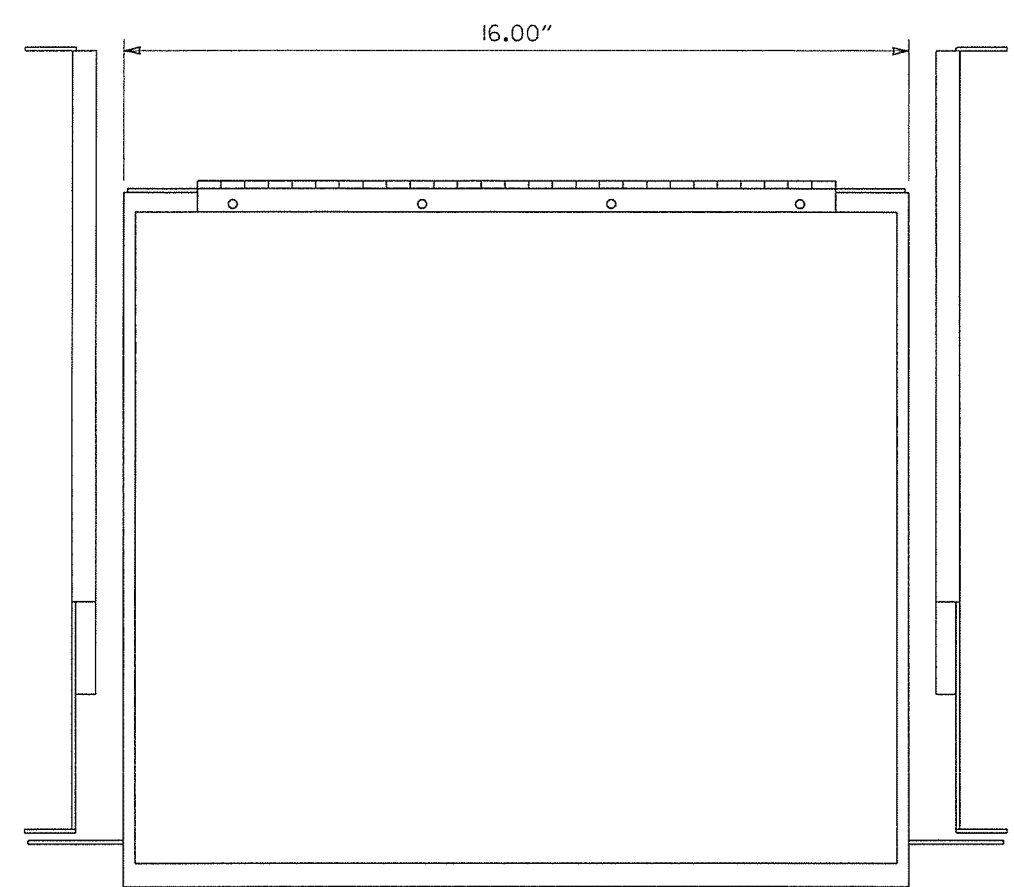


SECTION C-C
S=2 1/2" IN ASPHALT
S=1 1/2" IN CONCRETE

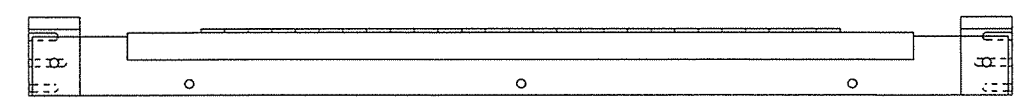
9-12-13	ISSUED AS STANDARD DRAWING	
5-17-01	REVISED	
4-11-01	REVISED	
2-4-00	REVISED PRE-EMPTION TEST SWITCH	
11-18-98	REVISED NOTES	
11-21-95	ISSUED	
DATE	REVISION	DATE FILM

