DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	1	87
		HWYS. 10 & 365 PED. IMPVTS. (PULASKI CO.) (S)				

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

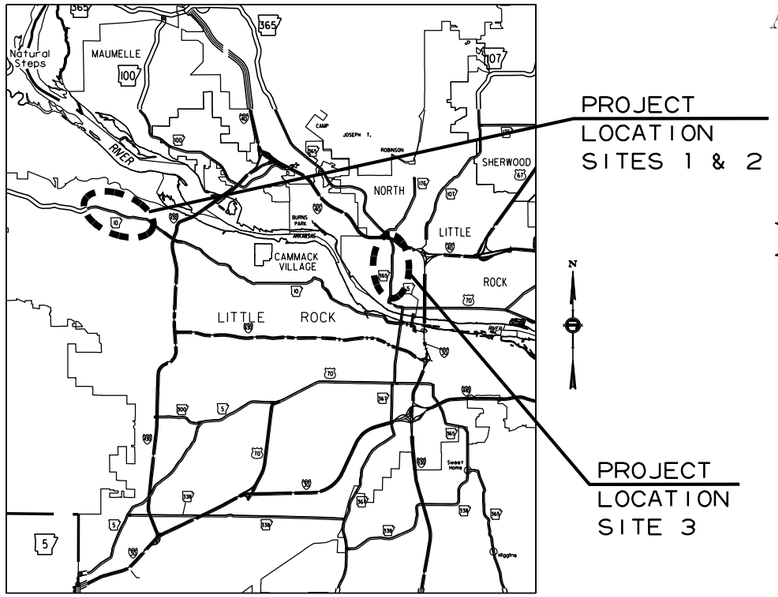
HWYS. 10 & 365
PED. IMPVTS. (PULASKI CO.) (S)

PULASKI COUNTY
ROUTE 10 SECTION 8
ROUTE 365 SECTION 11

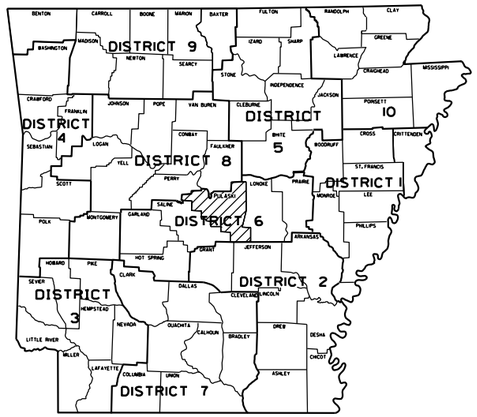
FEDERAL AID PROJ. VRU-9315(72)

JOB 061921

NOT TO SCALE

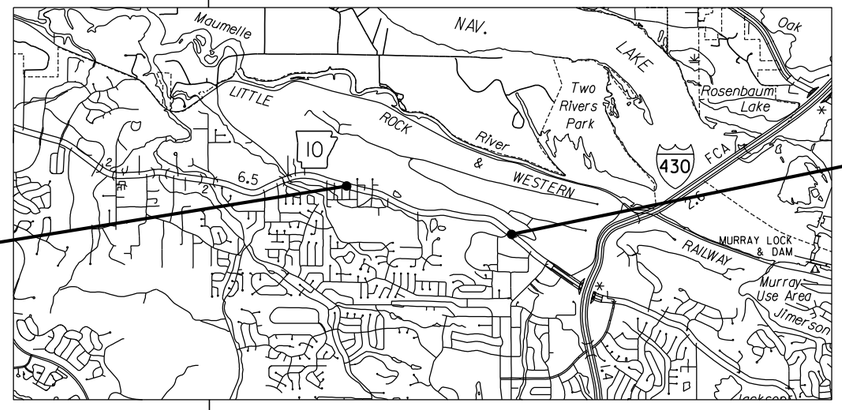


VICINITY MAP



ARK. HWY. DIST. NO. 6

R 14 W | R 13 W

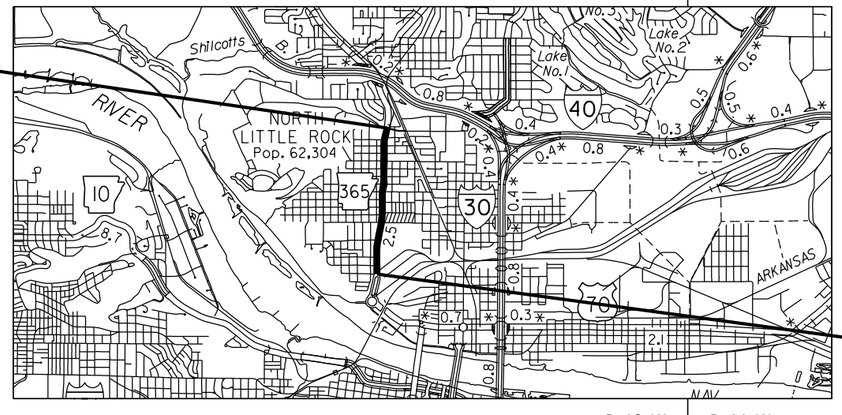


R 14 W | R 13 W

SITE 1
HWY. 10 STA. 108+07.88
LOG MILE 5.605

SITE 2
HWY. 10 STA. 182+85.00
LOG MILE 7.017

R 12 W | R 11 W



R 12 W | R 11 W

SITE 3
STA. 205+80.00
BEGIN CONST. HWY. 365
LOG MILE 15.350

SITE 3
STA. 281+70.00
END CONST. HWY. 365

N

DESIGN TRAFFIC DATA (HWY. 10)

DESIGN YEAR	2046
2026 ADT	44,000
2046 ADT	52,000
2046 DHV	5,720
DIRECTIONAL DISTRIBUTION	0.6
TRUCKS	2%
DESIGN SPEED	45 MPH

DESIGN TRAFFIC DATA (HWY. 365)

DESIGN YEAR	2046
2026 ADT	22,000
2046 ADT	25,000
2046 DHV	2,750
DIRECTIONAL DISTRIBUTION	0.6
TRUCKS	2%
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 ℄ HWY. 365

GROSS LENGTH OF	PROJECT	7590	FEET OR	1.438 MILES
NET "	" ROADWAY	7590	" "	1.438 MILES
NET "	" BRIDGES	0.00	" "	0.000 MILES
NET "	" PROJECT	7590	" "	1.438 MILES

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	2	87
		INDEX OF SHEETS AND STANDARD DRAWINGS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

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 - 17	MAINTENANCE OF TRAFFIC DETAILS
18 - 19	QUANTITIES
20	SUMMARY OF QUANTITIES AND REVISIONS
21 - 28	SURVEY CONTROL DETAILS
29 - 37	PLAN SHEETS
38 - 46	TRAFFIC SIGNAL AND ILLUMINATION QUANTITIES, NOTES, AND DETAILS
47 - 87	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-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
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.	061921	3	87
		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:

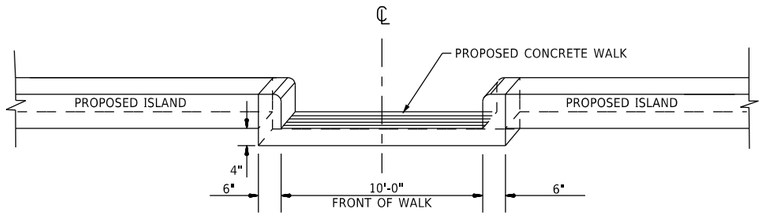
NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273___	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273___	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273___	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (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 061921___	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 061921___	ACTUATED CONTROLLER
JOB 061921___	AIRPORT CLEARANCE REQUIREMENTS
JOB 061921___	ASPHALT MIXTURES WITH PG 76-22 BINDER
JOB 061921___	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 061921___	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061921___	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 061921___	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 061921___	CABINET DRAWER ASSEMBLY
JOB 061921___	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061921___	COLD MILLING – COUNTY PROPERTY
JOB 061921___	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 061921___	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET)
JOB 061921___	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 061921___	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 061921___	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 061921___	LED ROADWAY ILLUMINATION POLE
JOB 061921___	LED TRAFFIC SIGNAL HEAD
JOB 061921___	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 061921___	MAINTENANCE OF TRAFFIC
JOB 061921___	MANDATORY ELECTRONIC CONTRACT
JOB 061921___	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 061921___	PARTNERING REQUIREMENTS
JOB 061921___	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 061921___	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 061921___	PRICE ADJUSTMENT FOR FUEL
JOB 061921___	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB 061921___	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061921___	RECTANGULAR RAPID FLASHING BEACON (RRFB) AC POWER
JOB 061921___	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 061921___	RETROREFLECTIVE BACKPLATES
JOB 061921___	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061921___	SURFACE-APPLIED DETECTABLE WARNING PANELS
JOB 061921___	SYSTEM LOCAL CONTROLLER E-NET
JOB 061921___	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB 061921___	UTILITY ADJUSTMENTS
JOB 061921___	VALUE ENGINEERING
JOB 061921___	VENDOR REGISTRATION REQUIREMENT
JOB 061921___	VIDEO DETECTION SYSTEM
JOB 061921___	VIDEO DETECTOR ROTATION
JOB 061921___	WARM MIX ASPHALT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
08/18/2026

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.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	4	87
		SPECIAL DETAILS				

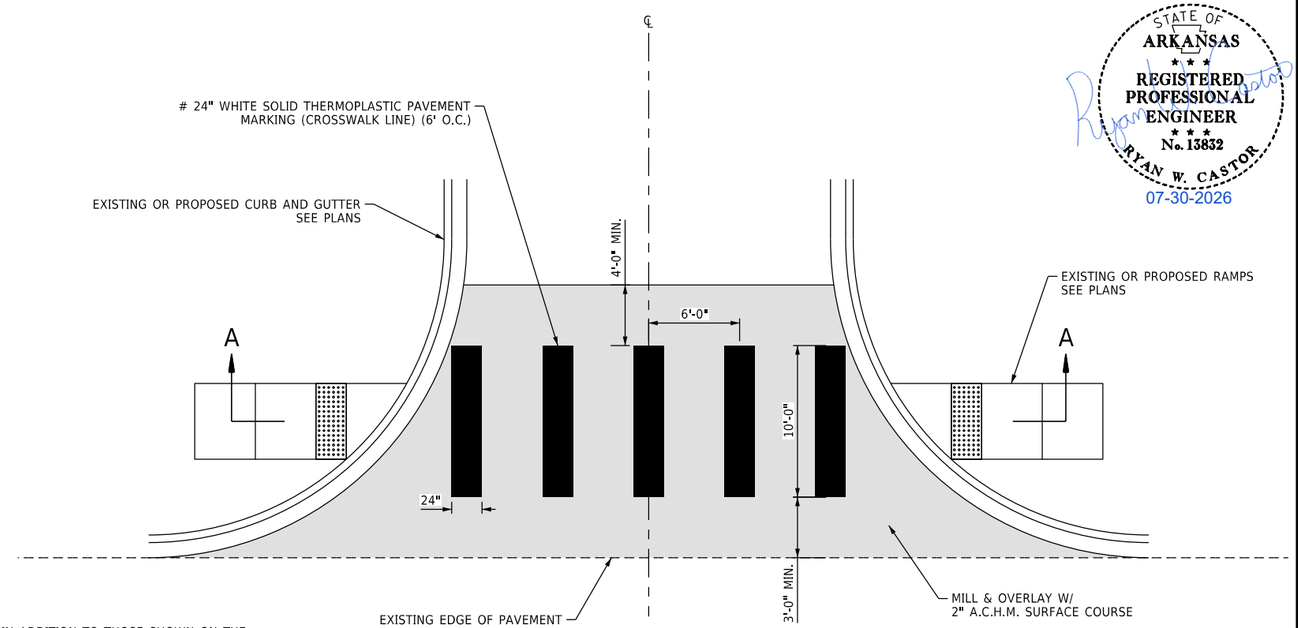


FACE SHALL MEET REQUIREMENTS OF TYPE C CURB

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



PLAN

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

SITE 3

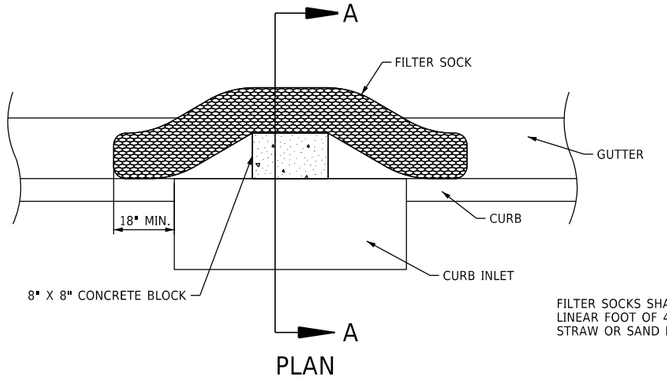
W 15TH ST. (LT. ONLY)
W 19TH ST. (LT. ONLY)
W 20TH ST. (LT. ONLY)
W 21ST ST. (LT. ONLY)
W 23RD ST. (LT. ONLY)
W 24TH ST. (LT. ONLY)
W 25TH ST. (LT. ONLY)

NOTES:

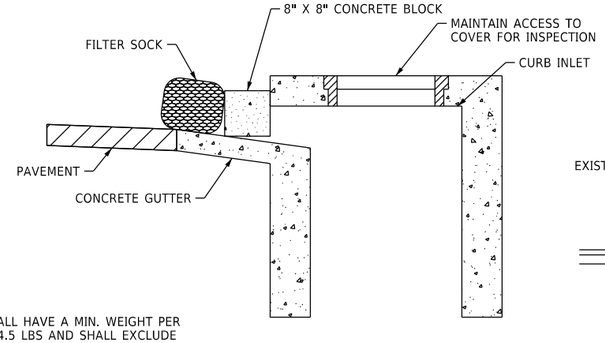
1. MILL & OVERLAY SHALL BE APPLIED IF AND WHERE DIRECTED BY THE ENGINEER.
2. PAVEMENT REPAIR METHOD MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.

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.



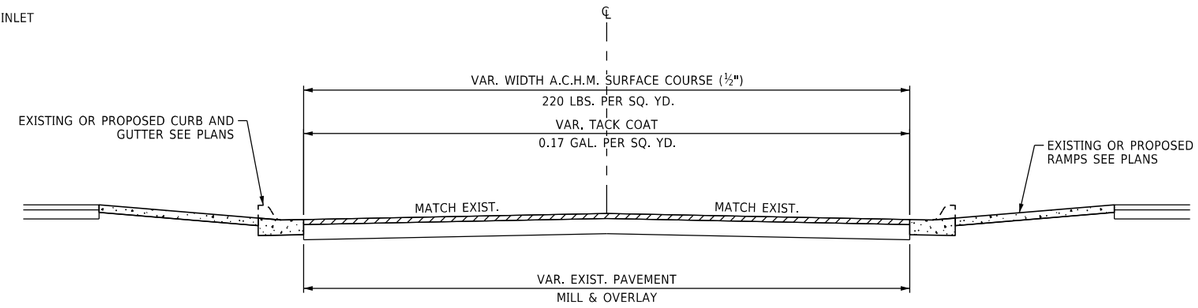
PLAN



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



SECTION A-A

DETAIL OF TYPICAL CROSSWALK AND STREET REPAIR FOR SIDE ROADS

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

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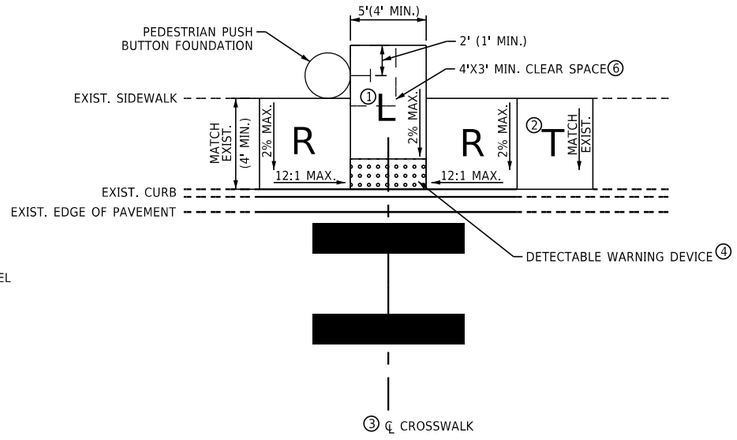
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	5	87
		SPECIAL DETAILS				

LEGEND

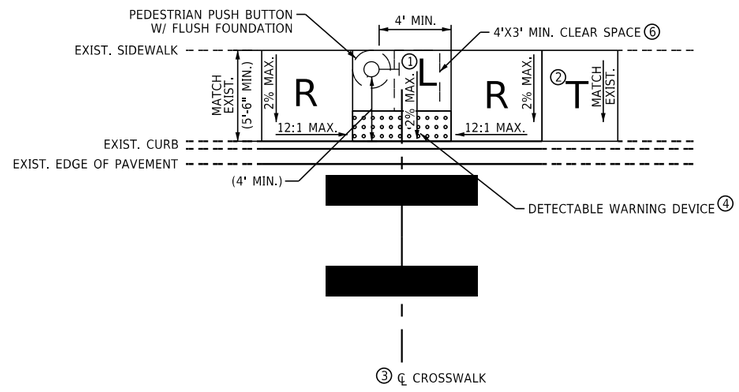
L LANDING
I ISLAND
R RAMP
T TRANSITION

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.



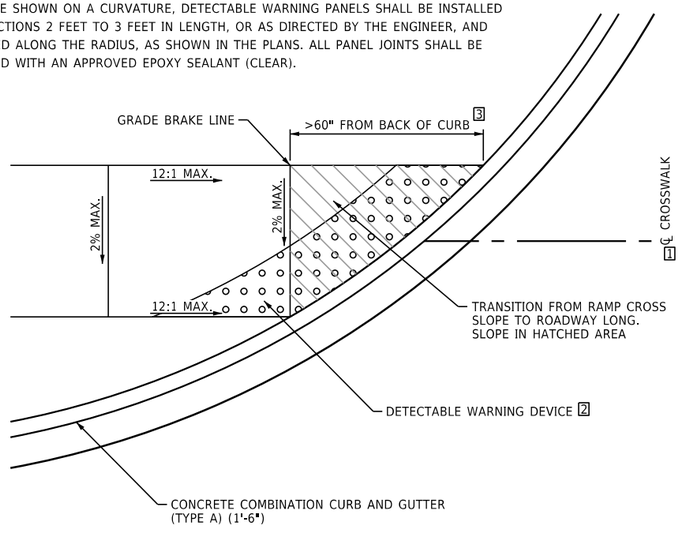
TYPE 5 MOD W/ PUSH BUTTON
OPTION 1



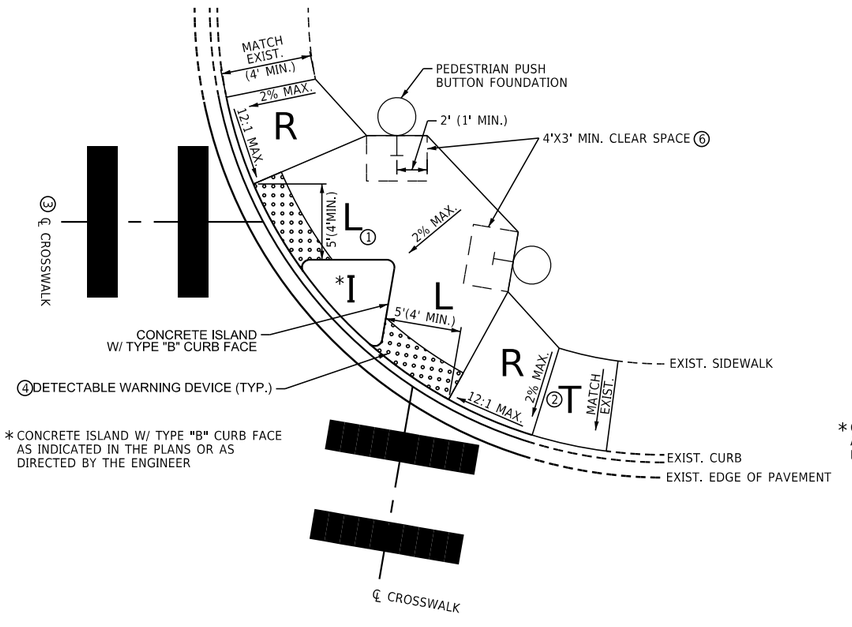
TYPE 5 MOD W/ PUSH BUTTON
OPTION 2

NOTES:

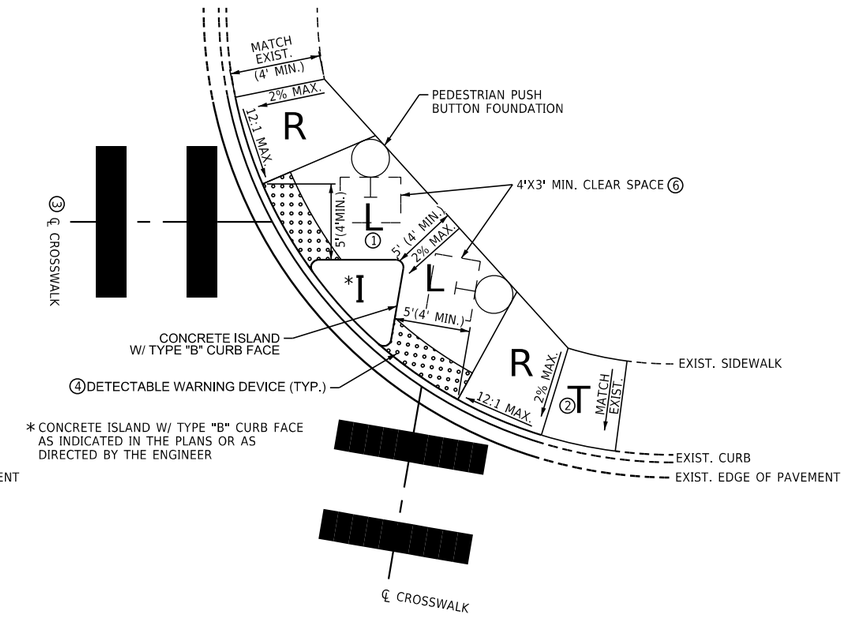
1. RAMP AND DETECTABLE WARNING STRIP SHALL BE CENTERED ON THE CROSSWALK AND EXTEND THE FULL WIDTH OF THE RAMP.
2. RAMP AND TRUNCATED DOMES SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK.
3. FOR SLOPE TRANSITION DETAILS FOR GRADE BREAKS LESS THAN 60" FROM BACK OF CURB, REFER TO ARDOT STANDARD DRAWING WR-1.
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



TYPE 6 MOD W/ PUSH BUTTON
OPTION 1



TYPE 6 MOD W/ PUSH BUTTON
OPTION 2

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

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

STATE OF ARKANSAS
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RYAN W. CASTOR
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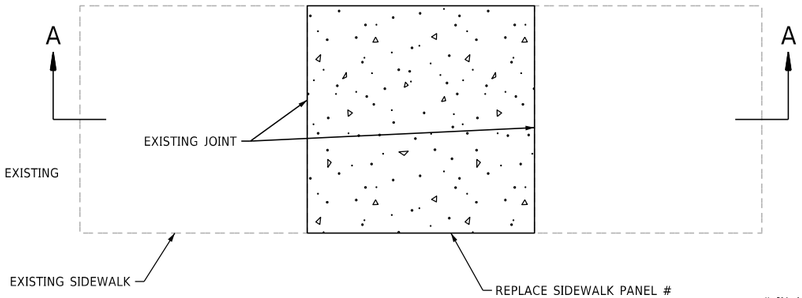
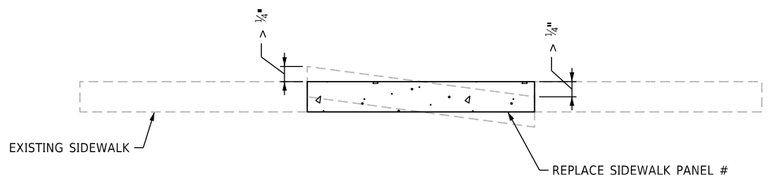


NOTE: SAWCUTS SHALL BE MADE AT EXISTING SIDEWALK JOINTS.

PLAN



SECTION A-A

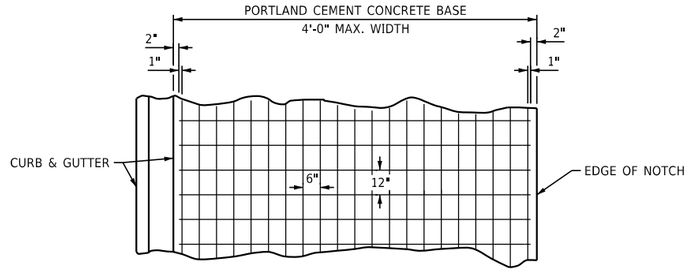
SIDEWALK PANEL REPLACEMENT DETAIL

TO BE REPLACED IF AND WHERE DIRECTED BY THE ENGINEER.

IN ADDITION TO THOSE SHOWN ON THE PLANS, INCLUDE REPLACEMENTS FOR THE FOLLOWING LOCATIONS:

SITE 3

STA. 235+38 RT.
STA. 239+82 RT.
STA. 240+27 LT.

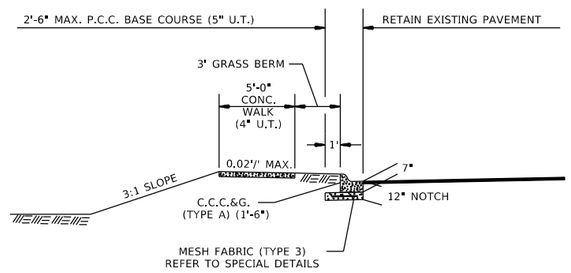


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

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)



P.C.C. BASE WIDENING DETAIL

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

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...\MS\061921 SD Roadway

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	7	87
		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.
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- HWY. 10: TRAFFIC DRUMS ARE TO BE SPACED AT 35' O.C. (TYP.) AND 10' O.C. AT DRIVEWAYS AND INTERSECTIONS, UNLESS SHOWN OTHERWISE.
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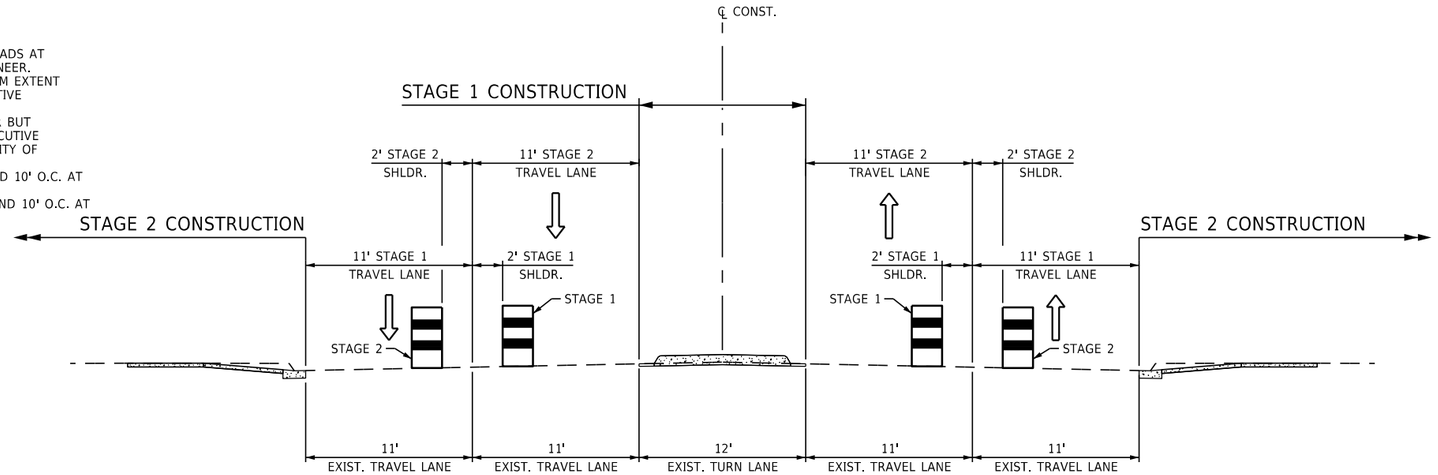
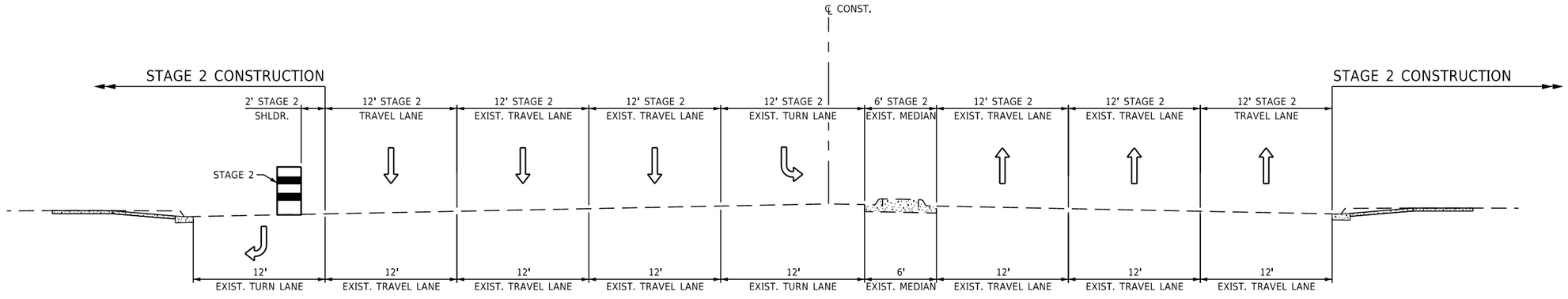
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026



STAGE CONSTRUCTION
TANGENT SECTION

SITE 1 & SITE 3



STAGE 2 CONSTRUCTION
TANGENT SECTION

SITE 2

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	8	87
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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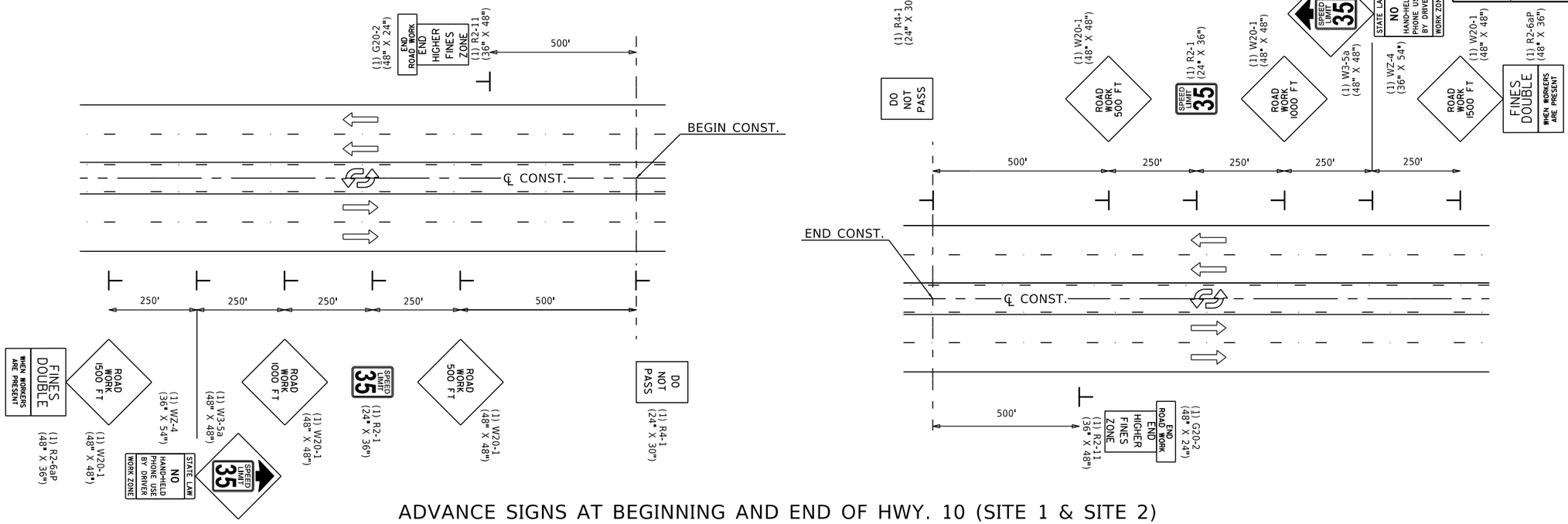
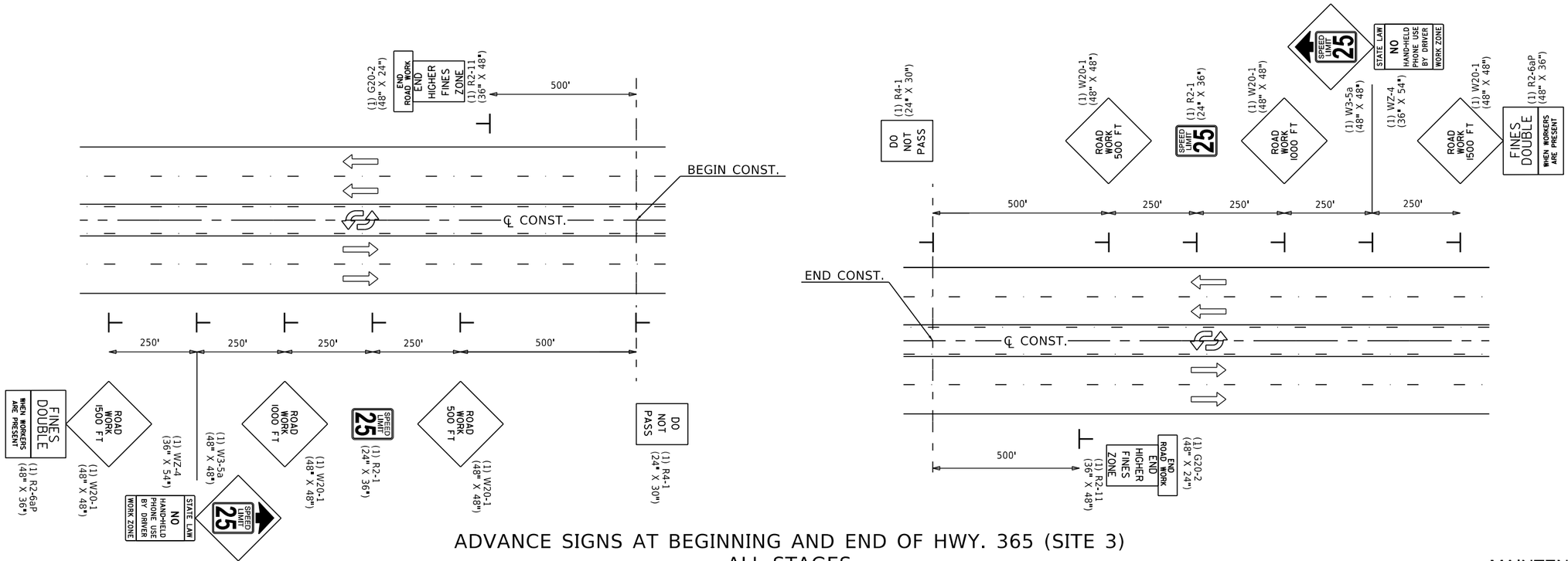
07-24-2026



ADVANCE SIGNS AT BEGINNING AND END OF HWY. 10 (SITE 1 & SITE 2)
ALL STAGES



ADVANCE SIGNS AT BEGINNING AND END OF HWY. 365 (SITE 3)
ALL STAGES

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.	061921	9	87
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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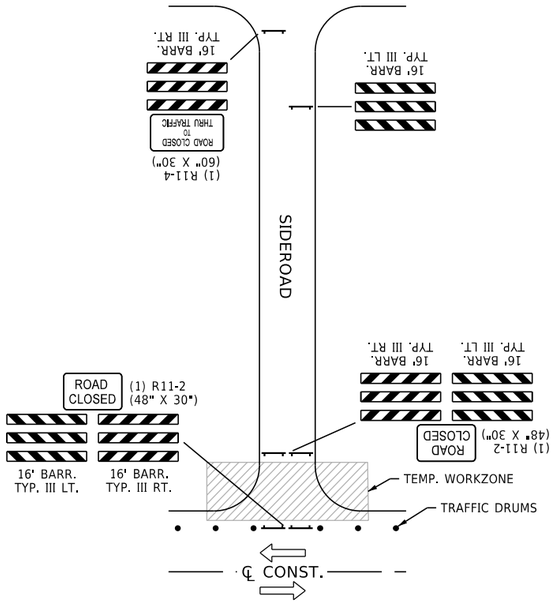
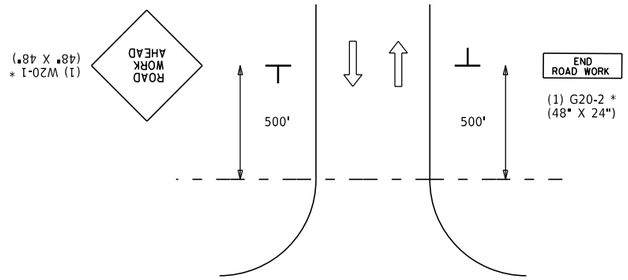
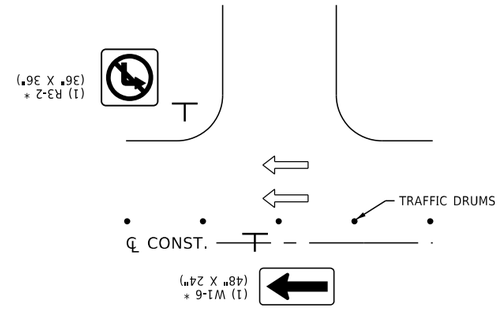


SIDEROAD CLOSURE DETAIL

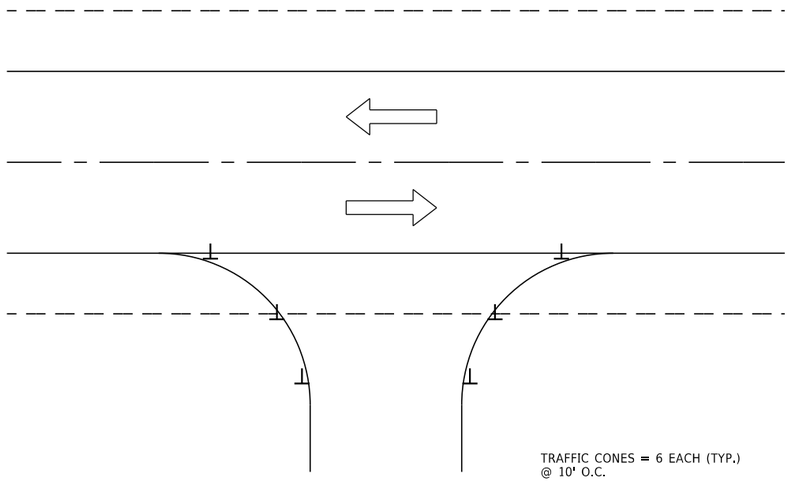
SEE PLANS FOR LOCATIONS



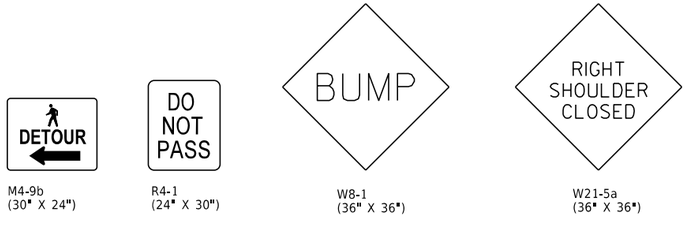
* INSTALL AT ALL CITY, COUNTY, AND STATE ROADWAY INTERSECTIONS UNLESS OTHERWISE NOTED.



* 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

7/24/2026 2:18:13 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	10	87
		MAINTENANCE OF TRAFFIC DETAILS				

NOTES;
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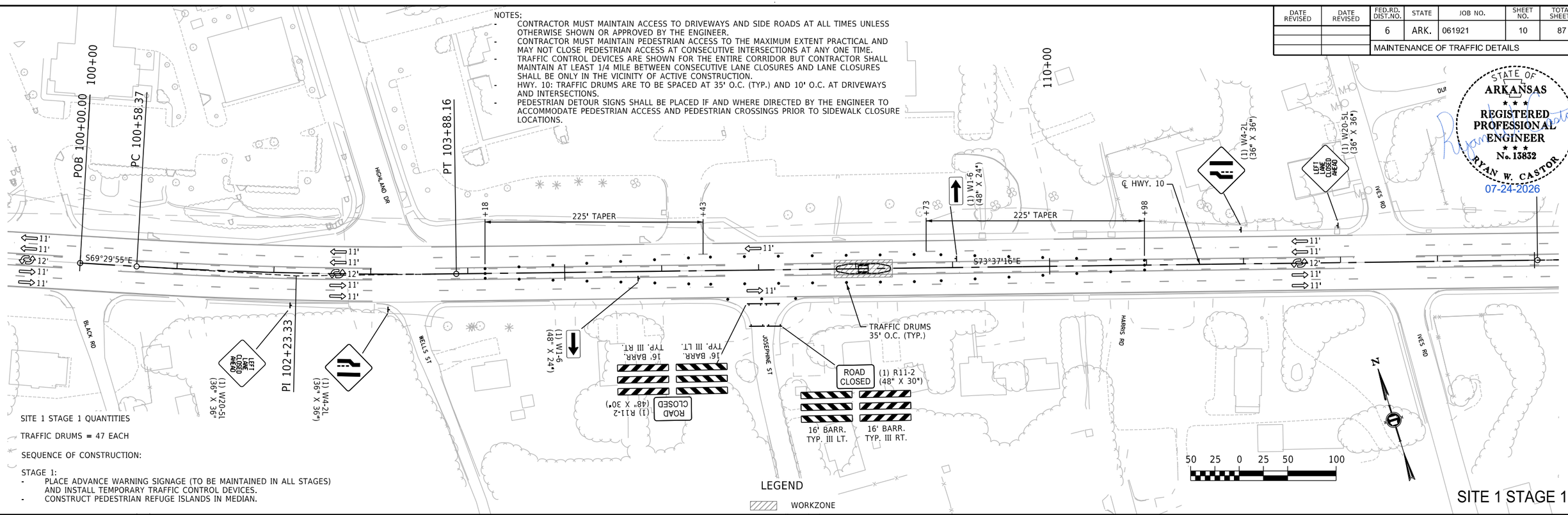


SITE 1 STAGE 1 QUANTITIES

TRAFFIC DRUMS = 47 EACH

SEQUENCE OF CONSTRUCTION:

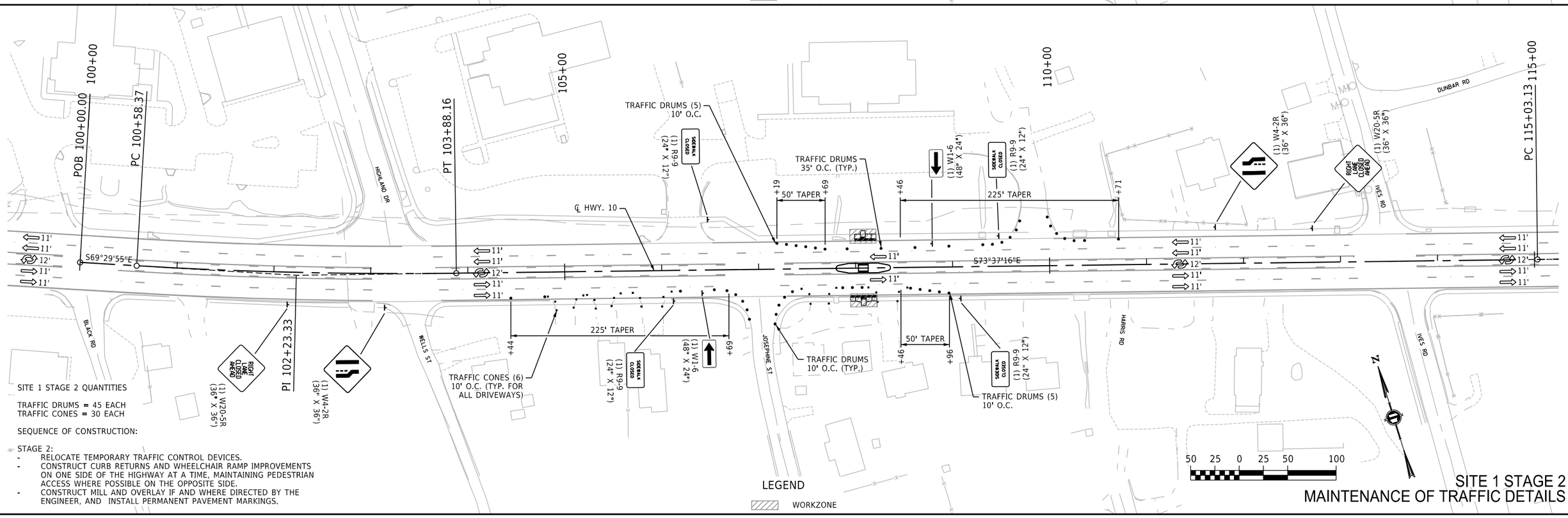
STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

LEGEND

WORKZONE

SITE 1 STAGE 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026



SITE 1 STAGE 2 QUANTITIES

TRAFFIC DRUMS = 45 EACH
TRAFFIC CONES = 30 EACH

SEQUENCE OF CONSTRUCTION:

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

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.	061921	11	87
		MAINTENANCE OF TRAFFIC DETAILS				

SITE 2 STAGE 2 QUANTITIES

TRAFFIC DRUMS = 38 EACH
REMOVABLE CONSTRUCTION PAVEMENT MARKING = 53 LINEAR FEET

SEQUENCE OF CONSTRUCTION:

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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STATE OF ARKANSAS
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RYAN W. CASTOR
07-24-2026

180+00
185+00
PC 180+97.05
PT 181+90.68
POE 188+20.49
PT 177+82.86
PI 181+43.87
EXIST. R/W
100' TAPER
+43
+43
SIDEWALK CLOSED
(2) R9-9
(24" X 12")
TRAFFIC DRUMS
10' O.C. (TYP.)
TRAFFIC DRUMS
35' O.C. (TYP.)
STOP
(1) R1-1
(30" X 30")
REMOVABLE CONSTRUCTION
PAVEMENT MARKING
S47°21'25"E
S50°09'56"E
SOUTHRIDGE DR
PLEASANT RIDGE RD
SOUTHRIDGE
℄ HWY. 10
12'

LEGEND
WORKZONE

50 25 0 25 50 100

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.	061921	12	87
		MAINTENANCE OF TRAFFIC DETAILS				

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STATE OF ARKANSAS
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SITE 3 STAGE 1 QUANTITIES

TRAFFIC DRUMS = 88 EACH
VERTICAL PANELS = 5 EACH

SEQUENCE OF CONSTRUCTION:

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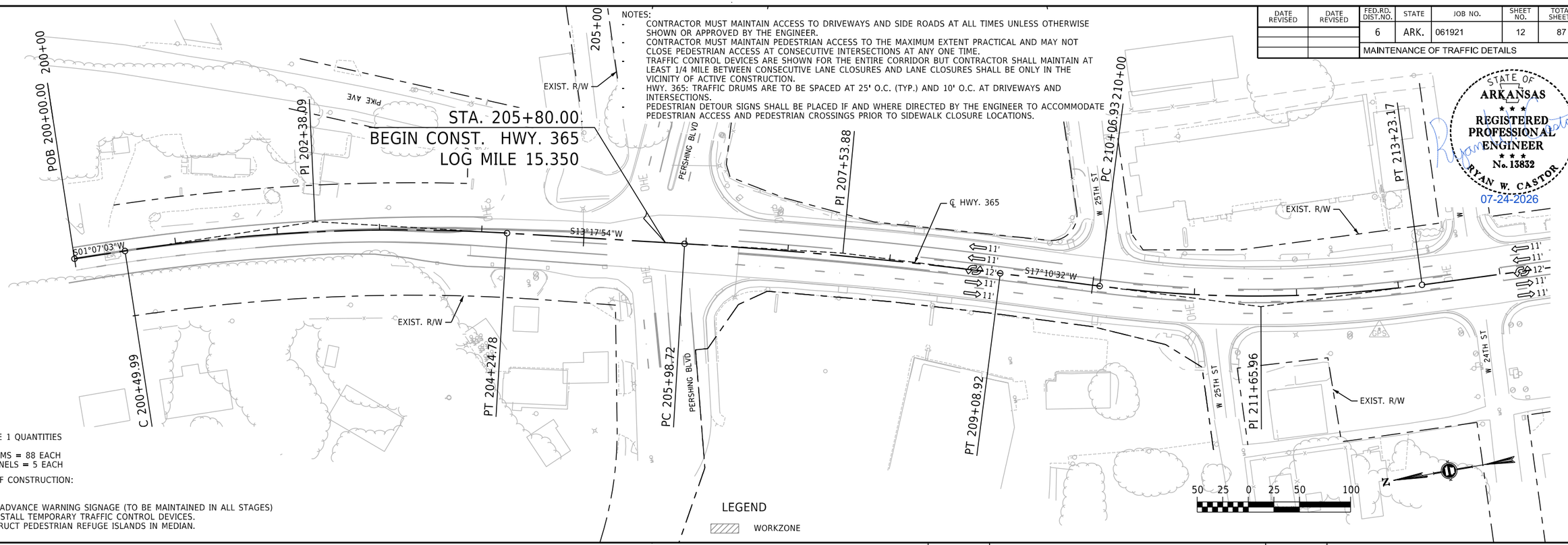

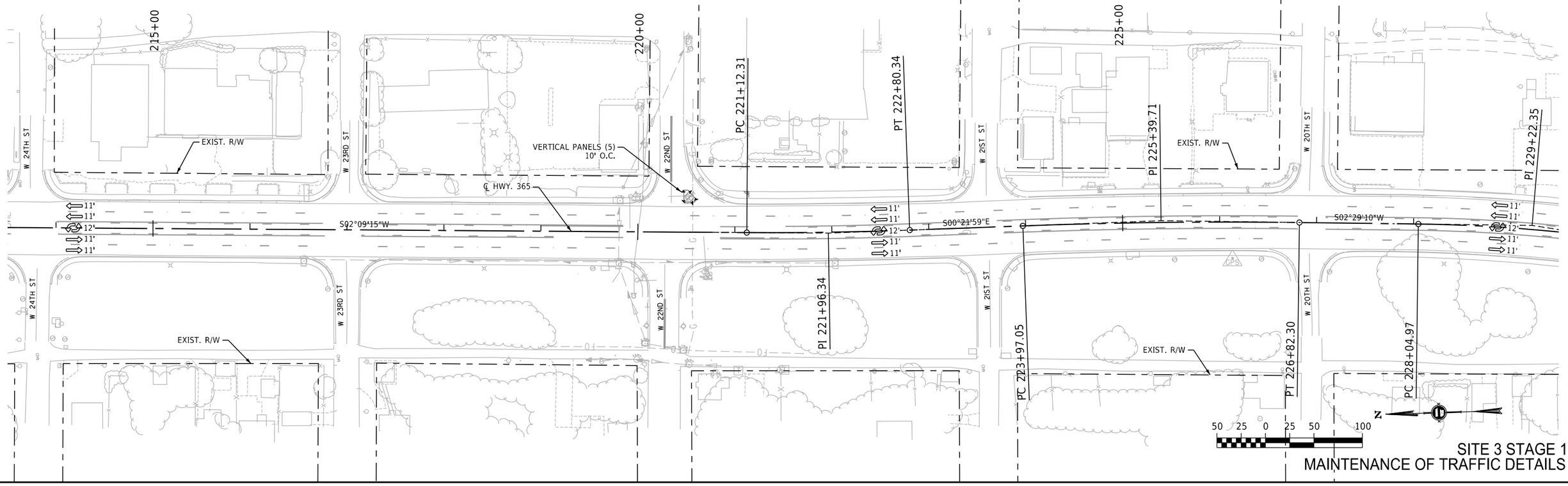

SITE 3 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	13	87
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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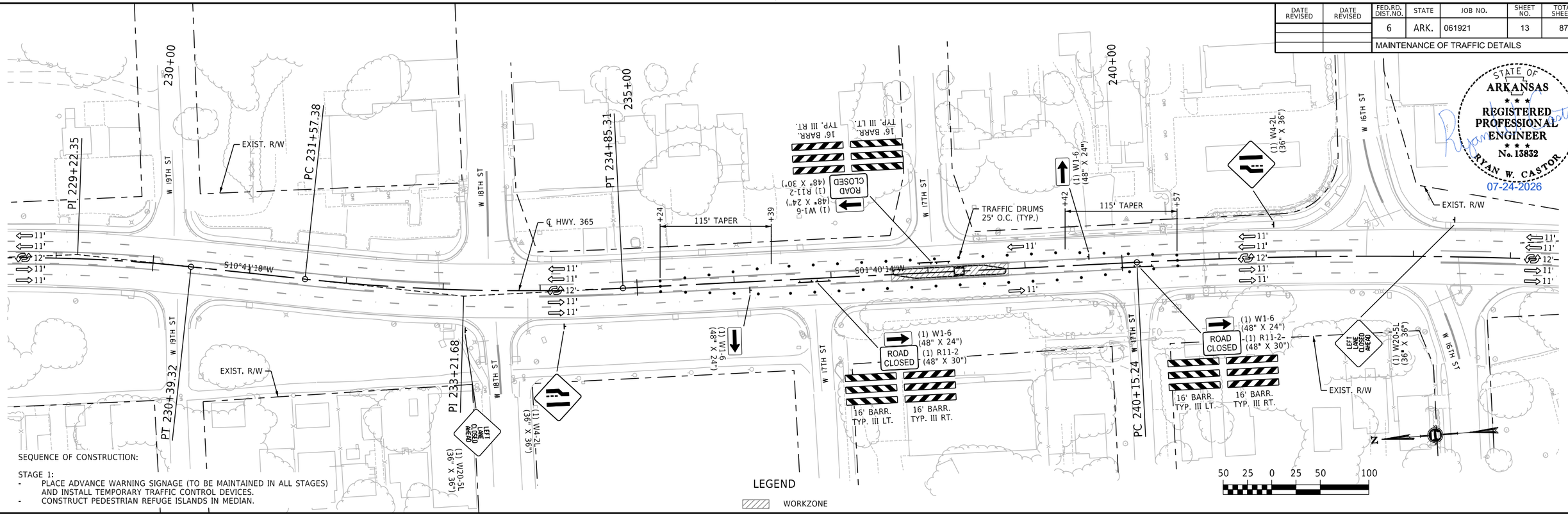

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LEGEND

WORKZONE

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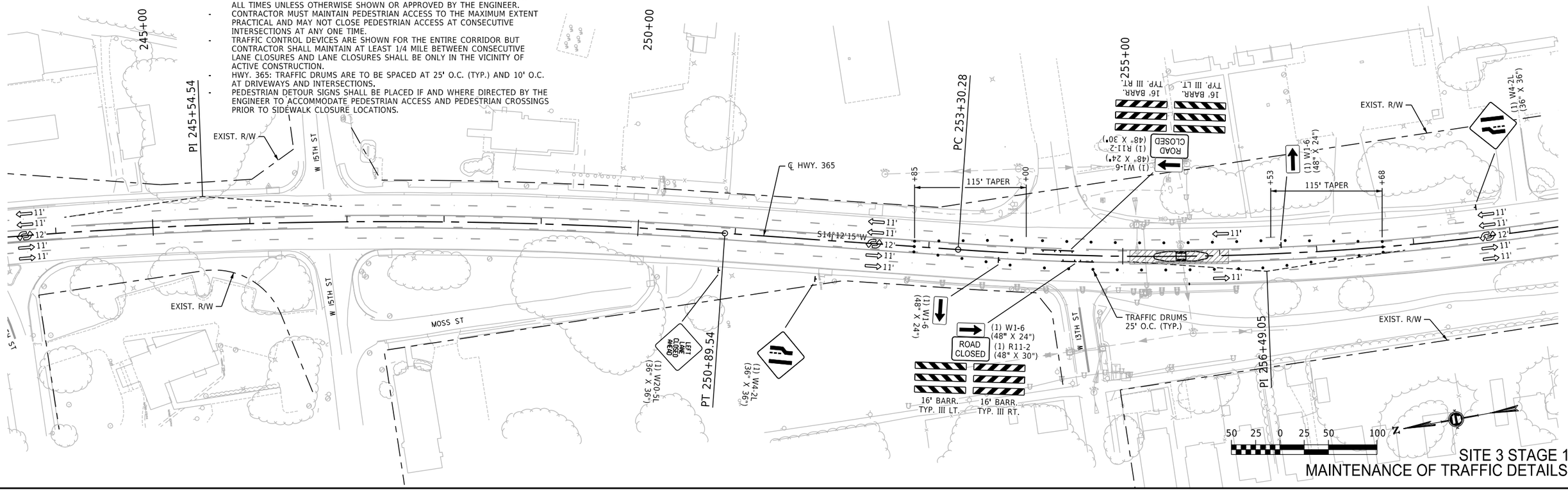

SITE 3 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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...\061921 MOT Site 3 St 1 - Sh 2.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	14	87
		MAINTENANCE OF TRAFFIC DETAILS				

