ARAKANS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 65/HWY. 124 SIGNAL
(VAN BUREN CO.) (S)

VAN BUREN COUNTY
ROUTE 65 SECTION 8
ROUTE 124 SECTION 7
FED. AID PROJ. STP-007I(29)

JOB 080483

NOT TO SCALE

MID-POINT OF PROJECT
LAT. = N 25° 23' 20"
LON. = W 90° 23' 20"

APPROVED

DEPUTY DIRECTOR
AND CHIEF ENGINEER
## INDEX OF SHEETS

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<th>DATE</th>
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<td>SIGNAL HEAD PLACEMENT</td>
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<td>SERVICE POINT</td>
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<td>9-02-13</td>
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<td>SD-10</td>
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<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
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<td>22</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
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## GOVERNING SPECIFICATIONS

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<td>FPM-1273</td>
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<td>FPM-1273</td>
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## LOCATION

- HIGHWAY: 124
- COUNTY: VAN BUREN
- DATE: 03-20-14
- DRAWN BY: D.M.
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. REFERENCE TO SECTION 110 OF THE STANDARD
   SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.
NOTE TO CONTRACTOR:
REMOVE ALL CONFLICTING PAVEMENT MARKINGS INCLUDING SKIPS WITHIN INTERSECTION.
PERMANENT PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
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<tbody>
<tr>
<td>10</td>
<td>THERMOPlastic Pavement Marking White (24&quot;)</td>
<td>10</td>
<td>EA/FT</td>
</tr>
<tr>
<td>12</td>
<td>RAISED Pavement Markers (Type II)</td>
<td>44</td>
<td>EACH</td>
</tr>
</tbody>
</table>