ARKANSAS STATE HIGHWAY COMMISSION
LOOP DETECTOR INSTALLATION
STANDARD DRAWING SD-4

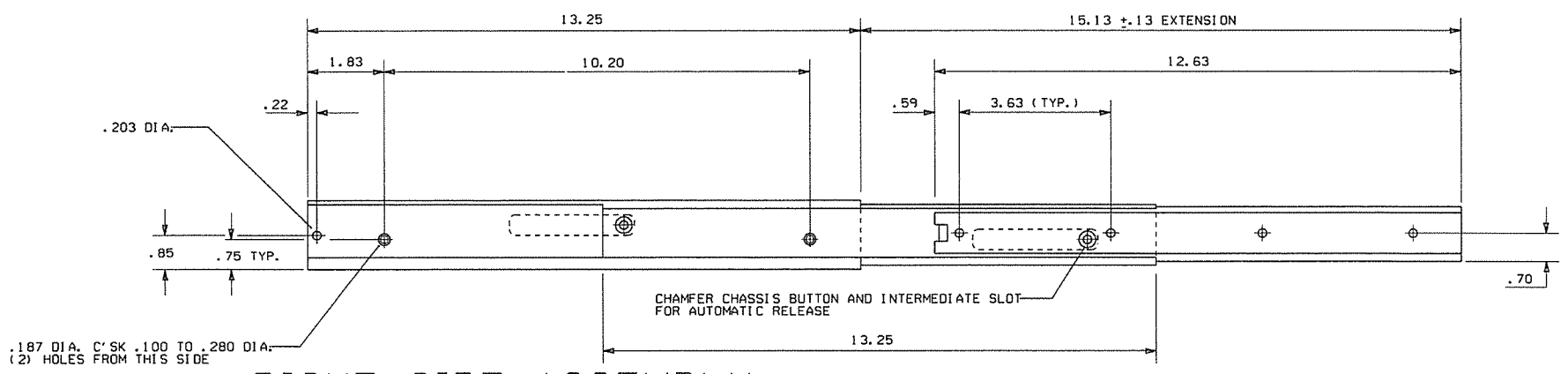
DRAWER PLAN VIEW



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



FRONT VIEW

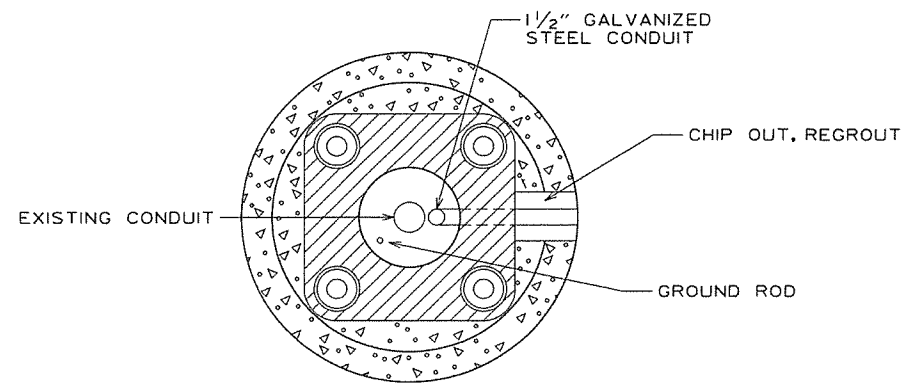


.187 DIA. C'SK .100 TO .280 DIA.
 (2) HOLES FROM THIS SIDE

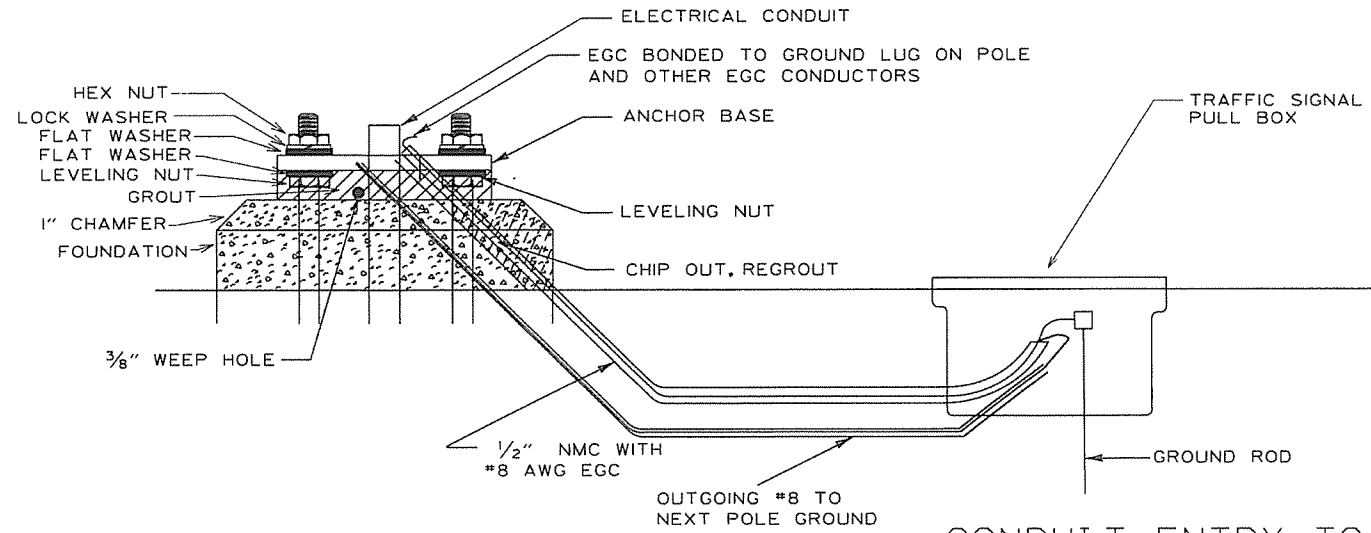
RIGHT SIDE ASSEMBLY

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

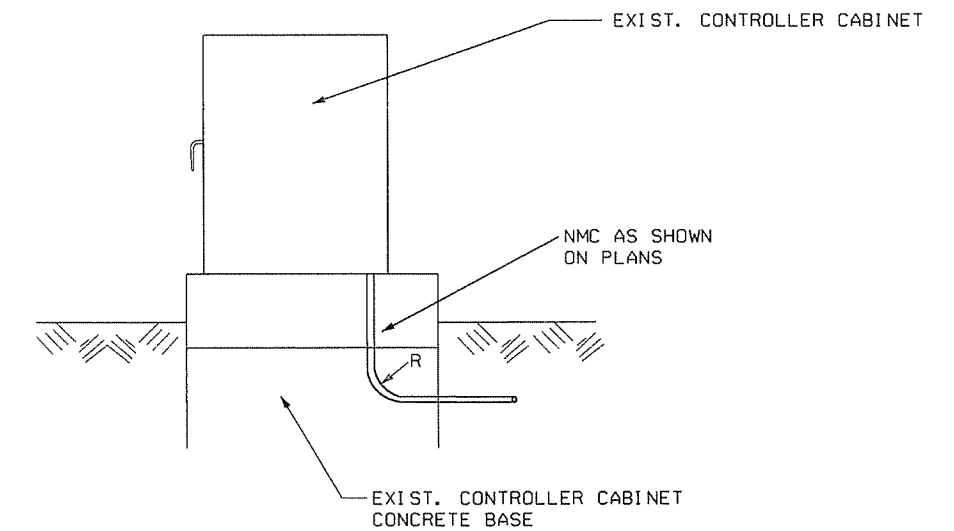
CONDUIT ENTRY TO EXISTING POLE BASE



ANCHOR BASE

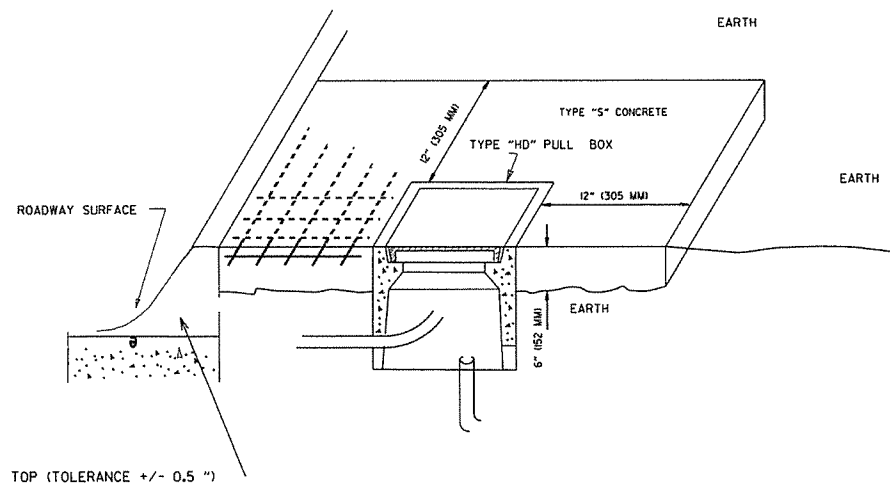


CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



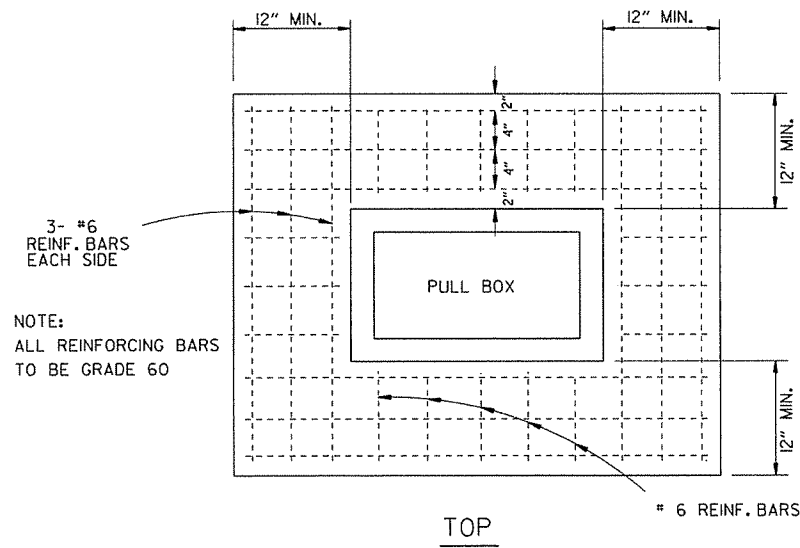
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

TYPE "HD" CONCRETE PULL BOX DETAIL



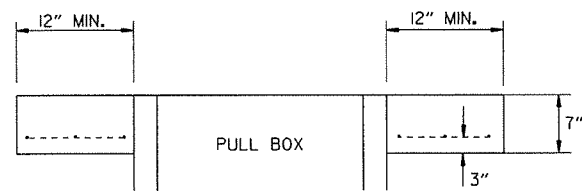
2" CLEAR FROM TOP (TOLERANCE +/- 0.5 ")

NOTE: ALL TYPE 1 AND TYPE 2 HD PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" (305 MM) WIDE AND 6" (152 MM) IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD PULL BOX. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S." THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE PULL BOX IS REQUIRED IN CONCRETE.