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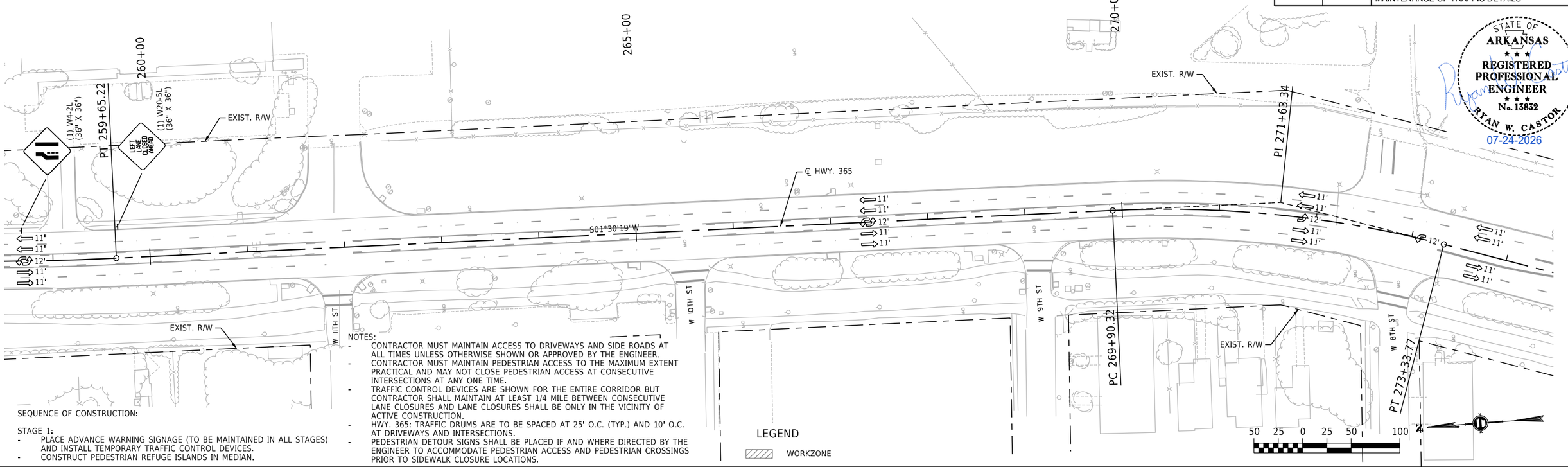

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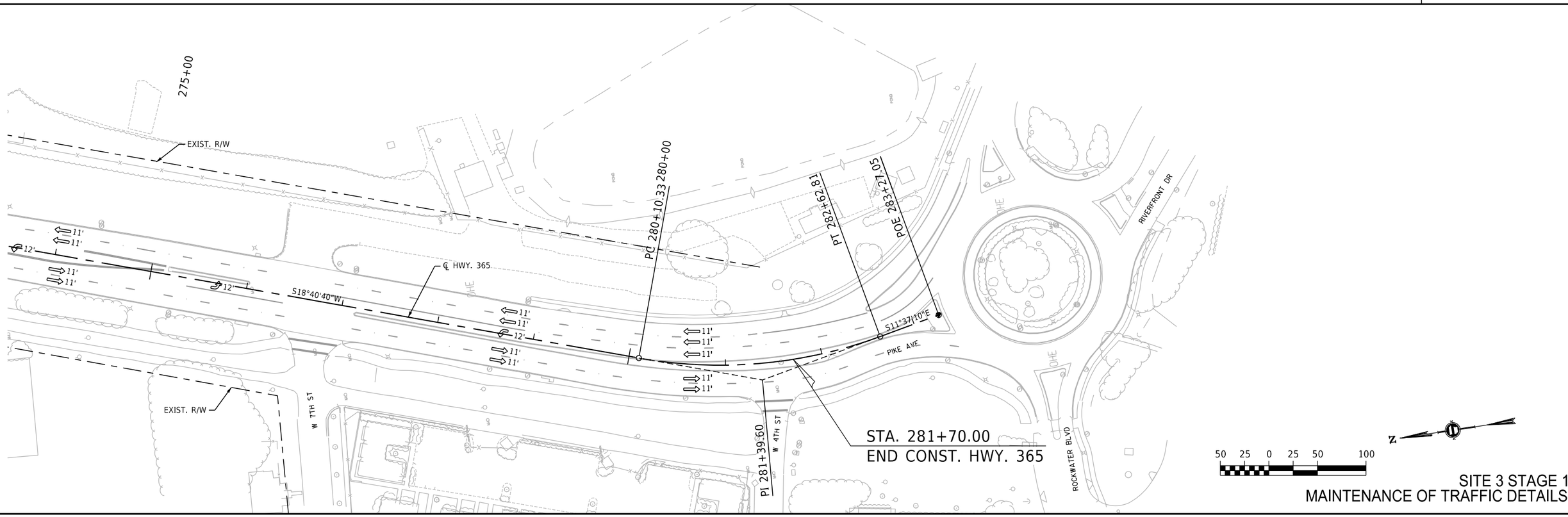
LEGEND

WORKZONE



STA. 281+70.00
END CONST. HWY. 365

SITE 3 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.	061921	15	87
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
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No. 13832
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07-24-2026

SITE 3 STAGE 2 QUANTITIES

TRAFFIC DRUMS = 302 EACH
TRAFFIC CONES = 51 EACH
VERTICAL PANELS = 77 EACH

SEQUENCE OF CONSTRUCTION:

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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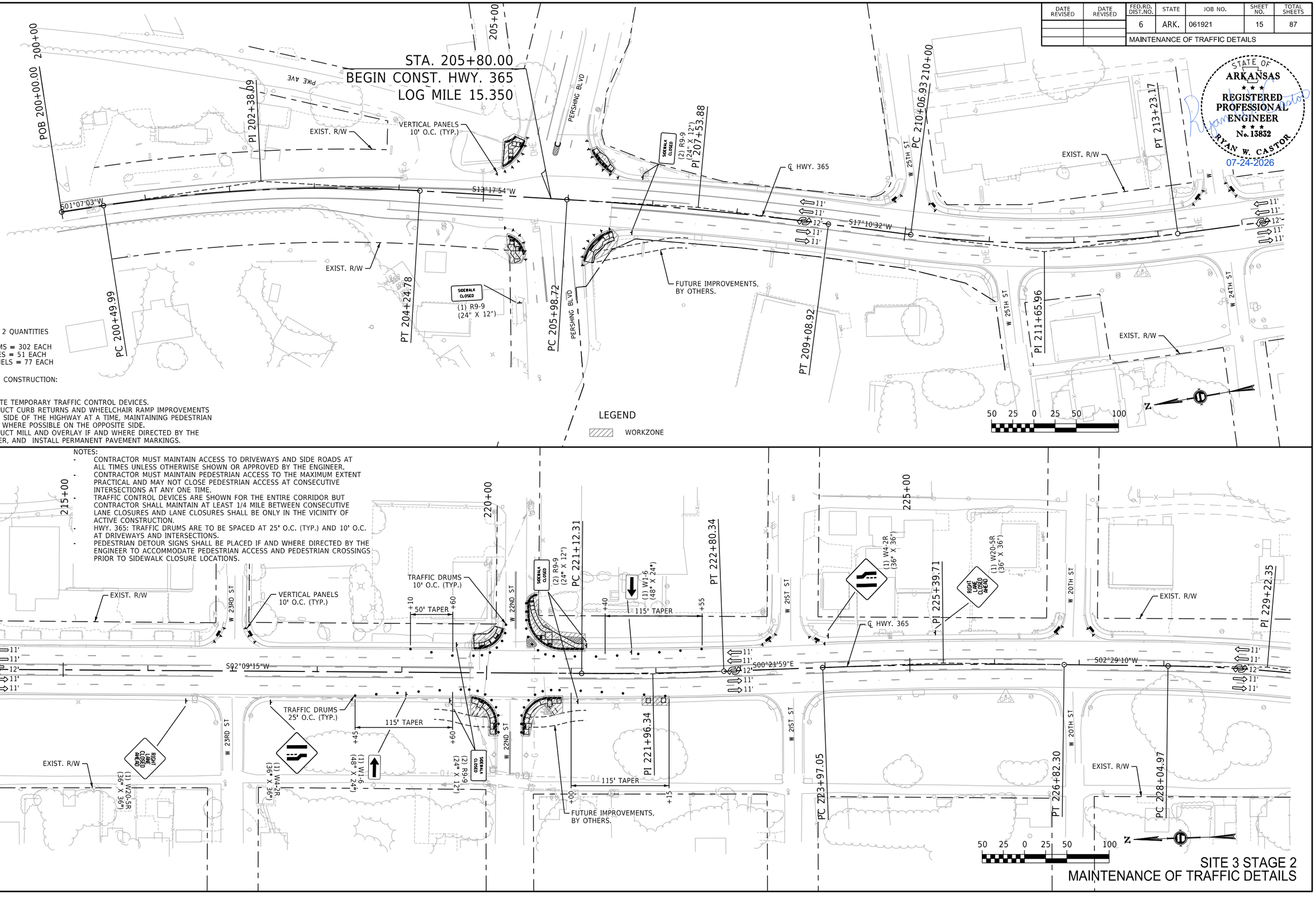

SITE 3 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

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...\061921 MOT Site 3 St 2 - Sh 1.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	16	87
		MAINTENANCE OF TRAFFIC DETAILS				

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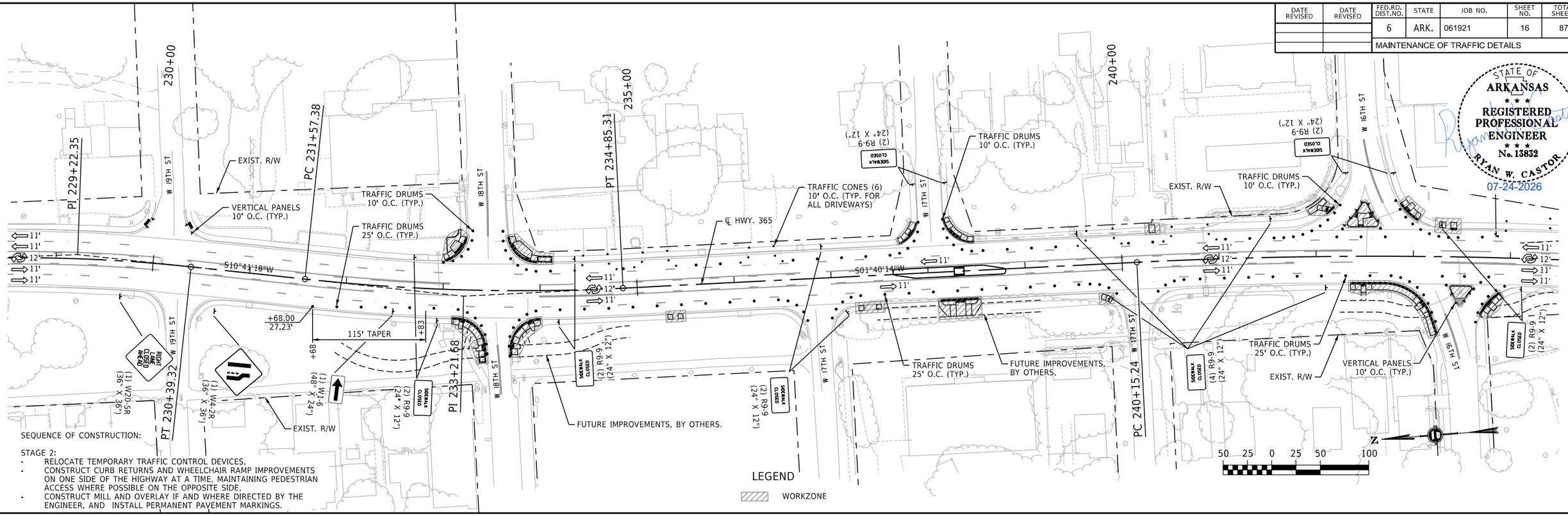
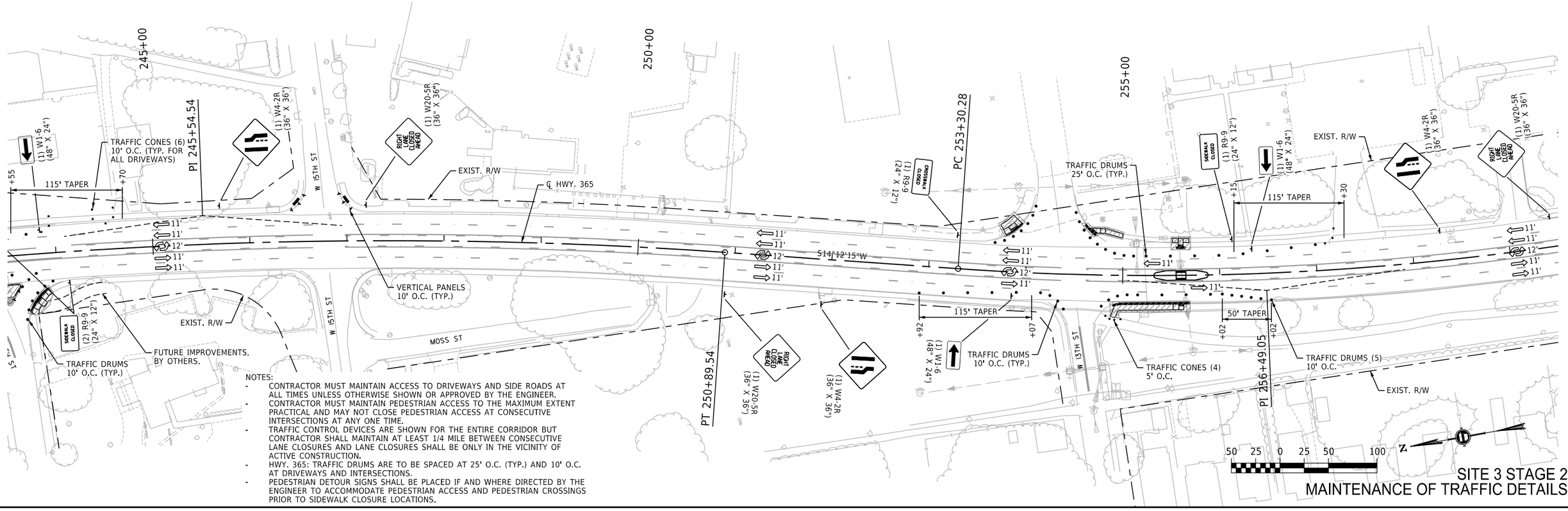
SEQUENCE OF CONSTRUCTION:

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.
- HWY. 365: TRAFFIC DRUMS ARE TO BE SPACED AT 25' O.C. (TYP.) AND 10' O.C. AT DRIVEWAYS AND INTERSECTIONS.
- 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 3 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

7/24/2026 2:20:02 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	17	87
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

260+00 265+00 270+00 275+00

EXIST. R/W

(1) W20-5R (36" X 36")

RIGHT LANE CLOSED AHEAD

PT 259+65.22

VERTICAL PANELS 10' O.C. (TYP.)

℄ HWY. 365

S01°30'19"W

S18°40'40"W

11' 11' 12' 11' 11'

W 11TH ST

W 10TH ST

W 9TH ST

W 8TH ST

W 7TH ST

W 4TH ST

PC 269+90.32

(1) W4-2R (36" X 36")

TRAFFIC DRUMS 25' O.C. (TYP.)

(1) W1-6 (48" X 24")

PI 271+63.34

TRAFFIC DRUMS (5) 10' O.C.

+27 50' TAPER +77

TRAFFIC DRUMS 10' O.C. (TYP.)

+47 115' TAPER

+20 115' TAPER +17

TRAFFIC CONES (6) 5' O.C.

+77 50' TAPER +27

PT 273+33.77

EXIST. R/W

SEQUENCE OF CONSTRUCTION:

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.
- HWY. 365: TRAFFIC DRUMS ARE TO BE SPACED AT 25' O.C. (TYP.) AND 10' O.C. AT DRIVEWAYS AND INTERSECTIONS.
- 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.

LEGEND

WORKZONE

50 25 0 25 50 100

N

EXIST. R/W

(1) W4-2R (36" X 36")

(1) W20-5R (36" X 36")

RIGHT LANE CLOSED AHEAD

PC 280+10.33

PT 282+62.81

POE 283+21.05

PI 281+39.60

+47 115' TAPER +62

50' TAPER +77 +27

TRAFFIC DRUMS (5) 10' O.C.

℄ HWY. 365

S18°40'40"W

S11°37'10"E

11' 11' 12' 11' 11'

W 7TH ST

W 4TH ST

PIKE AVE

RIVERFRONT DR

ROCKWATER BLVD

STA. 281+70.00
END CONST. HWY. 365

50 25 0 25 50 100

N

SITE 3 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

7/24/2026 2:20:16 PM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	18	87
		QUANTITIES				

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	HWY. 10 STAGE 1	HWY. 10 STAGE 2	HWY. 365 STAGE 1	HWY. 365 STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED NO.	TOTAL SIGNS REQUIRED SQ. FT.	VERTICAL PANELS	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	4	2	2	4	4	48.0					
W20-1	ROAD WORK 1500 FT.	48"x48"	2	4	2	2	4	4	64.0					
W20-1	ROAD WORK 1000 FT.	48"x48"	2	4	2	2	4	4	64.0					
W20-1	ROAD WORK 500 FT.	48"x48"	2	4	2	2	4	4	64.0					
W20-1	ROAD WORK AHEAD	48"x48"	4	7	10	25	25	25	400.0					
W4-2L	LEFT LANE ENDS	36"x36"	2		4		4	4	36.0					
W4-2R	RIGHT LANE ENDS	36"x36"		2		8	8	8	72.0					
W20-5L	LEFT LANE CLOSED AHEAD	36"x36"	2		4		4	4	36.0					
W20-5R	RIGHT LANE CLOSED AHEAD	36"x36"		2		8	8	8	72.0					
W3-5a	XX MPH SPEED ZONE AHEAD	48"x48"	2	4	2	2	4	4	64.0					
R2-11	END HIGHER FINES ZONE	36"x48"	2	4	2	2	4	4	48.0					
G20-2	END ROAD WORK	48"x24"	2	4	2	2	4	4	32.0					
R9-9	SIDEWALK CLOSED	24"x12"		8		25	25	25	50.0					
R11-2	ROAD CLOSED	48"x30"	2		5		5	5	50.0					
R11-4	ROAD CLOSED TO THROUGH TRAFFIC	60"x30"	1				1	1	12.5					
R1-1	STOP	30"x30"		1			1	1	6.3					
W1-6	LARGE ARROW	48"x24"	12	2	16	8	16	16	128.0					
* R4-1	DO NOT PASS	24"x30"	4	6	4	4	6	6	30.0					
R2-1	SPEED LIMIT	24"x36"	2	4	2	2	4	4	24.0					
R3-2	NO LEFT TURN	36"x36"	10		7		10	10	90.0					
* W21-5a	RIGHT SHOULDER CLOSED	36"x30"	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	54"x36"	2	4	2	2	4	4	54.0					
	VERTICAL PANELS				5	77	77			77				
	TRAFFIC DRUMS		47	83	88	302	302				302			
	TRAFFIC CONES			30		51	51					51		
	TYPE III BARRICADE-RT. (16')		3		5		5						80	
	TYPE III BARRICADE-LT. (16')		3		5		5							80
TOTALS:									**1520.8**	**77**	**302**	**51**	**80**	**80**

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.

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CURB AND GUTTER	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	WALKS	SIGNS
			LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH
107+60	108+60	HWY. 10 - JOSEPHINE ST. INTERSECTION	49			28	
182+00	183+50	HWY. 10 - PLEASANT RIDGE RD. INTERSECTION	64		13	25	
205+15	206+65	HWY. 365 - PERSHING BLVD. INTERSECTION	173	59		78	
219+75	220+92	HWY. 365 - W 22ND ST. INTERSECTION	280	39		181	
220+65		HWY. 365 LT.					1
221+88	222+11	HWY. 365 RT.				6	
232+99	234+00	HWY. 365 - W 18TH ST. INTERSECTION	195	19		104	
235+30	235+46	HWY. 365 RT.				6	
237+27	237+50	HWY. 365 RT.				6	
237+70	238+54	HWY. 365 - W 17TH ST. INTERSECTION	112			64	
239+77	239+89	HWY. 365 RT.				7	
241+91	243+94	HWY. 365 - W 16TH ST. INTERSECTION	191	81		128	
242+47		HWY. 365 RT.					1
243+84		HWY. 365 RT.					1
253+74	255+69	HWY. 365 - W 13TH ST. INTERSECTION	125	12		39	
272+19	273+35	HWY. 365 - W 8TH ST. INTERSECTION	135				
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	50			50	
		DIRECTED BY THE ENGINEER					
TOTALS:			**1374**	**210**	**13**	**722**	**3**

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	HWY. 10 STAGE 2	HWY. 10 END OF JOB	HWY. 365 END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	THERMOPLASTIC PAVEMENT MARKING 6" WHITE	6" YELLOW	24" WHITE	YIELD LINE	WORDS	ARROWS	REFLECTORIZED PAINT PAVEMENT MARKING 10" WHITE	10" YELLOW
	LIN. FT. - EACH			LIN. FT.	LIN. FT.		LIN. FT.				EACH		LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS		175	1450	1625										
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	53				53									
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	53					53								
THERMOPLASTIC PAVEMENT MARKING WHITE (6")			120				120							
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		120	360					480						
THERMOPLASTIC PAVEMENT MARKING WHITE (24")		657	3054						3711					
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)			116							116				
THERMOPLASTIC PAVEMENT MARKING (WORDS)			2								2			
THERMOPLASTIC PAVEMENT MARKING (ARROWS)			2									2		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")			130										130	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")		118	362											480
TOTALS:				**1625**	**53**	**53**	**120**	**480**	**3711**	**116**	**2**	**2**	**130**	**480**

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	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.			1.9	150	198	900	144	48
TOTALS:			**1.9**	**150**	**198**	**900**	**144**	**48**

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.

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
* ENTIRE	PROJECT	HWYS. 10 & 365	150	150
TOTALS:			**150**	**150**

* 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.

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
107+77.88	108+37.88	HWY. 10 MEDIAN	12.00	80.00
237+61.93	238+81.93	HWY. 365 MEDIAN	13.00	173.33
255+30.02	255+90.02	HWY. 365 MEDIAN	13.00	86.67
* ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS	VAR.	3500.00
TOTAL:				**3840.00**

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.

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.

7/30/2026 2:14:05 PM
...\MSrs\061921 Quantities

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	19	87
		QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 3	TYPE 5	TYPE 6
			SQ. YD.	
108+08	HWY. 10 LT.		11	
108+08	HWY. 10 RT.		11	
182+50	HWY. 10 LT.	5		
183+23	HWY. 10 LT.		15	
183+40	HWY. 10 RT.			17
205+29	HWY. 365 LT.	5		
205+36	HWY. 365 RT.	4		
205+39	HWY. 365 LT.	4		
205+45	HWY. 365 RT.	4		
206+37	HWY. 365 LT.			25
206+39	HWY. 365 RT.			31
219+96	HWY. 365 LT.			12
219+96	HWY. 365 RT.			16
220+08	HWY. 365 RT.			13
220+11	HWY. 365 LT.			12
220+46	HWY. 365 RT.			14
220+52	HWY. 365 LT.	5		
220+65	HWY. 365 LT.	5		
220+74	HWY. 365 RT.		14	
220+75	HWY. 365 LT.	4		
233+14	HWY. 365 LT.			20
233+20	HWY. 365 RT.			13
233+38	HWY. 365 RT.			13
233+71	HWY. 365 RT.			14
233+79	HWY. 365 LT.			25
233+90	HWY. 365 RT.			14
237+82	HWY. 365 LT.			13
238+29	HWY. 365 LT.			17
238+31	HWY. 365 RT.		34	
242+12	HWY. 365 LT.	4		
242+48	HWY. 365 RT.		13	
242+95	HWY. 365 LT.			14
243+08	HWY. 365 RT.			14
243+80	HWY. 365 RT.			15
253+84	HWY. 365 LT.			14
254+72	HWY. 365 LT.	5		
255+60	HWY. 365 LT.		11	
255+60	HWY. 365 RT.		7	
272+22	HWY. 365 RT.		7	
272+22	HWY. 365 LT.	4		
272+34	HWY. 365 LT.	4		
273+02	HWY. 365 LT.	3		
273+13	HWY. 365 LT.	4		
273+22	HWY. 365 RT.	5		
TOTALS:		65	123	326

CONCRETE WALKS

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ. YD.
107+60	108+60	HWY. 10 - JOSEPHINE ST. INTERSECTION	VAR.	7
182+00	183+50	HWY. 10 - PLEASANT RIDGE RD. INTERSECTION	VAR.	9
205+15	206+65	HWY. 365 - PERSHING BLVD. INTERSECTION	VAR.	25
219+75	220+92	HWY. 365 - W 22ND ST. INTERSECTION	VAR.	78
222+00		HWY. 365 RT. - REPLACE PANELS AROUND DROP INLET	10	6
232+99	234+00	HWY. 365 - W 18TH ST. INTERSECTION	VAR.	22
237+39		HWY. 365 RT. - REPLACE PANELS AROUND DROP INLET	10	6
237+70	238+54	HWY. 365 - W 17TH ST. INTERSECTION	VAR.	17
239+77	239+89	HWY. 365 RT. - REPLACE PANELS	VAR.	7
240+32		HWY. 365 RT. - CONNECT SIDEWALK	6	5
241+91	243+94	HWY. 365 - W 16TH ST. INTERSECTION	VAR.	80
253+74	255+69	HWY. 365 - W 13TH ST. INTERSECTION	VAR.	57
272+19	273+35	HWY. 365 - W 8TH ST. INTERSECTION	VAR.	64
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	VAR.	50
		DIRECTED BY THE ENGINEER		
TOTAL:				433

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

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ. YD.
107+90	HWY. 10 MEDIAN	C	22
108+22	HWY. 10 MEDIAN	C	22
205+34	HWY. 365 LT.	C	23
205+42	HWY. 365 LT.	B	4
205+84	HWY. 365 MEDIAN	C	3
206+36	HWY. 365 LT.	B	1
206+36	HWY. 365 RT.	B	2
206+44	HWY. 365 RT.	C	13
220+00	HWY. 365 LT.	C	28
233+08	HWY. 365 LT.	C	15
233+78	HWY. 365 LT.	B	3
237+95	HWY. 365 MEDIAN	C	64
238+57	HWY. 365 MEDIAN	C	42
242+48	HWY. 365 LT.	C	52
243+50	HWY. 365 RT.	C	24
253+83	HWY. 365 LT.	C	12
255+45	HWY. 365 MEDIAN	C	22
255+75	HWY. 365 MEDIAN	C	22
TOTAL:			374

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")	TYPE C (1' 6")
			LIN. FT.	LIN. FT.
107+60	108+60	HWY. 10 - JOSEPHINE ST. INTERSECTION		49
182+00	183+50	HWY. 10 - PLEASANT RIDGE RD. INTERSECTION	64	
205+15	206+65	HWY. 365 - PERSHING BLVD. INTERSECTION	173	
219+75	220+92	HWY. 365 - W 22ND ST. INTERSECTION	301	
232+99	234+00	HWY. 365 - W 18TH ST. INTERSECTION	195	
237+70	238+54	HWY. 365 - W 17TH ST. INTERSECTION	112	
241+91	243+94	HWY. 365 - W 16TH ST. INTERSECTION	191	
253+74	255+69	HWY. 365 - W 13TH ST. INTERSECTION	125	
272+19	273+35	HWY. 365 - W 8TH ST. INTERSECTION	135	
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	50	
		DIRECTED BY THE ENGINEER		
TOTAL:			1346	49

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

SURFACE-APPLIED DETECTABLE WARNING PANELS

STATION	STATION	LOCATION	SQ. FT.
209+80	210+32	HWY. 365 LT. - W 25TH ST. INTERSECTION	22
213+49	213+96	HWY. 365 LT. - W 24TH ST. INTERSECTION	28
216+80	217+23	HWY. 365 LT. - W 23RD ST. INTERSECTION	24
223+31	223+94	HWY. 365 LT. - W 21ST ST. INTERSECTION	25
226+70	227+17	HWY. 365 LT. - W 20TH ST. INTERSECTION	31
229+88	230+37	HWY. 365 LT. - W 19TH ST. INTERSECTION	27
246+45	247+02	HWY. 365 LT. - W 15TH ST. INTERSECTION	31
261+23	261+90	HWY. 365 LT. - W 11TH ST. INTERSECTION	23
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	50
		DIRECTED BY THE ENGINEER	
TOTAL:			261

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

STRUCTURES

STATION	DESCRIPTION	MODIFY DROP INLET	STD. DWG. NOS.
		EACH	
233+45	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE RT.	1	FPC-9E, FPC-9M
234+05	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.	1	FPC-9E, FPC-9M
TOTAL:		2	

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	TACK COAT				ACHM SURFACE COURSE (1/2")				
				(0.10 GAL. PER SQ. YD.)								
				TOTAL WID.	SQ. YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ. YD.	POUND / SQ. YD.	PG 76-22	TOTAL PG 76-22
			FEET	FEET				FEET			TON	TON
MAIN LANES												
107+77.88	108+37.88	HWY. 10 MEDIAN	60.00	VAR.	25.62	2.56	2.56	VAR.	25.62	220.00	2.82	2.82
237+61.93	238+81.93	HWY. 365 MEDIAN	120.00	VAR.	56.72	5.67	5.67	VAR.	56.72	220.00	6.24	6.24
255+30.02	255+90.02	HWY. 365 MEDIAN	60.00	VAR.	32.29	3.23	3.23	VAR.	32.29	220.00	3.55	3.55
* ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS		VAR.	3500.00	350.00	350.00	VAR.	3500.00	220.00	385.00	385.00
TOTALS:					3614.63	361.46	361.46		3614.63		397.61	397.61

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% 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.

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE	
				AVG. WID.	5" U.T.
			FEET	FEET	SQ. YD.
107+60.00	108+60.00	HWY. 10 - JOSEPHINE ST. INTERSECTION	49.00	2.50	13.61
182+00.00	183+50.00	HWY. 10 - PLEASANT RIDGE RD. INTERSECTION	64.00	2.50	17.78
205+15.00	206+65.00	HWY. 365 - PERSHING BLVD. INTERSECTION	173.00	2.50	48.06
219+75.00	220+92.00	HWY. 365 - W 22ND ST. INTERSECTION	301.00	2.50	83.61
232+99.00	234+00.00	HWY. 365 - W 18TH ST. INTERSECTION	195.00	2.50	54.17
237+70.00	238+54.00	HWY. 365 - W 17TH ST. INTERSECTION	112.00	2.50	31.11
241+91.00	243+94.00	HWY. 365 - W 16TH ST. INTERSECTION	191.00	2.50	53.06
253+74.00	255+69.00	HWY. 365 - W 13TH ST. INTERSECTION	125.00	2.50	34.72
272+19.00	273+35.00	HWY. 365 - W 8TH ST. INTERSECTION	135.00	2.50	37.50
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	50.00	2.50	13.89
		DIRECTED BY THE ENGINEER			
TOTAL:					387.51

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	20	87
		SUMMARY OF QUANTITIES AND REVISIONS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-31-2026

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	1374	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	210	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	13	SQ. YD.
202	REMOVAL AND DISPOSAL OF WALKS	722	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGNS	3	EACH
SP, SS, & 210	UNCLASSIFIED EXCAVATION	150	CU. YD.
SP & 210	COMPACTED EMBANKMENT	150	CU. YD.
SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	388	SQ. YD.
SS & 401	TACK COAT	361	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	378	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	20	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	3840	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	1521	SQ. FT.
SS & 604	BARRICADES	160	LIN. FT.
SS & 604	TRAFFIC DRUMS	302	EACH
SS & 604	TRAFFIC CONE	51	EACH
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	53	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	53	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	1625	LIN. FT.
SS & 604	VERTICAL PANELS	77	EACH
620	WATER	1.9	M. GAL.
621	SILT FENCE	900	LIN. FT.
621	SAND BAG DITCH CHECKS	198	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	48	CU. YD.
SS & 621	FILTER SOCK (12")	144	LIN. FT.
624	SOLID SODDING	150	SQ. YD.
SP, SS, & 632	CONCRETE ISLAND	374	SQ. YD.
SP, SS, & 633	CONCRETE WALKS	433	SQ. YD.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	1346	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE C) (1' 6")	49	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 640	MODIFYING DROP INLETS	2	EACH
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)	65	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 5)	123	SQ. YD.
SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 6)	326	SQ. YD.
SP	SURFACE-APPLIED DETECTABLE WARNING PANELS	261	SQ. FT.
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	6	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	58	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	7	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED (3 SECTION, 1 WAY)	6	EACH
SP & 707	CENTRAL CONTROL UNIT	6	EACH
SP & 707	POLE MOUNTED ASSEMBLY	43	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	42	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	7519	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	7649	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	985	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	649	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	4832	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	270	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	30	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	572	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	642	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	270	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	180	LIN. FT.
710	NON-METALLIC CONDUIT (2")	508	LIN. FT.
710	NON-METALLIC CONDUIT (3")	2143	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	13	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	16	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')	1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')	6	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	32	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	130	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	480	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	120	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	3711	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	480	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	116	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	2	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	2	EACH
SS & 726	STANDARD SIGN	120	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	5	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	6	EACH
SP	VIDEO DETECTOR ROTATION	8	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	50	LIN. FT.

REVISIONS

DATE	REVISION	SHEET NUMBER

7/31/2026 10:39:21 AM
...\MSI\061921 Quantities

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	21	87
		SURVEY CONTROL DETAILS				

APPROXIMATE MIDPOINT:
LAT: 34-47-35.41
LONG: 092-23-57.25

SURVEY CONTROL COORDINATES

Project Name: s061342
Date: 11/28/2012
Coordinate System: ARKANSAS STATE PLANE - NORTH/SOUTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	2089488.4750	1180087.0397	301.79	CTL	*5/8" REBAR W/2" CAP
2	2089567.9635	1181708.4407	309.09	CTL	*5/8" REBAR W/2" CAP
3	2089947.4221	1182548.2719	306.02	CTL	*5/8" REBAR W/2" CAP
4	2089834.8981	1183659.3039	321.99	CTL	*5/8" REBAR W/2" CAP
5	2089559.6953	1184518.0906	339.33	CTL	*5/8" REBAR W/2" CAP
6	2089160.6035	1185548.8064	366.46	CTL	*5/8" REBAR W/2" CAP
7	2088928.8858	1186510.9988	365.11	CTL	*5/8" REBAR W/2" CAP
8	2088437.0696	1187182.8981	366.46	CTL	*5/8" REBAR W/2" CAP
9	2088113.3798	1188169.3788	387.52	CTL	*5/8" REBAR W/2" CAP
10	2088139.6167	1189157.8292	405.41	CTL	*5/8" REBAR W/2" CAP
11	2087948.3673	1190135.6409	428.85	CTL	*5/8" REBAR W/2" CAP 37' N. OF CL HWY10
12	2087823.9166	1190940.1075	455.69	CTL	*5/8" REBAR W/2" CAP 36' N. OF CL HWY10
13	2087279.4594	1191657.9333	477.04	CTL	*5/8" REBAR W/2" CAP
14	2086447.7836	1192488.9973	506.17	CTL	*5/8" REBAR W/2" CAP
15	2086116.2714	1193018.0951	520.44	CTL	*5/8" REBAR W/2" CAP
16	2085310.7817	1194152.7299	513.26	CTL	*5/8" REBAR W/2" CAP
17	2084778.4178	1194828.6392	525.31	CTL	*5/8" REBAR W/2" CAP
18	2084421.6036	1195103.8035	540.77	CTL	*5/8" REBAR W/2" CAP
19	2084137.7615	1195885.8067	572.54	CTL	*5/8" REBAR W/2" CAP
20	2084040.6200	1196567.9578	584.35	CTL	*5/8" REBAR W/2" CAP
21	2083980.5973	1194729.4787	525.15	CTL	*5/8" REBAR W/2" CAP
22	2082770.8378	1194874.3236	540.82	CTL	*5/8" REBAR W/2" CAP
23	2085313.8599	1195286.9161	469.27	CTL	*5/8" REBAR W/2" CAP
27	2088202.9571	1187709.1850	380.23	CTL	*5/8" REBAR W/2" ALUM. CAP
28	2088128.0173	1188760.1261	396.87	CTL	*5/8" REBAR W/2" ALUM. CAP
29	2088023.1438	1189675.3190	416.23	CTL	*5/8" REBAR W/2" ALUM. CAP
30	2087599.8597	1191278.7283	461.25	CTL	*5/8" REBAR W/2" ALUM. CAP
31	2086766.2218	1192158.1703	487.33	CTL	*5/8" REBAR W/2" ALUM. CAP
32	2085784.5323	1193619.6792	519.25	CTL	*T-32 5/8" RBR 2" ALUM. CAP
33	2084219.3065	1195468.5877	558.87	CTL	*5/8" REBAR W/2" CAP STAMPED PN: 3
100	2089809.1470	1179076.7053	287.94	GPS	*AHTD GPS 600071
102	2089201.5206	1180695.0041	317.72	GPS	*AHTD GPS 600071A
103	2087215.5205	1195931.0340	376.15	GPS	*AHTD GPS 600055A
104	2089820.0571	1182170.0498	304.66	GPS	*PAGIS 2063
105	2078544.9213	1204822.1849	584.93	GPS	*AHTD GPS 600054A
900	2089739.7270	1179090.3532	288.23	TBM	*AHTD ALUM. CAP
901	2085897.1798	1193342.3769	516.24	TBM	*CHISELED SQUARE
902	2089794.7187	1183766.4659	320.23	BM	*AHTD ALUM. CAP
903	2087930.0349	1190597.9590	441.87	TBM	*CHISELED SQUARE 36' N. CL HWY 10 18' S. OF CP
904	2088142.9315	1187929.9322	380.14	TBM	*CHISELED SQUARE
905	2089571.0331	1184849.9737	345.93	TBM	*CHISELED SQUARE
990	2084655.4870	1194794.8210	527.21	BM	*NGS BM F 321
991	2086764.8288	1195495.4198	392.30	BM	*NGS BM G 321
999	2084577.0567	1194838.6771	514.85	TBM	*PAINTED SQUARE

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.9999761086 HAS BEEN USED TO COMPUTE THE ABOVE LISTED GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GROUND COORDINATES ARE PROJECTED FROM AR. STATE PLANE GRID COORDINATES BY SCALING ALL X,Y COORDINATE VALUES WITH THE INVERSE (1/X) OF THE COMBINED ADJUSTMENT FACTOR (CAF) ABOUT X=0, Y=0.

GRID COORDINATES ARE STORED UNDER FILE NAME. s061342gi.ctl
HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 ELEVATIONS FOR POINTS 1-33, 100-105, AND 900-905, 990-991 & 999 WERE ESTABLISHED BY 3-WIRE LEVEL TECHNIQUES FROM NGS BENCHMARKS.

POSITIONAL ACCURACY:

HORIZONTAL-GPS(POINTS 100-105): 1.0 CM 10 PPM, PRIMARY CONTROL(POINTS 1-33): 2.0 CM 20 PPM

VERTICAL-POSITIONAL ACCURACY IS THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 600071 - 600071A & 600055A

CONVERGENCE ANGLE: 00 14 27 LEFT AT PN: 9
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

LT: 34-47-51.71 LG: 092-24-49.12

GRID NORTHING: 2088063.4918 GRID EASTING: 1188140.9918

GROUND NORTHING: 2088113.3798 GROUND EASTING: 1188169.3788

NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

STATE OF ARKANSAS
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07-24-2026

CL - HWY. 10 (SITES 1 & 2)

Point Number	Point Type	Station	Northing	Easting
8000	POB	100+00.00	2089688.0694	1183931.9935
8001	PC	100+58.37	2089667.6278	1183986.6630
	PI	102+23.33	2089609.8512	1184141.1820
	CC		2093960.9784	1185592.0000
8002	PT	103+88.16	2089563.3321	1184299.4546
8003	PC	115+03.13	2089248.9217	1185369.1777
	PI	116+34.46	2089211.8878	1185495.1790
	CC		2094745.9789	1186984.8591
8004	PT	117+65.75	2089180.6659	1185622.7448
8005	PC	121+45.42	2089090.4046	1185991.5337
	PI	123+56.41	2089040.2465	1186196.4692
	CC		2087699.0763	1185651.0051
8006	PT	125+64.38	2088933.1287	1186378.2387
8007	PC	129+45.72	2088739.5213	1186706.7736
	PI	131+69.40	2088625.9541	1186899.4873
	CC		2093675.7309	1189615.7081
8008	PT	133+92.86	2088527.7571	1187100.4685
8009	PC	137+90.13	2088353.3597	1187457.4098
	PI	143+41.05	2088111.5108	1187952.4052
	CC		2090225.3502	1188372.0424
8010	PT	148+67.31	2088145.9398	1188502.2470
8011	PC	151+00.78	2088160.5296	1188735.2513
	PI	152+66.31	2088170.8747	1188900.4664
	CC		2087120.8243	1188800.3536
8012	PT	154+29.11	2088129.4962	1189060.7502
8013	PC	157+23.85	2088055.8209	1189346.1387
	PI	160+75.40	2087967.9467	1189686.5279
	CC		2091754.2843	1190300.9262
8014	PT	164+24.98	2087943.6781	1190037.2382
8015	PC	165+23.74	2087936.8603	1190135.7634
	PI	166+30.65	2087929.4794	1190242.4268
	CC		2082220.9511	1189740.2314
8016	PT	167+37.55	2087918.1241	1190348.7406
8017	PC	169+70.71	2087893.3607	1190580.5879
	PI	173+91.14	2087848.7096	1190998.6345
	CC		2086627.3223	1190445.3637
8018	PT	177+82.86	2087563.9018	1191307.8935
8019	PC	180+97.05	2087351.0563	1191539.0123
	PI	181+43.88	2087319.3385	1191573.4530
	CC		2088755.9256	1192832.8070
8020	PT	181+90.68	2087289.3465	1191609.4066
8021	POE	188+20.49	2086885.9051	1192093.0412

SITES 1 & 2
SURVEY CONTROL DETAILS

7/24/2026 2:20:57 PM ...\061921 SC Details HWY. 10.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	22	87
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
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No. 13832
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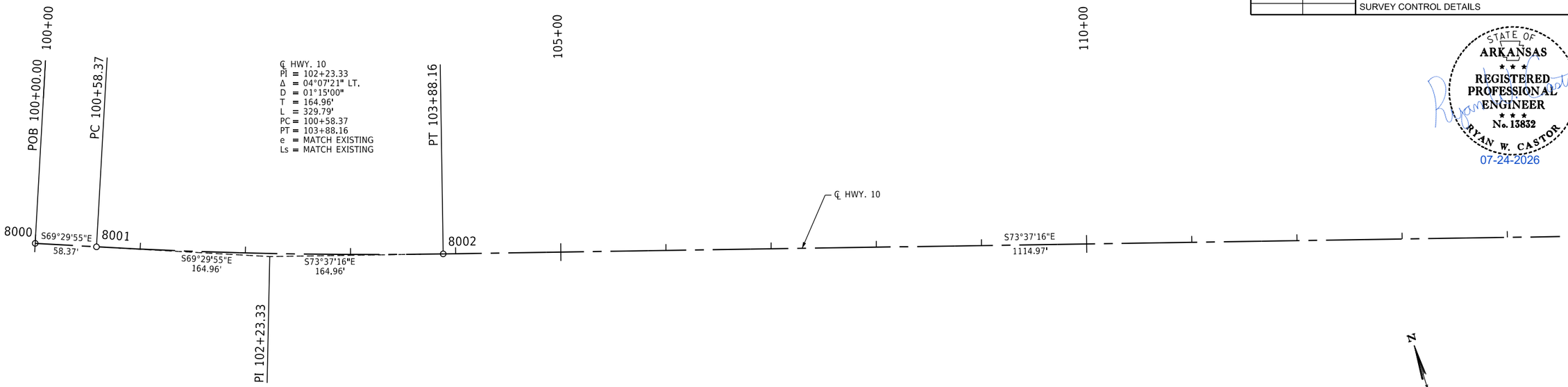
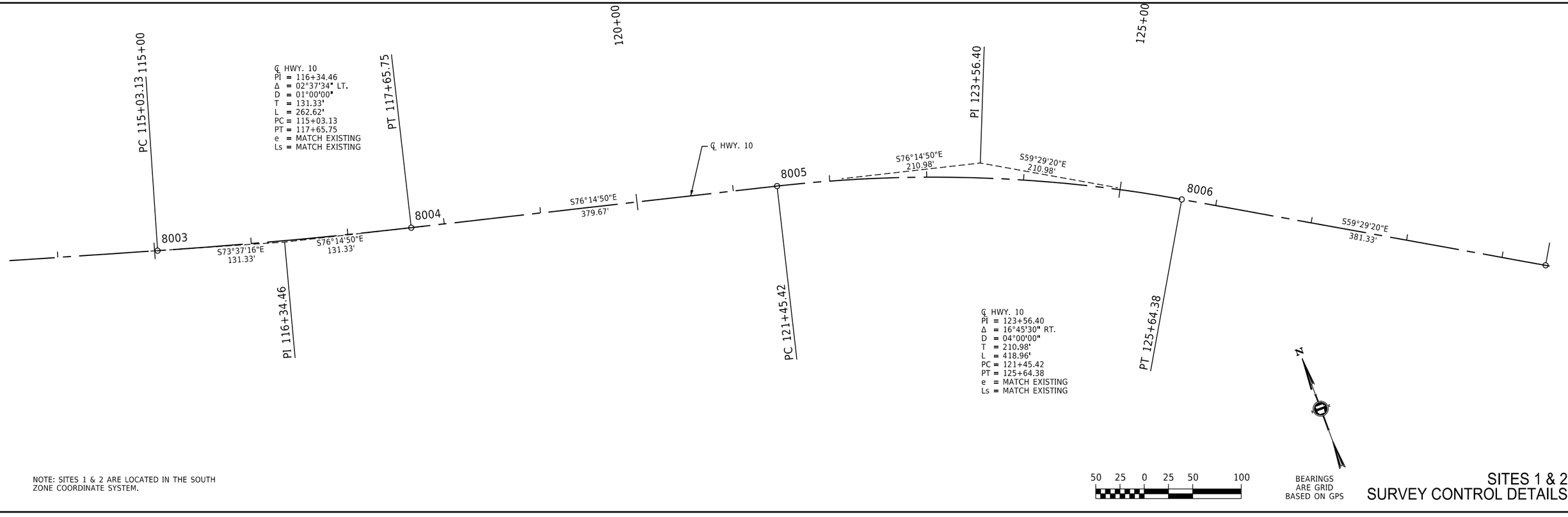
07-24-2026





NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

SITES 1 & 2
SURVEY CONTROL DETAILS

7/24/2026 2:21:12 PM
...\061921 SC HWY. 10 - Sh 1.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	23	87
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
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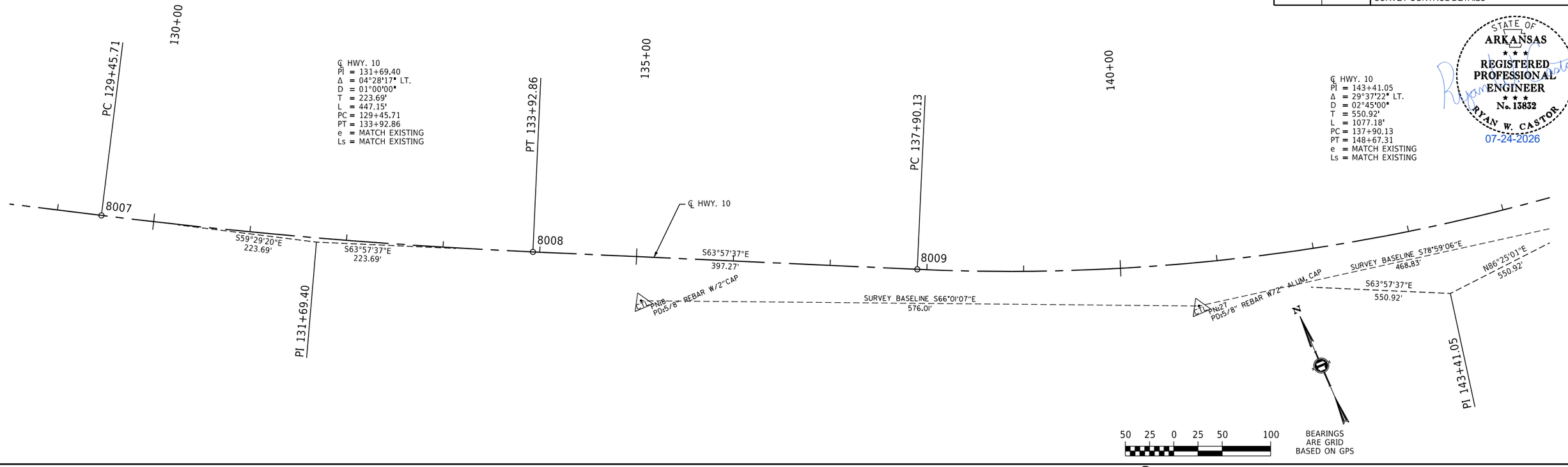

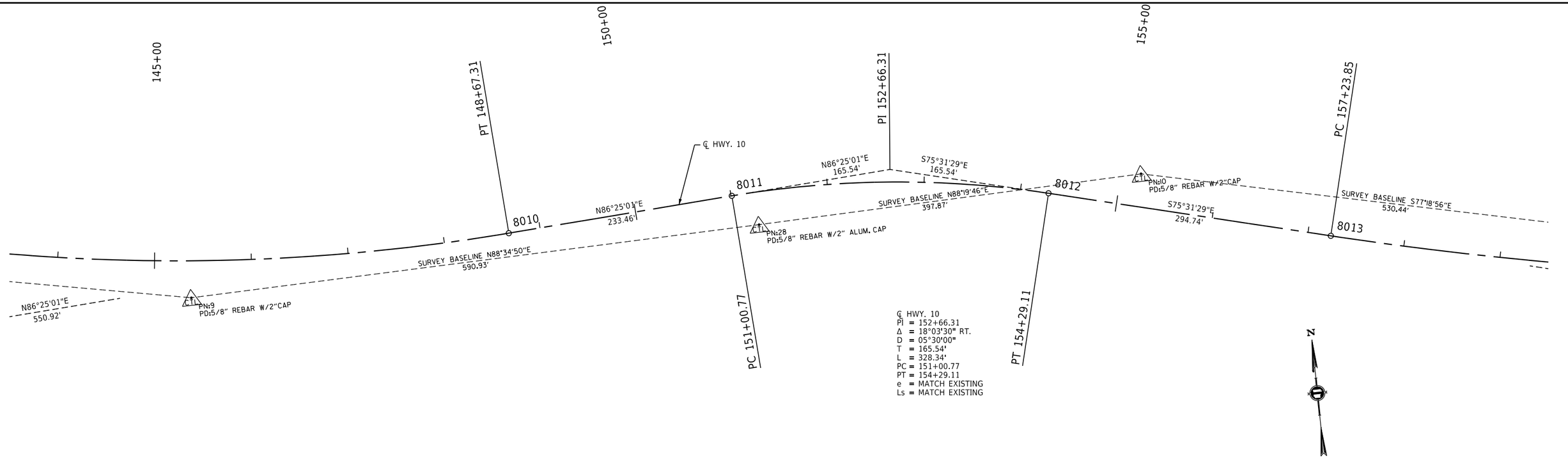

NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

SITES 1 & 2 SURVEY CONTROL DETAILS

7/24/2026 2:21:26 PM
...\061921 SC HWY. 10 - Sh 2.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	24	87
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
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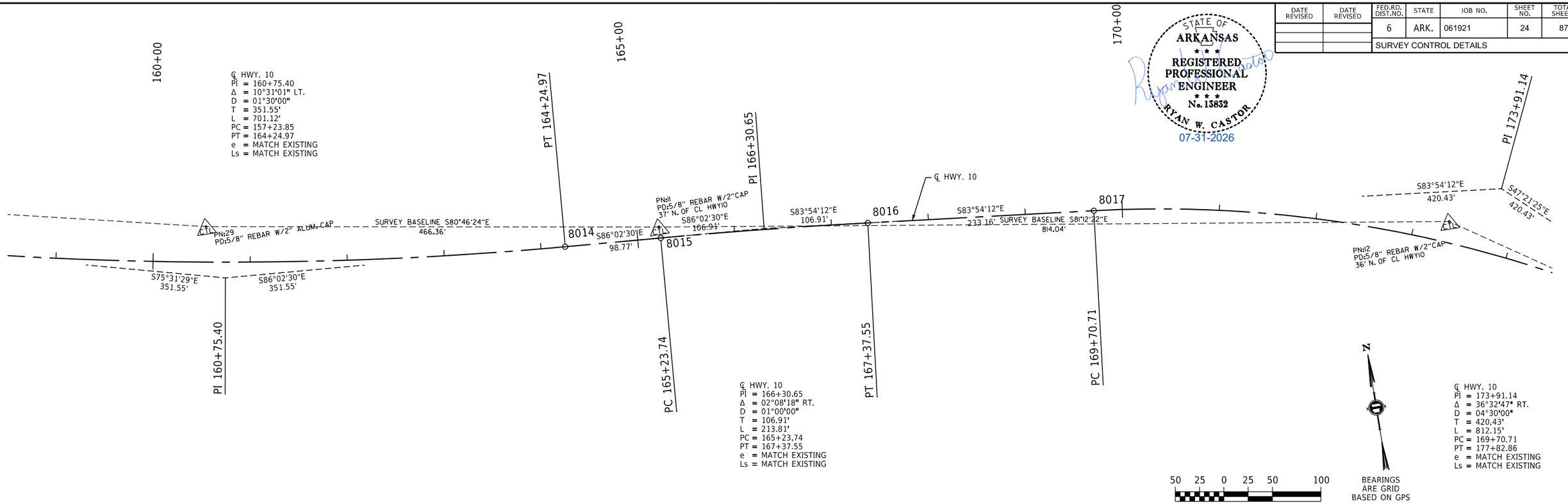

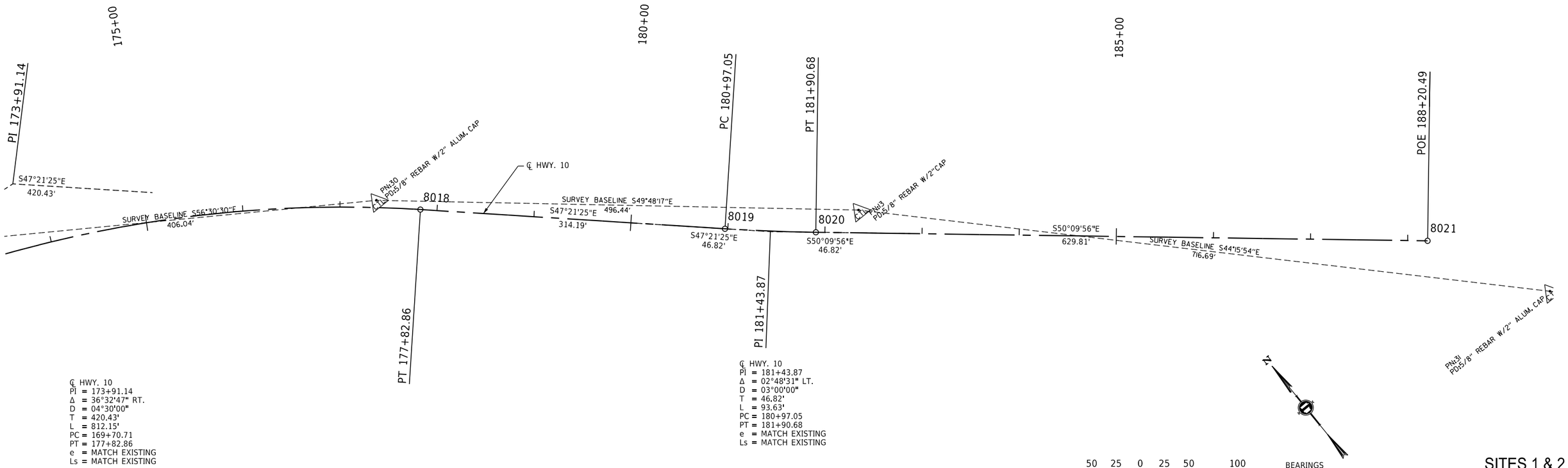

NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

SITES 1 & 2
SURVEY CONTROL DETAILS

7/31/2026 10:40:12 AM
...\061921 SC HWY. 10 - Sh 3.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	25	87
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
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No. 13832
RYAN W. CASTOR
07-24-2026

CL - HWY. 365 (SITE 3)				
Point Number	**Point Type**	**Station**	**Northing**	**Easting**
8022	POB	200+00.00	163220.0522	1228970.5715
8023	PC	200+49.99	163170.0748	1228969.5966
	PI	202+38.09	162982.0055	1228965.9279
	CC		163204.4578	1227206.9848
8024	PT	204+24.78	162798.9442	1228922.6599
8025	PC	205+98.73	162629.6627	1228882.6489
	PI	207+53.88	162478.6685	1228846.9602
	CC		163683.9979	1224421.8936
8026	PT	209+08.92	162330.4333	1228801.1428
8027	PC	210+06.93	162236.7910	1228772.1993
	PI	211+65.96	162084.8497	1228725.2363
	CC		161880.5898	1229924.6333
8028	PT	213+23.17	161925.9285	1228719.2587
8029	PC	221+12.31	161137.3442	1228689.5970
	PI	221+96.34	161053.3750	1228686.4386
	CC		160993.7715	1232506.6165
8030	PT	222+80.34	160969.3482	1228686.9759
8031	PC	223+97.05	160852.6444	1228687.7221
	PI	225+39.71	160709.9923	1228688.6343
	CC		160816.0094	1222958.2613
8032	PT	226+82.30	160567.4717	1228682.4462
8033	PC	228+04.97	160444.9147	1228677.1249
	PI	229+22.35	160327.6494	1228672.0334
	CC		160515.9255	1227041.6435
8034	PT	230+39.32	160212.3101	1228650.2639
8035	PC	231+57.38	160096.3010	1228628.3680
	PI	233+21.68	159934.8495	1228597.8953
	CC		159709.8814	1230675.7031
8036	PT	234+85.31	159770.6173	1228593.1057
8037	PC	240+15.24	159240.9129	1228577.6576
	PI	245+54.54	158701.8360	1228561.9362
	CC		159384.0761	1223668.6779
8038	PT	250+89.54	158179.0176	1228429.6034
8039	PC	253+30.28	157945.6441	1228370.5332
	PI	256+49.05	157636.6140	1228292.3133
	CC		157242.6934	1231147.7398
8040	PT	259+65.22	157317.9482	1228283.9394
8041	PC	269+90.32	156293.2010	1228257.0111
	PI	271+63.34	156120.2375	1228252.4660
	CC		156323.3029	1227111.4910
8042	PT	273+33.77	155956.3267	1228197.0558
8043	PC	280+10.34	155315.3938	1227980.3879
	PI	281+39.60	155192.9367	1227938.9912
	CC		155162.4870	1228432.7066
8044	PT	282+62.81	155066.3209	1227965.0264
8045	POE	283+27.05	155003.3958	1227977.9653

