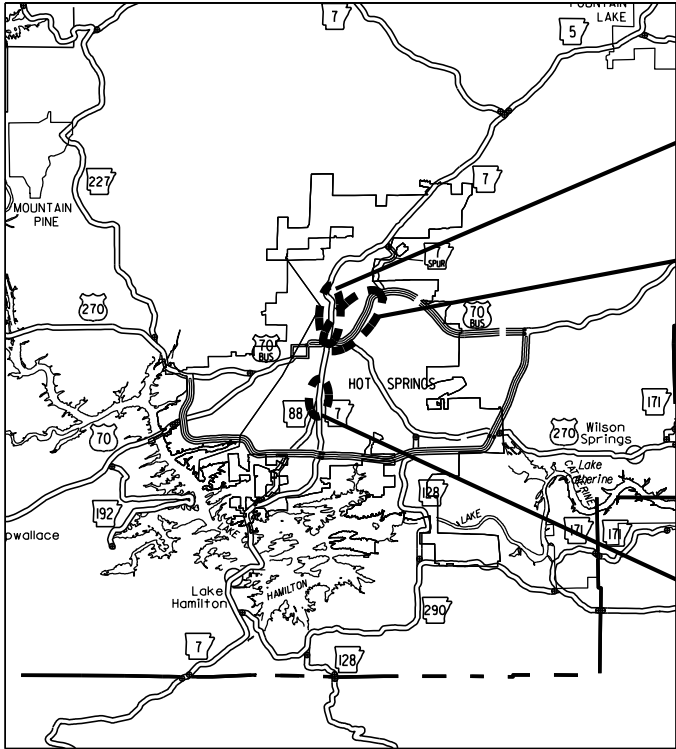


DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	1	131
HWYS. 7 & 70B PED. IMPVTS. (GARLAND CO.) (S)						



VICINITY MAP

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



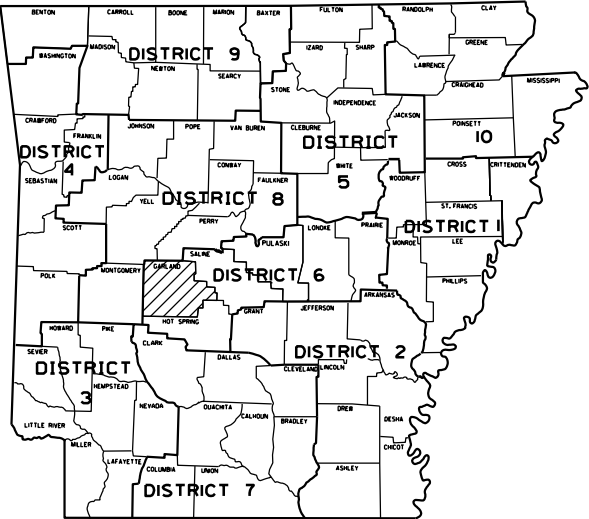
HWYS. 7 & 70B
PED. IMPVTS. (GARLAND CO.) (S)

GARLAND COUNTY
ROUTE 7 SECTION 9
ROUTE 70B SECTION 9B

FEDERAL AID PROJ.
VRU-9210(58)
HSIP-9210(58)

JOB 061922

NOT TO SCALE

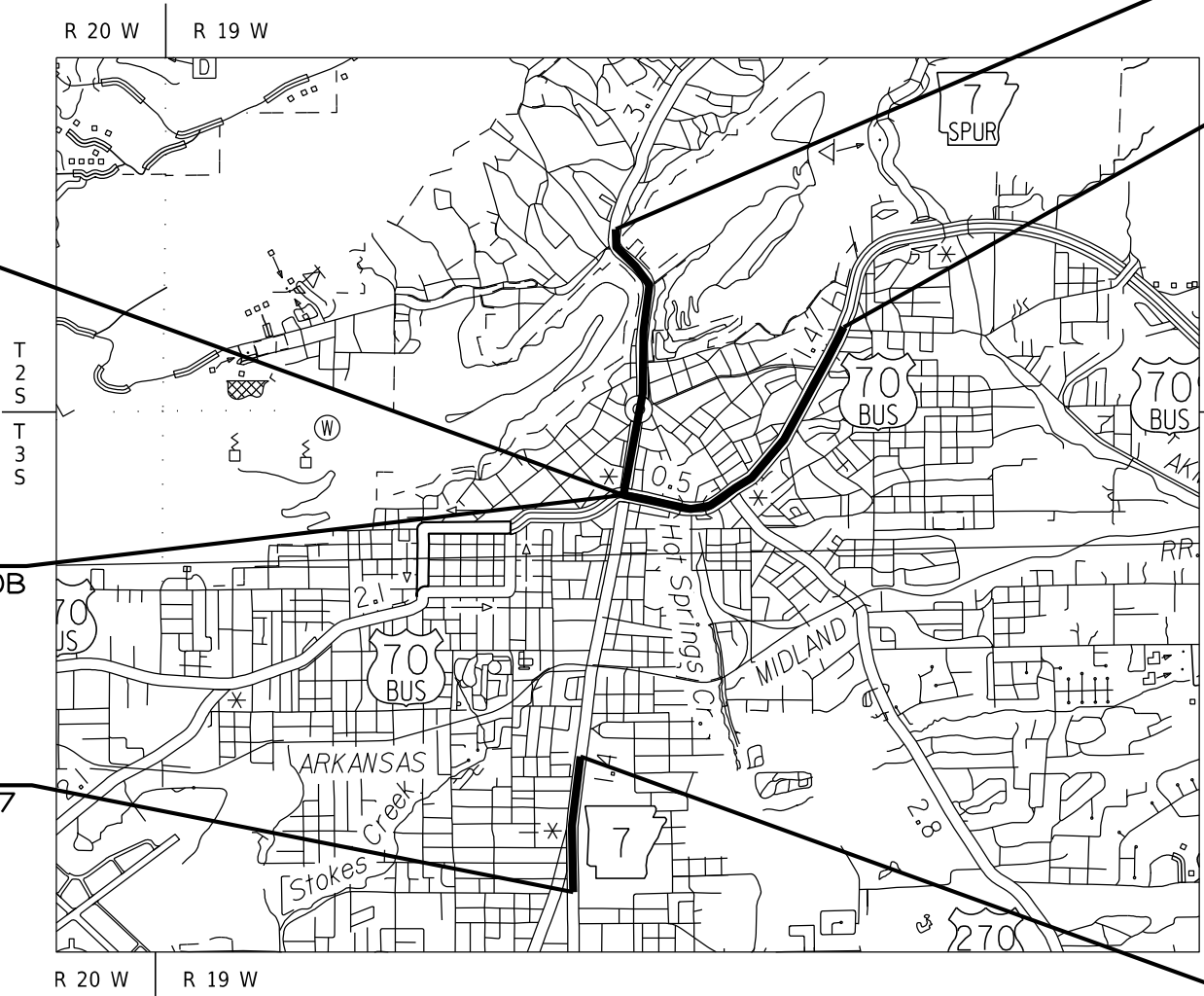


ARK. HWY. DIST. NO. 6

SITE 2
BEGIN CONST. HWY. 7
LOG MILE 10.230

SITE 3
BEGIN CONST. HWY. 70B
LOG MILE 0.000

SITE 1
BEGIN CONST. HWY. 7
LOG MILE 8.760



SITE 2
END CONST. HWY. 7
LOG MILE 11.430

SITE 3
END CONST. HWY. 70B
LOG MILE 1.310

SITE 1
END CONST. HWY. 7
LOG MILE 9.050

DESIGN TRAFFIC DATA (HWY. 7 - SITE 1)

DESIGN YEAR.....2046
2026 ADT..... 23,000
2046 ADT..... 26,000
2046 DHV..... 2,860
DIRECTIONAL DISTRIBUTION..... 0.6
TRUCKS..... 2%
DESIGN SPEED..... 35 MPH

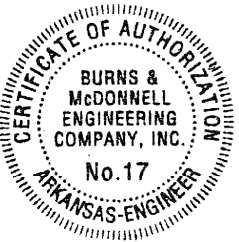
DESIGN TRAFFIC DATA (HWY. 7 - SITE 2)

DESIGN YEAR.....2046
2026 ADT.....18,000
2046 ADT.....20,000
2046 DHV.....2,200
DIRECTIONAL DISTRIBUTION..... 0.6
TRUCKS..... 3%
DESIGN SPEED..... 30 MPH

DESIGN TRAFFIC DATA (HWY. 70B - SITE 3)

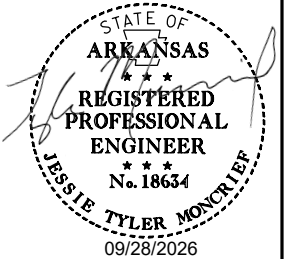
DESIGN YEAR.....2046
2026 ADT.....20,000
2046 ADT.....22,000
2046 DHV.....2,420
DIRECTIONAL DISTRIBUTION..... 0.6
TRUCKS..... 2%
DESIGN SPEED..... 35 MPH

LENGTH OF PROJECT CALCULATED ALONG C's					
GROSS LENGTH OF	PROJECT	14784.00 FEET OR	2.800 MILES		
NET	ROADWAY	14784.00	2.800 MILES		
NET	BRIDGES	0.00	2.800 MILES		
NET	PROJECT	14784.00	2.800 MILES		



9/28/2026

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	2	131
		INDEX OF SHEETS AND STANDARD DRAWINGS				



INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2	INDEX OF SHEETS AND STANDARD DRAWINGS
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES
4	TYPICAL SECTIONS OF IMPROVEMENT
5 - 10	SPECIAL DETAILS
11 - 21	MAINTENANCE OF TRAFFIC DETAILS
22 - 24	QUANTITIES
25	SUMMARY OF QUANTITIES AND REVISIONS
26 - 31	SURVEY CONTROL DETAILS
32 - 48	PLAN AND PROFILE SHEETS
49 - 57	TRAFFIC SIGNAL AND ILLUMINATION QUANTITIES, NOTES, AND DETAILS
58 - 131	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
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
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
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
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
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05
WR-2	WHEELCHAIR RAMPS ALTERATIONS ONLY	10-09-03

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	PORT AND CEMENT CONCRETE PAVEMENT
502-1	WELDED WIRE REINFORCEMENT
505-1	PORT AND CEMENT CONCRETE DRIVEWAY
600-2	INCIDENTAL CONSTRUCTION
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)
620-1	MULCH COVER
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 061922	ACCESSIBLE PEDESTRIAN SIGNAL (APS)
JOB 061922	ACTUATED CONTROLLER
JOB 061922	AIRPORT CLEARANCE REQUIREMENTS
JOB 061922	ASPHALT MIXTURES WITH PG 76-22 BINDER
JOB 061922	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 061922	BIDDING REQUIREMENTS AND CONDITIONS
JOB 061922	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 061922	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 061922	CABINET DRAWER ASSEMBLY
JOB 061922	CARGO PREFERENCE ACT REQUIREMENTS
JOB 061922	COLD MILLING – COUNTY PROPERTY
JOB 061922	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 061922	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 061922	DOCUMENTATION OF PAYMENTS MADE - PROMPT PAYMENT (SIGNET)
JOB 061922	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 061922	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 061922	EMBEDDED LED PEDESTRIAN ACTIVATED CROSSWALK SIGN
JOB 061922	IMPRINTED AGGREGATE REINFORCED PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM
JOB 061922	IN-ROAD WARNING LIGHT SYSTEM
JOB 061922	LED BLANK OUT SIGN
JOB 061922	LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 061922	LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB 061922	LED ROADWAY ILLUMINATION POLE
JOB 061922	LED TRAFFIC SIGNAL HEAD
JOB 061922	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 061922	MAINTENANCE OF TRAFFIC
JOB 061922	MANDATORY ELECTRONIC CONTRACT
JOB 061922	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 061922	PARTNERING REQUIREMENTS
JOB 061922	PASSIVE PEDESTRIAN DETECTION SYSTEM
JOB 061922	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 061922	PEDESTRIAN SIGNAL HEAD RELOCATION
JOB 061922	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 061922	PRICE ADJUSTMENT FOR FUEL
JOB 061922	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB 061922	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 061922	RECTANGULAR RAPID FLASHING BEACON (RRFB)
JOB 061922	RECTANGULAR RAPID FLASHING BEACON (RRFB) AC POWER
JOB 061922	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 061922	RETROREFLECTIVE BACKPLATES
JOB 061922	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 061922	SHORING FOR CULVERTS
JOB 061922	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 061922	SURFACE-APPLIED DETECTABLE WARNING PANELS
JOB 061922	SYSTEM LOCAL CONTROLLER (E-NET)
JOB 061922	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)
JOB 061922	UTILITY ADJUSTMENTS
JOB 061922	VALUE ENGINEERING
JOB 061922	VENDOR REGISTRATION REQUIREMENT
JOB 061922	VIDEO DETECTION SYSTEM
JOB 061922	VIDEO DETECTOR ROTATION
JOB 061922	WARM MIX ASPHALT

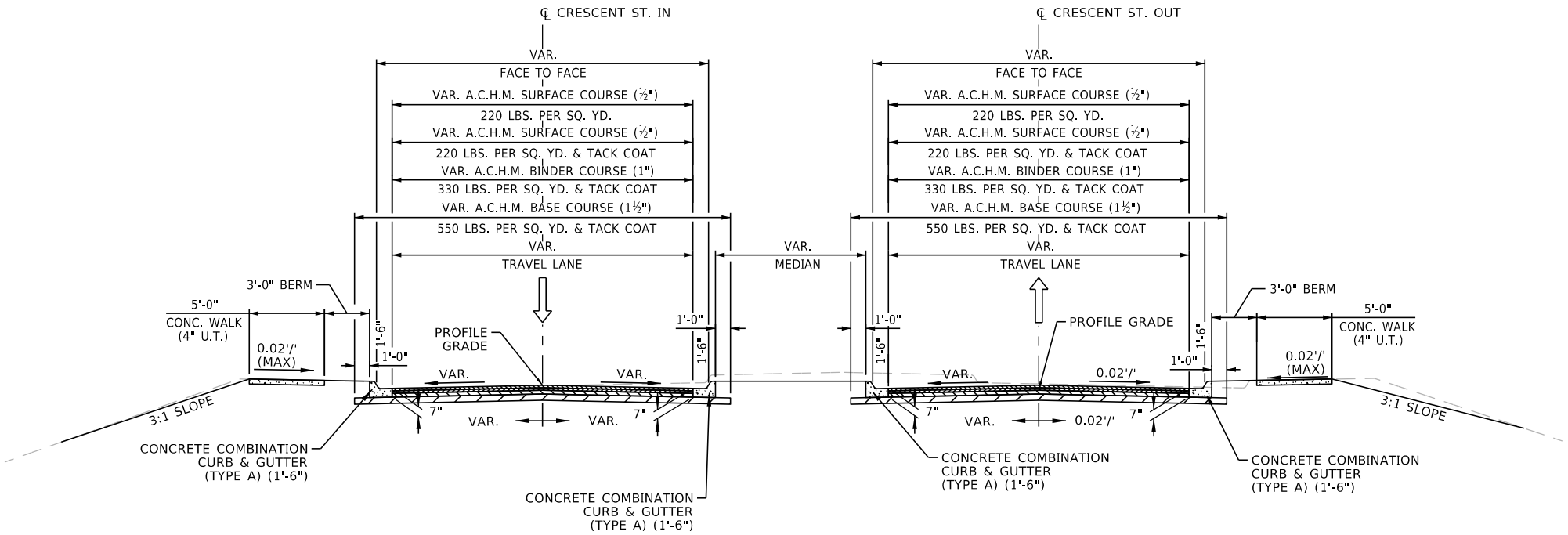
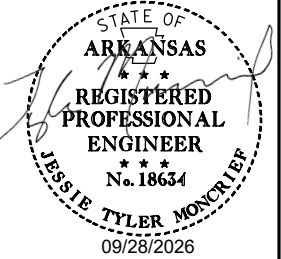
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	3	131
		GOVERNING SPECIFACATIONS AND GENERAL NOTES				



GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- 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.
- 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.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- 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.
- 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.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- 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.
- 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.

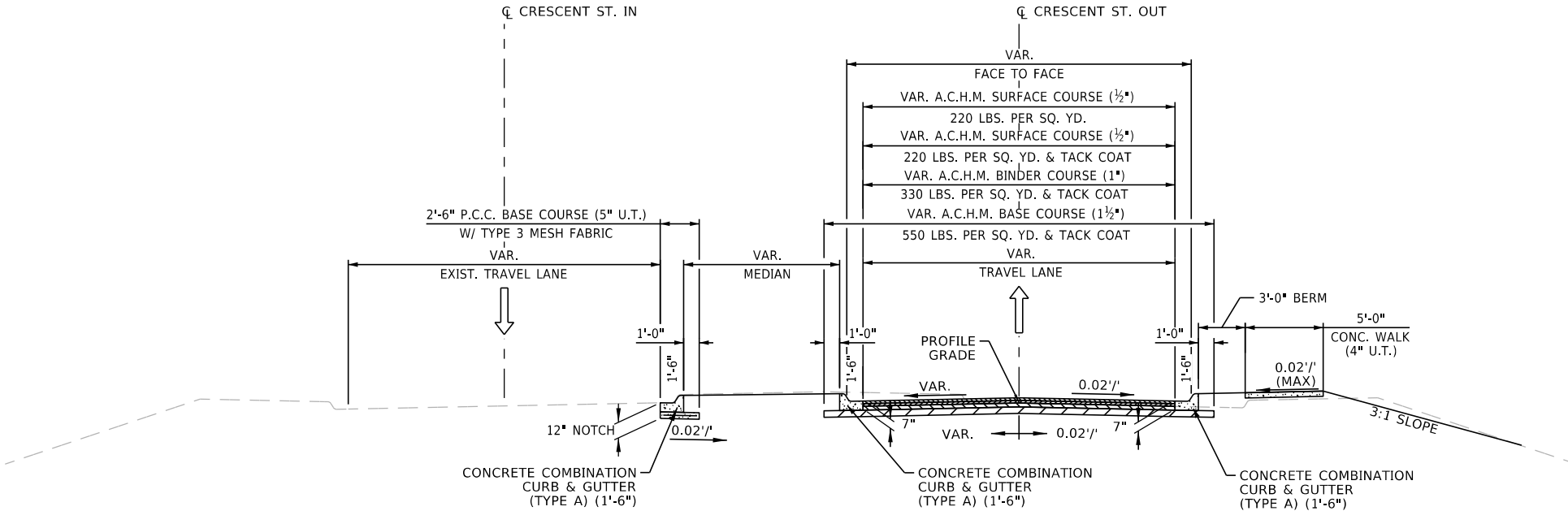
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	4	131
TYPICAL SECTIONS OF IMPROVEMENT						



S. CRESCENT ST. (IN/OUT)
TANGENT SECTION

NORTH SECTION

NOTE:
CROSS SLOPES SHALL BE WARPED AS NEEDED TO MATCH
EXISTING GRADE AT TIE LOCATIONS.



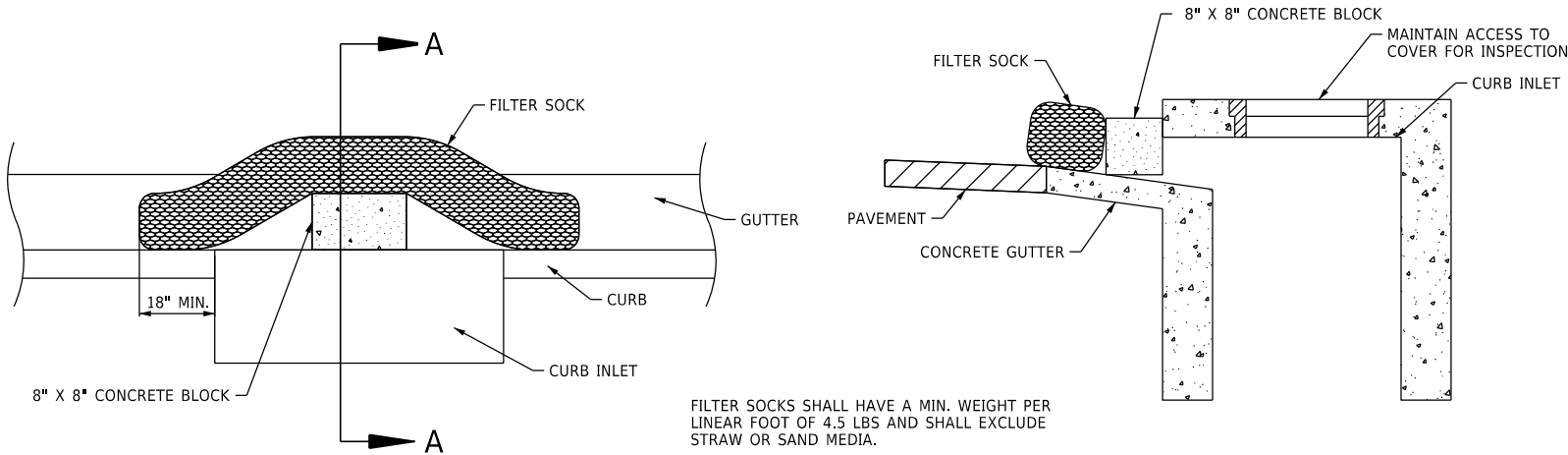
S. CRESCENT ST. (IN/OUT)
TANGENT SECTION

SOUTH SECTION

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	5	131
SPECIAL DETAILS						

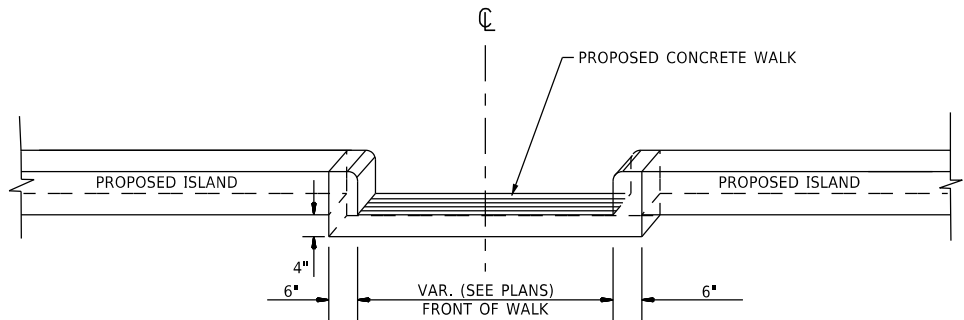
NOTE:
DROP INLET FILTER SOCKS AND OTHER EROSION CONTROL MEASURES SHALL BE INSTALLED IF AND WHERE DIRECTED BY THE ENGINEER. SEE ARDOT STANDARD DRAWING TEC-1 FOR ADDITIONAL INFORMATION.



PLAN

SECTION A-A

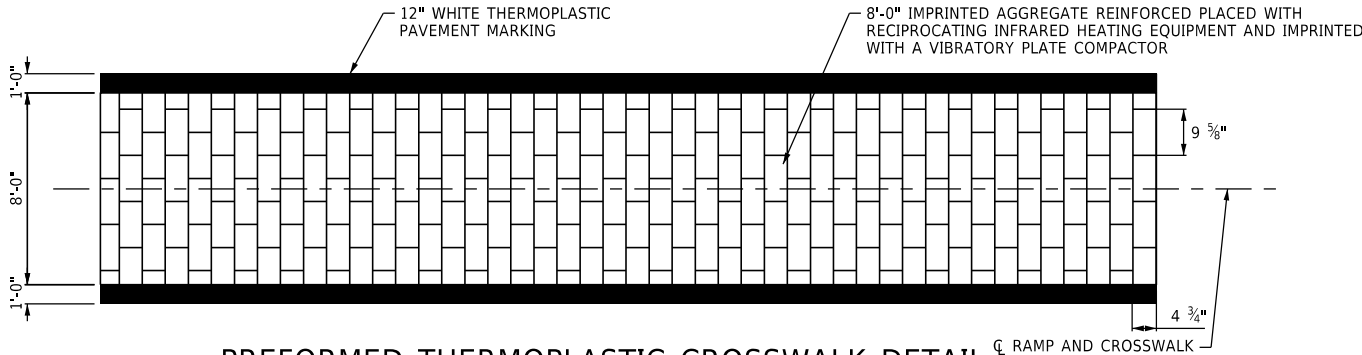
FILTER SOCK CURB INLET PROTECTION



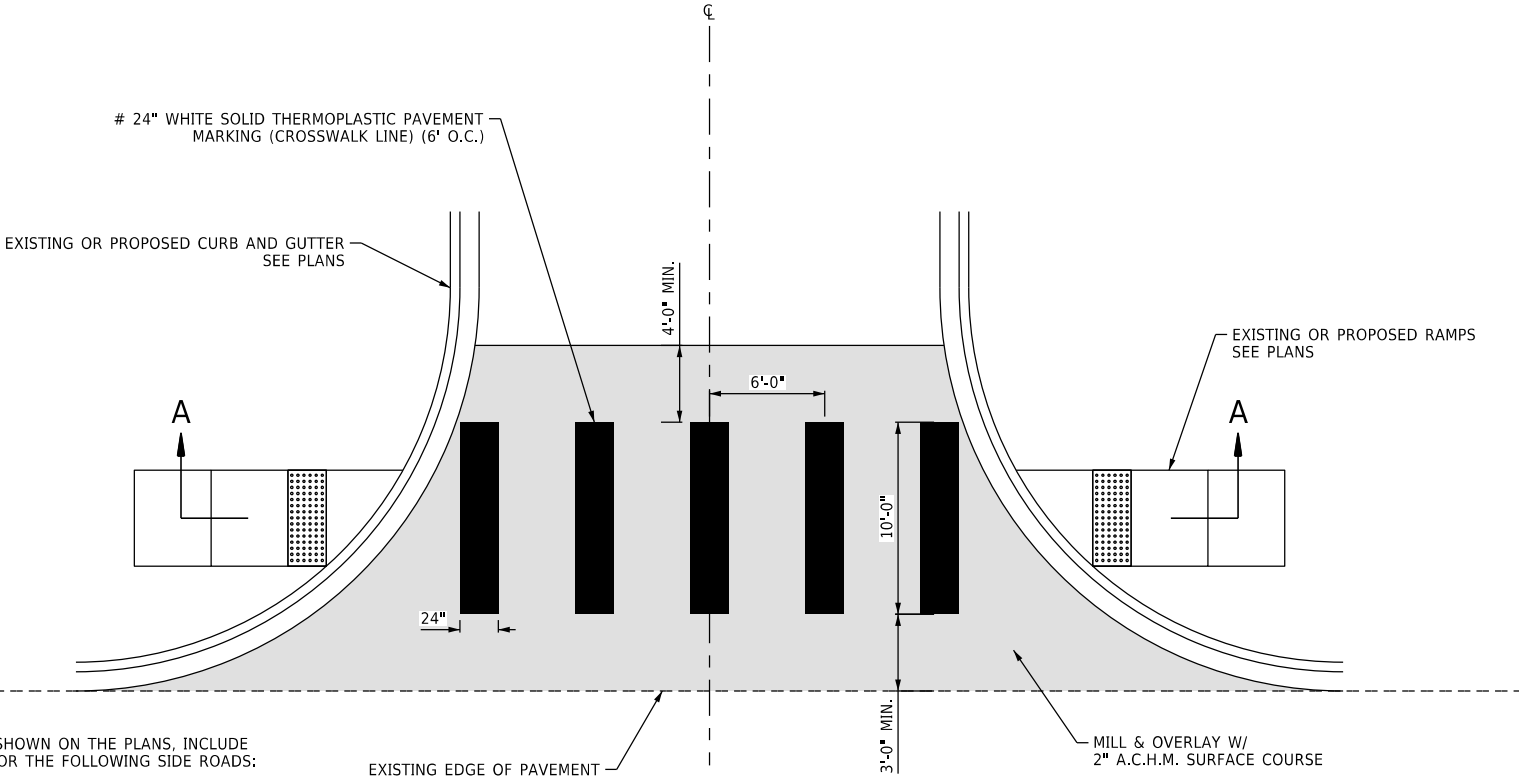
FACE SHALL MEET REQUIREMENTS OF TYPE C CURB

- NOTES:
- 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



PREFORMED THERMOPLASTIC CROSSWALK DETAIL

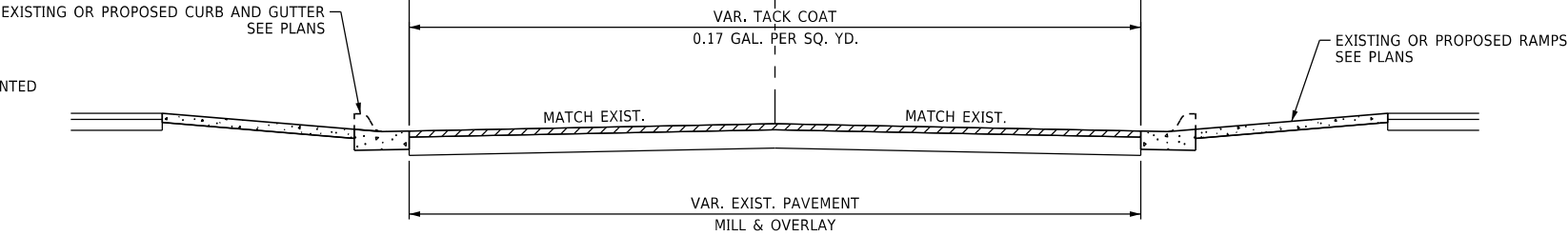


IN ADDITION TO THOSE SHOWN ON THE PLANS, INCLUDE CROSSWALK MARKINGS FOR THE FOLLOWING SIDE ROADS:

SITE 1	SITE 2	SITE 3
OAKLAWN ST. HENDERSON ST. OAKWOOD AVE.	W. GRAND AVE. (S) ORANGE ST. (E & W) OLIVE ST. (E & W)	OAK ST. (N. & S.) RUG ST. CHERRY ST. VALLEY ST. HILL ST. FORDYCE ST. DUFO CT. DAISY ST. PALMETTO ST. (N & S) AUTUMN ST. (N & S) LOCUST ST.

PLAN

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



SECTION A-A

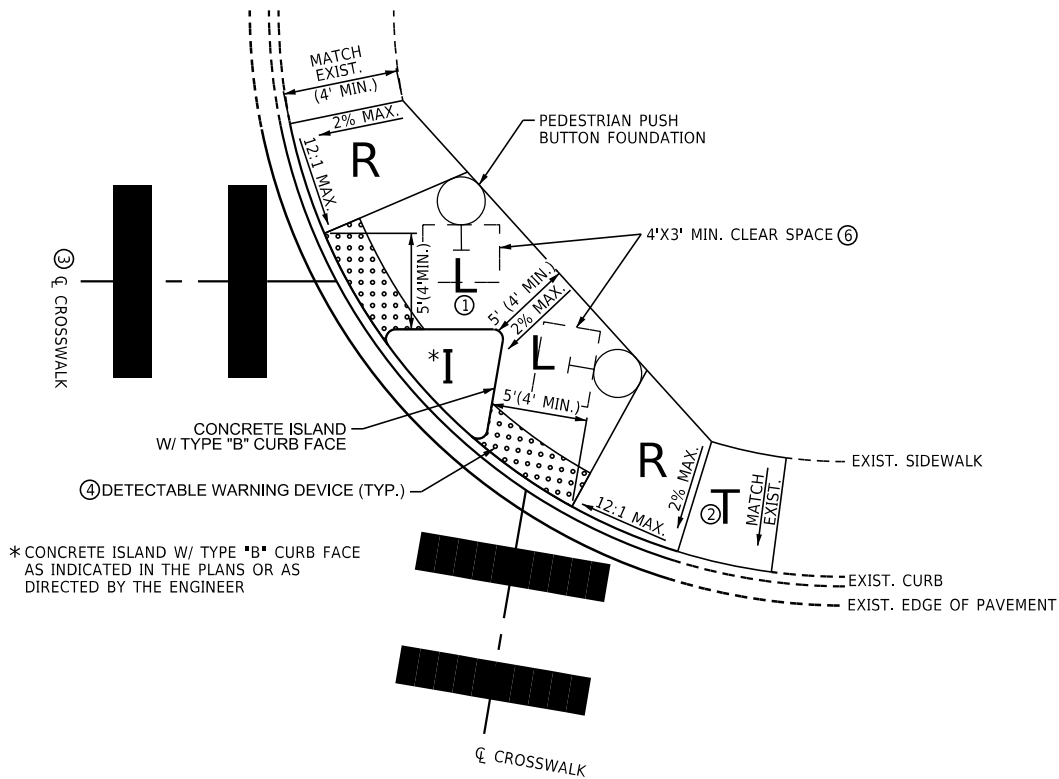
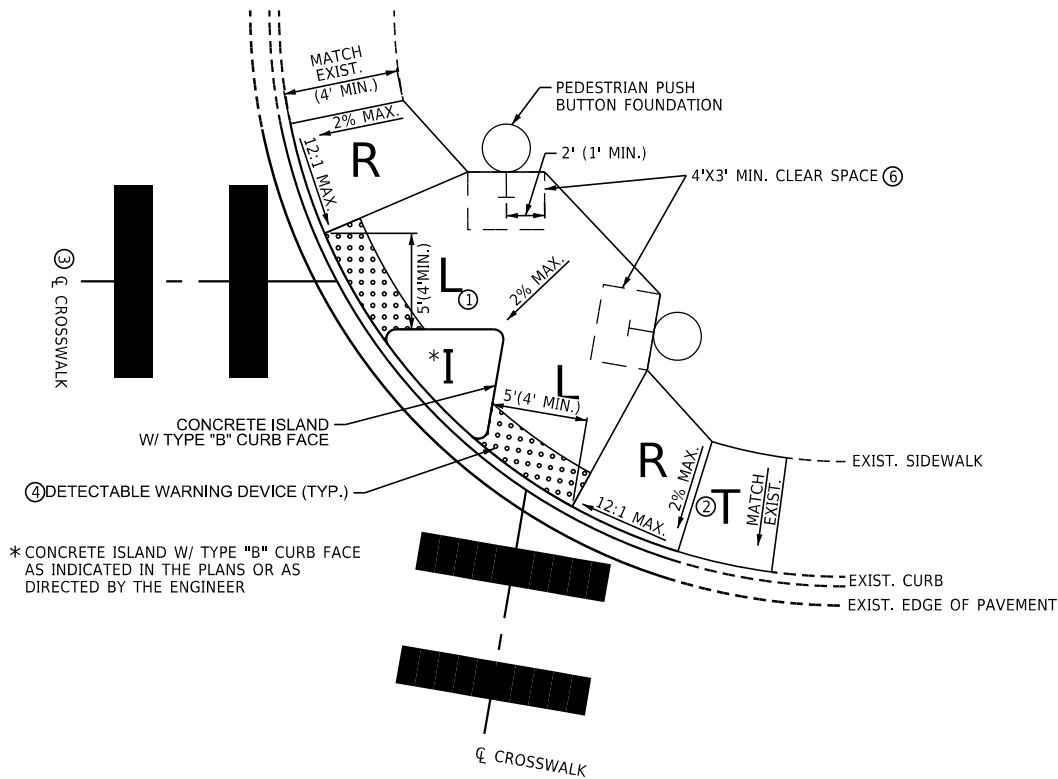
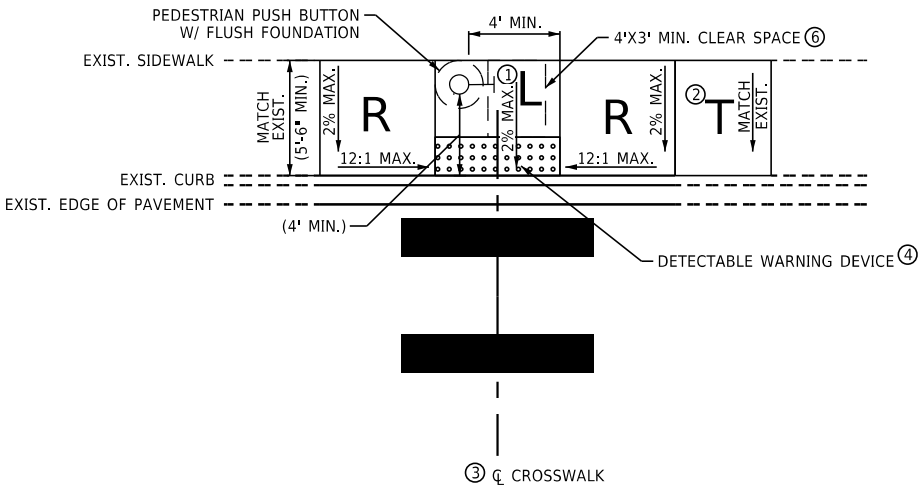
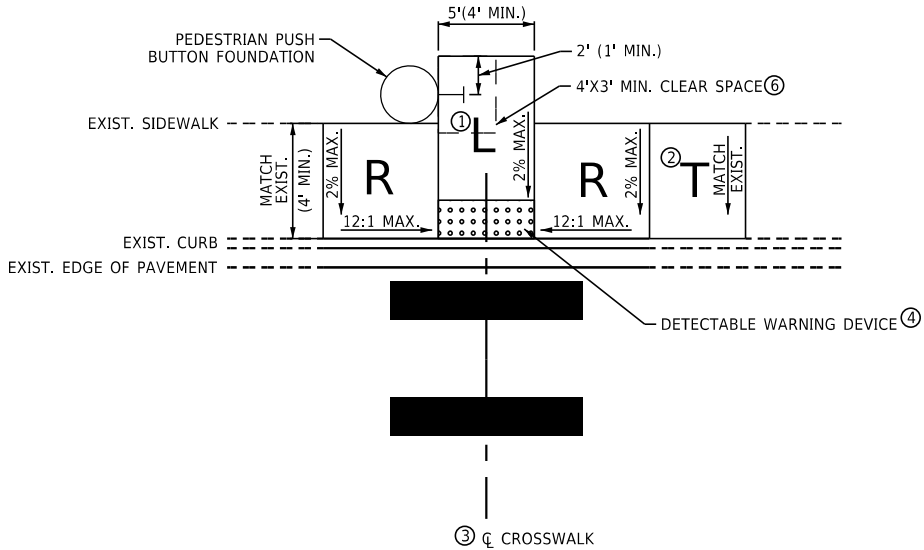
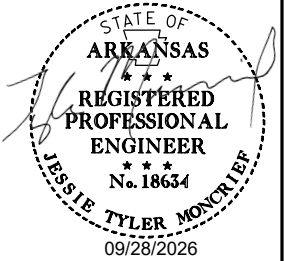
DETAIL OF TYPICAL CROSSWALK AND STREET REPAIR FOR SIDE ROADS

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.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	6	131
SPECIAL DETAILS						

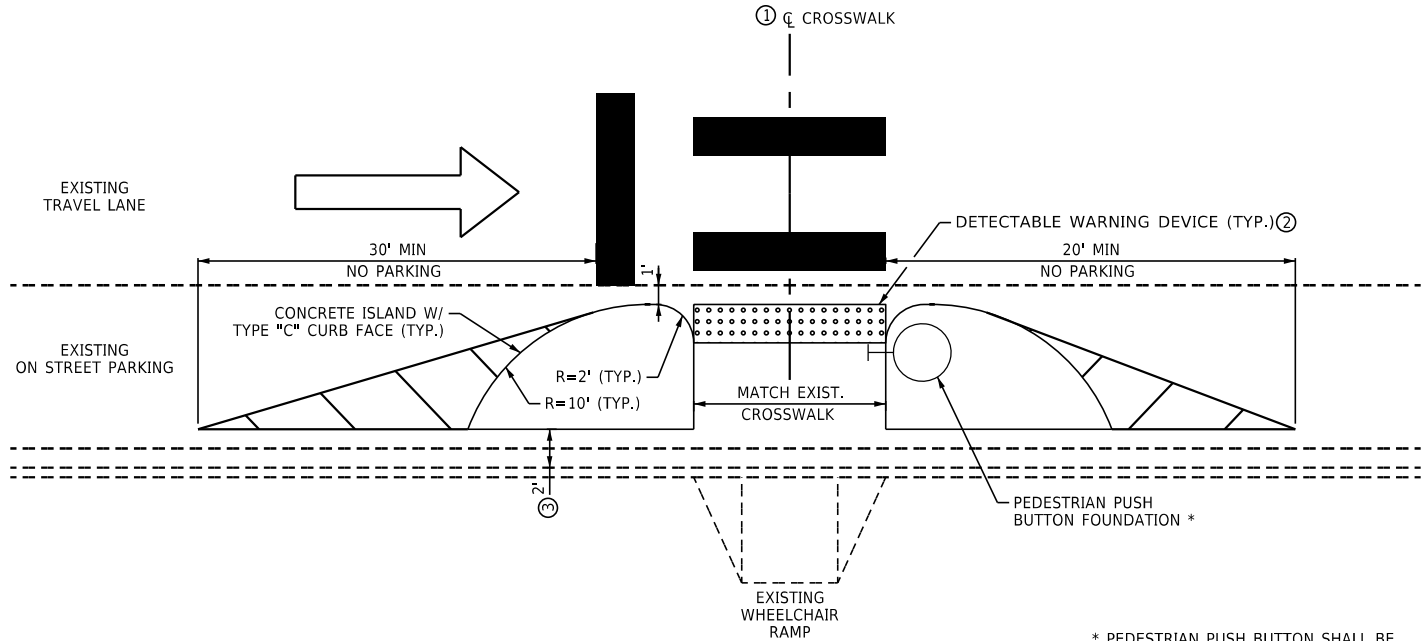


LEGEND

- L LANDING
I ISLAND
R RAMP
T TRANSITION

NOTES:

- ① DETECTABLE WARNING STRIP SHALL BE CENTERED ON THE CROSSWALK AND EXTEND THE FULL WIDTH OF THE ISLAND WALK-THROUGH.
② TRUNCATED DOMES SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK.
③ ALLOW 2' SPACE TO MAINTAIN POSITIVE STORMWATER DISCHARGE.
④ REFER TO PLANS FOR ADDITIONAL INFORMATION.
⑤ LOCATIONS WHERE MATCHING INTO EXISTING CURB SHALL BE VERIFIED IN THE FIELD.

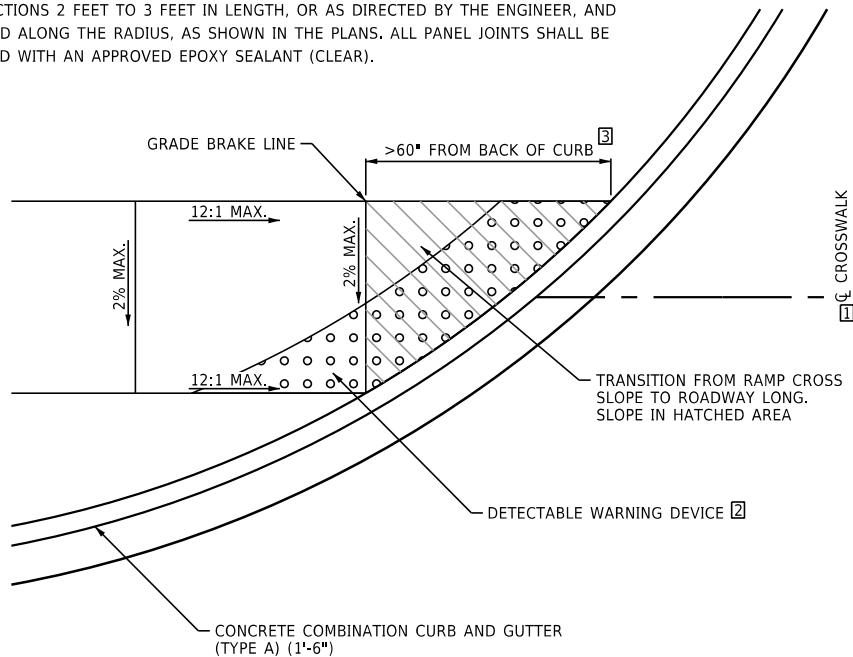


CURB EXTENSION DETAIL

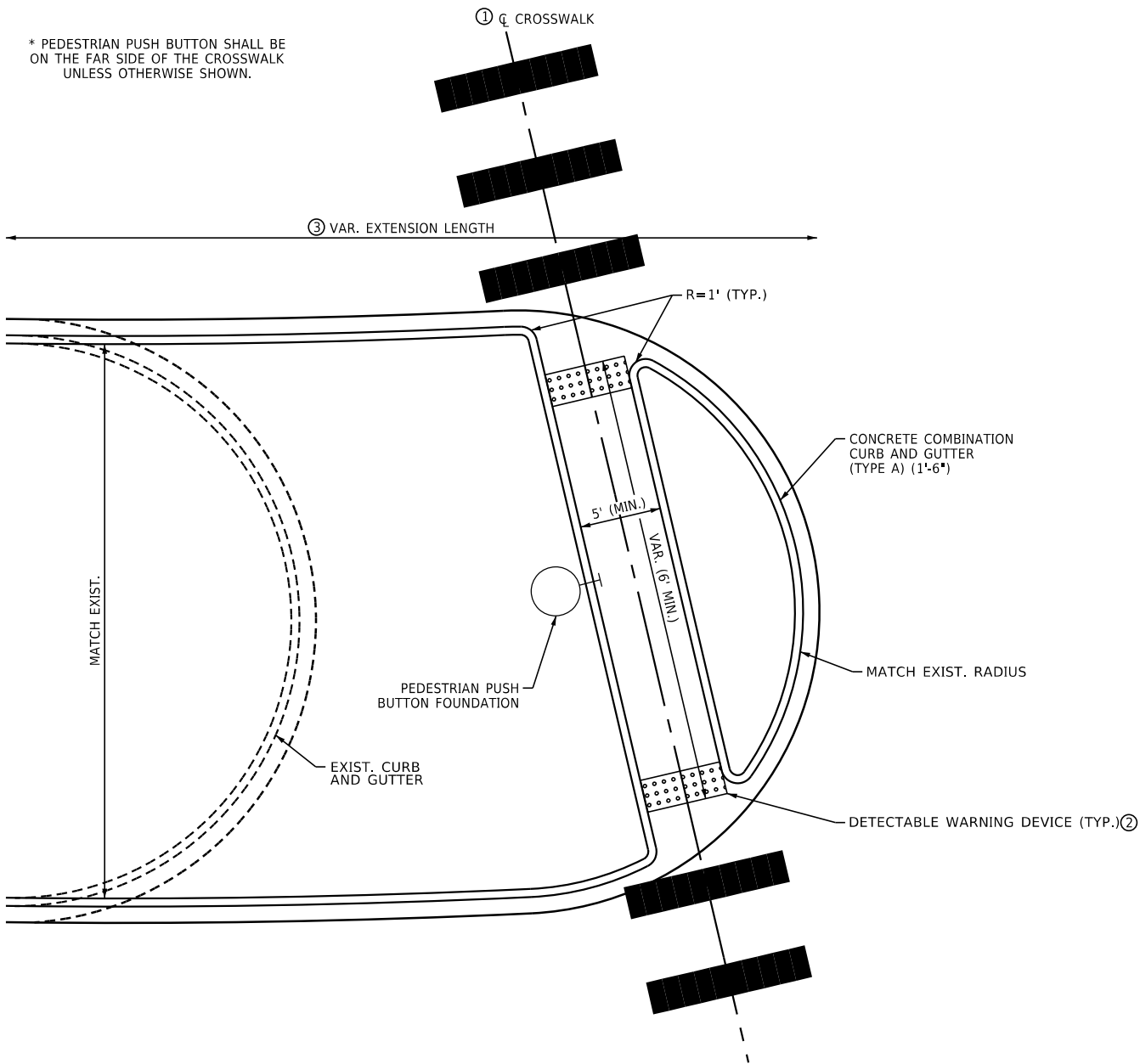
* PEDESTRIAN PUSH BUTTON SHALL BE ON THE FAR SIDE OF THE CROSSWALK UNLESS OTHERWISE SHOWN.

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).



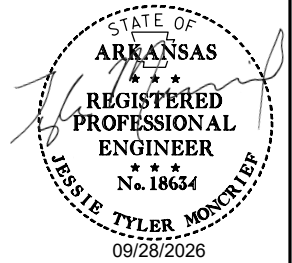
SLOPE TRANSITION DETAIL FOR GRADE BREAKS >60" FROM BACK OF CURB



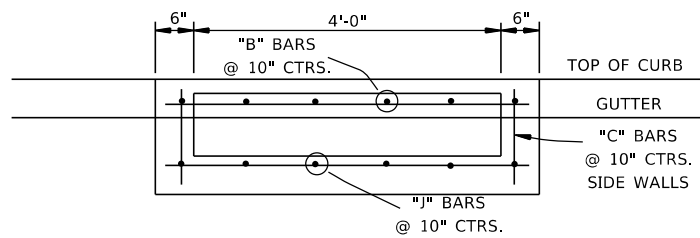
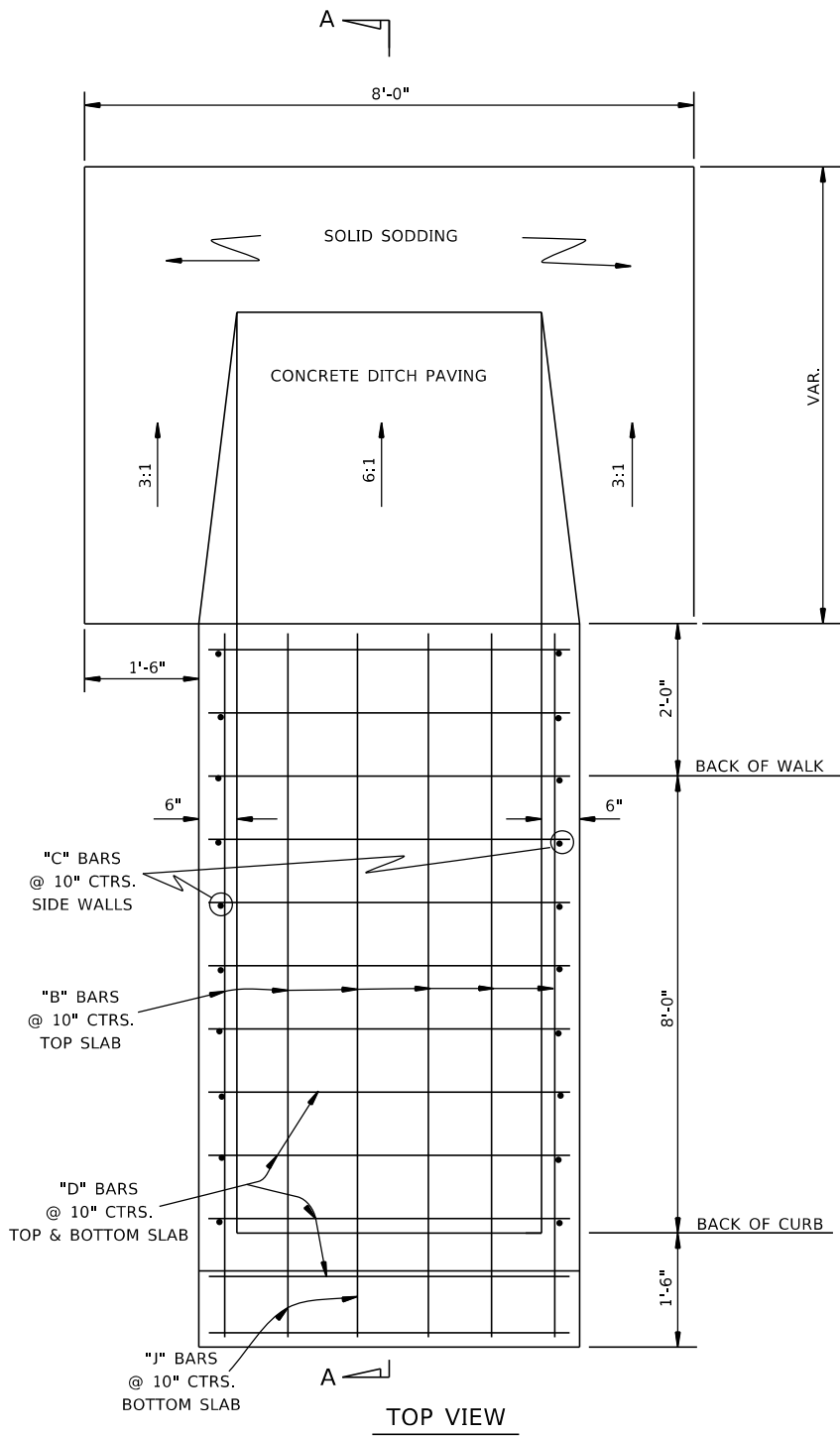
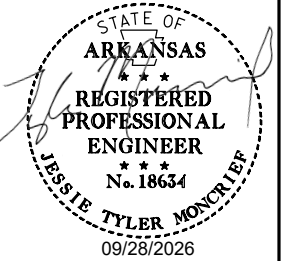
MEDIAN EXTENSION WITH REFUGE ISLAND DETAIL

SPECIAL DETAILS

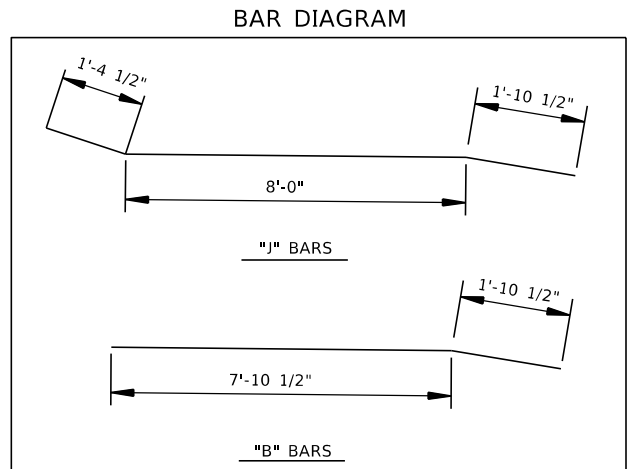
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	7	131
SPECIAL DETAILS						



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	8	131
SPECIAL DETAILS						

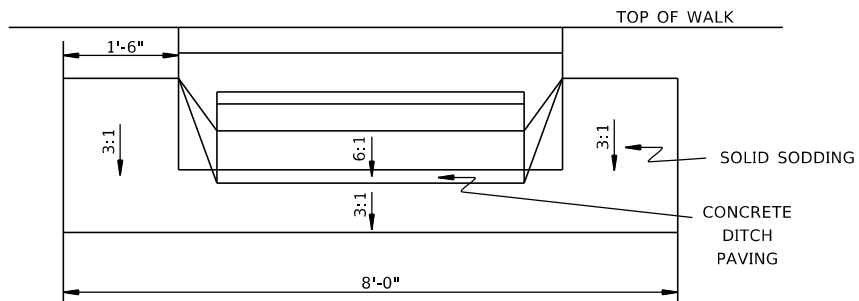


FRONT VIEW

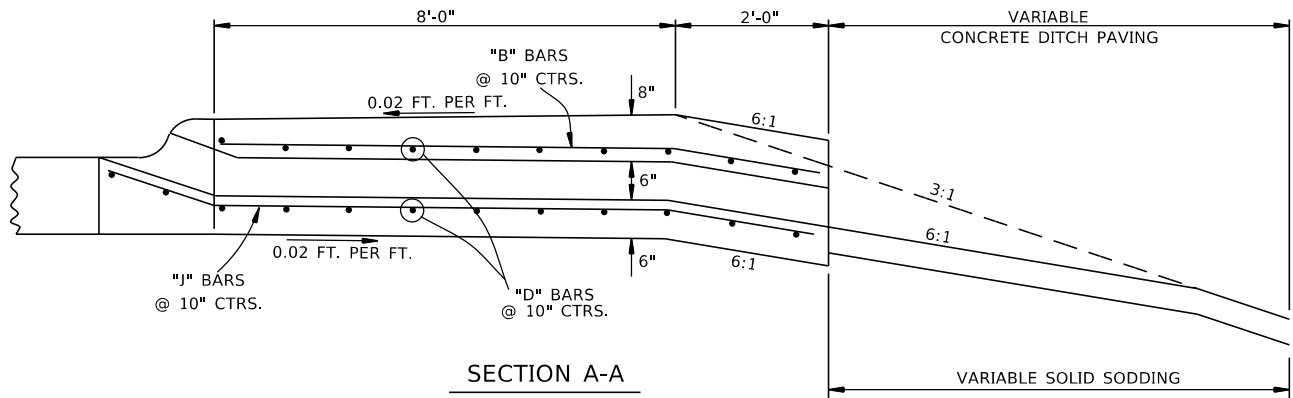


CLASS A CONC.	REINF. STEEL-RDWY. GRADE 60
CU. YDS.	POUND
2.53	207

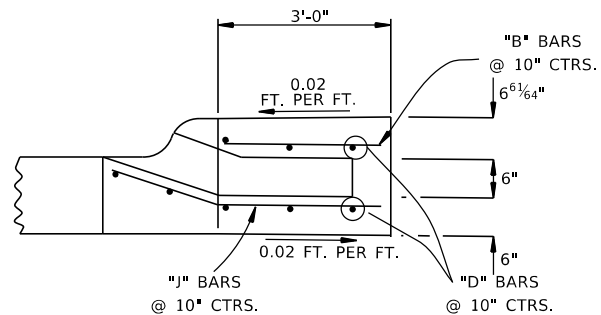
QUANTITIES FOR INFORMATION ONLY
DROP INLET (TYPE SPECIAL)



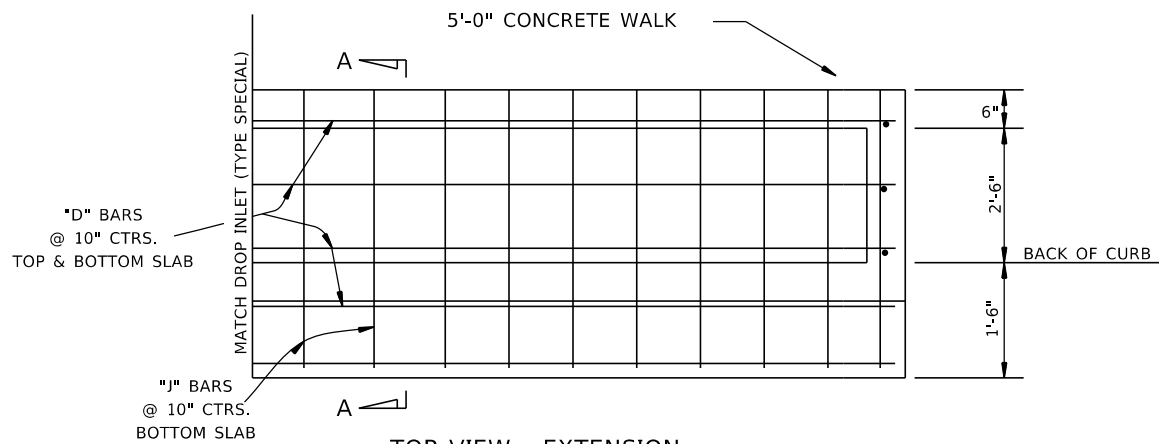
BACK VIEW



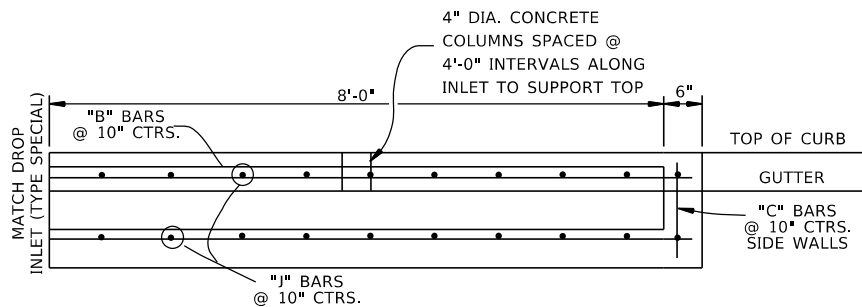
SECTION A-A



SECTION A-A - EXTENSION



TOP VIEW - EXTENSION



FRONT VIEW - EXTENSION

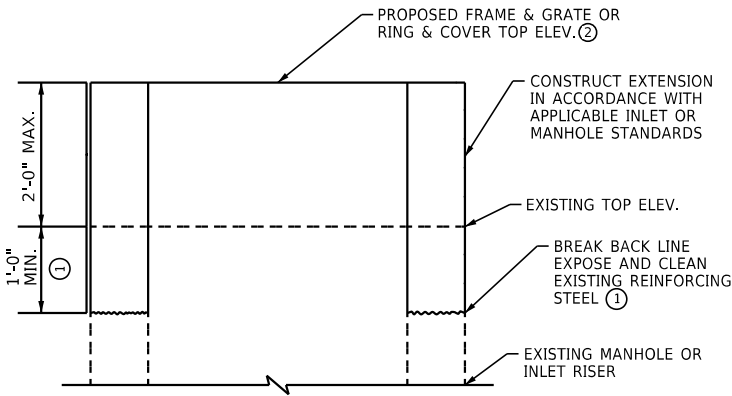
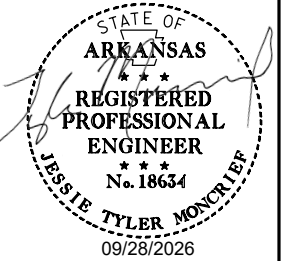
GENERAL NOTES:

- ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
- ALL REINF. BARS SHALL BE #4 AND HAVE 1-1/2" COVER.
- DROP INLETS AND EXTENSIONS ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
- DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
- 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.
- CONCRETE DITCH PAVING & SOLID SODDING SHALL BE PAID FOR SEPARATELY.
- CONSTRUCT EXTENSIONS UPSTREAM OF DROP INLET UNLESS OTHERWISE SPECIFIED.

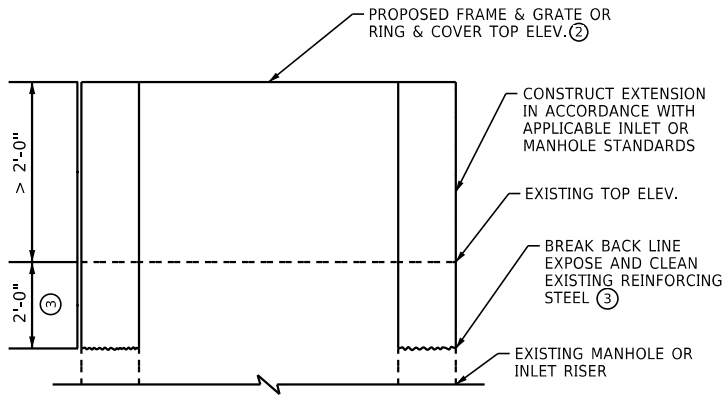
SPECIAL DETAILS

DROP INLET (TYPE SPECIAL)

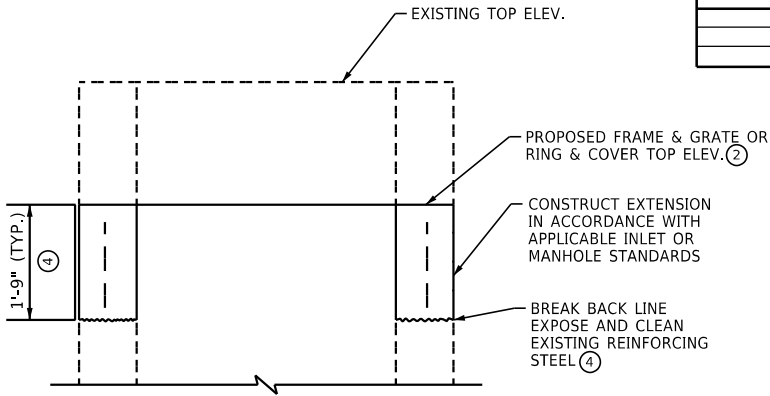
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	9	131
SPECIAL DETAILS						



VERTICAL EXTENSION
< /= 2'-0"



VERTICAL EXTENSION
> 2'-0"

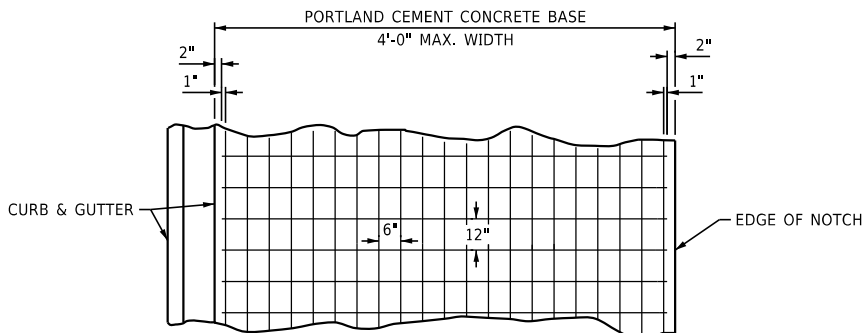


VERTICAL REDUCTION

- NOTES:
- ① BREAK BACK 1'-0" MIN. OR AS REQUIRED TO PROVIDE 10" MIN. LAP IN VERTICAL REINFORCING.
 - ② EXISTING FRAME AND GRATE OR RING AND COVER MAY BE RE-USED, IF APPROVED.
 - ③ BREAK BACK 2'-0" MIN. OR AS REQUIRED TO PROVIDE 1'-10" MIN. LAP IN VERTICAL REINFORCING.
 - ④ BREAK BACK TO DEPTH NECESSARY TO CONSTRUCT TOP OF APPLICABLE INLET OR MANHOLE AND PROVIDE 10" MIN. LAP IN VERTICAL REINFORCING.

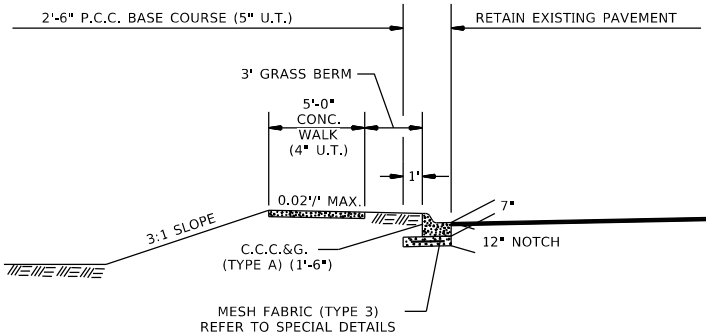
MANHOLE AND INLET ADJUSTMENT DETAILS

N.T.S.



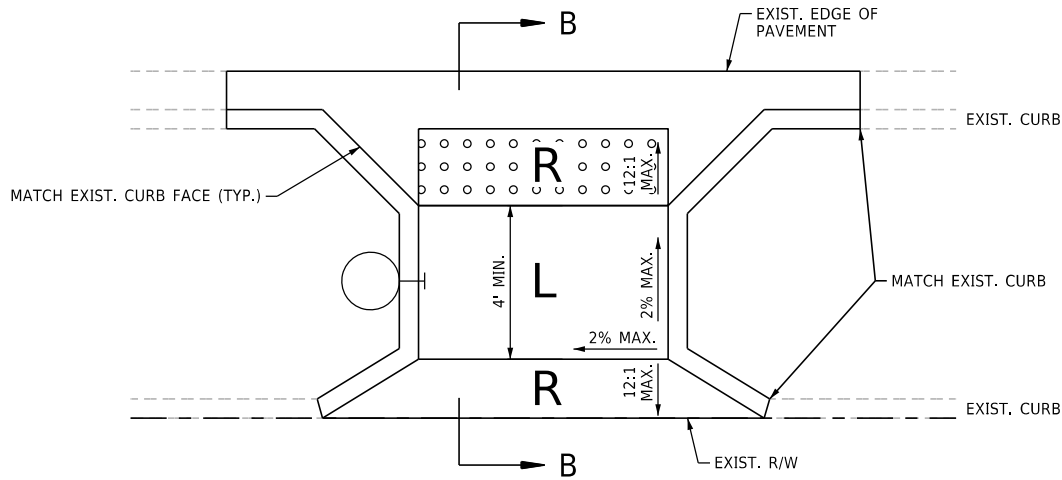
- NOTES:
1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
 2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
 3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT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

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

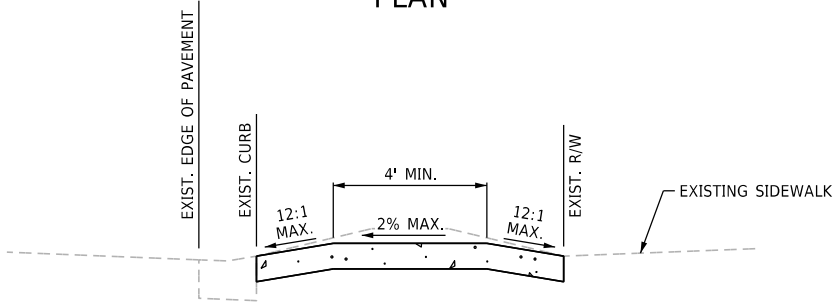


P.C.C. BASE WIDENING DETAIL

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



PLAN

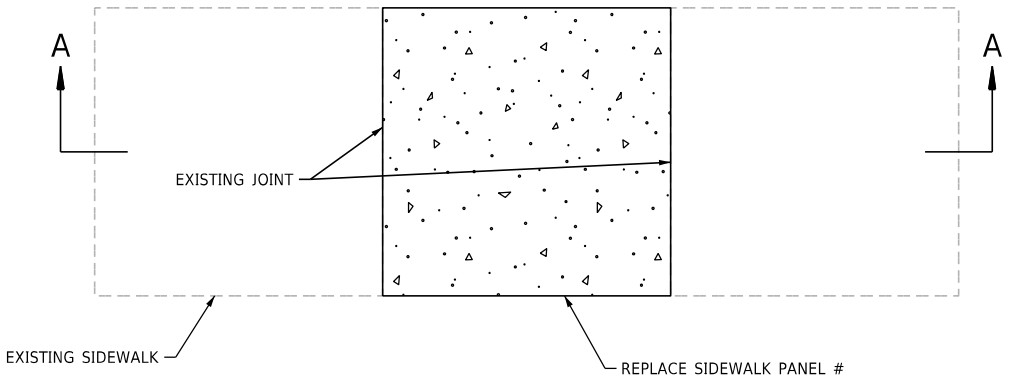


SECTION B-B

WALK-THROUGH RAMP REPLACEMENT DETAIL

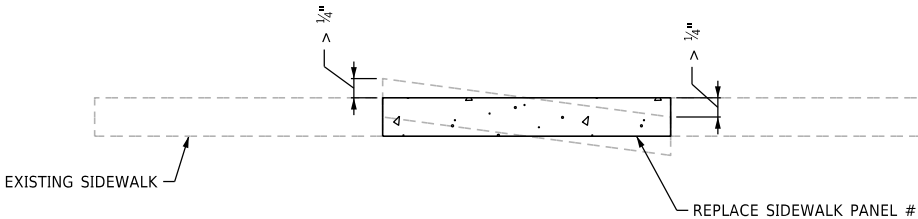
SEE PLANS FOR ADDITIONAL INFORMATION

SPECIAL DETAILS



PLAN

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



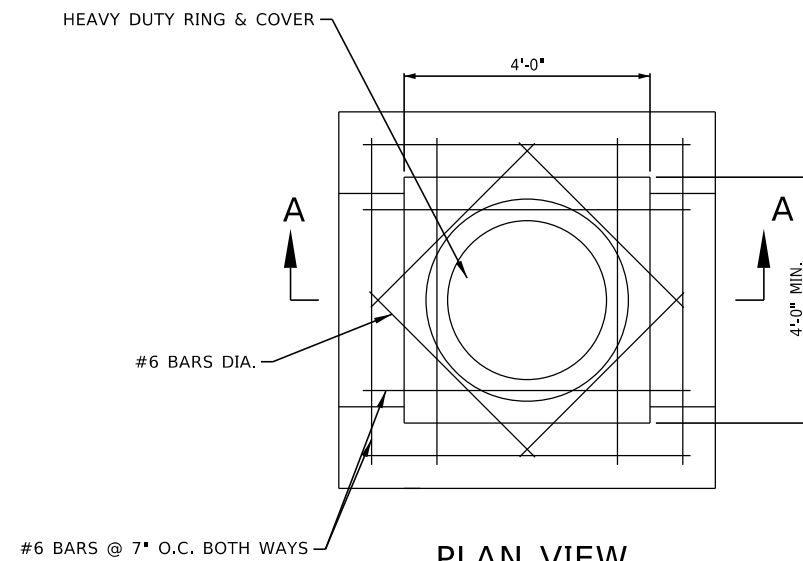
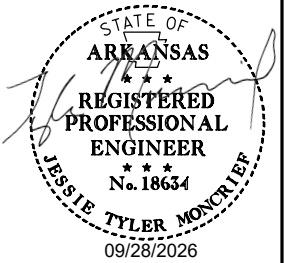
SECTION A-A

NOTE: SAWCUTS SHALL BE MADE AT EXISTING SIDEWALK JOINTS.

SIDEWALK PANEL REPLACEMENT DETAIL

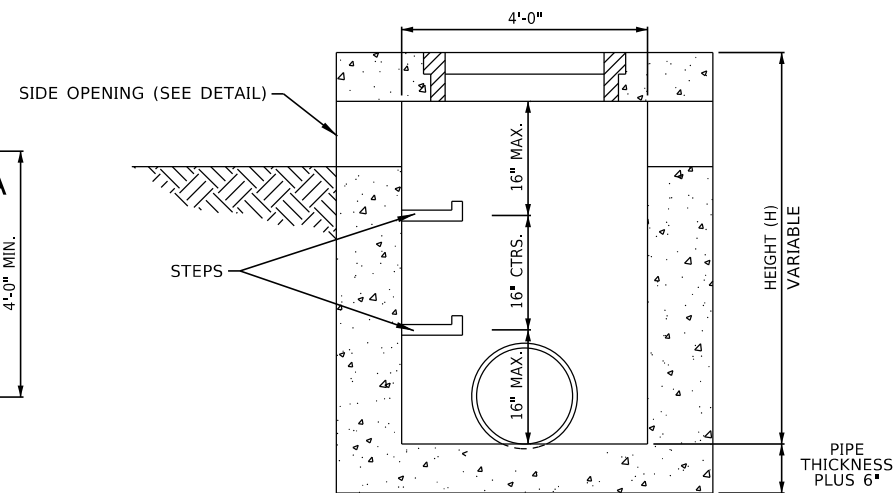
TO BE REPLACED IF AND WHERE DIRECTED BY THE ENGINEER.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	10	131
		SPECIAL DETAILS				

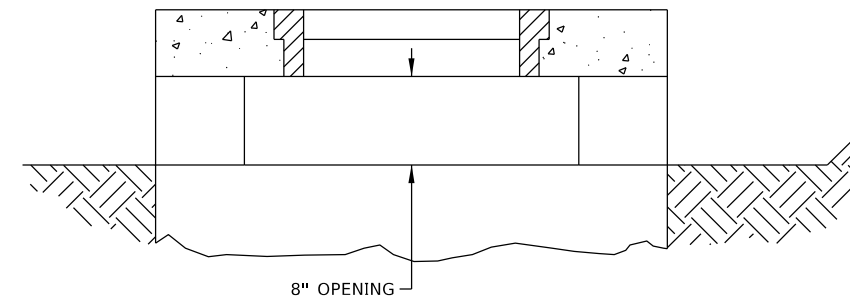


PLAN VIEW

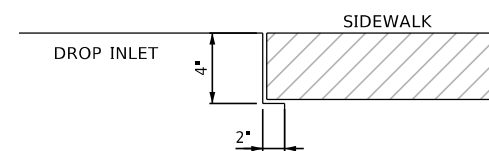
SPECIAL AREA INLET



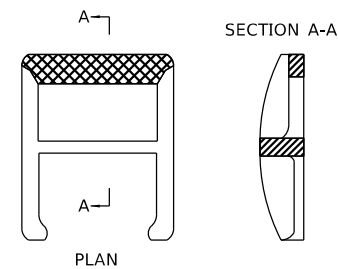
SECTION A-A



SIDE OPENING DETAIL

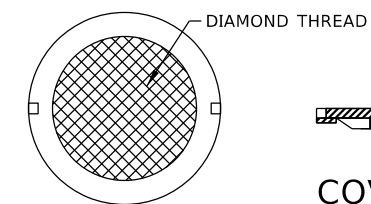


DETAIL OF NOTCH FOR SIDEWALKS

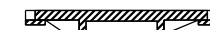


NOTE: THIS DETAIL IS TYPICAL.
OTHERS MAY BE USED WITH PRIOR
APPROVAL OF THE ENGINEER.

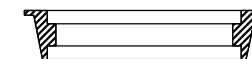
DETAIL OF STEP FOR DROP INLET



COVER FACE



COVER FACE



COVER SECTION

APPROX. 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 REQUIREMENT OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M103 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.

- GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE 3/4" 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. 1⁵⁹/₆₄" COVER.
4. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET TO SUPPORT TOP.
5. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
6. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
7. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO AND AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
8. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
9. 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.
10. INLET SHALL BE PRECAST. SHOP DRAWINGS SHOWING REINFORCING SHALL BE SUBMITTED.

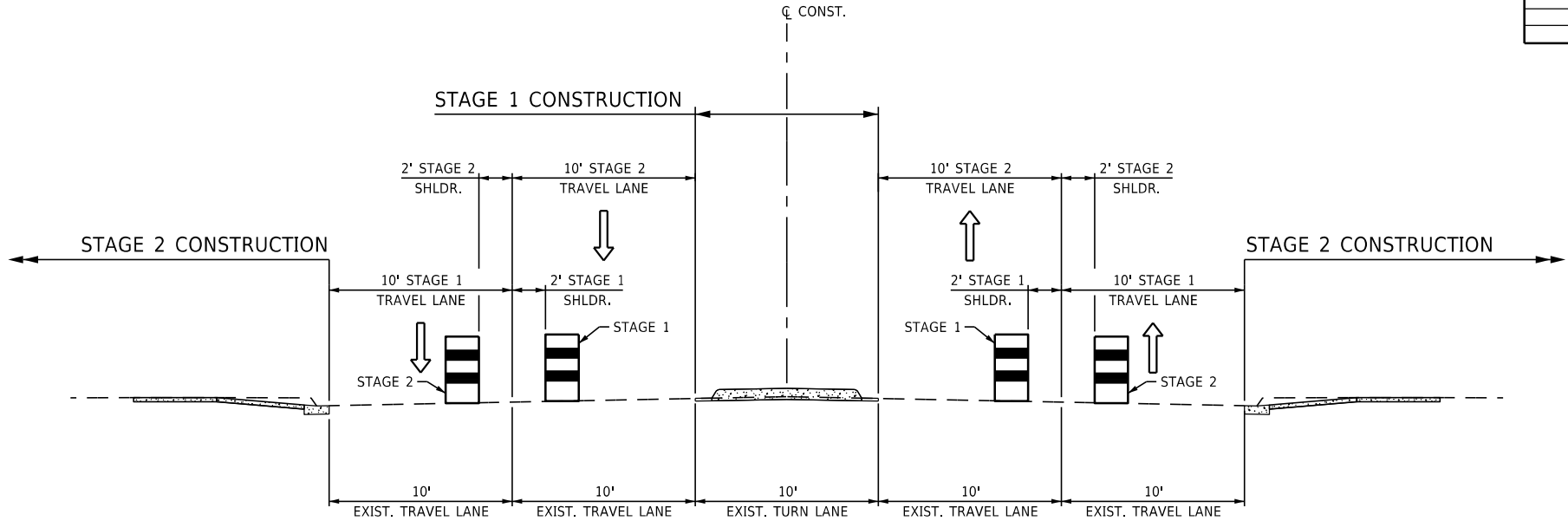
SEQUENCE OF CONSTRUCTION:

- 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.
 - HWY. 70B; CONSTRUCT CRESCENT ST.
 - CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

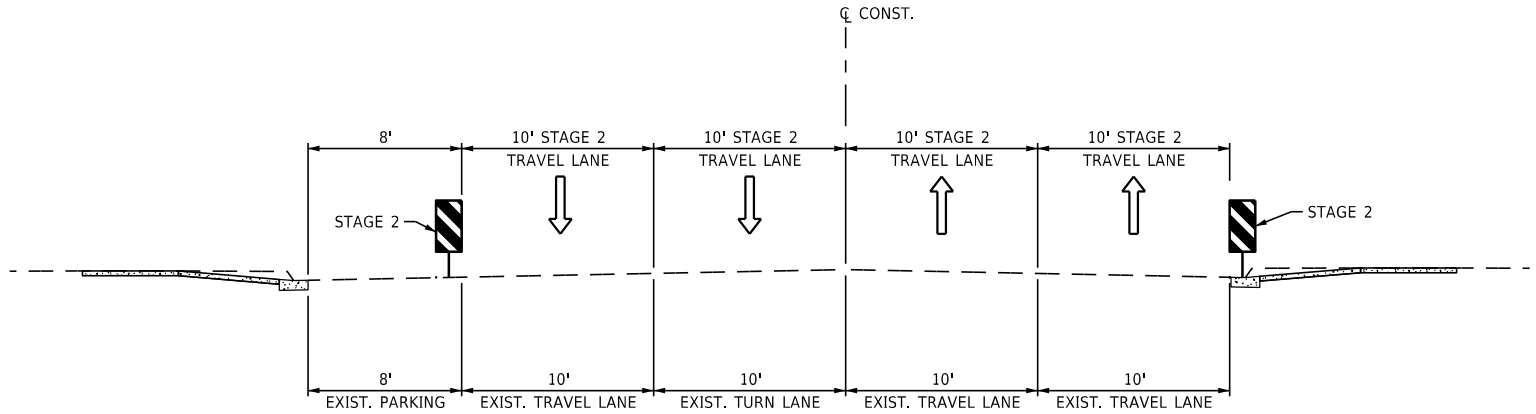
- NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
 - CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
 - TRAFFIC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

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		6	ARK.	061922	11	131
MAINTENANCE OF TRAFFIC DETAILS						



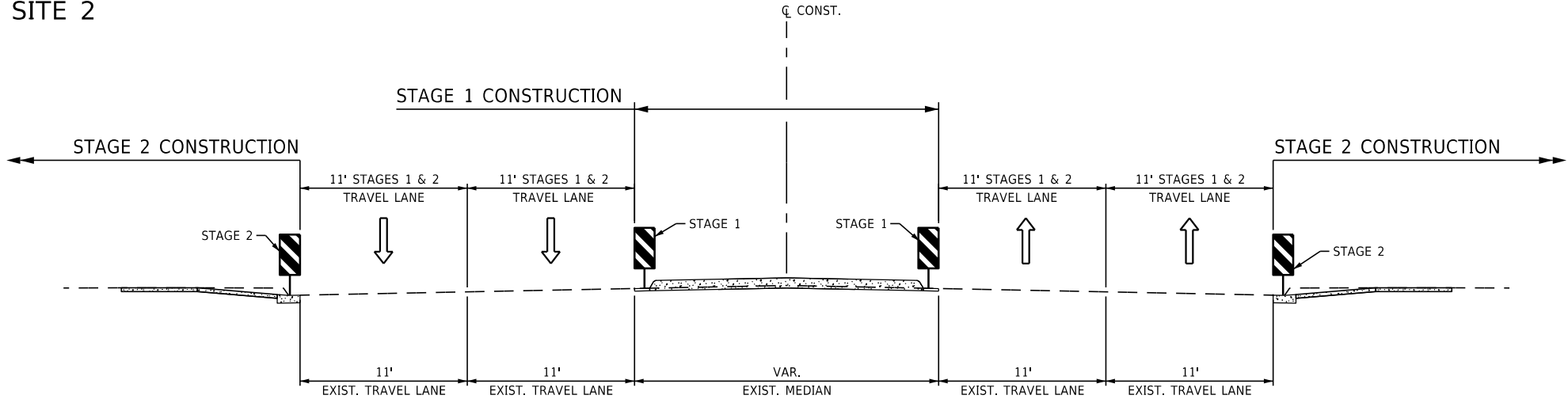
STAGE CONSTRUCTION
TANGENT SECTION

SITE 1



STAGE 2 CONSTRUCTION
TANGENT SECTION

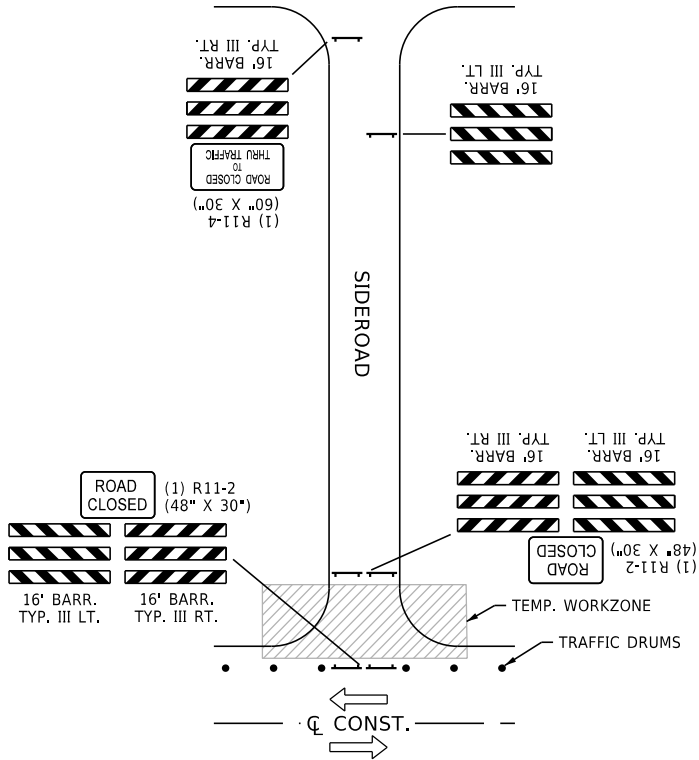
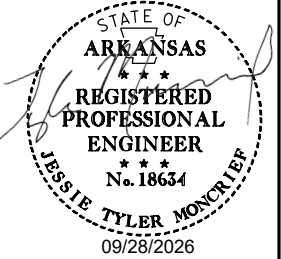
SITE 2



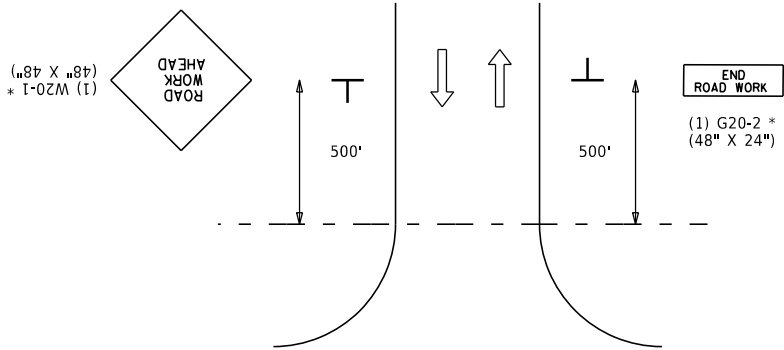
STAGE CONSTRUCTION
TANGENT SECTION

SITE 3

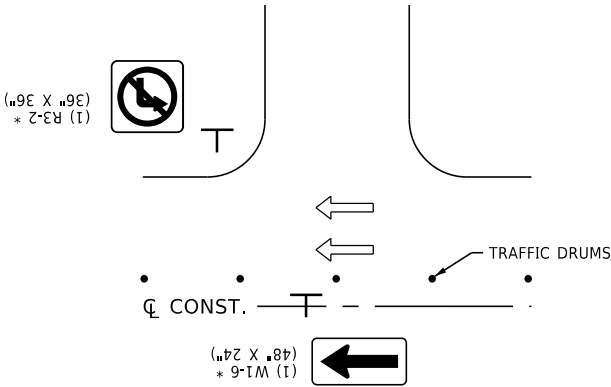
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		6	ARK.	061922	13	131
MAINTENANCE OF TRAFFIC DETAILS						



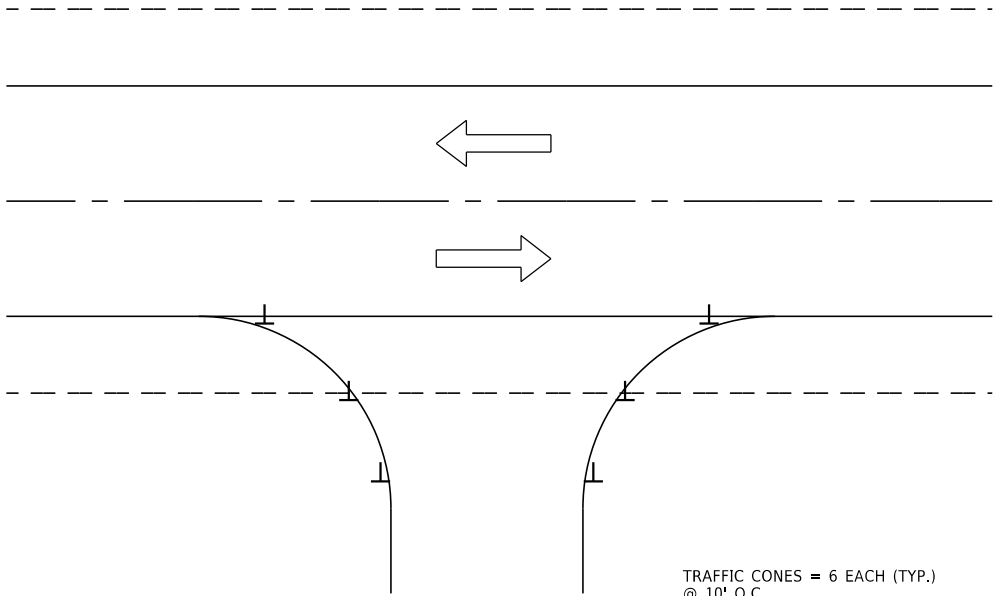
SIDEROAD CLOSURE DETAIL
SEE PLANS FOR LOCATIONS



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

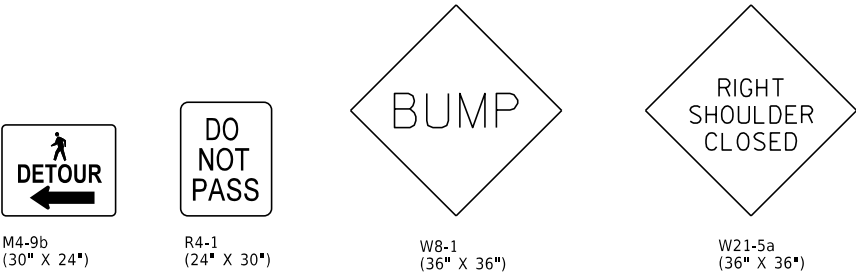


* INSTALL AT DRIVEWAYS WHERE CENTER TURN LANE IS CLOSED IF AND WHERE DIRECTED BY ENGINEER



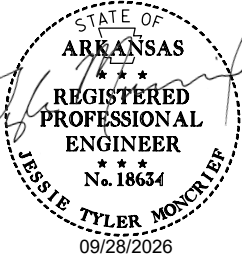
TRAFFIC CONES = 6 EACH (TYP.)
@ 10' O.C.