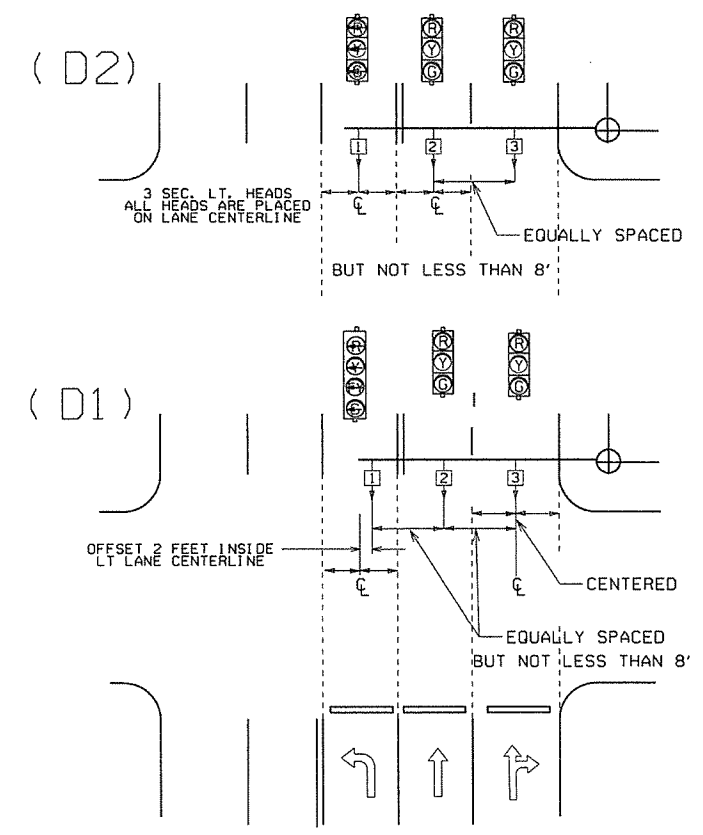
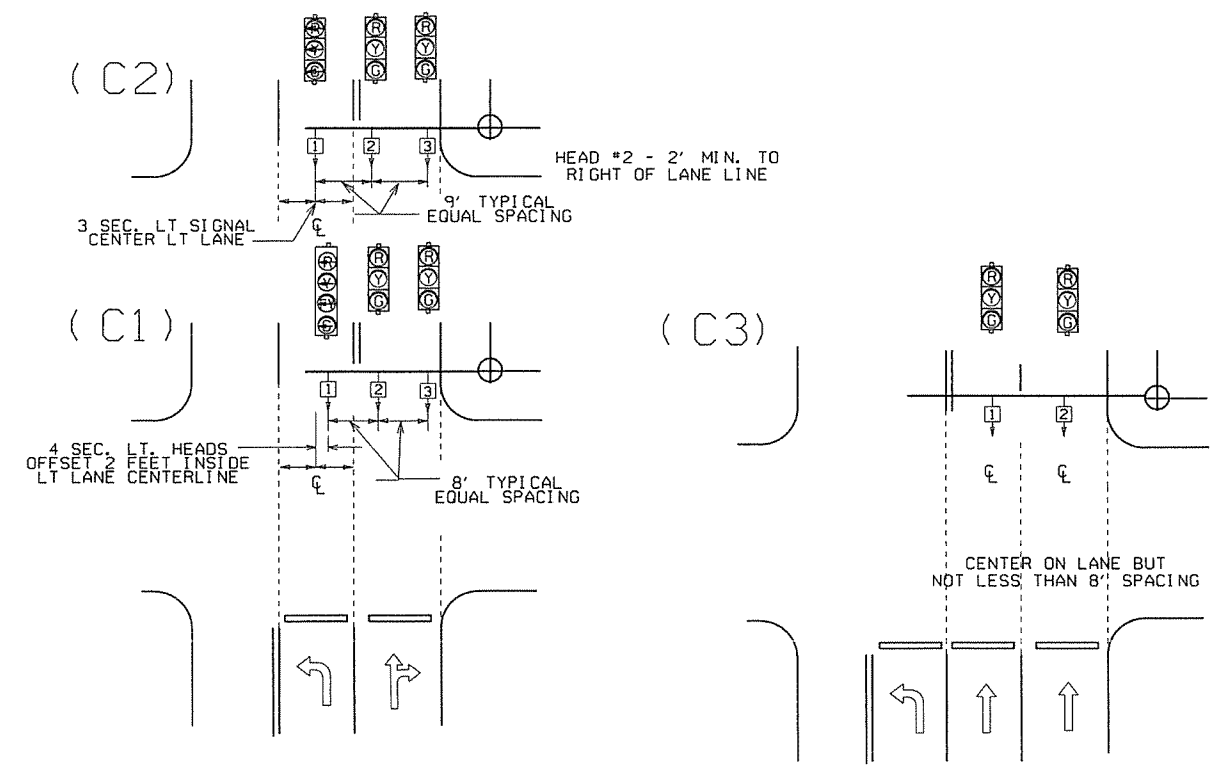
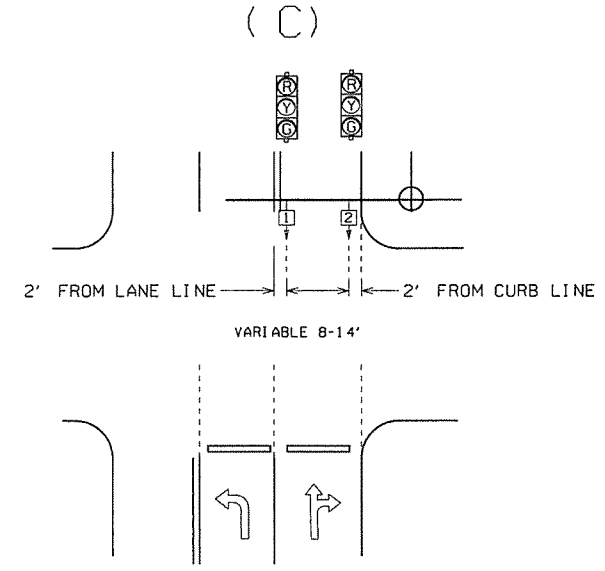
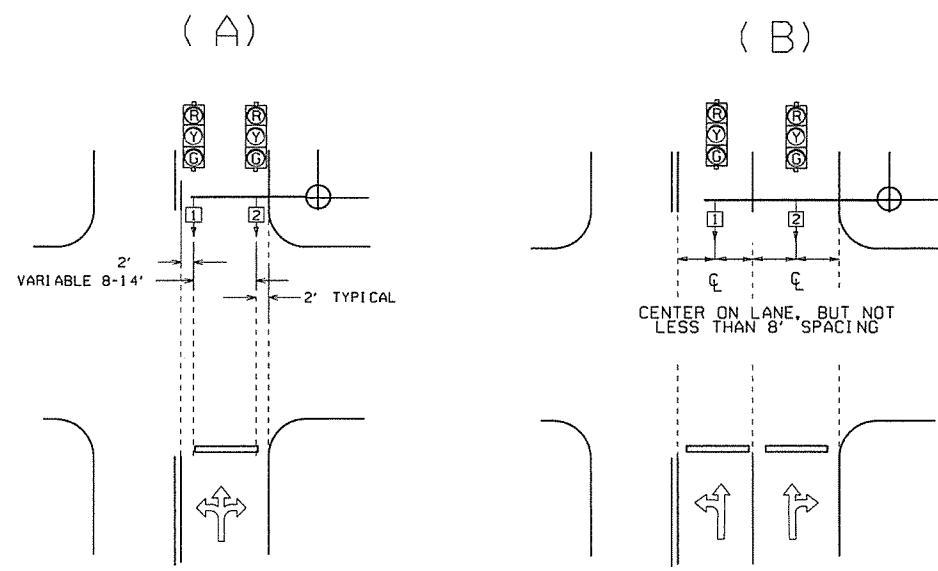
NOTE: ALL REINFORCING BARS TO BE GRADE 60

TOP

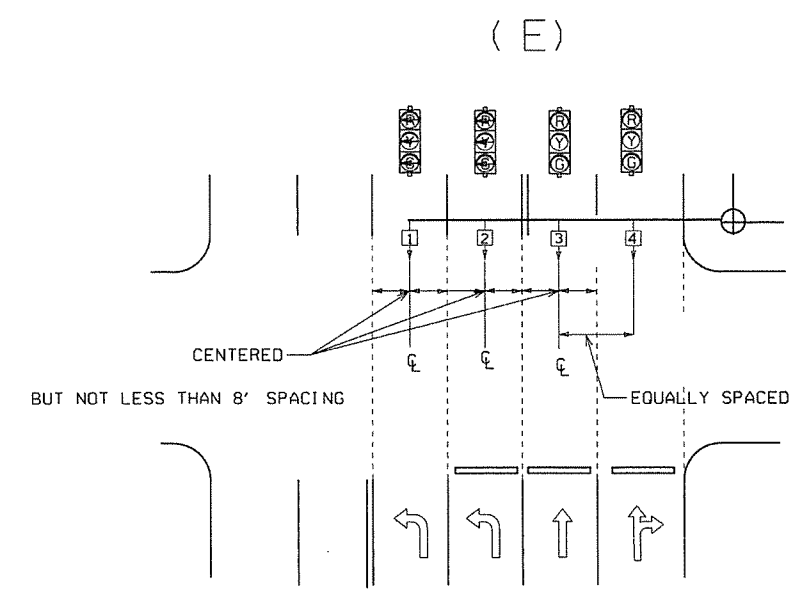


ELEVATION

9-12-13	ISSUED AS STANDARD DRAWING	
5-21-09	REVISED GROUNDING	
7-31-08	ADDED & REVISED CONDUIT ENTRY	
6-23-04	REVISED CLEARANCE AT CURB ENTRY	ARKANSAS STATE HIGHWAY COMMISSION
1-4-02	ADDED REINFORCING TO BOX APRON	
7-2-01	REVISED	HEAVY DUTY PULL BOX
12-27-99	REVISED NOTES	
11-18-98	ISSUED	
DATE	REVISION	DATE FILM
		STANDARD DRAWING SD-6



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



GENERAL NOTES:

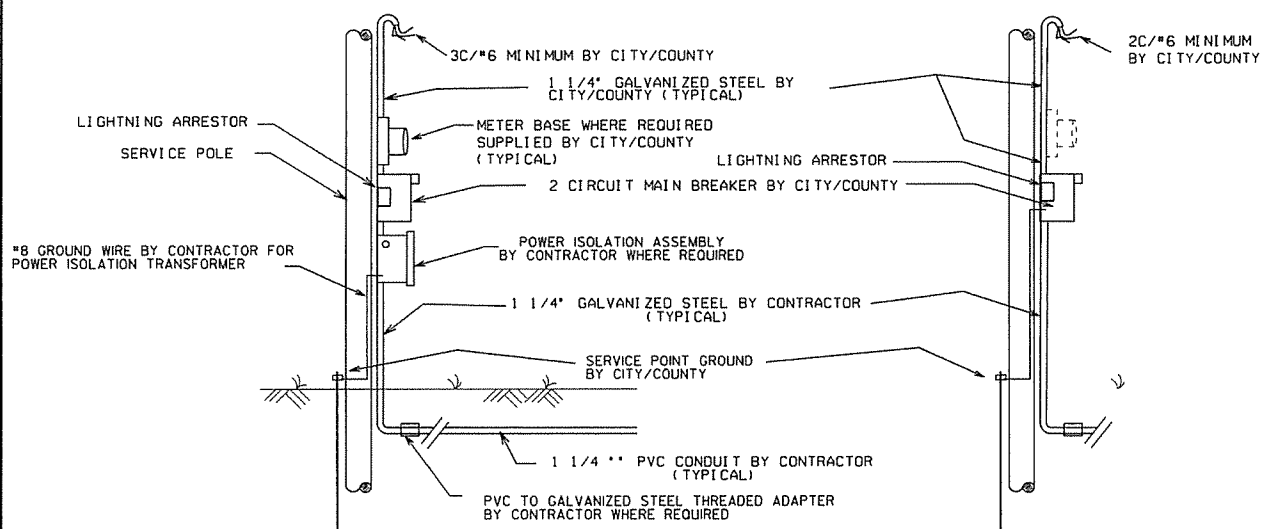
1. FOUR SECTION *PROTECTED/PERMISSIVE* LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
2. THREE SECTION *PROTECTED* LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.
4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.
6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-1 OF 2009 MUTCD.