Survey Point Feature List Report

Report Created: Wednesday, March 25, 2026
Time: 12:39:21 PM
Project: Survey
Units: Imperial (GRID SURVEY FEET) AR 301North NAD83 (2011)

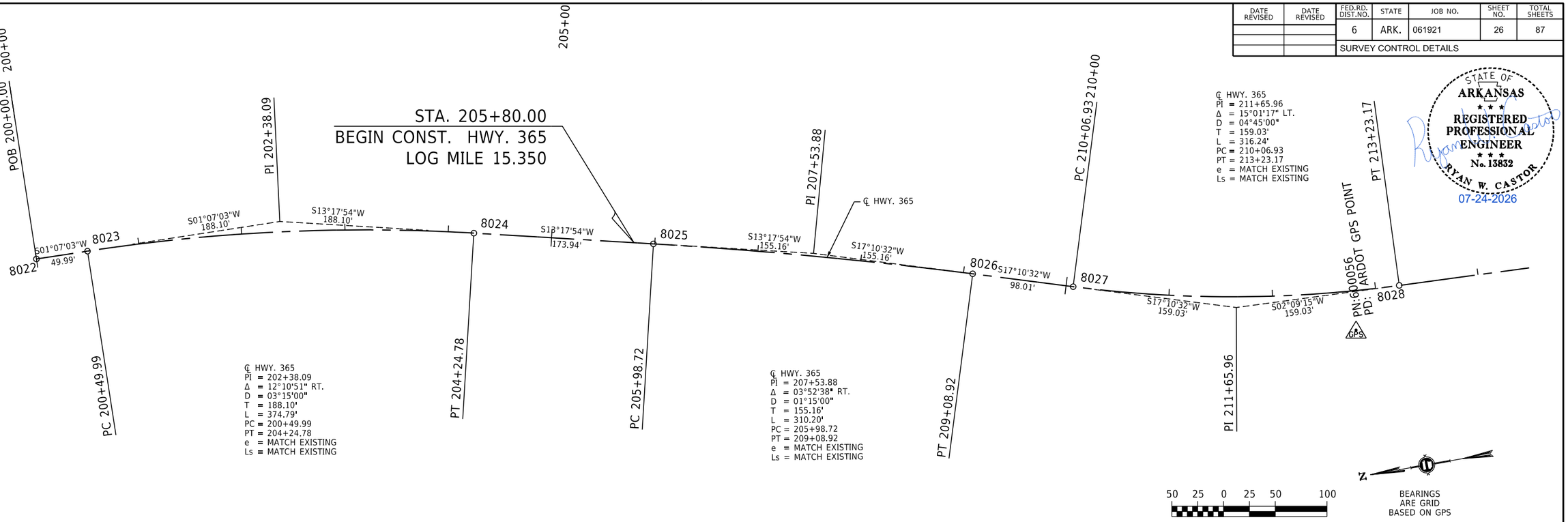
Point Name	Northing	Easting	Elevation	Feature Definition
600056	161974.446	1228683.950	273.636	GPS
600056A	160637.498	1228647.728	269.731	GPS

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

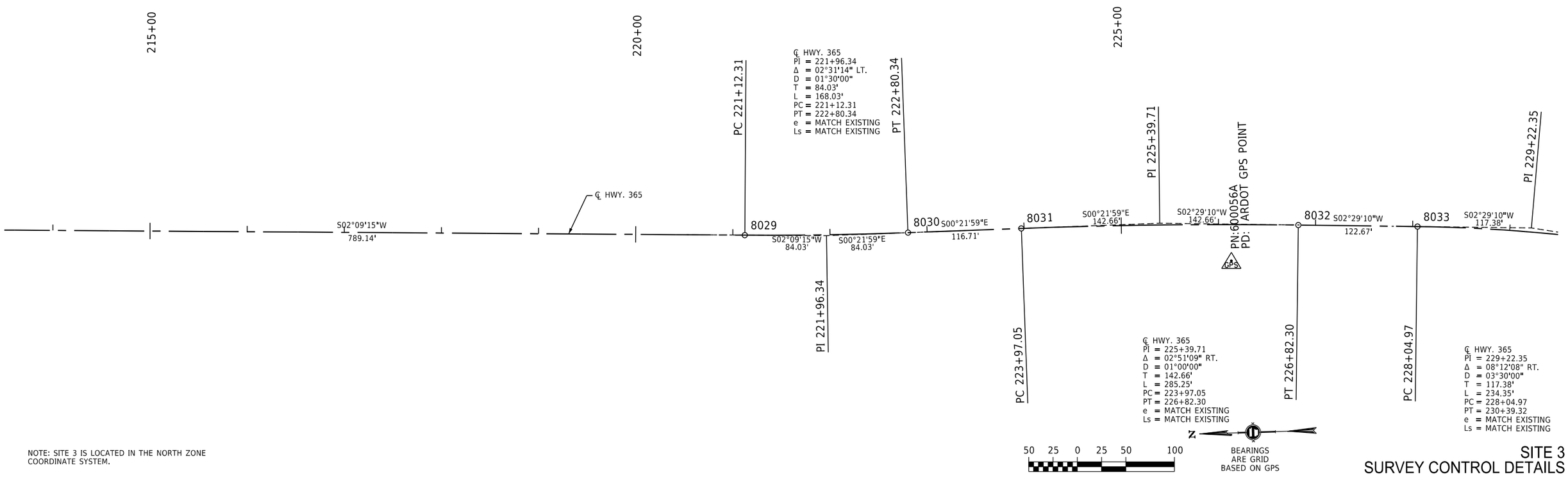
SITE 3
SURVEY CONTROL DETAILS

7/24/2026 2:21:57 PM
...\061921 SC Details HWY. 365.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	26	87
		SURVEY CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

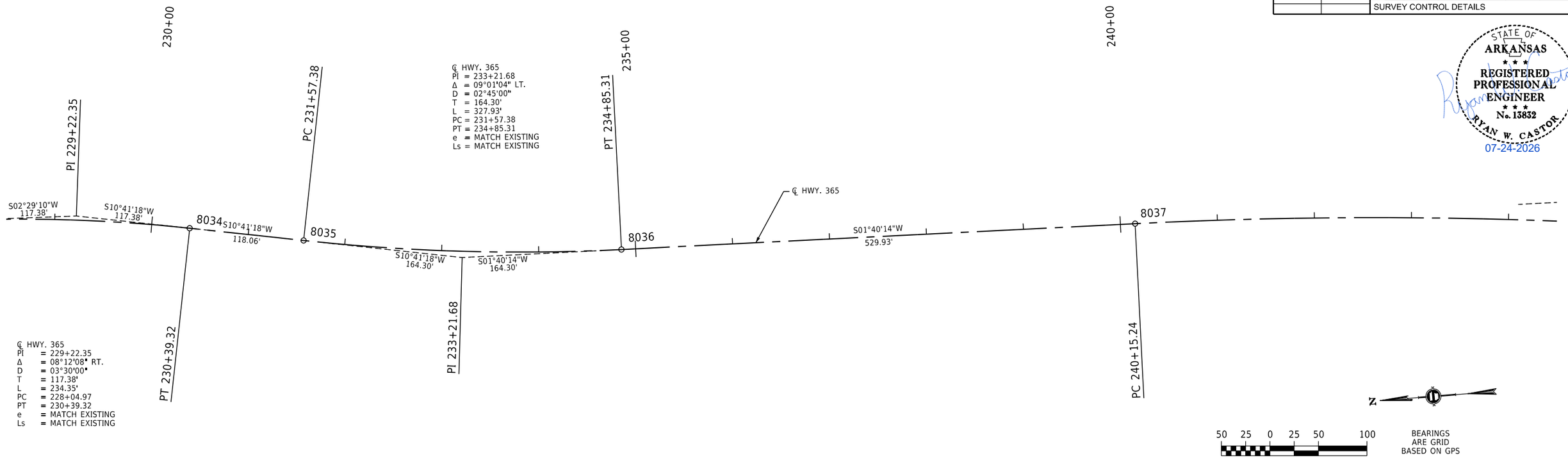


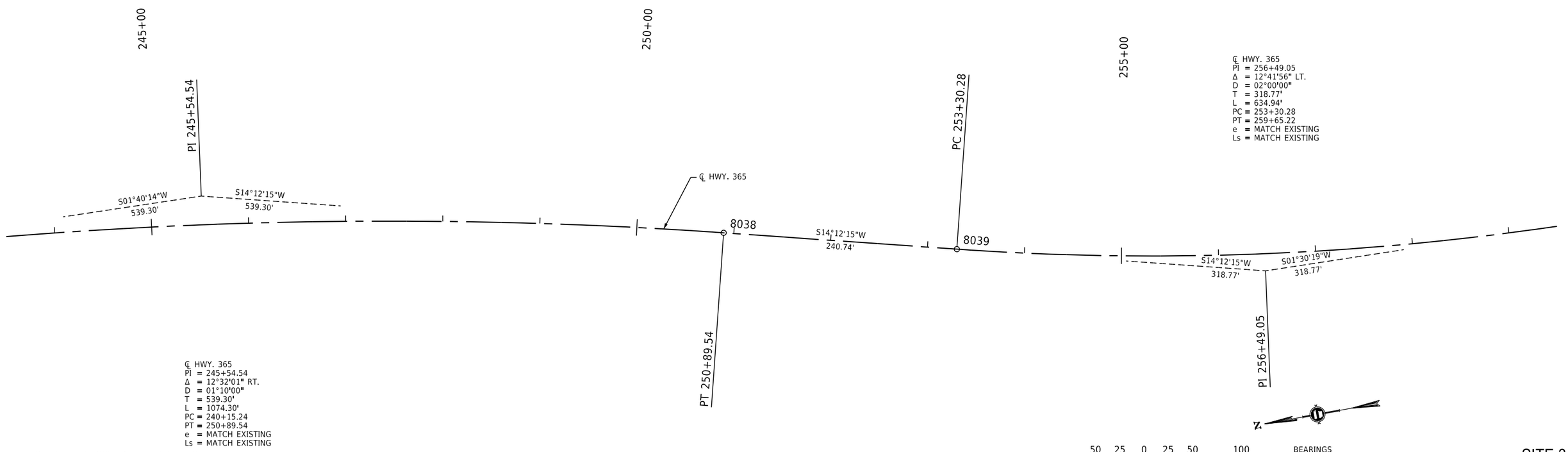
NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

SITE 3
SURVEY CONTROL DETAILS

7/24/2026 2:22:11 PM
...\061921 SC HWY. 365 - Sh 1.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	27	87
		SURVEY CONTROL DETAILS				





NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

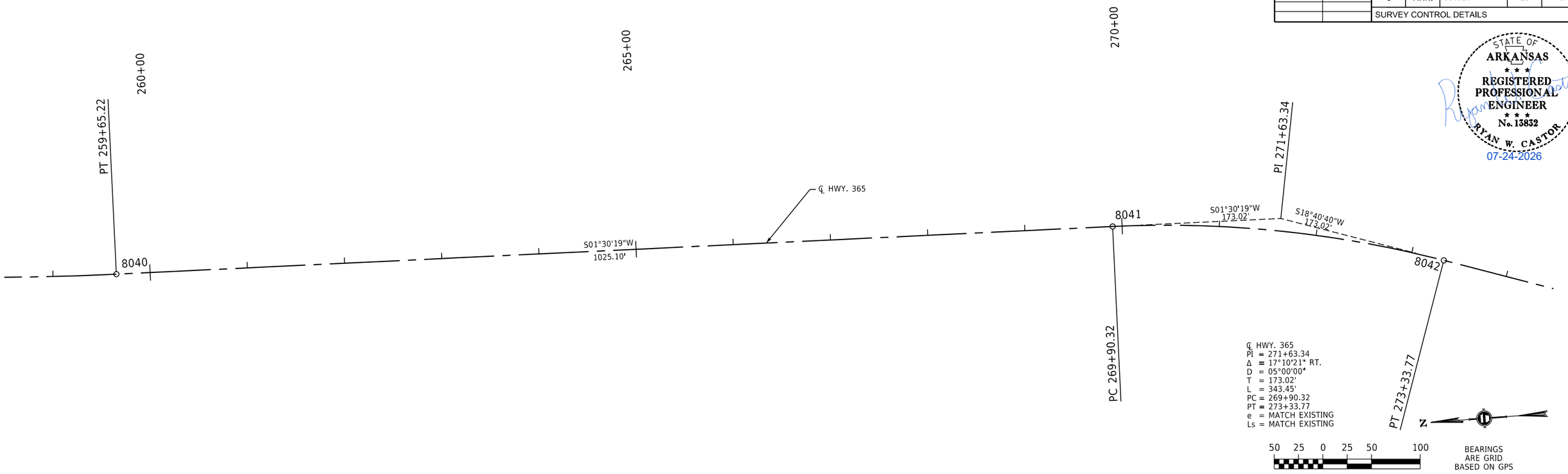
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

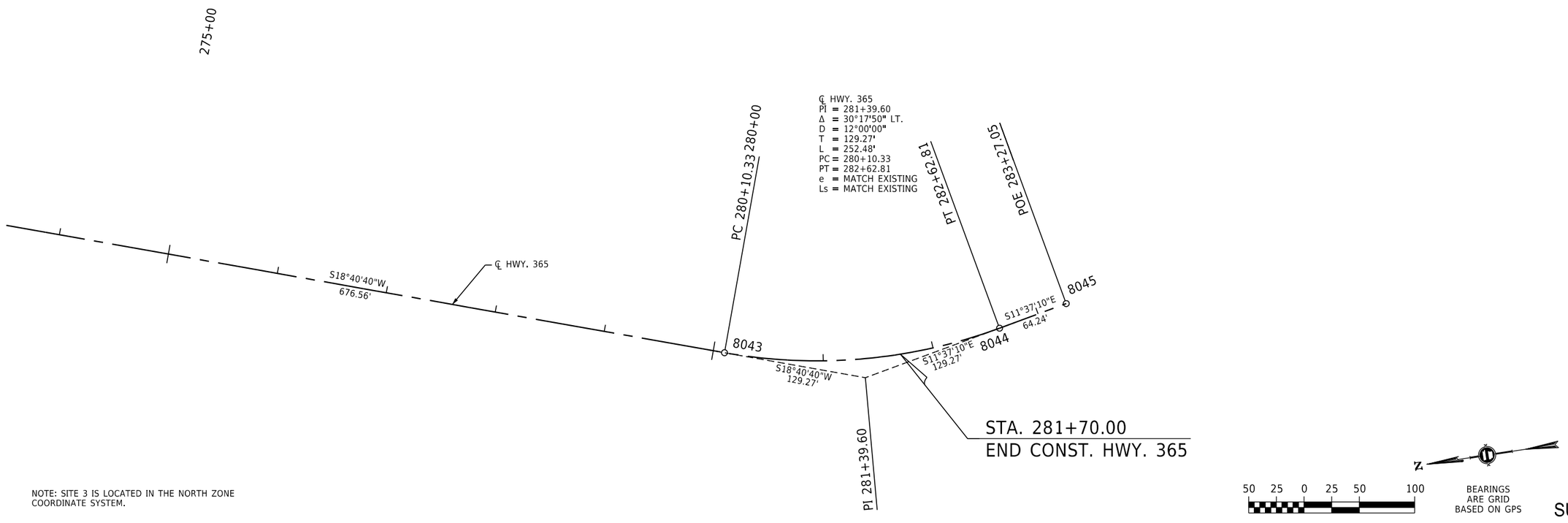
SITE 3
SURVEY CONTROL DETAILS

7/24/2026 2:22:24 PM
...\061921 SC HWY. 365 - Sh 2.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	28	87
		SURVEY CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026





NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

SITE 3
SURVEY CONTROL DETAILS

7/24/2026 2:23:06 PM
...\061921 SC HWY. 365 - Sh 3.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	29	87
		SITE 1 PLAN SHEET - HWY. 10 & JOSEPHINE ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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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RYAN W. CASTOR
07-24-2026

STA. 108+08 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 11 SQ. YDS.

DEPARTMENT MAINTENANCE STAFF SHALL REMOVE AND RELOCATE EXISTING SIGN ASSEMBLY

+05.38 38.5' | +10.38 38.5' | +05.38 35' | +10.38 35' | +16.38 35' | +99.38 35' | +21.38 34.84' | +99.38 30' | +21.38 30'

1.4% | L | 2% | 1.4% | R | 2.3% | 2%

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

CONCRETE ISLAND W/ TYPE "C" CURB FACE

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

+53.88 28.16' | 40' | +12.88 | 20' | +82.88 | +92.88 | 10' | R=3' | 10' | R=3' | 24" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING (STOP LINE) (TYP.) | +53.88 6' | ℄ HWY. 10 | S73°37'16"E

+61.88 6' | R=1' (TYP.) | 10' | +22.88 | +02.88 | 20' | +32.88 | 10" YELLOW REFLECTORIZED PAINT ON CURB

40' | +61.88 27.94' | CONCRETE COMBINATION CURB & GUTTER (TYPE C) (1'-6") (TYP.)

+94.38 30' | +94.38 34.05' | +99.38 34' | +05.38 35' | +05.38 38.5' | 0.5% | 5.3% | R | 2% | L | 2% | 6.8% | R | 0.5% | +10.38 38.5' | +10.38 35' | +16.38 34' | +21.38 34' | +21.38 30'

STA. 108+08 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 11 SQ. YDS.

JOSEPHINE ST

NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

N

10 0 10 20

HWY. 10 & JOSEPHINE ST.
SITE 1 PLAN SHEET

7/24/2026 2:23:32 PM
...\061921 PP01 HWY. 10 Josephine St.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	30	87
		SITE 2 PLAN SHEET - HWY. 10 & PLEASANT RIDGE RD.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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. 182+50 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 183+23 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 15 SQ. YDS.

* SLOPES LABELED ON THIS SHEET REPRESENT MAXIMUM ALLOWABLE SLOPES. CONTRACTOR SHALL CONFIRM ACTUAL SLOPES.

EXIT. R/W

+66.93 70.5'
+94.44 70.5'
+46.45 66.5'
+54.45 66.5'
+60.45 66.5'
+40.45 66.5'
+40.45 61.5'
+40.45 58.5'
+46.45 61.5'
+54.45 58.5'
+60.45 58.5'
+19.46 66.5'
+13.46 66.5'
+26.63 66.5'
+32.63 66.5'
+32.64 61.5'
+32.64 58.5'
+13.46 58.5'
+19.46 58.5'
+26.63 58.5'
+26.63 61.5'
+41.20 57'

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

℄ HWY. 10

PT 181+90.68

PI 181+43.87

+05.33 3'

+41.20 3'

+05.33 45'

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

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

+41.95 49.12'
+48.89 47.31'
+34.82 52.17'
R=50'
+27.00 57.27'
+37.28 56.86'
+31.93 62.2'
+50.34 55.18'
+44.51 56.69'
+39.71 61.49'
+35.47 65.74'

LINEWORK IS APPROXIMATE BASED ON JOB 061331 CONTRACTOR TO VERIFY.

+73.16 75.5'
+11.13 75.5'

EXIST. R/W

℄ HWY. 10
PI = 181+43.87
Δ = 02°48'31" LT.
D = 03°00'00"
T = 46.82'
L = 93.63'
PC = 180+97.05
PT = 181+90.68
e = MATCH EXISTING
Ls = MATCH EXISTING

NOTE: SITES 1 & 2 ARE LOCATED IN THE SOUTH ZONE COORDINATE SYSTEM.

PLEASANT RIDGE RD

10 0 10 20

STA. 183+40 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 17 SQ. YDS.

HWY. 10 & PLEASANT RIDGE RD.
SITE 2 PLAN SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

7/24/2026 2:23:47 PM
...\061921 PP02 HWY. 10 Pleasant Rd.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	31	87
		SITE 3 PLAN SHEET - HWY. 365 & PERSHING BLVD.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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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07-24-2026

STA. 205+39 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 205+29 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 206+37 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 25 SQ. YDS.

PERSHING BLVD.

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

CONCRETE ISLAND W/ TYPE "C" CURB FACE

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

EXIST. R/W

205+00

STA. 205+80.00
BEGIN CONST. HWY. 365
LOG MILE 15.350

℄ HWY. 365

S13°17'54"W

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

PI 207+53.88

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

PC 205+98.72

EXIST. R/W

FUTURE IMPROVEMENTS, BY OTHERS.

CONCRETE ISLAND W/ TYPE "C" CURB FACE

R=2' (TYP.)

STA. 205+36 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 205+45 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 206+39 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 31 SQ. YDS.

℄ HWY. 365
PI = 207+53.88
Δ = 03°52'38" RT.
D = 01°15'00"
T = 155.16'
L = 310.20'
PC = 205+98.72
PT = 209+08.92
e = MATCH EXISTING
Ls = MATCH EXISTING

10 0 10 20

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

HWY. 365 & PERSHING BLVD. SITE 3 PLAN SHEET

7/24/2026 2:24:06 PM ...\061921 PP03 HWY. 365 Pershing Blvd.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	32	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 22ND ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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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07-24-2026

STA. 220+11 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 12 SQ. YDS.

STA. 219+96 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 12 SQ. YDS.

STA. 220+52 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 220+65 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 220+75 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

W 22ND ST

EXIST. R/W

CONCRETE ISLAND W/ TYPE "C" CURB FACE

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

℄ HWY. 365
PI = 221+96.34
Δ = 02°31'14" LT.
D = 01°30'00"
T = 84.03'
L = 168.03'
PC = 221+12.31
PT = 222+80.34
e = MATCH EXISTING
Ls = MATCH EXISTING

PC 221+12.31

PI 221+96.34

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

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

REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET (2)

FUTURE IMPROVEMENTS, BY OTHERS.

STA. 219+96 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 16 SQ. YDS.

STA. 220+08 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 220+74 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 220+46 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

10 0 10 20

HWY. 365 & W. 22ND ST.
SITE 3 PLAN SHEET

7/24/2026 2:24:30 PM ...\061921 PP04 HWY. 365 22nd st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	33	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 18TH ST.				

LEGEND

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

℄ HWY. 365
PI = 233+21.68
Δ = 09°01'04" LT.
D = 02°45'00"
T = 164.30'
L = 327.93'
PC = 231+57.38
PT = 234+85.31
e = MATCH EXISTING
Ls = MATCH EXISTING

W 18TH ST

STA. 233+14 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 20 SQ. YDS.

STA. 233+79 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 25 SQ. YDS.

STA. 234+05 IN PLACE
DROP INLET ON LT.
RECONSTRUCT TOP & ADJUST TO GRADE

STATE OF ARKANSAS
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07-24-2026

CONCRETE ISLAND W/ TYPE "C" CURB FACE

+14.91 61.89'
R=1'
+13.96 60.9'
+13.95 59.75'
+08.24 53.8'
R=6'
+01.81 53.31'
+11.16 50.79'
+14.47 49.45'
+05.71 43.31'
+08.08 40.69'
+99.09 35.77'
+02.91 37.31'
+00.79 30.45'
+05.49 32.35'
+16.39 55.3'
+21.72 54.56'
+23.78 54.95'
+44.80 55.45'
+19.66 47.32'
R=30'
+11.80 36.58'
+07.11 5.5'

+67.81 55.52'
+73.91 56.39'
+69.91 48.29'
+75.56 50.63'
+78.40 51.8'
+92.26 39.91'
+91.48 37.01'
+97.51 36.17'
DROP INLET
R=30'
+97.42 30.17'
+89.92 31.2'
+97.56 28.67'
+98.87 5.5'

EXIST. R/W
235+00
PT 234+85.31

℄ HWY. 365

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

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

PI 233+21.68

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

+07.06 28.32'
+09.63 30.51'
+11.35 35.44'
+09.92 35.41'
+17.21 36.79'
+16.87 39.77'
+21.22 37.64'
+20.36 40.51'
+15.24 30.64'
+17.90 30.83'
+22.94 31.9'
+29.67 35'
+34.57 38.91'
R=30'
+41.04 48.65'
+26.57 40.11'
+30.47 43.21'
+42.96 55.9'
+35.63 50.95'
+37.17 56.72'
+35.04 59.63'
+37.46 59.42'
+35.35 62.72'
+37.76 62.47'
+38.35 68.44'
+43.56 61.87'
+44.13 67.84'
DROP INLET

+87.16 33.2'
+80.97 37.3'
+92.99 31.11'
+99.85 30.33'
+99.80 35.65'
+93.96 37.04'
R=30'
+73.86 46.64'
+71.49 53.75'
+70.91 59.8'
+90.10 38.43'
+94.11 41.04'
+91.17 41.16'
+84.79 41.87'
+79.12 49.3'
+80.08 55.56'
+77.22 54.95'
+70.95 61.22'
+79.66 59.77'
+57.91 67.76'
+71.21 66.08'
+77.02 65.77'
+76.75 59.77'
+69.73 67.02'

STA. 233+20 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 233+90 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 233+38 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

FUTURE IMPROVEMENTS, BY OTHERS.

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

STA. 233+45 IN PLACE
DROP INLET ON RT.
RECONSTRUCT TOP & ADJUST TO GRADE

EXIST. R/W

W 18TH ST

STA. 233+71 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

EXIST. R/W

10 0 10 20

N

HWY. 365 & W. 18TH ST.
SITE 3 PLAN SHEET

7/24/2026 2:24:45 PM
...\061921 PP05 HWY. 365 18th st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	34	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 17TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

STA. 237+82 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 238+29 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 17 SQ. YDS.

W 17TH ST

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

EXIST. R/W

+89.79 52.1'
+84.96 53.36'
+81.06 46.91'
+77.85 42.93'
+73.84 38.54'
+70.11 36.72'
+71.92 32.06'
+76.41 34.25'
+86.11 43.68'
+82.09 38.68'
R=30'
CONCRETE COMBINATION CURB & GUTTER (TYPE A) (1'-6") (TYP.)

+18.96 55.05'
+20.13 50.19'
+23.90 55.8'
+24.87 51.77'
+28.28 46.9'
+23.22 43.68'
+37.22 38.68'
+42.35 35.69'
+47.94 35'
+41.18 30.83'
+47.90 30'
+34.43 33.37'
R=30'

30'
+66.93
60'
+26.93
+36.93
20'
+56.93

℄ HWY. 365

S01°40'14"W

10'

R=3'

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

R=1' (TYP.)

40'
40'

+86.93
+76.93

10" YELLOW REFLECTORIZED PAINT ON CURB

CONCRETE ISLAND W/ TYPE "C" CURB FACE

30'
+96.93

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

+11.84 30'
+26.93 30'
+36.93 30'
+50.60 30'
+09.60 35.27'
+53.14 35.2'
+20.93 34'
+42.93 34'
+17.93 46'
+20.93 46'
+26.93 46'
+36.93 46'
+42.93 46'
+45.93 46'
2%
5.7%
1.4%
8.2%

REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET (2)

FUTURE IMPROVEMENTS, BY OTHERS.

W SHORT 17TH ST

STA. 238+31 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 34 SQ. YDS.

EXIST. R/W

FO

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

N

10 0 10 20

HWY. 365 & W. 17TH ST.
SITE 3 PLAN SHEET

7/24/2026 4:06:25 PM
...\061921 PP06 HWY. 365 17th st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	35	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 16TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

W 16TH ST

STA. 242+12 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 242+95 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

WHITE THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)

EXIST. R/W

REPLACE SIDEWALK PANEL ADJACENT TO DROP INLET (2) AND CCC&G AS NEEDED

R=100' R=80' R=70' R=60'

CONCRETE ISLAND W/ TYPE "C" CURB FACE (TYP.)

10" WHITE REFLECTORIZED PAINT ON CURB

℄ HWY. 365

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

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

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

R=50' R=2' (TYP.) R=70'

STA. 242+48 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 13 SQ. YDS.

STA. 243+08 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 243+80 CONSTRUCT RT.
TYPE 6 WHEELCHAIR RAMP = 15 SQ. YDS.

FUTURE IMPROVEMENTS, BY OTHERS.

℄ HWY. 365
PI = 245+54.54
Δ = 12°32'01" RT.
D = 01°10'00"
T = 539.30'
L = 1074.30'
PC = 240+15.24
PT = 250+89.54
e = MATCH EXISTING
Ls = MATCH EXISTING

10 0 10 20

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

HWY. 365 & W. 16TH ST.
SITE 3 PLAN SHEET

7/24/2026 3:43:38 PM
...\r061921 PP07 HWY. 365 16th st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	36	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 13TH ST.				

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

STA. 253+84 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 14 SQ. YDS.

STA. 254+72 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 255+60 CONSTRUCT LT.
TYPE 5 WHEELCHAIR RAMP = 11 SQ. YDS.

EXIST. R/W

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

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

℄ HWY. 365
PI = 256+49.05
Δ = 12°41'56" LT.
D = 02°00'00"
T = 318.77'
L = 634.94'
PC = 253+30.28
PT = 259+65.22
e = MATCH EXISTING
Ls = MATCH EXISTING

PC 253+30.28

℄ HWY. 365

6" YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING

10" YELLOW REFLECTORIZED PAINT ON CURB

CONCRETE ISLAND W/ TYPE "C" CURB FACE

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

EXIST. R/W

STA. 255+60 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 7 SQ. YDS.

W 13TH ST

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

HWY. 365 & W. 13TH ST.
SITE 3 PLAN SHEET

7/24/2026 3:43:49 PM
...\r061921 PP08 HWY. 365 13th st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	37	87
		SITE 3 PLAN SHEET - HWY. 365 & W. 8TH ST.				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13832
RYAN W. CASTOR
07-24-2026

LEGEND

- L — LANDING
- I — ISLAND
- R — RAMP
- F — FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- 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. 272+34 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 272+22 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

STA. 273+02 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 3 SQ. YDS.

STA. 273+13 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 4 SQ. YDS.

W 8TH ST

+40.74 56.97'
+67.89 58.62'
+38.95 51.38'
+30.07 49'
+38.32 49.3'
+25.28 48.82'
+19.55 44.06'
+19.55 39.06'
+19.55 31.18'
+17.60 30.69'
+24.41 33.11'
+36.02 44.24'
R=30'
+98.84 55.81'
+99.06 53.82'
+04.83 54.43'
+09.58 54.94'
+14.49 49.38'
+15.02 44.41'
+15.55 39.45'
+16.29 32.63'
+99.96 45.49'
R=15'
+13.33 32.72'
+18.24 32.57'
+28.61 31.31'

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

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

PI 271+63.34

+12.06 5.5'

6" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING

WHITE THERMOPLASTIC PAVEMENT MARKING (ARROWS) (TYP.)

℄ HWY. 365

N 10

WHITE THERMOPLASTIC PAVEMENT MARKING (WORDS) (TYP.)

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

+28.38 7.03'

PT 273+33.77

+11.80 30.5'
+24.69 31.8'
+41.17 32.02'
R=30'
+13.38 31.52'
+19.55 31.69'
+19.39 37.69'
+30.77 37.91'
+24.56 37.8'
+61.70 39.68'
+63.21 41.06'
+56.65 43.41'
+57.35 63.06'
+62.65 63'

+24.82 40.52'
+27.19 38.81'
R=30'
+20.16 45.14'
+18.93 46.75'
+20.88 51.1'
+26.08 50.51'
+28.19 50.26'
+33.38 49.64'
+21.73 58.05'
+29.09 57.21'
+29.77 62.41'
+35.00 62.18'

℄ HWY. 365
PI = 271+63.34
Δ = 17°10'21" RT.
D = 05°00'00"
T = 173.02'
L = 343.45'
PC = 269+90.32
PT = 273+33.77
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 272+22 CONSTRUCT RT.
TYPE 5 WHEELCHAIR RAMP = 7 SQ. YDS.

STA. 273+22 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

EXIST. R/W

NOTE: SITE 3 IS LOCATED IN THE NORTH ZONE COORDINATE SYSTEM.

10 0 10 20

HWY. 365 & W. 8TH ST.
SITE 3 PLAN SHEET

7/24/2026 2:26:19 PM
...\061921 PP09 HWY. 365 8th st.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	38	87
		SUMMARY OF 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 QUANTITIES

ITEM NUMBER	ITEM	HIGHWAY 10 AND PLEASANT RIDGE RD	HIGHWAY 10 AND PANKEY COMMUNITY CENTER	HIGHWAY 365 AND W 8TH ST	HIGHWAY 365 AND W 13TH ST	HIGHWAY 365 AND W 16TH ST	HIGHWAY 365 AND W 17TH ST	HIGHWAY 365 AND W 18TH ST	HIGHWAY 365 AND W 22ND ST	HIGHWAY 365 AND PERSHING BLVD	QUANTITY	UNIT
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	1	6	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)		1								1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)		58								58	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA		1								1	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC				4		3				7	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)		4						2		6	EACH
SP & 707	CENTRAL CONTROL UNIT		1	1		1		1	1	1	6	EACH
SP & 707	POLE MOUNTED ASSEMBLY	4	3	6		6		8	8	8	43	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	2	6		6		8	8	8	42	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	810	299	1415		805		1440	1260	1490	7519	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	840	224	1390		830		1445	1430	1490	7649	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)							610	375		985	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)		194							455	649	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	130	258	845	364	590	320	770	660	895	4832	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)		90		90		90				270	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)		10		10		10				30	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)		184		196		192				572	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)				366		276				642	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES		90		90		90				270	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	20	20	20	20	20	20	20	20	180	LIN. FT.
710	NON-METALLIC CONDUIT (2")	35	10	10	172		161	35	40	45	508	LIN. FT.
710	NON-METALLIC CONDUIT (3")	200	153	335		280		480	325	370	2143	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)		2	2	1	2	2	1	2	1	13	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)				1		1			1	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	1	2	2	2	1	3	2	2	16	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)		1								1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (26')		2								2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')								1		1	EACH
SP	ROADWAY ILLUMINATION POLE (1 X 160W LED LUMINAIRE, BREAKAWAY BASE, 30')		2		2		2				6	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	1	6		4		7	5	6	32	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)		1		1		1				3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT			0.20		0.20		0.20	0.20	0.20	1.00	LUMP SUM
SS & 726	STANDARD SIGN		38		40	2.25	40				120.25	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)		1		2		2				5	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)		2		2		2				6	EACH
SP	VIDEO DETECTOR ROTATION	3		1		1		1	1	1	8	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)									50	50	LIN. FT.

LOCATION: HIGHWAY 10; HIGHWAY 365
CITY: NORTH LITTLE ROCK; LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

7/30/2026 4:34:20 PM
...\SIG\061921 SIG QUANTITIES.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	39	87
		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. §14-271UNDERGROUND 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 1TO SERVICE POINT (PB-1TO SP)
PULL BOX 1TO PULL BOX 2 (PB-1TO 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
07/24/2026

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 10; HIGHWAY 365
CITY: LITTLE ROCK; NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 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
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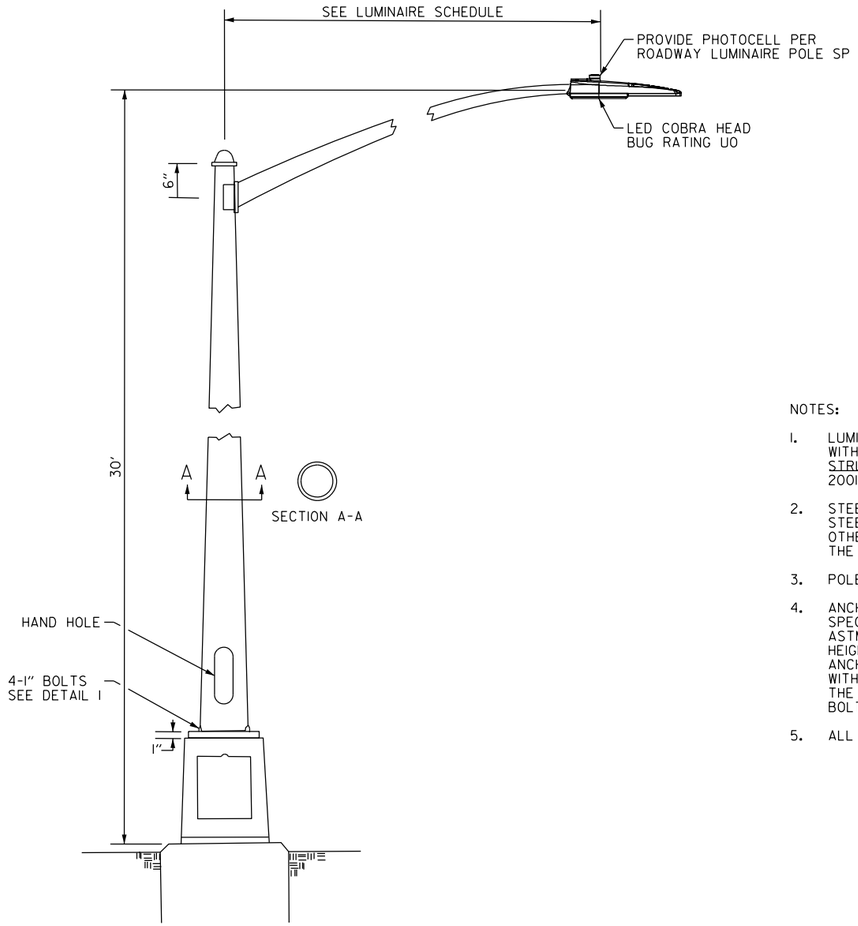
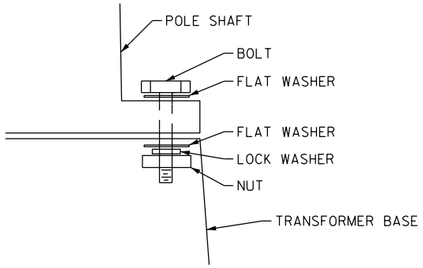
		ILLUMINATION DETAILS				



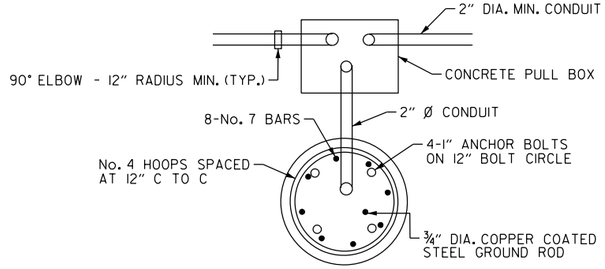
COBRA HEAD LUMINAIRE WITH BREAKAWAY TRANSFORMER BASE



DETAIL I

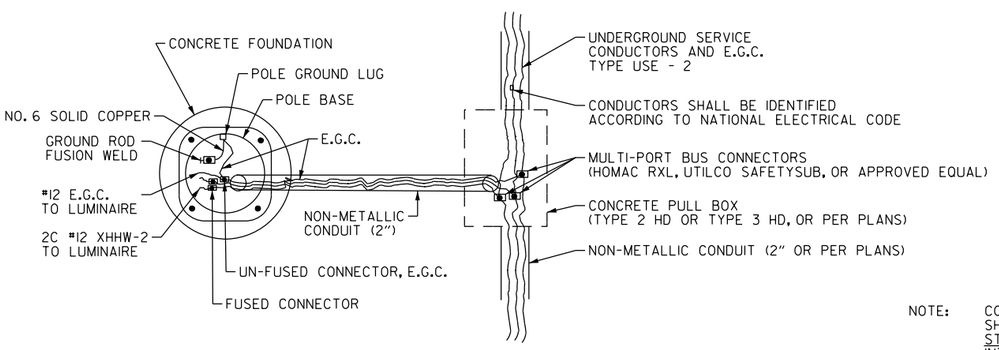
NOTES:

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.

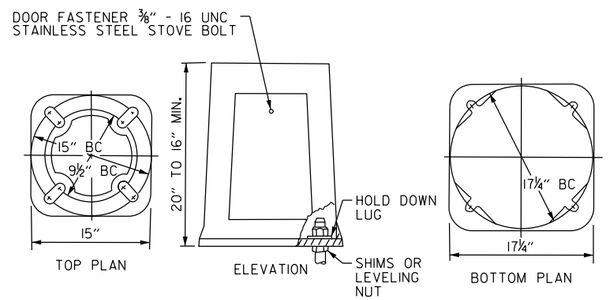


PLAN

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



POLE FOUNDATION/PULL BOX WIRING DETAIL

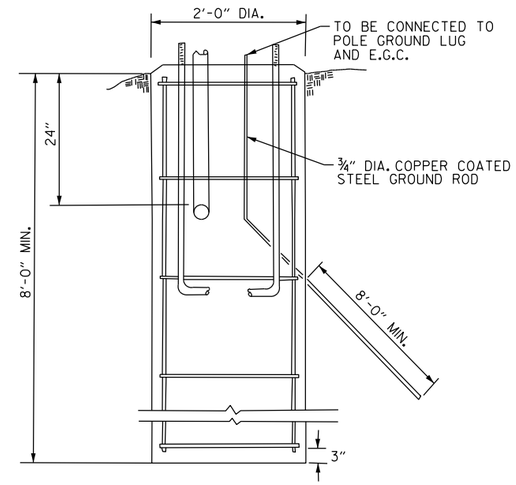


NOTE: DOOR OPENING APPROX. 7" X 8" X 10.5" TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

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

TYPICAL BREAKAWAY TRANSFORMER BASE

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.



ROADWAY LUMINAIRE POLE FOUNDATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026

LOCATION:	HIGHWAY 10; HIGHWAY 365
CITY:	LITTLE ROCK; NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: N/A DRAWN BY: MEW

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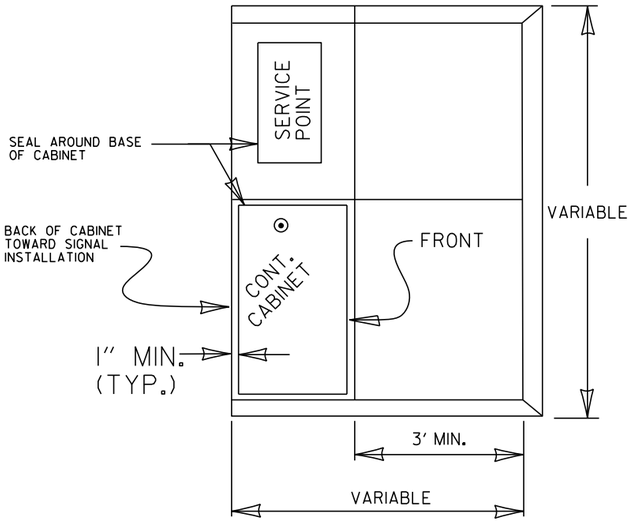
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	41	87
		ILLUMINATION DETAILS				

SIGNAL CONTROLLER CABINET AND SERVICE POINT DETAILS

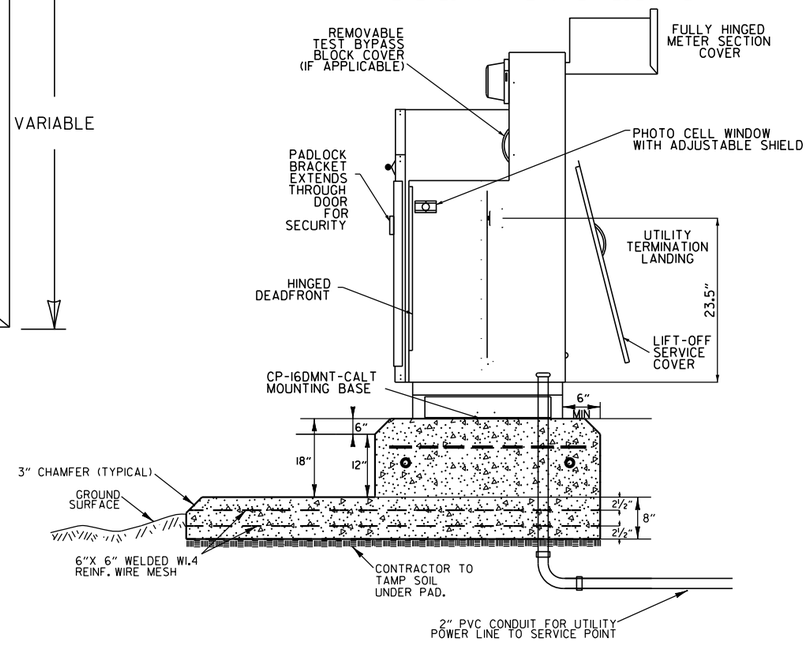
AERIAL VIEW



SERVICE POINT

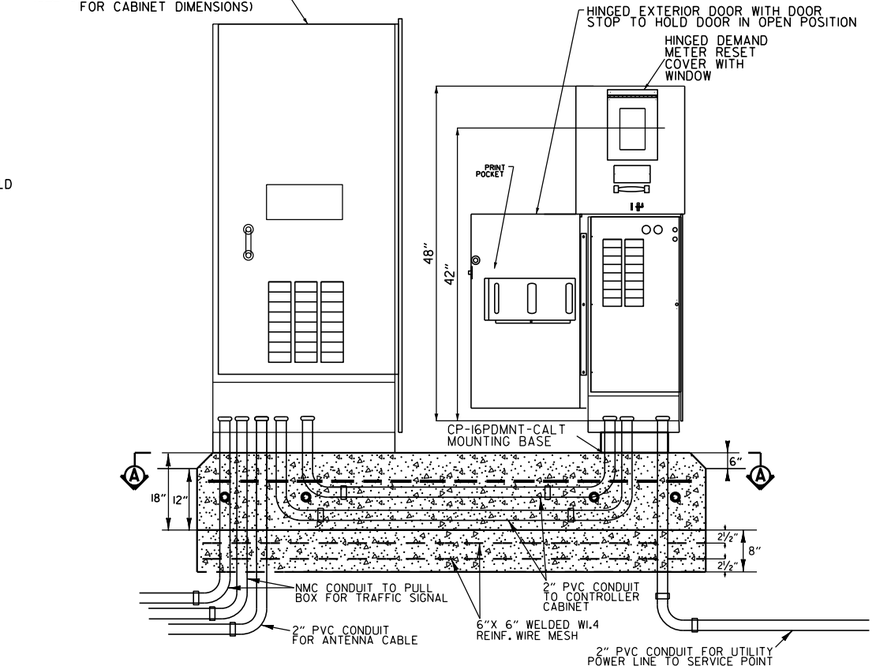
SIDE VIEW

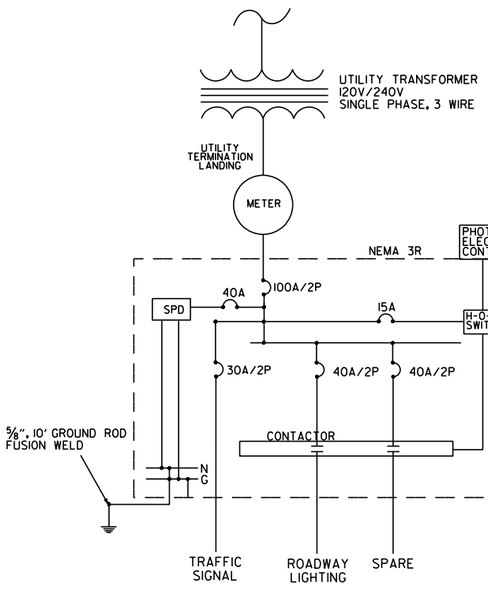
METERED COMMERCIAL PEDESTAL



SIGNAL CABINET AND SERVICE POINT

FRONT VIEW

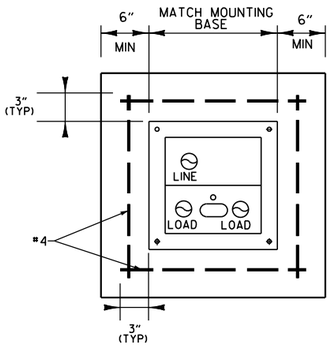




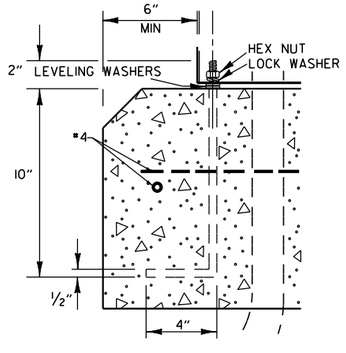
ONE-LINE DIAGRAM

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

•SERVICE POINT TO BE MOUNTED ON SAME PAD AS CONTROLLER



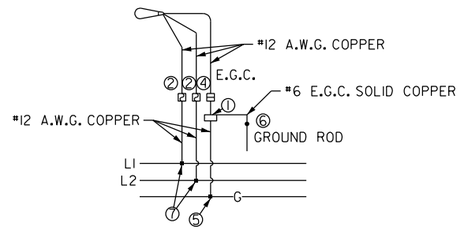
SECTION A-A



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 10; HIGHWAY 365
CITY:	LITTLE ROCK; NORTH LITTLE ROCK
COUNTY:	PULASKI
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		6	ARK.	061921	42	87
		TRAFFIC SIGNAL NOTES				

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.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

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.

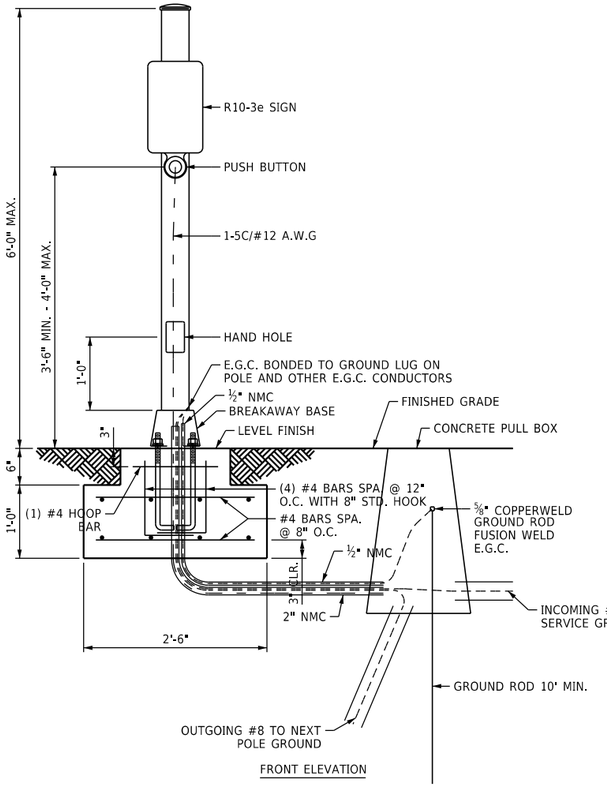
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.

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.

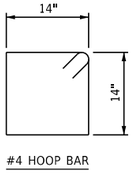
35. ALL SIGNAL HEADS AND SIGNS ON THE TEMPORARY SPAN WIRE SHALL HAVE AN ADDITIONAL TETHER WIRE (NOT SHOWN ON SD-7) AT THE BOTTOM CHORD TO MINIMIZE MOVEMENT DUE TO WIND EFFECTS. THE BOTTOM TETHER, HARDWARE, BRACKETS, AND MATERIALS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY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

LOCATION: HIGHWAY 10; HIGHWAY 365
CITY: LITTLE ROCK; NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

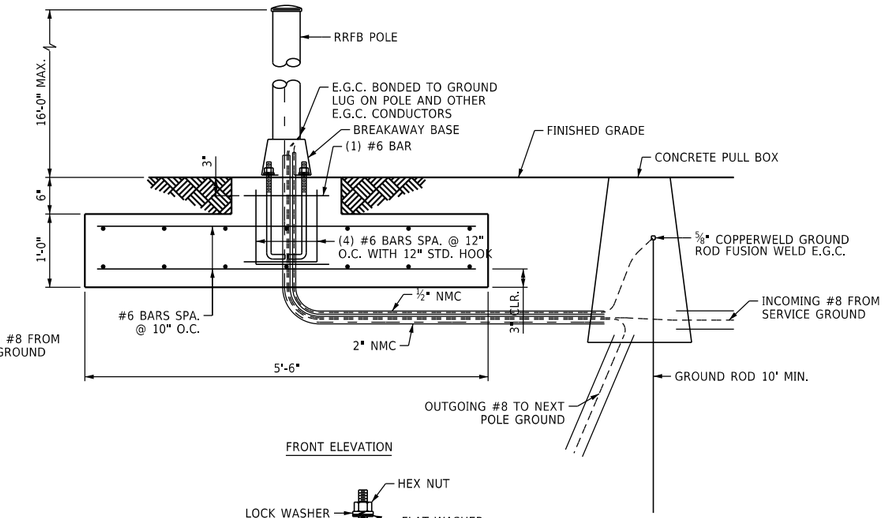
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	43	87
		FOUNDATION DETAILS				



FRONT ELEVATION



#4 HOOP BAR



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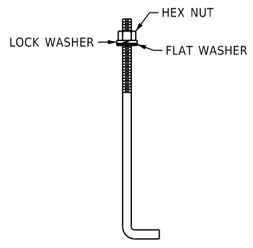
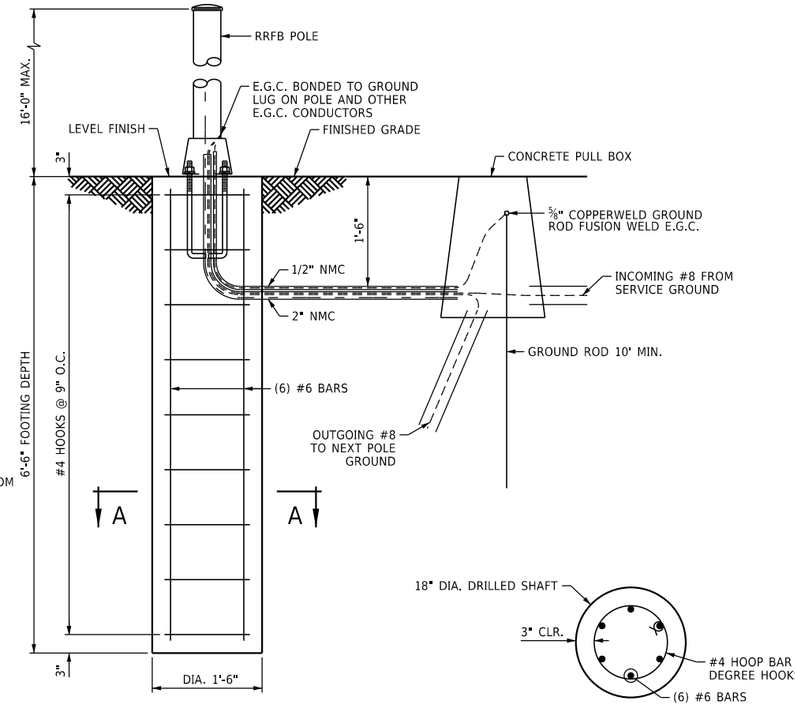
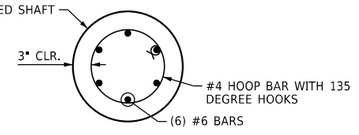


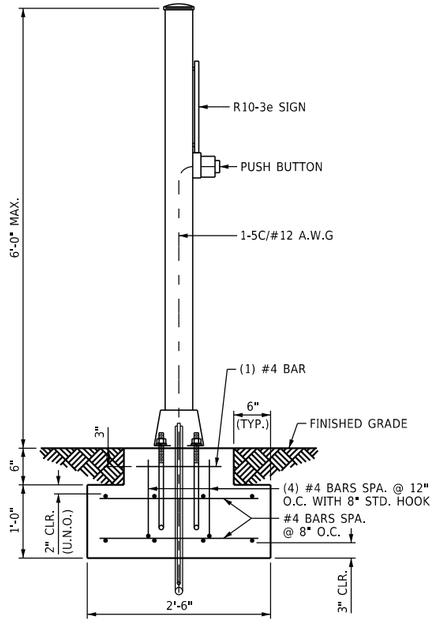
ANCHOR BOLT



ELEVATION

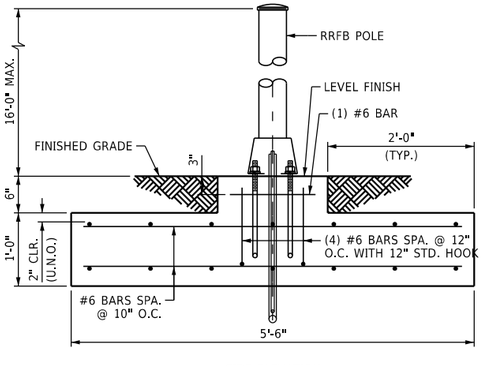


SECTION A-A



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

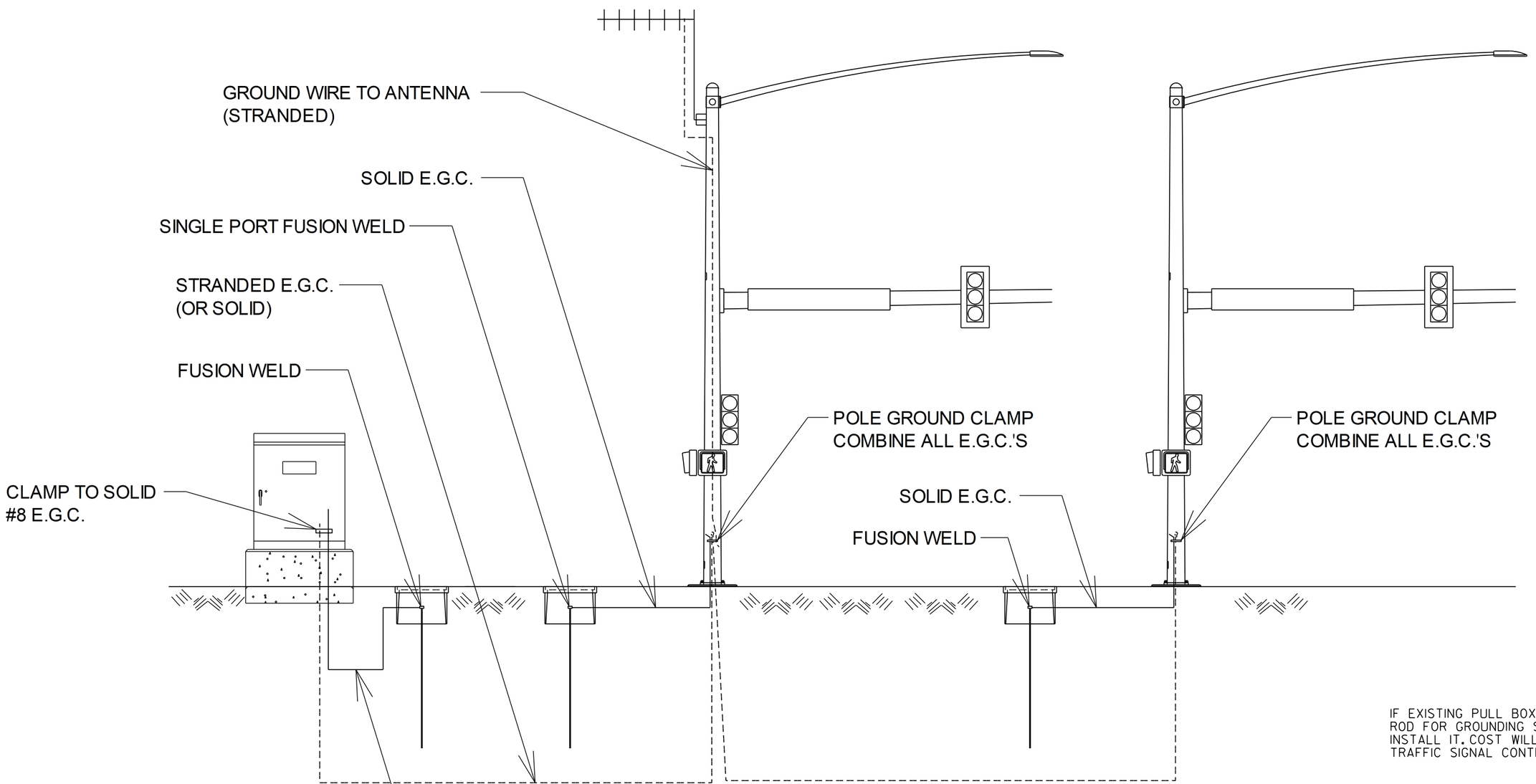
LOCATION:	HIGHWAY 10; HIGHWAY 365
CITY:	LITTLE ROCK; NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: N/A DRAWN BY: MEW

7/31/2026 10:51:24 AM
...\061921 Illumination Notes.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	44	87
		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 10; HIGHWAY 365
CITY: LITTLE ROCK; NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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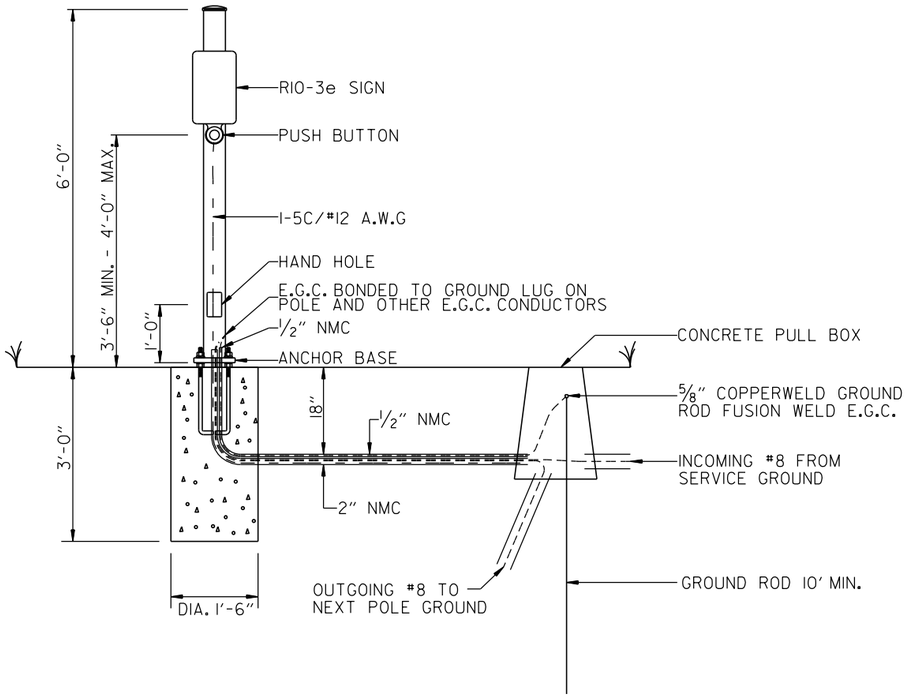
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	45	87
		PEDESTRIAN PUSH BUTTON DETAIL				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER



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.

