DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	1	88
		HWYS. 70 & 91 PED. IMPVTS. (CRAIGHEAD & CRITTENDEN COS.)(S)				

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWYS. 70 & 91
PED. IMPVTS. (CRAIGHEAD & CRITTENDEN COS.) (S)

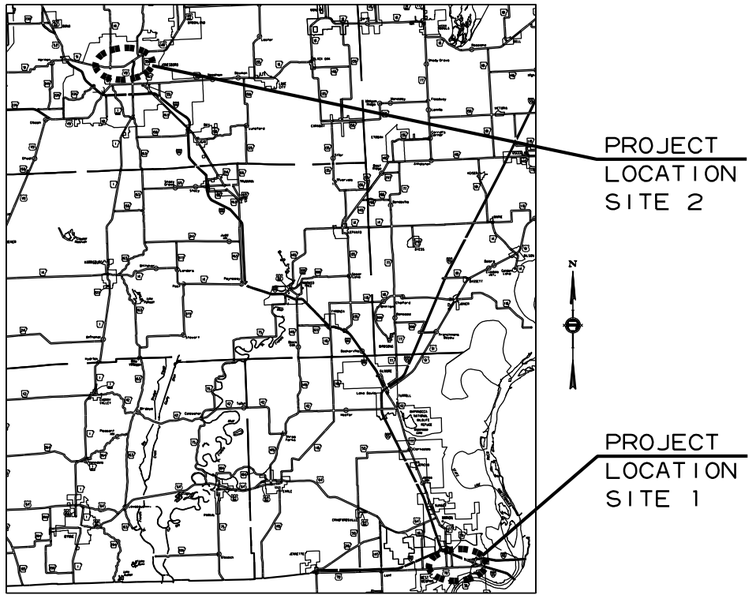
CRAIGHEAD & CRITTENDEN COUNTIES

ROUTE 70 SECTION 20
ROUTE 91 SECTION 2

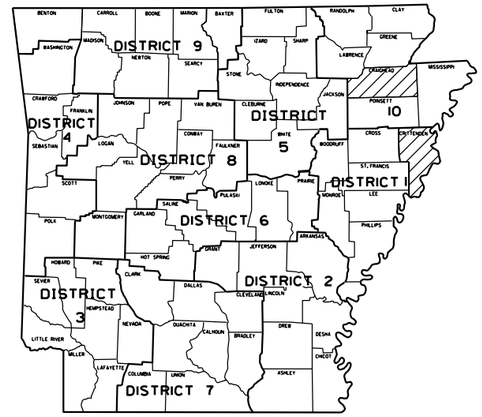
FEDERAL AID PROJ. VRU-0076(398)

JOB 012559

NOT TO SCALE



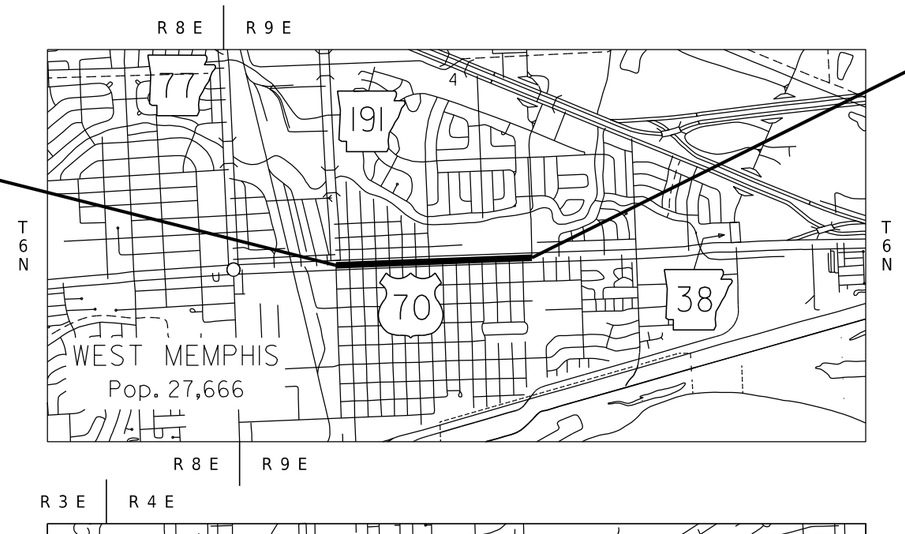
VICINITY MAP



ARK. HWY. DISTS. NOS. 1 & 10

SITE 1
STA. 105+88.00
BEGIN CONST. HWY. 70
LOG MILE 12.733

SITE 1
STA. 157+62.00
END CONST. HWY. 70



SITE 2
STA. 203+45.00
BEGIN CONST. HWY. 91
LOG MILE 17.500

SITE 2
STA. 229+75.00
END CONST. HWY. 91

DESIGN TRAFFIC DATA (HWY. 70)

DESIGN YEAR	2046
2026 ADT	13,000
2046 ADT	15,000
2046 DHV	1,650
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	4%
DESIGN SPEED	35 MPH

DESIGN TRAFFIC DATA (HWY. 91)

DESIGN YEAR	2046
2026 ADT	20,000
2046 ADT	24,000
2046 DHV	2,640
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	3%
DESIGN SPEED	35 MPH

CERTIFICATE OF AUTHORIZATION
BURNS & McDONNELL ENGINEERING COMPANY, INC.
No.17
ARKANSAS-ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-30-2026

LENGTH OF PROJECT CALCULATED ALONG ℄s

GROSS LENGTH OF	PROJECT	7804.00	FEET OR	1.478	MILES
NET " "	ROADWAY	7804.00	" "	1.478	MILES
NET " "	BRIDGES	0.00	" "	1.478	MILES
NET " "	PROJECT	7804.00	" "	1.478	MILES

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	2	88
		INDEX OF SHEETS AND STANDARD DRAWINGS				

07/31/2026

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4 - 6	SPECIAL DETAILS
7 - 18	MAINTENANCE OF TRAFFIC DETAILS
19 - 21	QUANTITIES
22	SUMMARY OF QUANTITIES AND REVISIONS
23 - 28	SURVEY CONTROL DETAILS
29 - 37	PLAN SHEETS
38 - 46	TRAFFIC SIGNAL AND ILLUMINATION QUANTITIES, NOTES, AND DETAILS
47 - 88	SIGNALIZATION AND ILLUMINATION PLAN SHEETS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CG-1	CURBING DETAILS	11-29-07
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-22-25
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	08-22-02
FPC-9M	DETAILS OF DROP INLET (TYPE MO)	08-22-02
PM-1	PAVEMENT MARKING DETAILS	04-09-26
SD-4	LOOP DETECTOR INSTALLATION	11-07-19
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	02-13-24
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	02-13-24
SD-16	OVERHEAD SIGN DETAILS (OVERHEAD SIGN MOUNTED ON STEEL POLE WITH MAST ARM)	09-12-13
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SI-3	CONCRETE WALK (TYPE SPECIAL)	11-05-20
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-1A	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-09-26
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-14-25
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05
WR-2	WHEELCHAIR RAMPS ALTERATIONS ONLY	10-09-03

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	3	88
		GOVERNING SPECIFICATIONS AND GENERAL NOTES				

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273___	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273___	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273___	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273___	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273___	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273___	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273___	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
102-3_____	PREQUALIFICATION OF BIDDERS
103-2_____	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4_____	MAINTENANCE DURING CONSTRUCTION
107-2_____	RESTRAINING CONDITIONS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
210-1_____	UNCLASSIFIED EXCAVATION
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
409-2_____	ASPHALT LABORATORY FACILITY
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1_____	RECYCLED ASPHALT PAVEMENT
501-3_____	PORTLAND CEMENT CONCRETE PAVEMENT
502-1_____	WELDED WIRE REINFORCEMENT
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
621-1_____	FILTER SOCKS
632-1_____	CONCRETE ISLAND
633-1_____	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____	CURBING
700-2_____	TRAFFIC CONTROL FACILITIES
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
729-1_____	CHANNEL POST SIGN SUPPORT
802-5_____	CONCRETE FOR STRUCTURES
JOB 012559___	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 012559___	ACTUATED CONTROLLER
JOB 012559___	AIRPORT CLEARANCE REQUIREMENTS
JOB 012559___	ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 012559___	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 012559___	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012559___	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 012559___	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 012559___	CABINET DRAWER ASSEMBLY
JOB 012559___	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012559___	COLD MILLING – COUNTY PROPERTY
JOB 012559___	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 012559___	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET)
JOB 012559___	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 012559___	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 012559___	LED BLANK OUT SIGN
JOB 012559___	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 012559___	LED ROADWAY ILLUMINATION POLE
JOB 012559___	LED TRAFFIC SIGNAL HEAD
JOB 012559___	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 012559___	LOOP WIRING REVISION 1.4
JOB 012559___	MAINTENANCE OF TRAFFIC
JOB 012559___	MANDATORY ELECTRONIC CONTRACT
JOB 012559___	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012559___	PARTNERING REQUIREMENTS
JOB 012559___	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 012559___	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 012559___	PRICE ADJUSTMENT FOR FUEL
JOB 012559___	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB 012559___	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 012559___	RECTANGULAR RAPID FLASHING BEACON (RRFB) AC POWER
JOB 012559___	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 012559___	RETROREFLECTIVE BACKPLATES
JOB 012559___	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 012559___	SYSTEM LOCAL CONTROLLER
JOB 012559___	SYSTEM LOCAL CONTROLLER E-NET
JOB 012559___	TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)
JOB 012559___	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB 012559___	TUBULAR MARKERS
JOB 012559___	UTILITY ADJUSTMENTS
JOB 012559___	VALUE ENGINEERING
JOB 012559___	VENDOR REGISTRATION REQUIREMENT
JOB 012559___	VIDEO DETECTOR ROTATION
JOB 012559___	WARM MIX ASPHALT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
08/14/2026

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 ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

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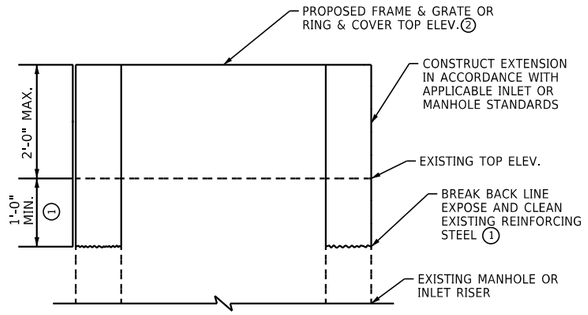
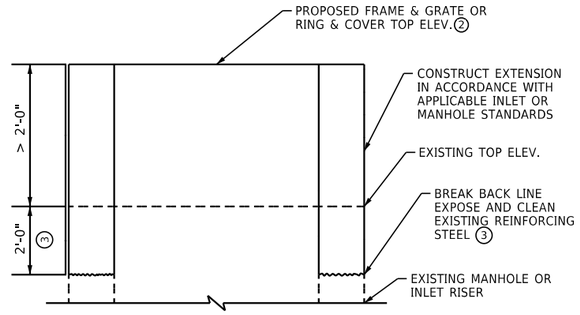
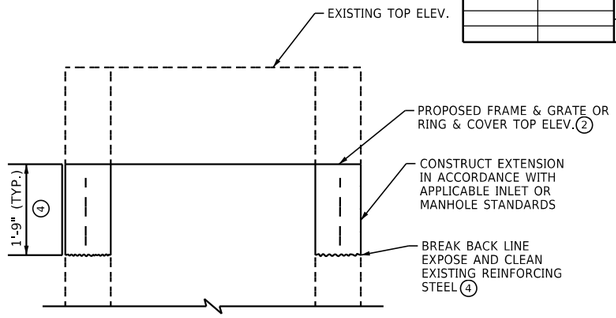
		SPECIAL DETAILS				



VERTICAL EXTENSION
</= 2'-0"



VERTICAL EXTENSION
> 2'-0"



VERTICAL REDUCTION

NOTES:

(1) BREAK BACK 1'-0" MIN. OR AS REQUIRED TO PROVIDE 10" MIN. LAP IN VERTICAL REINFORCING.

(2) EXISTING FRAME AND GRATE OR RING AND COVER MAY BE RE-USED, IF APPROVED.

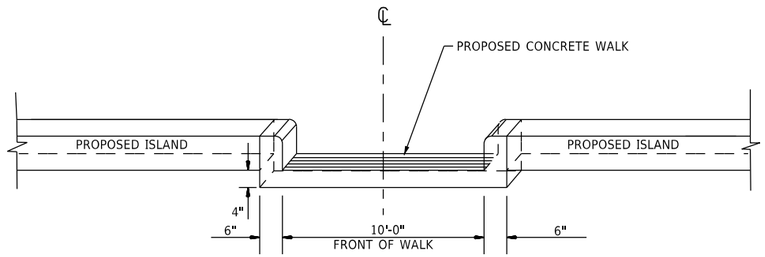
(3) BREAK BACK 2'-0" MIN. OR AS REQUIRED TO PROVIDE 1'-10" MIN. LAP IN VERTICAL REINFORCING.

(4) BREAK BACK TO DEPTH NECESSARY TO CONSTRUCT TOP OF APPLICABLE INLET OR MANHOLE AND PROVIDE 10" MIN. LAP IN VERTICAL REINFORCING.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

MANHOLE AND INLET ADJUSTMENT DETAILS

N.T.S.

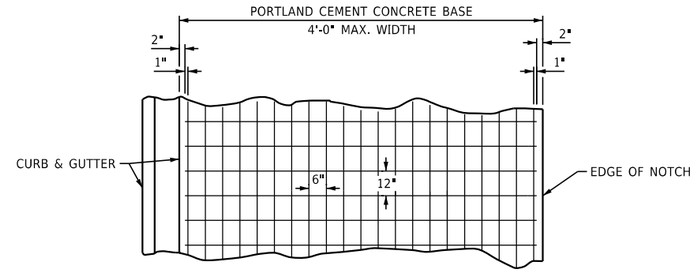


FACE SHALL MEET REQUIREMENTS OF TYPE C CURB

NOTE: CONCRETE WALK-THROUGH ISLAND SHALL BE POURED MONOLITHICALLY. ALL MATERIALS REQUIRED TO CONSTRUCT CONCRETE WALK-THROUGH ISLAND SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE ISLAND.

TACTILE WARNING STRIPS SHALL BE INSTALLED ON EITHER SIDE OF CONCRETE WALK-THROUGH ISLANDS WITH MIN. 6 FOOT WIDTH, AS SHOWN IN THE PLANS.

CONCRETE WALK-THROUGH ISLAND



6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

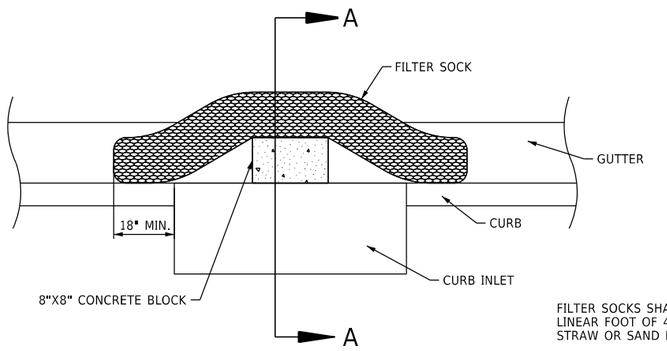
NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (5" U.T.)

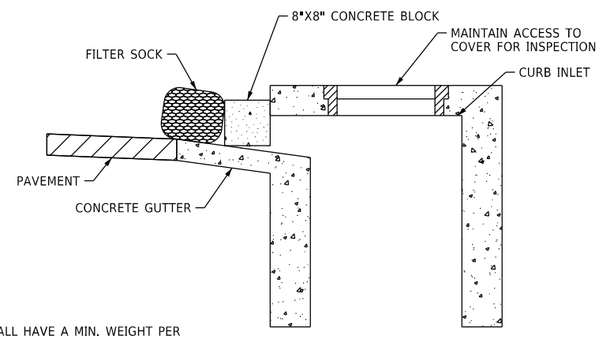
DETAIL OF REINFORCING STEEL FOR PAVEMENT MESH FABRIC (TYPE 3)

NOTE:

DROP INLET FILTER SOCKS AND OTHER EROSION CONTROL MEASURES SHALL BE INSTALLED IF AND WHERE DIRECTED BY THE ENGINEER. SEE ARDOT STANDARD DRAWING TEC-1 FOR ADDITIONAL INFORMATION.



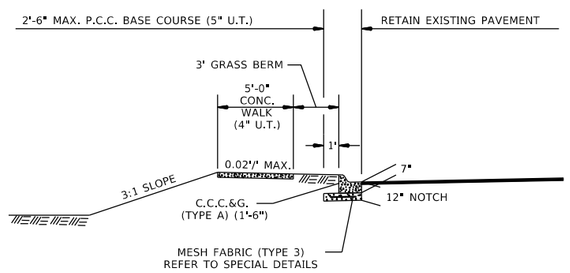
PLAN



FILTER SOCKS SHALL HAVE A MIN. WEIGHT PER LINEAR FOOT OF 4.5 LBS AND SHALL EXCLUDE STRAW OR SAND MEDIA.

SECTION A-A

FILTER SOCK CURB INLET PROTECTION



P.C.C. BASE WIDENING DETAIL

P.C.C. BASE WIDENING TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

SPECIAL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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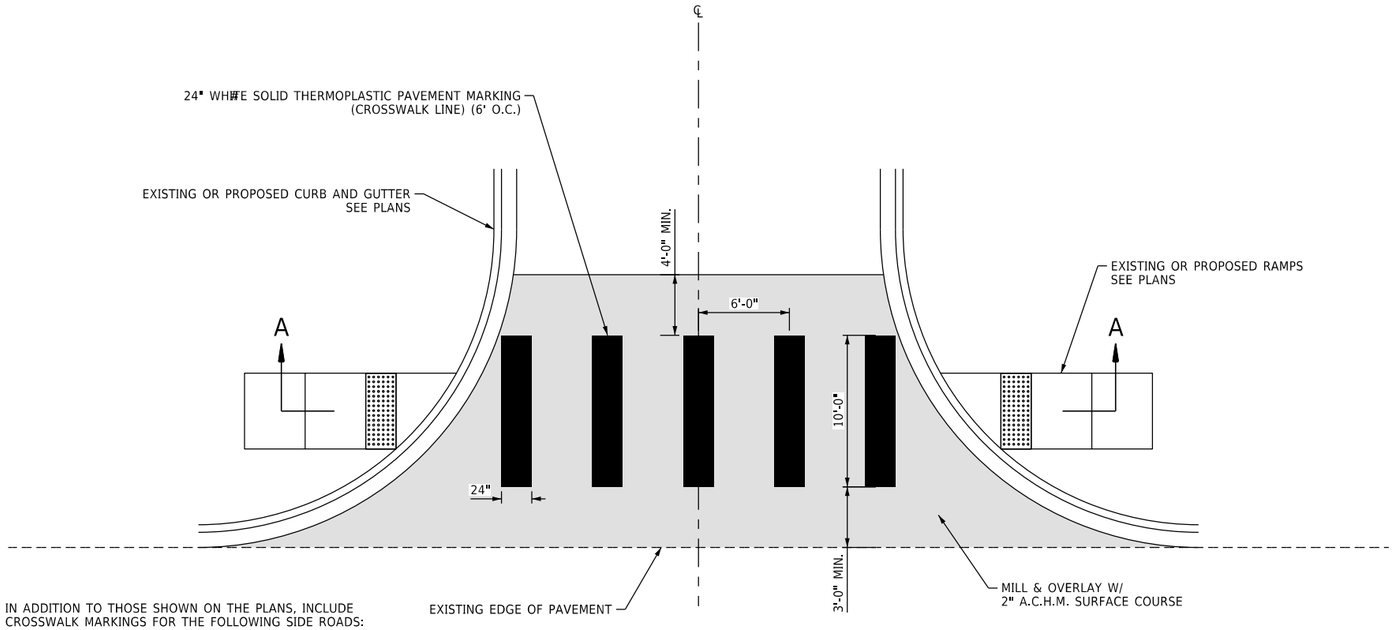


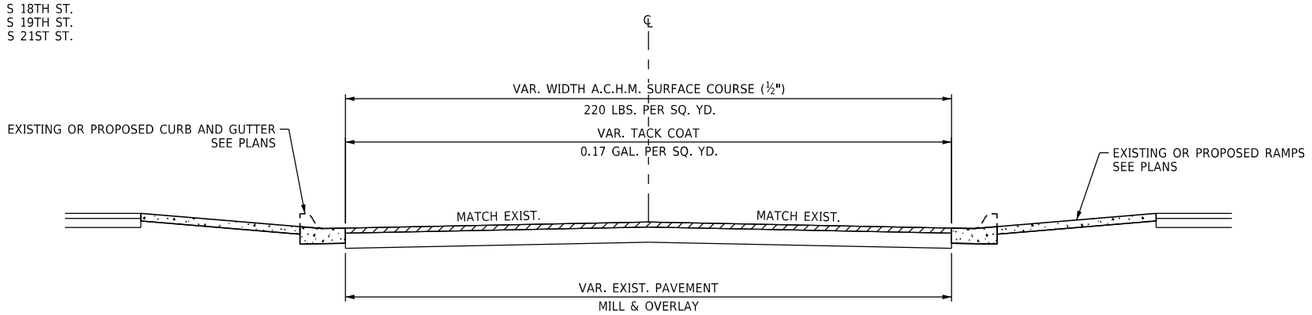
PLAN

IN ADDITION TO THOSE SHOWN ON THE PLANS, INCLUDE CROSSWALK MARKINGS FOR THE FOLLOWING SIDE ROADS:

SITE 1	SITE 2
9TH ST. (N & S)	RUSSELL DR.
10TH ST. (N & S)	
11TH ST. (N & S)	
12TH ST. (N & S)	
S 16TH ST.	
S 17TH ST.	
S 18TH ST.	
S 19TH ST.	
S 21ST ST.	

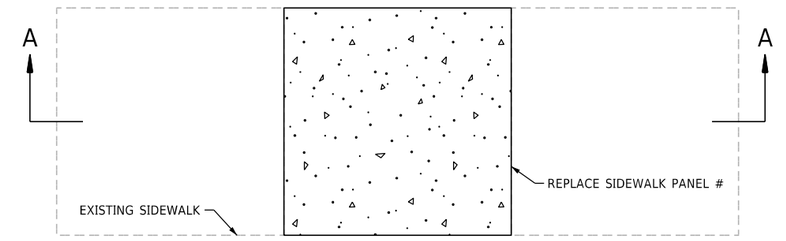
NOTES:

1. MILL & OVERLAY SHALL BE APPLIED IF AND WHERE DIRECTED BY THE ENGINEER.
2. PAVEMENT REPAIR METHOD MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.



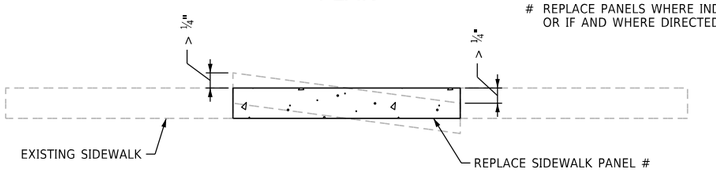
SECTION A-A

DETAIL OF TYPICAL CROSSWALK AND STREET REPAIR FOR SIDE ROADS



PLAN

REPLACE PANELS WHERE INDICATED IN THE PLANS OR IF AND WHERE DIRECTED BY THE ENGINEER.



SECTION A-A

SIDEWALK PANEL REPLACEMENT DETAIL

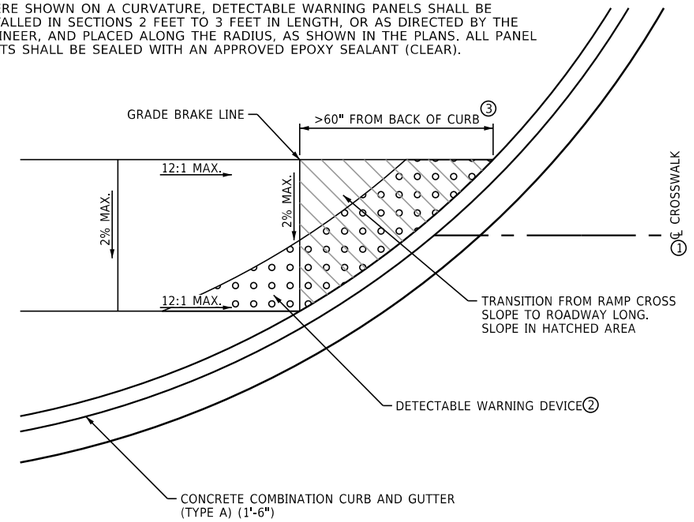
NOTES:

① RAMP AND DETECTABLE WARNING STRIP SHALL BE CENTERED ON THE CROSSWALK AND EXTEND THE FULL WIDTH OF THE RAMP.

② RAMP AND TRUNCATED DOMES SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK.

③ FOR SLOPE TRANSITION DETAILS FOR GRADE BREAKS LESS THAN 60" FROM BACK OF CURB, REFER TO ARDOT STANDARD DRAWING WR-1.

④ WHERE SHOWN ON A CURVATURE, DETECTABLE WARNING PANELS SHALL BE INSTALLED IN SECTIONS 2 FEET TO 3 FEET IN LENGTH, OR AS DIRECTED BY THE ENGINEER, AND PLACED ALONG THE RADIUS, AS SHOWN IN THE PLANS. ALL PANEL JOINTS SHALL BE SEALED WITH AN APPROVED EPOXY SEALANT (CLEAR).



SLOPE TRANSITION DETAIL FOR GRADE BREAKS >60" FROM BACK OF CURB

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

SPECIAL DETAILS

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		SPECIAL DETAILS				

LEGEND

L LANDING

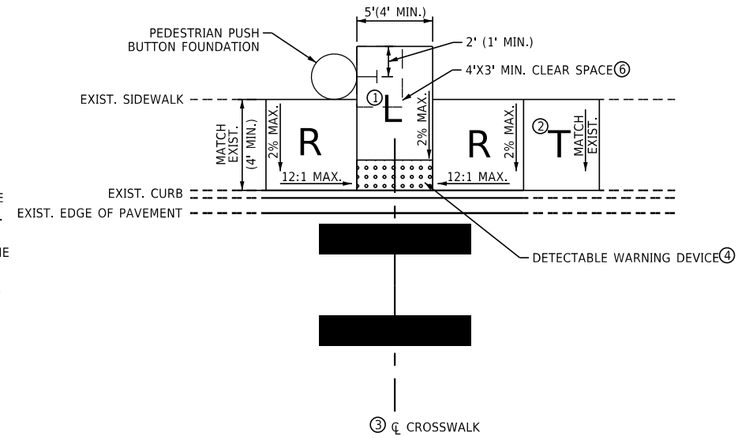
I ISLAND

R RAMP

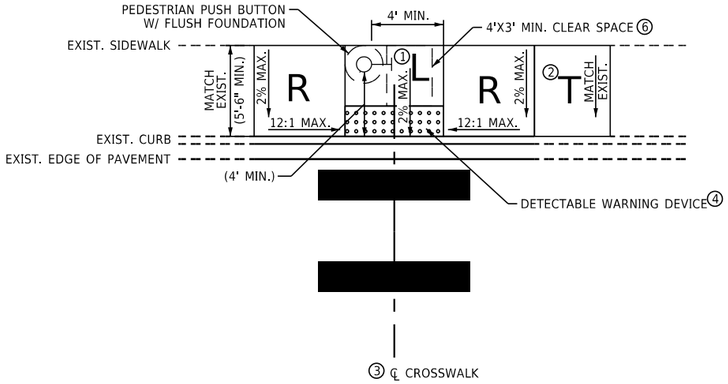
T TRANSITION

NOTES:

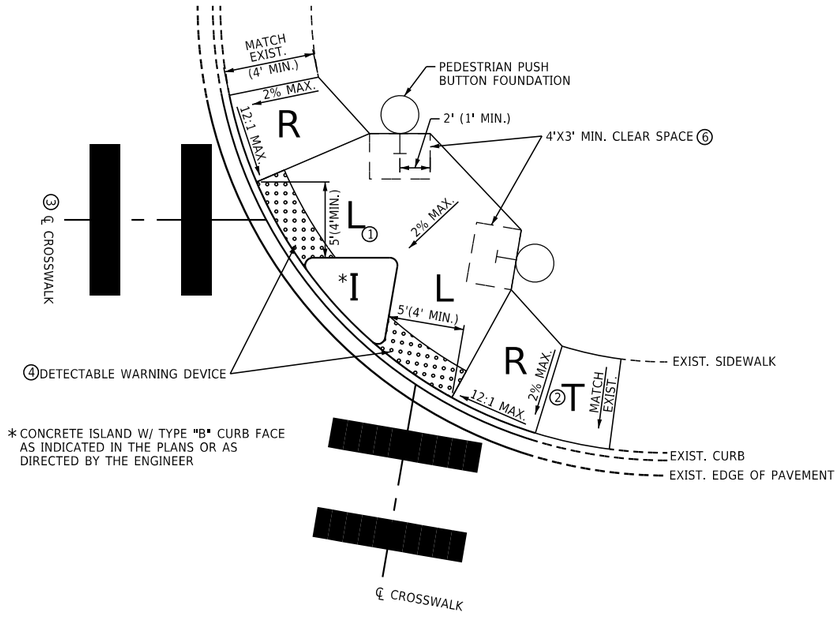
1. LANDING SHALL NOT EXCEED 2% CROSS SLOPE AND SHALL NOT EXCEED THE SLOPE OF THE ROADWAY, IN THE DIRECTION OF TRAVEL, OR THE CROSS SLOPE OF THE CROSSWALK.
2. WHERE CROSS SLOPE OF EXISTING SIDEWALK EXCEEDS 2%, RECONSTRUCT ADDITIONAL 5' OF NEW SIDEWALK TO TRANSITION FROM EXISTING TO THE NEW RAMP.
3. DETECTABLE WARNING STRIP SHALL BE CENTERED ON THE CROSSWALK AND EXTEND THE FULL WIDTH OF THE LANDING.
4. TRUNCATED DOMES SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK.
5. MINIMUM 4' CLEAR PATH MUST BE MAINTAINED AT ALL TIMES.
6. A MINIMUM CLEAR SPACE WHICH IS 3' WIDE, PERPENDICULAR TO THE CENTERLINE OF THE CROSSWALK, AND 4' LONG, PARALLEL TO THE CENTERLINE OF THE CROSSWALK, SHALL BE MAINTAINED ADJACENT TO ALL PUSH BUTTONS.
7. WHERE SHOWN ON A CURVATURE, DETECTABLE WARNING PANELS SHALL BE INSTALLED IN SECTIONS 2 FEET TO 3 FEET IN LENGTH, OR AS DIRECTED BY THE ENGINEER, AND PLACED ALONG THE RADIUS, AS SHOWN IN THE PLANS. ALL PANEL JOINTS SHALL BE SEALED WITH AN APPROVED EPOXY SEALANT (CLEAR).
8. REFER TO PLANS FOR ADDITIONAL INFORMATION.
9. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
10. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
11. REFER TO ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL INFORMATION AND OTHER WHEELCHAIR RAMP TYPES.



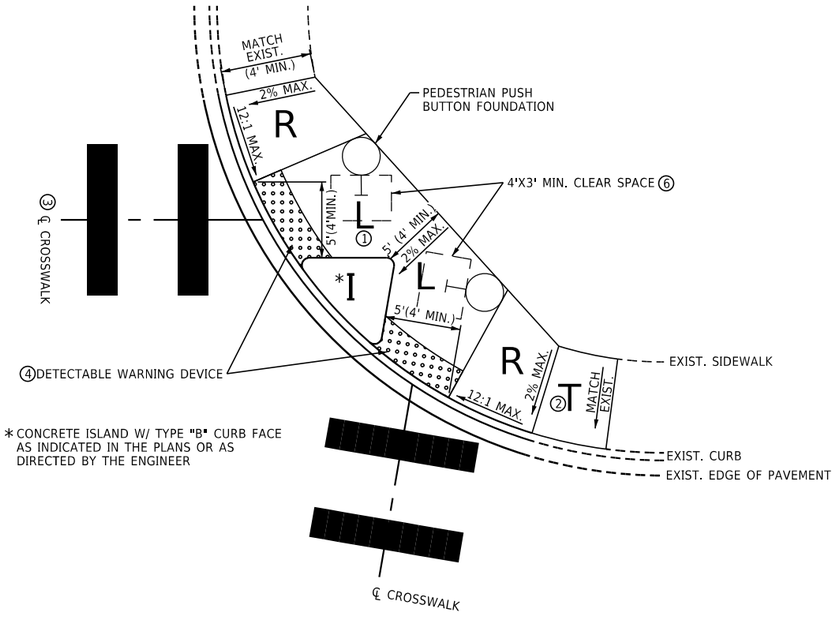
TYPE 5 MOD W/ PUSH BUTTON
OPTION 1



TYPE 5 MOD W/ PUSH BUTTON
OPTION 2



TYPE 6 MOD W/ PUSH BUTTON
OPTION 1



TYPE 6 MOD W/ PUSH BUTTON
OPTION 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

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...\SDr012559 Special Details

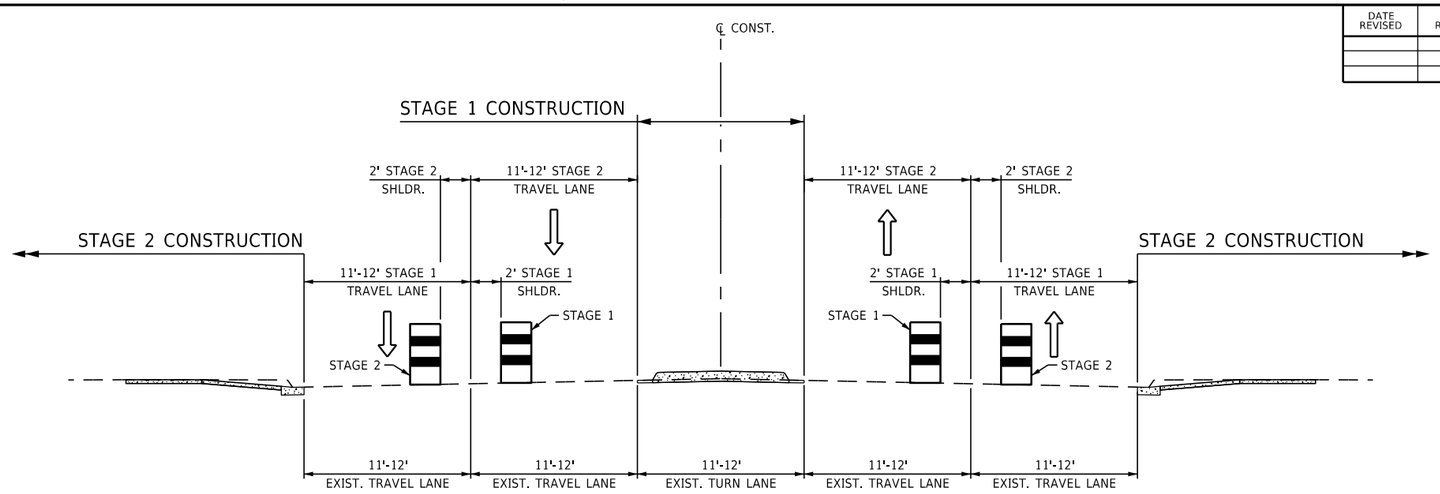
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	7	88
		MAINTENANCE OF TRAFFIC DETAILS				

SEQUENCE OF CONSTRUCTION:

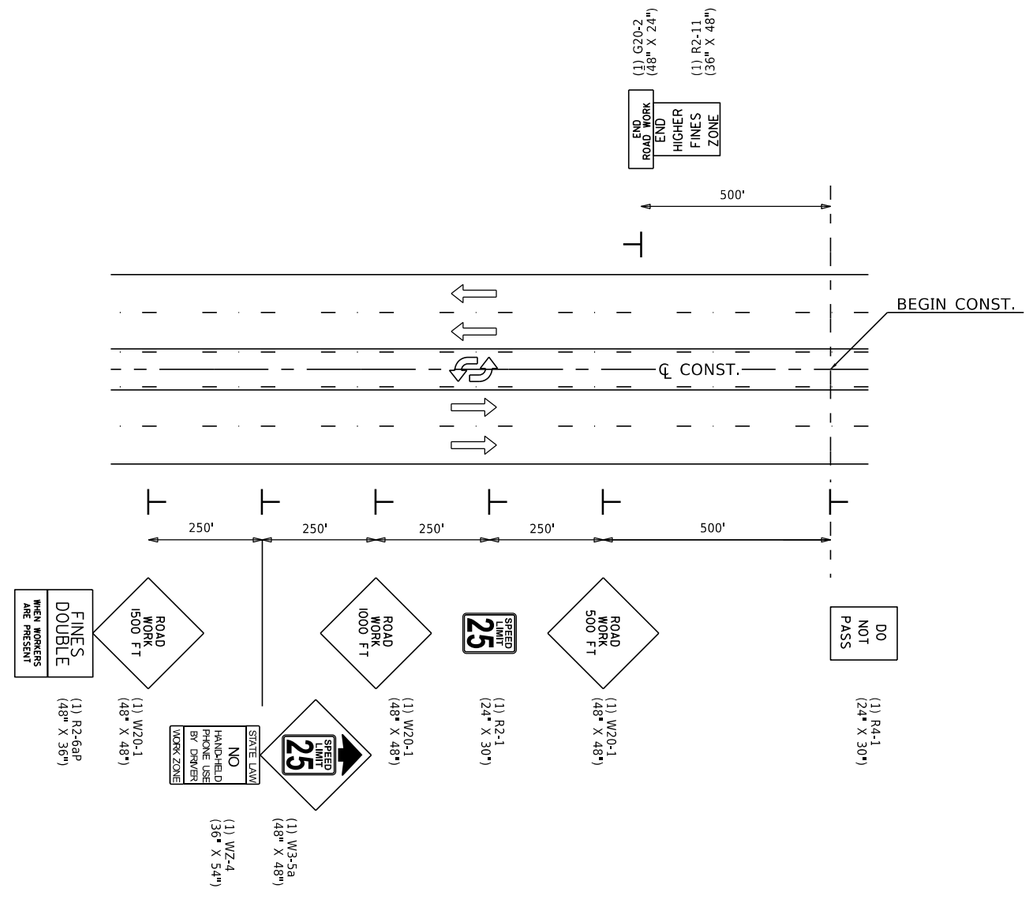
STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES,
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
- CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
- TRAFFIC CONTROL DEVICES ARE SHOWN FOR THE ENTIRE CORRIDOR BUT CONTRACTOR SHALL MAINTAIN AT LEAST 1/4 MILE BETWEEN CONSECUTIVE LANE CLOSURES AND LANE CLOSURES SHALL BE ONLY IN THE VICINITY OF ACTIVE CONSTRUCTION.
- TRAFFIC DRUMS ARE TO BE SPACED AT 25' O.C. (TYP.) AND 10' O.C. AT DRIVEWAYS AND INTERSECTIONS.



STAGE CONSTRUCTION
TANGENT SECTION



ADVANCE SIGNS AT BEGINNING AND END OF HWYS. 70 & 91
ALL STAGES

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

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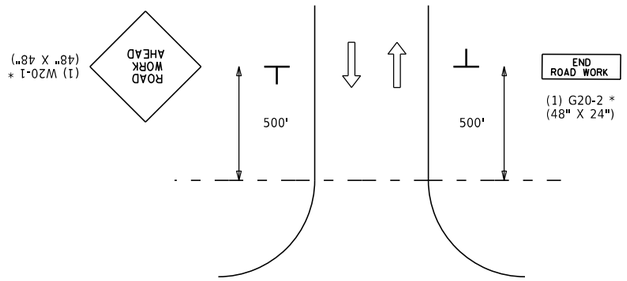
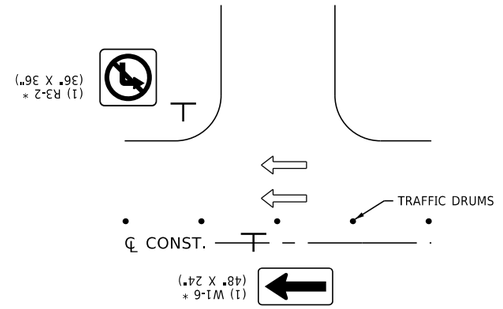
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	8	88
		MAINTENANCE OF TRAFFIC DETAILS				

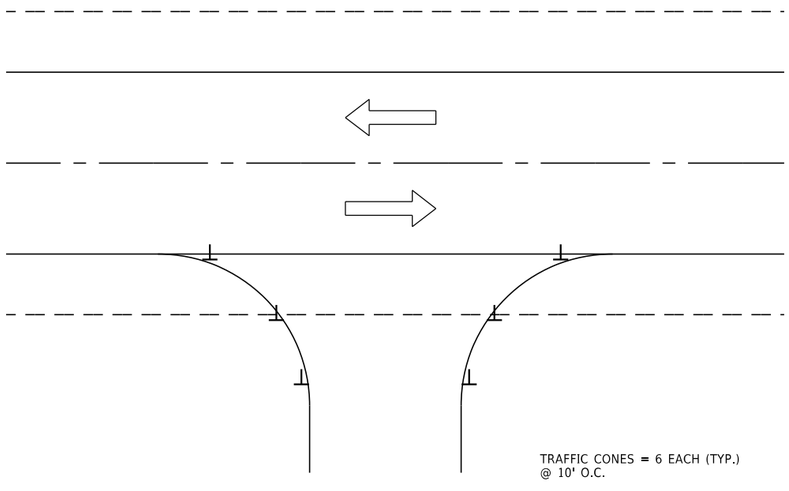
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026



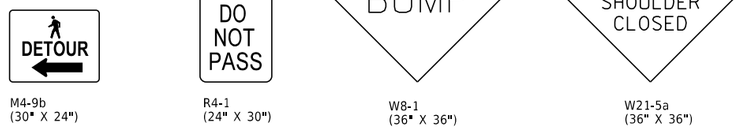
* INSTALL AT ALL CITY, COUNTY, AND STATE ROADWAY INTERSECTIONS UNLESS OTHERWISE NOTED.



* INSTALL AT DRIVEWAYS WHERE CENTER TURN LANE IS CLOSED IF AND WHERE DIRECTED BY ENGINEER



DRIVEWAY/TRAFFIC CONE DETAIL



ADVANCE SIGNS
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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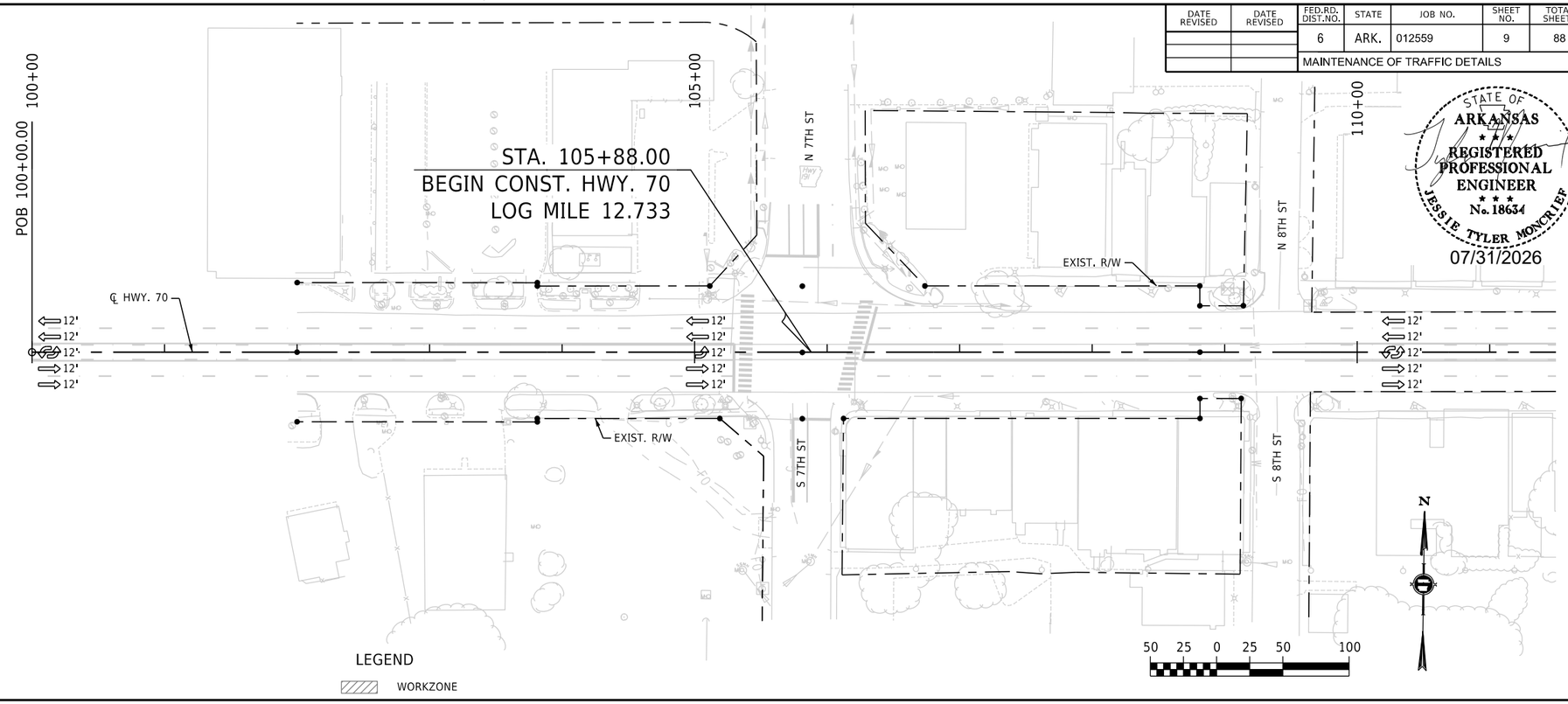

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

SITE 1 STAGE 1 QUANTITIES

TRAFFIC DRUMS = 112 EACH

SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

LEGEND

WORKZONE

NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
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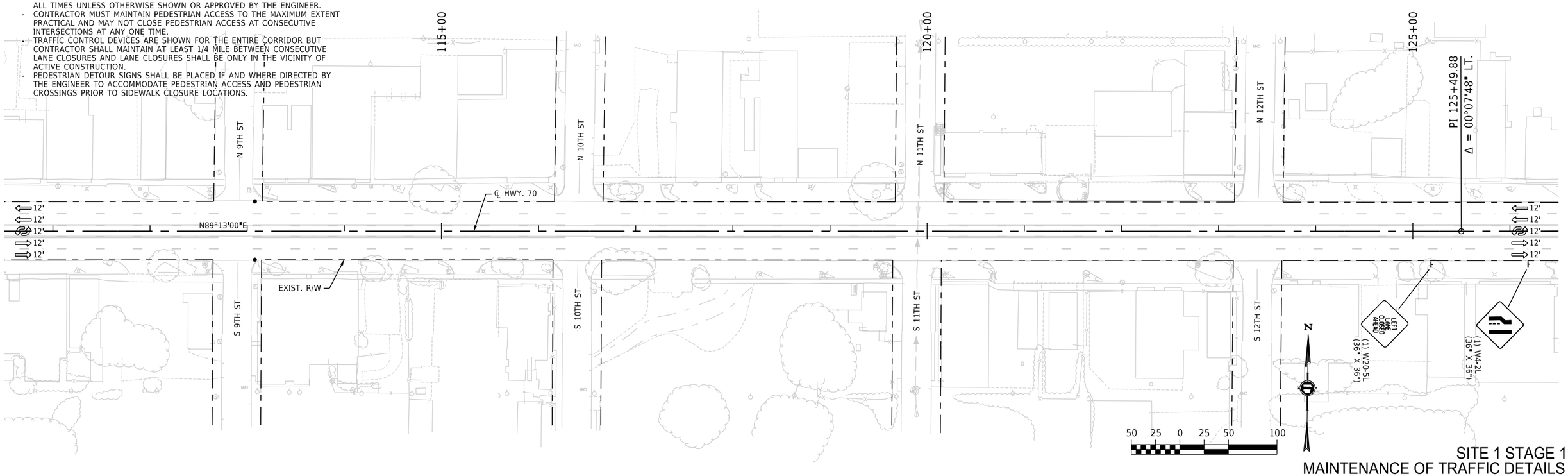

SITE 1 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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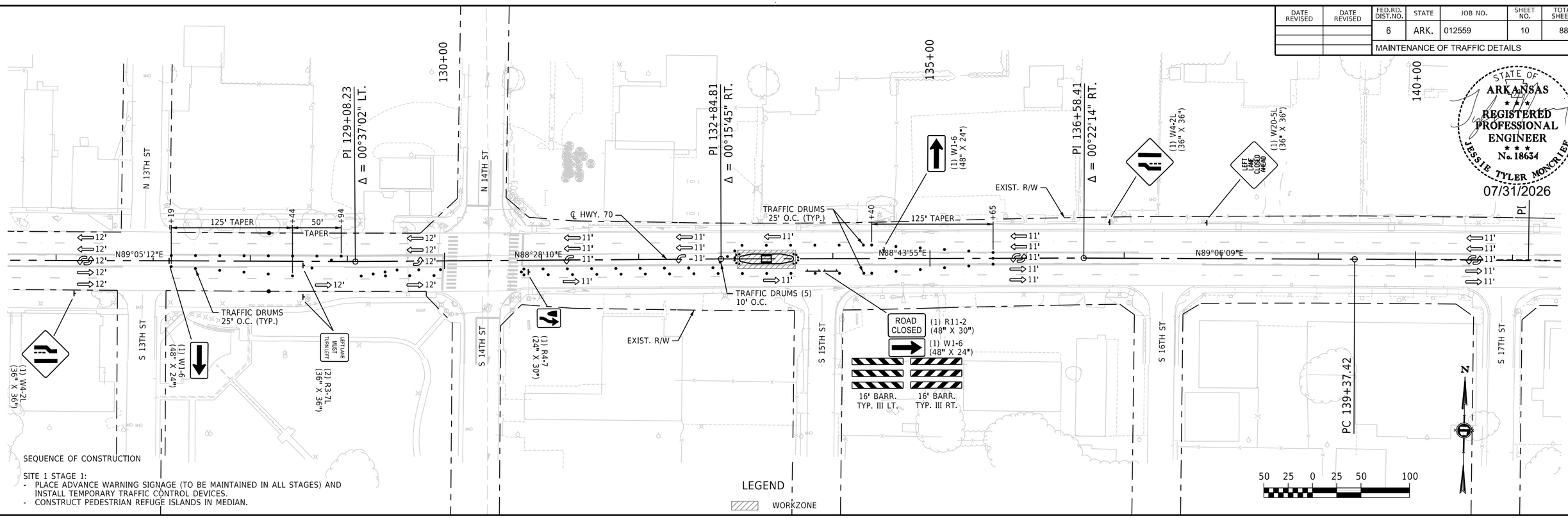
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	10	88
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026



SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
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LEGEND

WORKZONE

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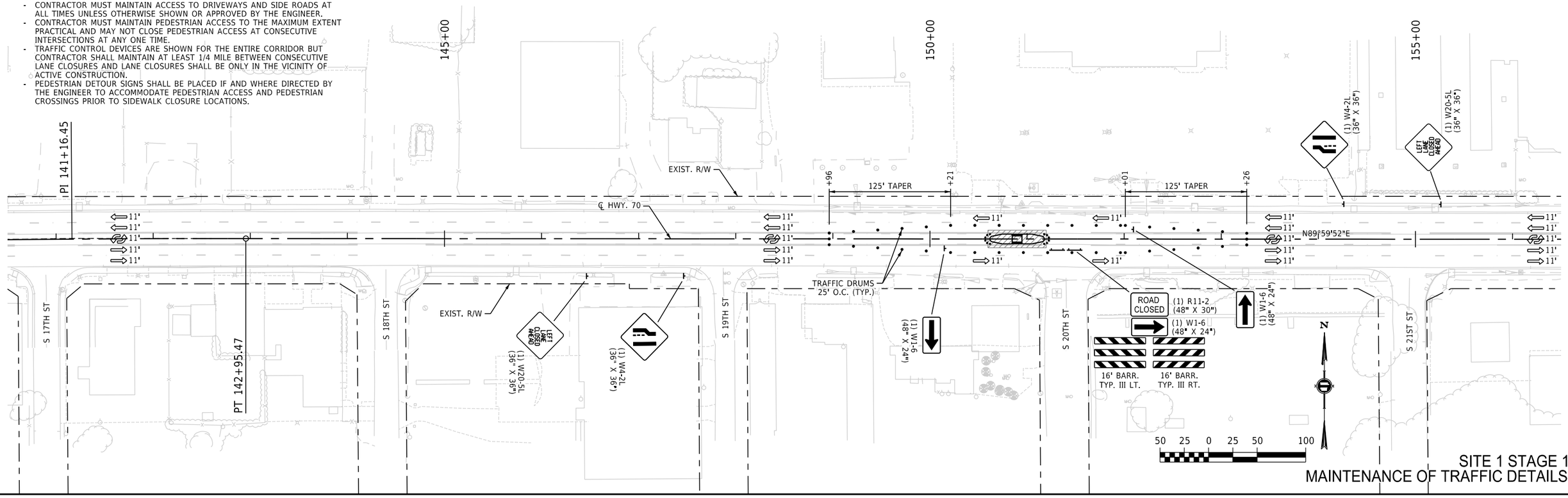

SITE 1 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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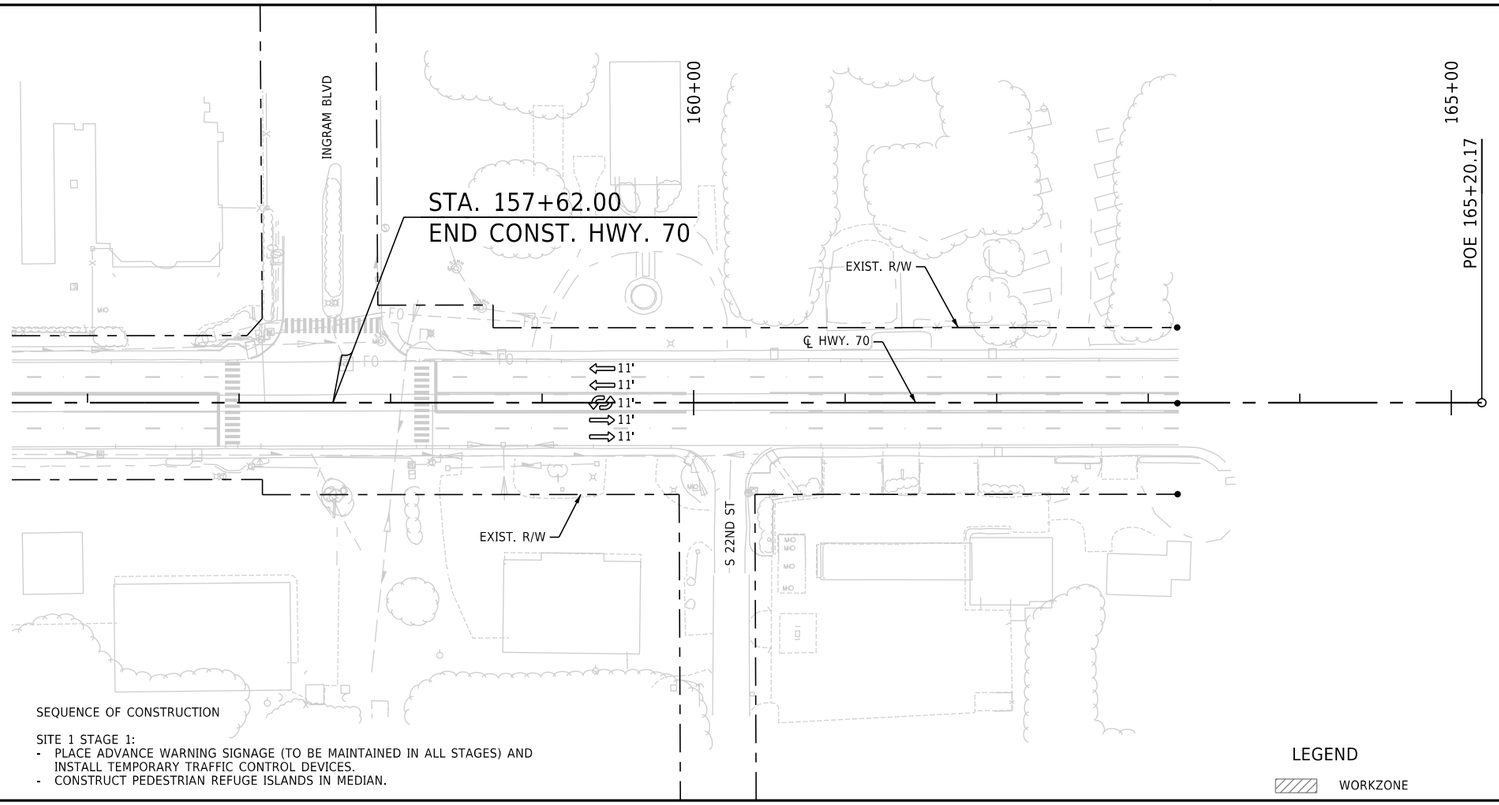
		MAINTENANCE OF TRAFFIC DETAILS				



SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

LEGEND

WORKZONE

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

NOTES:
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SITE 1 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	12	88
		MAINTENANCE OF TRAFFIC DETAILS				

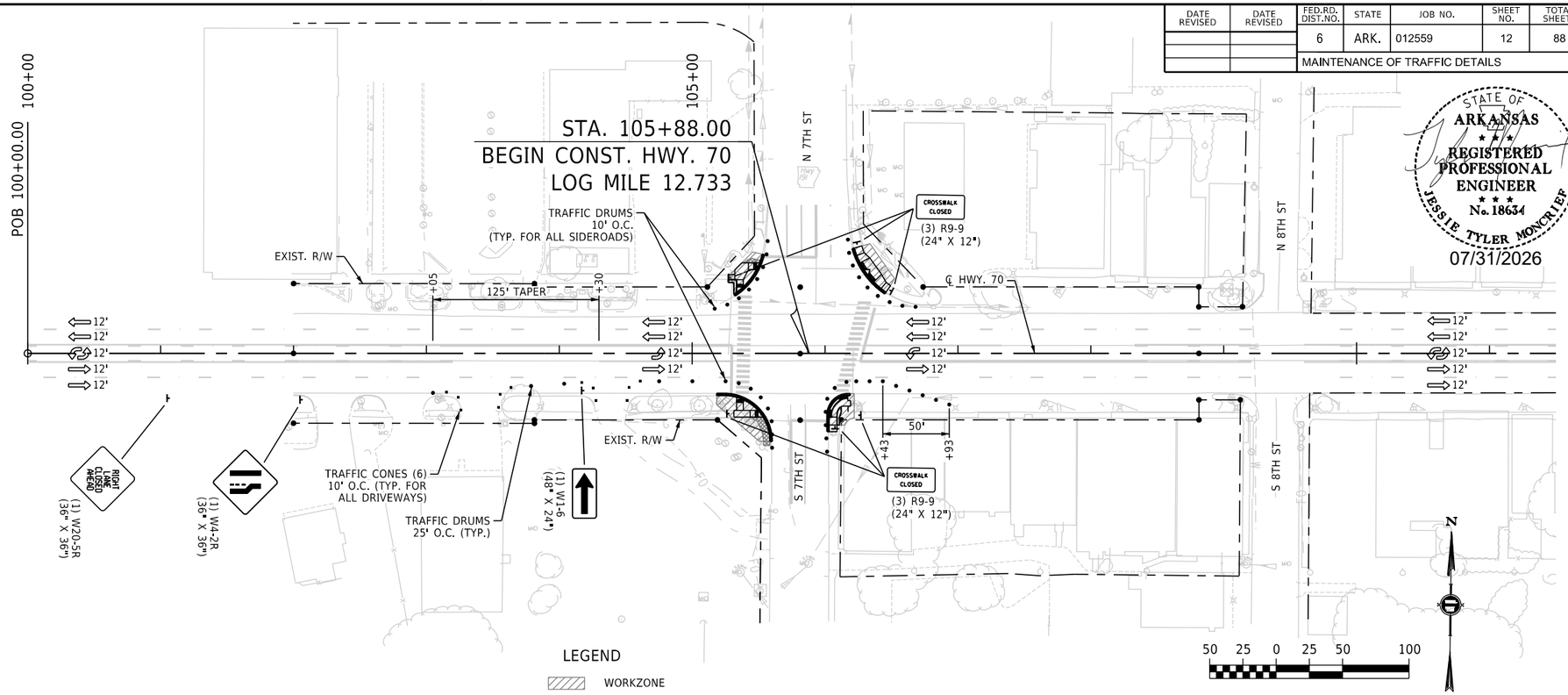
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

SITE 1 STAGE 2 QUANTITIES

TRAFFIC DRUMS = 187 EACH
TRAFFIC CONES = 126 EACH

SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.