DRIVEWAY/TRAFFIC CONE DETAIL



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

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		6	ARK.	061922	15	131
MAINTENANCE OF TRAFFIC DETAILS						



SITE 2 STAGE 2 QUANTITIES

TRAFFIC CONES = 21 EACH
VERTICAL PANELS = 63 EACH

SEQUENCE OF CONSTRUCTION:

STAGE 1: NO WORK

STAGE 2:

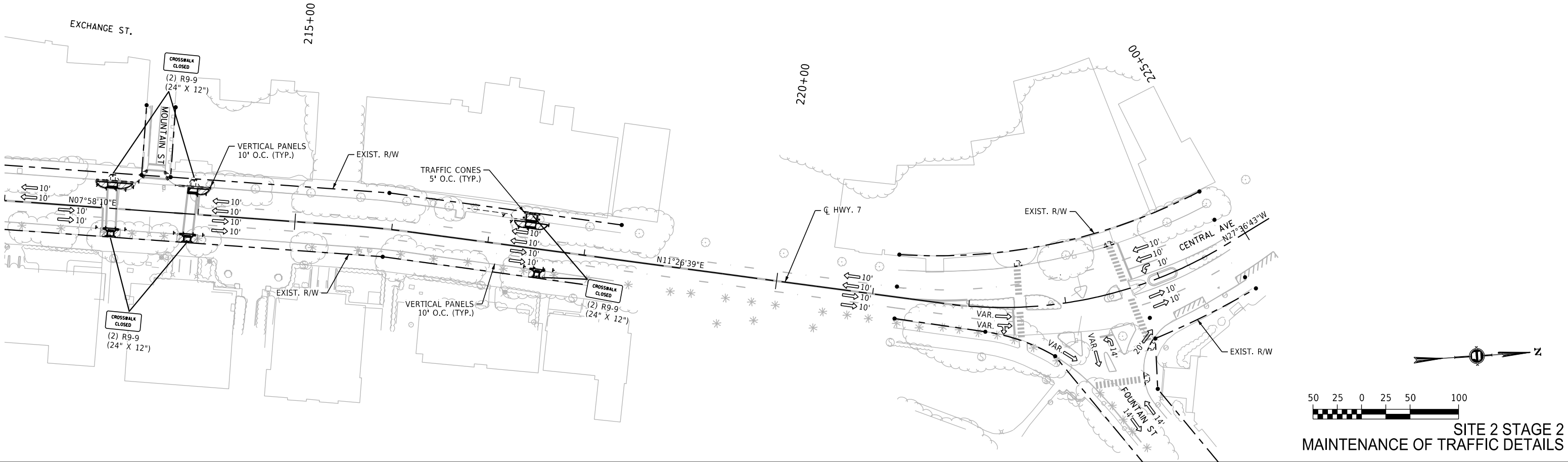
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
- CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT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

NOTES:

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

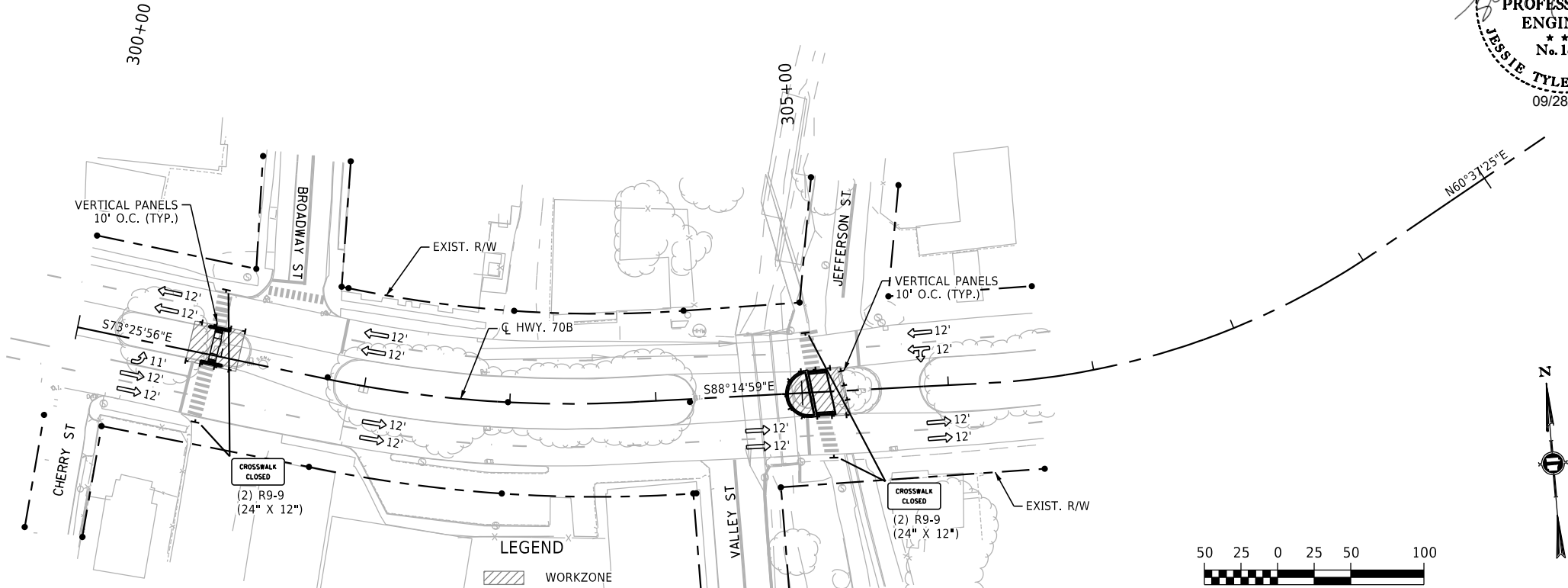
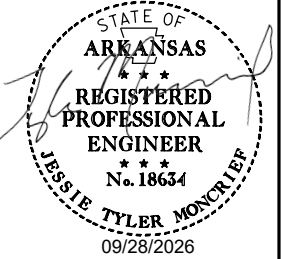
LEGEND

WORKZONE



SITE 2 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

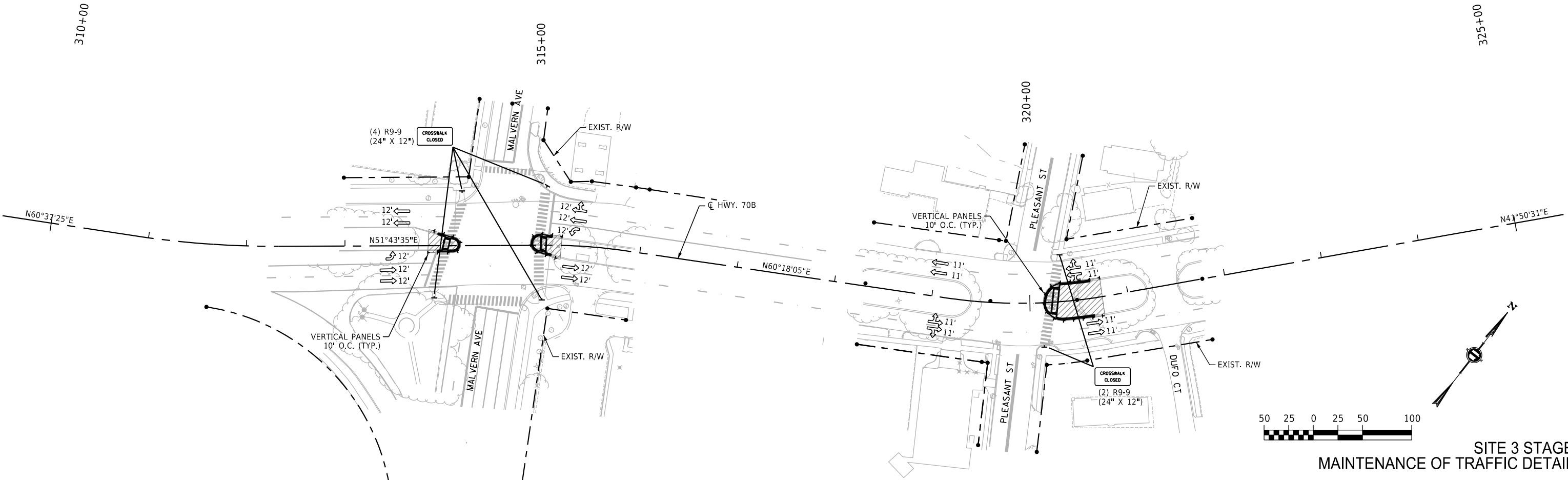
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	16	131
MAINTENANCE OF TRAFFIC DETAILS						



SITE 3 STAGE 1 QUANTITIES
VERTICAL PANELS = 127 EACH

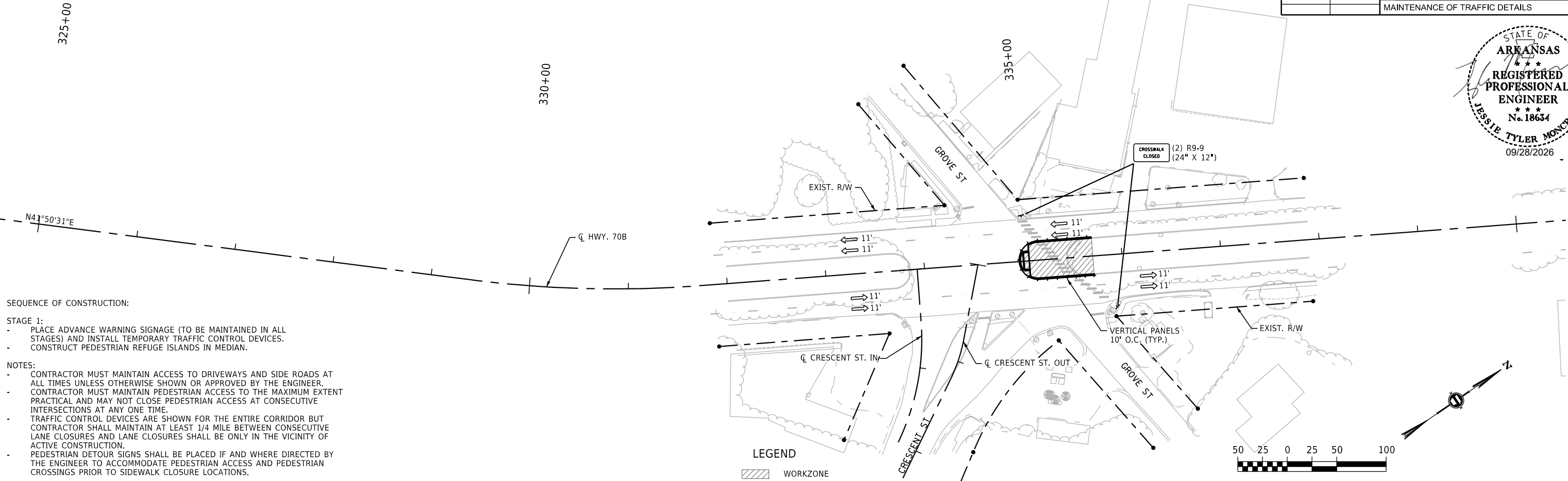
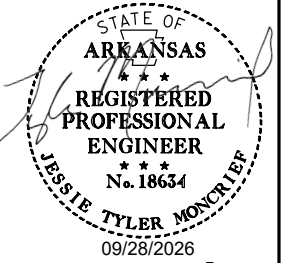
SEQUENCE OF CONSTRUCTION:

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

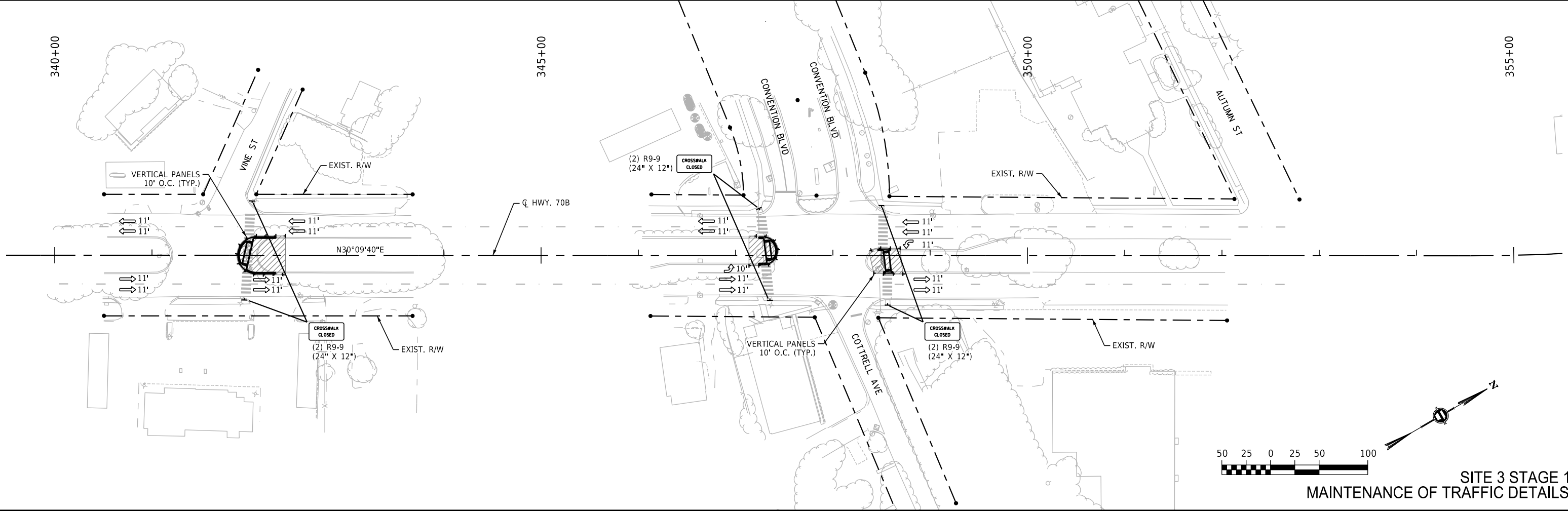


SITE 3 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	17	131
MAINTENANCE OF TRAFFIC DETAILS						

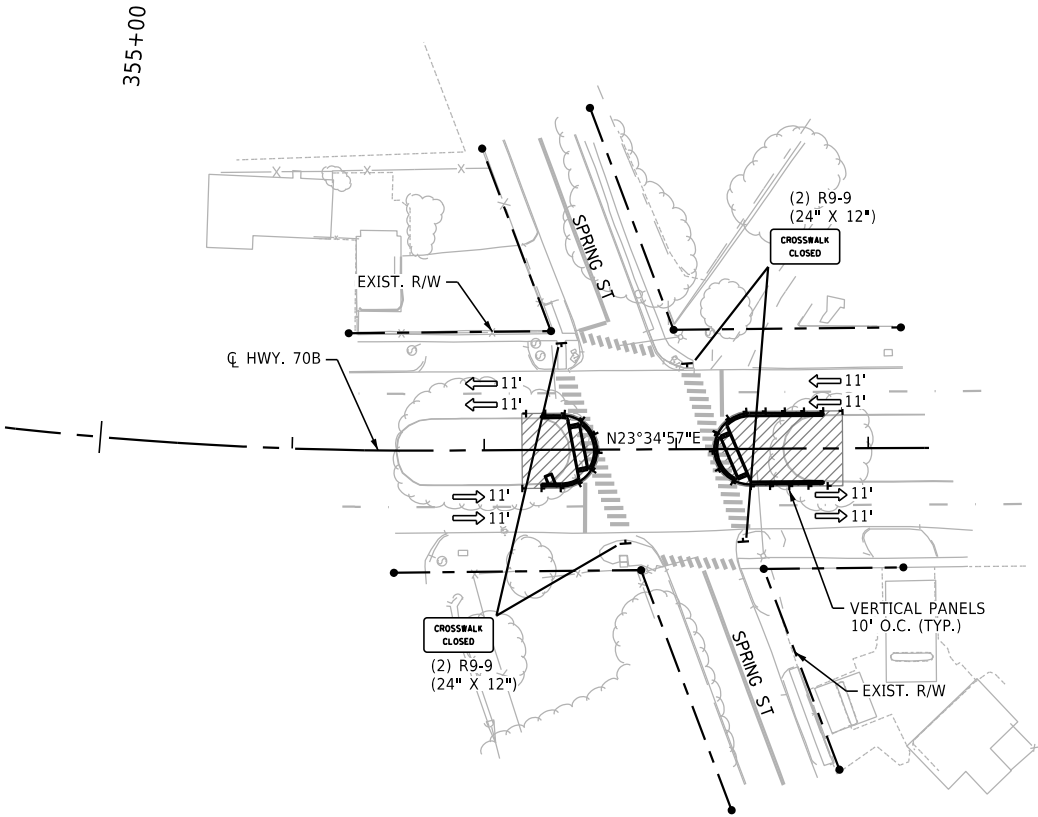
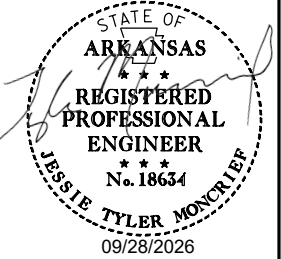


- SEQUENCE OF CONSTRUCTION:
- STAGE 1:
 - PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
 - CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.
- NOTES:
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE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



SITE 3 STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

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		6	ARK.	061922	18	131
MAINTENANCE OF TRAFFIC DETAILS						



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

SEQUENCE OF CONSTRUCTION:

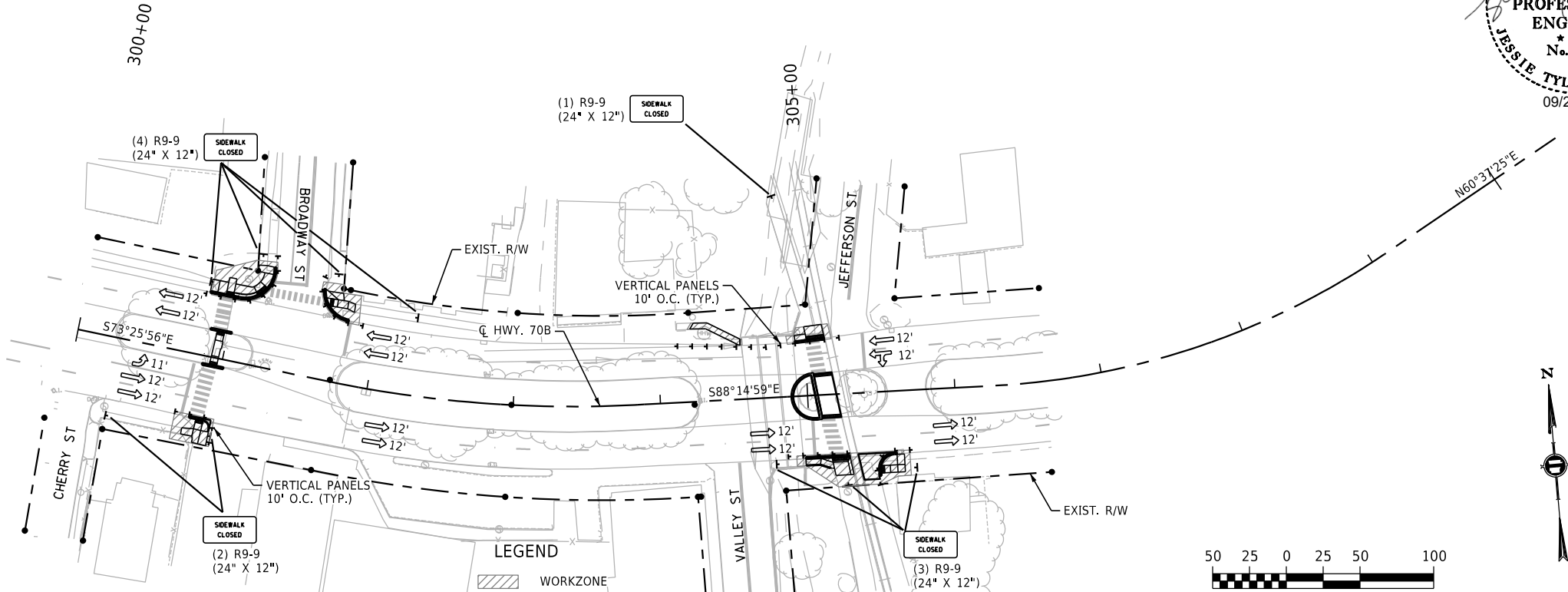
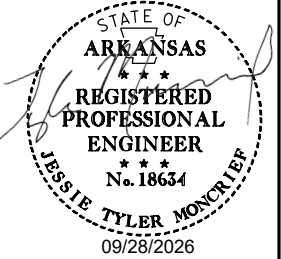
- STAGE 1:
- PLACE ADVANCE WARNING SIGNAGE (TO BE MAINTAINED IN ALL STAGES) AND INSTALL TEMPORARY TRAFFIC CONTROL DEVICES.
 - CONSTRUCT PEDESTRIAN REFUGE ISLANDS IN MEDIAN.

LEGEND

 WORKZONE



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	19	131
MAINTENANCE OF TRAFFIC DETAILS						



SITE 3 STAGE 2 QUANTITIES

VERTICAL PANELS = 214 EACH

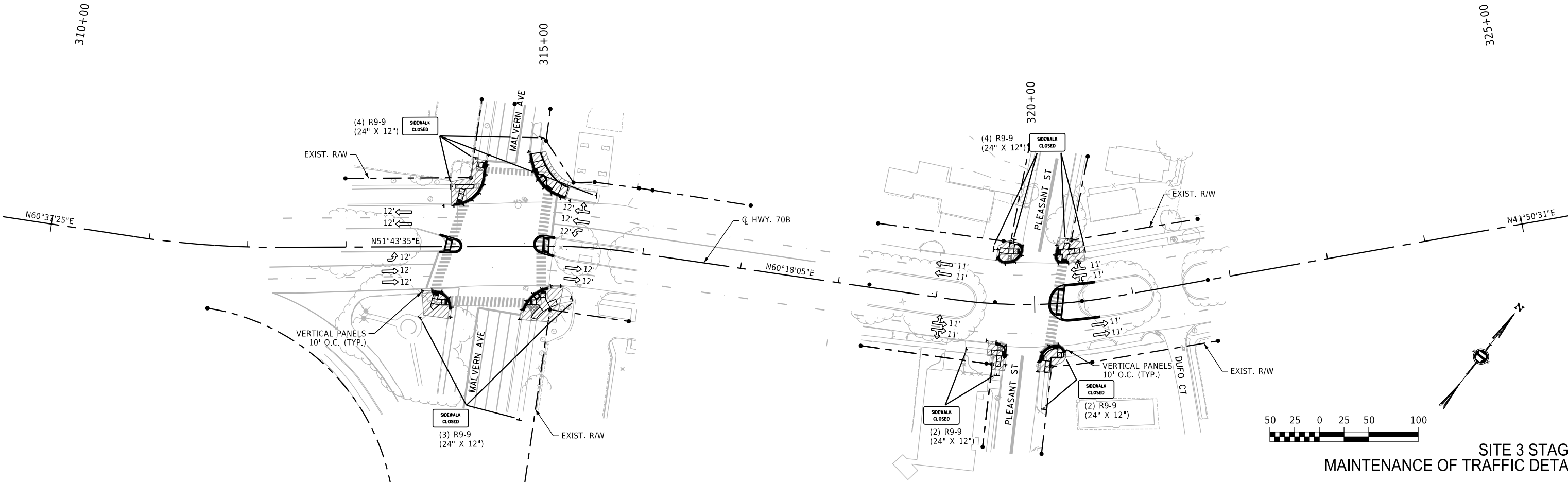
SEQUENCE OF CONSTRUCTION:

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.
- HWY. 70B; CONSTRUCT CRESCENT ST.
- CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

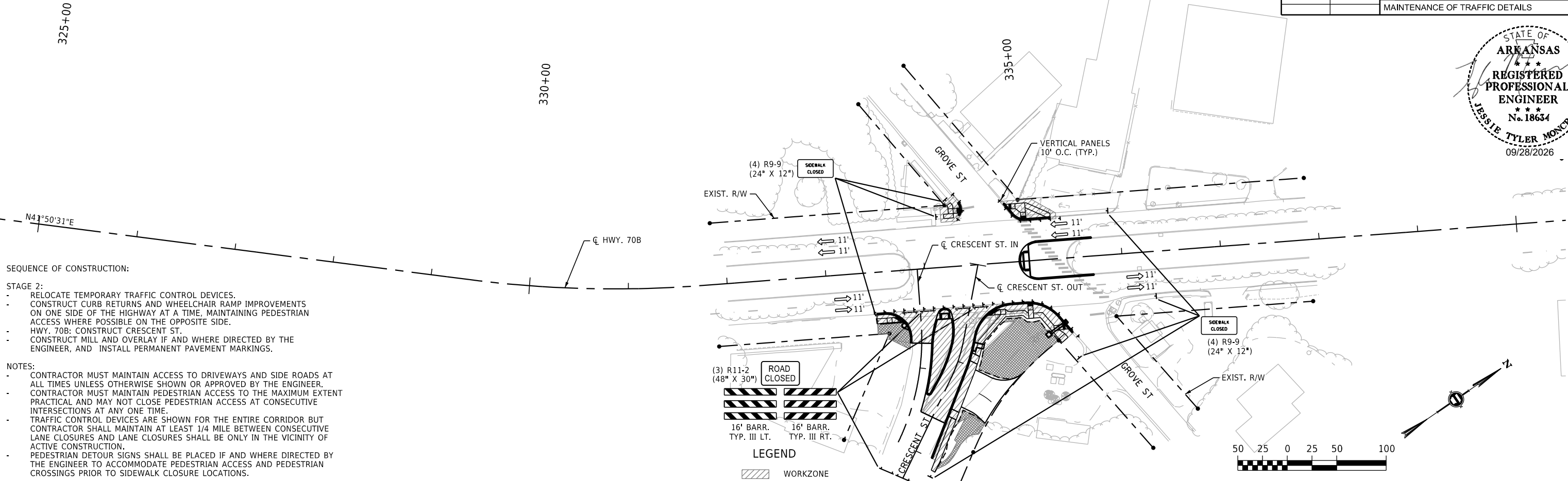
NOTES:

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



SITE 3 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

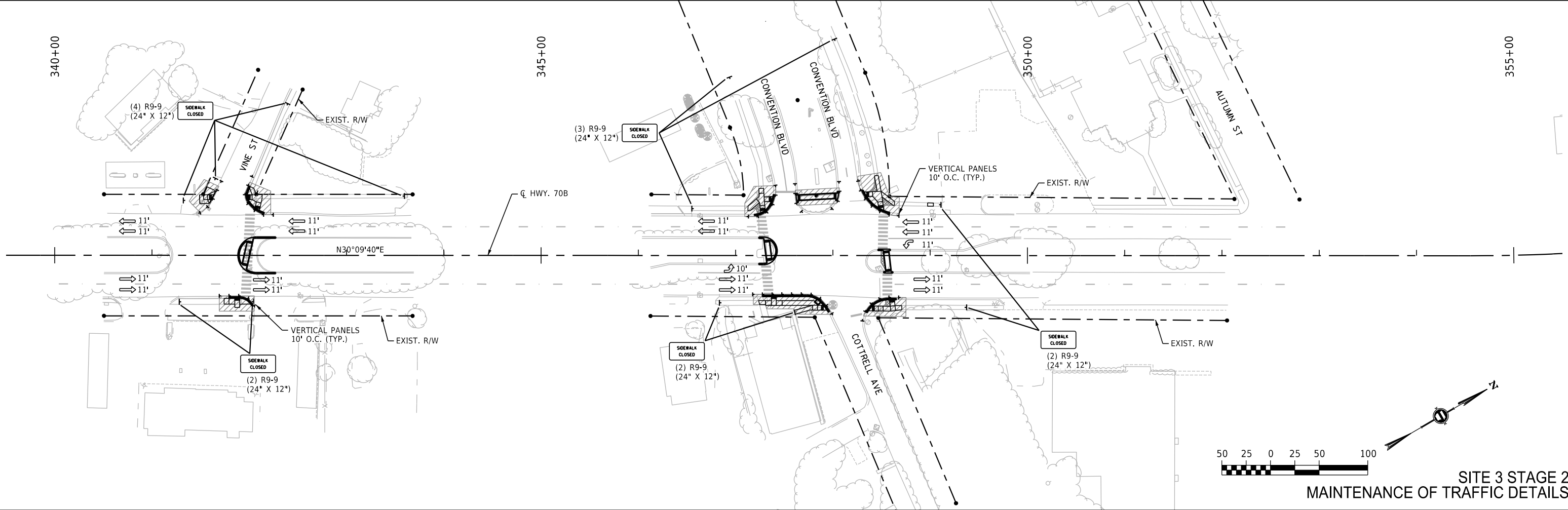
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	20	131
MAINTENANCE OF TRAFFIC DETAILS						



SEQUENCE OF CONSTRUCTION:

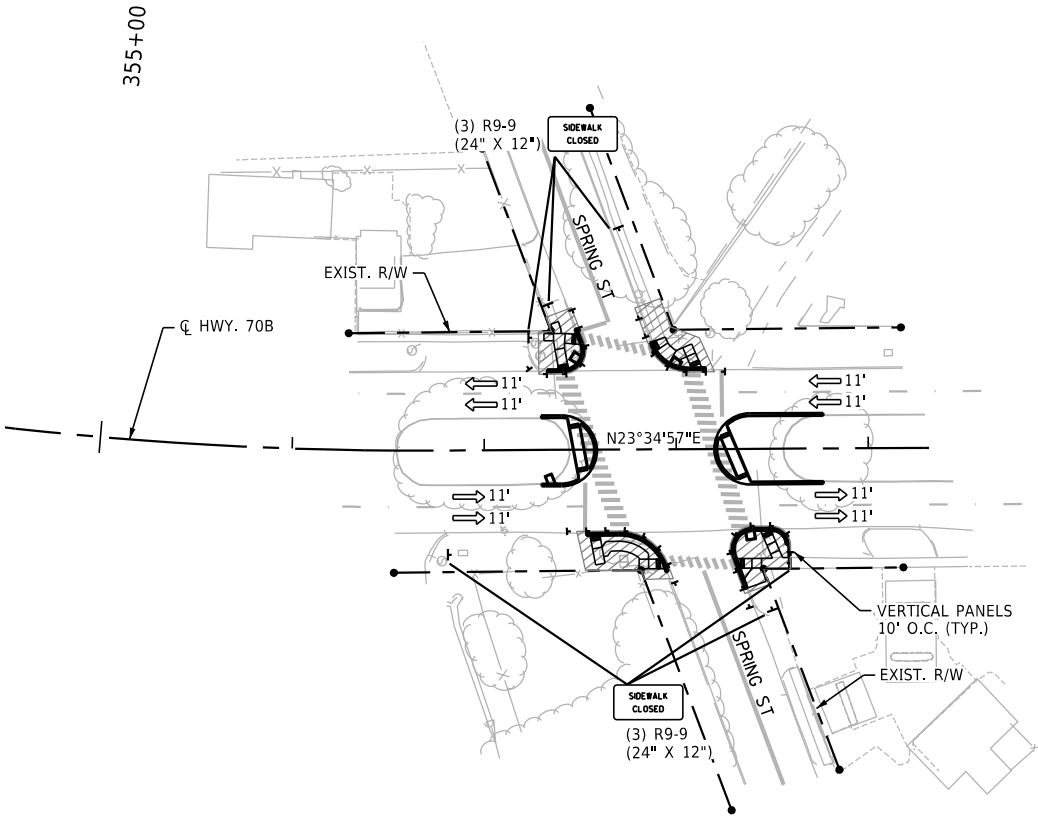
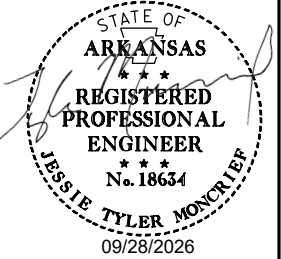
- STAGE 2:
- RELOCATE TEMPORARY TRAFFIC CONTROL DEVICES.
 - CONSTRUCT CURB RETURNS AND WHEELCHAIR RAMP IMPROVEMENTS ON ONE SIDE OF THE HIGHWAY AT A TIME, MAINTAINING PEDESTRIAN ACCESS WHERE POSSIBLE ON THE OPPOSITE SIDE.
 - HWY. 70B: CONSTRUCT CRESCENT ST.
 - CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

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



SITE 3 STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	21	131
MAINTENANCE OF TRAFFIC DETAILS						



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.
 - HWY. 70B: CONSTRUCT CRESCENT ST.
 - CONSTRUCT MILL AND OVERLAY IF AND WHERE DIRECTED BY THE ENGINEER, AND INSTALL PERMANENT PAVEMENT MARKINGS.

NOTES:

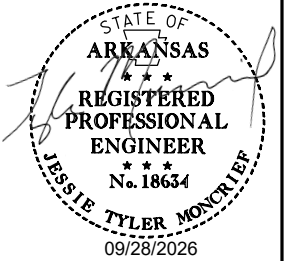
- CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AND SIDE ROADS AT ALL TIMES UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINEER.
- CONTRACTOR MUST MAINTAIN PEDESTRIAN ACCESS TO THE MAXIMUM EXTENT PRACTICAL AND MAY NOT CLOSE PEDESTRIAN ACCESS AT CONSECUTIVE INTERSECTIONS AT ANY ONE TIME.
- TRAFFIC CONTROL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

LEGEND

 WORKZONE



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	22	131
QUANTITIES						



ADVANCE WARNING SIGNS AND DEVICES												
SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	TRAFFIC CONE	BARRICADES (TYPE III)	
			LIN. FT. - EACH								RIGHT	LEFT
			NO.	SQ. FT.		EACH					LIN. FT.	
R2-6aP	FINES DOUBLE WHEN WORKERS ARE PRESENT	48"x36"	6	6	6	6	72.0					
W20-1	ROAD WORK 1500 FT.	48"x48"	6	6	6	6	96.0					
W20-1	ROAD WORK 1000 FT.	48"x48"	6	6	6	6	96.0					
W20-1	ROAD WORK 500 FT.	48"x48"	6	6	6	6	96.0					
W20-1	ROAD WORK AHEAD	48"x48"	30	30	30	30	480.0					
R2-11	END HIGHER FINES ZONE	36"x48"	6	6	6	6	72.0					
G20-2	END ROAD WORK	48"x24"	36	36	36	36	288.0					
W4-2L	LEFT LANE ENDS	36"x36"	2		2	2	18.0					
W4-2R	RIGHT LANE ENDS	36"x36"		2	2	2	18.0					
W11-2	PEDESTRIAN	36"x36"		4	4	4	36.0					
W16-7P	DIAGONAL DOWNWARD ARROW (PLAQUE)	24"x15"		2	2	2	5.0					
W16-9P	AHEAD (PLAQUE)	24"x12"		2	2	2	4.0					
W20-5L	LEFT LANE CLOSED AHEAD	36"x36"	2		2	2	18.0					
W20-5R	RIGHT LANE CLOSED AHEAD	36"x36"		2	2	2	18.0					
W3-5a	XX MPH SPEED ZONE AHEAD	48"x48"	6	6	6	6	96.0					
R9-9	CROSSWALK CLOSED	24"x12"	22	16	22	22	44.0					
R9-9	SIDEWALK CLOSED	24"x12"		52	52	52	104.0					
R11-2	ROAD CLOSED	48"x30"	4	3	4	4	40.0					
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"x30"		1	1	1	12.5					
W1-6	LARGE ARROW	48"x24"	10	2	10	10	80.0					
R2-1	SPEED LIMIT	24"x36"	6	6	6	6	36.0					
R3-2	NO LEFT TURN	36"X36"	8		8	8	72.0					
R4-1	DO NOT PASS	24"x30"	10	10	10	10	50.0					
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	6	6	6	6	54.0					
W8-1	BUMP	30"x30"	6	6	6	6	37.5					
M4-9bL	PEDESTRIAN DETOUR LEFT	30"X24"	6	6	6	6	30.0					
M4-9bR	PEDESTRIAN DETOUR RIGHT	30"X24"	6	6	6	6	30.0					
WZ-4	STATE LAW NO HAND-HELD PHONE USE BY DRIVER WORK ZONE	36"x54"	6	6	6	6	81.0					
	VERTICAL PANELS		127	277	277			277				
	TRAFFIC DRUMS		95	59	95				95			
	TRAFFIC CONES			60	60					60		
	TYPE III BARRICADE-RT. (16')		4	4	4						64	
	TYPE III BARRICADE-LT. (16')		4	4	4							64
TOTALS:							2084.0	277	95	60	64	64

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

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

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS														
DESCRIPTION	STAGE 2	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	THERMOPLASTIC PAVEMENT MARKING						REFLECTORIZED PAINT PAVEMENT MARKING		
						6"		8"	12"	24"	YIELD	PREFORMED	10"	
	WHITE	YELLOW	WHITE	WHITE	WHITE	WHITE	RED	WHITE	YELLOW					
	LIN. FT. - EACH		LIN. FT.	LIN. FT.		LIN. FT.						EACH	SQ. YD.	LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS		4375	4375											
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		80		80										
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	80				80									
THERMOPLASTIC PAVEMENT MARKING WHITE (6")		815				815								
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		755					755							
THERMOPLASTIC PAVEMENT MARKING WHITE (8")		195						195						
THERMOPLASTIC PAVEMENT MARKING WHITE (12")		162							162					
THERMOPLASTIC PAVEMENT MARKING WHITE (24")		4795								4795				
THERMOPLASTIC PAVEMENT MARKING WHITE (YIELD LINE)		220									220			
PREFORMED THERMOPLASTIC PAVEMENT MARKING SYSTEM		72										72		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")		270											270	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")		570											570	
TOTALS:			4375	80	80	815	755	195	162	4795	220	72	270	570

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					TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS	SILT FENCE	DROP INLET FILTER SOCK (12")	*SEDIMENT REMOVAL & DISPOSAL
												(E-5)	(E-11)	(E-13)	
			ACRE	TON	ACRE	M.GAL.	ACRE	SQ.YD.	ACRE	ACRE	M.GAL.	BAG	LIN. FT.	LIN. FT.	CU. YD.
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			0.50	1.00	0.50	55.4	0.50	350	0.50	0.50	10.2	220	1000	240	56
TOTALS:			0.50	1.00	0.50	55.4	0.50	350	0.50	0.50	10.2	220	1000	240	56

BASIS OF ESTIMATE:
LIME2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
FILTER SOCKS.....12 LIN. FT./ EXIST. INLET

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

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

QUANTITIES

9/28/2026 11:05:25 AM
...MS1061922 Quantities.dgn

REMOVAL AND DISPOSAL OF ITEMS										
STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE ISLANDS	CONCRETE DRIVEWAY S	WALKS	SIGN FOUNDATION S	BOLLARDS	SIGNS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	EACH
ENTIRE	PROJECT	INTERSECTIONS:								
		HWY. 7 / BELL PL. INTERSECTION		41			47			2
		HWY. 7 / HENDERSON ST. INTERSECTION								2
		HWY. 7 / SPRING ST. INTERSECTION		129	16		36			
		HWY. 7 / EXCHANGE ST. INTERSECTION	16	31			12		2	
		HWY. 7 / MOUNTAIN ST. INTERSECTION	42	33			15	1		1
		HWY. 7 / THE WATERS HOTEL	53	27			13			1
		HWY. 70B / BROADWAY ST. INTERSECTION		132		10	88			
		HWY. 70B / HOT SPRINGS CREEK INTERSECTION		50	21		24			
		HWY. 70B / MALVERN AVE. INTERSECTION	48	244			132			
		HWY. 70B / PLEASANT ST. INTERSECTION		192			96			3
		HWY. 70B / CRESCENT ST. INTERSECTION		530		173	212			3
		HWY. 70B / GROVE ST. INTERSECTION		145			31			2
		HWY. 70B / VINE ST. INTERSECTION		127			49			1
		HWY. 70B / CONVENTION BLVD. INTERSECTION		280			169			
		HWY. 70B / SPRING ST. INTERSECTION		213			119			
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER		100			100			
TOTALS:			159	2274	37	183	1143	1	2	15

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

WHEELCHAIR RAMPS					
STATION	LOCATION	TYPE 3	TYPE 4	TYPE 5	TYPE 6
		SQ.YD.			
103+29	HWY. 7 LT.			18.3	
103+30	HWY. 7 RT.		26.8		
201+17	HWY. 7 RT.		18.4		
201+22	HWY. 7 LT.		7.3		
201+72	HWY. 7 LT.	3.3			
209+39	HWY. 7 RT.			5.3	
209+59	HWY. 7 LT.		5.6		
213+11	HWY. 7 RT.			6.5	
213+91	HWY. 7 RT.			6.9	
217+41	HWY. 7 LT.	7.0			
217+54	HWY. 7 RT.			5.6	
300+93	HWY. 70B RT.	3.7			
300+94	HWY. 70B RT.	3.4			
300+95	HWY. 70B LT.	3.4			
300+96	HWY. 70B LT.			11.7	
301+15	HWY. 70B LT.				10.2
301+70	HWY. 70B LT.		14.2		
305+06	HWY. 70B LT.			12.0	
305+20	HWY. 70B RT.		21.6		
305+50	HWY. 70B RT.	3.5			
313+90	HWY. 70B RT.	3.4			
313+99	HWY. 70B RT.	3.7			
314+15	HWY. 70B LT.	5.3			
314+37	HWY. 70B LT.	3.4			
314+88	HWY. 70B RT.	4.4			
314+99	HWY. 70B RT.	3.8			
315+08	HWY. 70B LT.				42.3
319+67	HWY. 70B RT.			10.2	
319+83	HWY. 70B LT.	3.8			
320+14	HWY. 70B RT.				20.8
320+36	HWY. 70B LT.				16.9
333+66	HWY. 70B RT.	5.0			
334+37	HWY. 70B LT.	3.7			
334+68	HWY. 70B RT.	5.7			
334+92	HWY. 70B LT.	4.3			
335+04	HWY. 70B RT.	3.5			
335+04	HWY. 70B LT.	3.6			
335+35	HWY. 70B RT.	4.2			
341+57	HWY. 70B LT.		19.4		
341+88	HWY. 70B RT.			14.5	
342+00	HWY. 70B LT.	2.6			
342+09	HWY. 70B LT.	3.9			
347+28	HWY. 70B LT.	3.5			
347+33	HWY. 70B LT.	4.5			
347+39	HWY. 70B RT.			11.7	
347+88	HWY. 70B RT.	4.4			
348+37	HWY. 70B LT.	4.1			
348+42	HWY. 70B RT.	4.6			
348+49	HWY. 70B LT.	4.3			
348+61	HWY. 70B RT.	3.5			
357+41	HWY. 70B LT.	5.9			
357+46	HWY. 70B LT.	3.9			
357+58	HWY. 70B RT.	3.6			
357+89	HWY. 70B RT.	4.0			
357+94	HWY. 70B LT.				9.2
358+10	HWY. 70B LT.	3.9			
358+39	HWY. 70B RT.		17.1		
358+48	HWY. 70B RT.	3.9			
TOTALS:		142.7	130.4	102.7	99.4

NOTE: CONTRACTOR SHALL COORDINATE DETECTABLE WARNING STRIP COLOR WITH THE CITY OF HOT SPRINGS AND THE ENGINEER.

CONCRETE ISLAND			
STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND SQ.YD.
103+30	HWY. 7 MEDIAN	C	45
107+99	HWY. 7 MEDIAN	C	101
201+20	HWY. 7 RT.	B	2
201+46	HWY. 7 LT.	C	64
201+77	HWY. 7 RT.	C	52
209+65	HWY. 7 LT.	C	22
213+11	HWY. 7 LT.	C	19
213+98	HWY. 7 LT.	C	12
217+41	HWY. 7 LT.	C	20
301+07	HWY. 70B LT.	B	4
314+03	HWY. 70B MEDIAN	C	9
314+99	HWY. 70B LT.	B	3
315+02	HWY. 70B MEDIAN	C	10
320+11	HWY. 70B RT.	B	3
320+26	HWY. 70B MEDIAN	C	20
320+29	HWY. 70B LT.	B	4
334+17	HWY. 70B RT.	C	8
335+04	HWY. 70B MEDIAN	C	17
341+98	HWY. 70B MEDIAN	C	19
347+33	HWY. 70B MEDIAN	C	15
347+84	HWY. 70B LT.	C	26
348+57	HWY. 70B MEDIAN	C	14
357+49	HWY. 70B MEDIAN	C	19
358+30	HWY. 70B MEDIAN	C	19
TOTAL:			527

SURFACE APPLIED DETECTABLE WARNING PANELS

STATION	STATION	LOCATION	SQ.FT.
ENTIRE	PROJECT	INTERSECTIONS:	
		HWY. 7 / OAKLAWN ST.	19
		HWY. 7 / HENDERSON ST.	22
		HWY. 7 / OAKWOOD AVE.	25
		HWY. 7 / HWY. 70B	64
		HWY. 7 / ORANGE ST.	36
		HWY. 7 / OLIVE ST.	20
		HWY. 7 / RESERVE ST.	40
		HWY. 7 / FOUNTAIN ST.	101
		HWY. 7 / ARBOR ST.	36
		HWY. 70B / OAK ST.	96
		HWY. 70B / RUGG ST.	20
		HWY. 70B / CHERRY ST.	64
		HWY. 70B / VALLEY ST.	20
		HWY. 70B / HILL ST.	20
		HWY. 70B / FORDYCE ST.	16
		HWY. 70B / DUFO CT.	16
		HWY. 70B / DAISY ST.	56
		HWY. 70B / PALMETTO ST.	36
		HWY. 70B / AUTUMN ST.	74
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50
TOTAL:			831

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

NOTE: CONTRACTOR SHALL COORDINATE DETECTABLE WARNING STRIP COLOR WITH THE CITY OF HOT SPRINGS AND THE ENGINEER.

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS

STATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS
		EACH	EACH
10+55	CRESCENT ST. IN DROP INLET ON RT.		1
20+56	CRESCENT ST. OUT DROP INLET ON LT.		1
20+56	CRESCENT ST. OUT 24" X 18' RCP	1	
TOTALS:		1	2

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

CLEARING AND GRUBBING

STATION	LOCATION	TREES
		EACH
305+34	HWY. 70B MEDIAN	1
TOTAL:		1

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	CU. YD.
ENTIRE	PROJECT	MAIN LANES	400	400
ENTIRE	PROJECT	APPROACHES		31
		CRESCENT ST. IN/OUT	225	50
TOTALS:			625	481

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
103+18	103+42	HWY. 7 / BELL PL. INTERSECTION	41
201+02	201+90	HWY. 7 / SPRING ST. INTERSECTION	129
209+49	209+79	HWY. 7 / EXCHANGE ST. INTERSECTION	31
213+03	213+99	HWY. 7 / MOUNTAIN ST. INTERSECTION	33
217+36	217+62	HWY. 7 / THE WATERS HOTEL	27
300+83	301+79	HWY. 70B / BROADWAY ST. INTERSECTION	139
304+89	305+59	HWY. 70B / HOT SPRINGS CREEK INTERSECTION	160
313+86	315+20	HWY. 70B / MALVERN AVE. INTERSECTION	295
319+60	320+64	HWY. 70B / PLEASANT ST. INTERSECTION	251
333+49	335+45	HWY. 70B / CRESCENT ST. INTERSECTION	507
334+39	335+71	HWY. 70B / GROVE ST. INTERSECTION	241
341+79	342+27	HWY. 70B / VINE ST. INTERSECTION	166
347+19	348+65	HWY. 70B / CONVENTION BLVD. INTERSECTION	280
357+30	358+77	HWY. 70B / SPRING ST. INTERSECTION	402
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	100
TOTAL:			2802

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

CONCRETE WALKS & HAND RAILING

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
108+05		HWY. 7 / HENDERSON ST. INTERSECTION	VAR.	6
201+06	201+12	HWY. 7 RT. / SPRING ST. INTERSECTION	6	4
300+82	301+82	HWY. 70B / BROADWAY ST. INTERSECTION	VAR.	42
302+80	302+91	HWY. 70B LT.	11	5
304+24	304+56	HWY. 70B LT. / HOT SPRINGS CREEK INTERSECTION	32	14
304+93	305+63	HWY. 70B / HOT SPRINGS CREEK GREENWAY	VAR.	17
313+85	315+23	HWY. 70B / MALVERN AVE. INTERSECTION	VAR.	65
319+61	320+52	HWY. 70B / PLEASANT ST. INTERSECTION	VAR.	21
333+49	335+40	HWY. 70B / CRESCENT ST. INTERSECTION	VAR.	118
334+23	335+31	HWY. 70B / GROVE ST. INTERSECTION	VAR.	35
341+74	342+13	HWY. 70B / VINE ST. INTERSECTION	VAR.	15
347+13	349+03	HWY. 70B / CONVENTION BLVD. INTERSECTION	VAR.	92
357+31	358+54	HWY. 70B / SPRING ST. INTERSECTION	VAR.	51
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER		50
TOTALS:				535

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

QUANTITIES



STRUCTURES										
STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT		DROP INLETS				MODIFY DROP INLET	STD. DWG. NOS.	
		(CLASS III)		TYPE			EXT.			
		18"	24"	MO	ST	SP-1	SPECIAL			4'
		LIN. FT.		EACH						
314+91	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE RT.								1	FPC-9E, FPC-9M
314+96	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.								1	FPC-9E, FPC-9M
10+55	CONSTRUCT DROP INLET ON RT. W/ PIPE CULVERT	3		1				1		FPC-9E, FPC-9M, PCC-1
20+41	CONSTRUCT DROP INLET ON LT. ON EXIST. PIPE CULVERT				1					FPC-9S
20+56	CONSTRUCT DROP INLET ON LT. W/ PIPE CULVERT		17			1				PCC-1
20+80	CONSTRUCT DROP INLET ON LT.						1			
347+85	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE RT.								1	FPC-9E, FPC-9M
357+35	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE RT.								1	FPC-9E, FPC-9M
357+85	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.								1	FPC-9E, FPC-9M
358+00	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE LT.								1	FPC-9E, FPC-9M
358+38	RECONSTRUCT DROP INLET TOP & ADJUST TO GRADE RT.								1	FPC-9E, FPC-9M
TOTALS:		3	17	1	1	1	1	1	7	

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	5
TOTAL:	5

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

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50
TOTAL:	50

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

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	STANDARD DRAWINGS
			FEET	STATION	STATION		
21+20	LT.	CRESCENT ST. OUT	40	20+86	21+54	220.44	DR-1
TOTAL:						220.44	

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
103+00.00	103+60.00	HWY. 7 MEDIAN / BELL PL. INTERSECTION	10.00	66.67
107+37.00	108+61.00	HWY. 7 MEDIAN / HENDERSON ST. INTERSECTION	10.00	137.78
201+01.00	201+94.00	HWY. 7 / SPRING ST. INTERSECTION	VAR.	156.29
209+48.00	209+80.00	HWY. 7 LT. / EXCHANGE ST. INTERSECTION	9.50	33.78
212+92.00	213+32.00	HWY. 7 LT. / MOUNTAIN ST. INTERSECTION	7.50	33.33
213+87.00	214+11.00	HWY. 7 LT. / MOUNTAIN ST. INTERSECTION	7.50	20.00
217+23.00	217+60.00	HWY. 7 LT. / THE WATERS HOTEL	8.00	32.89
305+05.00	305+22.00	HWY. 70B MEDIAN / HOT SPRINGS CREEK GREENWAY	VAR.	42.70
305+32.00	305+57.00	HWY. 70B RT. / HOT SPRINGS CREEK GREENWAY	VAR.	25.91
ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS	VAR.	3500.00
		TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER		
TOTAL:				4049.35

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

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

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE	
			FEET	AVG. WID.	5" U.T.
103+18	103+42	HWY. 7 / BELL PL. INTERSECTION	41.00	2.50	11.39
201+02	201+90	HWY. 7 / SPRING ST. INTERSECTION	113.00	2.50	31.39
209+49	209+79	HWY. 7 / EXCHANGE ST. INTERSECTION	31.00	2.50	8.61
213+03	213+99	HWY. 7 / MOUNTAIN ST. INTERSECTION	33.00	2.50	9.17
217+36	217+62	HWY. 7 / THE WATERS HOTEL	27.00	2.50	7.50
300+83	301+79	HWY. 70B / BROADWAY ST. INTERSECTION	139.00	2.50	38.61
304+89	305+59	HWY. 70B / HOT SPRINGS CREEK INTERSECTION	160.00	2.50	44.44
313+86	315+20	HWY. 70B / MALVERN AVE. INTERSECTION	295.00	2.50	81.94
319+60	320+64	HWY. 70B / PLEASANT ST. INTERSECTION	251.00	2.50	69.72
333+49	335+45	HWY. 70B / CRESCENT ST. INTERSECTION	167.00	2.50	46.39
334+39	335+71	HWY. 70B / GROVE ST. INTERSECTION	241.00	2.50	66.94
341+79	342+27	HWY. 70B / VINE ST. INTERSECTION	166.00	2.50	46.11
347+19	348+65	HWY. 70B / CONVENTION BLVD. INTERSECTION	280.00	2.50	77.78
357+30	358+77	HWY. 70B / SPRING ST. INTERSECTION	402.00	2.50	111.67
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	100.00	2.50	27.78
TOTAL:					679.44

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

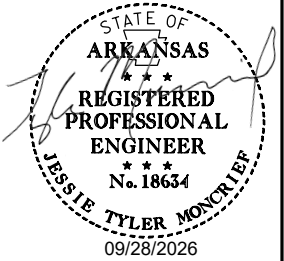
BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	TACK COAT						ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")										
				(0.05 GAL. PER SQ. YD.)			(0.10 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 70-22	TOTAL PG 76-22
				TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON																			
MAIN LANES																												
103+00.00	103+60.00	HWY. 7 MEDIAN / BELL PL. INTERSECTION	60.00				VAR.	21.26	2.13	2.13												VAR.	21.26	220.00	2.34		2.34	
107+37.00	108+61.00	HWY. 7 MEDIAN / HENDERSON ST. INTERSECTON	124.00				VAR.	36.82	3.68	3.68												VAR.	36.82	220.00	4.05		4.05	
201+01.00	201+94.00	HWY. 7 / SPRING ST. INTERSECTION	93.00				VAR.	39.88	3.99	3.99												VAR.	39.88	220.00	4.39		4.39	
209+48.00	209+80.00	HWY. 7 LT. / EXCHANGE ST. INTERSECTION	32.00				VAR.	11.94	1.19	1.19												VAR.	11.94	220.00	1.31		1.31	
212+92.00	213+32.00	HWY. 7 LT. / MOUNTAIN ST. INTERSECTION	40.00				VAR.	14.30	1.43	1.43												VAR.	14.30	220.00	1.57		1.57	
213+87.00	214+11.00	HWY. 7 LT. / MOUNTAIN ST. INTERSECTION	24.00				VAR.	8.03	0.80	0.80												VAR.	8.03	220.00	0.88		0.88	
217+23.00	217+60.00	HWY. 7 LT. / THE WATERS HOTEL	37.00				VAR.	13.30	1.33	1.33												VAR.	13.30	220.00	1.46		1.46	
305+05.00	305+22.00	HWY. 70B MEDIAN / HOT SPRINGS CREEK GREENWAY	17.00				VAR.	42.70	4.27	4.27												VAR.	42.70	220.00	4.70		4.70	
305+32.00	305+57.00	HWY. 70B RT. / HOT SPRINGS CREEK GREENWAY	25.00				VAR.	25.91	2.59	2.59												VAR.	25.91	220.00	2.85		2.85	
333+56.00	334+85.00	HWY. 70B RT. (CRESCENT ST. IN/OUT)	129.00	VAR.	1282.50	64.13				64.13	VAR.	518.33	550.00	142.54	VAR.	427.50	330.00	70.54	VAR.	427.50	220.00	47.03	VAR.	427.50	220.00	47.03	47.03	47.03
ENTIRE	PROJECT	SIDE ROAD INTERSECTIONS					VAR.	3500.00	350.00	350.00												VAR.	3500.00	220.00	385.00		385.00	
		TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER																										
TOTALS:					1282.50	64.13		3714.14	371.41	435.54		518.33		142.54		427.50		70.54		427.50		47.03		4141.64		455.58	47.03	455.58

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....93.9% MIN. AGGR.....6.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BASE COURSE (1 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.

* QUANTITIES 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.	061922	24	131
QUANTITIES						



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	25	131
		SUMMARY OF QUANTITIES				

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	26	131
SURVEY CONTROL DETAILS						

CL - HWY. 7 (SITE 1)				
Point Number	Point Type	Station	Northing	Easting
8000	POB	100+00.00	1974794.3903	992969.1347
8001	PC	103+05.14	1975099.5272	992970.1623
	PI	103+76.57	1975170.9630	992970.4029
	CC		1975096.3112	993925.0866
8002	PT	104+47.75	1975241.5679	992981.2693
8003	PI	108+84.59	1975673.3326	993047.7193
8030	POE	113+98.29	1976181.3687	993123.7732

CL - HWY. 7 (SITE 2)				
Point Number	Point Type	Station	Northing	Easting
8004	POB	200+00.00	1984719.2621	994802.9933
8005	PI	201+70.46	1984889.6266	994808.5741
8006	PI	205+70.06	1985289.2342	994809.5890
8007	PC	209+71.66	1985690.8110	994806.1985
	PI	209+99.88	1985719.0382	994805.9602
	CC		1985694.0358	995188.1568
8008	PT	210+28.01	1985746.9939	994809.8739
8009	PC	215+52.33	1986266.2471	994882.5673
	PI	215+87.08	1986300.6691	994887.3863
	CC		1986107.3728	996017.4160
8010	PT	216+21.82	1986334.7358	994894.2826
8011	PC	221+76.55	1986878.4361	995004.3473
	PI	223+32.87	1987031.6441	995035.3622
	CC		1986965.8834	994572.3729
8012	PT	224+76.98	1987170.1565	994962.9128
8013	POE	225+28.86	1987216.1256	994938.8685

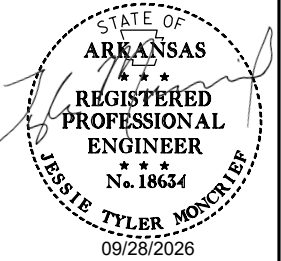
CL - HWY. 70B (SITE 3)				
Point Number	Point Type	Station	Northing	Easting
8014	POB	300+00.00	1982186.6006	995350.4915
8015	PC	301+72.88	1982137.3032	995516.1980
	PI	302+79.32	1982106.9541	995618.2123
	CC		1982921.8327	995749.5944
8016	PT	303+84.56	1982103.7034	995724.5955
8017	PC	306+26.96	1982096.3002	995966.8767
	PI	307+72.03	1982091.8695	996111.8787
	CC		1982616.9280	995982.7851
8018	PT	309+09.92	1982163.0325	996238.2949
8019	PC	310+84.16	1982248.5048	996390.1305
	PI	311+58.46	1982284.9486	996454.8704
	CC		1983080.6465	995921.6959
8020	PT	312+32.45	1982330.9667	996513.1948
8021	PC	315+06.85	1982500.9332	996728.6144
	PI	315+45.90	1982525.1210	996759.2706
	CC		1982092.0169	997051.2501
8022	PT	315+84.80	1982544.4676	996793.1907
8023	PC	319+14.12	1982707.6229	997079.2476
	PI	319+98.76	1982749.5564	997152.7690
	CC		1983160.0736	996821.1882
8024	PT	320+81.93	1982812.6116	997209.2301
8025	PC	329+38.45	1983450.7076	997780.5964
	PI	330+55.66	1983538.0314	997858.7882
	CC		1984215.1239	996926.9043
8026	PT	331+72.07	1983639.3776	997917.6811
8027	PC	354+55.41	1985613.5901	999064.9076
	PI	355+65.17	1985708.4922	999120.0558
	CC		1986573.1672	997413.6129
8028	PT	356+74.69	1985809.0874	999163.9685
8029	POE	359+31.65	1986044.5844	999266.7696

Project: 061922
Units: Survey Feet
AR 302 South, NAD83 (2011), GRID FEET

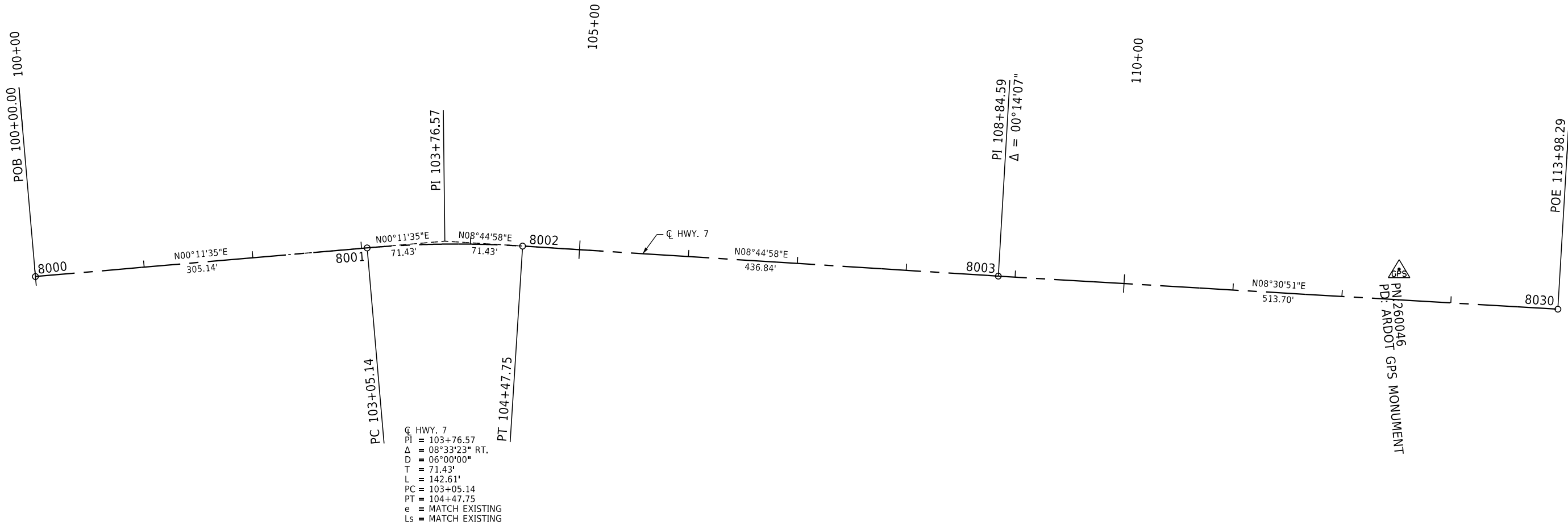
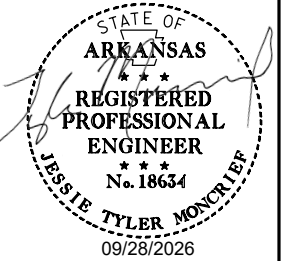
Point Name	Northing	Easting	Elevation	Feature
260044	1987968.463	994189.624	627.379	GPS
260044A	1989135.142	994582.038	639.907	GPS
260045	1982821.050	997296.107	583.880	GPS
260045A	1983823.625	998114.263	556.271	GPS
260046	1976039.791	993074.146	587.383	GPS
260046A	1977306.816	993339.360	594.429	GPS

CL - CRESCENT ST. IN				
Point Number	Point Type	Station	Northing	Easting
8300	POB	10+00.00	1983830.0699	998028.4935
8301	PC	10+52.77	1983803.5557	998074.1206
	PI	11+17.18	1983771.1926	998129.8128
	CC		1983596.0479	997953.5366
8302	PT/POE	11+78.63	1983715.2932	998161.8166

CL - CRESCENT ST. OUT				
Point Number	Point Type	Station	Northing	Easting
8400	POB	20+00.00	1983883.2277	998059.4397
8401	PC	20+79.16	1983827.1309	998115.2219
	PI	20+99.05	1983812.8155	998129.0286
	CC		1983716.0587	998000.0570
8402	PT	21+18.73	1983795.5555	998138.9104
8403	POE	22+99.77	1983638.4470	998228.8588

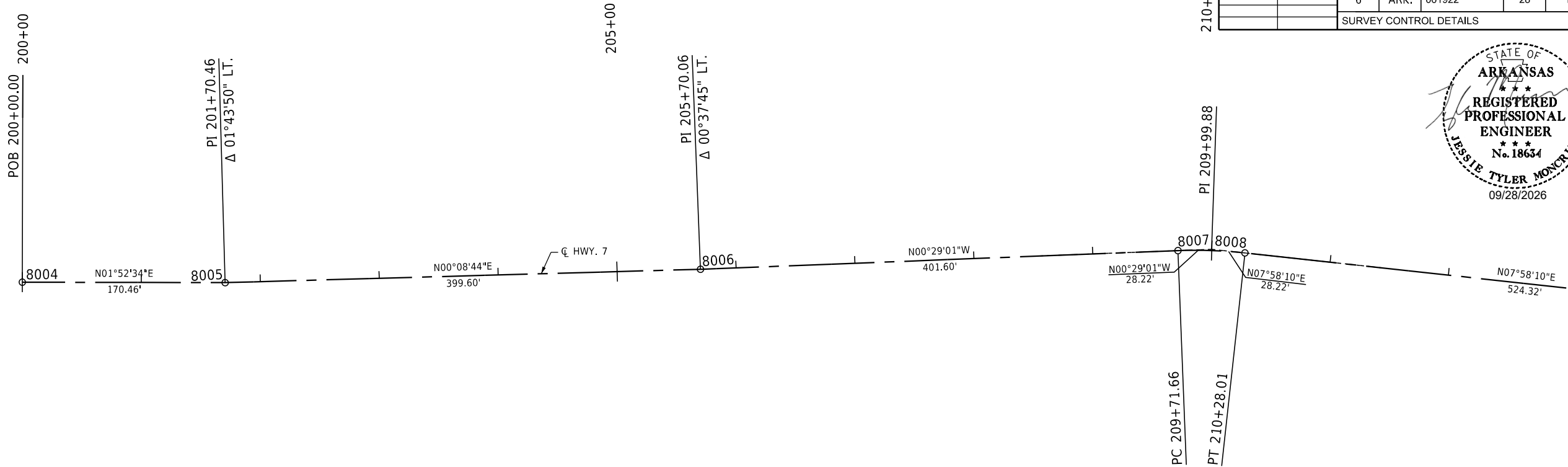
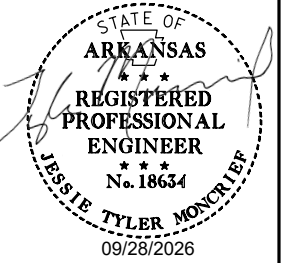


DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	27	131
SURVEY CONTROL DETAILS						



SITE 1
SURVEY CONTROL DETAILS

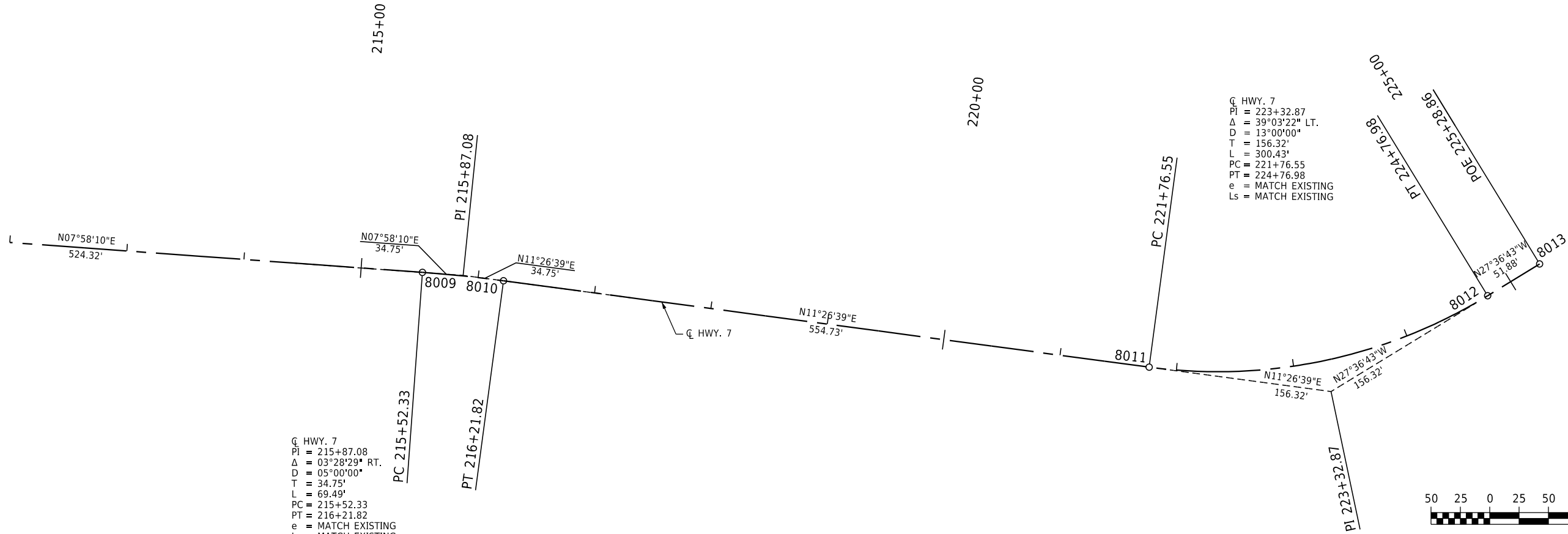
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	28	131
SURVEY CONTROL DETAILS						



Q HWY. 7
PI = 209+99.88
Δ = 08°27'11" RT.
D = 15°00'00"
T = 28.22'
L = 56.35'
PC = 209+71.66
PT = 210+28.01
e = MATCH EXISTING
Ls = MATCH EXISTING

50 25 0 25 50 100

BEARINGS
AND GRID
BASED ON GPS



Q HWY. 7
PI = 215+87.08
Δ = 03°28'29" RT.
D = 05°00'00"
T = 34.75'
L = 69.49'
PC = 215+52.33
PT = 216+21.82
e = MATCH EXISTING
Ls = MATCH EXISTING

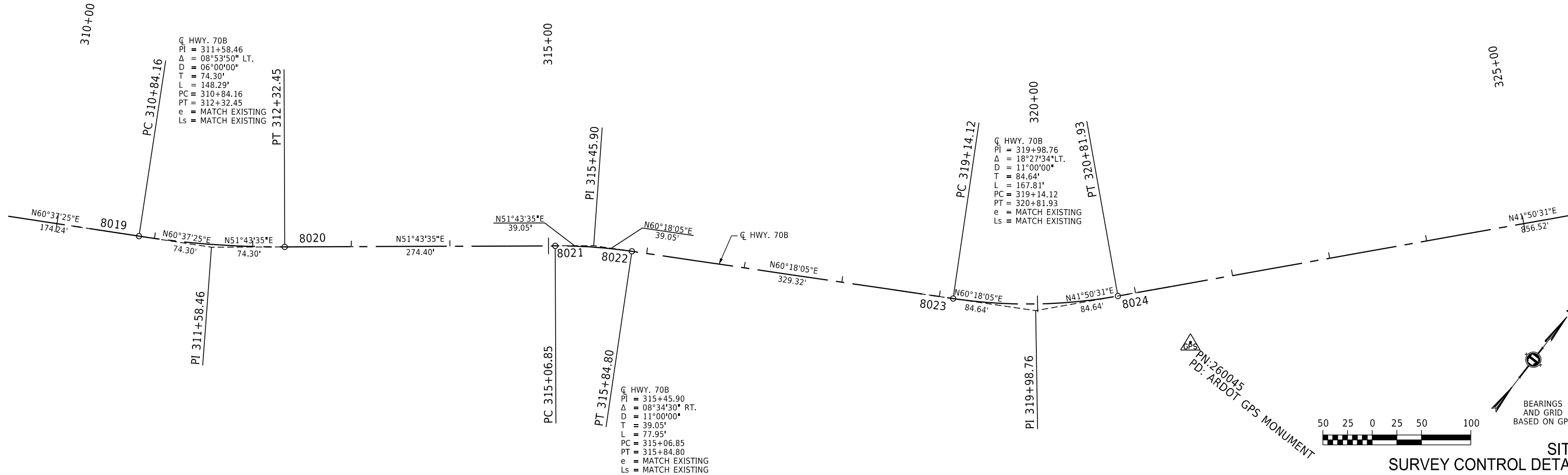
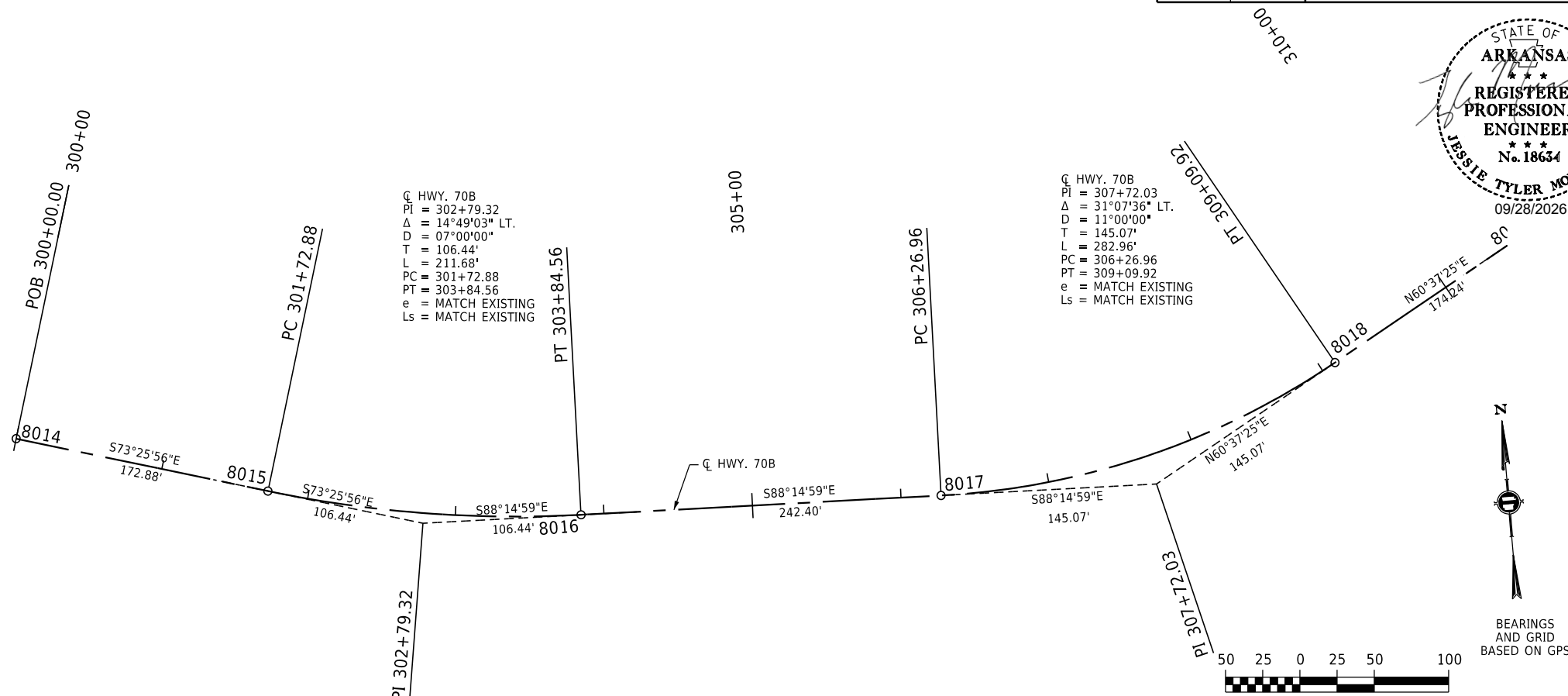
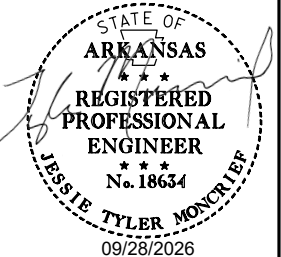
Q HWY. 7
PI = 223+32.87
Δ = 39°03'22" LT.
D = 13°00'00"
T = 156.32'
L = 300.43'
PC = 221+76.55
PT = 224+76.98
e = MATCH EXISTING
Ls = MATCH EXISTING

50 25 0 25 50 100

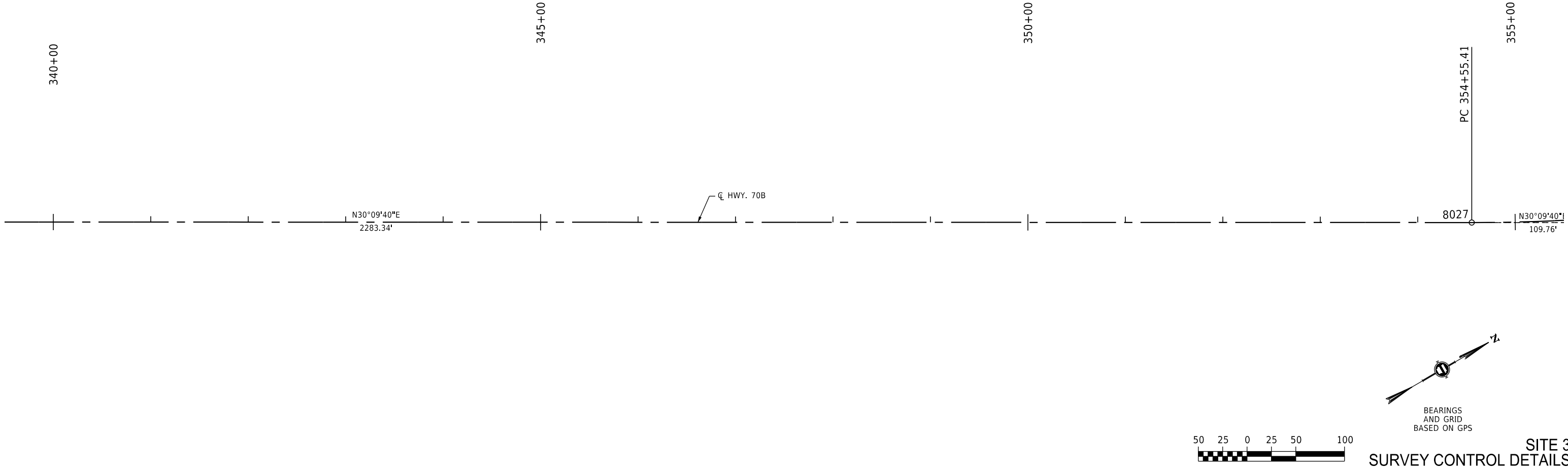
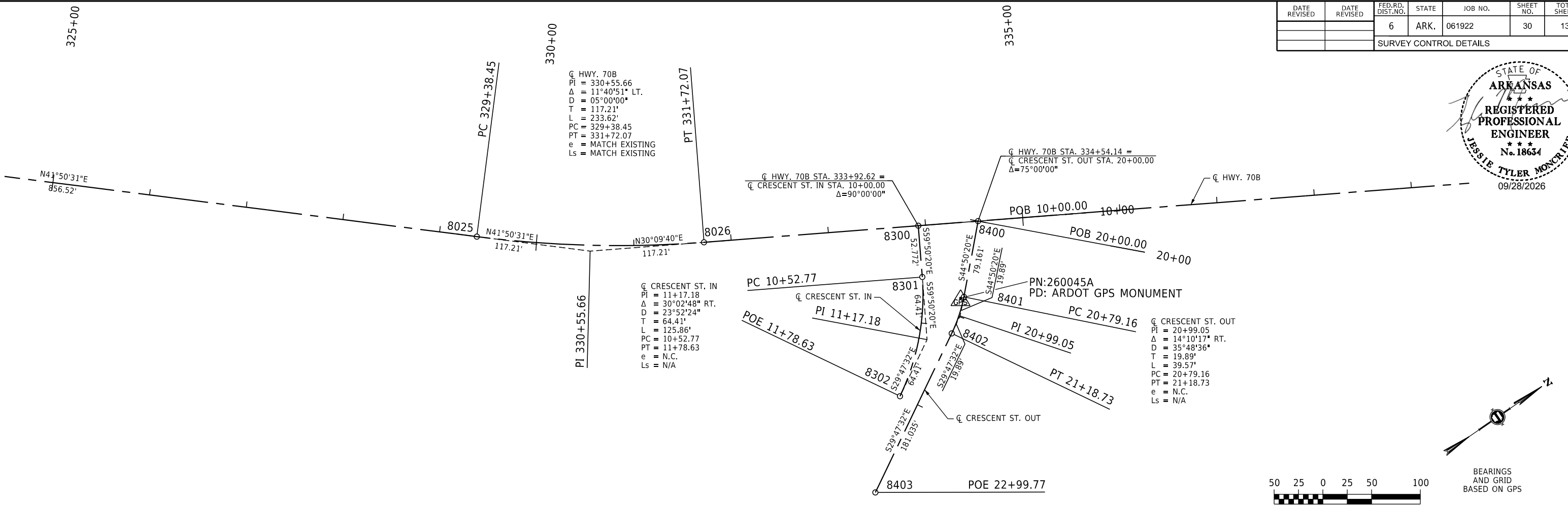
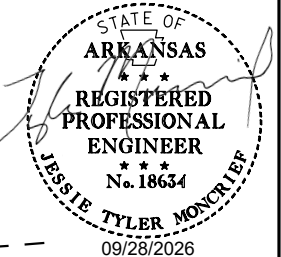
BEARINGS
AND GRID
BASED ON GPS

SITE 2
SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	29	131
SURVEY CONTROL DETAILS						



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	30	131
SURVEY CONTROL DETAILS						



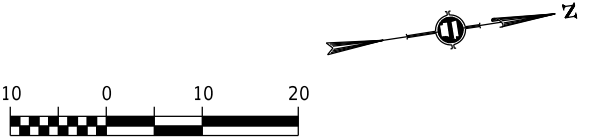
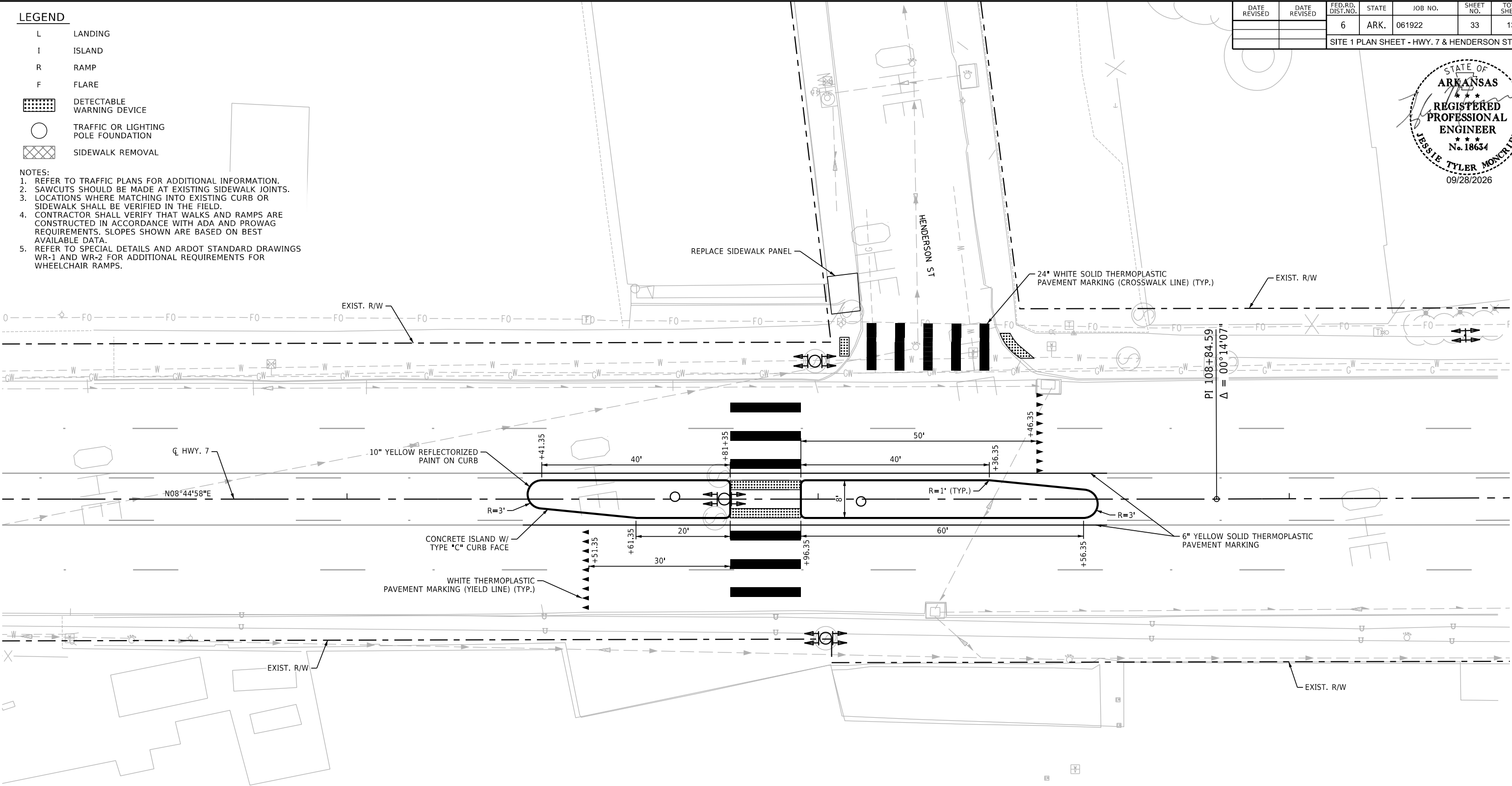
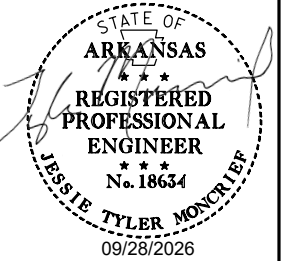
SITE 3
SURVEY CONTROL DETAILS

LEGEND

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

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	33	131
SITE 1 PLAN SHEET - HWY. 7 & HENDERSON ST.						



