# INDEX OF SHEETS

<table>
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<th>SHEET NO.</th>
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<th>DRAWING NO.</th>
<th>DATE</th>
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<td>TITLE SHEET</td>
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<td>INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND NOTES</td>
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<tr>
<td>13</td>
<td>JOB QUANTITIES AND CONDITIONS</td>
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<tr>
<td>14</td>
<td>FHWA-1273 - STANDARD TRAFFIC CONTROLS FOR PERMANENT PAVEMENT MARKINGS SIGNALIZATION PLAN SHEETS SUMMARY</td>
<td>FHWA-1273 - STANDARD TRAFFIC CONTROLS FOR PERMANENT PAVEMENT MARKINGS SIGNALIZATION PLAN SHEETS SUMMARY</td>
<td>FHWA-1273 - STANDARD TRAFFIC CONTROLS FOR PERMANENT PAVEMENT MARKINGS SIGNALIZATION PLAN SHEETS SUMMARY</td>
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<td>15</td>
<td>TRAFFIC SIGN QUANTITIES</td>
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<td>16</td>
<td>JOB QUANTITIES AND CONDITIONS</td>
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<td>20</td>
<td>JOB QUANTITIES AND CONDITIONS</td>
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<tr>
<td>21</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
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<tr>
<td>22</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
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<td>23</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
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# GOVERNING SPECIFICATIONS

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

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>TITLE</th>
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# TRAFFIC SIGNAL NO. 23


2. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN AccordANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPPLICABLE CODES AND STANDARDS.

3. EXTEND ALL ELECTRICAL WIRING AND EQUIPMENT, INCLUDING POWER AND SIGNALING CABLES, UP TO TRAFFIC CONTROL DEVICES.

4. USE NON-CONDUCTIVE MATERIALS WHERE APPROPRIATE TO PREVENT ELECTRICAL SHOCK DANGERS.

5. ALL ELECTRICAL CIRCUITS SHALL BE PROTECTED IN ACCORDANCE WITH NFPA 70, NFPA 110, AND ALL OTHER APPLICABLE CODES AND STANDARDS.

6. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPPLICABLE CODES AND STANDARDS.

7. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.

8. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.

9. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.

10. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.

11. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.

12. INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA 70 (2012 EDITION), AND ALL OTHER APPLICABLE CODES AND STANDARDS.
NOTE TO CONTRACTOR:
CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

<table>
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<tr>
<th>DESCRIPTION</th>
<th>END OF JOB</th>
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<tr>
<td>REMOVAL OF PERMANENT PAVEMENT MARKINGS</td>
<td>1440</td>
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<tr>
<td>RAISED PAVEMENT MARKERS TYPE I (WHITE/RED)</td>
<td>6</td>
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<tr>
<td>THERMOPLASTIC PAVEMENT MARKING WHITE (6&quot;)</td>
<td>300</td>
</tr>
<tr>
<td>THERMOPLASTIC PAVEMENT MARKING YELLOW (6&quot;)</td>
<td>1134</td>
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<tr>
<td>TOTALS</td>
<td>1440</td>
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</table>

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

ADVANCE WARNING SIGNS AND DEVICES

<table>
<thead>
<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
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<tbody>
<tr>
<td>W20-1</td>
<td>ROAD WORK 1500 FT</td>
<td>48&quot;x48&quot;</td>
<td>2</td>
<td>2</td>
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<tr>
<td>W20-1</td>
<td>ROAD WORK 1000 FT</td>
<td>48&quot;x48&quot;</td>
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<td>2</td>
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<tr>
<td>W20-1</td>
<td>ROAD WORK 500 FT</td>
<td>48&quot;x48&quot;</td>
<td>2</td>
<td>2</td>
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<tr>
<td>W20-1</td>
<td>ROAD WORK AHEAD</td>
<td>48&quot;x48&quot;</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>G20-2</td>
<td>END ROAD WORK</td>
<td>48&quot;x24&quot;</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
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<td>160.0</td>
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</table>

TOTAL: 160.0

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

EROSION CONTROL

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>PERMANENT EROSION CONTROL</th>
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</thead>
<tbody>
<tr>
<td>105+49.00</td>
<td>105+93.50</td>
<td>HWY. 71 - RIGHT SIDE</td>
<td>WATER: 0.6 M/GAL, SOLID SODDING: 49 SQ.YD</td>
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<tr>
<td>TOTALS:</td>
<td></td>
<td></td>
<td>0.6 49</td>
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NOTE: QUANTITY ESTIMATED. SEE SECTION (64.03) OF THE STANDARD Specs.