NOTES:
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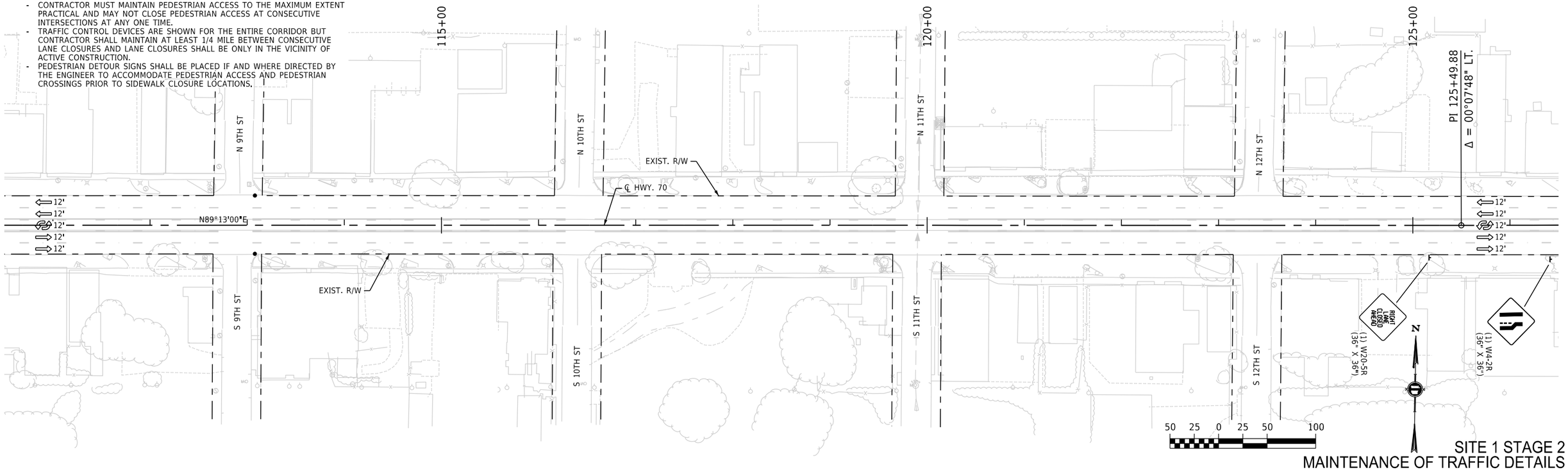

SITE 1 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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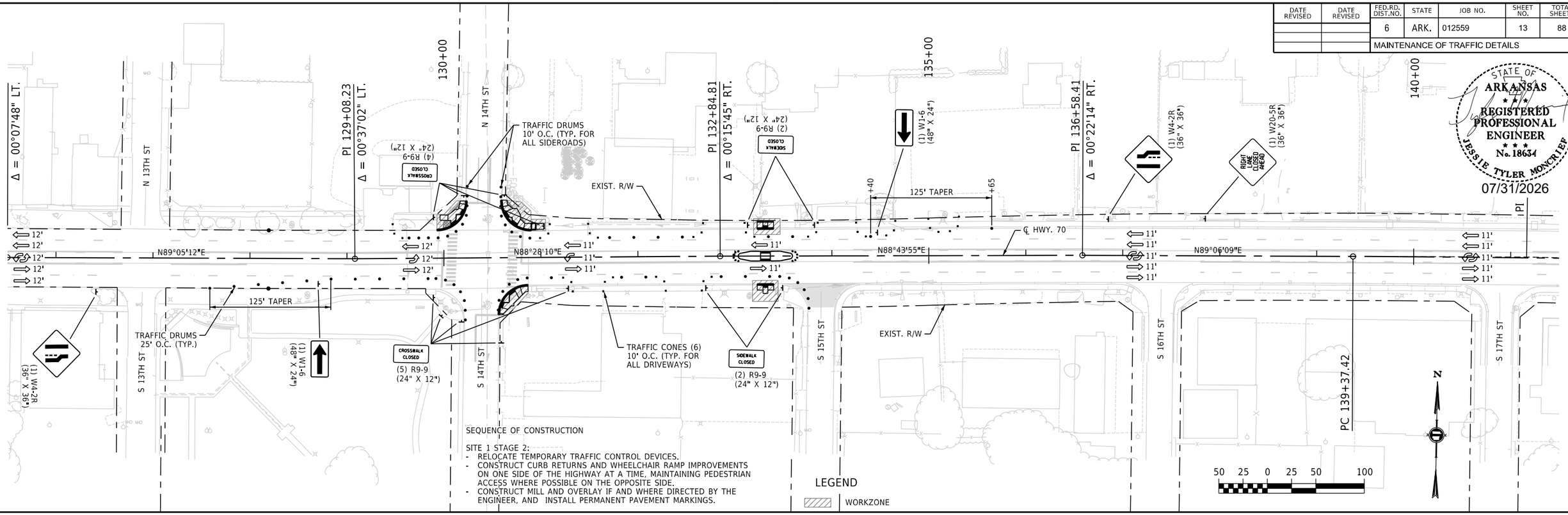
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	13	88
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026



SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
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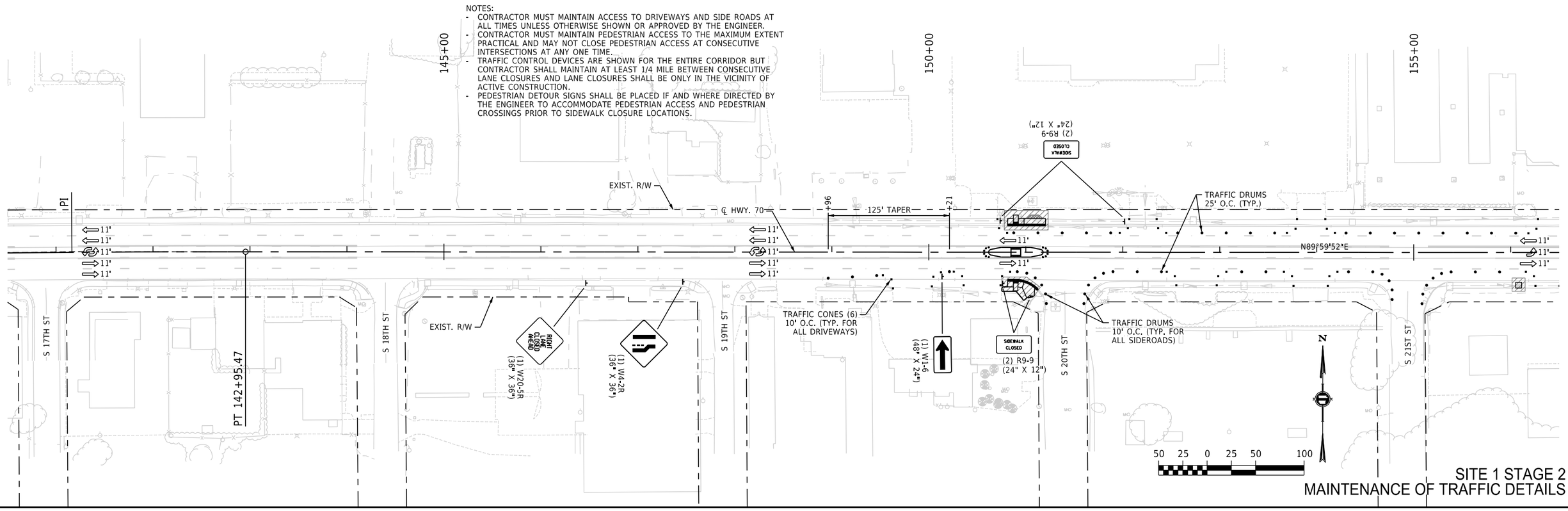

SITE 1 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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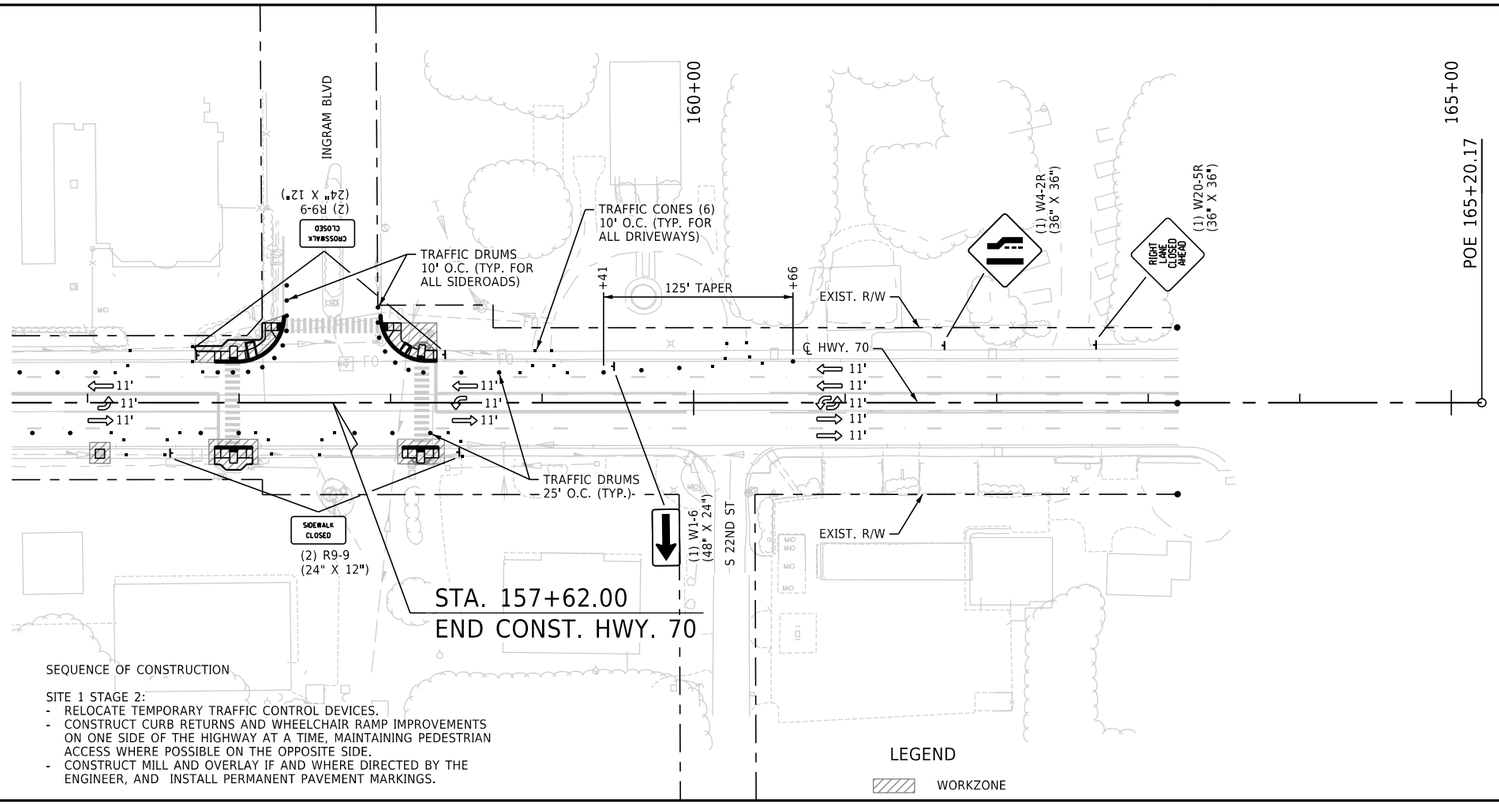

SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

LEGEND

WORKZONE

50 25 0 25 50 100

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

NOTES:
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SITE 1 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	15	88
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

SITE 2 STAGE 1 QUANTITIES

TRAFFIC DRUMS = 82 EACH

SEQUENCE OF CONSTRUCTION

SITE 2 STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

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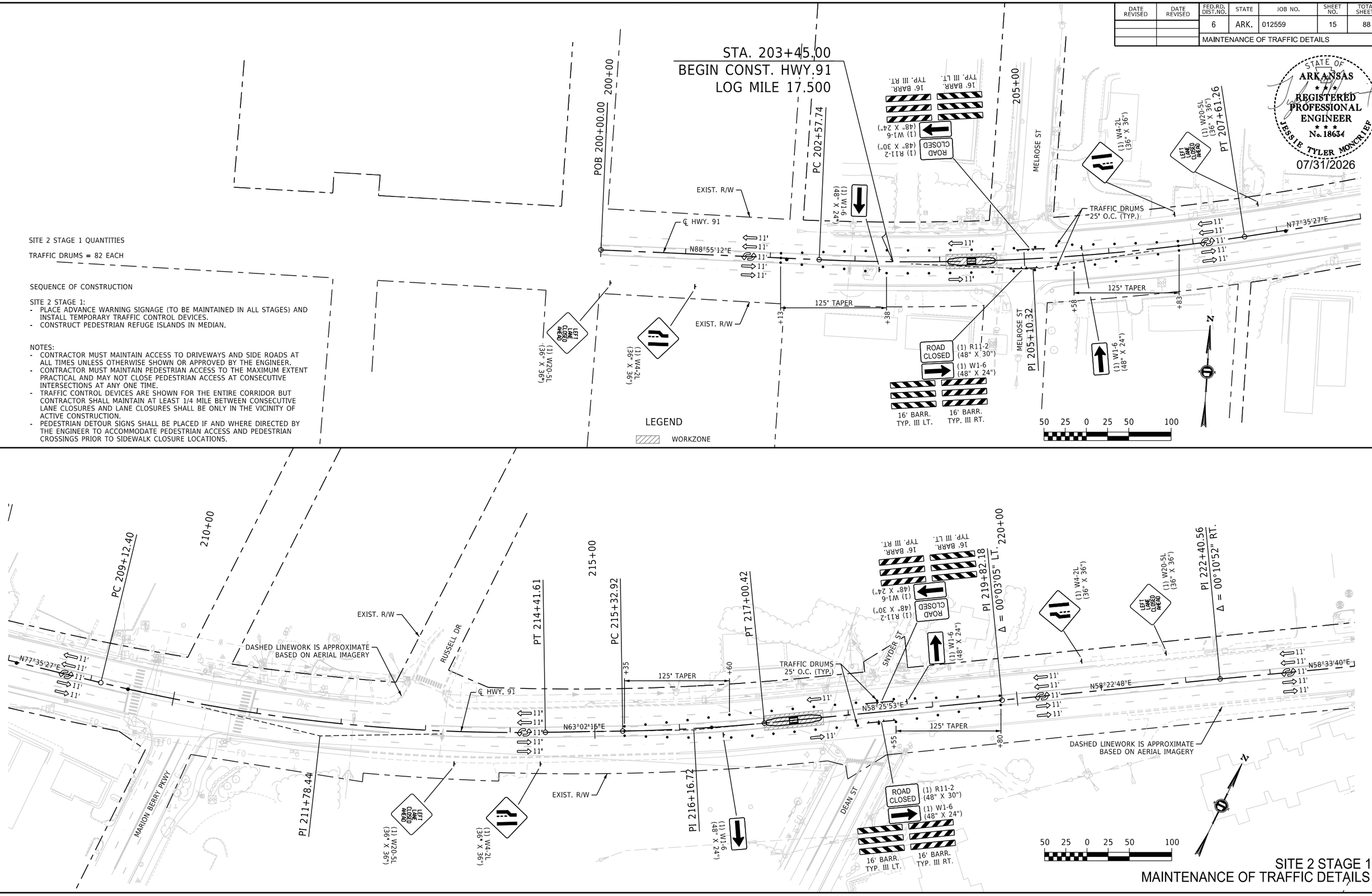
LEGEND

WORKZONE



SITE 2 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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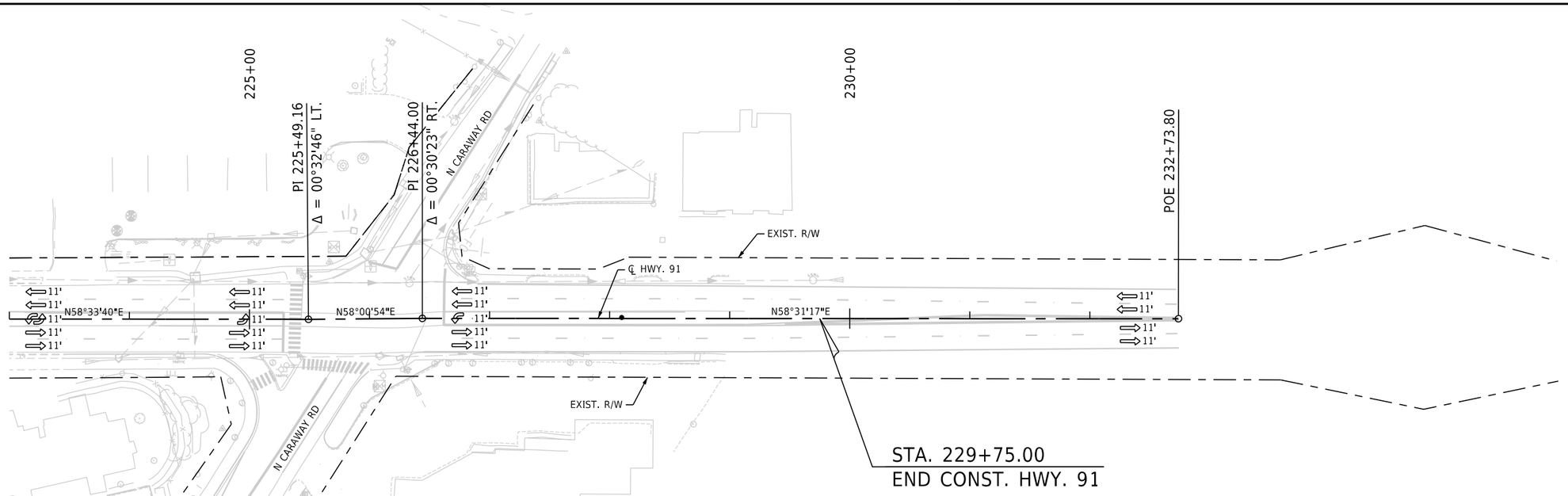
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	16	88
		MAINTENANCE OF TRAFFIC DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

50 25 0 25 50 100

SEQUENCE OF CONSTRUCTION

SITE 2 STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

LEGEND

WORKZONE

NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
- CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
- TRAFFIC CONTROL DEVICES ARE SHOWN FOR THE ENTIRE CORRIDOR BUT CONTRACTOR SHALL MAINTAIN AT LEAST 1/4 MILE BETWEEN CONSECUTIVE LANE CLOSURES AND LANE CLOSURES SHALL BE ONLY IN THE VICINITY OF ACTIVE CONSTRUCTION.
- PEDESTRIAN DETOUR SIGNS SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER TO ACCOMMODATE PEDESTRIAN ACCESS AND PEDESTRIAN CROSSINGS PRIOR TO SIDEWALK CLOSURE LOCATIONS.

SITE 2 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	17	88
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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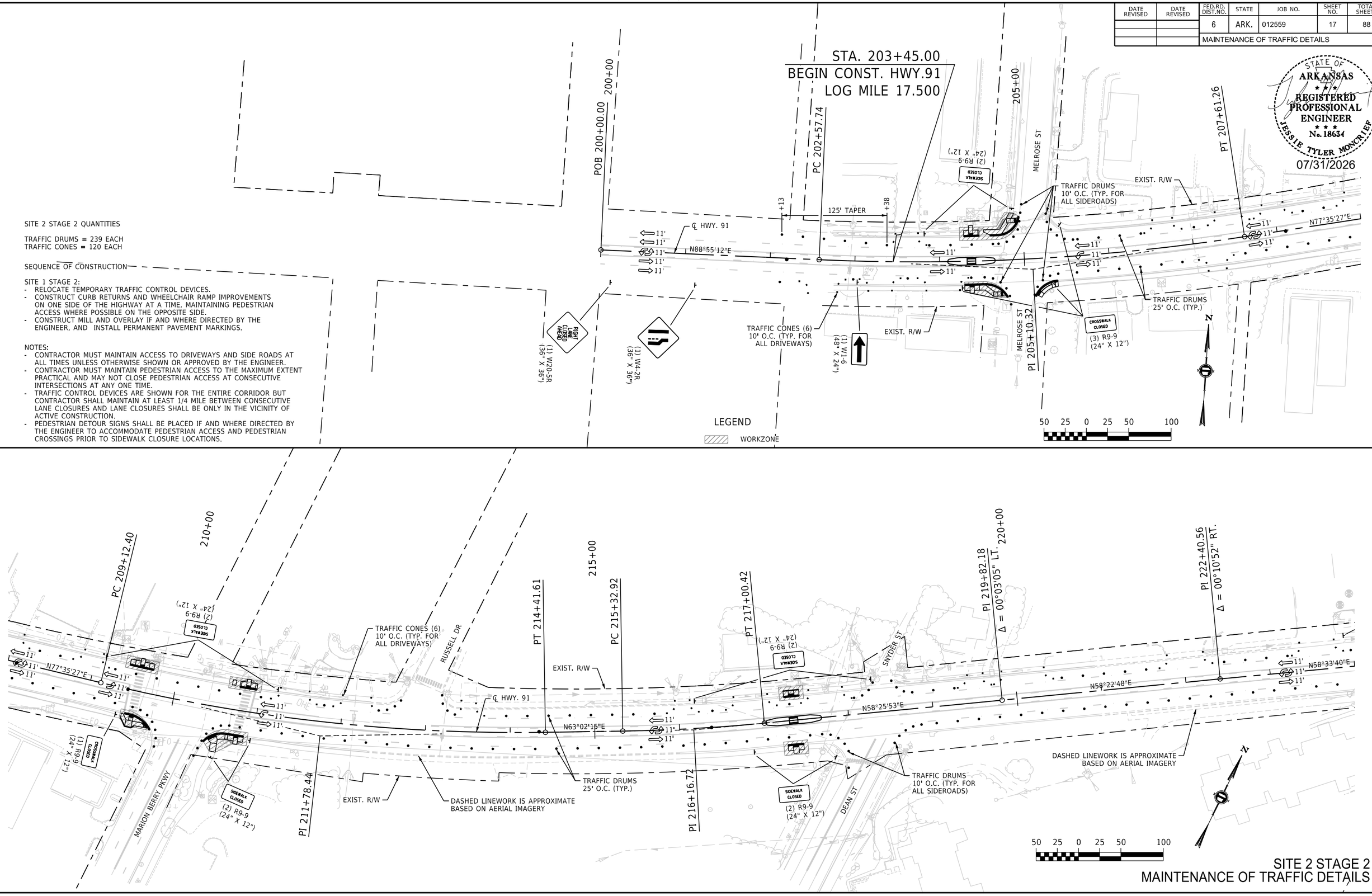
SITE 2 STAGE 2 QUANTITIES

TRAFFIC DRUMS = 239 EACH
TRAFFIC CONES = 120 EACH

SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
- CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
- TRAFFIC CONTROL DEVICES ARE SHOWN FOR THE ENTIRE CORRIDOR BUT CONTRACTOR SHALL MAINTAIN AT LEAST 1/4 MILE BETWEEN CONSECUTIVE LANE CLOSURES AND LANE CLOSURES SHALL BE ONLY IN THE VICINITY OF ACTIVE CONSTRUCTION.
- PEDESTRIAN DETOUR SIGNS SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER TO ACCOMMODATE PEDESTRIAN ACCESS AND PEDESTRIAN CROSSINGS PRIOR TO SIDEWALK CLOSURE LOCATIONS.



SITE 2 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	18	88
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
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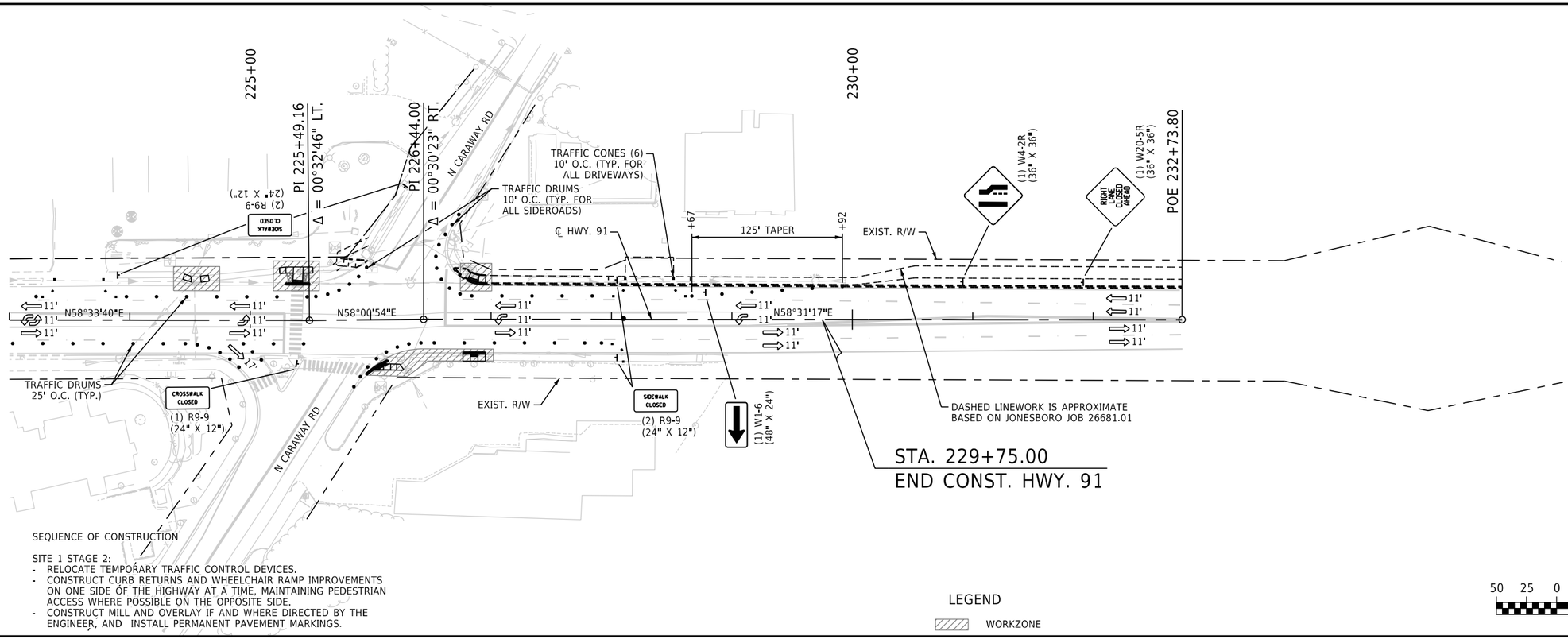

SEQUENCE OF CONSTRUCTION

SITE 1 STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

LEGEND

WORKZONE

50 25 0 25 50 100

N

NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
- CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
- TRAFFIC CONTROL DEVICES ARE SHOWN FOR THE ENTIRE CORRIDOR BUT CONTRACTOR SHALL MAINTAIN AT LEAST 1/4 MILE BETWEEN CONSECUTIVE LANE CLOSURES AND LANE CLOSURES SHALL BE ONLY IN THE VICINITY OF ACTIVE CONSTRUCTION.
- PEDESTRIAN DETOUR SIGNS SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER TO ACCOMMODATE PEDESTRIAN ACCESS AND PEDESTRIAN CROSSINGS PRIOR TO SIDEWALK CLOSURE LOCATIONS.

SITE 2 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	19	88
		QUANTITIES				

ADVANCE WARNING SIGNS AND DEVICES

	SIGN NUMBER	DESCRIPTION	SIGN SIZE	HWY. 70 STAGE 1	HWY. 70 STAGE 2	HWY. 91 STAGE 1	HWY. 91 STAGE 2	HWY. 70 END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED NO.	TOTAL SIGNS REQUIRED SQ. FT.	TUBULAR MARKERS	TRAFFIC DRUMS	TRAFFIC CONE	BARRICADES (TYPE III) RIGHT	BARRICADES (TYPE III) LEFT
				LIN. FT. - EACH								EACH			LIN. FT.	
	R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	2	2	2	2		2	2	24.0					
	W20-1	ROAD WORK AHEAD	48"x48"	12	15	6	8		15	15	240.0					
	W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	2		2	2	32.0					
	W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2	2		2	2	32.0					
	W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2	2		2	2	32.0					
	W4-2L	LEFT LANE ENDS	36"x36"	4		4			4	4	36.0					
	W4-2R	RIGHT LANE ENDS	36"x36"		5		2		5	5	45.0					
	W20-5L	LEFT LANE CLOSED AHEAD	36"x36"	4		4			4	4	36.0					
	W20-5R	RIGHT LANE CLOSED AHEAD	36"x36"		5		2		5	5	45.0					
	R2-11	END HIGHER FINES ZONE	36"x48"	2	2	2	2		2	2	24.0					
	G20-2	END ROAD WORK	48"x24"	14	17	8	10		17	17	136.0					
	W3-5a	XX MPH SPEED ZONE AHEAD	48"x48"	2	2	2	2		2	2	32.0					
	R9-9	SIDEWALK CLOSED	24"x12"		10		14		14	14	28.0					
	R9-9	CROSSWALK CLOSED	24"x12"		17		5		17	17	34.0					
	R11-2	ROAD CLOSED	48"x30"	2		4			4	4	40.0					
	W1-6	LARGE ARROW	48"x24"	22	5	16	2		22	22	176.0					
	R3-7L	LEFT LANE MUST TURN LEFT	36"x36"	2					2	2	18.0					
	R2-1	SPEED LIMIT	24"x30"	2	2	2	2		2	2	10.0					
	R3-2	NO LEFT TURN	36"x36"	16		9			16	16	144.0					
*	R4-1	DO NOT PASS	24"x30"	4	4	4	4		4	4	20.0					
	R4-7	KEEP RIGHT	24"x30"	1					1	1	5.0					
*	W21-5a	RIGHT SHOULDER CLOSED	36"x36"	2	2	2	2		2	2	18.0					
*	W8-1	BUMP	36"x36"	2	2	2	2		2	2	18.0					
*	M4-9bL	PEDESTRIAN DETOUR LEFT	30"X24"	4	4	4	4		4	4	20.0					
*	M4-9bR	PEDESTRIAN DETOUR RIGHT	30"x24"	4	4	4	4		4	4	20.0					
	WZ-4	STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE	36"x54"	2	2	2	2		2	2	27.0					
		TUBULAR MARKERS						24	24			24				
		TRAFFIC DRUMS		112	187	82	239		239				239			
		TRAFFIC CONE			126		120		126					126		
		TYPE III BARRICADE-RT. (16')		2		4			4						64	
		TYPE III BARRICADE-LT. (16')		2		4			4							64
	TOTALS:										**1292.0**	**24**	**239**	**126**	**64**	**64**

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

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

07/31/2026

PERMANENT PAVEMENT MARKINGS

DESCRIPTION	HWY. 70 END OF JOB	HWY. 91 END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	THERMOPLASTIC PAVEMENT MARKING 6" YELLOW	THERMOPLASTIC PAVEMENT MARKING 24" WHITE	YIELD LINE	REFLECTORIZED PAINT PAVEMENT MARKING 10" YELLOW
	LIN. FT. - EACH		LIN. FT.	LIN. FT.			
REMOVAL OF PERMANENT PAVEMENT MARKINGS	1900	2655	4555				
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	235	255		490			
THERMOPLASTIC PAVEMENT MARKING WHITE (24")	2665	1435			4100		
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	40	45				85	
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	235	255					490
TOTALS:			**4555**	**490**	**4100**	**85**	**490**

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL WATER	PERMANENT EROSION CONTROL SOLID SODDING	TEMPORARY EROSION CONTROL SAND BAG DITCH CHECKS (E-5)	SILT FENCE (E-11)	DROP INLET FILTER SOCK (12") (E-13)	*SEDIMENT REMOVAL & DISPOSAL
			M. GAL.	SQ. YD.	BAG	LIN. FT.	LIN. FT.	CU. YD.
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			3.2	250	110	800	432	51
TOTALS:			**3.2**	**250**	**110**	**800**	**432**	**51**

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
FILTER SOCKS.....12 LIN. FT./ EXIST. INLET

*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	20	88
		QUANTITIES				

STATE OF ARKANSAS
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No. 18634
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REMOVAL AND DISPOSAL OF ITEMS

	STATION	STATION	LOCATION	CURB AND GUTTER	CONCRETE ISLANDS	WALKS
				LIN. FT.	SQ. YD.	SQ. YD.
	105+27	106+49	HWY. 70 - 7TH ST. INTERSECTION	151	7	112
	129+93	131+03	HWY. 70 - 14TH ST. INTERSECTION	140	7	114
	133+23	133+40	HWY. 70 - 15TH ST. INTERSECTION	34		21
	150+75	151+20	HWY. 70 - 20TH ST. INTERSECTION	72	15	58
	156+05	156+11	HWY. 70 RT.			4
	156+71	158+32	HWY. 70 - INGRAM BLVD. INTERSECTION	164	33	129
	204+29	205+38	HWY. 91 MELROSE ST. INTERSECTION	156	6	97
	209+42	210+96	HWY. 91 MARION BERRY PKWY. INTERSECTION	137		111
	217+26	217+44	HWY. 91 DEAN ST. INTERSECTION	37		25
	224+45	224+66	HWY. 91 LT.			7
	225+24	226+95	HWY. 91 N. CARAWAY RD. INTERSECTION	76		59
*	ENTIRE	PROJECT	TO BE USED IF AND WHERE	50		50
			DIRECTED BY THE ENGINEER			
	TOTALS:			1017	68	787

* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

STRUCTURES

STATION	DESCRIPTION	MODIFY DROP INLET	STD. DWG. NOS.
		EACH	
130+93	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.	1	FPC-9E, FPC-9M
157+09	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.	1	FPC-9E, FPC-9M
158+08	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.	1	FPC-9E, FPC-9M
TOTAL:		3	

CONCRETE WALKS

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ. YD.
105+27	106+49	HWY. 70 - 7TH ST. INTERSECTION	VAR.	30
129+93	131+03	HWY. 70 - 14TH ST. INTERSECTION	VAR.	21
150+75	151+20	HWY. 70 - 20TH ST. INTERSECTION	VAR.	30
156+05	156+11	HWY. 70 RT.	6	4
156+71	158+32	HWY. 70 - INGRAM BLVD. INTERSECTION	VAR.	37
204+29	205+38	HWY. 91 MELROSE ST. INTERSECTION	VAR.	46
209+42	210+96	HWY. 91 MARION BERRY PKWY. INTERSECTION	VAR.	34
224+45	224+66	HWY. 91 LT.	VAR.	7
225+24	226+95	HWY. 91 N. CARAWAY RD. INTERSECTION	VAR.	8
* ENTIRE	PROJECT	TO BE USED IF AND WHERE		50
		DIRECTED BY THE ENGINEER		
TOTAL:				267

* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
105+27	106+49	HWY. 70 - 7TH ST. INTERSECTION	183
129+93	130+90	HWY. 70 - 14TH ST. INTERSECTION	147
133+23	133+40	HWY. 70 - 15TH ST. INTERSECTION	34
150+75	151+20	HWY. 70 - 20TH ST. INTERSECTION	73
156+71	158+32	HWY. 70 - INGRAM BLVD. INTERSECTION	169
204+29	205+38	HWY. 91 MELROSE ST. INTERSECTION	156
209+42	210+96	HWY. 91 MARION BERRY PKWY. INTERSECTION	137
217+26	217+44	HWY. 91 DEAN ST. INTERSECTION	37
225+24	226+95	HWY. 91 N. CARAWAY RD. INTERSECTION	76
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	50
		DIRECTED BY THE ENGINEER	
TOTAL:			1062

* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ. YD.
105+30	HWY. 70 LT.	C	3
106+07	HWY. 70 RT.	B	2
106+10	HWY. 70 RT.	B	3
106+32	HWY. 70 LT.	B	1
130+15	HWY. 70 LT.	B	3
130+64	HWY. 70 RT.	B	4
130+69	HWY. 70 LT.	B	2
133+16	HWY. 70 MEDIAN	C	22
133+46	HWY. 70 MEDIAN	C	22
150+75	HWY. 70 MEDIAN	C	22
150+90	HWY. 70 RT.	C	14
151+05	HWY. 70 MEDIAN	C	22
156+96	HWY. 70 LT.	C	25
156+96	HWY. 70 RT.	C	16
204+22	HWY. 91 MEDIAN	C	20
204+52	HWY. 91 MEDIAN	C	20
205+23	HWY. 91 RT.	B	3
217+15	HWY. 91 MEDIAN	C	25
217+55	HWY. 91 MEDIAN	C	25
TOTAL:			254

CONCRETE WALKS (TYPE SPECIAL)

STATION	STATION	LOCATION	CONCRETE WALKS (TYPE SPECIAL)	HAND RAILING	ARCHITECTURAL FINISH	TEXTURED COATING FINISH
			SQ. YD.	LIN. FT.	SQ. FT.	SQ. YD.
209+44	209+61	HWY. 91 RT.	12	23	46	3
TOTALS:			12	23	46	3

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QUANTITIES

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	21	88
		QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 3	TYPE 4	TYPE 5	TYPE 6
		SQ.YD.			
105+36	HWY. 70 LT.	5			
105+36	HWY. 70 RT.	6			
105+46	HWY. 70 LT.	4			
105+47	HWY. 70 RT.	5			
106+10	HWY. 70 RT.				19
106+34	HWY. 70 LT.				25
130+11	HWY. 70 LT.				24
130+67	HWY. 70 RT.				28
130+71	HWY. 70 LT.				28
133+31	HWY. 70 LT.			13	
133+31	HWY. 70 RT.			12	
150+90	HWY. 70 LT.			14	
150+90	HWY. 70 RT.				13
156+96	HWY. 70 LT.			13	
156+96	HWY. 70 RT.			14	
157+24	HWY. 70 LT.		12		
157+99	HWY. 70 LT.		13		
158+19	HWY. 70 LT.				13
158+19	HWY. 70 RT.			14	
204+38	HWY. 91 LT.			15	
204+38	HWY. 91 RT.			14	
204+68	HWY. 91 RT.	5			
204+87	HWY. 91 LT.	4			
205+23	HWY. 91 RT.				10
209+56	HWY. 91 LT.			13	
209+56	HWY. 91 RT.	4			
209+70	HWY. 91 RT.	10			
210+56	HWY. 91 RT.				15
210+80	HWY. 91 RT.			14	
210+86	HWY. 91 LT.			16	
217+35	HWY. 91 LT.			13	
217+35	HWY. 91 RT.			15	
225+40	HWY. 91 LT.			20	
226+13	HWY. 91 RT.	6			
226+85	HWY. 91 LT.				10
226+86	HWY. 91 RT.			13	
TOTALS:		**49**	**25**	**213**	**185**

EARTHWORK

	STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
				CU. YD.	
*	ENTIRE	PROJECT	HWYS. 70 & 91	200	200
TOTALS:				**200**	**200**

* NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY
SEE SECTION 210.012(d) OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	25
DIRECTED BY THE ENGINEER	
TOTAL:	**25**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE BASE

	STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE	
					AVG. WID.	5" U.T.
				FEET	FEET	SQ. YD.
	105+27	106+49	HWY. 70 - 7TH ST. INTERSECTION	183	2.50	50.83
	129+93	130+90	HWY. 70 - 14TH ST. INTERSECTION	147	2.50	40.83
	133+23	133+40	HWY. 70 - 15TH ST. INTERSECTION	34	2.50	9.44
	150+75	151+20	HWY. 70 - 20TH ST. INTERSECTION	73	2.50	20.28
	156+71	158+32	HWY. 70 - INGRAM BLVD. INTERSECTION	169	2.50	46.94
	204+29	205+38	HWY. 91 MELROSE ST. INTERSECTION	156	2.50	43.33
	209+42	210+96	HWY. 91 MARION BERRY PKWY. INTERSECTION	137	2.50	38.06
	217+26	217+44	HWY. 91 DEAN ST. INTERSECTION	37	2.50	10.28
	225+24	226+95	HWY. 91 N. CARAWAY RD. INTERSECTION	76	2.50	21.11
*	ENTIRE	PROJECT	TO BE USED IF AND WHERE	50.00	2.50	13.89
			DIRECTED BY THE ENGINEER			
TOTAL:						**294.99**

* QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

COLD MILLING ASPHALT PAVEMENT

	STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
				FEET	SQ. YD.
	133+02.00	133+62.00	HWY. 70 MEDIAN	12.00	80.00
	150+60.00	151+20.00	HWY. 70 MEDIAN	12.00	80.00
	204+08.00	204+68.00	HWY. 91 MEDIAN	12.00	80.00
	217+00.00	217+70.00	HWY. 91 MEDIAN	12.00	93.33
*	ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS	VAR.	4000.00
TOTAL:					**4333.33**

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FARTHER THAN FIVE MILES FROM EACH SITE.

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

BASE AND SURFACING

	STATION	STATION	LOCATION	LENGTH	TACK COAT				ACHM SURFACE COURSE (1/2")				
					(0.10 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ. YD.	POUND / SQ. YD.	PG 70-22	TOTAL PG 70-22
					TOTAL WID.	SQ. YD.	GALLON						
				FEET	FEET				FEET			TON	TON
	MAIN LANES												
	133+02.00	133+62.00	HWY. 70 MEDIAN	60.00	VAR.	25.61	2.56	2.56	VAR.	25.61	220.00	2.82	2.82
	150+60.00	151+20.00	HWY. 70 MEDIAN	60.00	VAR.	25.61	2.56	2.56	VAR.	25.61	220.00	2.82	2.82
	204+08.00	204+68.00	HWY. 91 MEDIAN	60.00	VAR.	30.12	3.01	3.01	VAR.	30.12	220.00	3.31	3.31
	217+00.00	217+70.00	HWY. 91 MEDIAN	70.00	VAR.	33.46	3.35	3.35	VAR.	33.46	220.00	3.68	3.68
*	ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS		VAR.	4000.00	400.00	400.00	VAR.	4000.00	220.00	440.00	440.00
TOTALS:						**4114.80**	**411.48**	**411.48**		**4114.80**		**452.63**	**452.63**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....93.9% MIN. AGGR.....6.1% ASPHALT BINDER
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	22	88
		SUMMARY OF QUANTITIES AND REVISIONS				

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	1017	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	68	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	787	SQ. YD.
SP, SS, & 210	UNCLASSIFIED EXCAVATION	200	CU. YD.
SP & 210	COMPACTED EMBANKMENT	200	CU. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	295	SQ. YD.
SS & 401	TACK COAT	411	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	425	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	28	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	4333	SQ. YD.
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	25	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1292	SQ. FT.
SS & 604	BARRICADES	128	LIN. FT.
SS & 604	TRAFFIC DRUMS	239	EACH
SS & 604	TRAFFIC CONE	126	EACH
SP, SS, & 604	TUBULAR MARKERS	24	EACH
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	4555	LIN. FT.
620	WATER	3.2	M. GAL.
621	SILT FENCE	800	LIN. FT.
621	SAND BAG DITCH CHECKS	110	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	51	CU. YD.
SS & 621	FILTER SOCK (12")	432	LIN. FT.
624	SOLID SODDING	250	SQ. YD.
SP, SS, & 632	CONCRETE ISLAND	254	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	267	SQ. YD.
SP, SS, & 633	CONCRETE WALKS (TYPE SPECIAL)	12	SQ. YD.
SS & 633	HAND RAILING	23	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	1062	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 640	MODIFYING DROP INLETS	3	EACH
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)	49	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 4)	25	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 5)	213	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 6)	185	SQ. YD.
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	5	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	125	LIN. FT.
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	2	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	8	EACH
SP	LOOP WIRING CLASS III (1C/16 A.W.G.)	1925	LIN. FT.
SP	ANTENNA CABLE (TYPE 6)	65	LIN. FT.
SP	LED BLANK OUT SIGN	3	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 707	CENTRAL CONTROL UNIT	7	EACH
SP & 707	POLE MOUNTED ASSEMBLY	40	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	38	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	6459	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	4644	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	284	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	3463	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	360	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	743	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	844	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	360	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	180	LIN. FT.
710	NON-METALLIC CONDUIT (2")	395	LIN. FT.
710	NON-METALLIC CONDUIT (3")	1273	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	10	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (24')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	25	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1	LUMP SUM
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	490	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	4100	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	490	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	85	LIN. FT.
SS & 726	STANDARD SIGN	207	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	12	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	8	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH
SP	ARCHITECTURAL FINISH	46	SQ. FT.
SP	TEXTURED COATING FINISH	3	SQ. YD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

REVISIONS

DATE	REVISION	SHEET NUMBER

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	23	88
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
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No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

Project: 012559 West Memphis
Units: Survey Feet
Zone: 301 North, NAD 83 (2011), GRID FEET

Point Name	Northing	Easting	Elevation	Feature
180012	301497.565	1862872.505	214.496	GPS
180012A	303470.297	1862859.252	216.043	GPS

Project: 012559 Jonesboro
Units: Survey Feet
Zone AR 301 North NAD83 (2011) GRID FEET

Point Name	Northing	Easting	Elevation	Feature
160039	559989.769	1718428.197	297.618	GPS
160015A	555906.598	1707782.371	309.119	GPS

CL - HWY. 70 (SITE 1)				
Point Number	**Point Type**	**Station**	**Northing**	**Easting**
8000	POB	100+00.00	301020.8205	1857074.4781
8001	PI	125+49.88	301055.6750	1859624.1158
8002	PI	129+08.23	301061.3872	1859982.4230
8003	PI	132+84.81	301071.4460	1860358.8660
8004	PI	136+58.41	301079.7145	1860732.3834
8005	PC	139+37.42	301084.0844	1861011.3561
	PI	141+16.45	301086.8885	1861190.3630
	CC		278168.5839	1861370.3168
8006	PT	142+95.47	301086.8957	1861369.3918
8007	POE	165+20.17	301086.9855	1863594.0868

CL - HWY. 91 (SITE 2)				
Point Number	**Point Type**	**Station**	**Northing**	**Easting**
8008	POB	200+00.00	552894.0050	1702018.6438
8009	PC	202+57.74	552898.8627	1702276.3378
	PI	205+10.32	552903.6232	1702528.8756
	CC		555444.8894	1702228.3433
8011	PT	207+61.26	552957.9008	1702775.5575
8012	PC	209+12.40	552990.3796	1702923.1679
	PI	211+78.44	553047.5485	1703182.9900
	CC		555025.1885	1702475.4472
8013	PT	214+41.61	553168.1713	1703420.1102
8014	PC	215+32.92	553209.5721	1703501.4958
	PI	216+16.72	553247.5651	1703576.1823
	CC		555066.5893	1702556.8328
8015	PT	217+00.42	553291.4332	1703647.5765
8016	PI	219+82.18	553438.9388	1703887.6378
8017	PI	222+40.56	553574.4045	1704107.6609
8018	PI	225+49.16	553735.3691	1704370.9623
8019	PI	226+44.00	553785.6057	1704451.4047
8020	POE	232+73.80	554114.4725	1704988.5186

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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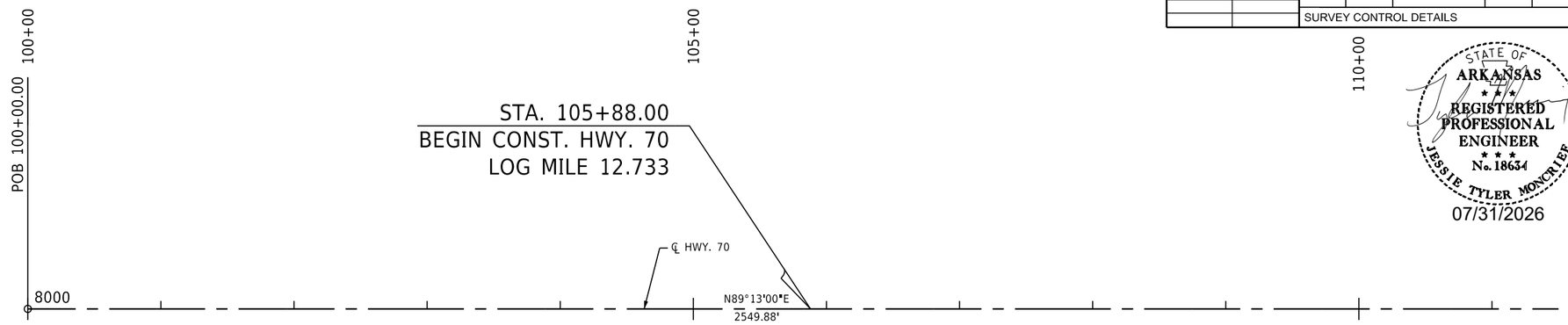
		SURVEY CONTROL DETAILS				



STATE OF ARKANSAS
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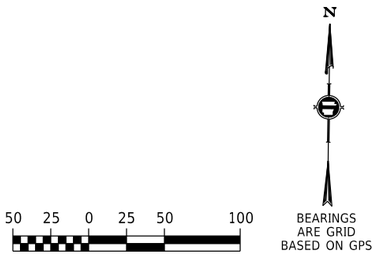
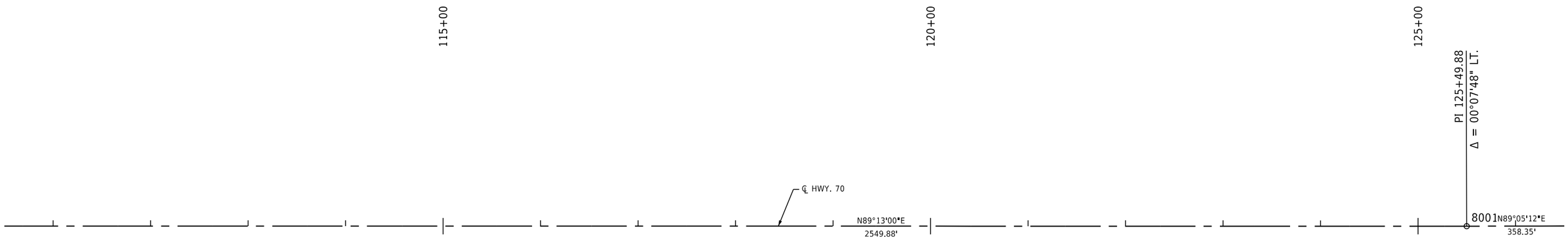
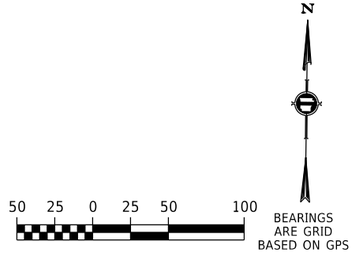
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026







SITE 1
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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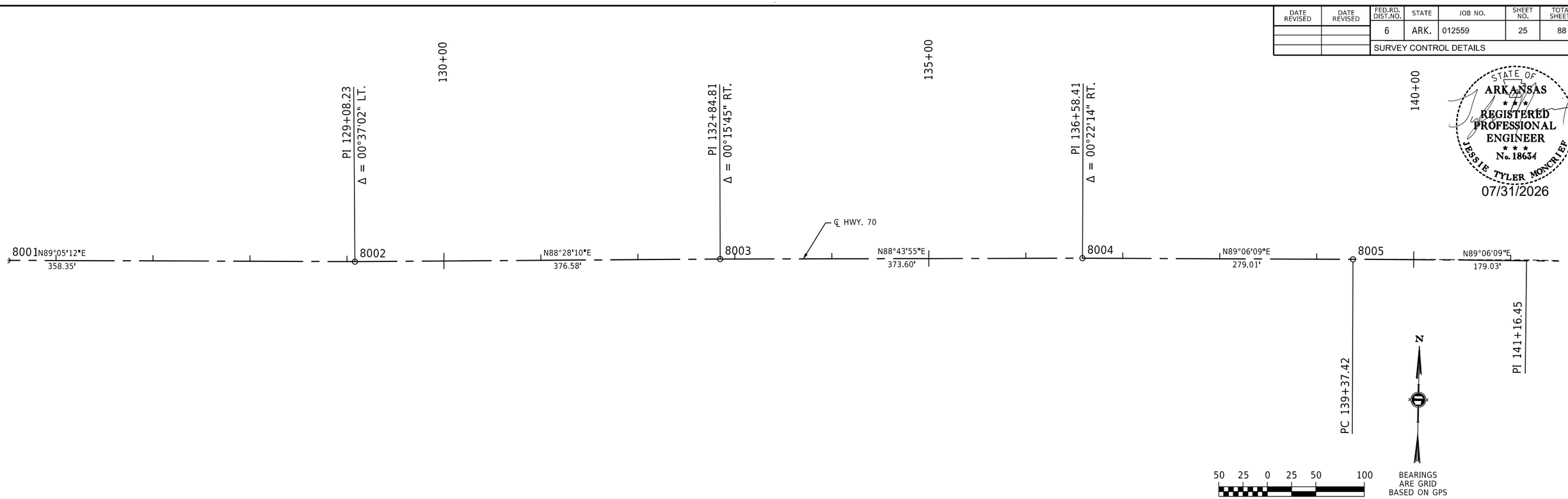
		SURVEY CONTROL DETAILS				



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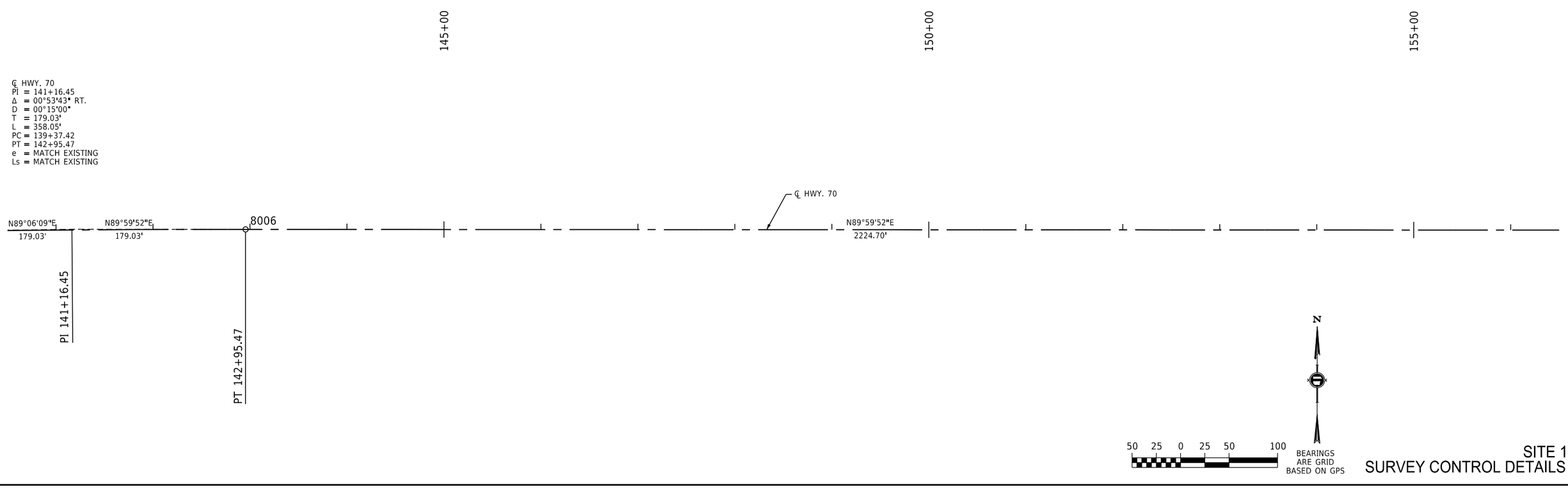

SITE 1
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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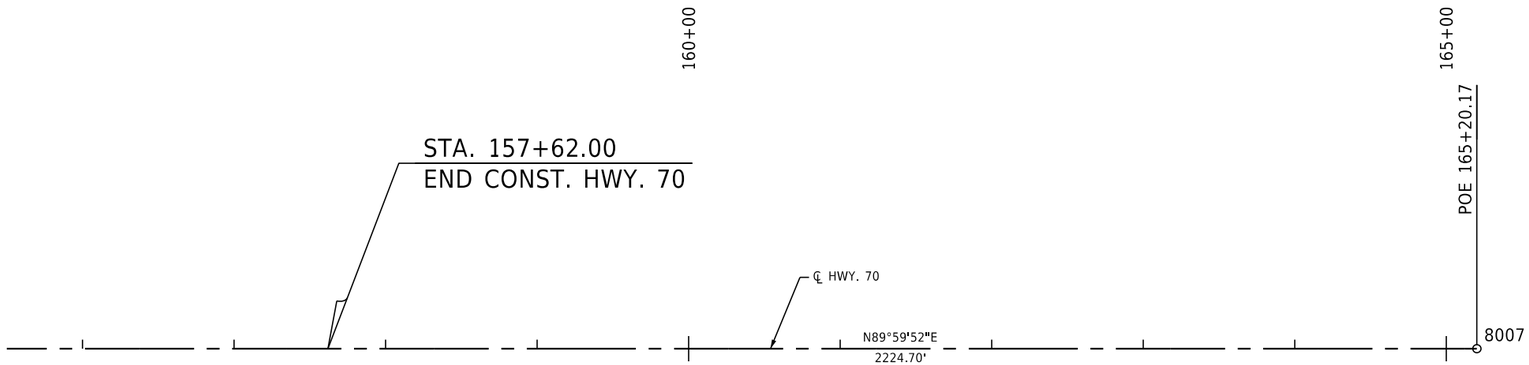
		SURVEY CONTROL DETAILS				



STATE OF ARKANSAS
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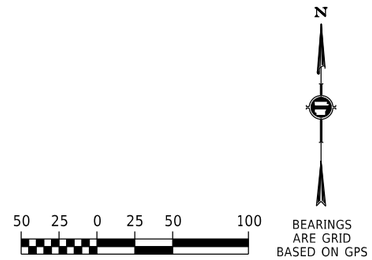

BEARINGS ARE GRID BASED ON GPS

SITE 1
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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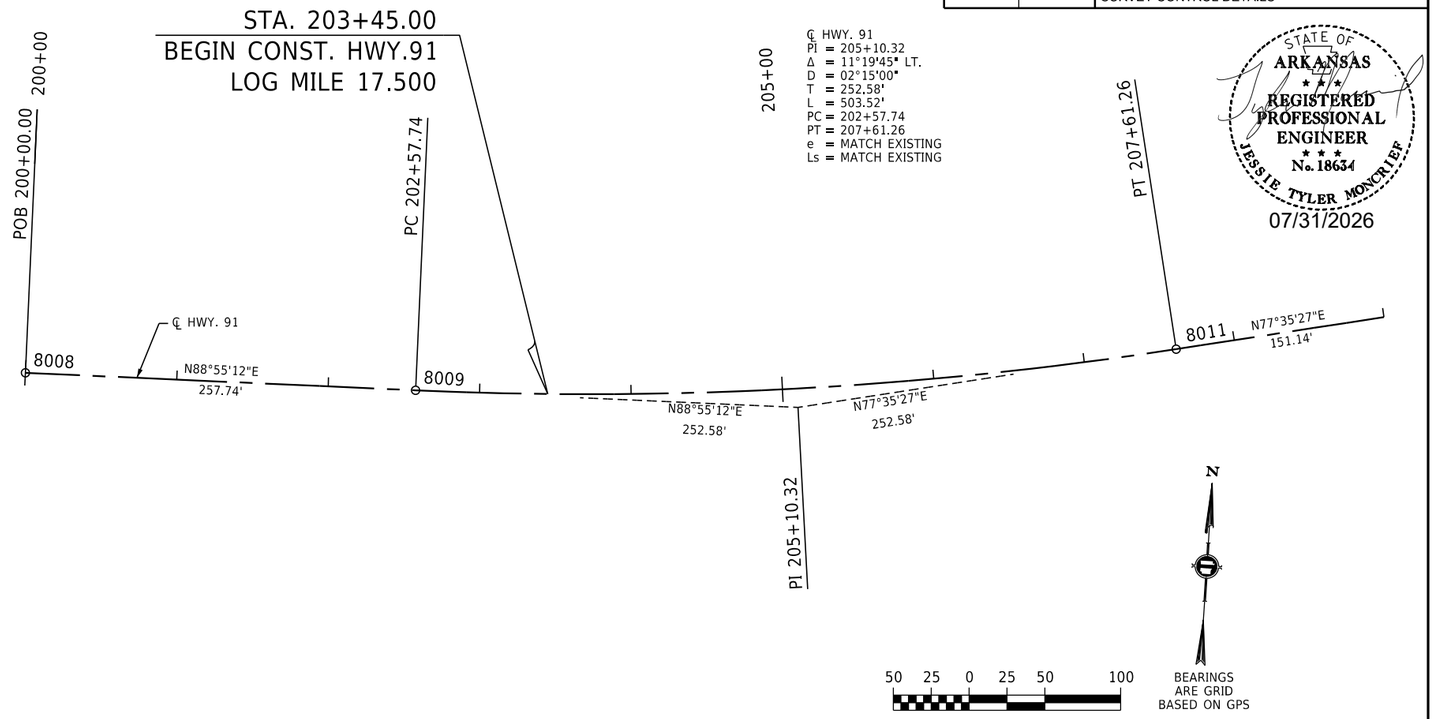
		SURVEY CONTROL DETAILS				



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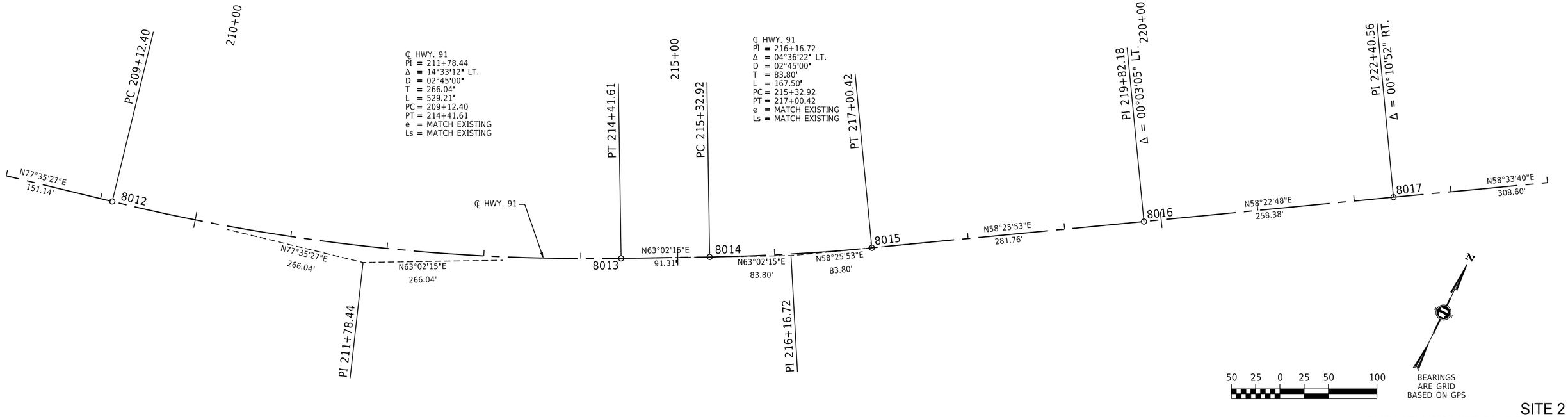
07/31/2026



SITE 2
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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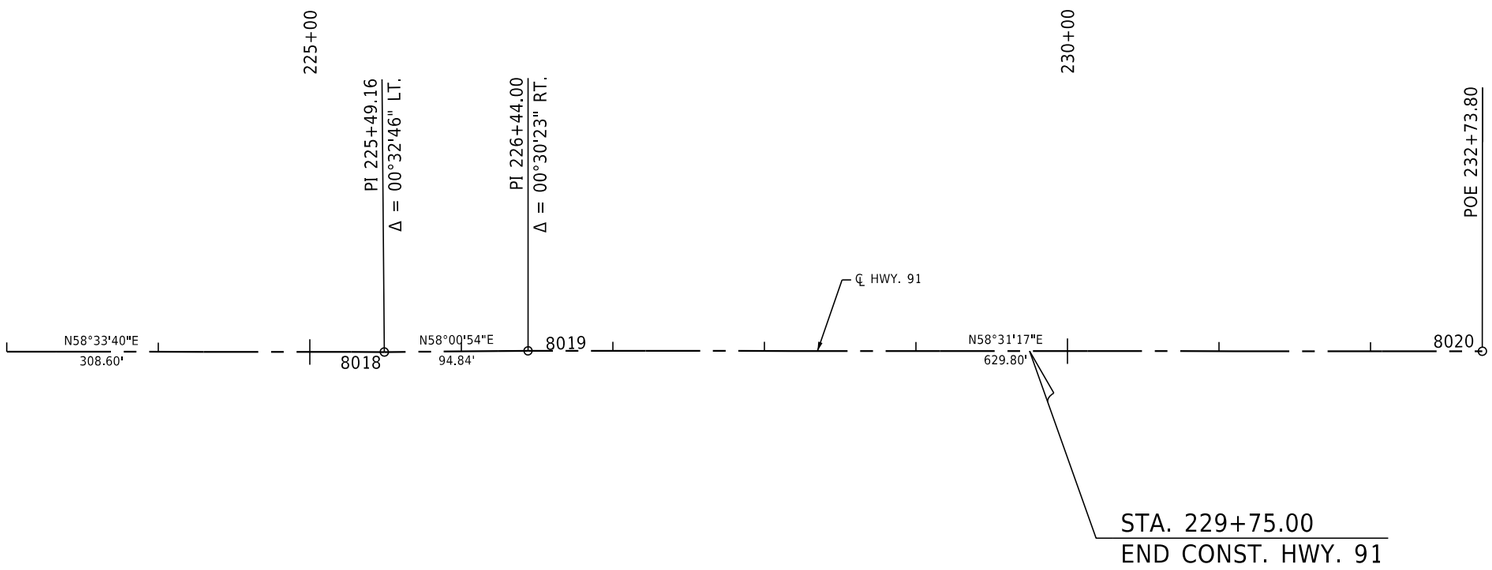
		SURVEY CONTROL DETAILS				



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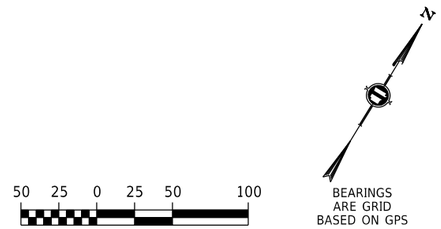
JESSIE TYLER MONCRIEF
07/31/2026



BEARINGS ARE GRID BASED ON GPS

SITE 2
SURVEY CONTROL DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	29	88
		SITE 1 PLAN SHEET - HWY. 70 & 7TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STA. 105+46 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 105+36 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 106+34 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 25 SQ. YDS.

STATE OF ARKANSAS
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No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

N 7TH ST

105+00

+93.81 75.53'
+52.73 74.58'
+54.37 75.53'
+50.69 68.03'
+42.42 68.03'
+37.42 68.03'
+32.13 62.74'
+32.13 59.44'
+27.13 88.96'
+27.13 55.37'
+32.13 55.37'
+31.42 44.41'
+33.42 45.78'
+25.92 6.5'

+21.90 79.18'
+27.67 80.81'
+29.40 75.7'
+33.58 71.8'
+26.30 68.03'
+42.49 59.38'
+45.98 53.39'
+49.25 51'
+45.89 46.03'
+42.71 46.44'
+36.69 53.69'

R=50'
R=60'
R=35'
R=15'

CONCRETE ISLAND W/ TYPE "C" CURB FACE

STA. 105+88.00
BEGIN CONST. HWY. 70
LOG MILE 12.733

EXIST. R/W

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

℄ HWY. 70

+25.92 30.25'
+24.15 31.71'
+18.50 31.71'
+33.42 32.97'
+33.42 42.94'
+31.42 42.94'
+31.42 47.94'
+43.62 47.94'
+53.42 47.94'
+58.65 66.21'

+16.94 31.84'
+17.52 31.83'
+18.94 31.84'
+17.08 35.6'
+19.18 35.53'
+19.33 39.52'
+17.23 39.6'
+17.39 44.02'
+12.21 44.02'
+10.83 47.92'
+08.99 53.93'
+09.00 58.93'
+02.98 46.36'
+02.98 47.94'
+02.99 53.94'
+02.50 55.44'
+03.00 58.94'
+73.78 55.44'

S 7TH ST

STA. 105+36 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 6 SQ. YDS.

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

STA. 105+47 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 106+10 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 19 SQ. YDS.

10 0 10 20

HWY. 70 & 7TH ST.
SITE 1 PLAN SHEET

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	30	88
		SITE 1 PLAN SHEET - HWY. 70 & 14TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STA. 130+11 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 24 SQ. YDS.

STA. 130+71 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 28 SQ. YDS.

STA. 130+93 IN PLACE
DROP INLET ON LT.
RECONSTRUCT TOP & ADJUST TO GRADE

STATE OF ARKANSAS
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07/31/2026

N 14TH ST

130+00

PI 129+08.23
Δ = 00°37'02" LT.

+17.32 58.92'
+15.49 51.59'
+14.87 49.99'
+04.46 44.38'
+96.47 44.63'
+96.29 39.14'
+04.29 38.88'
+93.00 29.86'
+22.81 58.82'
+24.22 56.96'
+21.15 49.61'
+11.97 50.17'
+07.43 38.79'
+07.25 33.36'
R = 30'

+60.52 59.4'
+47.82 56.23'
+65.52 59.26'
+65.77 55.01'
+62.84 47.07'
+71.52 50.74'
+75.84 50.48'
+79.41 43.65'
+79.23 39.66'
+83.69 35.18'
+90.12 35.06'
+90.15 29.06'
+82.76 28.42'
+75.40 32.94'
R = 30'

EXIST. R/W
REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET
DROP INLET

+95.83 6.5'
24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

℄ HWY. 70
N88°28'10"E

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

+82.76 6.5'

+95.83 32.54'
+72.54 32.94'
+86.53 29.42'
+86.53 35.1'
+83.95 35.14'
+77.28 41.74'
+71.78 47.17'
+71.72 49.79'
+69.20 49.72'
+65.55 53.34'
+61.05 57.78'
+61.03 58.74'
+57.03 58.71'
+58.02 51.33'
+55.53 59.24'
+31.99 58.88'
R = 30'
CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

EXIST. R/W

S 14TH ST

STA. 130+67 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 28 SQ. YDS.

10 0 10 20

N

HWY. 70 & 14TH ST.
SITE 1 PLAN SHEET

7/30/2026 4:31:30 PM
...\012559 PP05 SITE 1 - 14th St.dgn

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	31	88
		SITE 1 PLAN SHEET - HWY. 70 & 15TH ST.				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

135+00

STA. 133+31 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

TYPE "D" CURB FACE
TAPER TO MATCH TOP OF RAMPS

EXIST. R/W

+23.00 35.17' | +29.00 35.17' | +34.00 35.17' | +40.00 35.17'
+23.00 29.17' | +40.00 29.17'
R 5.2% | L 2% | R 7.3%

PI 132+84.81
Δ = 00°15'45" RT.

10" YELLOW REFLECTORIZED PAINT ON CURB

20' | +56.50

WHITE THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)

R = 1' (TYP.)

+36.50 | 10' | +46.50

TUBULAR MARKERS (6) (TYP.)