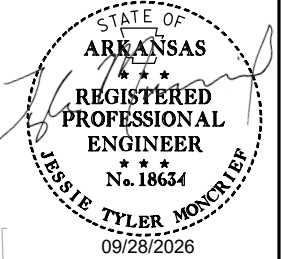
HWY. 7 & HENDERSON ST.
SITE 1 PLAN SHEET

LEGEND

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

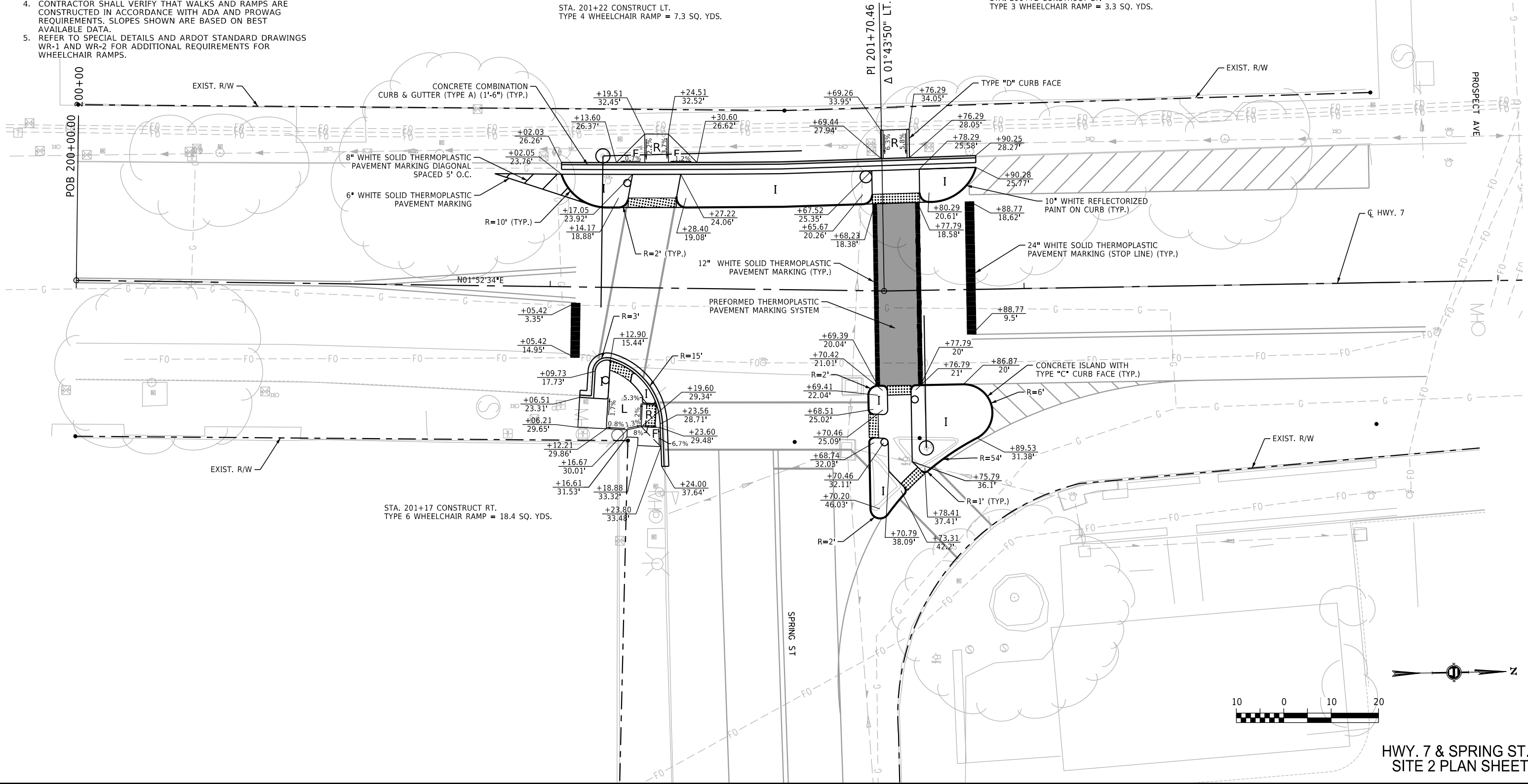
- NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
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5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	34	131
SITE 2 PLAN SHEET - HWY. 7 & SPRING ST.						



STA. 201+22 CONSTRUCT LT.
TYPE 4 WHEELCHAIR RAMP = 7.3 SQ. YDS.

STA. 201+72 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 3.3 SQ. YDS.



HWY. 7 & SPRING ST.
SITE 2 PLAN SHEET

LEGEND

- L

LANDING
- I

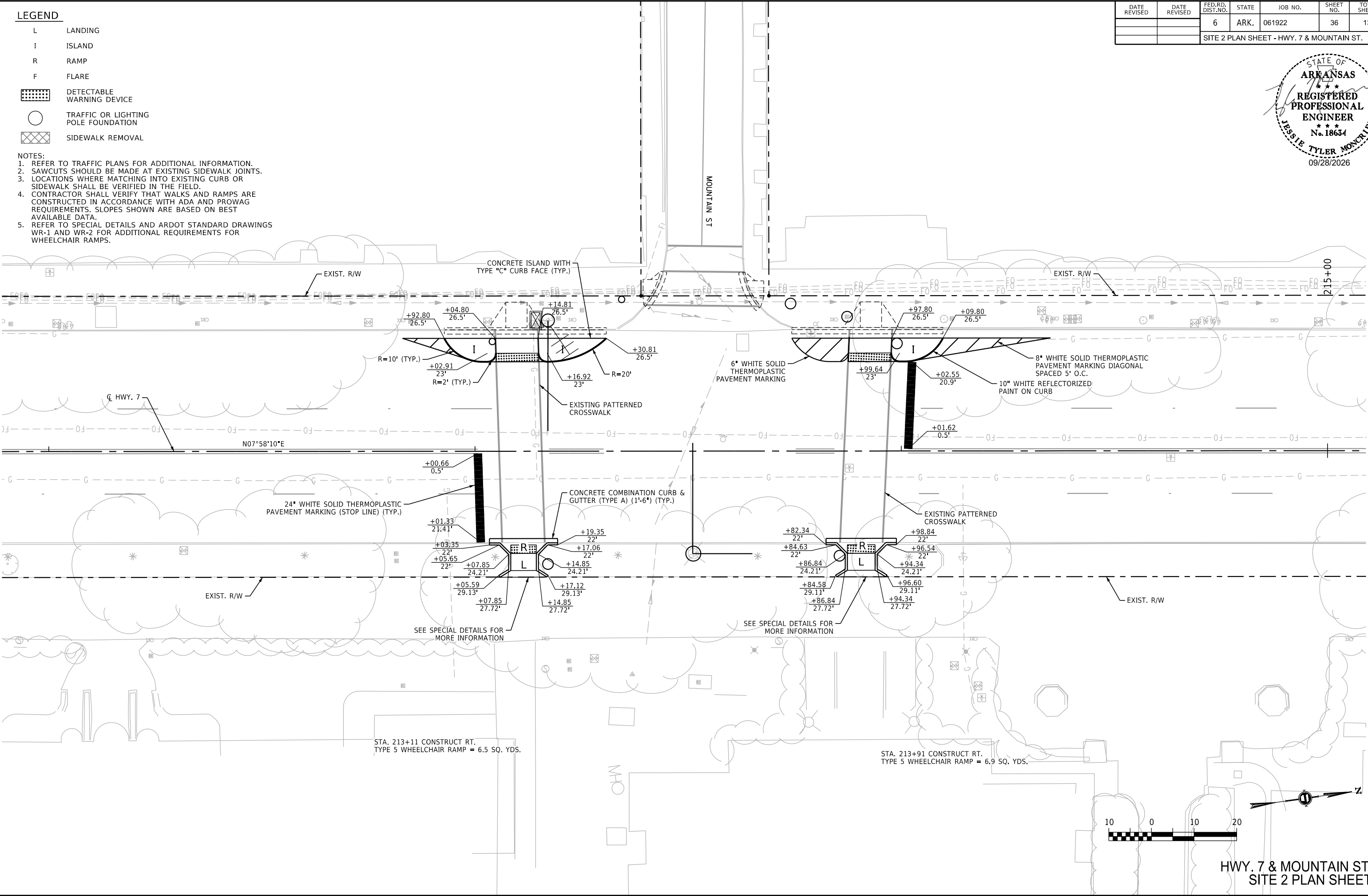
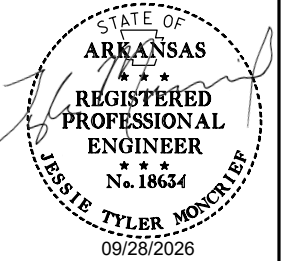
ISLAND
- R

RAMP
- F

FLARE
- DETECTABLE WARNING DEVICE
- TRAFFIC OR LIGHTING POLE FOUNDATION
- SIDEWALK REMOVAL

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	36	131
SITE 2 PLAN SHEET - HWY. 7 & MOUNTAIN ST.						



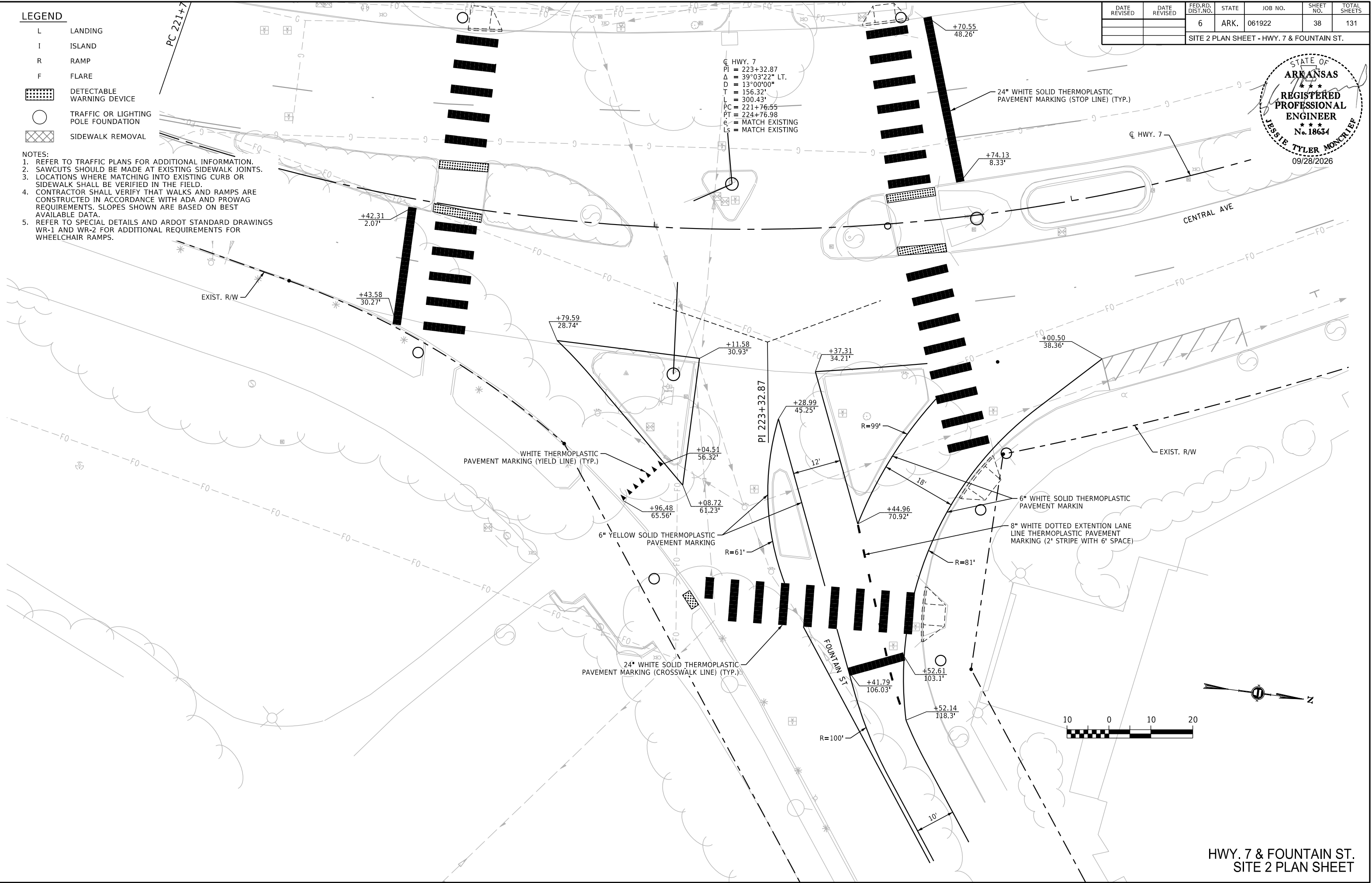
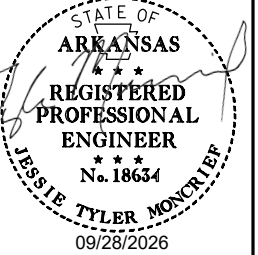
LEGEND

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

NOTES:

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	38	131
SITE 2 PLAN SHEET - HWY. 7 & FOUNTAIN ST.						



HWY. 7 & FOUNTAIN ST.
SITE 2 PLAN SHEET

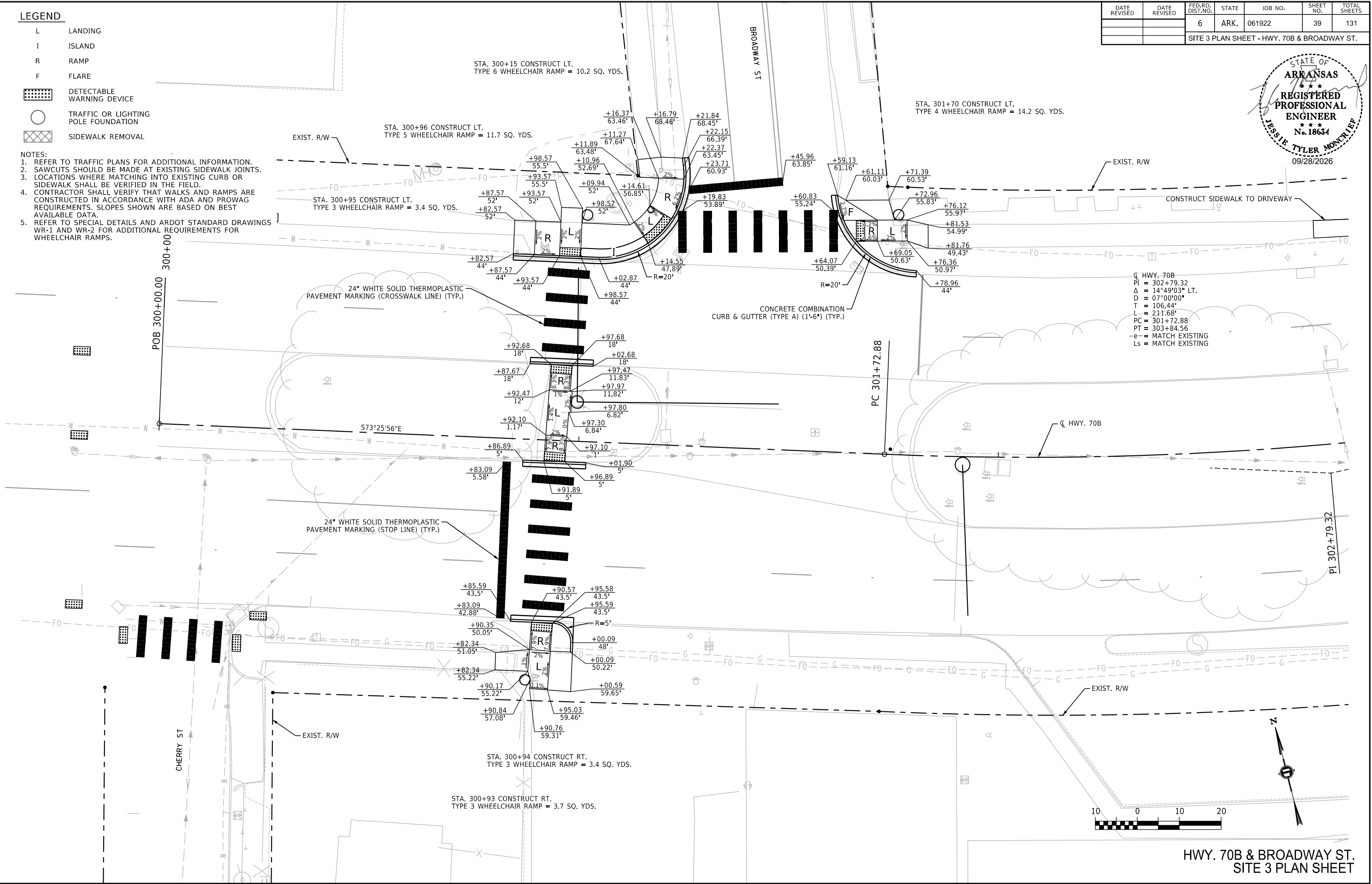
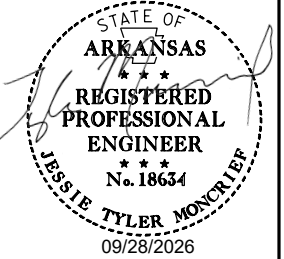
LEGEND

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

NOTES:

1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
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5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	39	131
SITE 3 PLAN SHEET - HWY. 70B & BROADWAY ST.						



CL HWY. 70B
PI = 302+79.32
Δ = 14°49'03" LT.
D = 07°00'00"
T = 106.44'
L = 211.68'
PC = 301+72.88
PT = 303+84.56
e = MATCH EXISTING
Ls = MATCH EXISTING

HWY. 70B & BROADWAY ST.
SITE 3 PLAN SHEET

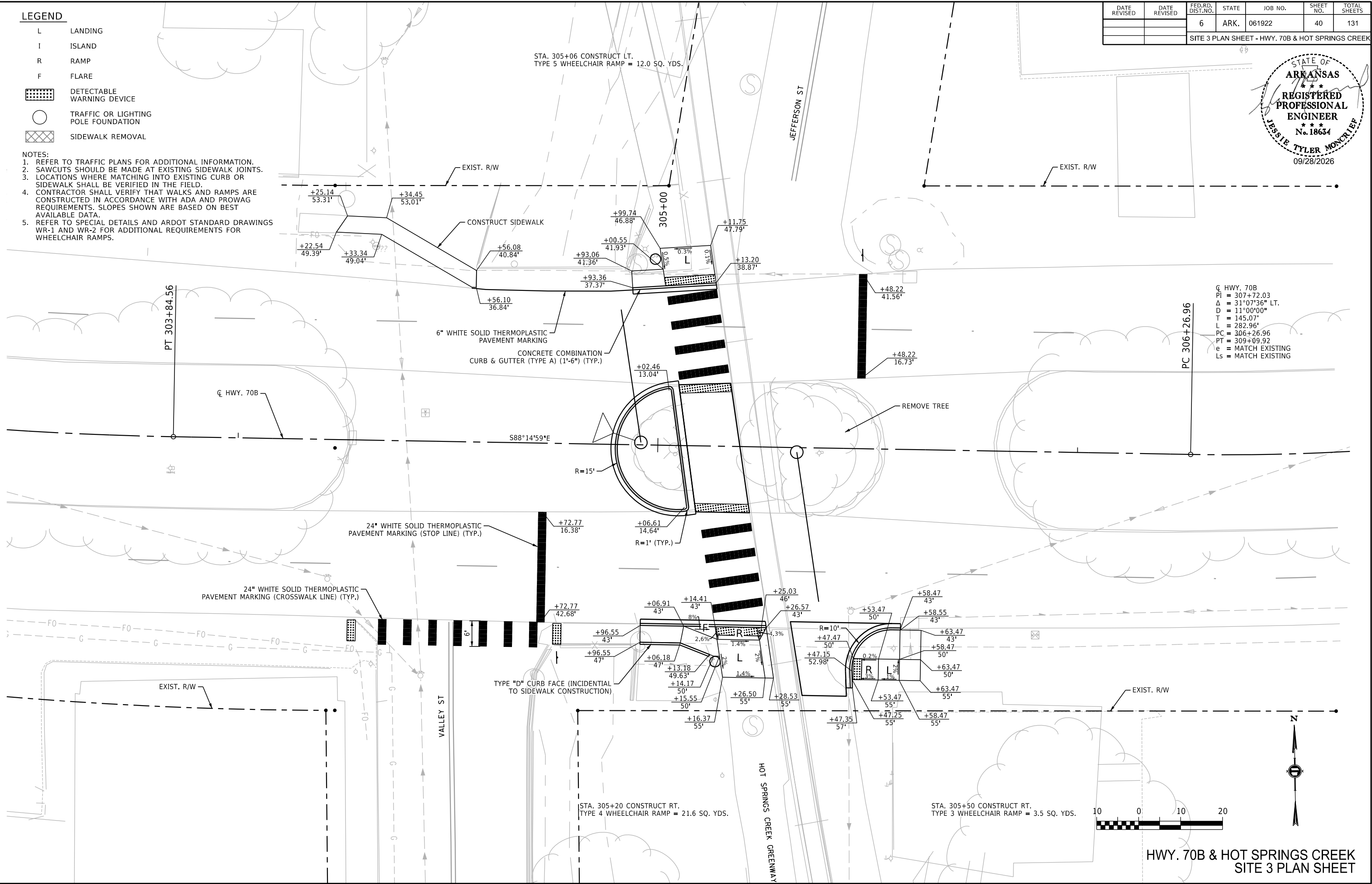
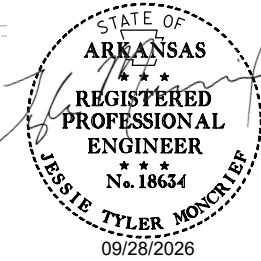
LEGEND

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

NOTES:

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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	40	131
SITE 3 PLAN SHEET - HWY. 70B & HOT SPRINGS CREEK						



LEGEND

L LANDING
I ISLAND
R RAMP
F FLARE

DETECTABLE
WARNING DEVICE

TRAFFIC OR LIGHTING
POLE FOUNDATION

SIDEWALK REMOVAL

NOTES:

1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
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5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

STA. 314+37 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 3.4 SQ. YDS.

STA. 314+15 CONSTRUCT LT.
TYPE 3 WHEELCHAIR RAMP = 5.3 SQ. YDS.

STA. 315+08 CONSTRUCT LT.
TYPE 6 WHEELCHAIR RAMP = 42.3 SQ. YDS.

STA. 314+96 IN PLACE
DROP INLET ON LT.
RECONSTRUCT TOP & ADJUST TO GRADE

CL HWY. 70B

N51°43'35"E

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

STA. 313+90 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 3.4 SQ. YDS.

STA. 313+99 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 3.7 SQ. YDS.

MALVERN AVE

MALVERN AVE

STA. 314+91 IN PLACE
DROP INLET ON RT.
RECONSTRUCT TOP & ADJUST TO GRADE

STA. 314+99 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 3.8 SQ. YDS.

STA. 314+88 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 4.4 SQ. YDS.



HWY. 70B & MALVERN AVE.
SITE 3 PLAN SHEET

STATE OF
ARKANSAS
REGISTERED
PROFESSIONAL
ENGINEER
No. 18634

09/28/2026

CL HWY. 70B
PI = 315+45.90
Δ = 08°34'30" RT.
D = 11°00'00"
T = 39.05'
L = 77.95'
PC = 315+06.85
PT = 315+84.80
e = MATCH EXISTING
Ls = MATCH EXISTING

PT 315+84.80

PI 315+45.90

PC 315+06.85

MALVERN AVE

MALVERN AVE

STA. 314+91 IN PLACE
DROP INLET ON RT.
RECONSTRUCT TOP & ADJUST TO GRADE

STA. 314+99 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 3.8 SQ. YDS.

STA. 314+88 CONSTRUCT RT.
TYPE 3 WHEELCHAIR RAMP = 4.4 SQ. YDS.



HWY. 70B & MALVERN AVE.
SITE 3 PLAN SHEET

STATE OF
ARKANSAS
REGISTERED
PROFESSIONAL
ENGINEER
No. 18634

09/28/2026

CL HWY. 70B
PI = 315+45.90
Δ = 08°34'30" RT.
D = 11°00'00"
T = 39.05'
L = 77.95'
PC = 315+06.85
PT = 315+84.80
e = MATCH EXISTING
Ls = MATCH EXISTING

PT 315+84.80

PI 315+45.90

PC 315+06.85

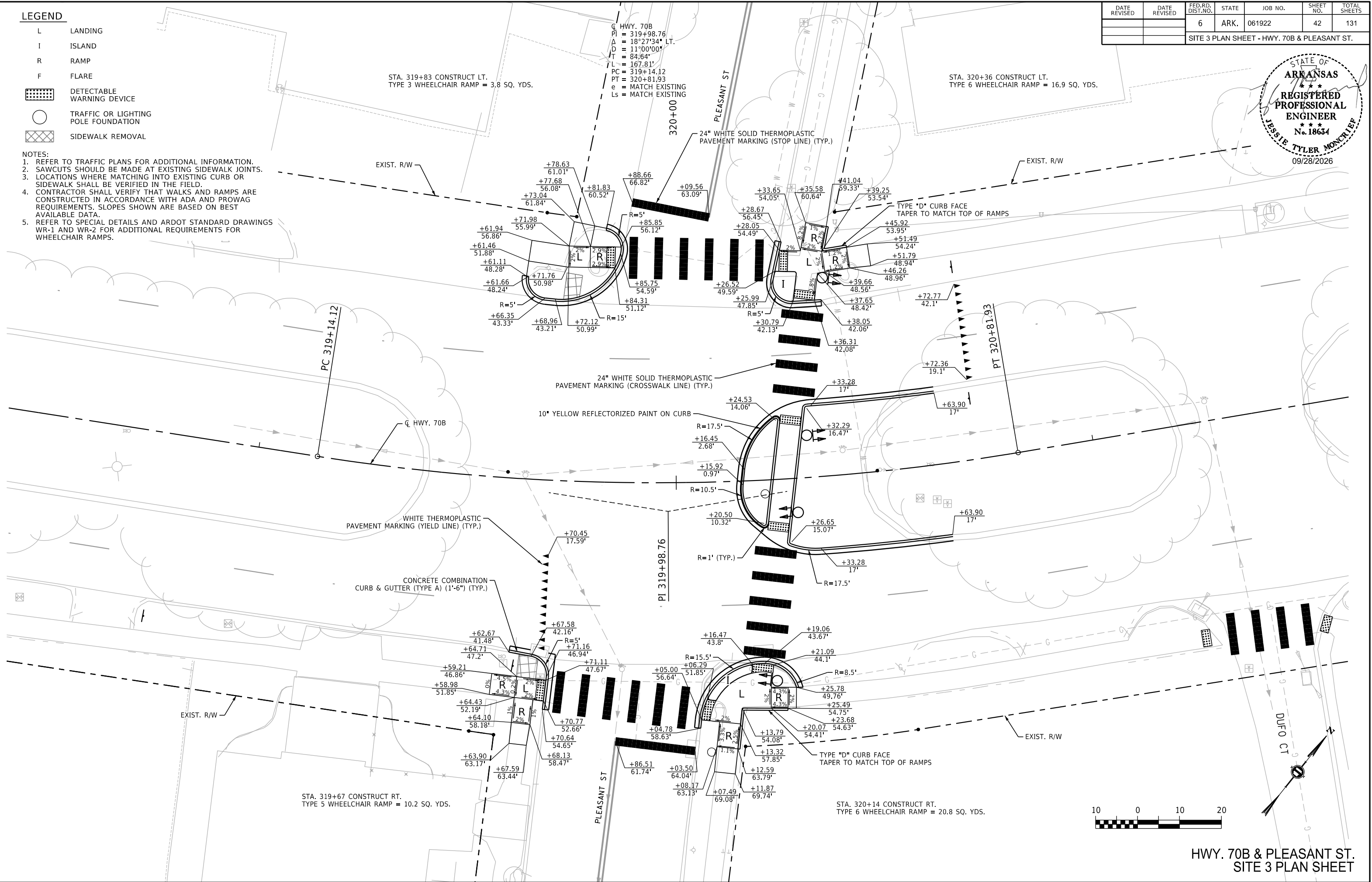
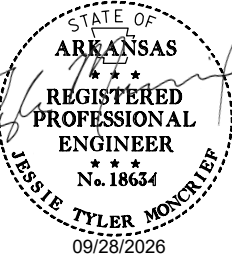
LEGEND

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

NOTES:

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	42	131
SITE 3 PLAN SHEET - HWY. 70B & PLEASANT ST.						



HWY. 70B & PLEASANT ST.
SITE 3 PLAN SHEET

LEGEND

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

- NOTES:
- REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
 - SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
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 - REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.
 - STATION/OFFSET LABELS AND WHEELCHAIR RAMP NOTES ARE BASED ON CENTERLINE HWY. 70B. STORM SEWER AND DRIVEWAY NOTES ARE BASED ON THE NEAREST CRESCENT ST. CENTERLINE ALIGNMENT.

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

STA. 333+66 CONSTRUCT RT. TYPE 3 WHEELCHAIR RAMP = 5 SQ. YDS.

STA. 10+55 CONSTRUCT DROP INLET ON RT. H = 4'-0" ON EXIST. PVC PIPE CULVERT WITH 4' EXTENSION AND 18" X 3' R.C. PIPE CULVERT (CLASS V) (TYPE 3 BEDDING) TO EXISTING R.C. PIPE CULVERT TYPE MO DROP INLET = 4' DIA. TYPE C DROP INLET 4' X 2'-6"

Q CRESCENT ST. IN
PI = 11+17.18
Δ = 30°02'48" RT.
D = 23°52'24"
T = 64.41'
L = 125.86'
PC = 10+52.77
PT = 11+78.63
e = N.C.
Ls = N/A

POE 11+78.63

6" DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING

6" WHITE SOLID THERMOPLASTIC PAVEMENT MARKING

PI 11+17.18

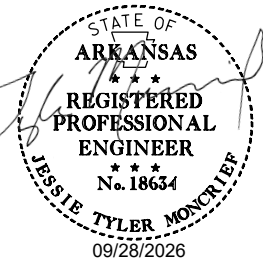
CRESCENT ST

STA. 21+20 CONSTRUCT APPROACH ON LT. = 31 CU. YDS. EMB

STA. 334+68 CONSTRUCT RT. TYPE 3 WHEELCHAIR RAMP = 5.7 SQ. YDS.

CONSTRUCTION LIMITS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	43	131
SITE 3 PLAN SHEET - HWY. 70B & CRESCENT ST.						



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

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

STA. 335+04 CONSTRUCT RT. TYPE 3 WHEELCHAIR RAMP = 3.5 SQ. YDS.

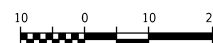
STA. 20+41 CONSTRUCT DROP INLET ON LT. H = 5'-1" ON EXISTING R.C. PIPE CULVERT TYPE ST DROP INLET = 3' X 3'

STA. 335+35 CONSTRUCT RT. TYPE 3 WHEELCHAIR RAMP = 4.2 SQ. YDS.

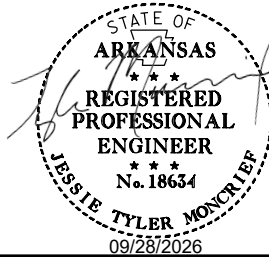
STA. 20+56 CONSTRUCT DROP INLET ON LT. H = 5'-1" WITH 24" X 17' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) TO DROP INLET ON LT. TYPE SPECIAL AREA INLET = 4' X 4'

Q CRESCENT ST. OUT
PI = 20+99.05
Δ = 14°10'17" RT.
D = 35°48'36"
T = 19.89'
L = 39.57'
PC = 20+79.16
PT = 21+18.73
e = N.C.
Ls = N/A

STA. 20+80 CONSTRUCT DROP INLET ON LT. WITH 4' EXTENSION TYPE SPECIAL DROP INLET

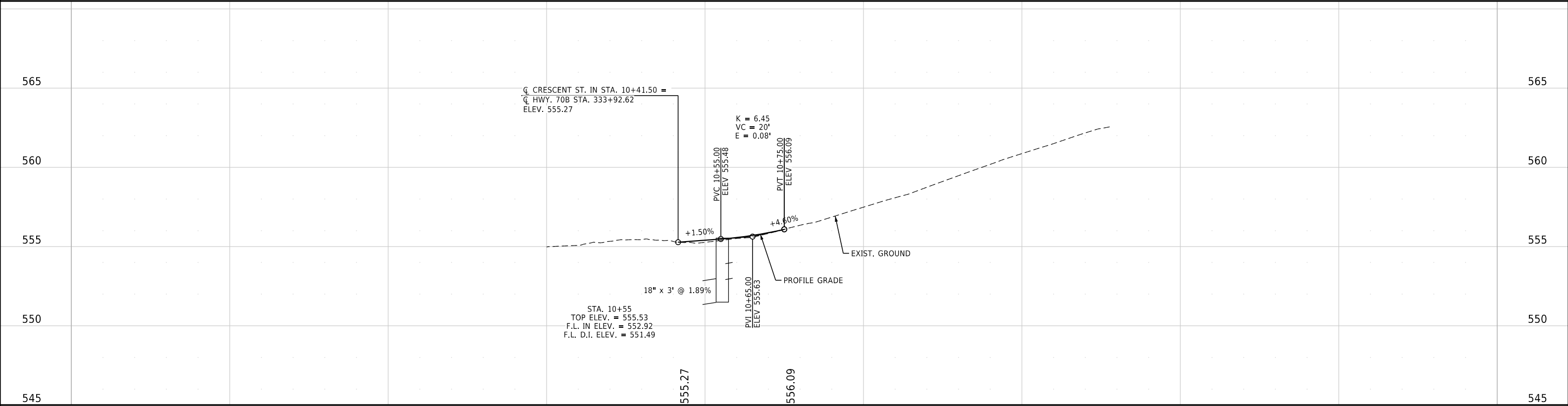


HWY. 70B & CRESCENT ST.
SITE 3 PLAN SHEET

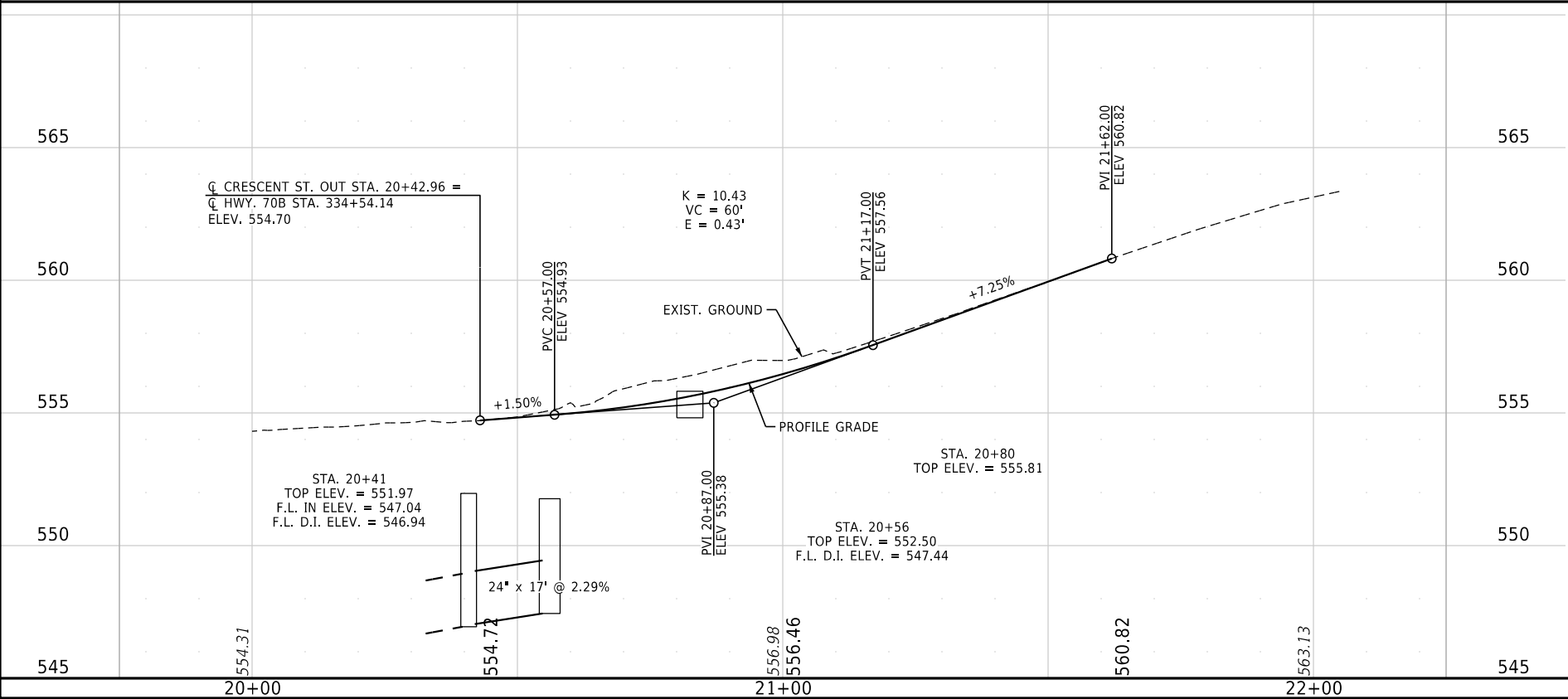


DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	44	131
SITE 3 PROFILE SHEET - HWY. 70B & CRESCENT ST.						

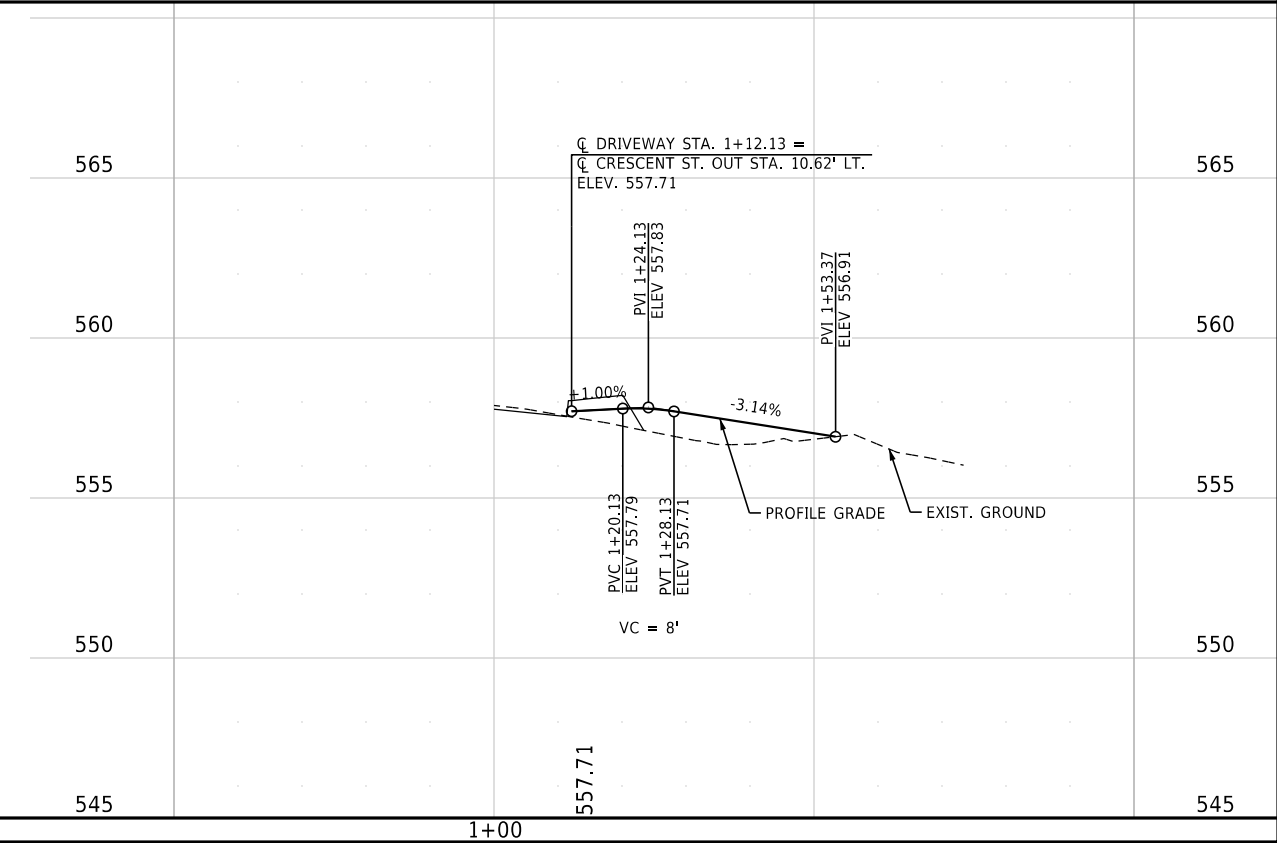
CRESCENT ST. IN



CRESCENT ST. OUT



CRESCENT ST. DRIVEWAY



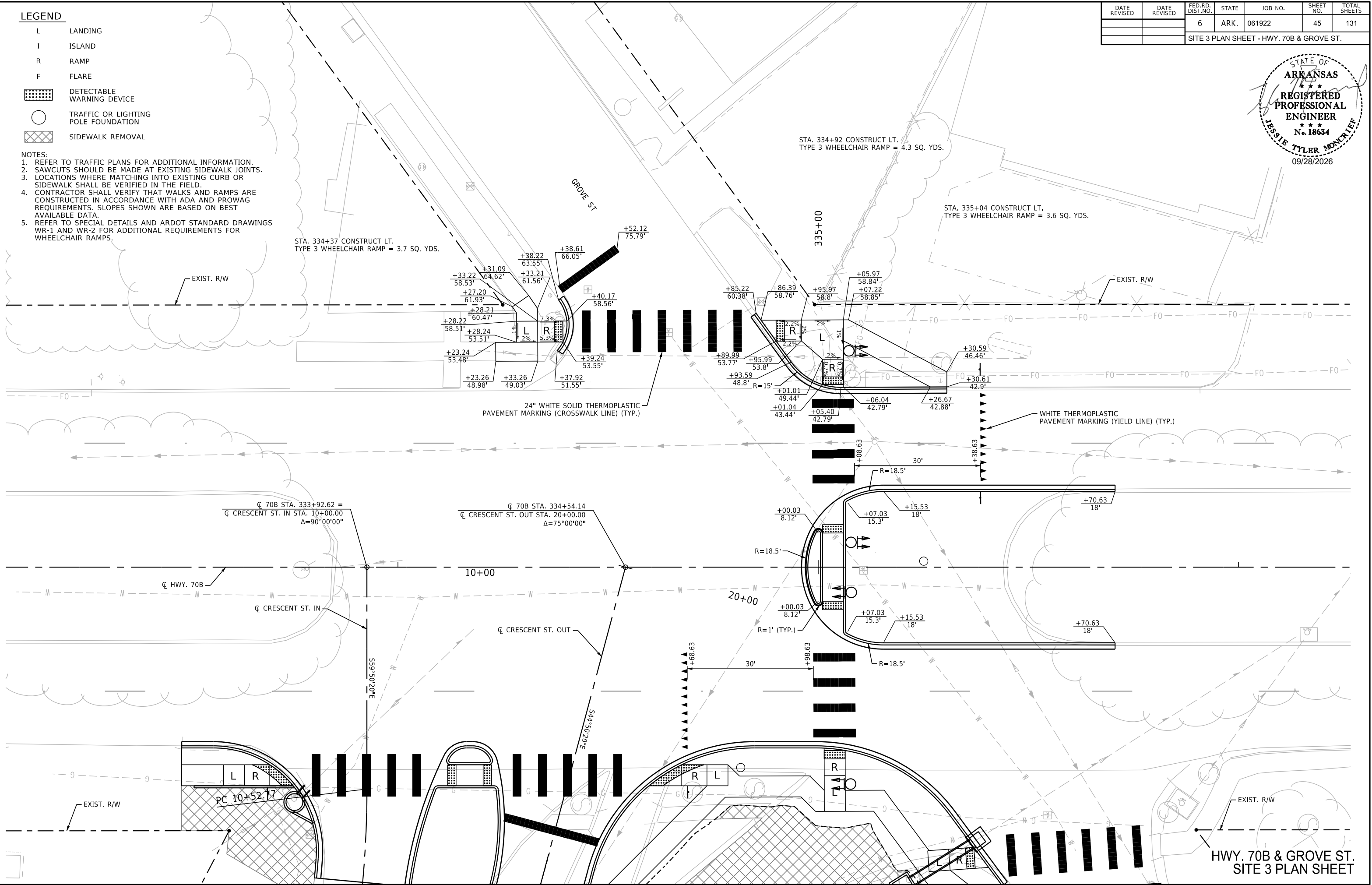
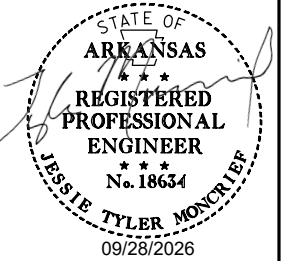
LEGEND

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

NOTES:

1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
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5. REFER TO SPECIAL DETAILS AND ARDOT STANDARD DRAWINGS WR-1 AND WR-2 FOR ADDITIONAL REQUIREMENTS FOR WHEELCHAIR RAMPS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	45	131
SITE 3 PLAN SHEET - HWY. 70B & GROVE ST.						



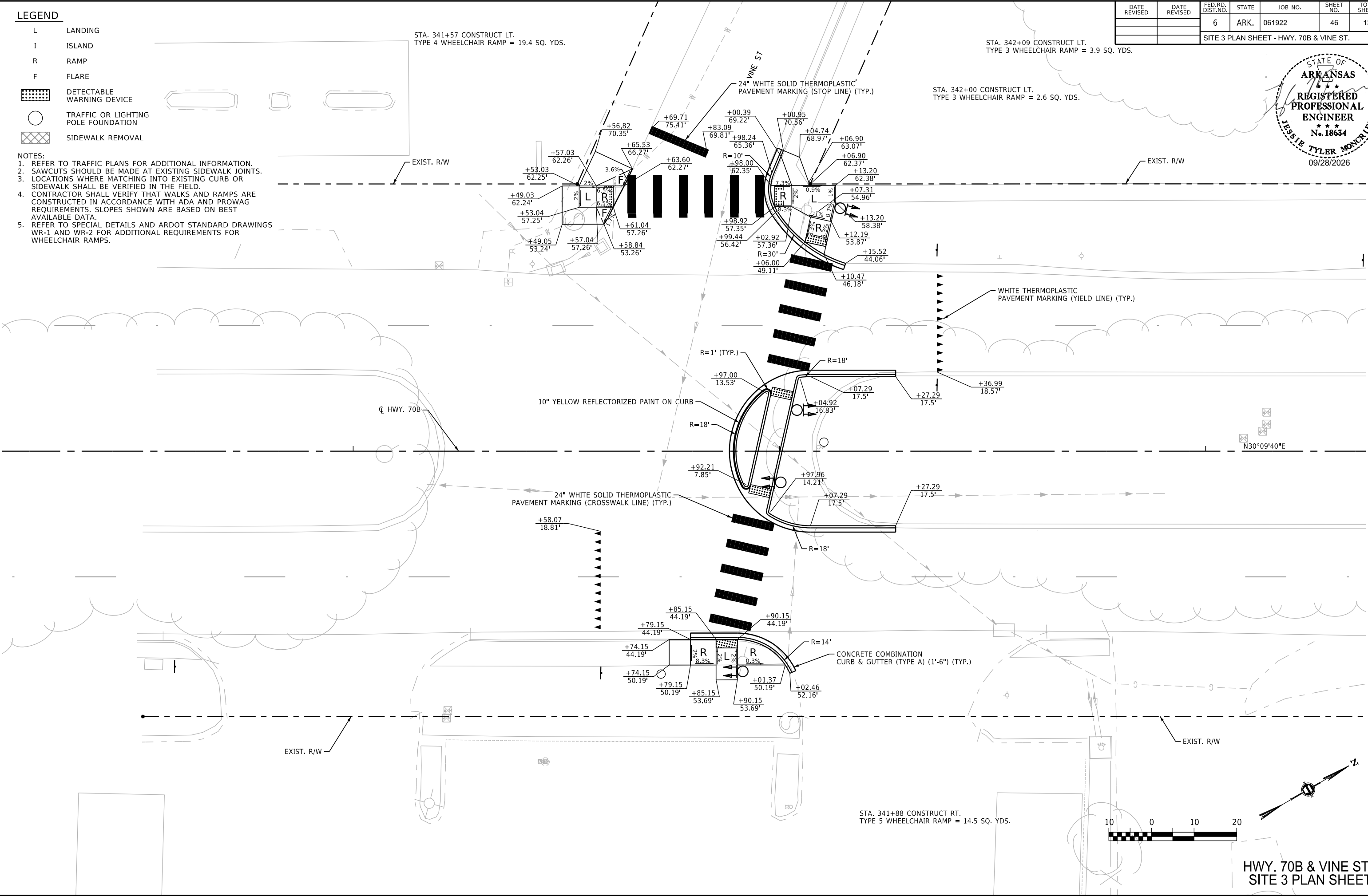
HWY. 70B & GROVE ST.
SITE 3 PLAN SHEET

LEGEND

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

- NOTES:
1. REFER TO TRAFFIC PLANS FOR ADDITIONAL INFORMATION.
2. SAWCUTS SHOULD BE MADE AT EXISTING SIDEWALK JOINTS.
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	46	131
SITE 3 PLAN SHEET - HWY. 70B & VINE ST.						



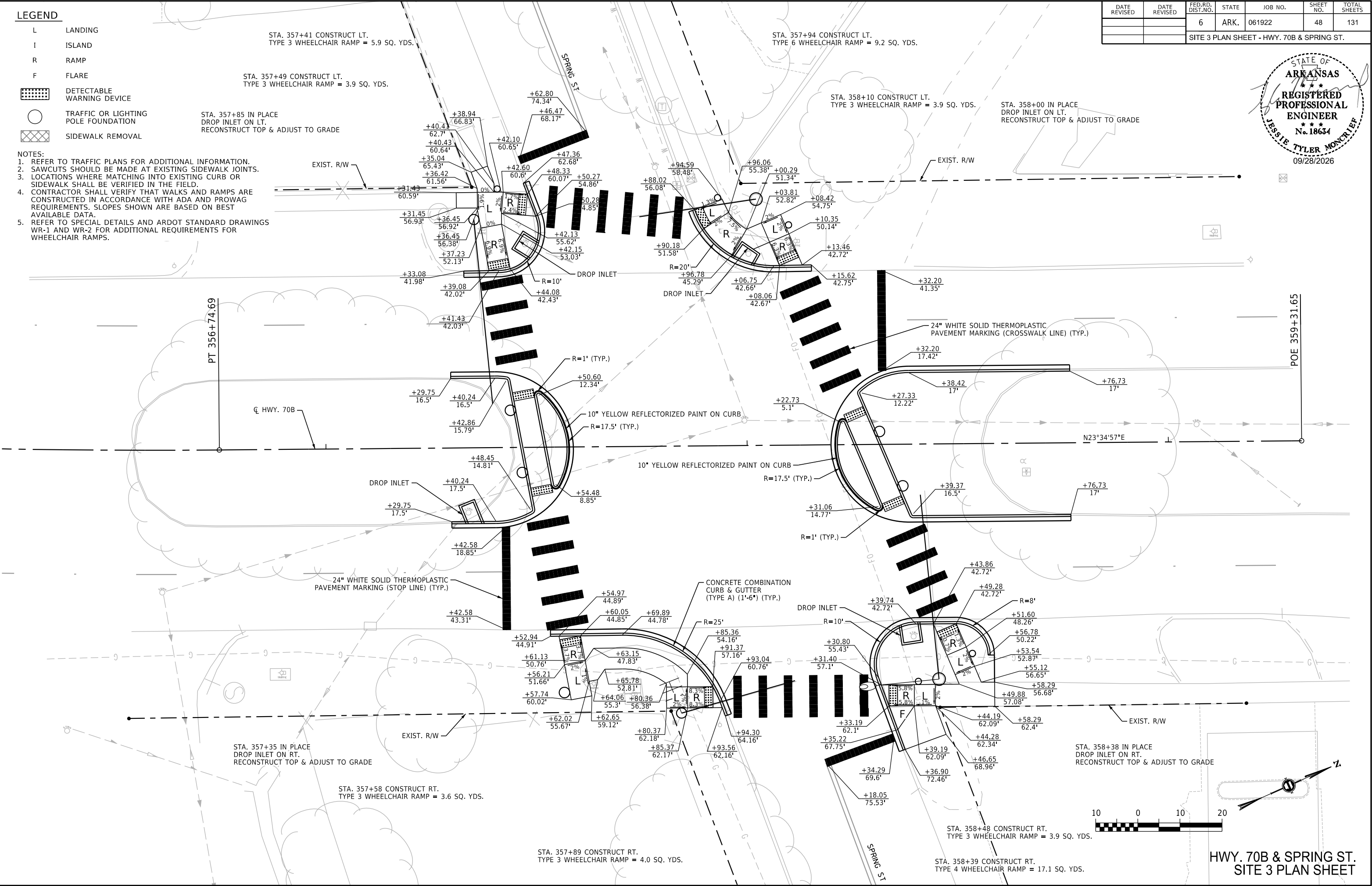
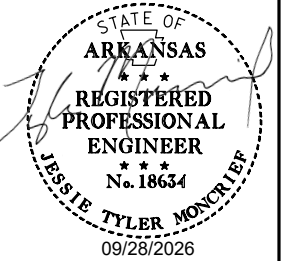
HWY. 70B & VINE ST.
SITE 3 PLAN SHEET

LEGEND

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

- NOTES:
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3. LOCATIONS WHERE MATCHING INTO EXISTING CURB OR SIDEWALK SHALL BE VERIFIED IN THE FIELD.
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	48	131
SITE 3 PLAN SHEET - HWY. 70B & SPRING ST.						



HWY. 70B & SPRING ST.
SITE 3 PLAN SHEET

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	49	131
SUMMARY OF TRAFFIC QUANTITIES						



SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	HIGHWAY 7 AND BELL PL	HIGHWAY 7 AND HENDERSON ST	HIGHWAY 7 AND SPRING ST	HIGHWAY 7 AND EXCHANGE ST PARKING PLAZA	HIGHWAY 7 AND MOUNTAIN ST	HIGHWAY 7 AND THE WATERS HOTEL	HIGHWAY 7 AND FOUNTAIN ST	HIGHWAY 70B AND BROADWAY ST	HIGHWAY 70B AND HOT SPRINGS GREENWAY	HIGHWAY 70B AND MALVERN AVENUE	HIGHWAY 70B AND PLEASANT ST	HIGHWAY 70B AND CRESCENT ST	HIGHWAY 70B AND VINE ST	HIGHWAY 70B AND CONVENTION BLVD	HIGHWAY 70B AND SPRING ST	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1			1					1							3	EACH
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)			1		1		1	1		1				1	1	7	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1			1					1							3	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	75			70					200							345	LIN. FT.
SP	CELLULAR MODEM	1			1					1							3	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1			1					1							3	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB)		3														3	EACH
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC						2					4	4	4			14	EACH
SP	LED BLANK OUT SIGN			1		1		2									4	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4			4			1		4					2		15	EACH
SP & 707	CENTRAL CONTROL UNIT	1		1	1	1		1	1	1	1				1	1	10	EACH
SP & 707	POLE MOUNTED ASSEMBLY	3		6	2	6		5	6	3	10				14	12	67	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION					2					1				5	1	9	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2		2	2			4		2	4				2	4	22	EACH
SP	EMBEDDED LED PEDESTRIAN ACTIVATED CROSSWALK SIGN		6														6	EACH
SP	PASSIVE PEDESTRIAN DETECTION SYSTEM	1	1														2	EACH
SP	IN-ROAD LIGHTING SYSTEM		1														1	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	310		1250	370	990		1190	860	515	1955				3080	2135	12675	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	390		555	620	550		1595		615	915				2110	2070	9420	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	135			130					300						605	1170	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	275	210	500	380	1050	335	610	180	390	1055	365	430	400	1070	870	8120	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	50	100		100		100			100		100	100	100			750	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	105		10		50			10		10	10	10			215	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	95	55		170		140			280		175	350	285			1550	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)						170					395	780	545			1890	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	50	100		100		100			100		100	100	100		90	840	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	300	LIN. FT.
710	NON-METALLIC CONDUIT (2")	30	195	85	50	65	245	10	35		75	285	325	275	85	90	1850	LIN. FT.
710	NON-METALLIC CONDUIT (3")	160		330	230	150		460	800	295	230				725	695	4075	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	3	2	1	5	1	5	1		2	2			1	2	27	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)													1			1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1			2		2	2		4	2	2	4	3	6	5	33	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2										1		1			5	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (18')	1															1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1															1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')									1							1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')									1							1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (42')				1												1	EACH
SP	LED LUMINAIRE ASSEMBLY	1								2							3	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2		5	1	4		5	1	3	7				12	10	50	EACH
SP	SERVICE POINT ASSEMBLY (6 CIRCUITS)		1		1					1							3	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1					1					1	1	1			5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07		0.07	0.07	0.07	1	LUMP SUM
SS & 726	STANDARD SIGN	10	36		22		18			22			27	49			211	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)		4		2		2			1		3	3	3			18	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)													2			2	EACH
SP	VIDEO DETECTOR ROTATION							1			8					4	13	EACH
SP & 733	360-DEGREE CAMERA	1	1														2	EACH
733	VIDEO CABLE															815	815	LIN. FT.
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	135	145														280	LIN. FT.
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 20')				1		2										3	EACH
SP	LED ROADWAY ILLUMINATION POLE (16,800 LUMENS, COBRA, T-BASE, 30')		2														2	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 30')				1							2	2	2			7	EACH

LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	50	131
		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 (§14-271-101 ET 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 (§17-28-101 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:

- (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
 - (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
 - (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTOR (<https://www.ark.org/labor/electrician/search.php>)
- ALL LICENSES SHALL BE VALID AND CURRENT

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

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

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

6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

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

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

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

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

11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.

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

13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE 2 SETS OF LEDGER SIZE (11"x17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

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

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

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

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

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

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

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

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

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

LIGHTING NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

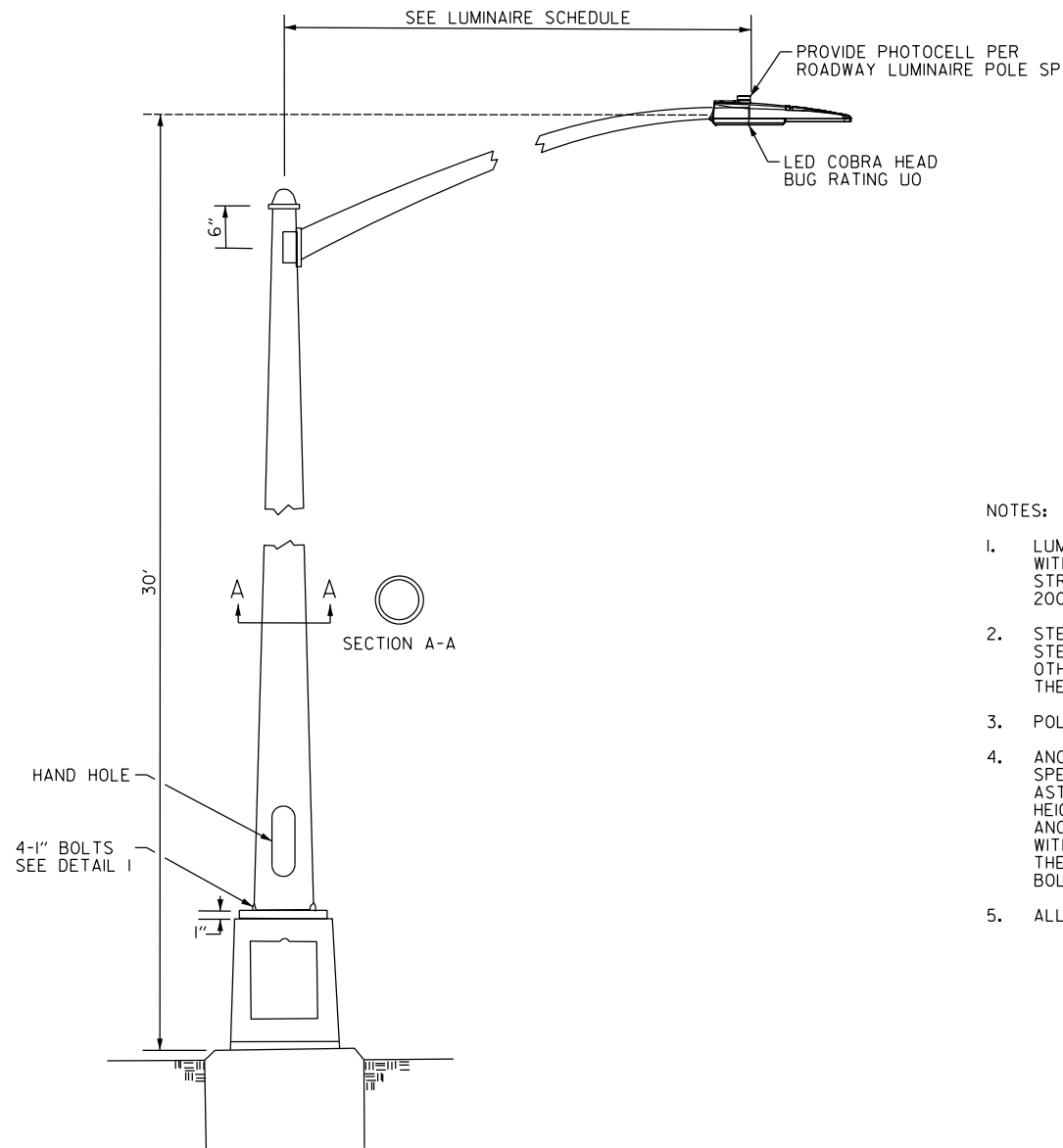
ABBREVIATIONS:

AWG - AMERICAN WIRE GAUGE
AASHTO - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

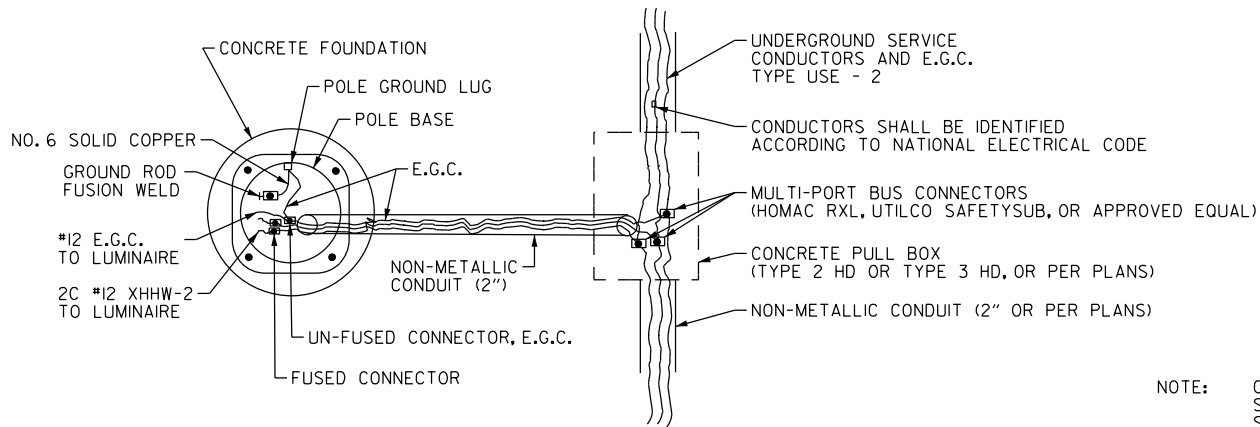
AMP - AMPERE
ARDOT - ARKANSAS DEPARTMENT OF TRANSPORTATION
ARK - ARKANSAS
BKR - BREAKER
CAT - CATALOG
DIA - DIAMETER
EGC - EQUIPMENT GROUND CONDUCTOR
ELEC - ELECTRICAL
GE - GENERAL ELECTRIC
HH - HEX HEAD
HOA - HAND-OFF-AUTO
HD - HEAVY DUTY
IN - INCH
KSI - KIPS PER SQUARE INCH
KVA - KILO-VOLT AMPERES
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 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

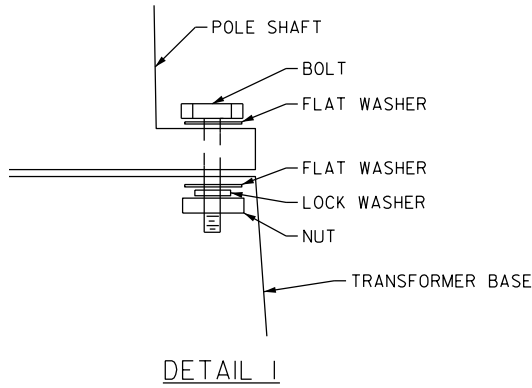
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	51	131
ILLUMINATION DETAILS						



COBRA HEAD LUMINAIRE WITH
BREAKAWAY TRANSFORMER BASE

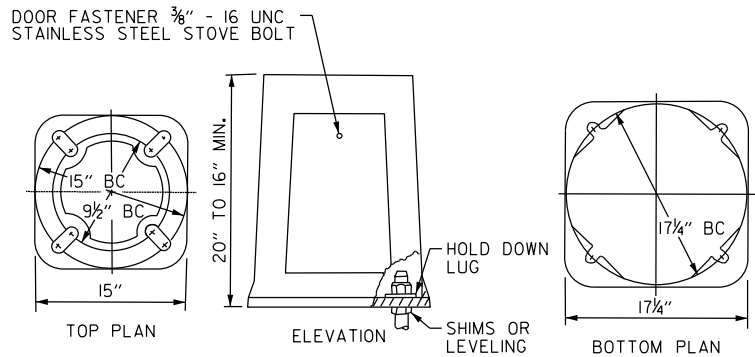


POLE FOUNDATION/PULL BOX
WIRING DETAIL



NOTES:

- 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.
- 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.
- POLE CAP OR TENON CAP SHALL BE PROVIDED.
- 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 HEX 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.
- ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NATIONAL ELECTRICAL CODE.

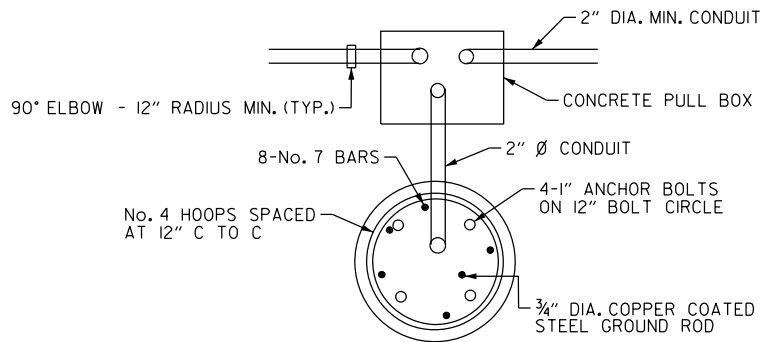


NOTE: DOOR OPENING APPROX. 7" X 8" X 10.5" TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

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

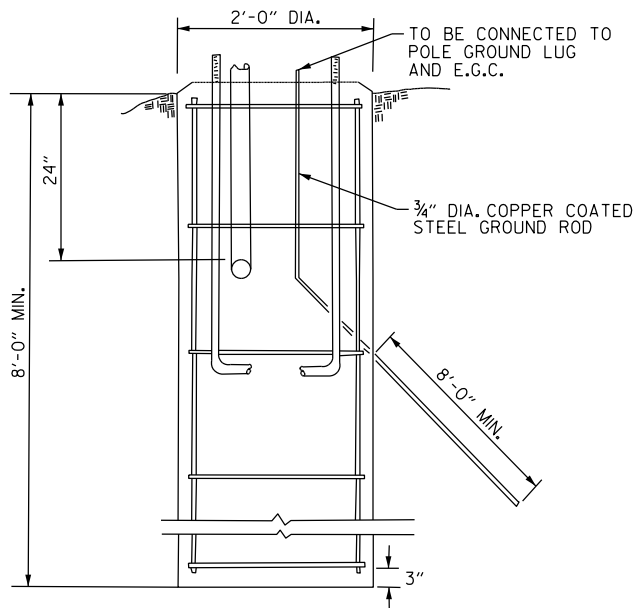
TYPICAL BREAKAWAY TRANSFORMER BASE

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.



PLAN

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



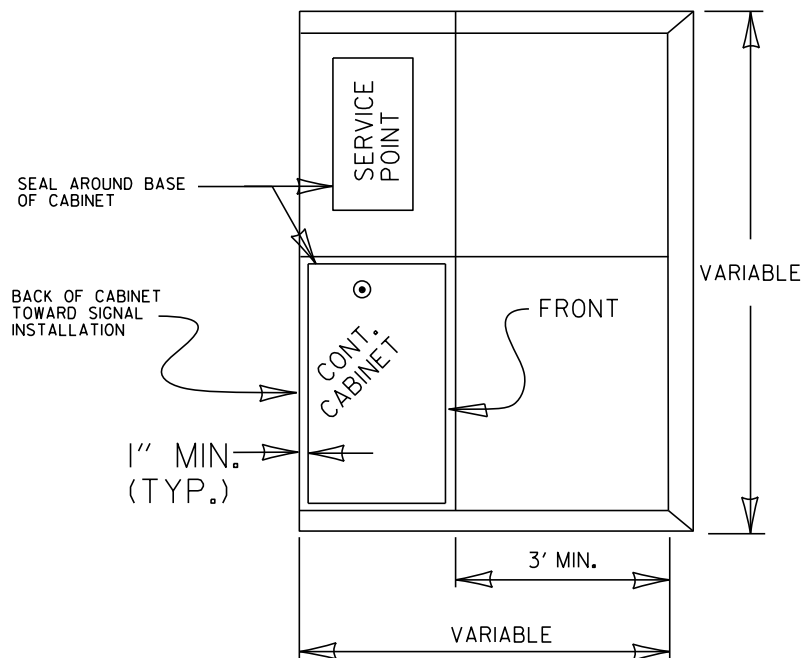
ROADWAY LUMINAIRE
POLE FOUNDATION

LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

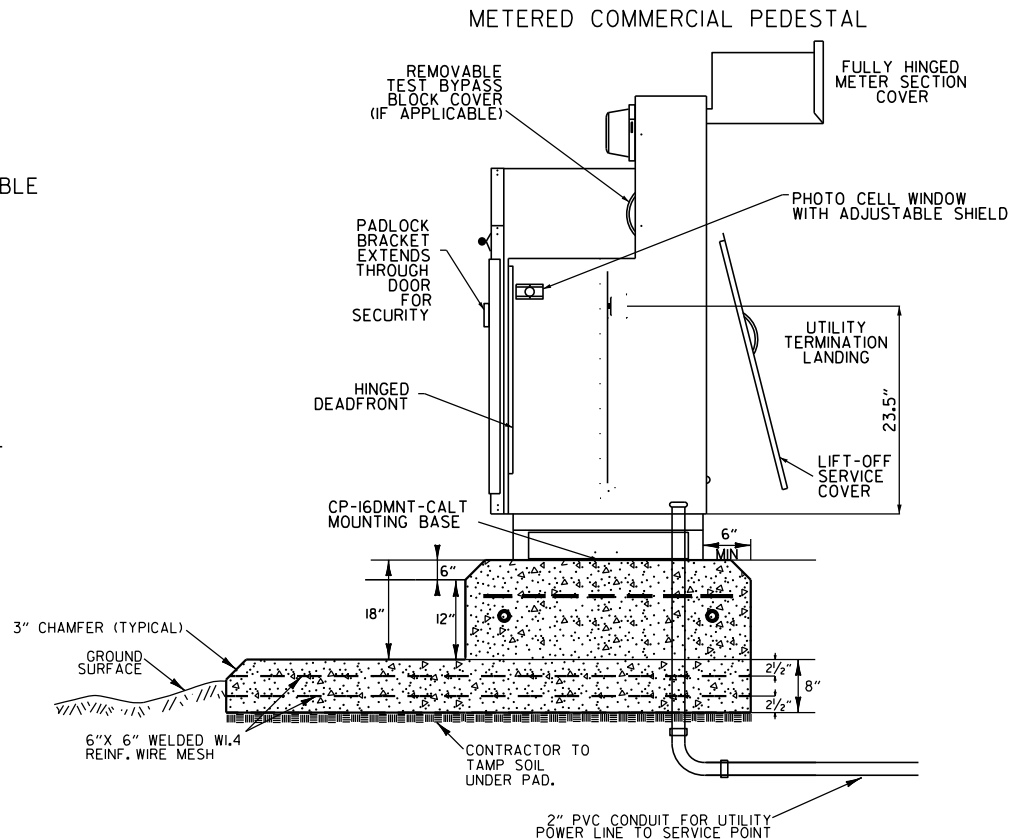
SIGNAL CONTROLLER CABINET AND SERVICE POINT DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	52	131
ILLUMINATION NOTES						

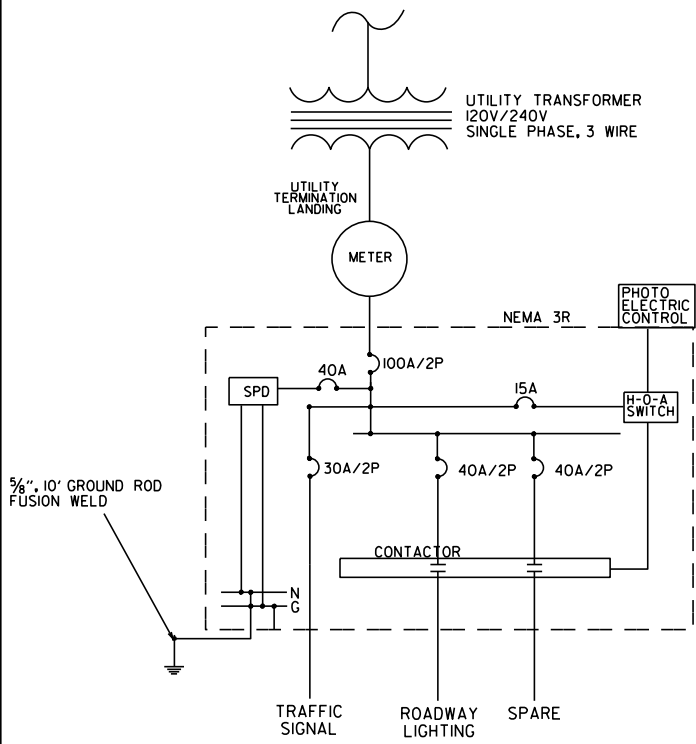
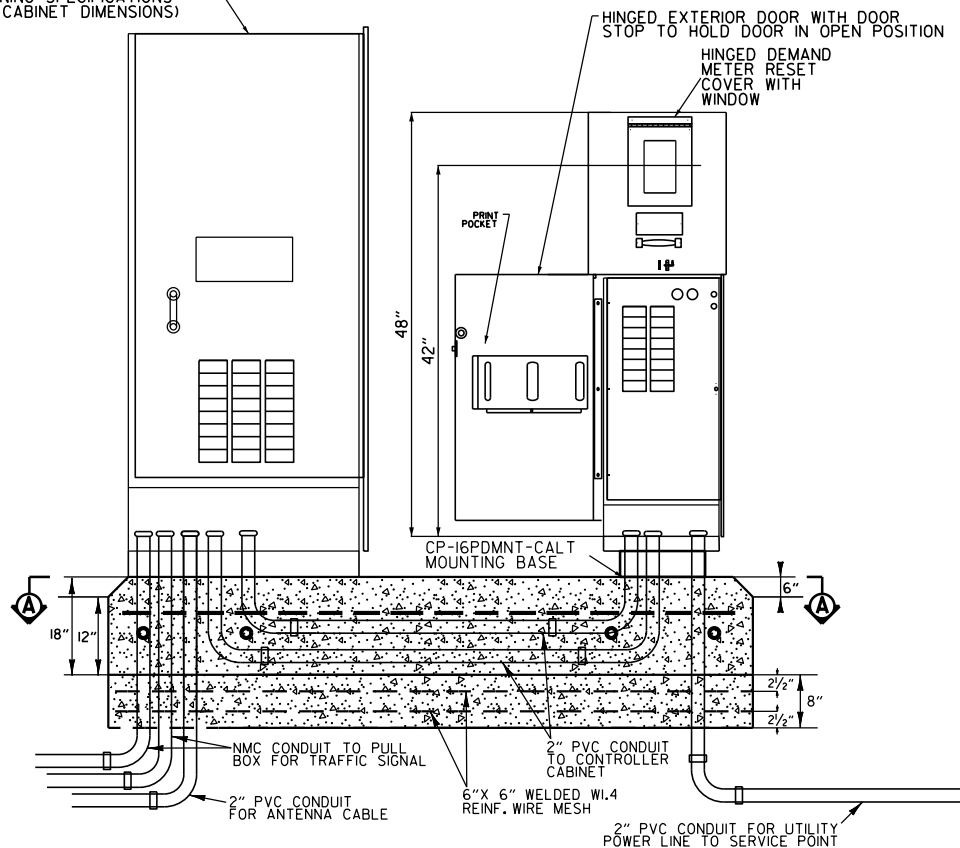
AERIAL VIEW



SERVICE POINT
SIDE VIEW



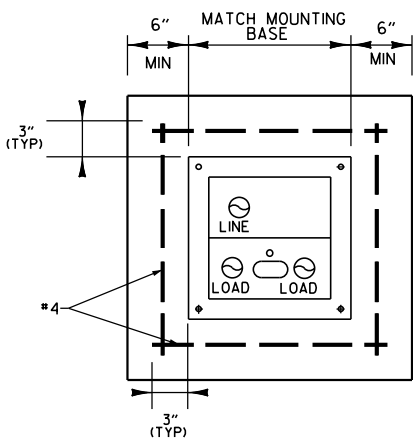
SIGNAL CABINET AND SERVICE POINT
FRONT VIEW



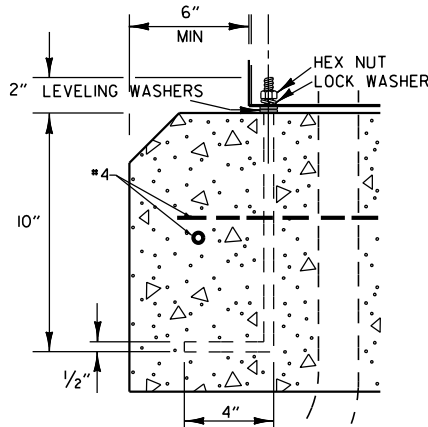
ONE-LINE DIAGRAM

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

•SERVICE POINT TO BE MOUNTED ON SAME PAD AS CONTROLLER



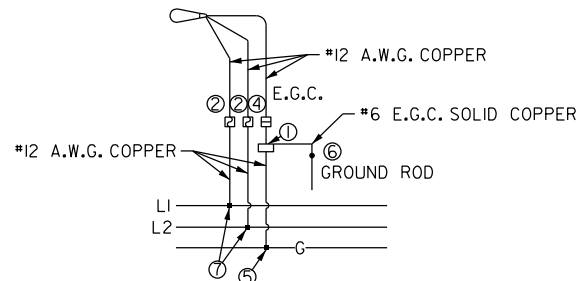
SECTION A-A



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 M31OR 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.

LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

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 RAINLIGHT 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 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 SUBSIDIARY 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 EMBOSSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.

EXAMPLES FOR CONDUIT IN SIDE CABINET: “TO POLE A AND B” OR “TO POLE C”

EXAMPLES FOR CONDUIT IN PULL BOX: “TO POLE A” OR “TO TRAFFIC CABINET”
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

28. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE “VIDEO DETECTOR” AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
29. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO “DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE” FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
30. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.
32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11” X 17”) AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.
35. ALL SIGNAL HEADS AND SIGNS ON THE TEMPORARY SPAN WIRE SHALL HAVE AN ADDITIONAL TETHER WIRE (NOT SHOWN ON SD-7) AT THE BOTTOM CHORD TO MINIMIZE MOVEMENT DUE TO WIND EFFECTS. THE BOTTOM TETHER, HARDWARE, BRACKETS, AND MATERIALS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY SIGNAL. THE BOTTOM TETHER SHALL BE INSTALLED BETWEEN THE MINIMUM AND MAXIMUM HEIGHT CLEARANCE ABOVE THE ROADWAY.

LOCATION: HIGHWAY 7; HIGHWAY 70B

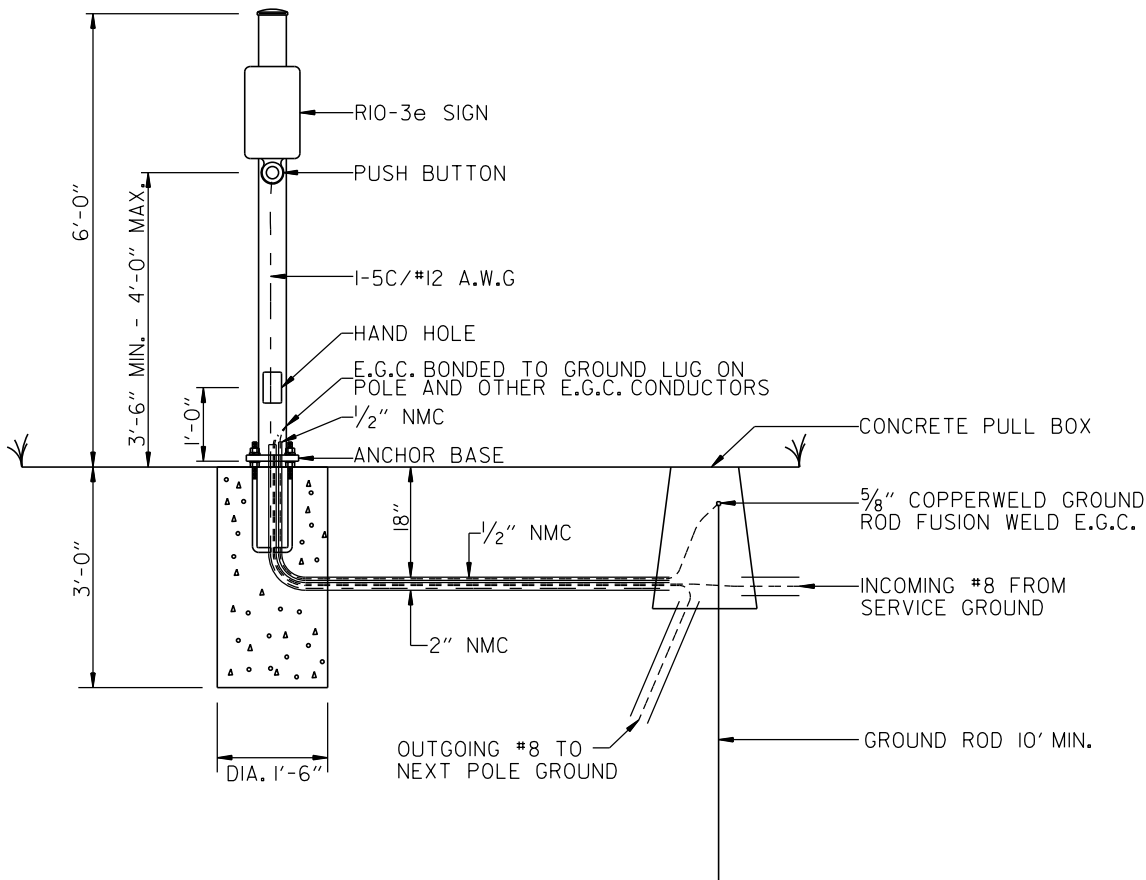
CITY: HOT SPRINGS

COUNTY: GARLAND

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.	061922	54	131
PEDESTRIAN PUSH BUTTON DETAIL						



6' PEDESTAL POLE DETAIL
NOT TO SCALE

NOTES:

MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

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

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

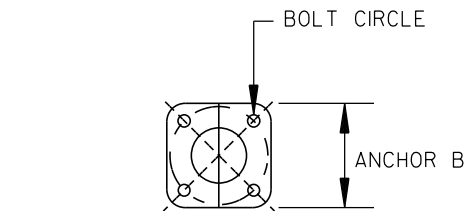
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

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

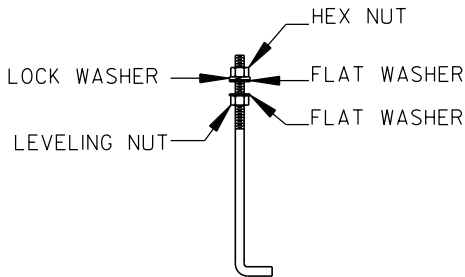
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES, ITEM 715 FOR PEDESTAL POLES, AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR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

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

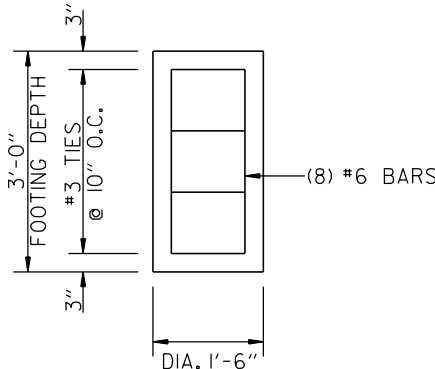
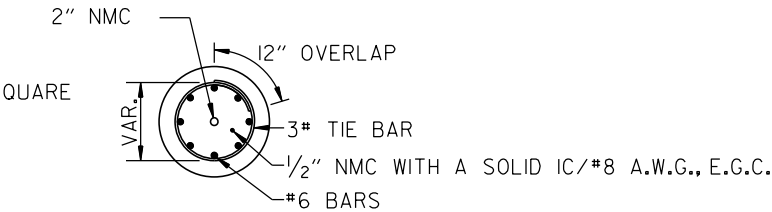
EACH 6' PEDESTAL POLE IS TO BE PAID FOR UNDER ITEM 715 TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION.