CONCRETE CURB

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>TYPE D</th>
</tr>
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<tr>
<td>105+49.00</td>
<td>105+93.50</td>
<td>HWY. 71 - RIGHT SIDE</td>
<td>LIN FT. 110</td>
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<tr>
<td>TOTAL:</td>
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<td></td>
<td>110</td>
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EARTHWORK

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION / DESCRIPTION</th>
<th>UNCLASSIFIED EXCAVATION</th>
<th>COMPACTED EMBANKMENT</th>
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<tbody>
<tr>
<td>105+49.00</td>
<td>105+93.50</td>
<td>HWY. 71 - RIGHT SIDE</td>
<td>19</td>
<td>25</td>
</tr>
<tr>
<td>TOTALS:</td>
<td></td>
<td></td>
<td>19</td>
<td>25</td>
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NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

LOCATION: HWY. 71/FRONT ST.
CITY: HOUSTON
COUNTY: LITTLE RIVER
DIRECTION: J SCALE: N/A
DRAWN BY: CJS
DATE: 12/8/2016
FILE NAME: O030452.DWG
### SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
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<tr>
<td>210</td>
<td>UNCLASSIFIED EXCAVATION</td>
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<tr>
<td>210</td>
<td>COMPACTED EMBANKMENT</td>
<td>25</td>
<td>CU. YD</td>
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<tr>
<td>601</td>
<td>MOBILIZATION</td>
<td>1.00</td>
<td>LUMP SUM</td>
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<tr>
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<td>MAINTENANCE OF TRAFFIC</td>
<td>1.00</td>
<td>LUMP SUM</td>
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<td>620</td>
<td>WATER</td>
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<td>M. GAL</td>
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<td>624</td>
<td>SOLD SODDING</td>
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<td>SQ. YD</td>
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<td>634</td>
<td>CONCRETE CURB (TYPE D)</td>
<td>110</td>
<td>LIN. FT</td>
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<tr>
<td>SP &amp; 701</td>
<td>ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES)</td>
<td>1</td>
<td>EACH</td>
</tr>
<tr>
<td>SP</td>
<td>BATTERY BACKUP SYSTEM</td>
<td>1</td>
<td>EACH</td>
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<td>SP</td>
<td>FIBER OPTIC BLANK OUT SIGN</td>
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<td>EACH</td>
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<tr>
<td>SP &amp; 706</td>
<td>TRAFFIC SIGNAL HEAD, LED (3 SECTION, 1 WAY)</td>
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<td>EACH</td>
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<tr>
<td>SP &amp; 706</td>
<td>TRAFFIC SIGNAL HEAD, LED (4 SECTION, 1 WAY)</td>
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<td>EACH</td>
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<td>708</td>
<td>TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)</td>
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<td>LIN. FT</td>
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<td>TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)</td>
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<tr>
<td>708</td>
<td>TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)</td>
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<tr>
<td>SP</td>
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<td>171</td>
<td>LIN. FT</td>
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<tr>
<td>SP</td>
<td>ELECTRICAL CONDUCTORS IN CONDUIT (12B A.W.G., E.G.C.)</td>
<td>56</td>
<td>LIN. FT</td>
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<tr>
<td>SP</td>
<td>ELECTRICAL CONDUCTORS IN CONDUIT (20B A.W.G.)</td>
<td>22</td>
<td>LIN. FT</td>
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<tr>
<td>SP</td>
<td>ELECTRICAL CONDUCTORS FOR LUMINARIES</td>
<td>80</td>
<td>LIN. FT</td>
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<tr>
<td>709</td>
<td>GALVANIZED STEEL CONDUIT (1/2&quot;)</td>
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<td>LIN. FT</td>
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<td>NON-METALLIC CONDUIT (1/2&quot;)</td>
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<td>LIN. FT</td>
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<td>710</td>
<td>NON-METALLIC CONDUIT (3&quot;)</td>
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<td>LIN. FT</td>
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<td>711</td>
<td>CONCRETE PULL BOX (TYPE 1 HD)</td>
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<td>711</td>
<td>CONCRETE PULL BOX (TYPE 2 HD)</td>
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<td>714</td>
<td>TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32&quot;)</td>
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<td>714</td>
<td>TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (42&quot;)</td>
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<td>EACH</td>
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<td>SP</td>
<td>LED LUMINARIES ASSEMBLY</td>
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<td>EACH</td>
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<td>SP</td>
<td>SERVICE POINT ASSEMBLY (2 CIRCUITS)</td>
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<td>THERMOPLASTIC PAVEMENT MARKING WHITE (6&quot;)</td>
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<td>LIN. FT</td>
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<tr>
<td>719</td>
<td>THERMOPLASTIC PAVEMENT MARKING WHITE (24&quot;)</td>
<td>91</td>
<td>LIN. FT</td>
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<tr>
<td>719</td>
<td>THERMOPLASTIC PAVEMENT MARKING YELLOW (6&quot;)</td>
<td>113</td>
<td>LIN. FT</td>
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<td>THERMOPLASTIC PAVEMENT MARKING YELLOW (24&quot;)</td>
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<td>721</td>
<td>RAISED PAVEMENT MARKERS (TYPE B)</td>
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<td>SP</td>
<td>18&quot; STREET NAME SIGN</td>
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<td>EACH</td>
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<tr>
<td>SP &amp; 733</td>
<td>VIDEO DETECTOR (CLR)</td>
<td>6</td>
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<tr>
<td>733</td>
<td>VIDEO CABLE</td>
<td>544</td>
<td>LIN. FT</td>
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<td>733</td>
<td>VIDEO MONITOR (CLR)</td>
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<td>SP &amp; 733</td>
<td>VIDEO PROCESSOR, EDGE CARD (2-CAMERA)</td>
<td>4</td>
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<tr>
<td>SP &amp; 733</td>
<td>VEHICLE DETECTOR RACK (16 CHANNEL)</td>
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<td>EACH</td>
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* ONE SPARE VIDEO DETECTOR AND ONE SPARE VIDEO PROCESSOR SHALL BE SUPPLIED.
SURVEY CONTROL COORDINATES