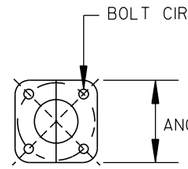
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

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

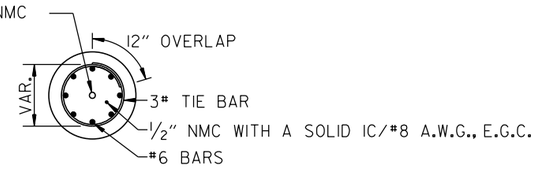
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES, ITEM 715 FOR PEDESTAL POLES, AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR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

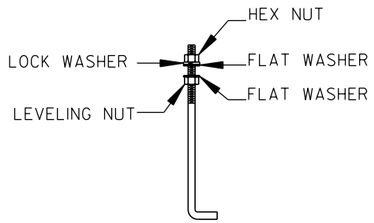
POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 3/8" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

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

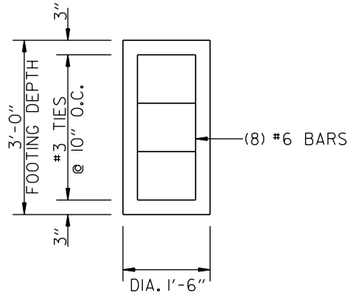


ANCHOR BASE
N.T.S.

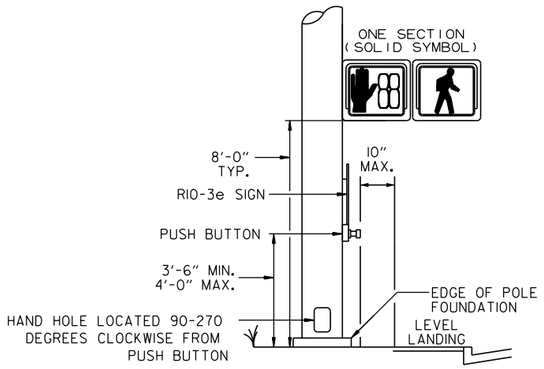


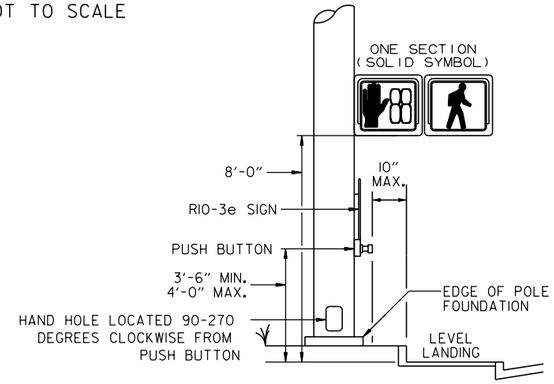


ANCHOR BOLT
N.T.S.



PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON MOUNTING REQUIREMENTS
NOT TO SCALE

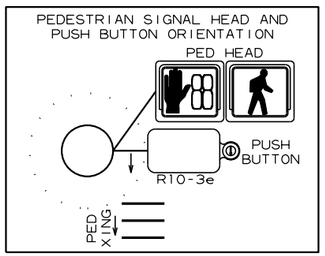




PEDESTRIAN SIGNAL NOTES:

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.

PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON ORIENTATION



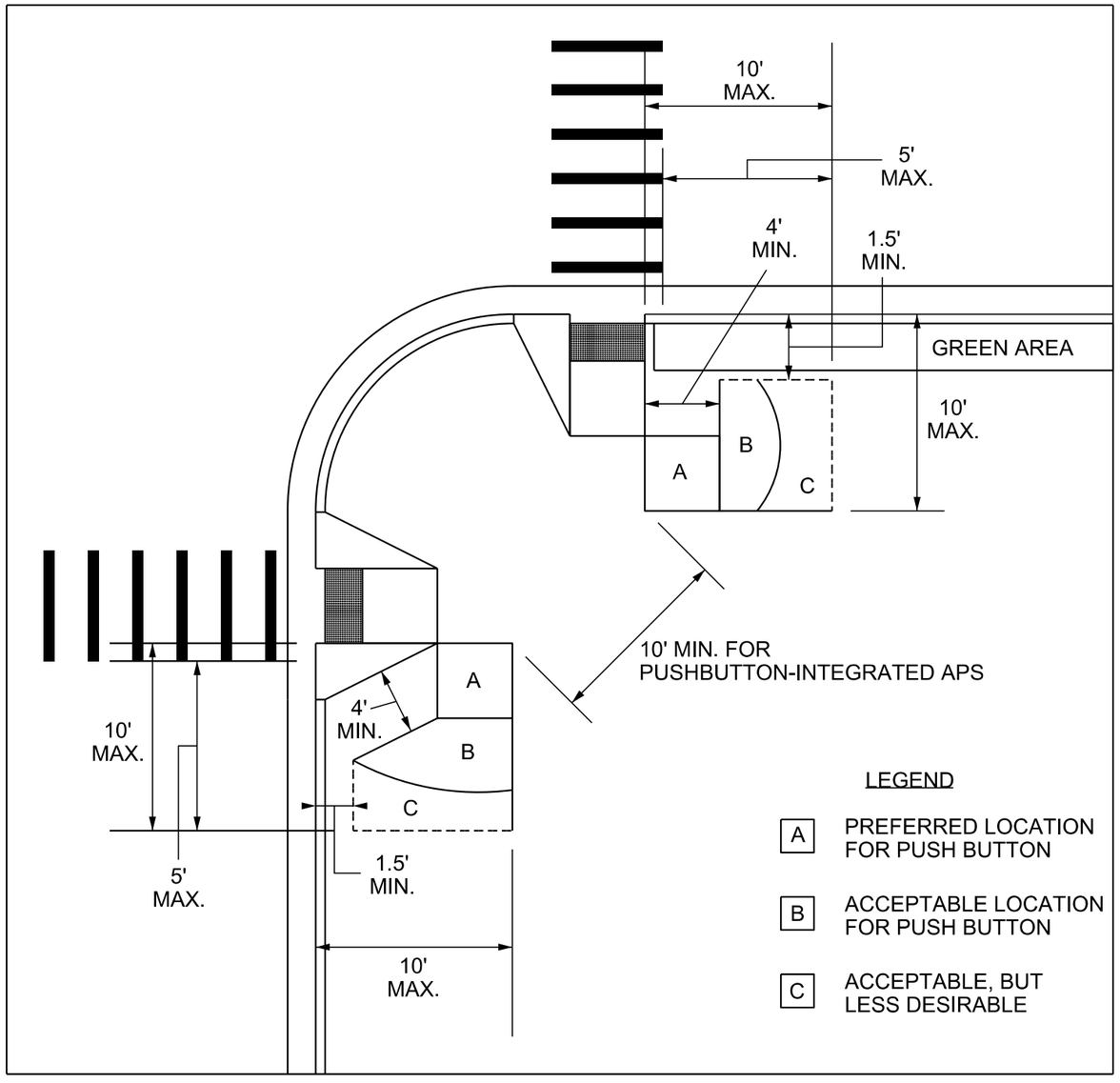
LOCATION:	HIGHWAY 10; HIGHWAY 365			
CITY:	LITTLE ROCK; NORTH LITTLE ROCK			
COUNTY:	PULASKI			
DISTRICT:	6	SCALE: N/A	DRAWN BY:	MEW

7/24/2026 8:55:00 AM
...\061921 Illumination Notes.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	46	87
		PUSH BUTTON PLACEMENT DETAIL				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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 PEDESTRIAN 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 10; HIGHWAY 365
CITY: LITTLE ROCK; NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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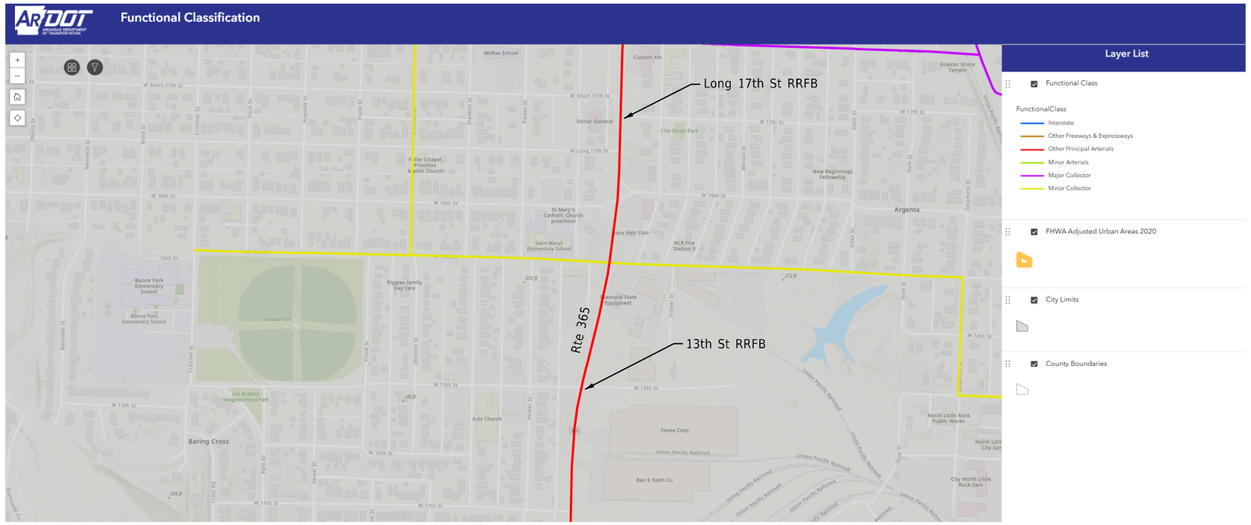
...\061921 Illumination Notes.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	47	87
		HIGHWAY 365 & HIGHWAY 10 PHOTOMETRICS				

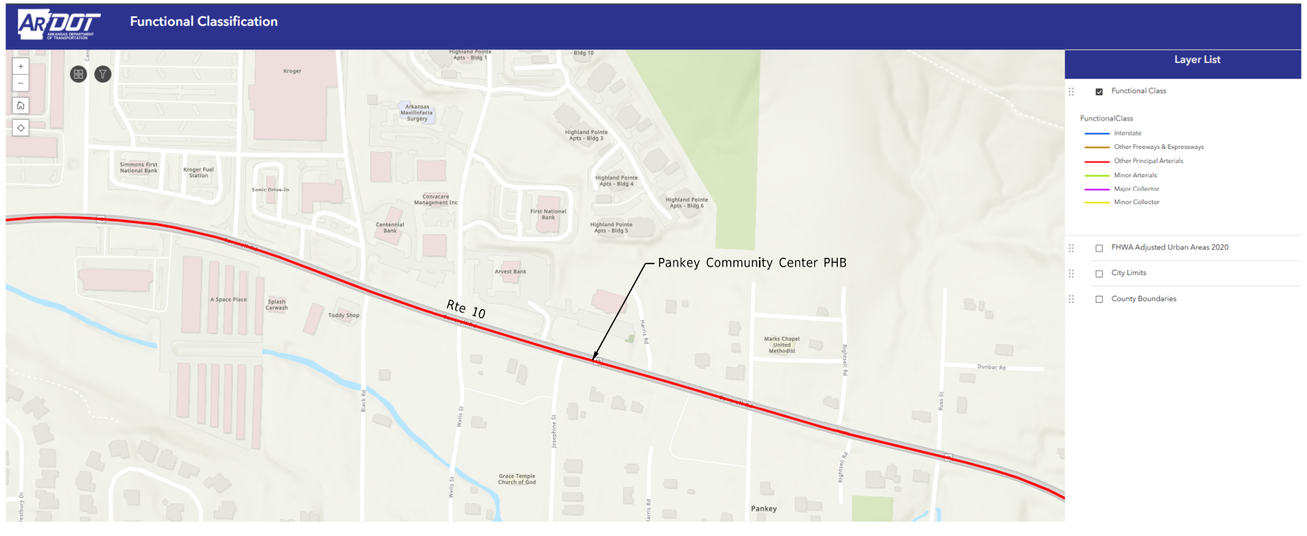
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026



ARDOT GIS Roadway Functional Classification Map - Rte 365

Roadway Functional Classifications (Per ARDOT GIS)

- Hwy 365 Classification = "Other Principal Arterial" = Major
- Hwy 10 Classification = "Other Principal Arterial" = Major
- 13th Street Classification = "City Street" = Local
- Long 17th Street Classification = "City Street" = Local



ARDOT GIS Roadway Functional Classification Map - Rte 10

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)

ARDOT Rte 365 (North Little Rock) & 10 (Little Rock) - Photometrics Basis of Design

LOCATION: HIGHWAY 10; HIGHWAY 365
CITY: LITTLE ROCK AND NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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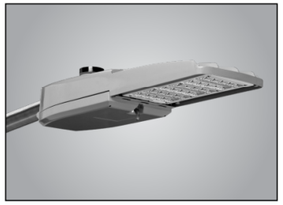
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	48	87
		HIGHWAY 365 & HIGHWAY 10 PHOTOMETRICS				

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

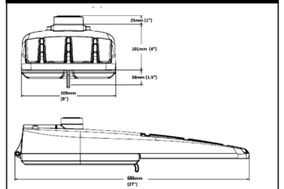
Autobahn Series ATB0
Roadway Lighting

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.

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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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 crisp, 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 AO 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.

Autobahn Series ATB0
Roadway Lighting

ORDERING INFORMATION

ATBO	P304	MVOLT	R3
Series	LED Performance Package	Voltage	Optics

Series
- **ATBO** Autobahn LED Roadway

LED Performance Package
- **P201** 5,369 lumens nominal[4]
- **P202** 6,943 lumens nominal[4]
- **P203** 10,056 lumens nominal
- **P204** 12,176 lumens nominal
- **P205** 13,767 lumens nominal
- **P301** 10,367 lumens nominal
- **P302** 12,105 lumens nominal
- **P303** 15,351 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

Voltage
- **MVOLT** Multi-volt, 120V - 277V
- **347** 347V[1]
- **480** 480V[1]
- **XVOLT** 277V-480V[7]

Optics
- **R2** Roadway Type II
- **R3** Roadway Type III
- **R3L** Roadway Type III Long
- **R4** Roadway Type IV[3]
- **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.
- **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[6]
- **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)[2]
- **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** Job Pack (42/Pallet)

Accessories:
House Side Shields for field installation
- **ATBOP20XR2R3LR5HSS** for use with P201 - P205, R2, R3L & R5 distributions
- **ATBOP20XR3R4HSS** for use with P201 - P205, R3 & R4 distributions
- **ATBOP30XR2R3LR5HSS** for use with P301 - P305, R2, R3L & R5 distributions
- **ATBOP30XR3HSS** for use with P301 - P305, R3 distribution
- **ATBOP30XR4HSS** for use with P301 - P305, R4 distribution
- **ATBOP45XR2R3LR5HSS** for use with P451 - P457, R2, R3L & R5 distributions
- **ATBOP45XR3HSS** for use with P451 - P457, R3 distribution

Light Trespass Shield
- **ATBOULTS** ATB0 Universal Light Trespass Shield

ATB Decorative Arms (cast aluminum)
- **ATBODECOS XX** ATB Decorative Arm for Square Pole Painted to match fixture
- **ATBODECOR 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 Headquarters, 1 Acuity Way, Decatur, GA 30035
www.americanelectriclighting.com Phone: 1-866-HOLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com

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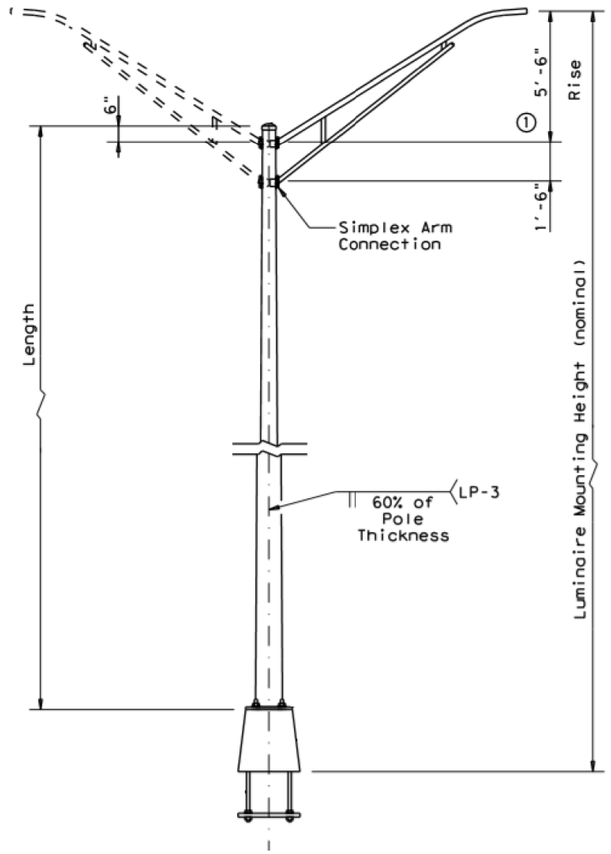
Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

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 365 (North Little Rock) & 10 (Little Rock) - Photometrics Basis of Design

LOCATION:	HIGHWAY 10; HIGHWAY 365
CITY:	LITTLE ROCK AND NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	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.	061921	49	87
		TRAFFIC SIGNAL QUANTITIES - PLEASANT RIDGE				

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	POLE MOUNTED ASSEMBLY	4	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	810	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	840	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	130	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	35	LIN. FT.
710	NON-METALLIC CONDUIT (3")	200	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	VIDEO DETECTOR ROTATION	3	EACH

INSTALL PROPOSED POLES H, I, & J, COUNTDOWN PEDESTRIAN SIGNAL HEADS 21-24, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 9 WHICH IS TO BE A TYPE 2 HD PULL BOX. MAINTAIN THE EXISTING VIDEO 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 10 AND PLEASANT RIDGE ROAD
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

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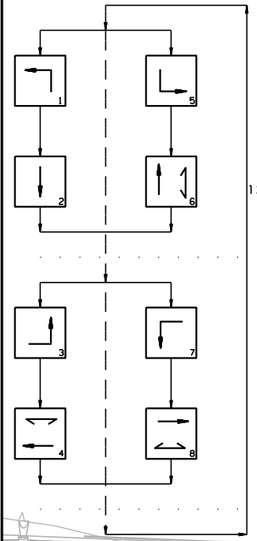
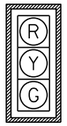
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	50	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

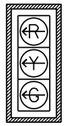


SIGNAL FACES

12" LENSES



3 & 4 (EXISTING)
6, 7, 8, & 18 (EXISTING)
10 & 11 (EXISTING)
13, 14, 15, 16, & 17 (EXISTING)



1 & 2 (EXISTING)
5 (EXISTING)
9 (EXISTING)
12 (EXISTING)

ONE SECTION
(SOLID SYMBOL)

19 & 20 (EXISTING)
21 & 22 (NEW)
23 & 24 (NEW)

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.

HIGHWAY 10 AND PLEASANT RIDGE ROAD
POLE LOCATIONS

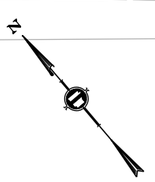
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	EXISTING		
F	EXISTING		
G	EXISTING		
H	HWY. 10 - STA. 182+52.45	60.75' LT.	1191695.76, 2087296.42
I	HWY. 10 - STA. 183+20.46	65.50' LT.	1191751.02, 2087256.51
J	HWY. 10 - STA. 183+43.65	56.49' RT.	1191690.69, 2087147.97

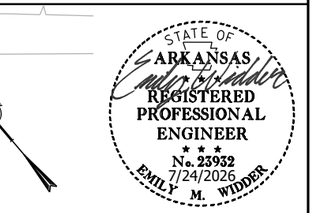
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

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

POLE H FOUNDATION SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.

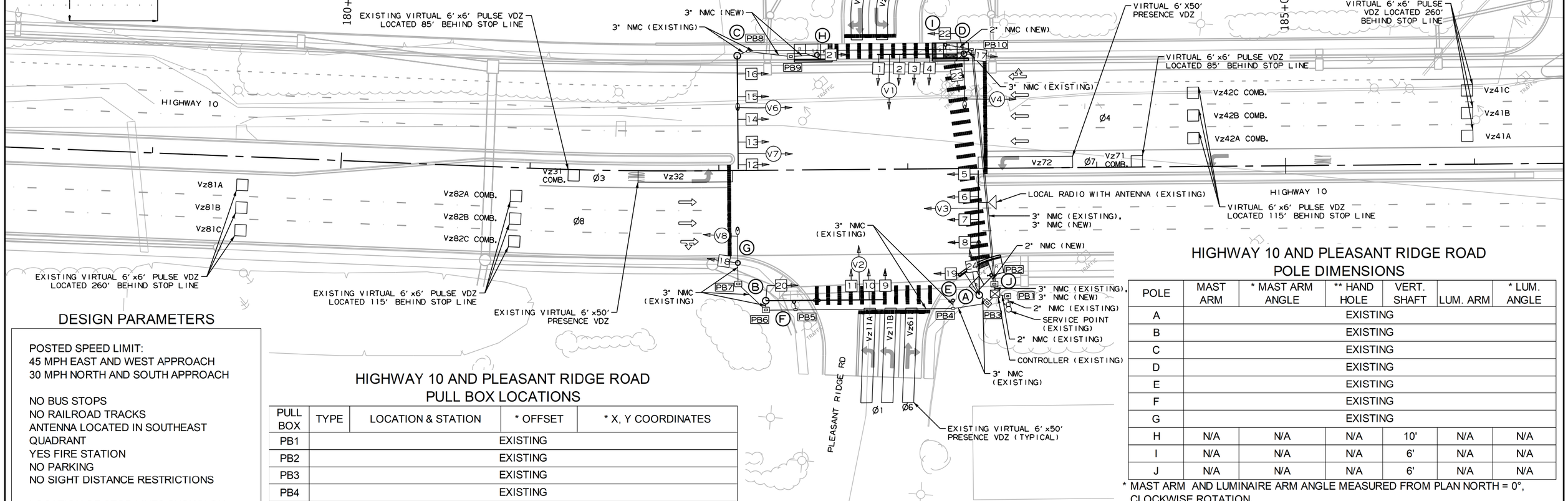
REFER TO FOUNDATION 1 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE J





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.



DESIGN PARAMETERS

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

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN SOUTHEAST 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
POLE H HAS CLEAR ZONE DISTANCE BETWEEN 1.5 FEET AND 4 FEET BEHIND CURB.

HIGHWAY 10 AND PLEASANT RIDGE ROAD
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			
PB8	EXISTING			
PB9	2 HD	HWY. 10 - STA. 182+38.58	60.04' LT.	1191684.65, 2087304.77
PB10	EXISTING			

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

DETECTOR SPACING CHART

HIGHWAY 10 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
PLEASANT RIDGE ROAD VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 10 AND PLEASANT RIDGE 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	EXISTING					
G	EXISTING					
H	N/A	N/A	N/A	10'	N/A	N/A
I	N/A	N/A	N/A	6'	N/A	N/A
J	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 10 AND PLEASANT RIDGE ROAD
CITY:	LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: 1"=50' DRAWN BY: MEW

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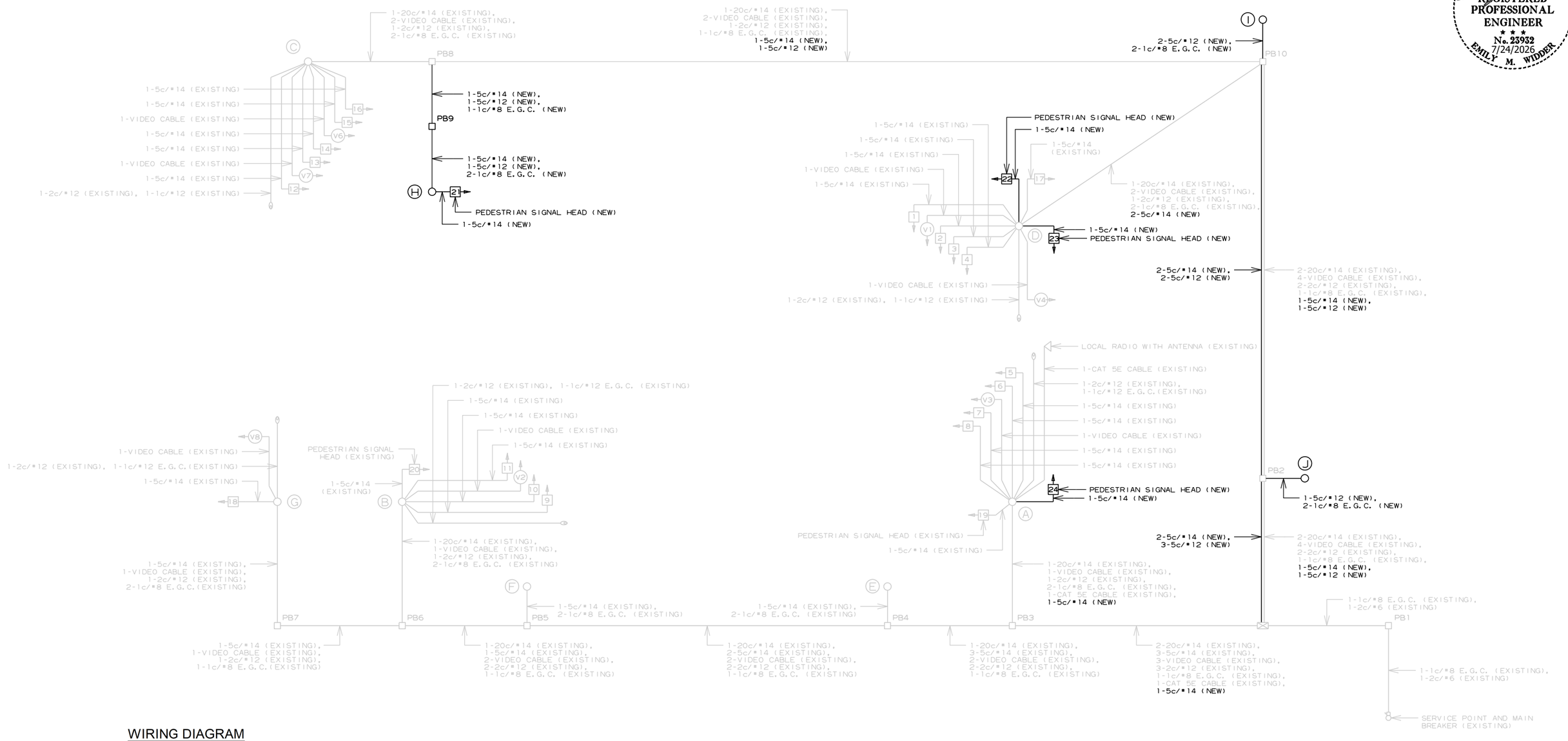
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	51	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. EGC 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 10 AND PLEASANT RIDGE ROAD
CITY:	LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: NA DRAWN BY: MEW

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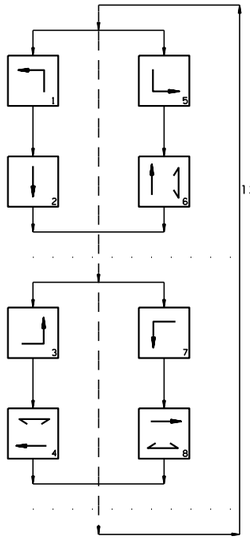
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	52	87
		SIGNALIZATION PLAN SHEET				

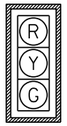
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

PHASING DIAGRAM

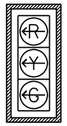


SIGNAL FACES

12" LENSES



3 & 4 (EXISTING)
6, 7, 8, & 18 (EXISTING)
10 & 11 (EXISTING)
13, 14, 15, 16, & 17 (EXISTING)



1 & 2 (EXISTING)
5 (EXISTING)
9 (EXISTING)
12 (EXISTING)

ONE SECTION
(SOLID SYMBOL)

19 & 20 (EXISTING)
21 & 22 (NEW)
23 & 24 (NEW)

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.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921											
HIGHWAY 10 AND PLEASANT RIDGE ROAD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz11 A&B	NB LEFT TURN	EXISTING								CAMERA V1	EXISTING
Vz21	SB THROUGH	EXISTING								CAMERA V2	EXISTING
Vz31	EB LEFT TURN FAR	EXISTING								CAMERA V3	EXISTING
Vz32	EB LEFT TURN	EXISTING								CAMERA V3	EXISTING
Vz41 A,B,&C	WB ADVANCE	EXISTING								CAMERA V4 - ADJUSTED	EXISTING
Vz42 A,B,&C	WB NEAR	EXISTING								CAMERA V6 - ADJUSTED	EXISTING
Vz51	SB LEFT TURN	EXISTING								CAMERA V2	EXISTING
Vz61	NB THROUGH	EXISTING								CAMERA V1	EXISTING
Vz71	WB LEFT TURN FAR	EXISTING								CAMERA V7 - ADJUSTED	EXISTING
Vz72	WB LEFT TURN	EXISTING								CAMERA V7 - ADJUSTED	EXISTING
Vz81 A,B,&C	EB ADVANCE	EXISTING								CAMERA V8	EXISTING
Vz82 A,B,&C	EB NEAR	EXISTING								CAMERA V3	EXISTING
PB4 A&B	PLEASANT RIDGE RD. N. LEG	PED.				P4	4				
PB6 A&B	HWY. 10 E. LEG	PED.				P6	6				
PB8 A&B	PLEASANT RIDGE RD. S. LEG	EXISTING									
					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
Vz41 A,B,&C, Vz42 A,B,&C, Vz71, AND Vz72 LOCATIONS ARE TO BE ADJUSTED TO NEW STOP LINE LOCATION.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 10 AND PLEASANT RIDGE 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 & 2	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
3 & 4	R	R	G	**	R	R	G	**	R	R	R	R	R	R	R	R		R
5	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
6, 7, 8 & 18	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**		R
9	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~		~~R~~
10 & 11	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R		R
12	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~		~~R~~
13, 14, 15, 16 & 17	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**		R
19 & 20	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	W	FDW		BLK
21 & 22	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	W	FDW		BLK
23 & 24	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW		BLK

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

LOCATION: HIGHWAY 10 AND PLEASANT RIDGE ROAD
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	53	87
		TRAFFIC SIGNAL QUANTITIES - PANKEY COMM. CTR.				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07/24/2026
JOHN P. HERRMAN

TRAFFIC SIGNAL 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)	58	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	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.)	299	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	224	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	194	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	258	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")	153	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	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 (26')	2	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 10 AND PANKEY COMMUNITY CENTER
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

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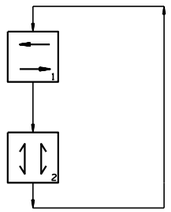
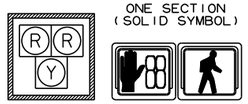
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	54	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1 & 2
3 & 4

ONE SECTION
(SOLID SYMBOL)

5 & 6

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.

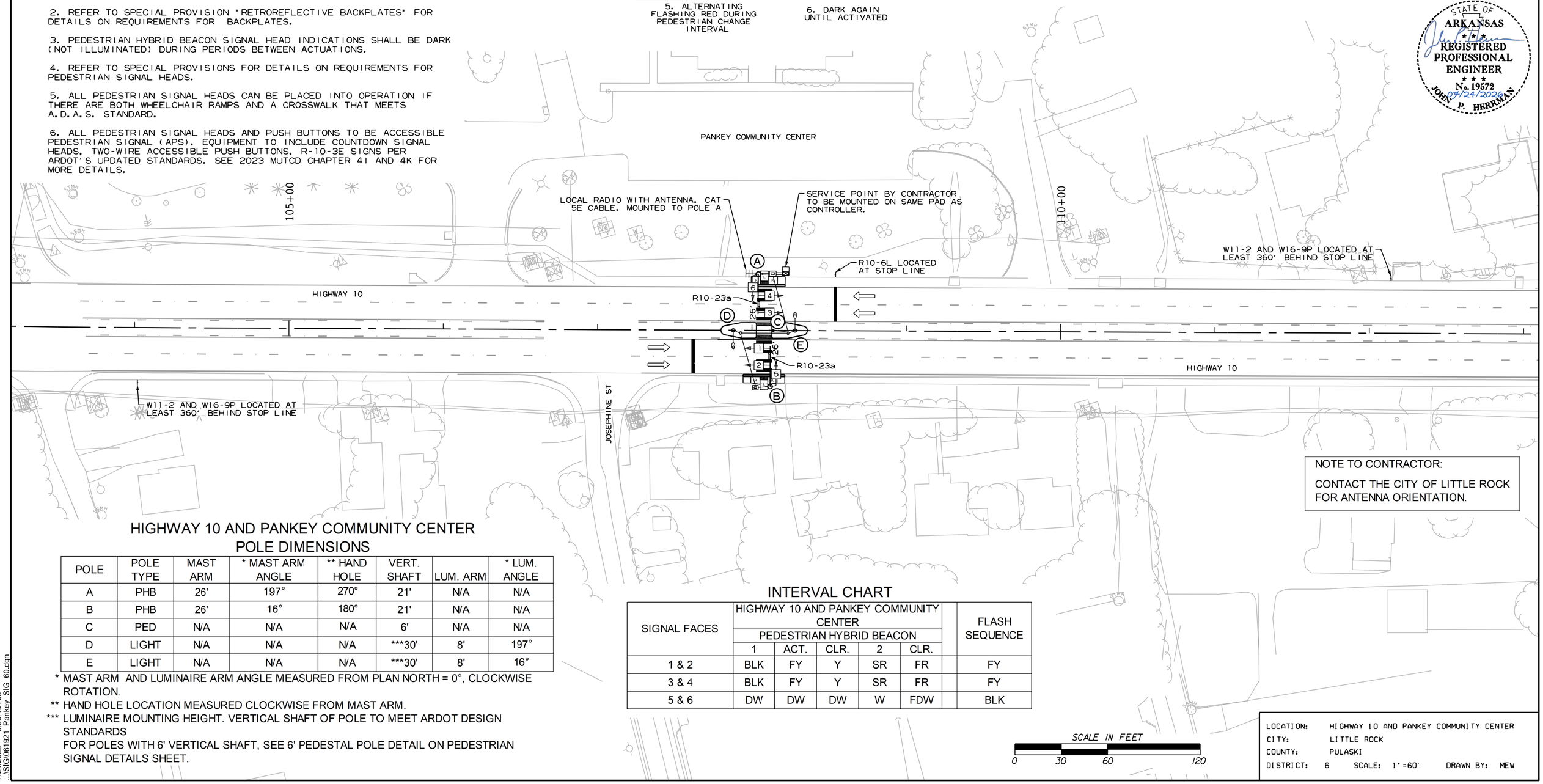
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

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

4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON 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.



NOTE TO CONTRACTOR:

CONTACT THE CITY OF LITTLE ROCK FOR ANTENNA ORIENTATION.

HIGHWAY 10 AND PANKEY COMMUNITY CENTER
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PHB	26'	197°	270°	21'	N/A	N/A
B	PHB	26'	16°	180°	21'	N/A	N/A
C	PED	N/A	N/A	N/A	6'	N/A	N/A
D	LIGHT	N/A	N/A	N/A	***30'	8'	197°
E	LIGHT	N/A	N/A	N/A	***30'	8'	16°

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

INTERVAL CHART

SIGNAL FACES	HIGHWAY 10 AND PANKEY COMMUNITY CENTER 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

SCALE IN FEET
0 30 60 120

LOCATION: HIGHWAY 10 AND PANKEY COMMUNITY CENTER
CITY: LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: MEW

STATE OF ARKANSAS
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No. 23932
7/24/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07/24/2026
JOHN P. HERRMAN

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	55	87
		SIGNALIZATION PLAN SHEET				

HIGHWAY 10 AND PANKEY COMMUNITY CENTER
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 10 - STA. 108+03.88	36.50' LT.	1184708.59, 2089481.12
B	HWY. 10 - STA. 108+11.88	36.27' RT.	1184695.75, 2089409.05
C	HWY. 10 - STA. 108+13.63	0.00'	1184707.66, 2089443.36
D	HWY. 10 - STA. 107+87.88	0.00'	1184682.95, 2089450.62
E	HWY. 10 - STA. 108+27.88	0.00'	1184721.33, 2089439.34

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.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 10 - STA. 108+58.56	36.87' LT.	1184725.79, 2089476.45

* CENTER OF CABINET

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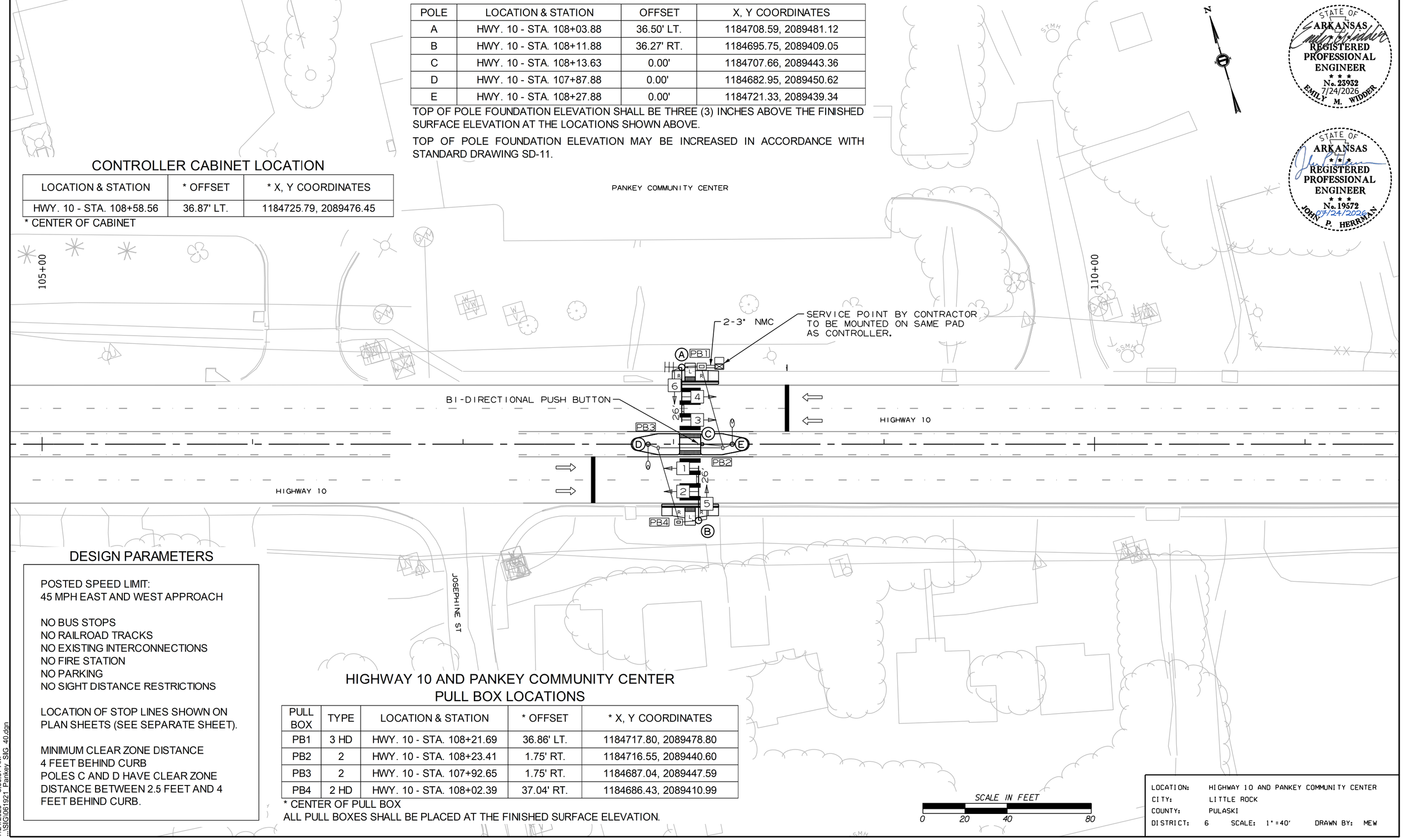

PANKEY COMMUNITY CENTER
105+00
110+00
2-3" NMC
SERVICE POINT BY CONTRACTOR TO BE MOUNTED ON SAME PAD AS CONTROLLER.
BI-DIRECTIONAL PUSH BUTTON
HIGHWAY 10
HIGHWAY 10
JOSEPHINE ST
PB1
PB2
PB3
PB4
A
B
C
D
E
102
102
6
4
3
1
2
5
SSMH
SSMH
SSMH
GM
GM
W
W
W

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	56	87
		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	NORTH SIDE	120/240 VAC	60A	#6	3"	LIGHTING + PHB

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

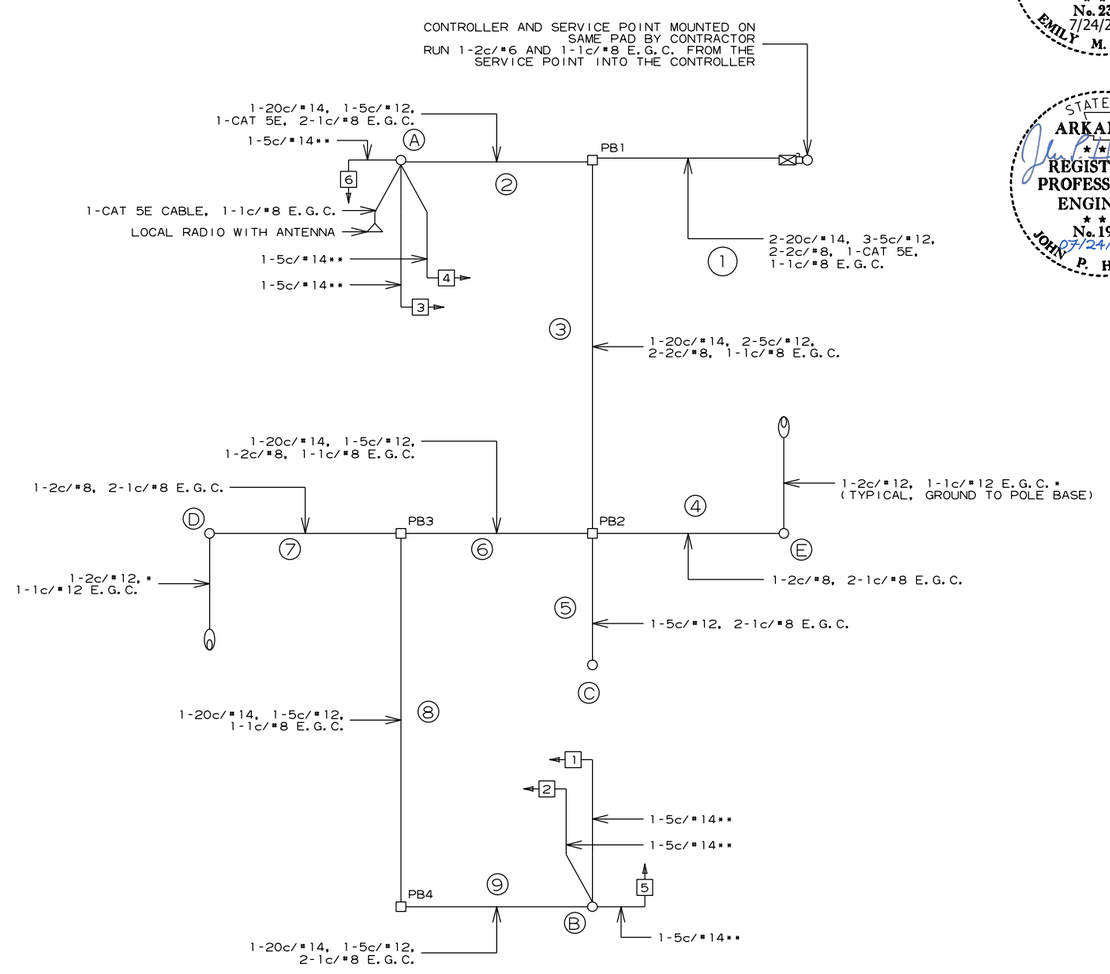
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT D	119	#8/#12 AWG	240	1	USE-2/UF	0.11	.52	0.09	2P/15
LGT E	155	#8/#12 AWG	240	1	USE-2/UF	0.09	.52	0.11	2P/15

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-IC/#8 A.W.G. E.G.C.	2OC/#14 A.W.G. 5C#12 A.W.G. #8 A.W.G. E.G.C.	2-2OC/#14 A.W.G. 3-5C#12 A.W.G. 2-2C/#8 A.W.G. 1-IC/#8 A.W.G. E.G.C.	2OC/#14 A.W.G. 2-5C#12 A.W.G. 2-2C/#8 A.W.G. #8 A.W.G. E.G.C.	2OC/#14 A.W.G. 5C#12 A.W.G. 2C/#8 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-IC/#8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	1-5C/#12 A.W.G. 2-IC/#8 A.W.G. E.G.C.	5C/#14 A.W.G.		2"	3"			
1			22									9	20.69%	40%	
2	15								112••			10	9.07%	40%	
3				44								40	13.15%	40%	
4						8	45•			5			6.76%	40%	
5								12				8	3.32%	40%	
6					36							30	9.84%	40%	
7						8	45•			5			6.76%	40%	
8		40										36	8.31%	40%	
9	15								112••			10	9.07%	40%	

• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

•• SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN



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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. EGC 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 10 AND PANKEY COMMUNITY CENTER		
CITY:	LITTLE ROCK		
COUNTY:	PULASKI		
DISTRICT: 6	SCALE: N/A	DRAWN BY: MEW	

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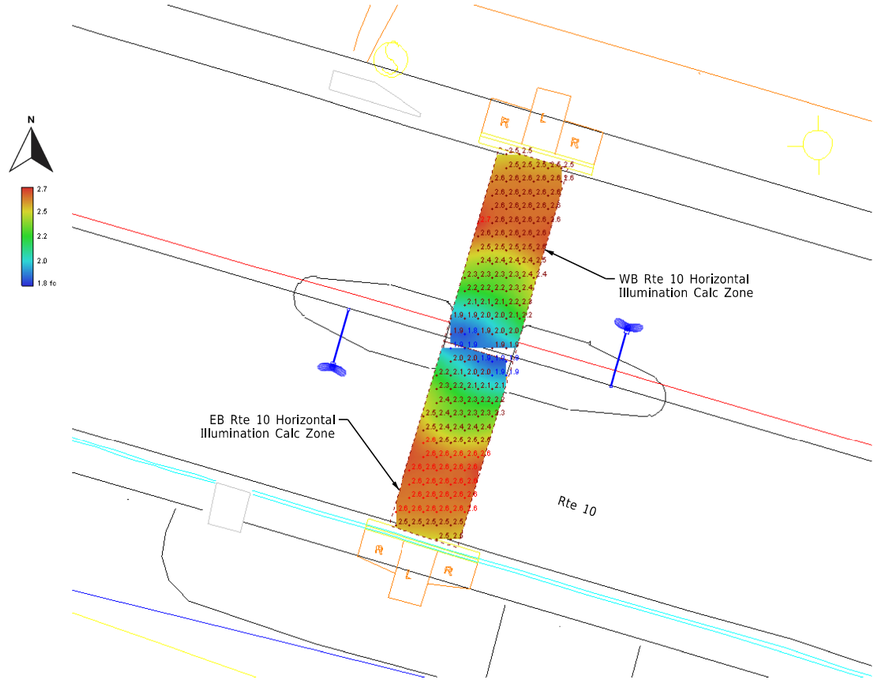
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	57	87
		HIGHWAY 10 PHOTOMETRICS				



Rte 10 @ Pankey Community Center - Photometrics Plan View

EB Rte 10 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.6	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	3.1	fc
Minimum	1.1	fc
Max/Min	2.8:1	
Average/Min	1.8:1	

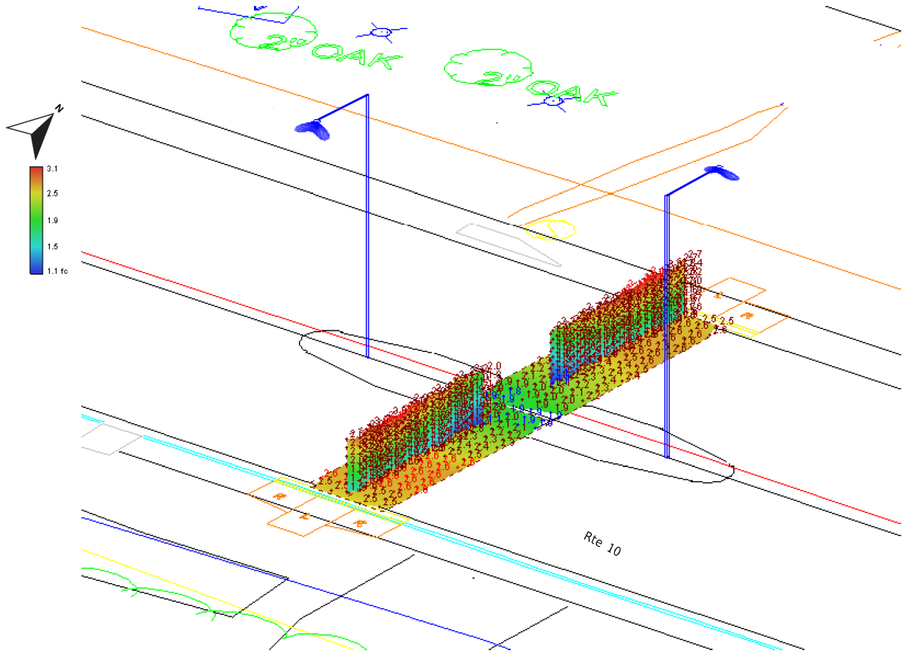
WB Rte 10 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.7	fc
Minimum	1.8	fc
Max/Min	1.5:1	
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



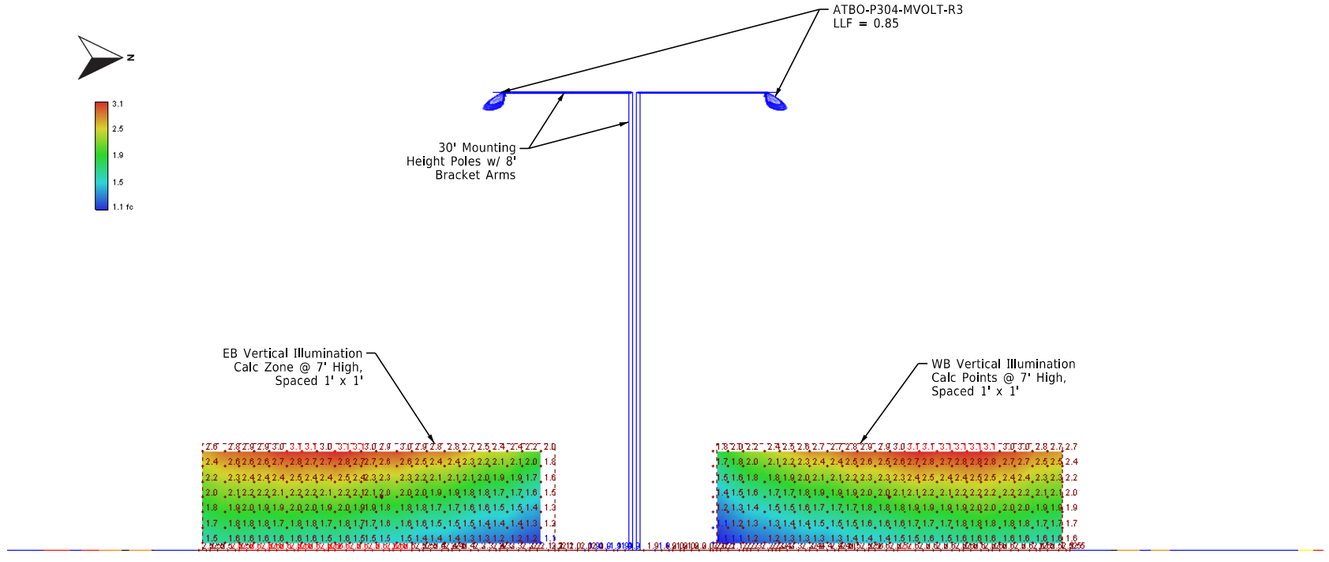
Rte 10 @ Pankey Community Center - Photometrics Orthogonal View

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 10 @ Pankey Community Center - Photometrics Section View (Looking Westbound)

ARDOT Rte 10 At Pankey Community Center - Photometrics Basis of Design

LOCATION:	HIGHWAY 10 AND PANKEY COMMUNITY CENTER				
CITY:	LITTLE ROCK				
COUNTY:	PULASKI				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	58	87
		TRAFFIC SIGNAL QUANTITIES - W 8TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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.)	1415	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1390	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	845	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	LIN. FT.
710	NON-METALLIC CONDUIT (3")	335	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	6	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

REMOVE EXISTING PULL BOX 4, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES G, H, I, J, K, & L, COUNTDOWN PEDESTRIAN SIGNAL HEADS 11-16, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 5 & 11 WHICH ARE TO BE TYPE 2 PULL BOXES, AND INSTALL PULL BOXES 7 & 8 WHICH ARE TO BE TYPE 2 HD PULL BOXES. 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.