℄ HWY. 70

R = 3'

N88°43'55"E

10'

R = 3'

CONCRETE ISLAND W/ TYPE "C" CURB FACE

10'

+16.50

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

+06.50 | 20' | +26.50

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

+23.00 30.08' | +40.00 30.08'
+23.00 35.08' | +40.00 35.08'
+29.00 35.08' | +34.00 35.08'
+29.00 38.58' | +34.00 38.58'
R 4.7% | L 2% | R 7% | 2% | 0.4%

WHITE THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)

MILL AND OVERLAY PAVEMENT TO MATCH CURB AND GUTTER

S 15TH ST

EXIST. R/W

STA. 133+31 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 12 SQ. YDS.

N

10 0 10 20

HWY. 70 & 15TH ST.
SITE 1 PLAN SHEET

7/30/2026 4:32:10 PM
...\012559 PP06 SITE 1 - 15th St.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	32	88
		SITE 1 PLAN SHEET - HWY. 70 & 20TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STATE OF ARKANSAS
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07/31/2026

STA. 150+90 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

150+00

+92.24 38.32'
+87.24 38.32'
+92.24 34.82'
+87.24 34.82'
+98.24 34.82'
+81.24 34.82'
+20.24 34.82'
+81.24 28.82'
+20.24 28.82'
+25.74 27.01'
CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)
EXIST. R/W
6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING
TUBULAR MARKERS (6) (TYP.)
30'
+64.74
+84.74
+04.74
20'
10'
+28.74 6.5'
+25.74 6.5'
℄ HWY. 70
R = 3'
10'
R = 1' (TYP.)
10" YELLOW REFLECTORIZED PAINT ON CURB
CONCRETE ISLAND W/ TYPE "C" CURB FACE
+74.74
+94.74
+14.74
55'
24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)
+90.00 29.72'
+91.78 35.79'
+81.24 29.72'
+98.13 30.87'
+96.48 36.63'
+81.24 35.72'
+28.74 28.07'
R = 30'
R = 2'
+09.21 36.84'
4'-6"
CONCRETE ISLAND W/ TYPE "C" CURB FACE
+87.24 35.72'
+87.24 39.72'
+91.78 39.72'
+01.04 47.08'
+03.64 44.89'
+11.65 39.19'
+08.62 45.23'
EXIST. R/W
S 20TH ST
24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)
STA. 150+90 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

10 0 10 20

HWY. 70 & 20TH ST.
SITE 1 PLAN SHEET

7/30/2026 4:32:23 PM
...\012559 PP07 SITE 1 - 20th St.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	33	88
		SITE 1 PLAN SHEET - HWY. 70 & INGRAM BLVD.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STATE OF ARKANSAS
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JESSIE TYLER MONCRIEF
07/31/2026

STA. 157+24 CONSTRUCT LT.
TYPE 4 WHEELCHAIR RAMP = 12 SQ. YDS.

STA. 157+09 IN PLACE
DROP INLET ON LT.
RECONSTRUCT TOP & ADJUST TO GRADE

STA. 156+96 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

INGRAM BLVD

STA. 157+99 CONSTRUCT LT.
TYPE 4 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 158+08 IN PLACE
DROP INLET ON LT.
RECONSTRUCT TOP & ADJUST TO GRADE

STA. 158+19 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

CONCRETE ISLAND W/ TYPE "C" CURB FACE

EXIST. R/W

R = 2'

R = 30'

DROP INLET

℄ HWY. 70

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

STA. 157+62.00
END CONST. HWY. 70

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

REPLACE SIDEWALK PANEL AROUND PULLBOX

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

R = 2' (TYP.)

CONCRETE ISLAND W/ TYPE "C" CURB FACE

EXIST. R/W

STA. 156+96 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 158+19 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

10 0 10 20

HWY. 70 & INGRAM BLVD.
SITE 1 PLAN SHEET

7/30/2026 4:32:35 PM
...\012559 PP08 SITE 1 - Ingram Blvd.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	34	88
		SITE 2 PLAN SHEET - HWY. 91 & MELROSE ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

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No. 18634
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07/31/2026

STA. 203+45.00
BEGIN CONST. HWY. 91
LOG MILE 17.500

℄ HWY. 91

STA. 204+87 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 204+38 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 15 SQ. YDS.

MELROSE ST

205+00

EXIST. R/W

+84.45 55.38'
+94.22 48.68'
+86.09 48.67'
+94.71 50.84'
+80.99 48.65'
+81.02 43.65'
+92.21 43.68'
+40.00 42'
+40.00 36.5'
+46.00 36.5'
+35.00 42'
+47.36 36.5'
+35.00 36.5'
+52.58 36.5'
+29.00 36.5'
+72.14 36.61'
+29.00 30.5'
+60.37 30.5'
+70.05 30.5'
+47.36 30.5'
+78.50 29'
+78.50 6'
+91.50 6'
+91.50 26.84'

R=25'

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

20'
+12.50
+22.50
10'
+42.50
35'
R=1' (TYP.)
R=3'
9'
10'
+52.50
+62.50
20'
+32.50
40'

10" YELLOW REFLECTORIZED PAINT ON CURB

CONCRETE ISLAND W/ TYPE "C" CURB FACE

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

PI 205+10.32

CONCRETE ISLAND W/ TYPE "B" CURB FACE

+52.41 28.5'
+52.41 34.5'
R=30'
+73.04 37.3'
+29.00 28.5'
+29.00 34.5'
+35.00 34.5'
+35.00 38'
+40.00 34.5'
+46.00 34.5'
+40.00 38'
+62.18 42.23'
+67.10 42.25'
+76.92 42.33'
+78.04 44.34'
+37.86 28.5'
+37.86 34.5'
+31.43 35.43'
+20.90 42.08'
+18.06 45.99'
+11.94 44.93'

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

STA. 204+38 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 204+68 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 205+23 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 10 SQ. YDS.

10 0 10 20

HWY. 91 & MELROSE ST.
SITE 2 PLAN SHEET

7/30/2026 4:33:16 PM
...\012559_PP09_SITE 2 - Melrose St.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	35	88
		SITE 2 PLAN SHEET - HWY. 91 & MARION BERRY PKWY.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STATE OF ARKANSAS
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No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

STA. 209+56 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 210+86 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 16 SQ. YDS.

210+00

EXIST. R/W

PC 209+12.40

℄ HWY. 91

+53.50 39' | +53.50 35.5' | +58.50 39' | +58.50 35.5' | +64.50 35.5' | +47.50 35.5' | +41.50 35.5' | +70.50 35.5' | +41.50 29.5' | +70.50 29.5'

R 5.7% | L 2% | R 3.7%

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET

+83.00 38' | +83.00 34.5' | +75.50 34.5' | +88.00 38' | +88.00 34.5' | +96.00 34.5' | +96.00 28.5' | +75.50 28.5' | +95.54 27'

R 2% | L 2% | R 2%

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

+95.54 6'

+45.97 6'

+45.97 28' | +53.50 29.5' | R=35' | +47.50 29.5' | +44.07 35.4' | +45.05 35.4' | +50.84 35.88' | +50.86 43.42' | +61.06 40.76' | +79.45 42.04' | +58.45 43.42' | +77.77 40.1'

R 3% 1.1% | L 2% 1.1% | R 6.5% 8.3% 2%

CONCRETE WALK (TYPE SPECIAL)

+14.57 46.63'

+67.85 30.5' | +56.80 32.75' | R=30' | +59.07 38.28' | +88.50 30.5' | +88.50 36.5' | +82.50 36.5' | +82.50 40' | +70.51 36.5' | +77.50 36.5' | +67.45 36.5' | +77.50 40' | +44.03 43.43' | +47.79 38.82' | +51.90 43.11' | +59.15 42.98' | +37.94 53.39' | +51.97 52.89' | +59.31 53.25'

R 5.2% 2% | R 8.3% 2% | R 2.8% 0.2% | L 2% | R 7.9% 2%

EXIST. R/W

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

MARION BERRY PKWY

STA. 209+56 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 209+70 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 10 SQ. YDS.

STA. 210+80 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 210+56 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 15 SQ. YDS.

N

10 0 10 20

HWY. 91 & MARION BERRY PKWY.
SITE 2 PLAN SHEET

7/30/2026 4:33:28 PM
...\012559 PP10 SITE 2 - Marion Berry Pkwy.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	36	88
		SITE 2 PLAN SHEET - HWY. 91 & DEAN ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STATE OF ARKANSAS
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JESSIE TYLER MONCRIEF
07/31/2026

STA. 217+35 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

EXIST. R/W

TYPE "D" CURB FACE
TAPER TO MATCH TOP OF RAMPS

+31.75 35.25'
+38.25 35.25'
+25.75 35.25'
+44.25 35.25'
+25.75 29.25'
+44.25 29.25'
0.9% 3.8% R 2% 2% L 2% 1.7% R 2%

PT 217+00.42

SNYDER ST

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

25'
+05.00
+15.00
15'
+40.00
20'
+60.00

℄ HWY. 91

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

N58°25'53"E

R=3'
R=3'
6'
20'
15'
+10.00
+30.00
+55.00
25'
+65.00
R=1' (TYP.)

10" YELLOW REFLECTORIZED PAINT ON CURB

CONCRETE ISLAND W/ TYPE "C" CURB FACE

WHITE THERMOPLASTIC PAVEMENT MARKING (YIELD LINE) (TYP.)

PI 216+16.72

+25.75 29.5'
8.3% 1% R 2% 2% L 2% 7.3% 1% R
+44.25 29.5'
+25.75 35.5'
+44.25 35.5'
+31.75 35.5'
+38.25 35.5'
+31.75 39'
+38.25 39'

EXIST. R/W

STA. 217+35 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 15 SQ. YDS.

DEAN ST

10 0 10 20

HWY. 91 & DEAN ST.
SITE 2 PLAN SHEET

7/30/2026 4:33:39 PM
...\012559 PP11 SITE 2 - Dean St.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	37	88
		SITE 2 PLAN SHEET - HWY. 91 & N. CARAWAY RD.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
4. CONTRACTOR SHALL VERIFY THAT WALKS AND RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA AND PROWAG REQUIREMENTS. SLOPES SHOWN ARE BASED ON BEST AVAILABLE DATA.
5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STATE OF ARKANSAS
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No. 18634
JESSIE TYLER MONCRIEF
07/31/2026

N CARAWAY RD

225+00

STA. 225+40 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 20 SQ. YDS.

DASHED LINEWORK IS APPROXIMATE BASED ON JONESBORO JOB 26681.01 CONTRACTOR TO VERIFY.

EXIST. R/W

REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET (BOTH SIDES)

+29.33 44.17'
+35.97 44.22'
+43.98 44.27'
+52.34 44.3'
+24.08 43.58'
+24.64 38.61'
+29.62 39.17'
+52.36 39.3'
+29.37 31'
+35.37 31'
+43.38 31'
+49.68 31'

PI 225+49.16
Δ = 00°32'46" LT.

℄ HWY. 91

+26.72 6'

+26.72 27.55'

N58°00'54"E

+10.06 63.04'

+32.94 57.33'

PI 226+44.00
Δ = 00°30'23" RT.

TYPE "D" CURB FACE TAPER TO MATCH TOP OF RAMP

+83.44 38.96'
+90.19 36.82'
+95.64 36.36'
+91.83 30.6'
+80.79 33.59'
+95.22 30.37'
R=30'
+89.25 30.9'
+96.00 28.85'

DASHED LINEWORK IS APPROXIMATE BASED ON JONESBORO JOB 26681.01 CONTRACTOR TO VERIFY.

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.)

+96.00 6'

STA. 226+85 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 10 SQ. YDS.

+14.58 34.7'
+16.41 36.77'
+10.42 36.54'
+21.41 36.96'
R=60'
+24.17 37.06'
+27.22 41.61'
+26.41 42.15'
+02.45 41.24'
+16.22 41.76'
+21.22 41.95'
+96.49 46.01'

+76.75 28.75'
+95.25 28.75'
+76.75 34.75'
+95.25 34.75'
+82.75 34.75'
+89.25 34.75'

+64.11 47.28'
+82.90 59.53'

24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE) (TYP.)

CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

EXIST. R/W

STA. 226+86 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 226+13 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 6 SQ. YDS.

10 0 10 20

HWY. 91 & N. CARAWAY RD. SITE 2 PLAN SHEET

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	38	88
		SUMMARY OF TRAFFIC SIGNAL QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

SUMMARY OF TRAFFIC SIGNAL AND LIGHTING QUANTITIES

ITEM NUMBER	ITEM	HIGHWAY 70 AND 7TH ST	HIGHWAY 70 AND 14TH ST	HIGHWAY 70 AND 15TH ST	HIGHWAY 70 AND 20TH ST	HIGHWAY 70 AND INGRAM BLVD	HIGHWAY 91 AND MELROSE ST	HIGHWAY 91 AND MARION BERRY PKWY	HIGHWAY 91 AND DEAN ST	HIGHWAY 91 AND N CARAWAY RD	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)				1						1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)						1				1	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	1			1		1		1	5	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)						1				1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)						125				125	LIN. FT.
SP	LOCAL RADIO WITH ANTENNA				1						1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA						2				2	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC			4					4		8	EACH
SP	LOOP WIRING CLASS III (1C/16 A.W.G.)	1925									1925	LIN. FT.
SP	ANTENNA CABLE (TYPE 6)				65						65	LIN. FT.
SP	LED BLANK OUT SIGN				1		2				3	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)				4		4				8	EACH
SP & 707	CENTRAL CONTROL UNIT	1	1		1	1	1	1		1	7	EACH
SP & 707	POLE MOUNTED ASSEMBLY	8	8		3	6	3	6		6	40	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	8		2	6	2	6		6	38	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1345	1105		298	1100	296	1085		1230	6459	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1025	725		315	1125	474	540		440	4644	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)				159		125				284	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	600	120	401	274	205	272	745	406	440	3463	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)			90	90		90		90		360	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)			10	10		10		10		40	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)			179	184		187		193		743	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)			431					413		844	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES			90	90		90		90		360	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	20	20	20	20	20	20	20	20	180	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	20	159	10		10	15	161		395	LIN. FT.
710	NON-METALLIC CONDUIT (3")	150	165		140	355	138	220		105	1273	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1		3	2		1		2	1	10	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1				1	1		1	1	5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)			1	2	2	1		1		7	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	2			2	1	1		1	8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (24')						1				1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')				1						1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')				1						1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')						1				1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')			2	2		2		2		8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	5		1	6	1	4		3	25	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)			1	1		1		1		4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	0.20			0.20		0.20		0.20	1	LUMP SUM
SS & 726	STANDARD SIGN			58	53		38		58		207	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)			4	3		1		4		12	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)			2	2		2		2		8	EACH
SP	VIDEO DETECTOR ROTATION									1	1	EACH

LOCATION: HIGHWAY 70; HIGHWAY 91
CITY: WEST MEMPHIS; JONESBORO
COUNTY: CRITTENDEN; CRAIGHEAD
DISTRICT: 1; 10 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	39	88
		ILLUMINATION NOTES				

GENERAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-271-101ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (§17-28-101ET SEQ. AND §20-31-101ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
   (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
   (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
   (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTOR (https://www.ark.org/labor/electrician/search.php)
ALL LICENSES SHALL BE VALID AND CURRENT

3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH A.C.A. §14-271 UNDERGROUND UTILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE CALL CENTER.

4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION.

6. 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.

7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.

8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTOR NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. SEE SPECIAL PROVISION ELECTRICAL CONDUCTORS-IN-CONDUIT

9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.

10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U0.

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE 2 SETS OF LEDGER SIZE (11"X17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.

15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE INDICATED ON THE PLANS.

16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.

17. POLE FOUNDATION/NON-BREAKAWAY FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE FINISH GRADE LEVEL.

18. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY (MAINTENANCE AUTHORITY) TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL PROVIDE THE SERVICE POINT ASSEMBLY PER PLANS SET AND CONTRACT PRIOR TO THE DATE ELECTRICAL COMPANIES PROVIDE SERVICE.

19. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, AND JUNCTION BOXES. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM. EXAMPLES FOR CONDUIT: SERVICE POINT TO PULL BOX 1 (SP TO PB-1)
PULL BOX 1 TO SERVICE POINT (PB-1 TO SP)
PULL BOX 1 TO PULL BOX 2 (PB-1 TO PB-2)

20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES AND POLE BASES. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.

21. PRIOR TO THE ORDERING OF ALL LIGHTING EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A COPY OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE PAY ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.
IF THE ENGINEER DETERMINES THAT THE EQUIPMENT SUBMITTAL MEETS THE DESIGN CRITERIA, AN APPROVAL WILL BE PROVIDED. IF THE EQUIPMENT SUBMITTAL FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT SUBMITTAL WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. THE EQUIPMENT RESUBMITTAL WILL BE CONSIDERED THE STARTING POINT OF A NEW APPROVAL CYCLE AS DESCRIBED.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING FULL COMPLIANCE WITH THE BUILD AMERICA, BUY AMERICA ACT (PUBLIC LAW NO. 117-58). ALL MATERIALS, PRODUCTS, AND CONSTRUCTION ACTIVITIES MUST CONFORM TO THE DOMESTIC CONTENT REQUIREMENTS OUTLINED IN THE ACT AND ANY APPLICABLE GUIDANCE FROM THE RELEVANT FEDERAL AGENCY. THE CONTRACTOR SHALL PROVIDE VERIFIABLE DOCUMENTATION DEMONSTRATING THAT ALL IRON, STEEL, MANUFACTURED PRODUCTS, AND CONSTRUCTION MATERIALS USED IN THE PROJECT MEET BUILD AMERICA, BUY AMERICA ACT. THE DOCUMENTATION MUST BE SUBMITTED PRIOR TO PRODUCT PURCHASING, INSTALLATION AND/OR INCLUSION IN THE WORK AND MUST BE SUFFICIENT TO SATISFY THE ENGINEER AND ANY RELEVANT FEDERAL OR STATE AGENCY REQUIREMENTS. FAILURE TO PROVIDE ACCEPTABLE PROOF OF COMPLIANCE MAY RESULT IN THE REJECTION OF MATERIALS, WITHHOLDING OF PAYMENT, AND OTHER REMEDIES AS DEEMED NECESSARY.

LIGHTING NOTES:

1. FOR LUMINAIRE ORIENTATION X-Y COORDINATES OF POLES, SEE LUMINAIRE SCHEDULE.

2. PULL BOX (TYPE 2 HD) SHALL BE INSTALLED WITHIN 5' OF LIGHT POLE AND SERVICE POINT, UNLESS SHOWN OTHERWISE ON THE PLANS.

3. CONDUIT SHALL BE BURIED NOT LESS THAN 18" DEPTH BELOW THE FINAL GRADE, AND MINIMUM 24" DEPTH UNDER THE ROADWAY AND SIDEWALK, UNLESS OTHERWISE INDICATED ON THE PLANS.

4. CONDUIT BORED UNDER CULVERT STRUCTURE SHALL HAVE MINIMUM 24" DEPTH WITHOUT DAMAGE THE CULVERT, CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGING CULVERT AT NO COST TO THE DEPARTMENT.

5. INSTALL CONDUIT BELL END FITTINGS ON NON-METALLIC CONDUIT ENDS. THE COST OF FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM, "NON-METALLIC CONDUIT (2"). USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.

6. THE DEGREE OF TILT ON LUMINAIRES SHALL BE ZERO.

7. ALL SPLICES SHALL BE WATERTIGHT AND UL-LISTED FOR CONTINUOUS USE IN SUBMERSIBLE INSTALLATIONS.

8. USE MINIMUM 1/4" PULL ROPE OR 1200 LBS. PULL TAPE WHEN PULLING CONDUCTORS.

9. E.G.C. SHALL BE EXOTHERMICALLY BONDED TO THE GROUND ROD.

10. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLE DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.

11. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.

12. ALL METAL POLES SHALL BE GROUND TO E.G.C. PER NEC (2023) ARTICLE 410 PART IV AND PART V.

13. 2-1C/8 A.W.G., E.G.C. INDICATES TWO CURRENT CARRYING CONDUCTORS AND ONE E.G.C.

14. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AT SPLICE POINT.

15. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINT TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026

ABBREVIATIONS:

AWG - AMERICAN WIRE GAUGE
AASHTO - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AMP - AMPERE
ARDOT - ARKANSAS DEPARTMENT OF TRANSPORTATION
ARK - ARKANSAS
BKR - BREAKER
CAT - CATALOG
DIA - DIAMETER
EGC - EQUIPMENT GROUND CONDUCTOR
ELEC - ELECTRICAL
GE - GENERAL ELECTRIC
HH - HEX HEAD
HOA - HAND-OFF-AUTO
HD - HEAVY DUTY
IN - INCH
KSI - KIPS PER SQUARE INCH
KVA - KILO-VOLT AMPERES
LBS - POUNDS
LT - LEFT
MIN - MINIMUM
N/A - NOT APPLICABLE
NEC - NATIONAL ELECTRIC CODE
NESC - NATIONAL ELECTRIC SAFETY CODE
NFPA - NATIONAL FIRE PREVENTION ASSOCIATION
NO - NUMBER
OD - OUTSIDE DIAMETER
OSHA - OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PSI - POUNDS PER SQUARE INCH
PVC - POLYVINYL CHLORIDE
QTY - QUANTITY
RDWY - ROADWAY
RT - RIGHT
SP - SPECIAL PROVISION
SS - STAINLESS STEEL
SCH - SCHEDULE
SH - SHEET
SQ FT - SQUARE FEET
STA - STATION
SVC - SERVICE
TYP - TYPICAL
VAC - VOLTAGE ALTERNATING CURRENT
VD - VOLTAGE DROP

LOCATION:	HIGHWAY 70; HIGHWAY 91		
CITY:	WEST MEMPHIS; JONESBORO		
COUNTY:	CRITTENDEN; CRAIGHEAD		
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY: MEW

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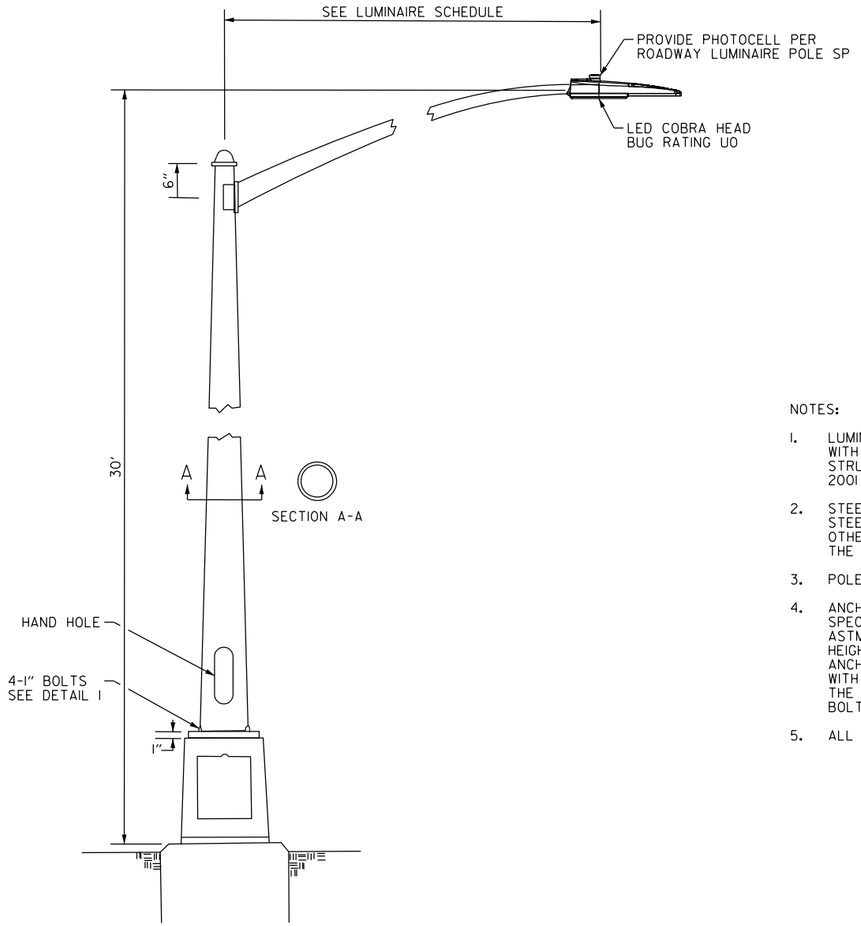
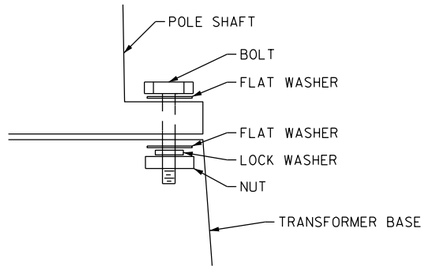
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	40	88
		ILLUMINATION DETAILS				



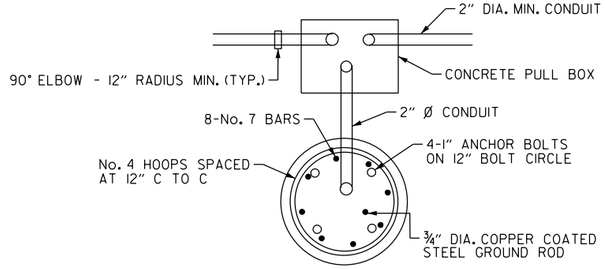
COBRA HEAD LUMINAIRE WITH BREAKAWAY TRANSFORMER BASE



DETAIL I

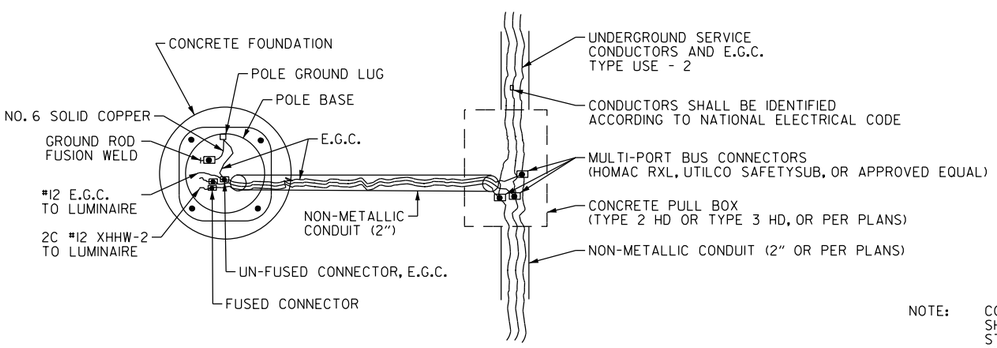
NOTES:

1. LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.
2. STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.
3. POLE CAP OR TENON CAP SHALL BE PROVIDED.
4. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HES NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE. ANCHOR BOLTS SHALL BE COORDINATED WITH THE POLE MANUFACTURER PRIOR TO INSTALLATION.
5. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NATIONAL ELECTRICAL CODE.

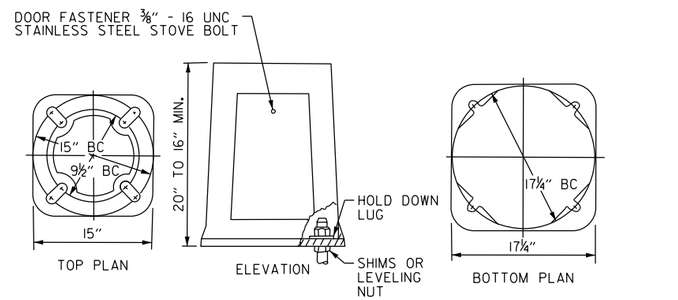


PLAN

NOTE: TOP OF FOUNDATION SHALL BE 4" ABOVE LOCAL GROUND SURFACE.



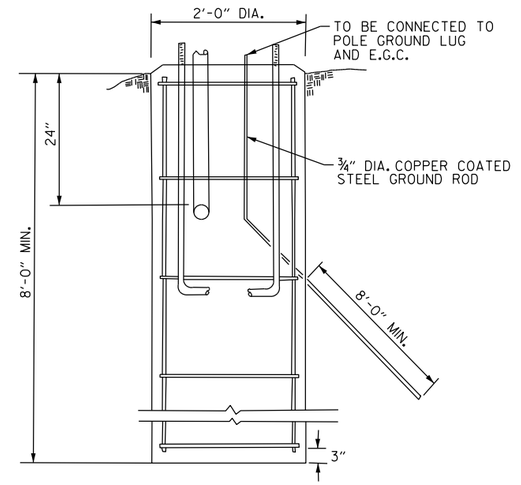
POLE FOUNDATION/PULL BOX WIRING DETAIL



NOTE: DOOR OPENING APPROX. 7" X 8" X 10.5" TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

4 - HOT DIP GALVANIZED HOLD DOWN LUGS PROVIDED FOR USE UNDER ANCHOR BOLT HEX NUTS AS SHOWN.

TYPICAL BREAKAWAY TRANSFORMER BASE



ROADWAY LUMINAIRE POLE FOUNDATION

NOTE: CONTRACTOR MAY SUBSTITUTE A "SLIP TYPE" BREAKAWAY BASE IN LIEU OF THE "BREAKAWAY TRANSFORMER BASE" SHOWN IN THIS DETAIL. THE SLIP BASE PROVIDED SHALL MEET BREAKAWAY CRITERIA OUTLINED IN AASHTO'S STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, EDITION OF 2001 WITH 2003 AND 2006 INTERIMS AND SHALL BE APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. IN ADDITION, STRUCTURAL DESIGN MUST CONFORM TO AASHTO REQUIREMENTS FOR AN 90 M.P.H. WIND ZONE AND BE CERTIFIED AS SO BY A REGISTERED ENGINEER REPRESENTING THE MANUFACTURER.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026

LOCATION:	HIGHWAY 70; HIGHWAY 91
CITY:	WEST MEMPHIS; JONESBORO
COUNTY:	CRITTENDEN AND CRAIGHEAD
DISTRICT:	1; 10 SCALE: N/A DRAWN BY: MEW

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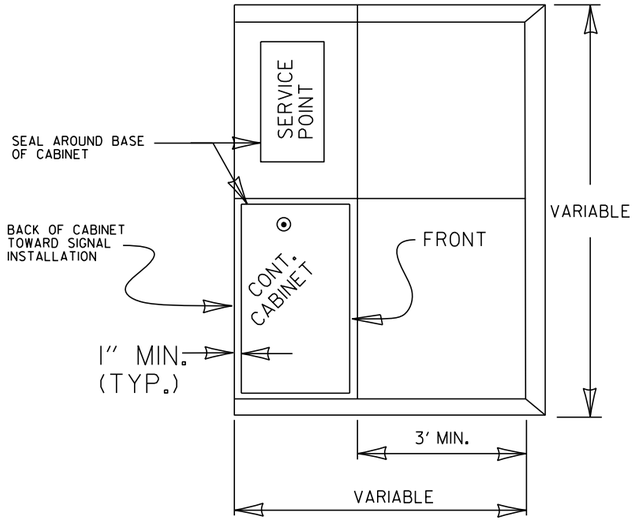
		ILLUMINATION DETAILS				

SIGNAL CONTROLLER CABINET AND SERVICE POINT DETAILS

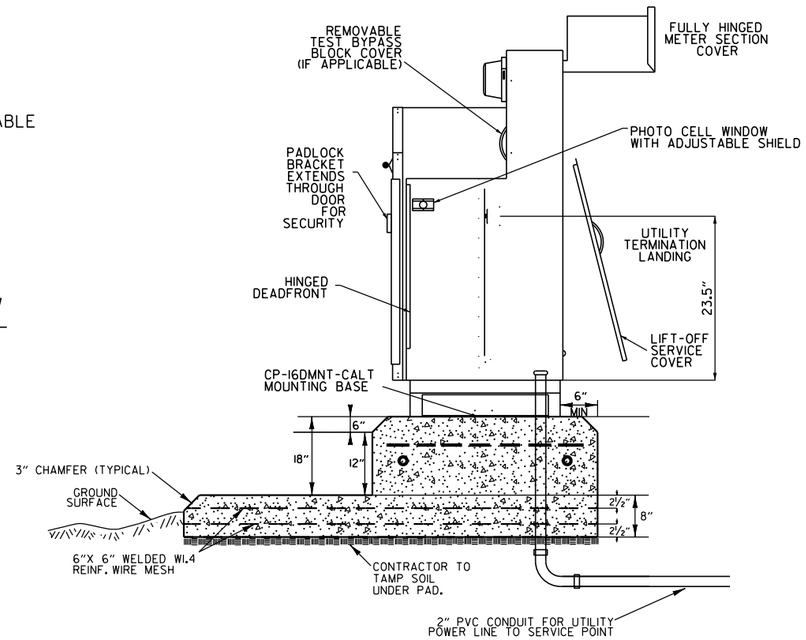
AERIAL VIEW



SERVICE POINT

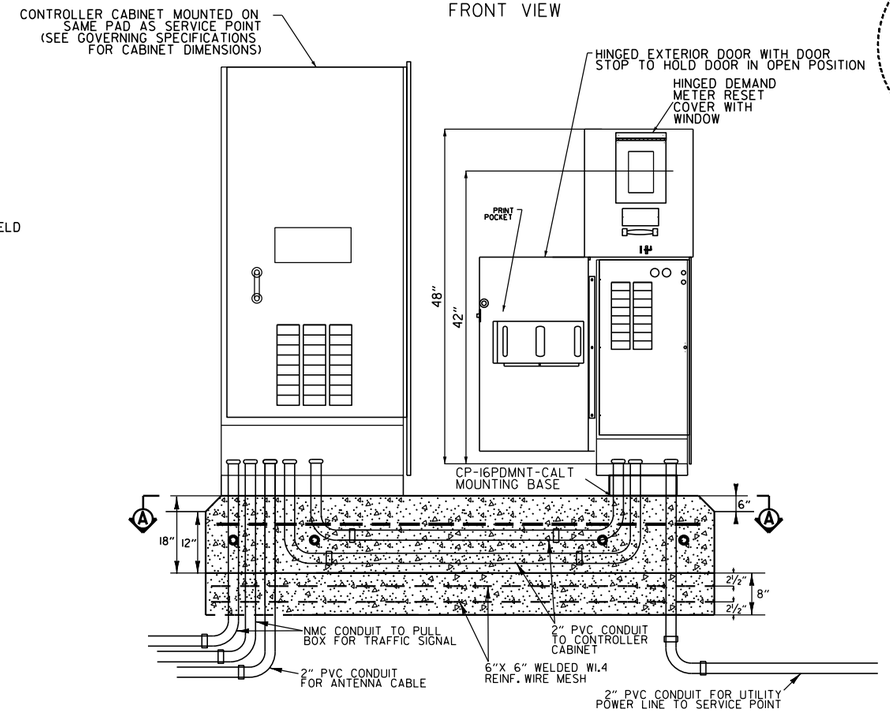
SIDE VIEW

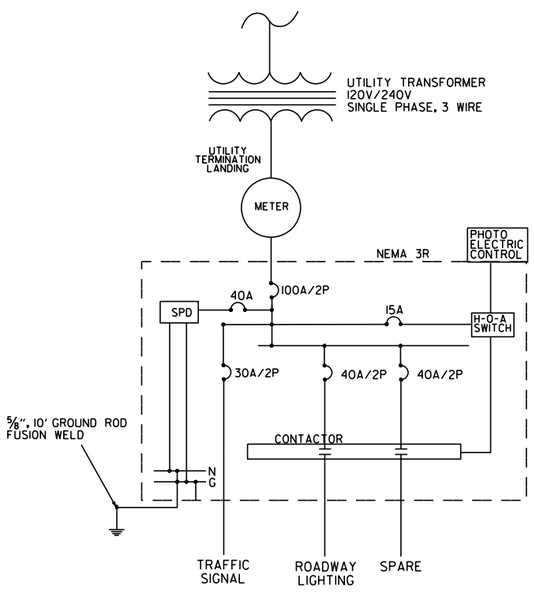
METERED COMMERCIAL PEDESTAL



SIGNAL CABINET AND SERVICE POINT

FRONT VIEW

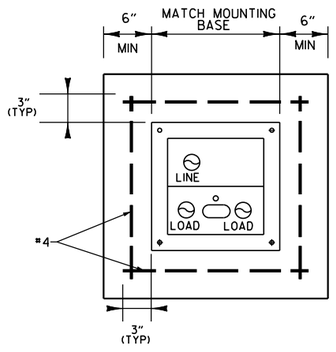




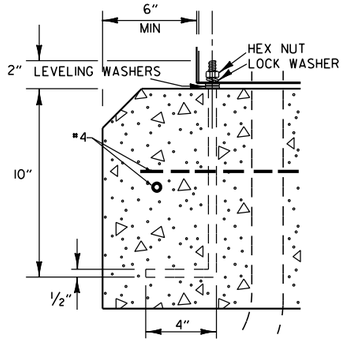
ONE-LINE DIAGRAM

METERED COMMERCIAL PEDESTAL
100 AMP (N.T.S)

•SERVICE POINT TO BE MOUNTED ON SAME PAD AS CONTROLLER



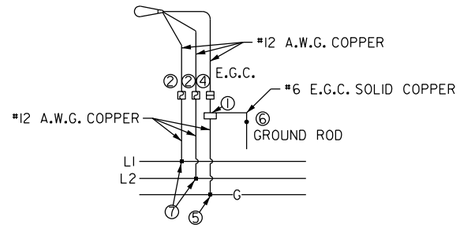
SECTION A-A



ANCHOR BOLT

NOTES:

1. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.
2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M31 OR M53.



TYPICAL WIRING FOR CONVENTIONAL LUMINAIRES THREE-WIRE CIRCUIT-CENTER GROUNDED - LUMINAIRES SERVED AT 240 VAC. (120/240 VOLT SINGLE PHASE SERVICE)

LUMINAIRE WIRING SCHEMATICS

KEYED NOTES:

① POLE CLAMP/BONDING CONNECTOR

② FUSED CONNECTOR - ALL ELECTRICAL CONNECTIONS FOR BREAKAWAY POLES SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC - FLOOD SEAL OR EQUAL). USE A FUSED 8A CONNECTOR FOR THE LINE (PHASE) WIRE ON ALL POLES.

③ NOT USED.

④ UN-FUSED CONNECTOR - ALL ELECTRICAL CONNECTIONS FOR GROUND SHALL BE WATERTIGHT. FOR BREAKAWAY POLES, CONNECTIONS SHALL BE DESIGNED AS BREAKAWAY, SHALL HAVE A GREEN COLOR MARKING, AND SHALL HAVE A PERMANENTLY INSTALLED SOLID GROUND (HOMAC - FLOOD SEAL OR EQUAL). DUMMY/NEUTRAL FUSE SHALL BE HOMAC - FLOOD SEAL OR EQUAL. DO NOT INSTALL BREAKAWAY CONNECTOR ON SHOE BASE (NON-TRANSFORMER BASE) POLES.

⑤ EXOTHERMIC WELD.

⑥ EXOTHERMIC WELD TO GROUND ROD.

⑦ MULTI-PORT CONNECTOR HOMAC RXL, POLARIS EDGE, UTILCO, SAFETYSUB, OR EQUIVALENT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

LOCATION:	HIGHWAY 70; HIGHWAY 91		
CITY:	WEST MEMPHIS; JONESBORO		
COUNTY:	CRITTENDEN; CRAIGHEAD		
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY: MEW

7/30/2026 4:34:16 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	42	88
		TRAFFIC SIGNAL NOTES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:

   A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.

   B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS. A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.

   C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.

   D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY TSMO DIVISION.

   E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.

   F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.

2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE 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.

4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.

5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.

6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. 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.

7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT 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 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'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 A.W.G. 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.

8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.

9. 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.

10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.

13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.

14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.

15. ONE VIDEO PROGRAMMNG 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.

16. 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.

17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.

18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED “DIR. BORING” OR “DIRECTIONAL BORING” PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.

19. ALL CONDUIT SHALL BE THREE (3”) INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24” FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.

20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.

21. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.

22. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.

23. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
    EXAMPLES FOR CONDUIT IN SIDE CABINET: “TO POLE A AND B” OR “TO POLE C”
    EXAMPLES FOR CONDUIT IN PULL BOX: “TO POLE A” OR “TO TRAFFIC CABINET”

24. 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.

25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.

26. 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 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

27. 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 STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

28. 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, THIRTY-EIGHT (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 TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE “VIDEO DETECTOR” AT LOCATIONS SHOWN ON THE SIGNAL PLANS.

29. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (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.

30. 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.

31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.

32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.

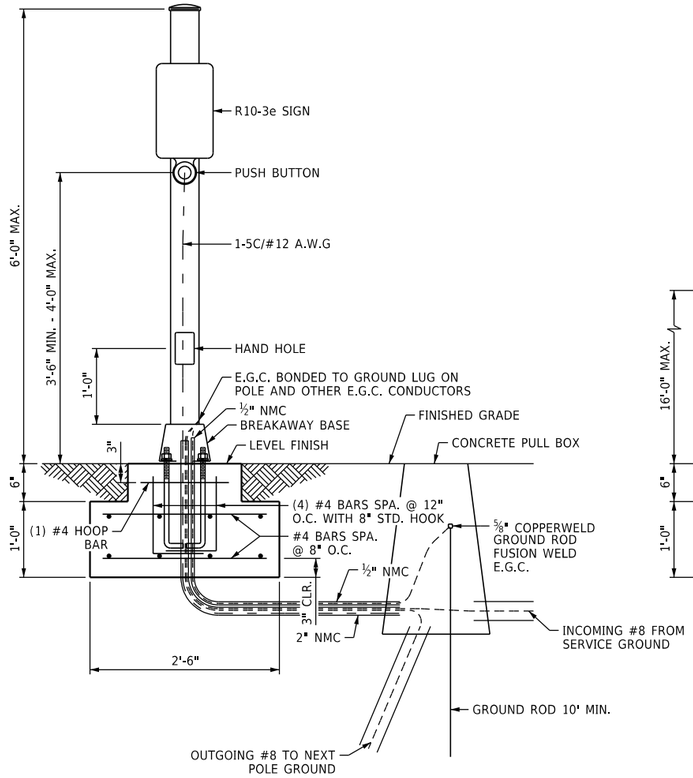
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.

34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11” X 17”) AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

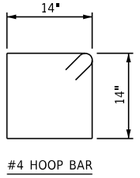
35. ALL SIGNAL HEADS AND SIGNS ON THE TEMPORARY SPAN WIRE SHALL HAVE AN ADDITIONAL TETHER WIRE (NOT SHOWN ON SD-7) AT THE BOTTOM CHORD TO MINIMIZE MOVEMENT DUE TO WIND EFFECTS. THE BOTTOM TETHER, HARDWARE, BRACKETS, AND MATERIALS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY SIGNAL. THE BOTTOM TETHER SHALL BE INSTALLED BETWEEN THE MINIMUM AND MAXIMUM HEIGHT CLEARANCE ABOVE THE ROADWAY.

LOCATION: HIGHWAY 70; HIGHWAY 91
CITY: WEST MEMPHIS; JONESBORO
COUNTY: CRITTENDEN; CRAIGHEAD
DISTRICT: 1; 10 SCALE: N/A DRAWN BY: MEW

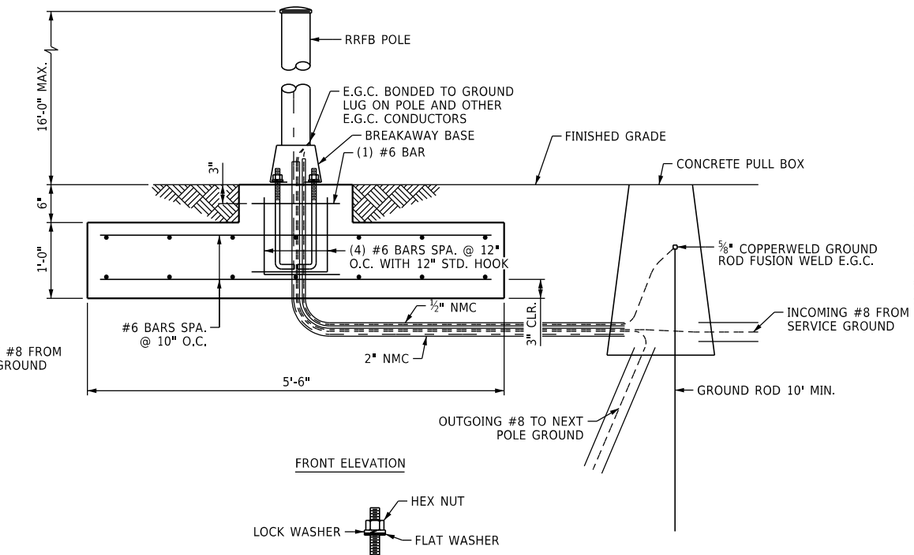
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	43	88
		FOUNDATION DETAILS				



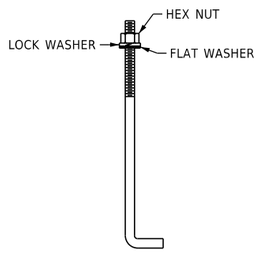
FRONT ELEVATION



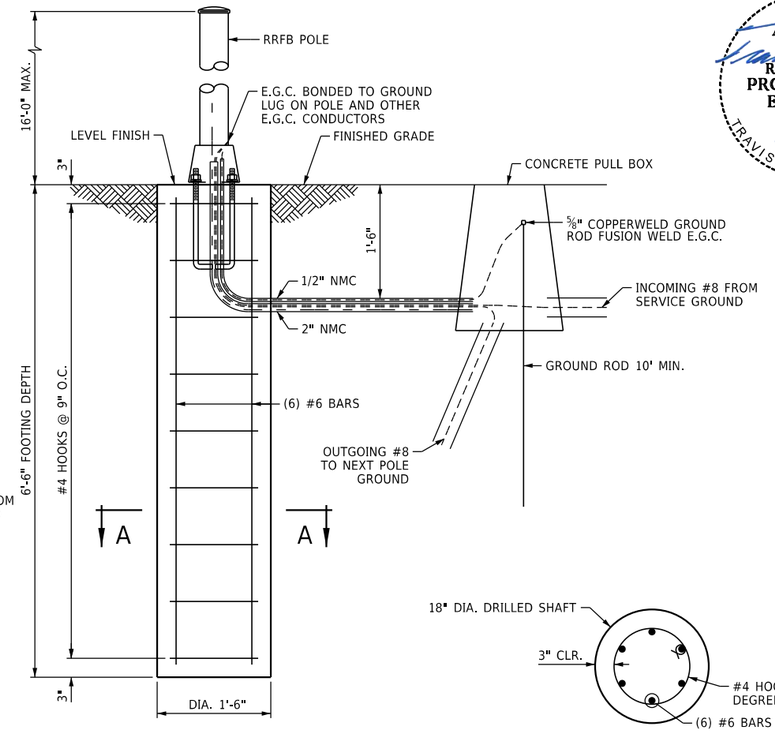
#4 HOOP BAR



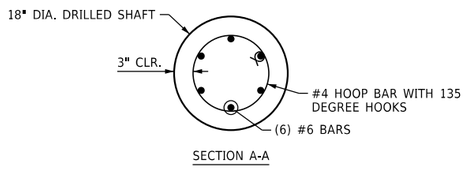
FRONT ELEVATION



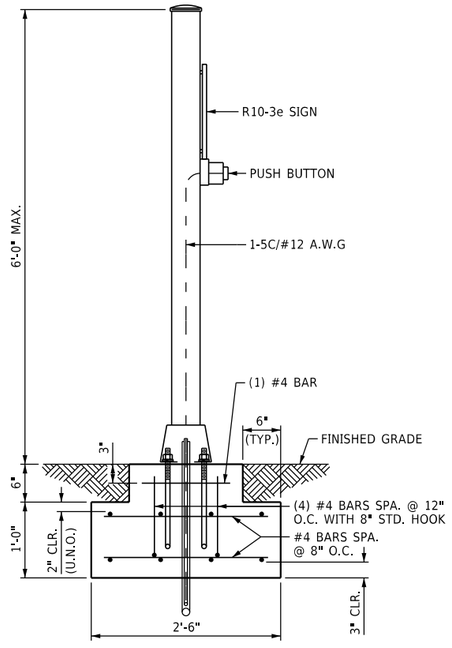
ANCHOR BOLT



ELEVATION

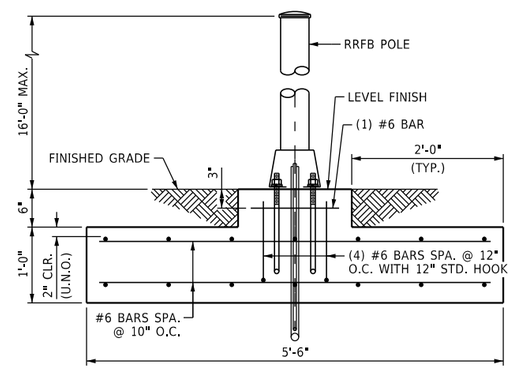


SECTION A-A



SIDE ELEVATION

FOUNDATION 1



SIDE ELEVATION

FOUNDATION 2

FOUNDATION 3

GENERAL NOTES

1. CONSTRUCTION SPECIFICATION: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS UNLESS OTHERWISE NOTED IN THE PLANS.
2. DESIGN SPECIFICATIONS: LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (1ST EDITION), 2015 WITH CURRENT INTERIM REVISIONS.
3. DRILLED SHAFT DESIGN: METHOD OF ANALYSIS BASED ON BROMS (1964A AND 1964B) PROCEDURES FOR EMBEDMENT LENGTH IN COHESIONLESS SOILS.
4. ALLOWABLE BEARING RESISTANCE: 2,000 PSF
   BASIC WIND SPEED = 120 MPH
   MEAN RECURRENCE INTERVAL (MRI) = 1700 YRS
5. MATERIALS AND STRENGTHS:
   CLASS S CONCRETE (DRILLED SHAFTS AND SPREAD FOOTINGS) F'C = 3,500 PSI
   REINFORCING STEEL (AASHTO M 31 OR M 322, TYPE A) FY = 60,000 PSI
6. ANCHOR BOLTS AND THEIR ASSEMBLIES SHALL BE IN ACCORDANCE WITH SECTION 714. ANCHOR BOLT TYPE, SIZE, AND CORRESPONDING BOLT CIRCLE SHALL BE COORDINATED WITH THE POLE MANUFACTURER PRIOR TO INSTALLING THE ANCHOR BOLTS.
7. PLACE ANCHOR BOLTS VERTICAL AND ADJUST BREAKAWAY BASES WITH SHIMS AS NECESSARY TO ENSURE THAT POLES ARE ERECTED TRULY VERTICAL. ALL CONDUIT AND ANCHOR BOLTS SHALL BE RIGIDLY INSTALLED BEFORE THE CONCRETE IS PLACED.
8. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE FLAT WASHER, ONE LOCK WASHER, AND ONE HEX NUT.
9. EACH PEDESTRIAN PUSH BUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
10. ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM B209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.
11. POLE CAP - POLE CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.
12. HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. 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.
13. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT IF EXPOSED.
14. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND THE 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.
15. NONDESTRUCTIVE TESTING: NONDESTRUCTIVE TESTING NOT REQUIRED ON POLE FOUNDATIONS WITH 18" DIAMETER DRILLED SHAFTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17472
7/31/2026
TRAVIS MICHAEL RAPP

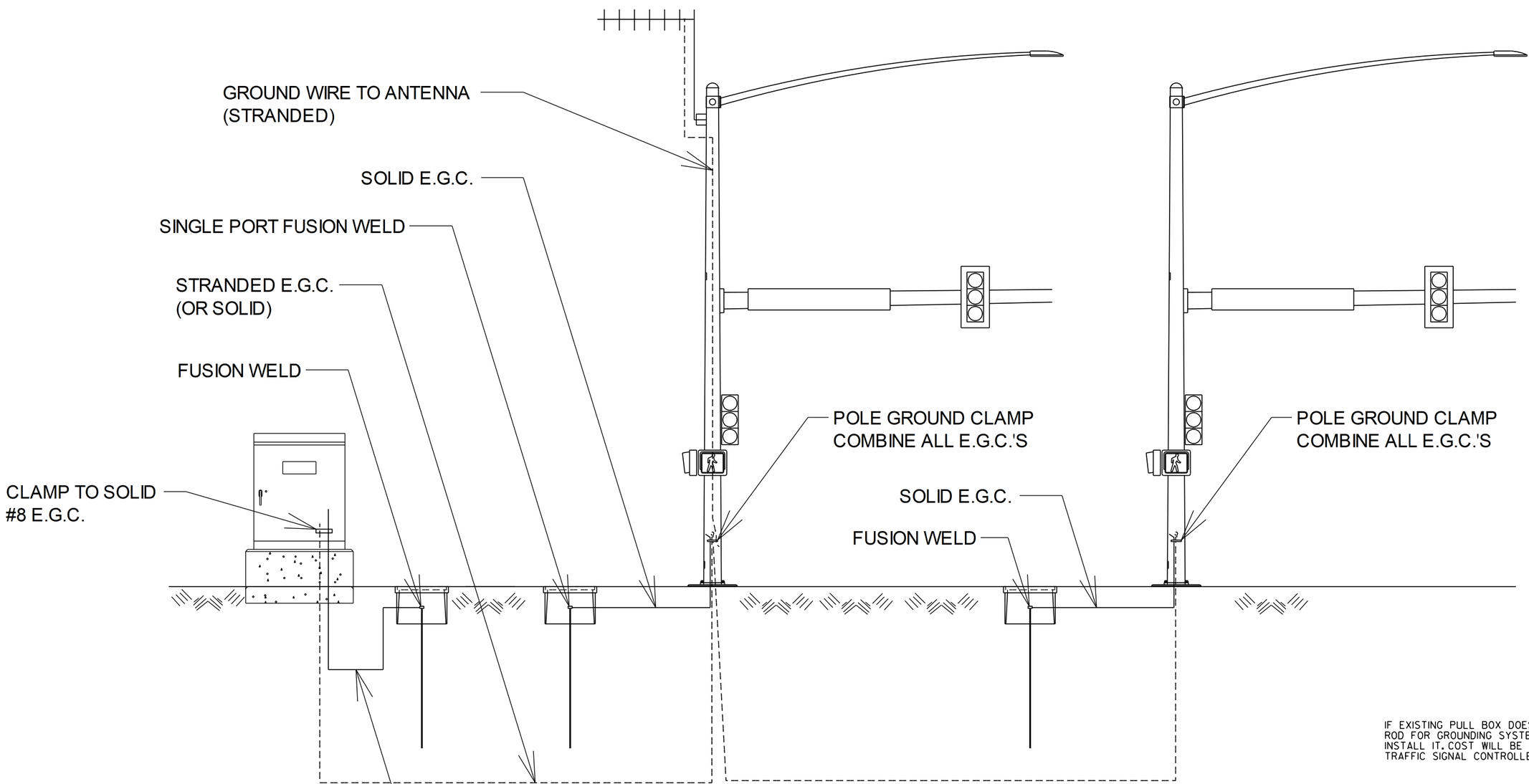
LOCATION:	HIGHWAY 70; HIGHWAY 91		
CITY:	WEST MEMPHIS; JONESBORO		
COUNTY:	CRITTENDEN; CRAIGHEAD		
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY: MEW

7/31/2026 10:24:42 AM
...\Pedestrian Pole Foundation Details

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	44	88
		GROUNDING ARRAY DETAILS				

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



IF EXISTING PULL BOX DOES NOT HAVE A GROUND ROD FOR GROUNDING SYSTEM, CONTRACTOR SHALL INSTALL IT. COST WILL BE ABSORBED UNDER TRAFFIC SIGNAL CONTROLLER (MODIFICATION).

LOCATION:	HIGHWAY 70; HIGHWAY 91		
CITY:	WEST MEMPHIS; JONESBORO		
COUNTY:	CRITTENDEN; CRAIGHEAD		
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY: MEW

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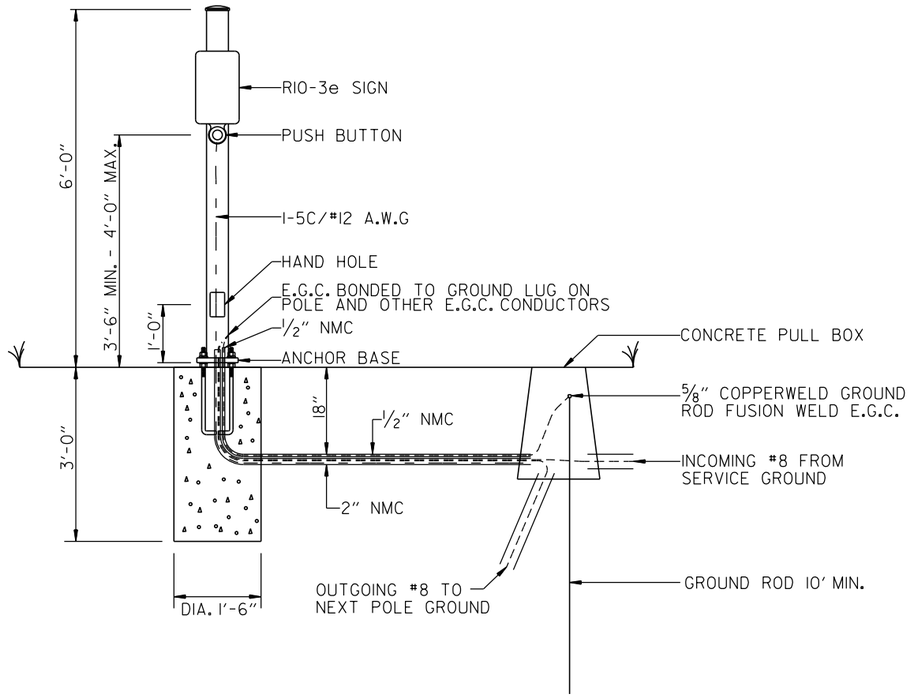
...\012559 Illumination Notes.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	45	88
		PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL				



6' PEDESTAL POLE DETAIL

NOT TO SCALE

NOTES:

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.

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

POLE CAP - POLE CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

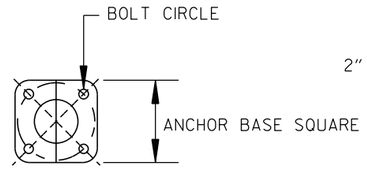
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

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

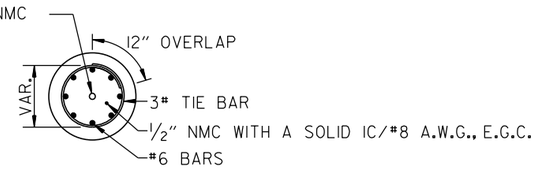
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES, ITEM 715 FOR PEDESTAL POLES, AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.

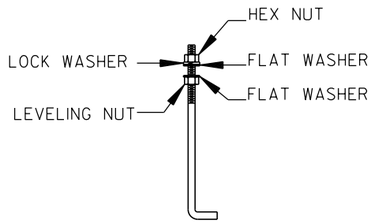
POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 3/8" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

EACH 6' PEDESTAL POLE IS TO BE PAID FOR UNDER ITEM 715 TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION.

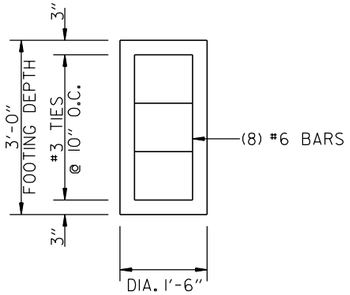


ANCHOR BASE
N.T.S.

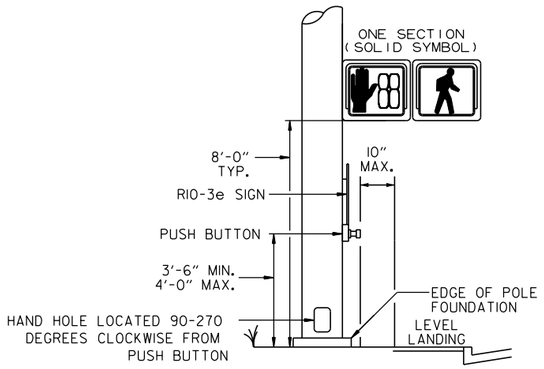


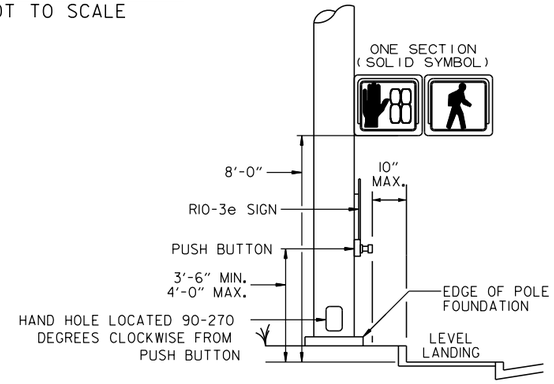


ANCHOR BOLT
N.T.S.



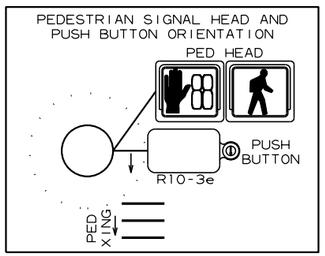
PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON MOUNTING REQUIREMENTS
NOT TO SCALE





PEDESTRIAN SIGNAL NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL TYPICALLY BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS 8' ABOVE THE SIDEWALK LEVEL, BUT NEVER LESS THAN 7' OR GREATER THAN 10' ABOVE SIDEWALK LEVEL.
2. PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE START OF THE CONTROLLED CROSSWALK.
3. THE FACE OF THE PUSH BUTTONS SHALL BE ORIENTED PARALLEL TO THEIR ASSOCIATED CROSSWALKS AND BE ACCESSIBLE FROM A LEVEL AREA.
4. PUSH BUTTONS SHALL BE PLACED SUCH THAT NO MORE THAN 10" OF SIDE REACH IS REQUIRED TO ACTIVATE THEM. PUSH BUTTON EXTENDERS MAY BE USED AS NECESSARY TO ACHIEVE SIDE REACH REQUIREMENTS. PUSH BUTTON EXTENDERS ARE CONSIDERED SUBSIDIARY TO THE POLE MOUNTED ASSEMBLY PAY ITEM AND SHALL IN NO CASE EXCEED 24" IN LENGTH.
5. EACH PEDESTRIAN PUSH BUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE PUSH BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209. ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.
6. IN THE EVENT THAT A TRAFFIC SIGNAL POLE LOCATION MUST BE FIELD ADJUSTED DUE TO UTILITY CONFLICT, CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS TO ENSURE THAT ADA COMPLIANCE IS MAINTAINED.



LOCATION:	HIGHWAY 70; HIGHWAY 91			
CITY:	WEST MEMPHIS; JONESBORO			
COUNTY:	CRITTENDEN; CRAIGHEAD			
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY:	MEW

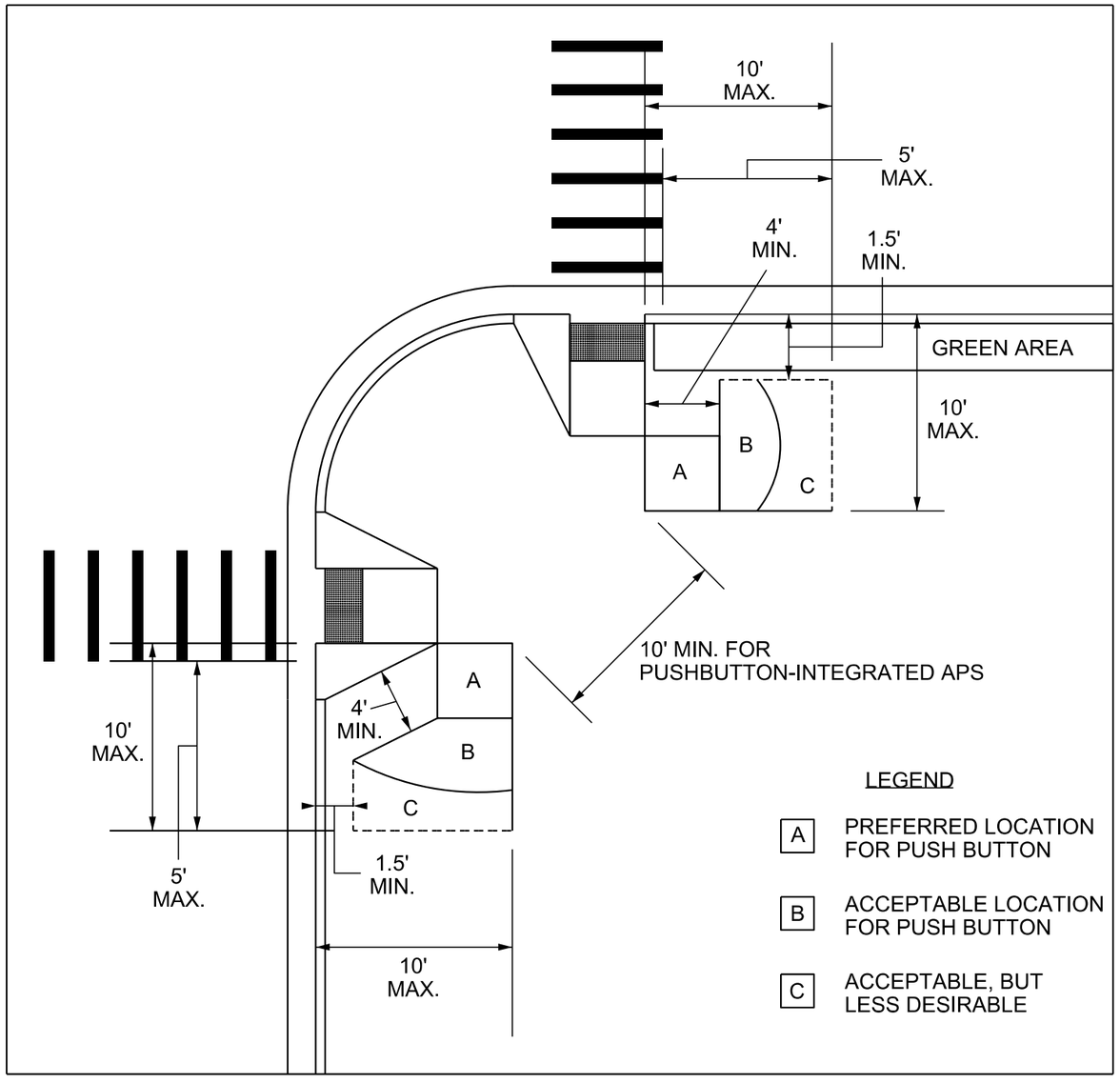
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

7/30/2026 4:34:44 PM
...\012559 Illumination Notes.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	46	88
		PUSH BUTTON PLACEMENT DETAIL				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

PUSH BUTTON PLACEMENT DETAIL



NOTES:

1. THE PUSH BUTTON DETECTOR SHOULD BE LOCATED 5 FEET OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION.
2. THE PUSH BUTTON DETECTOR SHOULD BE LOCATED NO FARTHER FROM THE CROSSWALK THAN THE STOP LINE, IF ONE IS PRESENT.
3. A 4-FOOT MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHOULD BE MAINTAINED.
4. THE MAXIMUM (MAX.) AND MINIMUM (MIN.) DIMENSIONS SHOWN IN THIS FIGURE ARE RECOMMENDATIONS.
5. TWO PEDESTRAIN PUSH BUTTONS ON THE SAME CORNER SHOULD BE SEPARATED BY AT LEAST 10 FEET. THE 10-FOOT DIMENSION SHOWN IN THIS FIGURE IS IN REFERENCE TO THE PLACEMENT OF THE PUSH BUTTONS WITHIN THEIR RESPECTIVE AREAS.
6. THE FIGURE SHOWS TYPICAL PUSH BUTTON LOCATIONS.
7. THIS FIGURE IS NOT DRAWN TO SCALE.