Project Name: s030452
Date: 2/26/2016
Coordinate System: ARKANSAS STATE PLANE - SOUTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.

<table>
<thead>
<tr>
<th>Point Name</th>
<th>Northing</th>
<th>Easting</th>
<th>Elev</th>
<th>Feature</th>
<th>Description</th>
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<td>1</td>
<td>1684548.4226</td>
<td>664902.2126</td>
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<td>1684230.9632</td>
<td>665156.7961</td>
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<td>STD AHTD MON. STAMPED PN 2 ASHDOWN</td>
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<td>1683505.6124</td>
<td>665504.5219</td>
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<tr>
<td>4</td>
<td>1683740.9244</td>
<td>665128.6460</td>
<td>330.303</td>
<td>CTL</td>
<td>STD AHTD MON. STAMPED PN 4 ASHDOWN</td>
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<td>100</td>
<td>1677307.5785</td>
<td>670743.6700</td>
<td>325.462</td>
<td>GPS</td>
<td>AHTD GPS MON 410002</td>
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<tr>
<td>101</td>
<td>1685845.8104</td>
<td>664566.6227</td>
<td>329.255</td>
<td>GPS</td>
<td>NGS BM MON X 303</td>
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<td>900</td>
<td>1684649.3703</td>
<td>664845.8902</td>
<td>329.976</td>
<td>TBM</td>
<td>SQ CUT IN CENTER OF HW ASHDOWN</td>
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<tr>
<td>901</td>
<td>1684009.1061</td>
<td>665337.7011</td>
<td>329.191</td>
<td>TBM</td>
<td></td>
</tr>
</tbody>
</table>

*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 0.99992300615 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME s030452g1.CTL
HORIZONTAL DATUM NAD 83 (1997)
VERTICAL DATUM NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE
AT A SPECIFIC POINT.