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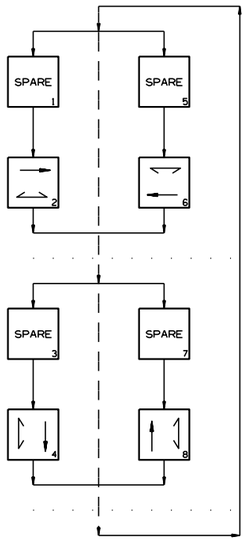
LOCATION: HIGHWAY 365 AND W 8TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

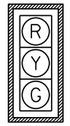
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	59	87
		SIGNALIZATION PLAN SHEET				

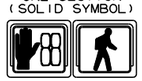
PHASING DIAGRAM



SIGNAL FACES

12" LENSES





ONE SECTION (SOLID SYMBOL)

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

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

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.

DETECTOR SPACING CHART

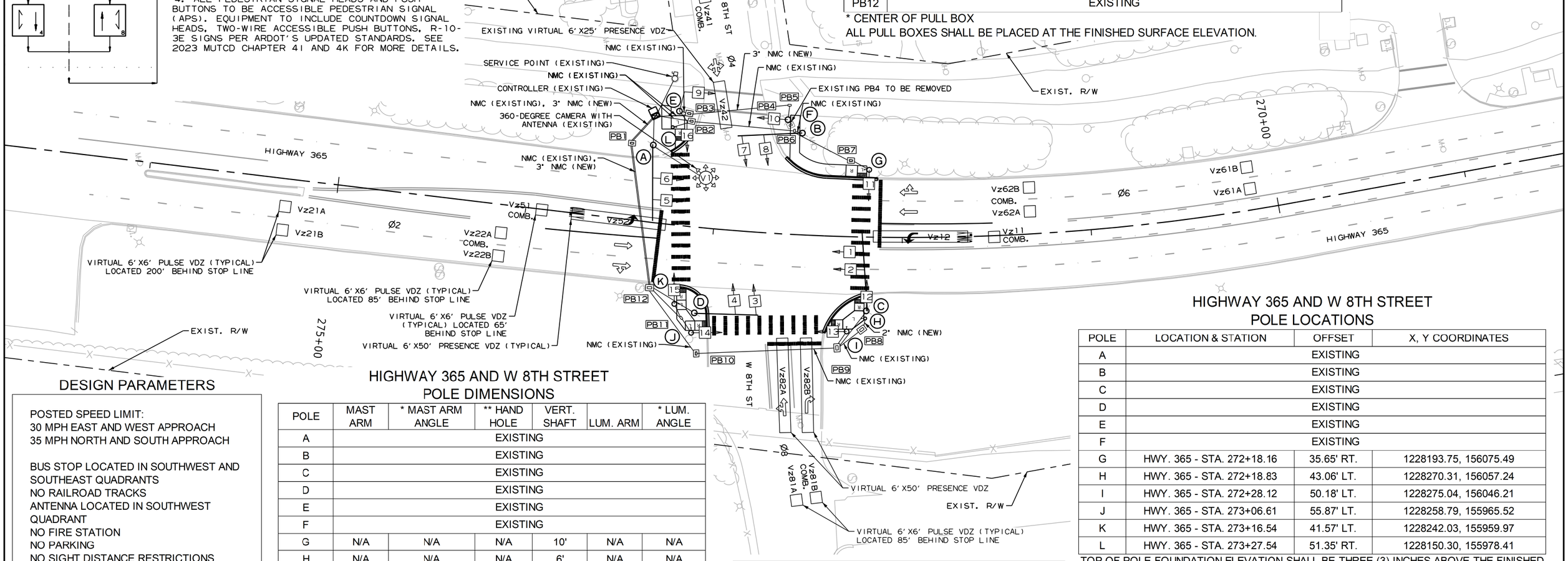
HIGHWAY 365 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
W 8TH STREET VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

HIGHWAY 365 AND W 8TH STREET PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	EXISTING			
PB4	EXISTING TO BE REMOVED			
PB5	2	HWY. 365 - STA. 272+63.59	68.21' RT.	1228151.65, 156041.30
PB6	EXISTING			
PB7	2 HD	HWY. 365 - STA. 272+28.27	40.33' RT.	1228186.96, 156067.03
PB8	2 HD	HWY. 365 - STA. 272+20.46	48.99' LT.	1228275.72, 156054.25
PB9	EXISTING			
PB10	EXISTING			
PB11	2	HWY. 365 - STA. 273+12.30	48.57' LT.	1228250.03, 155962.04
PB12	EXISTING			

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

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

BUS STOP LOCATED IN SOUTHWEST AND SOUTHEAST QUADRANTS
NO RAILROAD TRACKS
ANTENNA LOCATED IN SOUTHWEST QUADRANT
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 G HAS CLEAR ZONE DISTANCE BETWEEN 3 FEET AND 4 FEET BEHIND CURB.

HIGHWAY 365 AND W 8TH 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	EXISTING					
F	EXISTING					
G	N/A	N/A	N/A	10'	N/A	N/A
H	N/A	N/A	N/A	6'	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
K	N/A	N/A	N/A	10'	N/A	N/A
L	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.

NOTES TO CONTRACTOR:

1. V1 IS AN EXISTING 360-DEGREE CAMERA MOUNTED TO POLE A.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

HIGHWAY 365 AND W 8TH STREET POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	EXISTING		
F	EXISTING		
G	HWY. 365 - STA. 272+18.16	35.65' RT.	1228193.75, 156075.49
H	HWY. 365 - STA. 272+18.83	43.06' LT.	1228270.31, 156057.24
I	HWY. 365 - STA. 272+28.12	50.18' LT.	1228275.04, 156046.21
J	HWY. 365 - STA. 273+06.61	55.87' LT.	1228258.79, 155965.52
K	HWY. 365 - STA. 273+16.54	41.57' LT.	1228242.03, 155959.97
L	HWY. 365 - STA. 273+27.54	51.35' RT.	1228150.30, 155978.41

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.

SCALE IN FEET
0 25 50 100

LOCATION:	HIGHWAY 365 AND W 8TH STREET
CITY:	NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT:	6 SCALE: 1"=50' DRAWN BY: MEW

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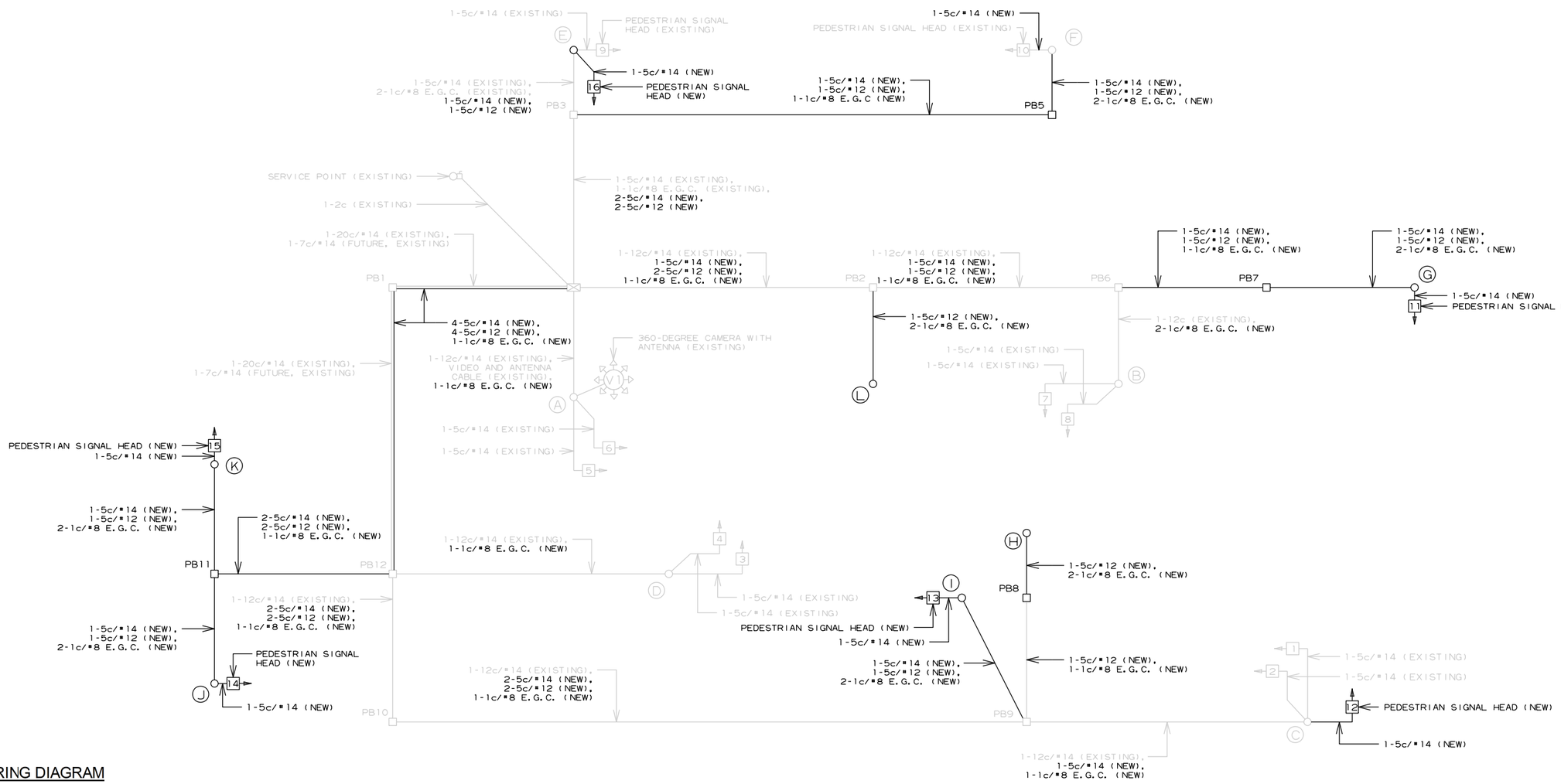
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	60	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
6. E.G.C. UANTITIES 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 365 AND W 8TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: MEW

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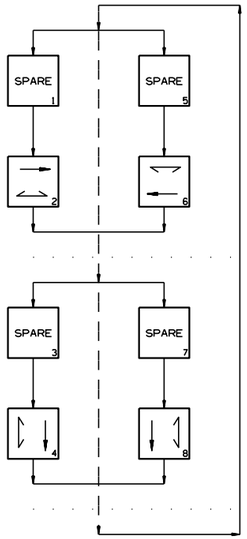
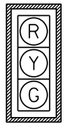
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	61	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)

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

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

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
7/24/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921											
HIGHWAY 365 AND W 8TH 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		
Vz11	SB LEFT TURN FAR	EXISTING								V1	EXISTING MOUNTED TO POLE A - ADJUSTED
Vz12	SB LEFT TURN	EXISTING								V1	
Vz21 A&B	NB ADVANCE	EXISTING								V1	EXISTING MOUNTED TO POLE A - ADJUSTED
Vz22 A&B	NB NEAR	EXISTING								V1	
Vz41	EB ADVANCE	EXISTING								V1	EXISTING MOUNTED TO POLE A
Vz42	EB NEAR	EXISTING								V1	
Vz51	NB LEFT TURN FAR	EXISTING								V1	EXISTING MOUNTED TO POLE A - ADJUSTED
Vz52	NB LEFT TURN	EXISTING								V1	
Vz61 A&B	SB ADVANCE	EXISTING								V1	EXISTING MOUNTED TO POLE A - ADJUSTED
Vz62 A&B	SB NEAR	EXISTING								V1	
Vz81 A&B	WB ADVANCE	EXISTING								V1	EXISTING MOUNTED TO POLE A - ADJUSTED
Vz82 A&B	WB NEAR	EXISTING								V1	
PB2 A&B	W 8TH ST. E. LEG	PED.				P2	2				NEW
PB4 A&B	HWY. 365 S. LEG	PED.				P4	4				NEW
PB6 A&B	W 8TH ST. W. LEG	EXISTING									
PB8 A&B	HWY. 365 N. LEG	PED.				P8	8				NEW
					SPARE						

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

NOTE: 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
Vz11, Vz12, Vz21 A&B, Vz22 A&B, Vz51, Vz52, Vz61 A&B, Vz 62 A&B, Vz81 A&B, AND Vz82 A&B LOCATIONS ARE TO BE ADJUSTED TO NEW STOP LINE LOCATION.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 365 AND W 8TH STREET 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 365 AND W 8TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: NA DRAWN BY: MEW

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	62	87
		TRAFFIC SIGNAL QUANTITIES - W 13TH 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 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.)	364	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.)	196	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	366	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	172	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)	2	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	40	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	2	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 365 AND W 13TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

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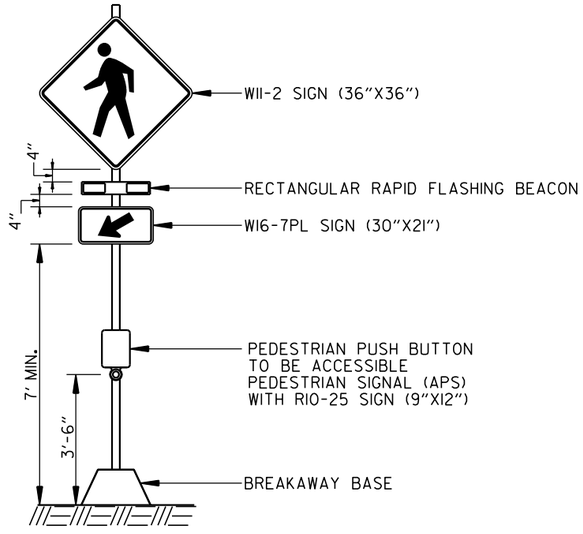
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	63	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER



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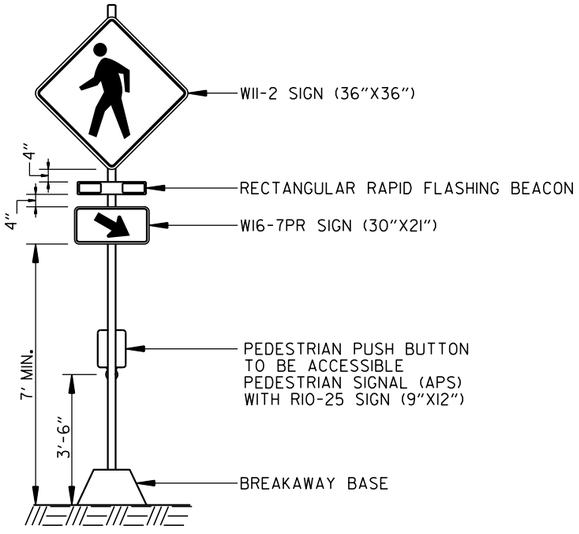
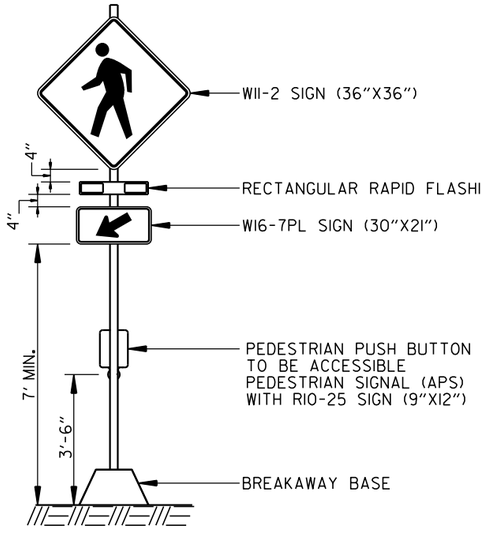


B & C



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LOCATION:	HIGHWAY 365 AND W 13TH STREET			
CITY:	NORTH LITTLE ROCK			
COUNTY:	PULASKI			
DISTRICT:	6	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.	061921	64	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
EMILY M. WIDDER
7/24/2026

SIGN FACES

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

R1-5L
36" X 36"

HIGHWAY 365 AND W 13TH STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 365 - STA. 255+60.76	36.03' RT.	1228287.49, 157726.18
B	HWY. 365 - STA. 255+66.27	1.25' LT.	1228323.34, 157714.53
C	HWY. 365 - STA. 255+53.77	1.25' RT.	1228322.96, 157727.28
D	HWY. 365 - STA. 255+63.81	32.53' LT.	1228354.60, 157711.78
E	HWY. 365 - STA. 255+80.01	0.00'	1228319.88, 157701.19
F	HWY. 365 - STA. 255+40.03	0.00'	1228326.56, 157740.61

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

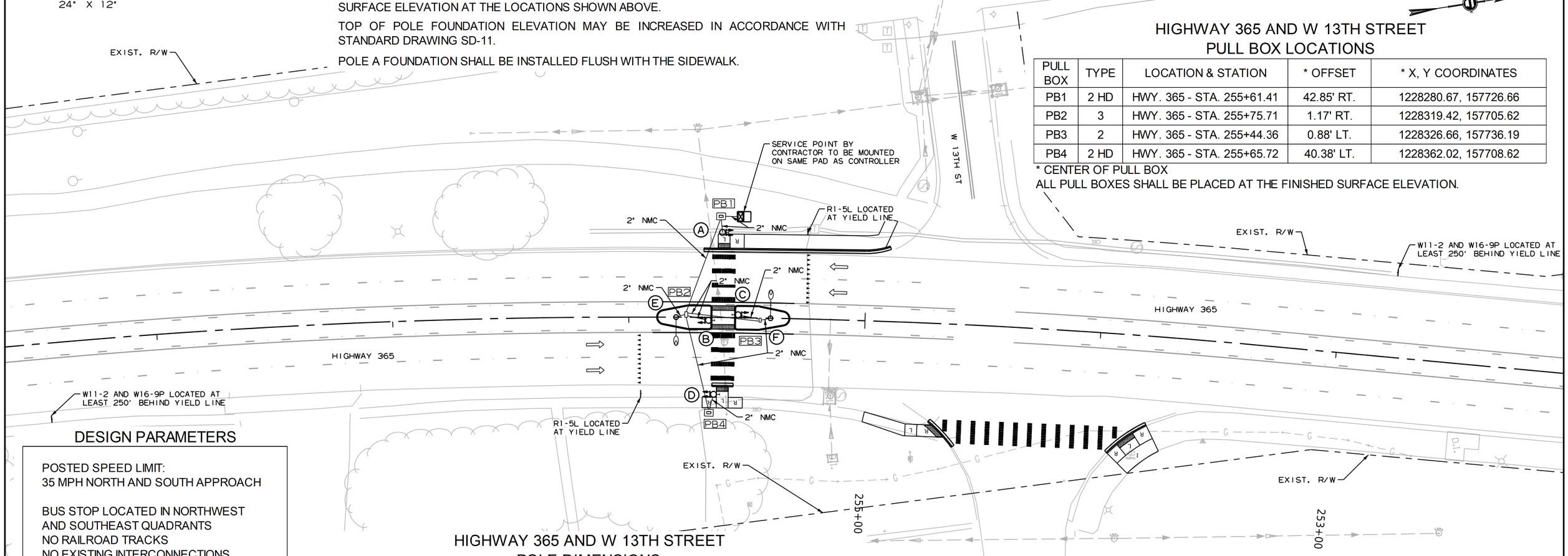
TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

POLE A FOUNDATION SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.

HIGHWAY 365 AND W 13TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 365 - STA. 255+61.41	42.85' RT.	1228280.67, 157726.66
PB2	3	HWY. 365 - STA. 255+75.71	1.17' RT.	1228319.42, 157705.62
PB3	2	HWY. 365 - STA. 255+44.36	0.88' LT.	1228326.66, 157736.19
PB4	2 HD	HWY. 365 - STA. 255+65.72	40.38' LT.	1228362.02, 157708.62

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



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH NORTH AND SOUTH APPROACH

BUS STOP LOCATED IN NORTHWEST AND SOUTHEAST QUADRANTS
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, D, E AND F HAVE CLEAR ZONE DISTANCE BETWEEN 2.5 FEET AND 4 FEET BEHIND CURB.

HIGHWAY 365 AND W 13TH 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'	98°
F	LIGHT	N/A	N/A	N/A	***30'	8'	280°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
*** LUMINAIRE MOUNTING HEIGHT. VERTICAL SHAFT OF POLE TO MEET ARDOT DESIGN STANDARDS.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 365 - STA. 255+53.29	42.8' RT.	1228282.09, 1557734.78

* CENTER OF CABINET

SCALE IN FEET
0 20 40 80

LOCATION:	HIGHWAY 365 AND W 13TH STREET
CITY:	NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: 1"=40' DRAWN BY: MEW

7/24/2026 8:59:18 AM
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	65	87
		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	NW CORNER	120/240 VAC	60A	#6	3"	LIGHTING + RRFB

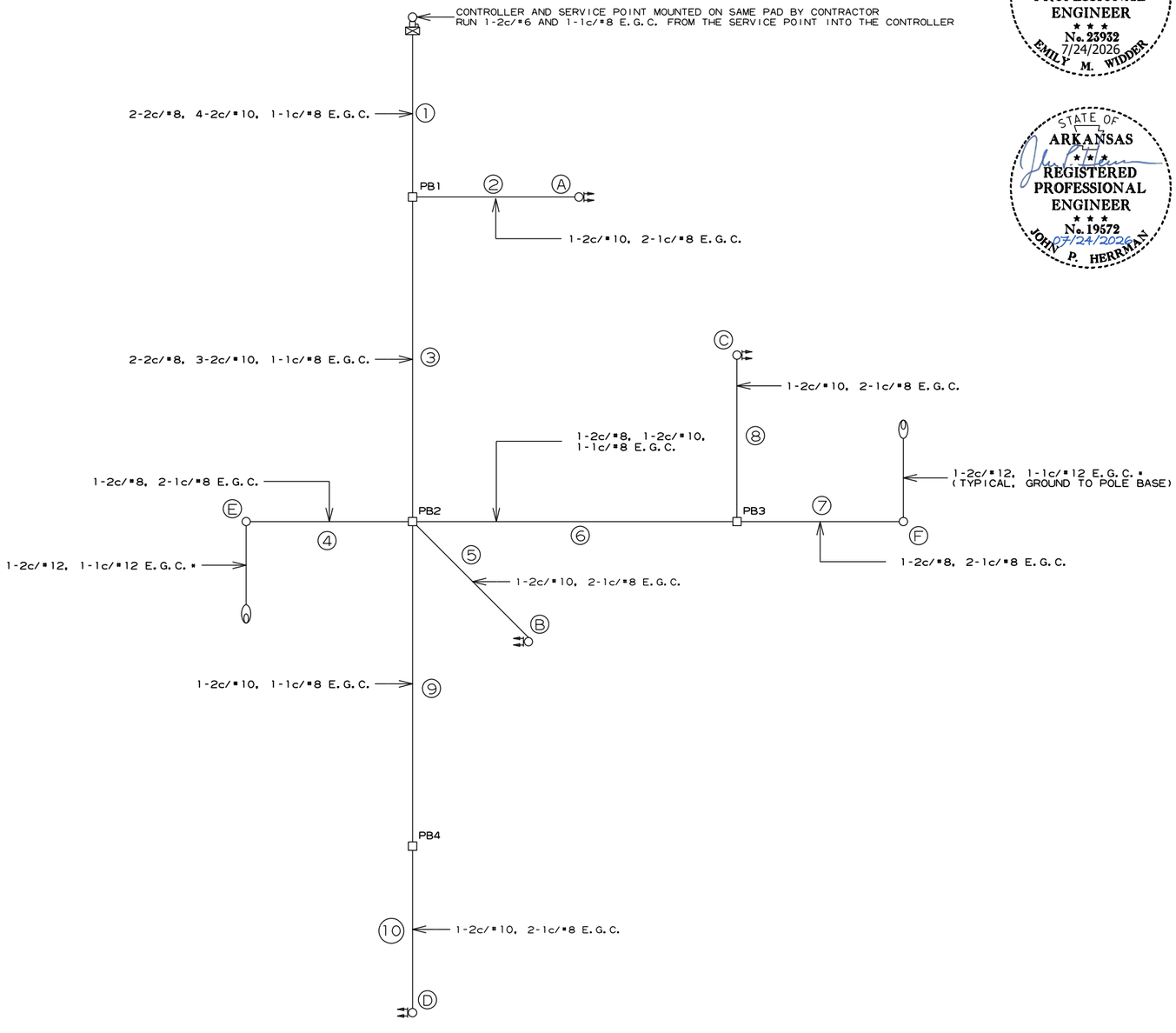
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT E	126	#8/#12 AWG	240	1	USE-2/UF	0.09	0.52	0.12	2P/15
LGT F	162	#8/#12 AWG	240	1	USE-2/UF	0.12	0.52	0.12	2P/15

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. 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/#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	21							8	14.85%	40%	
2							20	7	5.40%	40%	
3		50						44	14.52%	40%	
4				8		45•		5	6.76%	40%	
5							23	10	5.40%	40%	
6			38					32	7.09%	40%	
7				8		45•		5	6.76%	40%	
8							23	10	5.40%	40%	
9					49			43	3.71%	40%	
10							21	8	5.40%	40%	

•POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
07/24/2026
JOHN P. HERRMAN

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 365 AND W 13TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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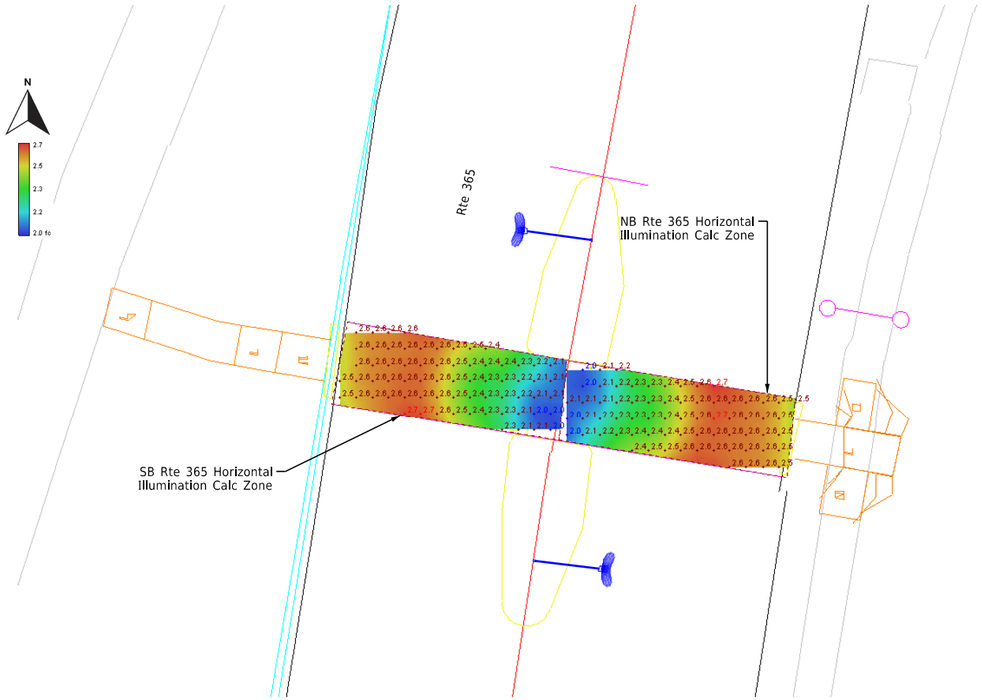
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	66	87
		HIGHWAY 365 PHOTOMETRICS				



Rte 365 @ 13th Street - Photometrics Plan View

NB Rte 365 Horiz Illum Calc Zone

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

NB 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	

SB Rte 365 Horiz Illum Calc Zone

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

SB 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	

Horizontal & Vertical Illuminance Calculations

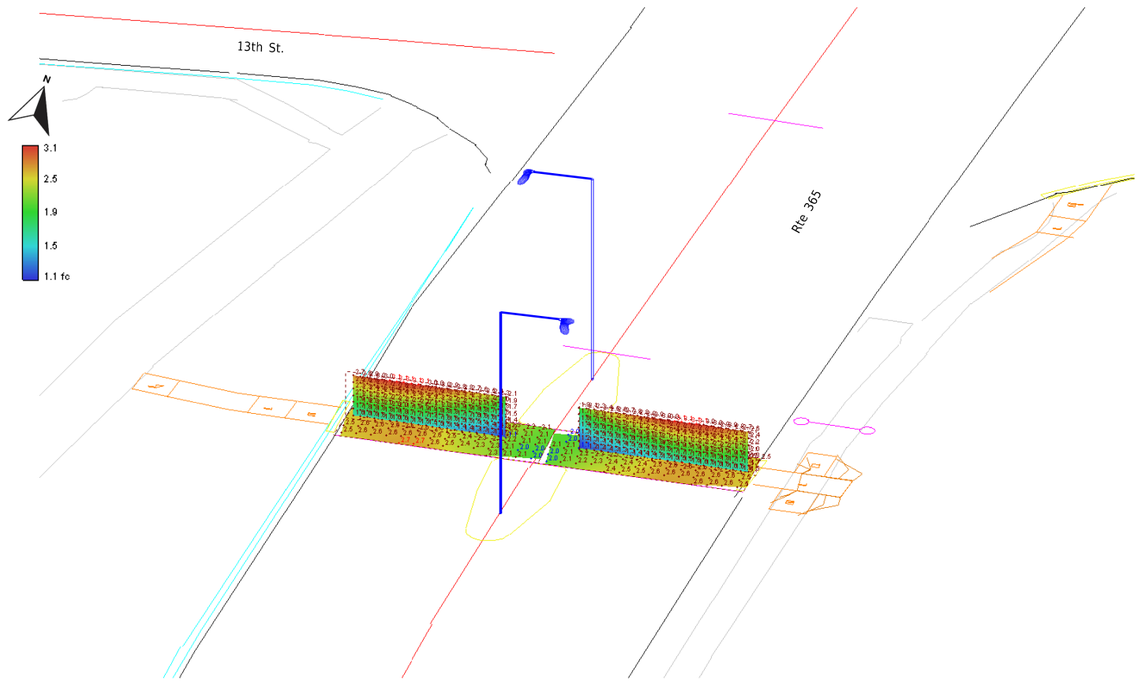
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026

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

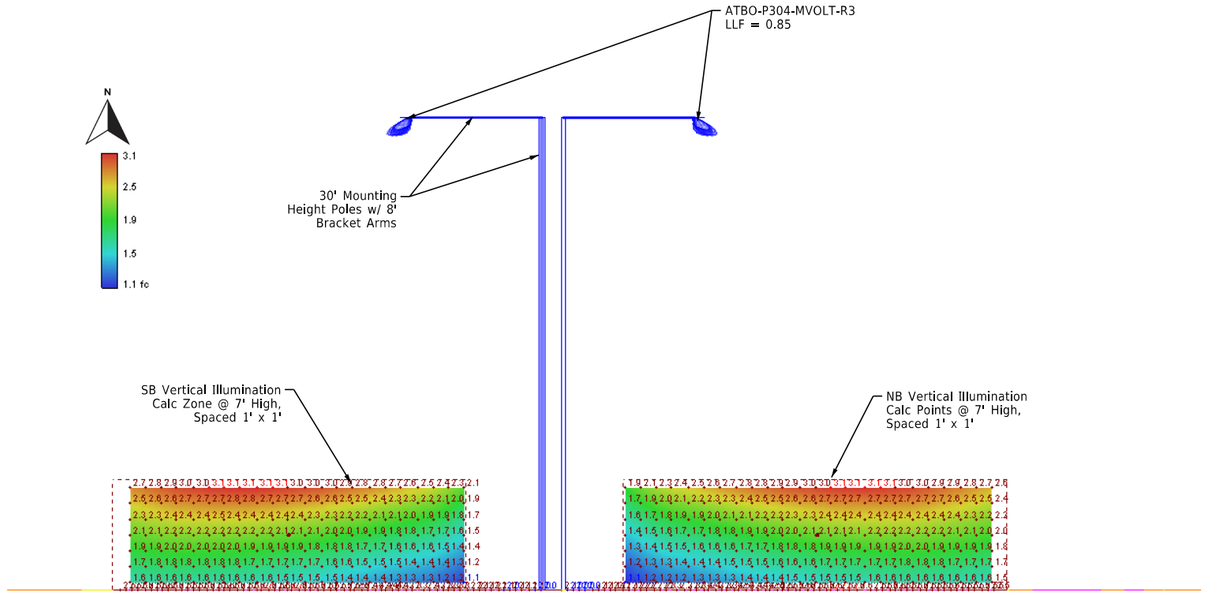
Source: RP-8-14, Table 8 - Illumination for Intersections

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 365 @ 13th Street - Photometrics Orthogonal View



Rte 365 @ 13th Street - Photometrics Section View (Looking Northbound)

ARDOT Rte 365 At 13th Street RRFB - Photometrics Basis of Design

LOCATION:	HIGHWAY 365 AND W 13TH STREET
CITY:	NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	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.	061921	67	87
		TRAFFIC SIGNAL QUANTITIES - W 16TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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.)	805	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	830	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	590	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	280	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SS & 726	STANDARD SIGN	2.25	SQ. FT.
SP	VIDEO DETECTOR ROTATION	1	EACH

REMOVE EXISTING POLES C & D, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES F, G, H, & I, COUNTDOWN PEDESTRIAN SIGNAL HEADS 9-14, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 1 & 3 WHICH ARE TO BE TYPE 2 PULL BOXES, AND INSTALL PULL BOXES 5 & 7 WHICH ARE TO BE TYPE 2 HD PULL BOXES. 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.

LOCATION: HIGHWAY 365 AND W 16TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

7/24/2026 9:00:26 AM
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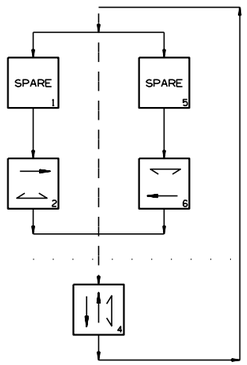
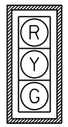
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	68	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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

ONE SECTION
(SOLID SYMBOL)

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

SIGN FACES

R9-3
18" x 18"

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 365 AND W 16TH STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING TO BE REMOVED		
D	EXISTING TO BE REMOVED		
E	EXISTING		
F	HWY. 365 - STA. 242+52.50	35.71' RT.	1228529.42, 159006.77
G	HWY. 365 - STA. 242+96.14	55.62' LT.	1228616.86, 158955.72
H	HWY. 365 - STA. 243+81.95	54.8' RT.	1228498.79, 158880.78
I	HWY. 365 - STA. 243+06.89	55.79' RT.	1228504.93, 158954.74

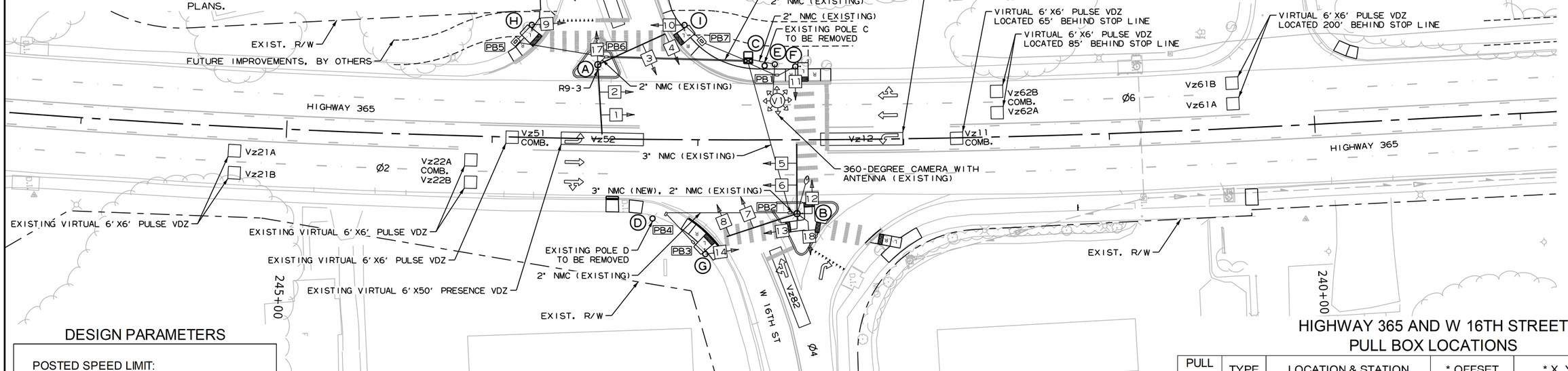
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

DETECTOR SPACING CHART

HIGHWAY 365 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
W 16TH STREET VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 & 30 MPH	85'	N/A



DESIGN PARAMETERS

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

BUS STOP LOCATED IN NORTHWEST QUADRANT
NO RAILROAD TRACKS
EXISTING ANTENNA LOCATED IN NORTHWEST QUADRANT
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 365 AND W 16TH STREET
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING					
C	EXISTING TO BE REMOVED					
D	EXISTING TO BE REMOVED					
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
I	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.

NOTES TO CONTRACTOR:

1. V1 IS AN EXISTING 360-DEGREE CAMERA MOUNTED TO POLE E.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

HIGHWAY 365 AND W 16TH STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 365 - STA. 242+61.48	31.52' RT.	1228532.89, 158997.55
PB2	EXISTING			
PB3	2	HWY. 365 - STA. 243+02.09	49.82' LT.	1228610.56, 158950.23
PB4	EXISTING			
PB5	2 HD	HWY. 365 - STA. 243+89.73	46.46' RT.	1228506.29, 158872.24
PB6	EXISTING			
PB7	2 HD	HWY. 365 - STA. 242+98.37	48.02' RT.	1228513.42, 158962.45

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

SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 365 AND W 16TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=50' DRAWN BY: MEW

7/24/2026 9:00:38 AM
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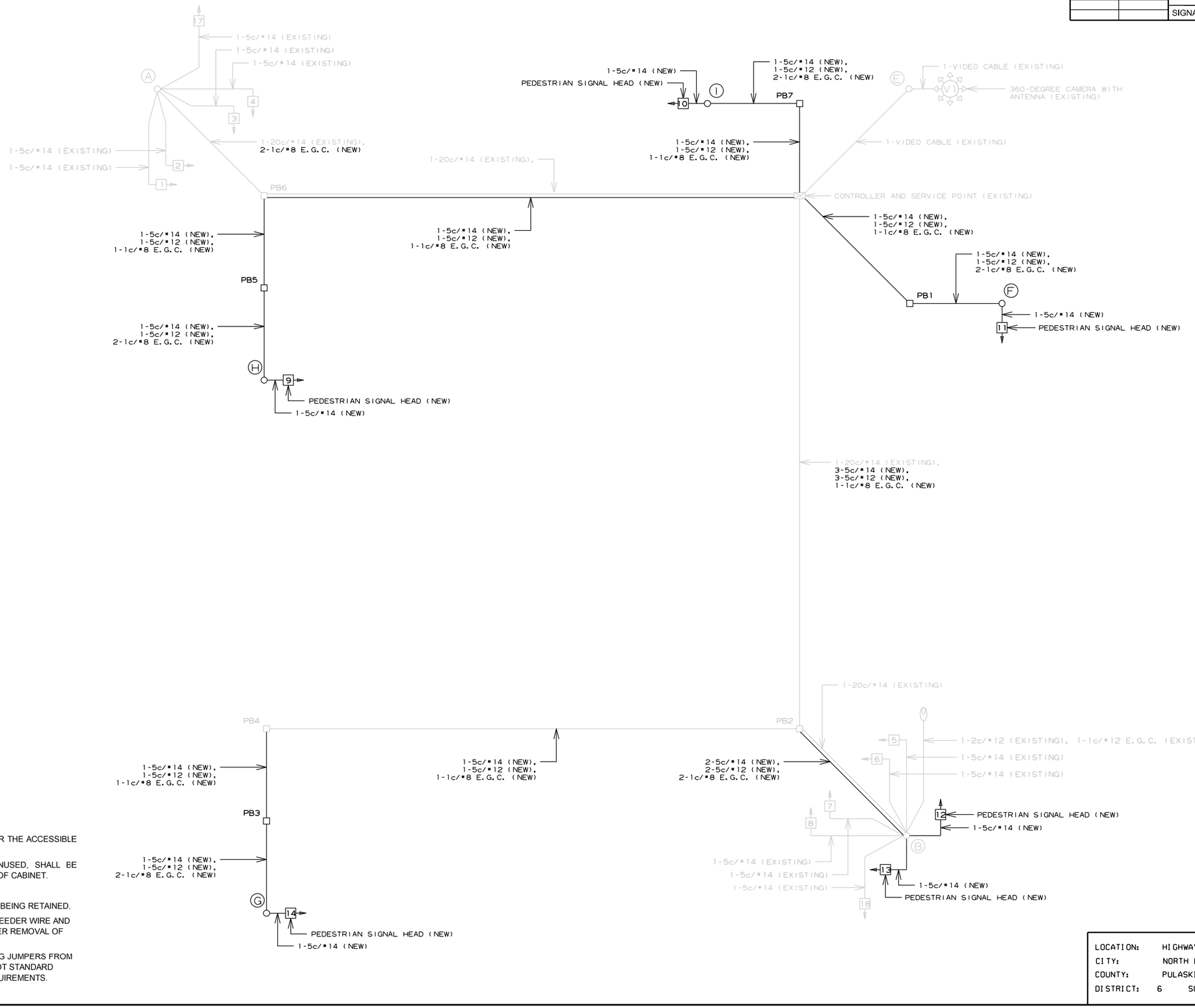
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	69	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
6. EGC 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 365 AND W 16TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

7/24/2026 9:00:52 AM
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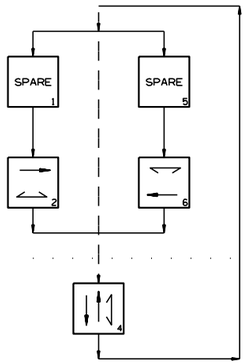
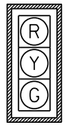
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	70	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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

ONE SECTION
(SOLID SYMBOL)

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

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
7/24/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921											
HIGHWAY 365 AND W 16TH 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		
Vz11	SB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE E;
Vz12	SB LEFT TURN	EXISTING								V1	ADJUSTED
Vz21 A&B	NB ADVANCE	EXISTING								V1	MOUNTED TO POLE E
Vz22 A&B	NB NEAR	EXISTING								V1	
Vz41 A&B	EB ADVANCE	EXISTING								V1	MOUNTED TO POLE E;
Vz42 A&B	EB NEAR	EXISTING								V1	ADJUSTED
Vz51	NB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE E
Vz52	NB LEFT TURN	EXISTING								V1	
Vz61 A&B	SB ADVANCE	EXISTING								V1	MOUNTED TO POLE E;
Vz62 A&B	SB NEAR	EXISTING								V1	ADJUSTED
Vz81	WB ADVANCE	EXISTING								V1	MOUNTED TO POLE E
Vz82	WB NEAR	EXISTING								V1	
PB2 A&B	W 16TH ST. E. LEG	EXISTING									ADJUSTED
PB4 A&B	HWY. 365 N. LEG	EXISTING									ADJUSTED
PB6 A&B	W 16TH ST. W. LEG	EXISTING									ADJUSTED
PB4 C&D	HWY. 365 S. LEG	EXISTING TO BE REMOVED									REMOVED
		SPARE									

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

NOTE: 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
PB2 A&B, PB4 A&B, AND PB6 A&B ARE TO BE ASJUSTED TO NEW PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON LOCATIONS.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 365 AND W 16TH STREET					FLASH SEQUENCE
	2+6	CLR.	4	CLR.		
1 & 2	G	Y	R	R		Y
3, 4 & 18	R	R	G	Y		R
5 & 6	G	Y	R	R		Y
7, 8 & 17	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

LOCATION: HIGHWAY 365 AND W 16TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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...\SIG\061921_16Th St SIG Charts

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	71	87
		TRAFFIC SIGNAL QUANTITIES - W 17TH 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 QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	3	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	320	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.)	192	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	276	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	40	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	2	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH

LOCATION: HIGHWAY 365 AND W 17TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 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.	061921	72	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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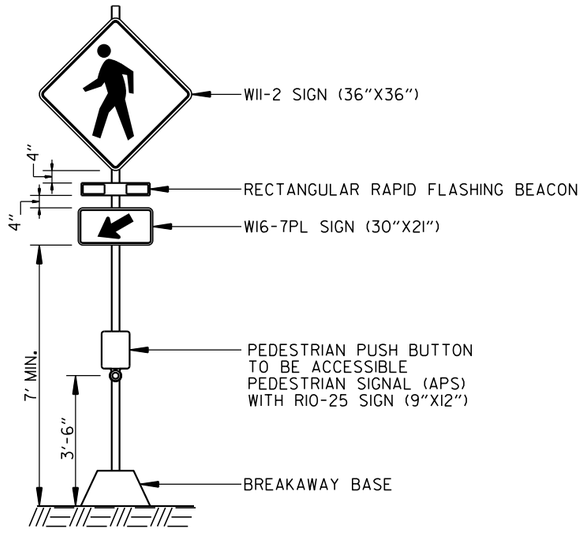

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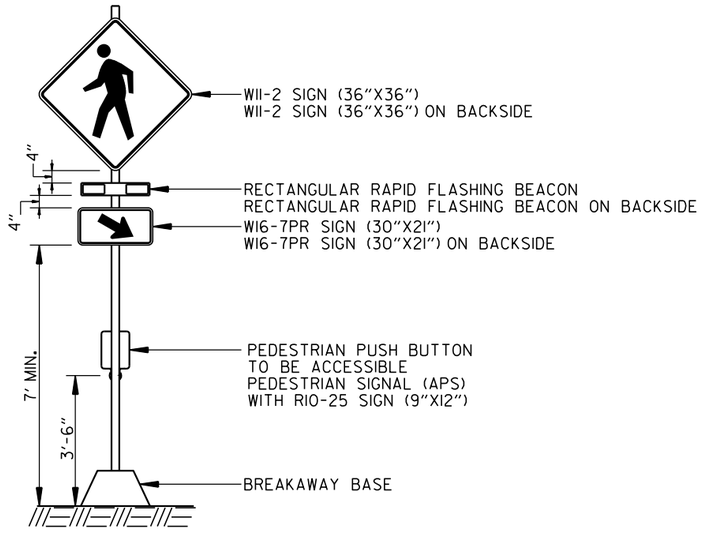

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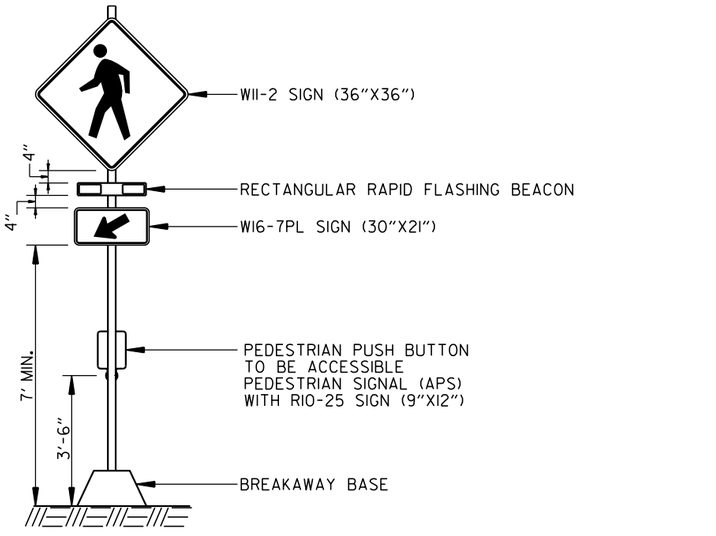

C

LOCATION:	HIGHWAY 365 AND W 17TH STREET			
CITY:	NORTH LITTLE ROCK			
COUNTY:	PULASKI			
DISTRICT:	6	SCALE: N/A	DRAWN BY:	MEW

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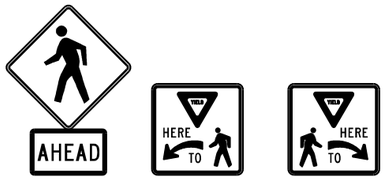
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	73	87
		SIGNALIZATION PLAN SHEET				

SIGN FACES



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

R1-5L 36" X 36"

R1-5R 36" X 36"

HIGHWAY 365 AND W 17TH STREET PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 365 - STA. 238+45.04	37.24' RT.	1228545.40, 159412.12
PB2	3	HWY. 365 - STA. 238+47.74	1.17' RT.	1228581.37, 159408.38
PB3	2	HWY. 365 - STA. 238+16.66	0.87' RT.	1228582.57, 159439.44
PB4	2 HD	HWY. 365 - STA. 238+45.94	37.51' LT.	1228620.09, 159407.05

* 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. 365 - STA. 238+44.95	51.83' RT.	1228530.81, 159412.63

* CENTER OF CABINET

STATE OF ARKANSAS
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No. 19572
JOHN P. HERRMAN
07/24/2026

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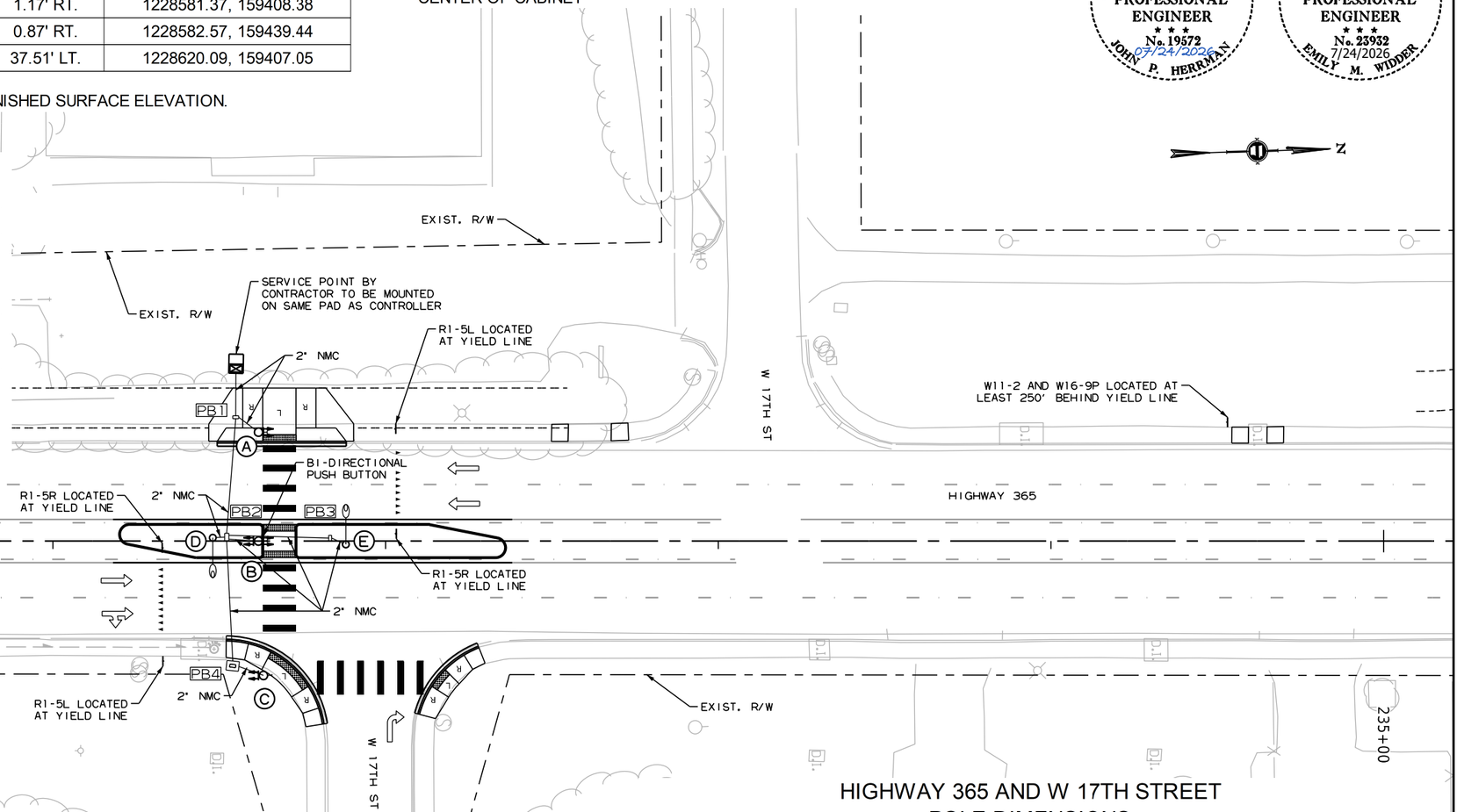
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

HIGHWAY 365 AND W 17TH STREET POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 365 - STA. 238+38.18	32.75' RT.	1228550.08, 159418.85
B	HWY. 365 - STA. 238+38.18	0.00'	1228582.81, 159417.89
C	HWY. 365 - STA. 238+36.71	40.40' LT.	1228623.25, 159418.19
D	HWY. 365 - STA. 238+51.93	1.00' RT.	1228581.42, 159404.18
E	HWY. 365 - STA. 238+11.93	1.00' LT.	1228584.58, 159444.10

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.



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 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 A, B, D, & E HAVE CLEAR ZONE DISTANCE BETWEEN 2 FEET AND 4 FEET BEHIND CURB

HIGHWAY 365 AND W 17TH 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	LIGHT	N/A	N/A	N/A	***30'	8'	91°
E	LIGHT	N/A	N/A	N/A	***30'	8'	272°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.
*** LUMINAIRE MOUNTING HEIGHT. VERTICAL SHAFT OF POLE TO MEET ARDOT DESIGN STANDARDS.