LOCATION:	HIGHWAY 70; HIGHWAY 91			
CITY:	WEST MEMPHIS; JONESBORO			
COUNTY:	CRITTENDEN; CRAIGHEAD			
DISTRICT:	1; 10	SCALE: N/A	DRAWN BY:	MEW

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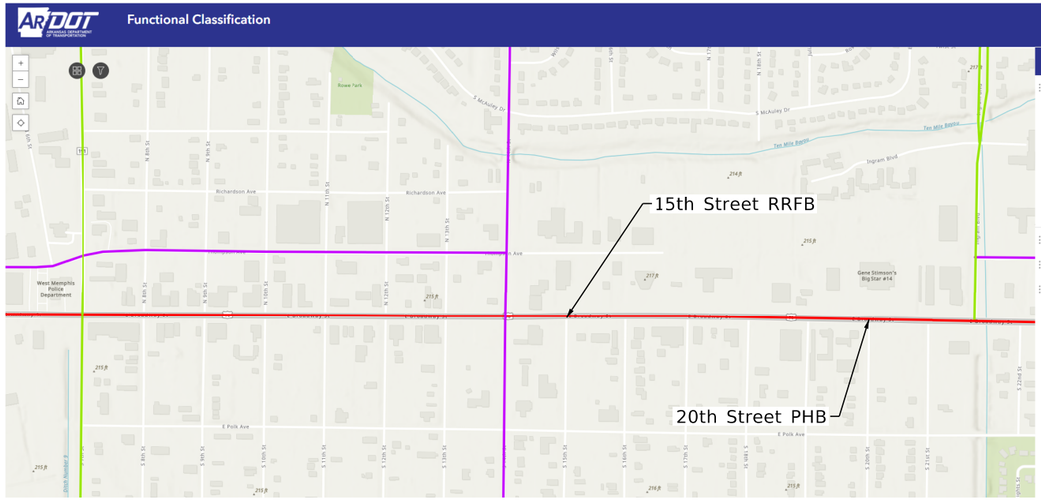
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	47	88
		HIGHWAY 70 PHOTOMETRICS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN



ARDOT GIS Roadway Functional Classification Map

Roadway Functional Classifications (Per ARDOT GIS)

- Rte 70 Classification = "Other Principal Arterial" = Major
  - 15th Street Classification = "City Street" = Local
  - 20th Street Classification = "City Street" = Local

Source: RP-8-14, Table 8 - Illumination for Intersections

Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

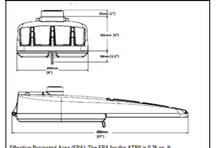
Lighting Design Criteria (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)

Autobahn Series ATB0
Roadway Lighting

PRODUCT OVERVIEW

Applications:
Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB0 is 0.76 sq. ft.
Approx. Wt. = 14 lbs.

Features:

OPTICAL

The Autobahn's new molded silicone optics provide exceptional performance. Silicone optics are superior to other polymeric materials in the areas of; optical efficiency, thermal performance, and reduction in dirt accumulation, all of which can lead to long term lumen degradation and a shift in optical distribution. Also, because silicone allows for the molding of fine details as well as thick sections, it produces the most crip, clean and well-defined lighting distributions available. Silicone optics paired with modern LED's allow the Autobahn to take full advantage of both technologies.

Same Light: Performance is comparable to 100 - 400W HPS roadway luminaires.

White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing. Available in Type II, III, IV, and V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated > 100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected of 40-60% over comparable HID luminaires.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via A0 option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easily leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. Provides a 3G vibration rating per ANSI C136.31

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacle optionally available.

Premium solid state locking style photocontrol - PCSS (10 year rated life) Extreme long life solid state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of ≤ 3000K must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient
CSA Certified to U.S. and Canadian standards
Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

GOVERNMENT PROCUREMENT — BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

Note: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

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Autobahn Series ATB0
Roadway Lighting

ORDERING INFORMATION

ATBO	P304	MVOLT	R3
Series	LED Performance Package	Voltage	Optics
ATB0 Autobahn LED Roadway	**P201** 5,369 lumens nominal[1] **P202** 6,943 lumens nominal[1] **P203** 10,056 lumens nominal **P204** 12,176 lumens nominal **P205** 13,767 lumens nominal **P301** 10,367 lumens nominal **P302** 12,185 lumens nominal **P303** 15,551 lumens nominal **P304** 17,714 lumens nominal **P305** 19,893 lumens nominal **P451** 16,320 lumens nominal **P452** 19,087 lumens nominal **P453** 23,592 lumens nominal **P454** 25,070 lumens nominal **P455** 27,091 lumens nominal **P456** 28,347 lumens nominal **P457** 29,715 lumens nominal	**MVOLT** Multi-volt, 120V - 277V **347** 347V[7] **480** 480V[7] **XVOLT** 277V-480V[7]	**R2** Roadway Type II **R3** Roadway Type III **R3L** Roadway Type III Long **R4** Roadway Type IV[2] **R5** Roadway Type V

Options

Color Temperature (CCT)
(Blank) 4000K CCT, 70 CRI Min.
27K 2700K CCT, 70 CRI Min.
3K 3000K CCT, 70 CRI Min.
5K 5000K CCT, 70 CRI Min.
LWAHB Limited Wavelength Amber

Paint
(Blank) Gray (Standard)
BK Black
BZ Bronze
DDB Dark Bronze
GI Graphite
WH White
GN Green

Surge Protection
(Blank) Standard 20kV/10kA SPD[4]
MP MOV Pack 10kV/5kA

Terminal Block
(Blank) Terminal Block (Standard)
T2 Wired to L1 & L2 Positions

Misc.
BL External Bubble Level
HSS House-Side Shield
NL Nema Label
XL Not CSA Certified
BAA Buy America(n) Act and/or Build America Buy America Qualified

Controls
(Blank) 3 Pin NEMA Photocontrol Receptacle (Standard)
P7 7 Pin Photocontrol Receptacle (Dimmable Driver Included)[5]
NR No Photocontrol Receptacle
AO Field Adjustable Output
PCSS Solid State Lighting Photocontrol (120-277V)[7]
PCLL Solid State Long Life Photocontrol
SH Shorting Cap

Packaging
(Blank) Single Unit (Standard)
JP Job Pack (42/Pallet)

Accessories:
House Side Shields for field installation
ATB0P20XRR2RILRSHSS for use with P201 - P205, R2, R3L & R5 distributions
ATB0P20XRR3RILRSHSS for use with P201 - P205, R3 & R4 distributions
ATB0P30XRR2RILRSHSS for use with P301 - P305, R2, R3L & R5 distributions
ATB0P30XR3HSS for use with P301 - P305, R3 distribution
ATB0P30XR4HSS for use with P301 - P305, R4 distribution
ATB0P4SXR2RILRSHSS for use with P451 - P457, R2, R3L & R5 distributions
ATB0P4SXR3HSS for use with P451 - P457, R3 distribution

Light Trespass Shield
ATB0ULTS ATB0 Universal Light Trespass Shield

ATB Decorative Arm (cast aluminum)
ATB0DCOS SX ATB Decorative Arm for Square Pole Painted to match fixture
ATB0DCOR XX ATB Decorative Arm for Round Pole Painted to match fixture

Universal Arms (steel)
UNR XX 8" Horizontal Arm for Round Pole, Painted to match Fixture
UNS XX 8" Horizontal Arm for Square Pole, Painted to match Fixture
UNR GALV 8" Horizontal Arm for Round Pole, Galvanized
UNS GALV 8" Horizontal Arm for Square Pole, Galvanized

Notes
1 Not available in 347 or 480V.
2 Not available with NR.
3 Not available with P451 - P457 performance packages.
4 Not available with P201 performance package + 347V or 480V.
5 Not available with P456 or P457 performance package options.
6 Not available with XVOLT option.
7 XVOLT not available with P201, P202, P456 or P457 performance packages.

AEL American Electric Lighting

AEL Headquarters, 1 Acuity Way, Decatur, GA 30035
www.americanelectriclighting.com Phone: 1-866-HOLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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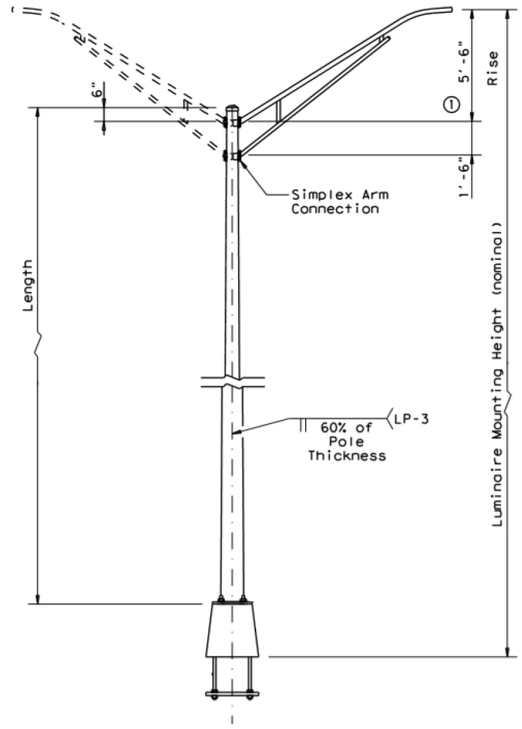
Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/your-acuity/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Please contact your sales representative for the latest product information.

LED Roadway Luminaire Basis of Design (ATBO-P304-MVOLT-R3)



LED Luminaire Pole* Basis of Design (30' Mounting Height)

ARDOT Rte 70 (West Memphis) - Photometrics Basis of Design

LOCATION:	HIGHWAY 70		
CITY:	WEST MEMPHIS		
COUNTY:	CRITTENDEN		
DISTRICT:	1	SCALE: N/A	DRAWN BY: MEW

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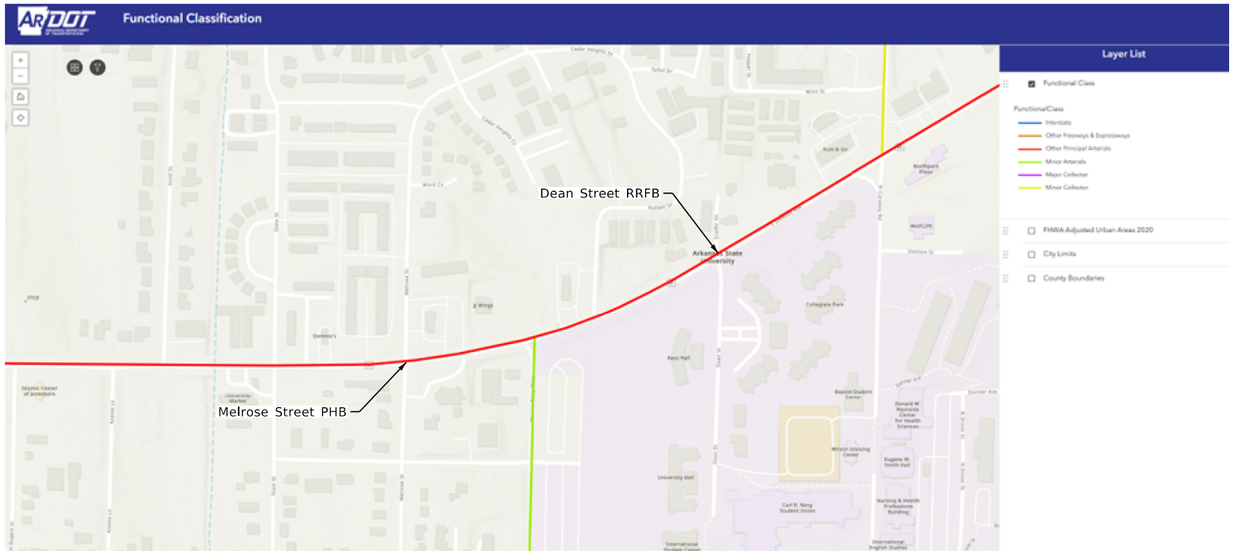
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	48	88
		HIGHWAY 91 PHOTOMETRICS				



ARDOT GIS Roadway Functional Classification Map

Roadway Functional Classifications (Per ARDOT GIS)

- Hwy 91 Classification = "Other Principal Arterial" = Major
- Melrose Street Classification = "City Street" = Local
- Dean Street Classification = "City Street" = Local

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026

Source: RP-8-14, Table 8 - Illumination for Intersections

Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
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Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

Lighting Design Criteria (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)

Autobahn Series ATB0
Roadway Lighting

PRODUCT OVERVIEW

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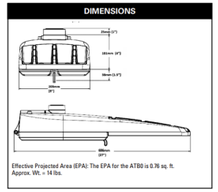
Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB0 is 0.76 sq. ft.
Approx. Wt. = 14 lbs.

Features:

OPTICAL

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White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing. Available in Type II, III, IV, and V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected of 40-60% over comparable HID luminaires.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via AO option or control installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easily leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. Provides a 3G vibration rating per ANSI C136.31

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacle optionally available.

Premium solid state locking style photocontrol - PCSS (10 year rated life) Extreme long life solid state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Ouput module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

STANDARDS

Designlights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of ≤ 3000K must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient
CSA Certified to U.S. and Canadian standards
Complies with ANSI C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

GOVERNMENT PROCUREMENT — BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as is implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

Note: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

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Autobahn Series ATB0
Roadway Lighting

ORDERING INFORMATION

Series	LED Performance Package						Voltage	Optics
ATB0 Autobahn LED Roadway	P201	5,369 lumens nominal[1]	P301	10,367 lumens nominal	P451	16,320 lumens nominal	MVOLT Multi-volt, 120V - 277V	R2 Roadway Type II
	P202	6,943 lumens nominal[1]	P302	12,185 lumens nominal	P452	19,087 lumens nominal	347 347V[1]	R3 Roadway Type III
	P203	10,056 lumens nominal	P303	15,351 lumens nominal	P453	23,582 lumens nominal	480 480V[1]	R3L Roadway Type III Long
	P204	12,176 lumens nominal	P304	17,714 lumens nominal	P454	25,070 lumens nominal	XVOLT 277V-480V[1]	R4 Roadway Type IV[1]
	P205	13,767 lumens nominal	P305	19,893 lumens nominal	P455	27,091 lumens nominal		R5 Roadway Type V
					P456	28,347 lumens nominal		
					P457	29,713 lumens nominal		

Options

Color Temperature (CCT)
(Blank) 4000K CCT, 70 CRI Min.
27K 2700K CCT, 70 CRI Min.
30K 3000K CCT, 70 CRI Min.
5K 5000K CCT, 70 CRI Min.
LWAMB Limited Wavelength Amber

Paint
(Blank) Gray (Standard)
BK Black
BZ Bronze
DDB Dark Bronze
GI Graphite
WH White
GN Green

Surge Protection
(Blank) Standard 20kV/10kA SPD[4]
MP MOV Pack 10kV/5kA

Terminal Block
(Blank) Terminal Block (Standard)
T2 Wired to L1 & L2 Positions

Misc.
BL External Bubble Level
HSS House-Side Shield
NL Noma Label
XL Not CSA Certified
BAA Buy America(n) Act and/or Build America Buy America Qualified

Controls
(Blank) 3 Pin NEMA Photocontrol Receptacle (Standard)
P7 7 Pin Photocontrol Receptacle (Dimmable Driver Included)[6]
NR No Photocontrol Receptacle
AO Field Adjustable Output
PCSS Solid State Lighting Photocontrol (120-277V)[1]
PCLL Solid State Long Life Photocontrol
SH Shorting Cap

Packaging
(Blank) Single Unit (Standard)
JP Jnb Pack (42/Pallet)

Accessories:
House Side Shields for field installation
ATB0P20R2R3LRSHSS for use with P201 - P205, R2, R3L & R5 distributions
ATB0P20R3LR4R5SS for use with P201 - P205, R3 & R4 distributions
ATB0P30R2R3LRSHSS for use with P301 - P305, R2, R3L & R5 distributions
ATB0P30R3LRSHSS for use with P301 - P305, R3 distribution
ATB0P30R3R4R5SS for use with P301 - P305, R4 distribution
ATB0P45R2R3LRSHSS for use with P451 - P457, R2, R3L & R5 distributions
ATB0P45R3R5HSS for use with P451 - P457, R3 distribution

Light Trespass Shield
ATB0ULTS ATB0 Universal Light Trespass Shield

ATB Decorative Arms (cast aluminum)
ATB0DECOS XX ATB Decorative Arm for Square Pole Painted to match fixture
ATB0DECOR XX ATB Decorative Arm for Round Pole Painted to match fixture

Universal Arms (steel)
UMR XX 8" Horizontal Arm for Round Pole, Painted to match Fixture
UMS XX 8" Horizontal Arm for Square Pole, Painted to match Fixture
UMR GALV 8" Horizontal Arm for Round Pole, Galvanized
UMS GALV 8" Horizontal Arm for Square Pole, Galvanized

Notes
1 Not available in 347 or 480V.
2 Not available with NR.
3 Not available with P451 - P457 performance packages.
4 Not available with P201 performance package + 347V or 480V.
5 Not available with P456 or P457 performance package options.
6 Not available with XVOLT option.
7 XVOLT not available with P201, P202, P456 or P457 performance packages.

AEL American Electric Lighting
AEL Headquarters, 1 Acuity Way, Decatur, GA 30035
www.americanelectriclighting.com Phone: 1-866-HOLDPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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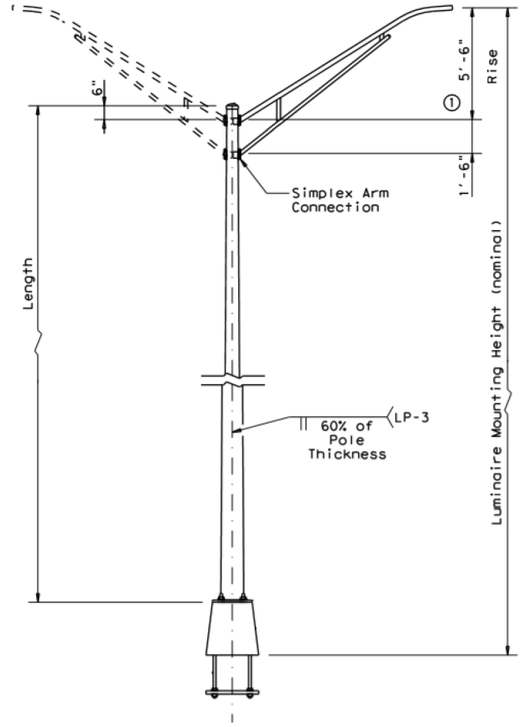
Warranty: Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typicalvalues, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Please contact your sales representative for the latest product information.

LED Roadway Luminaire Basis of Design (ATBO-P304-MVOLT-R3)



LED Luminaire Pole* Basis of Design (30' Mounting Height)

ARDOT Rte 91 (Jonesboro) - Photometrics Basis of Design

LOCATION:	HIGHWAY 91		
CITY:	JONESBORO		
COUNTY:	CRAIGHEAD		
DISTRICT:	10	SCALE: N/A	DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	49	88
		TRAFFIC SIGNAL QUANTITIES - 7TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	LOOP WIRING CLASS III (1C/16 A.W.G.)	1925	LIN. FT.
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	8	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1345	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1025	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	600	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	150	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM

REMOVE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES E, F, G, H, & I, COUNTDOWN PEDESTRIAN SIGNAL HEADS 13-20, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. REPLACE EXISTING PULL BOX 9 WITH A TYPE 2 PULL BOX, REPLACE EXISTING PULL BOX 5 WITH A TYPE 3 PULL BOX, AND REPLACE EXISTING PULL BOX 7 WITH A TYPE 3 HD PULL BOX. INSTALL NEW LOOP DETECTION BASED ON NEW STOP LINE LOCATIONS. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

LOCATION: HIGHWAY 70 AND 7TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	50	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

SIGNAL FACES
12" LENSES

2 & 3 (EXISTING)
5 & 6 (EXISTING)
8 & 9 (EXISTING)
11 & 12 (EXISTING)

1, 4, 7, & 10 (EXISTING)

ONE SECTION (SOLID SYMBOL)

13 & 14 (NEW)
15 & 16 (NEW)
17 & 18 (NEW)
19 & 20 (NEW)

SIGNAL FACE NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

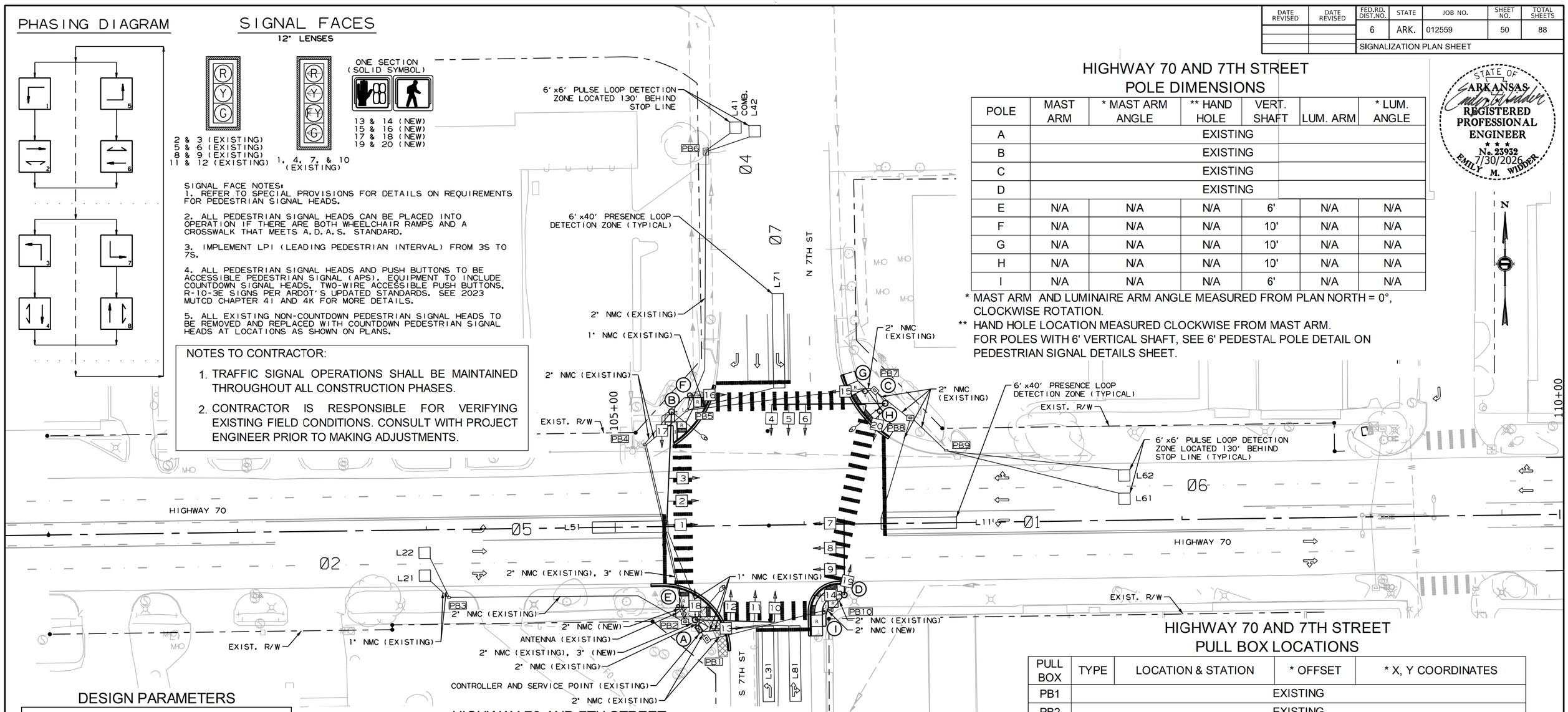
3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.



HIGHWAY 70 AND 7TH STREET
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING					
C	EXISTING					
D	EXISTING					
E	N/A	N/A	N/A	6'	N/A	N/A
F	N/A	N/A	N/A	10'	N/A	N/A
G	N/A	N/A	N/A	10'	N/A	N/A
H	N/A	N/A	N/A	10'	N/A	N/A
I	N/A	N/A	N/A	6'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH EAST AND WEST APPROACH
35 MPH NORTH AND SOUTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN SOUTHWEST QUADRANT
YES FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HIGHWAY 70 AND 7TH STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	HWY. 70 - STA. 105+32.67	42.19' RT.	1857607.67, 300985.92
F	HWY. 70 - STA. 105+40.42	69.28' LT.	1857613.90, 301097.49
G	HWY. 70 - STA. 106+33.19	70.19' LT.	1857706.65, 301099.66
H	HWY. 70 - STA. 106+40.85	59.52' LT.	1857714.45, 301089.10
I	HWY. 70 - STA. 106+09.73	46.68' RT.	1857684.80, 300982.48

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

HIGHWAY 70 AND 7TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	EXISTING			
PB4	EXISTING			
**PB5	EXISTING TO BE REPLACED WITH TYPE 3			
PB6	EXISTING			
**PB7	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB8	EXISTING			
PB9	EXISTING TO BE REPLACED WITH TYPE 2			
PB10	EXISTING			

* CENTER OF PULL BOX
** FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION.
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 70 AND 7TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=50' DRAWN BY: MEW

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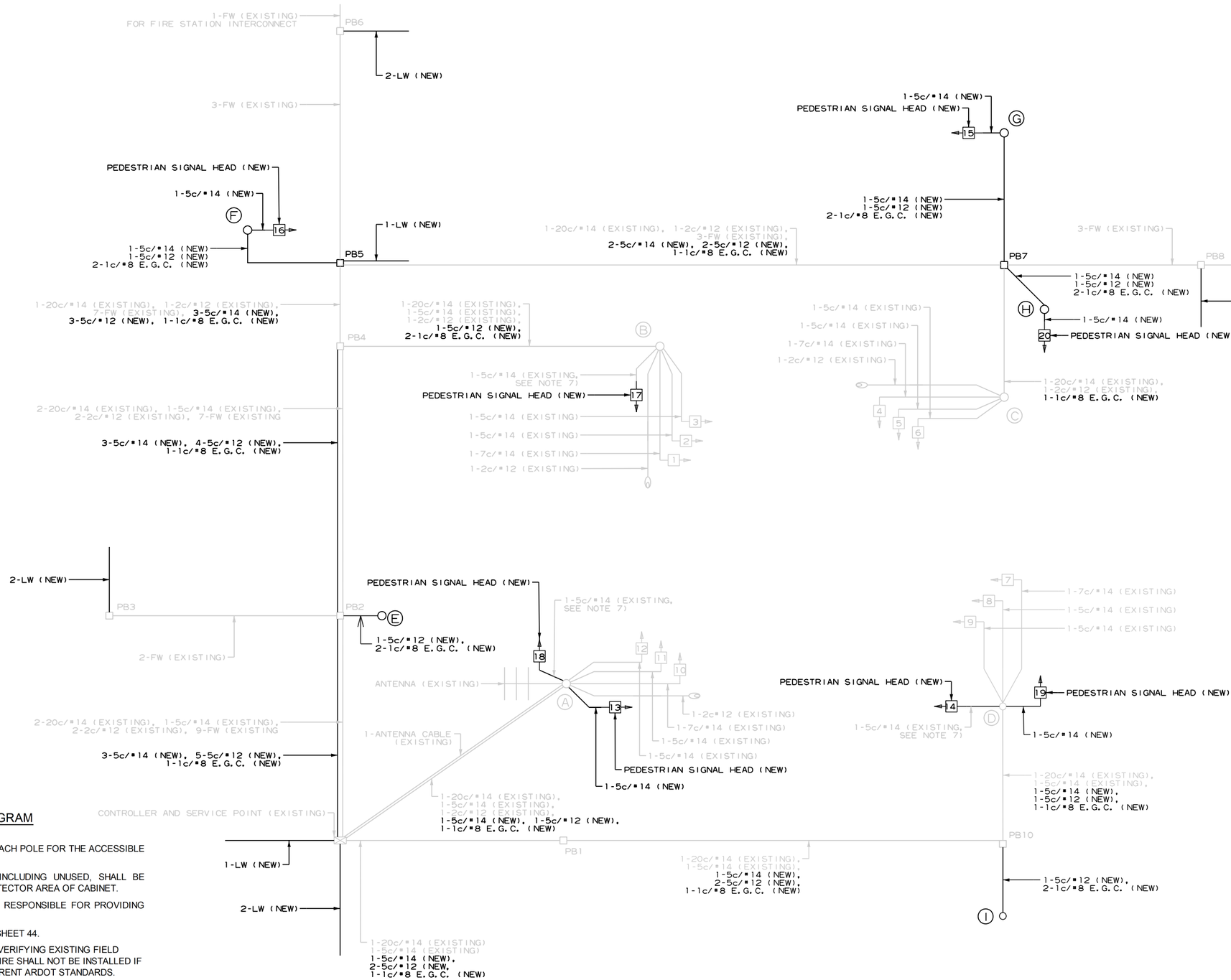
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	51	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. PROPOSED GROUND WIRE SHALL NOT BE INSTALLED IF EXISTING GROUND WIRE MEETS CURRENT ARDOT STANDARDS.
6. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
7. REUSE THE EXISTING 1-5c/#14 FOR THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WILL REPLACE THE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED FROM THIS POLE.
8. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.

LOCATION:	HIGHWAY 70 AND 7TH STREET				
CITY:	WEST MEMPHIS				
COUNTY:	CRITTENDEN				
DISTRICT:	1	SCALE:	N/A	DRAWN BY:	MEW

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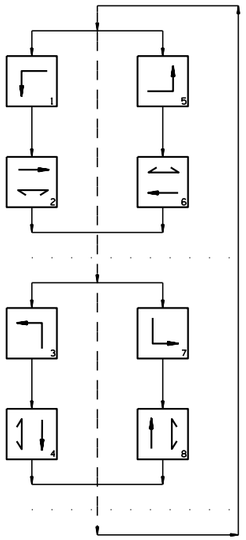
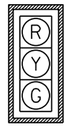
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	52	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

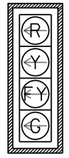


SIGNAL FACES

12" LENSES



2 & 3 (EXISTING)
5 & 6 (EXISTING)
8 & 9 (EXISTING)
11 & 12 (EXISTING)



1, 4, 7, & 10 (EXISTING)

ONE SECTION (SOLID SYMBOL)

13 & 14 (NEW)
15 & 16 (NEW)
17 & 18 (NEW)
19 & 20 (NEW)

SIGNAL FACE NOTES:

1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 012559										
HIGHWAY 70 AND 7TH STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS	
L11	WB LEFT TURN	EXISTING								REPLACED
L21	EB OUTSIDE NEAR	EXISTING								REPLACED
L22	EB INSIDE NEAR	EXISTING								REPLACED
L31	NB LEFT TURN	EXISTING								REPLACED
L41	SB OUTSIDE NEAR	EXISTING								REPLACED
L42	SB INSIDE NEAR	EXISTING								REPLACED
L51	EB LEFT TURN	EXISTING								REPLACED
L61	WB INSIDE NEAR	EXISTING								REPLACED
L62	WB OUTSIDE NEAR	EXISTING								REPLACED
L71	SB LEFT TURN	EXISTING								REPLACED
L81	NB NEAR	EXISTING								REPLACED
PB2 A&B	7TH ST. S. LEG	EXISTING								REPLACED
PB4 A&B	HWY. 70 W. LEG	EXISTING								REPLACED
PB6 A&B	7TH ST. N. LEG	EXISTING								REPLACED
PB8 A&B	HWY. 70 E. LEG	PED.				P8	8			
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE 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	HIGHWAY 70 AND 7TH STREET																FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
4	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~
5 & 6	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
7	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
8 & 9	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
10	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~
11 & 12	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
13 & 14	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
15 & 16	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
17 & 18	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
19 & 20	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	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: HIGHWAY 70 AND 7TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	53	88
		TRAFFIC SIGNAL QUANTITIES - 14TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	8	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1105	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	725	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	120	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	165	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM

REMOVE EXISTING POLES B, D, & H, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES I, J, K, L, & M, COUNTDOWN PEDESTRIAN SIGNAL HEADS 9-16, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. REPLACE EXISTING PULL BOXES 5 AND 12 WITH TYPE 3 HD PULL BOXES. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

LOCATION: HIGHWAY 70 AND 14TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	54	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

SIGNAL FACES
12" LENSES

ONE SECTION
(SOLID SYMBOL)

1 & 2 (EXISTING)
3 & 4 (EXISTING)
5 & 6 (EXISTING)
7 & 8 (EXISTING)
9 & 10 (NEW)
11 & 12 (NEW)
13 & 14 (NEW)
15 & 16 (NEW)

SIGNAL FACE NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.

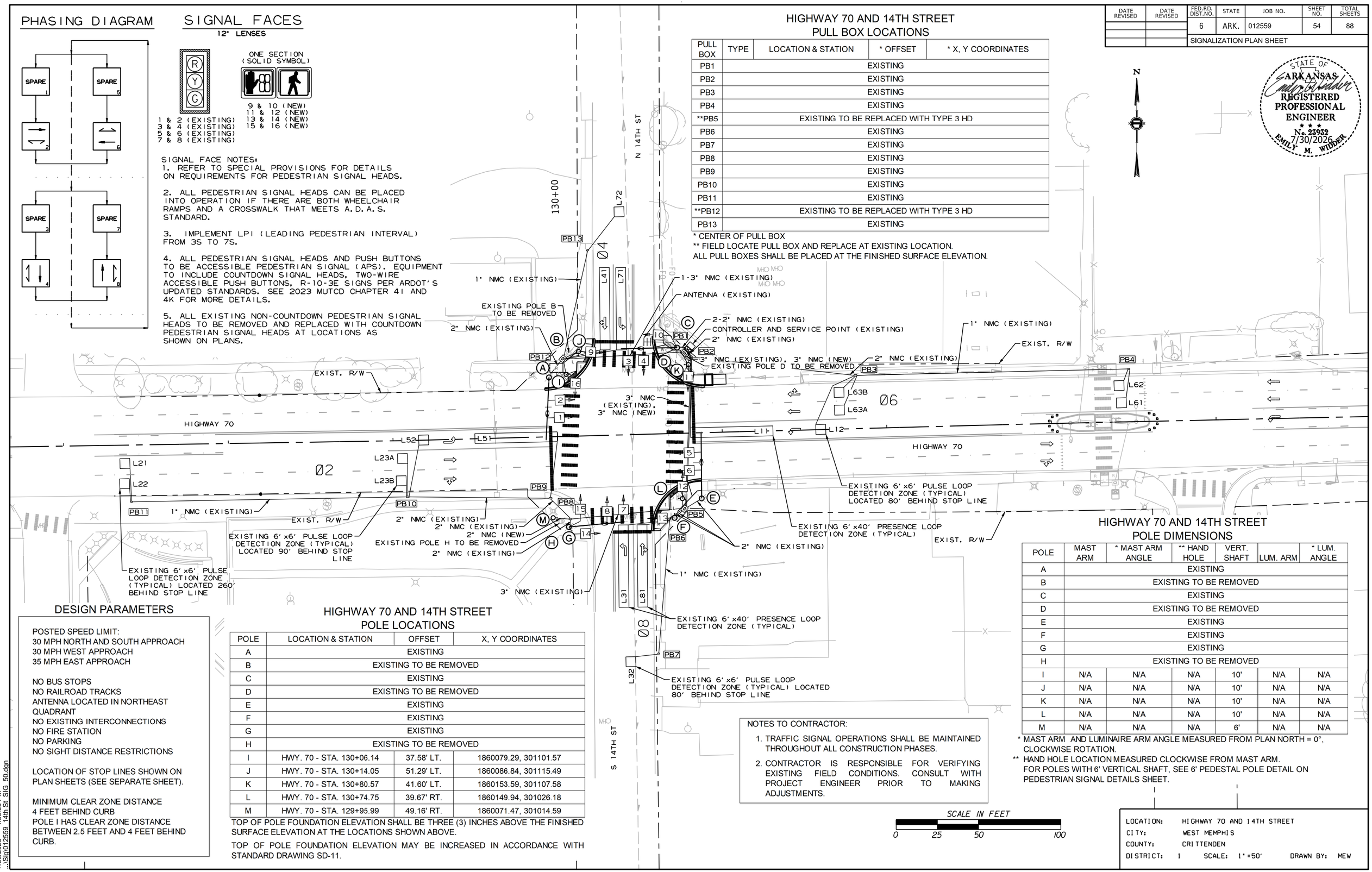
4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS. TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

HIGHWAY 70 AND 14TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	EXISTING			
PB4	EXISTING			
**PB5	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB6	EXISTING			
PB7	EXISTING			
PB8	EXISTING			
PB9	EXISTING			
PB10	EXISTING			
PB11	EXISTING			
**PB12	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB13	EXISTING			

* CENTER OF PULL BOX
** FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION.
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.



DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH NORTH AND SOUTH APPROACH
30 MPH WEST APPROACH
35 MPH EAST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN NORTHEAST QUADRANT
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLE I HAS CLEAR ZONE DISTANCE BETWEEN 2.5 FEET AND 4 FEET BEHIND CURB.

HIGHWAY 70 AND 14TH STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING TO BE REMOVED		
C	EXISTING		
D	EXISTING TO BE REMOVED		
E	EXISTING		
F	EXISTING		
G	EXISTING		
H	EXISTING TO BE REMOVED		
I	HWY. 70 - STA. 130+06.14	37.58' LT.	1860079.29, 301101.57
J	HWY. 70 - STA. 130+14.05	51.29' LT.	1860086.84, 301115.49
K	HWY. 70 - STA. 130+80.57	41.60' LT.	1860153.59, 301107.58
L	HWY. 70 - STA. 130+74.75	39.67' RT.	1860149.94, 301026.18
M	HWY. 70 - STA. 129+95.99	49.16' RT.	1860071.47, 301014.59

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

SCALE IN FEET
0 25 50 100

HIGHWAY 70 AND 14TH STREET
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING TO BE REMOVED					
C	EXISTING					
D	EXISTING TO BE REMOVED					
E	EXISTING					
F	EXISTING					
G	EXISTING					
H	EXISTING TO BE REMOVED					
I	N/A	N/A	N/A	10'	N/A	N/A
J	N/A	N/A	N/A	10'	N/A	N/A
K	N/A	N/A	N/A	10'	N/A	N/A
L	N/A	N/A	N/A	10'	N/A	N/A
M	N/A	N/A	N/A	6'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

LOCATION: HIGHWAY 70 AND 14TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=50' DRAWN BY: MEW

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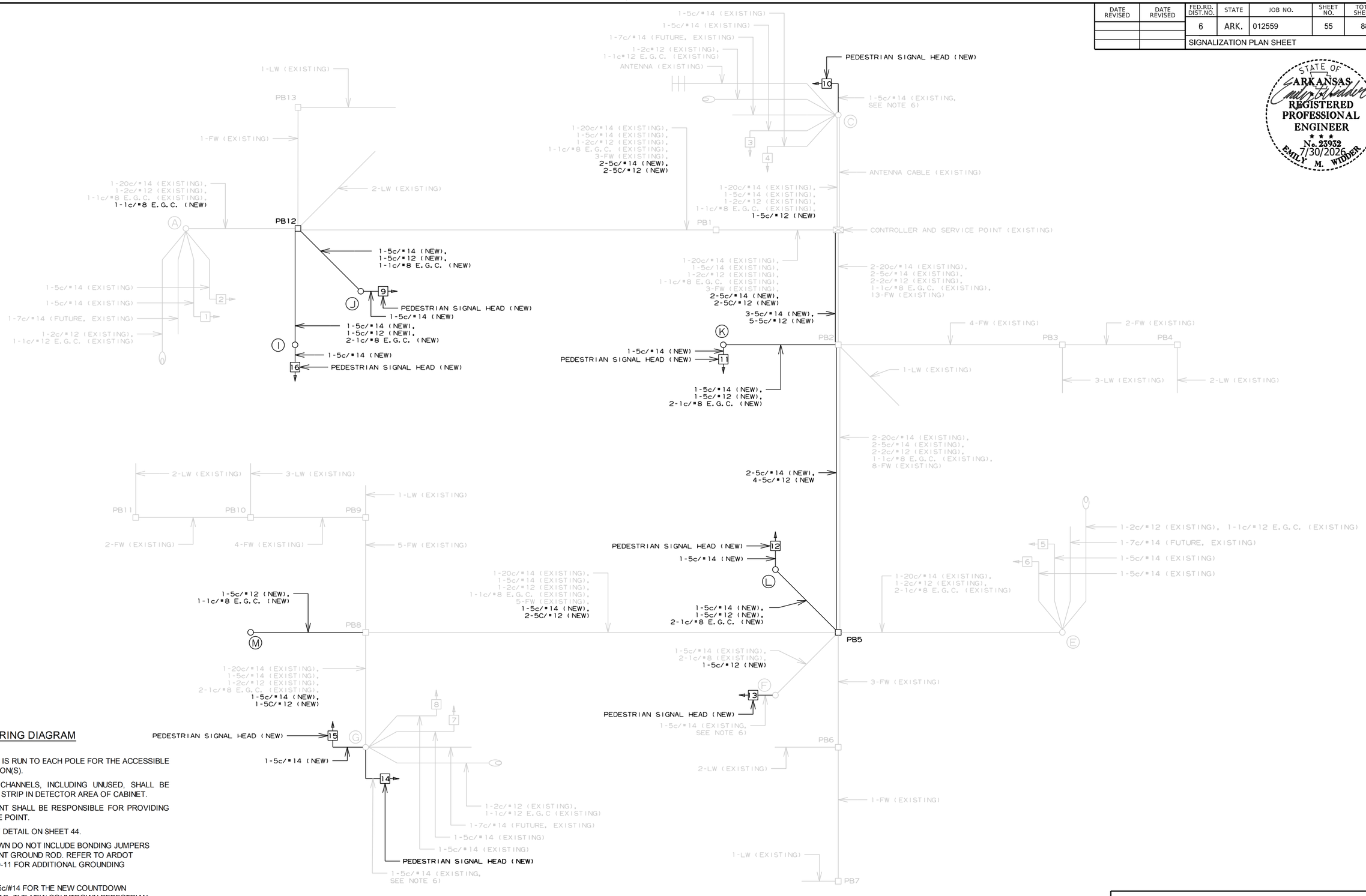
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	55	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
6. REUSE THE EXISTING 1-5c/#14 FOR THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WILL REPLACE THE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED FROM THIS POLE.
7. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.

LOCATION: HIGHWAY 70 AND 14TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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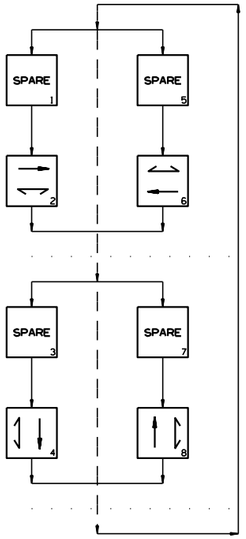
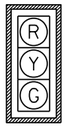
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	56	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)

1 & 2 (EXISTING)
3 & 4 (EXISTING)
5 & 6 (EXISTING)
7 & 8 (EXISTING)

9 & 10 (NEW)
11 & 12 (NEW)
13 & 14 (NEW)
15 & 16 (NEW)

SIGNAL FACE NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 012559										
HIGHWAY 70 AND 14TH STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS	
L11	WB LEFT TURN	EXISTING								
L12	WB LEFT TURN FAR	EXISTING								
L21	EB INSIDE ADVANCE	EXISTING								
L22	EB OUTSIDE ADVANCE	EXISTING								
L23 A&B	EB NEAR	EXISTING								
L31	NB LEFT TURN	EXISTING								
L32	NB LEFT TURN FAR	EXISTING								
L41	SB NEAR	EXISTING								
L51	EB LEFT TURN	EXISTING								
L52	EB LEFT TURN FAR	EXISTING								
L61	WB INSIDE ADVANCE	EXISTING								
L62	WB OUTSIDE ADVANCE	EXISTING								
L63 A&B	WB NEAR	EXISTING								
L71	SB LEFT TURN	EXISTING								
L72	SB LEFT TURN FAR	EXISTING								
L81	NB NEAR	EXISTING								
PB2 A&B	14TH ST. S. LEG	EXISTING								REPLACED
PB4 A&B	HWY. 70 W. LEG	EXISTING								REPLACED
PB6 A&B	14TH ST. N. LEG	EXISTING								REPLACED
PB8 A&B	HWY. 70 E. LEG	EXISTING								REPLACED
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE 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	HIGHWAY 70 AND 14TH ST. 2+6	CLR.	4+8	CLR.		FLASH SEQUENCE
1 & 2	G	Y	R	R		R
3 & 4	R	R	G	Y		R
5 & 6	G	Y	R	R		R
7 & 8	R	R	G	Y		R
9 & 10	W	FDW	DW	DW		BLK
11 & 12	DW	DW	W	FDW		BLK
13 & 14	W	FDW	DW	DW		BLK
15 & 16	DW	DW	W	FDW		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: HIGHWAY 70 AND 14TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	57	88
		TRAFFIC SIGNAL QUANTITIES - 15TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

TRAFFIC SIGNAL & LIGHTING QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	401	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	179	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	431	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	159	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	2	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SS & 726	STANDARD SIGN	58	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	4	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 70 AND 15TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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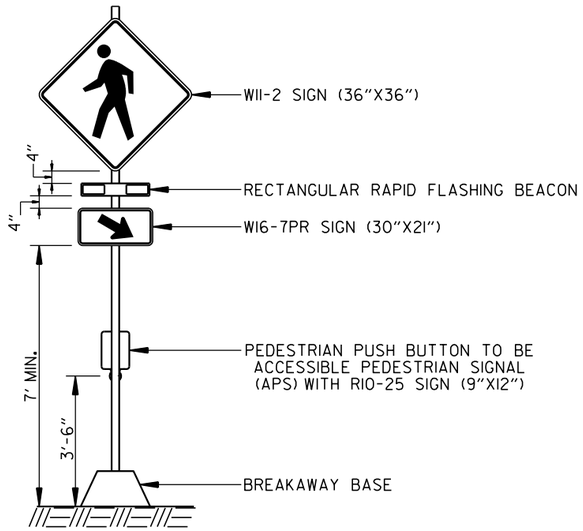
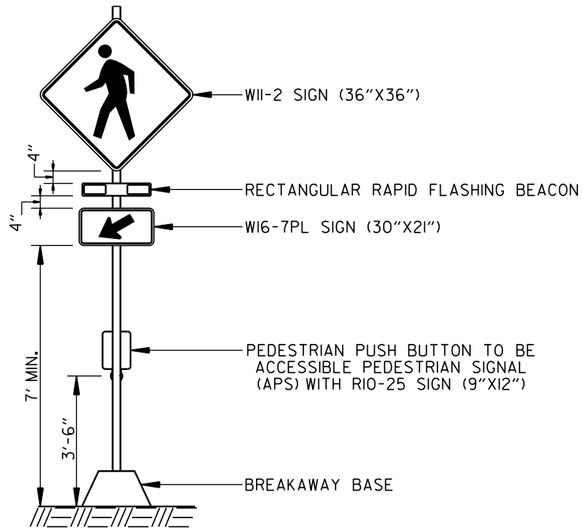
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	58	88
		SIGNALIZATION PLAN SHEET				

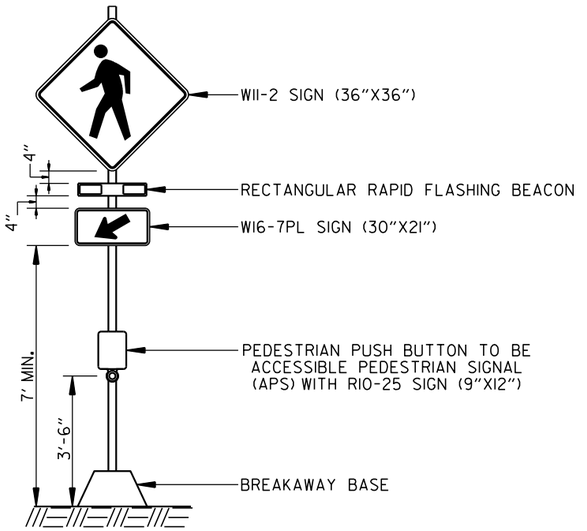
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



B & C



A



D

LOCATION:	HIGHWAY 70 AND 15TH STREET
CITY:	WEST MEMPHIS
COUNTY:	CRITTENDEN
DISTRICT: 1	SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	59	88
		SIGNALIZATION PLAN SHEET				

HIGHWAY 70 AND 15TH STREET
POST & POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70 - STA. 133+27.75	36.57' RT.	1860402.61, 301035.83
B	HWY. 70 - STA. 133+25.25	1.25' RT.	1860399.33, 301071.09
C	HWY. 70 - STA. 133+37.75	1.25' LT.	1860411.77, 301073.87
D	HWY. 70 - STA. 133+29.75	33.92' LT.	1860403.05, 301106.36
E	HWY. 70 - STA. 133+11.50	0.00'	1860385.55, 301072.04
F	HWY. 70 - STA. 133+51.50	0.00'	1860425.54, 301072.92

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLE D FOUNDATION SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.

HIGHWAY 70 AND 15TH STREET
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
B	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
C	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
D	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
E	LIGHT	N/A	N/A	N/A	*** 30'	8'	180°
F	LIGHT	N/A	N/A	N/A	*** 30'	8'	0°

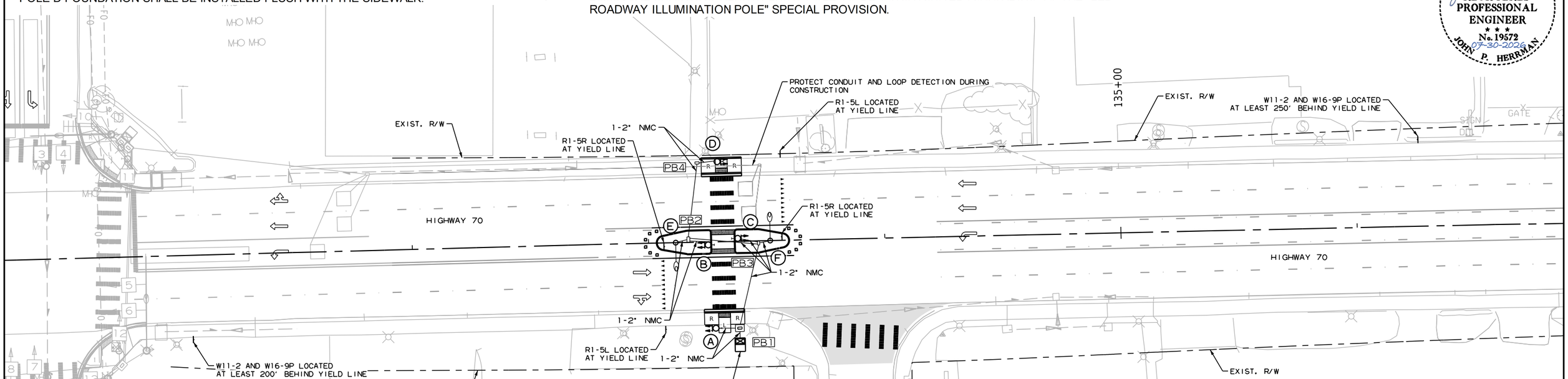
* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

*** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
EMILY M. WIDDER
7/30/2026

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF YIELD LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES B, C, E, AND F HAVE CLEAR ZONE DISTANCE BETWEEN 2.5 FEET AND 4 FEET BEHIND CURB.

SIGN FACES

W11-2
36" X 36"
W16-9P
24" X 12"

R1-5L
36" X 36"

R1-5R
36" X 36"

HIGHWAY 70 AND 15TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 70 - STA. 133+37.85	36.75' RT.	1860412.72, 301035.88
PB2	2	HWY. 70 - STA. 133+16.89	1.17' LT.	1860390.91, 301073.32
PB3	2	HWY. 70 - STA. 133+46.58	0.87' RT.	1860420.64, 301071.94
PB4	2	HWY. 70 - STA. 133+21.25	33.55' LT.	1860394.56, 301105.80

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 70 - STA. 133+37.86	42.30' RT.	1860412.84, 301030.33

* CENTER OF CABINET

SCALE IN FEET
0 20 40 80

LOCATION: HIGHWAY 70 AND 15TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=40' DRAWN BY: MEW

7/30/2026 4:37:36 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	60	88
		SIGNALIZATION PLAN SHEET				

ELECTRICAL SERVICE DATA TABLE

ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
1	NEW	SW CORNER	120/240 VAC	60A	#6	3"	LIGHTING + RRFB

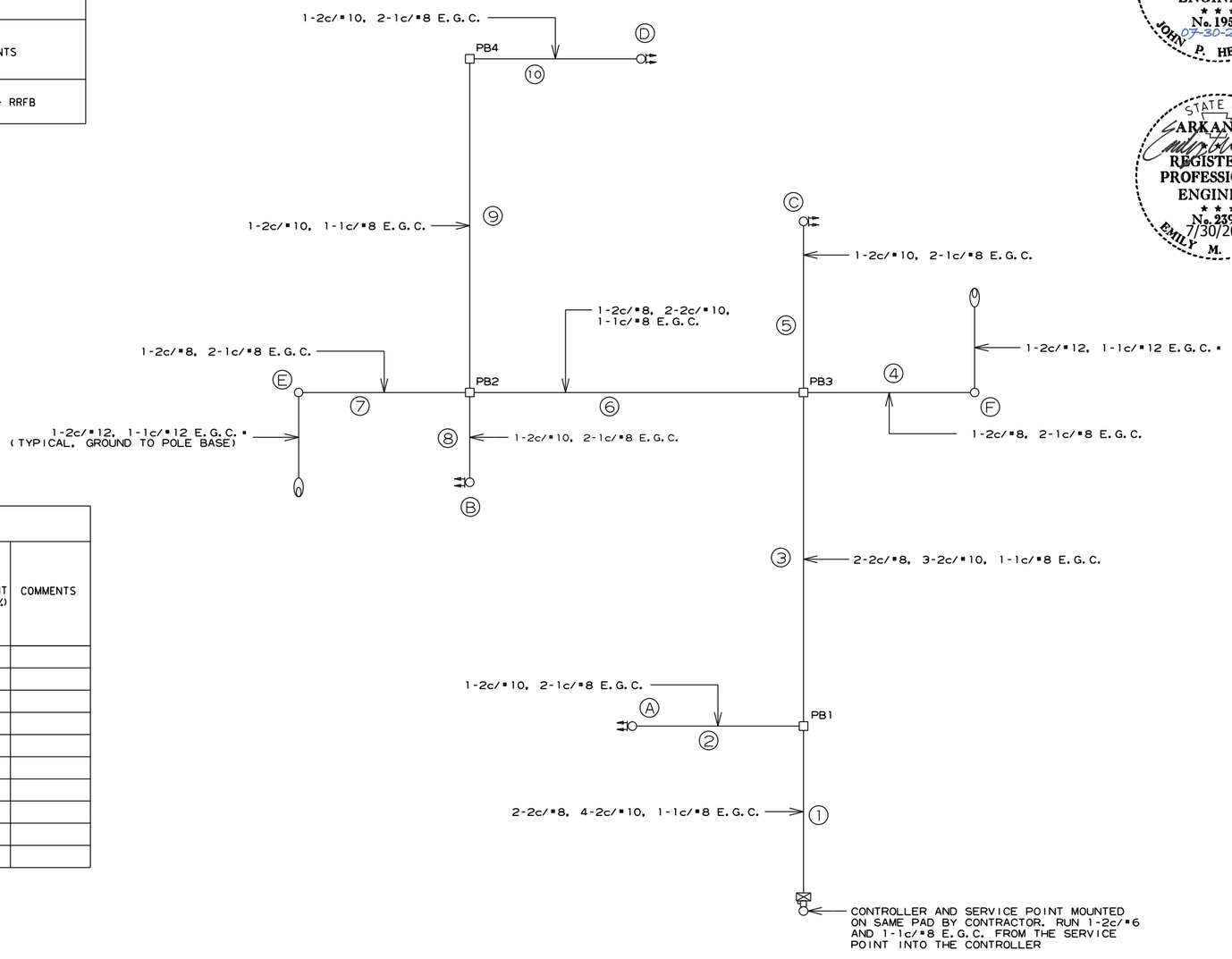
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT E	153	#8/#12 AWG	240	1	USE-2/UF	0.11	.52	0.12	2P/15A
LGT F	116	#8/#12 AWG	240	1	USE-2/UF	0.09	.52	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS

CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)							CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2-2C/#8 A.W.G. 4-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2-2C/#8 A.W.G. 3-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	2C/#10 A.W.G. 2-1C/#8 A.W.G. E.G.C.				
1	18							5	16.54%	40%	
2							26	8	5.40%	40%	
3		45						39	14.52%	40%	
4			8			45*		5	6.76%	40%	
5							27	9	5.40%	40%	
6				36				30	9.12%	40%	
7			9			45*		6	5.07%	40%	
8							28	10	5.40%	40%	
9					46			40	3.71%	40%	
10							25	7	5.40%	40%	

*POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
2. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
3. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

LOCATION: HIGHWAY 70 AND 15TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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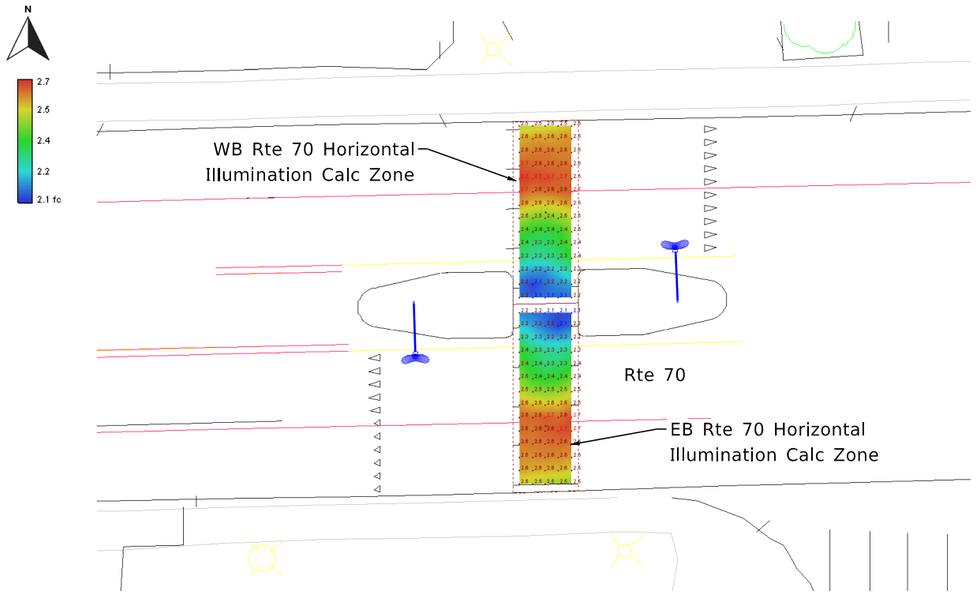
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	61	88
		HIGHWAY 70 PHOTOMETRICS				



Rte 70 @ 15th Street - Photometrics Plan View

EB Rte 70 Horiz Illum Calc

Average	2.5	fc
Maximum	2.7	fc
Minimum	2.1	fc
Max/Min	1.3:1	
Average/Min	1.2:1	

EB X-Walk Vert 7' Plane

Average	2.0	fc
Maximum	3.1	fc
Minimum	0.9	fc
Max/Min	3.4:1	
Average/Min	2.2:1	

WB Rte 70 Horiz Illum Calc

Average	2.5	fc
Maximum	2.7	fc
Minimum	2.1	fc
Max/Min	1.3:1	
Average/Min	1.2:1	

WB X-Walk Vert 7' Plane

Average	2.0	fc
Maximum	3.1	fc
Minimum	1.0	fc
Max/Min	3.1:1	
Average/Min	2.0:1	

Horizontal & Vertical Illuminance Calculations

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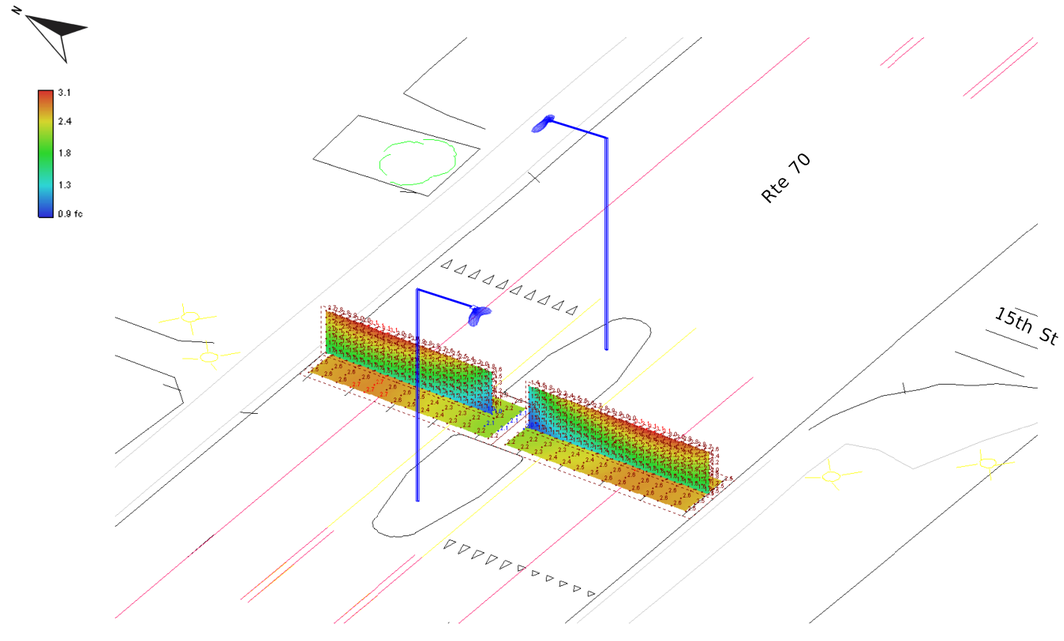
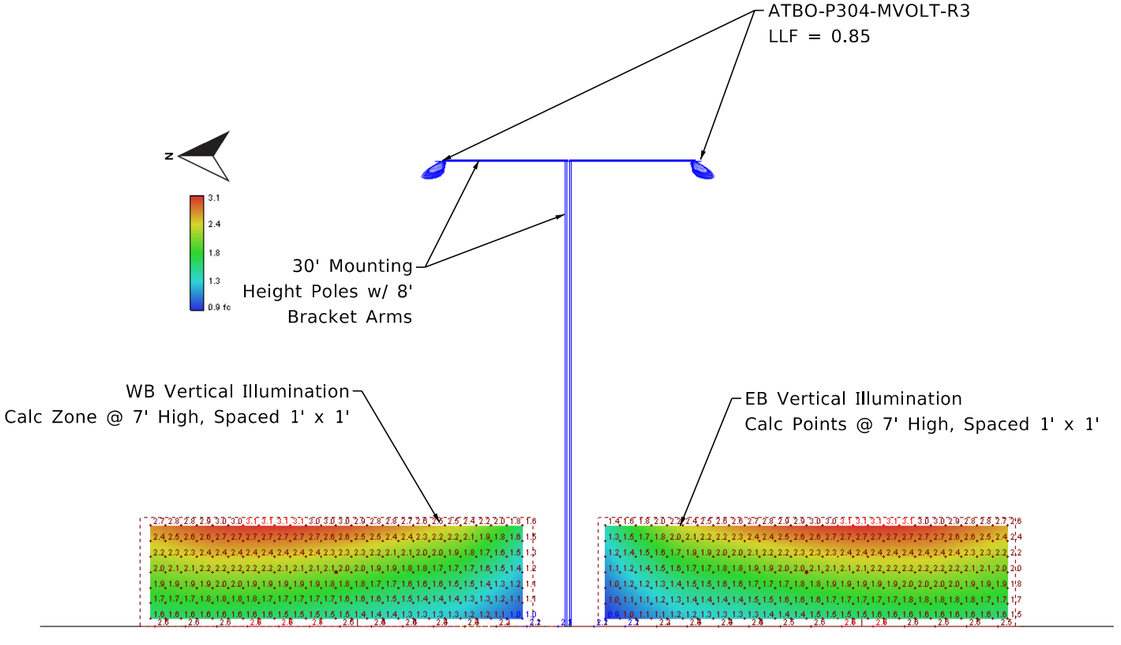
Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)



Rte 70 @ 15th Street - Photometrics Orthogonal View



Rte 70 @ 15th Street - Photometrics Section View (Looking Eastbound)

ARDOT Rte 70 At 15th Street RRFB - Photometrics Basis of Design

LOCATION:	HIGHWAY 70 AND 15TH STREET
CITY:	WEST MEMPHIS
COUNTY:	CRITTENDEN
DISTRICT: 1	SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	62	88
		TRAFFIC SIGNAL QUANTITIES - 20TH ST				

STATE OF ARKANSAS
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07-30-2026
JOHN P. HERRMAN

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	65	LIN. FT.
SP	LED BLANK OUT SIGN	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	3	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	298	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	315	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	159	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	274	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	184	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	LIN. FT.
710	NON-METALLIC CONDUIT (3")	140	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SS & 726	STANDARD SIGN	53	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	3	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 70 AND 20TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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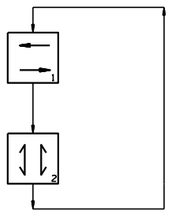
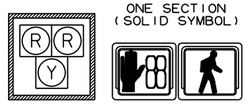
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	63	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1 & 2
3 & 4

5 & 6

7
R3-2
(LED BLANK-OUT SIGN)
36" X 36"

SIGN FACES

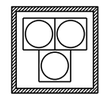
W11-2
36" X 36"
W16-9P
24" X 12"

R10-23a
24" X 30"

R10-6L
24" X 36"

R1-1
36" X 36"

SEQUENCE FOR PEDESTRIAN HYBRID BEACON



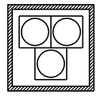
1. DARK UNTIL ACTIVATED

2. FLASHING YELLOW UPON ACTIVATION

3. STEADY YELLOW

4. STEADY RED DURING PEDESTRIAN WALK INTERVAL

5. ALTERNATING FLASHING RED DURING PEDESTRIAN CHANGE INTERVAL



6. DARK AGAIN UNTIL ACTIVATED

LEGEND
SY - STEADY YELLOW
FY - FLASHING YELLOW
SR - STEADY RED
FR - FLASHING RED

SIGNAL FACE NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

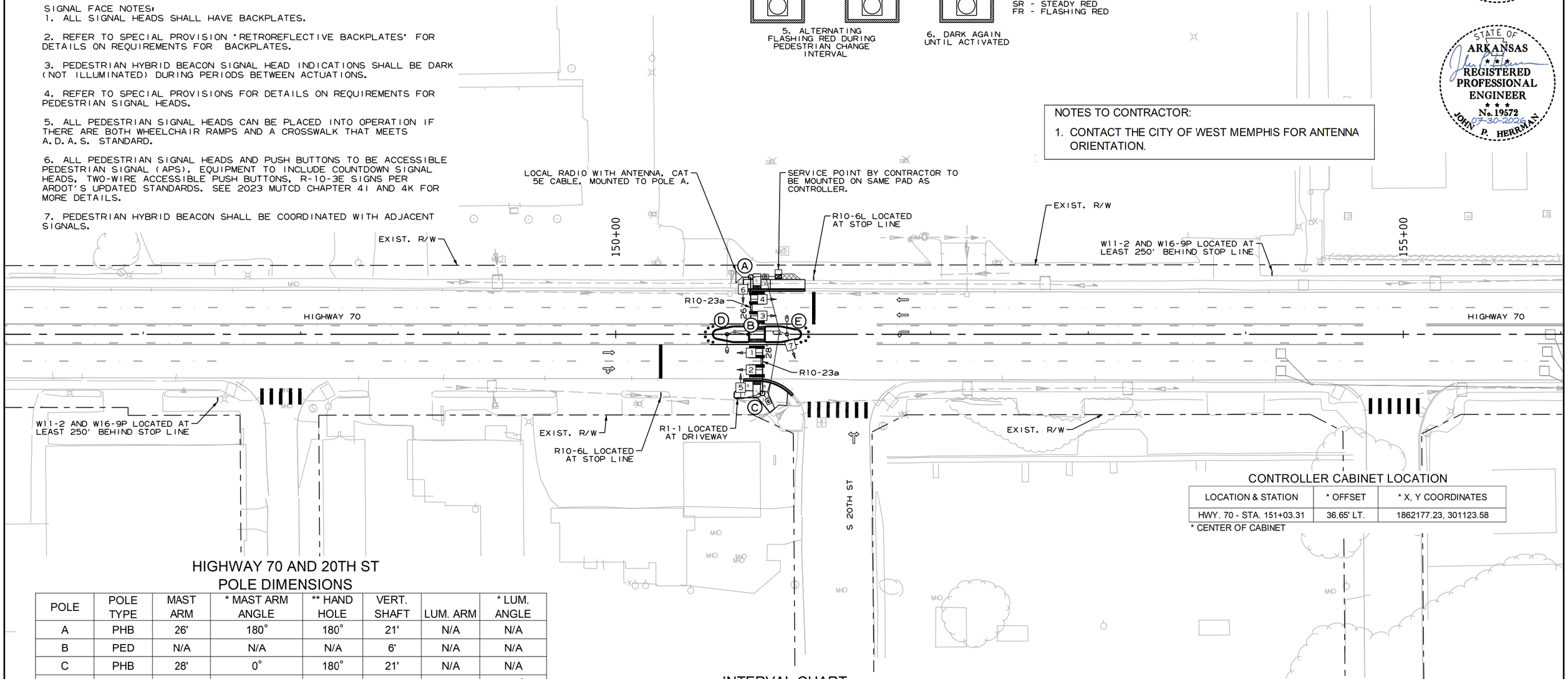
3. PEDESTRIAN HYBRID BEACON SIGNAL HEAD INDICATIONS SHALL BE DARK (NOT ILLUMINATED) DURING PERIODS BETWEEN ACTUATIONS.