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

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: AHTD GPS MON 410002 & NGS BM MON X 303
CONVERGENCE ANGLE: 01 11 27 LEFT AT PN 2 LT:N 33-40-11.45 LGH W 94-07-38.84
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.
OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

VARIABLE

- Front St.
- 2 signs required
- 4" white border strip
- 6" lowercase
- 8" uppercase
- Arrow shall lead Hwy. or street name in direction of travel (typical)

NOTES:
1. Reflective sheeting shall comply with ASTM E 495, Type B or G.
2. 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.
3. Aluminum sign blank shall be alloy 6061-T6 or 5052-H38. The aluminum sign shall also be anodized. The aluminum sheeting shall be 0.001 inch nominal thickness and of the size shown with 1/2" corner radius. Prior to fabrication of the sign, the layout shall first be approved by an agent of the city.
4. 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 nearside left pole.
5. See Study sheet for more information on mounting on mast arm assembly.
6. The C 2000 standard alphabet font shall be used for all letters.

LOCATION
HWY. 71/Front St.

CITY
Ashdown

COUNTY
Little River

DISTRICT 3
SCALE
N/A

DRAWN BY: CJS
DATE: 12/4/2016
FILE NAME: 1030452.sgs
POSTED SPEED LIMIT:
25 MPH EAST AND WEST APPROACH
40 MPH NORTH AND SOUTH APPROACH
NO BUS STOPS
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
CONTROLLER:
POLE A - 4 FT. BEHIND BACK OF CURB
POLE B - 4 FT. BEHIND BACK OF CURB

FUTURE RR SIGNAL
AND GATE (TYP.)
(APPROX. LOCATION)

RR TRACKS

AHTD & KCS RR ROW

BEGIN PROP.
C/A

PROP. ROW

END PROP.
C/A

AHTD ROW

HWY. 71

Vz62A COMB. □

Vz12

Vz11 COMB.

Vz22B COMB. □

Vz22A COMB. □

AHTD & KCS RR ROW

DESIGN PARAMETERS

HWY. 71

105

106

HWY. 71

110 LIN. FT. OF
CONCRETE CURB
(TYPE D)

2-3”NMC

TYPE I HD
PULL BOX

TRAFFIC FLOW DIAGRAM

LEGEND:

000 - AM PEAK
1000 - PM PEAK

EXISTING (2012) PEAK HOUR TRAFFIC VOLUMES

LOCATION:
HWY. 71/FRONT ST.,
ASHDOWN
COTN
LITTLE RIVER
DISTRICT:
3
SCALE: 1"=20'
DRAWN BY:
CJ3

DATE: 12/9/2014
FILE NAME: 034452.dgn

SCALE IN FEET

0 10 20 30 40

0 10 20 30 40

V3

42

2

5

4

V1

V2

V5

V6

3

1

6

01

0

4

2

6

0

3

HWY. 105

HWY. 106

HWY. 71

01

Vz11 COMB.

HWY. 71

FRONT ST.
WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRAP IN DETECTOR AREA OF CABINET.

2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

GROUND WIRE TO ANTENNA (STRANDED)
SOLID E.G.C.

SINGLE PORT FUSION WELD
STRANDED E.G.C. (OR SOLID)
FUSION WELD

CLAMP TO SOLID E.G.C.