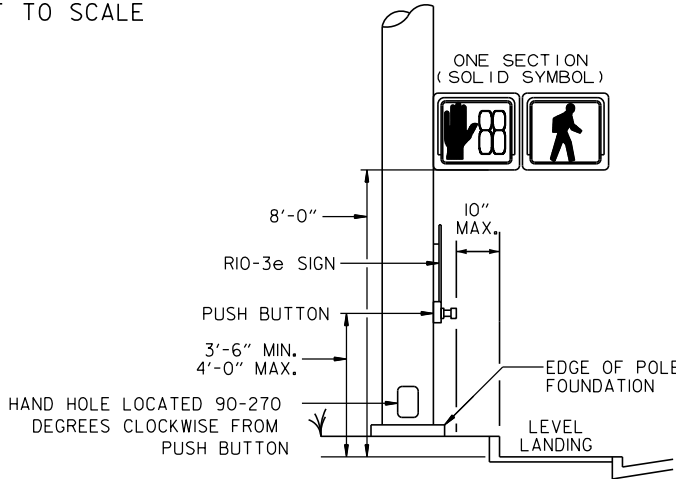
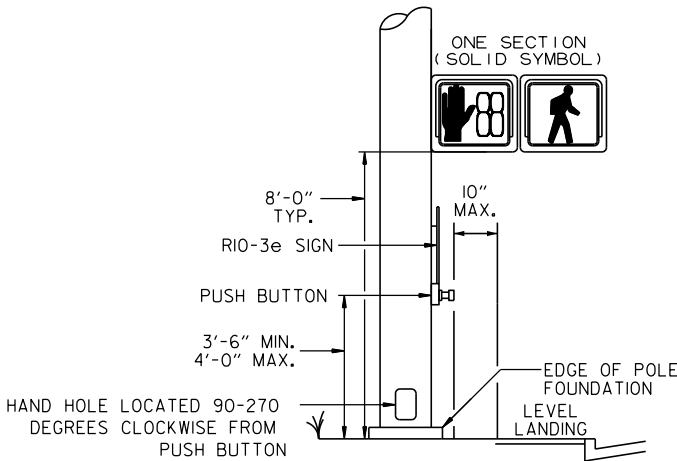
ANCHOR BASE
N.T.S.



ANCHOR BOLT
N.T.S.

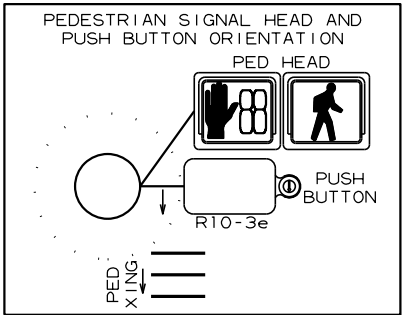


PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON
MOUNTING REQUIREMENTS
NOT TO SCALE



PEDESTRIAN SIGNAL NOTES:

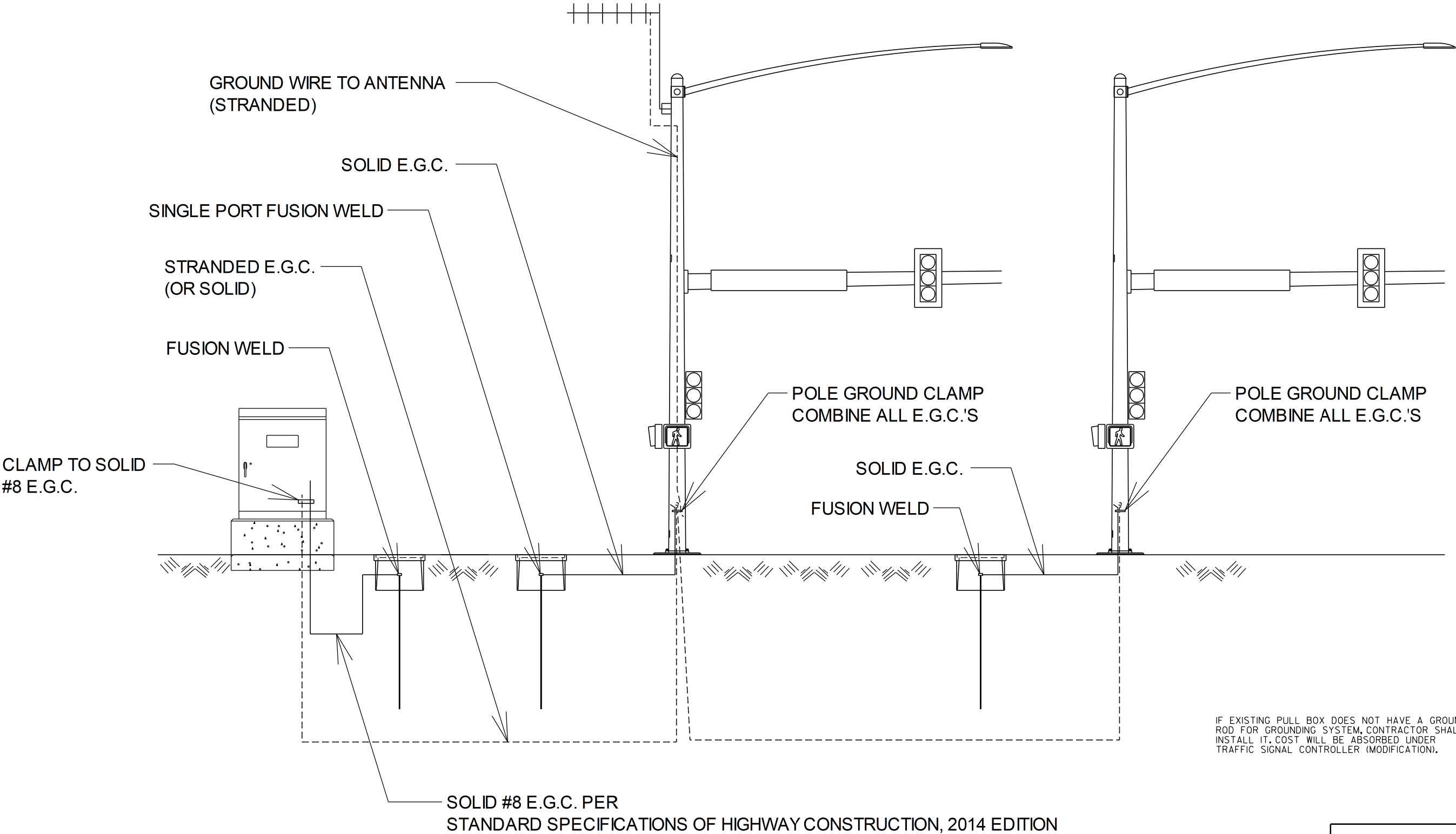
1. PEDESTRIAN SIGNAL HEADS SHALL TYPICALLY BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS 8' ABOVE THE SIDEWALK LEVEL, BUT NEVER LESS THAN 7' OR GREATER THAN 10' ABOVE SIDEWALK LEVEL.
2. PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE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



LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS

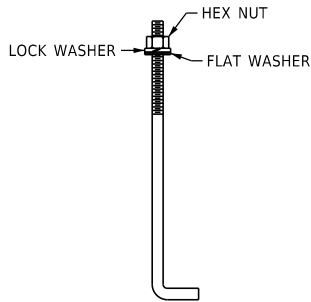
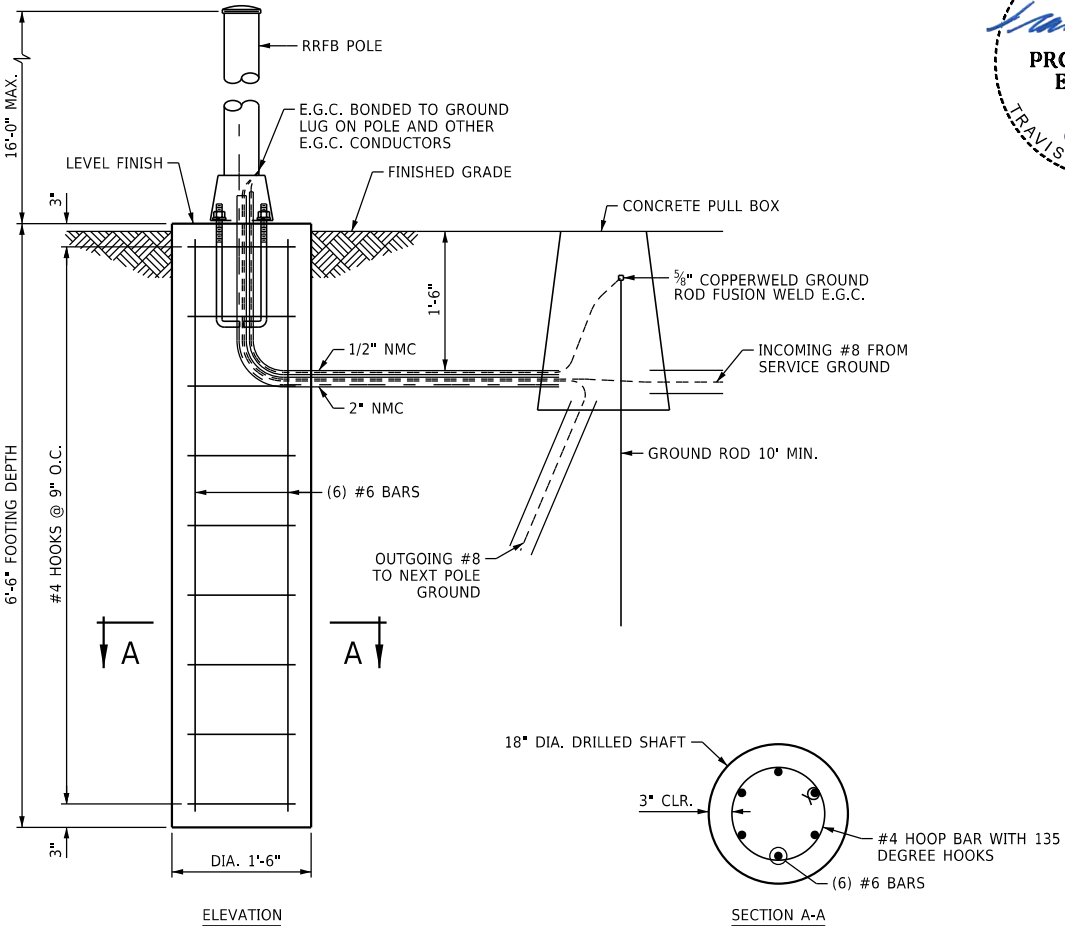
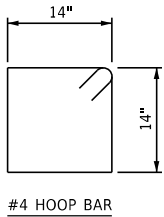
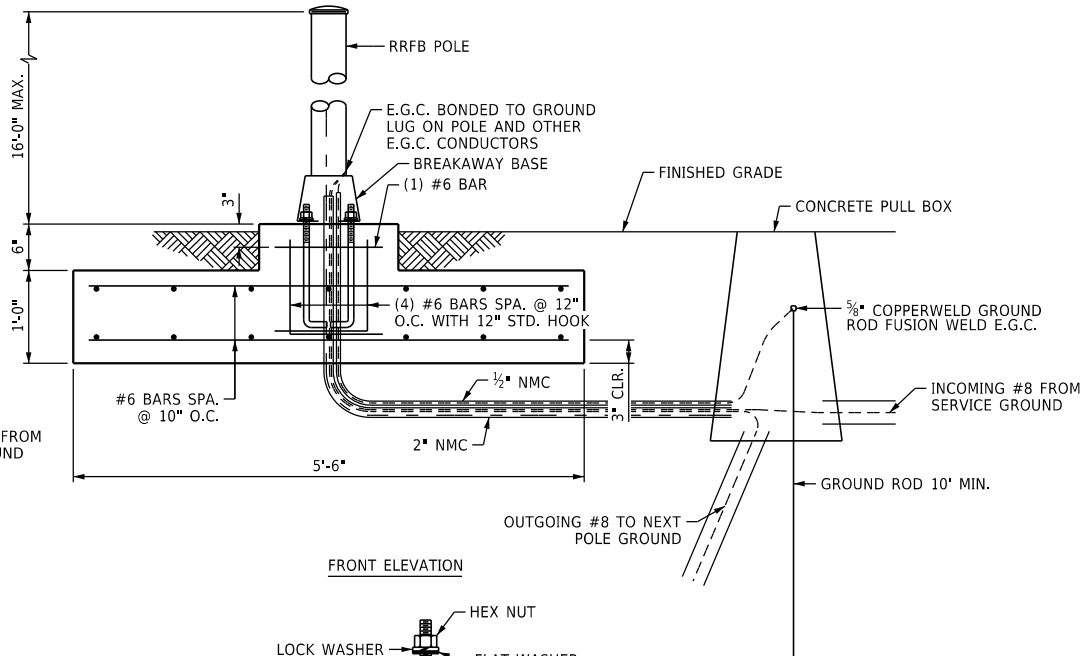
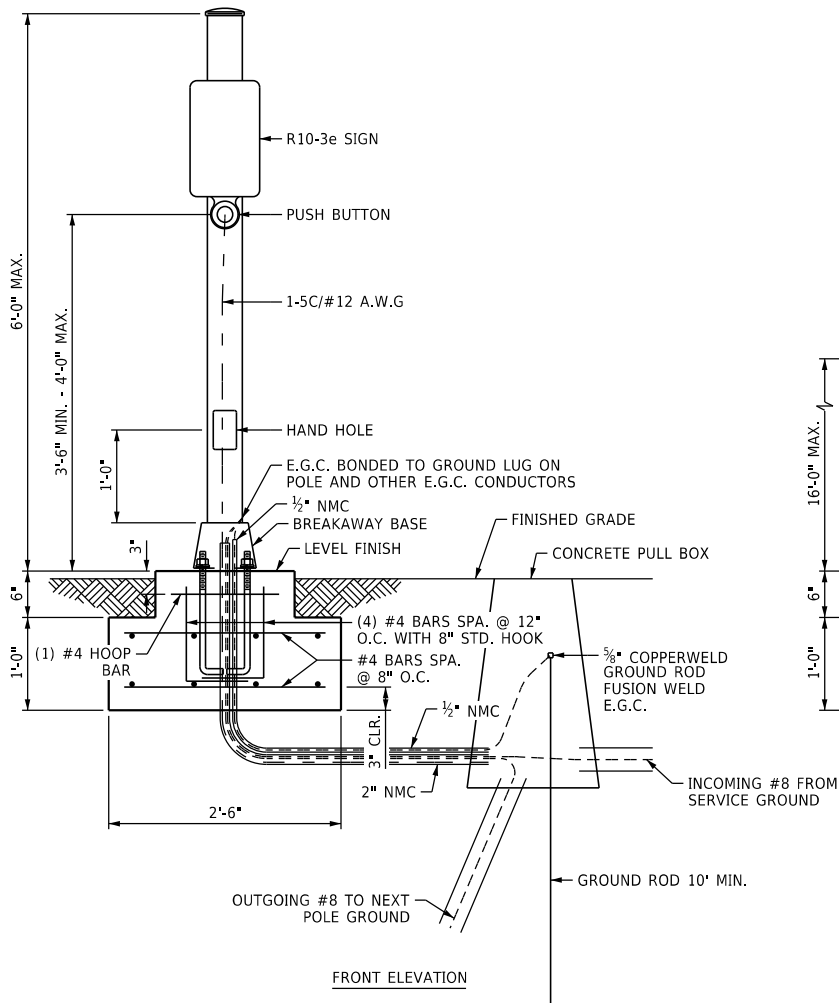
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		6	ARK.	061922	55	131
GROUNDING ARRAY DETAILS						



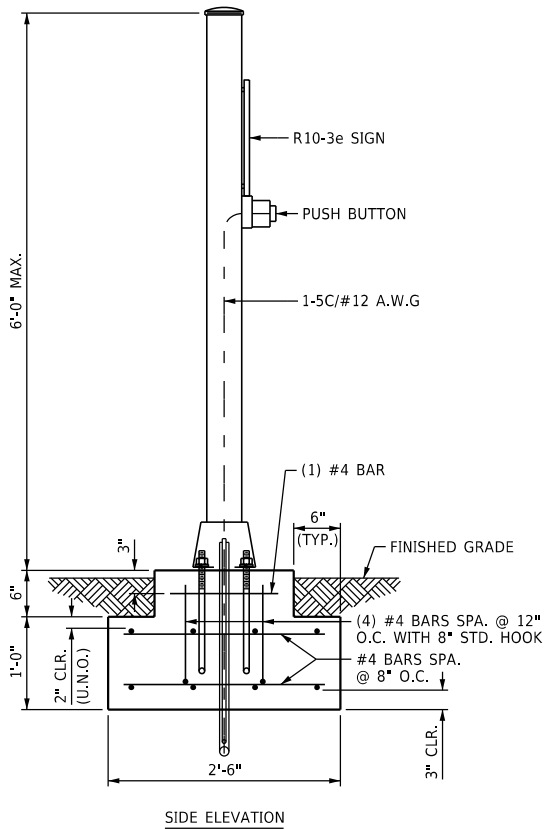
IF EXISTING PULL BOX DOES NOT HAVE A GROUND ROD FOR GROUNDING SYSTEM, CONTRACTOR SHALL INSTALL IT. COST WILL BE ABSORBED UNDER TRAFFIC SIGNAL CONTROLLER (MODIFICATION).

LOCATION:	HIGHWAY 7; HIGHWAY 70B				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

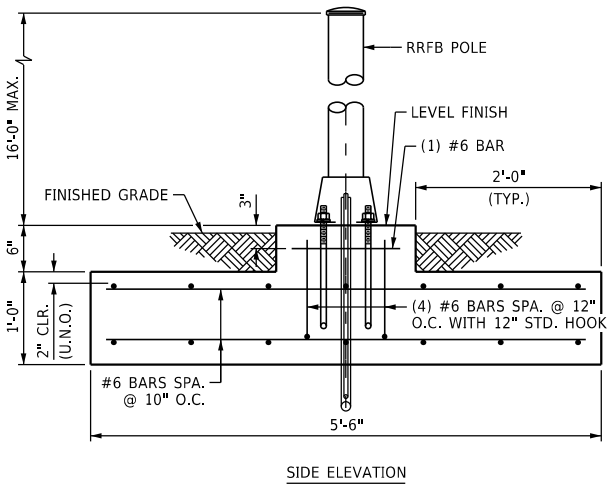
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		6	ARK.	061922	56	131
FOUNDATION DETAILS						



ANCHOR BOLT



FOUNDATION 1



FOUNDATION 2

GENERAL NOTES

- 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.
- DESIGN SPECIFICATIONS: LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (1ST EDITION), 2015 WITH CURRENT INTERIM REVISIONS.
- DRILLED SHAFT DESIGN: METHOD OF ANALYSIS BASED ON BROMS (1964A AND 1964B) PROCEDURES FOR EMBEDMENT LENGTH IN COHESIONLESS SOILS.
- ALLOWABLE BEARING RESISTANCE: 2,000 PSF
BASIC WIND SPEED = 120 MPH
MEAN RECURRENCE INTERVAL (MRI) = 1700 YRS
- MATERIALS AND STRENGTHS:
CLASS 5 CONCRETE (DRILLED SHAFTS AND SPREAD FOOTINGS) $f'_c = 3,500$ PSI
REINFORCING STEEL (AASHTO M 31 OR M 322, TYPE A) $F_y = 60,000$ PSI
- 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.
- 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.
- POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE FLAT WASHER, ONE LOCK WASHER, AND ONE HEX NUT.
- 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.
- ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM B209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.
- 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 IF EXPOSED.

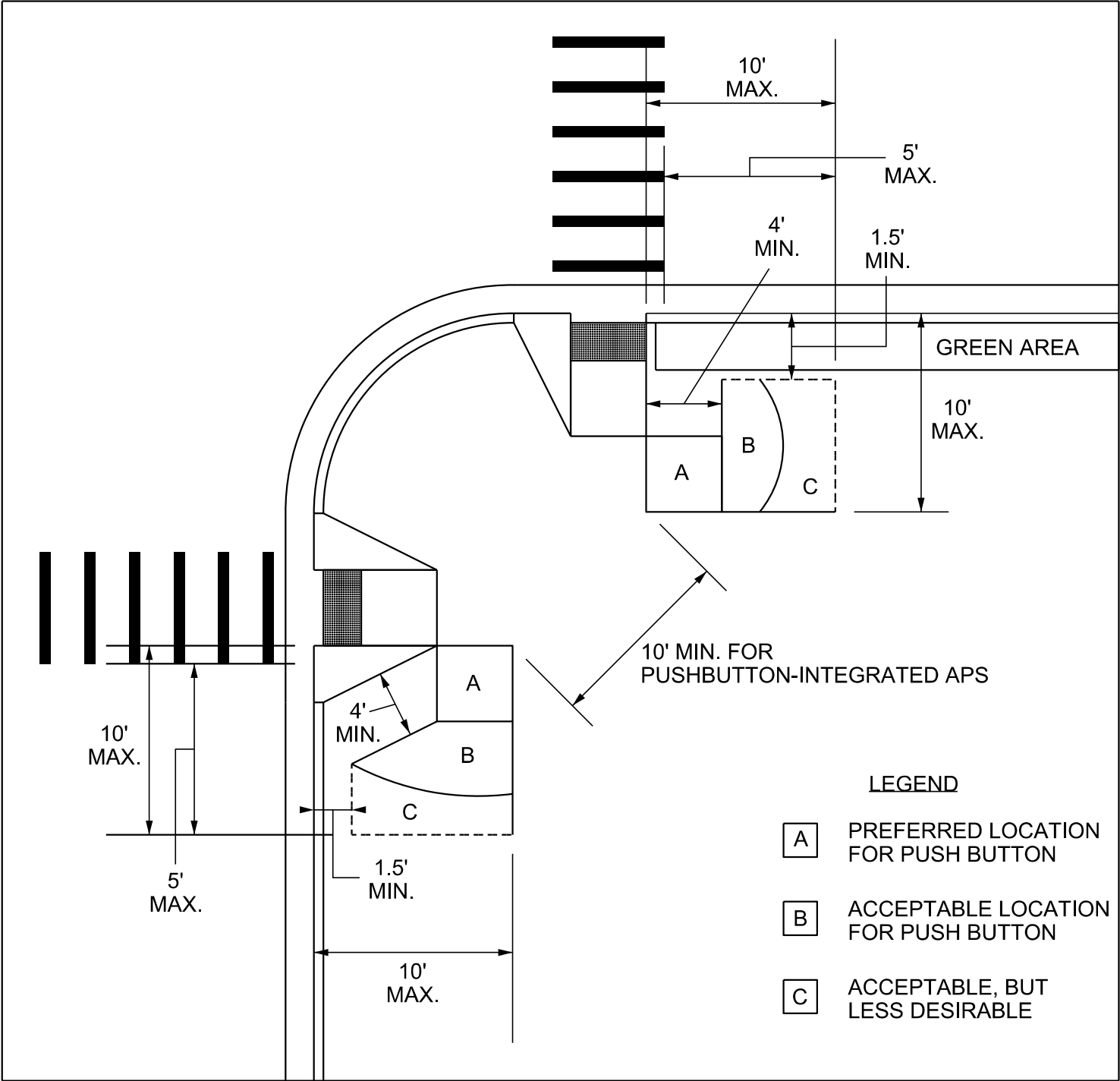
- GROUND ROD - A 10' X 3/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND THE 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.
- NONDESTRUCTIVE TESTING: NONDESTRUCTIVE TESTING NOT REQUIRED ON POLE FOUNDATIONS WITH 18" DIAMETER DRILLED SHAFTS.

LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	57	131
PUSH BUTTON PLACEMENT DETAIL						



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 FARTEST 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 7; HIGHWAY 70B				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
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.	061922	58	131
HIGHWAY 7 (S) PHOTOMETRICS						



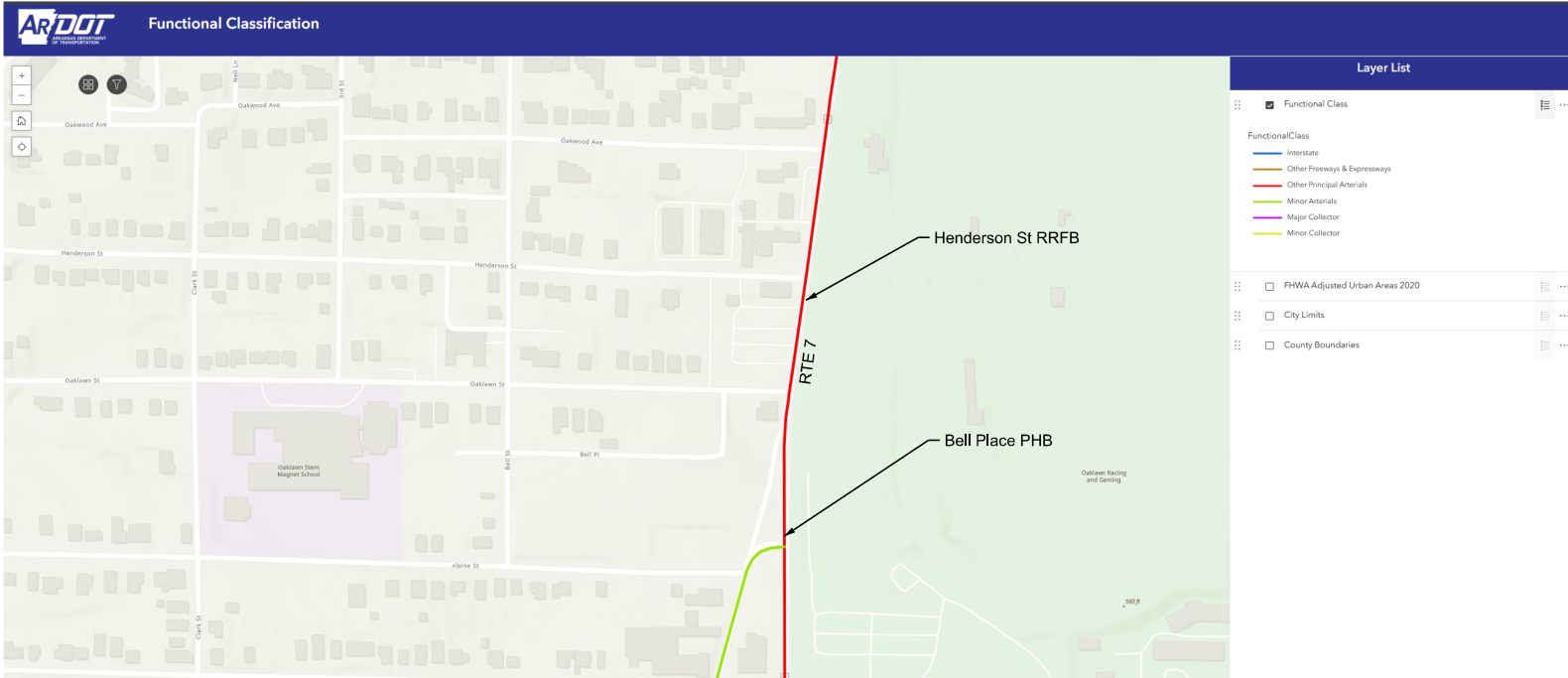
Roadway Functional Classifications (Per ARDOT GIS)

- Hwy 7 Classification = "Other Principal Arterial" = Major
- Bell PI Classification = "City Street" = Local
- Henderson Street Classification = "City Street" = Local

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

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

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



ARDOT GIS Roadway Functional Classification Map - Rte 7

Smart Phoenix



Smart Phoenix

Features

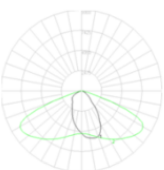
- Dual high-resolution cameras supporting both computer vision analytics and video streaming
- Wireless connectivity - Powered by AC only (Ethernet is not required)
- Integrated edge processor with a powerful GPU for efficient AI processing and minimal latency
- Wirelessly controlled and monitored for easy access and management
- IoT Connect - External IoT connectivity via PoE (Optional via sales inquiry)

Benefits

- All-in-one solution, integrating multiple sensors within a single design
- Ensures privacy by processing AI locally inside the lamp, with only raw data sent to the cloud
- Serves as infrastructure for gathering both real-time insights and BI statistics
- Transforms any space into a digital smart environment
- Quick and easy installation
- High lumen output with excellent energy efficiency

Photometric Curves

D01 Type I, Short



Mounting

- Integral die cast mounting pole stop feature
- Suitable for 50.8 - 60 mm (2.00 - 2.36 in.) mounting pole
- Inclination: integrated with ±15°, can be 90° for pole with no arm (post up)

Power [W]	Typ. efficacy [LPW]	Total lumens [LM]
120W	140	16,800

Performance (4000K)

Power [W]	Typ. efficacy [LPW]	Total lumens [LM]
120W	140	16,800

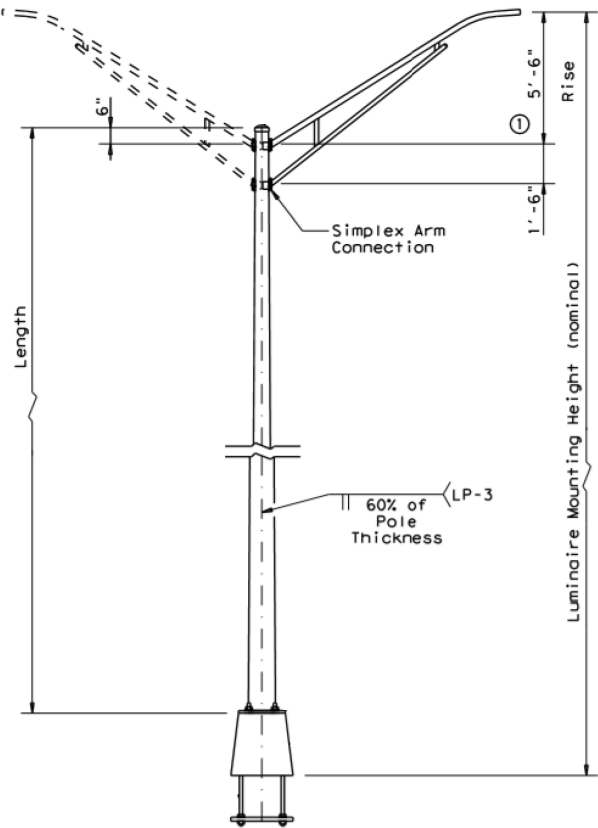
Juganu HQ
1 Yehudit Canada St., Or-Yehuda, Israel
Tel.: + 972-3-5330031
sales@juganu.com

JL-05 PHOENIX_1_2330 REV 6.3

Juganu HQ
1 Yehudit Canada St., Or-Yehuda, Israel
Tel.: + 972-3-5330031
sales@juganu.com

JL-05 PHOENIX_1_2330 REV 6.3

LED Roadway Luminaire Basis of Design (JUGANU SMART PHOENIX)



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

LOCATION:	HIGHWAY 7
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW

ARDOT Rte 7 (S) (Hot Springs) - Photometrics Basis of Design



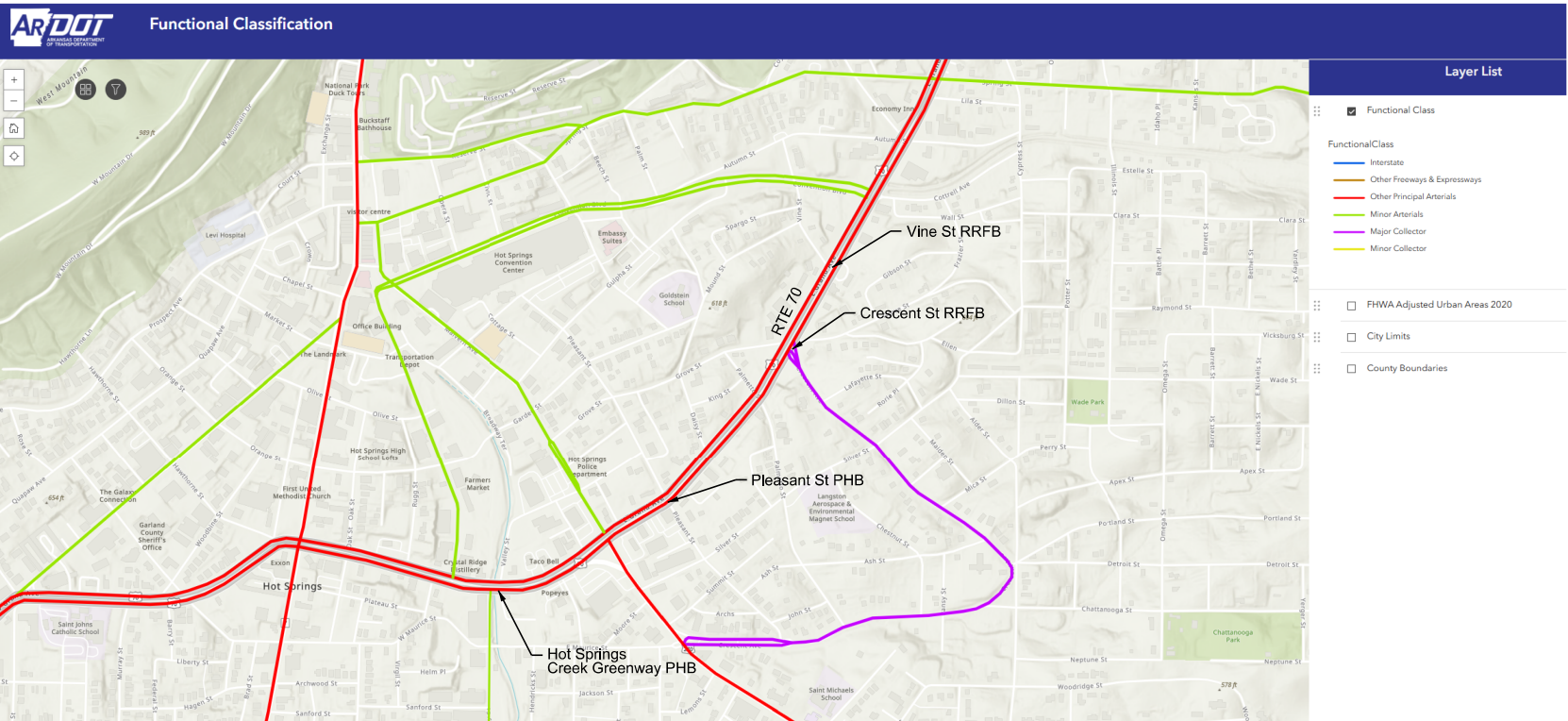
Roadway Functional Classifications (Per ARDOT GIS)

- Hwy 70 Classification = "Other Principal Arterial" = Major
- Hot Springs Creek Greenway Classification = "City Street" = Local
- Pleasant St Classification = "City Street" = Local
- Crescent St Classification = "Major Collector" = Collector
- Vine St Classification = "City Street" = Local

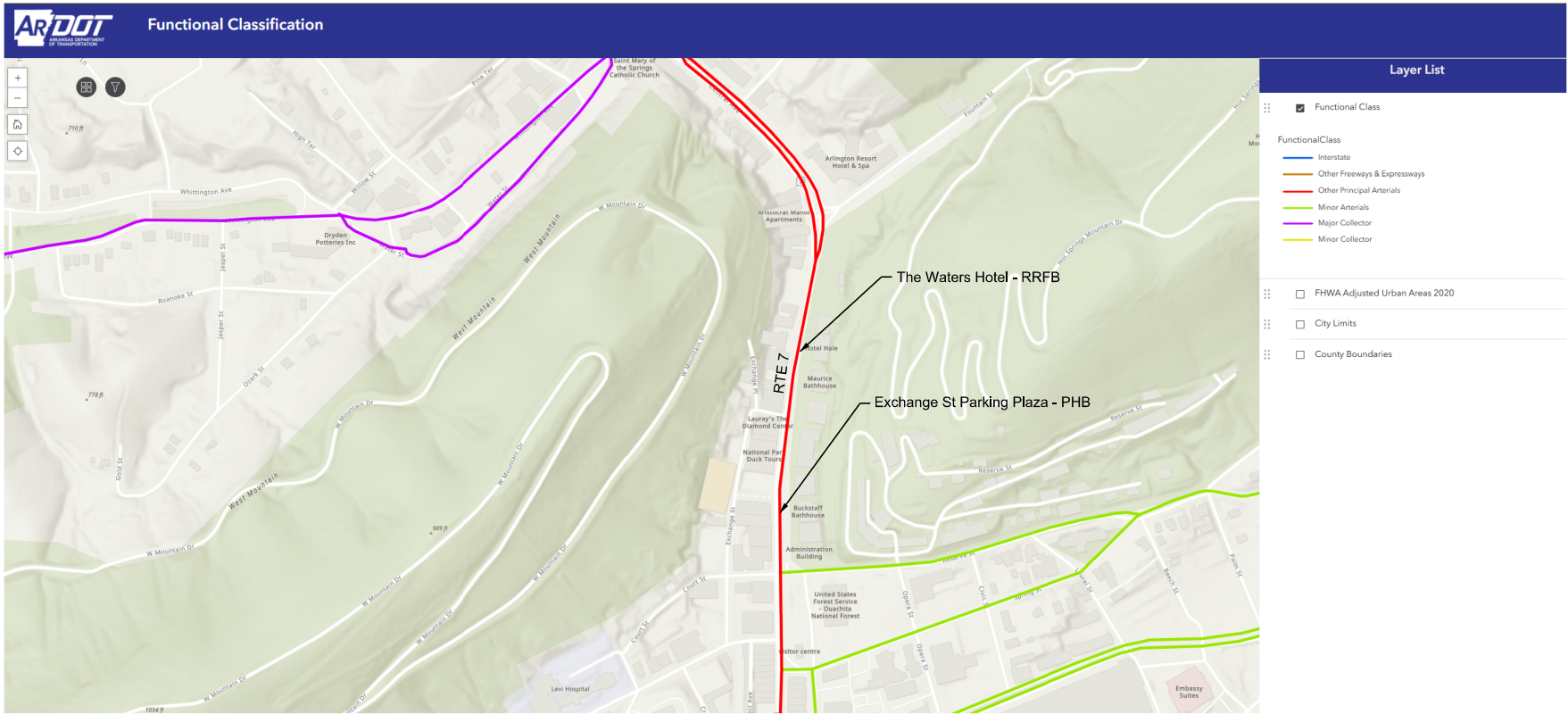
Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/fc			E _{avg} /E _{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5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

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

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



ARDOT GIS Roadway Functional Classification Map - Rte 70



ARDOT GIS Roadway Functional Classification Map - Rte 7 (N)

Roadway Functional Classifications (Per ARDOT GIS)

- Hwy 7 Classification = "Other Principal Arterial" = Major
- Exchange St Parking Plaza Classification = "City Street" = Local
- The Waters Hotel Clasification = "City Street" = Local

ARDOT Rte 7 (N) & Rte 70 (Hot Springs) - Photometrics Basis of Design



Autobahn Series ATBO
Roadway Lighting

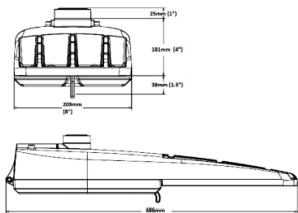
PRODUCT OVERVIEW



Applications:

- Roadways
- Off ramps
- Residential streets
- Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATBO 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/DLC 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 American 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 A0 option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL Ineman-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.

ORDERING INFORMATION

ATBO	P304	MVOLT	R3
Series	LED Performance Package	Voltage	Optics
ATBO Autobahn LED Roadway	P201 5,369 lumens nominal ¹ P202 6,943 lumens nominal ¹ P203 10,056 lumens nominal P204 12,176 lumens nominal P205 13,767 lumens nominal	P301 10,367 lumens nominal P302 12,185 lumens nominal P303 15,351 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
		MVOLT Multi-volt, 120V - 277V 347 347V ¹ 480 480V ¹ XVOLT 277V-480V ¹	R2 Roadway Type II R3 Roadway Type III R3L Roadway Type III Long R4 Roadway Type IV ¹ R5 Roadway Type V

Options			
Color Temperature (CCT)	Misc.	Controls	Accessories
(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	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	(Blank) 3 Pin NEMA Photocontrol Receptacle (Standard) P7 7 Pin Photocontrol Receptacle (Dimmable Driver Included) ² NR No Photocontrol Receptacle A0 Field Adjustable Output PCSS Solid State Lighting Photocontrol (120-277V) ¹ PCLL Solid State Long Life Photocontrol SH Shorting Cap	House Side Shields for field installation ATBOP20XR2R3LRSHSS for use with P201 - P205, R2, R3L & R5 distributions ATBOP20XR3RHSS for use with P201 - P205, R3 & R4 distributions ATBOP30XR2R3LRSHSS for use with P301 - P305, R2L, R3L & R5 distributions ATBOP30XR3HSS for use with P301 - P305, R3 distribution PCSS Solid State Lighting Photocontrol (120-277V) ¹ ATBOP45XR2R3LRSHSS for use with P451 - P457, R2, R3L & R5 distributions ATBOP45XR3HSS for use with P451 - P457, R3 distribution Light Trespass Shield ATBOULTS ATBO Universal Light Trespass Shield
Paint		Packaging	ATB Decorative Arms (cast aluminum)
(Blank) Gray (Standard) BK Black BZ Bronze DOB Dark Bronze GI Graphite WH White GN Green		(Blank) Single Unit (Standard) JP Job Pack (42/Pallet)	ATBODECOS XX ATB Decorative Arm for Square Pole Painted to match fixture ATBODECOR XX ATB Decorative Arm for Round Pole Painted to match fixture
Surge Protection			Universal Arms (steel)
(Blank) Standard 20kV/10kA SPD ¹ MP MOV Pack 10kV/5kA			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
Terminal Block			
(Blank) Terminal Block (Standard) T2 Wired to L1 & L2 Positions			

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.

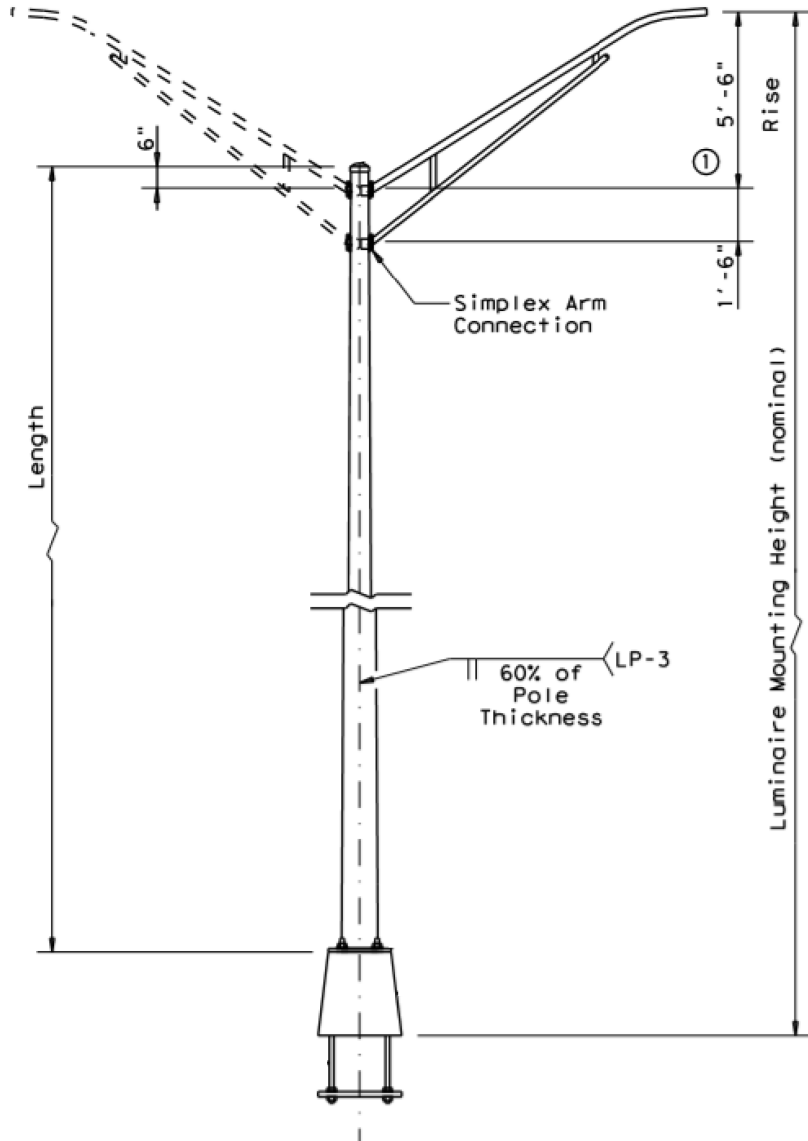


AEL Headquarters, 1 Acuity Way, Decatur, GA 30035
www.americanelectriclighting.com Phone: 1-866-HOLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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Warranty Five-year limited warranty. This is the only warranty provided and no other statements in 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 Luminaire Pole Basis of Design (30' Mounting Height)

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

ARDOT Rte 7 (N) & 70 (Hot Springs) - Photometrics Basis of Design

LOCATION: HIGHWAY 7; HIGHWAY 70B
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

DEVICE AND DETECTION SYSTEM INTEGRATION PLAN HWY 7: BELL PLACE TO OAKWOOD AVENUE

Device	Detection Zones					
	VPZ1	VPZ2***	VPZ3	VPZ4	VPZ5***	VPZ6
LED sign E	Flashing	Flashing	Flashing	Off	Off	Off
SF 1, 2, 3, 4	Blank	Activated*	Blank	Blank	Blank	Blank
SF 5, 6	Blank	Activated*	Blank	Blank	Blank	Blank
Light Pole C	Hi-intensity**	Hi-intensity**	Standard Intensity	Standard Intensity	Standard Intensity	Standard Intensity
LED signs F & G	Flashing	Flashing	Flashing	Flashing	Flashing	Off
RRFB H, J and L	Off	Off	Off	Off	Flashing	Off
IRWL 7a-e & 8a-e	Off	Off	Off	Off	Flashing	Off
Light Pole I and K	Standard Intensity	Standard Intensity	Standard Intensity	Hi-intensity**	Hi-intensity**	Standard Intensity
LED Sign M and N	Off	Off	Off	Flashing	Flashing	Flashing
LED Sign O	Off	Off	Off	Flashing	Flashing	Flashing

*FOR PHB SIGNAL FACE SEQUENCE SEE INTERSECTION PLAN SHEETS

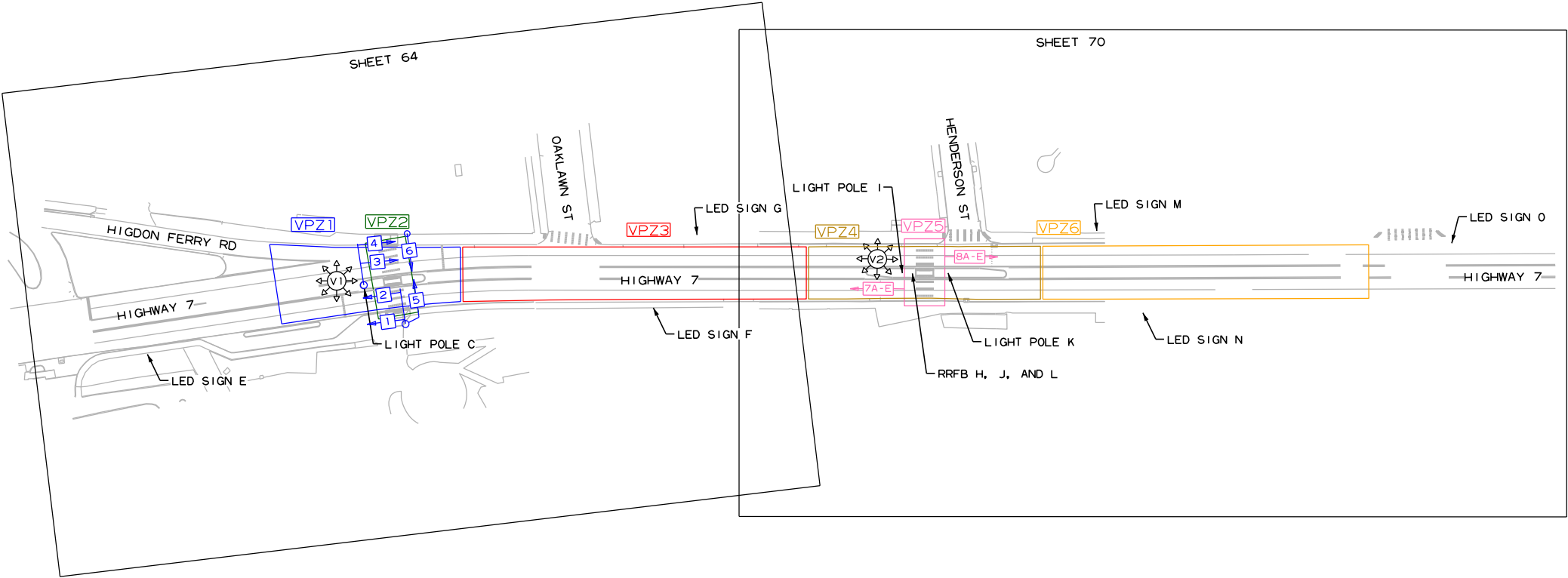
** TRAFFIC LIGHTING WILL OPERATE AT A STANDARD INTENSITY WHEN ONLY VEHICULAR TRAFFIC IS PRESENT, THE BRIGHTNESS WILL INCREASE WHEN PEDESTRIANS ARE PRESENT. SEE SP FOR ADDITIONAL DETAILS

*** ZONES VPZ2 AND VPZ5 SHALL ALSO BE ABLE TO BE ACTIVATED BY ACTUATION OF THE PUSHBUTTONS FOR THE ASSOCIATED CROSSWALKS. THIS SYSTEM WILL PERFORM THE SAME WAY REGARDLESS OF PUSHBUTTON OR PASSIVE DETECTION ACTUATION.

VPZ = VIRTUAL PEDESTRIAN ZONE

SF = SIGNAL FACE

IRWL - IN-ROAD WARNING LIGHTING

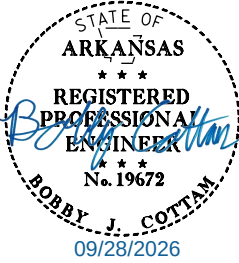


SYSTEM DETECTION CHART HWY 7 BELL PLACE TO OAKWOOD AVENUE

ZONE		DETECTION	
Name	Location	Name	Location
VPZ1	100' south to 60' north of crosswalk centerline	V1	Mounted on Pole C
VPZ2	10' outside crosswalk edges	V1	Mounted on Pole C
VPZ3	Entire area between VPZ1 and VPZ4	V1 & V2 (See note 2)	Mounted on Pole C / I
VPZ4	100' south to 100' north of crosswalk centerline	V2	Mounted on Pole I
VPZ5	10' outside crosswalk edges	V2	Mounted on Pole I
VPZ6	100' north to 380' north of crosswalk centerline	V2	Mounted on Pole I

1. REFER TO THE PLANS FOR DETECTION ZONE LIMITS, DETECTOR LOCATIONS, AND SYSTEM LAYOUT. DETECTION EQUIPMENT SHALL AUTOMATICALLY DETECT PEDESTRIANS WITHIN THE DESIGNATED DETECTION ZONES WITHOUT REQUIRING PHYSICAL ACTUATION BY THE USER.
2. ZONE VPZ3 IS COVERED BY TWO CAMERAS BECAUSE IT IS ACTUATED BY DEVICES WITH HARDWIRE CONNECTIONS TO DIFFERENT CONTROLLERS.
3. VIRTUAL PEDESTRIAN DETECTION ZONES WILL ACTUATE WHEN AN INTENT TO CROSS IS DETECTED (SEE PASSIVE PEDESTRIAN DETECTION SPECIAL PROVISIONS) WITHIN THE DEFINED DETECTION ZONE.
4. REFER TO THE DEVICE AND DETECTION SYSTEM INTEGRATION PLAN FOR THE CORRESPONDING DEVICE ACTIVATIONS AND SYSTEM RESPONSES ASSOCIATED WITH EACH VIRTUAL PEDESTRIAN DETECTION ZONE.
5. DETECTION CALL EVENTS SHALL BE TRANSMITTED WIRELESSLY BY RADIO FROM THE DETECTION SYSTEM TO THE ASSOCIATED LED SIGNS FOR SIGN ACTIVATION.
6. CONTRACTOR SHALL TEST AND DEMONSTRATE SUCCESSFUL PEDESTRIAN DETECTION PRIOR TO ACCEPTANCE BY THE OWNER. SEE SPECIAL PROVISIONS FOR DETAILS.

LOCATION: HIGHWAY 7
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: NMF



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	61	131
SIGNALIZATION DETAIL SHEET						

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	62	131
TRAFFIC SIGNAL QUANTITIES - BELL PL						



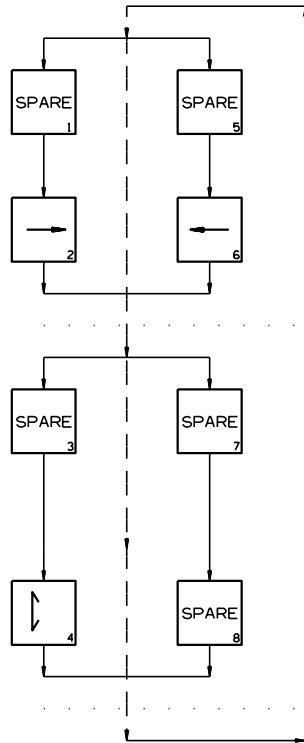
TRAFFIC SIGNAL QUANTITIES

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)	75	LIN. FT.
SP	CELLULAR MODEM	1	EACH
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
SP	PASSIVE PEDESTRIAN DETECTION SYSTEM	1	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	310	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	390	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	135	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	275	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	50	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.)	95	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	50	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	30	LIN. FT.
710	NON-METALLIC CONDUIT (3")	160	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)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (18')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	10	SQ. FT.
SP & 733	360-DEGREE CAMERA	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	135	LIN. FT.

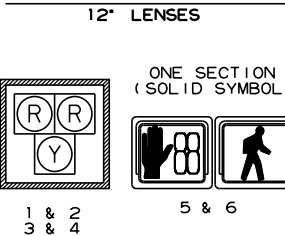
REMOVE EXISTING RRFB POLES AND FOUNDATIONS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION: HIGHWAY 7 AND BELL PLACE
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

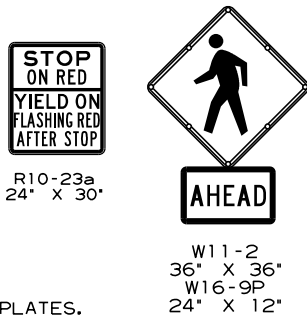
PHASING DIAGRAM



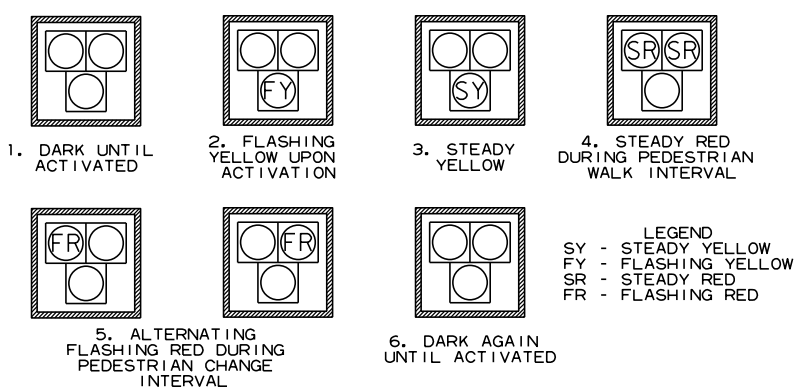
SIGNAL FACES



SIGN FACES

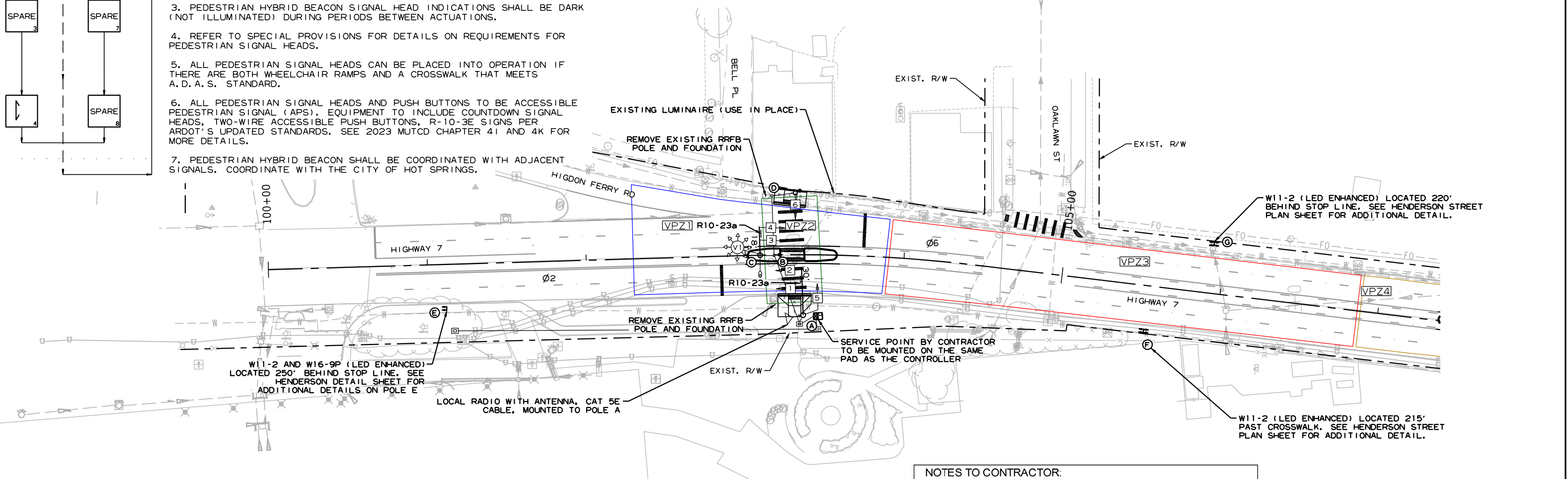
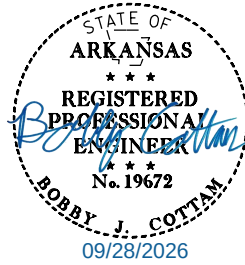


SEQUENCE FOR PEDESTRIAN HYBRID BEACON



- SIGNAL FACE NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. PEDESTRIAN HYBRID BEACON SIGNAL HEAD INDICATIONS SHALL BE DARK (NOT ILLUMINATED) DURING PERIODS BETWEEN ACTUATIONS.
 4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 5. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
 6. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
 7. PEDESTRIAN HYBRID BEACON SHALL BE COORDINATED WITH ADJACENT SIGNALS. COORDINATE WITH THE CITY OF HOT SPRINGS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	63	131
SIGNALIZATION PLAN SHEET						



HIGHWAY 7 AND BELL PLACE
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PHB	30'	270°	180°	21'	N/A	N/A
B	PED	N/A	N/A	N/A	6'	N/A	N/A
C	PHB/LIGHT	18'	271°	270°	30'	8'	91°
D	PED	N/A	N/A	180°	10'	N/A	N/A
E	SIGN POST	N/A	N/A	N/A	N/A	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 OR LUMINAIRE ARM IF NO MAST ARM PRESENT.
- FOR POLES WITH 6" VERTICAL SHAFT, SEE 6" PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 7 & BELL PLACE PEDESTRIAN HYBRID BEACON					FLASH SEQUENCE
	2+6	ACT.	CLR.	4	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

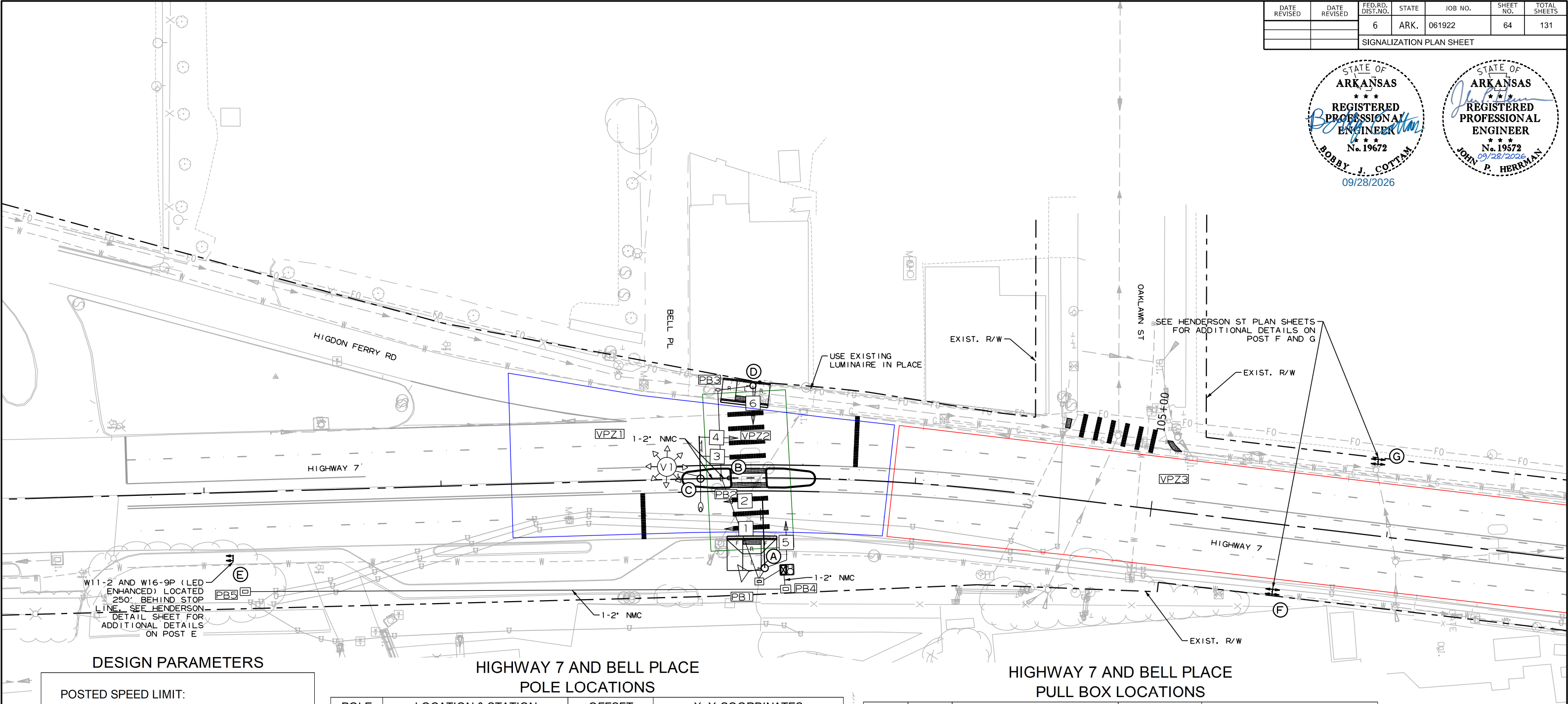
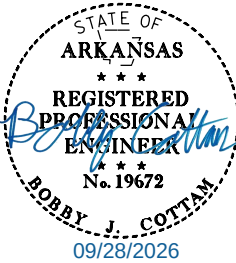
NOTES TO CONTRACTOR:

1. V1 IS A 360-DEGREE CAMERA MOUNTED TO POLE B. V1 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION
2. CONTACT THE CITY OF HOT SPRINGS FOR ANTENNA ORIENTATION.
3. CONTRACTOR TO CONFIRM THE EXISTING LUMINAIRE TO BE USED IN PLACE IS IN WORKING CONDITION. IF NOT IN WORKING CONDITION, CONTRACTOR SHALL NOTIFY THE ENGINEER.



LOCATION: HIGHWAY 7 AND BELL PLACE
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 60'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	64	131
SIGNALIZATION PLAN SHEET						



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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES B AND C HAVE CLEAR ZONE
DISTANCE BETWEEN 2 FEET AND 3.5
BEHIND CURB.

HIGHWAY 7 AND BELL PLACE
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 7 - STA. 103+36.60	37.99' RT.	993008.76, 1975129.60
B	HWY. 7 - STA. 103+21.45	0.00'	992970.36, 1975115.83
C	HWY. 7 - STA. 103+09.43	0.00'	992970.19, 1975103.82
D	HWY. 7 - STA. 103+31.58	38.86' LT.	992931.78, 1975127.17
E	SIGN POST - SEE PLANS FOR LOCATION		

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. 7 - STA. 103+44.79	38.67' RT.	993009.75, 1975137.43

* CENTER OF CABINET

HIGHWAY 7 AND BELL PLACE
PULL BOX LOCATIONS

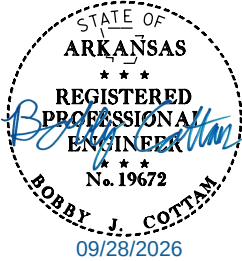
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 7 - STA. 103+34.24	43.65' RT.	993014.33, 1975127.14
PB2	2	HWY. 7 - STA. 103+18.20	0.24' RT.	992970.53, 1975112.58
PB3	2	HWY. 7 - STA. 103+17.39	37.24' LT.	992933.05, 1975112.38
PB4	3 HD	HWY. 7 - STA. 103+45.96	46.74' RT.	993017.86, 1975138.18
PB5	3 HD	HWY. 7 - STA. 101+16.16	41.93' RT.	993011.46, 1974910.41

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



LOCATION:	HIGHWAY 7 AND BELL PLACE		
CITY:	HOT SPRINGS		
COUNTY:	GARLAND		
DISTRICT:	6	SCALE: 1" = 40'	DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	65	131
SIGNALIZATION PLAN SHEET						



ELECTRICAL SERVICE DATA TABLE							
ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
I	NEW	NE CORNER	I20/240 VAC	60A	#6	3"	LIGHTING + PHB

VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (I20/240V)

CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT C	I35	#8/#I2 AWG	240	I	USE-2/UF	0.10	0.50	0.12	2P/I5A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS																
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)											•CONDUIT SIZE/LENGTH (FEET)		CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	20C/ #14 A.W.G. 5C#12 A.W.G. 1-CAT 5E CABLE, 2-IC/ #8 A.W.G. E.G.C.	5C/ #14 A.W.G. 5C#12 A.W.G. #8 A.W.G. E.G.C.	5C/ #14 A.W.G. 5C#12 A.W.G. 2-IC/ #8 A.W.G. E.G.C.	2-20C/ #14 A.W.G. 1- CAT 5E CABLE, 1-VC (CAT 5E) 5C/ #14 A.W.G. 3-5C/ #12 A.W.G. 2C/ #8 A.W.G. #8 A.W.G. E.G.C.	20C/ #14 A.W.G. 1-VC (CAT 5E) 1-5C/ #14 A.W.G. 2-5C/ #12 A.W.G. 2C/ #8 A.W.G. #8 A.W.G. E.G.C.	5C/ #12 A.W.G. 2-IC/ #8 A.W.G. E.G.C.	20C/ #14 A.W.G. 2C/ #8 A.W.G. 1-VC (CAT 5E) 2-IC/ #8 A.W.G. E.G.C.	2C/ #12 A.W.G. #12 A.W.G. E.G.C.	5C/ #12 A.W.G.	5C/ #14 A.W.G.	CAT 5E (RADIO/VC CABLE)	2"	3"			
1				24									11	21.44%	40%	
2	8								I2**	116**	34**		6	9.49%	40%	
3					52								46	15.01%	40%	
4						9						4		7.33%	40%	
5							14	45*			45**	9		21.31%	40%	
6		40											34	3.99%	40%	
7			20						9**	20**			15	4.76%	40%	

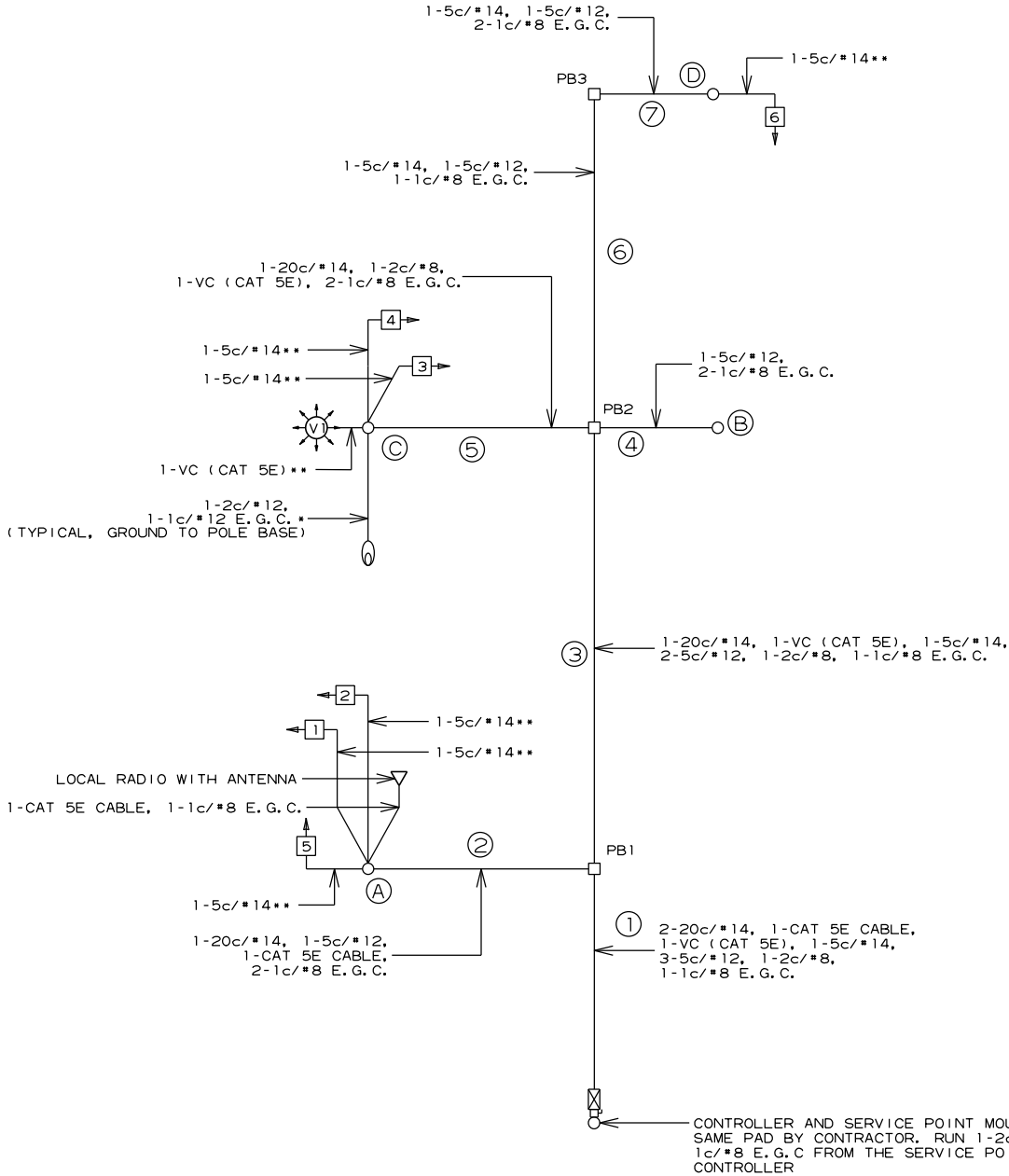
* POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

** SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN

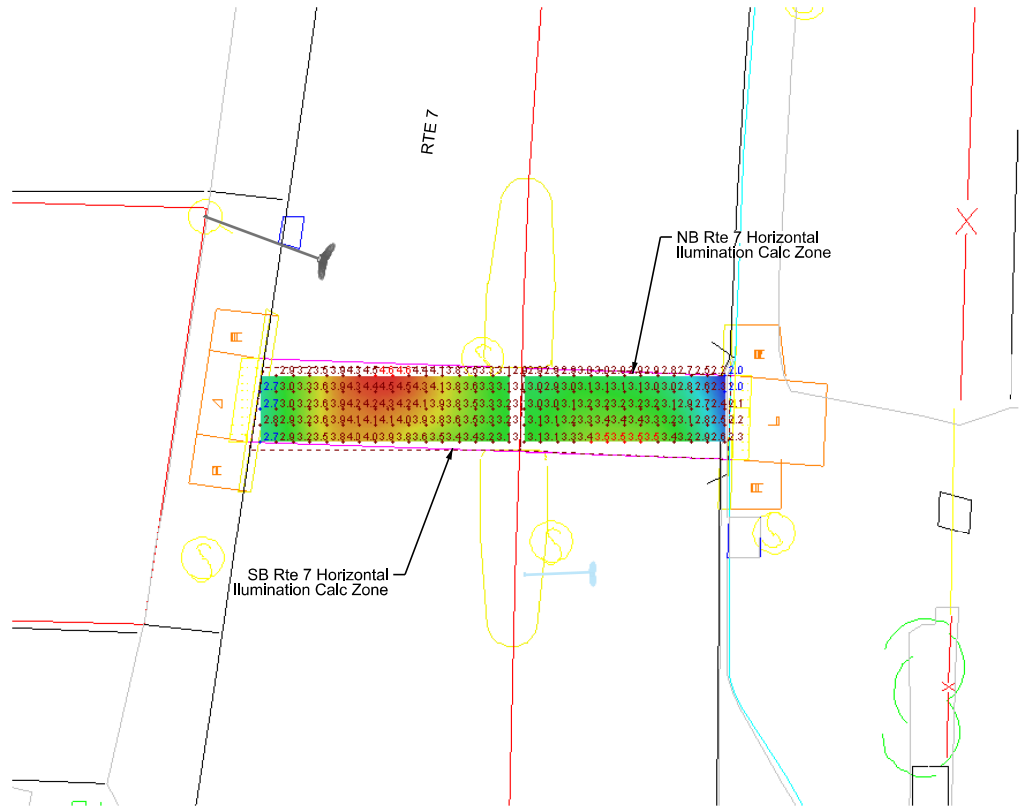
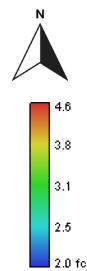
WIRING DIAGRAM

NOTES TO CONTRACTOR:

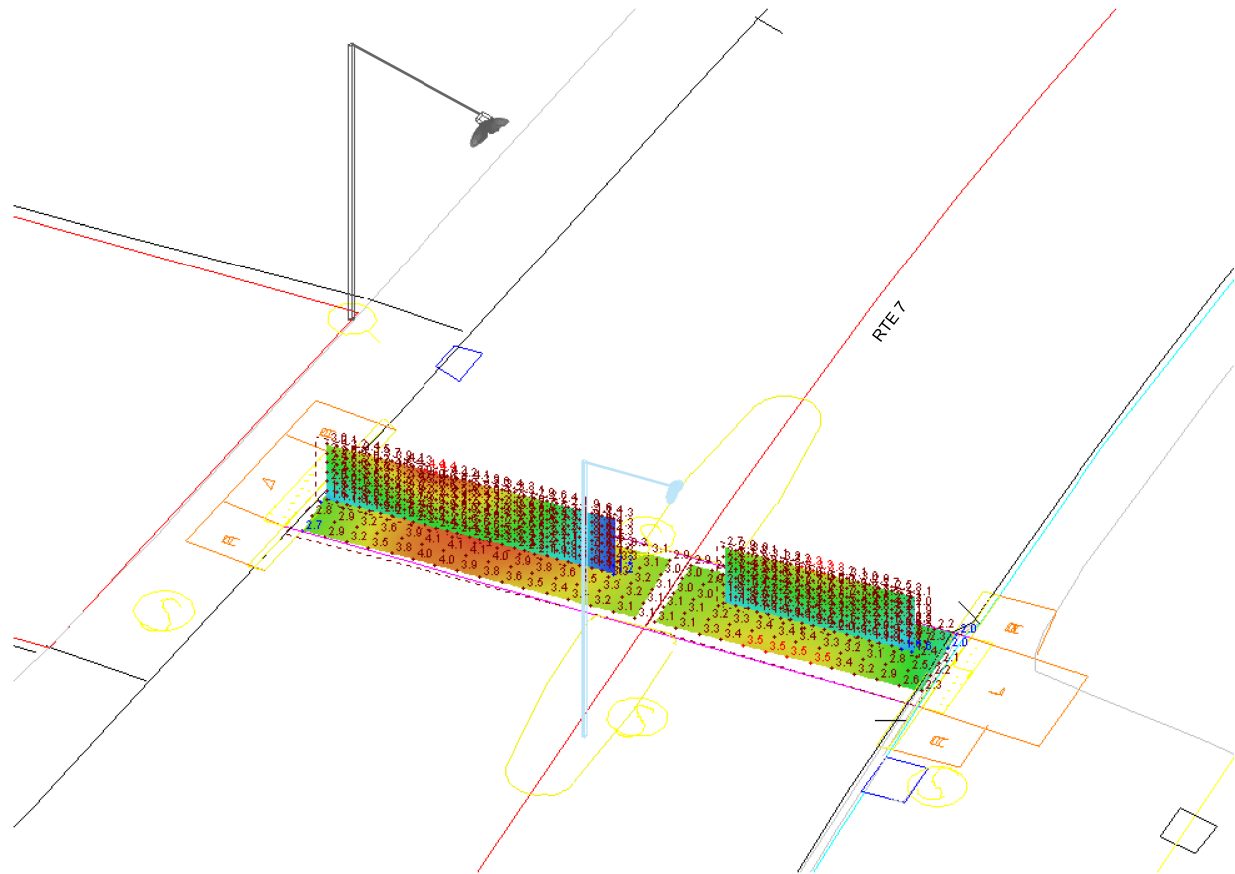
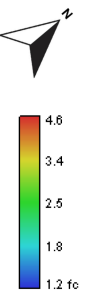
- ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
- ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
- THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
- SEE GROUNDING ARRAY DETAIL ON SHEET 56.
- 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 7 AND BELL PLACE
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS



Rte 7 @ Bell PI PHB - Photometrics Plan View



Rte 7 @ Bell PI PHB - Photometrics Orthogonal View

NB Rte 7 Horiz Illum Calc zone		
Average	3.0	fc
Maximum	3.5	fc
Minimum	2.0	fc
Max/Min	1.8:1	
Average/Min	1.5:1	
NB X-Walk Vert @ 7' Plane		
Average	2.4	fc
Maximum	3.3	fc
Minimum	1.6	fc
Max/Min	2.1:1	
Average/Min	1.5:1	
SB Rte 7 Horiz Illum Calc Zone		
Average	3.6	fc
Maximum	4.6	fc
Minimum	2.7	fc
Max/Min	1.7:1	
Average/Min	1.3:1	
SB X-Walk Vert @ 7' Plane		
Average	2.6	fc
Maximum	4.4	fc
Minimum	1.2	fc
Max/Min	3.7:1	
Average/Min	2.2:1	

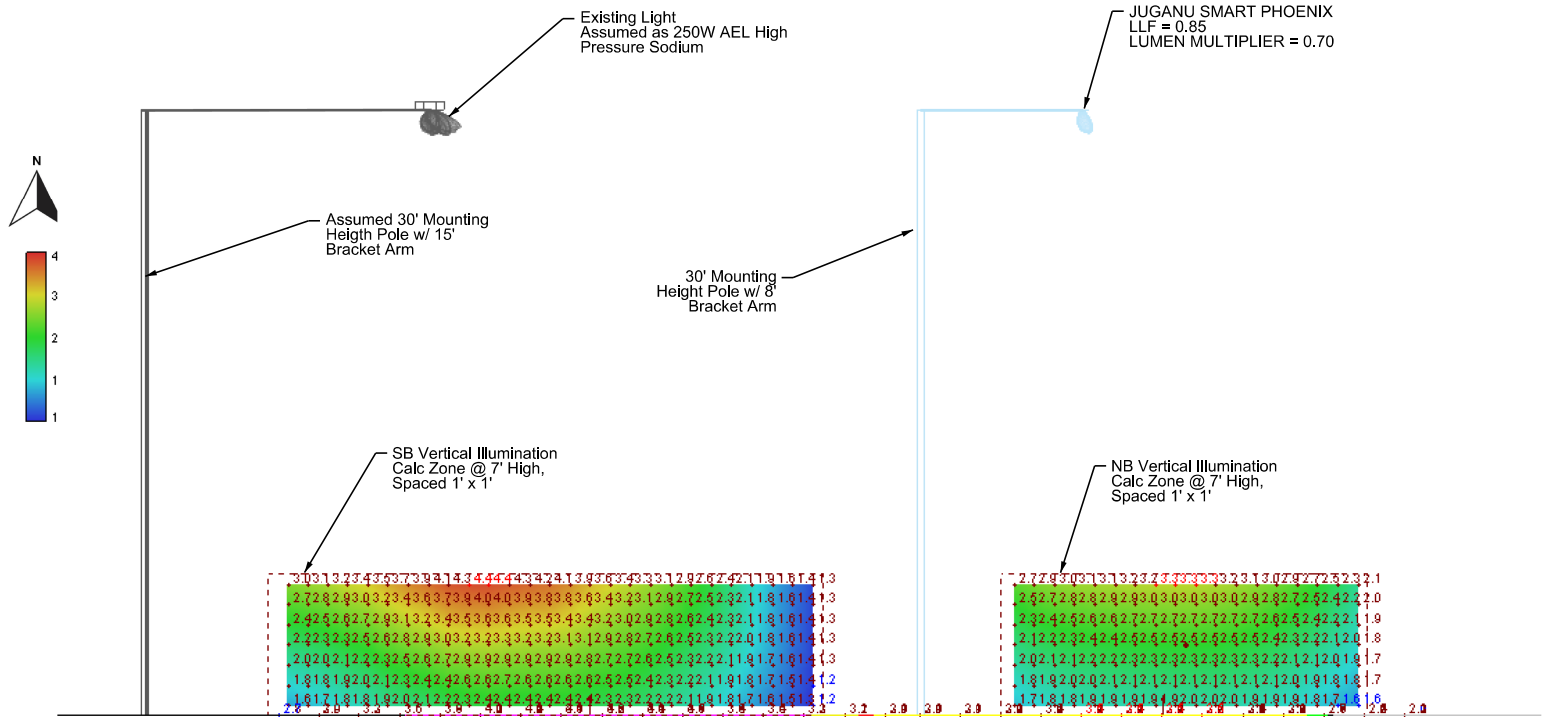
Horizontal & Vertical Illuminance Calculations

NOTE: 70% LIGHT INTENSITY REQUIRED TO MEET MINIMUM ILLUMINATION STANDARDS

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ftc			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 recommendations.

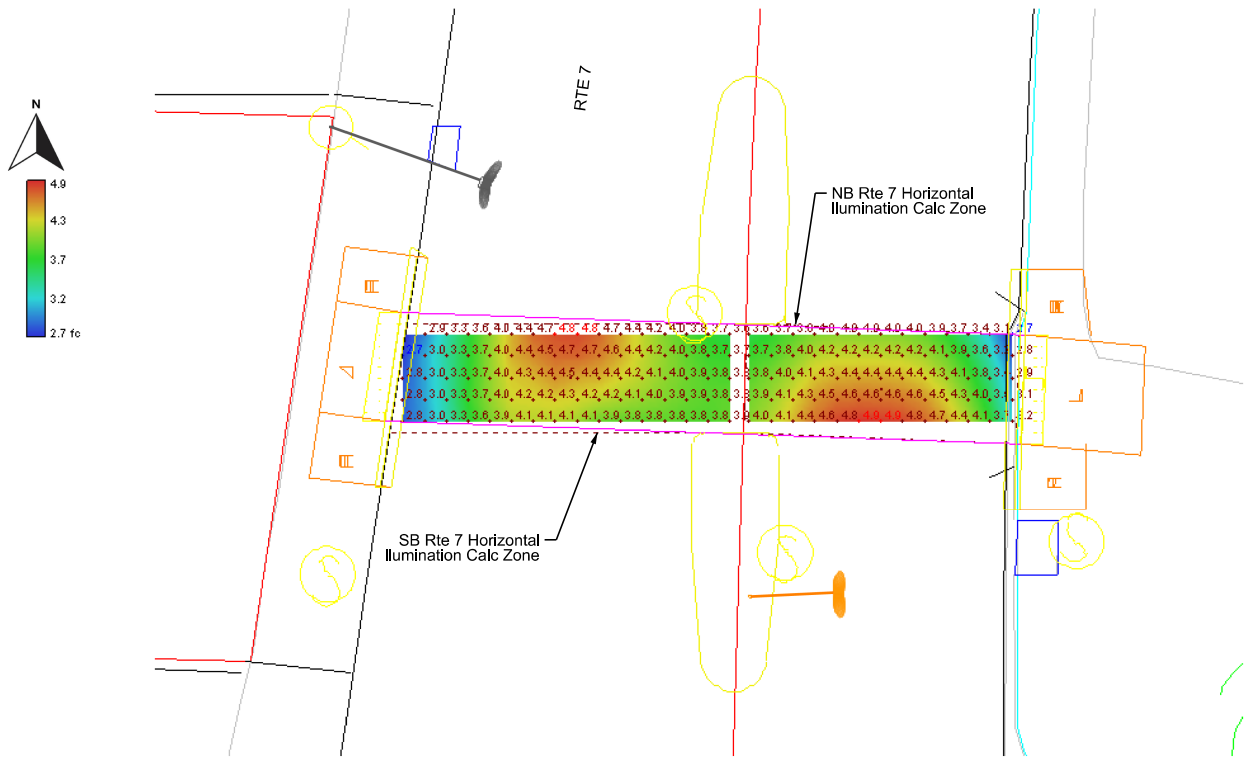
Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)



Rte 7 @ Bell PI PHB - Photometrics Section View (Looking Northbound)

ARDOT Rte 7 At Bell PI PHB - Photometrics Basis of Design

LOCATION: HIGHWAY 7 AND BELL PLACE
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW



NB Rte 7 Horiz Illum Calc zone		
Average	4.0	fc
Maximum	4.9	fc
Minimum	2.7	fc
Max/Min	1.8:1	
Average/Min	1.5:1	
NB X-Walk Vert @ 7' Plane		
Average	3.4	fc
Maximum	4.7	fc
Minimum	2.2	fc
Max/Min	2.1:1	
Average/Min	1.5:1	
SB Rte 7 Horiz Illum Calc Zone		
Average	3.9	fc
Maximum	4.8	fc
Minimum	2.7	fc
Max/Min	1.8:1	
Average/Min	1.4:1	
SB X-Walk Vert @ 7' Plane		
Average	2.6	fc
Maximum	4.4	fc
Minimum	1.2	fc
Max/Min	3.7:1	
Average/Min	2.2:1	

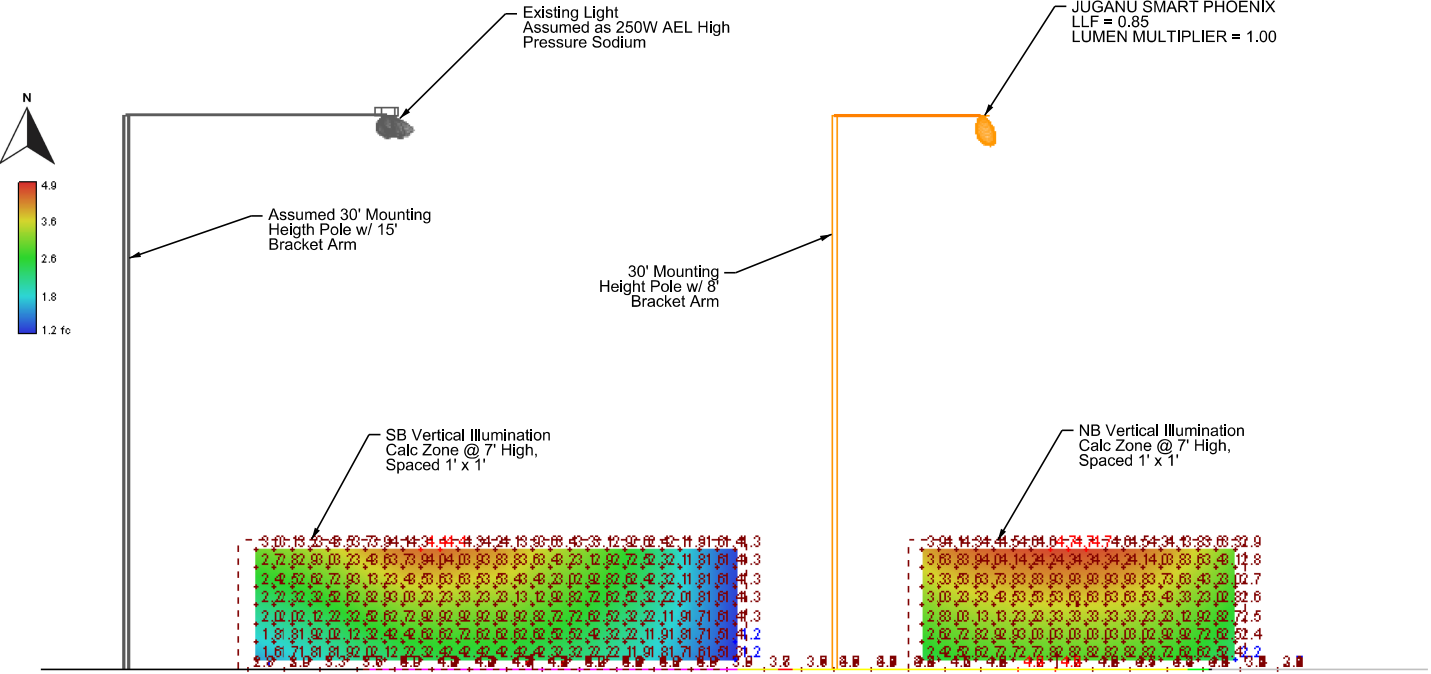
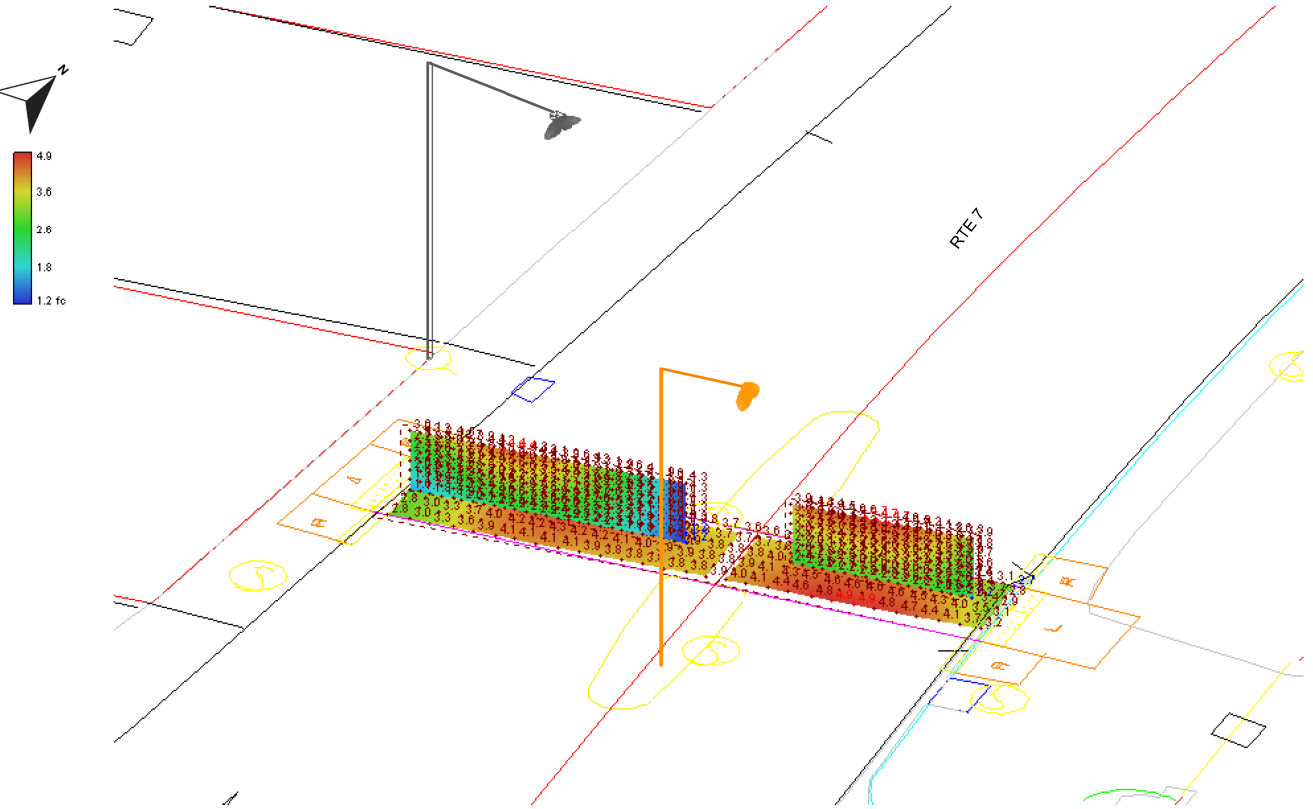
Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ftc			E _{avg} /E _{min}
	High	Medium	Low	
Major/Major	34.0/3.4	26.0/2.6	18.0/1.80	3.0
Major/Collector	29.0/2.9	22.0/2.2	15.0/1.5	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 recommendations.