4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

5. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

6. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

7. PEDESTRIAN HYBRID BEACON SHALL BE COORDINATED WITH ADJACENT SIGNALS.



NOTES TO CONTRACTOR:

1. CONTACT THE CITY OF WEST MEMPHIS FOR ANTENNA ORIENTATION.

HIGHWAY 70 AND 20TH ST
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PHB	26'	180°	180°	21'	N/A	N/A
B	PED	N/A	N/A	N/A	6'	N/A	N/A
C	PHB	28'	0°	180°	21'	N/A	N/A
D	LIGHT	N/A	N/A	N/A	*** 30'	8'	180°
E	LIGHT	N/A	N/A	N/A	*** 30'	8'	0°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
*** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION.
FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 70 AND 20TH STREET PEDESTRIAN HYBRID BEACON						FLASH SEQUENCE
	1	ACT.	CLR.	2	CLR.		
1 & 2	BLK	FY	Y	SR	FR		FY
3 & 4	BLK	FY	Y	SR	FR		FY
5 & 6	DW	DW	DW	W	FDW		BLK
7	BLK	BLK	BLK	ON	ON		BLK

SCALE IN FEET
0 30 60 120

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 70 - STA. 151+03.31	36.65' LT.	1862177.23, 301123.58

* CENTER OF CABINET

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07-30-2026
JOHN P. HERRMAN

LOCATION: HIGHWAY 70 AND 20TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=60' DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	64	88
		SIGNALIZATION PLAN SHEET				

HIGHWAY 70 AND 20TH STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70 - STA. 150+85.73	36.33' LT.	1862159.65, 301123.26
B	HWY. 70 - STA. 150+83.99	00.00'	1862157.91, 301086.93
C	HWY. 70 - STA. 150+93.28	37.47' RT.	1862167.20, 301049.46
D	HWY. 70 - STA. 150+70.74	00.00'	1862144.66, 301086.93
E	HWY. 70 - STA. 151+08.74	00.00'	1862182.66, 301086.93

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

HIGHWAY 70 AND 20TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 70 - STA. 150+95.28	36.67' LT.	1862169.19, 301123.60
PB2	2	HWY. 70 - STA. 151+03.89	01.62' LT.	1862177.81, 301088.55
PB3	2	HWY. 70 - STA. 150+75.49	01.62' LT.	1862149.41, 301088.55
PB4	2 HD	HWY. 70 - STA. 150+96.96	42.56' RT.	1862170.88, 301044.37

* CENTER OF PULL BOX

ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

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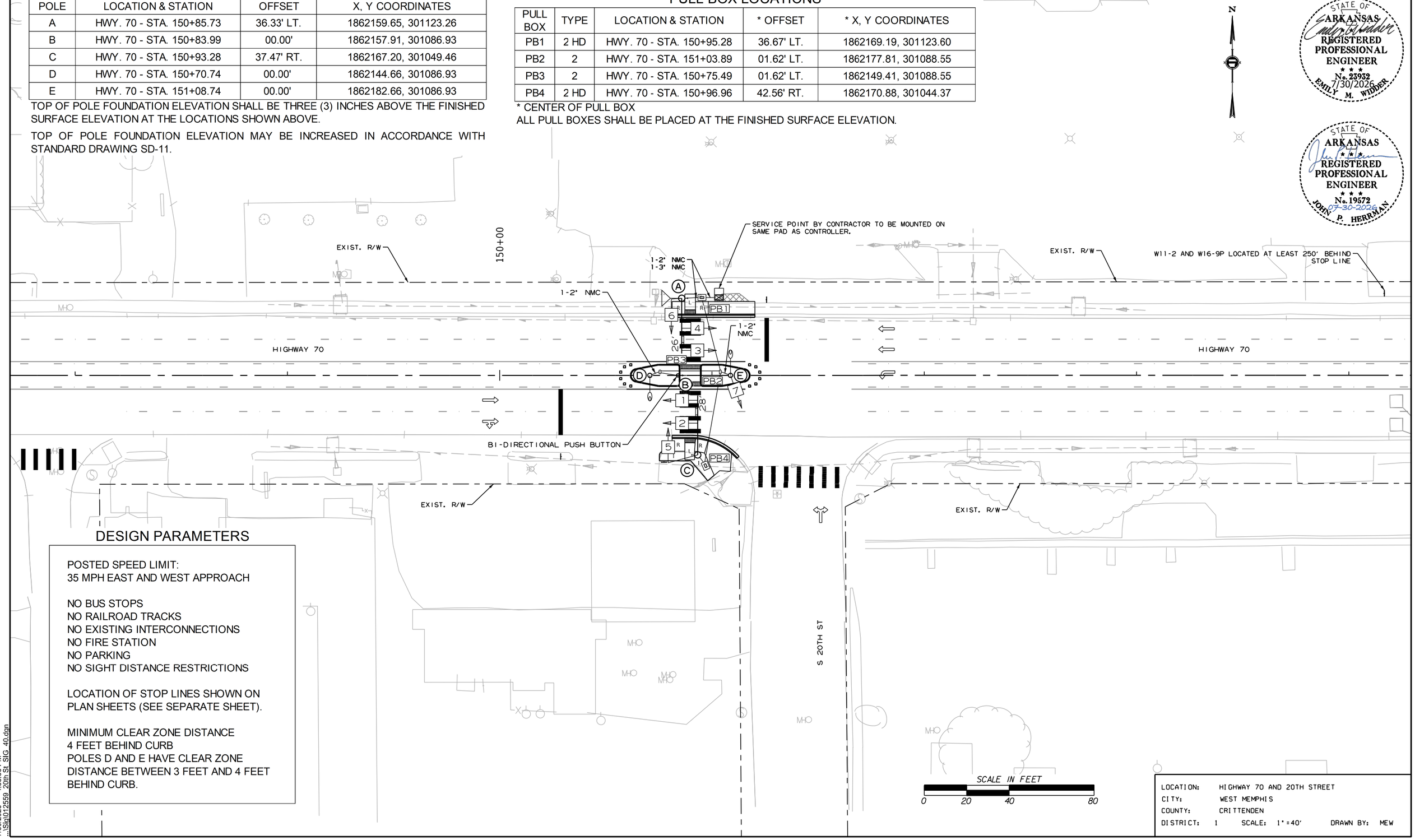

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES D AND E HAVE CLEAR ZONE DISTANCE BETWEEN 3 FEET AND 4 FEET BEHIND CURB.

LOCATION: HIGHWAY 70 AND 20TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=40' DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	65	88
		SIGNALIZATION PLAN SHEET				

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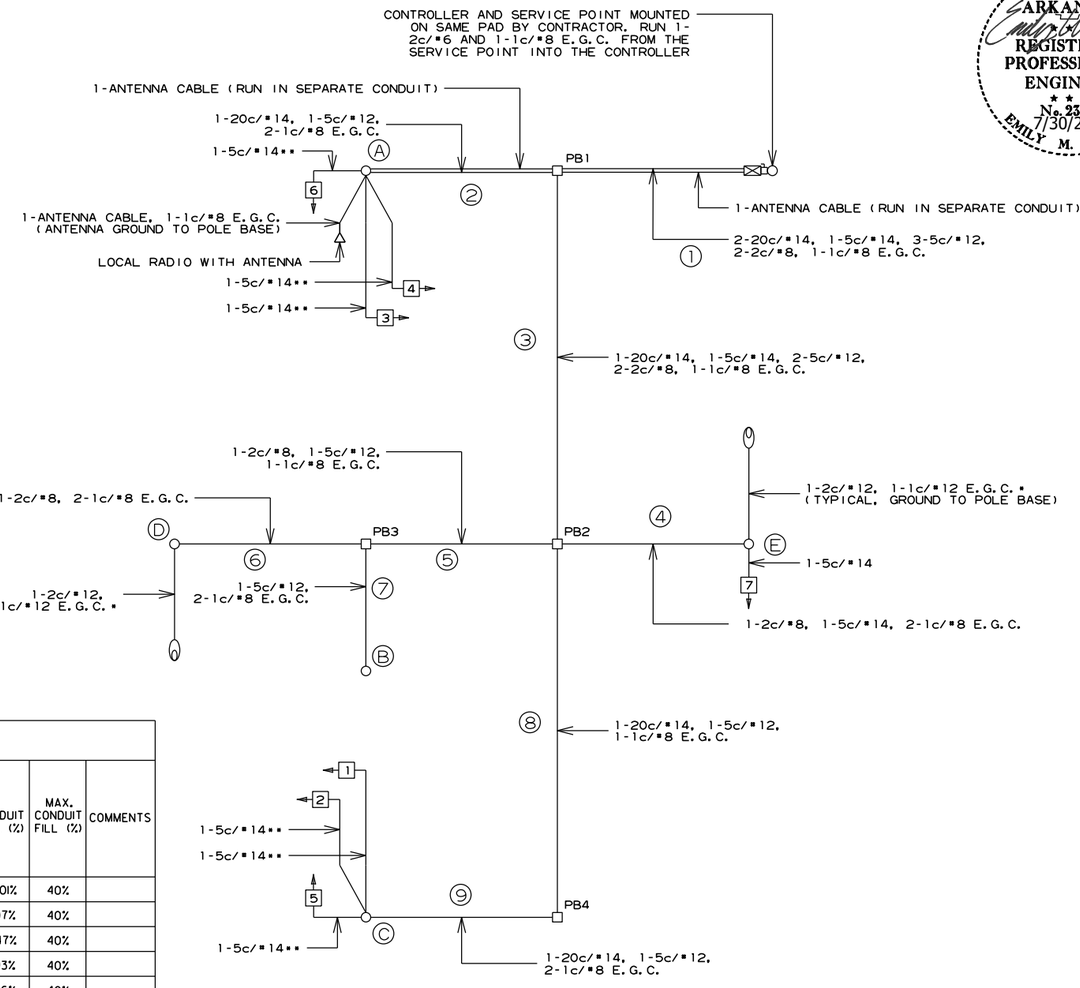
EMILY M. WIDDER

WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.



ELECTRICAL SERVICE DATA TABLE

ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
1	NEW	NW CORNER	120/240 VAC	60A	#6	3"	LIGHTING + PHB

VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT D	154	#8/#12 AWG	240	1	USE-2/UF	0.11	0.52	0.12	2P/15A
LGT E	120	#8/#12 AWG	240	1	USE-2/UF	0.09	0.52	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS

CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)											•CONDUIT SIZE/LENGTH (FEET)		CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	20C/#14 A.W.G. 5C#12 A.W.G. 2-1C/#8 A.W.G. E.G.C.	20C/#14 A.W.G. 5C#12 A.W.G. #8 A.W.G. E.G.C.	2-20C/#14 A.W.G. 1-5C/#14 A.W.G. 3-5C/#12 A.W.G. 2-2C/#8 A.W.G. #8 A.W.G. E.G.C.	20C/#14 A.W.G. 1-5C/#14 A.W.G. 2-5C/#12 A.W.G. 2-2C/#8 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 5C/#12 A.W.G. #8 A.W.G. E.G.C.	5C/#12 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 5C/#14 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	5C/#12 A.W.G.	5C/#14 A.W.G.	2"	3"			
1			21										8	25.01%	40%	
2	15									9••	110••		10	9.07%	40%	
3				44									38	17.47%	40%	
4							10		45•		18••	5		9.93%	40%	
5					34								28	6.96%	40%	
6								10	45•			5		6.76%	40%	
7						13				9••			8	6.19%	40%	
8		47											42	8.31%	40%	
9	11									9••	112••		6	9.07%	40%	

• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

•• SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN

LOCATION: HIGHWAY 70 AND 20TH STREET
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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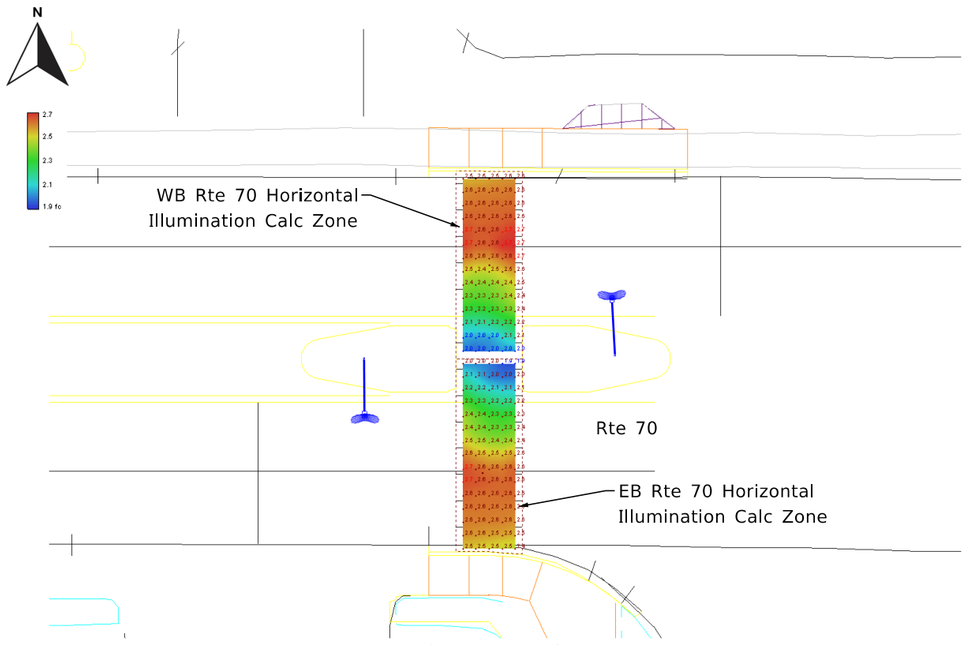
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	66	88
		HIGHWAY 70 PHOTOMETRICS				



Rte 70 @ 20th Street - Photometrics Plan View

EB Rte 70 Horiz Illum Calc

Average	2.4	fc
Maximum	2.7	fc
Minimum	1.9	fc
Max/Min	1.4:1	
Average/Min	1.3:1	

EB X-Walk Vert 7' Plane

Average	2.0	fc
Maximum	3.0	fc
Minimum	1.1	fc
Max/Min	2.7:1	
Average/Min	1.8:1	

WB Rte 70 Horiz Illum Calc

Average	2.4	fc
Maximum	2.7	fc
Minimum	2.0	fc
Max/Min	1.4:1	
Average/Min	1.2:1	

WB X-Walk Vert 7' Plane

Average	2.0	fc
Maximum	3.0	fc
Minimum	1.1	fc
Max/Min	2.7:1	
Average/Min	1.8:1	

Horizontal & Vertical Illuminance Calculations

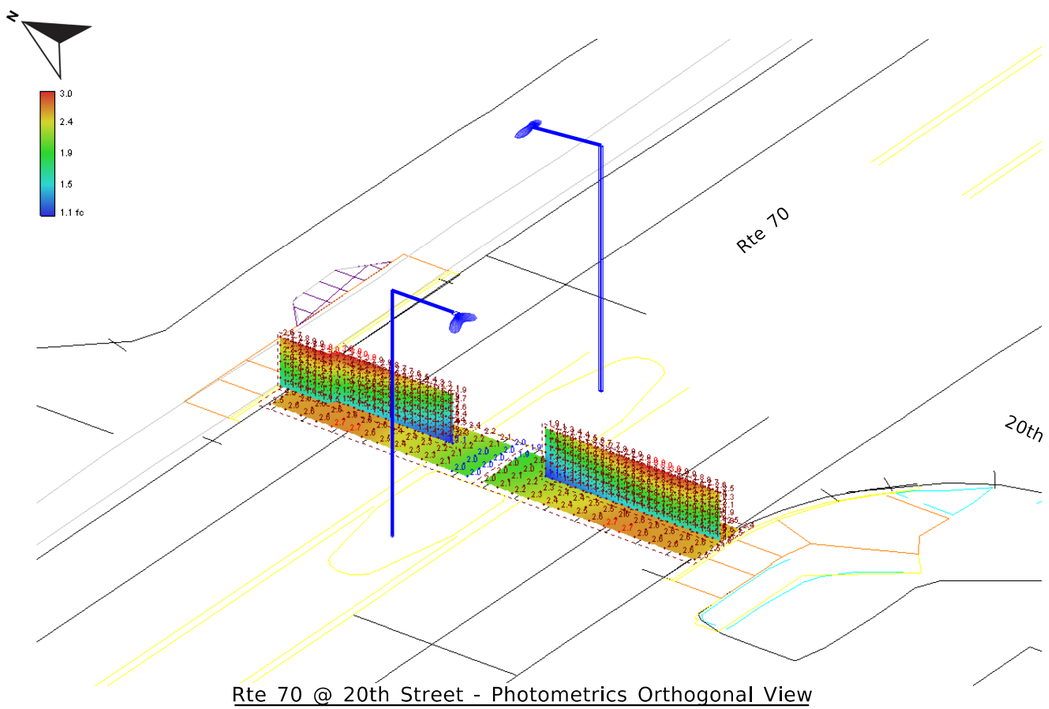
STATE OF ARKANSAS
JOHN P. HERRMAN
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026

Source: RP-8-14, Table 8 - Illumination for Intersections

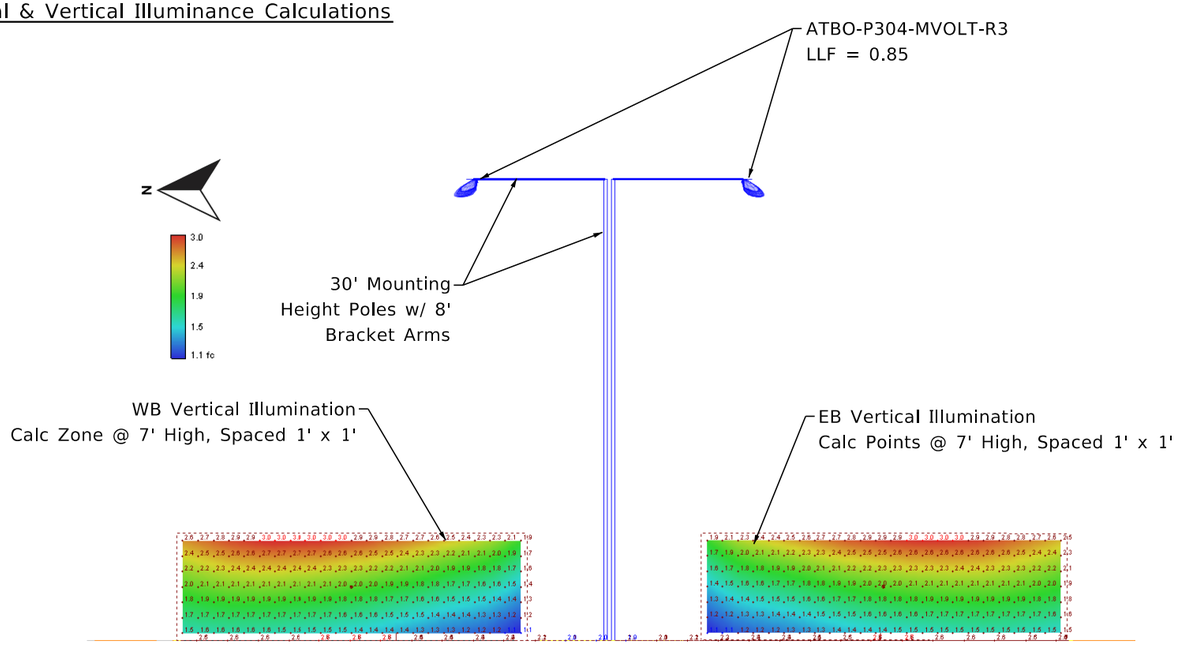
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)



Rte 70 @ 20th Street - Photometrics Orthogonal View



Rte 70 @ 20th Street - Photometrics Section View (Looking Eastbound)

ARDOT Rte 70 At 20th Street PHB - Photometrics Basis of Design

LOCATION:	HIGHWAY 70 AND 20TH STREET
CITY:	WEST MEMPHIS
COUNTY:	CRITTENDEN
DISTRICT: 1	SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	67	88
		TRAFFIC SIGNAL QUANTITIES - INGRAM BLVD				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1100	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1125	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	205	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	355	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	6	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM

REMOVE EXISTING POLE B, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES E, F, G, H, I, & J, COUNTDOWN PEDESTRIAN SIGNAL HEADS 7-12, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 5 AND PULL BOX 8 WHICH ARE TO BE TYPE 2 HD PULL BOXES. REPLACE EXISTING PULL BOXES 2 AND 9 WITH TYPE 3 HD PULL BOXES, AND REPLACE EXISTING PULL BOX 6 WITH TYPE 3 PULL BOX. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

LOCATION: HIGHWAY 70 AND INGRAM BOULEVARD
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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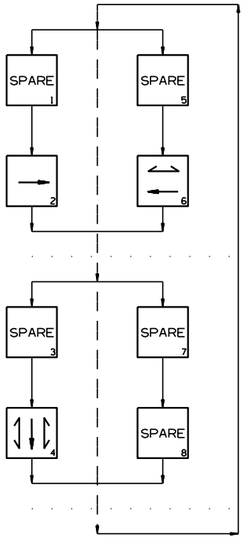
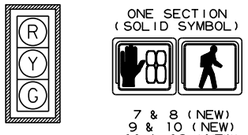
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	68	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES
12" LENSES



1 & 2 (EXISTING)
3 & 4 (EXISTING)
5 & 6 (EXISTING)

SIGNAL FACE NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

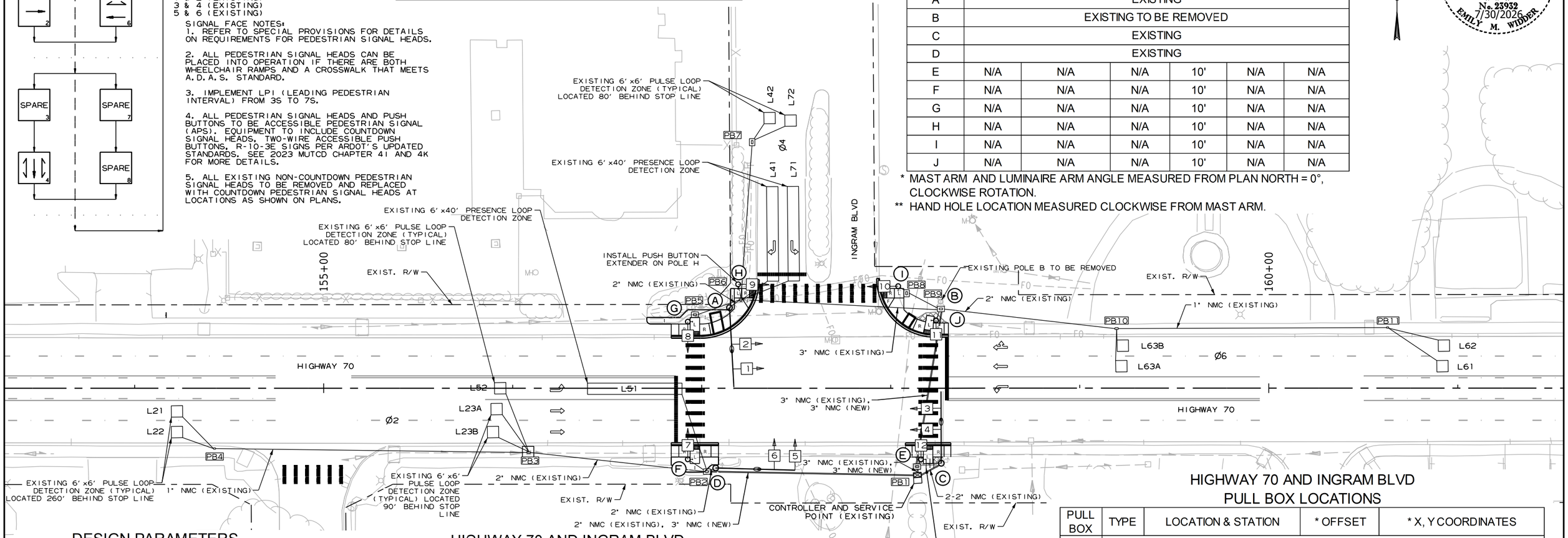
3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.



HIGHWAY 70 AND INGRAM BLVD
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING TO BE REMOVED					
C	EXISTING					
D	EXISTING					
E	N/A	N/A	N/A	10'	N/A	N/A
F	N/A	N/A	N/A	10'	N/A	N/A
G	N/A	N/A	N/A	10'	N/A	N/A
H	N/A	N/A	N/A	10'	N/A	N/A
I	N/A	N/A	N/A	10'	N/A	N/A
J	N/A	N/A	N/A	10'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

N

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH
30 MPH NORTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN SOUTHEAST QUADRANT
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HIGHWAY 70 AND INGRAM BLVD
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING TO BE REMOVED		
C	EXISTING		
D	EXISTING		
E	HWY. 70 - STA. 158+16.07	37.64' RT.	1862889.99, 301049.32
F	HWY. 70 - STA. 156+92.68	37.60' RT.	1862766.60, 301049.35
G	HWY. 70 - STA. 156+92.68	35.15' LT.	1862766.60, 301122.11
H	HWY. 70 - STA. 157+19.30	54.93' LT.	1862793.22, 301141.89
I	HWY. 70 - STA. 158+03.98	53.93' LT.	1862877.89, 301140.89
J	HWY. 70 - STA. 158+24.02	35.83' LT.	1862897.93, 301122.79

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

REFER TO FOUNDATION 2 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE J.

HIGHWAY 70 AND INGRAM BLVD
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
**PB2	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB3	EXISTING			
PB4	EXISTING			
PB5	2 HD	HWY. 70 - STA. 156+96.43	38.86' LT.	1862770.35, 301125.81
**PB6	EXISTING TO BE REPLACED WITH TYPE 3			
PB7	EXISTING			
PB8	2 HD	HWY. 70 - STA. 158+08.43	50.18' LT.	1862882.35, 301137.14
**PB9	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB10	EXISTING			
PB11	EXISTING			

* CENTER OF PULL BOX
** FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

SCALE IN FEET
25 0 25 50

LOCATION: HIGHWAY 70 AND INGRAM BOULEVARD
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: 1"=50' DRAWN BY: MEW

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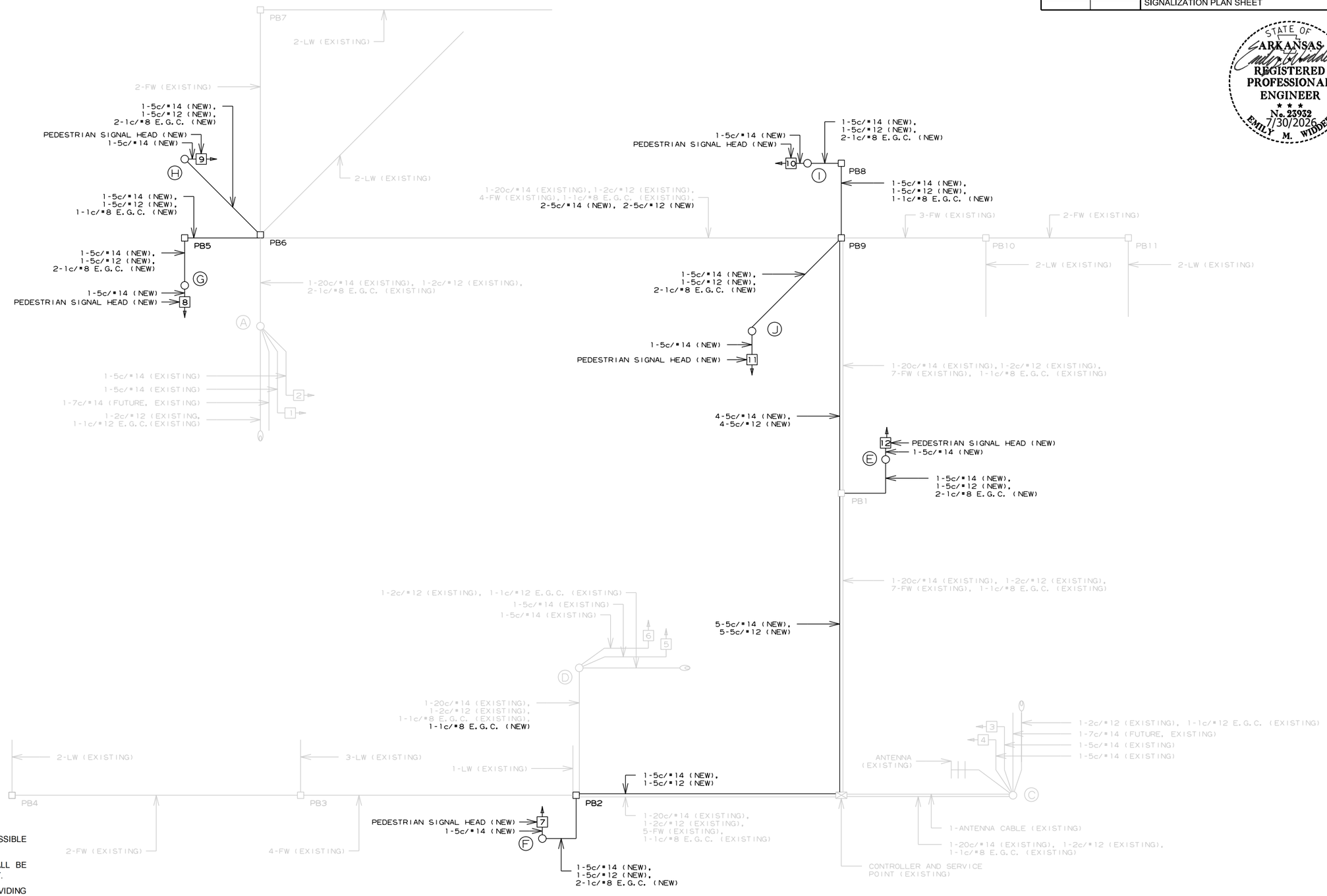
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	69	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
6. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.

LOCATION: HIGHWAY 70 AND INGRAM BOULEVARD
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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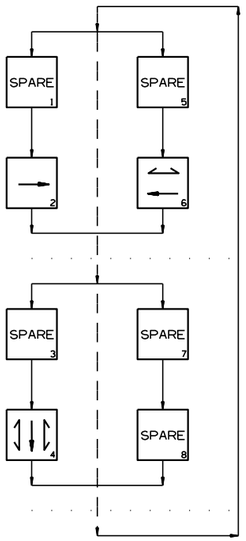
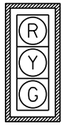
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	70	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)

7 & 8 (NEW)
9 & 10 (NEW)
11 & 12 (NEW)

1 & 2 (EXISTING)
3 & 4 (EXISTING)
5 & 6 (EXISTING)

SIGNAL FACE NOTES:

1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S.
4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 012559										
HIGHWAY 70 AND INGRAM BOULEVARD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS	
L21	EB INSIDE ADVANCE	EXISTING								
L22	EB OUTSIDE ADVANCE	EXISTING								
L23 A&B	EB NEAR	EXISTING								
L41	SB NEAR	EXISTING								
L42	SB ADVANCE	EXISTING								
L51	EB LEFT TURN	EXISTING								
L52	EB LEFT TURN FAR	EXISTING								
L61	WB INSIDE ADVANCE	EXISTING								
L62	WB OUTSIDE ADVANCE	EXISTING								
L63 A&B	WB NEAR	EXISTING								
L71	SB LEFT TURN	EXISTING								
L72	SB LEFT TURN FAR	EXISTING								
PB4 A&B	HWY. 70 W. & E. LEGS	EXISTING								REPLACED
PB6 A&B	INGRAM BLVD. N. LEG	EXISTING								REPLACED
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE 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. 70 AND INGRAM BLVD. 2+6	CLR.	4	CLR.		FLASH SEQUENCE
1 & 2	G	Y	R	R		R
3 & 4	G	Y	R	R		R
5 & 6	R	R	G	Y		R
7 & 8	DW	DW	W	FDW		BLK
9 & 10	W	FDW	DW	DW		BLK
11 & 12	DW	DW	W	FDW		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: HIGHWAY 70 AND INGRAM BOULEVARD
CITY: WEST MEMPHIS
COUNTY: CRITTENDEN
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	71	88
		TRAFFIC SIGNAL QUANTITIES - MELROSE ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

TRAFFIC SIGNAL & LIGHTING QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	125	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	2	EACH
SP	LED BLANK OUT SIGN	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	3	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	296	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	474	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	125	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	272	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	187	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	LIN. FT.
710	NON-METALLIC CONDUIT (3")	138	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (24')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SS & 726	STANDARD SIGN	38	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	1	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 91 AND MELROSE STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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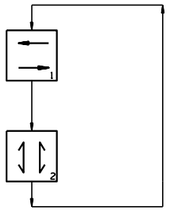
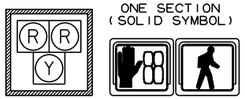
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	72	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1 & 2
3 & 4

ONE SECTION
(SOLID SYMBOL)

5 & 6

7
R3-2
(LED BLANK-OUT SIGN)
36" X 36"

8
R3-1
(LED BLANK-OUT SIGN)
36" X 36"

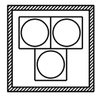
SIGN FACES

W11-2
36" X 36"
W16-9P
24" X 12"

R10-23a
24" X 30"

R10-6L
24" X 36"

SEQUENCE FOR PEDESTRIAN HYBRID BEACON



1. DARK UNTIL ACTIVATED

2. FLASHING YELLOW UPON ACTIVATION

3. STEADY YELLOW

4. STEADY RED DURING PEDESTRIAN WALK INTERVAL

5. ALTERNATING FLASHING RED DURING PEDESTRIAN CHANGE INTERVAL

6. DARK AGAIN UNTIL ACTIVATED

LEGEND
SY - STEADY YELLOW
FY - FLASHING YELLOW
SR - STEADY RED
FR - FLASHING RED

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

3. PEDESTRIAN HYBRID BEACON SIGNAL HEAD INDICATIONS SHALL BE DARK (NOT ILLUMINATED) DURING PERIODS BETWEEN ACTUATIONS.

4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENT FOR PEDESTRIAN SIGNAL HEADS.

5. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

6. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

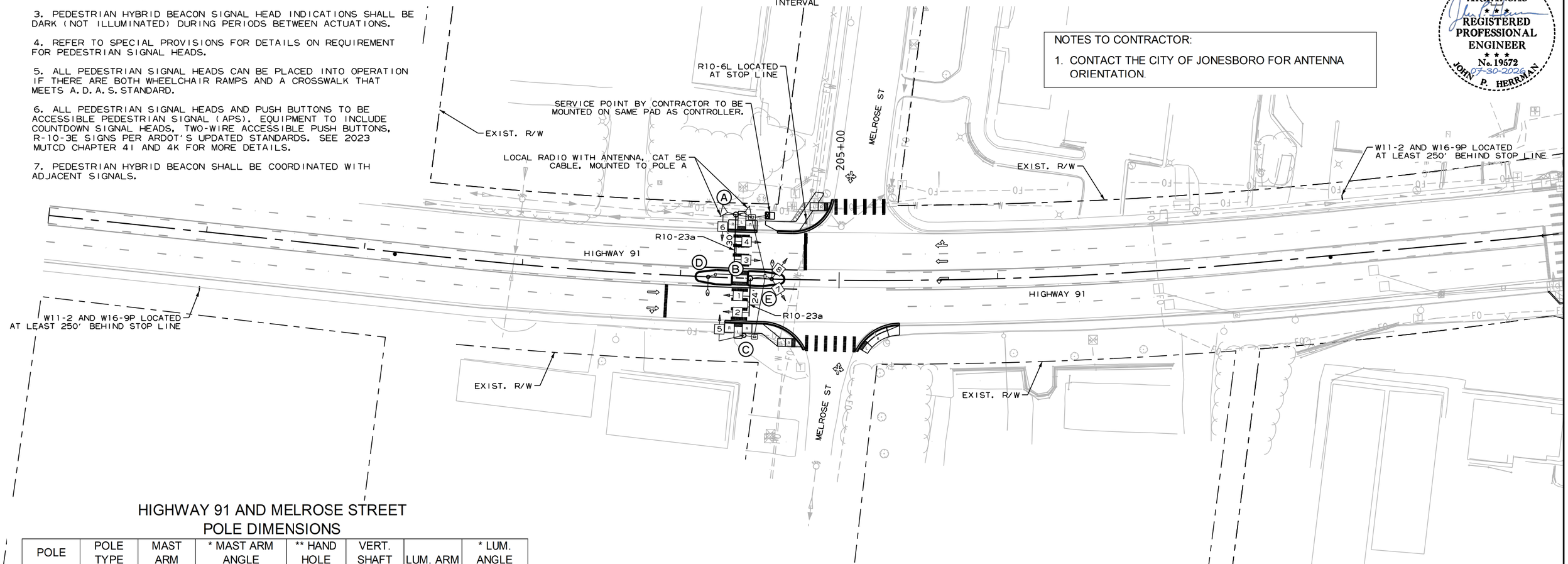
7. PEDESTRIAN HYBRID BEACON SHALL BE COORDINATED WITH ADJACENT SIGNALS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

NOTES TO CONTRACTOR:

1. CONTACT THE CITY OF JONESBORO FOR ANTENNA ORIENTATION.



HIGHWAY 91 AND MELROSE STREET
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PHB	30'	175°	180°	21'	N/A	N/A
B	PHB	24'	175°	180°	21'	N/A	N/A
C	PED	N/A	N/A	N/A	10'	N/A	N/A
D	LIGHT	N/A	N/A	N/A	*** 30'	8'	175°
E	LIGHT	N/A	N/A	N/A	*** 30'	8'	355°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
*** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 91 AND MELROSE STREET PEDESTRIAN HYBRID BEACON 1	ACT.	CLR.	2	CLR.		FLASH SEQUENCE
1 & 2	BLK	FY	Y	SR	FR		FY
3 & 4	BLK	FY	Y	SR	FR		FY
5 & 6	DW	DW	DW	W	FDW		BLK
7 & 8	BLK	BLK	BLK	ON	ON		BLK

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 91 - STA. 204+53.76	39.87' LT.	1702468.17, 552949.78

* CENTER OF CABINET

SCALE IN FEET
0 30 60 120

LOCATION: HIGHWAY 91 AND MELROSE STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: 1"=60' DRAWN BY: BAW

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...\Sig\012559 MELROSE SIG 60.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	73	88
		SIGNALIZATION PLAN SHEET				

HIGHWAY 91 AND MELROSE STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 91 - STA. 204+33.48	40.00' LT.	1702448.28, 552948.03
B	HWY. 91 - STA. 204+44.00	00.00' LT.	1702462.27, 552909.18
C	HWY. 91 - STA. 204+41.23	36.00' RT.	1702462.78, 552873.07
D	HWY. 91 - STA. 204+17.43	00.00' RT.	1702435.80, 552906.88
E	HWY. 91 - STA. 204+57.57	00.00' RT.	1702475.79, 552910.46

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

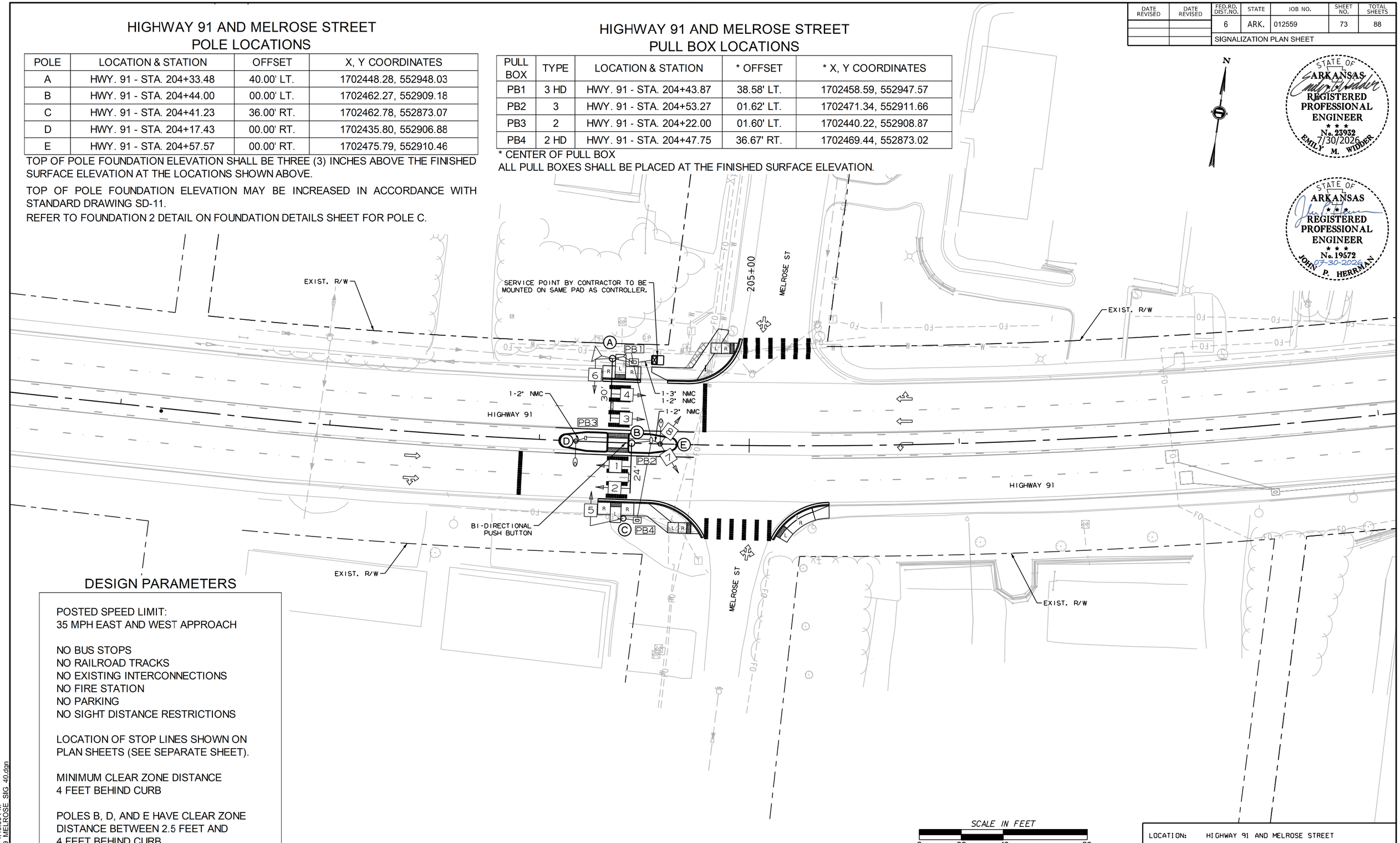
REFER TO FOUNDATION 2 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE C.

HIGHWAY 91 AND MELROSE STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	3 HD	HWY. 91 - STA. 204+43.87	38.58' LT.	1702458.59, 552947.57
PB2	3	HWY. 91 - STA. 204+53.27	01.62' LT.	1702471.34, 552911.66
PB3	2	HWY. 91 - STA. 204+22.00	01.60' LT.	1702440.22, 552908.87
PB4	2 HD	HWY. 91 - STA. 204+47.75	36.67' RT.	1702469.44, 552873.02

* CENTER OF PULL BOX

ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
EMILY M. WIDDER
7/30/2026

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

POLES B, D, AND E HAVE CLEAR ZONE DISTANCE BETWEEN 2.5 FEET AND 4 FEET BEHIND CURB.

SCALE IN FEET
0 20 40 80

LOCATION: HIGHWAY 91 AND MELROSE STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: 1"=40' DRAWN BY: BAW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	74	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

ELECTRICAL SERVICE DATA TABLE

ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
1	NEW	NW CORNER	120/240 VAC	60A	#6	3"	LIGHTING + PHB

VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

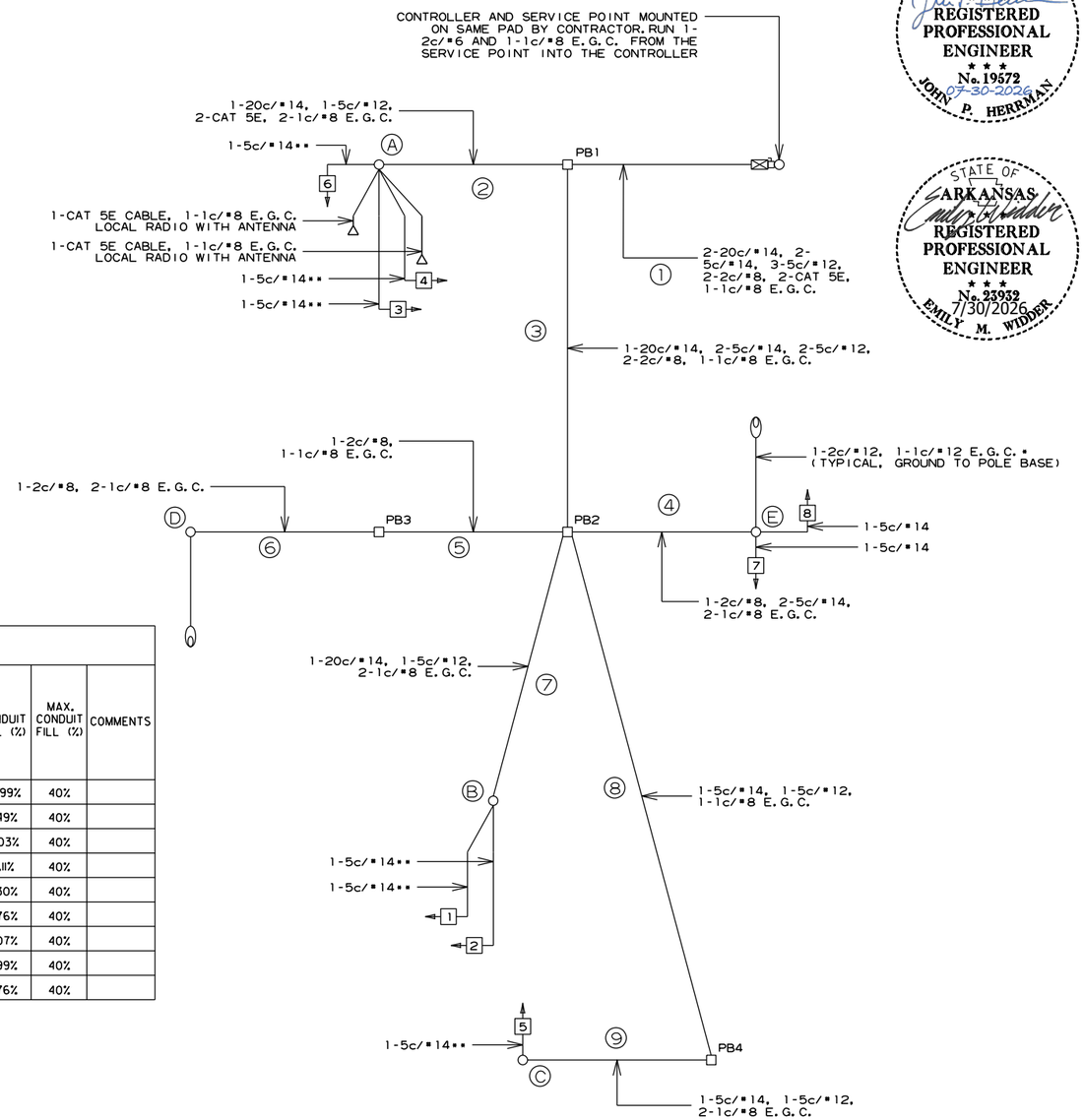
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT D	157	#8/#12 AWG	240	1	USE-2/UF	0.11	0.52	0.12	2P/15A
LGT E	120	#8/#12 AWG	240	1	USE-2/UF	0.09	0.52	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS

CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)												•CONDUIT SIZE/LENGTH (FEET)		CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2OC/#14 A.W.G. 5C#12 A.W.G. 2-CAT 5E 2-1C/#8 A.W.G. E.G.C.	2OC/#14 A.W.G. 5C#12 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2-2OC/#14 A.W.G. 2-5C/#14 A.W.G. 3-5C/#12 A.W.G. 2-2C/#8 A.W.G. 2-CAT 5E #8 A.W.G. E.G.C.	2OC/#14 A.W.G. 2-5C/#14 A.W.G. 2-5C/#12 A.W.G. 5-2C/#8 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 5C/#12 A.W.G. #8 A.W.G. E.G.C.	5C/#14 A.W.G. 5C/#12 A.W.G. #8 A.W.G. E.G.C.	5C/#14 A.W.G. 5C/#12 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-5C/#14 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	5C/#12 A.W.G.	5C/#14 A.W.G.	2"	3"			
1			21											8	23.99%	40%	
2	15											9••	116••	10	9.49%	40%	
3				44										38	16.03%	40%	
4								10		45•			36••	5	13.11%	40%	
5					37									31	2.30%	40%	
6									10	45•				5	6.76%	40%	
7		13										9••	112••	8	9.07%	40%	
8						42								37	3.99%	40%	
9							10					9••	18••	4	4.76%	40%	

• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

•• SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

LOCATION: HIGHWAY 91 AND MELROSE STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: N/A DRAWN BY: BAW

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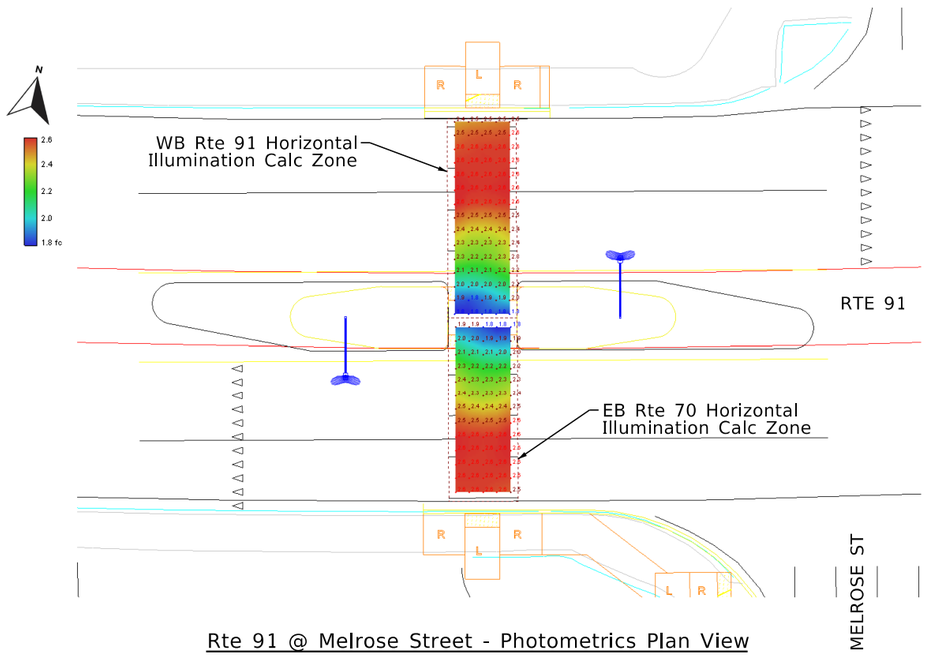
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	75	88
		HIGHWAY 91 PHOTOMETRICS				



Rte 91 @ Melrose Street - Photometrics Plan View

EB Rte 91 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.6	fc
Minimum	1.8	fc
Max/Min	1.4:1	
Average/Min	1.3:1	

EB X-Walk Vert 7' Plane

Average	2.0	fc
Maximum	3.1	fc
Minimum	1.0	fc
Max/Min	3.1:1	
Average/Min	2.0:1	

WB Rte 91 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.6	fc
Minimum	1.8	fc
Max/Min	1.4:1	
Average/Min	1.3:1	

WB X-Walk Vert @ 7' Plane

Average	2.0	fc
Maximum	3.1	fc
Minimum	1.1	fc
Max/Min	2.8:1	
Average/Min	1.8:1	

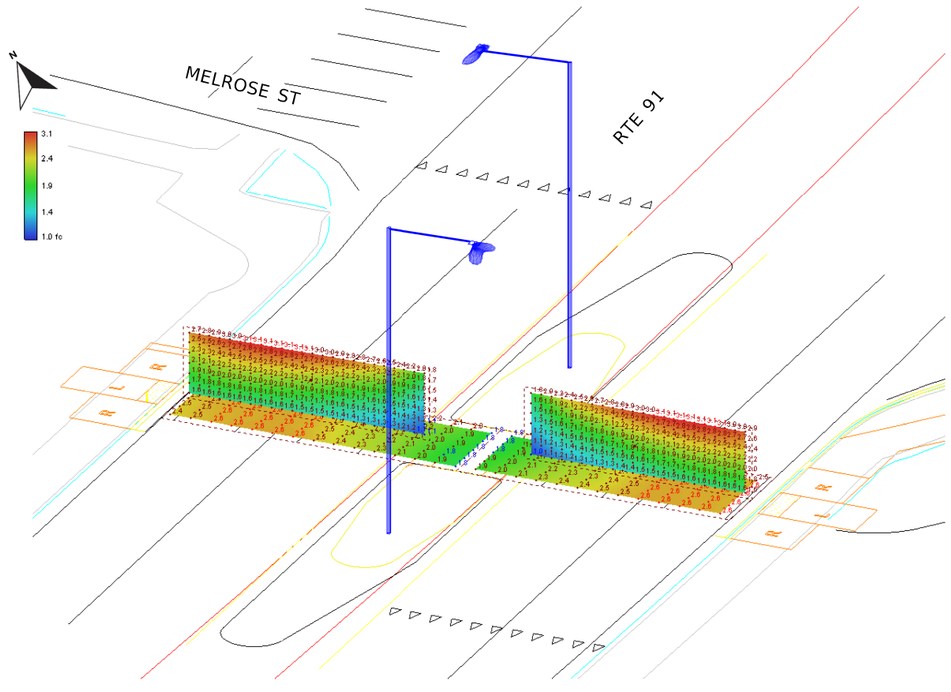
Horizontal & Vertical Illuminance Calculations

Source: RP-8-14, Table 8 - Illumination for Intersections

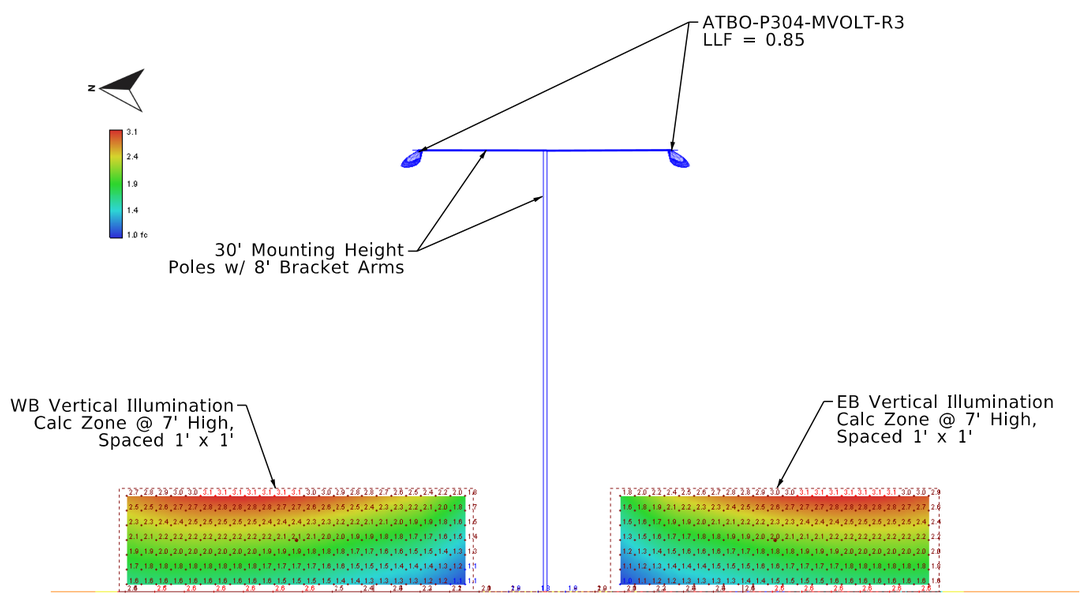
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)



Rte 91 @ Melrose Street - Photometrics Orthogonal View



Rte 91 @ Melrose Street - Photometrics Section View (Looking Eastbound)

ARDOT Rte 91 At Melrose Street PHB - Photometrics Basis of Design

LOCATION:	HIGHWAY 91 AND MELROSE STREET		
CITY:	JONESBORO		
COUNTY:	CRAIGHEAD		
DISTRICT:	10	SCALE: N/A	DRAWN BY: MEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07-30-2026
JOHN P. HERRMAN

7/30/2026 4:41:12 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	76	88
		TRAFFIC SIGNAL QUANTITIES - MARION BERRY PKWY				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1085	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	540	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	745	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	15	LIN. FT.
710	NON-METALLIC CONDUIT (3")	220	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM

REMOVE EXISTING POLE F, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES E, G, H, & I, COUNTDOWN PEDESTRIAN SIGNAL HEADS 8-13, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. REPLACE EXISTING PULL BOX 7 WITH A TYPE 3 HD PULL BOX. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

LOCATION: HIGHWAY 91 AND MARION BERRY PARKWAY
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	77	88
		SIGNALIZATION PLAN SHEET				

HIGHWAY 91 AND MARION BERRY PKWY
POLE LOCATIONS

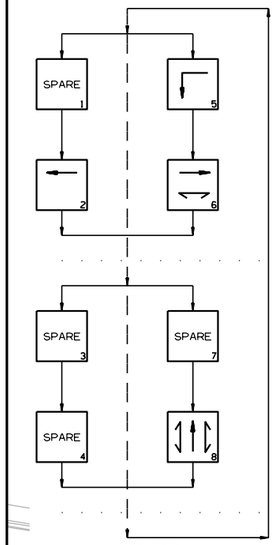
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	HWY. 91 - STA. 209+59.77	36.75' LT.	1702960.60, 553036.79
F	EXISTING TO BE REMOVED		
G	HWY. 91 - STA. 210+89.27	35.75' LT.	1703083.47, 553069.81
H	HWY. 91 - STA. 210+76.27	37.75' RT.	1703092.65, 552995.73
I	HWY. 91 - STA. 210+58.36	39.55' RT.	1703075.68, 552988.78

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

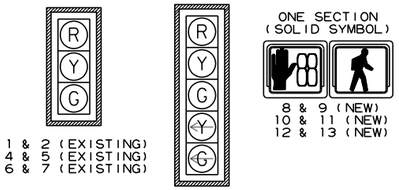
TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

REFER TO FOUNDATION 2 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE G.

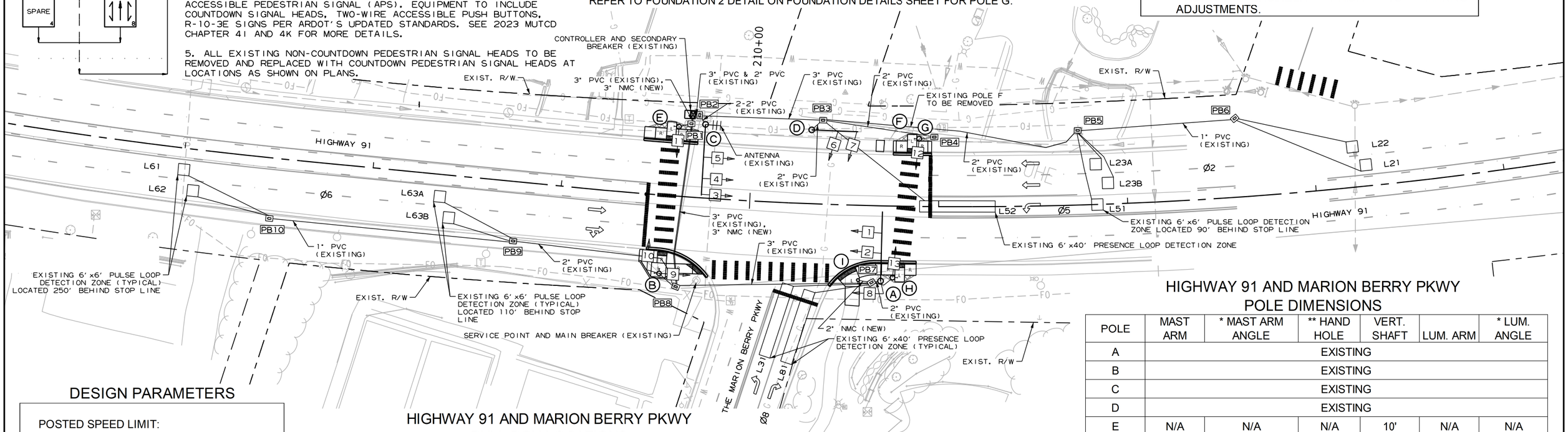
PHASING DIAGRAM



SIGNAL FACES
12" LENSES



SIGNAL FACE NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3s TO 7s.
4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.