4 - WHITE/RED R.P.M. (TYPE III) 20' SPACING

STOP LINE THERMOPlastic PAVEMENT Marking WHITE (24") - 25

10 - YELLOW/RED R.P.M. (TYPE III) 40' SPACING

5 - YELLOW/RED R.P.M. (TYPE II) 40' SPACING

STOP LINE THERMOPlastic PAVEMENT Marking WHITE (24") - 14

3 - YELLOW/RED R.P.M. (TYPE II) 40' SPACING

STOP LINE THERMOPlastic PAVEMENT Marking WHITE (24") - 52
### SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>TOTAL JOB QUANTITY</th>
<th>UNIT</th>
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<tr>
<td>600</td>
<td>MOW, LIGATION</td>
<td>100</td>
<td>LUMP SUM</td>
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<tr>
<td>603</td>
<td>MAINTENANCE OF TRAFFIC</td>
<td>100</td>
<td>LUMP SUM</td>
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<tr>
<td>604</td>
<td>SIGNS</td>
<td>46</td>
<td>SQ. FT.</td>
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<tr>
<td>604</td>
<td>REMOVAL OF PERMANENT PAVEMENT MARKINGS</td>
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<td>LIN. FT.</td>
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<td>635</td>
<td>ROADWAY CONSTRUCTION CONTROL</td>
<td>100</td>
<td>LUMP SUM</td>
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<td>SPA101</td>
<td>ACTIVATED CONTROLLER TS-2 TYPE 2 (8 PHASES)</td>
<td>1</td>
<td>EACH</td>
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<tr>
<td>704</td>
<td>VEHICLE DETECTOR RACK MOUNT</td>
<td>4</td>
<td>EACH</td>
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<tr>
<td>704</td>
<td>FEEDER WIRE</td>
<td>125</td>
<td>LIN. FT.</td>
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<td>SPA706</td>
<td>TRAFFIC SIGNAL HEADS (12 SECTION, 187)</td>
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<td>SPA706</td>
<td>TRAFFIC SIGNAL HEADS (12 SECTION, 187)</td>
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<td>708</td>
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<td>LIN. FT.</td>
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<tr>
<td>709</td>
<td>GALVANIZED STEEL CONDUIT 5/8&quot;</td>
<td>20</td>
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<tr>
<td>760</td>
<td>NON-METALLIC CONDUIT 3/4&quot;</td>
<td>955</td>
<td>LIN. FT.</td>
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<td>760</td>
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<td>76</td>
<td>LIN. FT.</td>
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<td>760</td>
<td>NON-METALLIC CONDUIT 3/4&quot;</td>
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<td>NON-METALLIC CONDUIT 1-1/4&quot;</td>
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<td>79</td>
<td>CONCRETE PULL BOX TYPE 1(D)</td>
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<td>79</td>
<td>CONCRETE PULL BOX TYPE 2(D)</td>
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<td>74</td>
<td>TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (25&quot;)</td>
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<td>74</td>
<td>TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (54&quot;)</td>
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<td>74</td>
<td>TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (72&quot;)</td>
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<tr>
<td>795</td>
<td>THERMOPLASTIC PAVEMENT MARKING WHITE (24&quot;)</td>
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<td>LIN. FT.</td>
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<td>RACKED PAVEMENT MARKERS TYPE B</td>
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<tr>
<td>739</td>
<td>VIDEO CABLE</td>
<td>560</td>
<td>LIN. FT.</td>
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<td>* 7615</td>
<td>VIDEO DETECTOR (CLI)</td>
<td>4</td>
<td>EACH</td>
</tr>
<tr>
<td>735</td>
<td>VIDEO MONITOR (ILI)</td>
<td>1</td>
<td>EACH</td>
</tr>
<tr>
<td>* 7615</td>
<td>VIDEO PROCESSOR EDGE CARD (2 CAMERAS)</td>
<td>3</td>
<td>EACH</td>
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<tr>
<td>7615</td>
<td>VEHICLE DETECTOR RACK (8 CHANNEL)</td>
<td>1</td>
<td>EACH</td>
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<tr>
<td>SP</td>
<td>ELECTRICAL CONDUCTORS FOR LUMINARES</td>
<td>523</td>
<td>LIN. FT.</td>
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<tr>
<td>SP</td>
<td>ELECTRICAL CONDUCTORS-W/CONDUIT 06/2 4 AWG, EGC</td>
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<td>LIN. FT.</td>
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<tr>
<td>SP</td>
<td>LUMINARE ASSEMBLY</td>
<td>3</td>
<td>EACH</td>
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<td>SP</td>
<td>LOOP WIRING CLASS 90/10 4 AWG</td>
<td>992</td>
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<td>SP</td>
<td>SERVICE PANEL ASSEMBLY 22 CIRCUITS</td>
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<td>EACH</td>
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* QUANTITIES INCLUDE ONE SPARE VIDEO DETECTOR AND ONE SPARE VIDEO PROCESSOR.
## TRAFFIC SIGNAL QUANTITIES

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<th>ITEM NO.</th>
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<tr>
<td>SPA170</td>
<td>ACTUATED CONTROLLER TS 2-YEAR 2 (8 PHASES)</td>
<td>1</td>
<td>EACH</td>
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<td>VEHICLE DETECTOR-RACK MOUNT</td>
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<td>EACH</td>
</tr>
<tr>
<td>704</td>
<td>FEEDER WIRE</td>
<td>1825</td>
<td>LIN FT</td>
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**Hwy. 65/70/124 Pole Locations**

<table>
<thead>
<tr>
<th>POLE</th>
<th>LOCATION &amp; STATION</th>
<th>OFFSET</th>
<th>X, Y COORDINATES</th>
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<tr>
<td>A</td>
<td>Hwy. 65 - Sta. 112+38.2</td>
<td>75' L.T.</td>
<td>1176129.70, 384435.18</td>
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<tr>
<td>B</td>
<td>Hwy. 65 - Sta. 113+18.2</td>
<td>75' L.T.</td>
<td>1176476.46, 384417.68</td>
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<tr>
<td>C</td>
<td>Hwy. 65 - Sta. 112+43.7</td>
<td>63' R.T.</td>
<td>1176451.58, 384427.08</td>
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**Design Parameters**

- Posted speed limit: 35 mph east approach
- 60 mph north and south 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: 30 feet from Hwys. 65 and 124