℄ = CENTER OF LANE FROM APPROACH SIDE

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

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY WITHOUT POWER ISOLATION ASSEMBLY



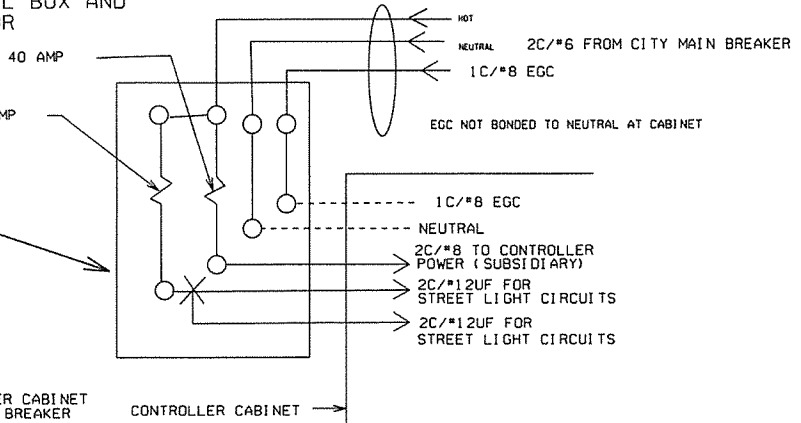
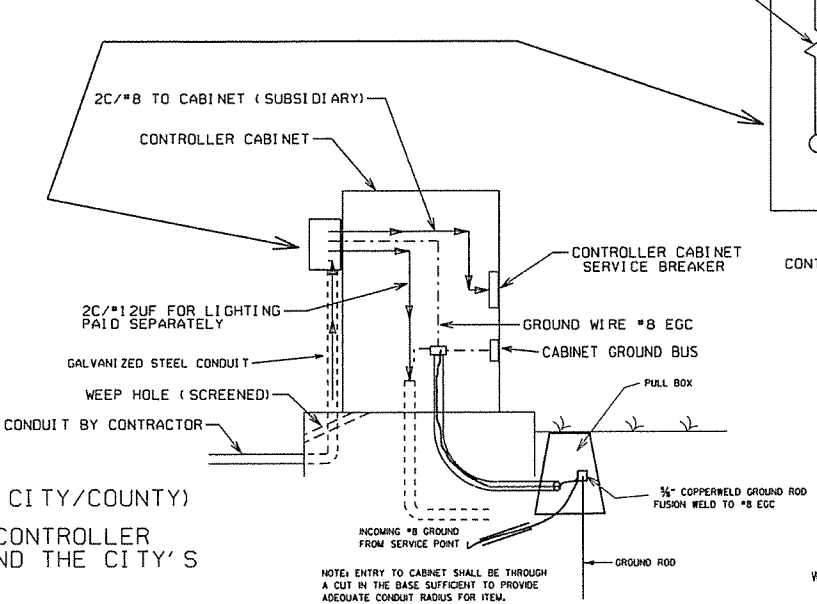
NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY)

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

1. ALL SITUATIONS: ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINLIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2C/#12 AWG UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.
2. MAIN BREAKER NOT NEAR CONTROLLER CABINET: THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.
3. MAIN BREAKER NEAR CONTROLLER CABINET: ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

GROUND ROD-A 10' X 3/4" GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)

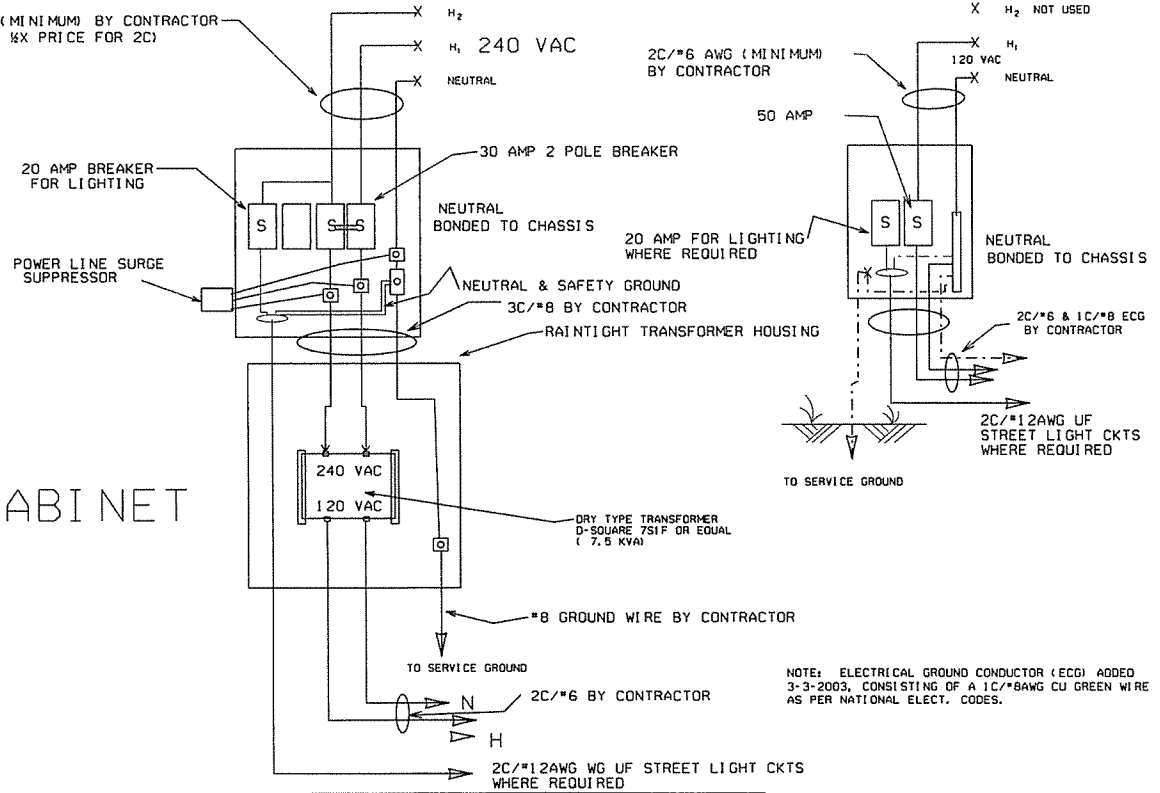


MAIN BREAKER WIRING (TYPICAL)

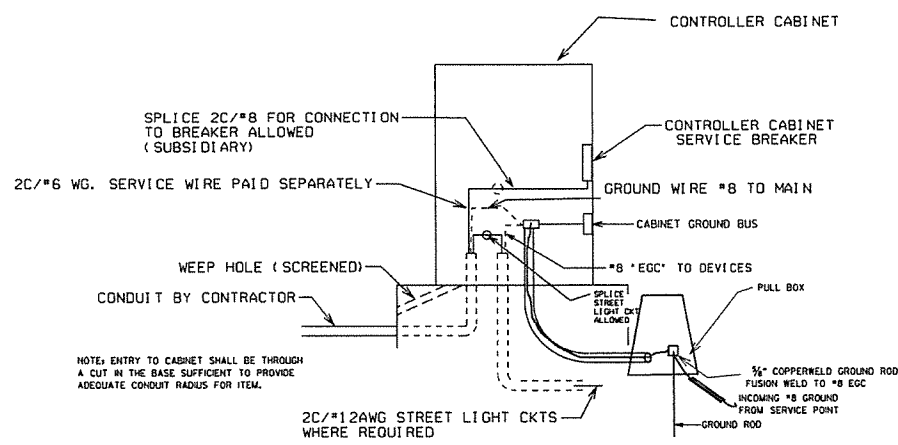
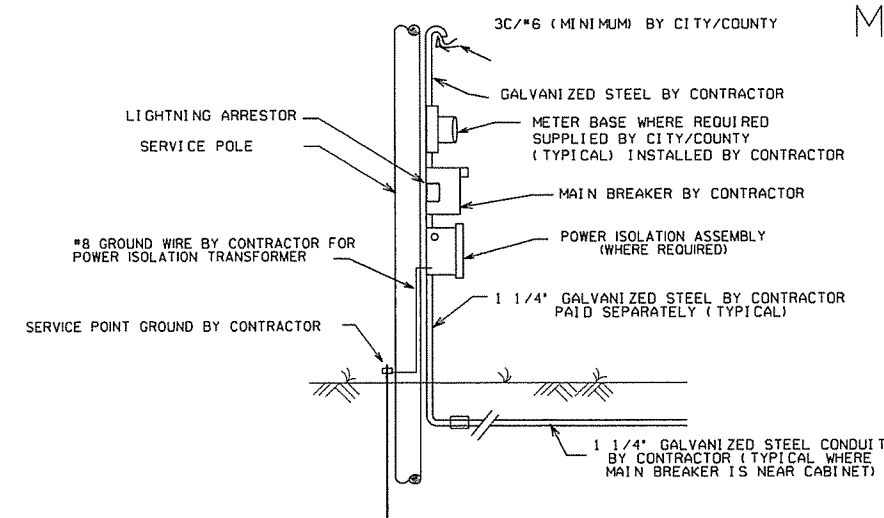
SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY 4 CIRCUIT MAIN BREAKER WITHOUT POWER ISOLATION ASSEMBLY 2 CIRCUIT MAIN BREAKER

3C/#6 AWG (MINIMUM BY CONTRACTOR (PAID AT 1 1/2 X PRICE FOR 2C))



MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED



DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
4-18-13	ADDED LIGHTNING ARRESTOR	
5-21-09	REVISED GROUNDING	
7-31-08	REVISED GROUNDING	
3-3-03	ADDED EGC NOTE	
9-26-01	REVISED	
12-27-99	REVISED	
7-28-99	REVISED	
2-5-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION
SERVICE POINT
STANDARD DRAWING SD-9

NOTES, PED AND TRAFFIC SIGNAL HEAD SIGNS: EACH ITEM TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY) SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12' TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY) TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12' TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGN FACES SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

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

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF 4 FT. BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

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

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN ARM 60' OR LONGER.