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

Rte 7 @ Bell PI PHB - Photometrics Plan View

Horizontal & Vertical Illuminance Calculations



Rte 7 @ Bell PI PHB - Photometrics Section View (Looking Northbound)

Rte 7 @ Bell PI PHB - Photometrics Orthogonal View

ARDOT Rte 7 At Bell PI PHB - Photometrics Basis of Design

LOCATION: HIGHWAY 7 AND BELL PLACE
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	68	131
		TRAFFIC SIGNAL QUANTITIES - HENDERSON ST				



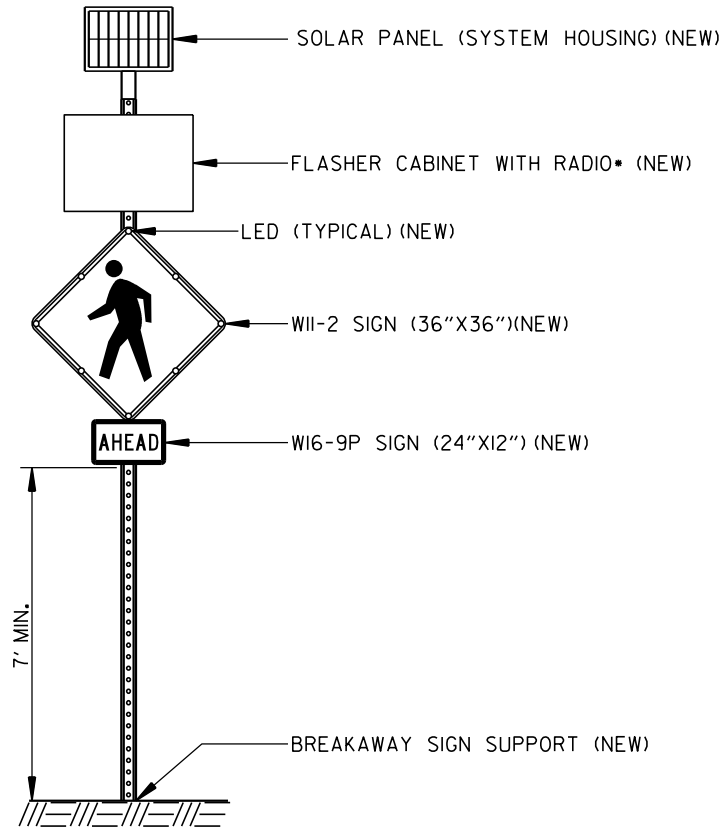
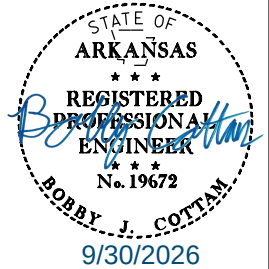
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB)	3	EACH
SP	EMBEDDED LED PEDESTRIAN ACTIVATED CROSSWALK SIGN	6	EACH
SP	PASSIVE PEDESTRIAN DETECTION SYSTEM	1	EACH
SP	IN-ROAD LIGHTING SYSTEM	1	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	210	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	105	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	55	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	195	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	EACH
SP	SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	36	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	4	EACH
SP & 733	360-DEGREE CAMERA	1	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	145	LIN. FT.
SP	LED ROADWAY ILLUMINATION POLE (16,800 LUMENS, COBRA, T-BASE, 30')	2	EACH

REMOVE EXISTING SOLAR PANELS AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

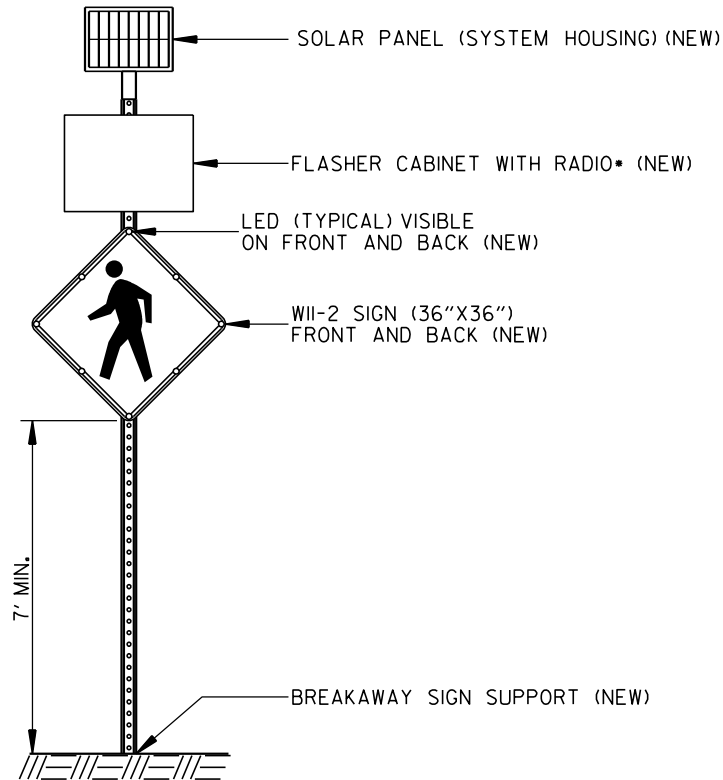
LOCATION: HIGHWAY 7 AND HENDERSON STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	69	131
SIGNALIZATION PLAN SHEET						

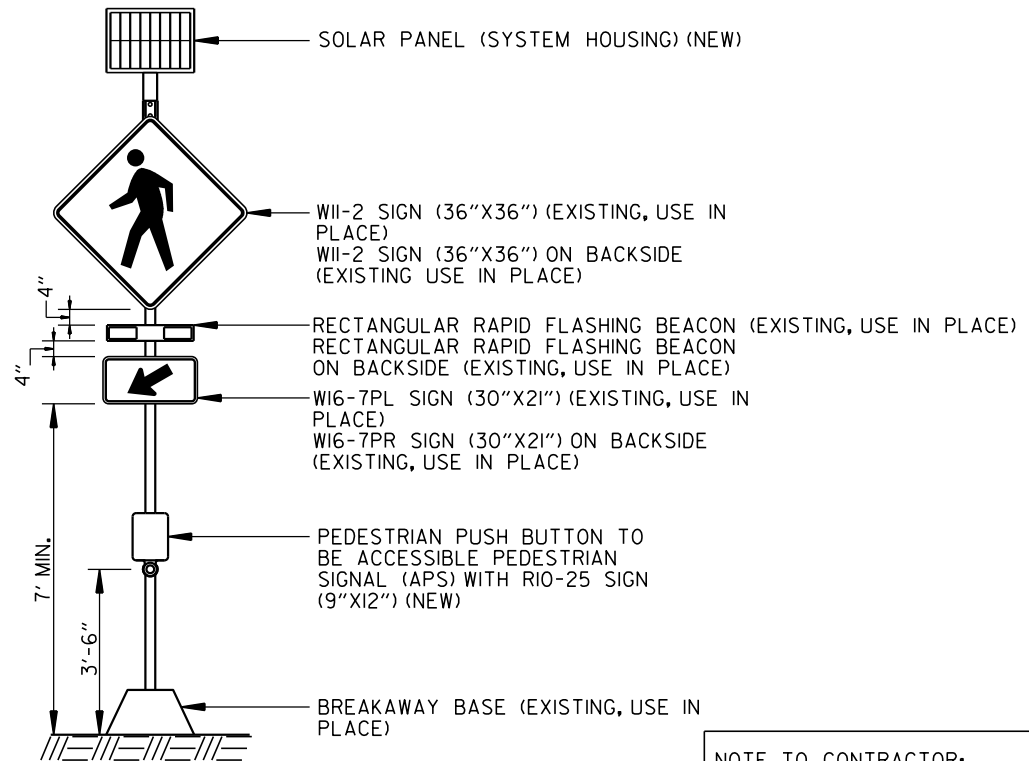


E & O

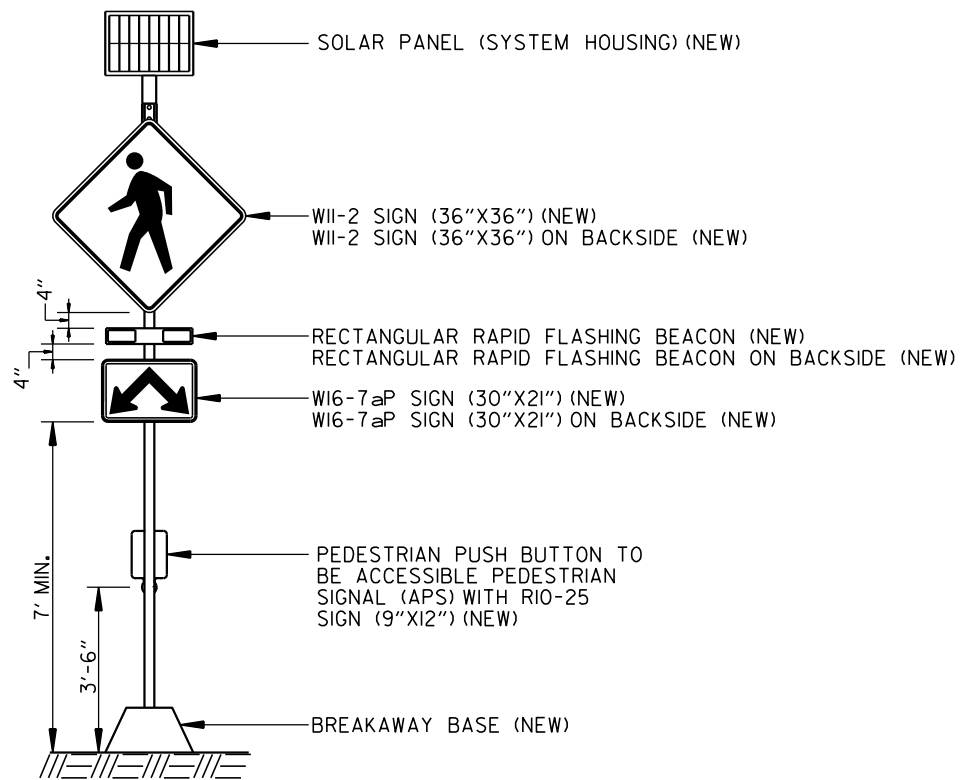
•FLASHER CABINET WITH RADIO CAN BE INTEGRATED WITH SOLAR PANEL (SYSTEM HOUSING)



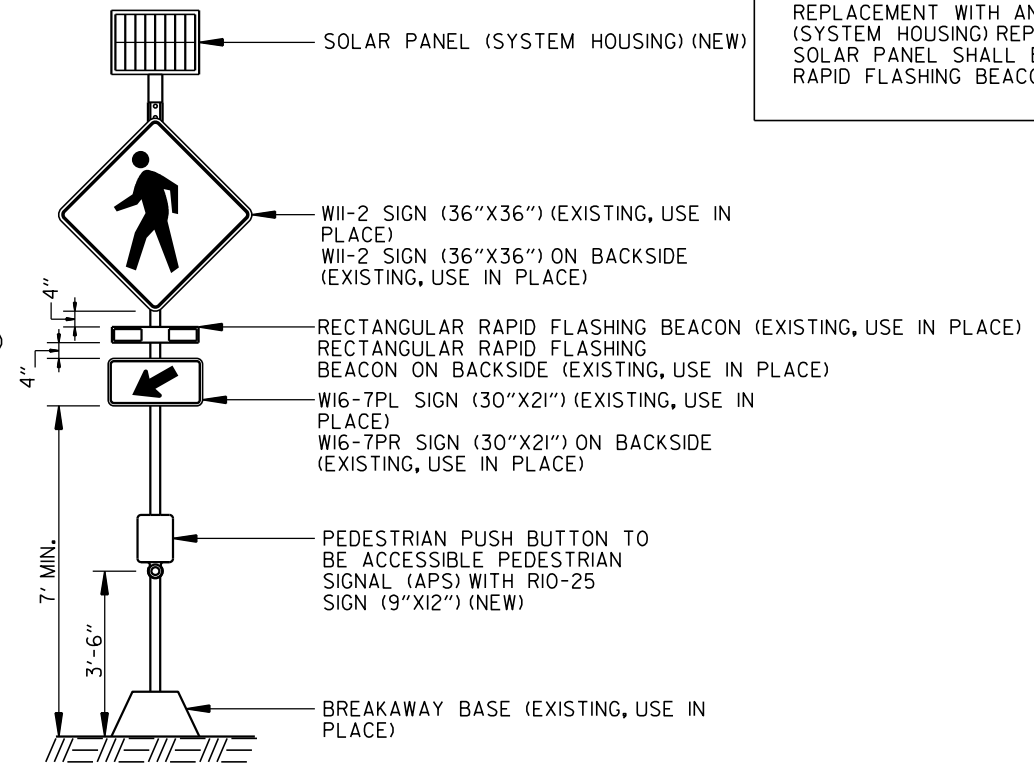
F & G
M & N



H



J



L

NOTE TO CONTRACTOR:

POLE H AND L SHALL BE USED IN PLACE. THE POLE, SIGNS AND LEDS SHALL BE USED IN PLACE. THE PUSHBUTTON SHALL BE REPLACED WITH AN APS AND THE SOLAR PANEL (SYSTEM HOUSING) SHALL BE REPLACED TO BE COMPATIBLE WITH THE APS, THE NEWLY INSTALLED RRFB J, AND THE PASSIVE PEDESTRIAN DETECTION SYSTEM. THE PUSHBUTTON REPLACEMENT WITH AN APS AND THE SOLAR PANEL (SYSTEM HOUSING) REPLACEMENT WITH AN APS-COMPATIBLE SOLAR PANEL SHALL BE PAID FOR UNDER THE RECTANGULAR RAPID FLASHING BEACON (RRBF) PAY ITEM.

LOCATION: HIGHWAY 7 AND HENDERSON STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

HIGHWAY 7 AND HENDERSON ST
POLE LOCATIONS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	70	131
SIGNALIZATION PLAN SHEET						

HIGHWAY 7 AND HENDERSON STREET
PULL BOX LOCATIONS

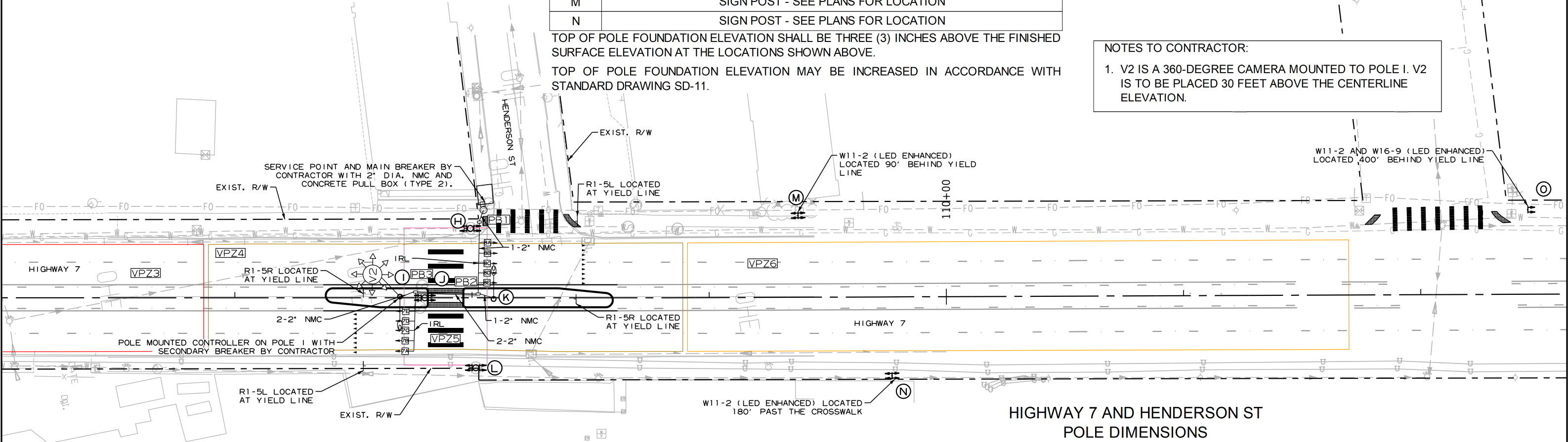
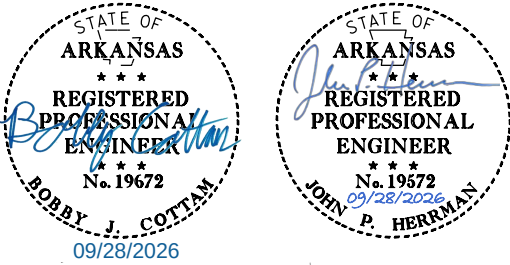
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 7 - STA. 108+03.12	31.95' LT.	993003.75, 1975597.66
PB2	2	HWY. 7 - STA. 108+02.60	1.60' LT.	993033.66, 1975592.54
PB3	2	HWY. 7 - STA. 107+76.17	2.43' LT.	993028.83, 1975566.54

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

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
F	SIGN POST - SEE PLANS FOR LOCATION		
G	SIGN POST - SEE PLANS FOR LOCATION		
H	EXISTING		
I	HWY. 7 - STA. 107+69.62	0.50' LT.	993029.74, 1975559.78
J	HWY. 7 - STA. 107+80.10	0.00'	993031.82, 1975570.05
K	HWY. 7 - STA. 108+09.12	0.50' RT.	993036.73, 1975598.66
L	EXISTING		
M	SIGN POST - SEE PLANS FOR LOCATION		
N	SIGN POST - SEE PLANS FOR LOCATION		

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. V2 IS A 360-DEGREE CAMERA MOUNTED TO POLE I. V2 IS TO BE PLACED 30 FEET ABOVE THE CENTERLINE ELEVATION.



DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH NORTH AND SOUTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES H, I, J AND K HAVE CLEAR ZONE
DISTANCE BETWEEN 1.5 AND 3 FEET
BEHIND CURB.

SIGN FACES



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



R1-5L
36" X 36"



R1-5R
36" X 36"

CROSSWALK WARNING
LIGHTS



IN-ROAD WARNING
LIGHTING
(IRWL)
7A-E & 8A-E

IN-ROAD LIGHTING SHALL BE PLACED
BETWEEN 5 AND 10 FEET FROM THE EDGE
OF THE CROSSWALK AT THE SAME SPACING
ON BOTH SIDES OF THE CROSSWALK.

HIGHWAY 7 AND HENDERSON ST
POLE DIMENSIONS

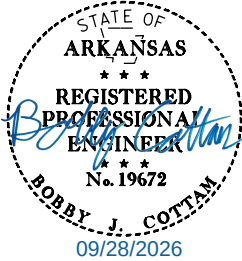
POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
F	SIGN POST	N/A	N/A	N/A	N/A	N/A	N/A
G	SIGN POST	N/A	N/A	N/A	N/A	N/A	N/A
H	EXISTING						
I	LIGHT	N/A	N/A	N/A	*** 30'	10'	98°
J	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
K	LIGHT	N/A	N/A	N/A	*** 30'	10'	279°
L	EXISTING						
M	SIGN POST	N/A	N/A	N/A	N/A	N/A	N/A
N	SIGN POST	N/A	N/A	N/A	N/A	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.
*** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE
"LED ROADWAY ILLUMINATION POLE SPECIAL PROVISION.



LOCATION: HIGHWAY 7 AND HENDERSON STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 40'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	71	131
SIGNALIZATION PLAN SHEET						



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

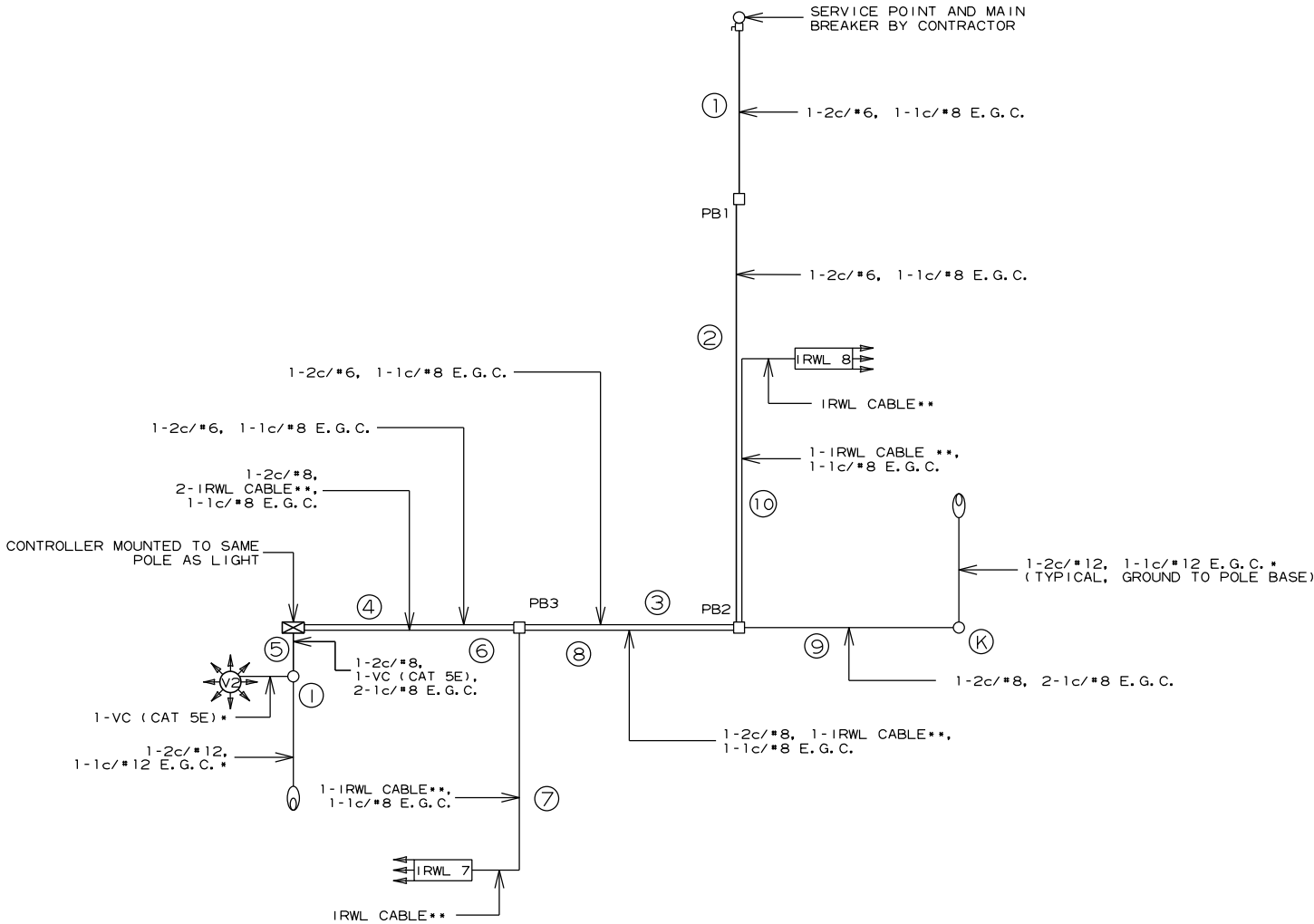
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)									
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT I	51	#8/#12 AWG	240	I	USE-2/UF	0.04	.50	0.12	2P/15A
LGT K	104	#8/#12 AWG	240	I	USE-2/UF	0.08	.50	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS									
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)								COMMENTS
	2C/#6 A.W.G. 2-IRWL CABLE #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-IRWL CABLE #8 A.W.G. E.G.C.	2C/#8 A.W.G. 1-IRWL CABLE #8 A.W.G. E.G.C.	2C/#8 A.W.G. 1-VC (CAT 5E) 2-IC/#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-IRWL CABLE #8 A.W.G. E.G.C.	1-VC (CAT 5E)	
1	17								4 6.10% 40%
2	37								31 6.10% 40%
3	31								25 6.10% 40%
4	17								6 6.10% 40%
5				6		45*		45*	1 7.68% 40%
6	17								6 11.42% 40%
7							28		25 4.86% 40%
8			31						25 8.24% 40%
9					11	45*			6 6.76% 40%
10							34		31 4.86% 40%

- POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN
- IRWL CABLE ASSUMED AS 5C/#14 A.W.G. FOR CONDUIT FILL CALCULATIONS

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 56.
 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.
 4. FOR SPECIFIC DETAILS ON IN ROAD LIGHTING WIRING AND INSTALLATION SEE SPECIAL PROVISION.



LOCATION: HIGHWAY 7 AND HENDERSON STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	72	131
HIGHWAY 7 (S) PHOTOMETRICS						



NB Rte 7 Horiz Illum Calc Zone

Average	3.2	fc
Maximum	3.9	fc
Minimum	1.9	fc
Max/Min	2.1:1	
Average/Min	1.7:1	

NB X-Walk Vert @ 7' Plane

Average	2.1	fc
Maximum	3.0	fc
Minimum	1.2	fc
Max/Min	2.5:1	
Average/Min	1.8:1	

SB Rte 7 Horiz Illum Calc Zone

Average	3.2	fc
Maximum	3.9	fc
Minimum	2.0	fc
Max/Min	2.0:1	
Average/Min	1.6:1	

SB X-Walk Vet @ 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

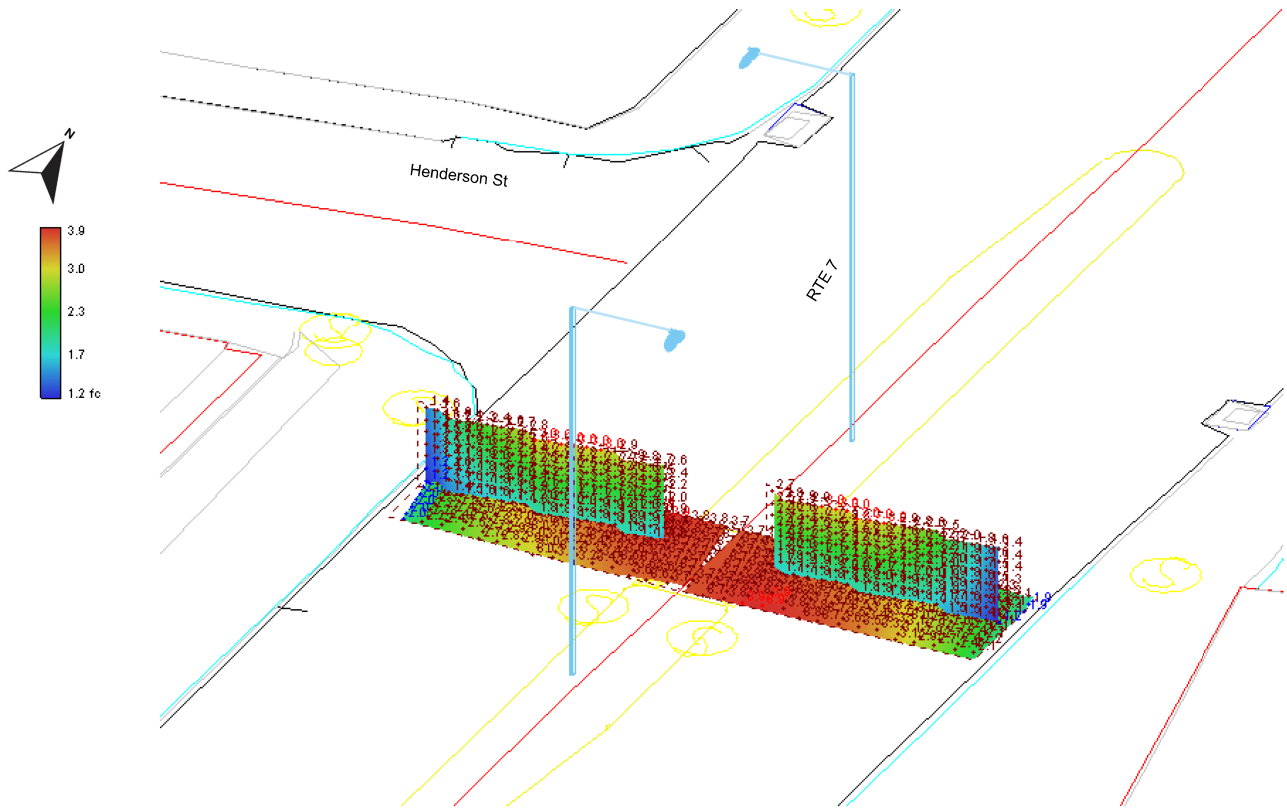
NOTE: 60% LIGHT INTENSITY REQUIRED TO MEET MINIMUM ILLUMINATION STANDARDS

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ft ²			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

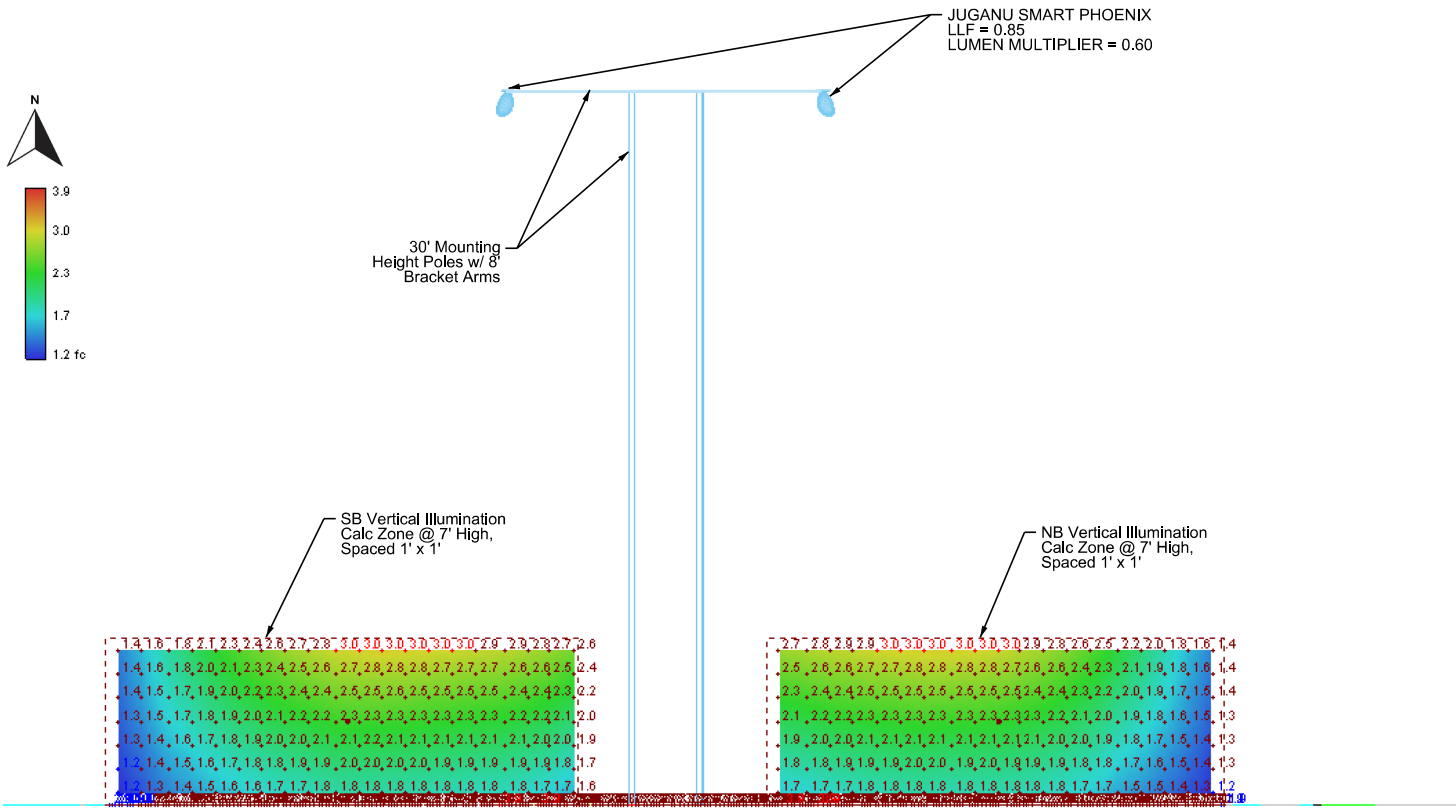
Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 recommendations.

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

Rte 7 @ Henderson Street RRHB - Photometrics Plan View



Rte 7 @ Henderson Street RRHB- Photometrics Orthogonal View

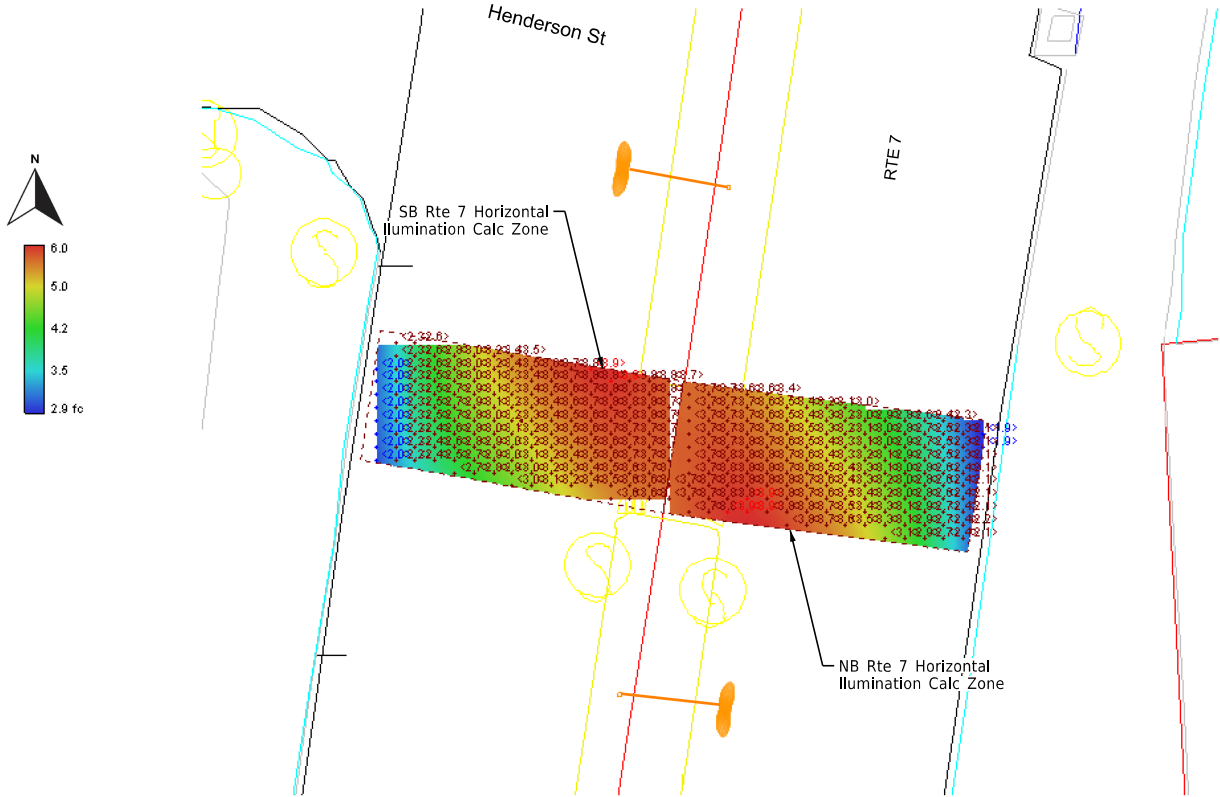


Rte 7 @ Henderson Street RRHB - Photometrics Section View (Looking Northbound)

ARDOT Rte 7 At Henderson Street RRHB - Photometrics Basis of Design

LOCATION:	HIGHWAY 7 AND HENDERSON STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
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.	061922	73	137
HIGHWAY 7 (S) PHOTOMETRICS						



NB Rte 7 Horiz Illum Calc Zone		
Average	4.9	fc
Maximum	6.0	fc
Minimum	2.9	fc
Max/Min	2.1:1	
Average/Min	1.7:1	

NB X-Walk Vert @ 7' Plane		
Average	3.2	fc
Maximum	4.7	fc
Minimum	1.9	fc
Max/Min	2.5:1	
Average/Min	1.7:1	

SB Rte 7 Horiz Illum Calc Zone		
Average	4.9	fc
Maximum	6.0	fc
Minimum	3.0	fc
Max/Min	2.0:1	
Average/Min	1.6:1	

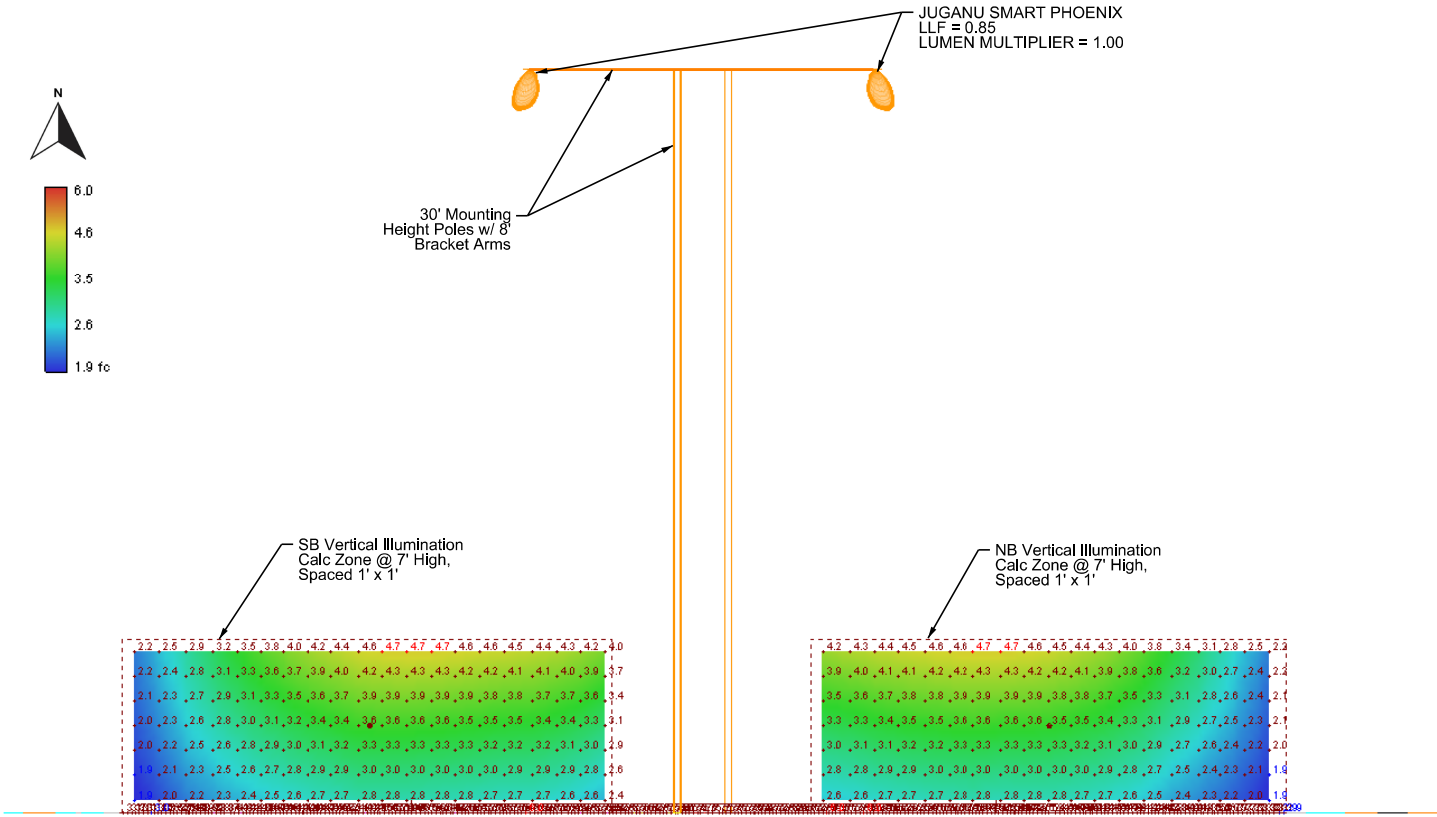
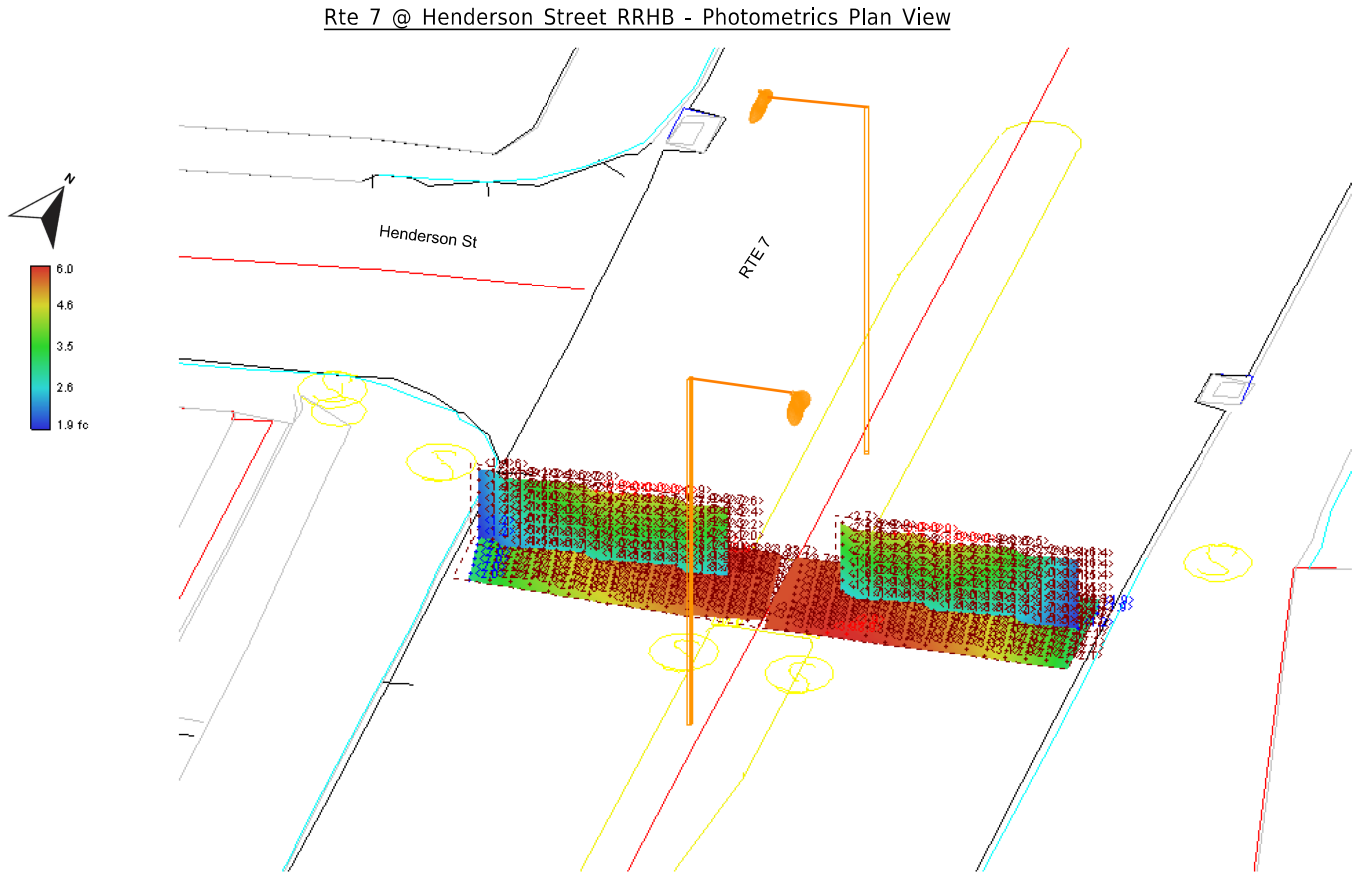
SB X-Walk Vet @ 7' Plane		
Average	3.2	fc
Maximum	4.7	fc
Minimum	1.9	fc
Max/Min	2.5:1	
Average/Min	1.7:1	

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ftc			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 recommendations.

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

Horizontal & Vertical Illuminance Calculations



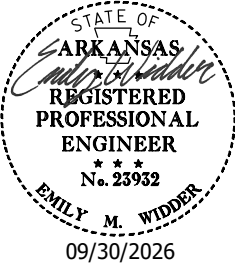
Rte 7 @ Henderson Street RRHB - Photometrics Section View (Looking Northbound)

Rte 7 @ Henderson Street RRHB- Photometrics Orthogonal View

ARDOT Rte 7 At Henderson Street RRHB - Photometrics Basis of Design

LOCATION:	HIGHWAY 7 AND HENDERSON STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
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.	061922	74	131
		TRAFFIC SIGNAL QUANTATIES - SPRING ST				



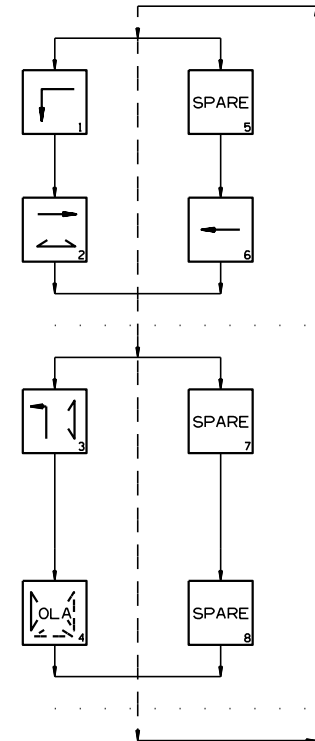
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	LED BLANK OUT SIGN	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1250	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	555	LIN. FT.
SP	ELECTRICAL CONDUCTORS IN CONDUIT (1C/8 A.W.G., E.G.C.)	500	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	85	LIN. FT.
710	NON-METALLIC CONDUIT (3")	330	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM

REMOVE EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES B, C, E, G, & H, LED BLANK-OUT SIGN 14, COUNTDOWN PEDESTRIAN SIGNAL HEADS 12 & 13, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 3 & PULL BOX 5 WHICH ARE TO BE TYPE 2 PULL BOXES. MAINTAIN THE EXISTING VIDEO DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON VISIBLE, ABOVE GROUND SIGNAL INFRASTRUCTURE. PREVIOUS DESIGN PLANS FOR THIS INTERSECTION WERE UNAVAILABLE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION: HIGHWAY 7 AND SPRING STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

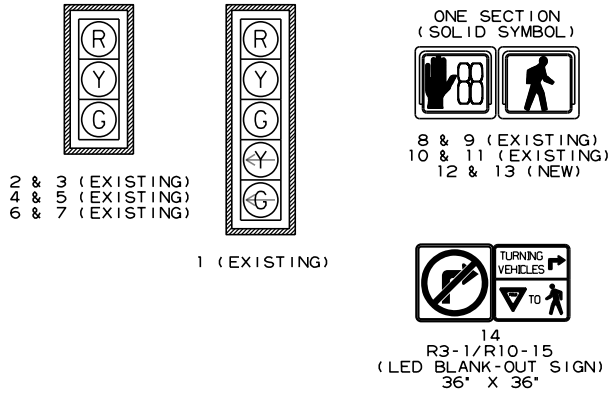
PHASING DIAGRAM



OLA = PED OLA FOR PED Ø2 & Ø3
OLA = Ø4

SIGNAL FACES

12" LENSES



- NOTES:
- REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 - 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.
 - IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S FOR PHASE 2.
 - ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.
 - EXCLUSIVE PEDESTRIAN PHASE SHALL ONLY OPERATE UPON ACTIVATION OF THE PEDESTRIAN PUSH BUTTON.
 - PHASE 3 SHALL OPERATE WHEN THE PUSH BUTTON IS ACTUATED ON POLE E OR G.

HIGHWAY 7 AND SPRING STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	HWY. 7 - STA. 201+76.54	23.00' RT.	994831.59, 1984895.65
C	HWY. 7 - STA. 201+70.46	31.93' RT.	994840.50, 1984889.06
D	EXISTING		
E	HWY. 7 - STA. 201+11.95	19.58' RT.	994826.24, 1984830.51
F	EXISTING		
G	HWY. 7 - STA. 201+15.98	22.07' LT.	9974784.73, 1984835.90
H	HWY. 7 - STA. 201+66.31	24.05' LT.	9974784.41, 1984886.27

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

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

HIGHWAY 7 AND SPRING STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	2	HWY. 7 - STA. 201+18.87	24.47' RT.	994831.34, 1984837.27
PB4	EXISTING			
PB5	2	HWY. 7 - STA. 201+61.59	23.70' LT.	994784.60, 1984881.54

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

DESIGN PARAMETERS

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

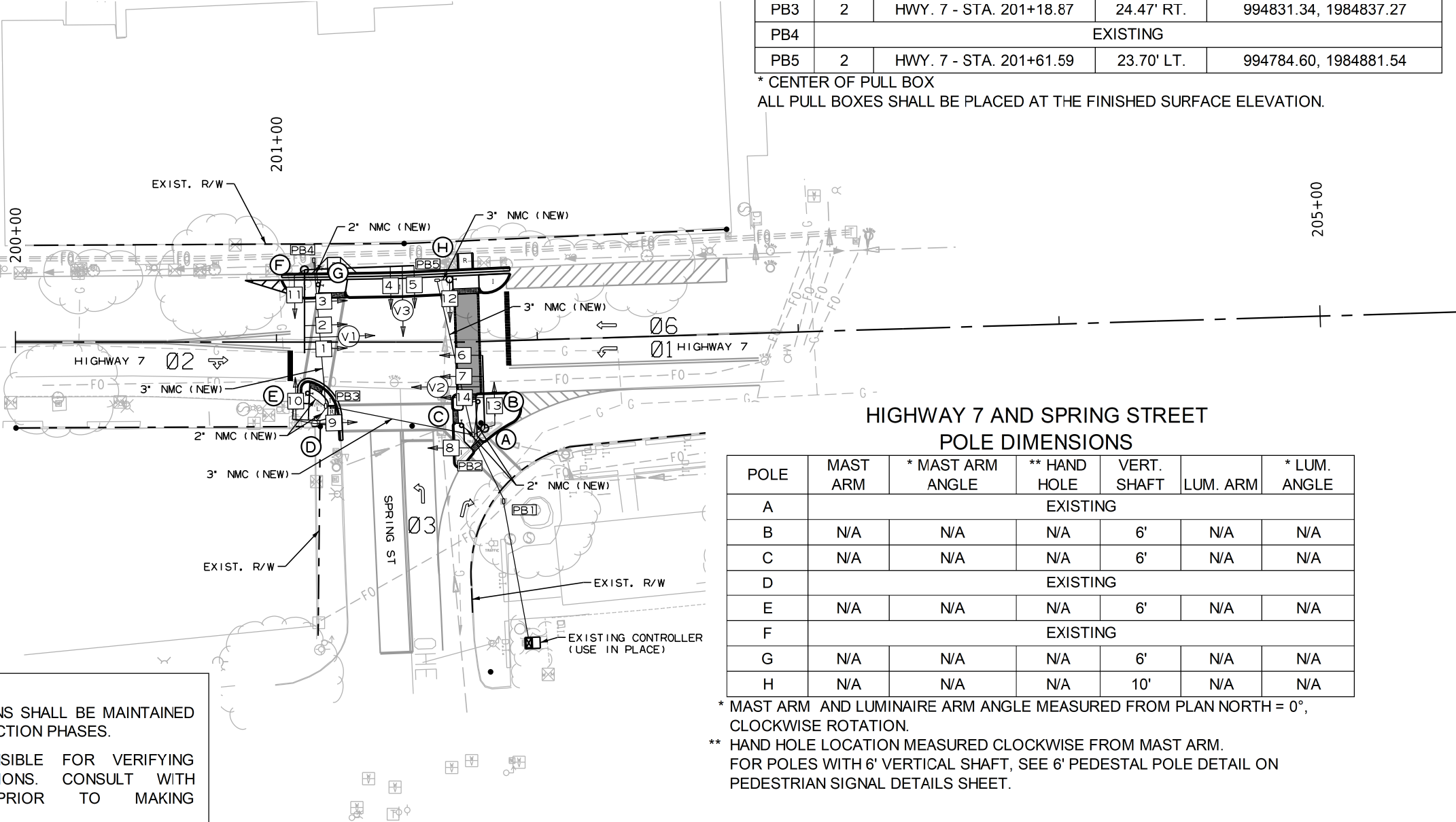
YES BUS STOPS IN NORTHWEST QUADRANT
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
YES PARKING
NO SIGHT DISTANCE RESTRICTIONS

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLE A, B, AND C HAVE CLEAR ZONE
DISTANCE BETWEEN 2 FEET AND 4 FEET
BEHIND CURB.

NOTES TO CONTRACTOR:

- TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.
- ALL EXISTING SIGNAL INFRASTRUCTURE AND PHASING SHOWN FOR REFERENCE PURPOSE ONLY. EXISTING VIDEO DETECTION TO REMAIN.
- V1, V2, AND V3 ARE EXISTING VIDEO DETECTORS.

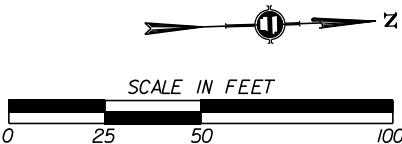


HIGHWAY 7 AND SPRING STREET
POLE DIMENSIONS

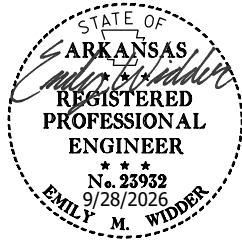
POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	EXISTING					
B	N/A	N/A	N/A	6'	N/A	N/A
C	N/A	N/A	N/A	6'	N/A	N/A
D	EXISTING					
E	N/A	N/A	N/A	6'	N/A	N/A
F	EXISTING					
G	N/A	N/A	N/A	6'	N/A	N/A
H	N/A	N/A	N/A	10'	N/A	N/A

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

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.



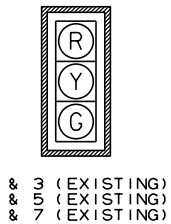
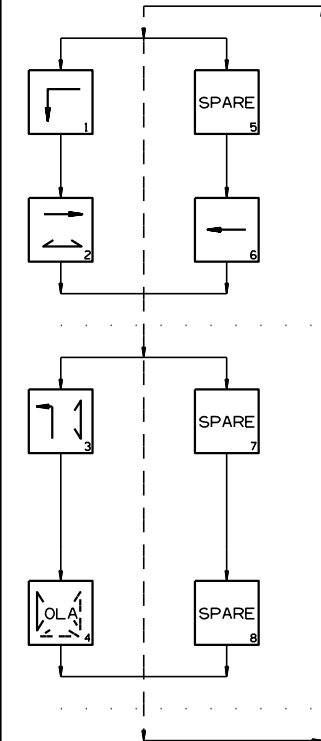
LOCATION: HIGHWAY 7 AND SPRING STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 50'
DRAWN BY: MEW



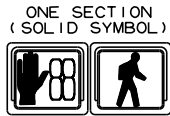
PHASING DIAGRAM

SIGNAL FACES

12" LENSES



1 (EXISTING)



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



14
R3-1/R10-15
(LED BLANK-OUT SIGN)
36" X 36"

NOTES:

- REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
- 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.
- IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3S TO 7S FOR PHASE 2.
- ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.
- EXCLUSIVE PEDESTRIAN PHASE SHALL ONLY OPERATE UPON ACTIVATION OF THE PEDESTRIAN PUSH BUTTON.
- PHASE 3 SHALL OPERATE WHEN THE PUSH BUTTON IS ACTUATED ON POLE E OR G.

OLA = PED OLA FOR PED Ø2 & Ø3
OLA = Ø4

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922

DETECTOR SYSTEM DESCRIPTION: JOB 061922											
HIGHWAY 7 AND SPRING STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS			BY	PROGRAM ASSIGNMENTS			COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	LOCAL	MASTER SYSTEM		
								SYSTEM DET. #	DETECTOR NUMBERS		
PHASE 1	SB VIDEO DETECTION - V1										FIELD VERIFY
PHASE 2	NB VIDEO DETECTION - V2										FIELD VERIFY
PHASE 3	WB VIDEO DETECTION - V3										FIELD VERIFY
PHASE 6	SB VIDEO DETECTION - V1										FIELD VERIFY
PB2 A&B	SPRING ST. E. LEG										FIELD VERIFY; MODIFIED
PB3 A&B	HWY. 7 N. LEG										MODIFIED
PB4 A&B	HWY. 7 S. LEG	PED.				P4	4				MODIFIED
					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

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	77	131
SIGNALIZATION PLAN SHEET						



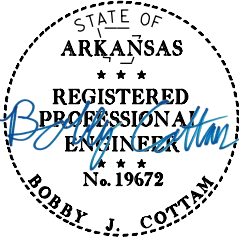
INTERVAL CHART

SIGNAL FACES	HIGHWAY 7 AND SPRING STREET								FLASH SEQUENCE
	1+6	CLR.	2+6	CLR.	3	CLR.	4	CLR.	
1	G	**	G	**	R	R	R	R	R
2 & 3	G	**	G	**	R	R	R	R	R
4 & 5	R	R	R	R	G	Y	R	R	R
6 & 7	R	R	G	Y	R	R	R	R	R
8 & 9	DW	DW	W	FDW	DW	DW	W	FDW	BLK
10 & 11	DW	DW	DW	DW	DW	DW	W	FDW	BLK
12 & 13	DW	DW	DW	DW	W	FDW	W	FDW	BLK
14	BLK	BLK	R10-15	R10-15	BLK	BLK	R3-1	R3-1	BLK

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

LOCATION: HIGHWAY 7 AND SPRING STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	78	131
TRAFFIC SIGNAL QUANTITIES - EXCHANGE ST PARKING PLAZA						

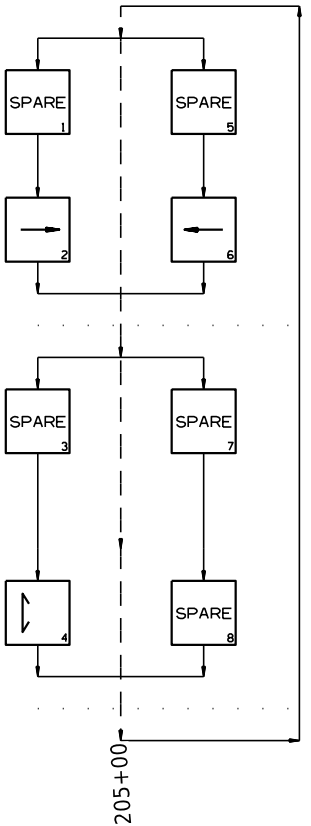


TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	70	LIN. FT.
SP	CELLULAR MODEM	1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	4	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	370	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	620	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	130	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	380	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	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.)	170	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	50	LIN. FT.
710	NON-METALLIC CONDUIT (3")	230	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (42')	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	22	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	2	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 20')	1	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 30')	1	EACH

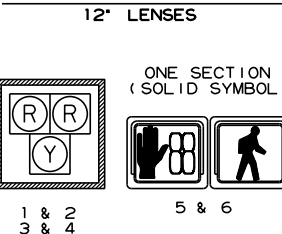
REMOVE EXISTING RRFB POLES AND FOUNDATIONS, AND REMOVE EXISTING DECORATIVE STREET LIGHT POLE. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA		
CITY:	HOT SPRINGS		
COUNTY:	GARLAND		
DISTRICT:	6	SCALE:	N/A
		DRAWN BY:	MEW

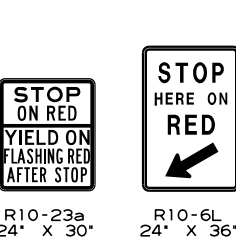
PHASING DIAGRAM



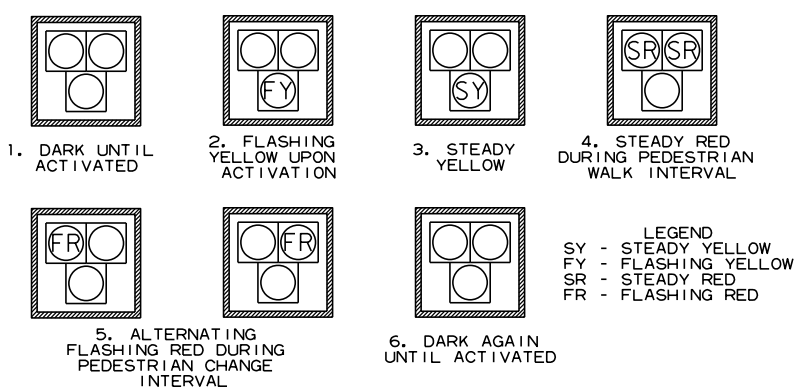
SIGNAL FACES



SIGN FACES

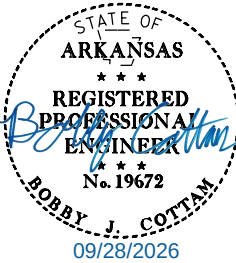


SEQUENCE FOR PEDESTRIAN HYBRID BEACON



- SIGNAL FACE NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. PEDESTRIAN HYBRID BEACON SIGNAL HEAD INDICATIONS SHALL BE DARK (NOT ILLUMINATED) DURING PERIODS BETWEEN ACTUATIONS.
 4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 5. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
 6. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
 7. PEDESTRIAN HYBRID BEACON SHALL BE COORDINATED WITH ADJACENT SIGNALS. COORDINATE WITH THE CITY OF HOT SPRINGS.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	79	131
SIGNALIZATION PLAN SHEET						



NOTE TO CONTRACTOR:
COORDINATE ANTENNA ORIENTATION
WITH CITY OF HOT SPRINGS.

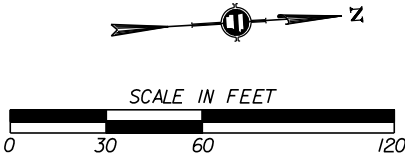
INTERVAL CHART

SIGNAL FACES	HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA PEDESTRIAN HYBRID					FLASH SEQUENCE
	2+6	ACT.	CLR.	4	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

HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PED	N/A	N/A	N/A	10'	N/A	N/A
B	PHB	42'	90°	180°	21'	N/A	N/A
C	LIGHT	N/A	N/A	180°	***20'	8'	270°
D	LIGHT	N/A	N/A	180°	***30'	8'	107°

- * MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
- ** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM OR LUMINAIRE ARM IF NO MAST ARM PRESENT.
- *** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION



LOCATION:	HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	1" = 60'
DRAWN BY:	MEW

HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 7 - STA. 209+43.96	26.42' RT.	994832.85, 1985663.34
B	HWY. 7 - STA. 209+64.25	26.50' LT.	994779.79, 1985683.18
C	HWY. 7 - STA. 209+02.31	28.38' RT.	994806.78, 1985621.46
D	HWY. 7 - STA. 209+93.19	32.30' LT.	994774.37, 1985713.88

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

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

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

HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 7 - STA. 209+30.24	26.89' RT.	994833.43, 1985649.63
PB2	2	HWY. 7 - STA. 209+71.05	27.33' LT.	994778.89, 1985689.97
PB3	2 HD	HWY. 7 - STA. 209+06.74	27.69' RT.	994834.44, 1985626.13

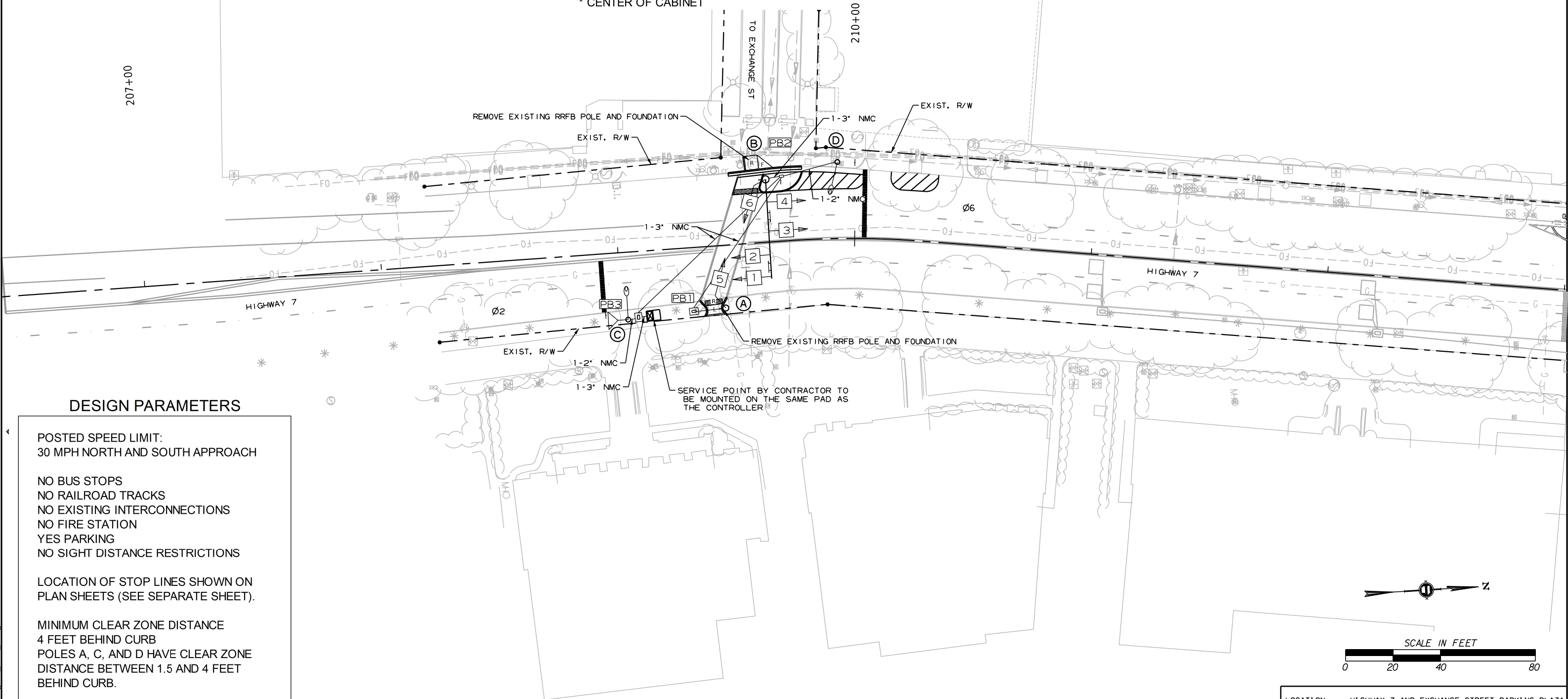
* CENTER OF PULL BOX

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

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 7 - STA. 209+11.56	27.46' RT.	994834.17, 1985630.95

* CENTER OF CABINET



DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH NORTH AND SOUTH APPROACH

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

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

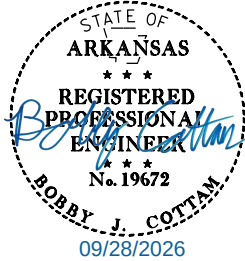
MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES A, C, AND D HAVE CLEAR ZONE
DISTANCE BETWEEN 1.5 AND 4 FEET
BEHIND CURB.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	80	131
SIGNALIZATION PLAN SHEET						



LOCATION: HIGHWAY 7 AND EXCHANGE STREET PARKING PLAZA
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 40'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	81	131
SIGNALIZATION PLAN SHEET						



ELECTRICAL SERVICE DATA TABLE							
ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
I	NEW	NE CORNER	I20/240 VAC	60A	#6	3"	LIGHTING + PHB

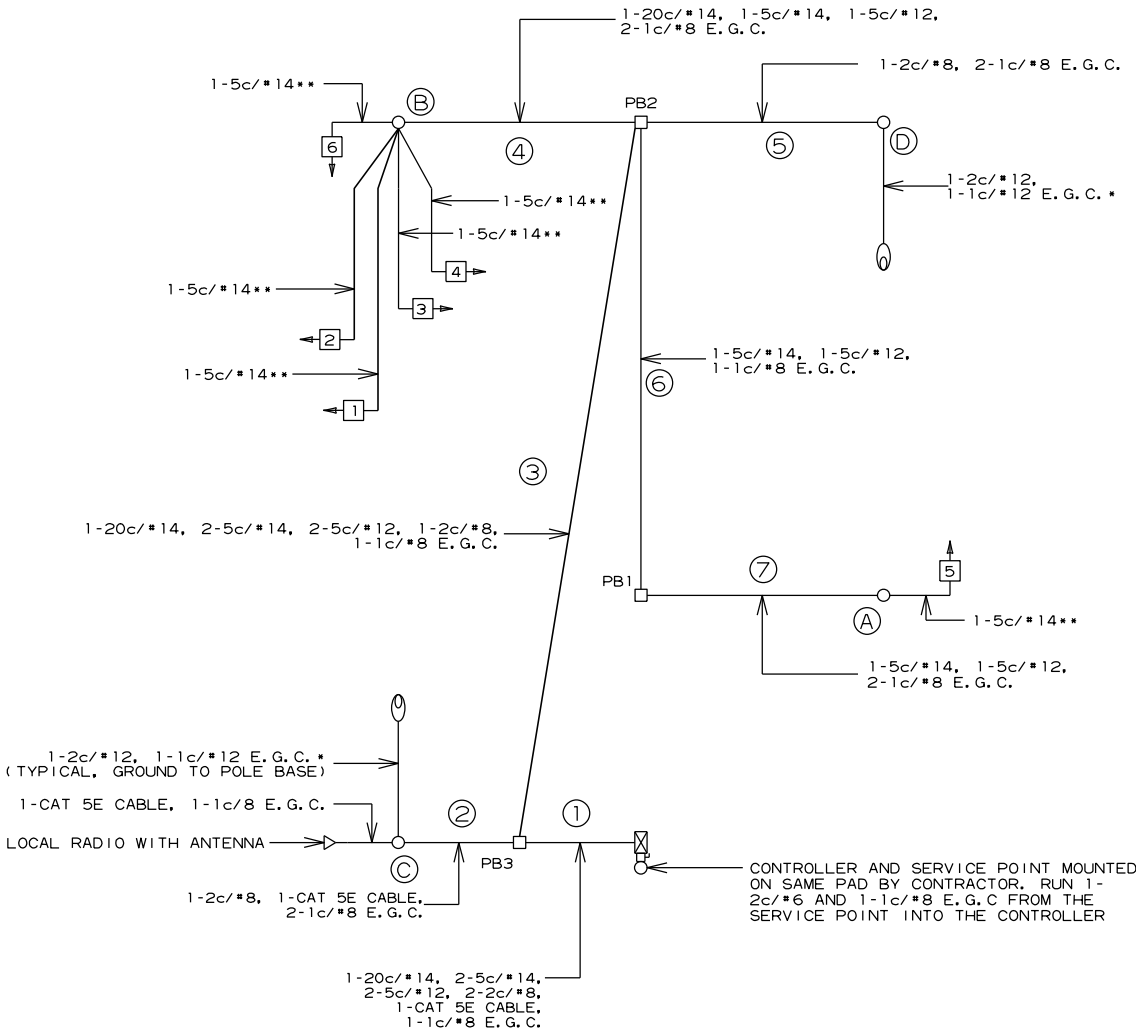
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (I20/240V)									
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT C	57	#8/#12 AWG	240	I	USE-2/UF	0.04	0.52	0.12	2P/I5A
LGT D	I77	#8/#12 AWG	240	I	USE-2/UF	0.13	0.52	0.12	2P/I5A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS														
CONDUIT RUN NO. X	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)											*CONDUIT SIZE/LENGTH (FEET)		COMMENTS
	5C/#14 A.W.G. 5C#12 A.W.G. 2-1C/#8 A.W.G., E.G.C.	20C/#14 A.W.G. 2-5C/#14 A.W.G. 2-5C/#12 A.W.G. 1-CAT 5E CABLE #8 A.W.G. E.G.C.	20C/#14 A.W.G. 2-5C/#14 A.W.G. 2-5C/#12 A.W.G. 2C/#8 A.W.G. E.G.C.	20C/#14 A.W.G. 5C/#14 A.W.G. 5C/#12 A.W.G. 2-1C/#8 A.W.G. E.G.C.	5C/#14 A.W.G. 5C/#12 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 1-CAT 5E CABLE 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#12 A.W.G. #12 A.W.G. E.G.C.	5C/#12 A.W.G.	5C/#14 A.W.G.	CAT 5E CABLE	2"	3"	
1		I5										2	I6.45%	40%
2						7		35•			45•	2	7.68%	40%
3			89									83	14.50%	40%
4				8					I2••	242••		5	10.51%	40%
5							28	45•				23	6.76%	40%
6					73							67	3.99%	40%
7	20								9••	20••		I2	4.76%	40%

- POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN
- SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN

WIRING DIAGRAM

- NOTES TO CONTRACTOR:
- ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 - SEE GROUNDING ARRAY DETAIL ON SHEET 55.
 - 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 7 AND EXCHANGE STREET PARKING PLAZA				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A'	DRAWN BY:	JHS



NB Rte 7 Horiz Illum Calc Zone

Average	2.5	fc
Maximum	3.0	fc
Minimum	1.6	fc
Max/Min	1.9:1	
Average/Min	1.6:1	

NB X-Walk Vert @ 7' Plane

Average	3.5	fc
Maximum	4.4	fc
Minimum	1.8	fc
Max/Min	2.4:1	
Average/Min	1.9:1	

SB Rte 7 Horiz Illum Calc Zone

Average	2.4	fc
Maximum	2.8	fc
Minimum	1.9	fc
Max/Min	1.5:1	
Average/Min	1.3:1	

SB X-Walk Vert @ 7' Plane

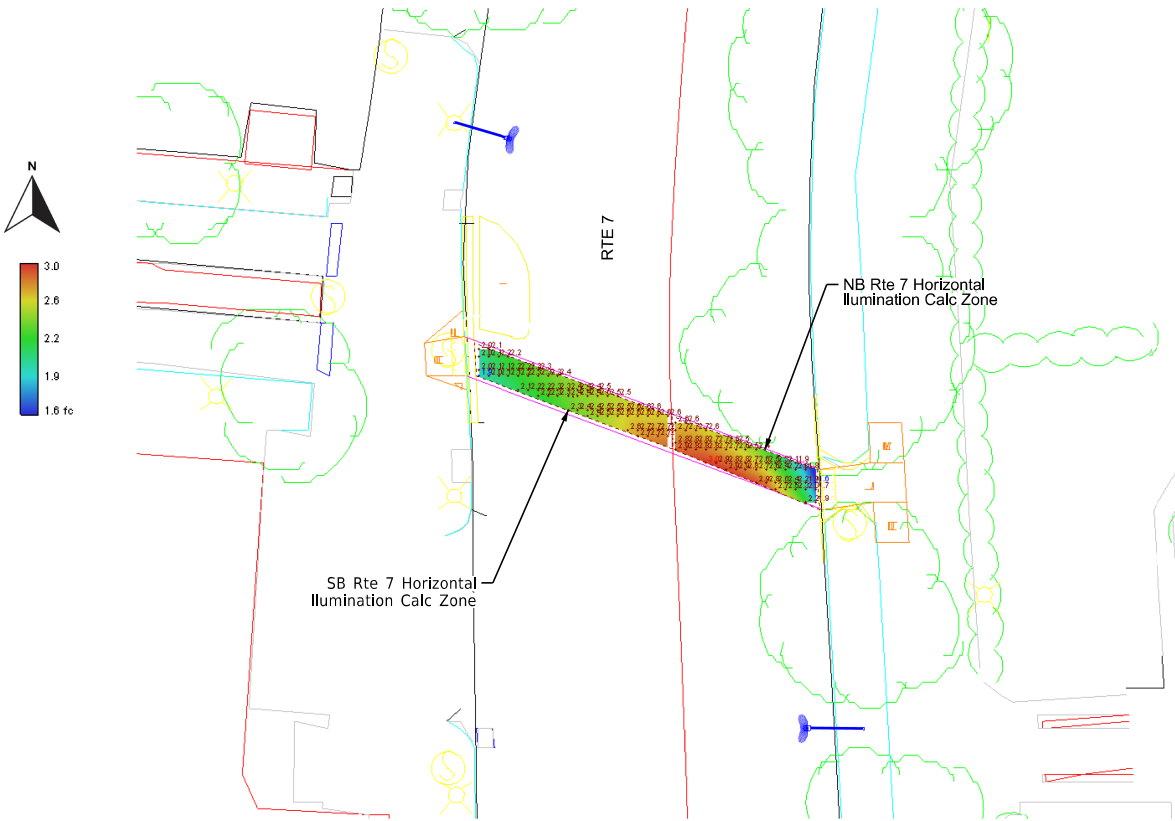
Average	2.9	fc
Maximum	4.0	fc
Minimum	1.9	fc
Max/Min	2.1:1	
Average/Min	1.5:1	

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

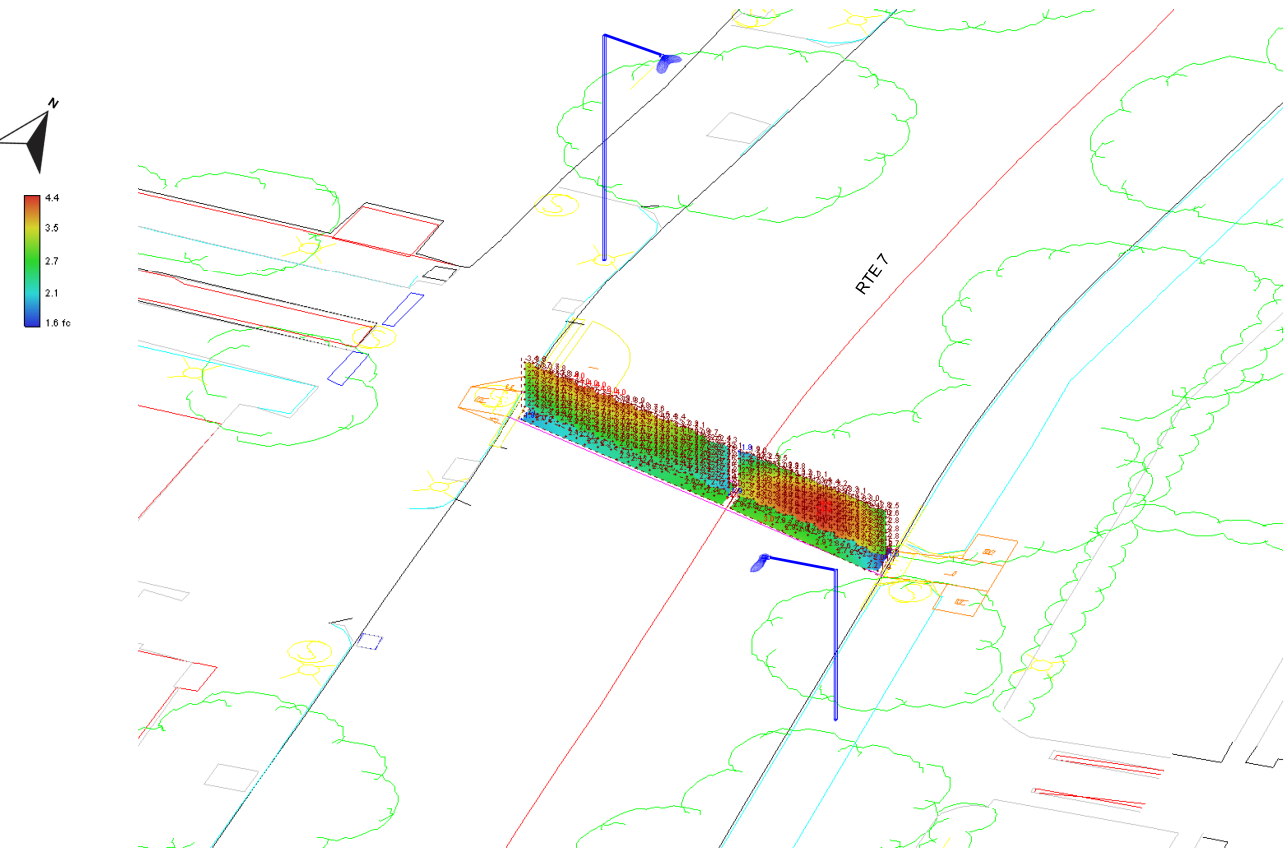
Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 recommendations.