SCALE IN FEET
0 20 40 80

LOCATION:	HIGHWAY 365 AND W 17TH STREET
CITY:	NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	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.	061921	74	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19572
JOHN P. HERRMAN
07/24/2026

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 + RRFB

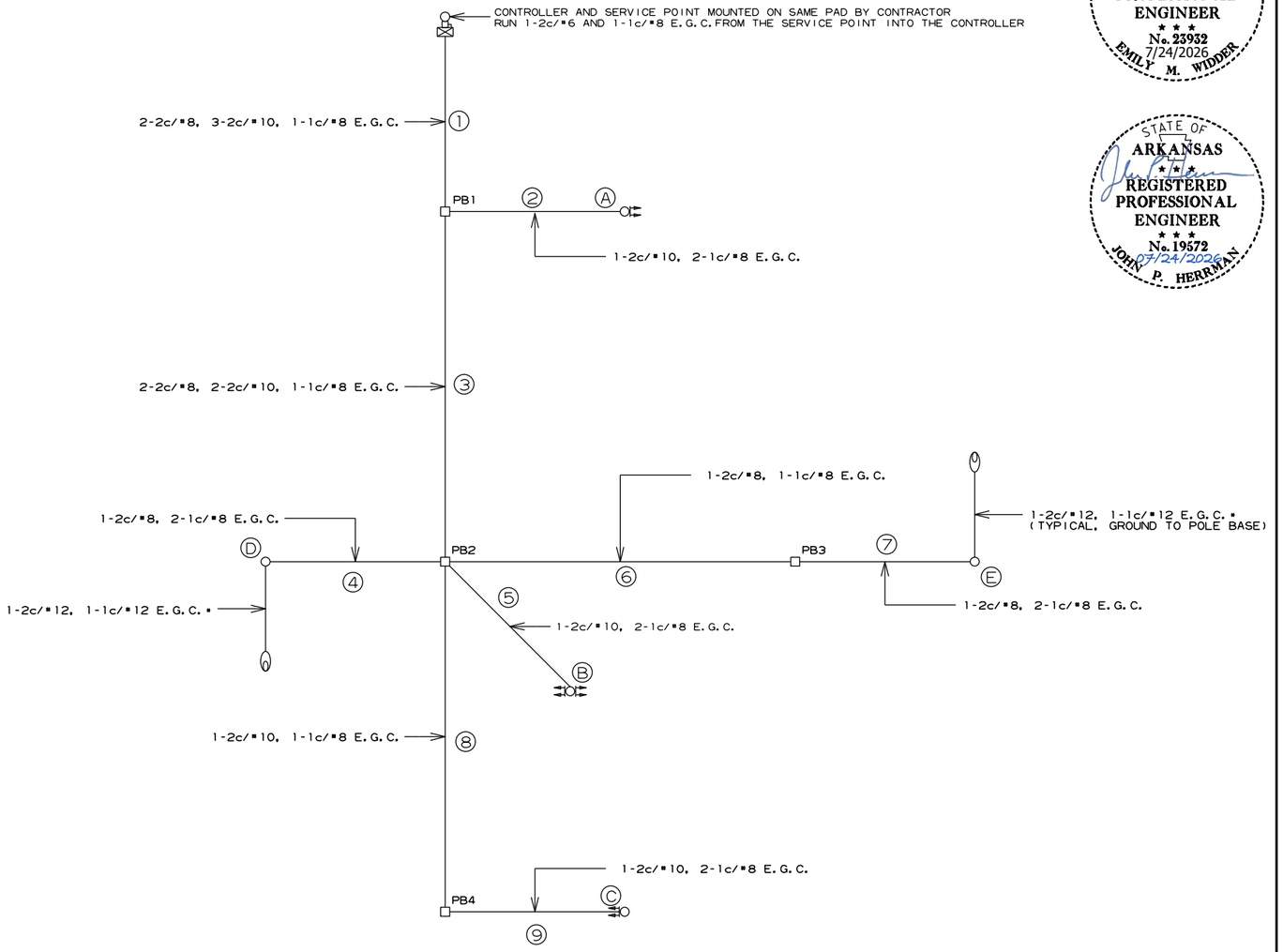
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT D	121	#8/#12 AWG	240	1	USE-2/UF	0.09	0.52	0.12	2P/15
LGT E	160	#8/#12 AWG	240	1	USE-2/UF	0.12	0.52	0.12	2P/15

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. 3-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2-2C/#8 A.W.G. 2-2C/#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/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 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	25							12	14.52%	40%	
2							23	10	5.40%	40%	
3		44						39	12.49%	40%	
4			8			45•		5	4.96%	40%	
5							23	10	5.40%	40%	
6					38			32	5.07%	40%	
7			8			45•		5	6.76%	40%	
8				45				39	3.71%	40%	
9							22	9	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. REER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

LOCATION: HIGHWAY 365 AND W 17TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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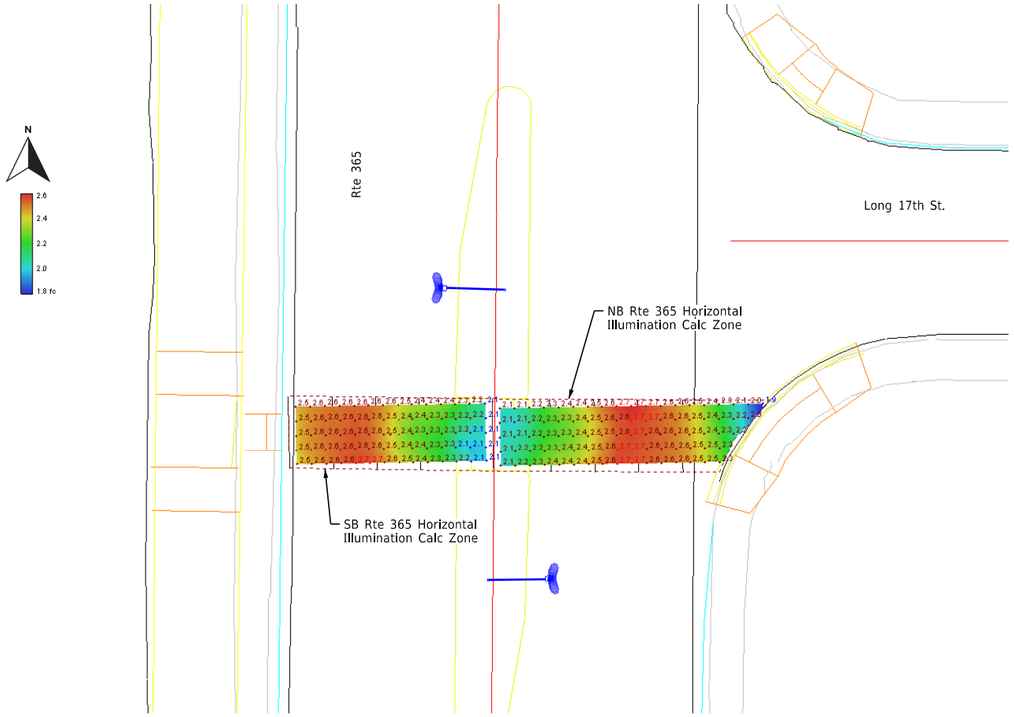
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	75	87
		HIGHWAY 365 PHOTOMETRICS				



Rte 365 @ Long 17th Street - Photometrics Plan View

NB X-Walk Vert @ 7' Plane

Average	2.0	fc
Maximum	3.1	fc
Minimum	1.2	fc
Max/Min	2.6:1	
Average/Min	1.7:1	

NB Rte 365 Horiz Illum Calc Zone

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

SB Rte 365 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.7	fc
Minimum	2.1	fc
Max/Min	1.3:1	
Average/Min	1.1:1	

SB X-Walk Vert @ 7' Plane

Average	2.1	fc
Maximum	3.1	fc
Minimum	1.2	fc
Max/Min	2.6:1	
Average/Min	1.8:1	

Horizontal & Vertical Illuminance Calculations

STATE OF ARKANSAS
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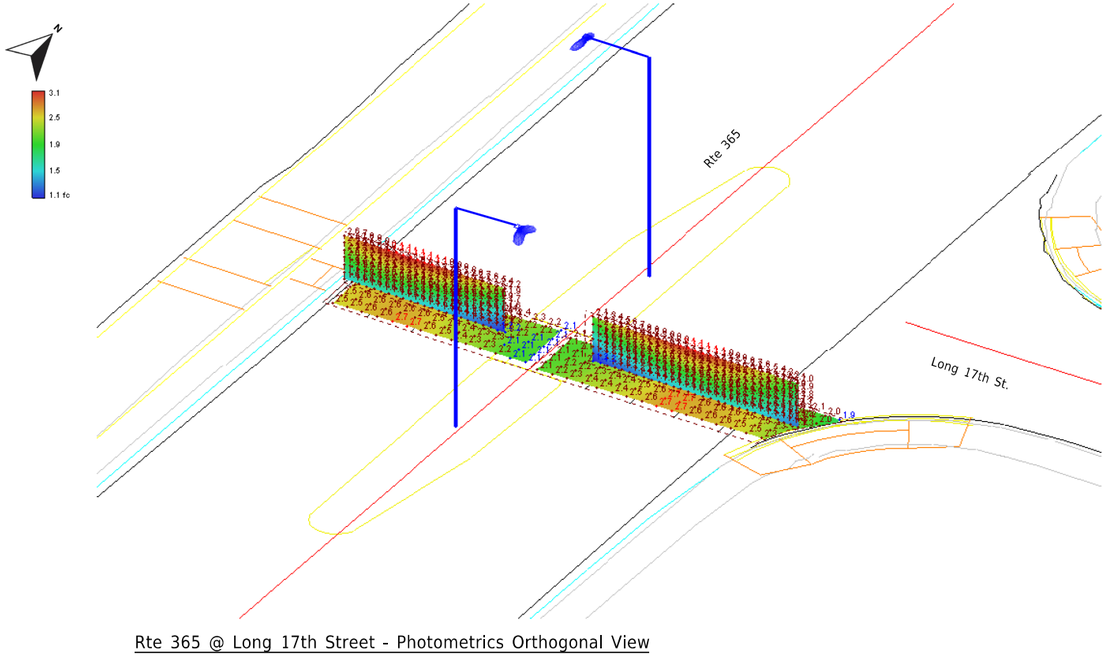
No. 19572
JOHN P. HERRMAN
07/24/2026

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

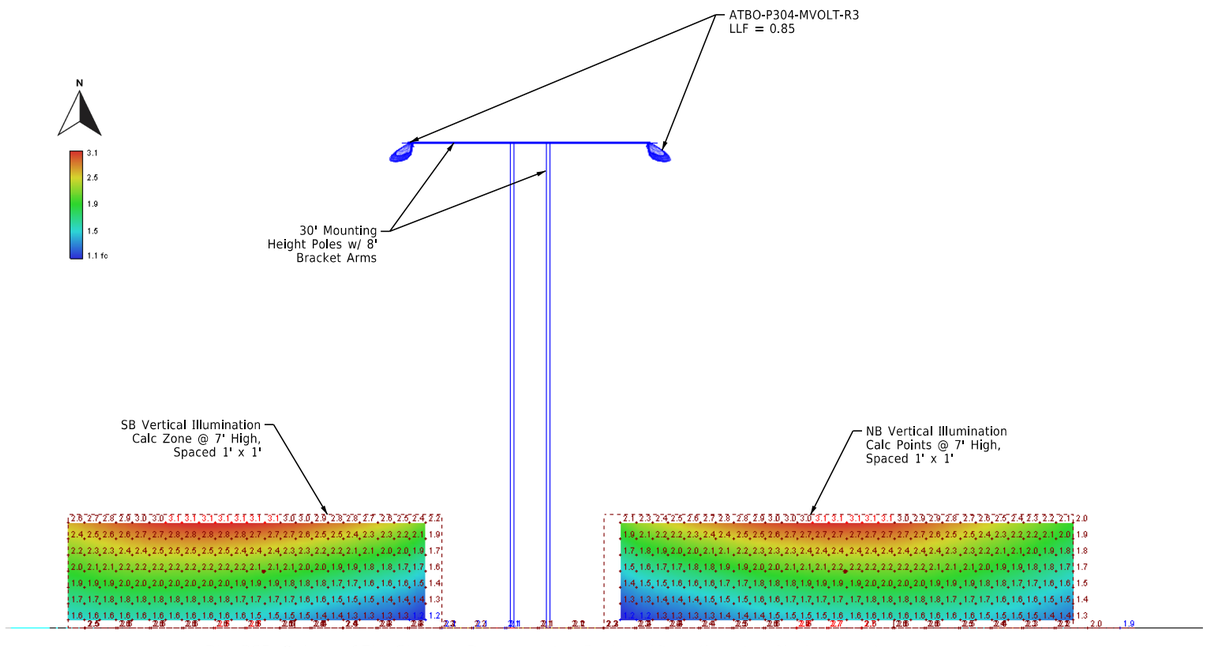
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	3.0
Major/Local	26.0/2.6	20.0/2.0	13.0/1.3	3.0
Collector/Collector	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 365 @ Long 17th Street - Photometrics Orthogonal View



Rte 365 @ Long 17th Street - Photometrics Section View (Looking Northbound)

ARDOT Rte 365 At Long 17th Street RRFB - Photometrics Basis of Design

LOCATION: HIGHWAY 365 AND W 17TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 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.	061921	76	87
		TRAFFIC SIGNAL QUANTITIES - W 18TH ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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.)	1440	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1445	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	610	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	770	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	35	LIN. FT.
710	NON-METALLIC CONDUIT (3")	480	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	7	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

REMOVE EXISTING PULL BOXES 4 & 7, 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, & K, COUNTDOWN PEDESTRIAN SIGNAL HEADS 9-16, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 6 WHICH IS TO BE A TYPE 2 PULL BOX, AND INSTALL PULL BOXES 1, 3, & 8 WHICH ARE TO BE TYPE 2 HD PULL BOXES. 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 365 AND W 18TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 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.	061921	77	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

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

ONE SECTION
(SOLID SYMBOL)

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

DETECTOR SPACING CHART

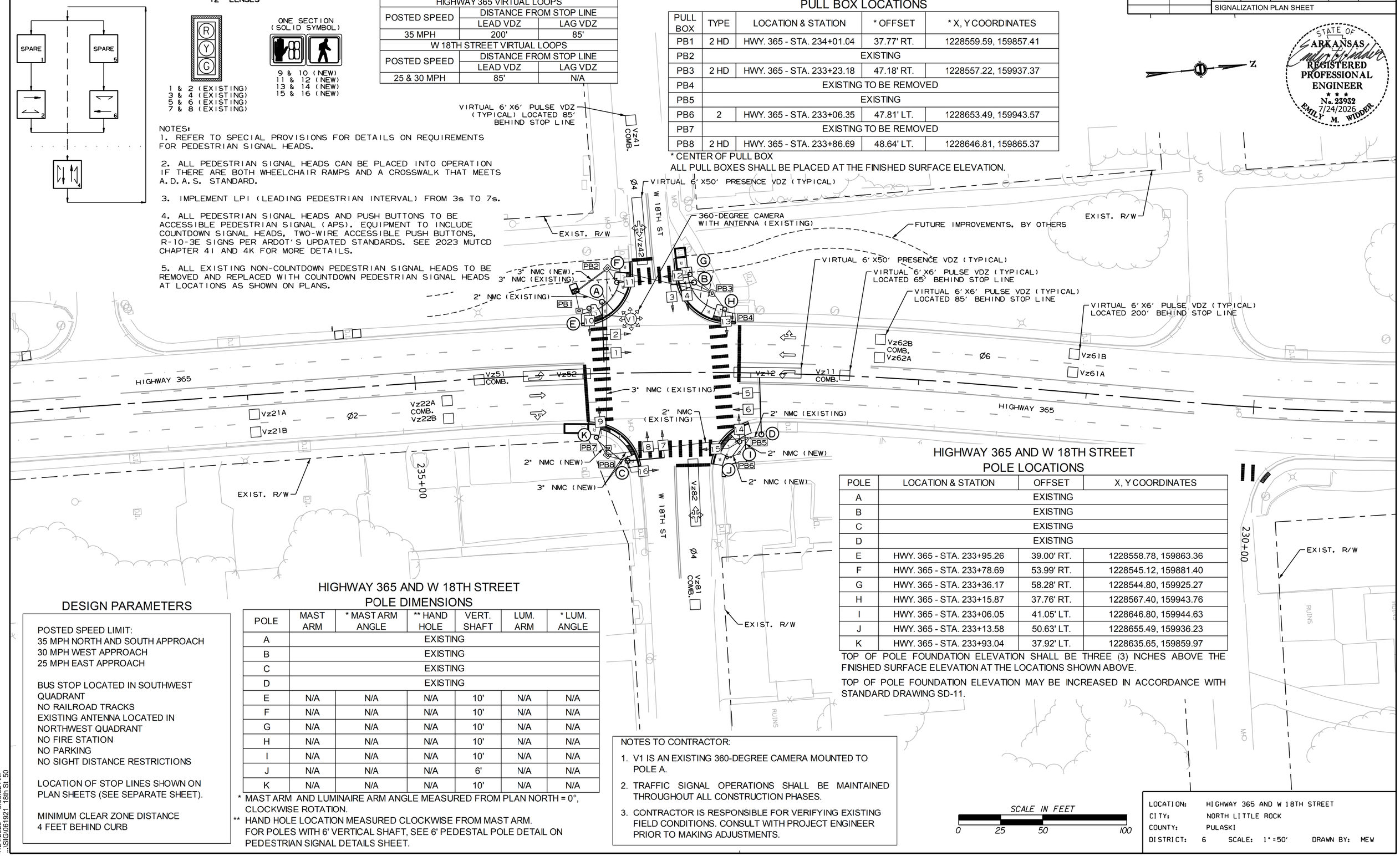
HIGHWAY 365 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
W 18TH STREET VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 & 30 MPH	85'	N/A

HIGHWAY 365 AND W 18TH STREET PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 365 - STA. 234+01.04	37.77' RT.	1228559.59, 159857.41
PB2	EXISTING			
PB3	2 HD	HWY. 365 - STA. 233+23.18	47.18' RT.	1228557.22, 159937.37
PB4	EXISTING TO BE REMOVED			
PB5	EXISTING			
PB6	2	HWY. 365 - STA. 233+06.35	47.81' LT.	1228653.49, 159943.57
PB7	EXISTING TO BE REMOVED			
PB8	2 HD	HWY. 365 - STA. 233+86.69	48.64' LT.	1228646.81, 159865.37

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

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.



DESIGN PARAMETERS

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

BUS STOP LOCATED IN SOUTHWEST QUADRANT
NO RAILROAD TRACKS
EXISTING ANTENNA LOCATED IN NORTHWEST QUADRANT
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 365 AND W 18TH 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	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	6'	N/A	N/A
K	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. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

HIGHWAY 365 AND W 18TH STREET POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	HWY. 365 - STA. 233+95.26	39.00' RT.	1228558.78, 159863.36
F	HWY. 365 - STA. 233+78.69	53.99' RT.	1228545.12, 159881.40
G	HWY. 365 - STA. 233+36.17	58.28' RT.	1228544.80, 159925.27
H	HWY. 365 - STA. 233+15.87	37.76' RT.	1228567.40, 159943.76
I	HWY. 365 - STA. 233+06.05	41.05' LT.	1228646.80, 159944.63
J	HWY. 365 - STA. 233+13.58	50.63' LT.	1228655.49, 159936.23
K	HWY. 365 - STA. 233+93.04	37.92' LT.	1228635.65, 159859.97

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. V1 IS AN EXISTING 360-DEGREE CAMERA MOUNTED TO POLE A.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

SCALE IN FEET
0 25 50 100

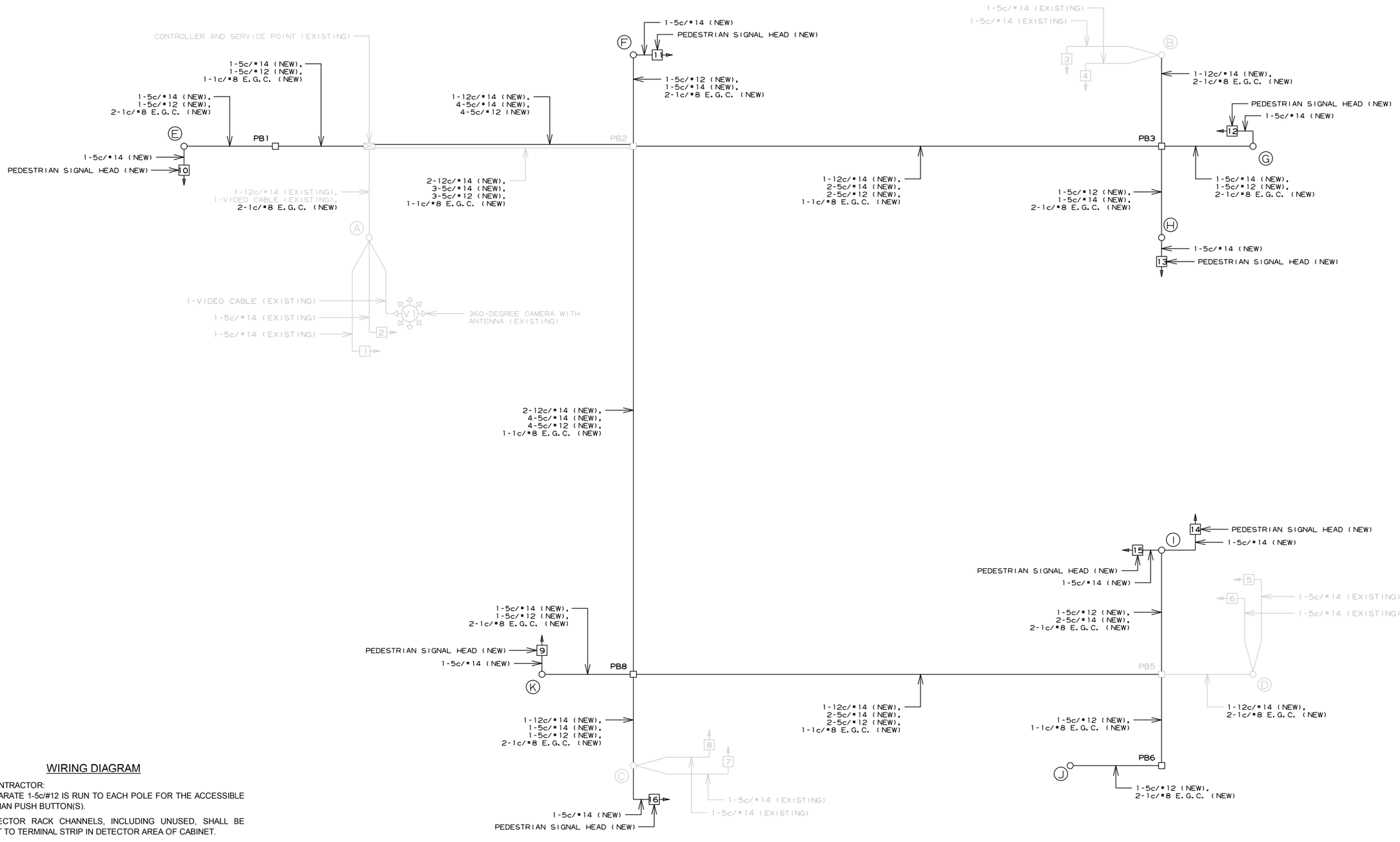
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

LOCATION: HIGHWAY 365 AND W 18TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=50' DRAWN BY: MEW

7/24/2026 9:03:32 AM
...\SIG\061921 18th St SD

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	78	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER



WIRING DIAGRAM

NOTES TO CONTRACTOR:

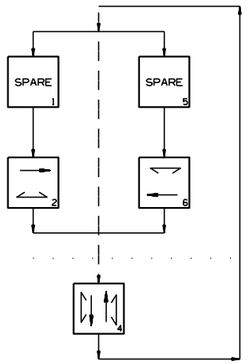
1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
6. EGC 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 365 AND W 18TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

7/24/2026 9:03:48 AM
...\SIG\061921 18th St Wiring

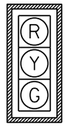
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	79	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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

ONE SECTION
(SOLID SYMBOL)

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

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
7/24/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921											
HIGHWAY 365 AND W 18TH 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		
Vz11	SB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE A;
Vz12	SB LEFT TURN	EXISTING								V1	ADJUSTED
Vz21 A&B	NB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz22 A&B	NB NEAR	EXISTING								V1	ADJUSTED
Vz41 A&B	EB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz42 A&B	EB NEAR	EXISTING								V1	ADJUSTED
Vz51	NB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE A;
Vz52	NB LEFT TURN	EXISTING								V1	ADJUSTED
Vz61 A&B	SB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz62 A&B	SB NEAR	EXISTING								V1	ADJUSTED
Vz81 A&B	WB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz82 A&B	WB NEAR	EXISTING								V1	ADJUSTED
PB2 A&B	W 18TH ST. E. LEG	EXISTING									ADJUSTED
PB4 A&B	HWY. 265 N. & S. LEGS	EXISTING									ADJUSTED
PB6 A&B	W 18TH ST. W. LEG	EXISTING									ADJUSTED
					SPARE						

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

NOTE. 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
ALL VIRTUAL DETECTION ZONE LOCATIONS ARE TO BE ADJUSTED TO NEW STOP LINE LOCATIONS. PB2 A&B, PB4 A&B, AND PB6 A&B ARE TO BE ADJUSTED TO NEW PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON LOCATIONS.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 365 AND W 18TH STREET					FLASH SEQUENCE
	2+6	CLR.	4	CLR.		
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	DW	DW	W	FDW		BLK
11 & 12	W	FDW	DW	DW		BLK
13 & 14	DW	DW	W	FDW		BLK
15 & 16	W	FDW	DW	DW		BLK

LOCATION: HIGHWAY 365 AND W 18TH STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

7/24/2026 9:03:59 AM
...\SIG\061921 18th St. Charts

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	80	87
		TRAFFIC SIGNAL QUANTITIES - W 22ND ST				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	2	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.)	1260	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1430	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	375	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	660	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	40	LIN. FT.
710	NON-METALLIC CONDUIT (3")	325	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 (48')	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

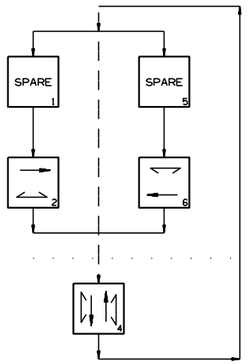
REMOVE EXISTING POLE C, EXISTING PULL BOX 7, EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND EXISTNG PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES E, F, G, H, I, & J, LED TRAFFIC SIGNAL HEADS 7 & 8, COUNTDOWN PEDESTRIAN SIGNAL HEADS 9-16, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 6 & 8 WHICH ARE TO BE TYPE 2 PULL BOXES, AND INSTALL PULL BOXES 2 & 3 WHICH ARE TO BE TYPE 2 HD PULL BOXES. 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 365 AND W 22ND STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

7/24/2026 9:04:11 AM
...\SIG\061921 SIG QUANTITIES.dgn

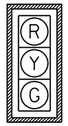
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	81	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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

ONE SECTION
(SOLID SYMBOL)

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

DETECTOR SPACING CHART

HIGHWAY 365 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
W 22ND STREET VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	85'	N/A

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.

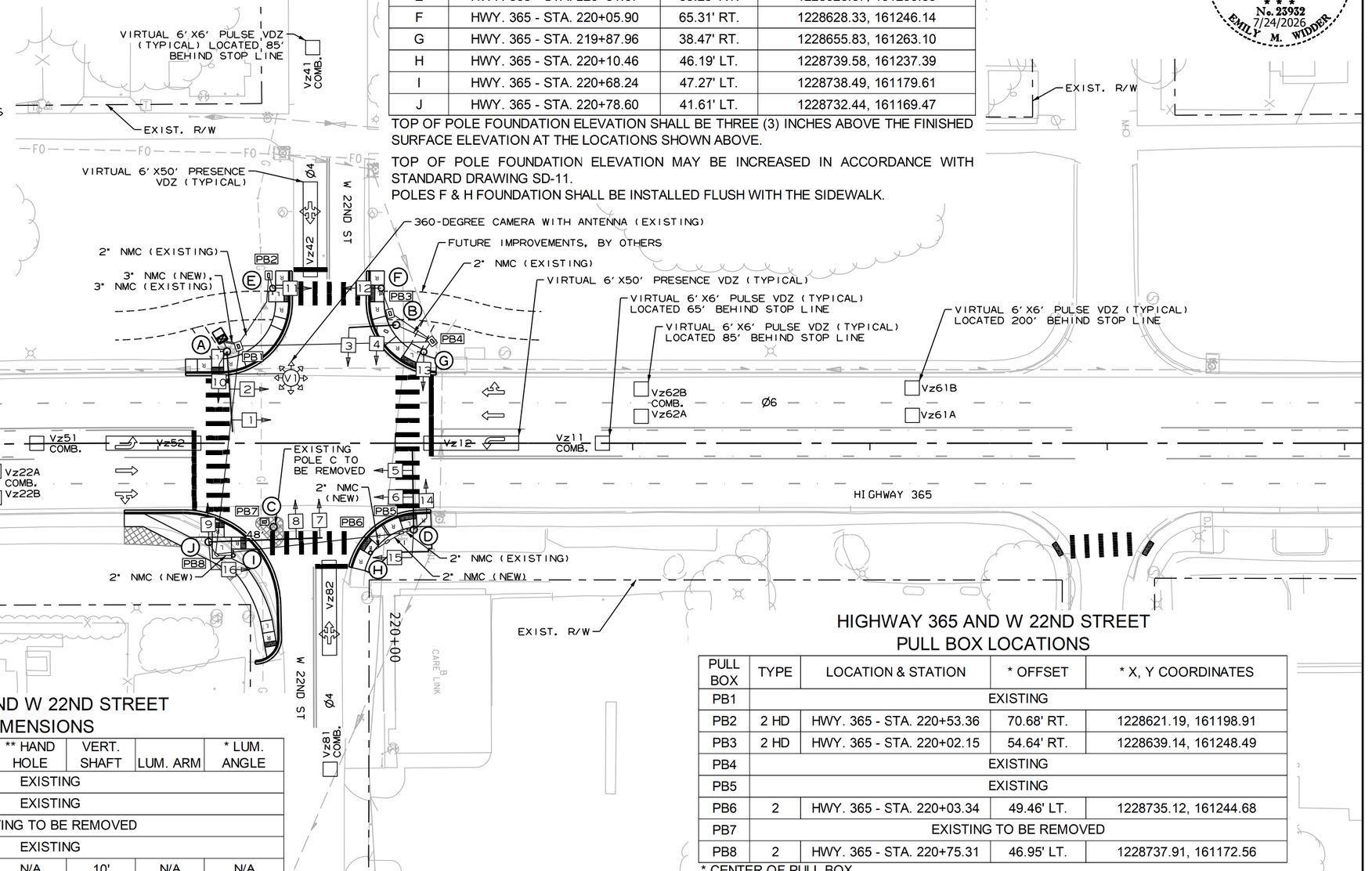
HIGHWAY 365 AND W 22ND STREET POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING TO BE REMOVED		
D	EXISTING		
E	HWY. 365 - STA. 220+51.67	65.25' RT.	1228626.67, 161200.39
F	HWY. 365 - STA. 220+05.90	65.31' RT.	1228628.33, 161246.14
G	HWY. 365 - STA. 219+87.96	38.47' RT.	1228655.83, 161263.10
H	HWY. 365 - STA. 220+10.46	46.19' LT.	1228739.58, 161237.39
I	HWY. 365 - STA. 220+68.24	47.27' LT.	1228738.49, 161179.61
J	HWY. 365 - STA. 220+78.60	41.61' LT.	1228732.44, 161169.47

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 & H FOUNDATION SHALL BE INSTALLED FLUSH WITH THE SIDEWALK.



DESIGN PARAMETERS

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

BUS STOP LOCATED IN NORTHWEST QUADRANT
NO RAILROAD TRACKS
EXISTING ANTENNA IN SOUTHWEST QUADRANT
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 365 AND W 22ND STREET POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	EXISTING					
C	EXISTING TO BE REMOVED					
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	6'	N/A	N/A
I	N/A	N/A	N/A	6'	N/A	N/A
J	48'	0°	180°	21'	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 POST DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

NOTES TO CONTRACTOR:

1. V1 IS AN EXISTING 360-DEGREE CAMERA MOUNTED TO POLE A.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

HIGHWAY 365 AND W 22ND STREET PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	2 HD	HWY. 365 - STA. 220+53.36	70.68' RT.	1228621.19, 161198.91
PB3	2 HD	HWY. 365 - STA. 220+02.15	54.64' RT.	1228639.14, 161248.49
PB4	EXISTING			
PB5	EXISTING			
PB6	2	HWY. 365 - STA. 220+03.34	49.46' LT.	1228735.12, 161244.68
PB7	EXISTING TO BE REMOVED			
PB8	2	HWY. 365 - STA. 220+75.31	46.95' LT.	1228737.91, 161172.56

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

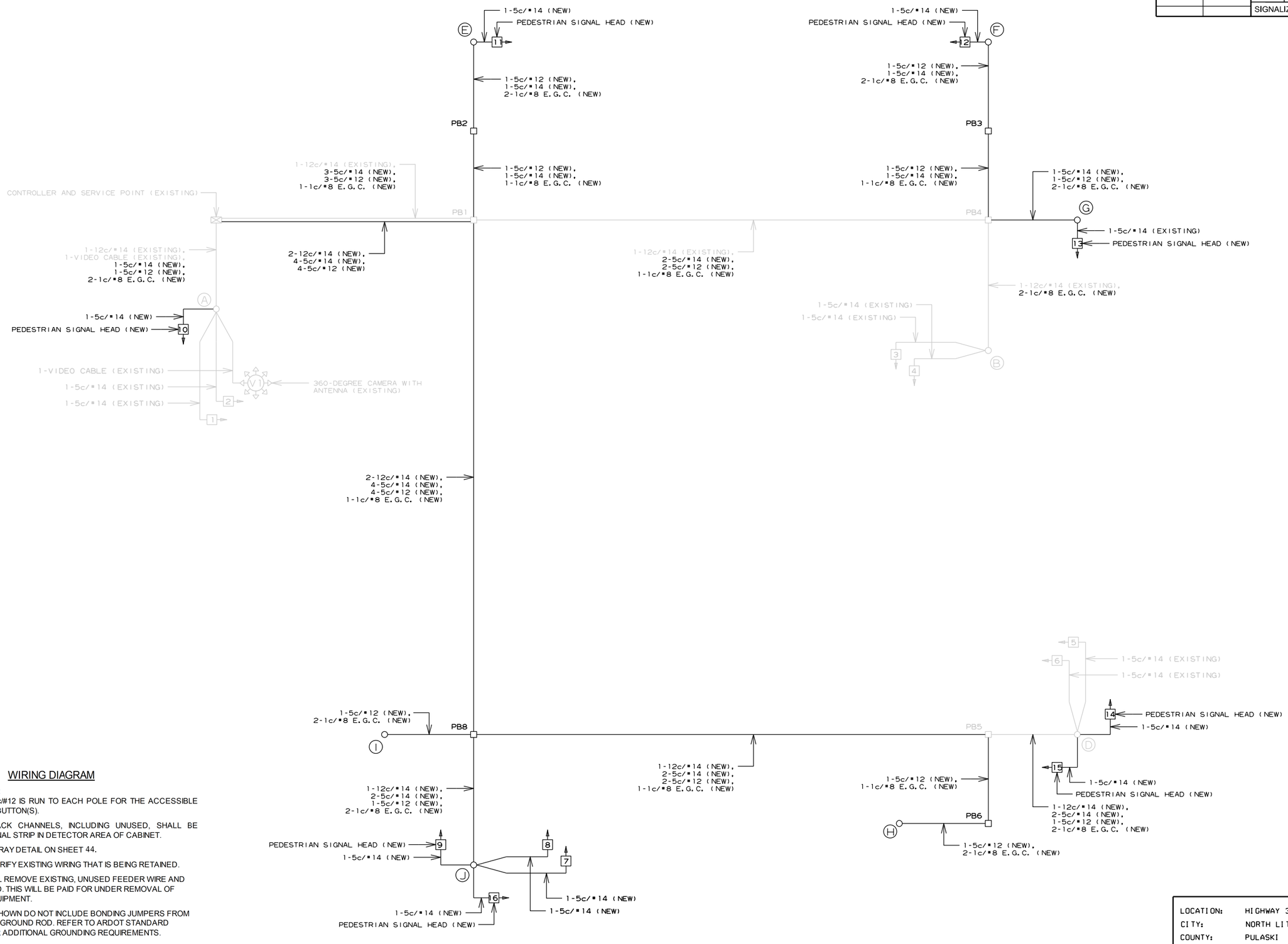
SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 365 AND W 22ND STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=50' DRAWN BY: MEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

7/24/2026 9:04:24 AM
...\SIG\061921 22nd St SIG 50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	82	87
		SIGNALIZATION PLAN SHEET				



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. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
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.

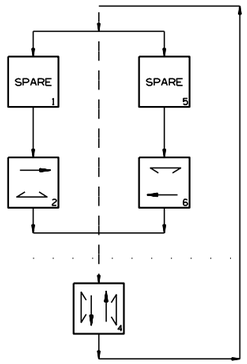
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

LOCATION:	HIGHWAY 365 AND W 22ND STREET
CITY:	NORTH LITTLE ROCK
COUNTY:	PULASKI
DISTRICT: 6	SCALE: N/A' DRAWN BY: MEW

7/24/2026 9:04:38 AM
...\SIG\061921 22nd St SIG Wiring

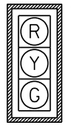
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	83	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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

ONE SECTION
(SOLID SYMBOL)

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

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
7/24/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921											
HIGHWAY 365 AND W 22ND 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		
Vz11	SB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE A;
Vz12	SB LEFT TURN	EXISTING								V1	ADJUSTED
Vz21	NB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz22	NB NEAR	EXISTING								V1	ADJUSTED
Vz41	EB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz42	EB NEAR	EXISTING								V1	ADJUSTED
Vz51	NB LEFT TURN FAR	EXISTING								V1	MOUNTED TO POLE A;
Vz52	NB LEFT TURN	EXISTING								V1	ADJUSTED
Vz61	SB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz62	SB NEAR	EXISTING								V1	ADJUSTED
Vz81	WB ADVANCE	EXISTING								V1	MOUNTED TO POLE A;
Vz82	WB NEAR	EXISTING								V1	ADJUSTED
PB2 A&B	W 22ND ST. E. LEG	EXISTING									ADJUSTED
PB4 A&B	HWY. 365 N. & S. LEGS	EXISTING									ADJUSTED
PB6 A&B	W 22ND ST. W. LEG	EXISTING									ADJUSTED
					SPARE						

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

NOTE: 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
ALL VIRTUAL DETECTION ZONE LOCATIONS ARE TO BE ADJUSTED TO NEW STOP LINE LOCATIONS. PB2 A&B, PB4 A&B,
AND PB6 A&B ARE TO BE ADJUSTED TO NEW PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON LOCATIONS.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 365 AND W 22ND STREET					FLASH SEQUENCE
	2+6	CLR.	4	CLR.		
1 & 2	G	Y	R	R		Y
3 & 4	R	R	G	Y		R
5 & 6	G	Y	R	R		Y
7 & 8	R	R	G	Y		R
9 & 10	DW	DW	W	FDW		BLK
11 & 12	W	FDW	DW	DW		BLK
13 & 14	DW	DW	W	FDW		BLK
15 & 16	W	FDW	DW	DW		BLK

LOCATION: HIGHWAY 365 AND W 22ND STREET
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

7/24/2026 9:04:50 AM
...\SIG\061921 22nd St SIG Charts

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	84	87
		TRAFFIC SIGNAL QUANTITIES - PERSHING BLVD				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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.)	1490	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1490	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	455	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	895	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	45	LIN. FT.
710	NON-METALLIC CONDUIT (3")	370	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)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	6	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.20	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	50	LIN. FT.

REMOVE EXISTING PULL BOX 2, 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 13-20, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 7 WHICH IS TO BE A TYPE 2 PULL BOX, INSTALL PULL BOXES 1 & 4 WHICH ARE TO BE TYPE 2 HD PULL BOXES, AND INSTALL PULL BOX 3 WHICH IS TO BE 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 365 AND PERSHING BOULEVARD
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A' DRAWN BY: MEW

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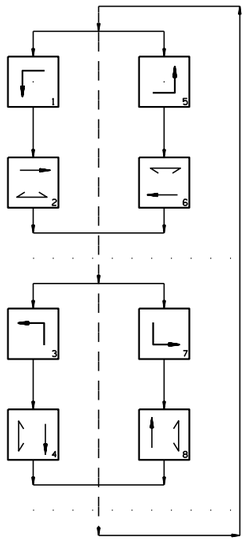
...\SIG\061921 SIG QUANTITIES.dgn

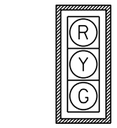
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	85	87
		SIGNALIZATION PLAN SHEET				

PHASING DIAGRAM

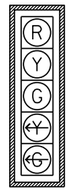


SIGNAL FACES

12" LENSES

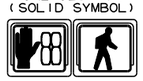


2 & 3 (EXISTING)
5 & 6 (EXISTING)
8 & 9 (EXISTING)
11 & 12 (EXISTING)



1, 4, 7 & 10 (EXISTING)

ONE SECTION (SOLID SYMBOL)



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

DETECTOR SPACING CHART

HIGHWAY 365 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
PERSHING BOULEVARD VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	100'	N/A
30 MPH	85'	N/A

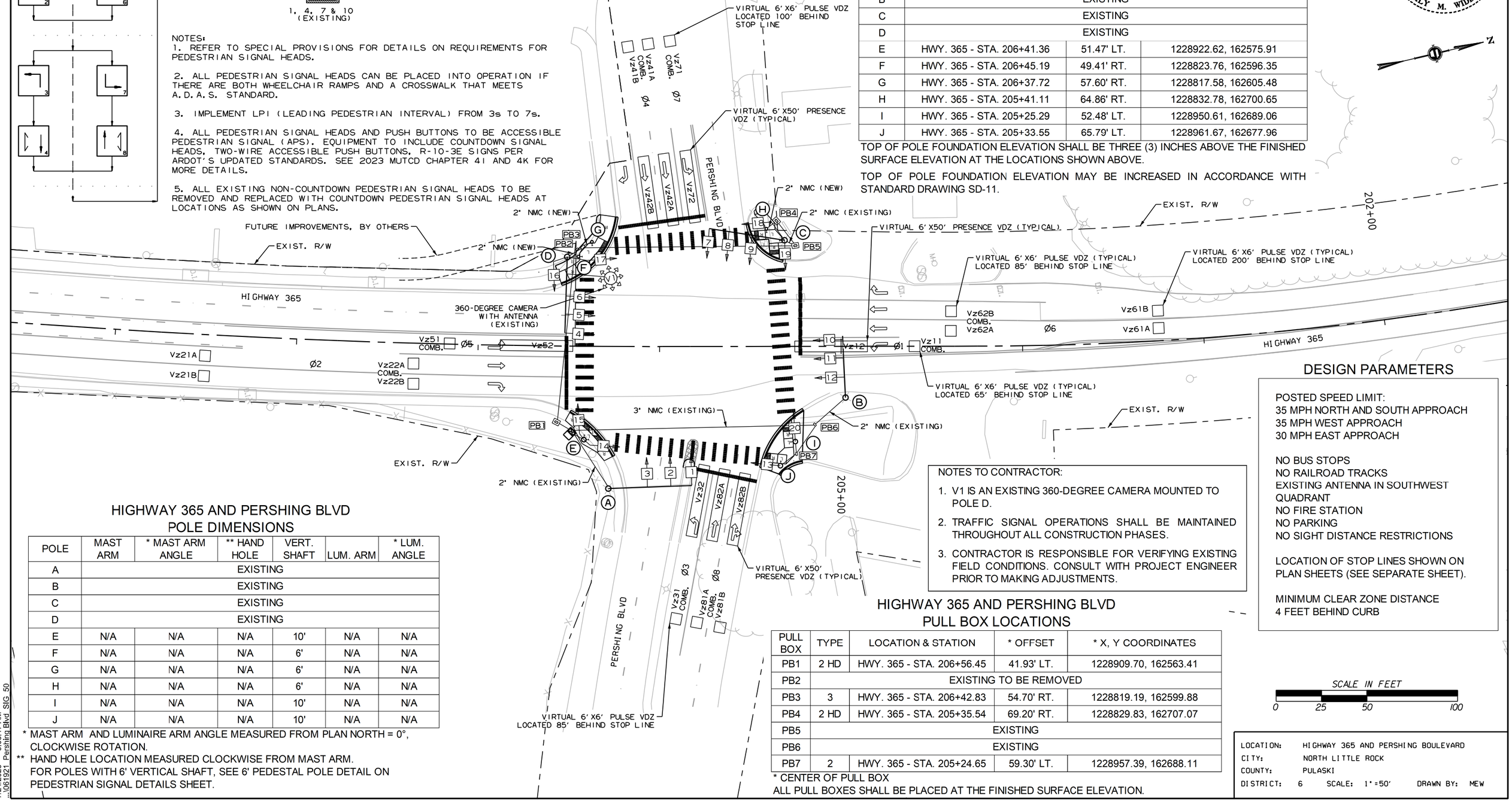
NOTES:
1. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.

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 365 AND PERSHING BLVD POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	EXISTING		
D	EXISTING		
E	HWY. 365 - STA. 206+41.36	51.47' LT.	1228922.62, 162575.91
F	HWY. 365 - STA. 206+45.19	49.41' RT.	1228823.76, 162596.35
G	HWY. 365 - STA. 206+37.72	57.60' RT.	1228817.58, 162605.48
H	HWY. 365 - STA. 205+41.11	64.86' RT.	1228832.78, 162700.65
I	HWY. 365 - STA. 205+25.29	52.48' LT.	1228950.61, 162689.06
J	HWY. 365 - STA. 205+33.55	65.79' LT.	1228961.67, 162677.96

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.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

N

DESIGN PARAMETERS

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

NO BUS STOPS
NO RAILROAD TRACKS
EXISTING ANTENNA IN SOUTHWEST QUADRANT
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

NOTES TO CONTRACTOR:

1. V1 IS AN EXISTING 360-DEGREE CAMERA MOUNTED TO POLE D.
2. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

HIGHWAY 365 AND PERSHING BLVD 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	N/A	N/A	N/A	6'	N/A	N/A
G	N/A	N/A	N/A	6'	N/A	N/A
H	N/A	N/A	N/A	6'	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. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

HIGHWAY 365 AND PERSHING BLVD PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 365 - STA. 206+56.45	41.93' LT.	1228909.70, 162563.41
PB2	EXISTING TO BE REMOVED			
PB3	3	HWY. 365 - STA. 206+42.83	54.70' RT.	1228819.19, 162599.88
PB4	2 HD	HWY. 365 - STA. 205+35.54	69.20' RT.	1228829.83, 162707.07
PB5	EXISTING			
PB6	EXISTING			
PB7	2	HWY. 365 - STA. 205+24.65	59.30' LT.	1228957.39, 162688.11

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

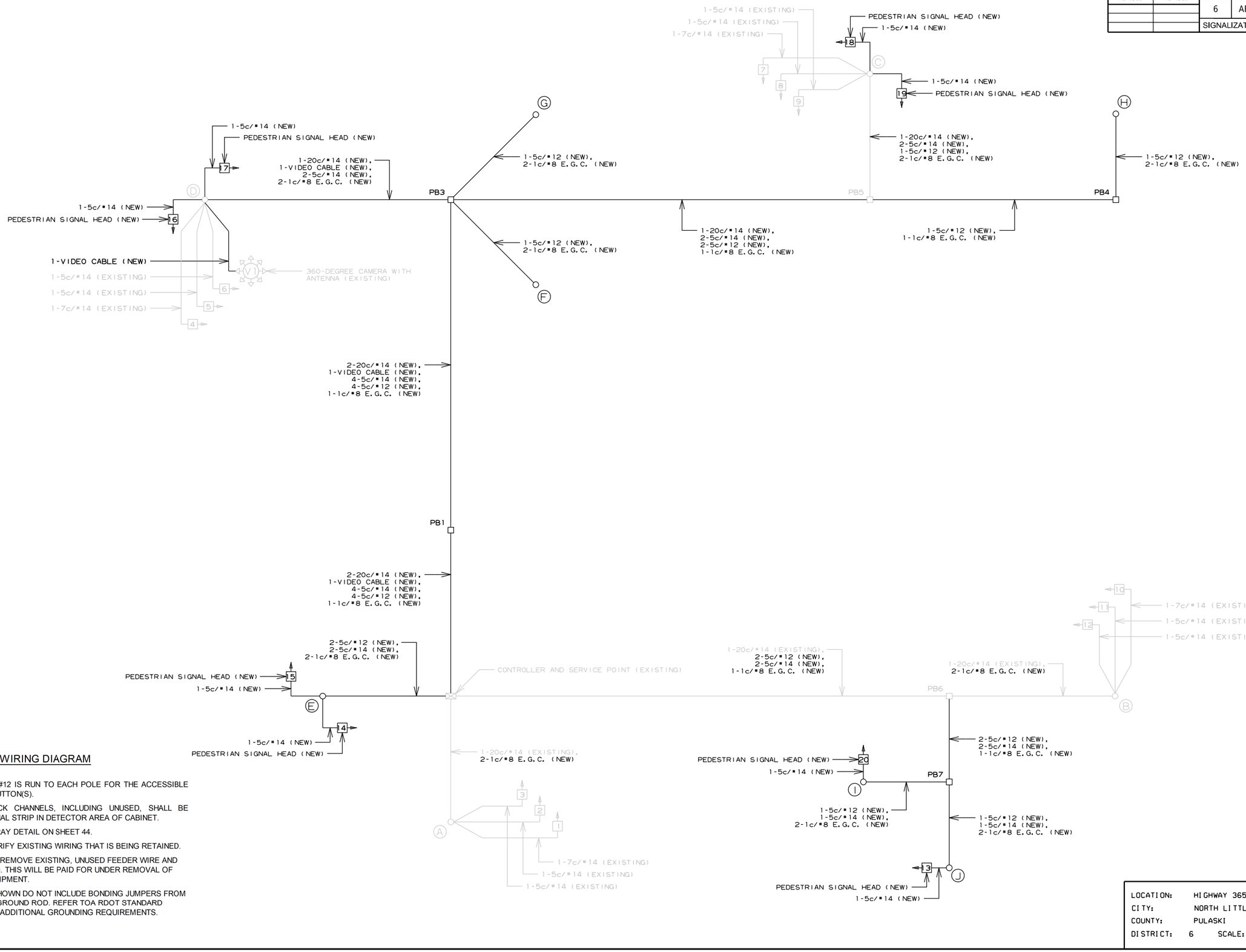
SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 365 AND PERSHING BOULEVARD
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: 1"=50' DRAWN BY: MEW

7/24/2026 9:05:17 AM
...\061921 Pershing Blvd SIG 50

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	86	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
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. SEE GROUNDING ARRAY DETAIL ON SHEET 44.
4. CONTRACTOR TO VERIFY EXISTING WIRING THAT IS BEING RETAINED.
5. CONTRACTOR SHALL REMOVE EXISTING, UNUSED FEEDER WIRE AND LOOP WIRE IF FOUND. THIS WILL BE PAID FOR UNDER REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
6. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TOA RDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

LOCATION: HIGHWAY 365 AND PERSHING BOULEVARD
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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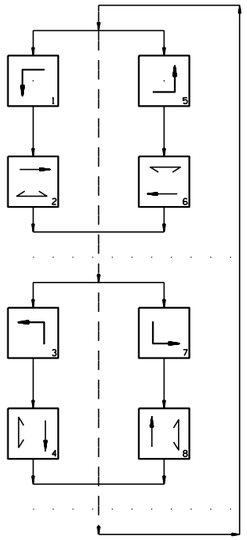
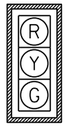
...\061921 Pershing Blvd SIG Wiring

PHASING DIAGRAM

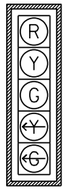


SIGNAL FACES

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)

NOTES:

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061921	87	87
		SIGNALIZATION PLAN SHEET				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23932
7/24/2026
EMILY M. WIDDER

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061921										
HIGHWAY 365 AND PERSHING 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	
Vz11	SB LEFT TURN FAR					EXISTING				V1 MOUNTED TO POLE D;
Vz12	SB LEFT TURN					EXISTING				V1 ADJUSTED
Vz21 A&B	NB ADVANCE					EXISTING				V1 MOUNTED TO POLE D;
Vz22 A&B	NB NEAR					EXISTING				V1 ADJUSTED
Vz31	WB LEFT TURN FAR					EXISTING				V1 MOUNTED TO POLE D;
Vz32	WB LEFT TURN					EXISTING				V1 ADJUSTED
Vz41 A&B	EB ADVANCE					EXISTING				V1 MOUNTED TO POLE D;
Vz42 A&B	EB NEAR					EXISTING				V1 ADJUSTED
Vz51	NB LEFT TURN FAR					EXISTING				V1 MOUNTED TO POLE D;
Vz52	NB LEFT TURN					EXISTING				V1 ADJUSTED
Vz61 A&B	SB ADVANCE					EXISTING				V1 MOUNTED TO POLE D;
Vz62 A&B	SB NEAR					EXISTING				V1 ADJUSTED
Vz71	EB LEFT TURN FAR					EXISTING				V1 MOUNTED TO POLE D;
Vz72	EB LEFT TURN					EXISTING				V1 ADJUSTED
Vz81 A&B	WB ADVANCE					EXISTING				V1 MOUNTED TO POLE D;
Vz82 A&B	WB NEAR					EXISTING				V1 ADJUSTED
PB2 A&B	PERSHING BLVD. E. LEG					EXISTING				ADJUSTED
PB4 A&B	HWY 365. S. LEG					EXISTING				ADJUSTED
PB6 A&B	PERSHING BLVD. W. LEG					EXISTING				ADJUSTED
PB8 A&B	HWY 365. N. LEG					EXISTING				ADJUSTED
					SPARE					

CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
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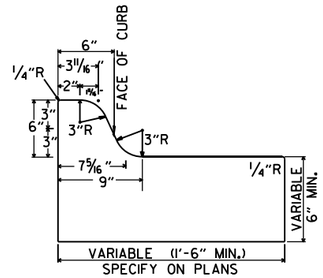
INTERVAL CHART

SIGNAL FACES	HIGHWAY 365 AND PERSHING BOULEVARD																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	R	R	R	R	R	R	R	R	R / ⟲G	R / *	R	R	G / ⟲G	** / *	G	**	R
2 & 3	R	R	R	R	R	R	R	R	R	R	R	R	G	**	G	**	R
4	R / ⟲G	R / *	G / ⟲G	** / *	R	R	G	**	R	R	R	R	R	R	R	R	R
5 & 6	R	R	C	**	R	R	G	**	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R / ⟲G	R / *	G / ⟲G	** / *	R	R	G	**	R
8 & 9	R	R	R	R	R	R	R	R	R	R	G	**	R	R	G	**	R
10	R / ⟲G	R / *	R	R	G / ⟲G	** / *	G	**	R	R	R	R	R	R	R	R	R
11 & 12	R	R	R	R	G	**	G	**	R	R	R	R	R	R	R	R	R
13 & 14	DW	DW	DW	DW	W	FDW	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	W	FDW	DW	DW	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

LOCATION: HIGHWAY 365 AND PERSHING BOULEVARD
CITY: NORTH LITTLE ROCK
COUNTY: PULASKI
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

7/24/2026 9:05:44 AM
...\061921 Pershing Blvd SIG Charts



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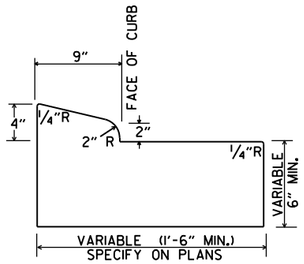

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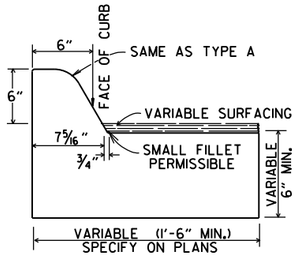

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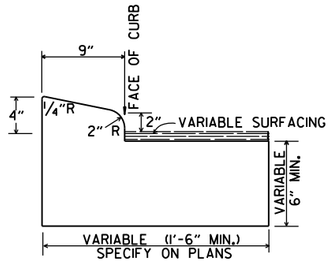

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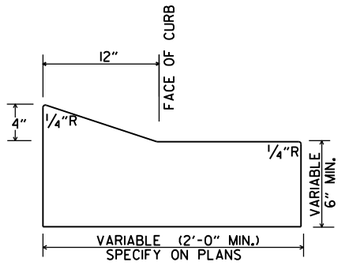

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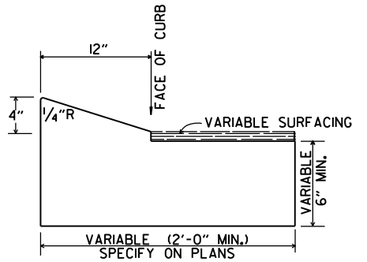
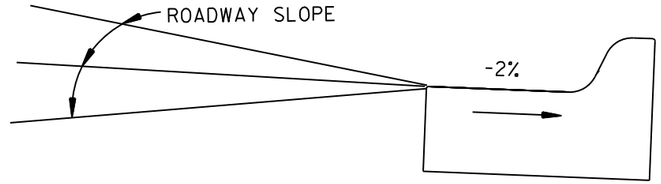


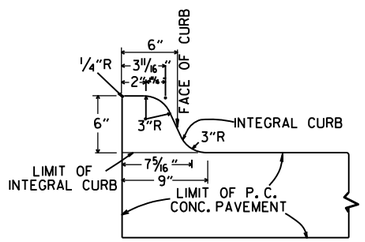
TYPE E-2

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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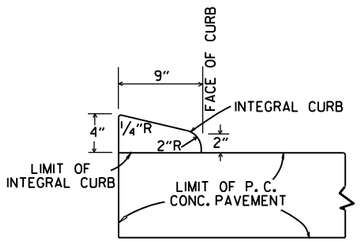
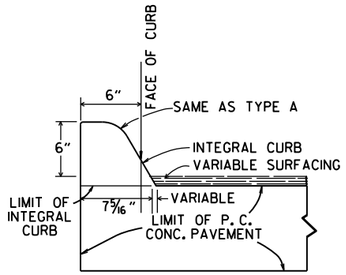
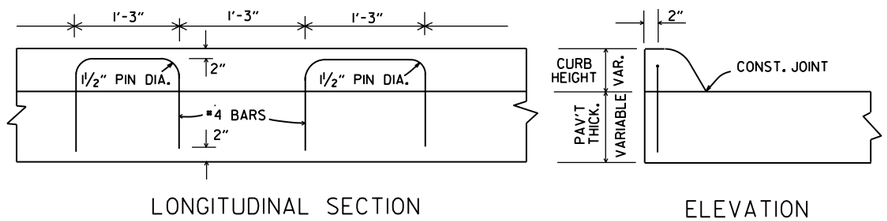


TYPE B

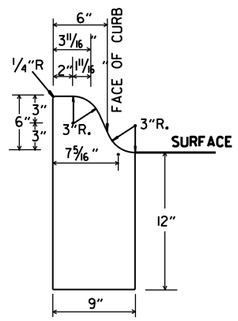


TYPE C

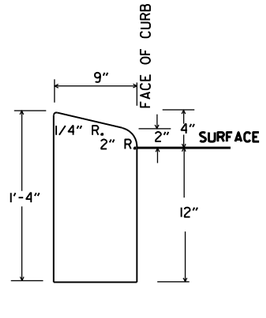
INTEGRAL CURB



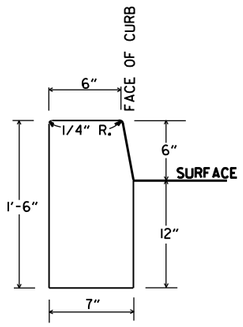
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



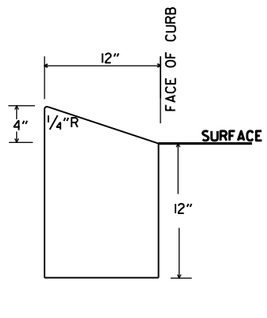
TYPE A



TYPE B

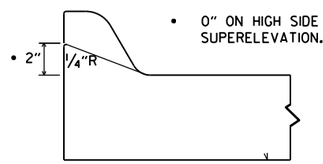


TYPE D



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.