**Hwy. 65/124 Pole Dimensions**

<table>
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<tr>
<th>POLE</th>
<th>WELT</th>
<th>ANGLE</th>
<th>VERT CAL ANGLE</th>
<th>VERT CAL DEPTH</th>
<th>VERT CAL HOLE</th>
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<tr>
<td>A</td>
<td>70°</td>
<td>270°</td>
<td>30°</td>
<td>20°</td>
<td>270°</td>
</tr>
<tr>
<td>B</td>
<td>26°</td>
<td>270°</td>
<td>30°</td>
<td>20°</td>
<td>180°</td>
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<tr>
<td>C</td>
<td>54°</td>
<td>180°</td>
<td>30°</td>
<td>20°</td>
<td>90°</td>
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Angle measured clockwise from hand hole.
WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. **ALL DETECTOR RACK CHANNELS, INCLUDING UNQUALIZED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.**

2. **THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.**
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 78 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED EDITION 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

EDGES OF PAVEMENT
4" CONTINUOUS WHITE
4" CONTINUOUS WHITE

PAVEMENT EDGE LINE MARKING

2.3" REFLECTOR

NOTE:
THE RED LENS OF THE TYPE II REFLECTORS INDICATE TRAFFIC MOVEMENT.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

GENERAL NOTES:

1. THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY.
2. DIMENSIONS SHOWN ARE FOR INFORMATION PURPOSES ONLY.
3. TOLERANCES SHOWN FOR RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE CONTRACTOR.
4. THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
5. LATEST REVISION.

NOTE:

THE RED LENS OF THE TYPE II REFLECTORS INDICATE TRAFFIC MOVEMENT.

CROSSWALK AND STOPBAR DETAILS

12" STOPBAR
OFFSET 4FT FROM CROSSWALK

12" CROSSWALK STRIPES 4 FT. 4" X 4" PLACED 4 FT. O.C.
OFFSET NEAR EDGE OF CROSSWALK 3 FT. MIN. FROM LANE EDGE

CROSSWALK AND STOPBAR DETAILS

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

DATE: 02-13-00
REVISION: 1.00

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

DATE: 02-13-00
REVISION: 1.00
(A) 2" FROM CURB LINE

(B) 2" FROM LANE LINE

(C) 2" FROM LANE LINE

(C2) HEAD #2 - 2" MIN. TO RIGHT OF LANE LINE

(C1) CENTER ON LANE BUT NOT LESS THAN 8" SPACING

(C3) HEADED

(D1) CENTERED

(D2) CENTERED

(E) CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION "PROTECTED PERMitted" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO FEET LEFT 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 DETAIL D-1 DETAIL, A POST ARM EXTENDING MORE THAN TWO FEET FROM THE LEFT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE. POST ARM SHALt BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETE RMINING THIS PRIOR TO INSTALLING THE POST 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 LANE.

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 HEADS LOCATED BETWEEN 40 FEET AND 50 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE D-1 OF 2009 NTSI.
GROUND ROD - 1" x 8' GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 16" WIRE SHALL BE INCLUDED IN ITEM 701. THE FULL BOX AND CONDUIT BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSTANDARD)

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

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

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 SEPARATE BREAKER, CORD, 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 TO THE CITY/COUNTY DRAW USED ON CONTRACT. IF METER LOOP IS REQUIRED METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED

SERVICE POINT}

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD DRAWING SD-9
Channelizing devices

**TRAFFIC CONTROL DEVICES**

**VERTICAL PAVEMENT DIFFERENTIALS**

**LOCATION**

**TRAFFIC CONTROL**

1. **Central Line Lane Line**
   - Edge of shoulder
   - Lane line
   - Shoulder lane line area

2. **Lane Line**
   - Edge of shoulder
   - Shoulder line

**GENERAL NOTES**

1. **Channeling Device**
   - When channeling devices are installed, the channeling device shall be placed so that the channeling device is not less than 20 feet from the edge of the road.

2. **Traffic Control**
   - The channeling devices shall be installed so that the channeling device is not less than 20 feet from the edge of the road.

3. **General**
   - The channeling devices shall be placed so that the channeling device is not less than 20 feet from the edge of the road.

**Typical Application - Channeling Devices on a Two Lane Roadway**

- **Channeling Device**
  - Channeling devices shall be placed so that the channeling device is not less than 20 feet from the edge of the road.

**Typical Application - Channeling Devices on a Two Lane Roadway**

- **Channeling Device**
  - Channeling devices shall be placed so that the channeling device is not less than 20 feet from the edge of the road.

**Typical Application - Channeling Devices on a Two Lane Roadway**

- **Channeling Device**
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