USE FATIGUE CATEGORY II FOR STRUCTURES ON ROUTES WITH A SPEED LIMIT LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH ARMS LESS THAN 60' AND ROUTES WITH SPEED LIMITS OF 45 MPH AND LESS WITH AN ARM 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE SPEED LIMIT IS 45 MPH AND LESS AND ARMS LESS THAN 60'.

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

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, 12 INCH, AND HAVE 5 IN. BACK PLATES.

HEADS AT END OF ARM - ONE 4 SEC., 85 LB., 16.0 SQ. FT. ONE SIGN MOUNTED 3 FT. FROM SIGNAL * 2' X 0' X 2' * 6"; 20 LB. REMAINING HEADS SPACED 8 FT. * 3 SEC., 56 LB., TWO 5 SEC.; 14.4 SQ. FT. DESIGN TO ACCOMMODATE (INCLUDING 2 HEADS FOR ARMS 10 TO 16 FT., 2 HEADS FOR ARMS 10 TO 16 FT., INCLUDING LB., 3 HEADS FOR 18 TO 24 FT. ARMS, 4 HEADS FOR OVER 26 FT. ARMS.

STREET NAME SIGN -- 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAN 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) * VARIABLE ARM LENGTH (MAX.), 3.3 SQ. FT., 75 LB. PED SIGNALS -- TWO 2 SEC. 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

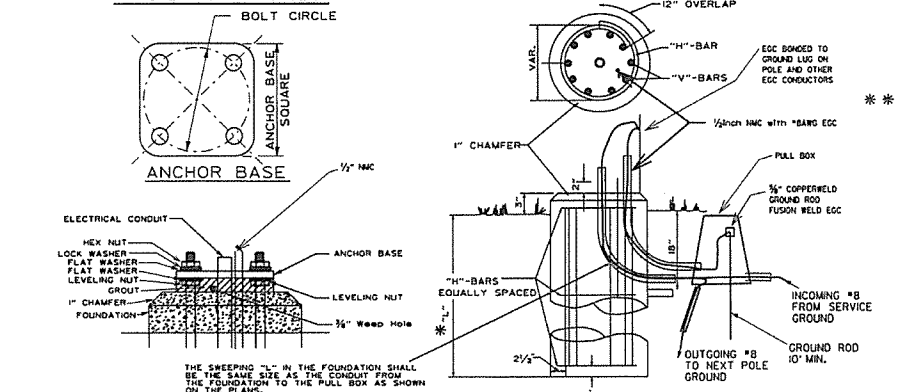
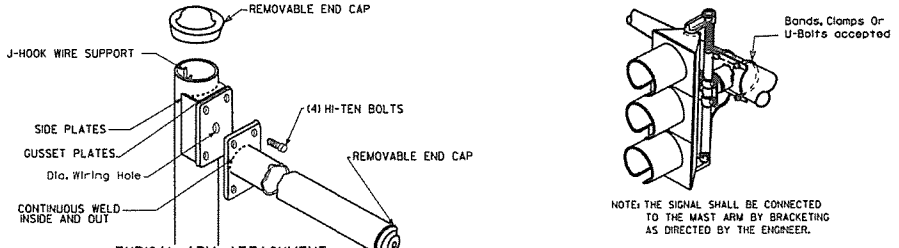
4. POLE/MAST ARM CAP -- POLE AND MAST ARMS CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE -- HAND HOLES SHALL BE 4 X 6 INCHES FOR STANDARD, AND 3 X 5 INCHES FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21 FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDE A HAND HOLD WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

6. POLE/MAST ARM TAPER AND SLOPE - AVERAGE TAPER OF SIGNAL ARMS AND POLE SHALL BE 0.125 TO 0.15 INCHES PER FT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE ARM SHALL MAINTAIN A POSITIVE AFTER IT IS PLACED UNDER LOAD.

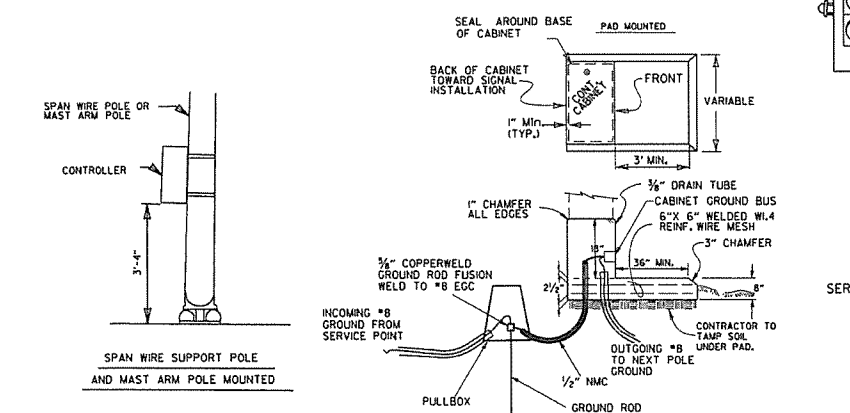
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FDN. DIAMETER	DEPTH 'L' *	STEEL		
			VERT.	HORZ.	O/C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44'
2' to 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42'
over 12' to 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66'
over 20' to 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88'
over 35' to 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56'
over 50' to 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74'
Twins to 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76'
Twins over 20' to 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76'
Twins over 44' to 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76'
Twins over 50' to 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64'



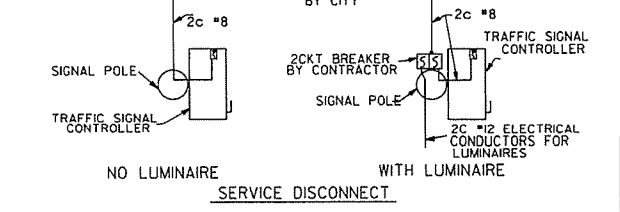
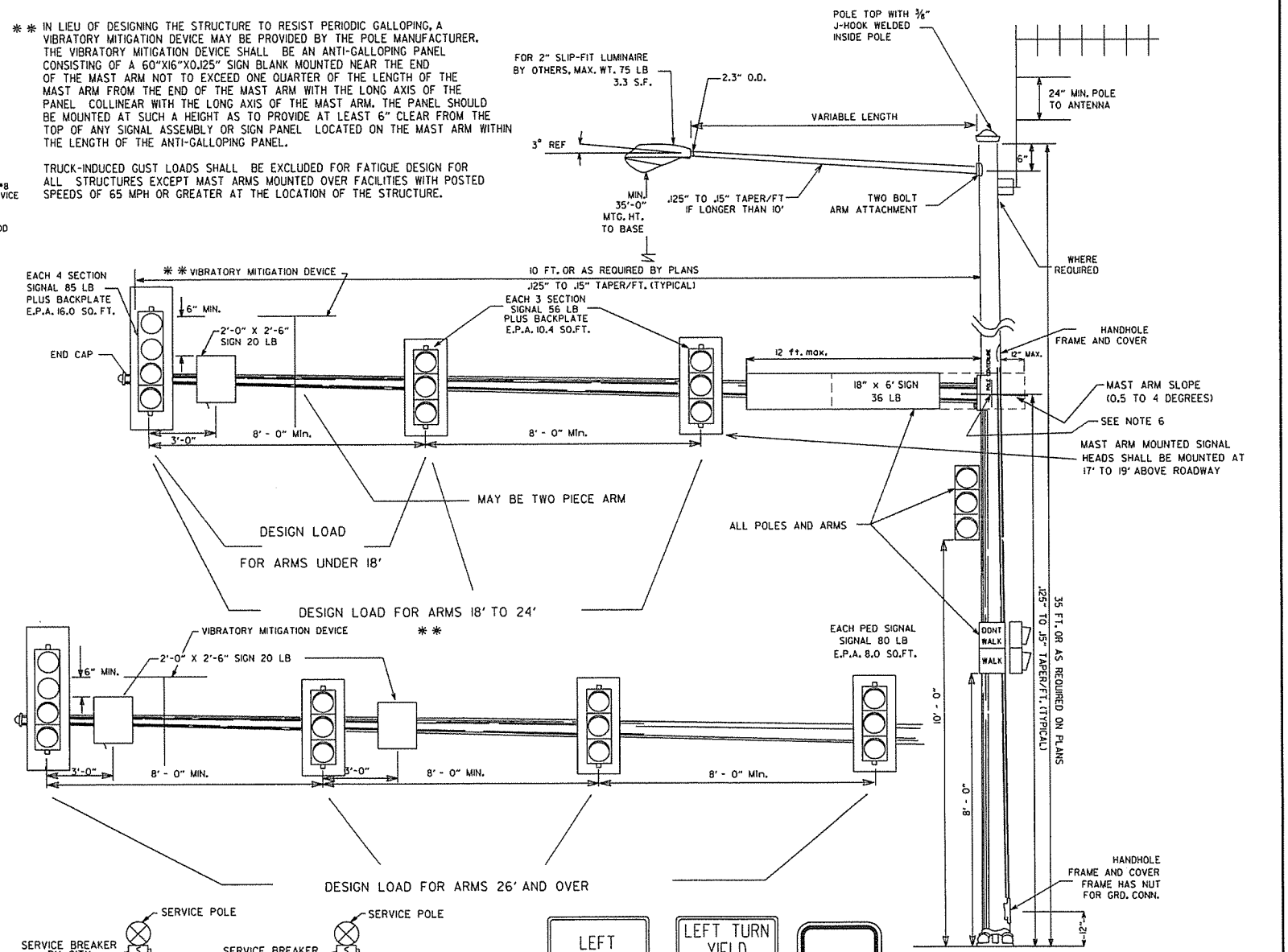
CONTROLLER CABINET MOUNTING DETAILS

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

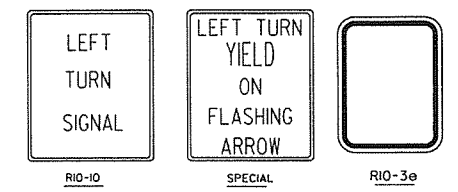
8. GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX. NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 1/4" WEEP HOLE. ALL CONCRETE SHALL BE CLASS 'S' OR GREATER.