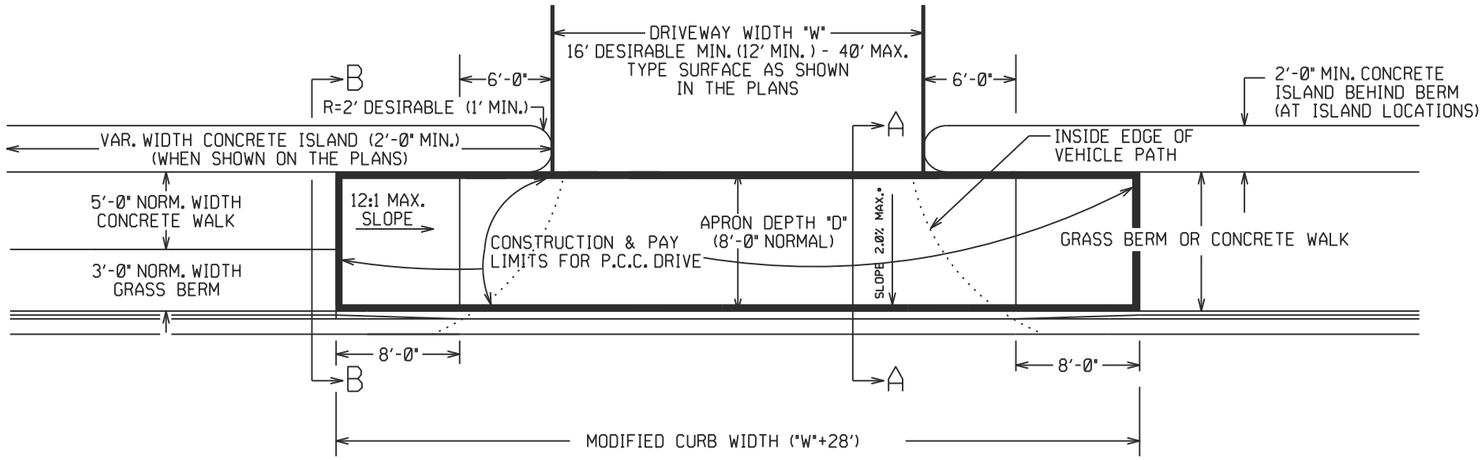
DETAILS OF MODIFIED CURB

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

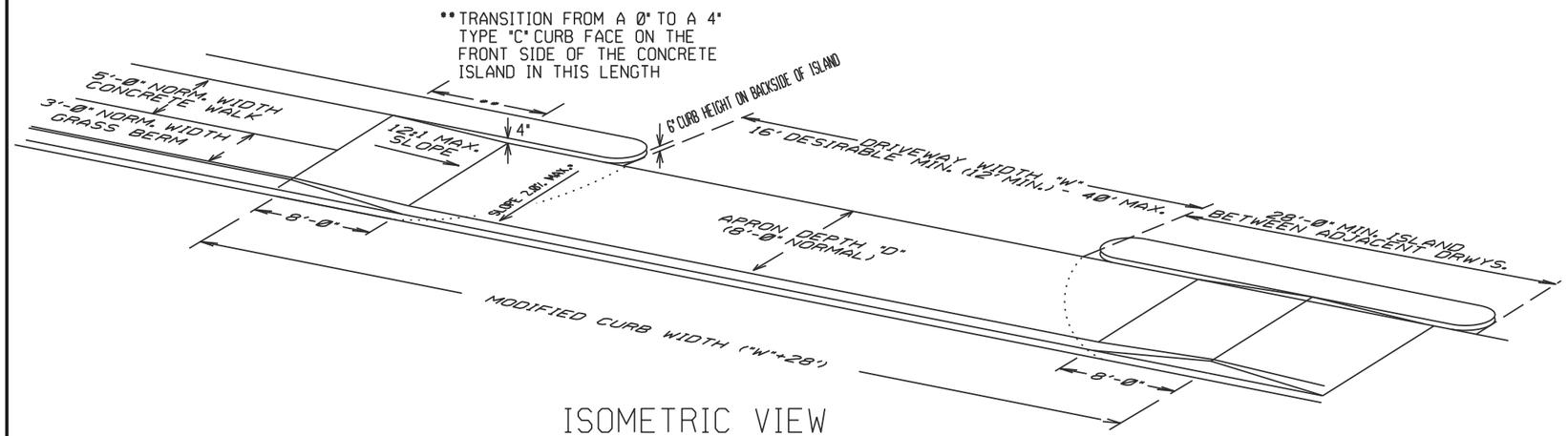
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

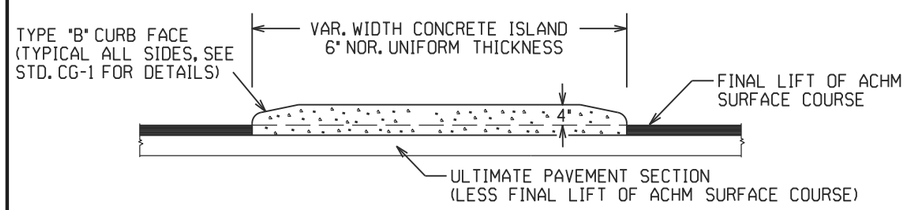
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

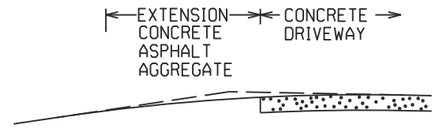


CURBED ISLANDS FOR CHANNELIZATION

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

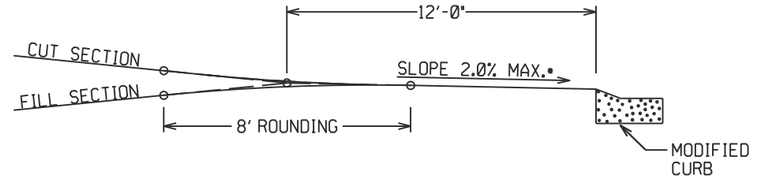
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

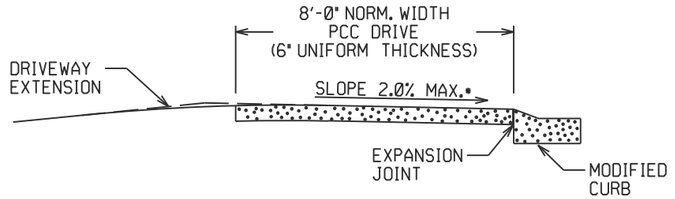
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

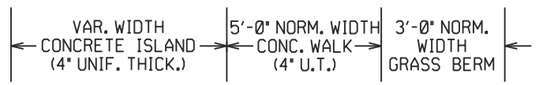


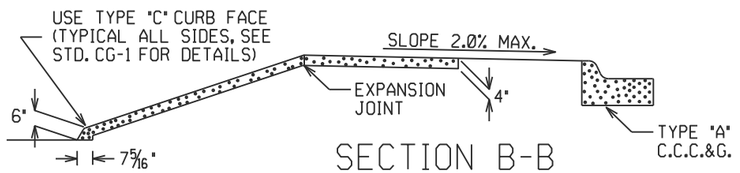
DRIVEWAY VERTICAL ALIGNMENT DETAILS

• 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.

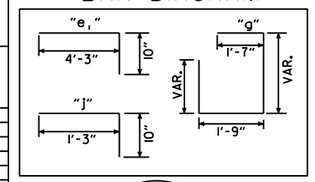
DROP INLET EXTENSION

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		

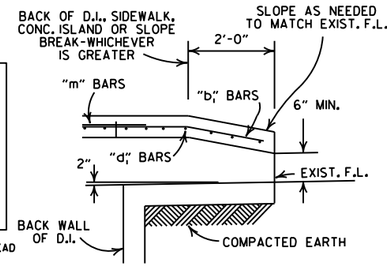
DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

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

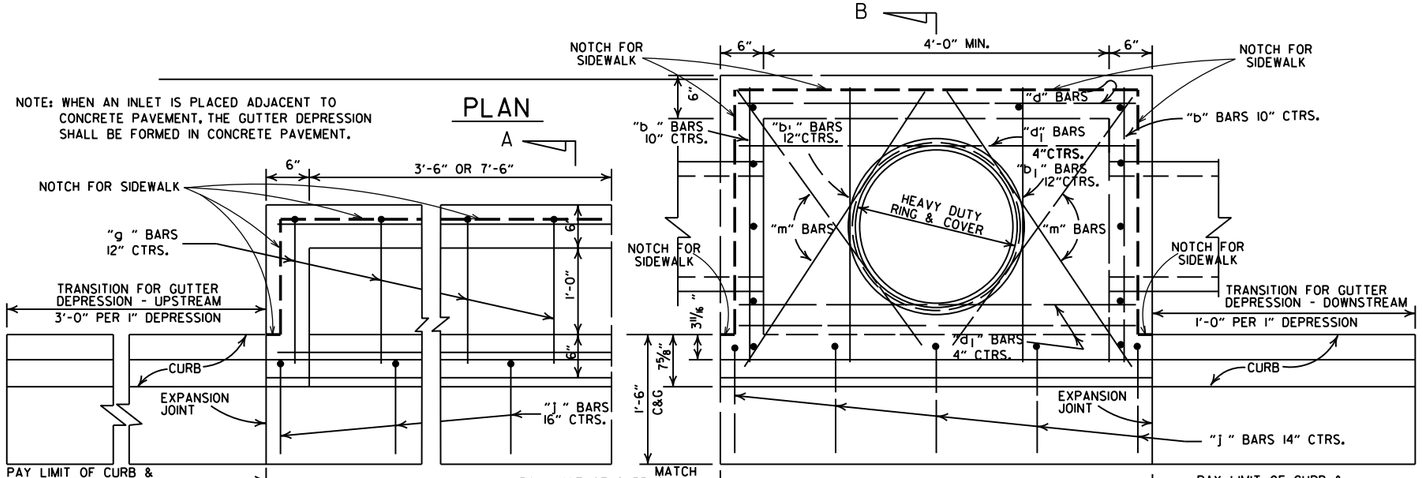


BACK OPENING

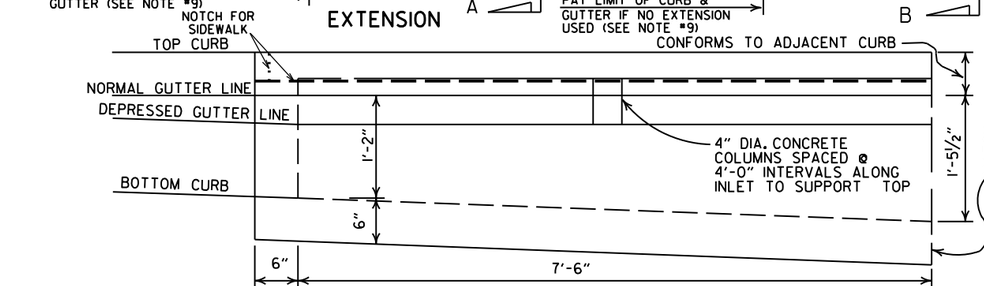


WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

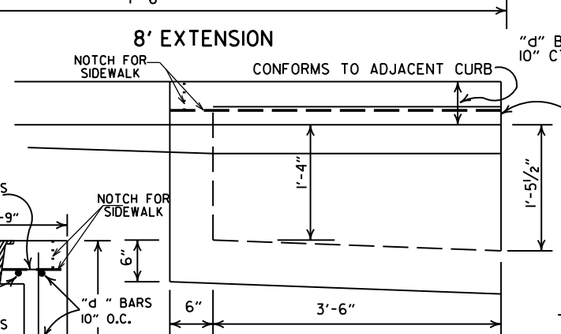
PLAN



EXTENSION

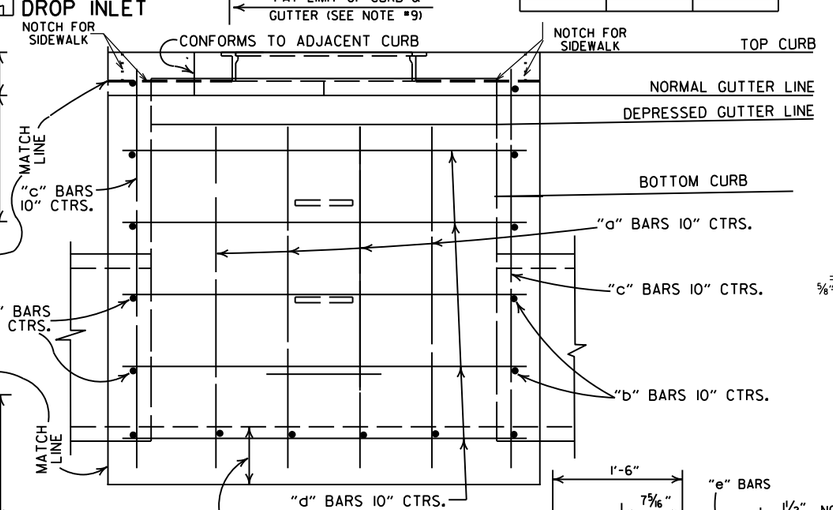


8' EXTENSION



4' EXTENSION

DROP INLET

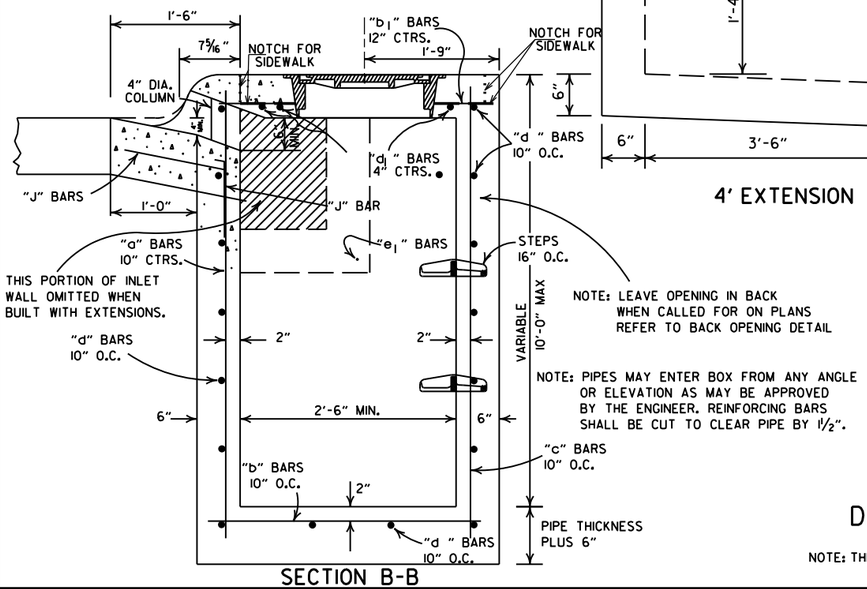


DROP INLET

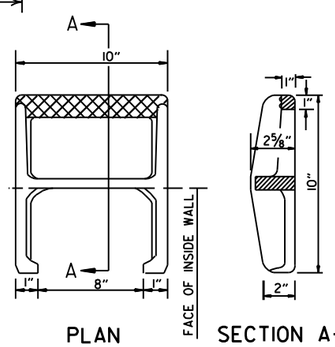
ELEVATION

DETAIL OF NOTCH FOR SIDEWALKS

SECTION B-B



DETAIL OF STEP FOR DROP INLET

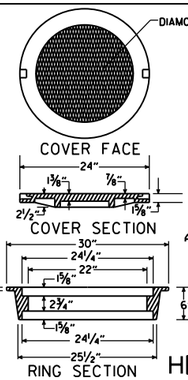


PLAN SECTION A-A

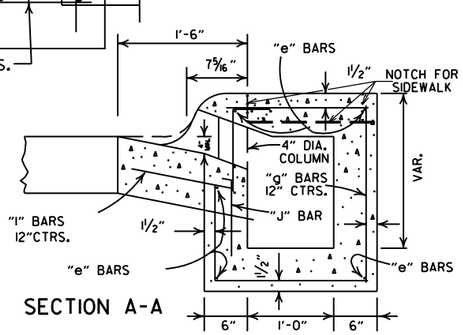
APPROX. WEIGHT = 11 LBS. (CAST IRON)

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:

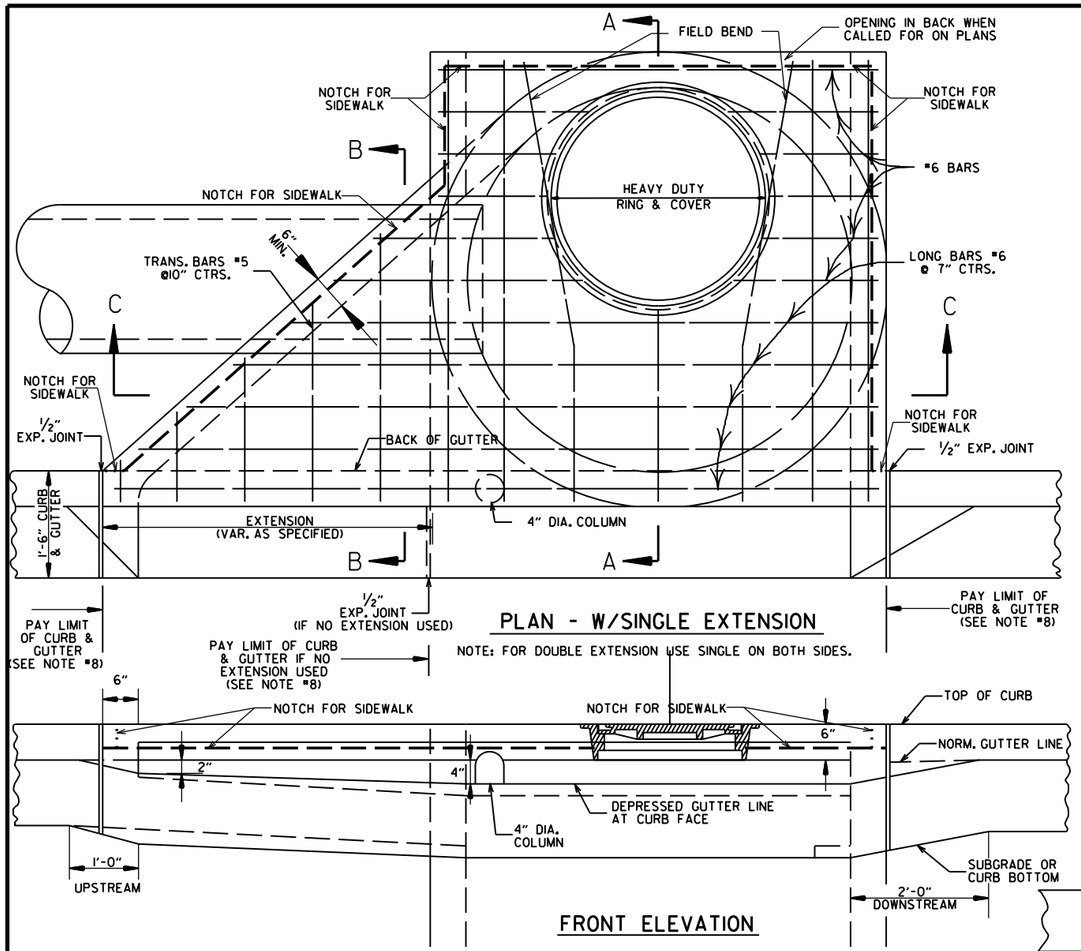
1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1 1/2" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET 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

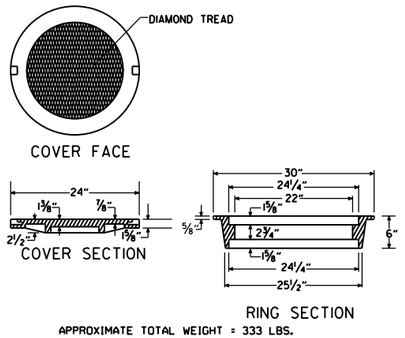


PLAN - W/SINGLE EXTENSION

NOTE: FOR DOUBLE EXTENSION USE SINGLE ON BOTH SIDES.

FRONT ELEVATION

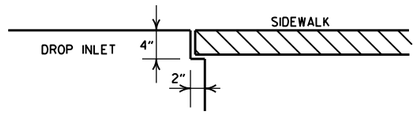
SECTION C-C



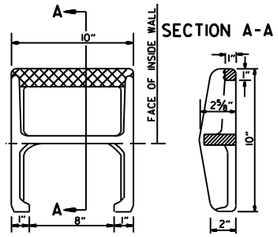
APPROXIMATE TOTAL WEIGHT = 333 LBS.

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



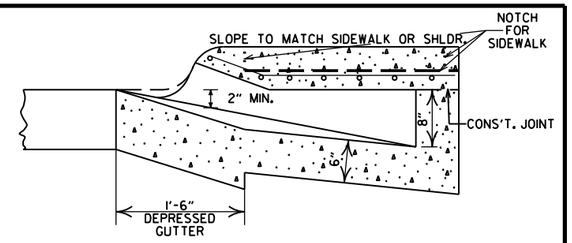
SECTION A-A

APPROX. WEIGHT = 11 LBS. (CAST IRON)

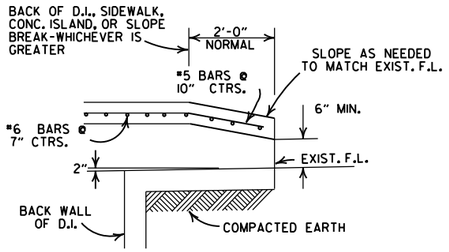
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

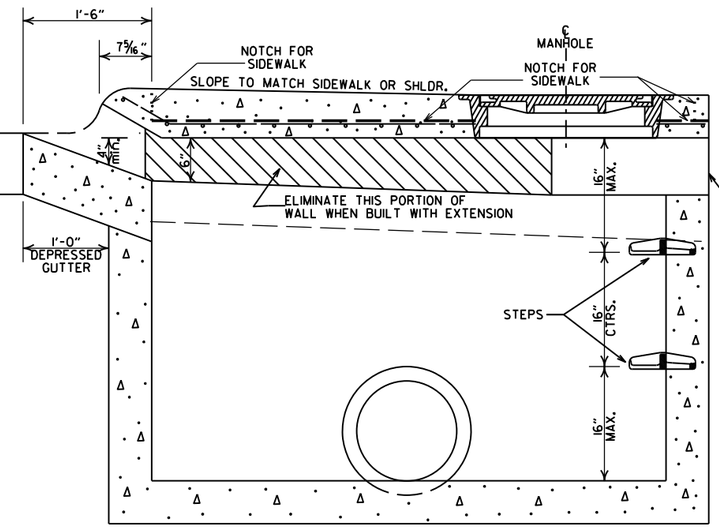


SECTION B-B



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.

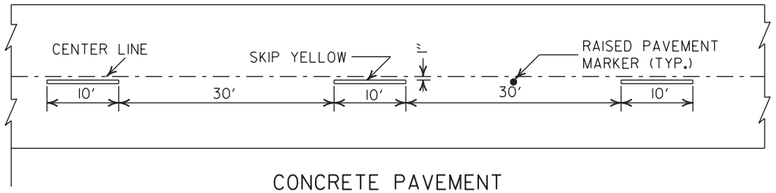
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS CAST IN PLACE	MINIMUM WALL THICKNESS PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

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

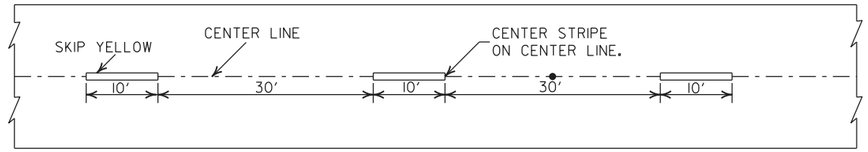
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



CONCRETE PAVEMENT

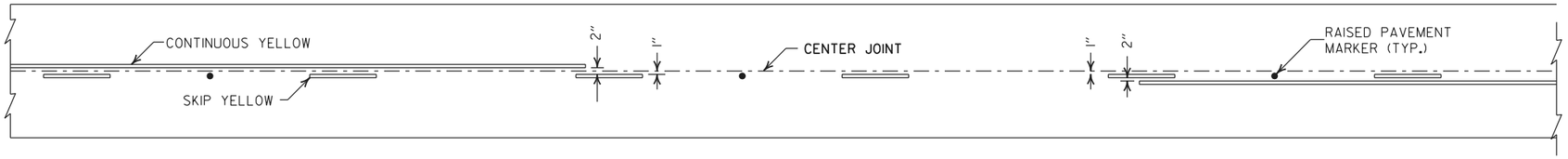


ASPHALT PAVEMENT

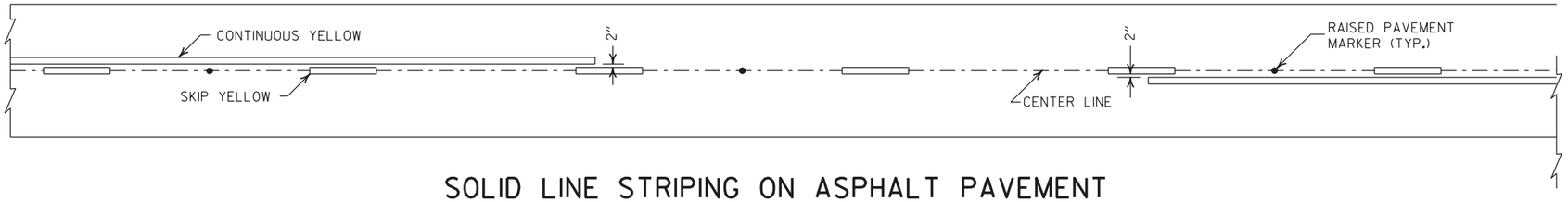
BROKEN LINE STRIPING

NOTES:

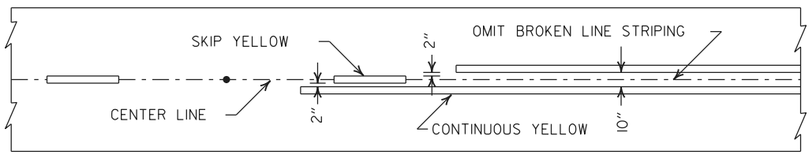
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



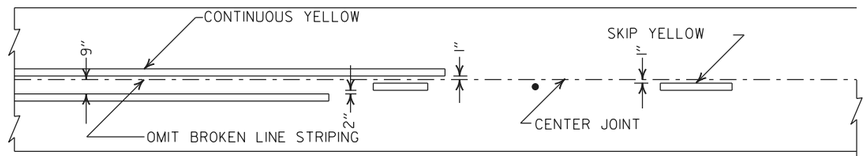
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

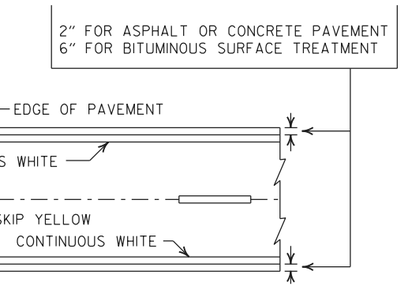


ASPHALT PAVEMENT

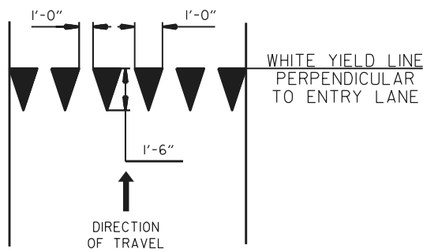


CONCRETE PAVEMENT

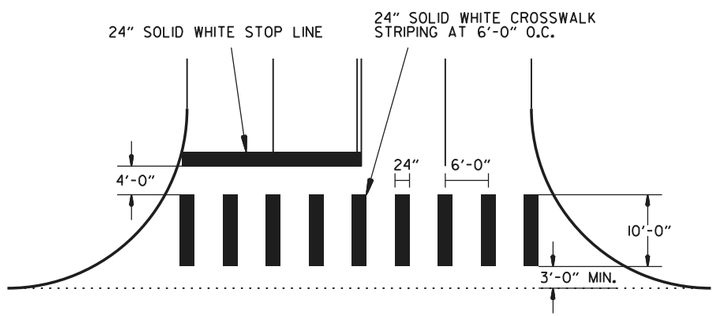
STRIPING AT ADJACENT NO PASSING LANES



PAVEMENT EDGE LINE MARKING



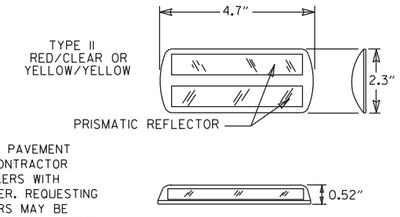
YIELD LINE DETAIL



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

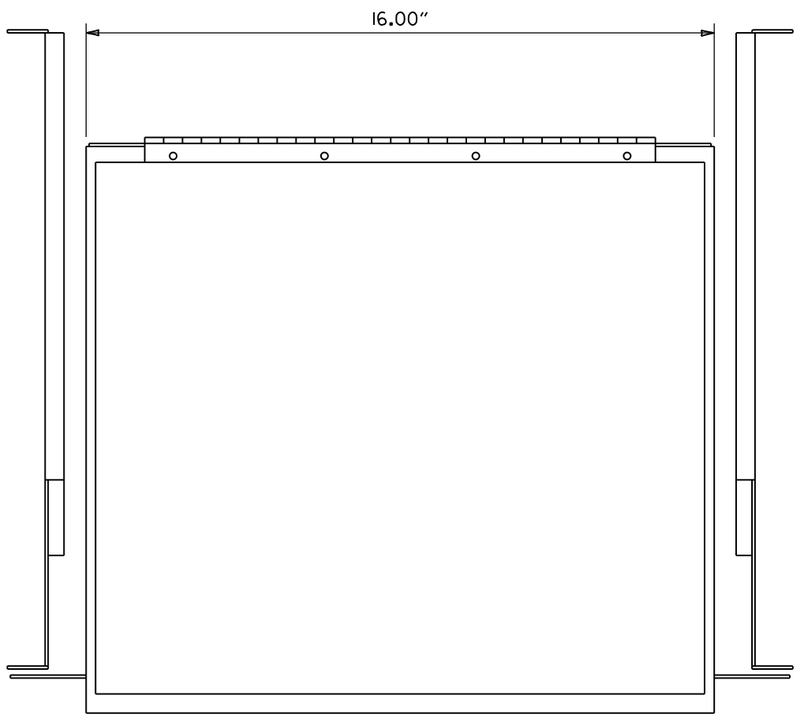
DATE	REV	DESCRIPTION
04-09-26		REV. CROSSWALK & STOP LINE DETAILS
02-27-20		REV. STOP LINE DETAILS
06-01-17		ADDED YIELD LINE DETAIL
05-12-16		REVISED LINE WIDTHS, SPACING, & NOTES
09-12-13		REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS

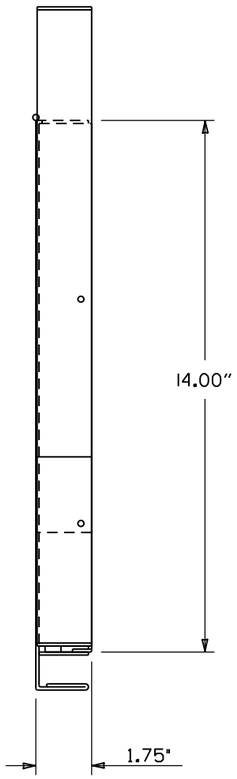
ARKANSAS STATE HIGHWAY COMMISSION

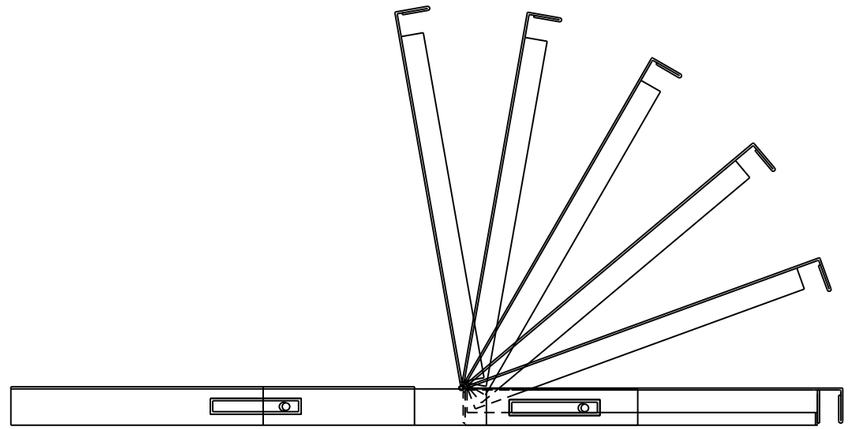
PAVEMENT MARKING DETAILS

DATE EFFECTIVE 04-09-2026 | STANDARD DRAWING | PM-1

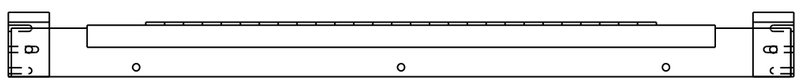
DRAWER PLAN VIEW



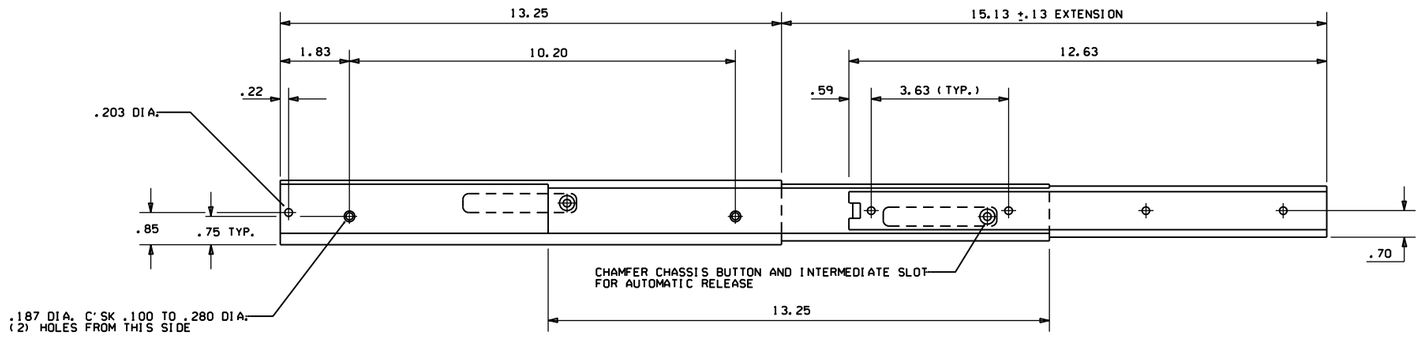




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

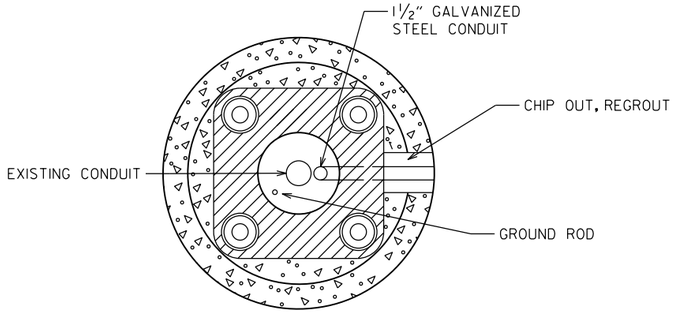
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

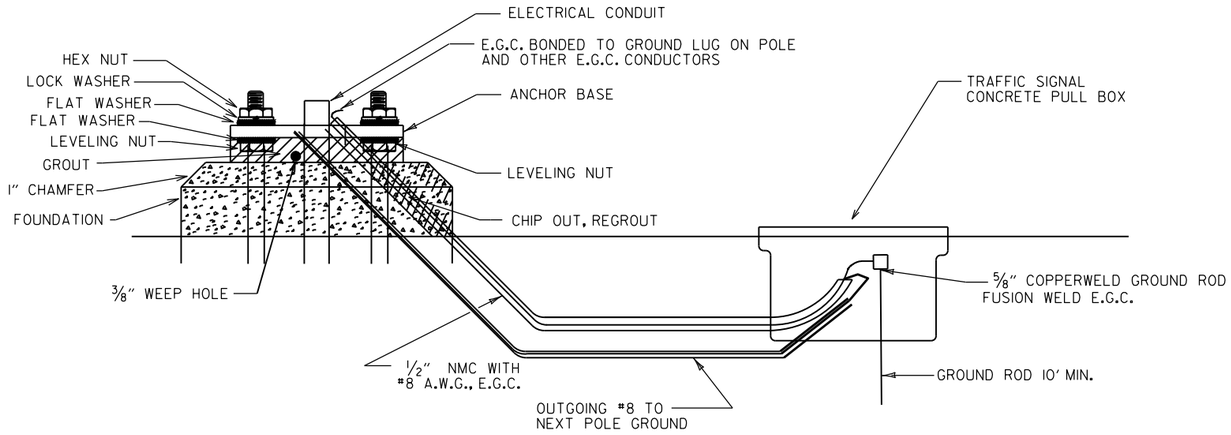
CONTROLLER CABINET UTILITY DRAWER

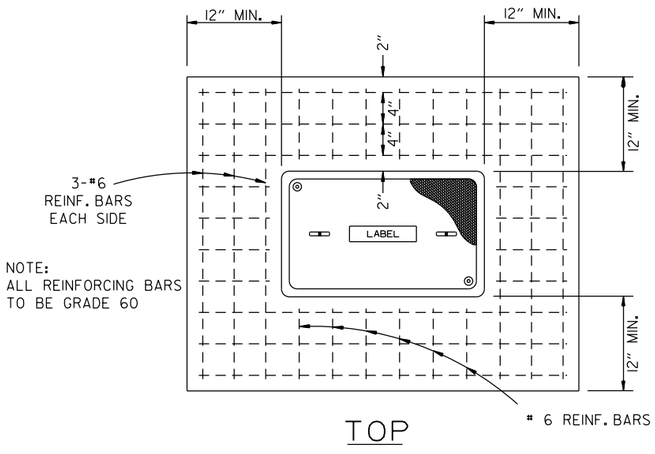
STANDARD DRAWING SD-5

CONDUIT ENTRY TO EXISTING POLE BASE

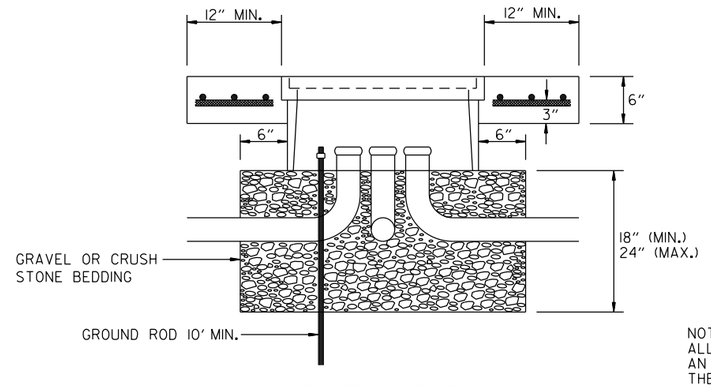


ANCHOR BASE



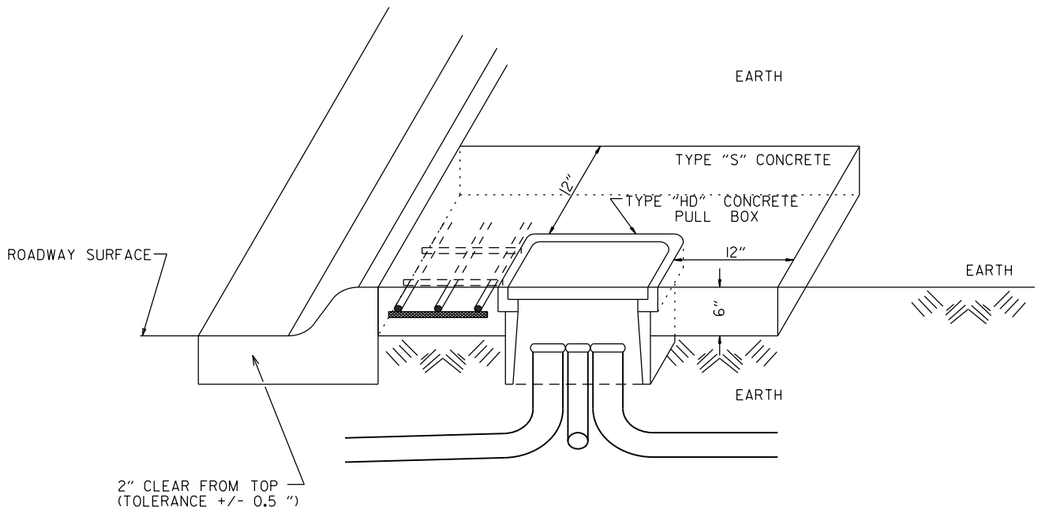


TOP



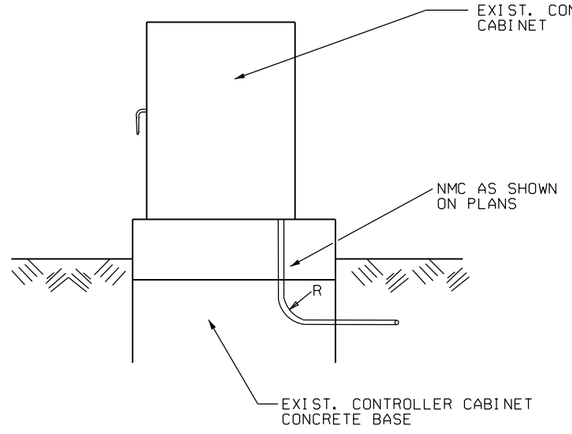
ELEVATION

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



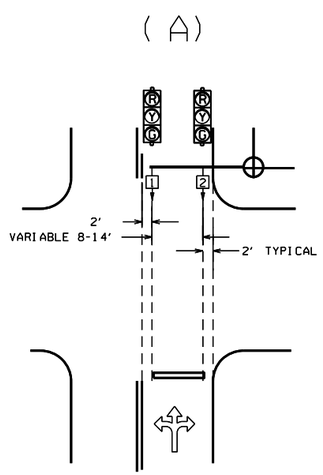
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

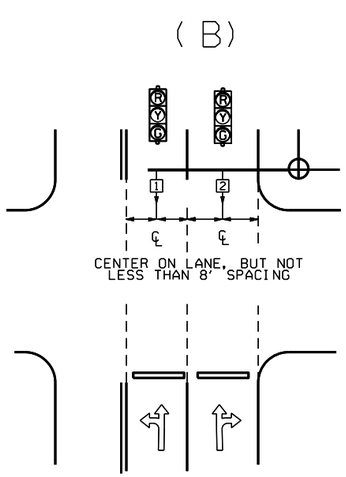
DATE	REVISION	FILMED
02-13-24	REVISED NOTES AND TYPE "HD" CONCRETE PULL BOX DETAILS	
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

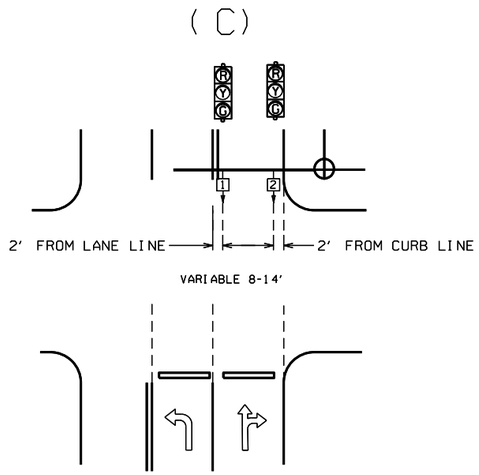
ARKANSAS STATE HIGHWAY COMMISSION

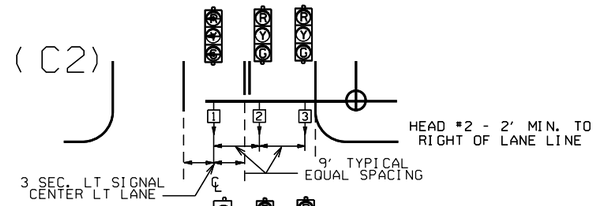
HEAVY DUTY PULL BOX

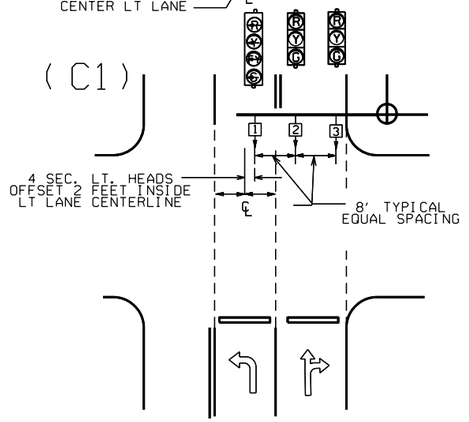
STANDARD DRAWING SD-6

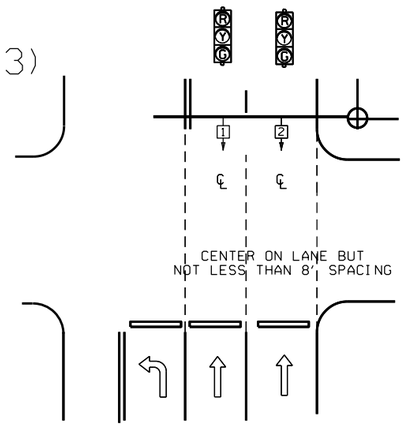


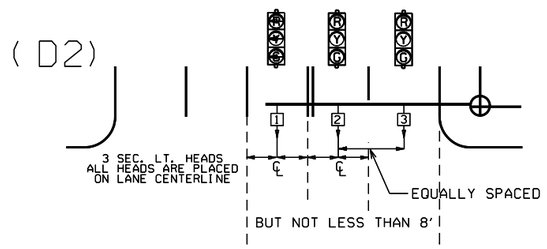


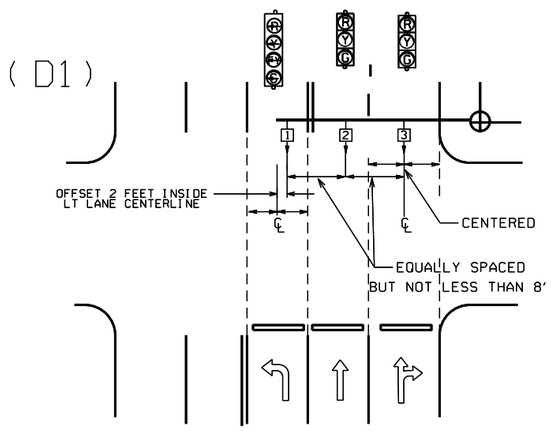




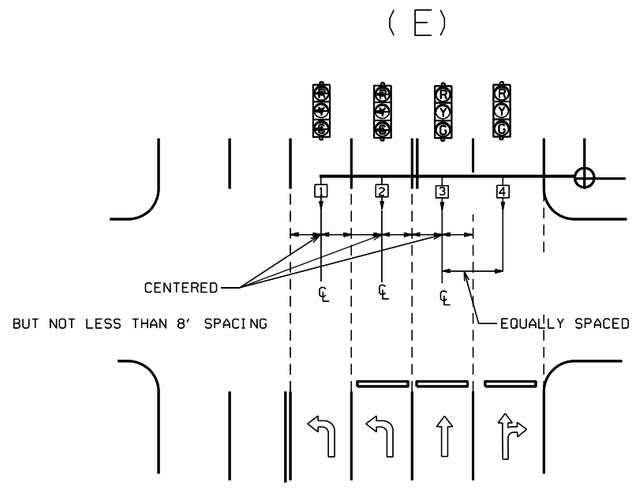








NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



℄ = 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

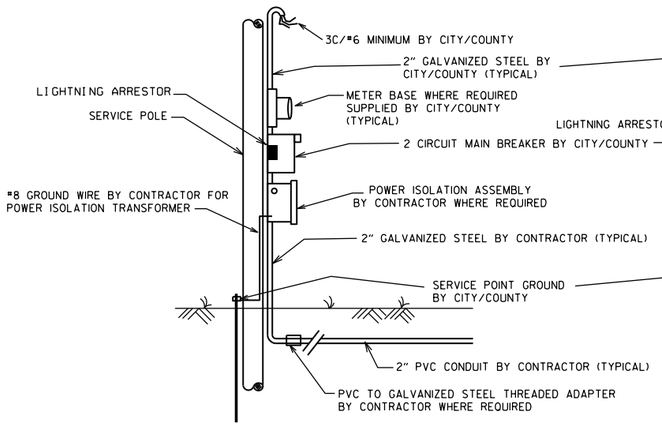
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

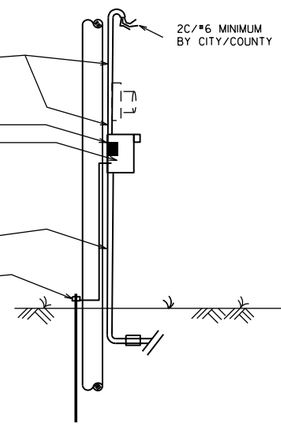
STANDARD DRAWING SD-8

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.

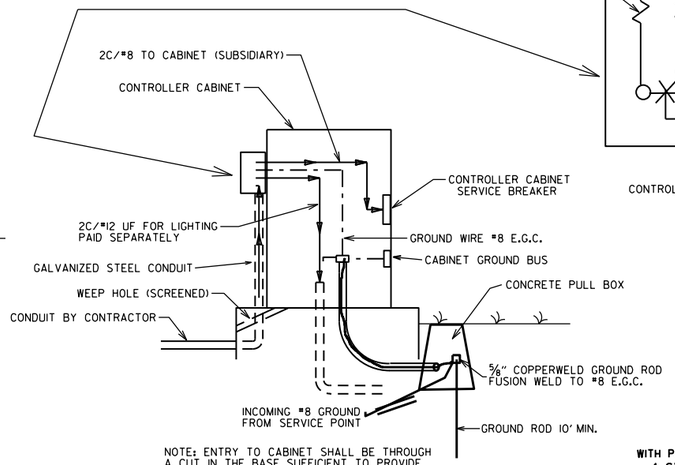
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, 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.

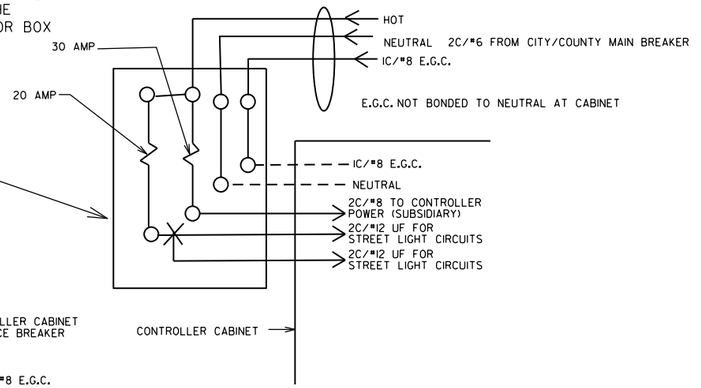
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP 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)



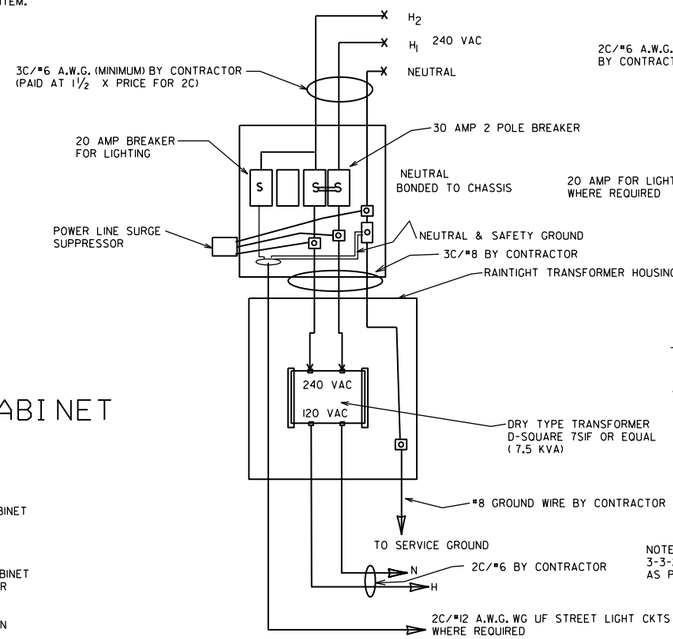
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



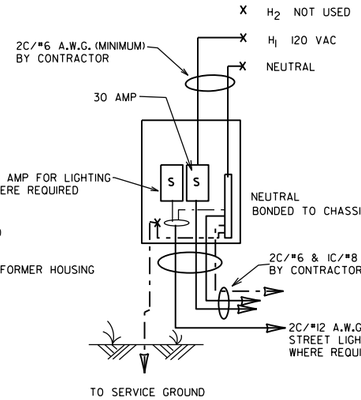
MAIN BREAKER WIRING (TYPICAL)

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

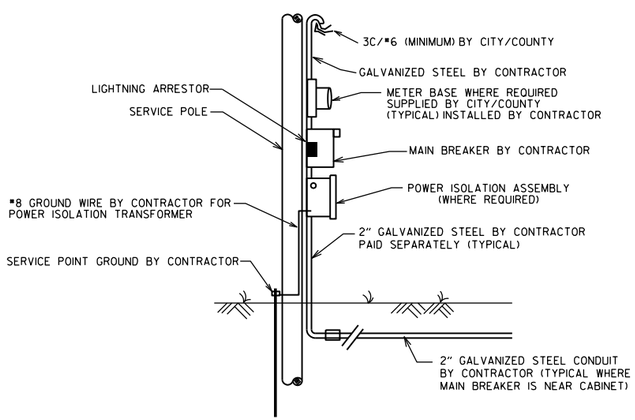


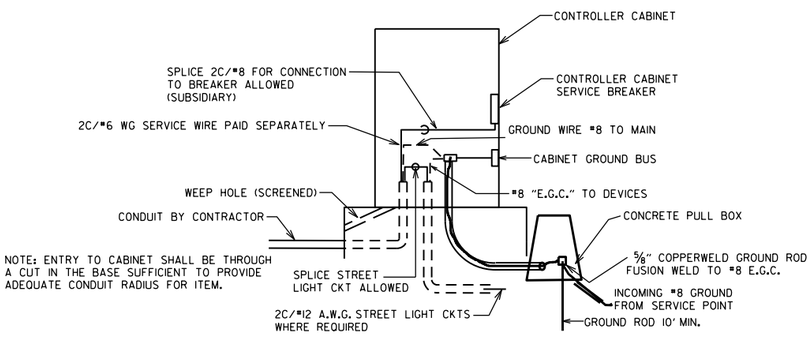
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



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.

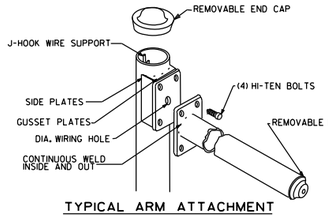
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

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).

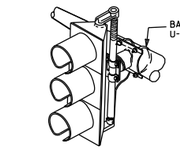
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

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.

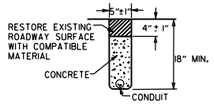
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



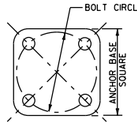
TYPICAL ARM ATTACHMENT



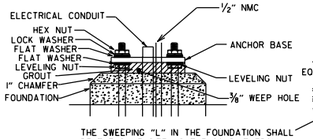
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

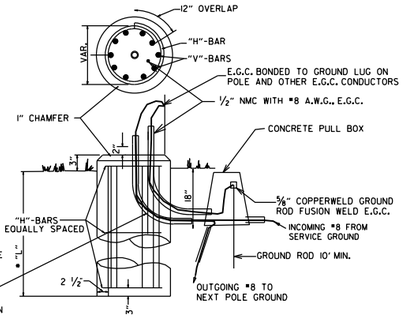


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





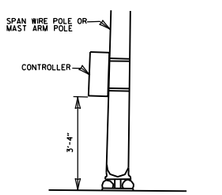
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

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.

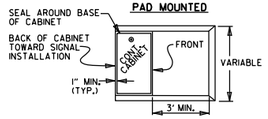
TYPICAL FOUNDATION DETAILS

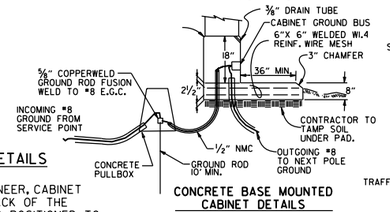
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

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.

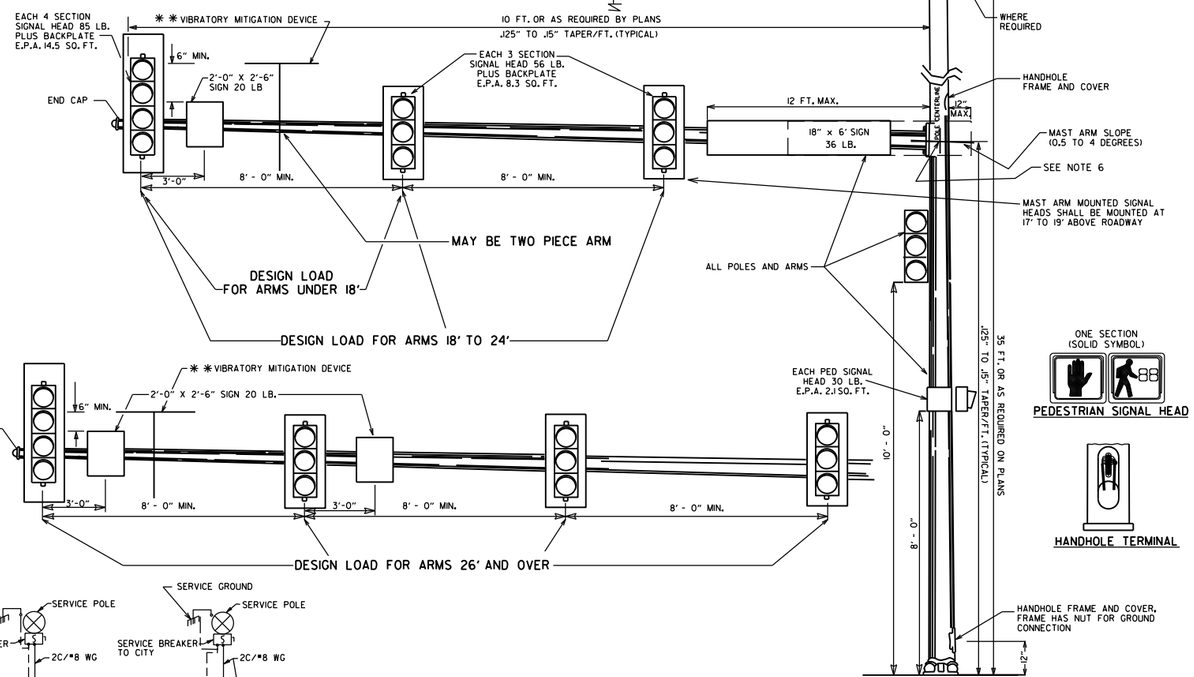
10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

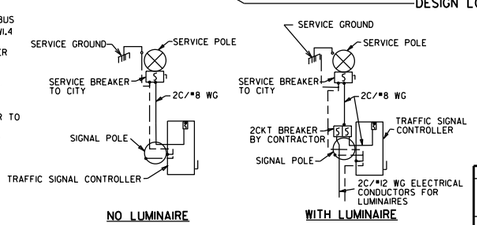
11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.

