ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS

HWY. 167/HWY. 14/HWY. 25 SIGNAL UPGRADE
(INDEPENDENCE CO.) (S)

INDEPENDENCE COUNTY
ROUTE 167, SECTION 17
ROUTE 25, SECTION 4
ROUTE 14, SECTION 9
FAP NO. STP-0032 (24)

JOB 050302

MID POINT OF PROJECT:
LATITUDE 35°44’14.76” N
LONGITUDE 91°38’20.59” W
**TRAFFIC SIGNAL NOTES**


2. **Extend green equipment grounding conductor (EGC) from ground bar at main breaker to control panel and to first pole, solderly bond to pole guard.** All control, cabinet, and EGC conductors shall be bonded to 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/retaining barrier.** Main breaker shall be galvanized, double-stamped, and considered a service meter. Loop detection and weatherhead at a mutually acceptable point within the right-of-way, if the service point is 10 feet from the primary. The contractor shall provide and install a separate second circuit breaker secondary breaker to the service. 12-Gauge, 2-wire cable rated with ground and rated for 100A with UL-recognized CRIMP connections. No disconnect switches considered secondary to the control equipment are needed where street lighting is included, as part of the signal panel, street lighting circuit shall be independently fused and if rated, the GFIs shall be kept from the control 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 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 be disconnected.**

7. **All parts of this installation shall be in accordance with the Arkansas Highway and Transportation Department Standards and specifications with the manual on uniform traffic control devices and with the manual on uniform traffic control devices.**

8. **Conduit installed under roadway surfaces shall be installed by pushing or boring methods, if the engineer determines this method is the most practical.**

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 is the same as the elevation of the roadway see notes on special details. Payment will be included in section TH, 4.10 standards for highway construction.**

12. **All boxes shall be type 2 HD/UL 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. **Hardware inputs may be determined by supplier, each detector output shall input the controller through a separate circuit.**

15. **No detectors and/or other note and be programmed to activate.**

**GENERAL NOTES**

1. **IUP CODE**

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. **In the event or circumstances that interferes with the proposed construction and which may be material to the property of utility service organizations shall be moved by the owners unless otherwise provided.**

4. **If the property or properties are so interfered with, it is agreed that the public may receive continued mail service.**

5. **Any disputes that may arise in the construction area shall be protected in accordance with section 702 of the standards.**

6. **Any claims for damages that may arise in the construction area shall be protected in accordance with section 702 of the standards.**

**GOVERNING SPECIFICATIONS**

**ARKANSAS STATE HIGHWAY COMMISSION SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EDITION 2014 AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS**

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<th>TITLE</th>
<th>ERRATA</th>
<th>ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES 63 U.S.C. 407</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIME TABLES</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS</th>
<th>FHWA-D73</th>
<th>SUPPLEMENT - MADE RATE DETERMINATION</th>
<th>IP-1</th>
<th>LIQUIDATED DAMAGES</th>
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<tr>
<td>JOB 050302</td>
<td>CABINET DRAWER ASSEMBLY</td>
<td>JOB 050302</td>
<td>CABINET DRAWER ASSEMBLY</td>
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## SUMMARY OF QUANTITIES

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<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>QUANTITY</th>
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<tr>
<td>603</td>
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<tr>
<td>654</td>
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<tr>
<td>701</td>
<td>SYSTEM LOCAL CONTROLLER TS-D-TYPE 2 (6 PHASES)</td>
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<td>STEEL FRAME SIGN</td>
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<td>LOCAL RADIO WITH ANTENNA</td>
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ADVANCE WARNING SIGNS AND DEVICES

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<tr>
<th>SIGN NUMBER</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>STAGE 1</th>
<th>MAXIMUM NUMBER REQUIRED</th>
<th>TOTAL SIGNS REQUIRED</th>
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<td>G20-2</td>
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<td>ROAD WORK 1500 FT</td>
<td>48&quot; x 24&quot;</td>
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<td>TOTAL</td>
<td></td>
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<td>240.0</td>
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</tbody>
</table>

DESIGN PARAMETERS

- Posted Speed Limit
- No posted speed for
- 40 MPH East & West Approaches
- 30 MPH North & South Approaches
- No Bus Stops
- No Railroad Tracks
- No Parking
- No Fire Station
- 60’ Min Clear Zone Distance
- No Curved Sections

LOCATION: HWY. I/67/HWY. 14/HWY. 25
CITY: BATESVILLE
COUNTY: INDEPENDENCE
DISTRICT: S
SCALE: S
DRAWN BY JAB

5/28/2004
PERMANENT PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
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</thead>
<tbody>
<tr>
<td>604</td>
<td>REMOVAL OF PERMANENT PAVEMENT MARKINGS</td>
<td>3070</td>
<td>LN FT</td>
</tr>
<tr>
<td>710</td>
<td>THERMOPLASTIC PAVEMENT MARKING (WHITE 4&quot;)</td>
<td>1700</td>
<td>LN FT</td>
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<tr>
<td>710</td>
<td>THERMOPLASTIC PAVEMENT MARKING (YELLOW 4&quot;)</td>
<td>1630</td>
<td>LN FT</td>
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<tr>
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<td>THERMOPLASTIC PAVEMENT MARKING (WHITE 12&quot;)</td>
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<td>LN FT</td>
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<tr>
<td>710</td>
<td>THERMOPLASTIC PAVEMENT MARKING (WHITE 24&quot;)</td>
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<td>LN FT</td>
</tr>
<tr>
<td>710</td>
<td>THERMOPLASTIC PAVEMENT MARKING (ARROWS)</td>
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<td>EACH</td>
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<tr>
<td>721</td>
<td>RAISED PAVEMENT MARKERS (TYPE A)</td>
<td>24</td>
<td>EACH</td>
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</tbody>
</table>