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

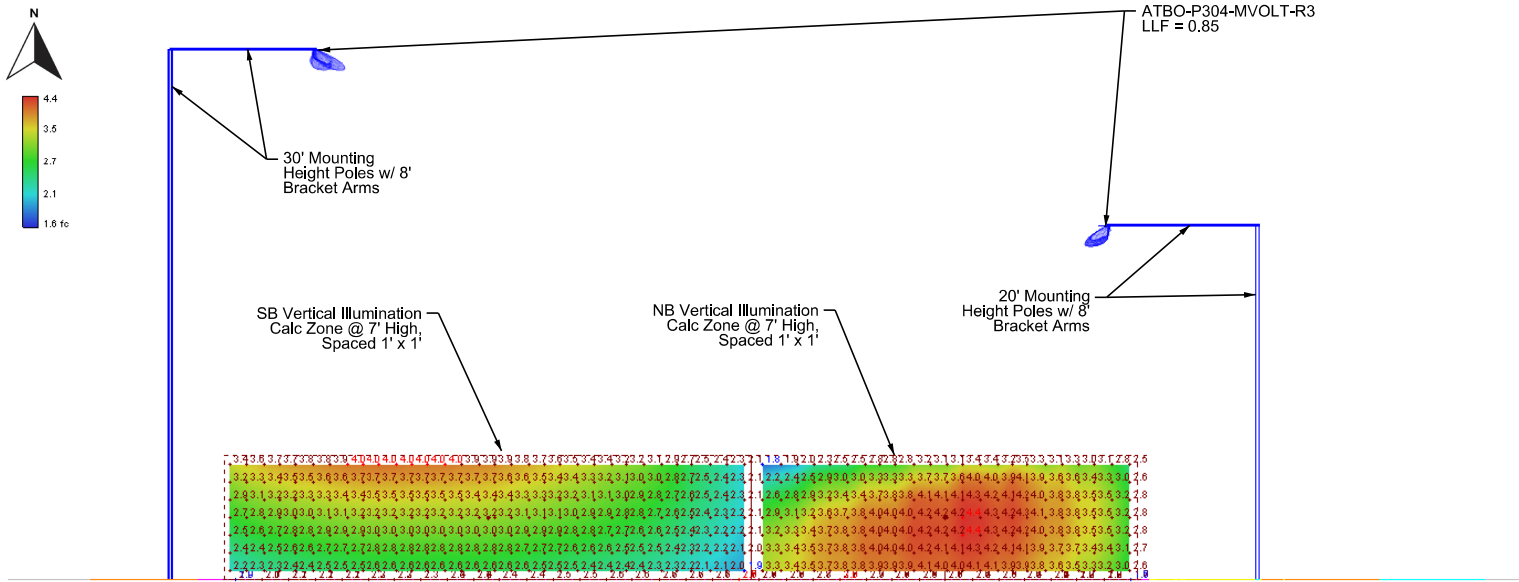
Horizontal & Vertical Illuminance Calculations



Rte 7 @ Exchange Street PHB - Photometrics Plan View



Rte 7 @ Exchange Street PHB- Photometrics Orthogonal View



Rte 7 @ Exchange Street PHB - Photometrics Section View (Looking Northbound)

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	83	131
		TRAFFIC SIGNAL QUANTITIES - MOUNTAIN ST				



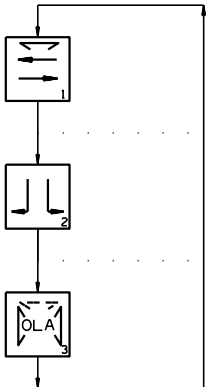
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	LED BLANK OUT SIGN	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	6	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	990	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	550	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	1050	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	65	LIN. FT.
710	NON-METALLIC CONDUIT (3")	150	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	5	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM

REMOVE EXISTING POLE F AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES C, D, E, & G, LED BLANK-OUT SIGN 13, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 3, 5, 6, 7, & 13 WHICH ARE TO BE TYPE 2 PULL BOXES. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

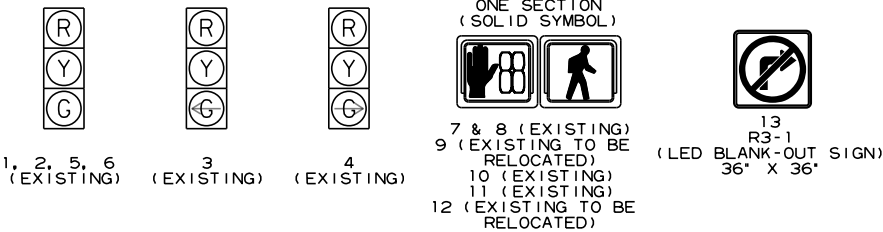
LOCATION:	HIGHWAY 7 AND MOUNTAIN STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



- 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 RAMP AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
 3. IMPLEMENT LPI (LEADIN 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.
 6. EXCLUSIVE PEDESTRIAN PHASE SHALL ONLY OPERATE UPON ACTIVATION OF THE PEDESTRIAN PUSH BUTTON.

HIGHWAY 7 AND MOUNTAIN STREET

POLE LOCATIONS

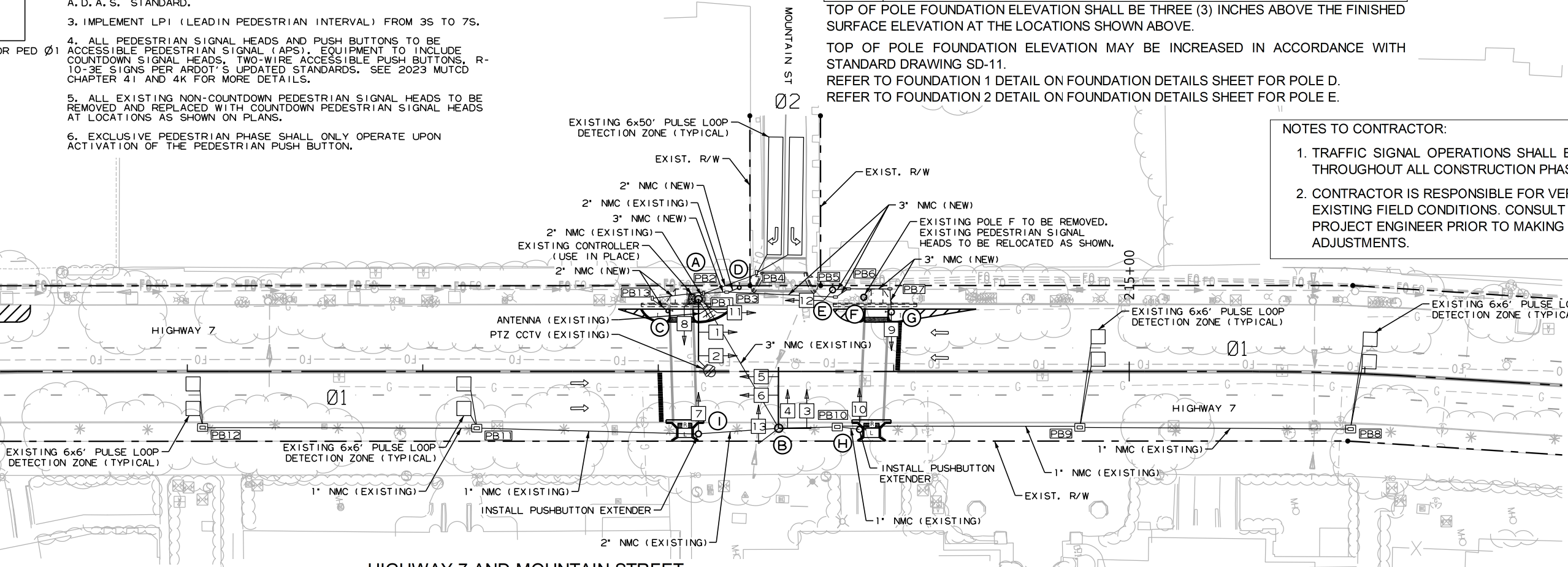
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING		
C	HWY. 7 - STA. 213+04.08	25.75' LT.	994822.65, 1986023.97
D	HWY. 7 - STA. 213+34.41	35.62' LT.	994817.08, 1986055.38
E	HWY. 7 - STA. 213+74.05	34.63' LT.	994823.56, 1986094.49
F	EXISTING TO BE REMOVED		
G	HWY. 7 - STA. 213+98.99	25.25' LT.	994836.30, 1986117.90
H	EXISTING		
I	EXISTING		

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

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

REFER TO FOUNDATION 1 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE D.
REFER TO FOUNDATION 2 DETAIL ON FOUNDATION DETAILS SHEET FOR POLE E.

- 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:
30 MPH NORTH AND SOUTH APPROACH
30 MPH WEST APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
YES PARKING
YES SIGHT DISTANCE RESTRICTIONS
FROM WEST APPROACH

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES B, G, H, & I HAVE CLEAR ZONE
DISTANCE BETWEEN 1.5 FEET AND 4
FEET BEHIND CURB.

HIGHWAY 7 AND MOUNTAIN STREET

PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	EXISTING			
PB2	EXISTING			
PB3	2	HWY. 7 - STA. 213+29.11	33.70' LT	994818.24, 1986049.86
PB4	EXISTING			
PB5	2	HWY. 7 - STA. 213+75.24	31.62' LT.	994826.70, 1986095.25
PB6	2	HWY. 7 - STA. 213+80.81	35.09' LT.	994824.04, 1986101.25
PB7	2	HWY. 7 - STA. 213+98.41	35.05' LT.	994826.51, 1986118.67
PB8	EXISTING			
PB9	EXISTING			
PB10	EXISTING			
PB11	EXISTING			
PB12	EXISTING			
PB13	2	HWY. 7 - STA. 212+97.50	31.13' LT.	994816.41, 1986018.20

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

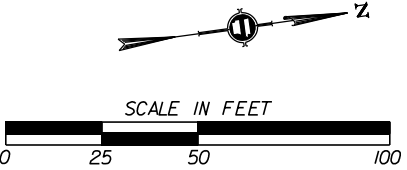
HIGHWAY 7 AND MOUNTAIN STREET

POLE DIMENSIONS

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

* 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.

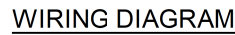
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	84	131
SIGNALIZATION PLAN SHEET						



LOCATION: HIGHWAY 7 AND MOUNTAIN STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 50'
DRAWN BY: MEW

STATE OF
ARKANSAS
Emily M. Widder
**REGISTERED
 PROFESSIONAL
 ENGINEER**

No. 23932
9/28/2026
EMILY M. WIDDER



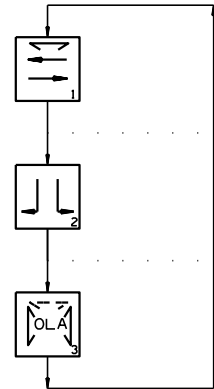
1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. SEE GROUNDING ARRAY DETAIL ON SHEET 56.
4. ALL EXISTING INFRASTRUCTURE SHOWN FOR REFERENCE PURPOSE ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.
6. REUSE THE EXISTING 1-5c/#14 FOR THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. THE NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD WILL REPLACE THE EXISTING NON-COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED FROM THIS POLE.

9/28/2026 11:22:13 AM
....\061922 Mountain St SIG WIRING.dgn

PHASING DIAGRAM

SIGNAL FACES

12 LENSES



OLA = PED OLA FOR PED Ø1
OLA = Ø3



1, 2, 5, 6
(EXISTING)



3
(EXISTING)



4
(EXISTING)



7 & 8 (EXISTING)
9 (EXISTING TO BE
RELOCATED)
10 (EXISTING)
11 (EXISTING)
12 (EXISTING TO BE
RELOCATED)



13
R3-1
(LED BLANK-OUT SIGN)
36" X 36"

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 (LEAD IN 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.

6. EXCLUSIVE PEDESTRIAN PHASE SHALL ONLY OPERATE UPON ACTIVATION OF THE PEDESTRIAN PUSH BUTTON.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922										
HIGHWAY 7 AND MOUNTAIN STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS	
PHASE 1	NB & SB LOOP DETECTION									FIELD VERIFY
PHASE 2	EB LOOP DETECTION									FIELD VERIFY
PB1 A&B	MOUNTAIN ST. W. LEG									FIELD VERIFY; MODIFIED
PB1&2 A&B	EXCLUSIVE PED PHASE	PED.				P3	3			
					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.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 7 AND MOUNTAIN STREET						FLASH SEQUENCE
	1	CLR.	2	CLR.	3	CLR.	
1 & 2	G	Y	R	R	R	R	R
3	R	R	←G	Y	R	R	R
4	R	R	G→	Y	R	R	R
5 & 6	G	Y	R	R	R	R	R
7 & 8	DW	DW	DW	DW	W	FDW	BLK
9 & 10	DW	DW	DW	DW	W	FDW	BLK
11 & 12	W	FDW	DW	DW	W	FDW	BLK
13	ON	ON	BLK	BLK	ON	ON	BLK

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

LOCATION: HIGHWAY 7 AND MOUNTAIN STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	87	131
		TRAFFIC SIGNAL QUANTITIES - THE WATERS HOTEL				



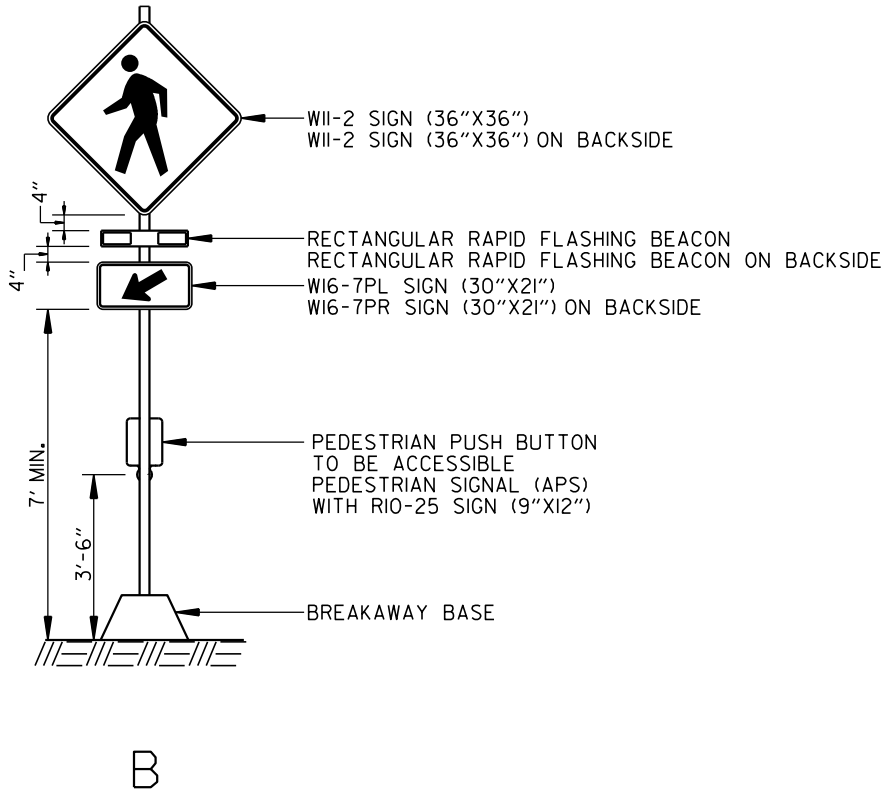
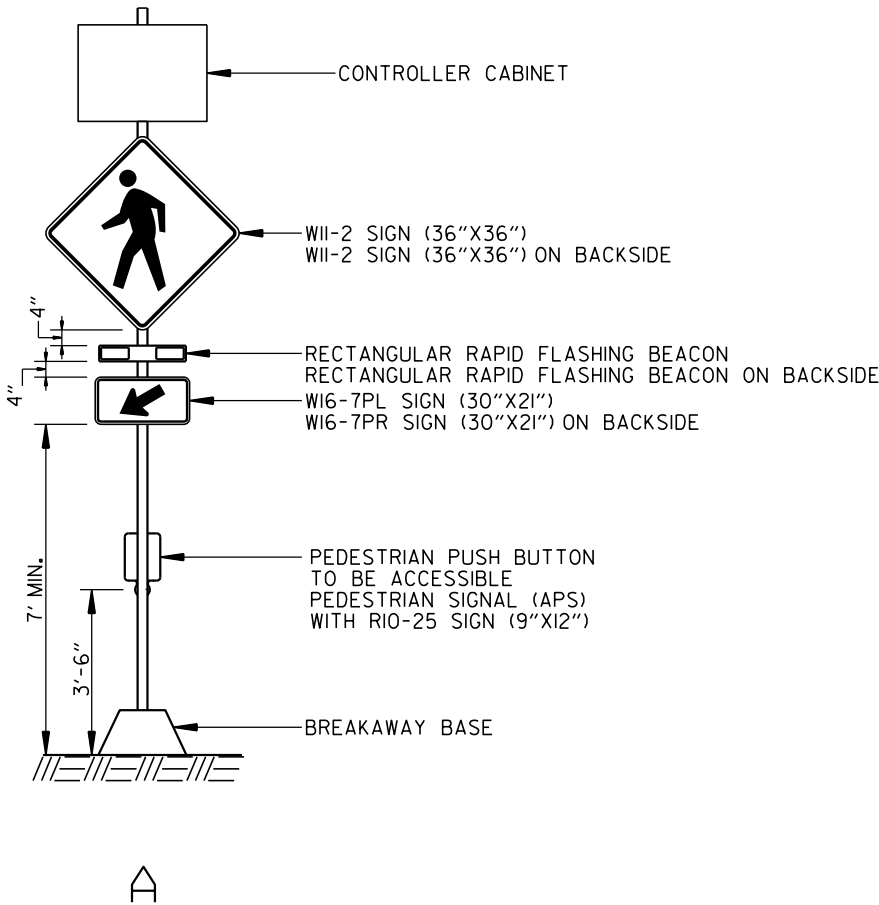
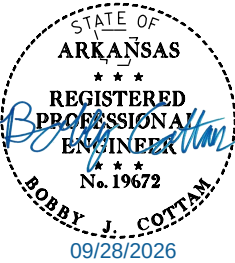
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	2	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	335	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	50	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	140	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	170	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	245	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	18	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	2	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 20')	2	EACH

REMOVE EXISTING DECORATIVE STREET LIGHT POLE. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION: HIGHWAY 7 AT THE WATERS HOTEL
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	88	131
SIGNALIZATION PLAN SHEET						



LOCATION:	HIGHWAY 7 AT THE WATERS HOTEL
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW

HIGHWAY 7 AT THE WATERS HOTEL
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 7 - STA. 217+47.88	24.75' LT.	994895.04, 1986463.20
B	HWY. 7 - STA. 217+58.43	25.00' RT.	994945.90, 1986463.67
C	HWY. 7 - STA. 217+30.17	27.87' RT.	994943.10, 1986435.40
D	HWY. 7 - STA. 217+73.12	30.34' LT.	994894.56, 1986489.05

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

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

HIGHWAY 7 AT THE WATERS HOTEL
POLE DIMENSIONS

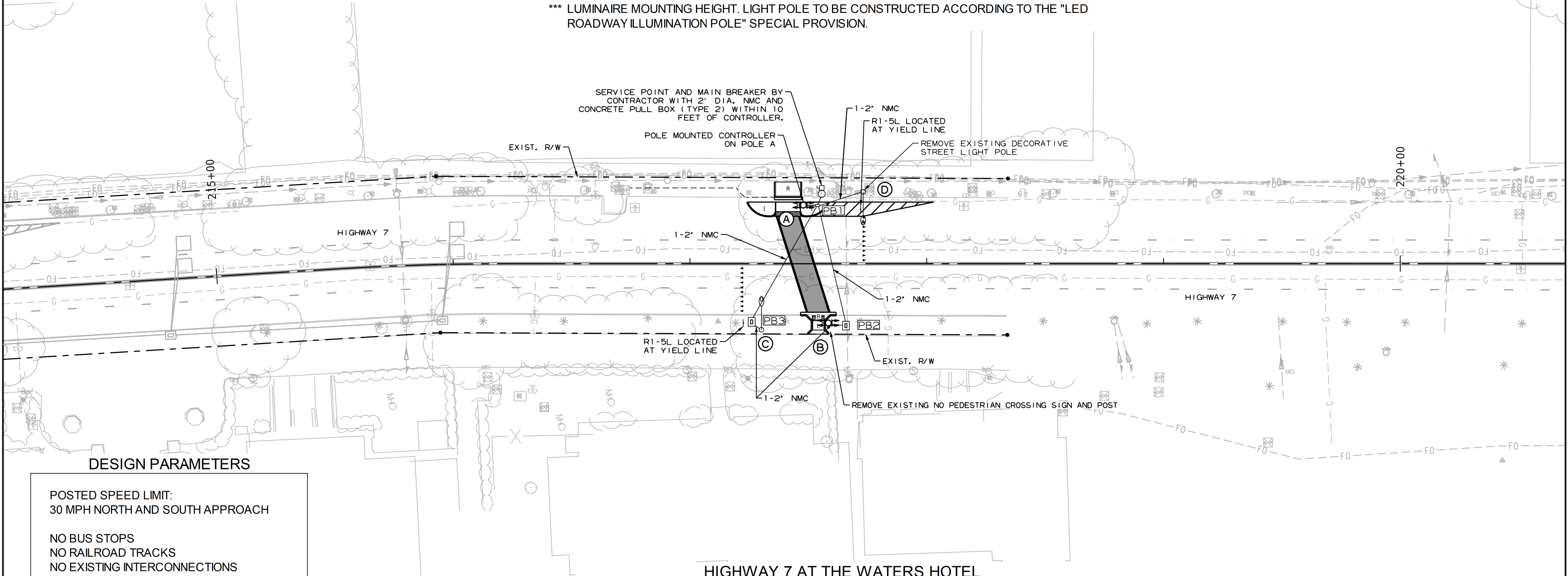
POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
B	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
C	LIGHT	N/A	N/A	N/A	*** 20'	8'	281°
D	LIGHT	N/A	N/A	N/A	*** 20'	8'	101°

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

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	89	131
SIGNALIZATION PLAN SHEET						



DESIGN PARAMETERS

POSTED SPEED LIMIT:
30 MPH NORTH AND SOUTH APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
POLES A, B, AND D HAVE CLEAR ZONE
DISTANCE BETWEEN 1.5 FEET AND 4 FEET
BEHIND CURB.

SIGN FACES



R1-5L
36" X 36"

HIGHWAY 7 AT THE WATERS HOTEL
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 7 - STA. 217+53.93	24.57' LT.	994896.41, 1986469.09
PB2	2 HD	HWY. 7 - STA. 217+65.87	26.11' RT.	994948.46, 1986470.74
PB3	2 HD	HWY. 7 - STA. 217+26.07	24.57' RT.	994939.04, 1986432.04

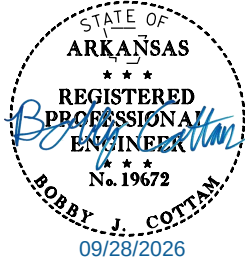
* CENTER OF PULL BOX

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



LOCATION: HIGHWAY 7 AT THE WATERS HOTEL
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 40'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	90	131
SIGNALIZATION PLAN SHEET						



ELECTRICAL SERVICE DATA TABLE							
ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
I	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 C	128	#8/#12 AWG	240	I	USE-2/UF	0.09	.52	0.12	2P/15A
LGT D	93	#8/#12 AWG	240	I	USE-2/UF	0.07	.52	0.12	2P/15A

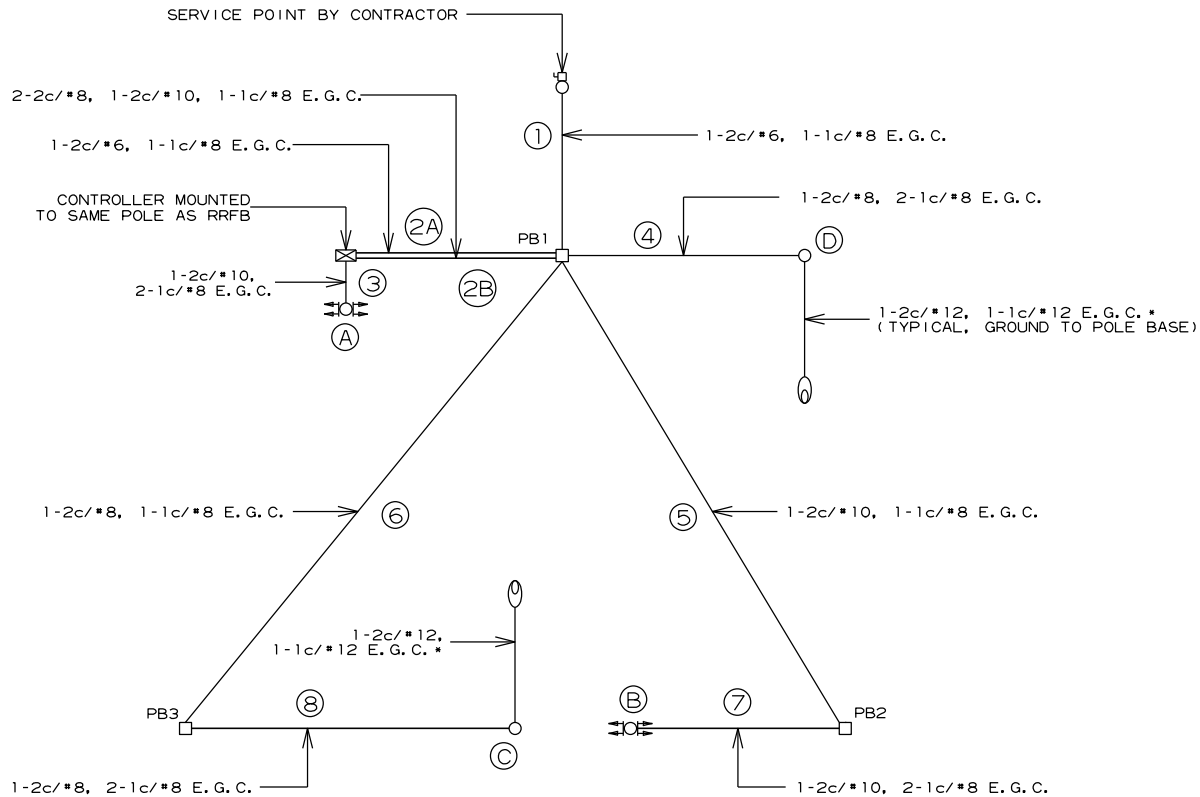
SCHEDULE OF CONDUIT AND CONDUCTOR RUNS											
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)							CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2c/#6 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. #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.				
I	23							10	6.10%	40%	
2A	25							6	6.10%	40%	
2B		25						6	10.47%	40%	
3							10	1	5.40%	40%	
4				33		35*		28	6.76%	40%	
5			56					50	7.09%	40%	
6					60			54	5.40%	40%	
7							14	5	5.07%	40%	
8				8		35*		3	6.76%	40%	

• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

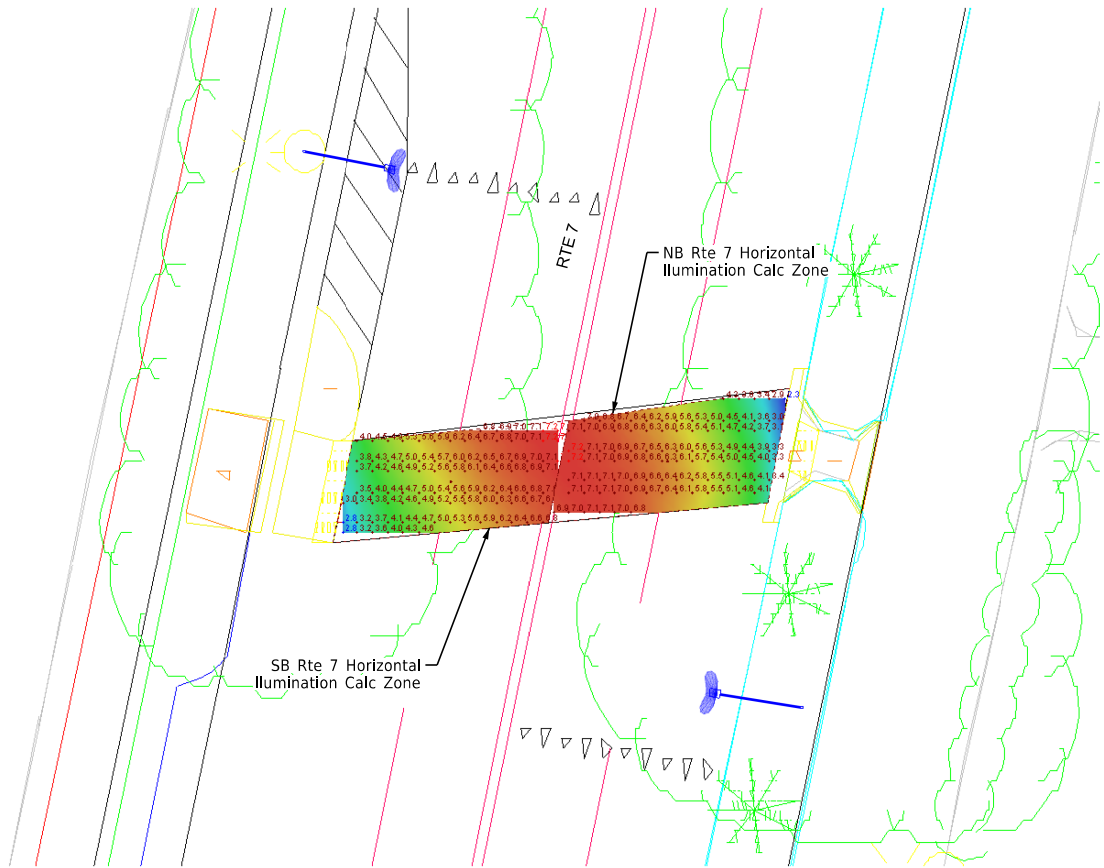
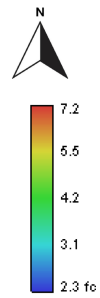
WIRING DIAGRAM

NOTES TO CONTRACTOR:

- THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
- SEE GROUNDING ARRAY DETAIL ON SHEET 55.
- 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 7 AT THE WATERS HOTEL
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS



Rte 7 @ The Waters Hotel RRHB - Photometrics Plan View

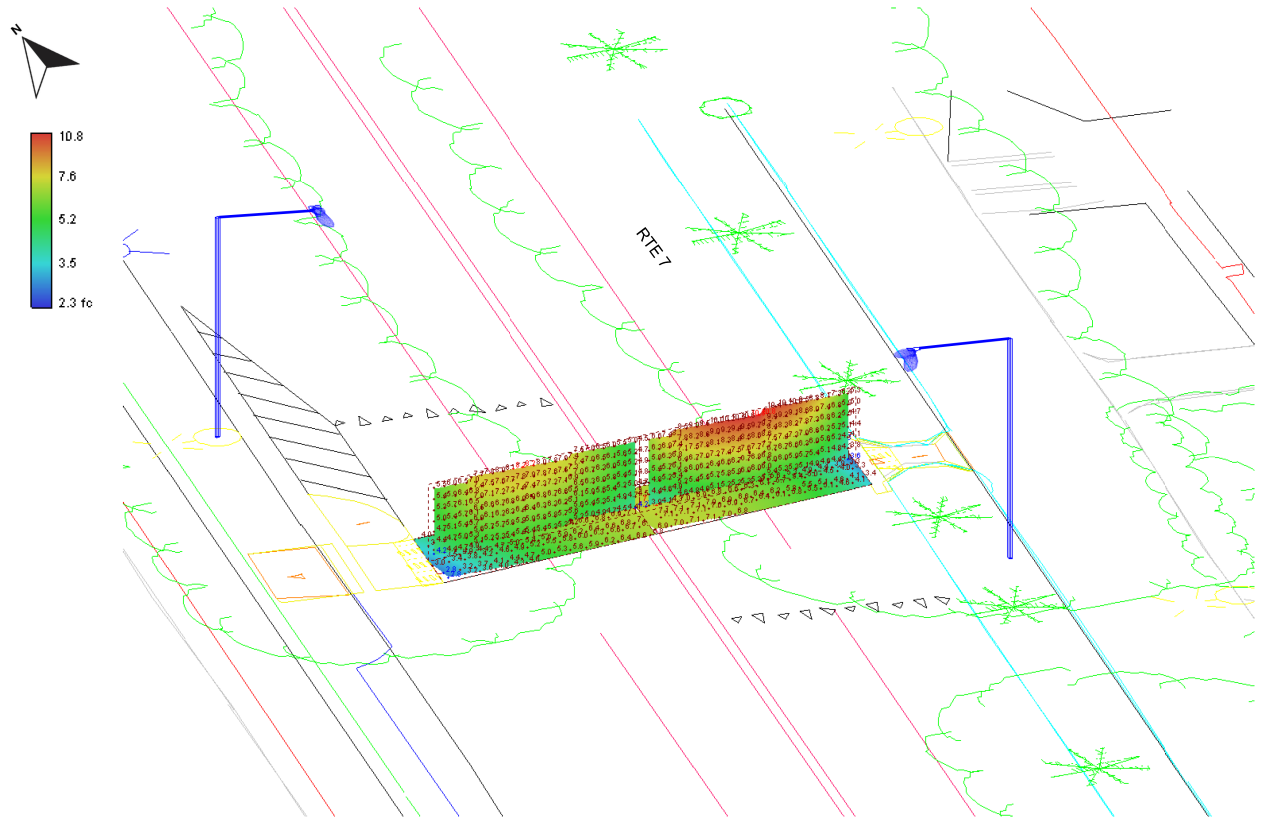
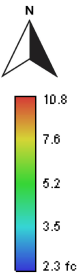
NB Rte 7 Horiz Illum Calc Zone		
Average	5.7	fc
Maximum	7.2	fc
Minimum	2.3	fc
Max/Min	3.1:1	
Average/Min	2.5:1	
NB X-Walk Vert @ 7' Plane		
Average	6.7	fc
Maximum	10.8	fc
Minimum	3.6	fc
Max/Min	3.0:1	
Average/Min	1.9:1	
SB Rte 7 Horiz Illum Calc zone		
Average	5.5	fc
Maximum	7.2	fc
Minimum	2.8	fc
Max/Min	2.6:1	
Average/Min	2.0:1	
SB X-Walk Vert @ 7' Plane		
Average	6.1	fc
Maximum	8.2	fc
Minimum	4.2	fc
Max/Min	2.0:1	
Average/Min	1.5:1	

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ftc			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

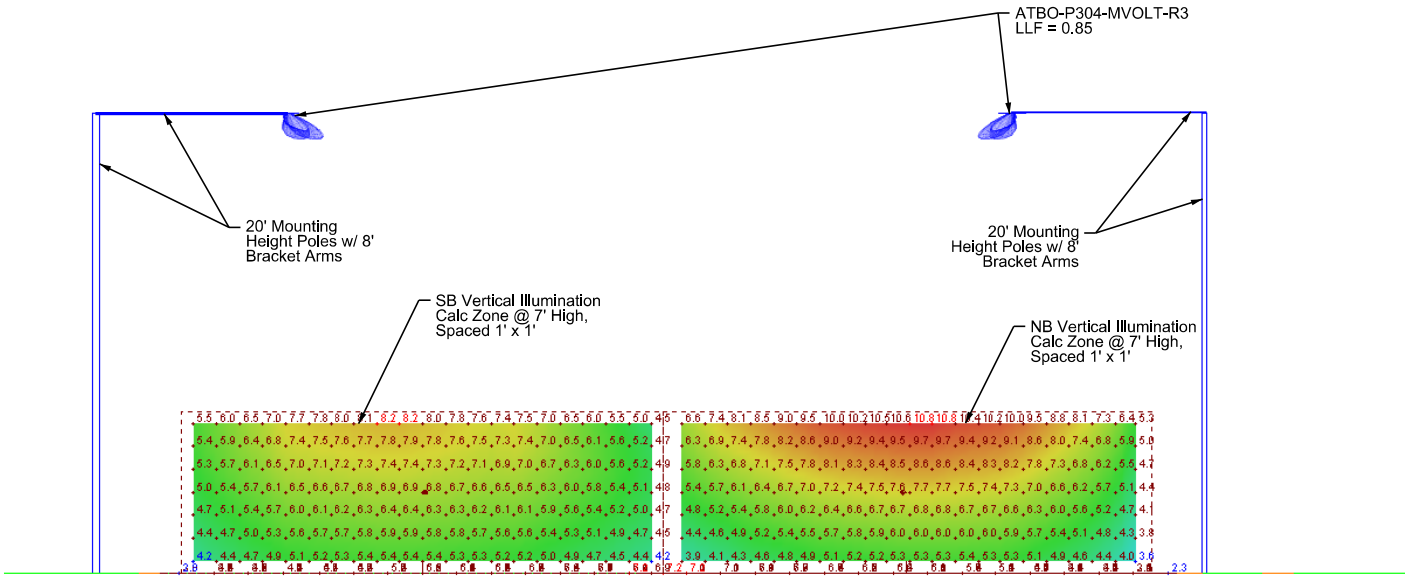
Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 recommendations.

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

Horizontal & Vertical Illuminance Calculations



Rte 7 @ The Waters Hotel RRHB- Photometrics Orthogonal View



Rte 7 @ The Waters Hotel RRHB - Photometrics Section View (Looking Northbound)

ARDOT Rte 7 At The Waters Hotel RRHB - Photometrics Basis of Design

LOCATION: HIGHWAY 7 AT THE WATERS HOTEL
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	92	131
		TRAFFIC SIGNAL QUANTITIES - FOUNTAIN ST				



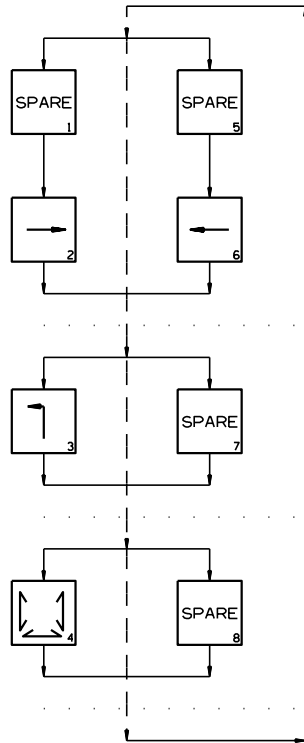
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP	LED BLANK OUT SIGN	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	5	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1190	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1595	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	610	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	10	LIN. FT.
710	NON-METALLIC CONDUIT (3")	460	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	5	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SP	VIDEO DETECTOR ROTATION	1	EACH

REMOVE EXISTING POLE F AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS (EXISTING PUSH BUTTONS ON POLE C AND D ARE TO REMAIN AND TO BE USED IN PLACE). INSTALL PROPOSED POLES E, G, I, J, & K, SIGNAL HEAD 16, LED BLANK-OUT SIGNS 7 & 8, COUNTDOWN PEDESTRIAN SIGNAL HEADS 9-10 & 12-13, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 1 & 3 WHICH ARE TO BE TYPE 2 HD PULL BOXES, AND INSTALL PULL BOXES 2, 4, 5, 6, & 7 WHICH ARE TO BE TYPE 2 PULL BOXES. MAINTAIN THE EXISTING VIDEO DETECTION, AND ADJUST THE VIRTUAL DETECTION ZONES BASED ON NEW STOP LINE LOCATIONS. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON VISIBLE, ABOVE GROUND SIGNAL INFRASTRUCTURE. PREVIOUS DESIGN PLANS FOR THIS INTERSECTION WERE UNAVAILABLE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 7 AND FOUNTAIN STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

PHASING DIAGRAM



SIGNAL FACES

12" LENSES

ONE SECTION
(SOLID SYMBOL)

9 & 10 (NEW)

11 (EXISTING)

12 & 13 (NEW)

14 & 15 (EXISTING)

7 & 8 (NEW)

R3-1

(LED BLANK-OUT SIGN)

36" X 36"

1 & 2 (EXISTING)

3 & 4 (EXISTING)

5 & 6 (EXISTING)

16 (NEW)

- NOTES:
- REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 - 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.
 - 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. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.
 - EXCLUSIVE PEDESTRIAN PHASE SHALL ONLY OPERATE UPON ACTIVATION OF THE PEDESTRIAN PUSH BUTTON.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922

DETECTOR SYSTEM DESCRIPTION: JOB 061922										
HIGHWAY 7 AND FOUNTAIN STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #		
Vz31	WB ADVANCE									
Vz32 A&B&C	WB NEAR								EXISTING	
PB2 A&B	HWY 7 E. LEG	PED.				P2	4			
PB3 A&B	FOUNTAIN ST. N. & S. LEG	PED.				P3	4			
					SPARE:					

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

NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

INTERVAL CHART

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

LOCATION: HIGHWAY 7 AND FOUNTAIN STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	96	131
		TRAFFIC SIGNAL QUANTITIES - BROADWAY ST				



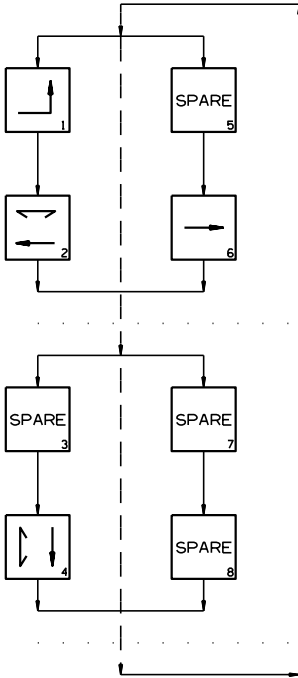
TRAFFIC SIGNAL QUANTITIES

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
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	880	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	180	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	35	LIN. FT.
710	NON-METALLIC CONDUIT (3")	800	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM

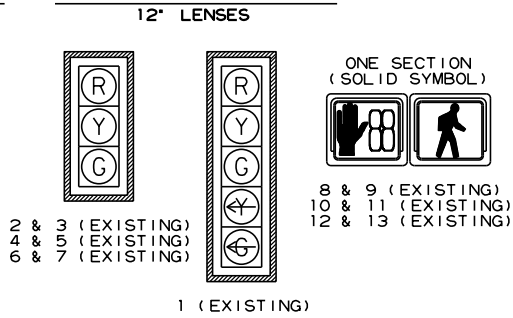
REMOVE EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLE E AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOX 11 WHICH IS TO BE A TYPE 2 PULL BOX. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 70B AND BROADWAY STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

PHASING DIAGRAM



SIGNAL FACES



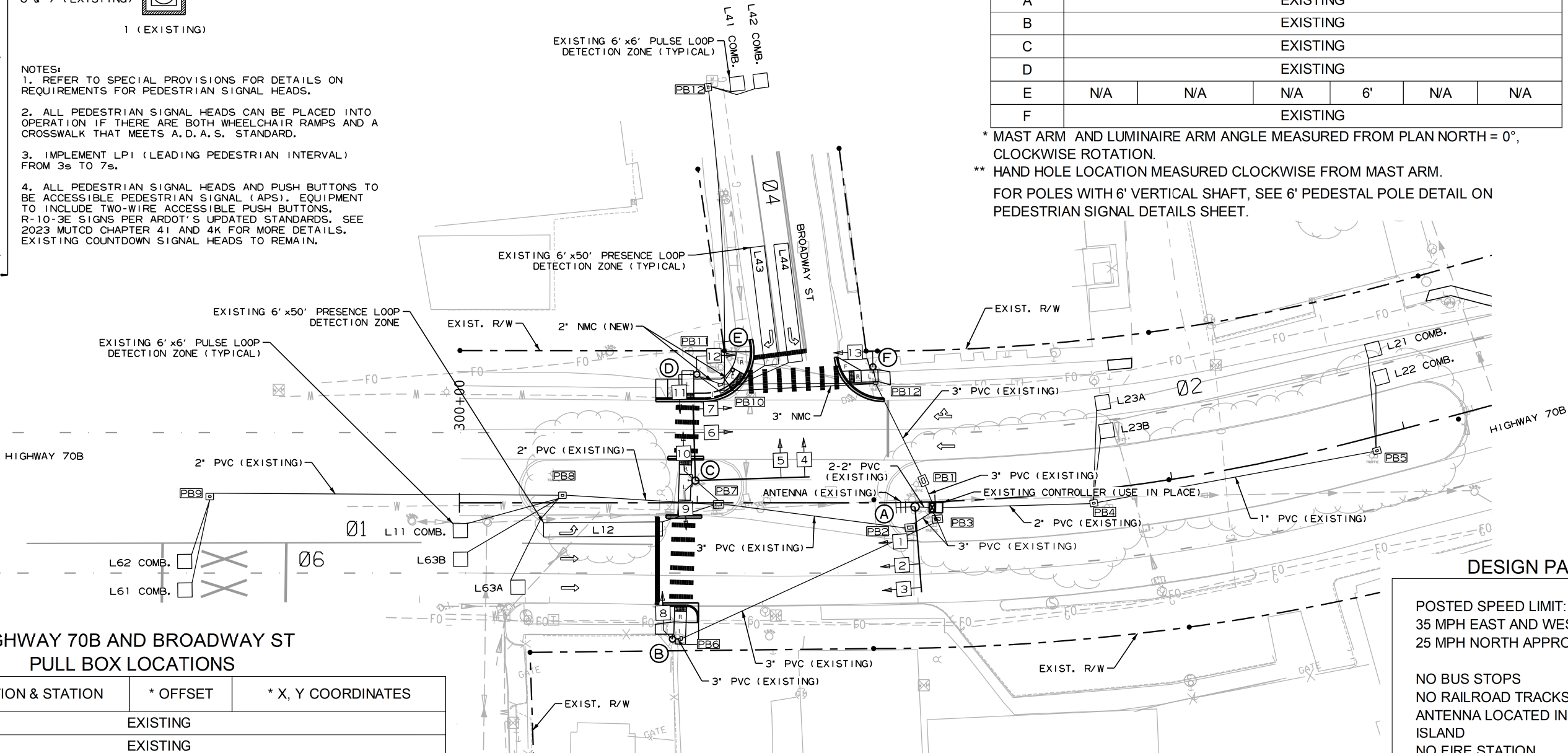
- NOTES:
- REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 - ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
 - IMPLEMENT LPI (LEADING PEDESTRIAN INTERVAL) FROM 3s TO 7s.
 -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

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

HIGHWAY 70B AND BROADWAY STREET
POLE DIMENSIONS

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

- * 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 70B AND BROADWAY ST
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			EXISTING	
PB10			EXISTING	
PB11	2	HWY. 70B - STA. 301+09.66	49.59' LT	995469.73, 1982202.84
PB12			EXISTING	

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

HIGHWAY 70B AND BROADWAY STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A		EXISTING	
B		EXISTING	
C		EXISTING	
D		EXISTING	
E	HWY. 70B - STA. 301+14.88	55.83' LT.	995476.52, 1982207.36
F		EXISTING	

- 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

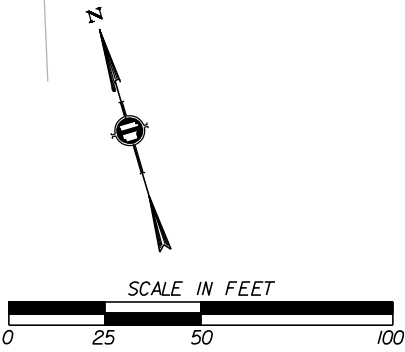
POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH
25 MPH NORTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
ANTENNA LOCATED IN EAST SIDE MEDIAN ISLAND
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

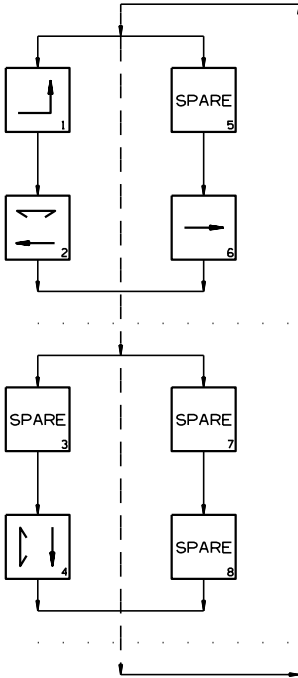
LOCATION OF STOP LINES SHOWN ON PLAN SHEETS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

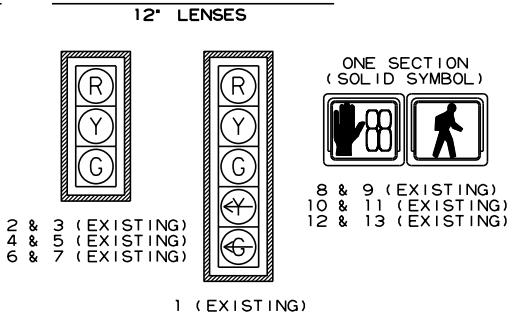
LOCATION: HIGHWAY 70B AND BROADWAY STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 50'
DRAWN BY: MEW



PHASING DIAGRAM



SIGNAL FACES



- 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 TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922											
HIGHWAY 70B AND BROADWAY STREET				HARDWARE INPUTS			PROGRAM ASSIGNMENTS			COMMENTS	
DETECTOR ASSIGNMENTS				BY SUPPLIER			LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
L11	EB LEFT TURN FAR								EXISTING		
L12	EB LEFT TURN								EXISTING		
L21	WB OUTSIDE ADVANCE								EXISTING		
L22	WB INSIDE ADVANCE								EXISTING		
L23 A&B	WB NEAR								EXISTING		
L41	SB OUTSIDE ADVANCE								EXISTING		
L42	SB INSIDE ADVANCE								EXISTING		
L43	SB OUTSIDE NEAR								EXISTING		
L44	SB INSIDE NEAR								EXISTING		
L61	EB OUTSIDE ADVANCE								EXISTING		
L62	EB INSIDE ADVANCE								EXISTING		
L63 A&B	EB NEAR								EXISTING		
PB2 A&B	BROADWAY ST. N. LEG								EXISTING	MODIFIED	
PB4 A&B	HWY. 70B W. LEG								EXISTING	MODIFIED	
									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.

INTERVAL CHART

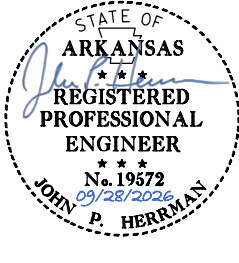
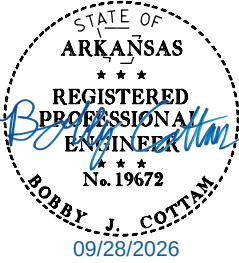
SIGNAL FACES	HIGHWAY 70B AND BROADWAY STREET						FLASH SEQUENCE
	1+6	CLR.	2+6	CLR.	4	CLR.	
1	G	**	G	**	R	R	R
2 & 3	G	**	G	**	R	R	R
4 & 5	R	R	R	R	G	**	R
6 & 7	R	R	G	**	R	R	R
8, 9, 10 & 11	DW	DW	DW	DW	W	FDW	BLK
12 & 13	DW	DW	W	FDW	DW	DW	BLK

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



LOCATION: HIGHWAY 70B AND BROADWAY STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	100	131
		TRAFFIC SIGNAL QUANTITIES - HOT SPRINGS CREEK GREENWAY				

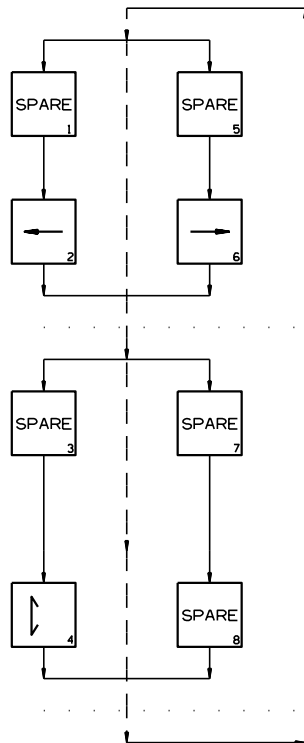


TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	200	LIN. FT.
SP	CELLULAR MODEM	1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 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.)	515	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	615	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	300	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	390	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	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.)	280	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	295	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	22	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	1	EACH

REMOVE EXISTING RRFB POLES AND FOUNDATIONS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

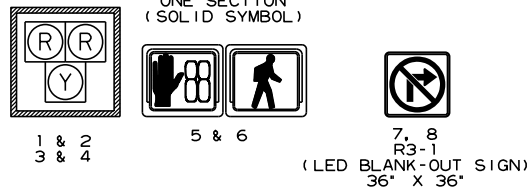
LOCATION:	HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY		
CITY:	HOT SPRINGS		
COUNTY:	GARLAND		
DISTRICT:	6	SCALE:	N/A
		DRAWN BY:	MEW

PHASING DIAGRAM



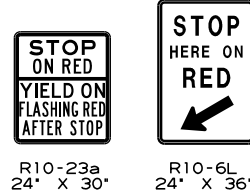
SIGNAL FACES

12" LENSES

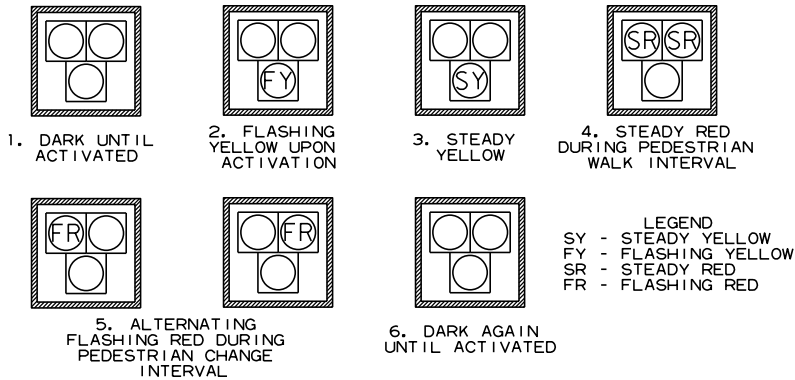


- SIGNAL FACE NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. PEDESTRIAN HYBRID BEACON SIGNAL HEAD INDICATIONS SHALL BE DARK (NOT ILLUMINATED) DURING PERIODS BETWEEN ACTUATIONS.
 4. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 5. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEETS A.D.A.S. STANDARD.
 6. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO BE ACCESSIBLE PEDESTRIAN SIGNAL (APS). EQUIPMENT TO INCLUDE COUNTDOWN SIGNAL HEADS, TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS.
 7. PEDESTRIAN HYBRID BEACON SHALL BE COORDINATED WITH ADJACENT SIGNALS. COORDINATE WITH THE CITY OF HOT SPRINGS.

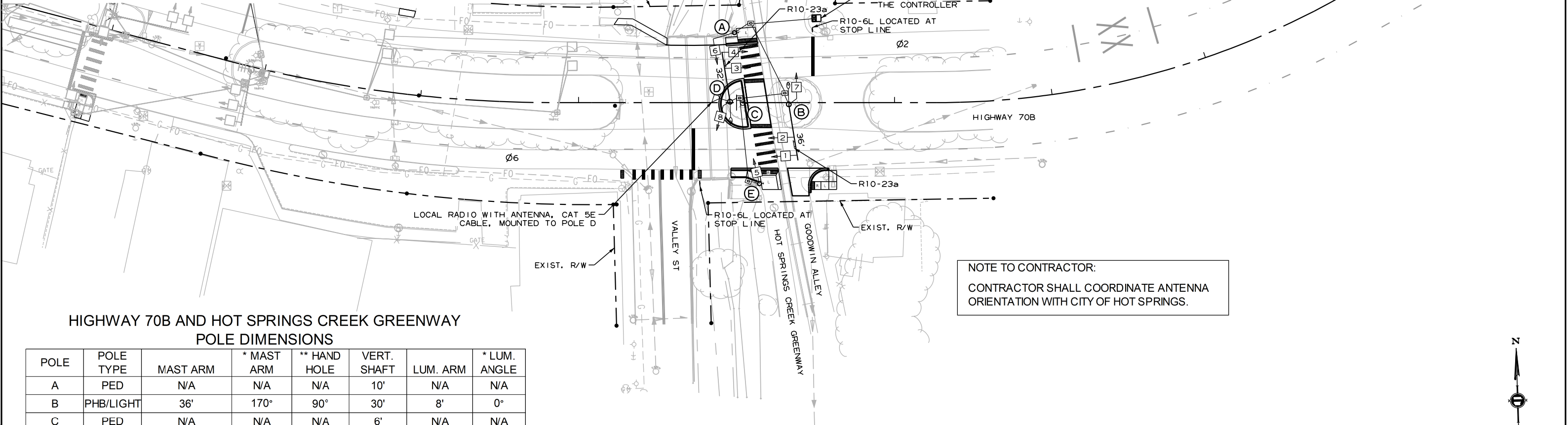
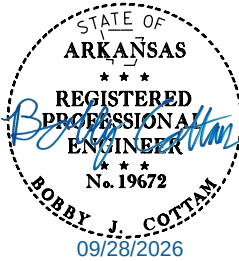
SIGN FACES



SEQUENCE FOR PEDESTRIAN HYBRID BEACON



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	101	131
SIGNALIZATION PLAN SHEET						



HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY
POLE DIMENSIONS

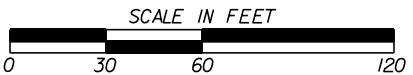
POLE	POLE TYPE	MAST ARM	* MAST ARM	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	PED	N/A	N/A	N/A	10'	N/A	N/A
B	PHB/LIGHT	36'	170°	90°	30'	8'	0°
C	PED	N/A	N/A	N/A	6'	N/A	N/A
D	PHB/LIGHT	32'	190°	270°	*** 30'	8'	180°
E	PED	N/A	N/A	N/A	10'	N/A	N/A

- * MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
- ** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM OR LUMINAIRE ARM IF NO MAST ARM PRESENT.
- *** LUMINAIRE MOUNTING HEIGHT. LIGHT POLE TO BE CONSTRUCTED ACCORDING TO THE "LED ROADWAY ILLUMINATION POLE" SPECIAL PROVISION
- FOR POLES WITH 6' VERTICAL SHAFT, SEE 6' PEDESTAL POLE DETAIL ON PEDESTRIAN SIGNAL DETAILS SHEET.

INTERVAL CHART

SIGNAL FACES	HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY PEDESTRIAN HYBRID BEACON						FLASH SEQUENCE
	2+6	ACT.	CLR.	4	CLR.		
1 & 2	BLK	FY	Y	SR	FR		FY
3 & 4	BLK	FY	Y	SR	FR		FY
5 & 6	DW	DW	DW	W	FDW		BLK
7 & 8	BLK	BLK	BLK	ON	ON		BLK

NOTE TO CONTRACTOR:
CONTRACTOR SHALL COORDINATE ANTENNA ORIENTATION WITH CITY OF HOT SPRINGS.



LOCATION: HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 60'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	103	131
		SIGNALIZATION PLAN SHEET				

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

VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)									
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT B	158	#8/#12 AWG	240	1	USE-2/UF	0.12	0.52	0.12	2P/15A
LGT D	191	#8/#12 AWG	240	1	USE-2/UF	0.14	0.52	0.12	2P/15A

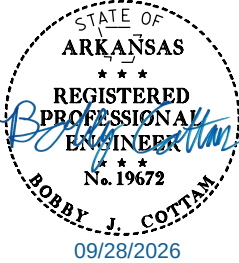
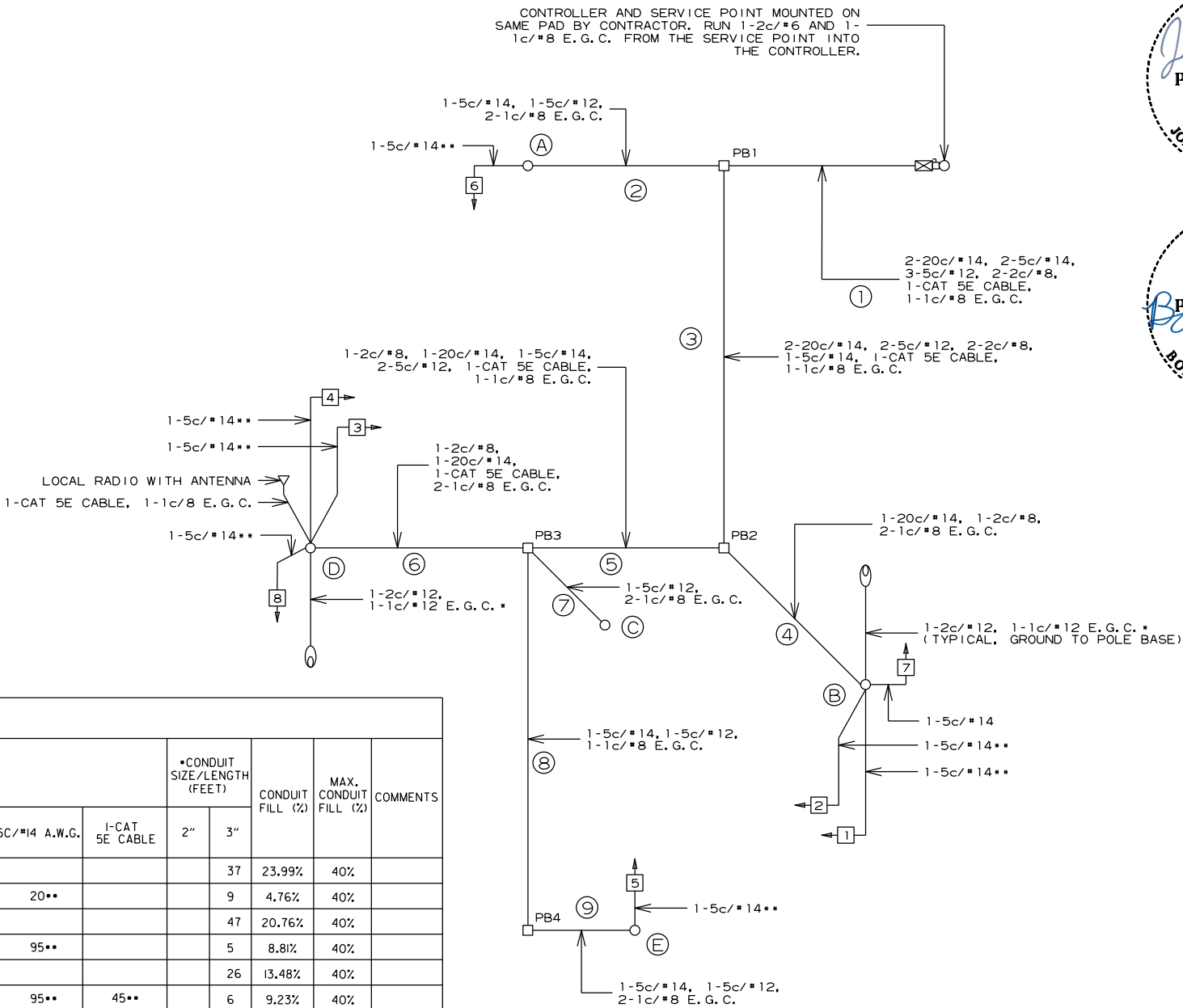
SCHEDULE OF CONDUIT AND CONDUCTOR RUNS																		
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)													•CONDUIT SIZE/LENGTH (FEET)		CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	5C/•14 A.W.G. 5C•12 A.W.G. 2-IC/•8 A.W.G. E.G.C.	5C/•14 A.W.G. 5C•12 A.W.G. •8 A.W.G. E.G.C.	5C/•14 A.W.G. 5C•12 A.W.G. 2-IC/•8 A.W.G. E.G.C.	2-20C/•14 A.W.G. 2-5C/•14 A.W.G. 3-5C/•12 A.W.G. 2-2C/•8 A.W.G. 2-2C/•8 A.W.G. 1-CAT 5E CABLE •8 A.W.G. E.G.C.	2-20C/•14 A.W.G. 2-5C/•12 A.W.G. 2-2C/•8 A.W.G. 2-5C/•12 A.W.G. 1-CAT 5E CABLE •8 A.W.G. E.G.C.	2C/•8 A.W.G. 5C/•14 A.W.G. 5C/•12 A.W.G. 2-IC/•8 A.W.G. E.G.C.	20C/•14 A.W.G. 2C/•8 A.W.G. 2-IC/•8 A.W.G. E.G.C.	20C/•14 A.W.G. 2C/•8 A.W.G. 1-CAT 5E CABLE 2-IC/•8 A.W.G. E.G.C.	2C/•12 A.W.G. •12 A.W.G. E.G.C.	5C/•12 A.W.G.	5C/•14 A.W.G.	1-CAT 5E CABLE	2"	3"				
1				50										37	23.99%	40%		
2	14										9••	20••		9	4.76%	40%		
3					53									47	20.76%	40%		
4							10			45•		95••		5	8.81%	40%		
5						32								26	13.48%	40%		
6									11	45•		95••	45••	6	9.23%	40%		
7							10				9••			5	3.32%	40%		
8		59												53	3.99%	40%		
9			11								9••	13••		4	4.76%	40%		

- POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN
- SIGNAL MAST ARM CABLE SEPARATE FROM CONDUIT RUN

WIRING DIAGRAM

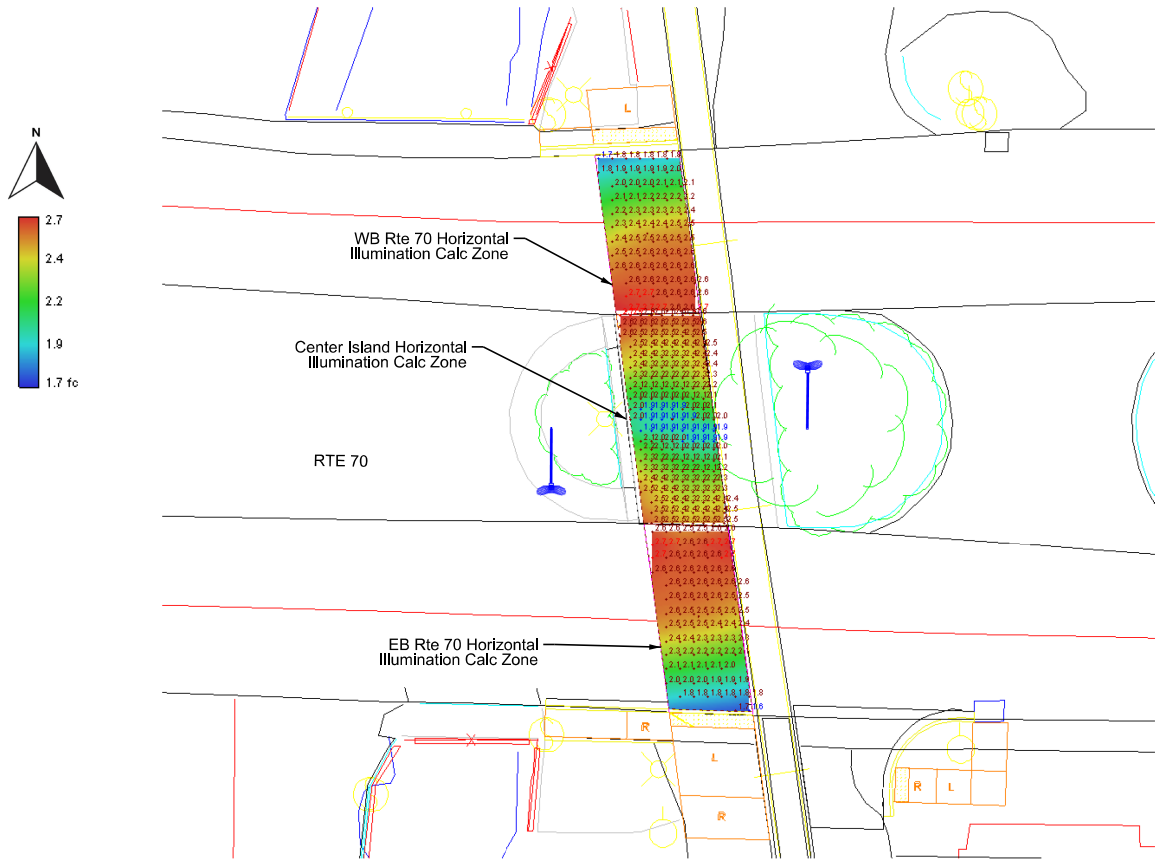
NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. SEE GROUNDING ARRAY DETAIL ON SHEET 56.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.



LOCATION: HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	104	131
HIGHWAY 70B PHOTOMETRICS						



Rte 70 @ Hot Springs Greenway PHB - Photometrics Plan View

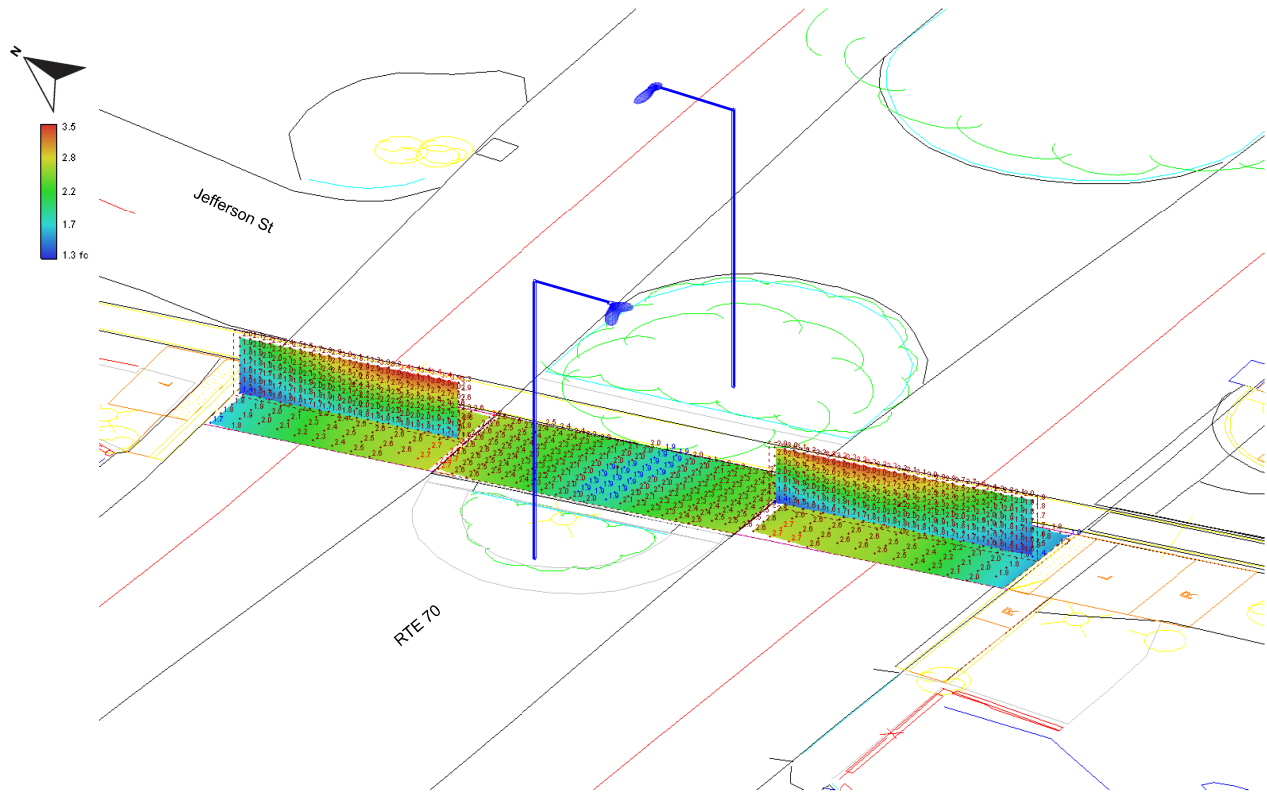
Center Island Horiz Illum Calc Zone		
Average	2.3	fc
Maximum	2.7	fc
Minimum	1.9	fc
Max/Min	1.4:1	
Average/Min	1.2:1	
EB Rte 70 Horiz Illum Calc Zone		
Average	2.4	fc
Maximum	2.7	fc
Minimum	1.6	fc
Max/Min	1.7:1	
Average/Min	1.5:1	
EB X-Walk Vert @ 7' Plane		
Average	2.2	fc
Maximum	3.3	fc
Minimum	1.4	fc
Max/Min	2.4:1	
Average/Min	1.6:1	
WB Rte 70 Horiz Illum Calc Zone		
Average	2.3	fc
Maximum	2.7	fc
Minimum	1.7	fc
Max/Min	1.6:1	
Average/Min	1.4:1	
WB X-Walk Vert @ 7' Plane		
Average	2.3	fc
Maximum	3.4	fc
Minimum	1.4	fc
Max/Min	2.4:1	
Average/Min	1.6:1	

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ft			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

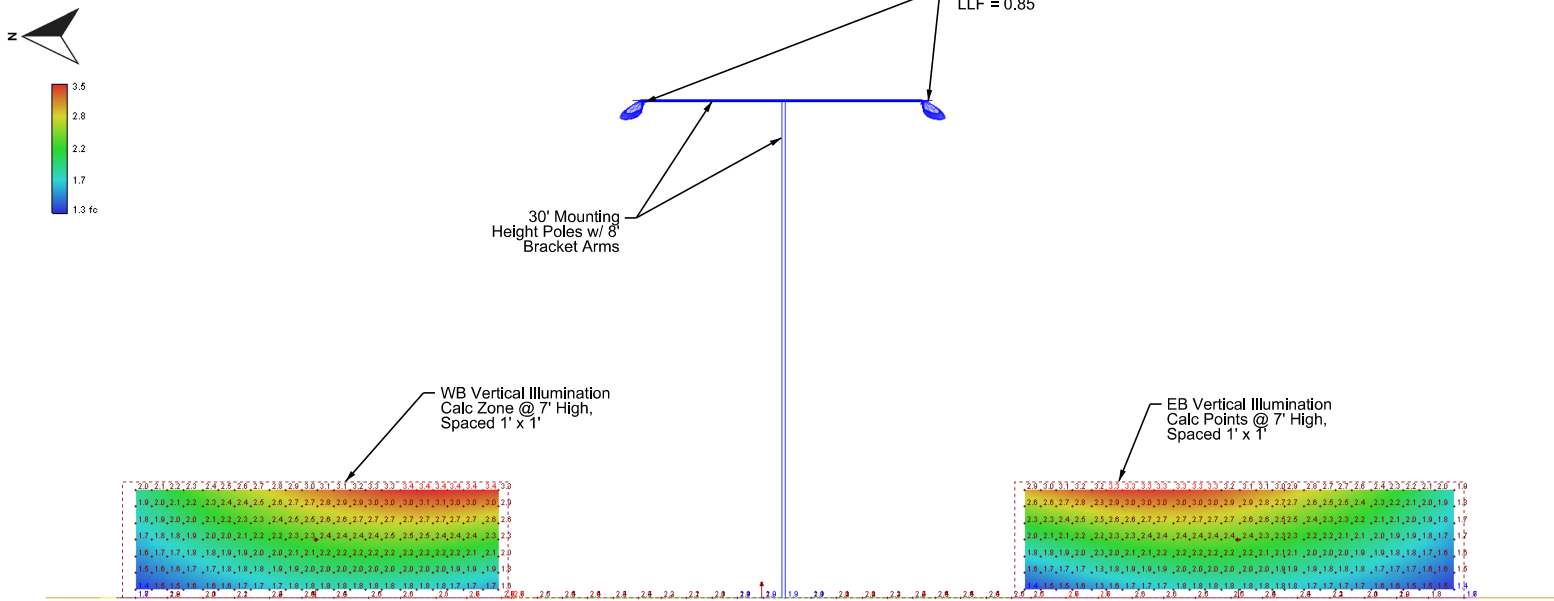
Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 recommendations.

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

Horizontal & Vertical Illuminance Calculations



Rte 70 @ Hot Springs Greenway PHB- Photometrics Orthogonal View



Rte 70 @ Hot Springs Greenway PHB - Photometrics Section View (Looking Eastbound)

ARDOT Rte 70 At Hot Springs Greenway PHB - Photometrics Basis of Design

LOCATION:	HIGHWAY 70B AND HOT SPRINGS CREEK GREENWAY
CITY:	HOT SPRINGS
COUNTY:	GARLAND
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.	061922	105	131
		TRAFFIC SIGNAL QUANTITIES - MALVERN AVE				



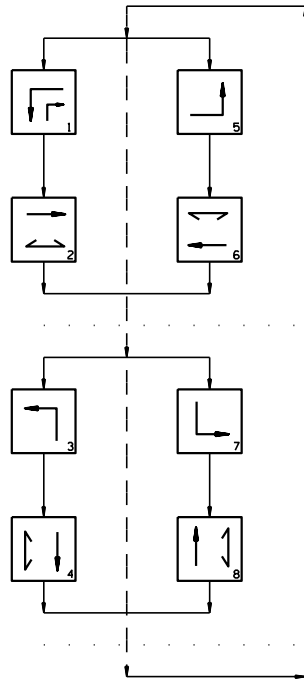
TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	10	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	1955	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	915	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	1055	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	75	LIN. FT.
710	NON-METALLIC CONDUIT (3")	230	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	7	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SP	VIDEO DETECTOR ROTATION	8	EACH

REMOVE EXISTING POLE B, EXISTING PULL BOX 7, AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES F, G, H, I, J, K, & L, COUNTDOWN PEDESTRIAN SIGNAL HEADS 23-26, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 5 & 6 WHICH ARE TO BE TYPE 2 PULL BOXES, AND INSTALL PULL BOXES 3 & 9 WHICH ARE TO BE TYPE 2 HD PULL BOXES. REPLACE PULL BOX 4 WITH A TYPE 3 HD PULL BOX. MAINTAIN THE EXISTING VIDEO DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON PREVIOUS DESIGN PLANS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

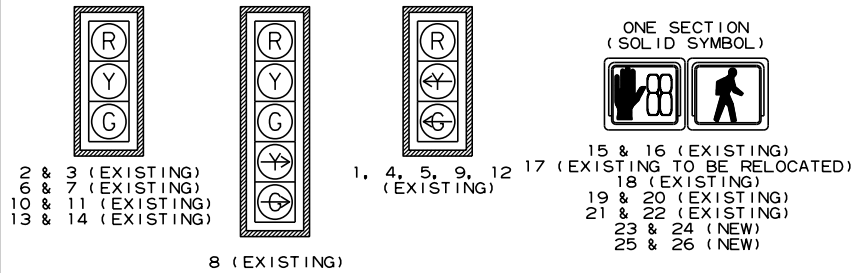
LOCATION:	HIGHWAY 70B AND MALVERN AVENUE				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



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. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.

ONE SECTION
(SOLID SYMBOL)

15 & 16 (EXISTING)
18 (EXISTING)
19 & 20 (EXISTING)
21 & 22 (EXISTING)
23 & 24 (NEW)
25 & 26 (NEW)

HIGHWAY 70B

Vz22A
Vz22B

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.
3. V1, V2, V3, V4, V5, V6, V7, AND V8 ARE EXISTING VIDEO DETECTORS.

DESIGN PARAMETERS

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

BUS STOP - NW QUADRANT
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

HIGHWAY 70B AND MALVERN AVENUE
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	EXISTING		
B	EXISTING TO BE REMOVED		
C	EXISTING		
D	EXISTING		
E	EXISTING		
F	HWY. 70B - STA. 313+85.58	53.71' RT.	996666.68, 1982383.65
G	HWY. 70B - STA. 313+99.40	2.54' LT.	996642.69, 1982436.37
H	HWY. 70B - STA. 314+32.72	79.45' LT.	996621.21, 1982517.39
I	HWY. 70B - STA. 314+95.57	79.22' LT.	996670.69, 1982556.14
J	HWY. 70B - STA. 315+09.03	60.76' LT.	996692.89, 1982550.14
K	HWY. 70B - STA. 315+05.52	2.35' LT.	996726.11, 1982501.95
L	HWY. 70B - STA. 314+93.52	59.89' RT.	996755.24, 1982445.66

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

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

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	106	131
SIGNALIZATION PLAN SHEET						

HIGHWAY 70B AND MALVERN AVENUE
POLE DIMENSIONS

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

VIRTUAL 6' x 6' PULSE VDZ LOCATED 85' BEHIND STOP LINE (TYPICAL)

VIRTUAL 6' x 6' PULSE VDZ LOCATED 200' BEHIND STOP LINE (TYPICAL)

VIRTUAL 6' x 6' PULSE VDZ LOCATED 65' BEHIND STOP LINE (TYPICAL)

VIRTUAL 6' x 50' PRESENCE VDZ (TYPICAL)

HIGHWAY 70B AND MALVERN AVENUE
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1		EXISTING		
PB2		EXISTING		
PB3	2 HD	HWY. 70B - STA. 314+08.92	0.76' LT.	996651.27, 1982440.87
PB4		EXISTING TO BE REPLACED WITH TYPE 3 HD		
PB5	2	HWY. 70B - STA. 314+26.23	61.02' LT.	996627.53, 1982498.90
PB6	2	HWY. 70B - STA. 314+29.26	75.92' LT.	996620.68, 1982512.48
PB7		EXISTING TO BE REMOVED		
PB8		EXISTING		
PB9	2 HD	HWY. 70B - STA. 314+95.82	2.14' LT.	996718.63, 1982495.78
PB10		EXISTING		

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

DETECTOR SPACING CHART

HIGHWAY 70B VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
MALVERN AVENUE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

SCALE IN FEET
0 25 50 100

LOCATION: HIGHWAY 70B AND MALVERN AVENUE

CITY: HOT SPRINGS

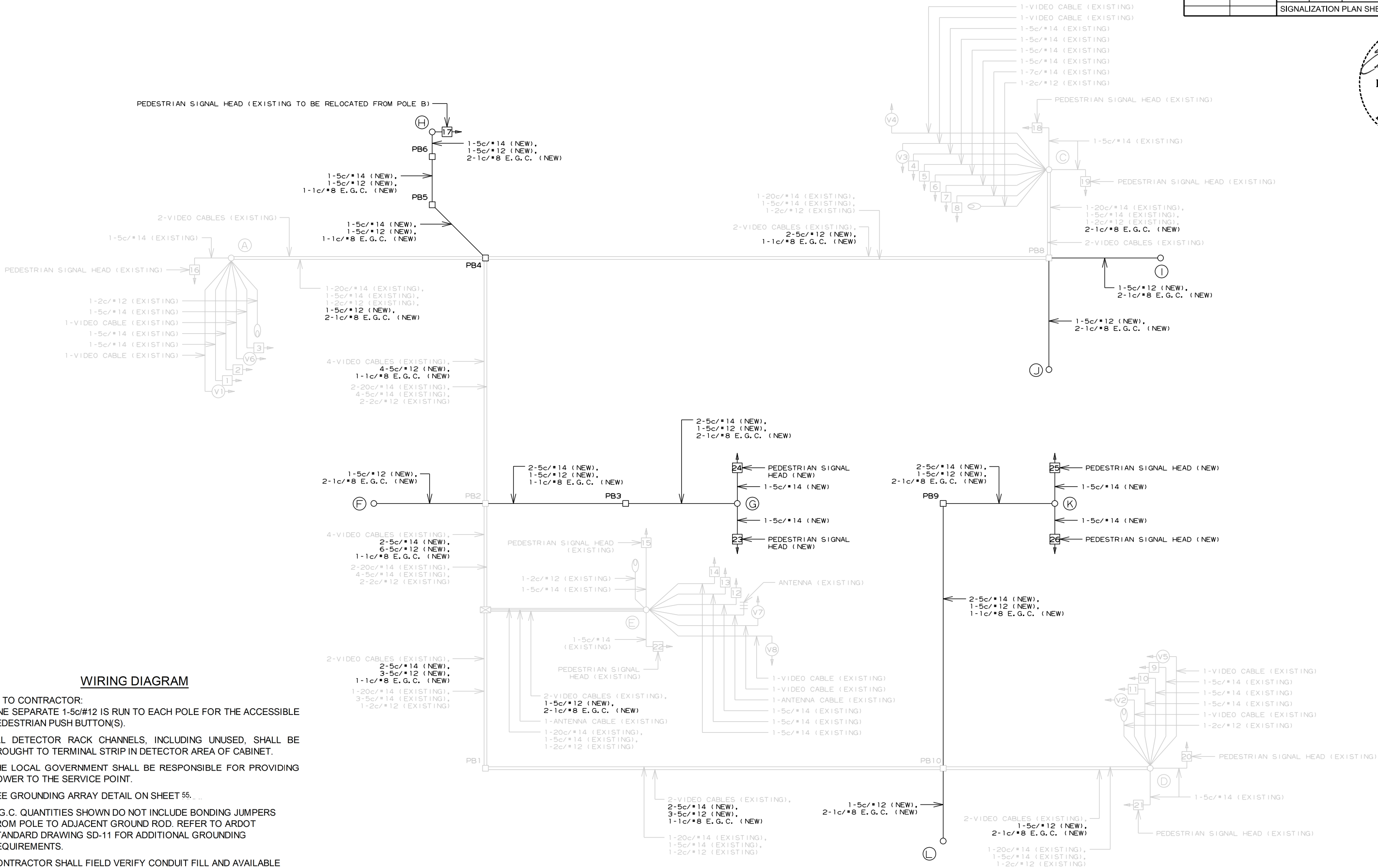
COUNTY: GARLAND

DISTRICT: 6 SCALE: 1" = 50'

DRAWN BY: MEW



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	107	131
SIGNALIZATION PLAN SHEET						



WIRING DIAGRAM

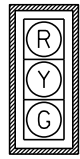
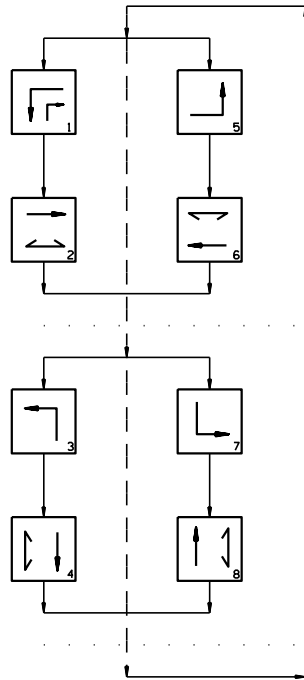
- NOTES TO CONTRACTOR:
- ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
 - ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 - SEE GROUNDING ARRAY DETAIL ON SHEET 55...
 - 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.
 - CONTRACTOR SHALL FIELD VERIFY CONDUIT FILL AND AVAILABLE CAPACITY PRIOR TO INSTALLATION. NEW CABLES SHALL BE INSTALLED WITHIN EXISTING CONDUIT SYSTEM WHERE SUFFICIENT CAPACITY IS AVAILABLE. CONTRACTOR SHALL NOTIFY THE ENGINEER IF EXISTING CONDUIT DOES NOT PROVIDE ADEQUATE CAPACITY FOR THE PROPOSED CABLE(S).

LOCATION: HIGHWAY 70B AND MALVERN AVENUE
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW

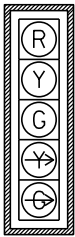
PHASING DIAGRAM

SIGNAL FACES

12' LENSES



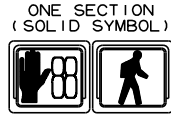
2 & 3 (EXISTING)
6 & 7 (EXISTING)
10 & 11 (EXISTING)
13 & 14 (EXISTING)



8 (EXISTING)



1, 4, 5, 9, 12
(EXISTING)



15 & 16 (EXISTING)
17 (EXISTING TO BE RELOCATED)
18 (EXISTING)
19 & 20 (EXISTING)
21 & 22 (EXISTING)
23 & 24 (NEW)
25 & 26 (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. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922										
HIGHWAY 70B AND MALVERN AVENUE DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS	
Vz11	WB LEFT TURN									MODIFIED
Vz12	WB LEFT TURN FAR									MODIFIED
Vz21 A&B	EB NEAR									MODIFIED
Vz22 A&B	EB ADVANCE									MODIFIED
Vz31	NB LEFT TURN INSIDE									MODIFIED
Vz32	NB LEFT TURN OUTSIDE									MODIFIED
Vz33 A&B	NB LEFT TURN FAR									MODIFIED
Vz41 A&B	SB NEAR									MODIFIED
Vz42 A&B	SB ADVANCE									MODIFIED
Vz51	EB LEFT TURN									MODIFIED
Vz52	EB LEFT TURN FAR									MODIFIED
Vz61 A&B	WB NEAR									MODIFIED
Vz62	WB ADVANCE INSIDE									MODIFIED
Vz63	WB ADVANCE OUTSIDE									MODIFIED
Vz71	SB LEFT TURN									MODIFIED
Vz72	SB LEFT TURN FAR									MODIFIED
Vz81 A&B	NB NEAR									MODIFIED
Vz82	NB ADVANCE INSIDE									MODIFIED
Vz83	NB ADVANCE OUTSIDE									MODIFIED
PB2 A&B	MALVERN AVE. S. LEG									MODIFIED
PB4 A&B&C	HWY. 70B W. LEG									MODIFIED
PB6 A&B	MALVERN AVE. N. LEG									MODIFIED
PB8 A&B&C	HWY. 70B E. LEG									MODIFIED
					SPARE:					

CONTROLLER INPUT ABBREVIATIONS:

V = VEHICLE INPUT

D = SYSTEM OR AUXILIARY INPUT

P = PEDESTRIAN INPUT

NOTE:

"AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.

THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.

EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

INTERVAL CHART

[illegible]

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

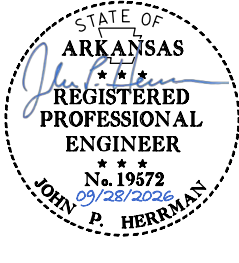
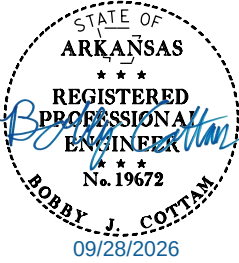
LOCATION: HIGHWAY 70B AND MALVERN AVENUE

CITY: HOT SPRINGS

COUNTY: GARLAND

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.	061922	109	131
		TRAFFIC SIGNAL QUANTITIES - PLEASANT ST				

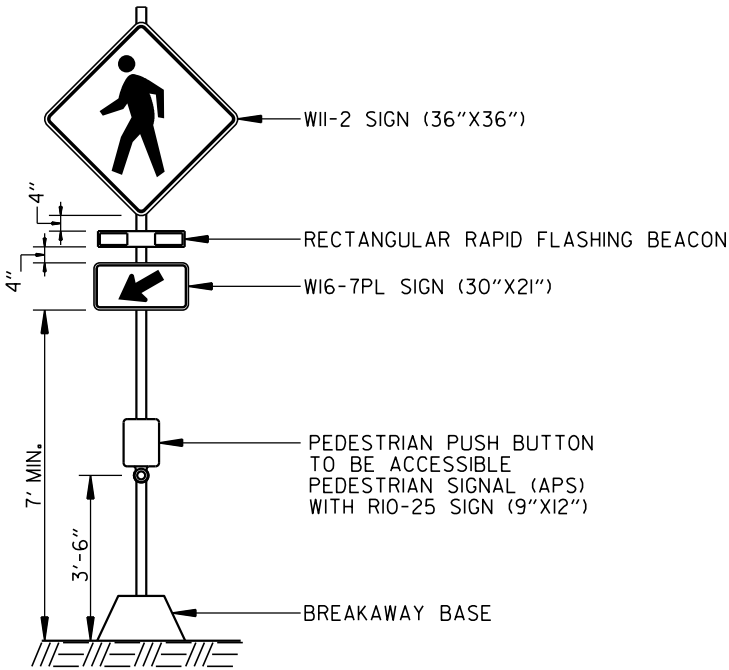
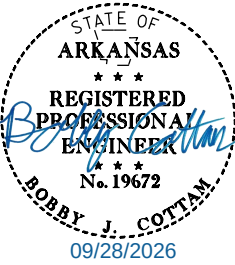


TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	365	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	175	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	395	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	285	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	27	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	3	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 30')	2	EACH

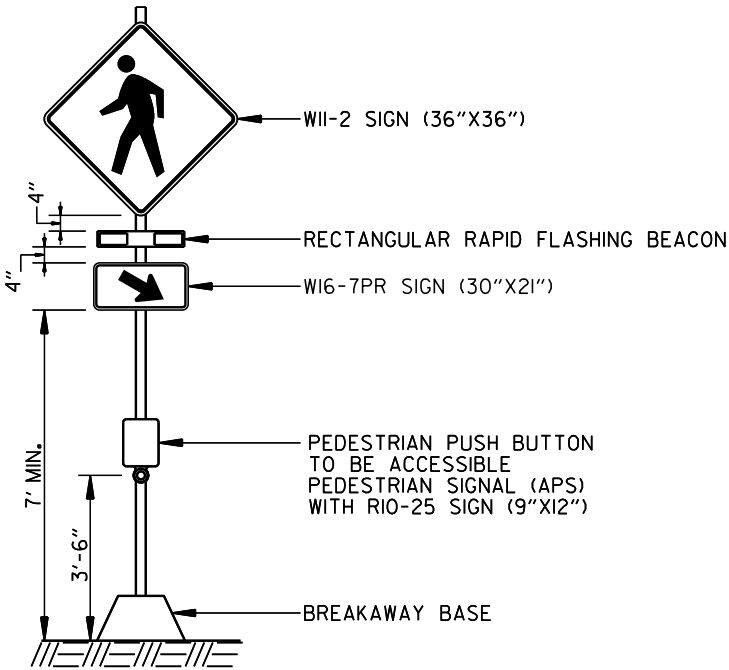
REMOVE EXISTING PEDESTRIAN CROSSING SIGNS AND POSTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 70B AND PLEASANT STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

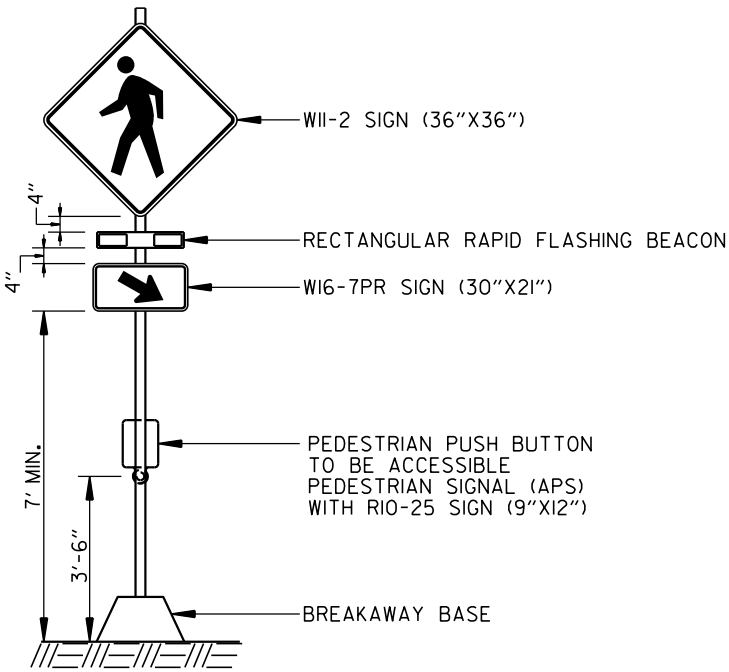
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	110	131
SIGNALIZATION PLAN SHEET						



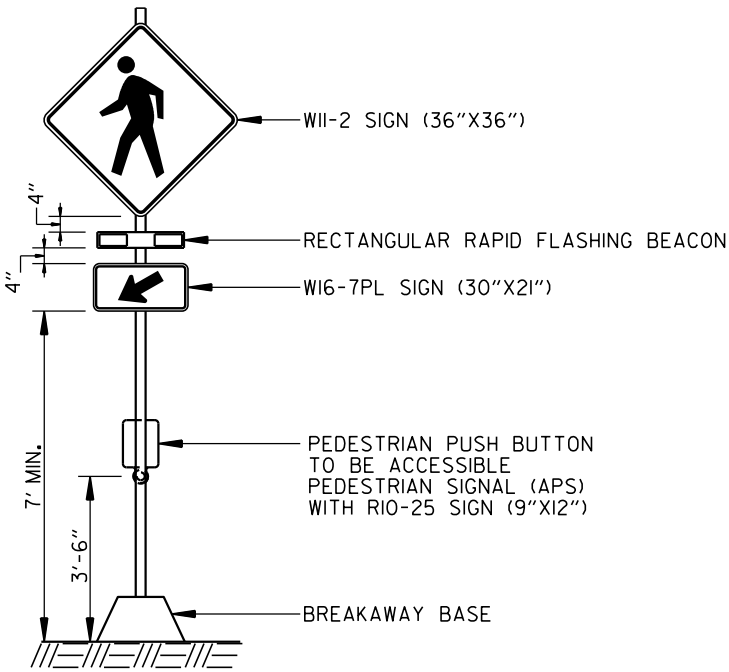
B



C



E



F

LOCATION:	HIGHWAY 70B AND PLEASANT STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

HIGHWAY 70B AND PLEASANT STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70B - STA. 320+06.99	64.37' RT.	997196.70, 1982711.20
B	HWY. 70B - STA. 320+21.68	47.95' RT.	997198.33, 1982734.26
C	HWY. 70B - STA. 320+28.58	08.14' RT.	997177.14, 1982768.73
D	HWY. 70B - STA. 320+21.06	03.28' RT.	997168.24, 1982767.28
E	HWY. 70B - STA. 320+31.83	10.07' LT.	997167.25, 1982784.36
F	HWY. 70B - STA. 320+38.80	47.24' LT.	997146.70, 1982816.03

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

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

REFER TO FOUNDATION DETAIL 2 ON FOUNDATION DETAILS SHEET FOR POLES B & F.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 70B - STA. 320+35.74	2.88' RT.	997178.91, 1982777.51

* CENTER OF CABINET

NOTE TO CONTRACTOR:

- CONTRACTOR TO CONFIRM THE EXISTING LUMINAIRE TO BE USED IN PLACE IS IN WORKING CONDITION. IF NOT IN WORKING CONDITION, CONTRACTOR SHALL NOTIFY THE ENGINEER.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH EAST AND WEST APPROACH

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

LOCATION OF YIELD LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

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

HIGHWAY 70B AND PLEASANT STREET
POLE DIMENSIONS

POLE	POLE TYPE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	LIGHT	N/A	N/A	N/A	*** 30'	15'	315°
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'	174°
E	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
F	RRFB	N/A	N/A	N/A	N/A	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.

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

SIGN FACES



R1-5L
36" X 36"



R1-5R
36" X 36"

HIGHWAY 70B AND PLEASANT STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2	HWY. 70B - STA. 320+10.18	66.86' RT.	997201.06, 1982711.60
PB2	2	HWY. 70B - STA. 320+24.73	52.20' RT.	997203.65, 1982733.30
PB3	3 HD	HWY. 70B - STA. 320+33.90	1.97' LT.	997174.25, 1982781.80
PB4	2 HD	HWY. 70B - STA. 320+21.73	2.88' LT.	997164.67, 1982772.34
PB5	2 HD	HWY. 70B - STA. 320+46.07	47.43' LT.	997151.34, 1982820.74

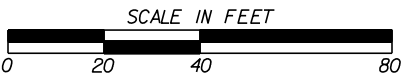
* CENTER OF PULL BOX

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	111	131
SIGNALIZATION PLAN SHEET						

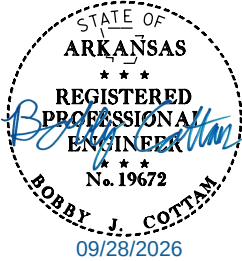


323+00



LOCATION:	HIGHWAY 70B AND PLEASANT STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	1" = 40'
DRAWN BY:	MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	112	137
SIGNALIZATION PLAN SHEET						



ELECTRICAL SERVICE DATA TABLE							
ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
I	NEW	NE 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 A	166	#8/#12 AWG	240	I	USE-2/UF	0.12	.52	0.12	2P/15A
LGT D	88	#8/#12 AWG	240	I	USE-2/UF	0.07	.52	0.12	2P/15A

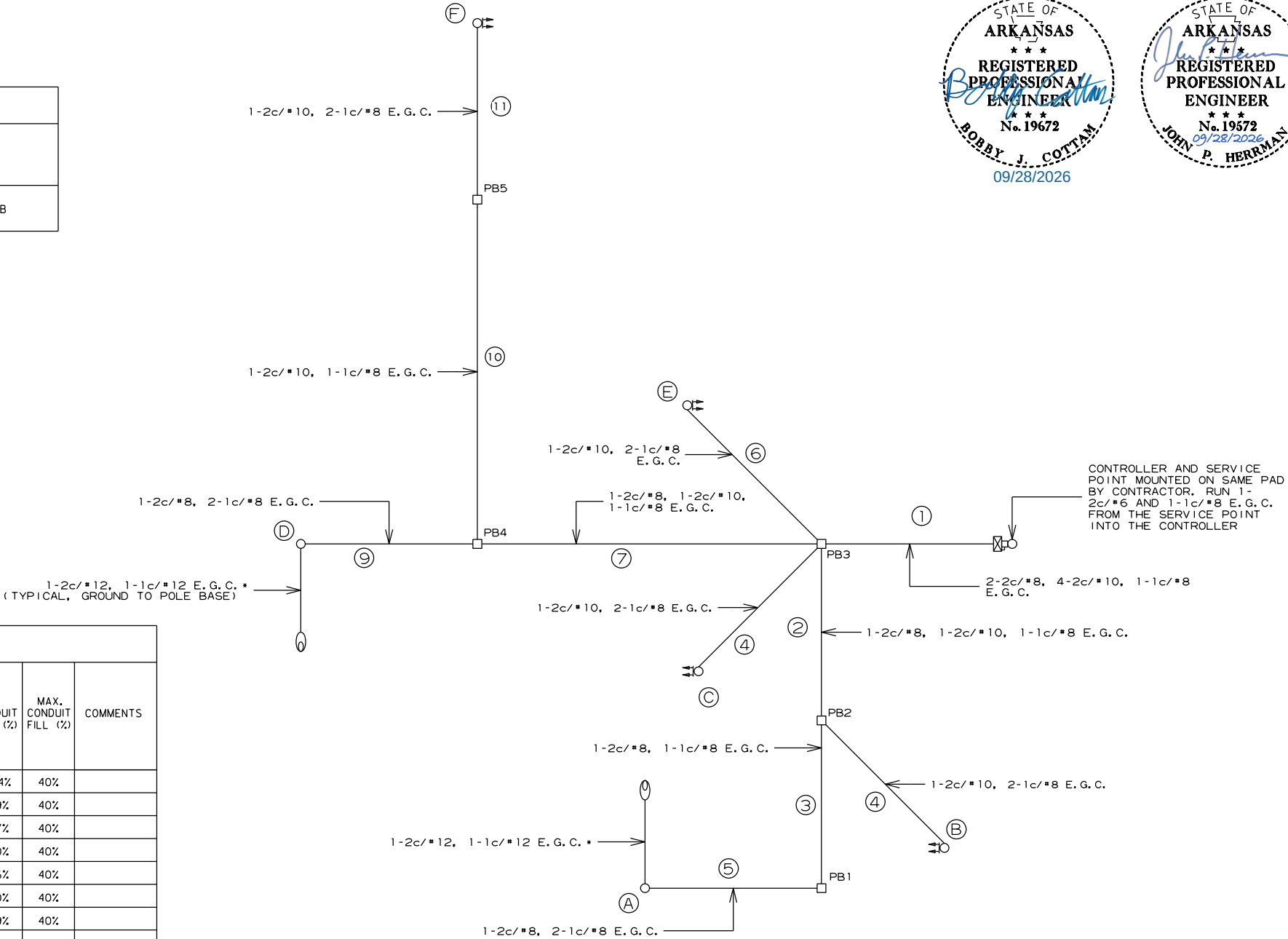
SCHEDULE OF CONDUIT AND CONDUCTOR RUNS												
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)								CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2-2C/#8 A.W.G. 4-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. #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. 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.				
I	17								4	16.54%	40%	
2						59			53	7.09%	40%	
3				30					24	5.07%	40%	
4								23	5	5.40%	40%	
5			8				52*		5	6.76%	40%	
6								22	4	5.40%	40%	
7					18				12	7.09%	40%	
8								26	8	5.40%	40%	
9			8				45*		5	6.76%	40%	
10		51							45	3.71%	40%	
II								19	1	5.40%	40%	

*POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

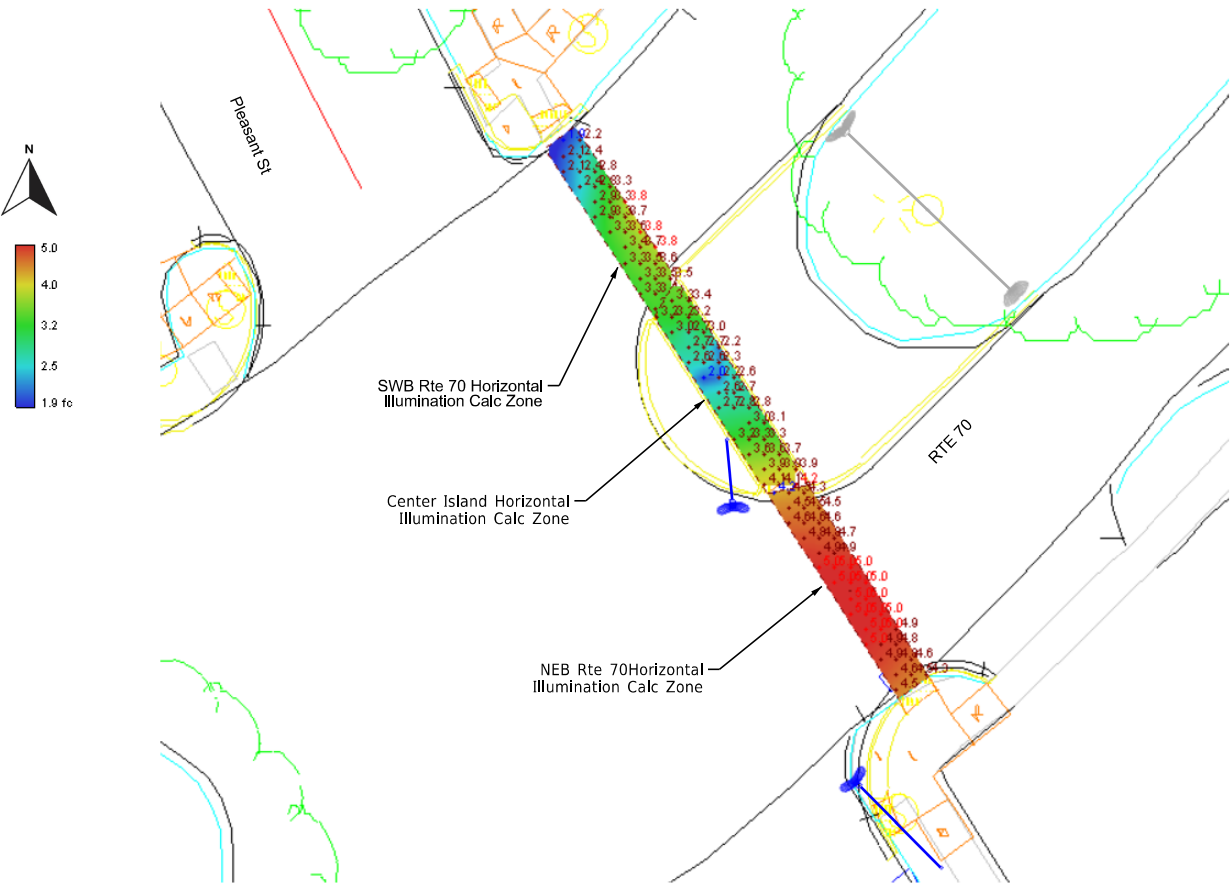
WIRING DIAGRAM

NOTES TO CONTRACTOR:

- THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
- SEE GROUNDING ARRAY DETAIL ON SHEET 55.
- 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 70B AND PLEASANT STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	JHS



Rte 70 @ Pleasant St RRFB - Photometrics Plan View

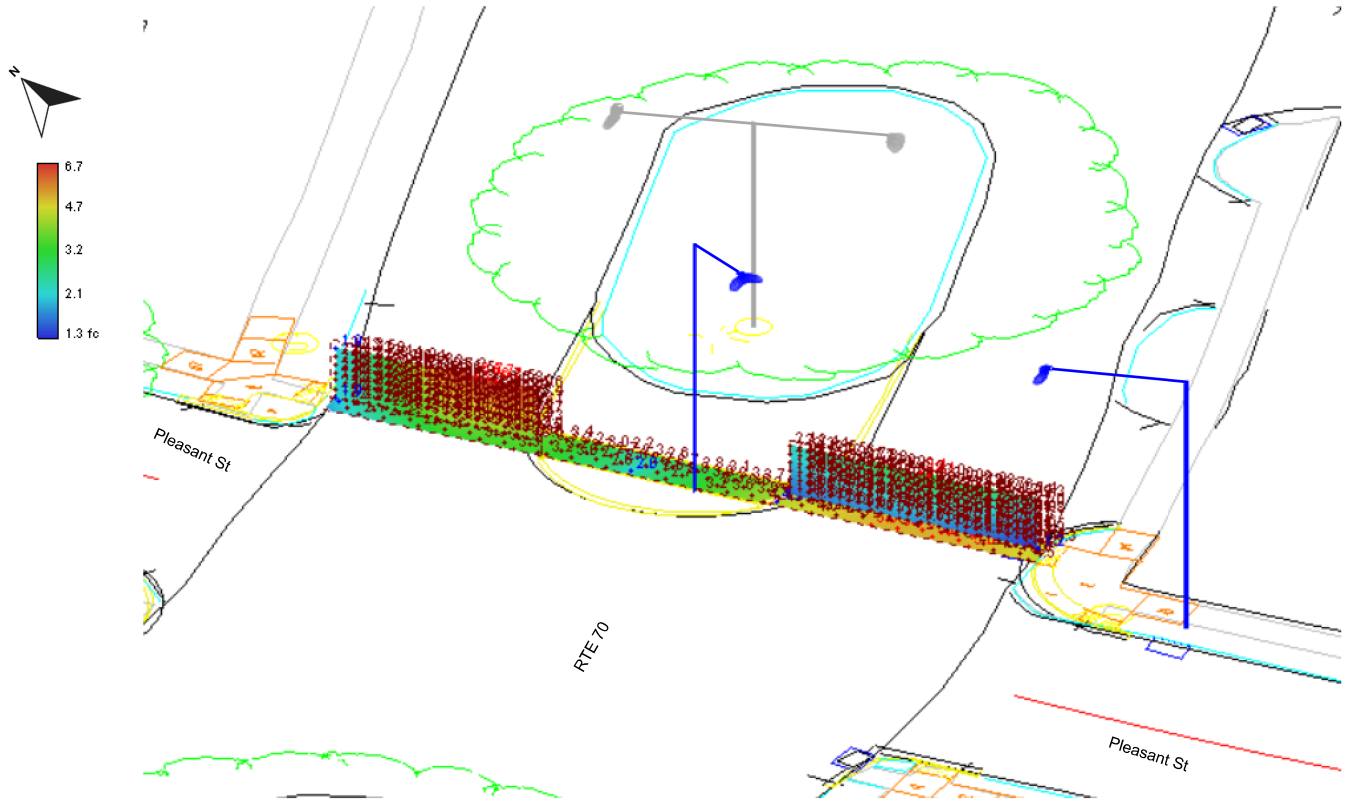
Center Island Horiz Illum Calc Zone		
Average	3.1	fc
Maximum	4.2	fc
Minimum	2.0	fc
Max/Min	2.1:1	
Average/Min	1.6:1	
NEB Rte 70 Horiz Illum Calc Zone		
Average	4.8	fc
Maximum	5.0	fc
Minimum	4.2	fc
Max/Min	1.2:1	
Average/Min	1.1:1	
NEB X-Walk Vert @ 7' Plane		
Average	2.0	fc
Maximum	3.1	fc
Minimum	1.2	fc
Max/Min	2.6:1	
Average/Min	1.7:1	
SEB X-Walk Vert @ 7' Plane		
Average	3.9	fc
Maximum	6.7	fc
Minimum	1.9	fc
Max/Min	3.5:1	
Average/Min	2.1:1	
SWB Rte 70 Horiz Illum Calc Zone		
Average	3.1	fc
Maximum	3.8	fc
Minimum	1.9	fc
Max/Min	2.0:1	
Average/Min	1.6:1	

Source: RP-8-14, Table 8 - Illumination for Intersections				
Functional Classification	Average Maintained Illumination at Pavement by Pedestrian Area Classification in Lux/ftc			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

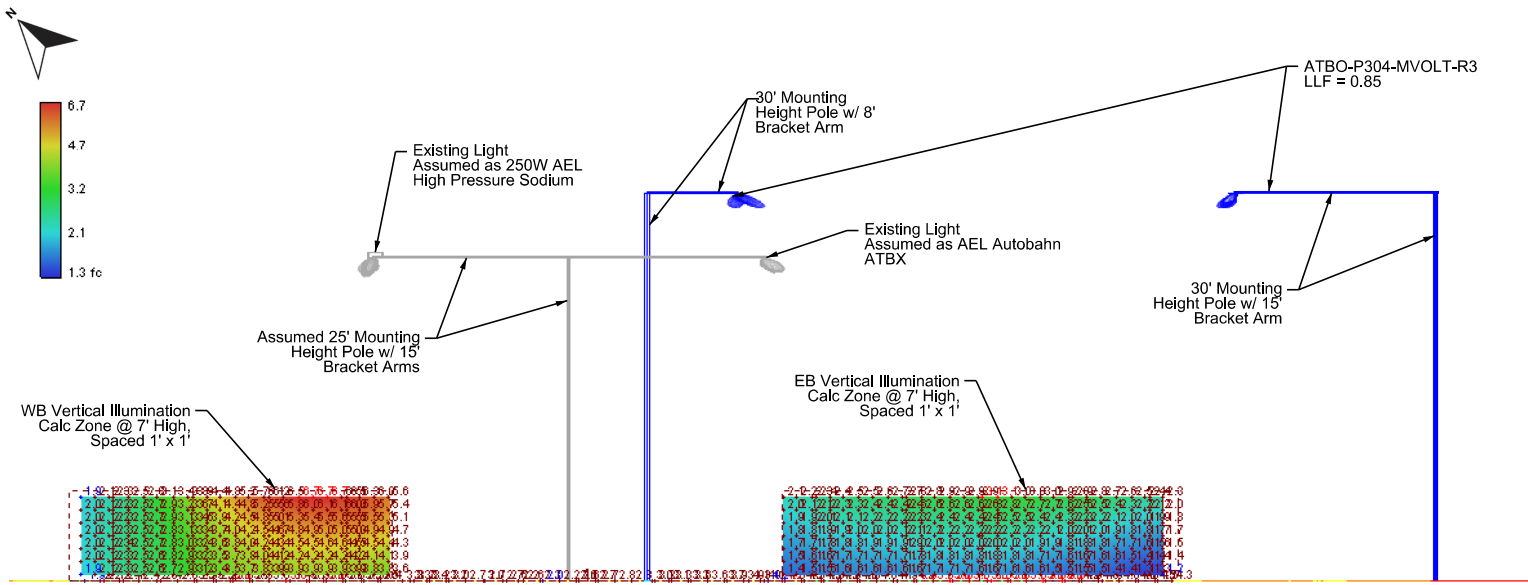
Note: Vertical illuminance levels to meet or exceed horizontal illuminance thresholds above, per RP-8-14 recommendations.

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

Horizontal & Vertical Illuminance Calculations



Rte 70 @ Pleasant St RRFB - Photometrics Orthogonal View

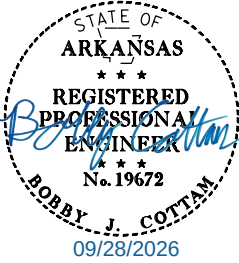


Rte 70 @ Pleasant St RRFB - Photometrics Section View (Looking Northeastbound)

ARDOT Rte 70 At Pleasant St RRFB - Photometrics Basis of Design

LOCATION: HIGHWAY 70B AND PLEASANT STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: N/A
DRAWN BY: MEW

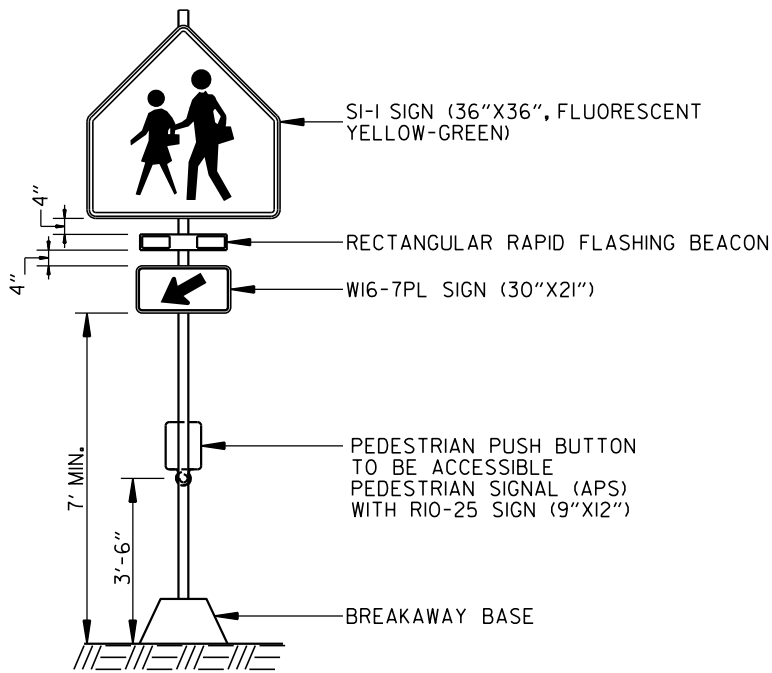
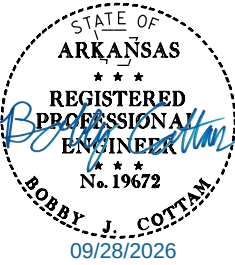
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	114	131
		TRAFFIC SIGNAL QUANTITIES - CRESCENT ST				



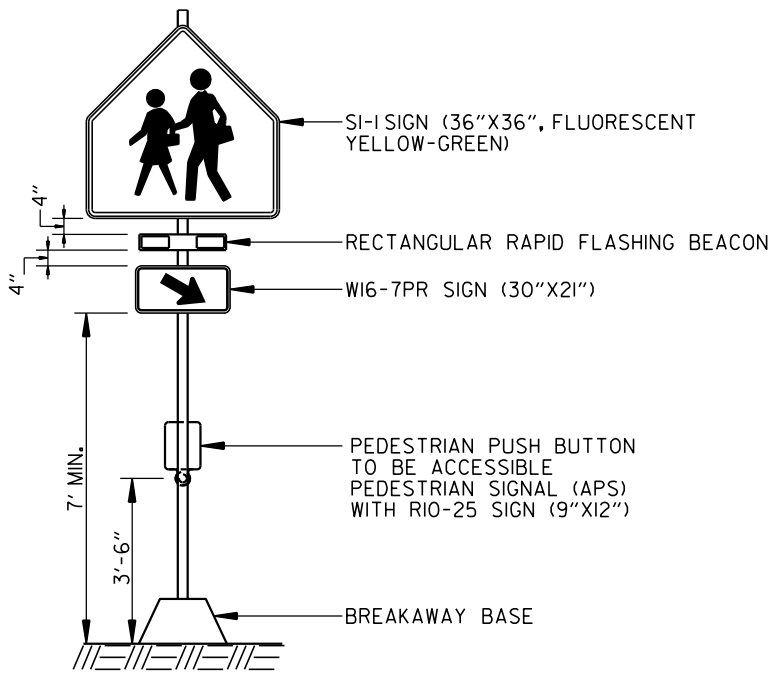
TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RECTANGULAR RAPID FLASHING BEACON (RRFB) - AC	4	EACH
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	430	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	10	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/8 A.W.G.)	350	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	780	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	325	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SS & 726	STANDARD SIGN	27	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	3	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 30')	2	EACH

LOCATION:	HIGHWAY 70B AND CRESCENT STREET		
CITY:	HOT SPRINGS		
COUNTY:	GARLAND		
DISTRICT:	6	SCALE:	N/A
		DRAWN BY:	MEW

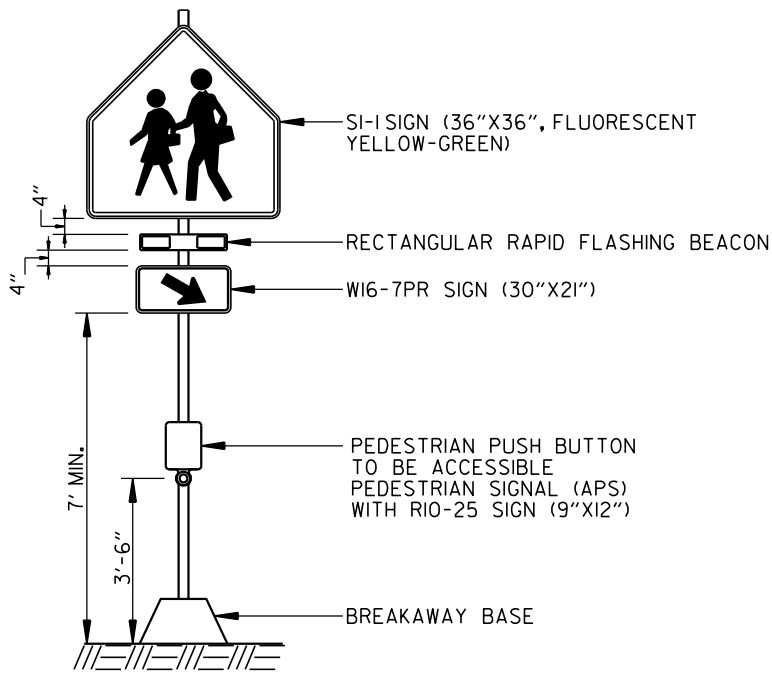
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	115	131
SIGNALIZATION PLAN SHEET						



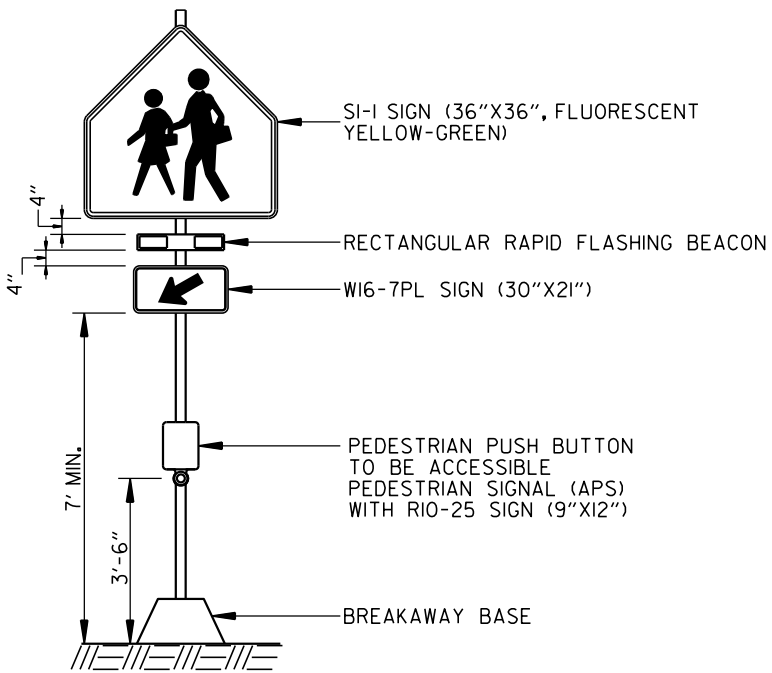
A



C



D



E

LOCATION:	HIGHWAY 70B AND CRESCENT STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW

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	LIGHT	N/A	N/A	N/A	***30'	10'	295°
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	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
F	LIGHT	N/A	N/A	N/A	***30'	10'	304°

★★ HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70B - STA. 335+07.28	51.45' LT.	998041.62, 1983955.06
B	HWY. 70B - STA. 335+22.60	1.00' LT.	998092.94, 1983942.95
C	HWY. 70B - STA. 335+07.80	5.91' LT.	998081.26, 1983932.62
D	HWY. 70B - STA. 335+07.87	6.01' RT.	998091.59, 1983926.70
E	HWY. 70B - STA. 335+07.70	51.59' RT.	998130.92, 1983903.65
F	HWY. 70B - STA. 334+81.39	47.66' RT.	998114.39, 1983883.01

9/28/2026 11:32:04 AM
....\061922 Crescent St PED 40.dgn

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

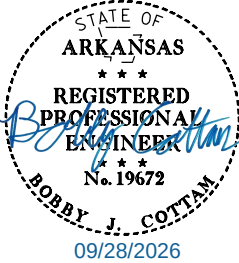
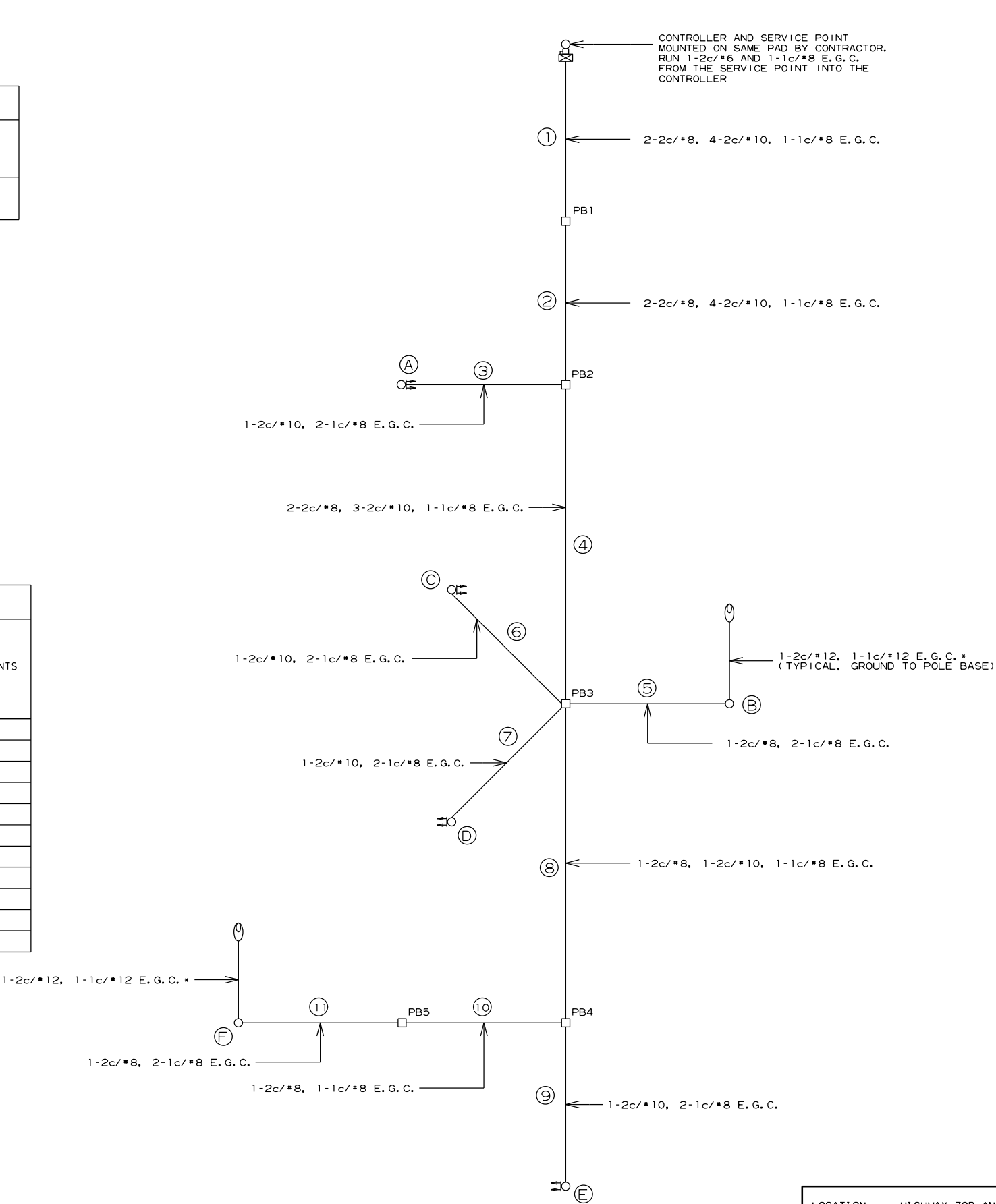
VOLTAGE DROP CALCS - METERED COMMERCIAL PEDESTAL (120/240V)									
CIRCUIT	CIRCUIT LENGTH (FEET)	WIRE SIZE	VOLTAGE (LINE-TO-LINE)	PHASE	WIRE TYPE	%VD	AMPS	CKT. KVA	BRANCH CKT. BKR. POLE/AMPS
LGT B	166	#8/#12 AWG	240	I	USE-2/UF	0.12	.52	0.12	2P/15A
LGT F	253	#8/#12 AWG	240	I	USE-2/UF	0.18	.52	0.12	2P/15A

SCHEDULE OF CONDUIT AND CONDUCTOR RUNS											
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)							CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2-2C/#8 A.W.G. 4-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 3-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. #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/#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.				
I	15							2	16.54%	40%	
2	40							34	16.54%	40%	
3							36	18	5.40%	40%	
4		58						52	14.52%	40%	
5			8			45*		5	6.76%	40%	
6							26	8	5.40%	40%	
7							28	10	5.40%	40%	
8					59			53	7.09%	40%	
9							21	3	5.40%	40%	
10				28				22	5.07%	40%	
11			8			45*		5	6.76%	40%	

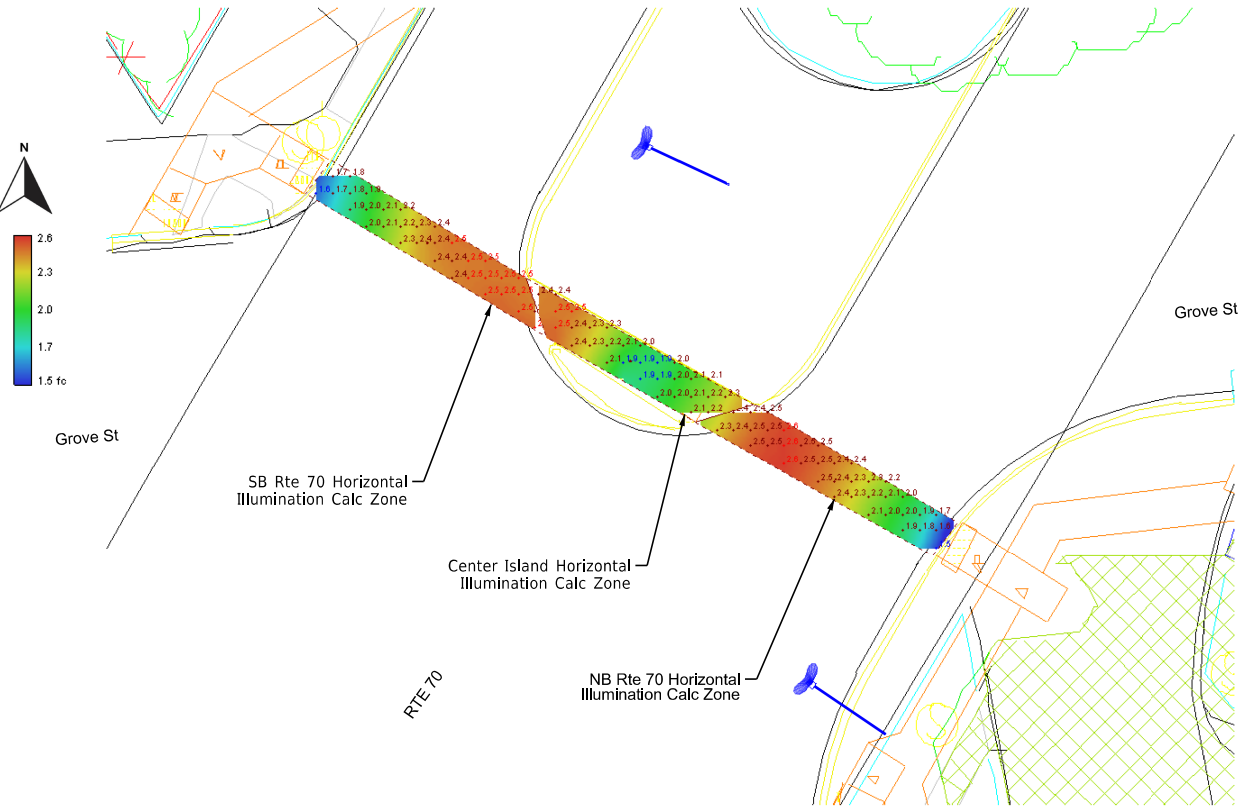
• POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

WIRING DIAGRAM

- NOTES TO CONTRACTOR:
- THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 - SEE GROUNDING ARRAY DETAIL ON SHEET 56.
 - 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 70B AND CRESCENT STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS



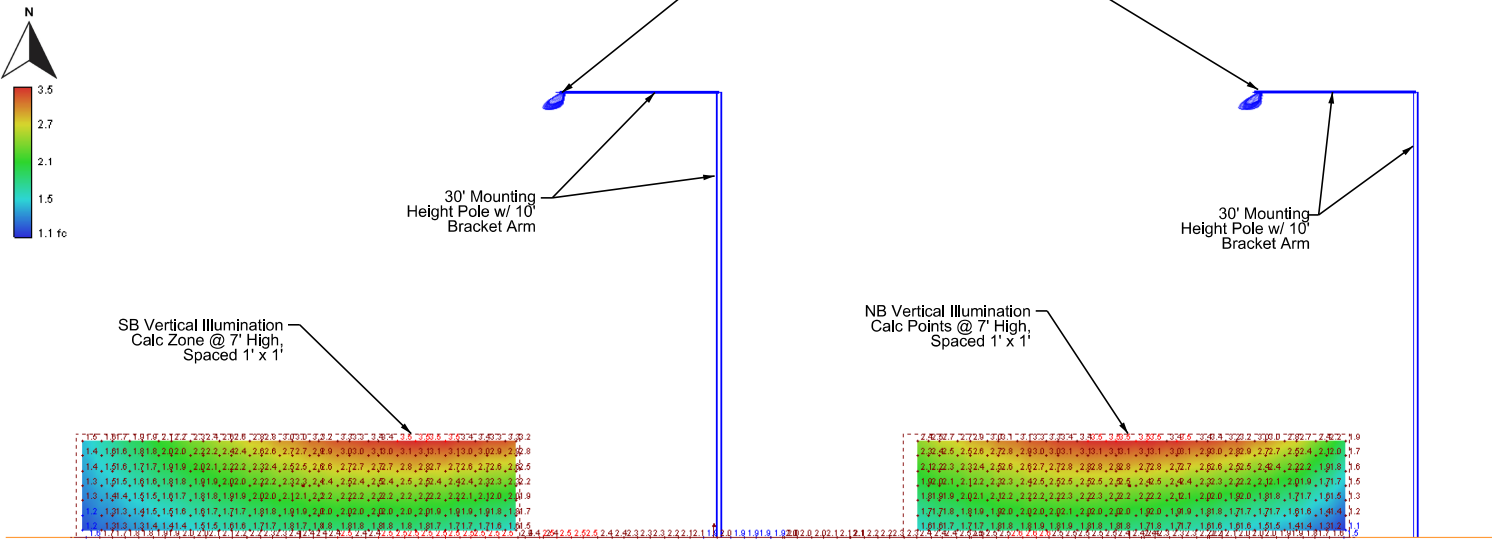
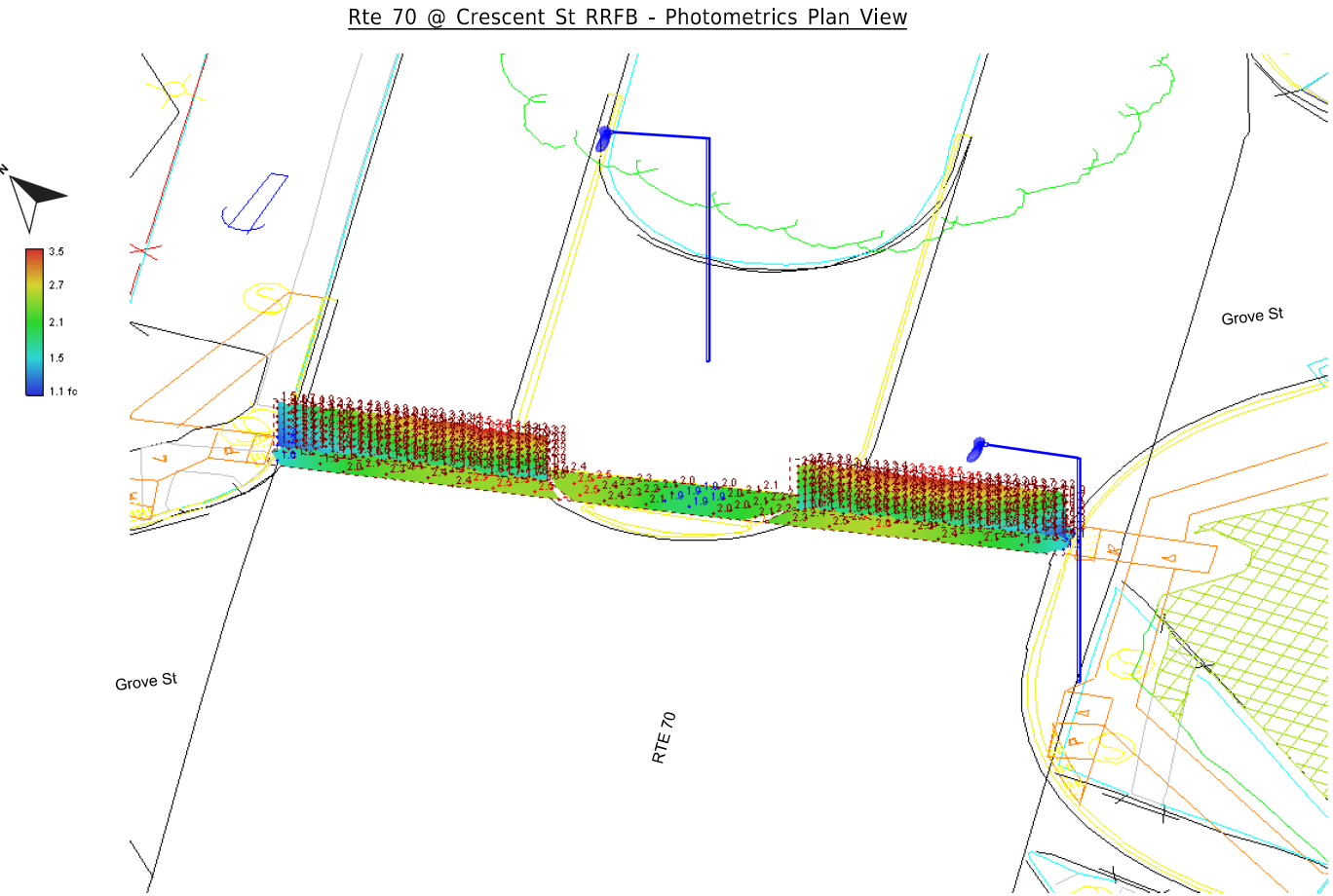
Center Island Horiz Illum Calc Zone		
Average	2.2	fc
Maximum	2.5	fc
Minimum	1.9	fc
Max/Min	1.3:1	
Average/Min	1.2:1	
NB Rte 70 Horiz Illum Calc Zone		
Average	2.3	fc
Maximum	2.6	fc
Minimum	1.5	fc
Max/Min	1.7:1	
Average/Min	1.5:1	
NB X-Walk Vert @ 7' Plane		
Average	2.3	fc
Maximum	3.5	fc
Minimum	1.1	fc
Max/Min	3.2:1	
Average/Min	2.1:1	
SB Rte 70 Horiz Illum Calc Zone		
Average	2.2	fc
Maximum	2.5	fc
Minimum	1.6	fc
Max/Min	1.6:1	
Average/Min	1.4:1	
SB X-Walk Vert @ 7' Plane		
Average	2.2	fc
Maximum	3.5	fc
Minimum	1.2	fc
Max/Min	2.9:1	
Average/Min	1.8:1	

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 recommendations.

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

Horizontal & Vertical Illuminance Calculations



Rte 70 @ Crescent St RRFB - Photometrics Section View (Looking Northbound)

Rte 70 @ Crescent St RRFB - Photometrics Orthogonal View

ARDOT Rte 70 At Crescent St RRFB - Photometrics Basis of Design

LOCATION:	HIGHWAY 70B AND CRESCENT STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
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.	061922	119	131
		TRAFFIC SIGNAL QUANTITIES - VINE ST				



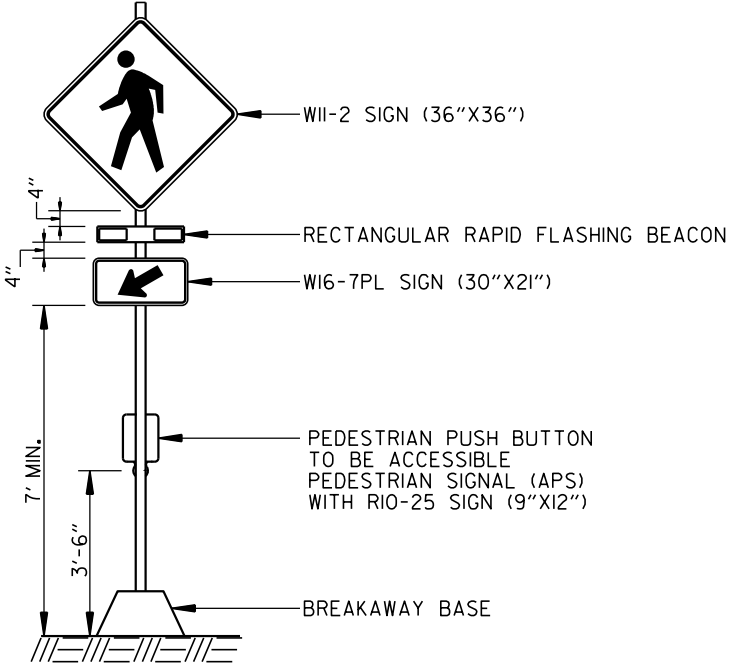
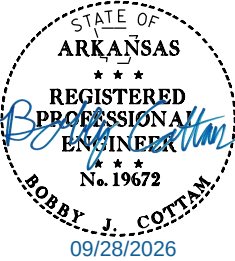
TRAFFIC SIGNAL QUANTITIES

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.)	400	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	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.)	285	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/10 A.W.G.)	545	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	100	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	275	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (6 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SS & 726	STANDARD SIGN	49	SQ. FT.
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	3	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-2)	2	EACH
SP	LED ROADWAY ILLUMINATION POLE (17,714 LUMENS, COBRA, T-BASE, 30')	2	EACH

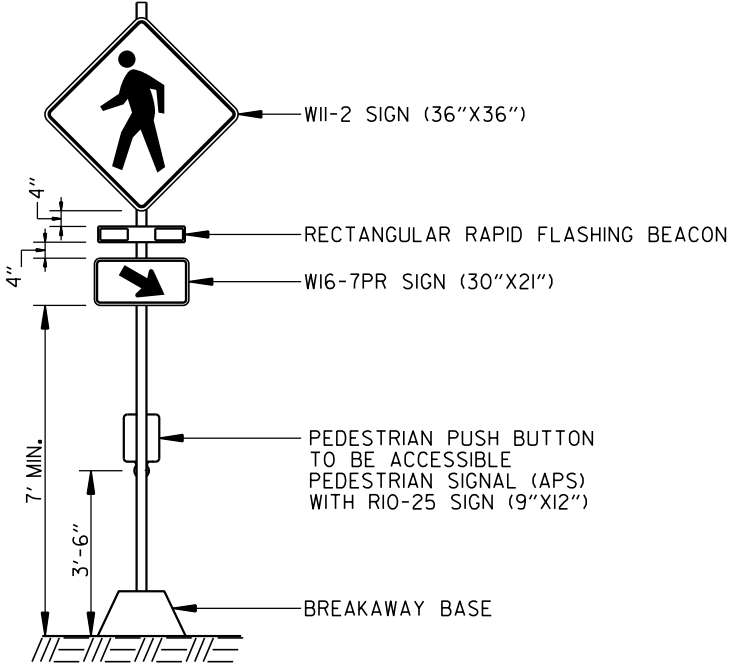
REMOVE EXISTING RRFB POLES AND FOUNDATIONS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 70B AND VINE STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

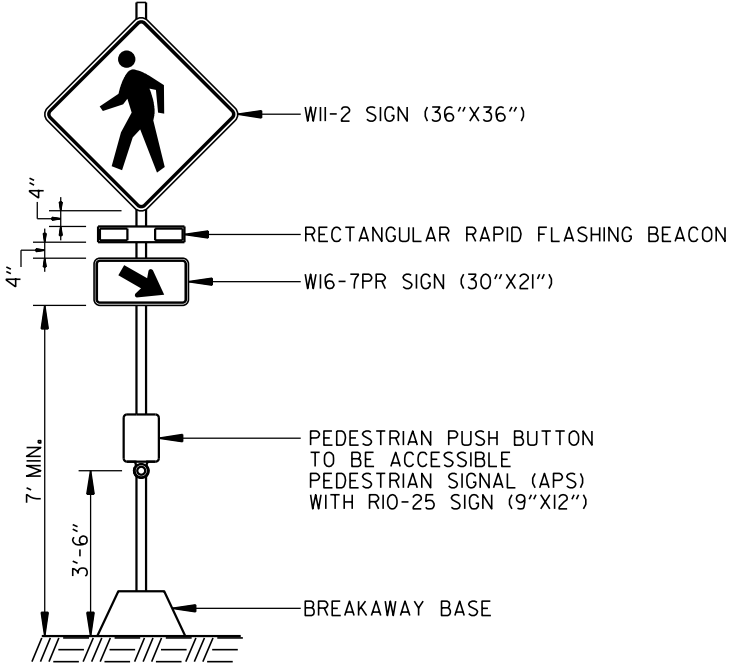
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	120	131
SIGNALIZATION PLAN SHEET						



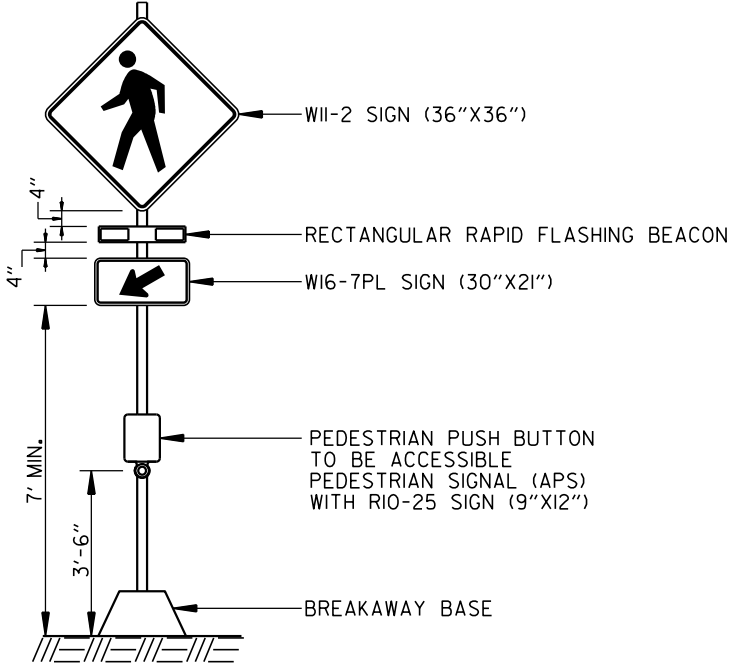
A



C



D



E

LOCATION:	HIGHWAY 70B AND VINE STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW

HIGHWAY 70B AND VINE STREET
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70B - STA. 342+14.27	57.02' LT.	998392.02, 1984569.13
B	HWY. 70B - STA. 342+10.44	2.11' LT.	998437.57, 1984538.23
C	HWY. 70B - STA. 342+04.12	9.64' LT.	998427.88, 1984536.55
D	HWY. 70B - STA. 342+00.32	7.34' RT.	998440.66, 1984524.73
E	HWY. 70B - STA. 341+91.40	51.68' RT.	998474.51, 1984494.74
F	HWY. 70B - STA. 341+72.24	52.33' RT.	998465.44, 1984477.85

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

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

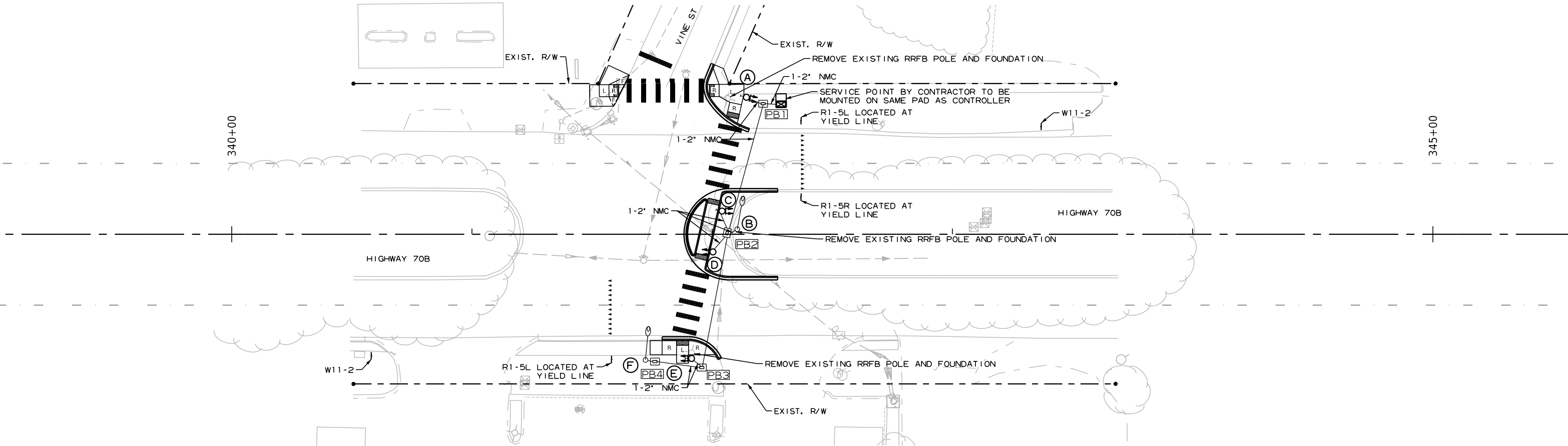
HIGHWAY 70B AND VINE STREET
POLE DIMENSIONS

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	LIGHT	N/A	N/A	N/A	*** 30'	8'	311°
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	RRFB	N/A	N/A	N/A	N/A	N/A	N/A
F	LIGHT	N/A	N/A	N/A	*** 30'	8'	306°

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

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

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



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

SIGN FACES



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



R1-5L
36" X 36"



R1-5R
36" X 36"

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 70B - STA. 342+28.69	54.10' LT.	998401.79, 1984580.14

* CENTER OF CABINET

HIGHWAY 70B AND VINE STREET
PULL BOX LOCATIONS

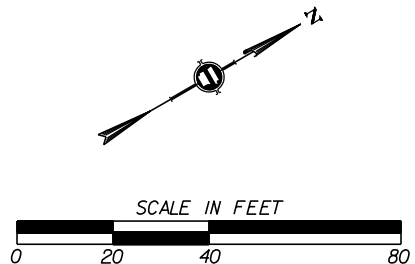
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 70B - STA. 342+21.20	54.32' LT.	998397.83, 1984573.77
PB2	3 HD	HWY. 70B - STA. 342+06.21	0.63' LT.	998436.72, 1984533.83
PB3	2 HD	HWY. 70B - STA. 341+95.66	55.42' RT.	998479.92, 1984496.52
PB4	2 HD	HWY. 70B - STA. 341+76.18	52.99' RT.	998468.00, 1984480.92

* CENTER OF PULL BOX

** FIELD LOCATE PULL BOX AND REPLACE AT EXISTING LOCATION.

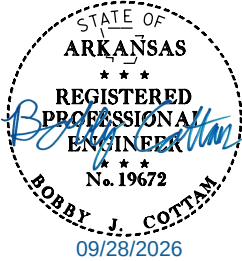
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	121	131
SIGNALIZATION PLAN SHEET						



LOCATION: HIGHWAY 70B AND VINE STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 40'
DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	122	131
SIGNALIZATION PLAN SHEET						



ELECTRICAL SERVICE DATA TABLE							
ELECTRICAL SERVICE PEDESTAL NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	SERVICE ENT CONDUCTOR	SERVICE ENT CONDUIT	COMMENTS
I	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 B	131	#8/#12 AWG	240	I	USE-2/UF	0.10	.52	0.12	2P/15A
LGT F	221	#8/#12 AWG	240	I	USE-2/UF	0.15	.52	0.12	2P/15A

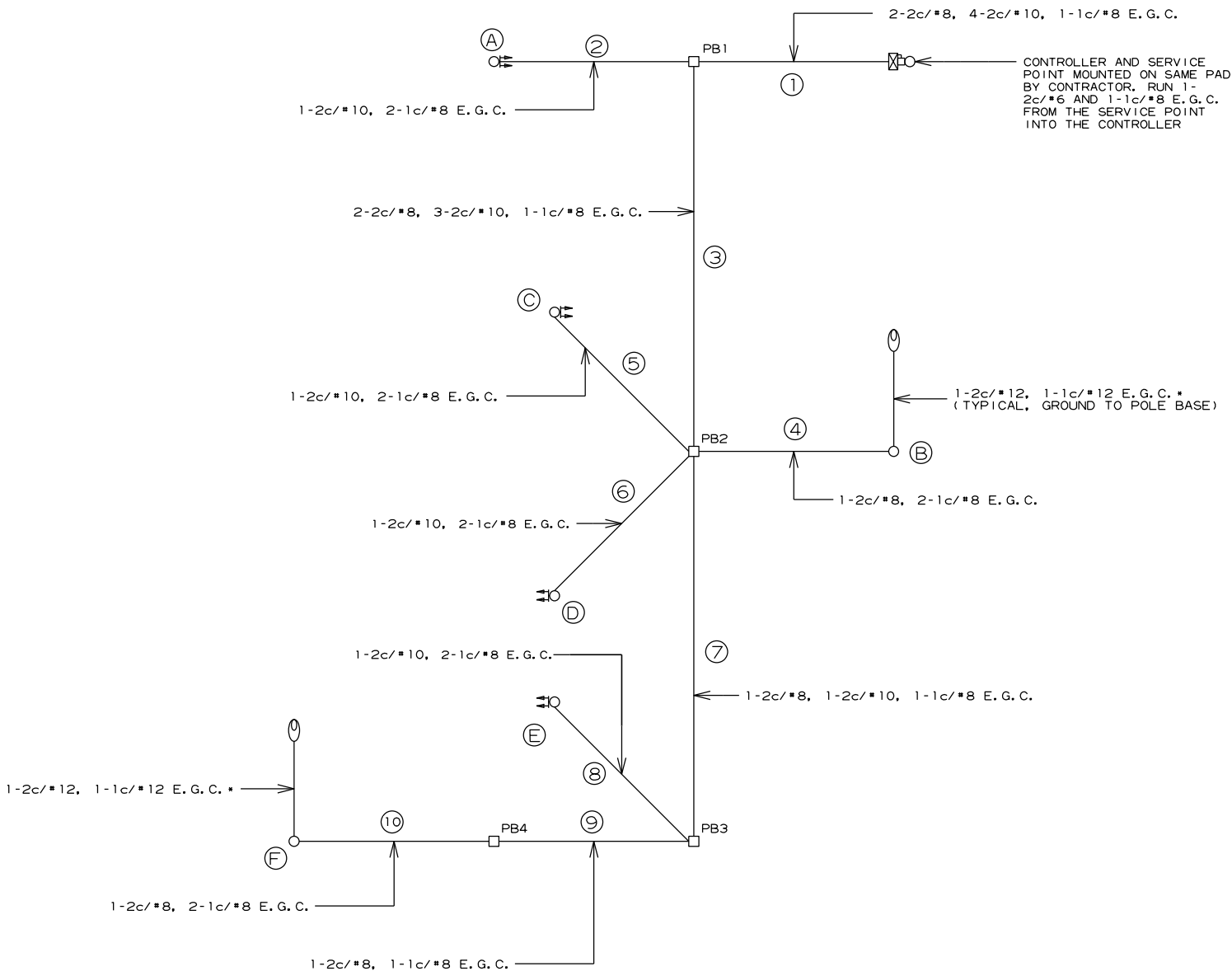
SCHEDULE OF CONDUIT AND CONDUCTOR RUNS											
CONDUIT RUN NO. (X)	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)							CONDUIT LENGTH (FEET) (2")	CONDUIT FILL (%)	MAX. CONDUIT FILL (%)	COMMENTS
	2-2C/#8 A.W.G. 4-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2-2C/#8 A.W.G. 3-2C/#10 A.W.G. #8 A.W.G. E.G.C.	2C/#8 A.W.G. 2-1C/#8 A.W.G. E.G.C.	2C/#8 A.W.G. #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/#12 A.W.G. #12 A.W.G. E.G.C.	2C/#10 A.W.G. 2-1C/#8 A.W.G. E.G.C.				
1	20							7	16.54%	40%	
2							24	6	5.40%	40%	
3		61						55	11.14%	40%	
4			5			45*		3	6.76%	40%	
5							26	8	5.40%	40%	
6							27	9	5.40%	40%	
7					63			57	7.09%	40%	
8							25	7	5.40%	40%	
9					26			20	5.07%	40%	
10			5			45*		3	6.76%	40%	

*POLE AND BRACKET CABLE SEPARATE FROM CONDUIT RUN

WIRING DIAGRAM

NOTES TO CONTRACTOR:

- THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
- SEE GROUNDING ARRAY DETAIL ON SHEET 56.
- 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 70B AND VINE STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: JHS



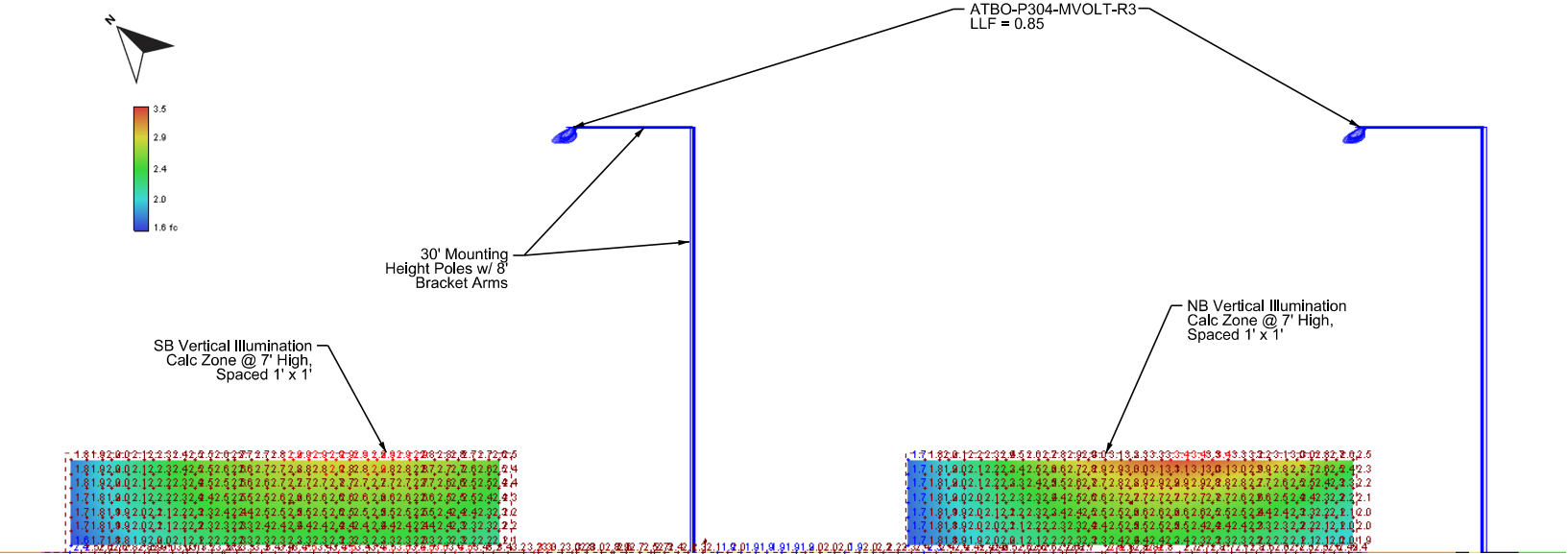
Center Island Horiz Illum Calc Zone		
Average	2.4	fc
Maximum	3.3	fc
Minimum	1.9	fc
Max/Min	1.7:1	
Average/Min	1.3:1	
NB Rte 70 Horiz Illum Calc Zone		
Average	2.6	fc
Maximum	2.9	fc
Minimum	2.3	fc
Max/Min	1.3:1	
Average/Min	1.1:1	
NB X-Walk Vert @ 7' Plane		
Average	2.4	fc
Maximum	3.4	fc
Minimum	1.7	fc
Max/Min	2.0:1	
Average/Min	1.4:1	
SB Rte 70 Horiz Illum Calc Zone		
Average	3.2	fc
Maximum	3.5	fc
Minimum	2.4	fc
Max/Min	1.5:1	
Average/Min	1.3:1	
SB X-Walk Vert @ 7' Plane		
Average	2.4	fc
Maximum	2.9	fc
Minimum	1.6	fc
Max/Min	1.8:1	
Average/Min	1.5:1	

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 recommendations.

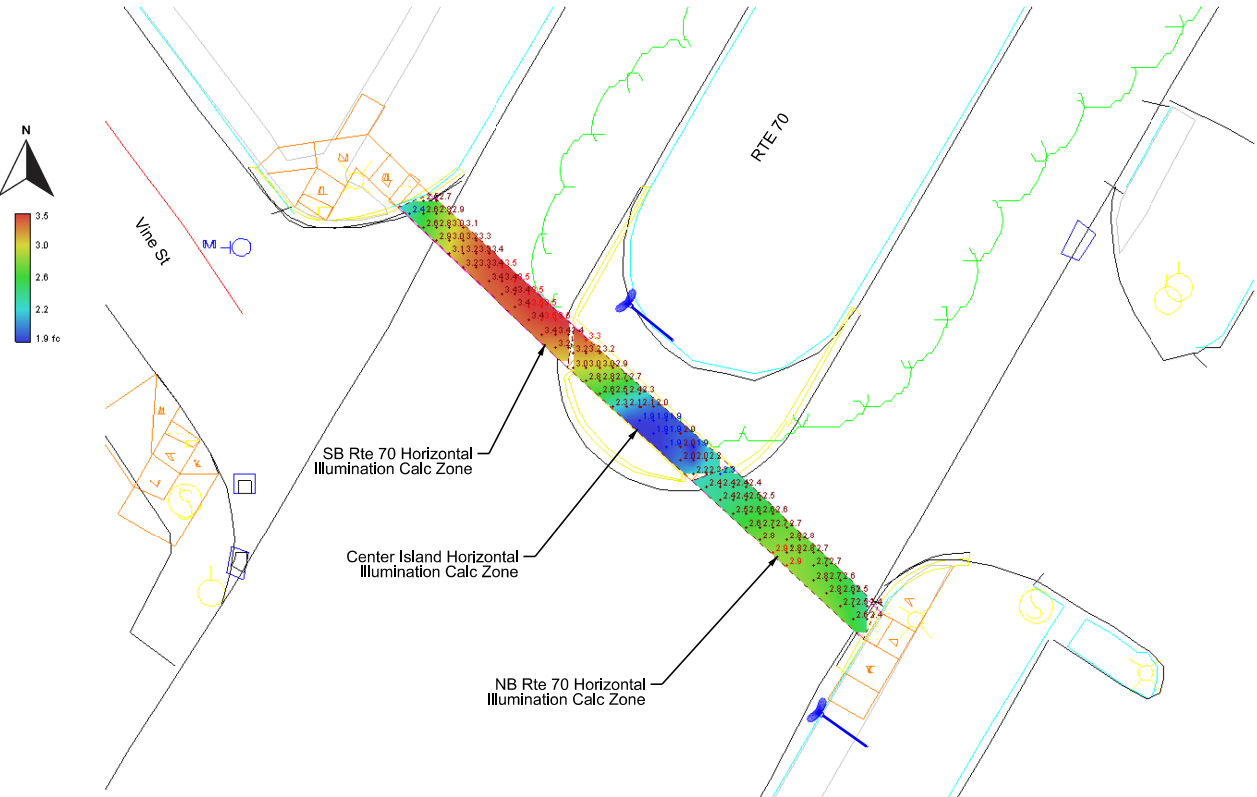
Lighting Design Criteria* (Based on ARDOT Roadway Lighting Design Guide / RP-8-14)

Horizontal & Vertical Illuminance Calculations



Rte 70 @ Vine St RRFB - Photometrics Section View (Looking Northeastbound)

LOCATION:	HIGHWAY 70B AND VINE STREET
CITY:	HOT SPRINGS
COUNTY:	GARLAND
DISTRICT:	6
SCALE:	N/A
DRAWN BY:	MEW



Rte 70 @ Vine St RRFB - Photometrics Plan View



Rte 70 @ Vine St RRFB - Photometrics Orthogonal View

ARDOT Rte At 70 Vine St RRFB - Photometrics Basis of Design

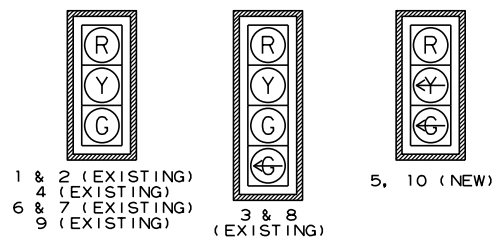
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	124	131
		TRAFFIC SIGNAL QUANTITIES - CONVENTION BLVD.				



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	14	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	5	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	3080	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2110	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	1070	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	85	LIN. FT.
710	NON-METALLIC CONDUIT (3")	725	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	12	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM

REMOVE EXISTING POLES E, H, & R AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PROPOSED POLES A, C, F, G, I, J, L, M, N, O, Q, & R, SIGNAL HEADS 5 & 10, COUNTDOWN PEDESTRIAN SIGNAL HEADS 23 & 24, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. RELOCATE EXISTING COUNTDOWN PEDESTRIAN SIGNAL HEADS 13-15 & 20-21. INSTALL PULL BOX 1 WHICH IS TO BE A TYPE 3 HD PULL BOX, INSTALL PULL BOX 2 WHICH IS TO BE A TYPE 2 PULL BOX, AND INSTALL PULL BOXES 3-8 WHICH ARE TO BE TYPE 2 HD PULL BOXES. MAINTAIN THE EXISTING LOOP DETECTION. EXISTING SIGNAL CONDITIONS SHOWN IN THESE PLANS ARE BASED ON VISIBLE, ABOVE GROUND SIGNAL INFRASTRUCTURE. PREVIOUS DESIGN PLANS FOR THIS INTERSECTION WERE UNAVAILABLE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION: HIGHWAY 70B AND CONVENTION BOULEVARD
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW



ONE SECTION
(SOLID SYMBOL)



11 & 12 (EXISTING)
13, 14, & 15 (EXISTING TO BE RELOCATED)
16 (EXISTING)
17 & 18 (EXISTING)
19 (EXISTING)
20 & 21 (EXISTING TO BE RELOCATED)
22 (EXISTING)
23 & 24 (NEW)

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	3 HD	HWY. 70B - STA. 348+54.72	61.74' RT.	998816.48, 1985063.21
PB2	2	HWY. 70B - STA. 347+76.57	48.69' RT.	998765.93, 1985002.19
PB3	2 HD	HWY. 70B - STA. 347+40.00	52.84' RT.	998751.14, 1984968.49
PB4	2 HD	HWY. 70B - STA. 347+23.14	8.44' LT.	998689.70, 1984984.70
PB5	2 HD	HWY. 70B - STA. 347+17.49	56.91' LT.	998644.94, 1985004.17
PB6	2 HD	HWY. 70B - STA. 347+83.88	67.77' LT.	998668.91, 1985067.03
PB7	2 HD	HWY. 70B - STA. 348+51.91	66.17' LT.	998704.48, 1985125.04
PB8	2 HD	HWY. 70B - STA. 348+64.78	5.12' RT.	998772.58, 1985100.35

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 TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.

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

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.
3. ALL EXISTING SIGNAL INFRASTRUCTURE AND PHASING SHOWN FOR REFERENCE PURPOSE ONLY. EXISTING LOOP DETECTION TO REMAIN.

DESIGN PARAMETERS

POSTED SPEED LIMIT:
NOT POSTED EAST AND WEST
APPROACH (30 MPH PER STATE CODE §
27-51-201)
35 MPH NORTH AND SOUTH APPROACH

- NO BUS STOPS
- NO RAILROAD TRACKS
- ANTENNA LOCATED IN NORTHEAST 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 F HAS CLEAR ZONE DISTANCE
BETWEEN 2 FEET AND 4 FEET BEHIND
CURB.

HIGHWAY 70B AND CONVENTION BOULEVARD
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	N/A	6'	N/A	N/A
B	EXISTING					
C	N/A	N/A	N/A	6'	N/A	N/A
D	EXISTING					
E	EXISTING TO BE REMOVED					
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	EXISTING TO BE REMOVED					
I	N/A	N/A	N/A	15'	N/A	N/A
J	N/A	N/A	N/A	6'	N/A	N/A
K	EXISTING					
L	N/A	N/A	N/A	6'	N/A	N/A
M	N/A	N/A	N/A	10'	N/A	N/A
N	N/A	N/A	N/A	10'	N/A	N/A
O	N/A	N/A	N/A	6'	N/A	N/A
P	EXISTING					
Q	N/A	N/A	N/A	10'	N/A	N/A
R	EXISTING TO BE REMOVED					
S	N/A	N/A	N/A	15'	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 DETAIL S SHEET

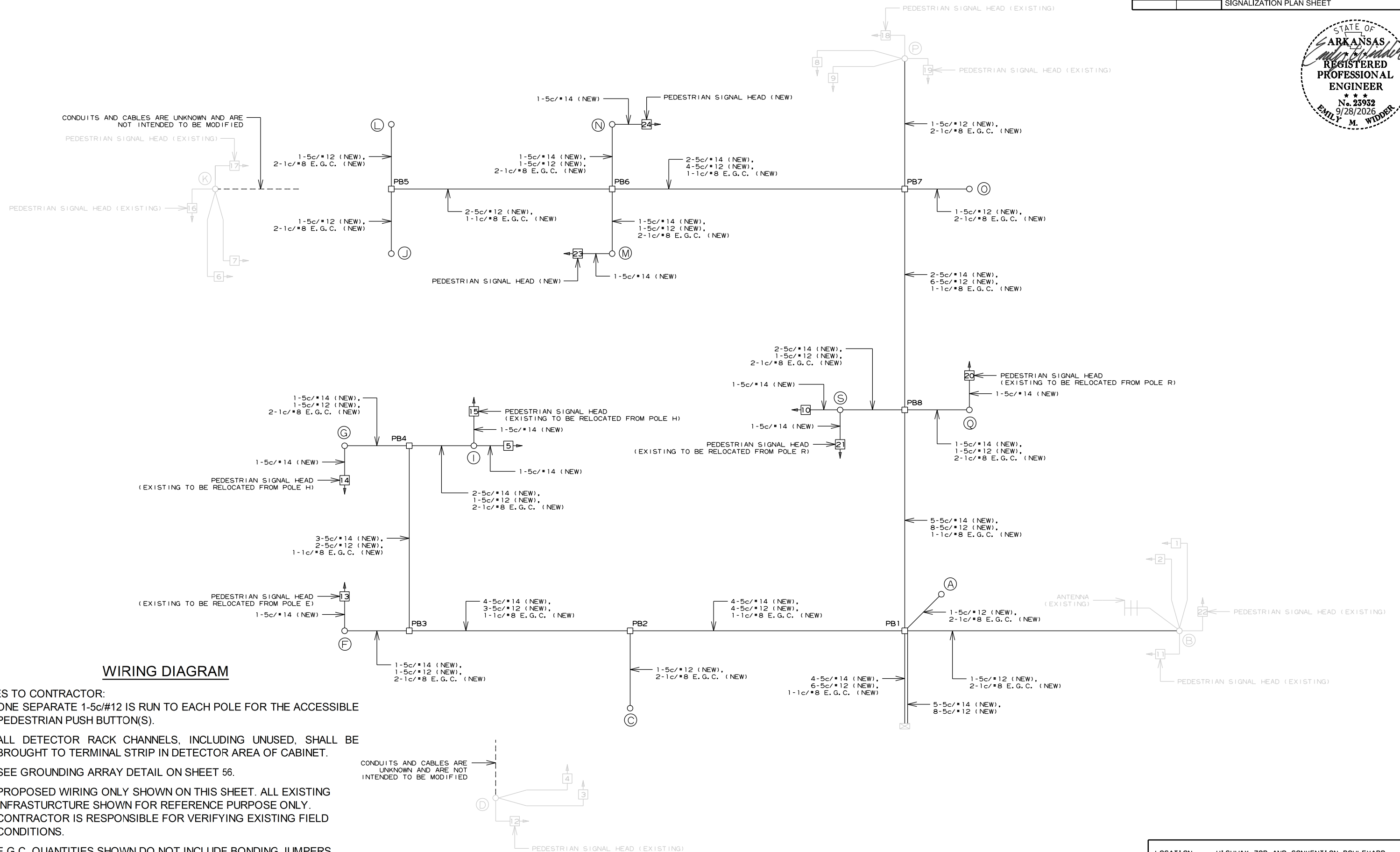
HIGHWAY 70B AND CONVENTION BOULEVARD POLE LOCATIONS			
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 70B - STA. 348+60.88	57.70' RT.	998816.09, 1985070.56
B	EXISTING		
C	HWY. 70B - STA. 347+82.18	56.91' RT.	998775.86, 1985002.91
D	EXISTING		
E	EXISTING TO BE REMOVED		
F	HWY. 70B - STA. 347+35.56	45.14' RT.	998742.26, 1984968.52
G	HWY. 70B - STA. 347+30.07	0.91' RT.	998699.69, 1984986.90
H	EXISTING TO BE REMOVED		
I	HWY. 70B - STA. 347+28.75	11.29' LT.	998690.05, 1984990.99
J	HWY. 70B - STA. 347+23.98	53.0' LT.	998651.59, 1985007.82
K	EXISTING		
L	HWY. 70B - STA. 347+29.97	60.96' LT.	998647.71, 1985017.00
M	HWY. 70B - STA. 347+68.57	63.38' LT.	998665.02, 1985051.59
N	HWY. 70B - STA. 347+99.04	64.89' LT.	998679.02, 1985078.69
O	HWY. 70B - STA. 348+42.69	66.56' LT.	998699.51, 1985117.26
P	EXISTING		
Q	HWY. 70B - STA. 348+59.51	0.25' LT.	998765.29, 1985098.50
R	EXISTING TO BE REMOVED		
S	HWY. 70B - STA. 348+60.44	11.79' RT.	998776.18, 1985093.25

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

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

LOCATION: HIGHWAY 70B AND CONVENTION BOULEVARD
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: 1" = 50' DRAWN BY: MEW

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	126	131
		SIGNALIZATION PLAN SHEET				



WIRING DIAGRAM

NOTES TO CONTRACTOR:

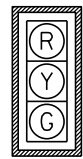
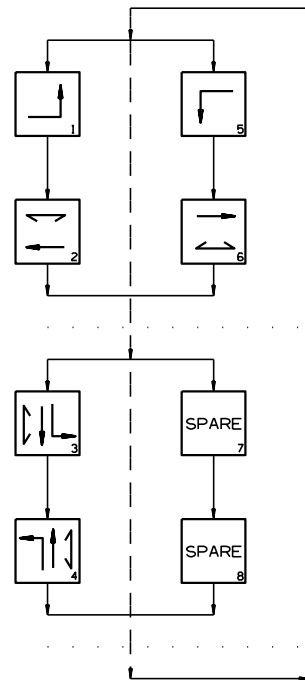
1. ONE SEPARATE 1-5c/#12 IS RUN TO EACH POLE FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON(S).
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. SEE GROUNDING ARRAY DETAIL ON SHEET 56.
4. PROPOSED WIRING ONLY SHOWN ON THIS SHEET. ALL EXISTING INFRASTRUCTURE SHOWN FOR REFERENCE PURPOSE ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS.
5. E.G.C. QUANTITIES SHOWN DO NOT INCLUDE BONDING JUMPERS FROM POLE TO ADJACENT GROUND ROD. REFER TO ARDOT STANDARD DRAWING SD-11 FOR ADDITIONAL GROUNDING REQUIREMENTS.

CONDUITS AND CABLES ARE
UNKNOWN AND ARE NOT
INTENDED TO BE MODIFIED

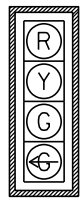
LOCATION:	HIGHWAY 70B AND CONVENTION BOULEVARD		
CITY:	HOT SPRINGS		
COUNTY:	GARLAND		
DISTRICT:	6	SCALE: N/A	DRAWN BY: MEW

SIGNAL FACES

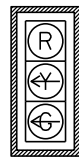
12" LENSES



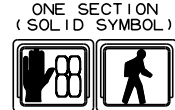
1 & 2 (EXISTING)
4 (EXISTING)
6 & 7 (EXISTING)
9 (EXISTING)



3 & 8
(EXISTING)



5. 10 (NEW)



11 & 12 (EXISTING)
13, 14, & 15 (EXISTING TO BE RELOCATED)
16 (EXISTING)
17 & 18 (EXISTING)
19 (EXISTING)
20 & 21 (EXISTING TO BE RELOCATED)
22 (EXISTING)
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 TWO-WIRE ACCESSIBLE PUSH BUTTONS, R-10-3E SIGNS PER ARDOT'S UPDATED STANDARDS. SEE 2023 MUTCD CHAPTER 4I AND 4K FOR MORE DETAILS. EXISTING COUNTDOWN SIGNAL HEADS TO REMAIN.