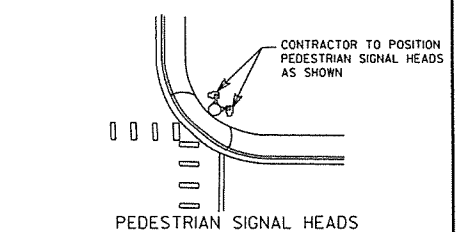
SIGNAL OPERATION NOTES:
FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.
THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.
SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.
* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6" DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 OF THE STANDARD SPECIFICATIONS.
** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANUFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60"X16"X0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH A HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OR SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.



10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS 'S' OR GREATER.
11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PED PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM PEDESTRIAN SIGNAL HEAD.



DATE	REVISION	DATE	FILM
2-27-14	REVISED NOTES		
9-2-13	ISSUED AS STANDARD DRAWING		
7-21-9	REVISED YIELD SIGNAL HEADS		
5-21-09	REVISED GROUNDING		
7-31-08	REVISED GROUNDING		
4-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES		
4-18-08	REVISED AASHTO NOTES		
4-17-08	REVISED POLE TAPERS		
10-2-04	REVISED CABINET ORIENTATION		
6-23-04	REVISED		
5-1-04	REV. NOTE 3/AASHTO REQUIREMENTS		
6-11-01	REV. NOTES & POLE MAST ARM SLOPE		
4-1-01	REVISED POLE TAPERS		
4-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT		
11-22-99	REVISED FOUNDATION DETAILS		
11-17-98	REVISED DETAILS AND NOTES		
11-21-95	ISSUED		



ARKANSAS STATE HIGHWAY COMMISSION
STEEL POLE WITH MAST ARM
STANDARD DRAWING SD-II

ADVANCE DISTANCES (XXXX)

500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD


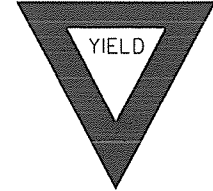
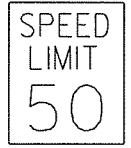
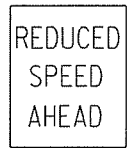

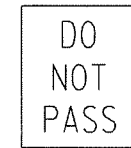

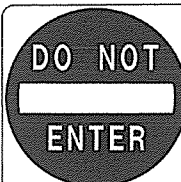

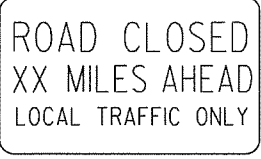
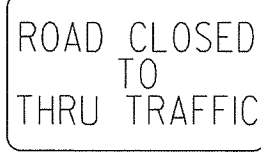

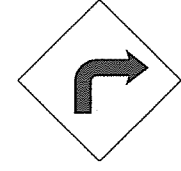
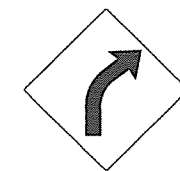
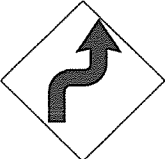

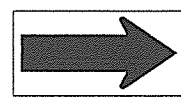

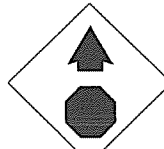
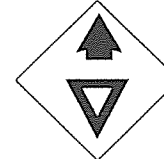
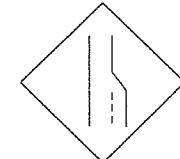

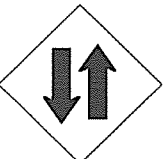

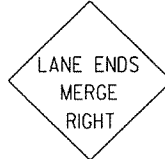


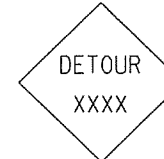



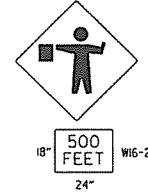


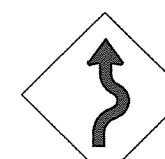



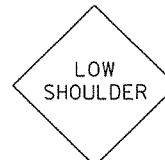
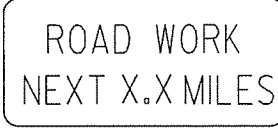
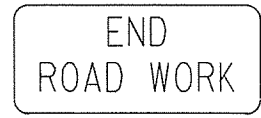
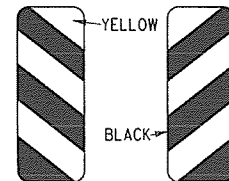
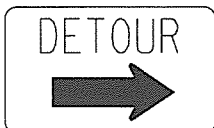

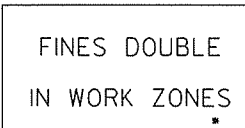
GENERAL NOTES:

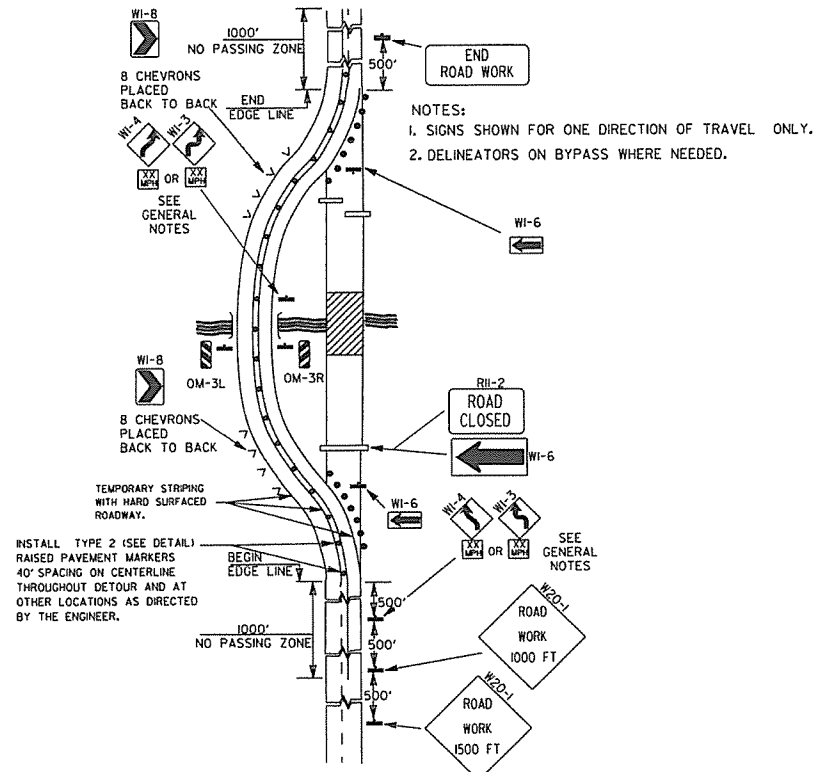
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
- EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
- POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
- ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

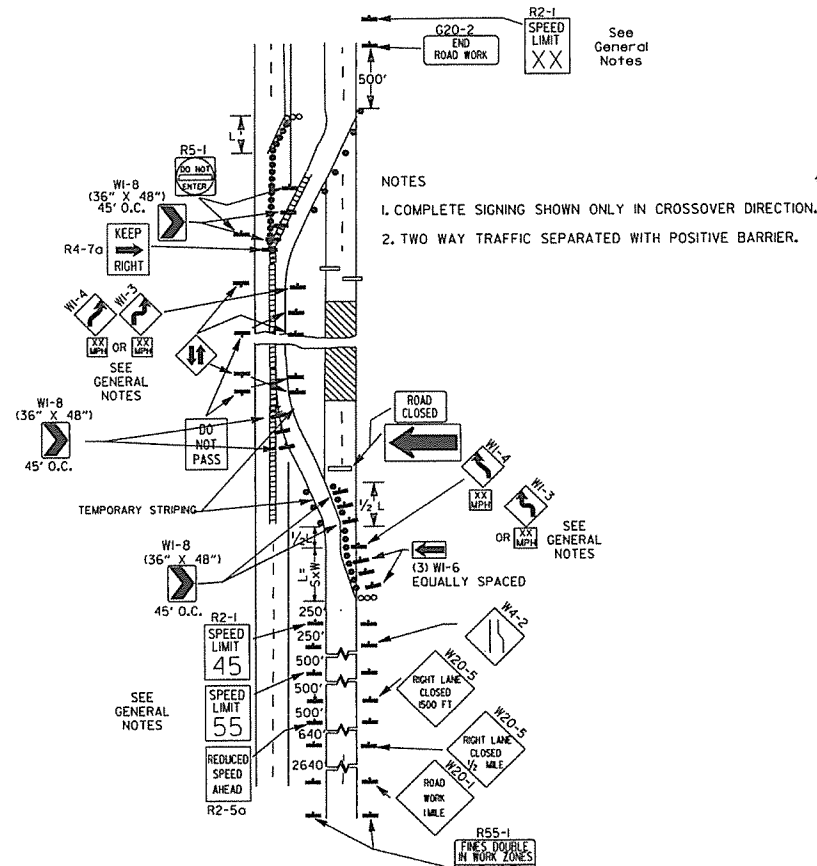
DATE	REVISION	FILMED
12-15-8	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1