SOLID E.G.C. PER GOLD BOOK

POLE GROUND CLAMP COMBINE ALL E.G.C.'S

POLE GROUND CLAMP COMBINE ALL E.G.C.'S

DATE: 12/9/2016 FILE NAME: 1030452.pdf

LOCATION: HWY. 71/FRONT ST.
CITY: ASHビル
COUNTY: LITTLE RIVER
DISTRICT: 1 SCALE: N/A DRAWN BY: CJS
**Detector System Description for Job 030452**

<table>
<thead>
<tr>
<th>DET. OF</th>
<th>LOCATION DIRECTION</th>
<th>TYPE</th>
<th>DET.</th>
<th>HARDWARE INPUTS AT IMPL.</th>
<th>PROGRAM ASSIGNMENTS TO LOCAL</th>
<th>COMMENTS</th>
<th>TIRE LENGTHS</th>
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</thead>
<tbody>
<tr>
<td>X11</td>
<td>NB LEFT TURN FAR</td>
<td>COMB</td>
<td>V4</td>
<td>1</td>
<td>V4</td>
<td>23'</td>
<td></td>
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<tr>
<td>X12</td>
<td>NB LEFT TURN NEAR</td>
<td>LOCAL</td>
<td>VI</td>
<td>2</td>
<td>VI</td>
<td>23'</td>
<td></td>
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<tr>
<td>Y21</td>
<td>SB FAR</td>
<td>LOCAL</td>
<td>V2</td>
<td>5</td>
<td>V2</td>
<td>74'</td>
<td></td>
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<tr>
<td>Y22A</td>
<td>SB NEAR</td>
<td>COMB</td>
<td>VI0</td>
<td>6</td>
<td>VI0</td>
<td>23'</td>
<td></td>
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<tr>
<td>Y22AB</td>
<td>EE NEW PRESENCE</td>
<td>LOCAL</td>
<td>V3</td>
<td>4</td>
<td>V3</td>
<td>23'</td>
<td></td>
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<tr>
<td>X21A</td>
<td>NB FAR</td>
<td>LOCAL</td>
<td>VI</td>
<td>3</td>
<td>VI</td>
<td>74'</td>
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<td>X22AB</td>
<td>NB NEAR</td>
<td>COMB</td>
<td>V3</td>
<td>4</td>
<td>V3</td>
<td>23'</td>
<td></td>
</tr>
</tbody>
</table>

**Controller Input Abbreviations:**
- **V** = Vehicle Input
- **D** = System or Auxiliary Input
- **P** = Permissive Input

*Note: The chart refers to the detector back output position.*

**Interval Chart**

<table>
<thead>
<tr>
<th>SIGNAL FACES</th>
<th>NORMAL CYCLE</th>
<th>RAILROAD PREEMPT</th>
<th>FLASH Seq.</th>
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<tbody>
<tr>
<td>1</td>
<td>G ** G ** R</td>
<td>R G ** R</td>
<td>R</td>
</tr>
<tr>
<td>4</td>
<td>R R R R R G **</td>
<td>G ** R R</td>
<td>R</td>
</tr>
<tr>
<td>5</td>
<td>R R R R R G **</td>
<td>G ** R R</td>
<td>R</td>
</tr>
<tr>
<td>6</td>
<td>R R R R R G **</td>
<td>R R R R R</td>
<td>R</td>
</tr>
<tr>
<td>8</td>
<td>BLK BLK BLK BLK BLK BLK BLK BLK</td>
<td>R R R R R R</td>
<td>R R R R R R</td>
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<tr>
<td>9</td>
<td>BLK BLK BLK BLK BLK BLK BLK BLK BLK</td>
<td>R R R R R R</td>
<td>R R R R R R</td>
</tr>
</tbody>
</table>

*Denotes Green or Yellow Arrow Depending on Next Phase*

**Detector Spacing Chart**

- **HWY, TI MAIN LANE VIRTUAL VDZ**
  - **POSTED SPEED:** 40 MPH
  - **DISTANCE FROM STOP BAR:** 30' 100'
  - **LEAD VDZ:** 30' 20'
  - **LAG VDZ:** 30' 20'