NOTE:

1. ALL PERMANENT MARKINGS WITHIN 100' OF THE REBOUND AND EASTBOUND STOP BAR ARE TO BE REMOVED AND REPLACED AS SHOWN.

2. ALL PERMANENT MARKINGS WITHIN 300' OF THE NORTHBOUND AND SOUTHBOUND STOP BAR ARE TO BE REMOVED AND REPLACED AS SHOWN.

3. PROPOSED RIGHT TURN LANE TO BE IN PLACE PRIOR TO CONSTRUCTION OF THIS PROJECT.
POLE DIMENSIONS

PHASING DIAGRAM

SIGNAL FACES

12' LENSES

*3,3,5,6,7,9,10,11,13,14,15

1,4,9,12

*PROPOSED RIGHT TURN LANE TO BE IN PLACE PRIOR TO CONSTRUCTION OF THIS PROJECT

1/2" CABLE

+5.50" NAC FOR CONTROLLER OR POLE GROUND RIDGE CONNECTION.

THE COST OF 0.75" NAC IS INCLUDED IN ITEM 701 OR 714 RESPECTIVELY

LEGEND

DESIGN PARAMETERS

POSTED SPEED LIMIT

NO POSTED SPEED FOR 45 MPH EAST & WEST APPROACHES

40 MPH NORTH & SOUTH APPROACHES

NO BUS STOPS

NO RAILROAD TRACKS

NO PARKING

NO FIRE STATION

6.5' CLEAR ZONE DISTANCE (ON CURVED SECTIONS)

LOCATION: HWY. 167/HWY. 14/HWY. 25

CITY: BATESVILLE

COUNTY: INDEPENDENCE

DISTRICT: S

SCALE: 1" = 40' DRAWN BY JAB

5/28/2014

1/2" SCALE PLAN

5/28/2014

JOB NO. 003002

9 21

JACOBS
GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PREEMPTIVE" LEFT TURN HEADS SHOULD BE PLACED WHERE LEFT TURN HEADS 1, 2, 3, AND 4, IS NOT CALLED FOR.

2. HEAD 1 ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENT SHALL STILL BE ALIGNED WITH THROUGH LINES AS SHOWN ON DETAILS.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN DIRECTLY RESULTS IN HEAD ARM LENGTH MORE THAN 2 FEET PAST THE LEFT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, HEAD ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8) FEET BETWEEN HEADS ON CENTER. HEADS ARE PLACED HORIZONTALLY PERPENDICULAR TO THE APPROACH SIDE OF THE INTERSECTION.

5. ALL SIGNAL HEADS SHOWN ON THE DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNALS FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 40-1 OF 2009 MUTCD.
MAIN BREAKER NOT NEAR CONTROLLER CABINET
SECONDARY REQUIRED

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

1. ALL SITUATIONS, ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL MAIN/LIGHT BREAKER (MAIN BREAKER AS RECOGNIZED BY A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY). SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GRADE LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTER, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER BOX IF REQUIRED BY LOCAL UTILITY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (25/12 AWG UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRE FROM MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRE FROM MAIN BREAKER IS CONNECTED 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 THE CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRE TO THE MAIN BREAKER CABINET.

3. MAIN BREAKER NEAR CONTROLLER CABINET; ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRE ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRE 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.
**Traffic Control Devices for Vertical Pavement Differentials**

**Vertical Pavement**

- **Concrete/Low Rise**
- **5" to 36"**
- **Greater than 36"**

**Location**

- **Traffic Control**
  - **R-4**
  - **R-6**
  - **R-8**
  - **R-9**
  - **R-10**
  - **R-14**

**Traffic Control Line**

- **Centerline, lane lines**
- **Edge of shoulder**
- **Edge of traveled lane**

**Traffic Control Devices**

- **Stripes**
- **Stenciling**
- **Reflective Wave Retro Reflective**
- **Rumble Strips**
- **Thermal Lane Closure**

**Setup**

- **Temporary**
- **Permanent**
- **Reversible**

**Traffic Control Layout**

- **Roadway Surface**
- **Shoulder**
- **Drainage**

**Traffic Control Placement**

- **TYPICAL APPLICATION**
  - **Roadway surface**
  - **Shoulder**
  - **Drainage**

**Typical Application**

- **- 5" to 36"**
- **Greater than 36"**

**General Notes**

1. A speed limit reduction may be implemented using curbs when designated in the appropriate location as part of the roadway design.
2. When the existing speed limit is 55mph and the project requires a speed limit of 65mph, a 65mph speed limit sign shall be included in the design.
3. When the existing speed limit is 65mph and the project requires a speed limit of 75mph, a 75mph speed limit sign shall be included in the design.
4. When the existing speed limit is 75mph and the project requires a speed limit of 85mph, a 85mph speed limit sign shall be included in the design.
5. When the existing speed limit is 85mph and the project requires a speed limit of 95mph, a 95mph speed limit sign shall be included in the design.
6. When the existing speed limit is 95mph and the project requires a speed limit of 105mph, a 105mph speed limit sign shall be included in the design.

**Typical Application - 5" to 36"**

- **Roadway Surface**
- **Shoulder**
- **Drainage**

**Typical Application - Greater than 36"**

- **Roadway Surface**
- **Shoulder**
- **Drainage**

**Legend**

- **Flag**
- **Arrow Panel**
- **Sign**
- **Rumble Strips**
- **Drainage**

**Detail of Splices**

- **Slip Butt**
- **Butt Joint**
- **Slip Splice**
- **Butt Splice**

**ARIZONA STATE HIGHWAY COMMISSION**

**STANDARD DRAWING**

**HIGHWAY CONSTRUCTION**

**STANDARD DRAWING**

**TC-3**