NOTES TO CONTRACTOR:
1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH
20 MPH NORTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN NORTHWEST QUADRANT
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HIGHWAY 91 AND MARION BERRY PKWY
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	EXISTING			
PB4	EXISTING			
PB5	EXISTING			
PB6	EXISTING			
**PB7	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB8	EXISTING			
PB9	EXISTING			
PB10	EXISTING			

* CENTER OF PULL BOX
**FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION.
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

HIGHWAY 91 AND MARION BERRY PKWY
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING					
C	EXISTING					
D	EXISTING					
E	N/A	N/A	N/A	10'	N/A	N/A
F	EXISTING TO BE REMOVED					
G	N/A	N/A	N/A	10'	N/A	N/A
H	N/A	N/A	N/A	10'	N/A	N/A
I	N/A	N/A	N/A	6'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 91 AND MARION BERRY PARKWAY
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: 1"=50' DRAWN BY: BAW

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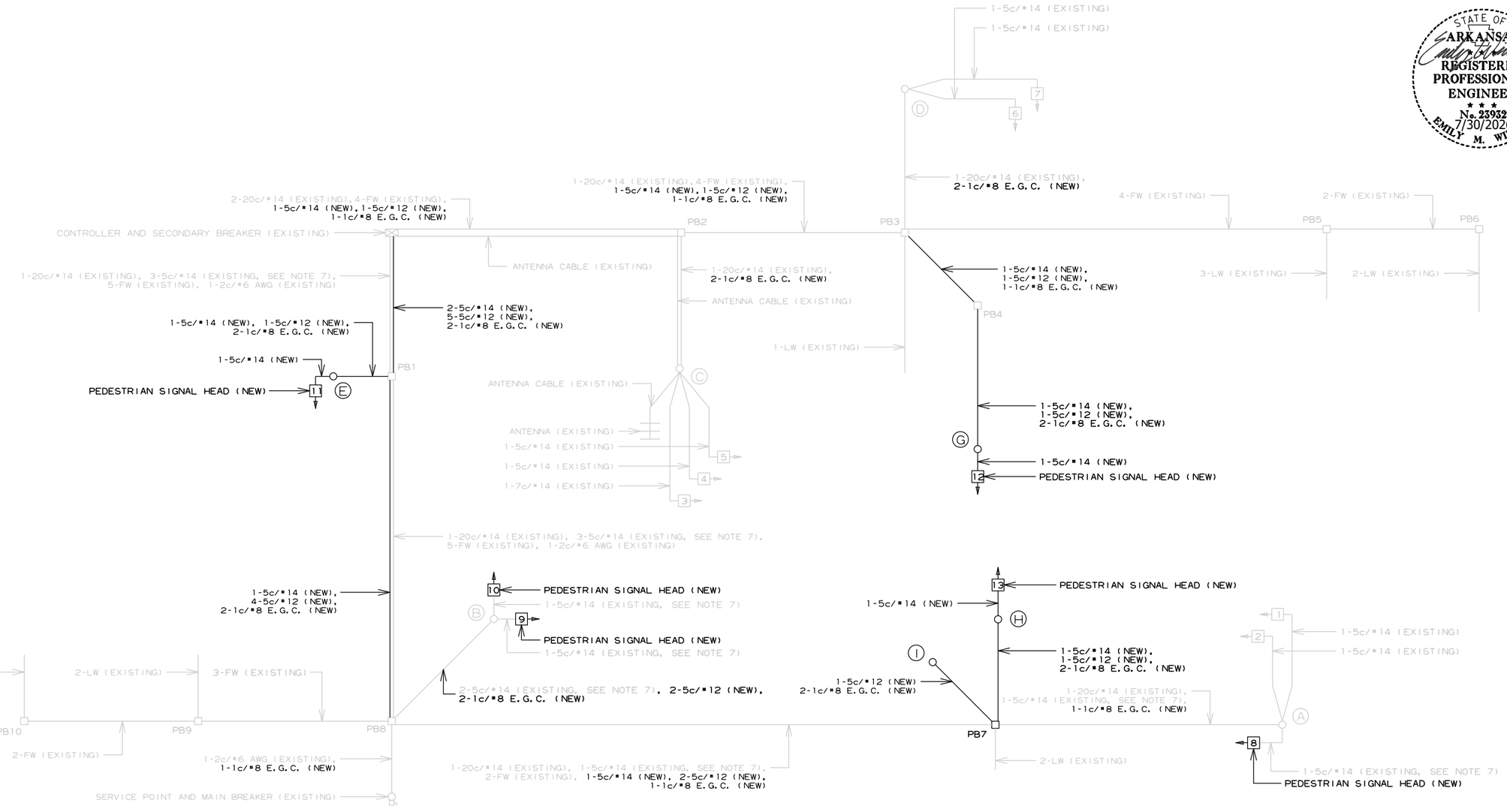
...\012559 MARION BERRY SIG 50.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	78	88
		SIGNALIZATION PLAN SHEET				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. PROPOSED GROUND WIRE SHALL NOT BE INSTALLED IF EXISTING GROUND WIRE MEETS CURRENT ARDOT STANDARDS.
6. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
7. REUSE THE EXISTING 1-5c/#14 FOR THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WILL REPLACE THE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED FROM THIS POLE.
8. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.

LOCATION:	HIGHWAY 91 AND MARION BERRY PARKWAY		
CITY:	JONESBORO		
COUNTY:	CRAIGHEAD		
DISTRICT: 10	SCALE: N/A	DRAWN BY:	BAW

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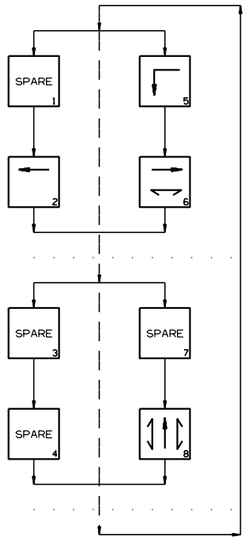
...\012559 MARION BERRY SIG WIRING.dgn

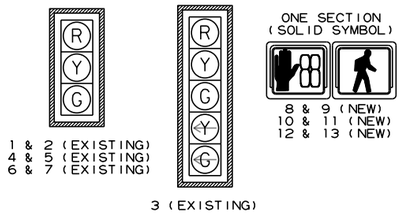
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	79	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1 & 2 (EXISTING)
4 & 5 (EXISTING)
6 & 7 (EXISTING)

3 (EXISTING)

8 & 9 (NEW)
10 & 11 (NEW)
12 & 13 (NEW)

SIGNAL FACE NOTES:

1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3s TO 7s.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

STATE OF ARKANSAS
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DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 012559										
HIGHWAY 91 AND MARION BERRY PARKWAY DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #		
L21	WB INSIDE ADVANCE	EXISTING								
L22	WB OUTSIDE ADVANCE	EXISTING								
L23 A&B	WB NEAR	EXISTING								
L31	NB LEFT TURN	EXISTING								
L51	WB LEFT TURN FAR	EXISTING								
L52	WB LEFT TURN	EXISTING								
L61	EB INSIDE ADVANCE	EXISTING								
L62	EB OUTSIDE ADVANCE	EXISTING								
L63 A&B	EB NEAR	EXISTING								
L81	NB RIGHT TURN	EXISTING								
PB6 A&B	MARION BERRY PKWY. S. LEG	EXISTING								REPLACED
PB8 A&B	HWY. 91 W. & E. LEGS	EXISTING								REPLACED
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE 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	HIGHWAY 91 AND MARION BERRY PKWY 2+5	CLR.	2+6	CLR.	8	CLR.		FLASH SEQUENCE
1 & 2	R	R	G	Y	R	R		R
3	~~G~~ G	~~Y~~ **	G	**	R	R		R
4 & 5	G	**	G	**	R	R		R
6 & 7	R	R	R	R	G	Y		R
8 & 9	DW	DW	W	FDW	DW	DW		BLK
10 & 11	DW	DW	DW	DW	W	FDW		BLK
12 & 13	DW	DW	DW	DW	W	FDW		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: HIGHWAY 91 AND MARION BERRY PARKWAY
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: N/A DRAWN BY: BAW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	80	88
		TRAFFIC SIGNAL QUANTITIES - DEAN ST				

STATE OF ARKANSAS
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No. 23932
7/30/2026
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STATE OF ARKANSAS
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No. 19572
07-30-2026
JOHN P. HERRMAN

TRAFFIC SIGNAL & LIGHTING QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	406	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	193	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	413	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	161	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	2	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SS & 726	STANDARD SIGN	58	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	4	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 91 AND DEAN STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	81	88
		SIGNALIZATION PLAN SHEET				

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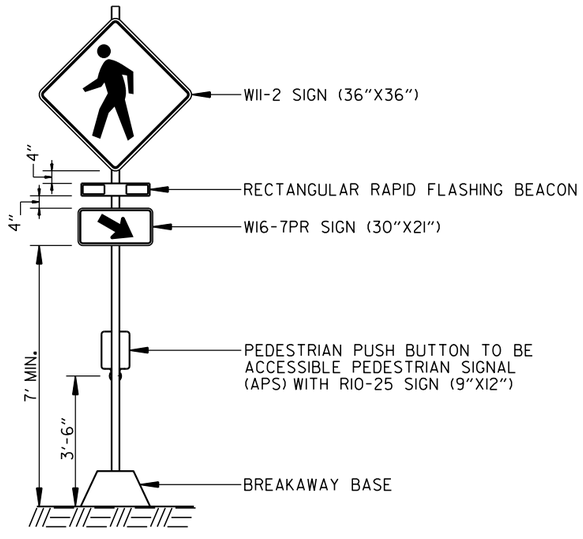
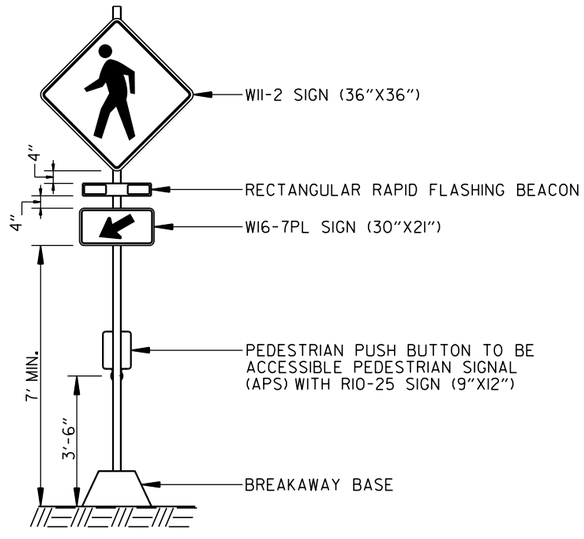
No. 23932
7/30/2026
EMILY M. WIDDER



B & C



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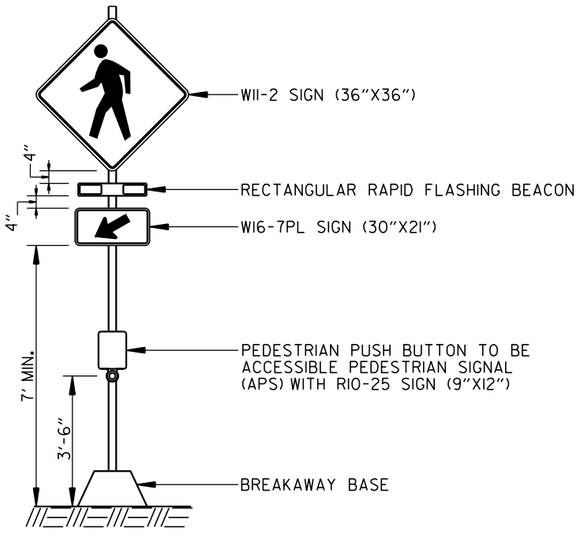

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LOCATION:	HIGHWAY 91 AND DEAN STREET			
CITY:	JONESBORO			
COUNTY:	CRAIGHEAD			
DISTRICT:	10	SCALE: N/A	DRAWN BY:	BAW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	82	88
		SIGNALIZATION PLAN SHEET				

HIGHWAY 91 AND DEAN STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 91 - STA. 217+41.55	37.31' RT.	1703702.15, 553281.18
PB2	2	HWY. 91 - STA. 217+50.04	0.88' RT.	1703690.88, 553316.43
PB3	3	HWY. 91 - STA. 217+20.34	1.17' LT.	1703663.94, 553302.85
PB4	2	HWY. 91 - STA. 217+23.75	33.73' LT.	1703649.80, 553332.39

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

SIGN FACES

W11-2
36" X 36"
W16-9P
24" X 12"

R1-5L
36" X 36"

R1-5R
36" X 36"

HIGHWAY 91 AND DEAN STREET
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
B	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
C	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
D	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
E	LIGHT	N/A	N/A	N/A	*** 30'	8'	329°
F	LIGHT	N/A	N/A	N/A	*** 30'	8'	148°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
*** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAYILLUMINATION POLE" SPECIAL PROVISIONS.

STATE OF ARKANSAS
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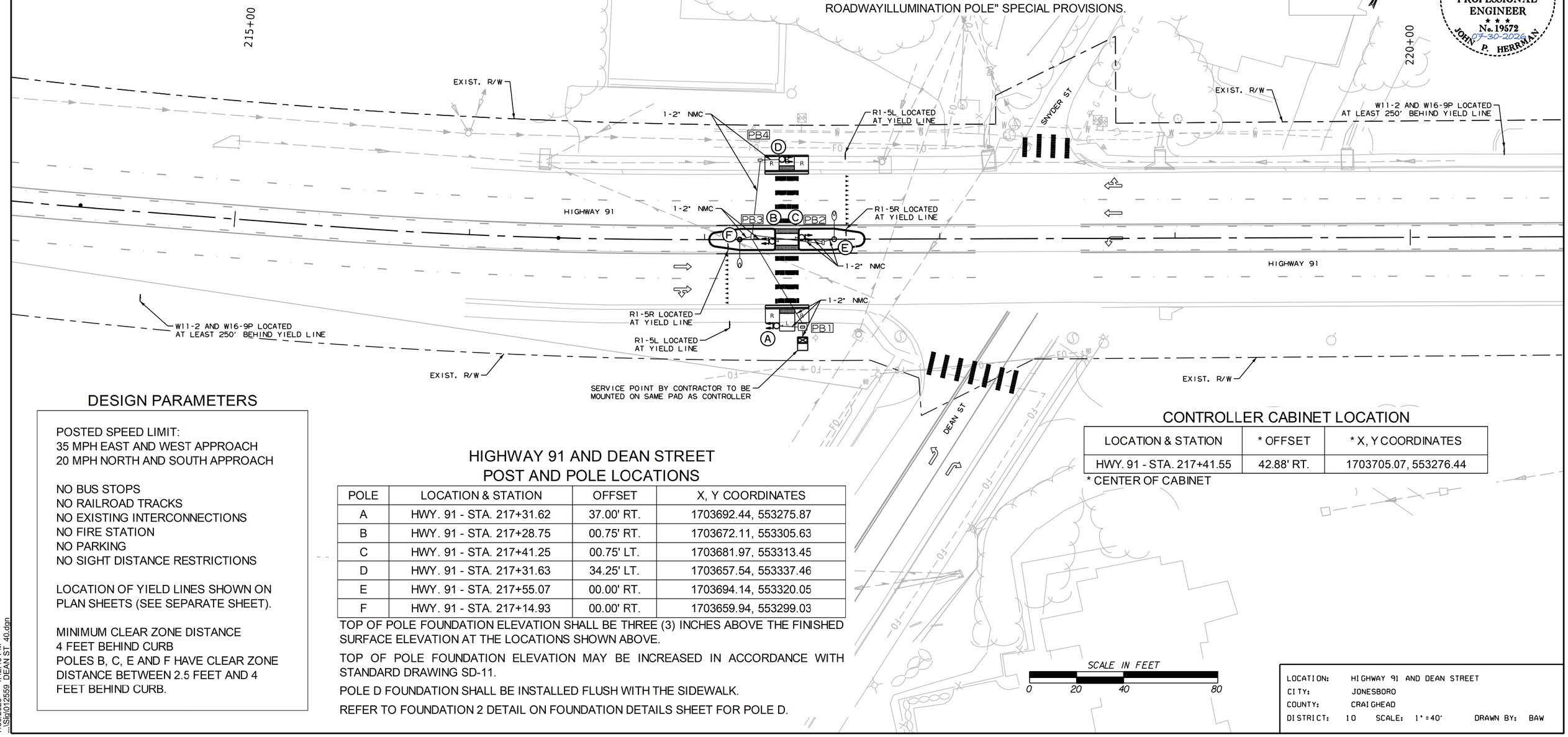
No. 19572
JOHN P. HERRMAN
07-30-2026



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH
20 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 YIELD LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES B, C, E AND F HAVE CLEAR ZONE DISTANCE BETWEEN 2.5 FEET AND 4 FEET BEHIND CURB.

HIGHWAY 91 AND DEAN STREET
POST AND POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 91 - STA. 217+31.62	37.00' RT.	1703692.44, 553275.87
B	HWY. 91 - STA. 217+28.75	00.75' RT.	1703672.11, 553305.63
C	HWY. 91 - STA. 217+41.25	00.75' LT.	1703681.97, 553313.45
D	HWY. 91 - STA. 217+31.63	34.25' LT.	1703657.54, 553337.46
E	HWY. 91 - STA. 217+55.07	00.00' RT.	1703694.14, 553320.05
F	HWY. 91 - STA. 217+14.93	00.00' RT.	1703659.94, 553299.03

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLE D FOUNDATION SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.

REFER TO FOUNDATION 2 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE D.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 91 - STA. 217+41.55	42.88' RT.	1703705.07, 553276.44

* CENTER OF CABINET

SCALE IN FEET
0 20 40 80

LOCATION: HIGHWAY 91 AND DEAN STREET
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: 1"=40' DRAWN BY: BAW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	83	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07-30-2026

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
EMILY M. WIDDER
7/30/2026

ELECTRICAL SERVICE DATA TABLE

ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
1	NEW	SW CORNER	120/240 VAC	60A	#6	3"	LIGHTING + RRFB

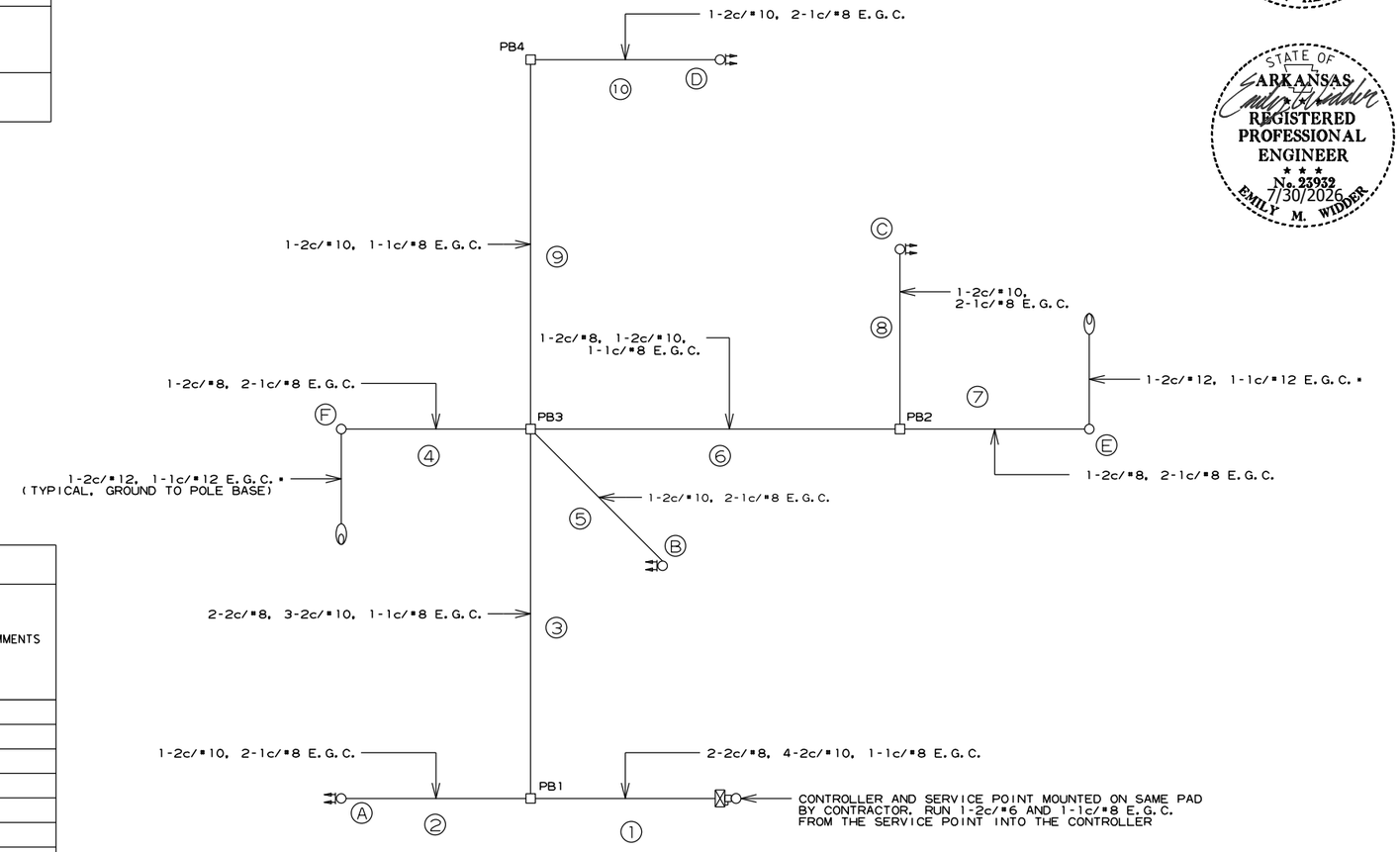
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT E	159	#8/#12 AWG	240	1	USE-2/UF	0.11	.52	0.12	2P/15A
LGT F	124	#8/#12 AWG	240	1	USE-2/UF	0.09	.52	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS

CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)							CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2-2C/#8 A.W.G. 4-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2-2C/#8 A.W.G. 3-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	2C/#10 A.W.G. 2-1C/#8 A.W.G. E.G.C.				
1	20							7	16.54%	40%	
2							28	10	5.40%	40%	
3		50						44	14.52%	40%	
4			9			45•		6	6.76%	40%	
5							28	10	5.40%	40%	
6				36				30	7.09%	40%	
7			8			45•		5	6.76%	40%	
8							27	9	5.60%	40%	
9					38			32	3.71%	40%	
10							26	8	5.40%	40%	

• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
2. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
3. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

LOCATION:	HIGHWAY 91 AND DEAN STREET		
CITY:	JONESBORO		
COUNTY:	CRAIGHEAD		
DISTRICT: 10	SCALE: N/A	DRAWN BY:	BAW

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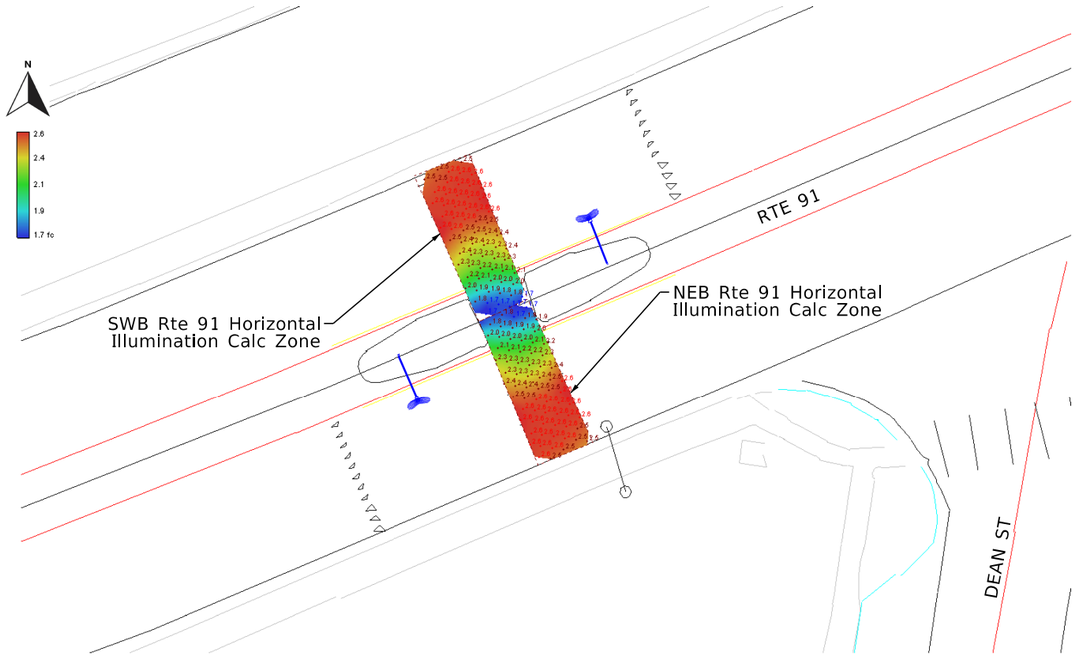
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	84	88
		HIGHWAY 91 PHOTOMETRICS				



Rte 91 @ Dean Street - Photometrics Plan View

NEB Rte 91 Horiz Illum Calc Zone

Average	2.3	fc
Maximum	2.6	fc
Minimum	1.7	fc
Max/Min	1.5:1	
Average/Min	1.4:1	

NEB X-Walk Vert @7' Plane

Average	2.1	fc
Maximum	3.1	fc
Minimum	1.1	fc
Max/Min	2.8:1	
Average/Min	1.9:1	

SWB Rte 91 Horiz Illum Calc Zone

Average	2.3	fc
Maximum	2.6	fc
Minimum	1.7	fc
Max/Min	1.5:1	
Average/Min	1.4:1	

SWB X-Walk Vert @ 7' Plane

Average	2.1	fc
Maximum	3.2	fc
Minimum	1.1	fc
Max/Min	2.9:1	
Average/Min	1.9:1	

Horizontal & Vertical Illuminance Calculations

STATE OF ARKANSAS
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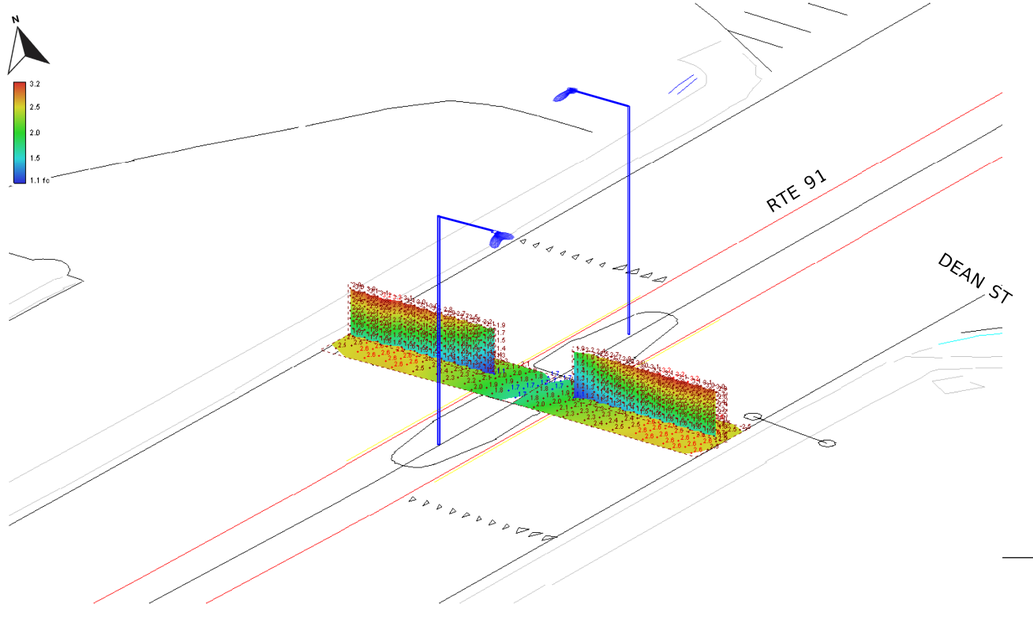
No. 19572
07-30-2026
JOHN P. HERRMAN

Source: RP-8-14, Table 8 - Illumination for Intersections

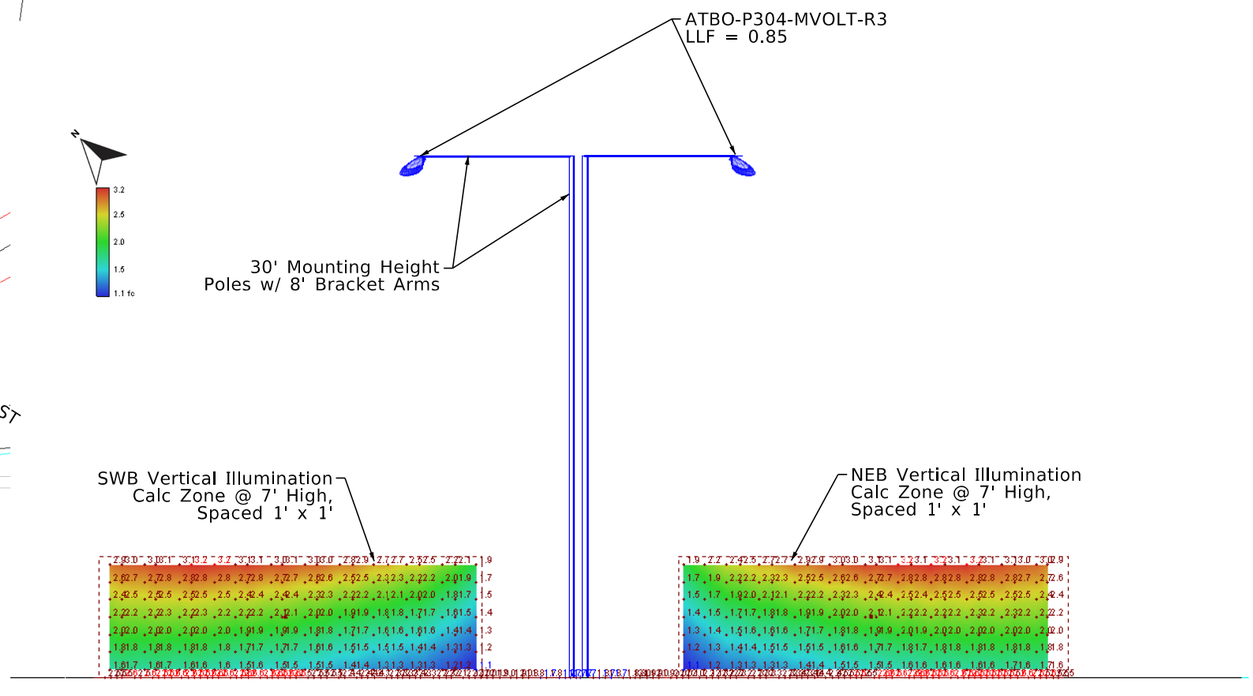
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	24.0/2.4	18.0/1.8	12.0/1.2	4.0
Collector/Local	21.0/2.1	16.0/1.6	10.0/1.0	4.0
Local/Local	18.0/1.8	14.0/1.4	8.0/0.8	6.0

Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 reccomendations.

Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)



Rte 91 @ Dean Street - Photometrics Orthogonal View



Rte 91 @ Dean Street - Photometrics Section View (Looking Eastbound)

ARDOT Rte 91 At Dean Street RRFB - Photometrics Basis of Design

LOCATION:	HIGHWAY 91 AND DEAN STREET		
CITY:	JONESBORO		
COUNTY:	CRAIGHEAD		
DISTRICT:	10	SCALE: N/A	DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	85	88
		TRAFFIC SIGNAL QUANTITIES - N CARAWAY RD				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1230	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	440	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	440	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	105	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

REMOVE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES F, G, & H, COUNTDOWN PEDESTRIAN SIGNAL HEADS 13-16 & 19-20, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 5 WHICH IS TO BE A TYPE 2 PULL BOX. REPLACE EXISTING PULL BOX 1 WITH A TYPE 3 HD PULL BOX, AND REPLACE PULL BOX 3 WITH A TYPE 3 PULL BOX. MAINTAIN THE EXISTING 360-DEGREE CAMERA VIRTUAL DETECTION SYSTEM, AND ADJUST THE VIRTUAL DETECTION ZONES BASED ON NEW STOP LINE LOCATIONS. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

LOCATION: HIGHWAY 91 AND N CARAWAY ROAD
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 1 SCALE: N/A DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	86	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

2 & 3 (EXISTING)
5 & 6 (EXISTING)
8 & 9 (EXISTING)
11 & 12 (EXISTING)

1, 4, 7, & 10 (EXISTING)

ONE SECTION (SOLID SYMBOL)

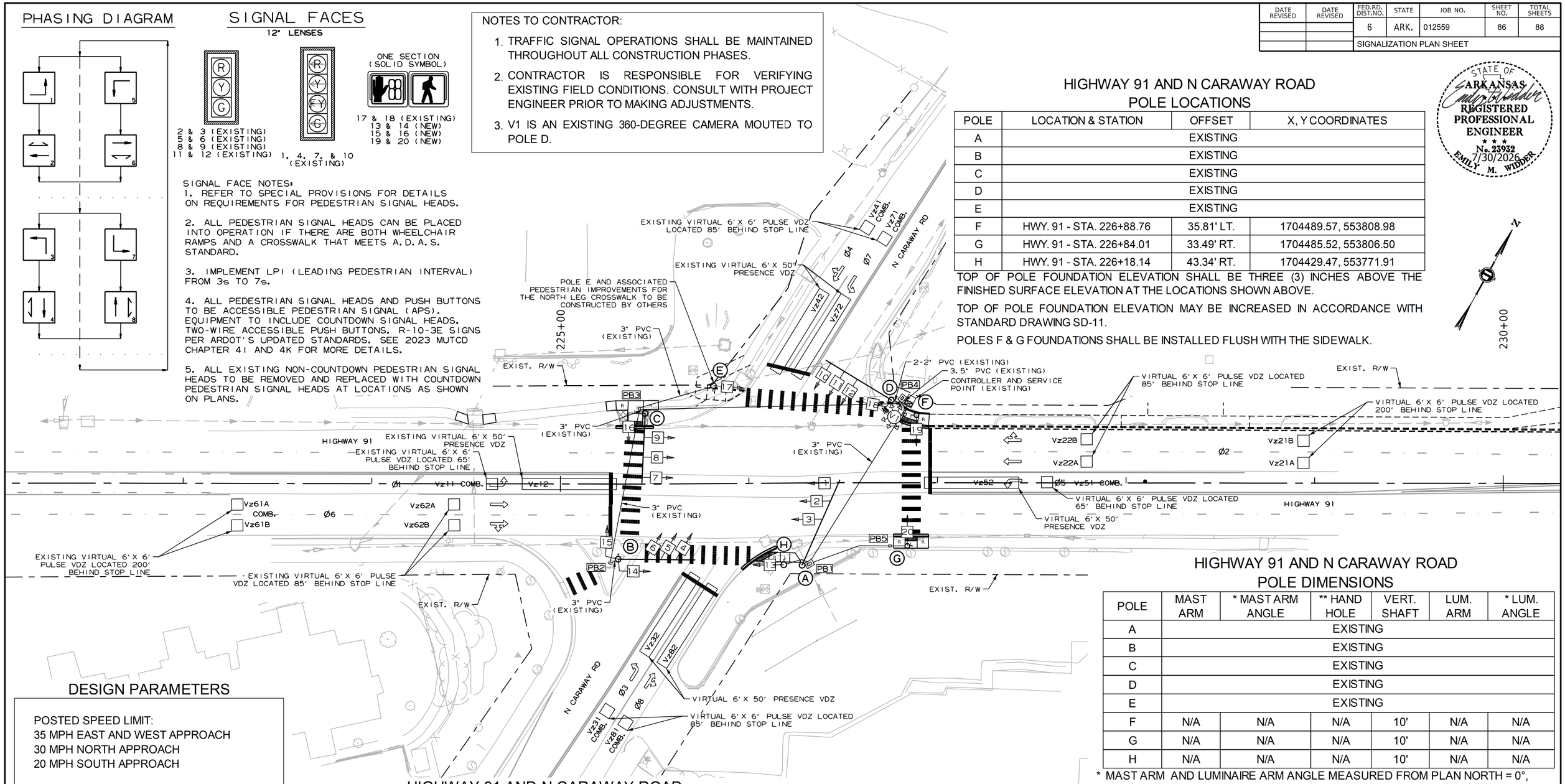
17 & 18 (EXISTING)
13 & 14 (NEW)
15 & 16 (NEW)
19 & 20 (NEW)

SIGNAL FACE NOTES:

1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3s TO 7s.
4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.
3. V1 IS AN EXISTING 360-DEGREE CAMERA MOUTED TO POLE D.



HIGHWAY 91 AND N CARAWAY ROAD POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	EXISTING		
F	HWY. 91 - STA. 226+88.76	35.81' LT.	1704489.57, 553808.98
G	HWY. 91 - STA. 226+84.01	33.49' RT.	1704485.52, 553806.50
H	HWY. 91 - STA. 226+18.14	43.34' RT.	1704429.47, 553771.91

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLES F & G FOUNDATIONS SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH
30 MPH NORTH APPROACH
20 MPH SOUTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNETIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HIGHWAY 91 AND N CARAWAY ROAD PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
**PB1	EXISTING TO BE REPLACED WITH TYPE 3 HD			
PB2	EXISTING			
**PB3	EXISTING TO BE REPLACED WITH TYPE 3			
PB4	EXISTING			
PB5	2	HWY. 91 - STA. 226+74.83	33.50' RT	1704495.17, 553773.61

* CENTER OF PULL BOX
** FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION.
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

DETECTOR SPACING CHART

HIGHWAY 91 LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
N CARAWAY ROAD LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
20 MPH	85'	N/A
30 MPH	85'	N/A

HIGHWAY 91 AND N CARAWAY ROAD POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING					
C	EXISTING					
D	EXISTING					
E	EXISTING					
F	N/A	N/A	N/A	10'	N/A	N/A
G	N/A	N/A	N/A	10'	N/A	N/A
H	N/A	N/A	N/A	10'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 91 AND N CARAWAY ROAD
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: 1"=50' DRAWN BY: BAW

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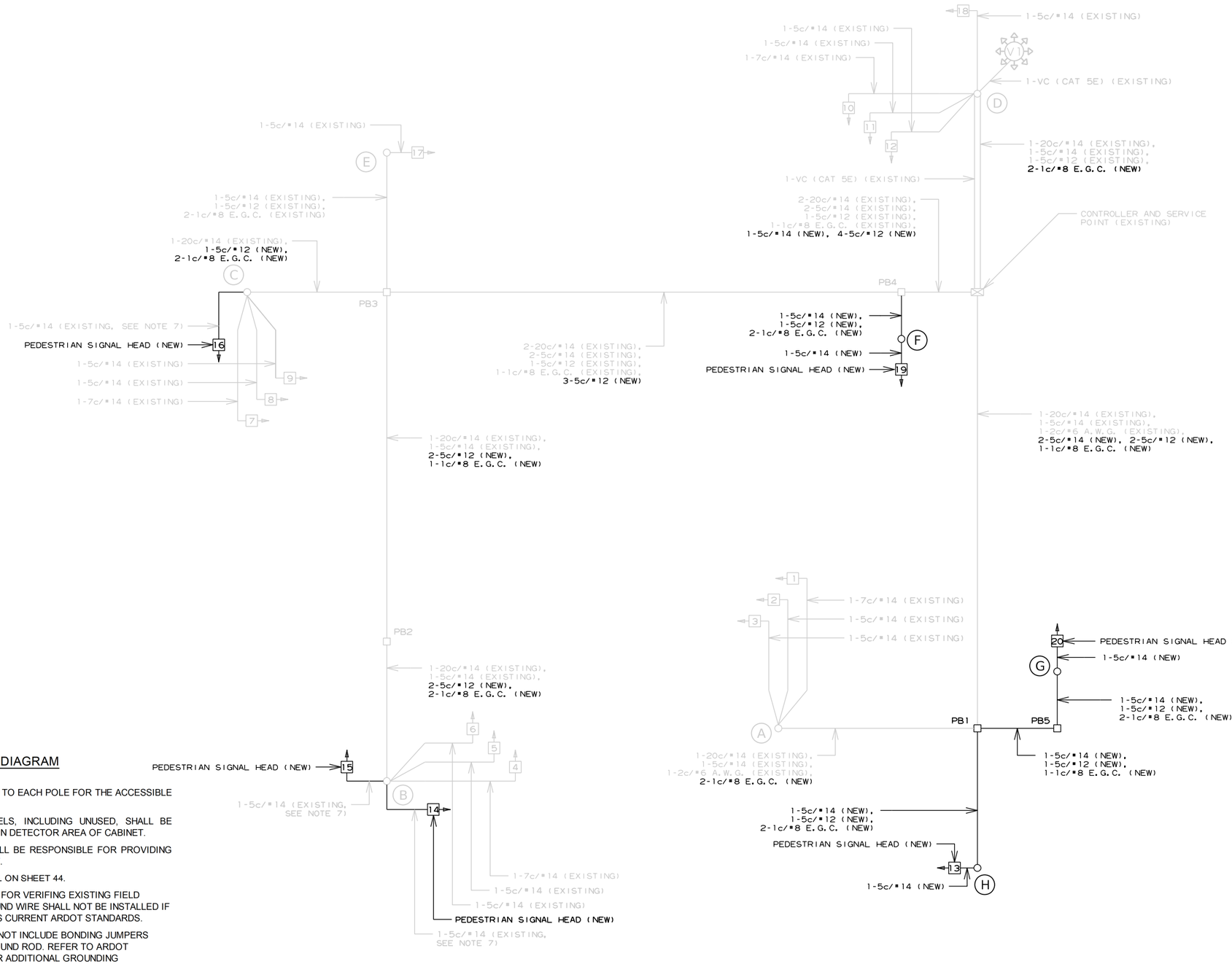
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	87	88
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFING EXISTING FIELD CONDITIONS. PROPOSED GROUND WIRE SHALL NOT BE INSTALLED IF EXISTING GROUND WIRE MEETS CURRENT ARDOT STANDARDS.
6. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
7. REUSE THE EXISTING 1-5c/#14 FOR THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WILL REPLACE THE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED FROM THIS POLE.
8. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.

LOCATION:	HIGHWAY 91 AND N CARAWAY ROAD
CITY:	JONESBORO
COUNTY:	CRAIGHEAD
DISTRICT: 10	SCALE: N/A' DRAWN BY: BAW

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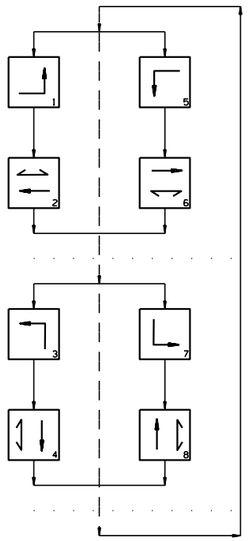
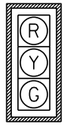
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	012559	88	88
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

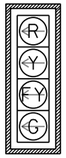


SIGNAL FACES

12" LENSES



2 & 3 (EXISTING)
5 & 6 (EXISTING)
8 & 9 (EXISTING)
11 & 12 (EXISTING)



1, 4, 7, & 10 (EXISTING)

ONE SECTION (SOLID SYMBOL)

17 & 18 (EXISTING)
13 & 14 (NEW)
15 & 16 (NEW)
19 & 20 (NEW)

SIGNAL FACE NOTES:

1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

2. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.

3. IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3s TO 7s.

4. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.

5. ALL EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS TO BE REMOVED AND REPLACED WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS AT LOCATIONS AS SHOWN ON PLANS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/30/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 012559										
HIGHWAY 91 AND N. CARAWAY ROAD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS	
Vz11	EB LEFT TURN FAR	EXISTING								
Vz12	EB LEFT TURN	EXISTING								
Vz21 A&B	WB ADVANCE	EXISTING								ADJUSTED
Vz22 A&B	WB NEAR	EXISTING								ADJUSTED
Vz31	NB LEFT TURN FAR	EXISTING								ADJUSTED
Vz32	NB LEFT TURN	EXISTING								ADJUSTED
Vz41	SB ADVANCE	EXISTING								
Vz42	SB NEAR	EXISTING								
Vz51	WB LEFT TURN FAR	EXISTING								
Vz52	WB LEFT TURN	EXISTING								
Vz61 A&B	EB ADVANCE	EXISTING								
Vz62 A&B	EB NEAR	EXISTING								
Vz71	SB LEFT TURN FAR	EXISTING								
Vz72	SB LEFT TURN	EXISTING								
Vz81	NB ADVANCE	EXISTING								ADJUSTED
Vz82	NB NEAR	EXISTING								ADJUSTED
PB2 A&B	N. CARAWAY RD. N. LEG	EXISTING								REPLACED
PB4 A&B	HWY. 91 W. LEG	EXISTING								REPLACED
PB6 A&B	N. CARAWAY RD. S. LEG	EXISTING								REPLACED
PB8 A&B	HWY. 91 E. LEG	PED.				P8	8			
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE 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	HIGHWAY 91 AND N. CARAWAY ROAD																FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3+7	CLR.	3+8	CLR.	4+7	CLR.	4+8	CLR.	
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R	R
4	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~
5 & 6	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
7	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
8 & 9	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
10	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~
11 & 12	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
13 & 14	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
15 & 16	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW	BLK
17 & 18	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	BLK
19 & 20	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW	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: HIGHWAY 91 AND N CARAWAY ROAD
CITY: JONESBORO
COUNTY: CRAIGHEAD
DISTRICT: 10 SCALE: N/A' DRAWN BY: BAW

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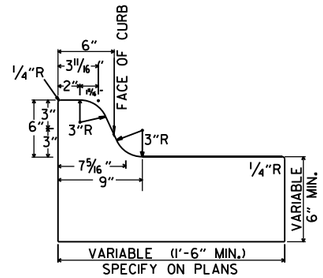

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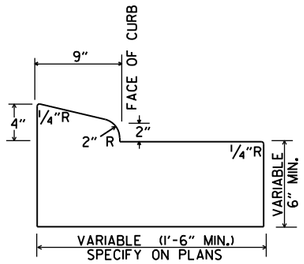

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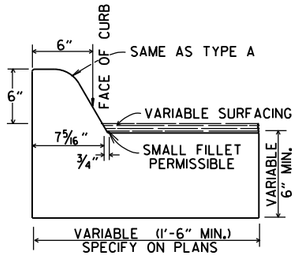

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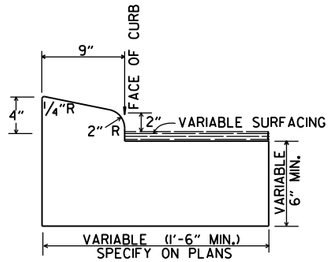

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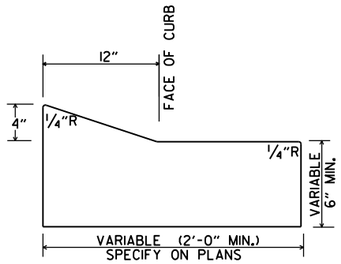

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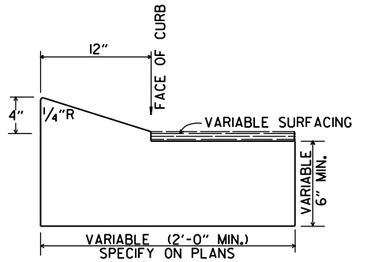
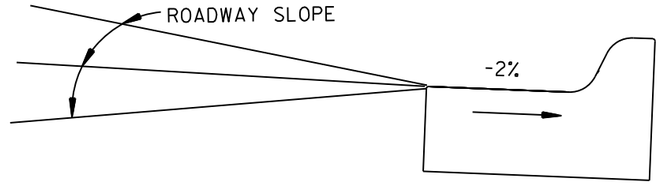


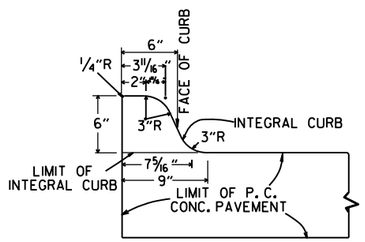
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER



DETAIL OF GUTTER SLOPE

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



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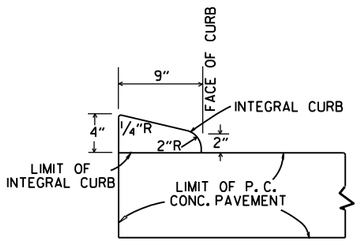

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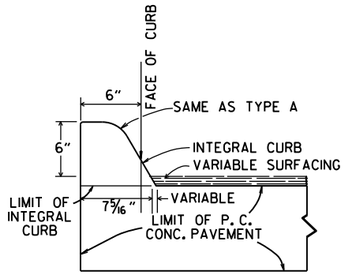
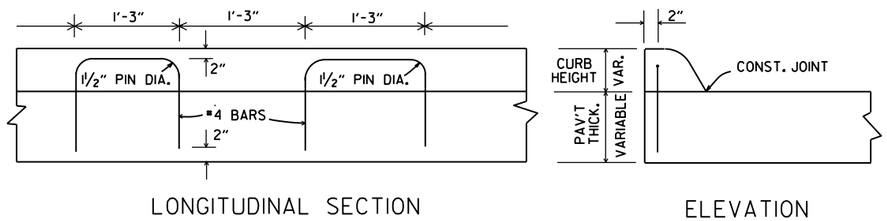
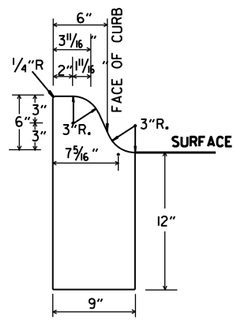


TYPE C

INTEGRAL CURB



ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



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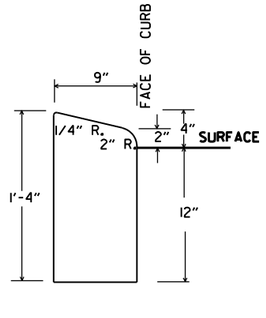

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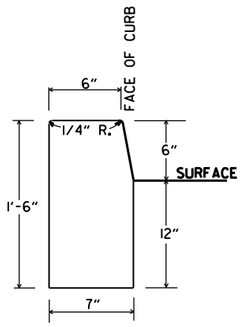
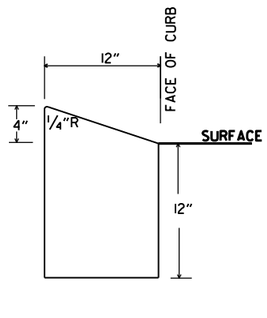
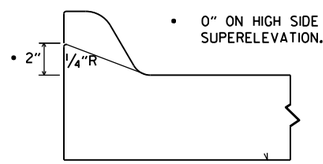


TYPE D



TYPE E

CONCRETE 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.

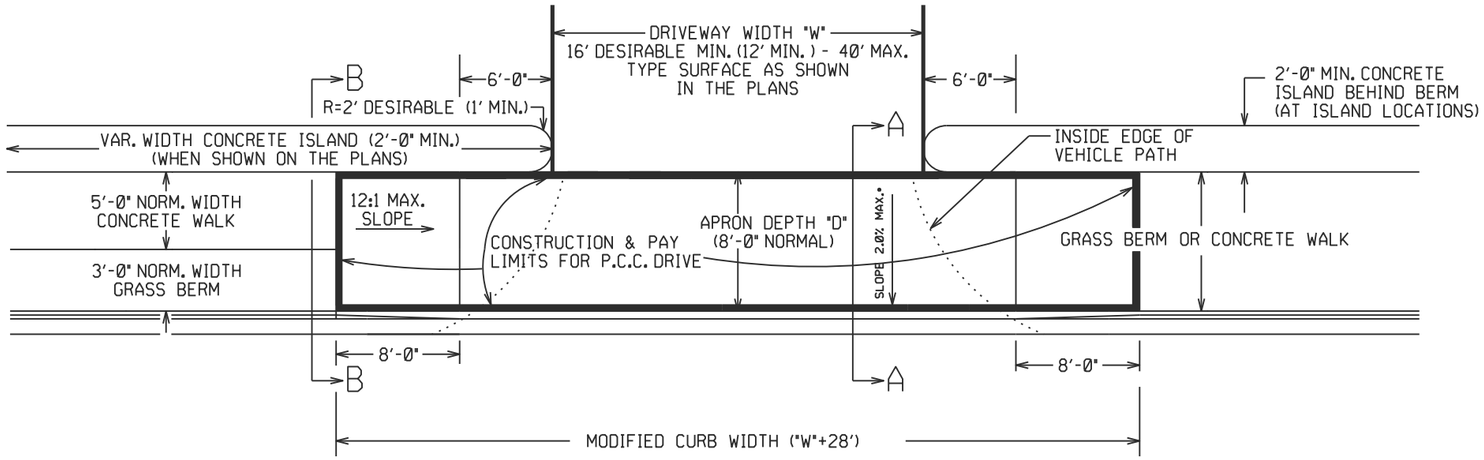
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIBLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

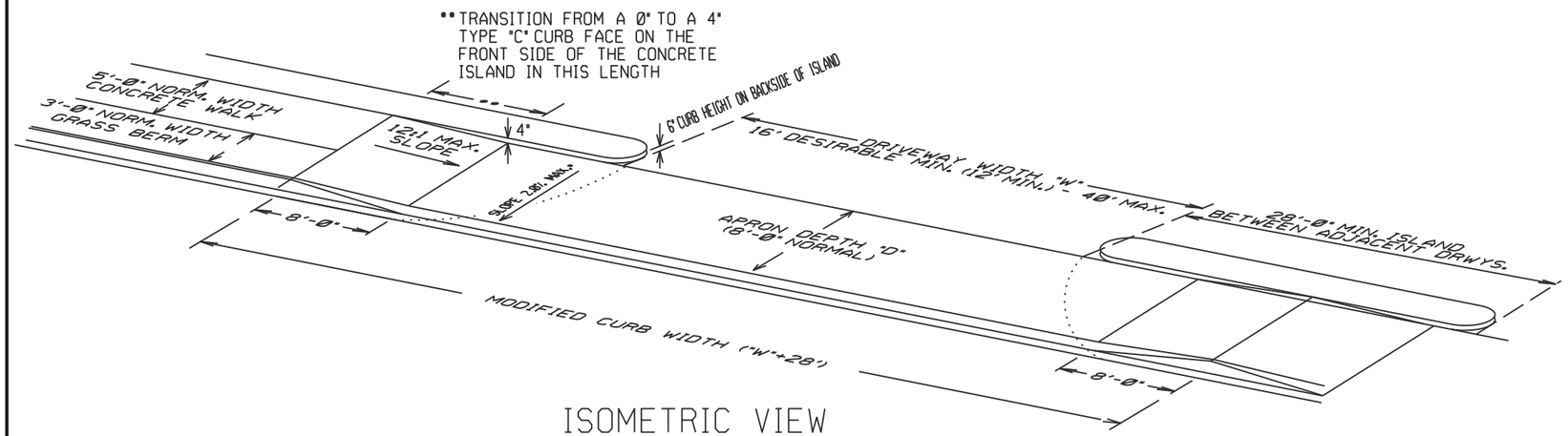
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

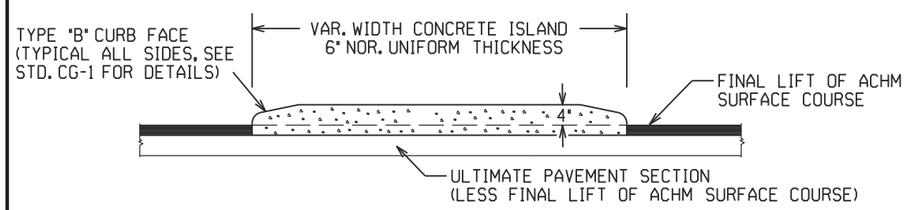
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

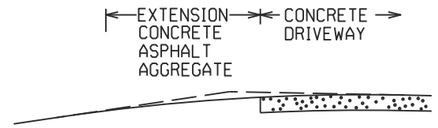


CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

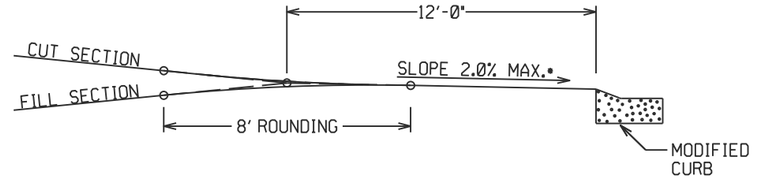
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

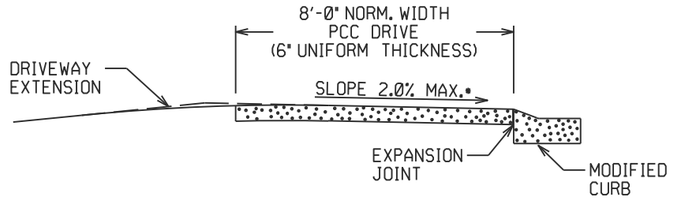
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

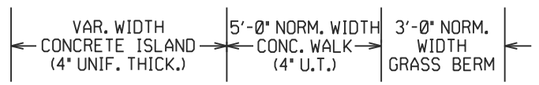


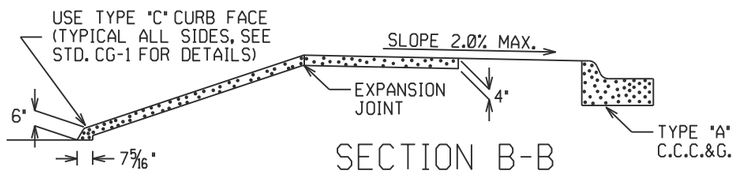
DRIVEWAY VERTICAL ALIGNMENT DETAILS

• NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A





SECTION B-B

CURBED ISLAND BEHIND WALK

DATE REV	DESCRIPTION
05-22-25	REVISED ISLAND DETAILS & ADDED DESIRABLE MIN. DRIVEWAY WIDTH
05-19-22	REVISED ISLAND NOTES
11-07-19	REVISED WALK DETAILS
02-27-14	REVISED PLAN & ISOMETRIC VIEW
11-29-07	ADDED CHANNELIZATION ISLAND & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

DATE EFFECTIVE	STANDARD DRAWING	DR-1
05-22-2025		

4'-0" LENGTH DROP INLET

PIPE SIZE	MIN. WIDTH	HEIGHT 5'-0" CLASS A CONC. CU. YDS.	HEIGHT 5'-0" REINF. STEEL POUNDS	PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC. CU. YDS.	PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL POUNDS
18"	2'-6"	1.77	156	0.28	22
24"	2'-6"	1.79	156	0.28	22
30"	3'-2"	2.39	205	0.30	26
36"	3'-8"	2.63	236	0.32	28
42"	4'-4"	2.95	250	0.34	30
48"	4'-10"	3.21	265	0.36	32

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

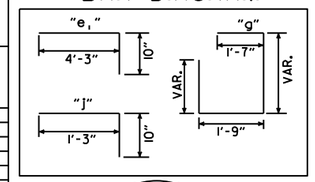
DROP INLET EXTENSION

4'-0" CLASS A CONC. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

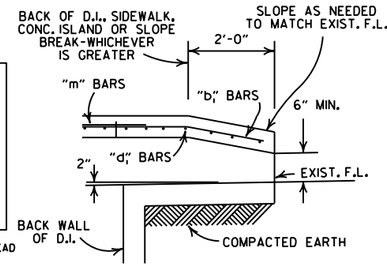
DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

INSIDE DIA. PIPE	CLASS A CONC.	REINF. STEEL
INCHES	CU. YDS.	POUNDS
18	0.05	2
24	0.09	3
30	0.13	4
42	0.24	8

BAR DIAMETER

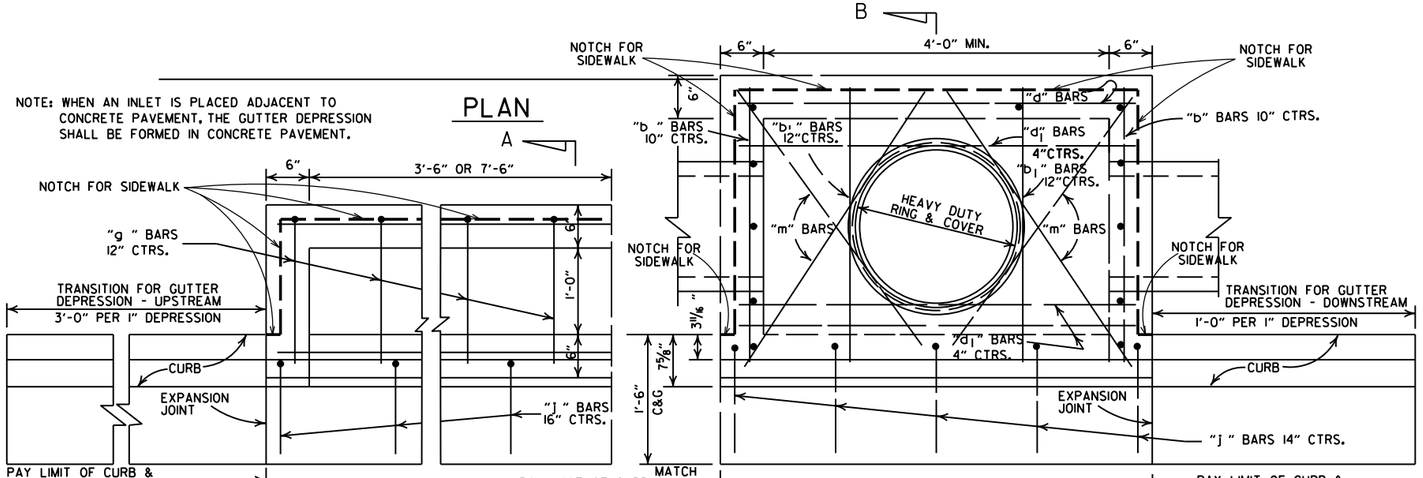


BACK OPENING

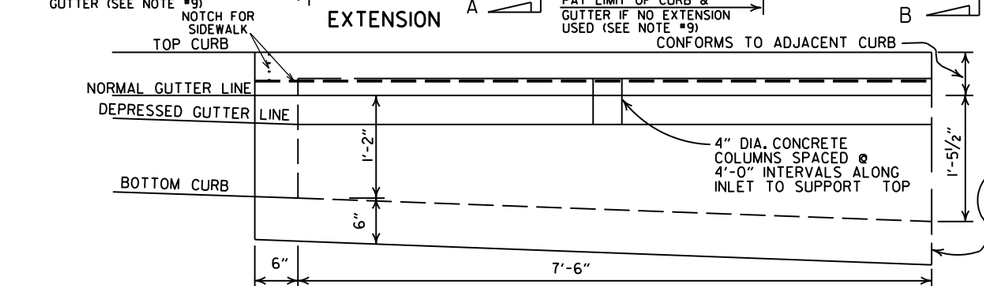


WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

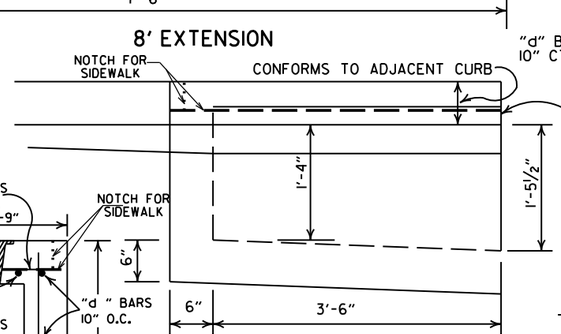
PLAN



EXTENSION

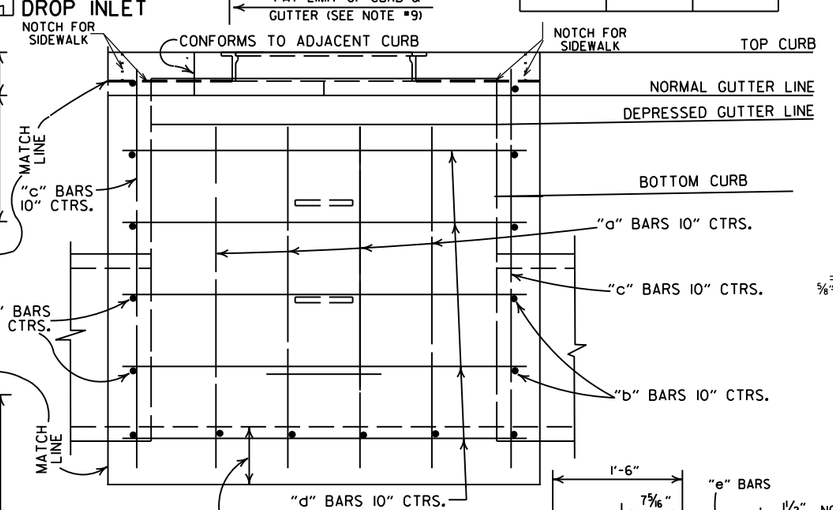


8' EXTENSION



4' EXTENSION

DROP INLET

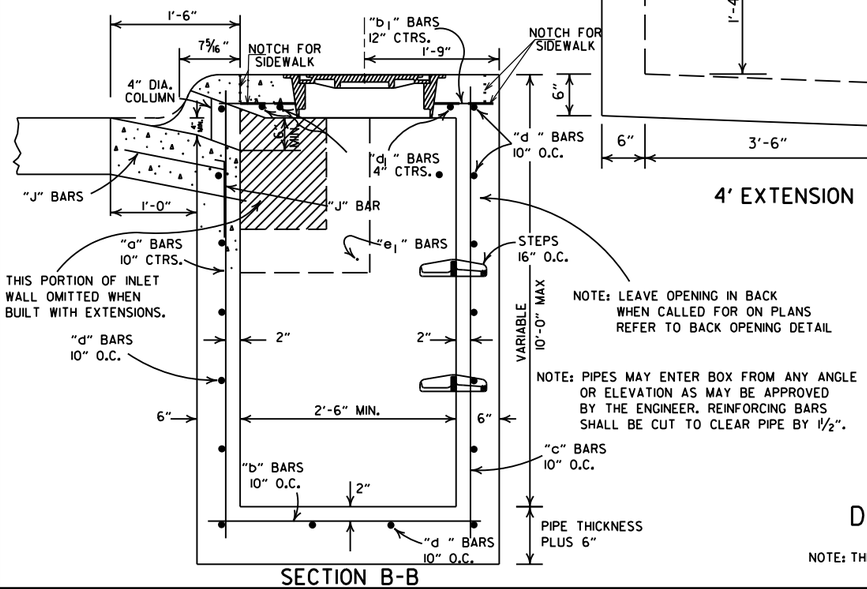


DROP INLET

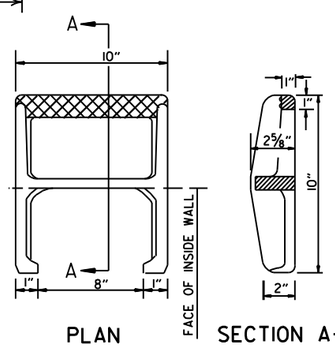
ELEVATION

DETAIL OF NOTCH FOR SIDEWALKS

SECTION B-B



DETAIL OF STEP FOR DROP INLET

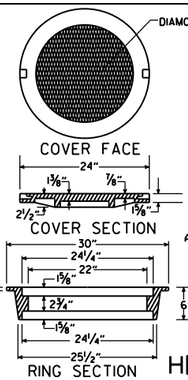


PLAN SECTION A-A

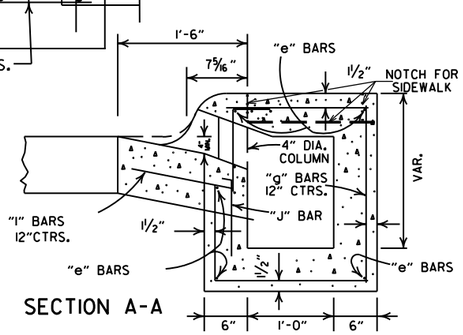
APPROX. WEIGHT = 11 LBS. (CAST IRON)

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

HEAVY DUTY RING & COVER



APPROXIMATE TOTAL WEIGHT = 333 LBS.