**Phasing Diagram**

**Signal Faces**

- **12" Lenses**
  - **NO RIGHT TURN ACROSS TRACKS**
  - **NO LEFT TURN ACROSS TRACKS**

**Fiber Optic Blank Out Signs**

- For poles A and B
  - **24"**
  - **24"**

**Notes:**
1. All signal heads shall have backplates.
2. Signal faces 8 & 9 will activate during railroad preempt clear phase and shall remain on throughout the railroad preempt dwell phase.
CONCRETE COMBINATION CURB AND GUTTER

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

ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB

DETAILS OF MODIFIED CURB

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

BROKEN LINE STRIPING

ASPHALT PAVEMENT

SOLID LINE STRIPING ON CONCRETE PAVEMENT

CONTINUOUS WHITE
CONTINUOUS WHITE
CONTINUOUS WHITE

SOLID LINE STRIPING ON ASPHALT PAVEMENT

CONTINUOUS WHITE
CONTINUOUS WHITE
CONTINUOUS WHITE

APARTMENT 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

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.

CONTINUOUS YELLOV
CONTINUOUS WHITE
CONTINUOUS WHITE

STOPBAR DETAIL

5/30/86
1/2-30/86
10-30-80
7-02-98
9-29-98
6-26-86
11-17-86
9-07-86
11-12-85
2-14-84
2-3-84

5-12-86
5-18-83
5-21-81
5-30-80

REVISION
DATE

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1
NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL ORDER (CS300-99-010) OR EQUIVALENT AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.

FRONT VIEW

RIGHT SIDE ASSEMBLY

DRAWER PLAN VIEW

14.00"
CONDUIT ENTRY TO EXISTING POLE BASE

ANCHOR BASE

1/2" GALVANIZED STEEL CONDUIT

EXISTING CONDUIT

GROUND ROD

CHIP OUT, REGROUT

ELECTRICAL CONDUIT

HEX NUT

LOCK WASHER

FLAT WASHER

LEVELING NUT

GROUNING

1" CHAMFER

FOUNDATION

1/4" HOLE

5/8" HOLE

OUTGOING #8 TO NEXT POLE GROUND

GROUND ROD

TRAFFIC SIGNAL PULL BOX

CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

EXIST, CONTROLLER CABINET

NMC AS SHOWN ON PLANS

EXIST, CONTROLLER CABINET

CONCRETE BASE

ELEVATION

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

NOTE: ALL TYPE 1 AND TYPE 2 HD PULL BOXES ARE INSTALLED WITH AN AVERAGE OF 1-1/2" DEEP AND 2-1/2" WIDTH CUT IN CONCRETE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

TYPE HD PULL BOX

4 3/4" WIDE

2 1/2" DEEP

2" CLEAR FROM TOP (FOOTING) +/- 1/2"
General Notes:

1. For a section "protected," left turn heads should be placed 5 feet to the right of the centerline of the approaching left turn lane.

2. For a 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 sheets, the resultant mast arm extending more than five feet past the left side of the centerline of the approaching left turn lane, or more than five feet past the left side of the centerline of the approach lane, shall be cut to approximate length as determined by the designer, prior to installing. The contractor shall be responsible for cutting and installing the cut arm if necessary, and for ensuring its proper function.

4. Signal head spacing shall, in no case, be less than eight 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. Minimum mounting height of signal faces located between 40 feet and 93 feet from stop bar shall be in accordance with Figure 45-B of 2009 NCHRP.
NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY)

1. ALL SITUATIONAL ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL MAIN BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALLIVANED STEEL CONDUIT TO A POINT UP TO 24' BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY, ELECTRICAL CONDUCTORS AND WEATHERHEADS, WHERE STREET LIGHTING IS INCLUDED AS PART OF INSTALLATION. STREET LIGHTING CIRCUIT (2C/6 UF AND UP RATED) TYPICALLY SHALL BE KEPT SEPARATE FROM THE SERVICE POINT. SERVICE WIRE TO AND WIRING FROM THE MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE SERVICE CONNECTION TO THE SERVICE POLE AND THE-service line, and the connection to the utility. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE SERVICE SETUP TO THE SERVICE POLE AND THE SERVICE SETUP TO THE MAIN BREAKER.

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


MAIN BREAKER WIRING (TYPICAL)

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