* 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.

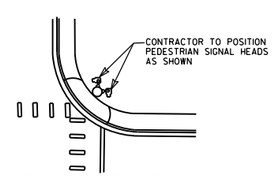
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.





SERVICE DISCONNECT

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES



PEDESTRIAN SIGNAL HEADS

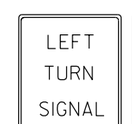
SIGNAL OPERATION NOTES:

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

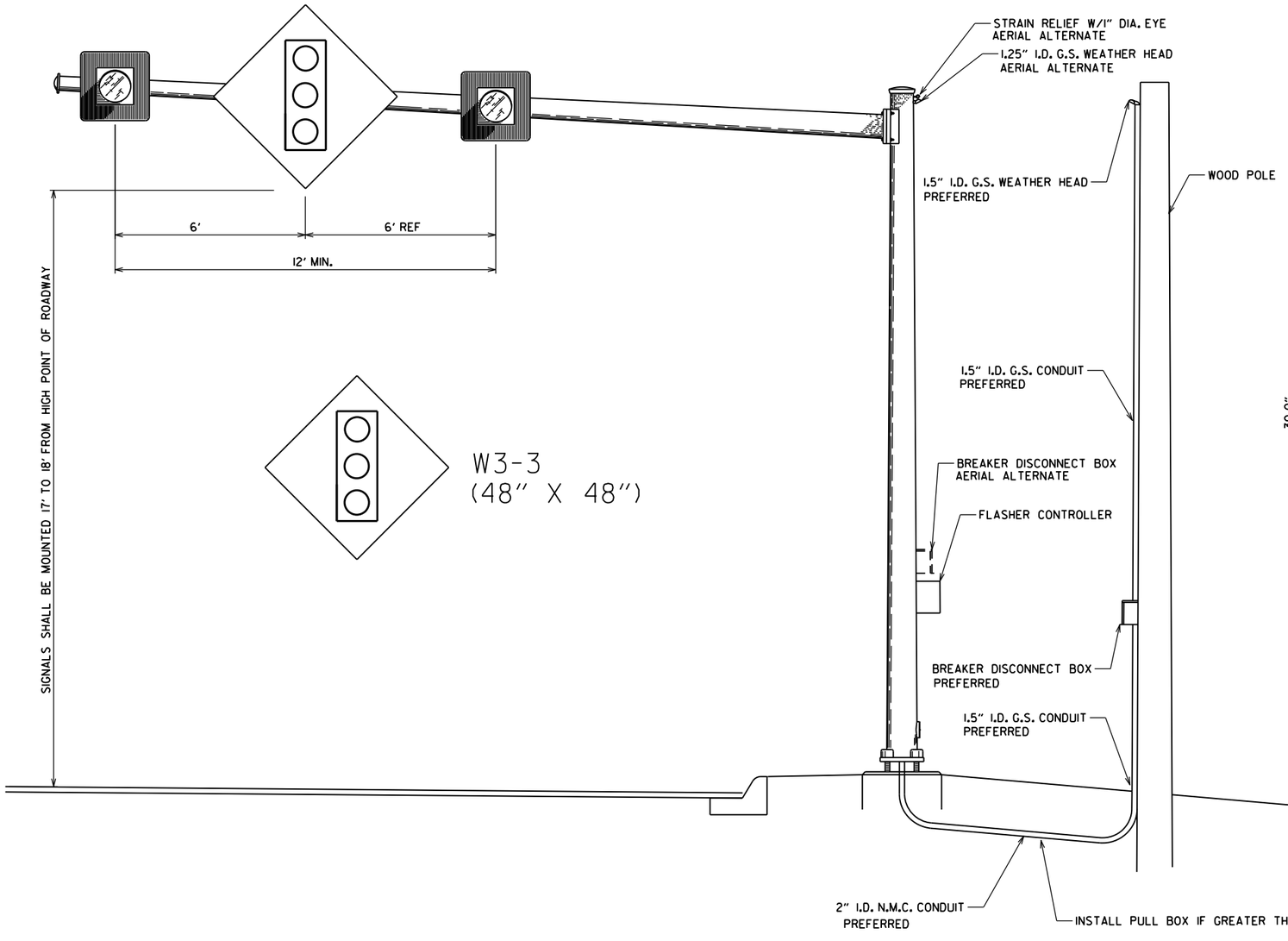
RIO-12a

RIO-3e
(SEE MUTCD)

ARKANSAS STATE HIGHWAY COMMISSION

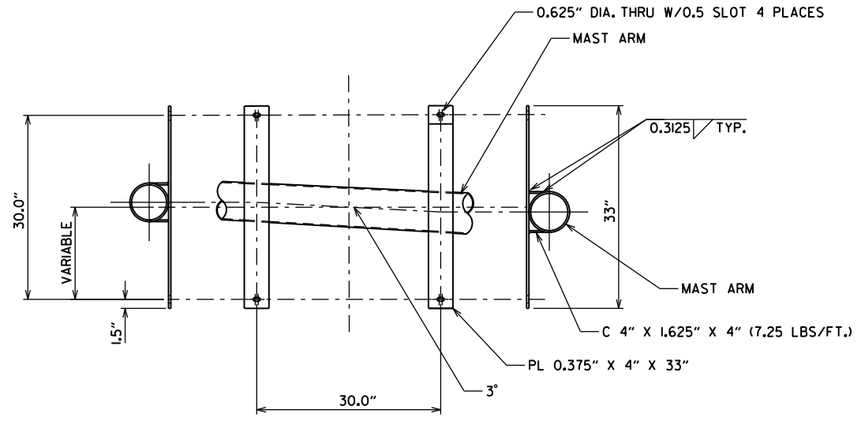
STEEL POLE WITH MAST ARM

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	

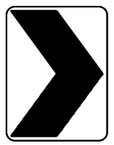
ARKANSAS STATE HIGHWAY COMMISSION

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.)



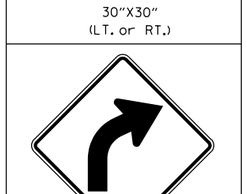
W1-8
18"X24"

W2-5
30"X30"

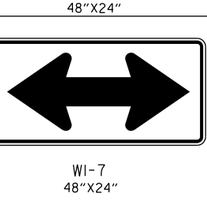
W3-1
36"X36"

W5-1
36"X36"

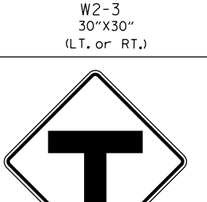
M6-3
21"X15"



R1-2
36"X36"X36"

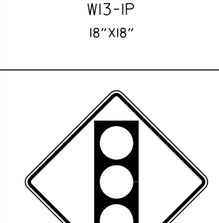


W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"

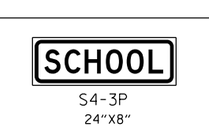
S1-1
36"X36"



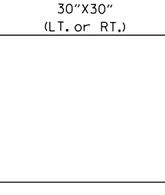
W3-2
36"X36"

County
Route Marker
M1-6
24"X24"

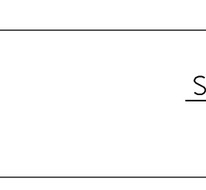
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



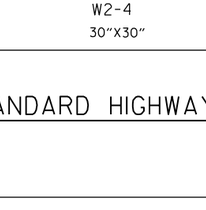
M6-4
21"X15"



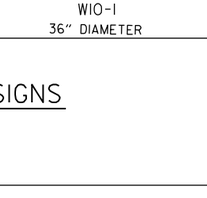
R2-1
24"X30"



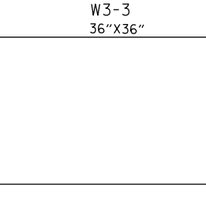
W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"

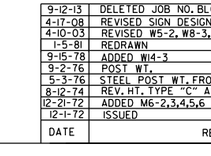


W5-2
36"X36"



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

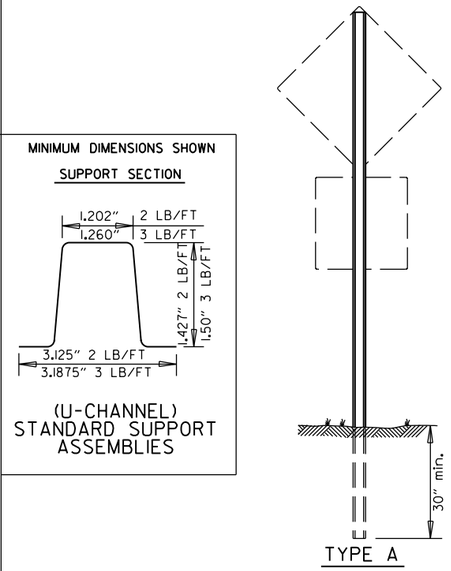
W3-3
36"X36"

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

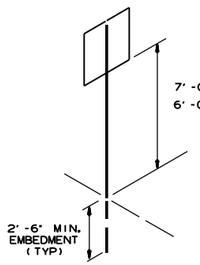
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & 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

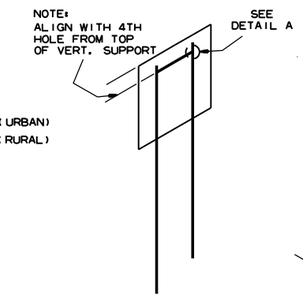
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

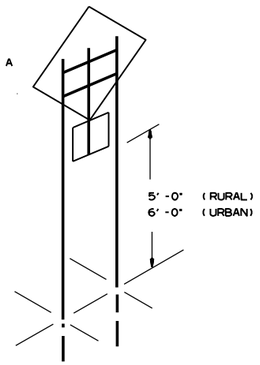
STANDARD DRAWING SHS-1



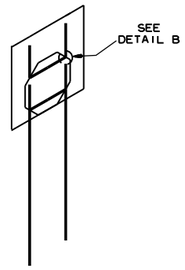
U-1



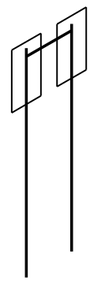
U-2



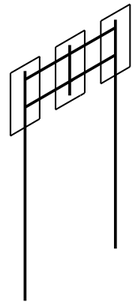
U-2 (A)



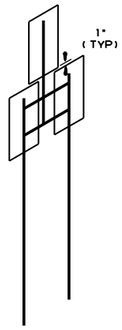
U-2 (B)



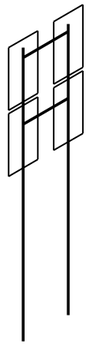
U-2 (1)



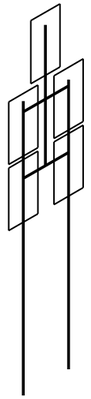
U-2 (2)



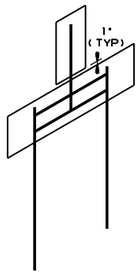
U-2 (3)



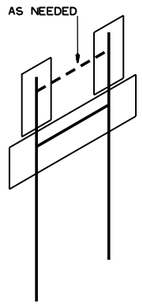
U-2 (4)



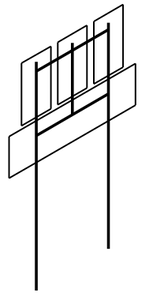
U-2 (5)



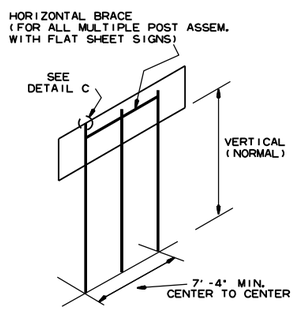
U-2 (6)



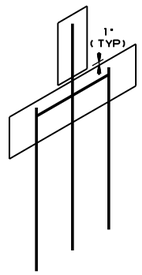
U-2 (7)



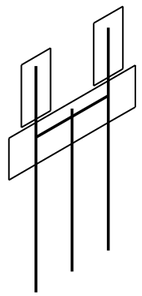
U-2 (8)



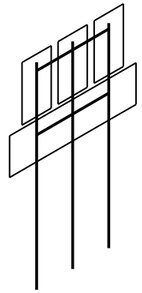
U-3



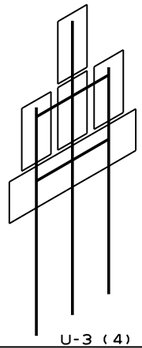
U-3 (1)



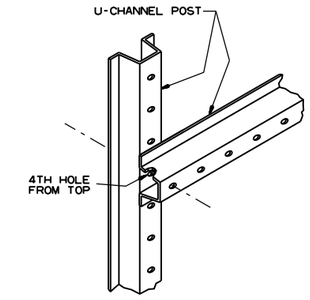
U-3 (2)



U-3 (3)

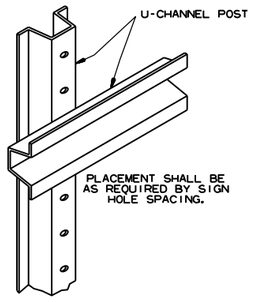


U-3 (4)



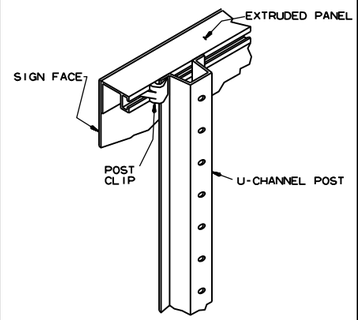
DETAIL A

SHOWING HORIZONTAL BRACE



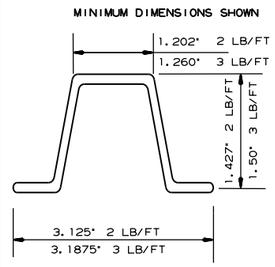
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



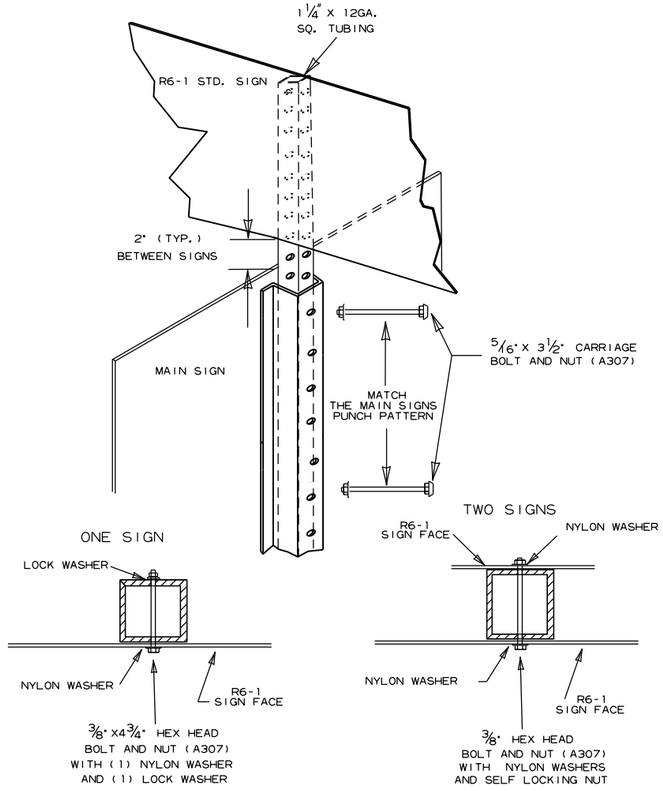
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



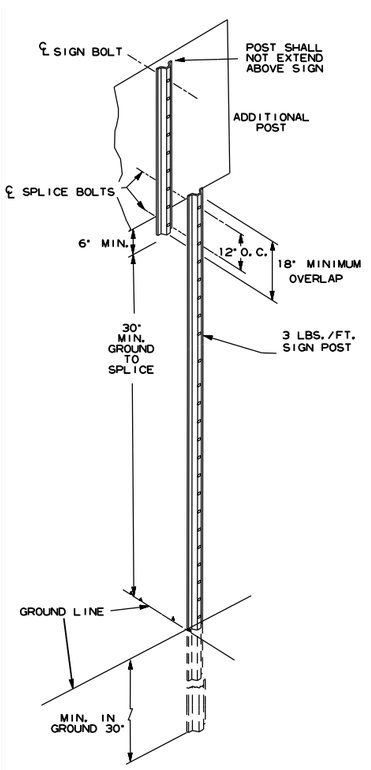
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

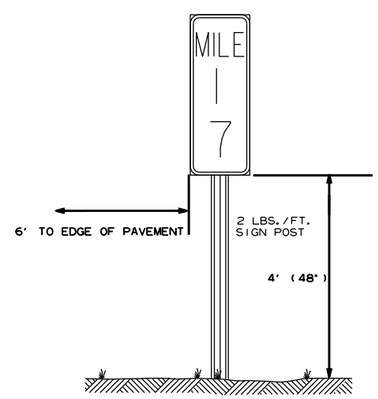
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

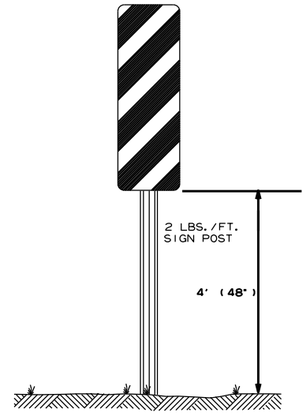
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

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

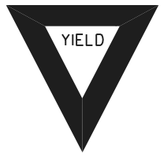
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

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

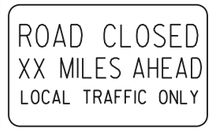
R5-1

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"

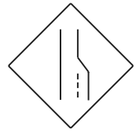
W3-1

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"

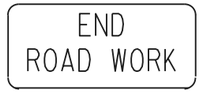
W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

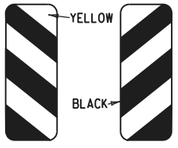
60"X24"

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.

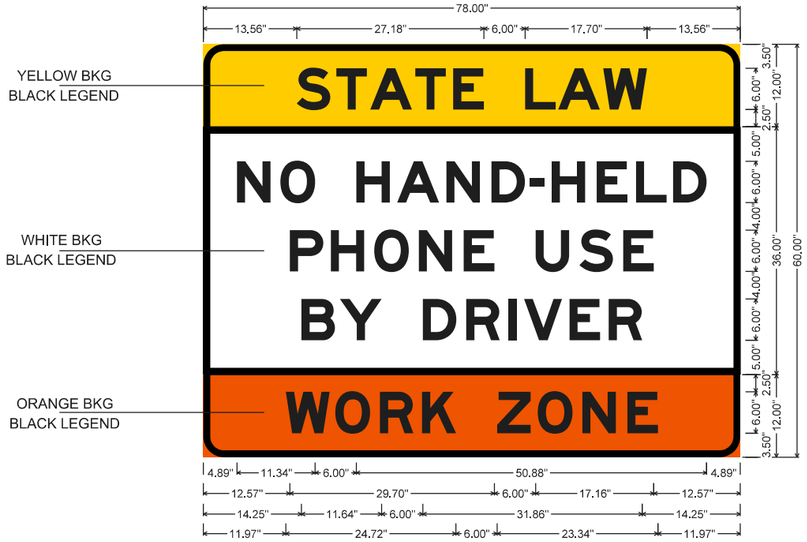
DATE REV	DESCRIPTION
08-14-25	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10
11-07-19	REVISED FOR MASH
04-13-17	DELETED RSP-1 & ADDED W21-5a
09-02-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS, REVISED ROAD WORK NEXT XX MILES
12-15-11	REVISED W24-1

ARDOT ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

DATE EFFECTIVE	STANDARD DRAWING	TC-1
08-14-2025		

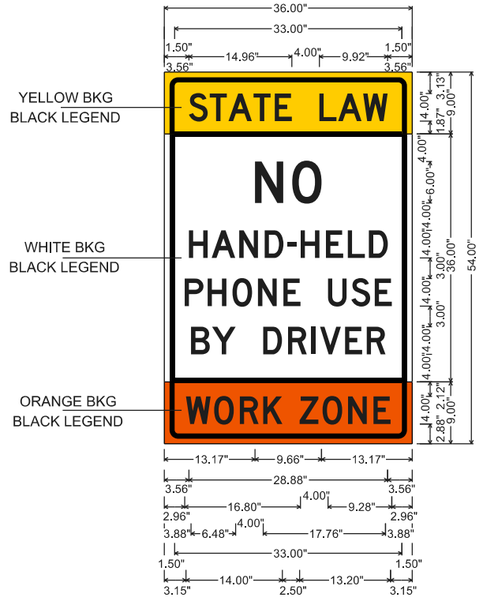


3.0" Radius, 1.0" Border, Black on Yellow;
"STATE LAW", E Mod 2K;

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

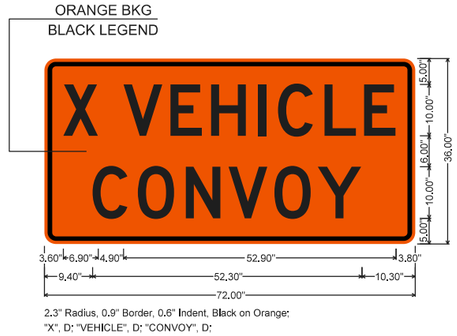


2.00" Radius, 0.75" Border, 0.75" Indent, Black on Yellow;
"STATE LAW", D 2K;

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;

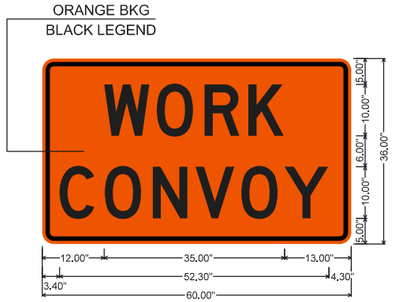
2.00" Radius, 0.75" Border, 0.75" Indent, Black on Orange;
"WORK", D 2K; "ZONE", D 2K;

WZ-4 (NON-INTERSTATE) SIGN



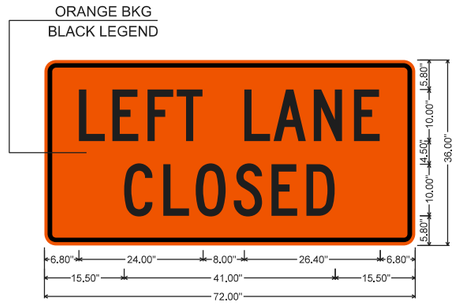
2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"X", D; "VEHICLE", D; "CONVOY", D;

WZ-2 SIGN



2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"WORK", D; "CONVOY", D;

WZ-3 SIGN



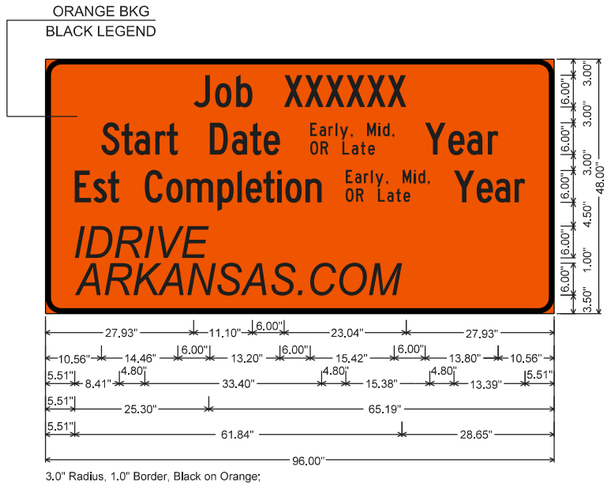
2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
"LEFT LANE", C; "CLOSED", C;

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

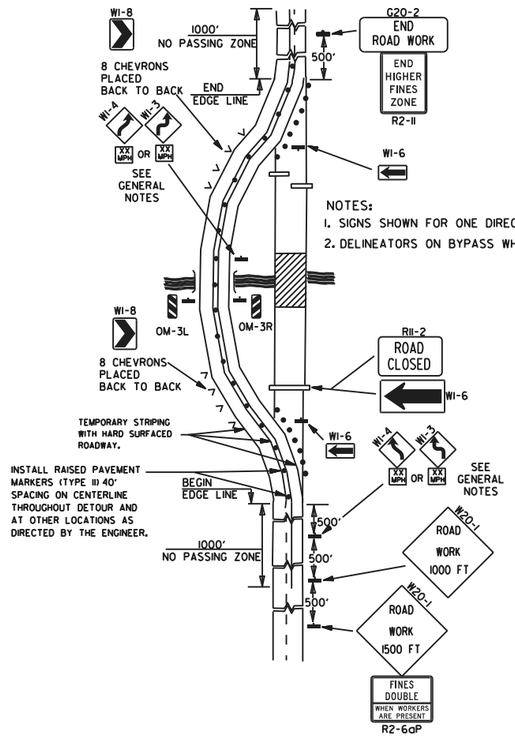
MOBILE WORK ZONE SIGNS

DATE REV	DESCRIPTION
04-09-26	ISSUED

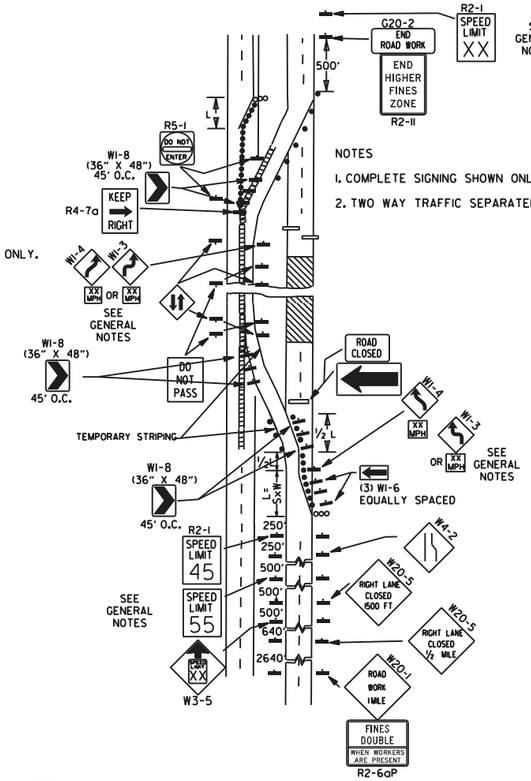
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

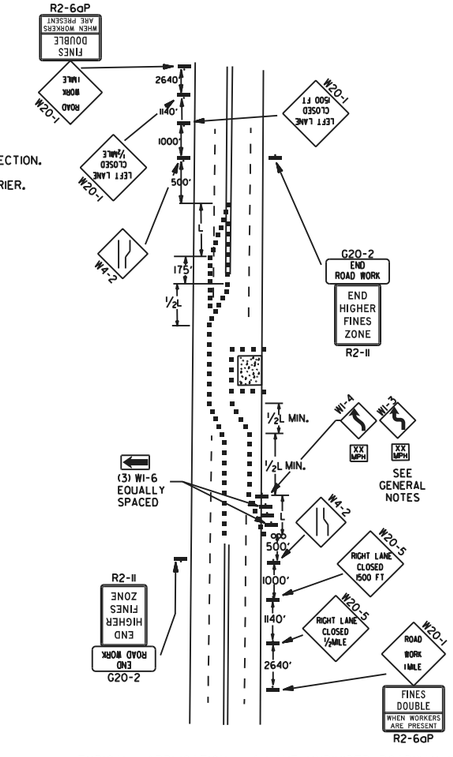
DATE EFFECTIVE	STANDARD DRAWING	TC-1A
04-09-2026		



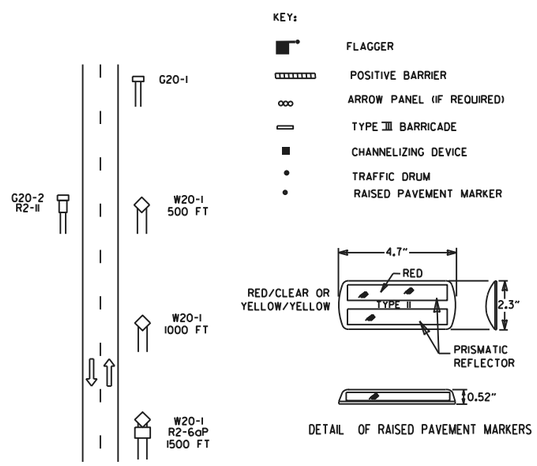
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(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:

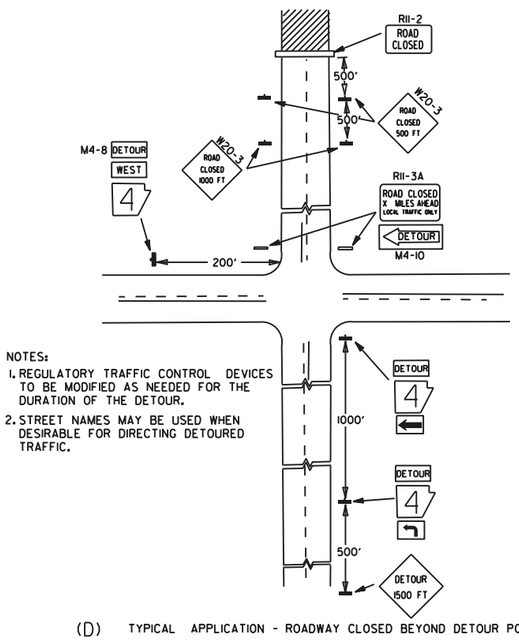
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

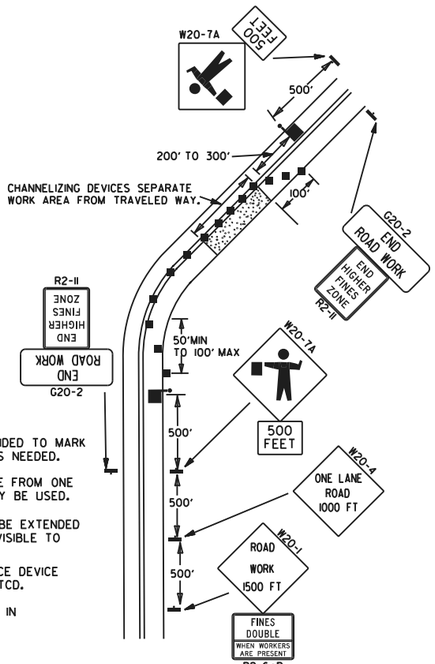
W= WIDTH OF OFFSET.

GENERAL NOTES:

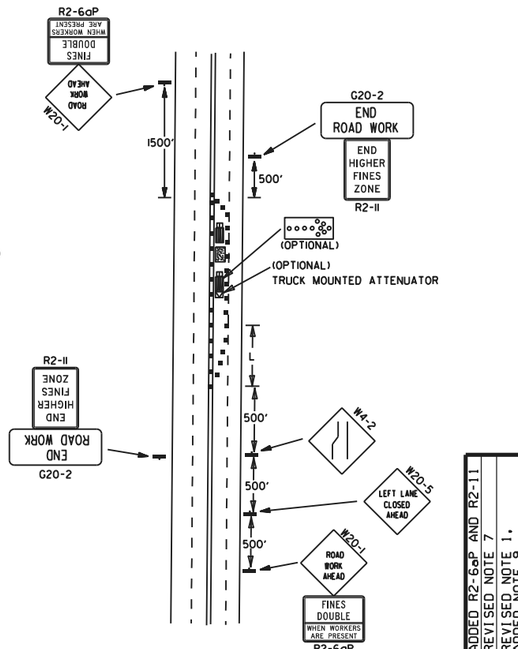
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT 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.



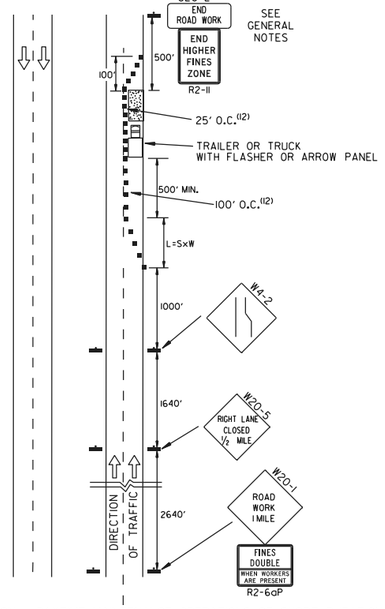
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

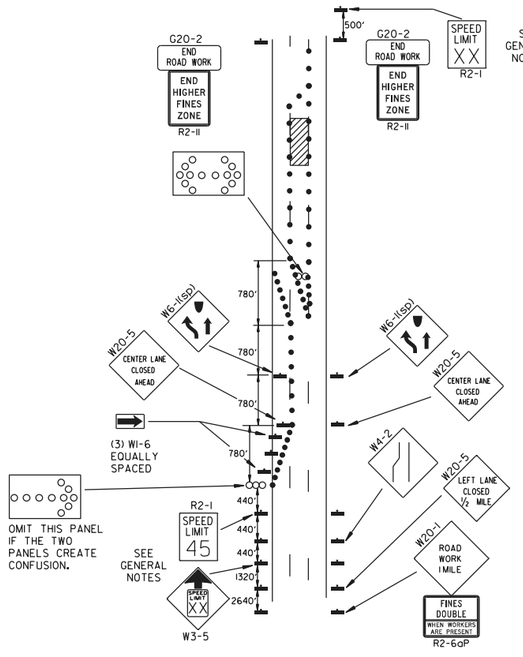
ARKANSAS STATE HIGHWAY COMMISSION

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:

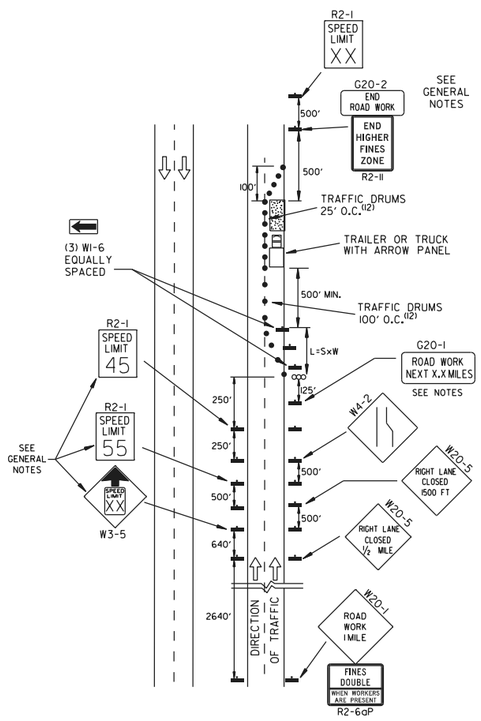
○○○ ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

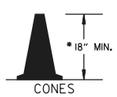
GENERAL NOTES:

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.

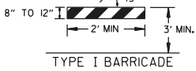


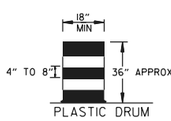
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

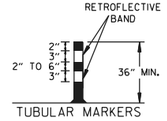
CHANNELIZING DEVICES

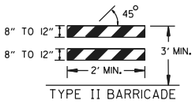


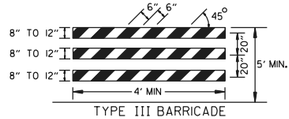
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



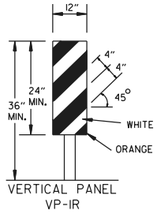


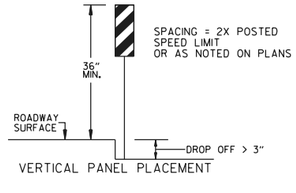


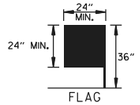




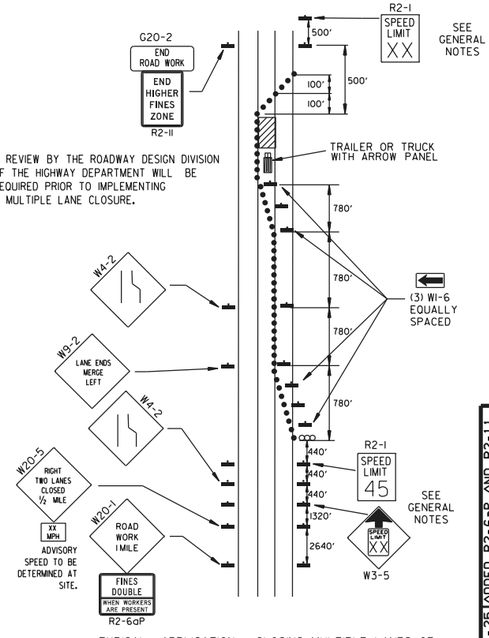
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.







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

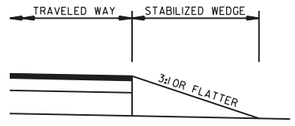
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2)
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE

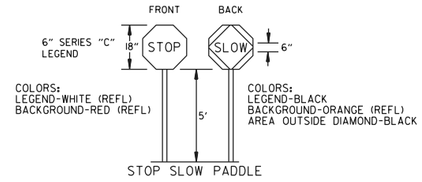
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

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).



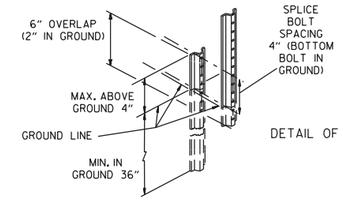
NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

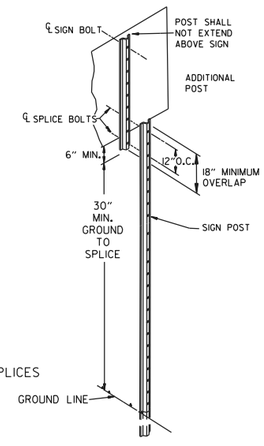


NOTES:
USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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

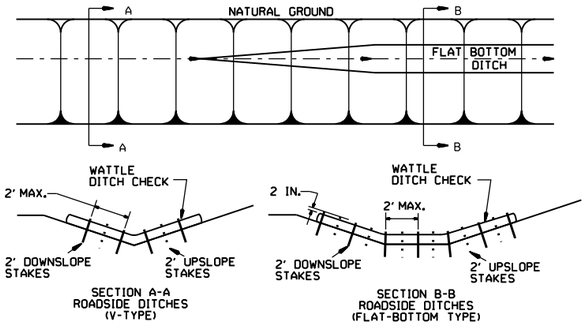
DATE EFFECTIVE 08-14-2025

STANDARD DRAWING

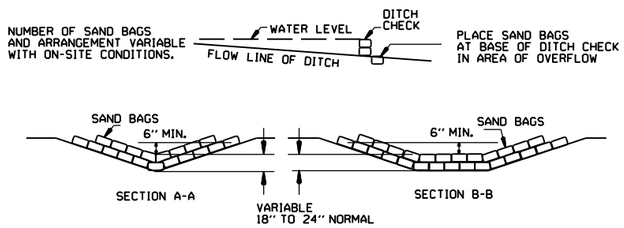
TC-3

GENERAL NOTES

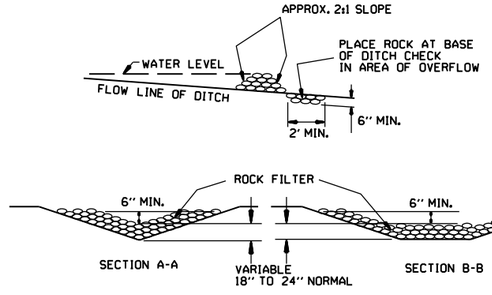
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

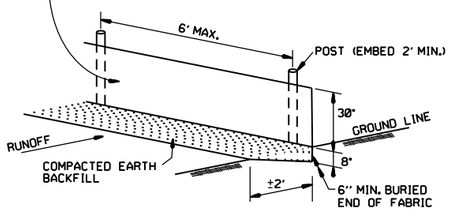


ROCK DITCH CHECK (E-6)

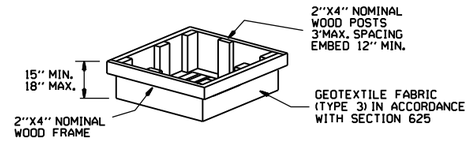
GENERAL NOTES

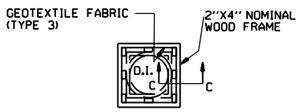
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

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.

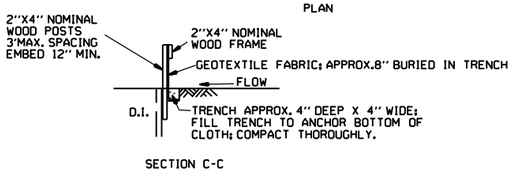


SILT FENCE (E-11)



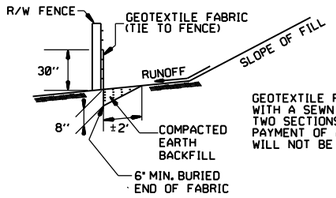


PLAN



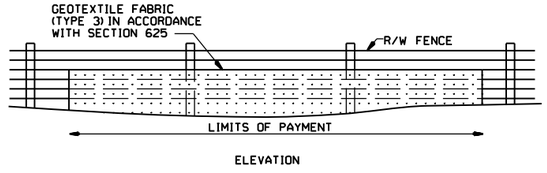
SECTION C-C

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

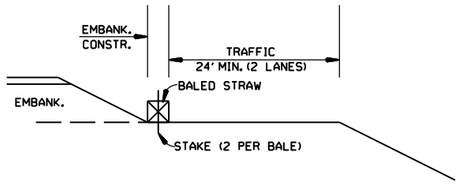
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

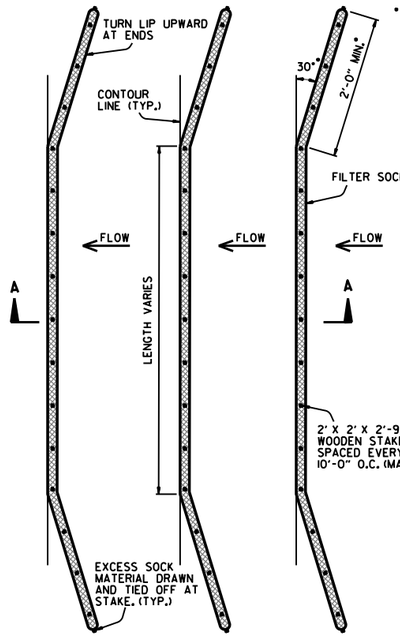
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

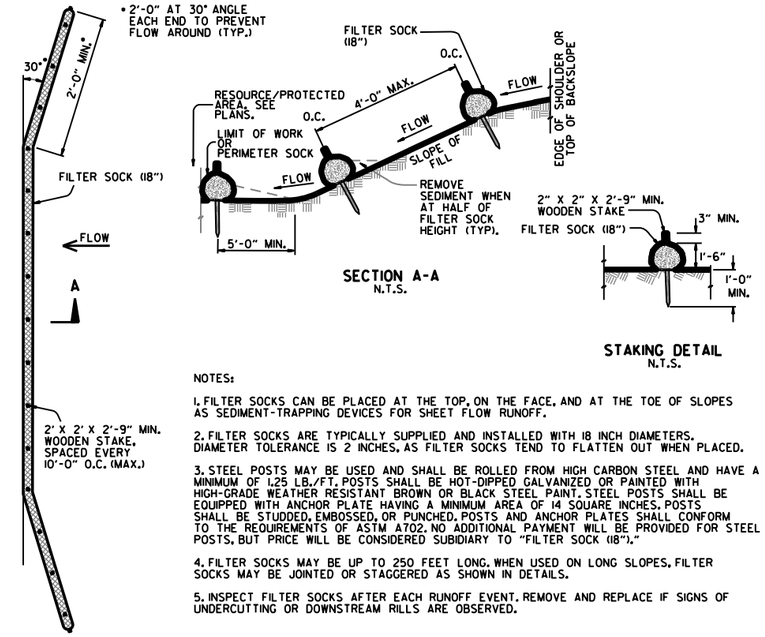
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



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.

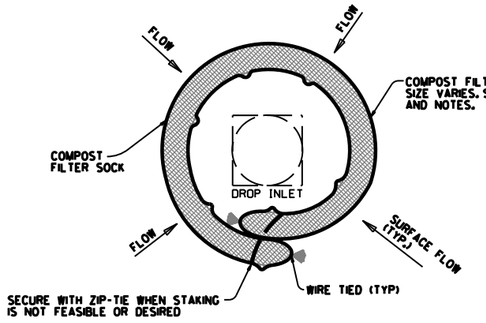
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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")."

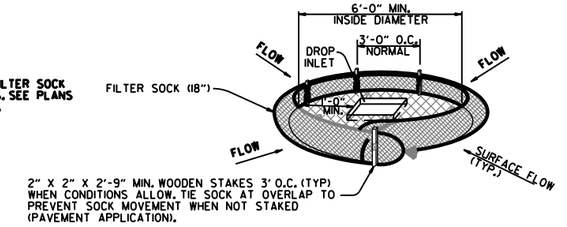
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

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.

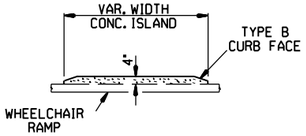
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

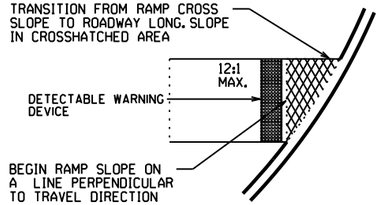
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

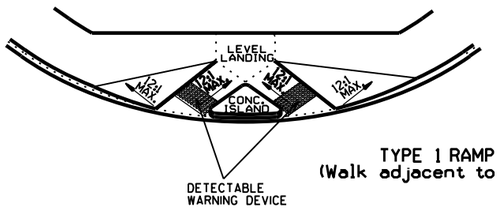
STANDARD DRAWING TEC-1



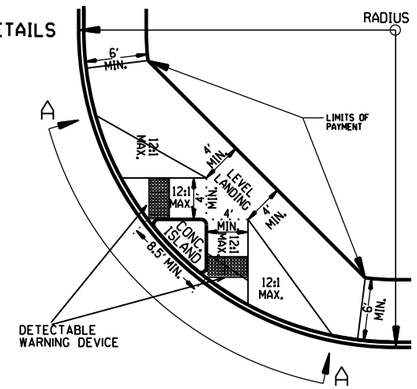
CONCRETE ISLAND DETAIL

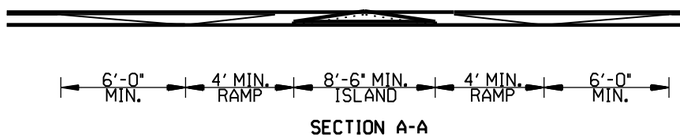


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

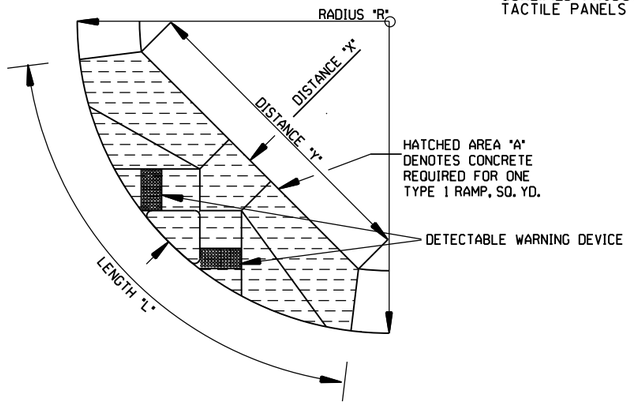




SECTION A-A

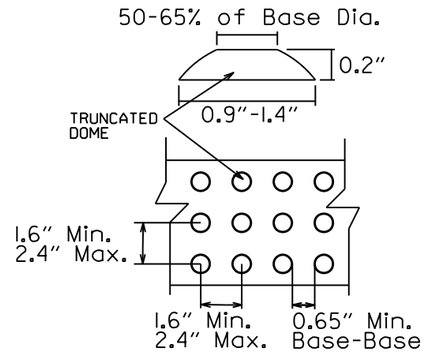
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

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

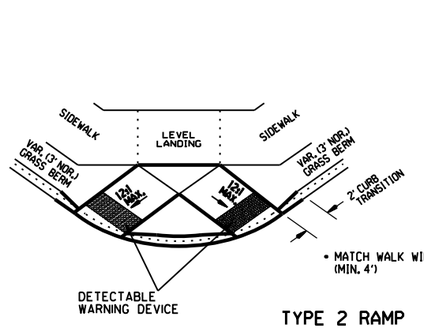
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT 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).



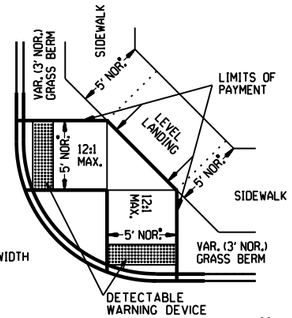
DETECTABLE WARNING DEVICE DETAIL

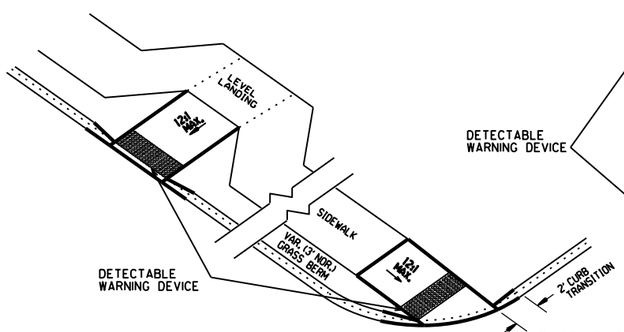
GENERAL NOTES:

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.

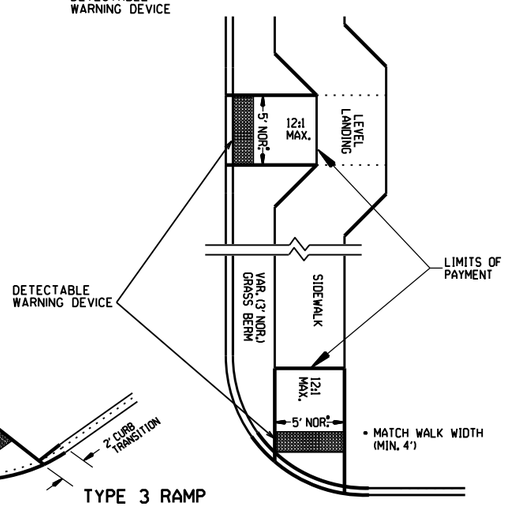


TYPE 2 RAMP

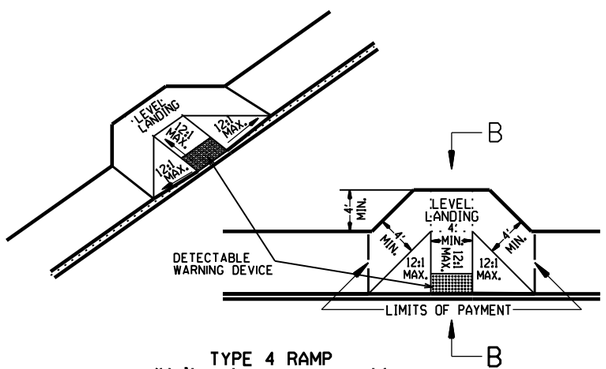




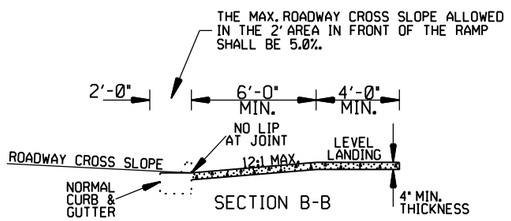
TYPE 3 RAMP



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.

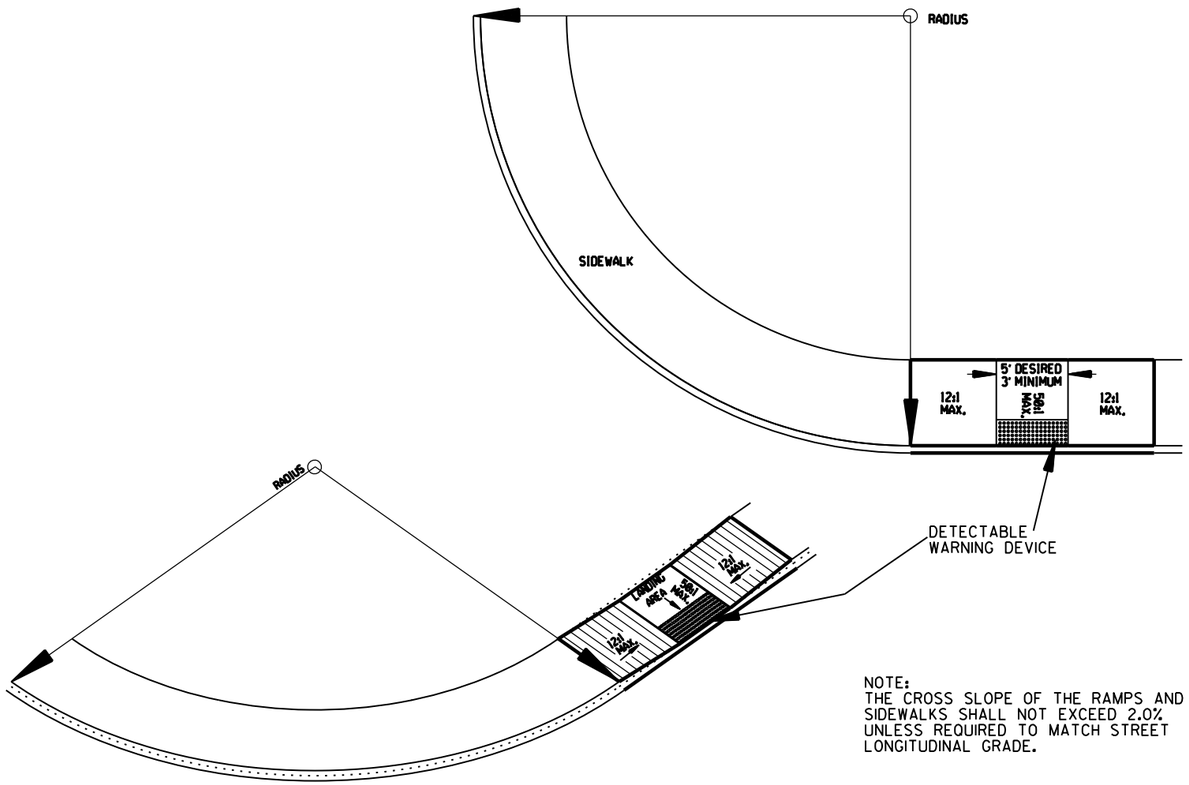
AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION 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

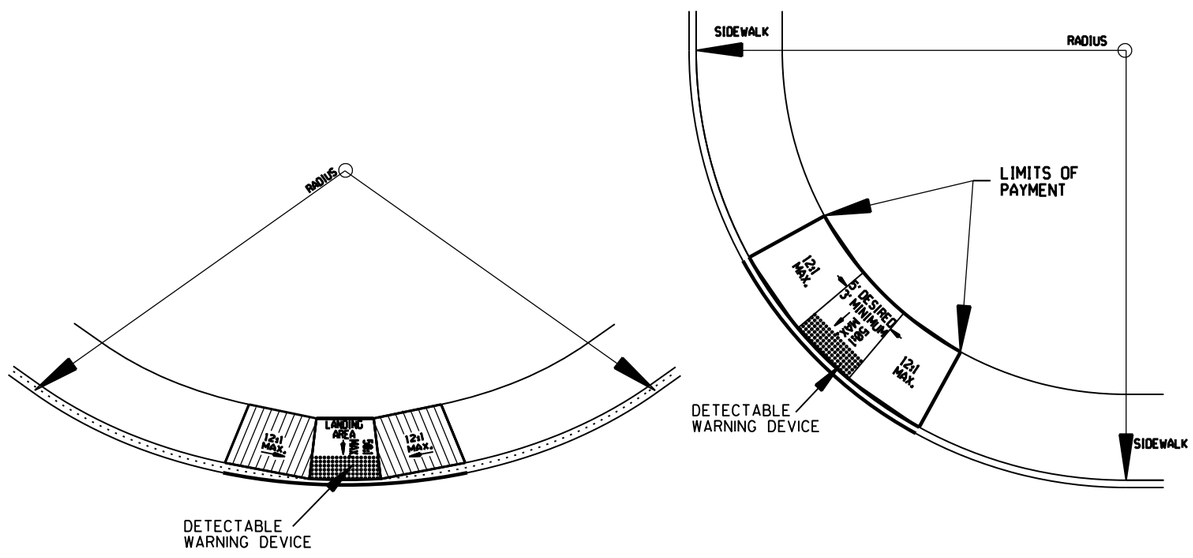
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

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.

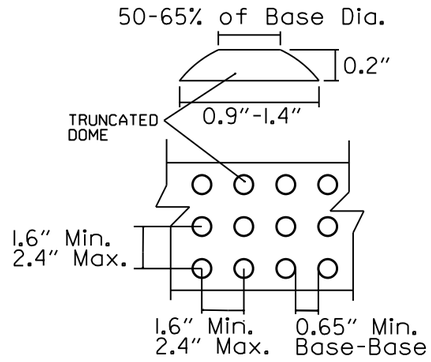
TYPE 5 RAMP



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).
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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