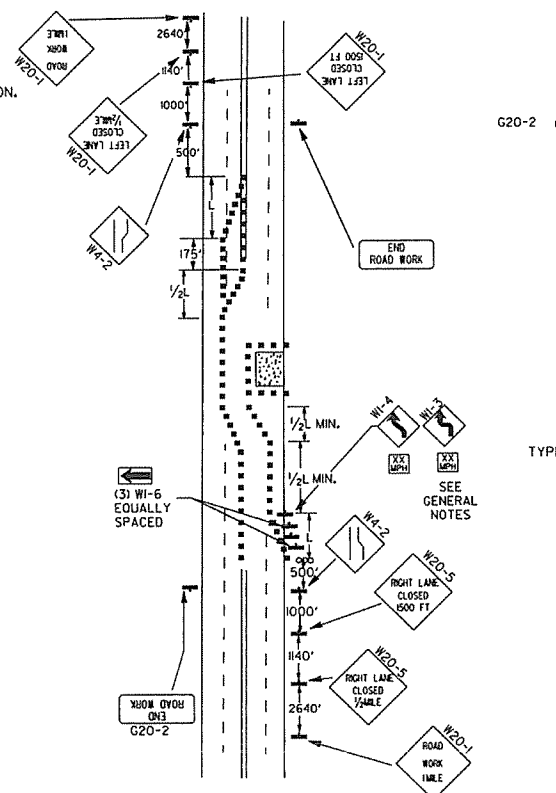
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>RSP-1</p>  <p>48"x30"</p>	<p>WI-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>WI-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>WI-3</p>  <p>STD. 48"x48"</p>	<p>WI-4</p>  <p>STD. 48"x48"</p>	<p>WI-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>WI-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>WI-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>WHEN WORKERS ARE PRESENT **</p> <p>* USE 6" C LETTERS ** USE 4" D LETTERS</p>



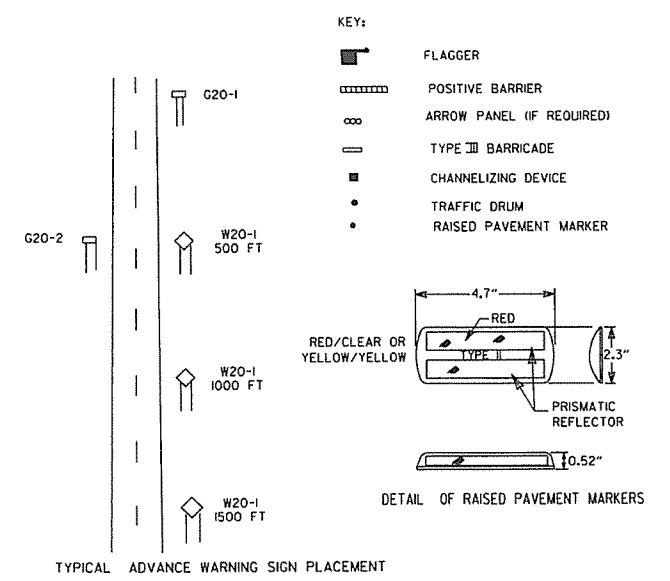
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



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

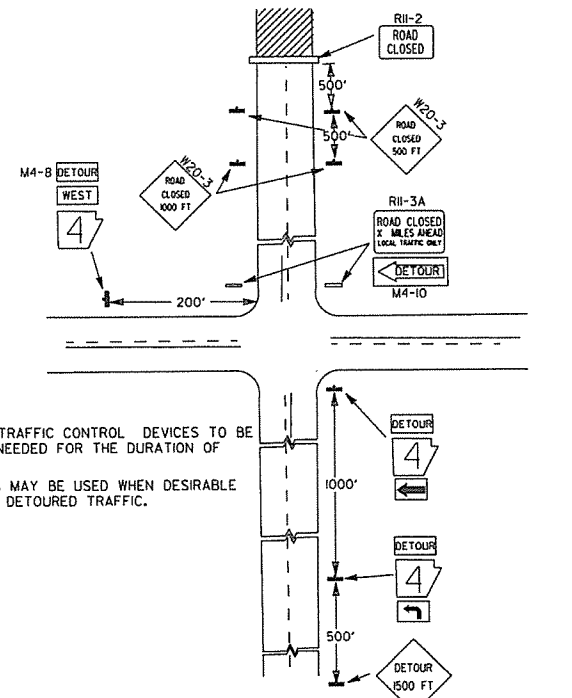


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

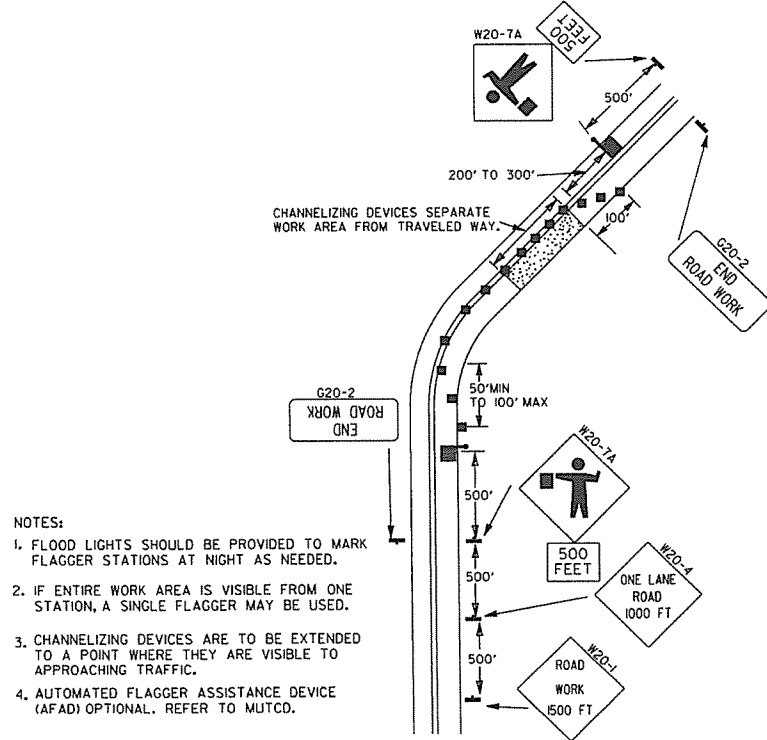


TAPER FORMULAE:
 L=SW FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L= MINIMUM LENGTH OF TAPER.
 S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W= WIDTH OF OFFSET.

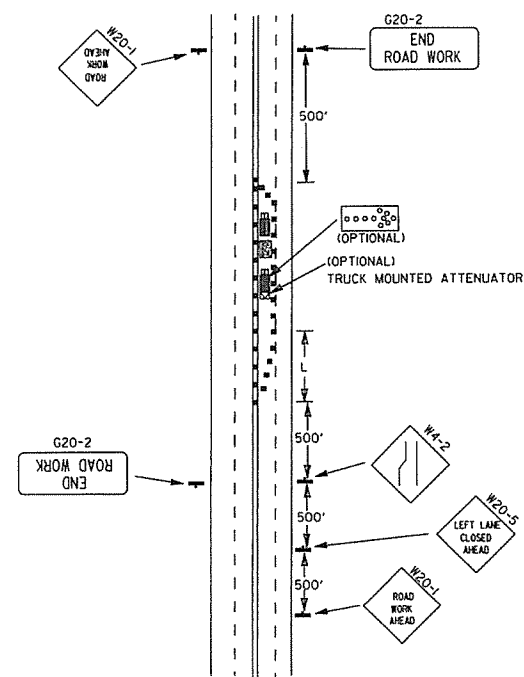
- GENERAL NOTES:
- ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(K55) SHALL BE OMITTED AND THE R2-5A 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.
 - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(K65) 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.
 - THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
 - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 - 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.



(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.