SECTION A-A

GENERAL NOTES:

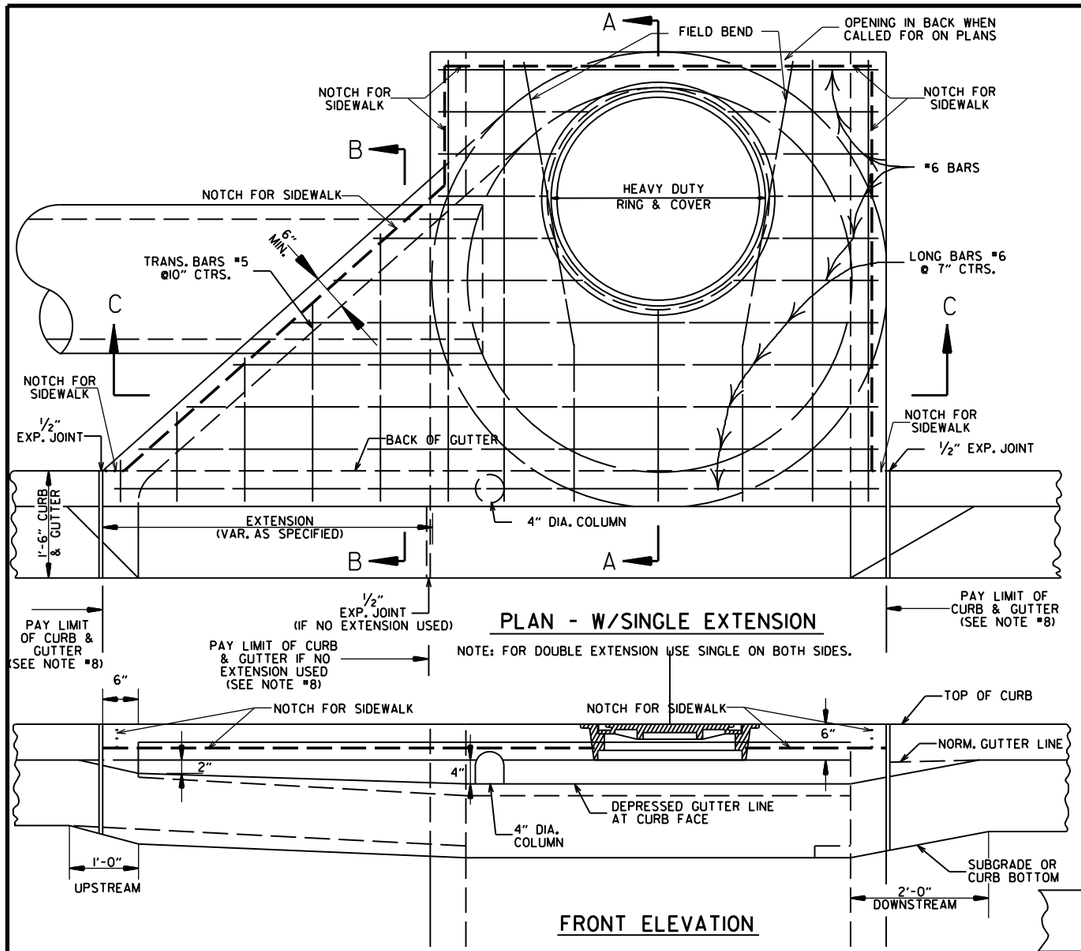
1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1 1/2" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (FPC-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11	
10-18-96	CORRECTED SPELLING	
4-26-96	ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES	10-18-96
4-1-93	REVISED BACK OPENING & NOTE	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS (TYPE C)

STANDARD DRAWING FPC-9E

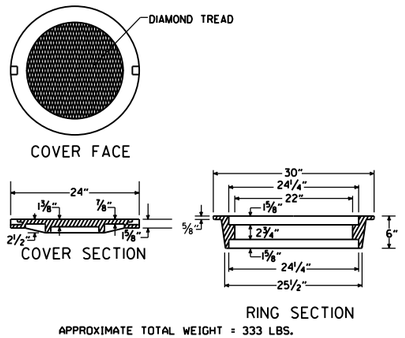


PLAN - W/SINGLE EXTENSION

NOTE: FOR DOUBLE EXTENSION USE SINGLE ON BOTH SIDES.

FRONT ELEVATION

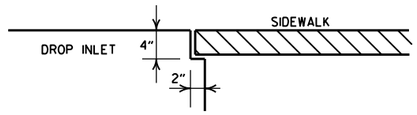
SECTION C-C



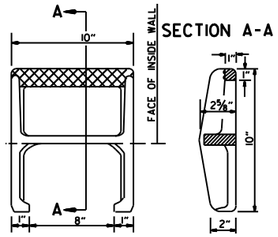
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



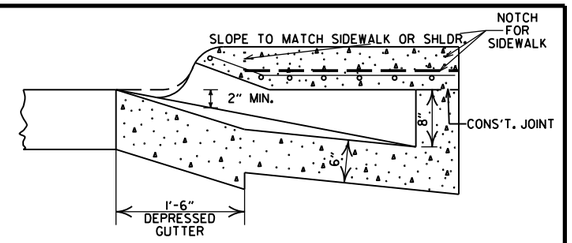
SECTION A-A

APPROX. WEIGHT = 11 LBS. (CAST IRON)

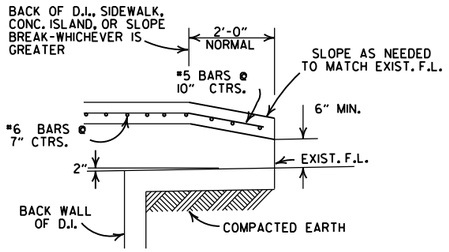
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

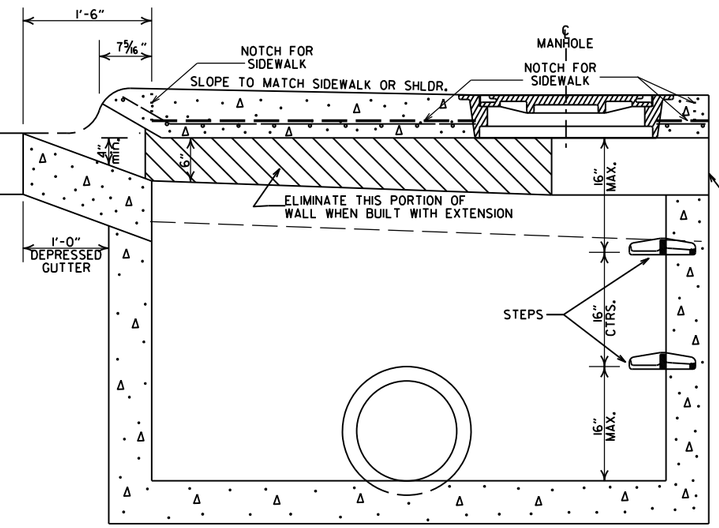


SECTION B-B



BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).



SECTION A-A

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
12. 4"×2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

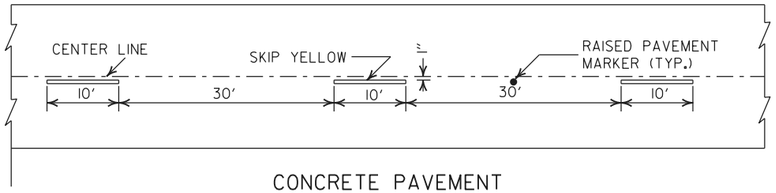
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS CAST IN PLACE	MINIMUM WALL THICKNESS PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
1-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET	
4-26-96	ADDED NOTE 11, ADJ. OPENING DIMENSION	
10-12-95	CORRECTED #6 BAR SPACING	
7-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
2-2-95	TYPE C TO MO (OPEN. BACK DETAIL)	
11-3-94	REVISED GENERAL NOTES	11-3-94
4-1-93	REV. BACK OPEN. DETAIL & NOTE	4-1-93
8-15-91	REVISED NOTES 11,12 & ADDED BK.OPEN DETAIL	8-15-91
11-30-89	ADDED NOTE NO. 12	11-30-89
5-23-89	ADDED NOTE & MINUMUM WALL THICKNESS	513-5-23-89
7-15-88	ADDED EXTEND NOTE TO SECTION A-A	639-7-15-88
1-14-87	MODIFIED WALL THICKNESS	783-1-14-87
6-12-87	ISSUED	4-6-12-87

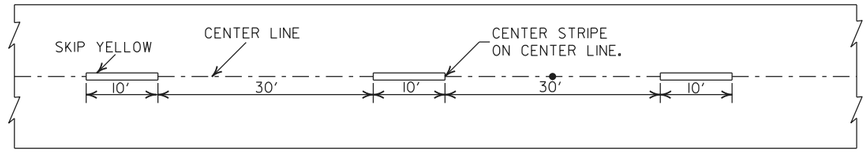
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



CONCRETE PAVEMENT

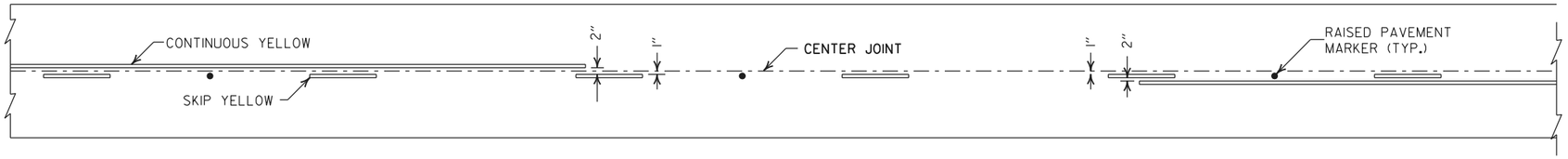


ASPHALT PAVEMENT

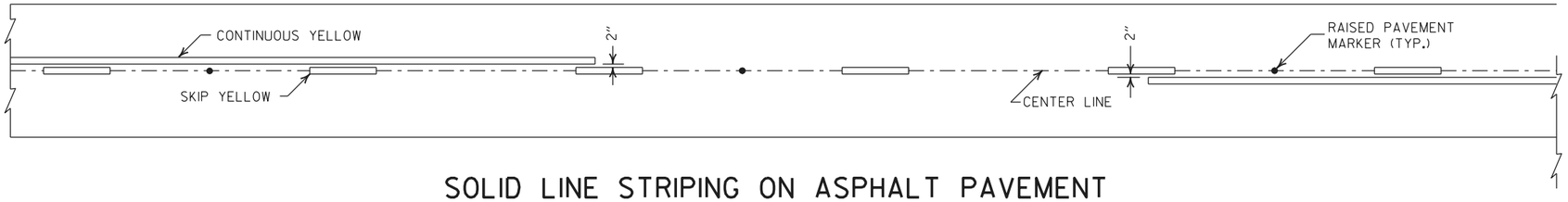
BROKEN LINE STRIPING

NOTES:

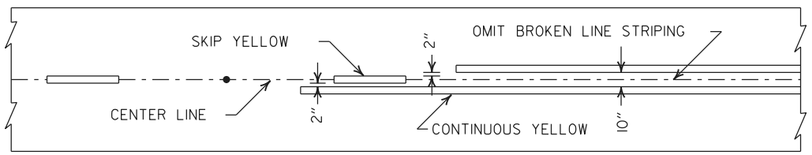
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



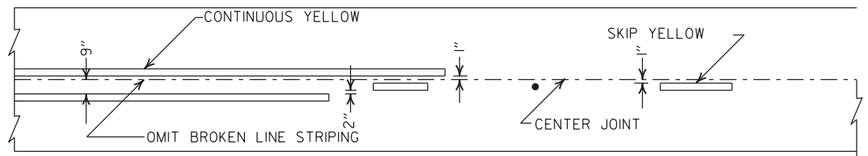
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

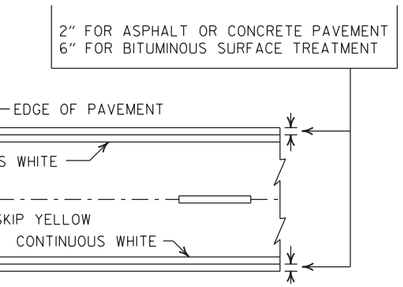


ASPHALT PAVEMENT

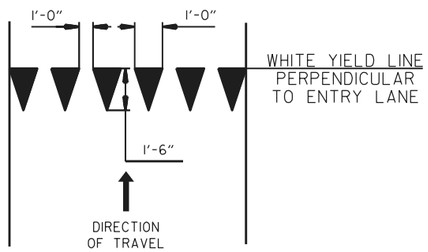


CONCRETE PAVEMENT

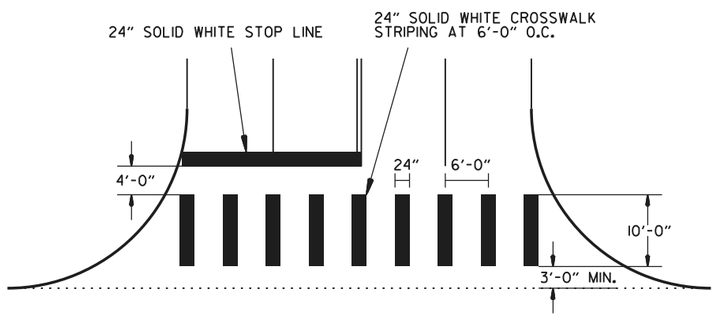
STRIPING AT ADJACENT NO PASSING LANES



PAVEMENT EDGE LINE MARKING



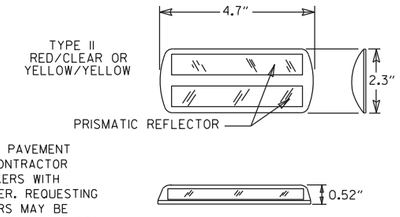
YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

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

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REV	DESCRIPTION
04-09-26		REV. CROSSWALK & STOP LINE DETAILS
02-27-20		REV. STOP LINE DETAILS
06-01-17		ADDED YIELD LINE DETAIL
05-12-16		REVISED LINE WIDTHS, SPACING, & NOTES
09-12-13		REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

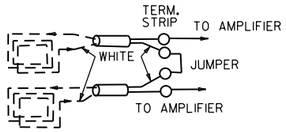
DATE EFFECTIVE 04-09-2026 | STANDARD DRAWING | PM-1

LOOP DETECTOR INSTALLATION AND TESTING

NOTES:

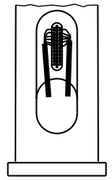
1. LOOPS WITH A PERIMETER GREATER THAN 40' SHALL HAVE TWO TURNS. LOOPS WITH A PERIMETER LESS THAN OR EQUAL TO 40' SHALL HAVE THREE TURNS, UNLESS OTHERWISE NOTED ON THE PLANS. QUADRUPOLE LOOPS SHALL BE TWO TURNS IN A (2-4-2 CONFIGURATION), UNLESS OTHERWISE NOTED ON THE PLANS.
2. LOOP AND FEEDER WIRE SHALL BE CONTINUOUS WITHOUT SPLICES EXCEPT AT THE LOOP/FEEDER WIRE SPLICE AS SHOWN. SPLICES SHALL BE ROSIN SOLDERED AND WATERPROOFED WITH AN ACCEPTED SPLICE KIT. A DRIAN WIRE SHALL BE GROUNDED IN THE CABINET AND INSULATED AT THE LOOP TO FEEDER WIRE SPLICE.
3. THE LOOP TO FEEDER WIRE SPLICE, THE FEEDER WIRE JACKET AND LOOP WIRE JACKET IN DUCT SHALL BE COMPLETELY SEALED AND WATERPROOFED.
4. THE CONTRACTOR MAY MAKE CONNECTIONS TO THE SIGNAL CABLE AND LOOP TO FEEDER WIRE CONNECTION AT THE TERMINAL STRIPS MOUNTED TO POLE INSIDE THE HAND HOLD COVER AS SHOWN IN DETAIL. HANDHOLE TERMINALS MUST BE EASILY ACCESSIBLE, BUT PROTECTED AGAINST ACCIDENTAL CONTACT. THE CONNECTION OF POWER CARRYING CIRCUITS MUST BE SEPERATED 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 SEPERATE "FEEDER WIRE" UNLESS OTHERWISE NOTED ON THE PLANS. ALL FEEDER WIRES SHALL BE LABELED AS TO LOOP NUMBER AS DESIGNATED ON THE PLANS.
6. ALL LOOP WIRE ENTERING CONCRETE PULL BOXES SHALL BE ENCLOSED IN CONDUIT. EACH LOOP WIRE SHALL ENTER CONCRETE PULL BOX OR POLE BASE THROUGH A SEPARATE PIECE OF ONE (1.25") INCH 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. "30-DAY PERFORMANCE TEST SHALL NOT COMMENCE UNTIL ALL LOOPS ARE TESTED BY THE CONTRACTOR, THEN APPROVED AND ACCEPTED BY THE ENGINEER, AND THE TESTING RECORDS HAVE BEEN SUBMITTED TO THE ENGINEER. THE WARRENTY PERIOD FOR LOOPS SHALL NOT COMMENCE UNTIL TESTED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER. THE CONTRACTOR SHALL PERFORM TEST AND PROVIDE A RECORD TO THE ENGINEER AS LISTED IN THE LOOP DETECTOR TESTING PROCEDURE.
9. UNLESS OTHERWISE APPROVED BY THE ENGINEER, BACKER ROD SHALL BE INSTALLED IN SHORT SECTIONS SPACED NO MORE THAN 18" APART AND WEDGED INTO THE SLOT TO THE CABLE IN PLACE. CABLE SHALL BE TOTALLY ENCAPSULATED IN SEALER.
10. "HOT POUR" SEALER SHALL NOT ALLOW WITH 705-LOOP WIRING IN DUCT.
11. WHERE UNDERGROUND SPLICES OF SIGNAL CABLE ARE REQUIRED. CONNECTIONS SHALL BE SOLDERED AND COMPLETELY WATERPROOFED TO THE SATISIFACTION OF THE ENGINEER. WATERPROOFING SHALL EXTEND A MININUM OF TWO (2") 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. THE CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE. ONLY ONE NEUTRAL IS REQUIRED FOR PEDESTRIAN SIGNALS. A SEPERATE 5C (TYPICAL) IS PROVIDED FOR PEDESTRIAN PUSH BUTTONS.
13. TRAFFIC CONTROLLER CABINET LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER TO REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER. THE CONTROLLER CABINET SHALL BE WIRED SUCH THAT THE POWER TO LOAD SWITCHES CANNOT BACKFEED TO THE LOAD SWITCH POWER BUSS DURING FLASH OPERATION.

SERIES CONNECTED LOOPS

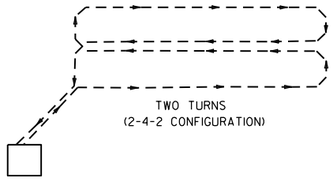


WIND LOOPS COUNTERCLOCKWISE; TAG WIRE EXITING SLOT AND TIE TO WHITE LEAD OF FEEDER WIRE; WHEN LOOPS ARE TIED TO SAME VEHICLE DETECTOR, SERIES CONNECT IN CABINET AS SHOWN.

HANDHOLE TERMINAL

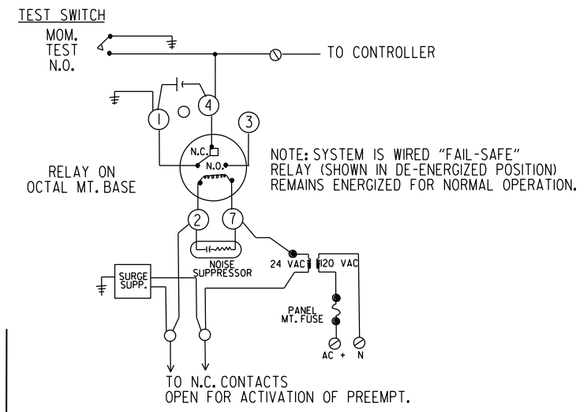


QUADRUPOLE LOOP

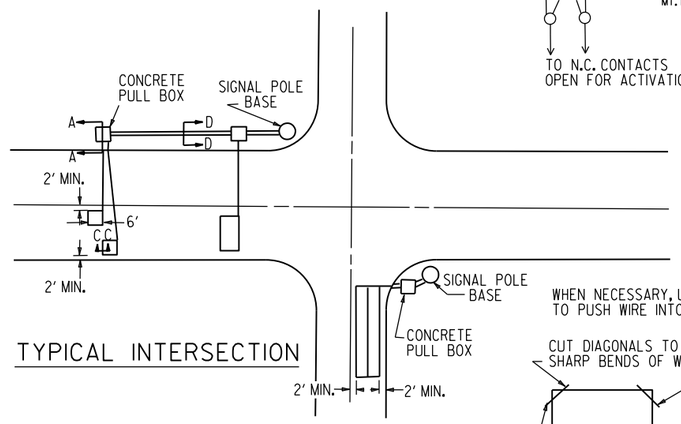


TWO TURNS
(2-4-2 CONFIGURATION)

TRAFFIC SIGNAL PRE-EMPTION INTERFACE WIRING DIAGRAM



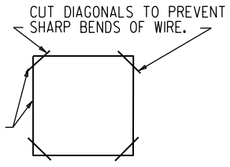
NOTE: SYSTEM IS WIRED "FAIL-SAFE" RELAY (SHOWN IN DE-ENERGIZED POSITION) REMAINS ENERGIZED FOR NORMAL OPERATION.



TYPICAL INTERSECTION

WHEN NECESSARY, USE A WOODEN STICK TO PUSH WIRE INTO SAWED SLOT.

CUT DIAGONALS TO PREVENT SHARP BENDS OF WIRE.



SLOT CUT BY SAW SHOWING OVERLAP TO PROVIDE FULL DEPTH AT CORNERS.

TYPICAL PROCEDURE FOR DETECTOR LOOP TESTING

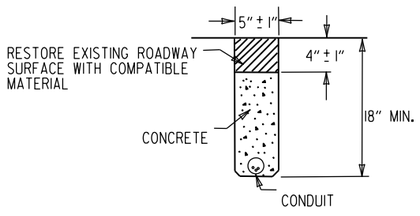
1. DISCONNECT AND TEST CONTINUITY (< 10 OHMS) IF CONTINUITY IS BAD, GO TO TEST 3.
2. TEST INSULATION (@ 500 VOLT TEST > 10 MEG-OHM)

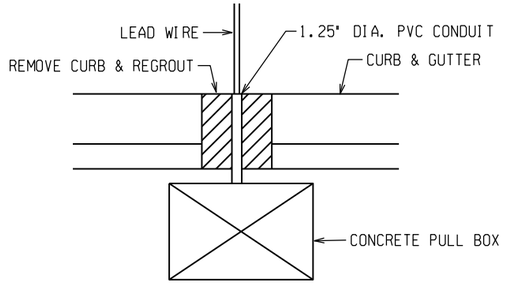
   IF TESTS 1& 2 ARE GOOD, NO FURTHER TESTING IS NECESSARY. RECORDED RESULTS CONSIST OF TESTS 1& 2 FROM CONTROL CABINET WITH FEEDER WIRE CONNECTED TO LOOP.
3. OPEN SPACE (DO NOT BREAK CONNECTION) REPEAT TEST 1& 2 IF TEST 3 IS BAD, GO TO TEST 4.
4. BREAK SPLICE, INSTALL JUMPER IN CABINET, REPEAT TESTS 1& 2 SEPARATELY FOR FEEDER AND FOR LOOP.

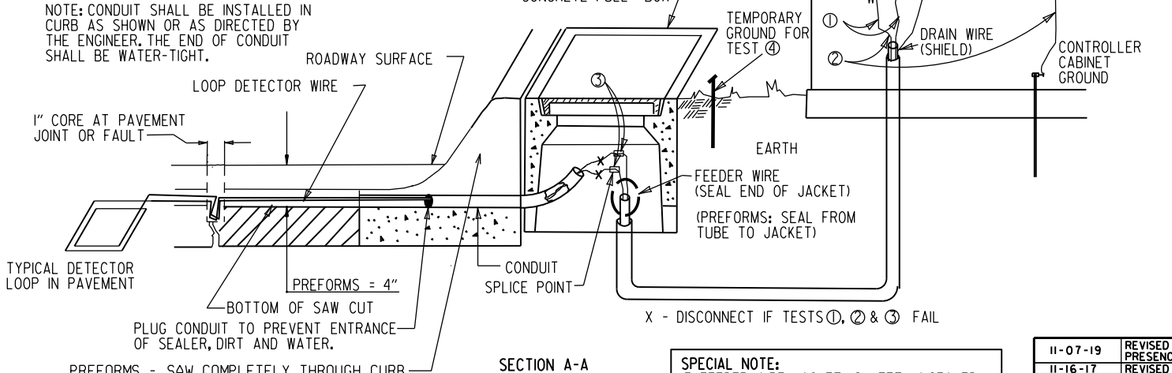
FAILURES TYPICALLY RESULT FROM BROKEN WIRE IN PAVEMENT, FAULTY INSULATION OF LOOP OR FEEDER WIRE, OR POORLY INSULATED SPLICE CONNECTION.

TRENCHING DETAIL

(FOR SAW CUT TRENCH IN ROADWAY)



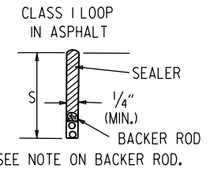




SECTION A-A
1'-6" CONCRETE COMBINATION CURB AND GUTTER

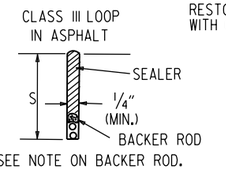
SPECIAL NOTE:
IF FEEDER WIRE JACKET IS LEFT UNSEALED AND WATER IS ALLOWED TO ENTER JACKET, CONTRACTOR WILL BE REQUIRED TO REPLACE FEEDER WIRE AT NO COST TO DEPARTMENT.

TYPICAL SECTIONS FOR PULSE AND PRESENCE LOOP DETECTORS



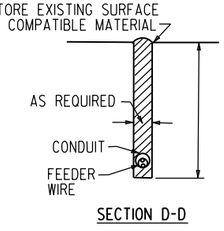
SEE NOTE ON BACKER ROD.

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



SEE NOTE ON BACKER ROD.

SECTION C-C
S = 4" IN ASPHALT
S = 4" IN CONCRETE



SECTION D-D

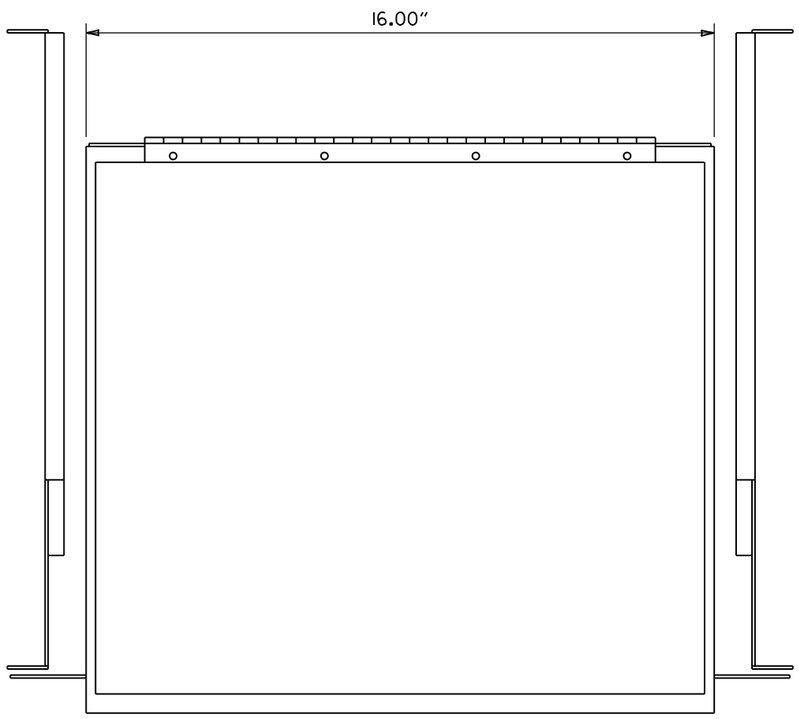
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 6 & TYPICAL FOR PRESENCE LOOP DETECTORS	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
05-17-01	REVISED	
04-11-01	REVISED	
02-04-00	REVISED PRE-EMPTION TEST SWITCH	
11-18-98	REVISED NOTES	
11-21-95	ISSUED	

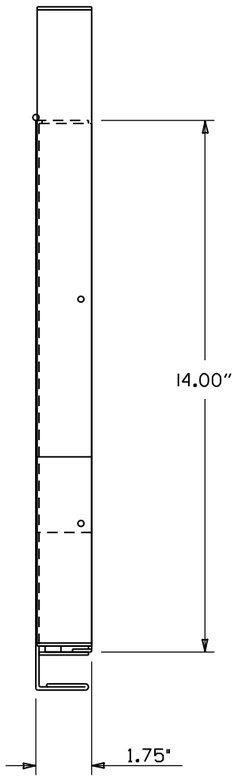
ARKANSAS STATE HIGHWAY COMMISSION

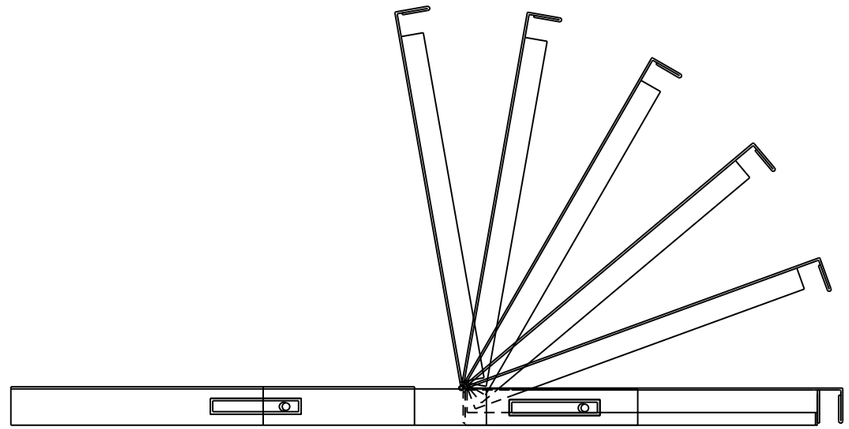
LOOP DETECTOR INSTALLATION

STANDARD DRAWING SD-4

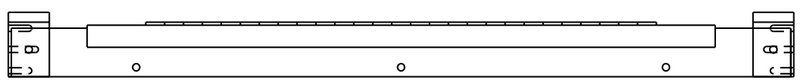
DRAWER PLAN VIEW



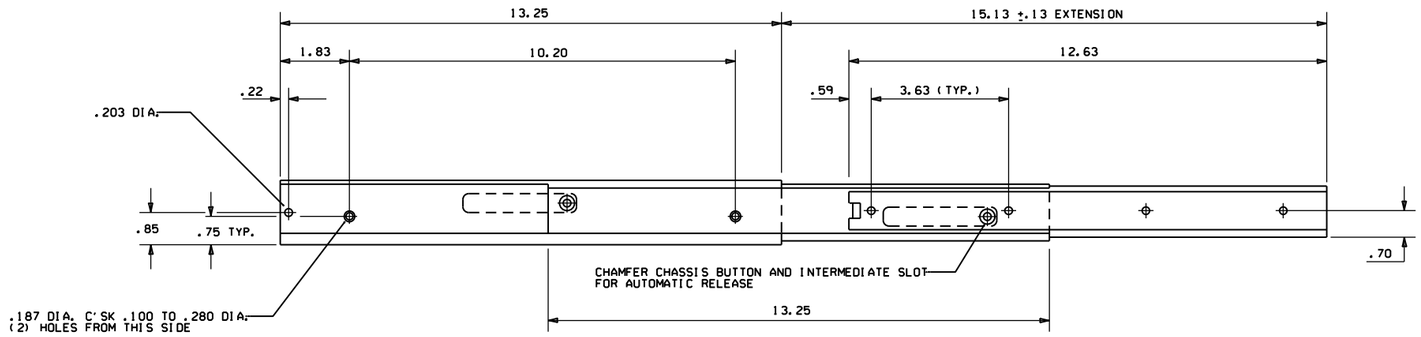




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

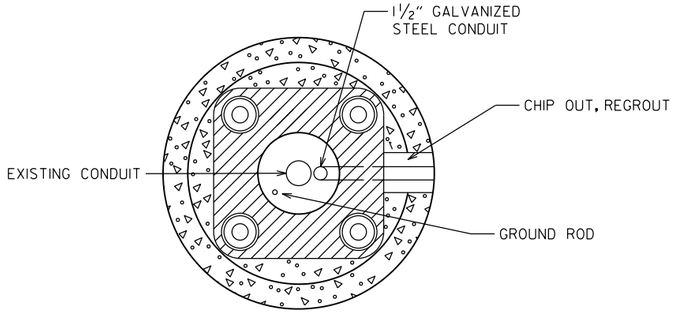
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

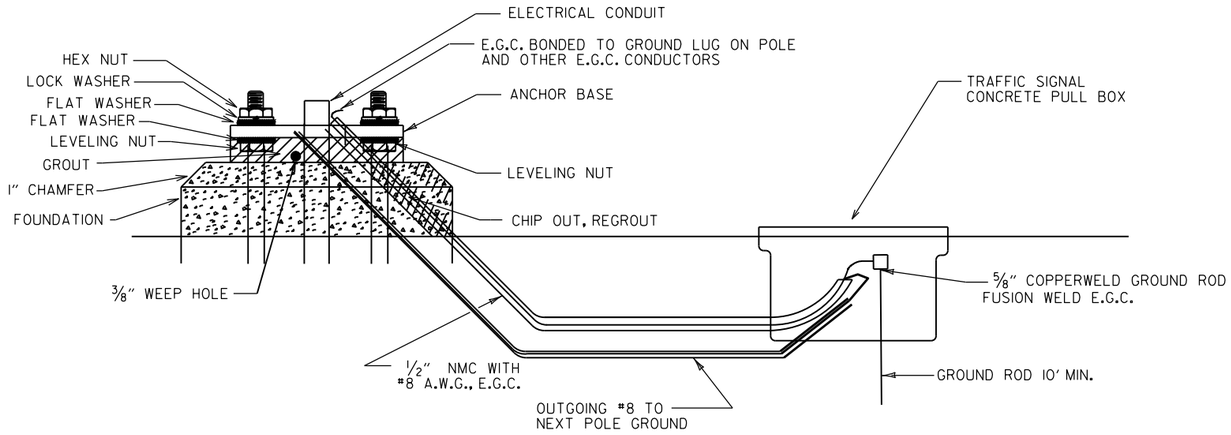
CONTROLLER CABINET UTILITY DRAWER

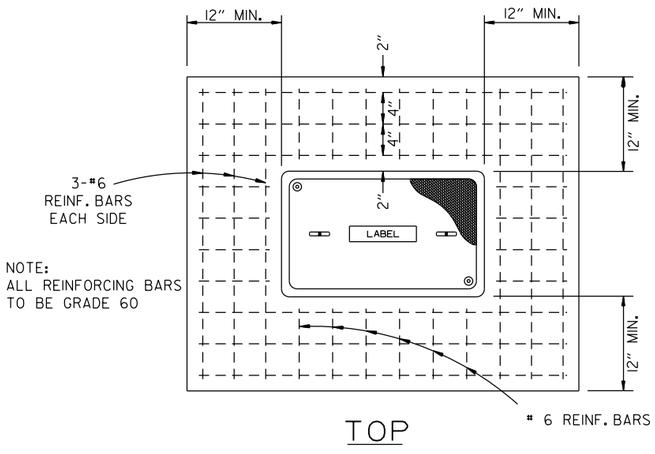
STANDARD DRAWING SD-5

CONDUIT ENTRY TO EXISTING POLE BASE

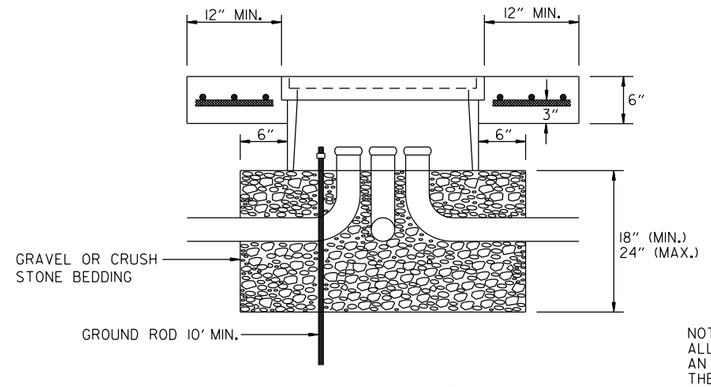


ANCHOR BASE



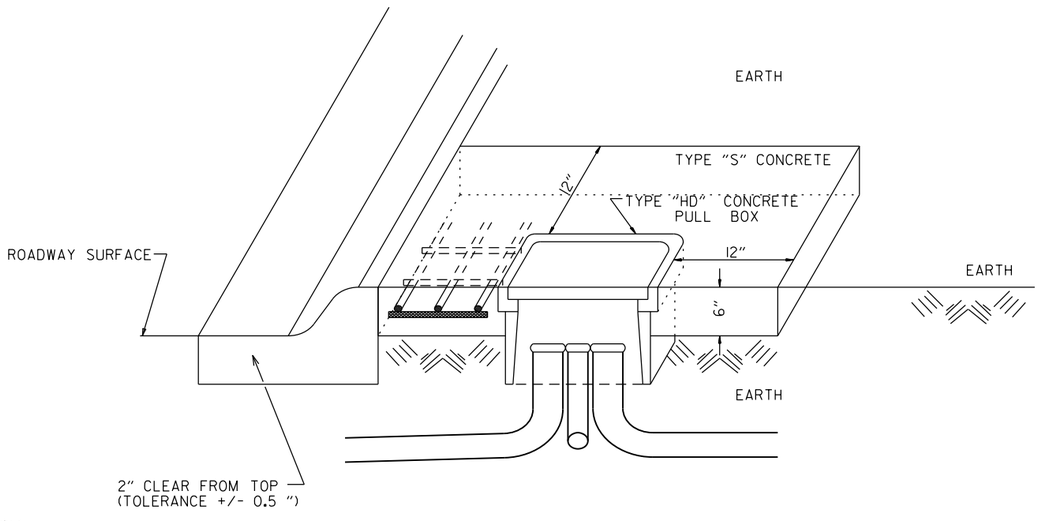


TOP



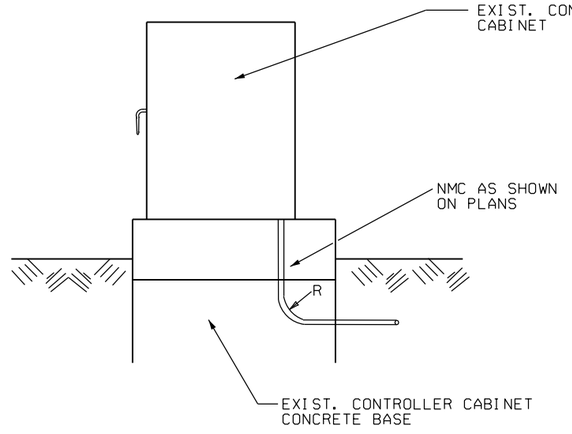
ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



NOTE:
ALL TYPE 1 HD, TYPE 2 HD, AND TYPE 3 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 6" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE 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 CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



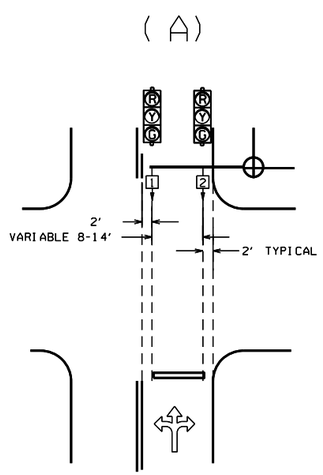
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

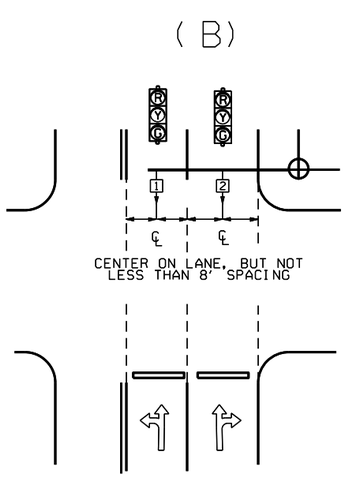
DATE	REVISION	FILMED
02-13-24	REVISED NOTES AND TYPE "HD" CONCRETE PULL BOX DETAILS	
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

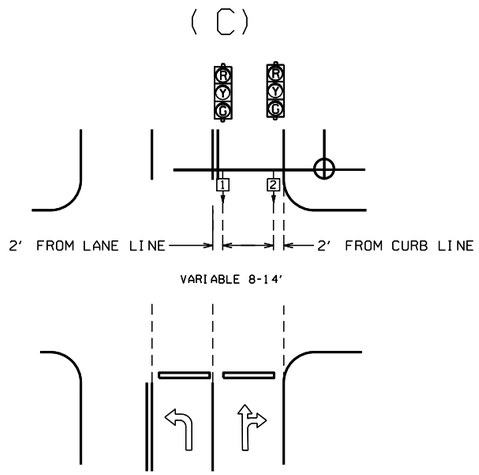
ARKANSAS STATE HIGHWAY COMMISSION

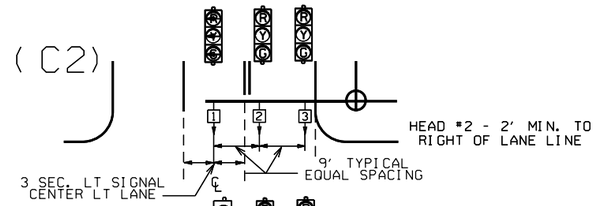
HEAVY DUTY PULL BOX

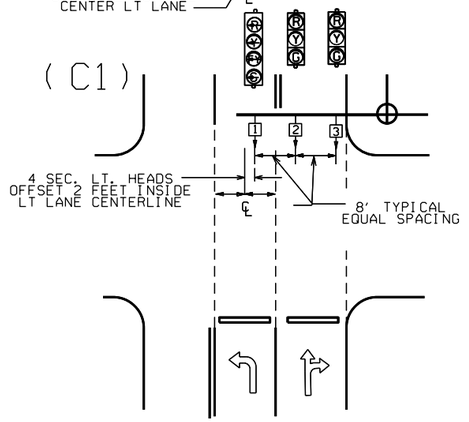
STANDARD DRAWING SD-6

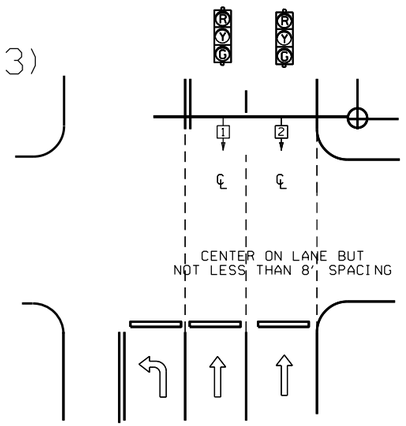


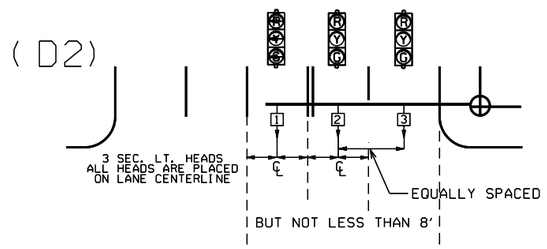


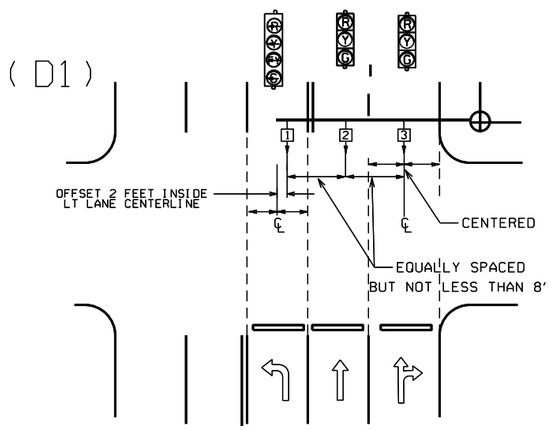




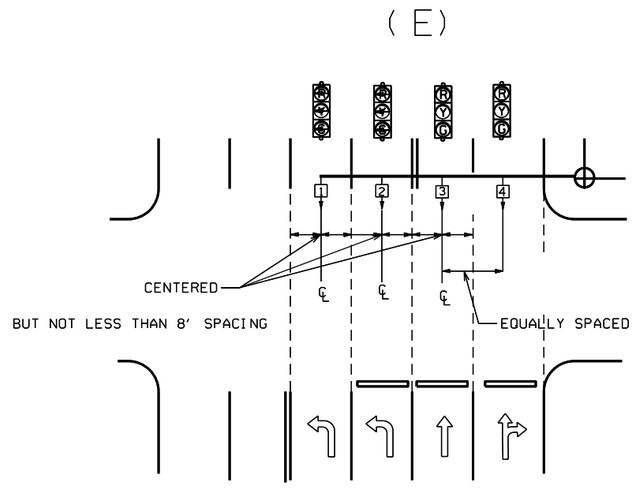








NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



℄ = CENTER OF LANE FROM APPROACH SIDE

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-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

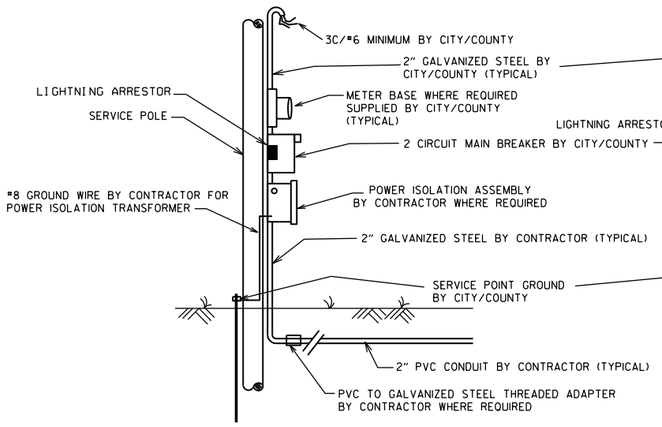
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

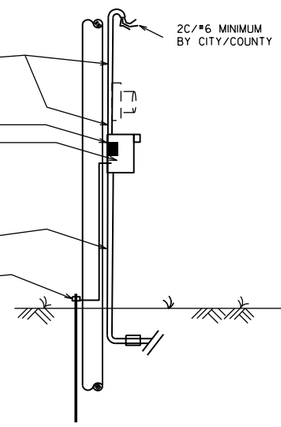
STANDARD DRAWING SD-8

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/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

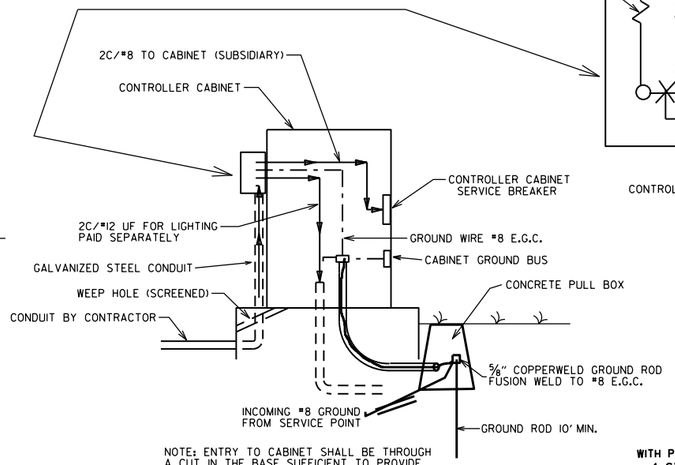
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. 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.

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.

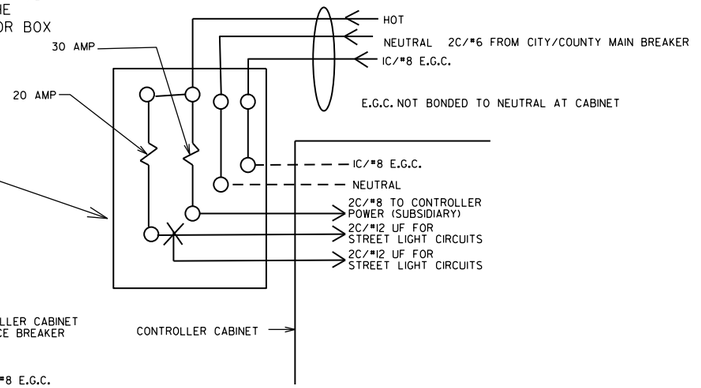
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

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

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



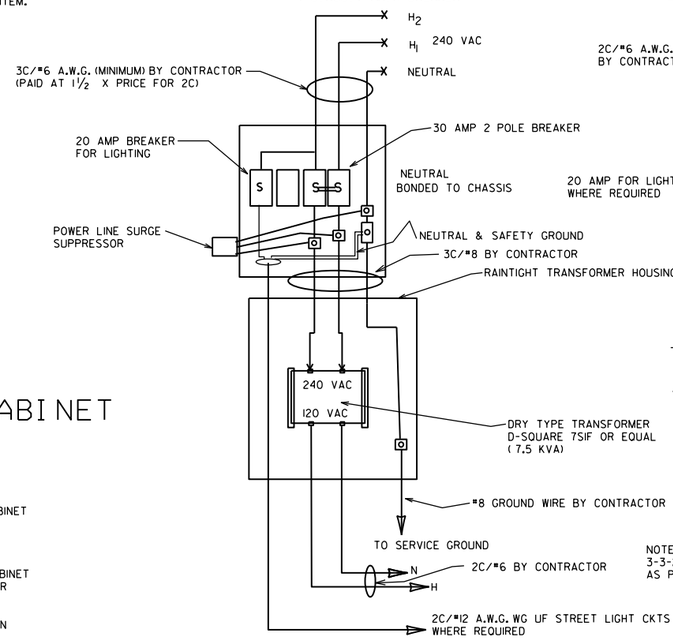
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



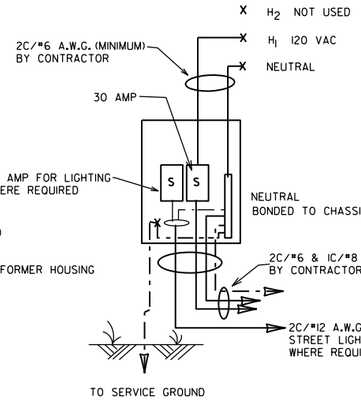
MAIN BREAKER WIRING (TYPICAL)

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

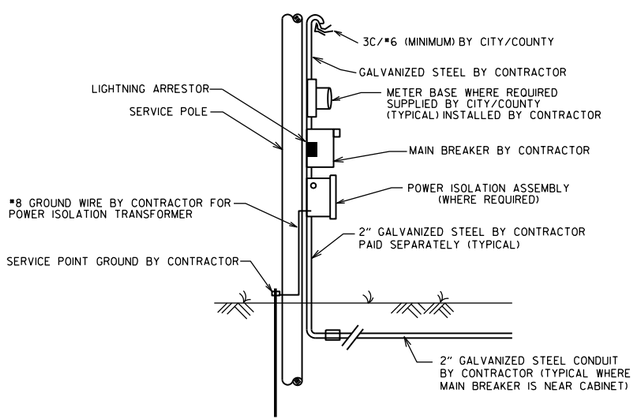


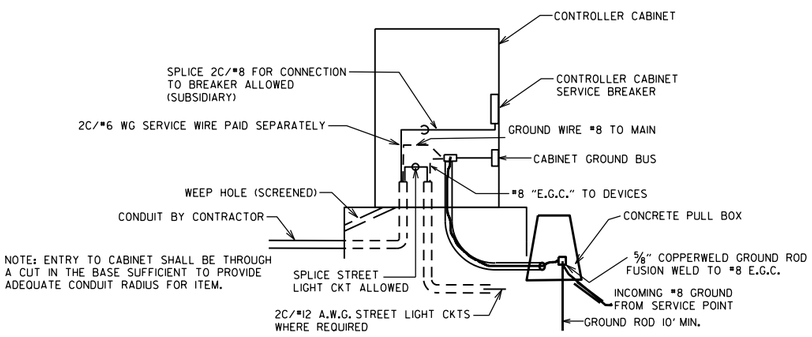
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.G.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





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

DATE	REVISION	FILMED
11-07-19	REVISED	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SIGN (RIO-12a) 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 (RIO-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 RIO-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

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 FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS 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 THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

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

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

CONSTRUCTION SPECIFICATIONS:
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 ½" 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, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.):
DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 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. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

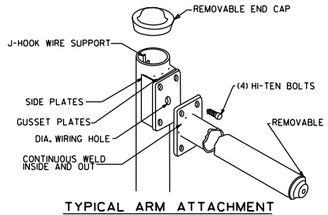
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

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

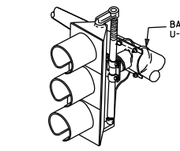
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

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 MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

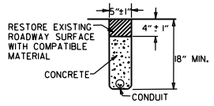
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



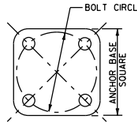
TYPICAL ARM ATTACHMENT



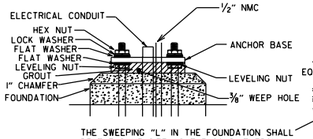
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

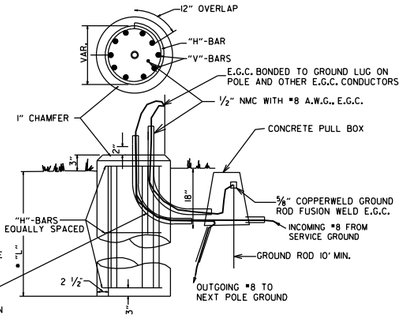


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





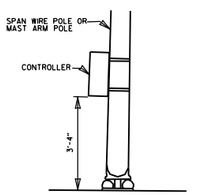
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

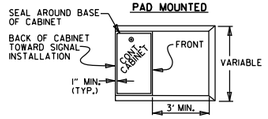
TYPICAL FOUNDATION DETAILS

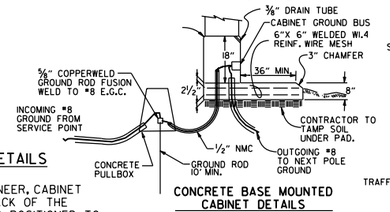
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL		
			VERTICAL	HORIZONTAL	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"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED





CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

NOTE:
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 ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

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 ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

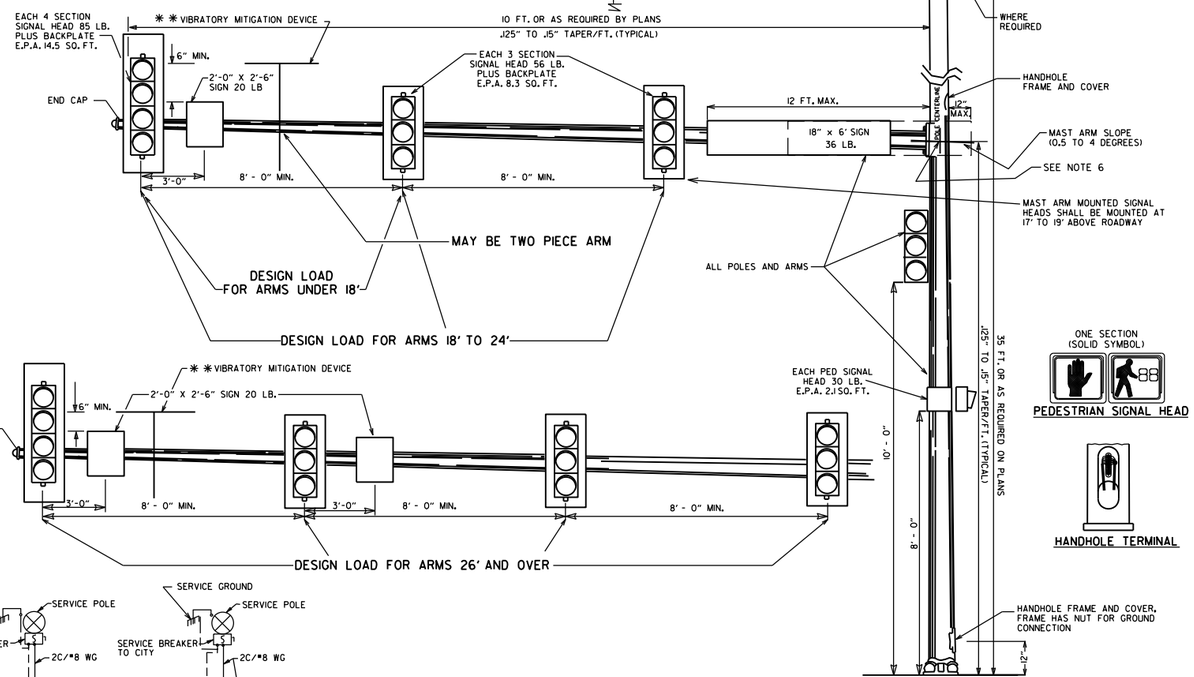
10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

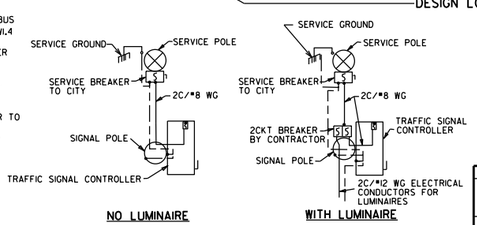
11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.

* 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 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. 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 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANIFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" 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 THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

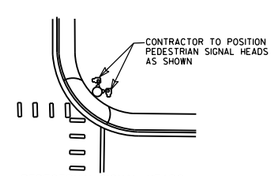
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.





SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES



PEDESTRIAN SIGNAL HEADS

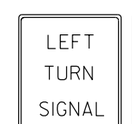
SIGNAL OPERATION NOTES:

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 THE 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.

DATE	REVISION	FILMED
02-13-24	REVISED SPECIAL SIGN TO RIO-12a SIGN	
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	



RIO-10

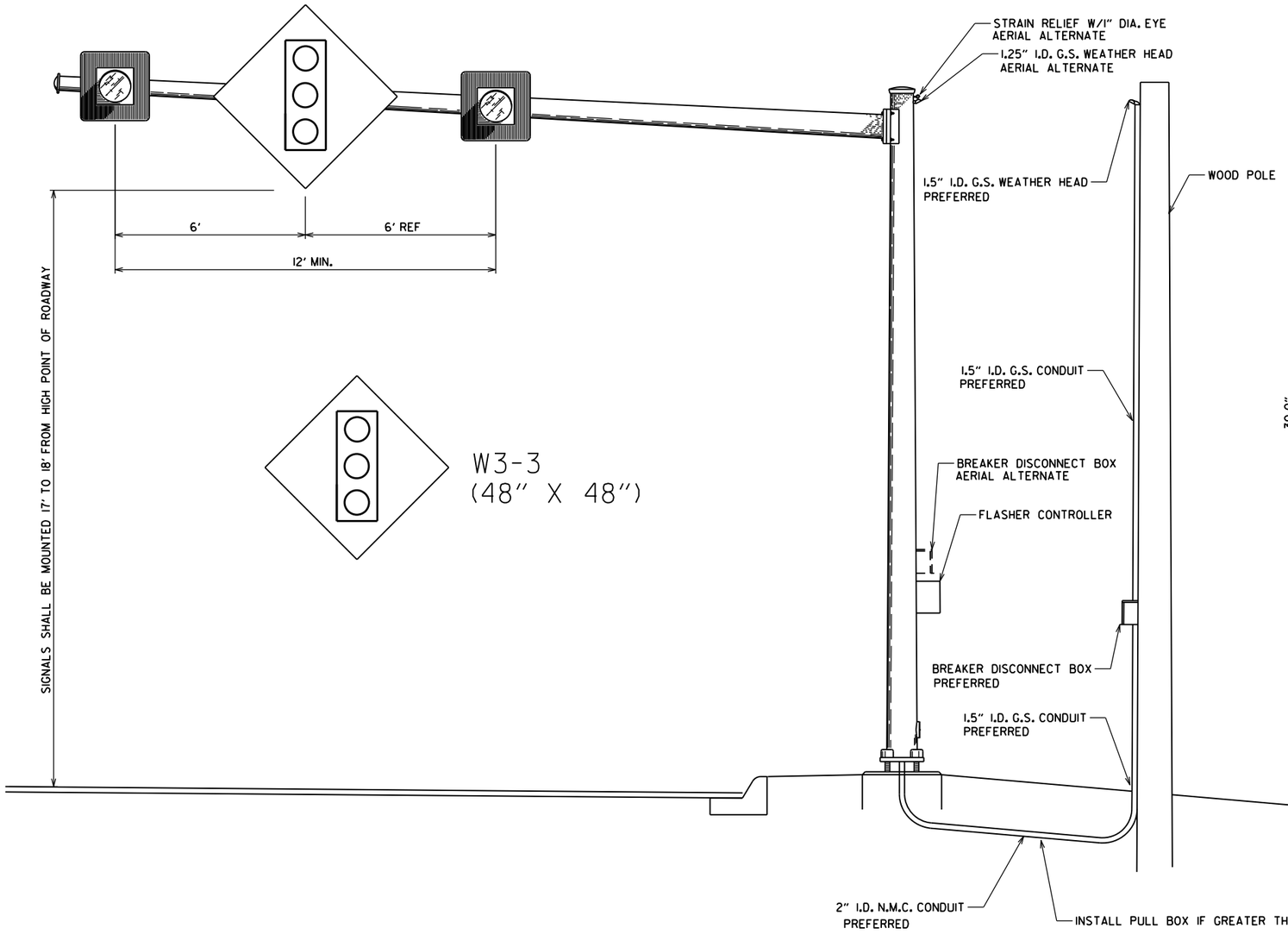
RIO-12a

RIO-3e
(SEE MUTCD)

ARKANSAS STATE HIGHWAY COMMISSION

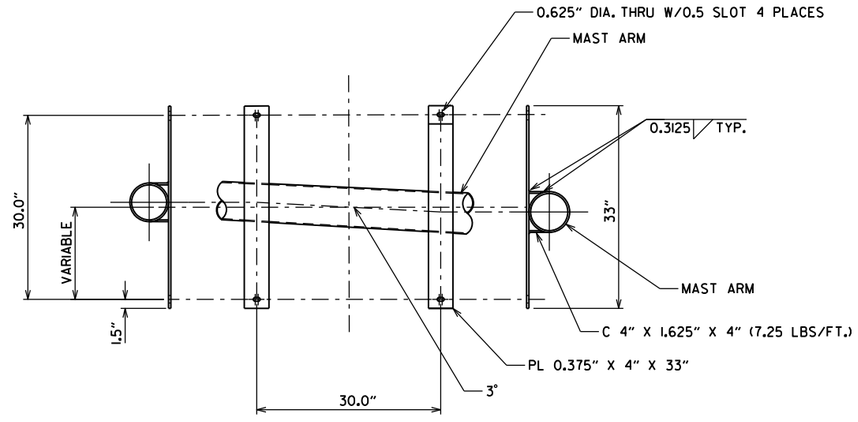
STEEL POLE WITH MAST ARM

STANDARD DRAWING SD-11



NOTES

1. THE SIGN MOUNTING BRACKET SHALL BE SUBSIDIARY TO THE PAY ITEM - TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION.
2. MAST ARM, POLE, HARDWARE, AND MOUNTING BRACKET SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 714.
3. A COMMERCIALLY MANUFACTURED MOUNTING PLATE OR BRACKET MAY BE SUBMITTED FOR APPROVAL IN LIEU OF THE MOUNTING PLATE SHOWN.
4. EACH SIGNAL HEAD SHALL HAVE A SEPARATE 5 CONDUCTOR SIGNAL CABLE.