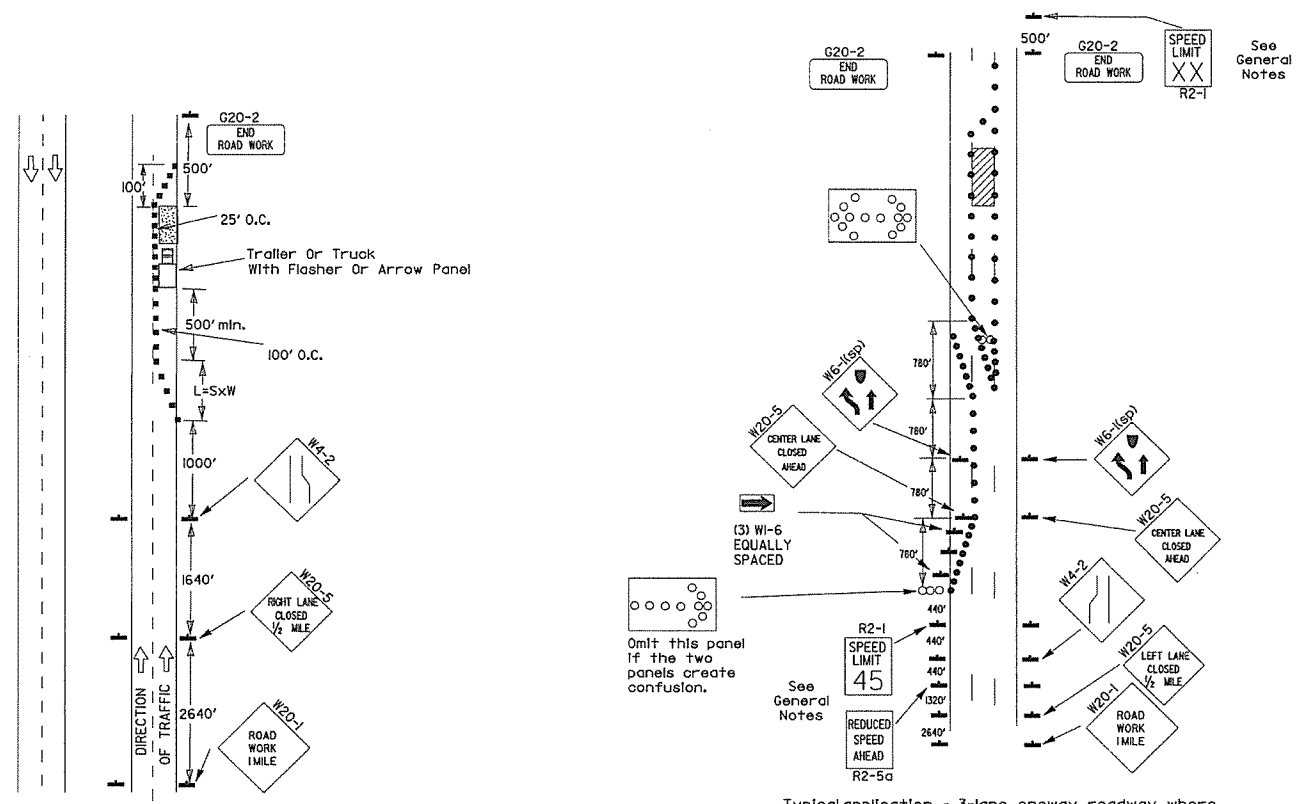


(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

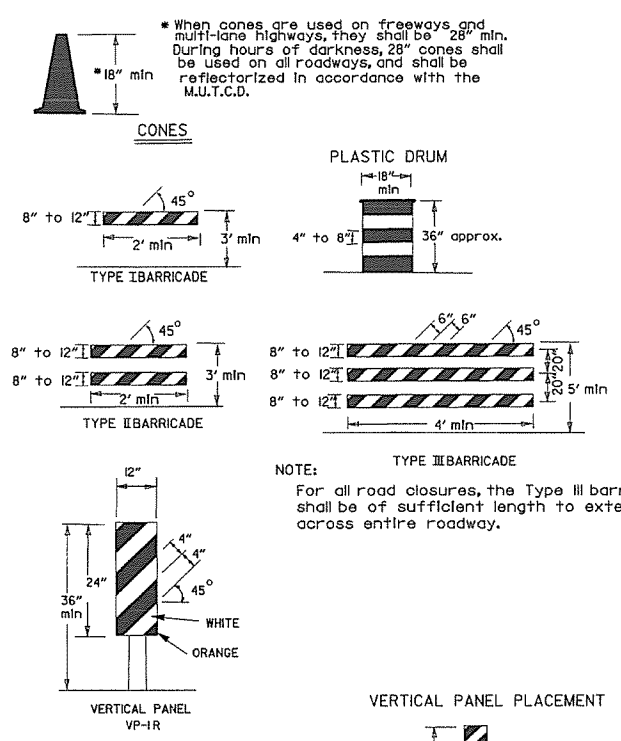
DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

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

Channelizing devices



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

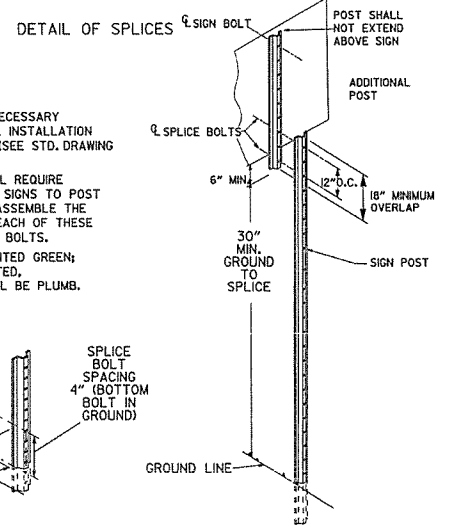
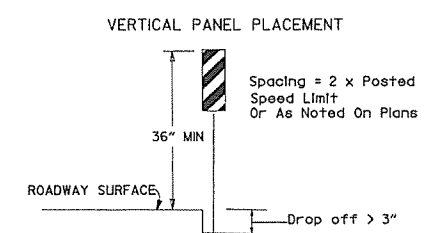
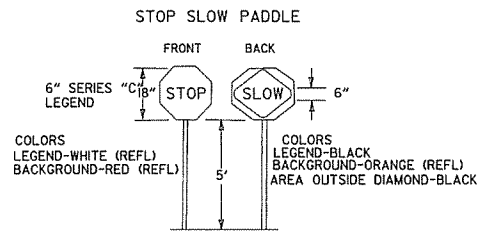
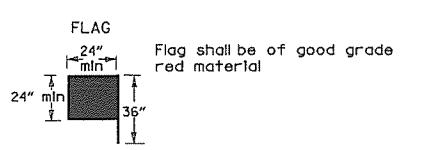


TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-land vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

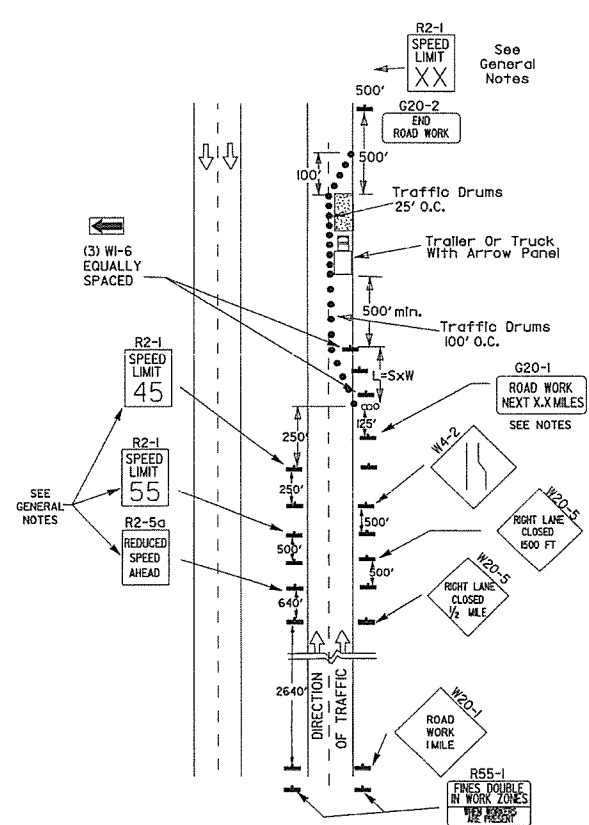


NOTES:
 USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)
 NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE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

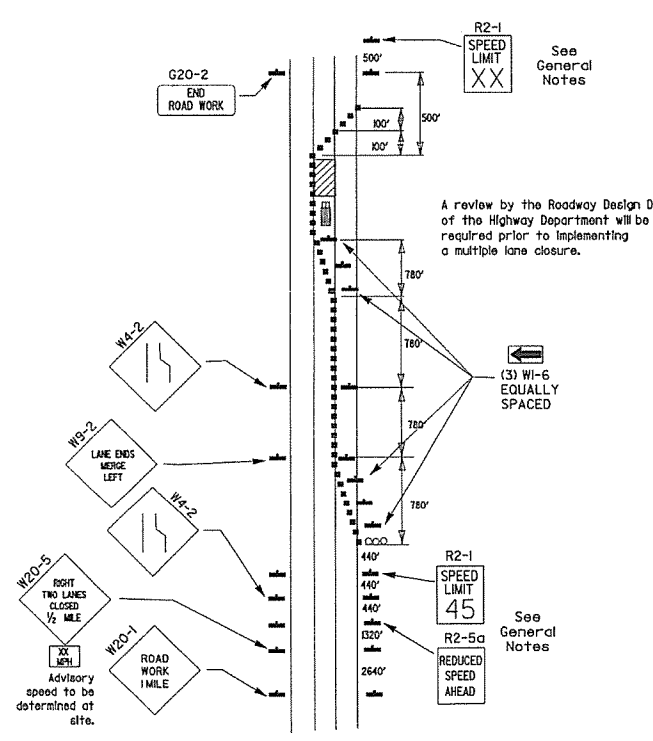
(B) Typical application - 3-lane oneway roadway where center lane is closed.

- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

- GENERAL NOTES:
- A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
 - When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A 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.
 - When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(65) shall be omitted. Additional R2-155mph speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1XX shall be installed to match original speed limit.
 - The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
 - Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
 - Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
 - The G20-sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-sign shall be erected 125' in advance of the job limit. Additional W20-1(1/2 MILE) signs are not required in advance of lane closures that begin inside the project limits.
 - Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
 - All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual for Assessing Safety Hardware (MASH).
 - 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.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.



(D) Typical application - closing multiple lanes of a multilane highway.

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	