MOUNTING BRACKET

N.T.S.

OVERHEAD SIGN MOUNTING DETAILS

N.T.S.

DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
4-17-08	MINOR REVISIONS	
6-21-06	REVISED	
4-14-03	REVISED	
7-14-95	ISSUED	

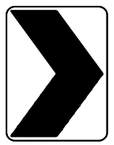
ARKANSAS STATE HIGHWAY COMMISSION

OVERHEAD SIGN DETAILS
(OVERHEAD SIGN MOUNTED ON STEEL POLE WITH MAST ARM)

STANDARD DRAWING SD-16

R1-1
30"X30"

W1-3
30"X30"
(LT. OR RT.)



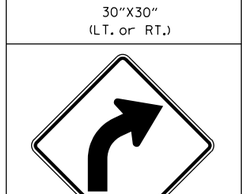
W1-8
18"X24"

W2-5
30"X30"

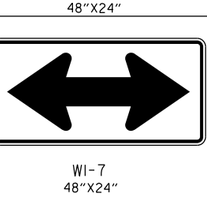
W3-1
36"X36"

W5-1
36"X36"

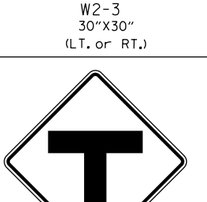
M6-3
21"X15"



R1-2
36"X36"X36"

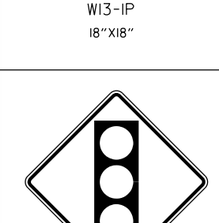


W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"

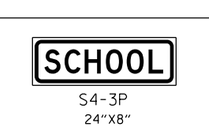
S1-1
36"X36"



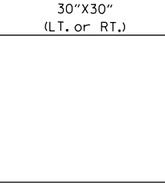
W3-2
36"X36"

County
Route Marker
M1-6
24"X24"

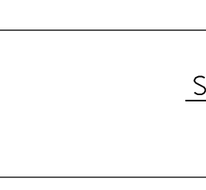
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



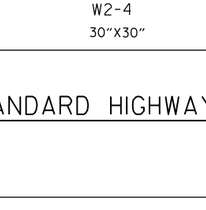
M6-4
21"X15"



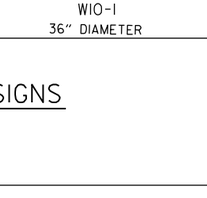
R2-1
24"X30"



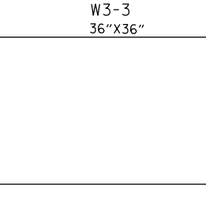
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

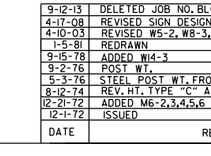


W5-2
36"X36"



W8-3
36"X36"

R1-3P
18"X6"



M6-5
21"X15"

W1-1
30"X30"
(LT. or RT.)

W1-6
48"X24"

W1-7
48"X24"

W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

W13-1P
18"X18"

M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.

M6-6
21"X15"

W1-2
30"X30"
(LT. or RT.)

W2-4
30"X30"

W10-1
36" DIAMETER

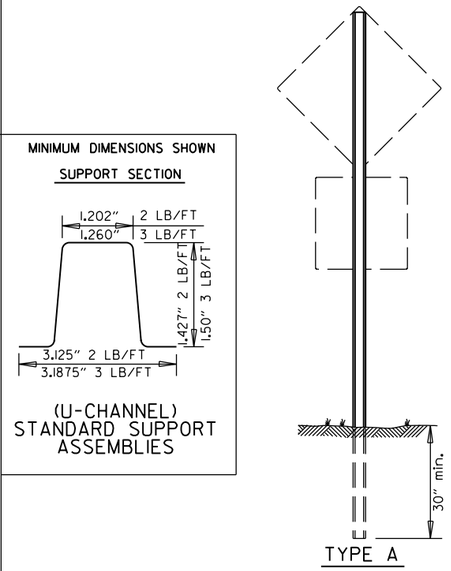
W3-3
36"X36"

M6-2
21"X15"

S4-3P
24"X8"

S4-2P
24"X10"

OM-3
12"X36"
(LT. or RT.)



NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.

TYPE B

TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

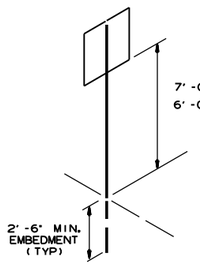
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

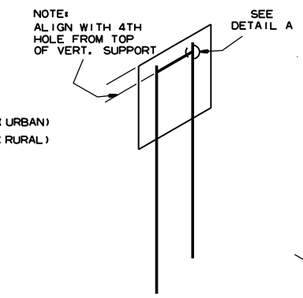
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

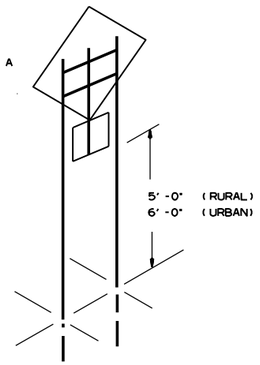
STANDARD DRAWING SHS-1



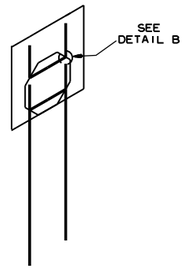
U-1



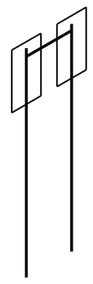
U-2



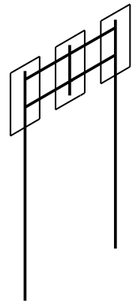
U-2 (A)



U-2 (B)



U-2 (1)



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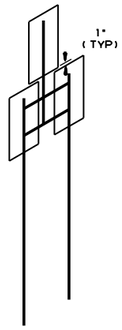
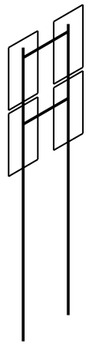
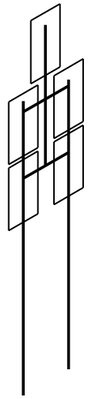


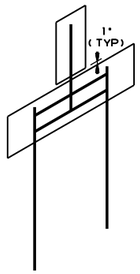
U-2 (3)



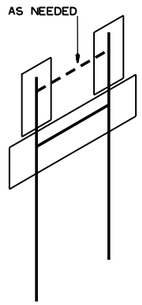
U-2 (4)



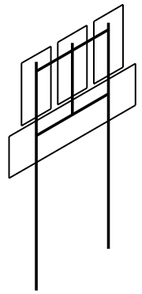
U-2 (5)



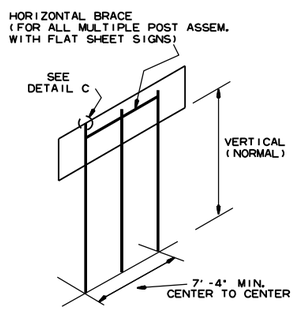
U-2 (6)



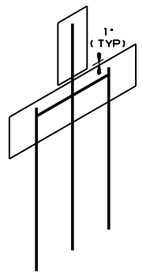
U-2 (7)



U-2 (8)



U-3



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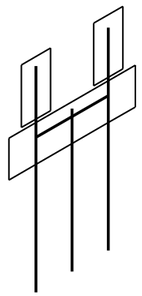

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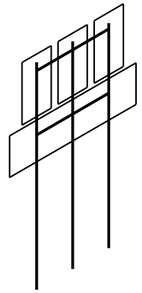

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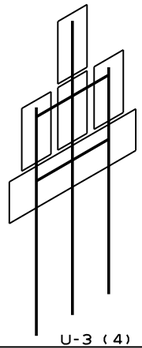
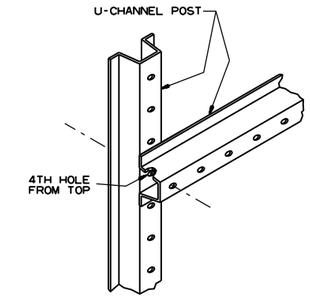
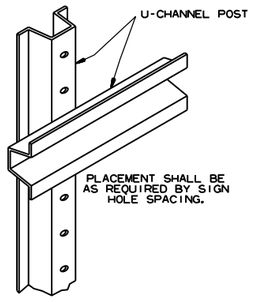


U-3 (4)



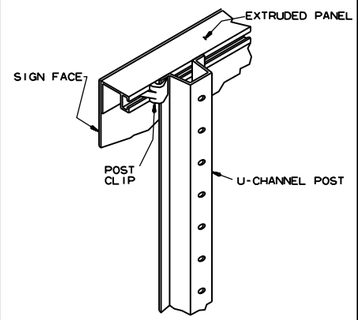
DETAIL A

SHOWING HORIZONTAL BRACE



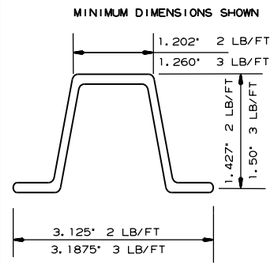
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



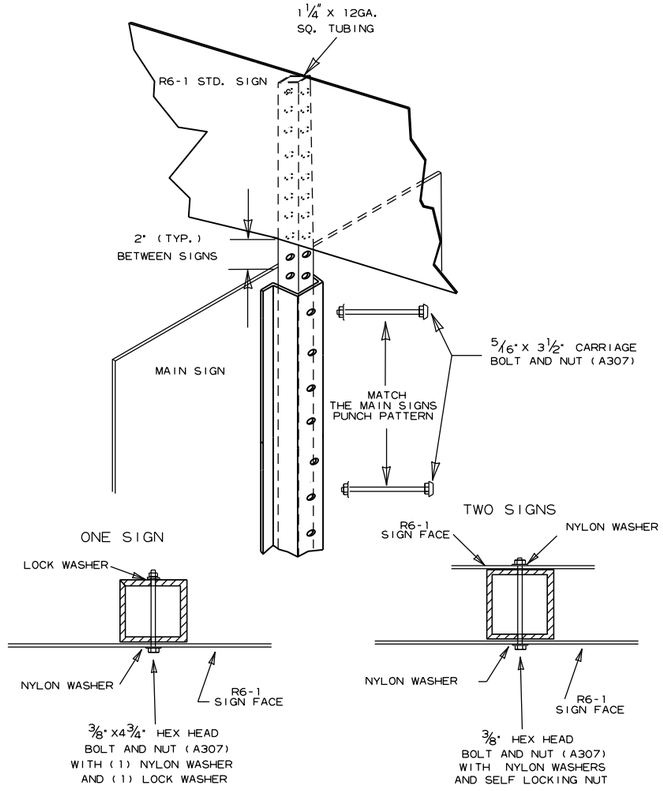
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



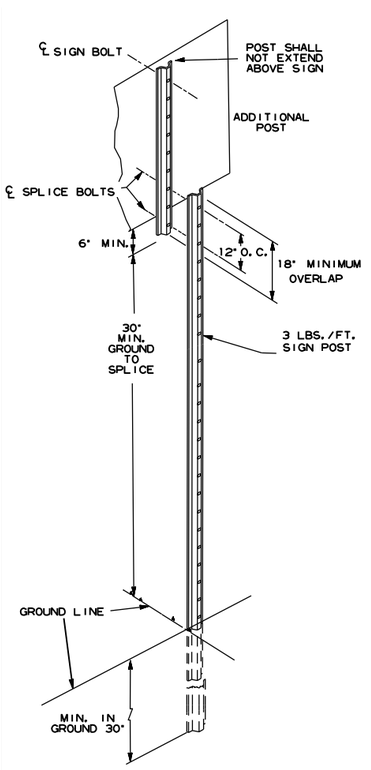
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

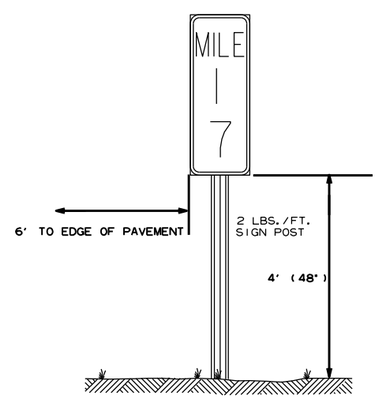
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

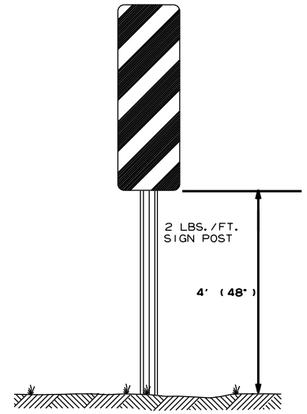
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER INSTALLATION



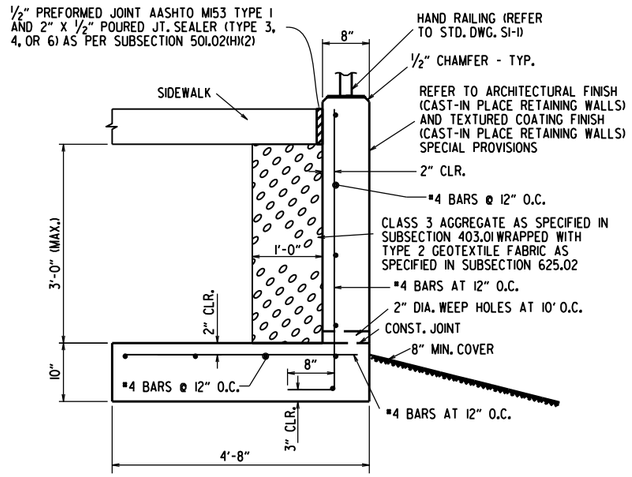
TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

DATE	REVISION	FILMED
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT	
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

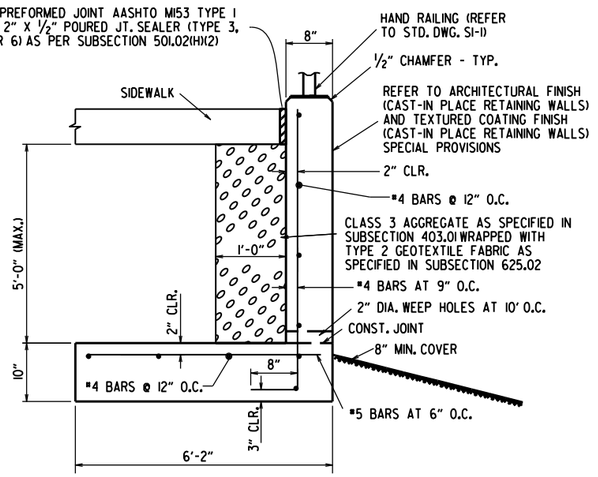
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 3'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAIL MAX HEIGHT 5'-0"

N.T.S.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012).

LIVE LOAD: LIVE LOAD SURCHARGE IS NOT INCLUDED IN THE DESIGN OF THESE WALLS. VEHICULAR LIVE LOAD SHALL NOT BE ALLOWED WITHIN A DISTANCE EQUAL TO ONE-HALF THE HEIGHT OF THE WALL.

CONCRETE: CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ½". ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 3,500 PSI. A CLASS 2 SURFACE FINISH SHALL BE USED ON ALL SURFACES OF THE CONCRETE UNLESS OTHERWISE NOTED. REFER TO ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS) AND TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS) SPECIAL PROVISIONS.

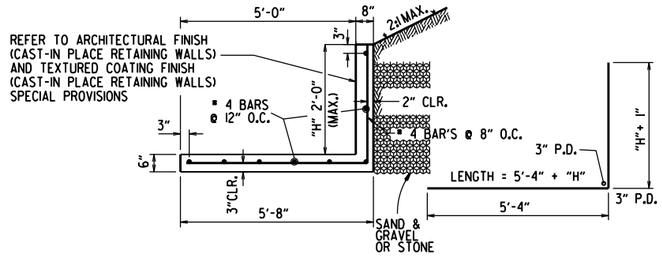
REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 60.

FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 801.04. BACKFILL FOR RETAINING WALLS SHALL BE IN ACCORDANCE WITH SUBSECTION 801.08.

WATERPROOF MEMBRANE (TYPE C), WATERSTOPS, PREFORMED JOINTS, PREFORMED JOINT FILLER, WEEP HOLES, CLASS 3 AGGREGATE, REINF. STEEL, CONCRETE, & GEOTEXTILE FABRIC SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO CONCRETE WALKS (TYPE SPECIAL).

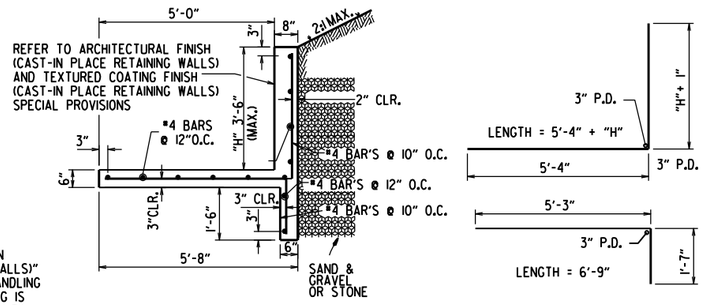
JOINTS IN THE WALL SHALL MATCH TYPE AND SPACING OF THE JOINTS IN THE WALK.

THESE DETAILS ARE NOT INTENDED FOR USE ALONG STREAMS OR DITCHES WITHOUT CONSIDERATION FOR SCOUR.



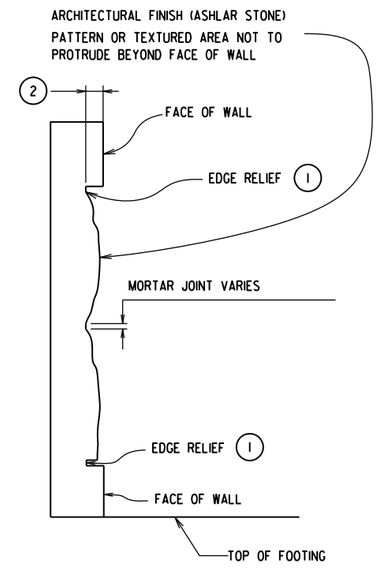
CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 2'-0"

N.T.S.



CONCRETE WALK (TYPE SPECIAL) DETAILS MAX HEIGHT 3'-6"

N.T.S.

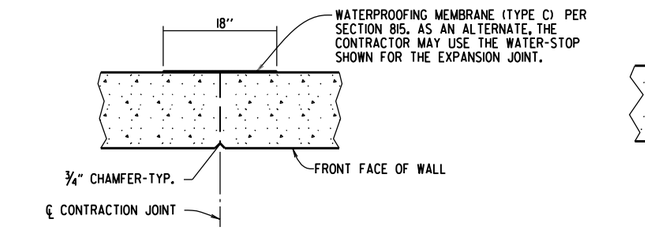


ARCHITECTURAL FINISH DETAILS

N.T.S.

(1) PROVIDE EDGE RELIEF AROUND PERIMETER OF TEXTURE. EDGE RELIEF DIMENSIONS SHALL MATCH MANUFACTURERS EDGE DISTANCE.

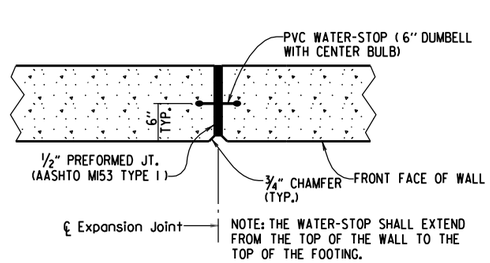
(2) DEPTH OF ASHLAR STONE PATTERN APPROX. 1⅝". SEE SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

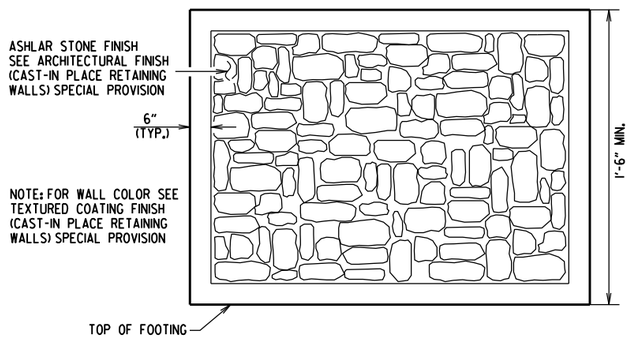
NOTE: 20'-0" MAX. SPACING BETWEEN CONTRACTION JOINTS. HORIZONTAL REINFORCEMENT SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.



TYPICAL EXPANSION JOINT DETAIL

N.T.S.

NOTE: 60'-0" MAX. SPACING BETWEEN EXPANSION JOINTS. HORIZONTAL REINFORCING SHALL STOP 2" FROM ℄ EXPANSION JOINT.



ASHLAR STONE FINISH DETAIL

NOTES:

WALL PATTERN SHALL BE APPLIED TO THE EXPOSED SURFACES OF WALL IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)" AND AS SHOWN IN THE PLANS. CARE SHALL BE TAKEN WITH FORM LINER HANDLING AND INSTALLATION TO ENSURE AESTHETIC QUALITY OF THE WALL TEXTURING IS MAINTAINED. WHERE FORM LINER PANELS REQUIRE MODIFICATION TO CONFORM TO THE LOCATION, DIMENSIONS AND LINES SHOWN IN THE PLANS, THE CONTRACTOR SHALL PROVIDE EDGE RELIEF MATCHING THAT OF THE UNALTERED FORM LINER. PAYMENT FOR WALL TEXTURING SHALL BE IN ACCORDANCE WITH SP "ARCHITECTURAL FINISH (CAST-IN PLACE RETAINING WALLS)".

NO ADJUSTMENTS WILL BE MADE IN CONCRETE VOLUME DUE TO THE USE OF "ARCHITECTURAL FINISH". CLASS "S" CONCRETE SHALL BE MEASURED IN ACCORDANCE WITH SUBSECTION 802.24(A). CARE SHALL BE TAKEN IN PLACING CONCRETE TO AVOID SEGREGATION AND TO ELIMINATE FLOW LINES.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO WALL SURFACES AS SPECIFIED IN SP "TEXTURED COATING FINISH (CAST-IN PLACE RETAINING WALLS)" AND IN ACCORDANCE WITH SUBSECTION 802.19(B)(3).

DATE	REVISION	DATE FILMED
11-05-20	REVISED GENERAL NOTES	
5-14-20	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

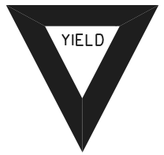
CONCRETE WALK (TYPE SPECIAL)

STANDARD DRAWING SI - 3

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-6aP

48"X36"

*USE 6" C LETTERS
**USE 4" D LETTERS

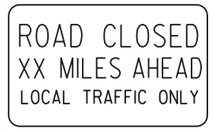
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A



60"X30"

RII-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

R2-11

36"X48"

W1-3

STD. 48"X48"

W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8

STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

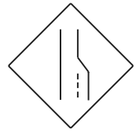
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

R56-1

STD. 18"X18"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

W8-11

STD. 36"X36"
FWY. 48"X48"

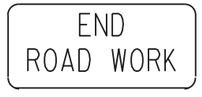
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

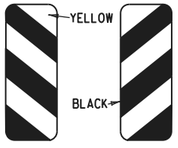
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.

3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.

4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.

5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.

6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.

7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.

8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.

9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.

10. R2-6aP PLAQUES SHALL BE MOUNTED BELOW AN APPLICABLE ADVANCE WARNING SIGN THAT IS LOCATED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE PLAQUE SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE W3-5 "REDUCED SPEED AHEAD" SIGN. R2-11 SIGNS SHALL BE INSTALLED AT OR NEAR THE DOWNSTREAM END OF THE WORK ZONE. SEE STANDARD DRAWINGS TC-2, TC-3, AND TC-6 FOR TYPICAL PLACEMENT LOCATIONS.

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

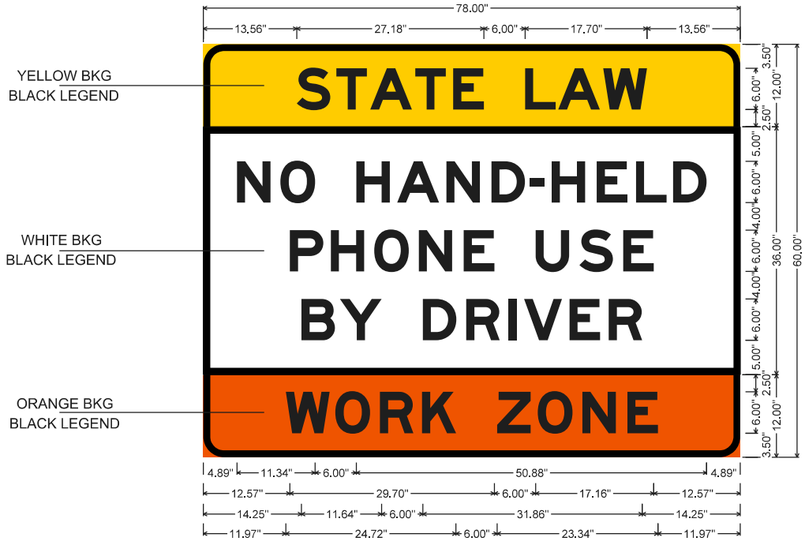
DATE REV	DESCRIPTION
08-14-25	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10
11-07-19	REVISED FOR MASH
04-13-17	DELETED RSP-1 & ADDED W21-5a
09-02-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS, REVISED ROAD WORK NEXT XX MILES
12-15-11	REVISED W24-1

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-1
08-14-2025		

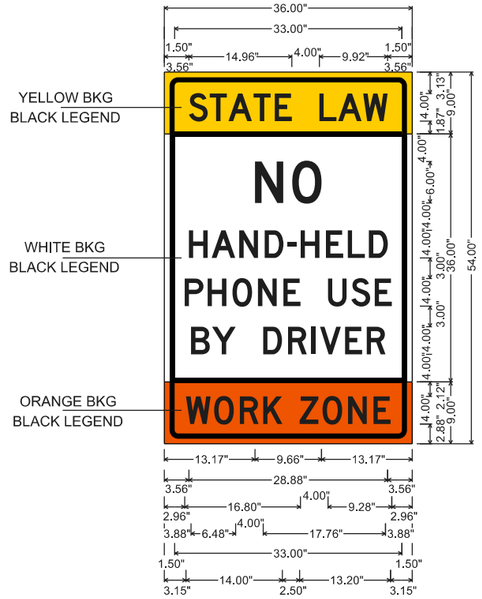


3.0" Radius, 1.0" Border, Black on Yellow;
"STATE LAW", E Mod 2K;

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

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

WZ-4 (INTERSTATE) SIGN

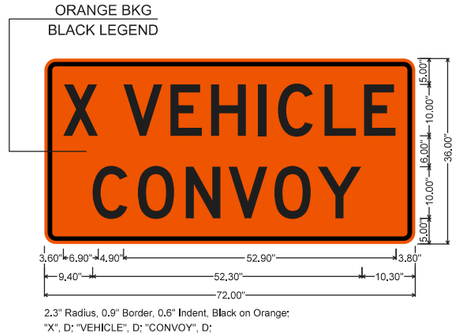


2.00" Radius, 0.75" Border, 0.75" Indent, Black on Yellow;
"STATE LAW", D 2K;

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

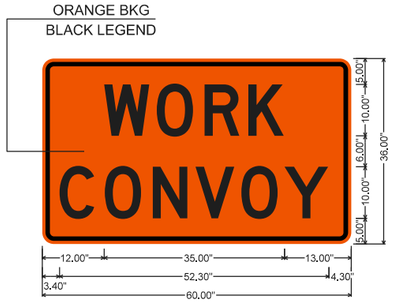
2.00" Radius, 0.75" Border, 0.75" Indent, Black on Orange;
"WORK", D 2K; "ZONE", D 2K;

WZ-4 (NON-INTERSTATE) SIGN



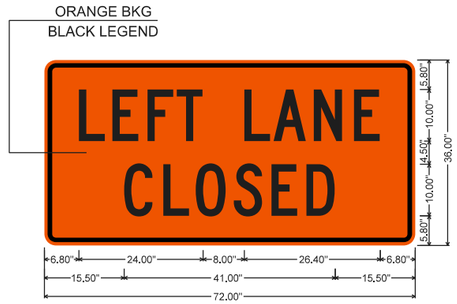
2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"X", D; "VEHICLE", D; "CONVOY", D;

WZ-2 SIGN



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

WZ-3 SIGN



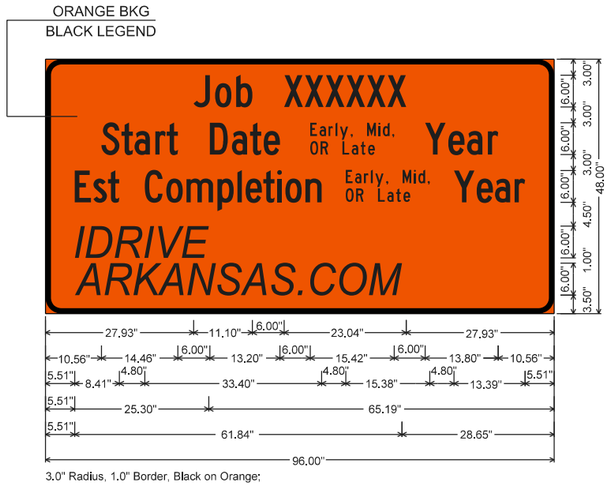
2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"LEFT LANE", C; "CLOSED", C;

WZ-W20-5L SIGN

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

WZ-W20-5R SIGN

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



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

CONSTRUCTION PROJECT INFORMATION SIGN

WZ-1 (INTERSTATE) SIGN

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

WZ-W20-5C SIGN

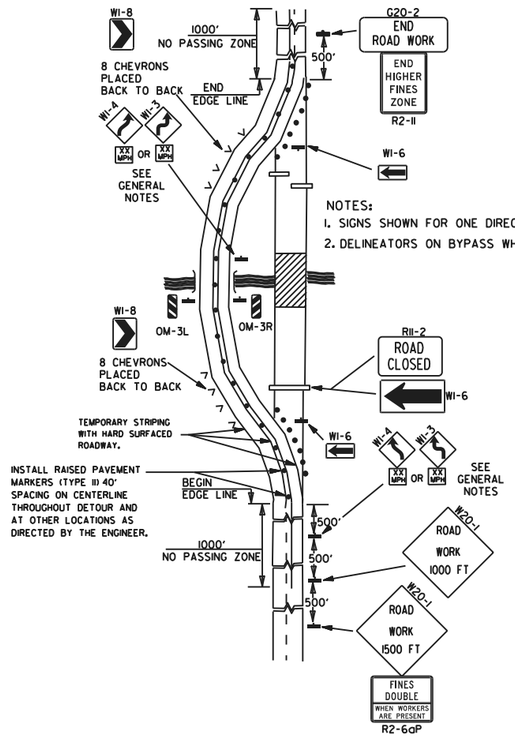
MOBILE WORK ZONE SIGNS

DATE REV	DESCRIPTION
04-09-26	ISSUED

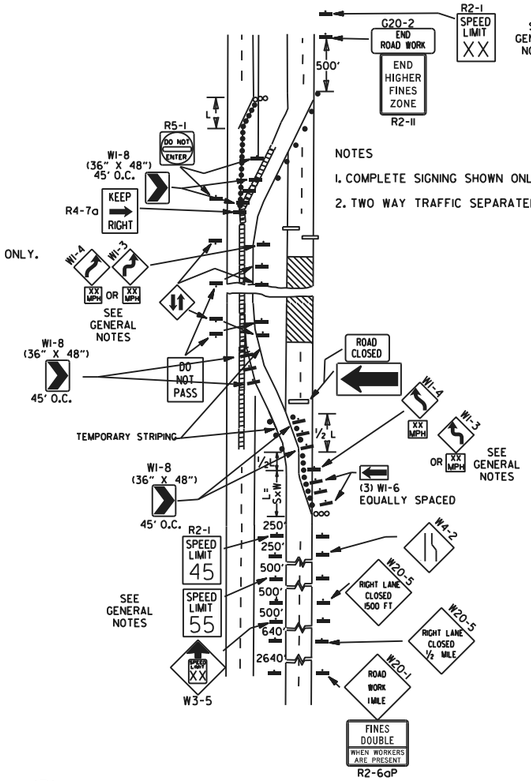
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

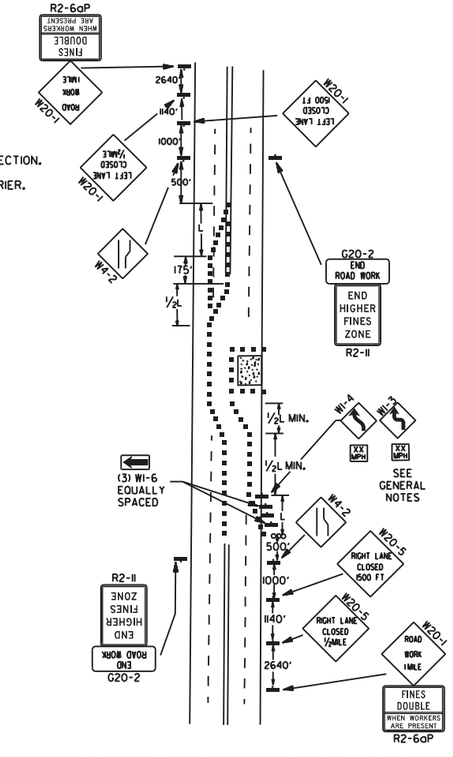
DATE EFFECTIVE	STANDARD DRAWING	TC-1A
04-09-2026		



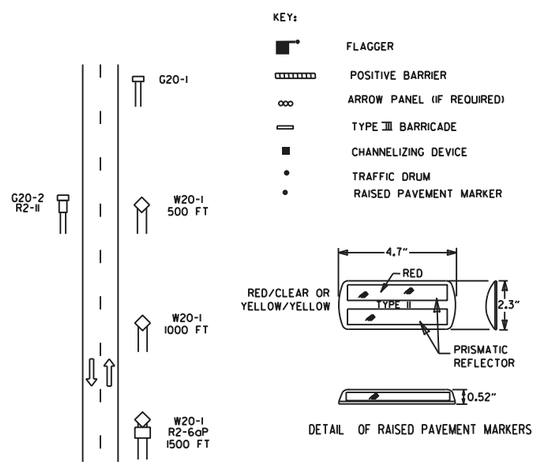
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(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.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

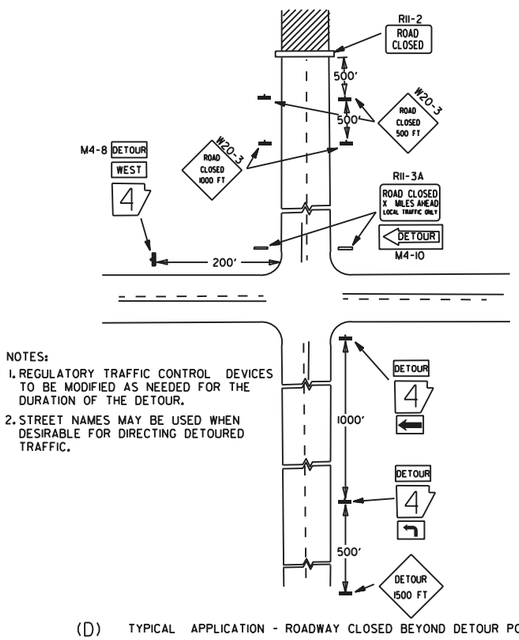
L= MINIMUM LENGTH OF TAPER.

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

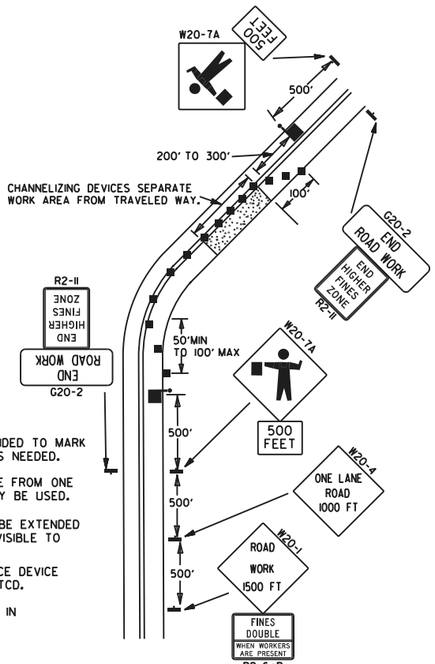
W= WIDTH OF OFFSET.

GENERAL NOTES:

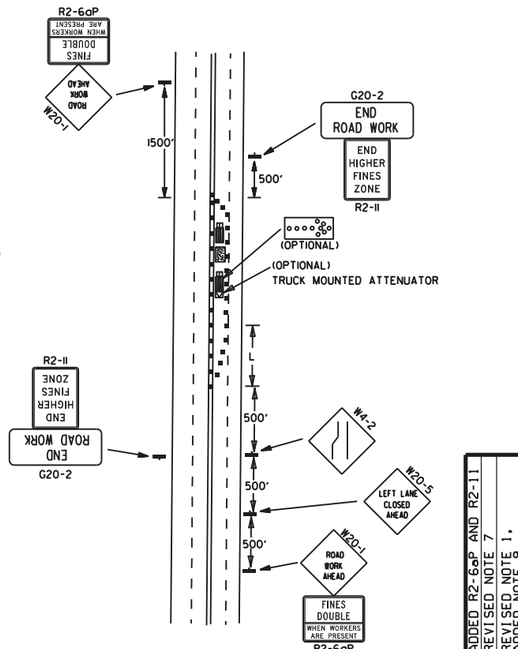
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



(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.



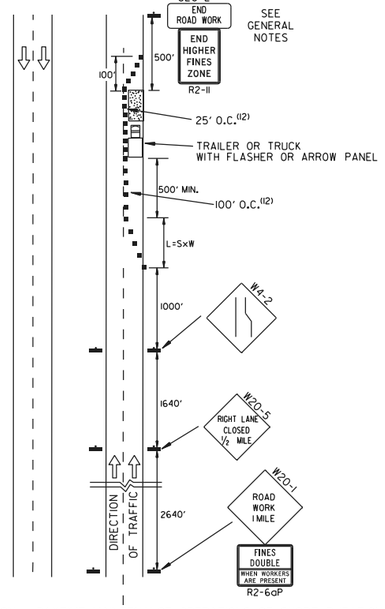
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-20-21	REVISED NOTE 7
11-07-19	REVISED NOTE 1. ADDED NOTE 9
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (AT & REPLACED R2-5A WITH W3-5
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKINGS

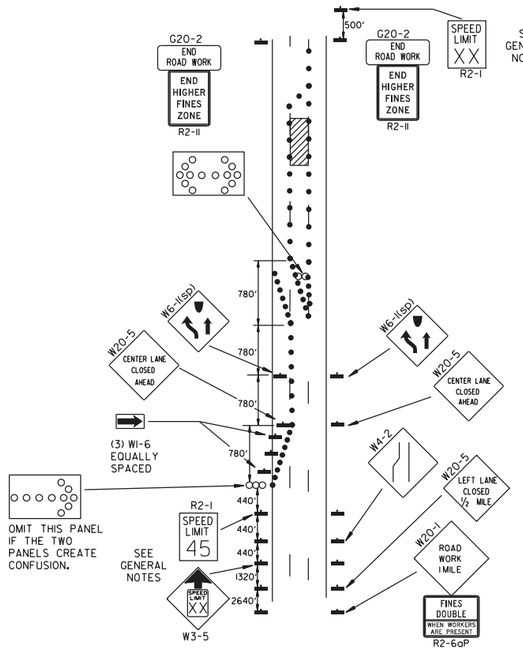
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-2
08-14-2025		



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



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

KEY:

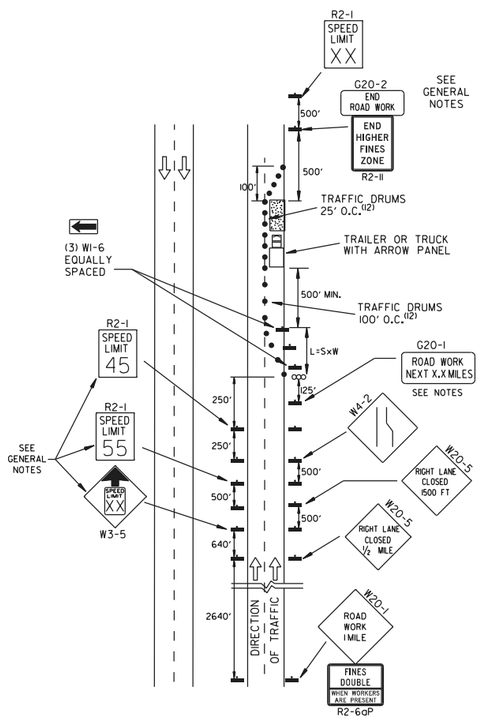
○○○ ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

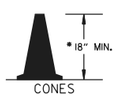
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-I(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-I 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-I(45) SHALL BE OMITTED. ADDITIONAL R2-I 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-I(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN SHOULD BE INSTALLED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS. THE DISTANCE DISPLAYED ON THE G20-1 SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
12. ONLY WHERE SPACE RESTRICTIONS DO NOT ALLOW FOR TRAFFIC DRUMS, TUBULAR MARKERS MAY BE USED AT 50' O.C. IN STABILIZATION ZONES AND AT 10' O.C. DIRECTLY ADJACENT TO CONSTRUCTION OPERATIONS AND AT EXIT TAPERS. TUBULAR MARKERS SHALL BE STABILIZED WITH WEIGHTED BASES IN ACCORDANCE WITH THE M.U.T.C.D.

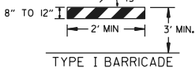


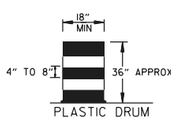
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

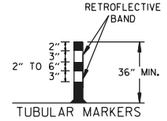
CHANNELIZING DEVICES

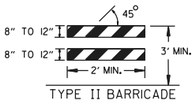


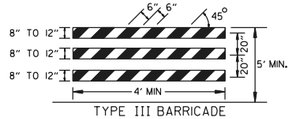
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



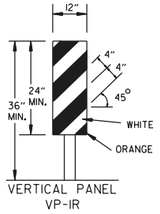


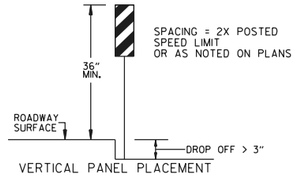


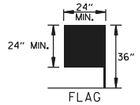




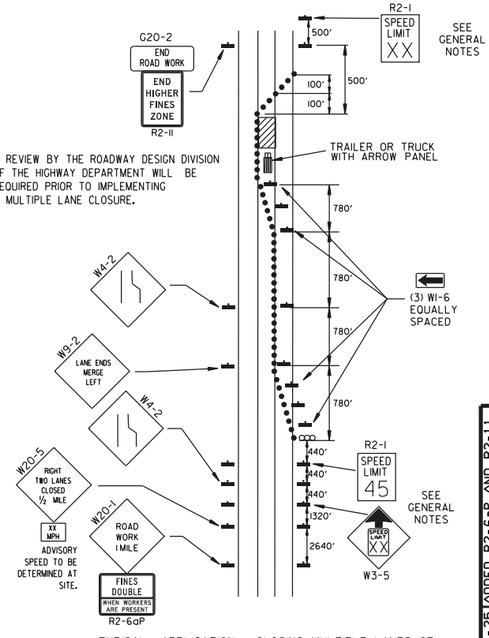
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.







FLAG SHALL BE OF GOOD GRADE RED MATERIAL



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

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL ≤ 45 MPH	TRAFFIC CONTROL > 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE(6)	STANDARD LANE CLOSURE(6)
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS(1)	W8-9 AND TRAFFIC DRUMS(1)
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)
> 6" ≤ 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 18" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(1)	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(3)
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER(4) & EDGE LINES	PRECAST CONCRETE BARRIER(4) & EDGE LINES

INTERSTATE

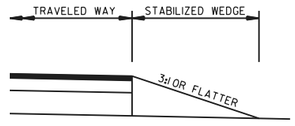
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE

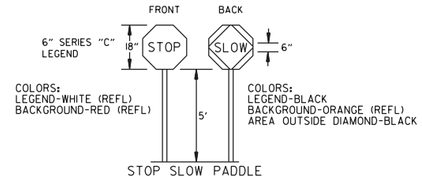
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:

1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).



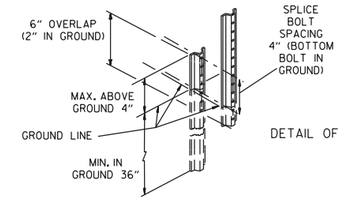
NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

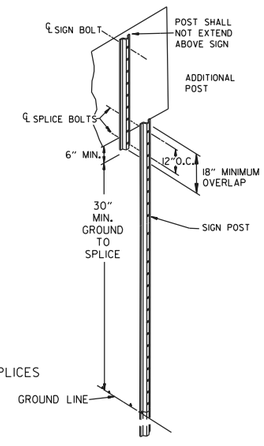


NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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.





DATE REV	DESCRIPTION
08-14-25	ADDED R2-6aP AND R2-11
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES. ADDED NOTE 12
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES
05-20-21	REVISED NOTE 10
02-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

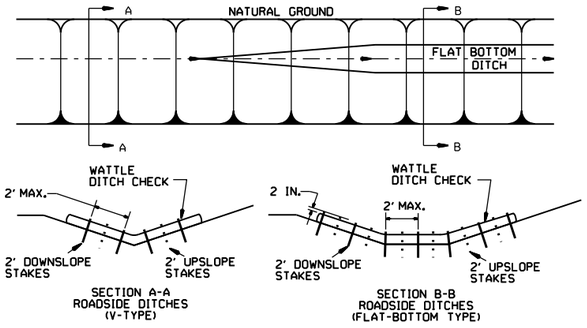
DATE EFFECTIVE 08-14-2025

STANDARD DRAWING

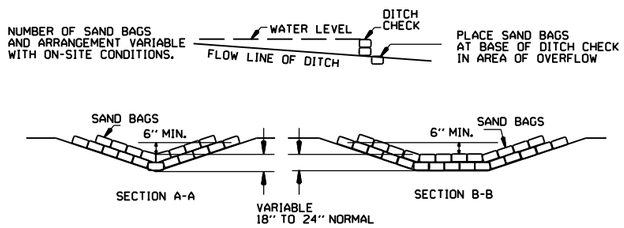
TC-3

GENERAL NOTES

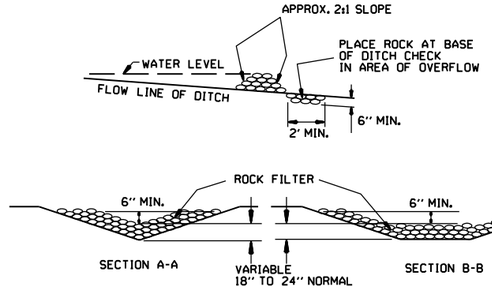
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

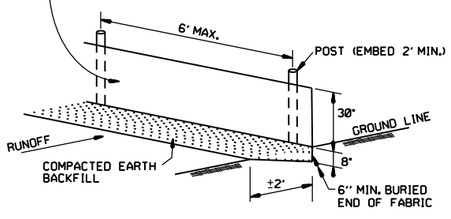


ROCK DITCH CHECK (E-6)

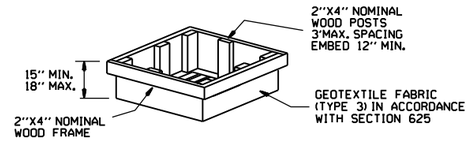
GENERAL NOTES

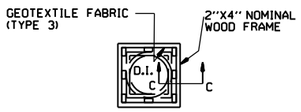
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

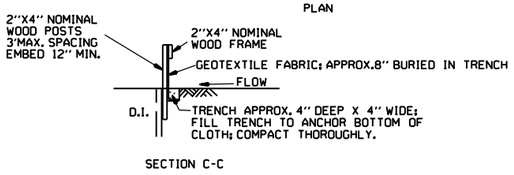


SILT FENCE (E-11)



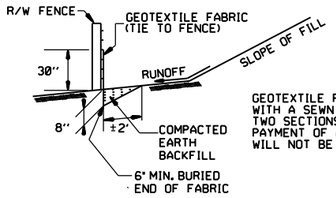


PLAN



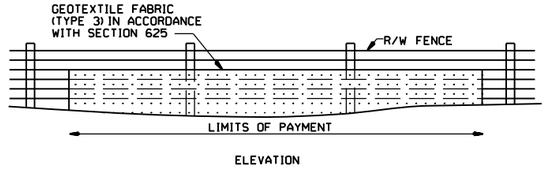
SECTION C-C

DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



ELEVATION

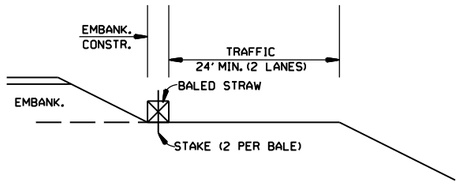
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

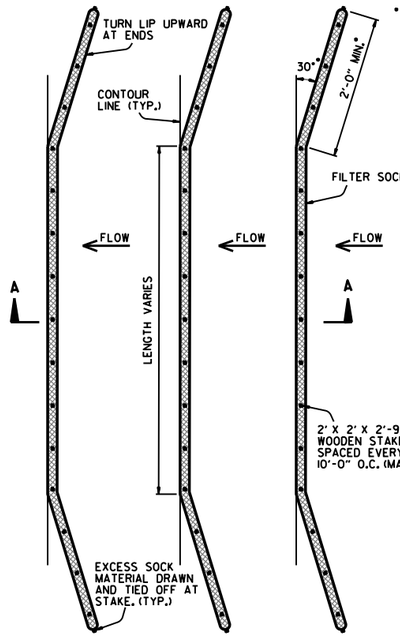
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

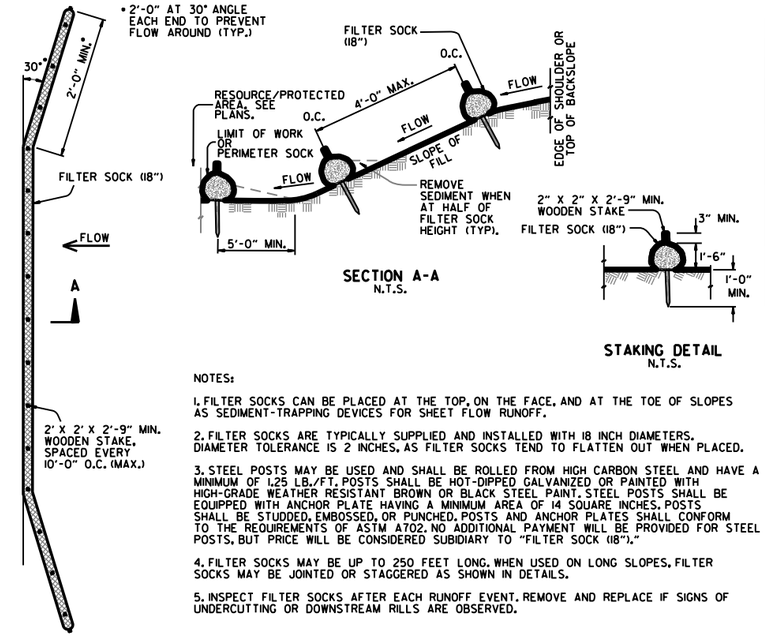
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



PLAN VIEW
N.T.S.



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

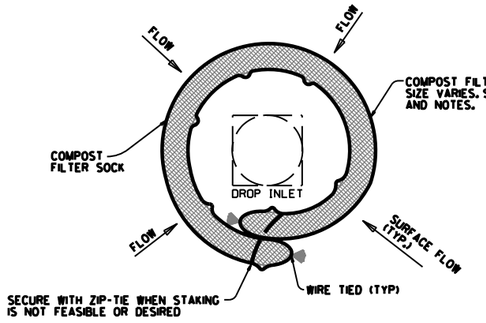
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

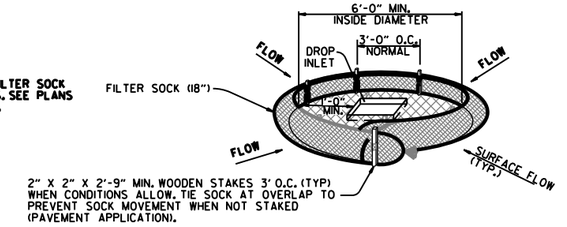
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

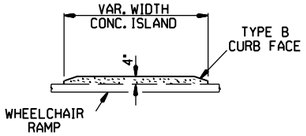
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

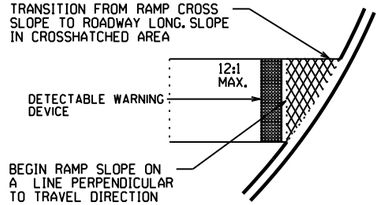
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

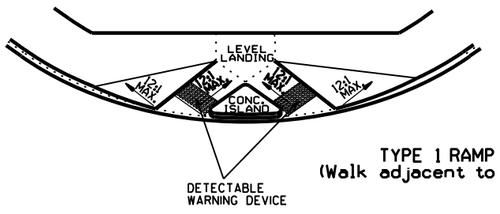
STANDARD DRAWING TEC-1



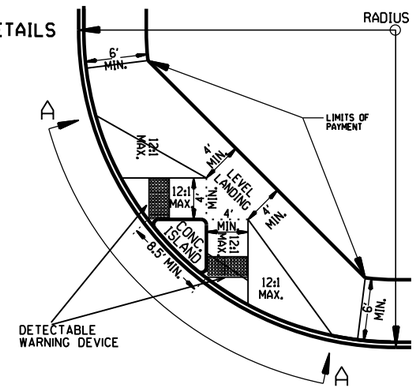
CONCRETE ISLAND DETAIL

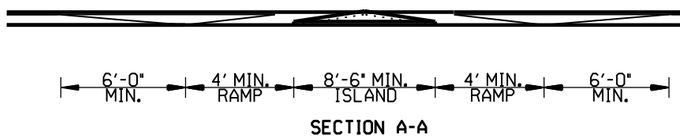


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

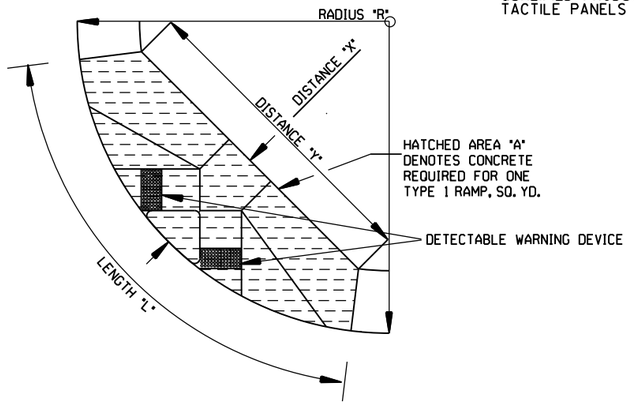




SECTION A-A

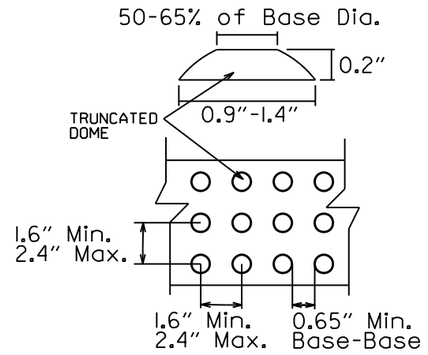
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R" FEET	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

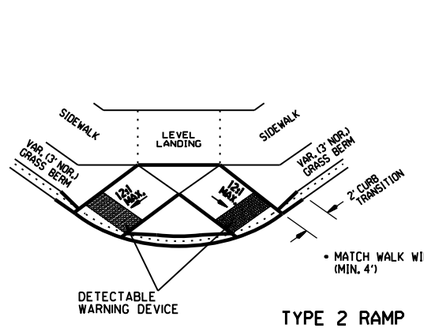
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



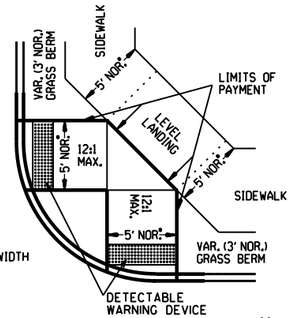
DETECTABLE WARNING DEVICE DETAIL

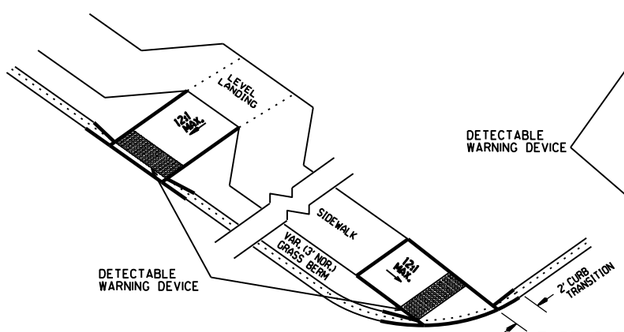
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

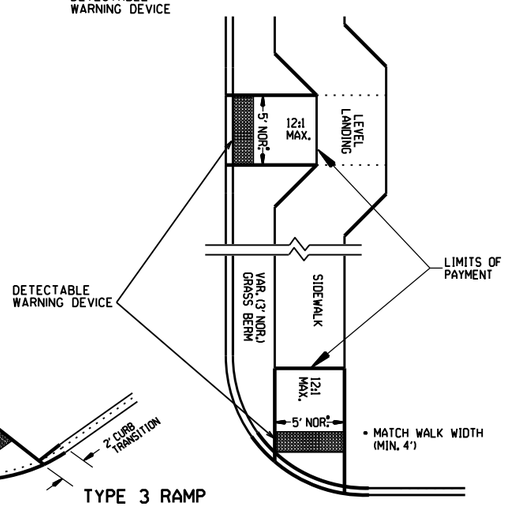


TYPE 2 RAMP

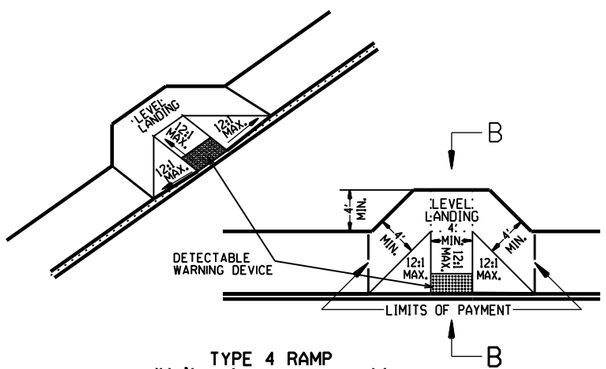




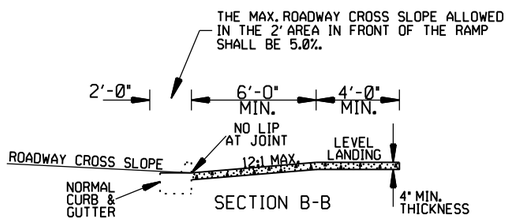
TYPE 3 RAMP



NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

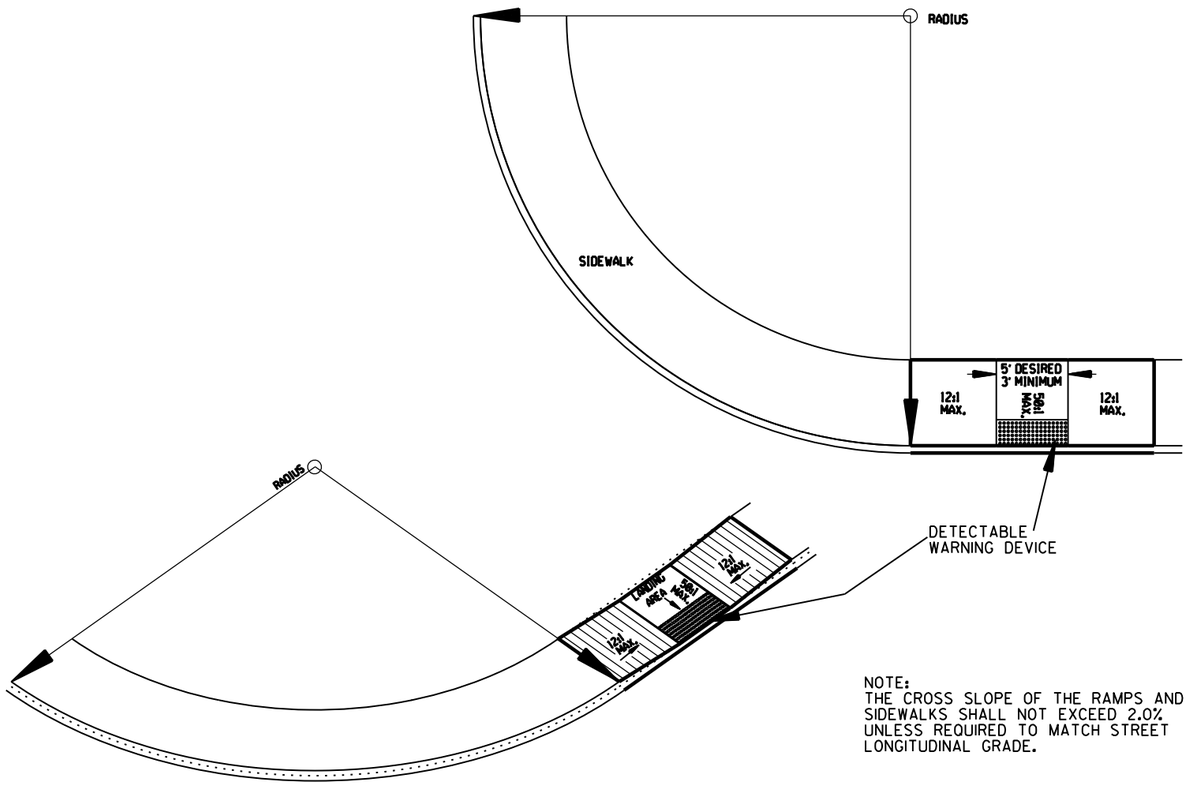
AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
11-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8%TO12%MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.H.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

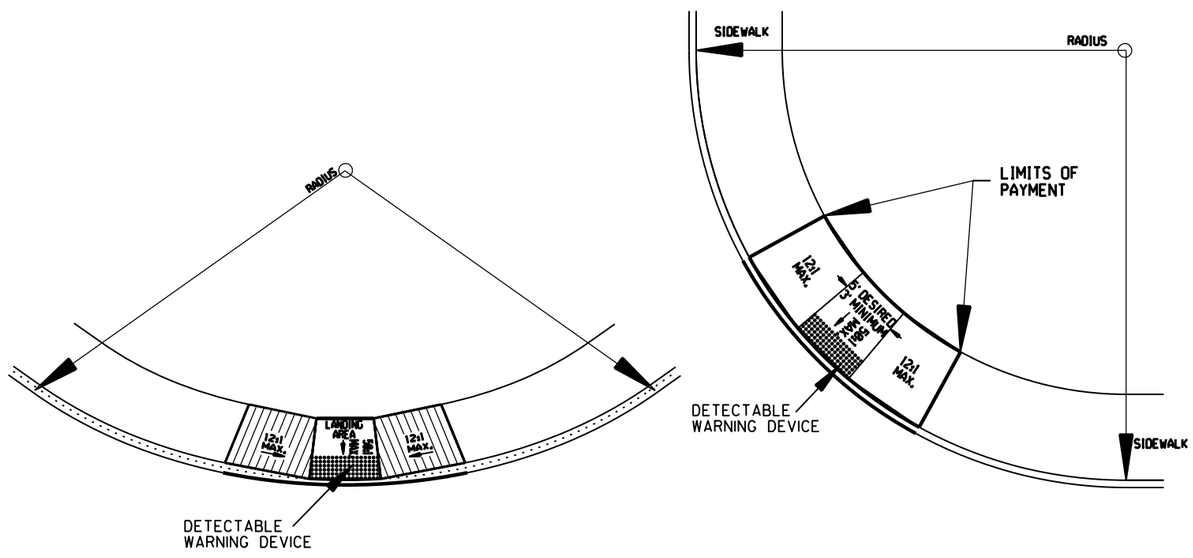
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1



NOTE:
THE CROSS SLOPE OF THE RAMPS AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.

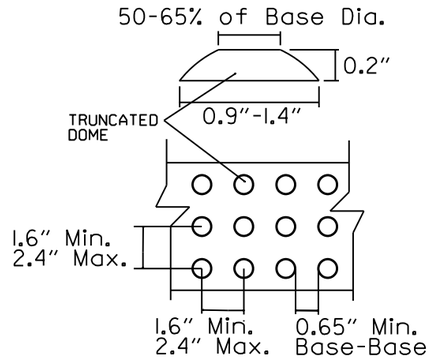
TYPE 5 RAMP



TYPE 6 RAMP

GENERAL NOTES FOR DETECTABLE WARNING DEVICES

THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



DETECTABLE WARNING DEVICE DETAIL

GENERAL NOTES:

IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE EXISTING WALK WIDTH OR 36", WHICHEVER IS GREATER.
MINOR MODIFICATIONS OF THESE DETAILS, AS APPPROVED BY THE ENGINEER, MAY BE MADE TO ADJUST TO LOCAL CONDITIONS.

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
10-9-03	REVISED GENERAL NOTES & ADDED NOTE.	
4-10-03	REVISED DETECTABLE WARNING DEVICE DETAIL	
8-22-02	ADDED DETECTABLE WARNING DEVICES DETAILS	
11-18-98	REV. FOURTH CHOICE NOTE	
8-12-98	REVISED TEXTURE	
7-02-98	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

WHEELCHAIR RAMPS ALTERATIONS ONLY

STANDARD DRAWING WR-2