DETECTOR SYSTEM DESCRIPTION: JOB 061922

DETECTOR SYSTEM DESCRIPTION: JOB 061922										
HIGHWAY 70B AND CONVENTION BOULEVARD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS	
PHASE 1	NB LOOP DETECTION									FIELD VERIFY
PHASE 2	SB LOOP DETECTION									FIELD VERIFY
PHASE 3	EB LOOP DETECTION									FIELD VERIFY
PHASE 4	WB LOOP DETECTION									FIELD VERIFY
PHASE 5	SB LOOP DETECTION									FIELD VERIFY
PHASE 6	NB LOOP DETECTION									FIELD VERIFY
PB2 A&B & C&D	CONVENTION BLVD. W. LEG									FIELD VERIFY; MODIFIED
PB3 A&B & C&D	HWY. 70B S. LEG									FIELD VERIFY; MODIFIED
PB4 A&B & C&D	HWY. 70B N. LEG									FIELD VERIFY; MODIFIED
PB6 A&B	COTTRELL AVE. E. LEG									FIELD VERIFY; MODIFIED
					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.

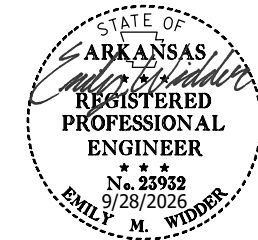
HIGHWAY 70B AND CONVENTION BOULEVARD

SIGNAL FACES	HIGHWAY 70B AND CONVENTION BOULEVARD												FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	4	CLR.	
1 & 2	R	R	G	**	R	R	G	**		R	R	R	R
3	R	R	R	R	R	R	R	R		Y	R	R	R
4	R	R	R	R	R	R	R	R	G	Y	R	R	R
5		*	R	R		*	R	R	R	R	R	R	R
6 & 7	R	R	R	R	G	**	G	**	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R		Y	R
9	R	R	R	R	R	R	R	R	R	R	G	Y	R
10		*		*	R	R	R	R	R	R	R	R	R
11 & 12	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	BLK
13, 14, 15 & 16	DW	DW	DW	DW	DW	DW	DW	DW	DW	FDW	DW	DW	BLK
17, 18, 23 & 24	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	DW	DW	BLK
19, 20, 21 & 22	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	BLK

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE

** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

LOCATION: HIGHWAY 70B AND CONVENTION BOULEVARD
CITY: HOT SPRINGS
COUNTY: GARLAND
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.	061922	128	131
		TRAFFIC SIGNAL QUANTITIES - SPRING ST				

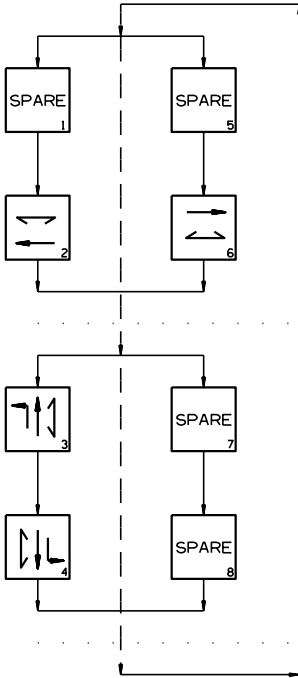


TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	TRAFFIC SIGNAL CONTROLLER (MODIFICATION)	1	EACH
SP & 707	CENTRAL CONTROL UNIT	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	12	EACH
SP	PEDESTRIAN SIGNAL HEAD RELOCATION	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	2135	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2070	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	605	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	870	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	90	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	90	LIN. FT.
710	NON-METALLIC CONDUIT (3")	695	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	10	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.07	LUMP SUM
SP	VIDEO DETECTOR ROTATION	4	EACH
733	VIDEO CABLE	815	LIN. FT.

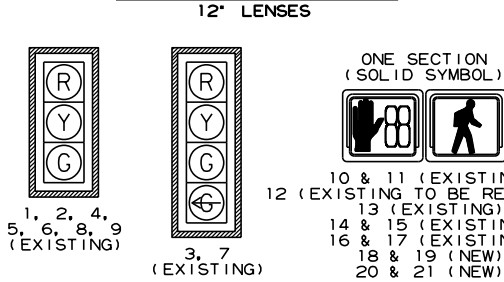
REMOVE EXISTING PULL BOXES 2, 4, 6, & 9 AND EXISTING PUSH BUTTONS THAT ARE NOT ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL POLES E, F, G, H, I, J, K, L, M, & N. COUNTDOWN PEDESTRIAN SIGNAL HEADS 18-21, AND PUSH BUTTONS WHICH ARE TO BE ACCESSIBLE PEDESTRIAN SIGNALS. INSTALL PULL BOXES 1, 3, 5, 8, & 10 WHICH ARE TO BE TYPE 2 HD PULL BOXES, AND INSTALL PULL BOXES 7 & 11 WHICH ARE TO BE TYPE 2 PULL BOXES. RETURN REMOVED EQUIPMENT TO THE CITY OF HOT SPRINGS.

LOCATION:	HIGHWAY 70B AND SPRING STREET				
CITY:	HOT SPRINGS				
COUNTY:	GARLAND				
DISTRICT:	6	SCALE:	N/A	DRAWN BY:	MEW

PHASING DIAGRAM



SIGNAL FACES



- 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 41 AND 4K FOR MORE DETAILS.

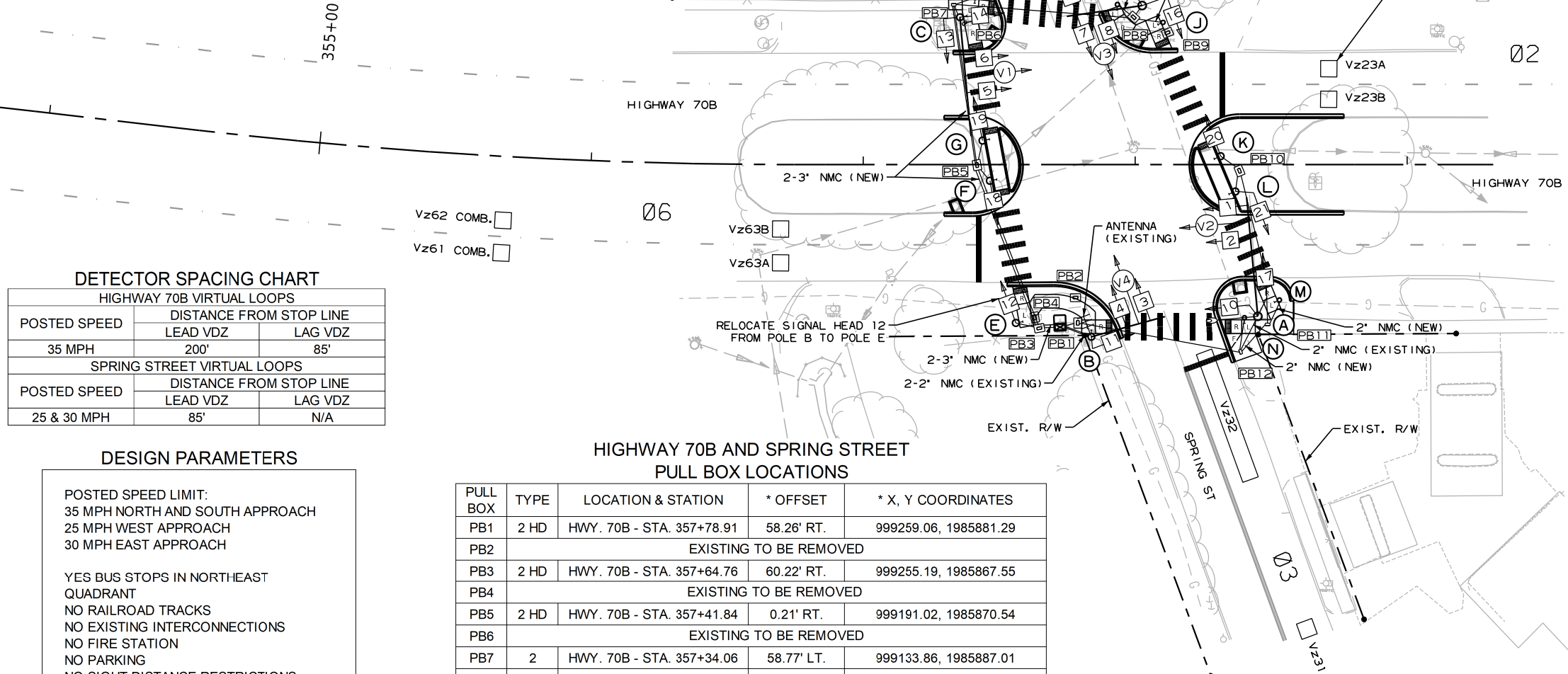
HIGHWAY 70B AND SPRING STREET

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	6'	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
K	N/A	N/A	N/A	10'	N/A	N/A
L	N/A	N/A	N/A	10'	N/A	N/A
M	N/A	N/A	N/A	6'	N/A	N/A
N	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. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
 2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING FIELD CONDITIONS. CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.
 3. V1, V2, V3, AND V4 ARE EXISTING VIDEO DETECTORS.



DETECTOR SPACING CHART

HIGHWAY 70B VIRTUAL LOOPS			
POSTED SPEED	DISTANCE FROM STOP LINE		
	LEAD VDZ	LAG VDZ	
35 MPH	200'	85'	
SPRING 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
25 MPH WEST APPROACH
30 MPH EAST APPROACH

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HIGHWAY 70B AND SPRING STREET
PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	2 HD	HWY. 70B - STA. 357+78.91	58.26' RT.	999259.06, 1985881.29
PB2		EXISTING TO BE REMOVED		
PB3	2 HD	HWY. 70B - STA. 357+64.76	60.22' RT.	999255.19, 1985867.55
PB4		EXISTING TO BE REMOVED		
PB5	2 HD	HWY. 70B - STA. 357+41.84	0.21' RT.	999191.02, 1985870.54
PB6		EXISTING TO BE REMOVED		
PB7	2	HWY. 70B - STA. 357+34.06	58.77' LT.	999133.86, 1985887.01
PB8	2 HD	HWY. 70B - STA. 357+99.46	54.20' LT.	999164.22, 1985945.12
PB9		EXISTING TO BE REMOVED		
PB10	2 HD	HWY. 70B - STA. 358+38.37	2.31' RT.	999231.57, 1985958.18
PB11	2	HWY. 70B - STA. 358+52.49	59.50' RT.	999289.64, 1985948.23
PB12		EXISTING		

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

HIGHWAY 70B AND SPRING STREET
POLE LOCATIONS

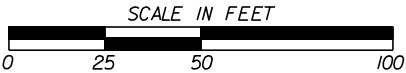
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A		EXISTING	
B		EXISTING	
C		EXISTING	
D		EXISTING	
E	HWY. 70B - STA. 357+56.15	58.27' RT.	999249.96, 1985860.43
F	HWY. 70B - STA. 357+46.58	5.96' RT.	999198.20, 1985872.59
G	HWY. 70B - STA. 357+43.88	8.83' LT.	999183.56, 1985876.03
H	HWY. 70B - STA. 357+41.17	61.39 LT.	999134.30, 1985894.58
I	HWY. 70B - STA. 357+93.48	58.87' LT.	999157.54, 1985941.51
J	HWY. 70B - STA. 358+10.27	52.27' LT.	999170.30, 1985954.26
K	HWY. 70B - STA. 358+31.45	3.06' LT.	999223.88, 1985953.97
L	HWY. 70B - STA. 358+36.87	9.89' RT.	999237.92, 1985953.77
M	HWY. 70B - STA. 358+53.07	49.81' RT.	999280.98, 1985952.64
N	HWY. 70B - STA. 358+40.18	56.34' RT.	999281.81, 1985938.22

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

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

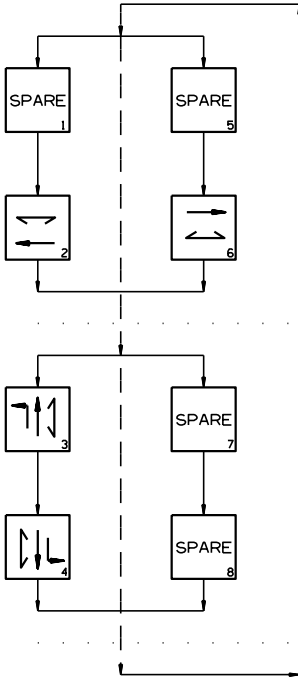
REFER TO FOUNDATION DETAIL 1 ON FOUNDATION DETAILS SHEET FOR POLES M & N.

REFER TO FOUNDATION DETAIL 2 ON FOUNDATION DETAILS SHEET FOR POLES E, F, & K.

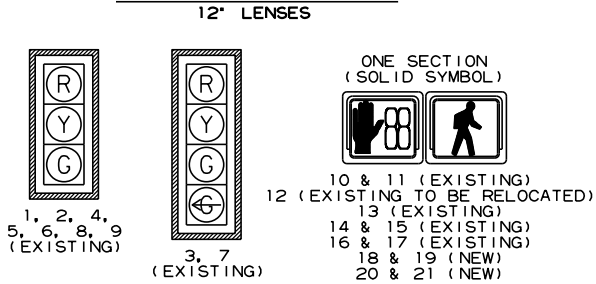


LOCATION: HIGHWAY 70B AND SPRING STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6
SCALE: 1" = 50'
DRAWN BY: MEW

PHASING DIAGRAM



SIGNAL FACES



- 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.
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DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 061922											
HIGHWAY 70B AND SPRING STREET DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz21	SB ADVANCE OUTSIDE									EXISTING	MODIFIED
Vz22	SB ADVANCE INSIDE									EXISTING	MODIFIED
Vz23 A&B	SB NEAR									EXISTING	MODIFIED
Vz31	WB ADVANCE									EXISTING	MODIFIED
Vz32	WB NEAR									EXISTING	MODIFIED
Vz41	EB ADVANCE									EXISTING	MODIFIED
Vz42	EB NEAR									EXISTING	MODIFIED
Vz61	NB ADVANCE OUTSIDE									EXISTING	MODIFIED
Vz62	NB ADVANCE INSIDE									EXISTING	MODIFIED
Vz63 A&B	NB NEAR									EXISTING	MODIFIED
PB2 A&B	SPRING ST. W. LEG									EXISTING	MODIFIED
PB4 A&B & C&D	HWY. 70B S. LEG									EXISTING	MODIFIED
PB6 A&B	SPRING ST. E. LEG									EXISTING	MODIFIED
PB8 A&B & C&D	HWY. 70B N. LEG									EXISTING	MODIFIED
										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 PH
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	061922	131	131
SIGNALIZATION PLAN SHEET						

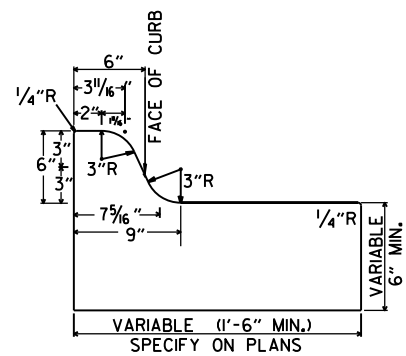


INTERVAL CHART

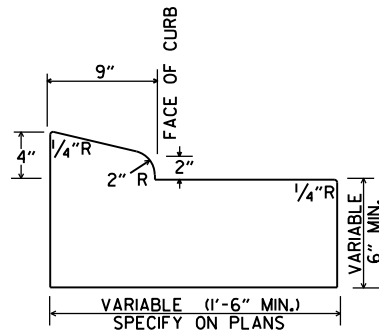
SIGNAL FACES	HIGHWAY 70B AND SPRING STREET						FLASH SEQUENCE
	2+6	CLR.	3	CLR.	4	CLR.	
1 & 2	G	Y	R	R	R	R	R
3	R	R	R	R	G	Y	R
4 & 9	R	R	R	R	G	Y	R
5 & 6	G	Y	R	R	R	R	R
7	R	R	G	Y	R	R	R
8	R	R	G	Y	R	R	R
10 & 11	W	FDW	DW	DW	DW	DW	BLK
12, 13, 18 & 19	DW	DW	DW	DW	W	FDW	BLK
14 & 15	W	FDW	DW	DW	DW	DW	BLK
16, 17, 20 & 21	DW	DW	W	FDW	DW	DW	BLK

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

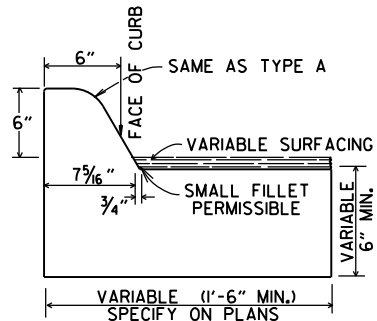
LOCATION: HIGHWAY 70B AND SPRING STREET
CITY: HOT SPRINGS
COUNTY: GARLAND
DISTRICT: 6 SCALE: N/A DRAWN BY: MEW



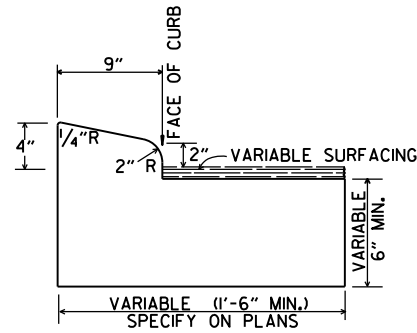
TYPE A



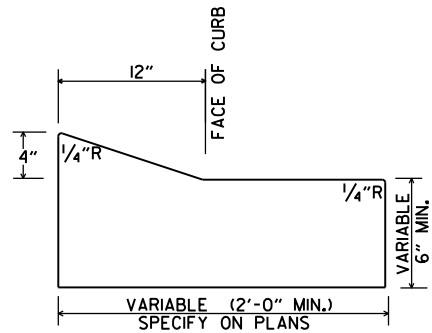
TYPE B-1



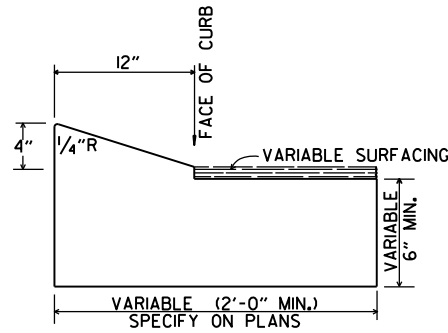
TYPE C



TYPE B-2

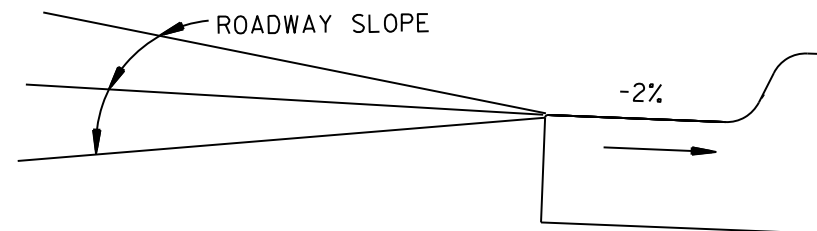


TYPE E-1



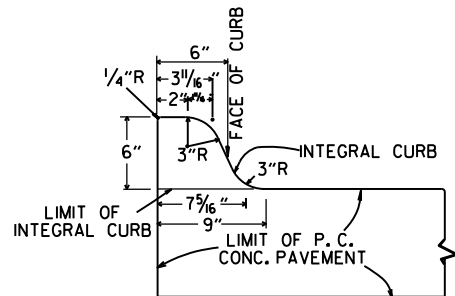
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

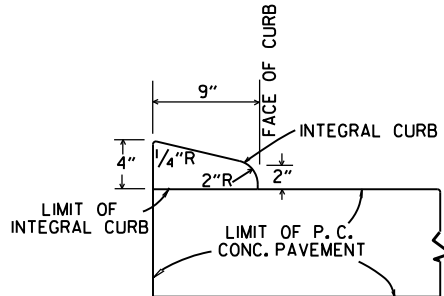


DETAIL OF GUTTER SLOPE

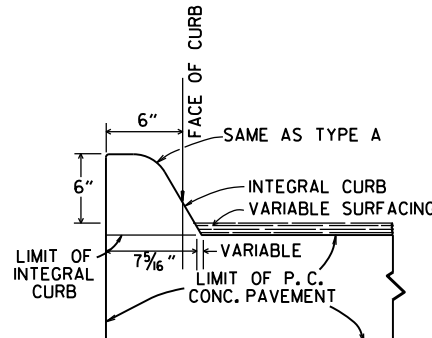
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

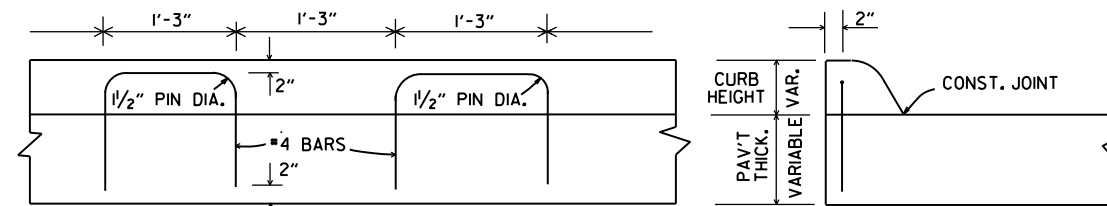


TYPE B



TYPE C

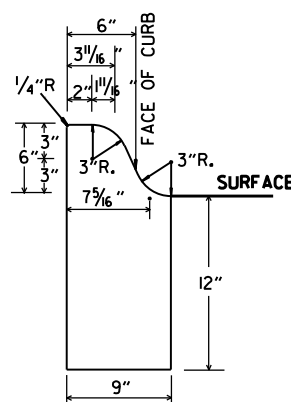
INTEGRAL CURB



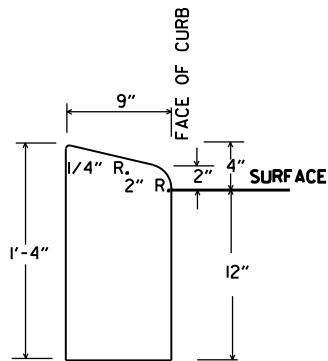
LONGITUDINAL SECTION

ELEVATION

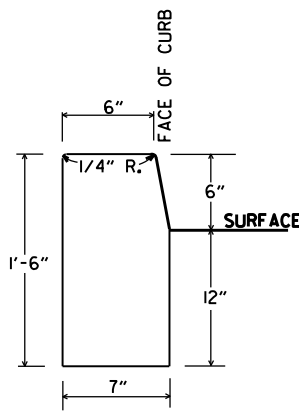
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



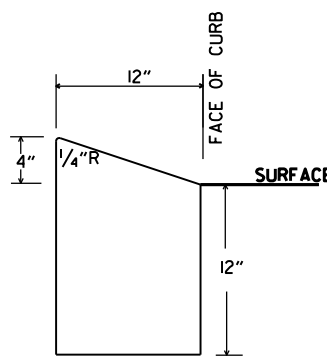
TYPE A



TYPE B

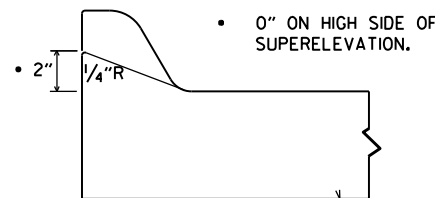


TYPE D



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.

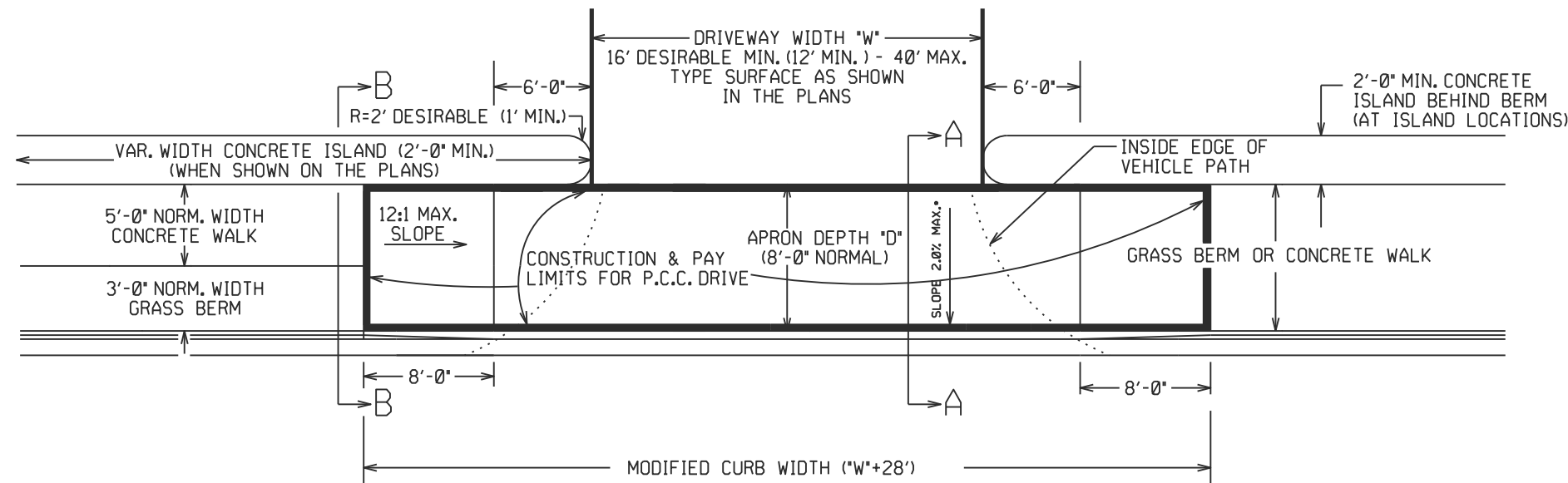
DETAILS OF MODIFIED CURB

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	VARIABLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
1-1-73	REVISED MODIFIED CURB	500-1-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

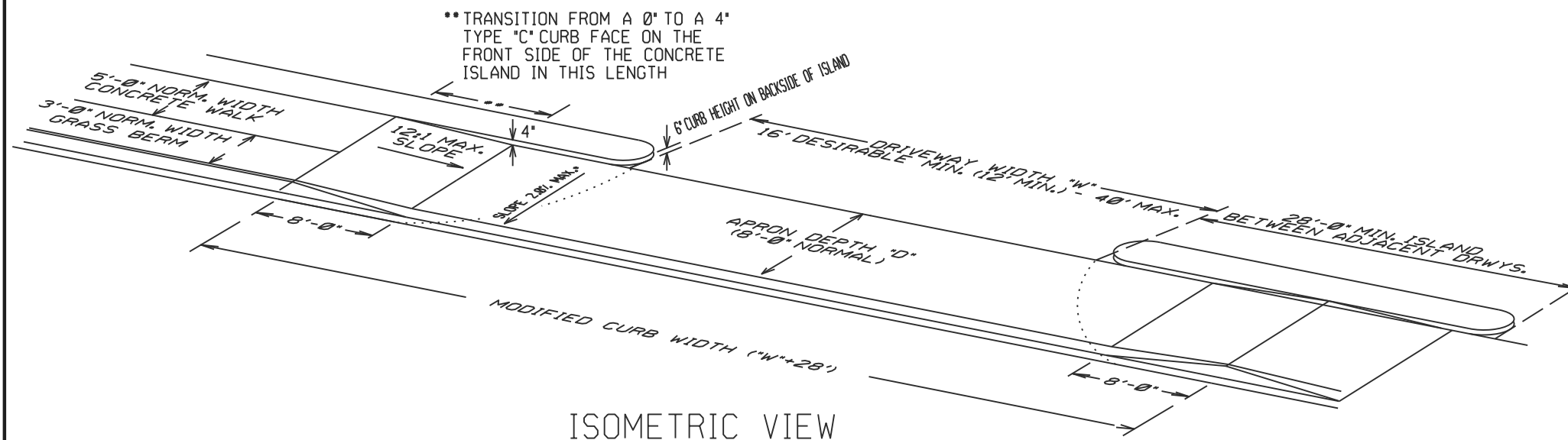
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

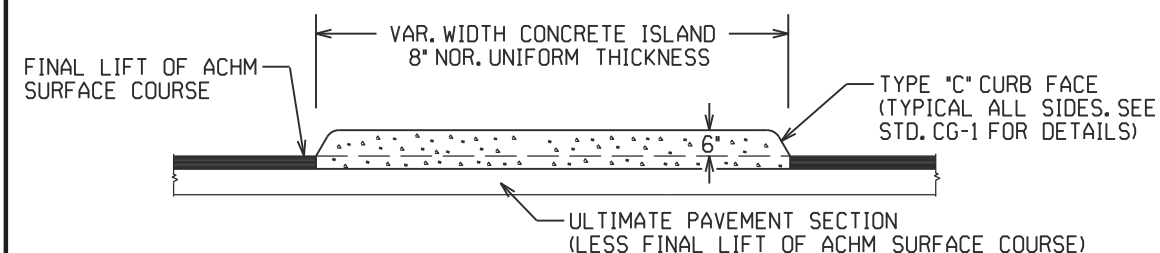
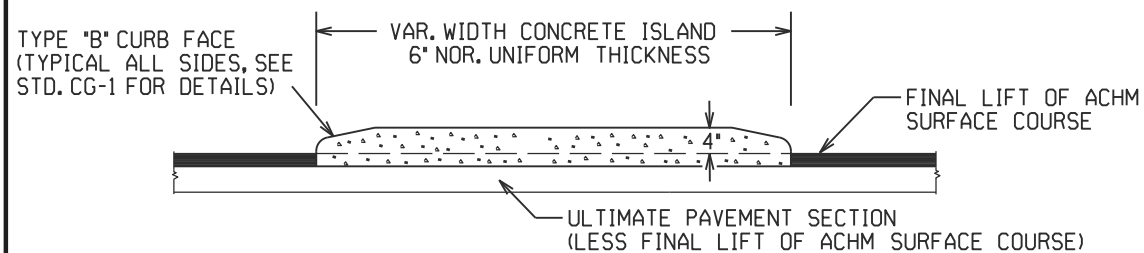
STANDARD DRAWING CG-1



PLAN VIEW



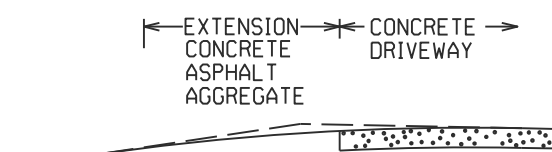
ISOMETRIC VIEW



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.

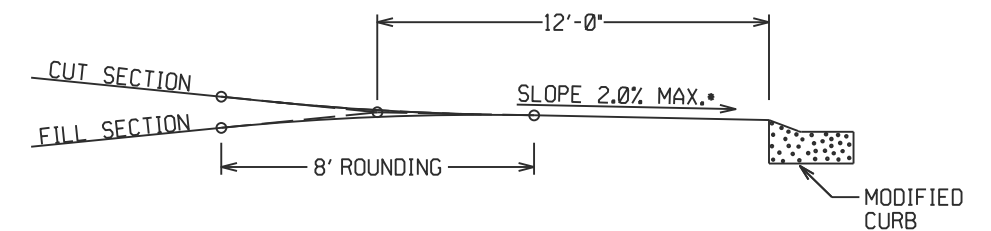


EXTENSION TYPICAL SECTIONS

- 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

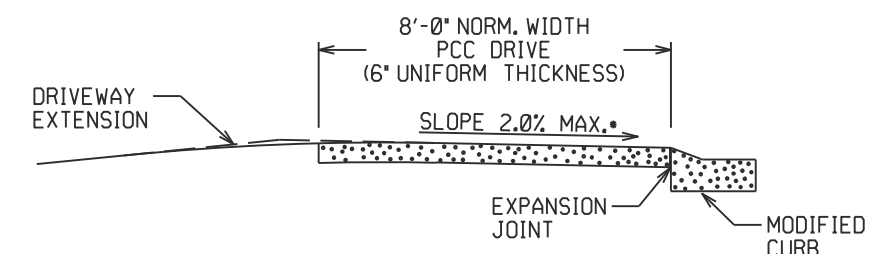
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

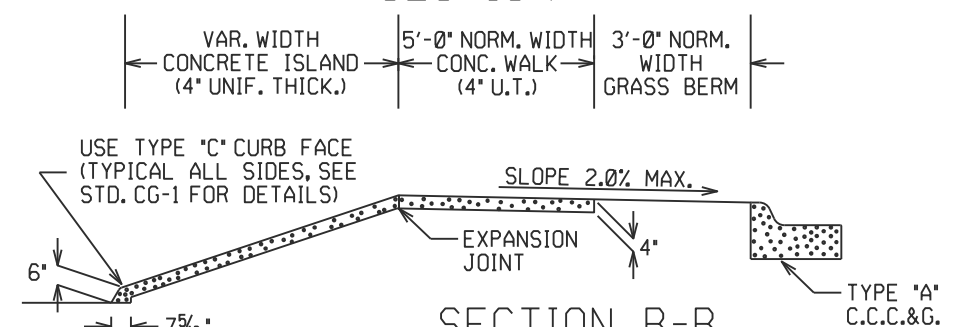


DRIVEWAY VERTICAL ALIGNMENT DETAILS

- NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.

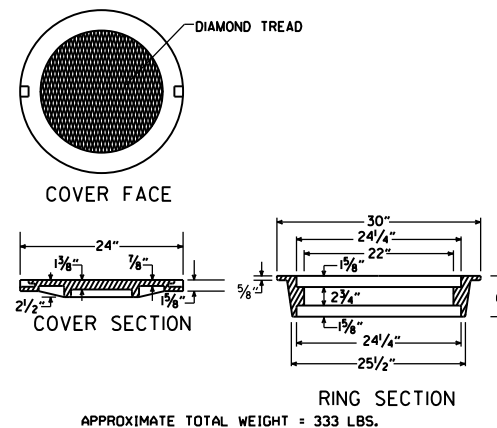
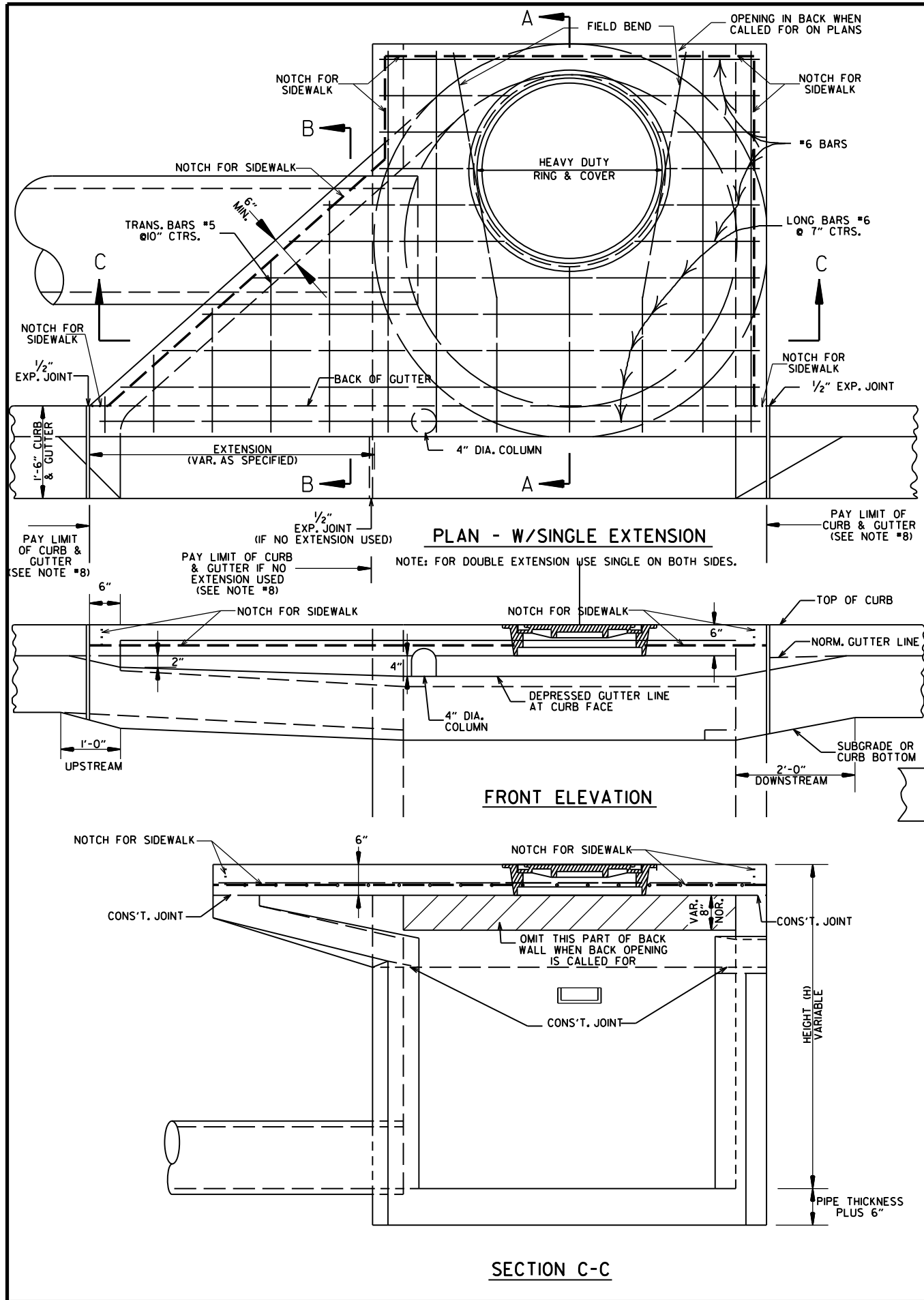


SECTION A-A



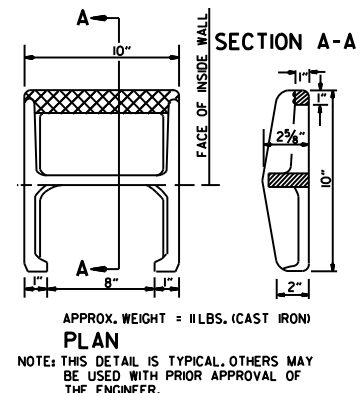
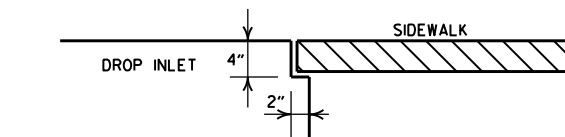
SECTION B-B
CURBED ISLAND BEHIND WALK

05-22-25	REVISED ISLAND DETAILS & ADDED DESIRABLE MIN. DRIVEWAY WIDTH	DESCRIPTION	AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION ARKANSAS STATE HIGHWAY COMMISSION			
05-19-22	REVISED ISLAND NOTES		DETAILS OF DRIVEWAYS & ISLANDS			
11-07-19	REVISED WALK DETAILS					
02-27-14	REVISED PLAN & ISOMETRIC VIEW					
	ADDED CHANNELIZATION					
11-29-07	ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE, NOTE & VERTICAL ALIGNMENT DETAIL	DATE	REV	DATE EFFECTIVE	STANDARD DRAWING	DR-1
				05-22-2025		

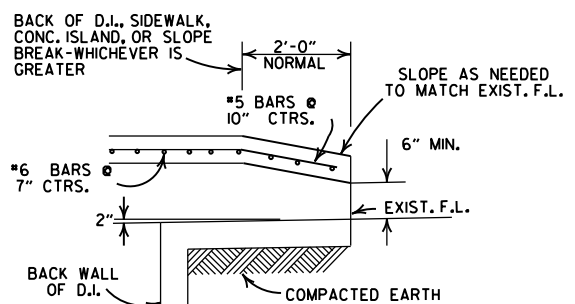
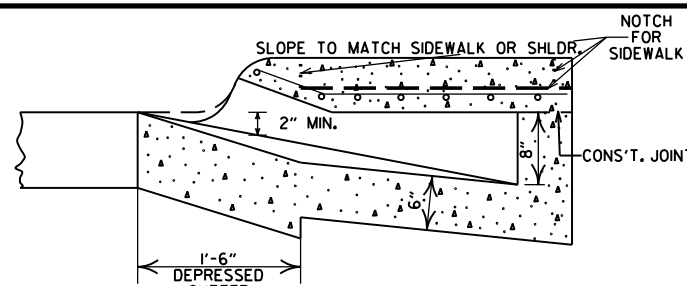
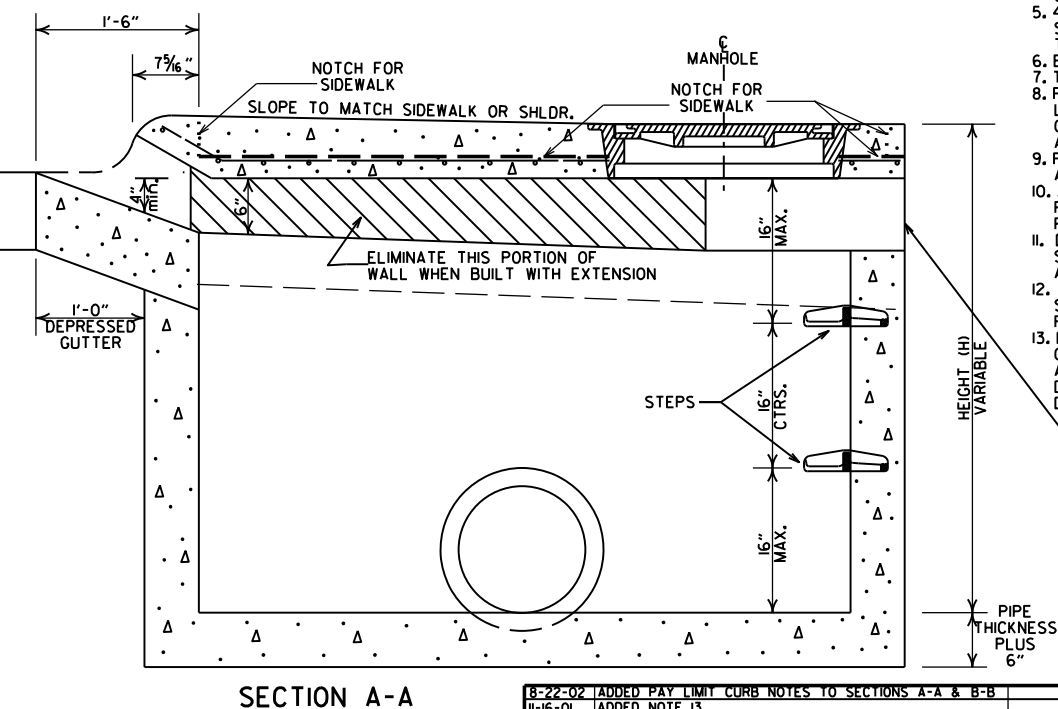


HEAVY DUTY RING & COVER

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 STEP FOR DROP INLET



- 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).
- GENERAL NOTES:**
1. ALL EXPOSED CORNERS TO HAVE $\frac{3}{4}$ " 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. $\frac{1}{2}$ " 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"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.

LEAVE OPENING IN BACK WHEN CALLED FOR ON PLANS REFER TO BACK OPENING DETAIL

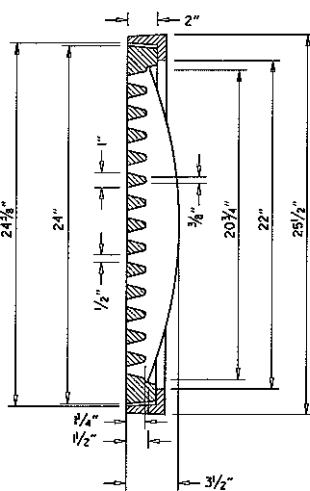
MINIMUM WALL THICKNESS			
DIA. OF D.I.	DIA. OF OUTLET PIPE	CAST IN PLACE	PRECAST
4" I.D.	12" THRU 27"	6"	5"
5" I.D.	30" THRU 42"	8"	6"
6" I.D.	48" THRU 54"	8"	7"

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, REV. 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 AND OPENING DETAIL	
10-12-95	CORRECTED #6 BAR SPACING	
7-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
7-2-95	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 11/2 & ADDED BK. OPEN DETAIL	8-15-91
11-30-89	ADDED NOTE NO. 12	11-30-89
1-23-89	ADDED NOTE 8 MINIMUM WALL THICKNESS	5-13-89
7-15-88	ADDED EXTEND NOTE TO SECTION A-A	6-29-7-15-88
11-14-87	MODIFIED WALL THICKNESS	783-11-14-87
6-22-87	ISSUED	4-6-87
DATE	REVISIONS	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET
(TYPE MO)

STANDARD DRAWING FPC-9M



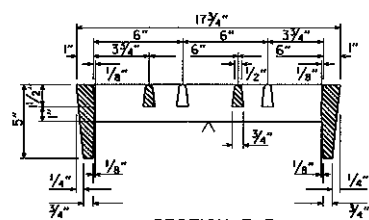
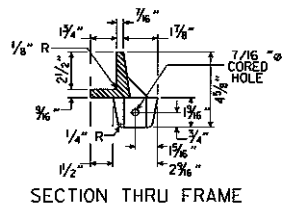
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE 1/2" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 20 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

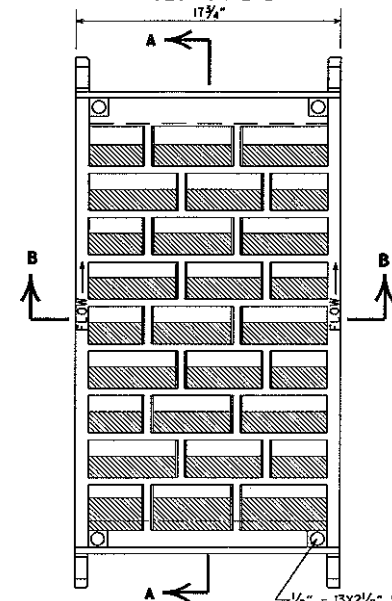
SECTION B-B

6. THE MINIMUM W

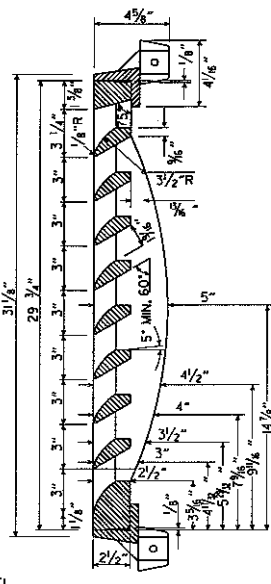
DETAILS OF PEDESTRIAN GRATE AND FRAME

SECTION B-B 74

SECTION THRU FRAME

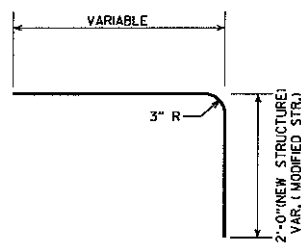


DETAILS OF RIBBED VANE GRATE AND FRAME

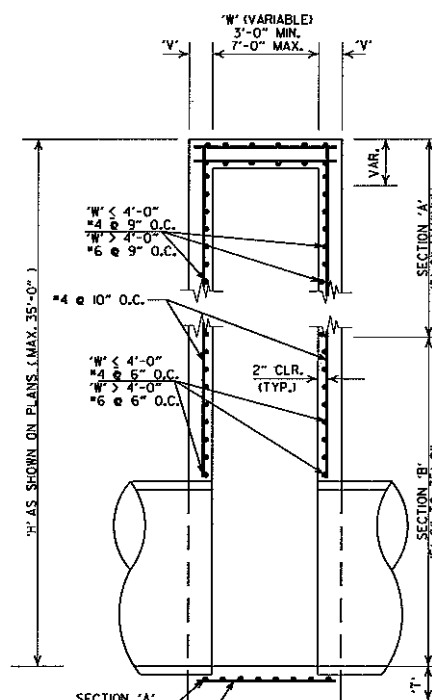


SECTION A-A

- GENERAL NOTES (RIBBED VANE GRATE & FRAME)
1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
 2. GRATE AND FRAME SHALL NOT BE PAINTED.
 3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
 4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

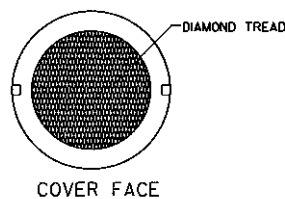


DETAIL OF BENT "b" BAR

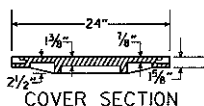


SECTION A-A

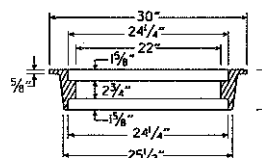
DETAILS OF DROP INLET
(TYPE ST)



COVER FACE

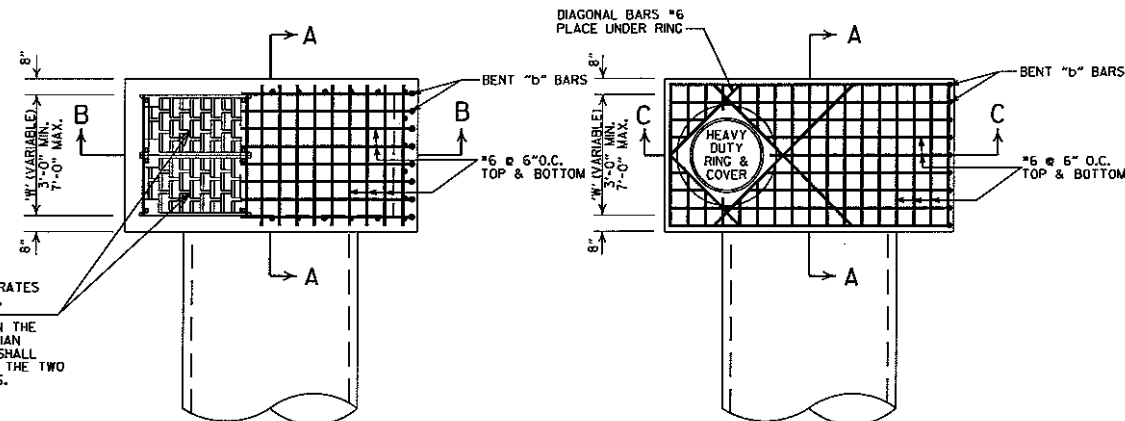


COVER SECTION



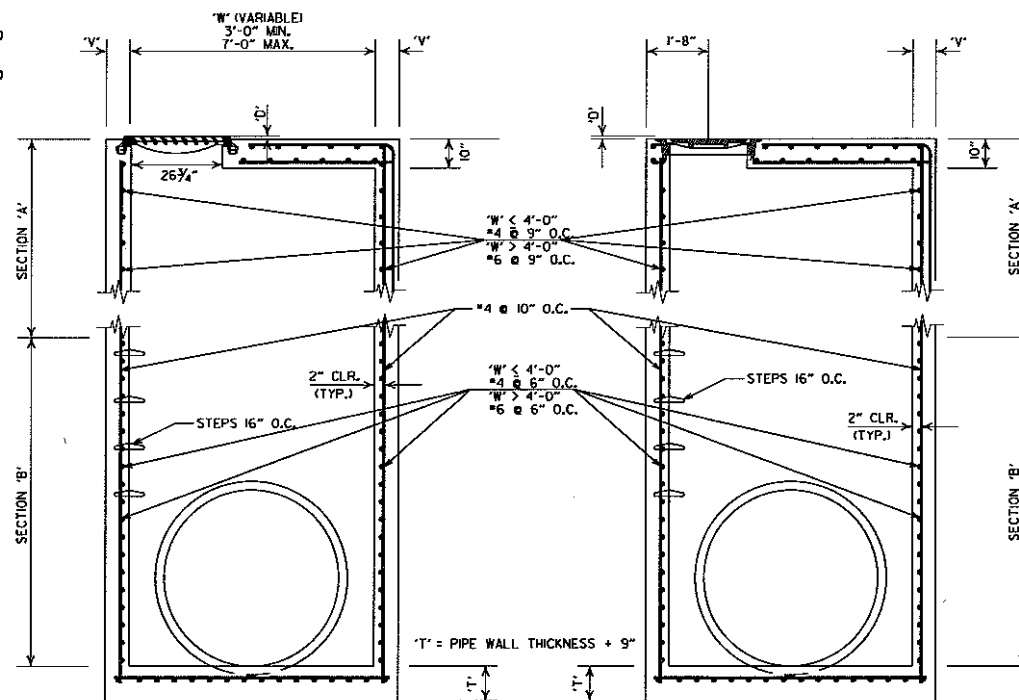
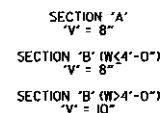
RING SECTION
HEAVY DUTY
RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.



TWO RIBBED VANE GRATES
WITH FRAME NORMAL.

WHEN CALLED FOR IN THE
PLANS, ONE PEDESTRIAN
GRATE WITH FRAME SHALL
BE USED IN LIEU OF THE TWO
RIBBED VANE GRATES.



SECTION B-B

SECTION C-C
DETAILS OF JUNCTION BOX
(TYPE ST)

- GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)
1. THE DIMENSION SHALL MATCH THE FINAL LIFT OF ACIM SURFACE COURSE. PAVING IN THE PLANS WHEN ASPHALT PAVING ROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
 2. THE STEPS SHALL BE OMITTED WHERE "H" IS LESS THAN 4'-0".
 3. ALL EXPOSED CORNERS ARE TO HAVE A 3/4" CHAMFER.

- GENERAL NOTES (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 CAST IRON CASTINGS AASTM A 150, CLASS 30B, & 306.
 2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
 3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
 4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS PROVIDED THE CONTRACTOR REQUESTS APPROVAL FOR SUCH CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED
DATE REVISED	DATE FILMED	DESCRIPTION

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF DROP INLET &
JUNCTION BOX (TYPE ST)

STANDARD DRAWING FPC-95



REINFORCED CONCRETE
ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43¾	44	26¾	27
42	51½	51	31¾	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87½	87
120	154	154	96¾	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN + 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE
HORIZONTAL ELLIPTICAL
PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(F)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

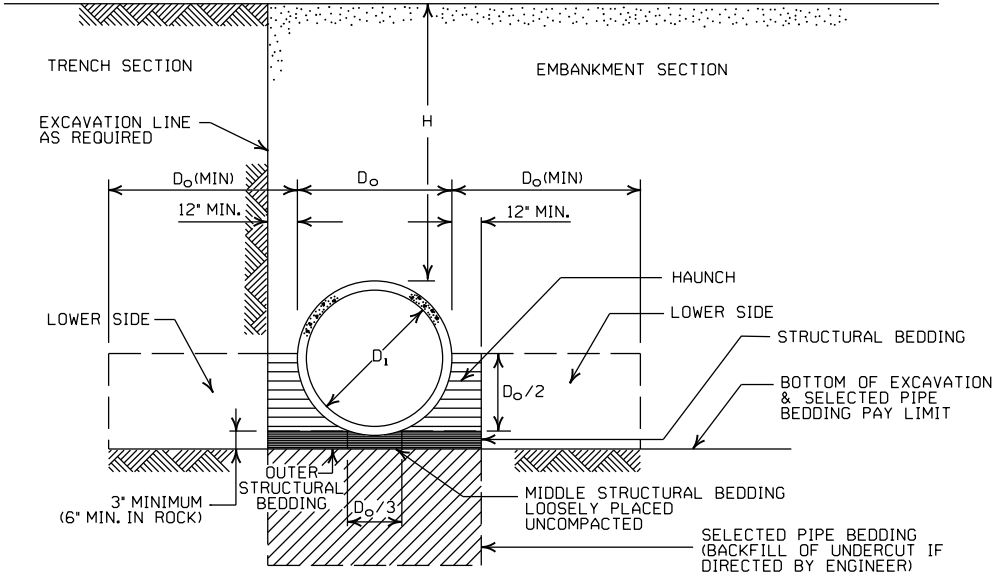
- LEGEND -

D_i = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170. R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H"
OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MINIMUM HEIGHT OF FILL "H"
OVER R.C. ARCH & HORIZONTAL
ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF
FILL "H" OVER CIRCULAR
R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MAXIMUM HEIGHT OF FILL "H"
OVER R.C. ARCH & HORIZONTAL
ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

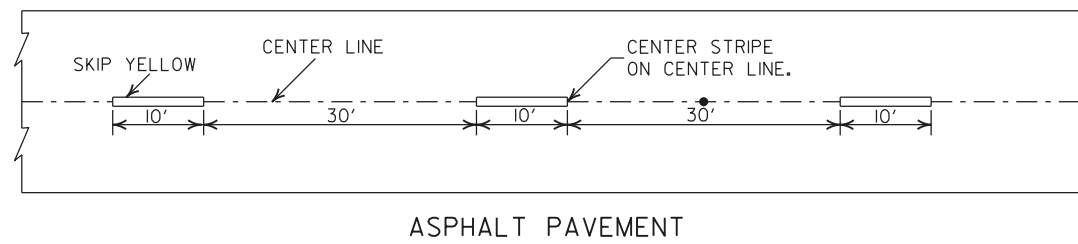
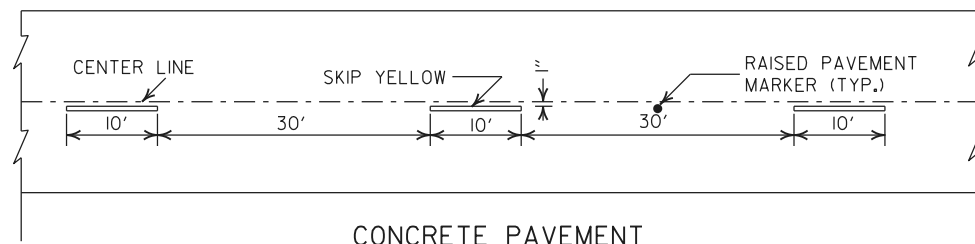
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	
DATE	REVISION	DATE FILMED

ARKANSAS STATE HIGHWAY COMMISSION

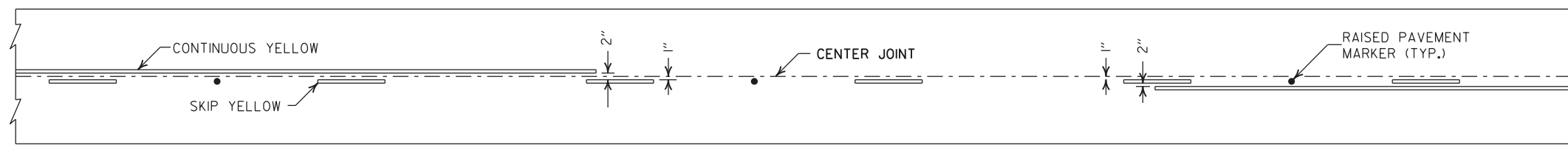
CONCRETE PIPE CULVERT
FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1





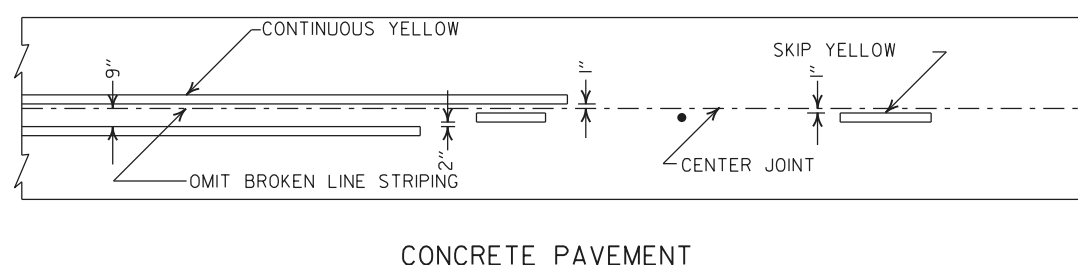
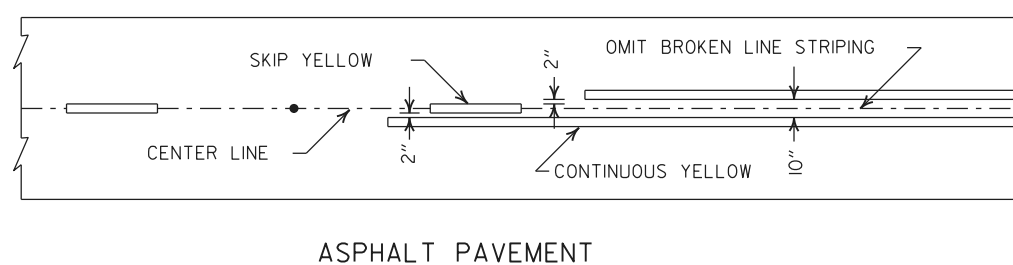
BROKEN LINE STRIPING



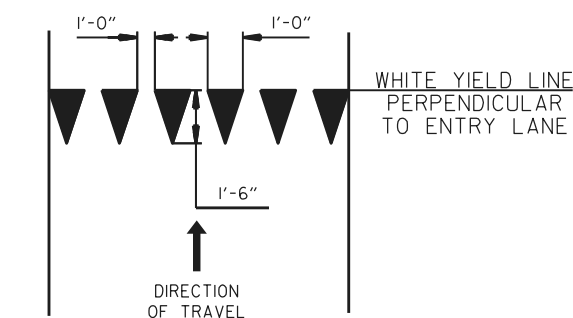
SOLID LINE STRIPING ON CONCRETE PAVEMENT



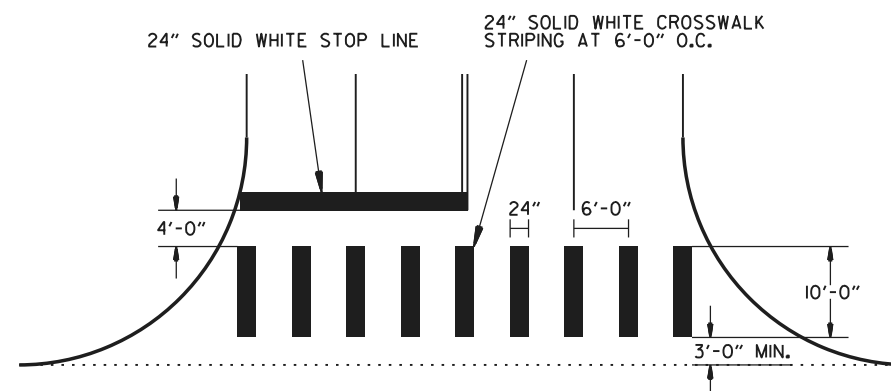
SOLID LINE STRIPING ON ASPHALT PAVEMENT



STRIPING AT ADJACENT NO PASSING LANES



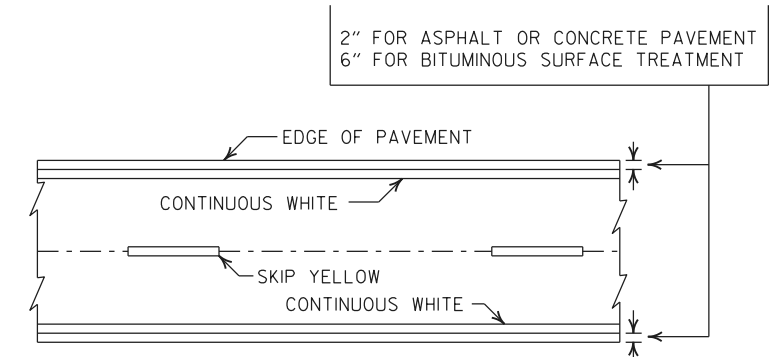
YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

NOTES:

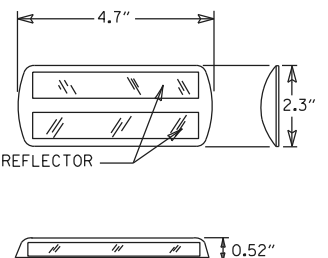
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW
PRISMATIC REFLECTOR

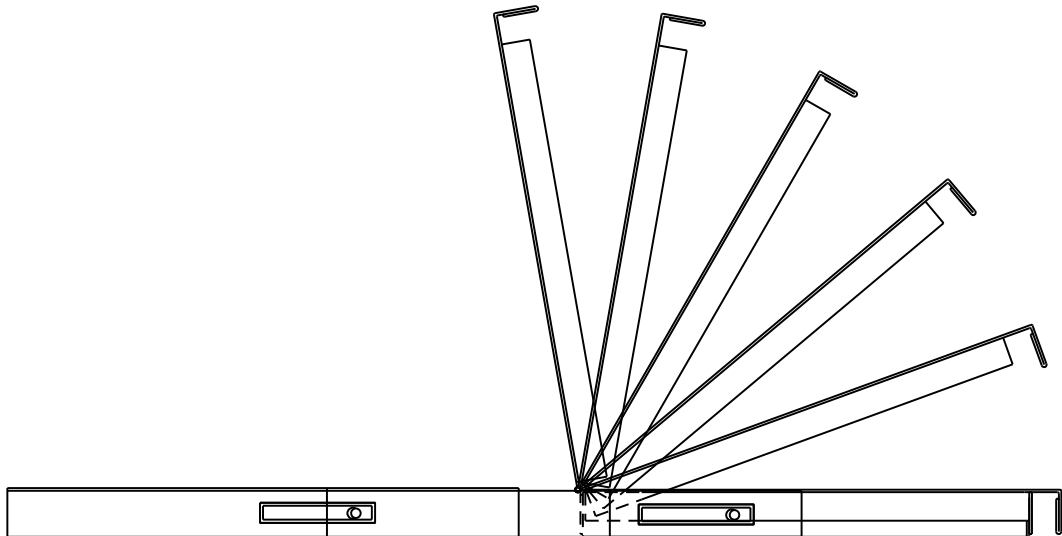
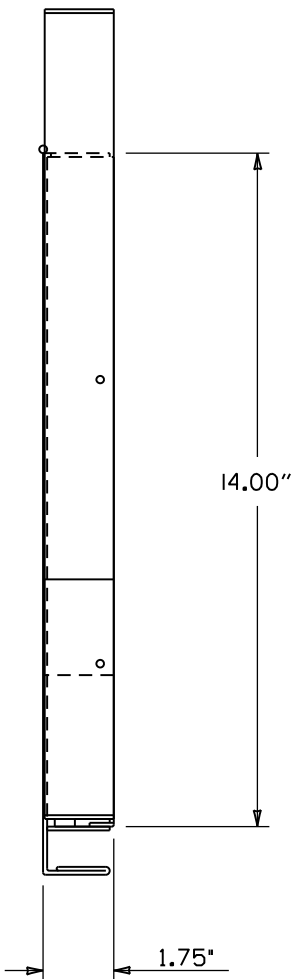
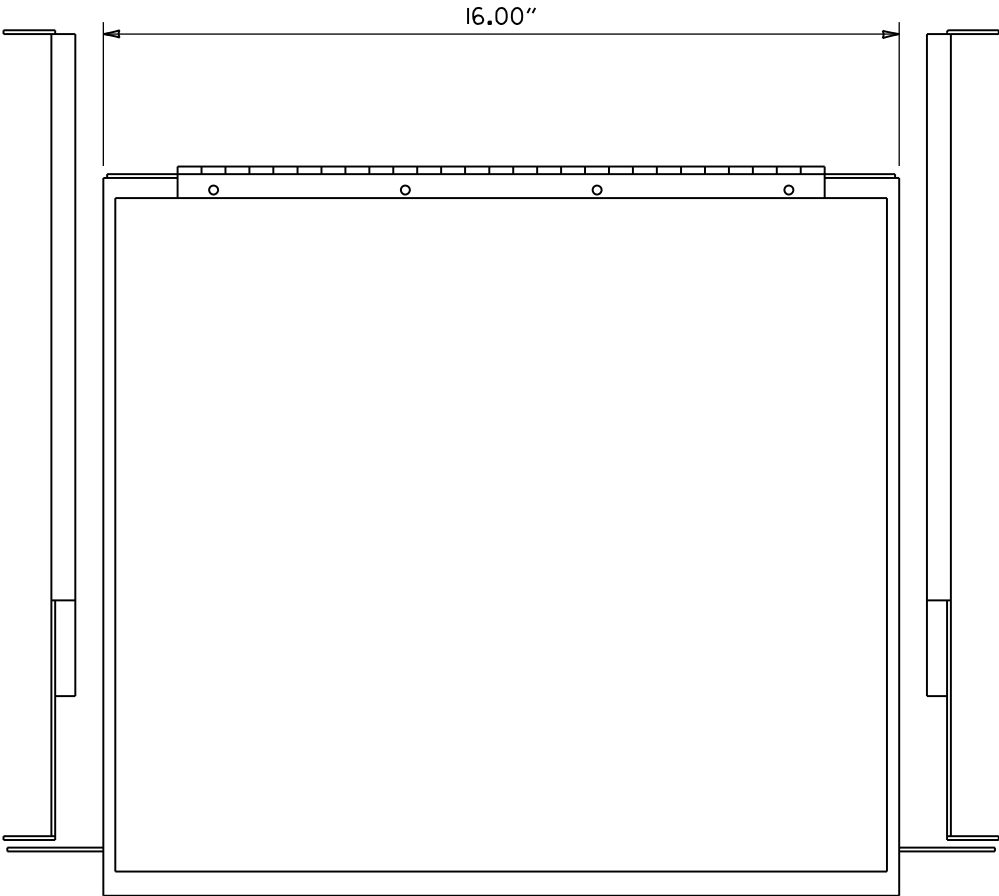


NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.

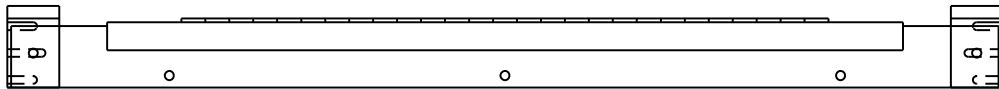
DETAIL OF STANDARD RAISED PAVEMENT MARKERS

REV.	DATE	DESCRIPTION	AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION		
			PAVEMENT MARKING DETAILS		
04-09-26	02-27-20	REV. CROSSWALK & STOP LINE DETAILS	DATE EFFECTIVE	STANDARD DRAWING	PM-1
06-01-17	06-01-17	ADDED YIELD LINE DETAIL	04-09-2026		
05-12-16	05-12-16	REVISED LINE WIDTHS, SPACING, & NOTES			
09-12-13	09-12-13	STANDARD RAISED PAVEMENT MARKERS			

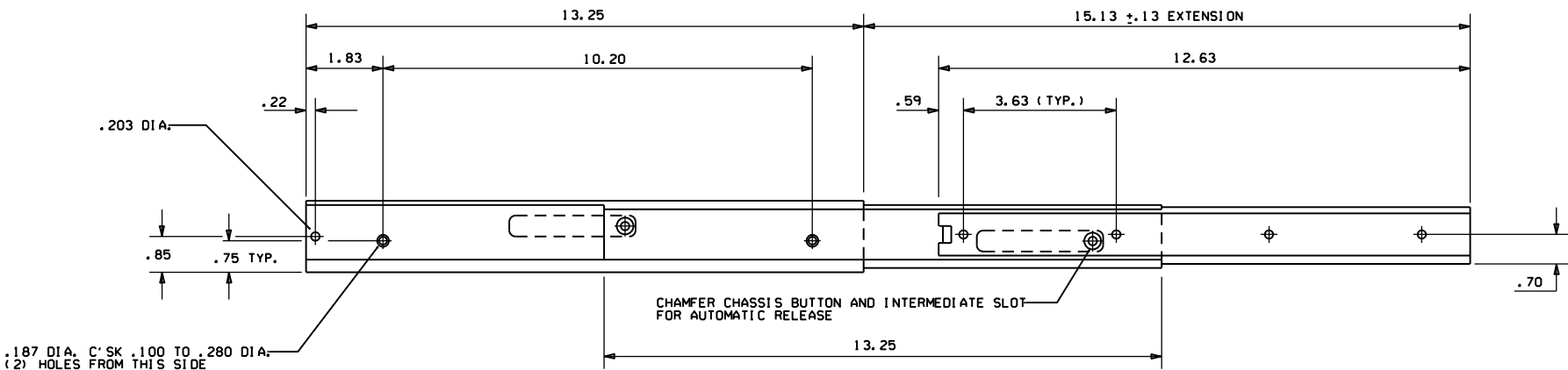
DRAWER PLAN VIEW



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.



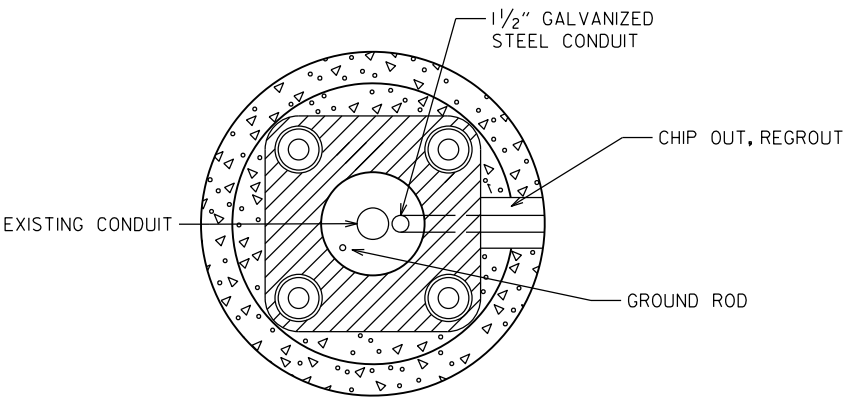
FRONT VIEW



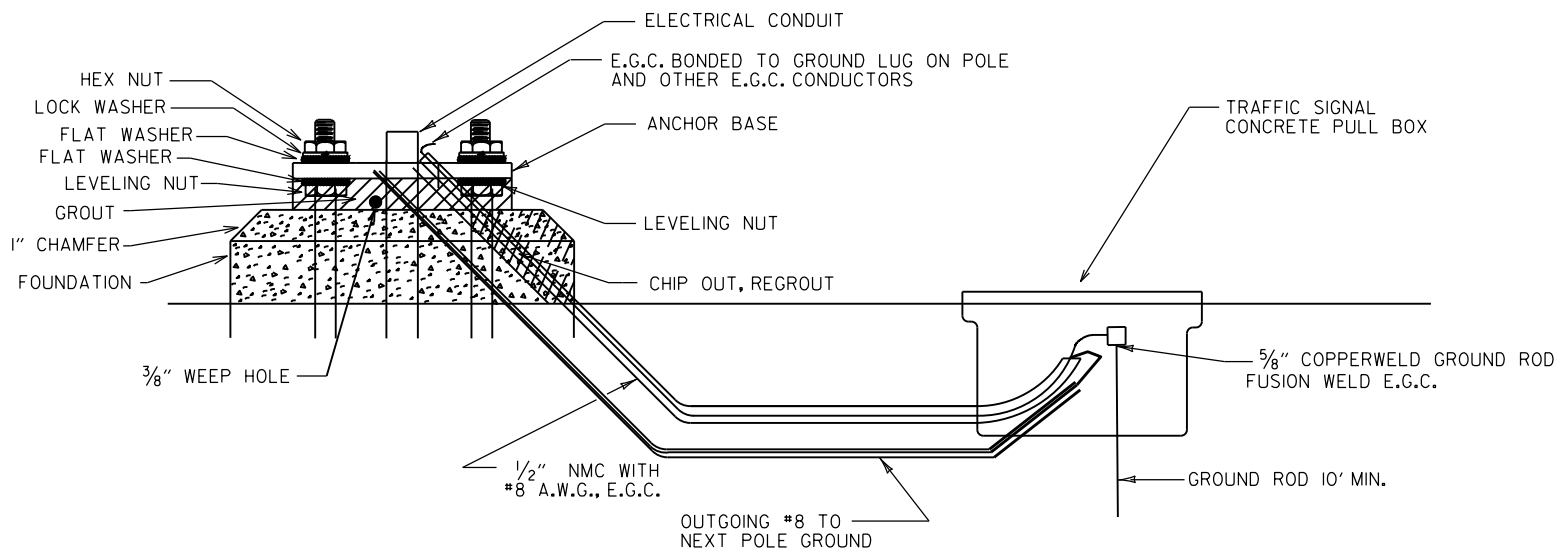
RIGHT SIDE ASSEMBLY

			ARKANSAS STATE HIGHWAY COMMISSION
			CONTROLLER CABINET UTILITY DRAWER
9-12-13	ISSUED AS STANDARD DRAWING		
6-15-05	ISSUED		
DATE	REVISION	DATE	FILM
			STANDARD DRAWING SD-5

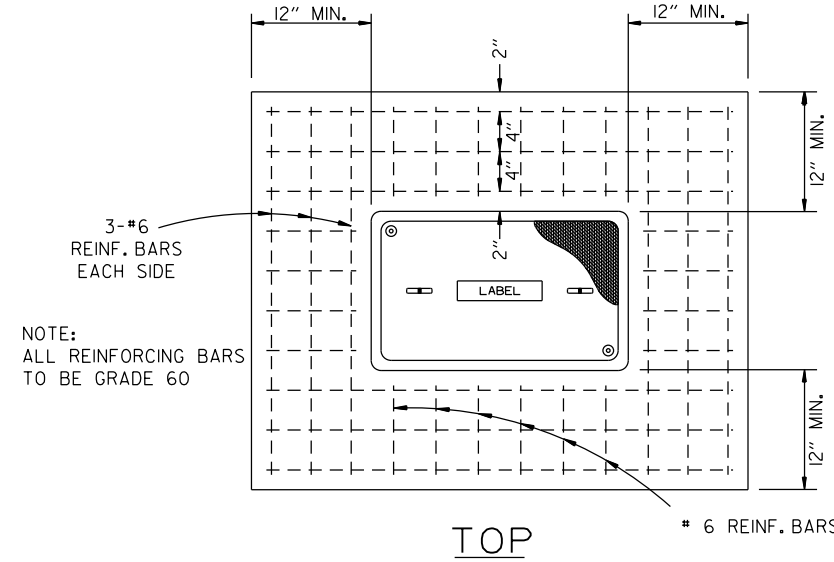
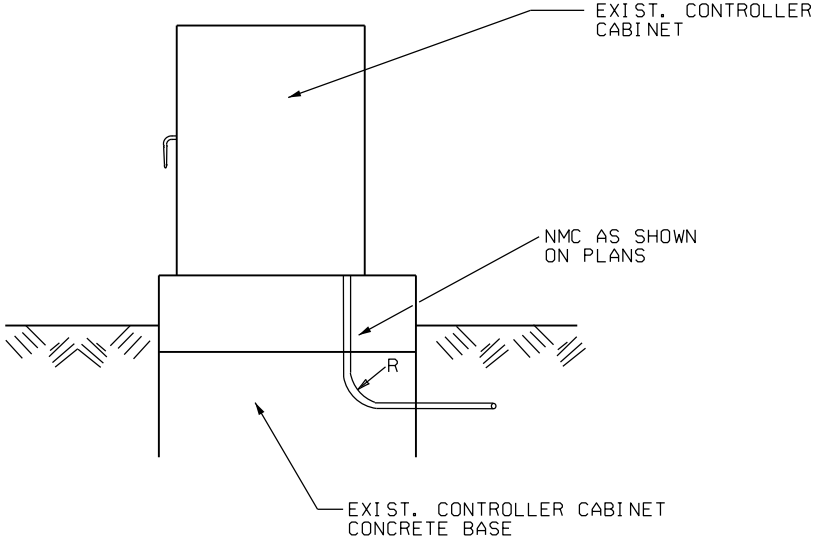
CONDUIT ENTRY TO EXISTING POLE BASE



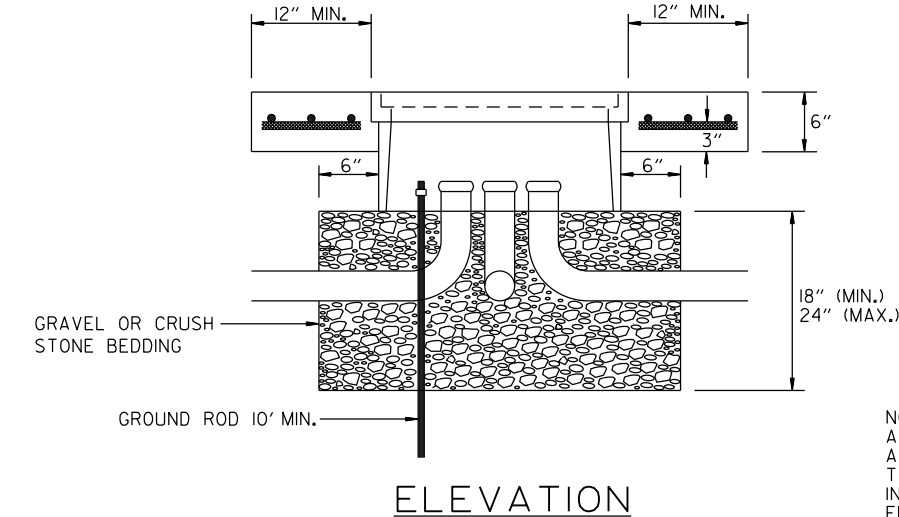
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

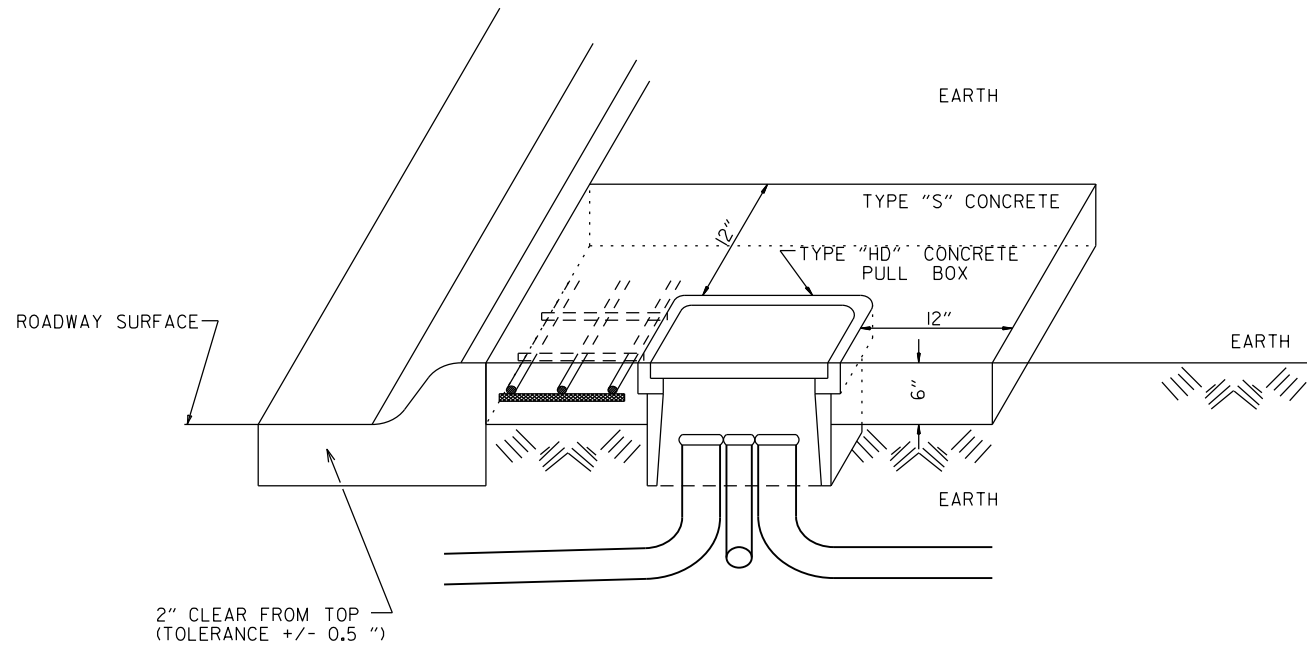


NOTE:
ALL REINFORCING BARS
TO BE GRADE 60



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.

TYPE "HD" CONCRETE PULL BOX DETAIL

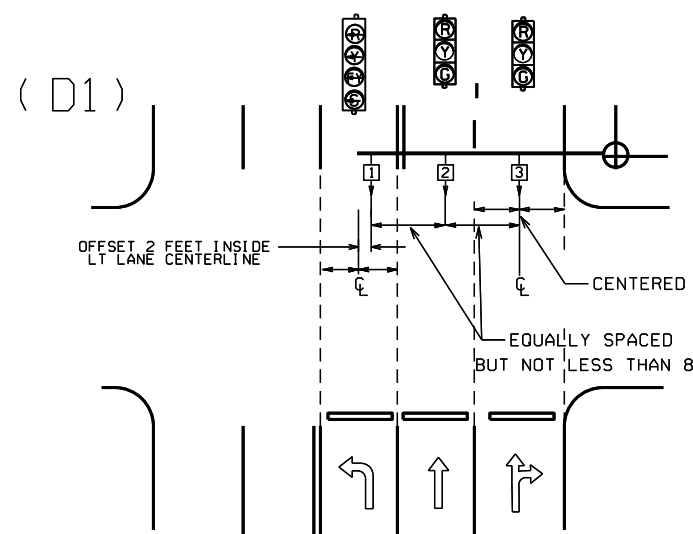
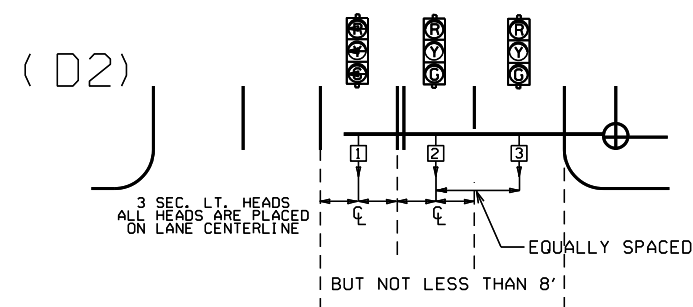
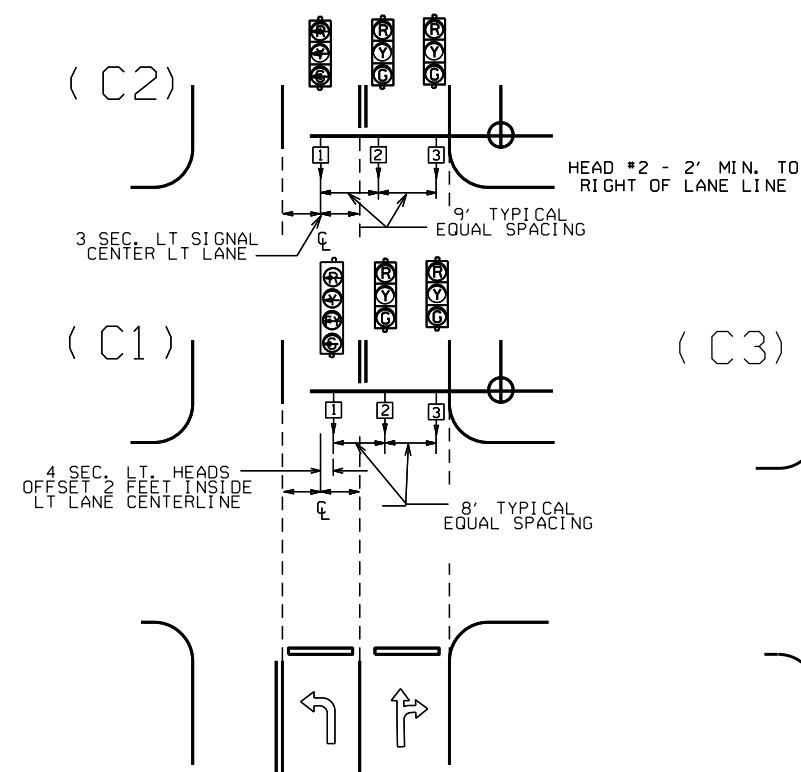
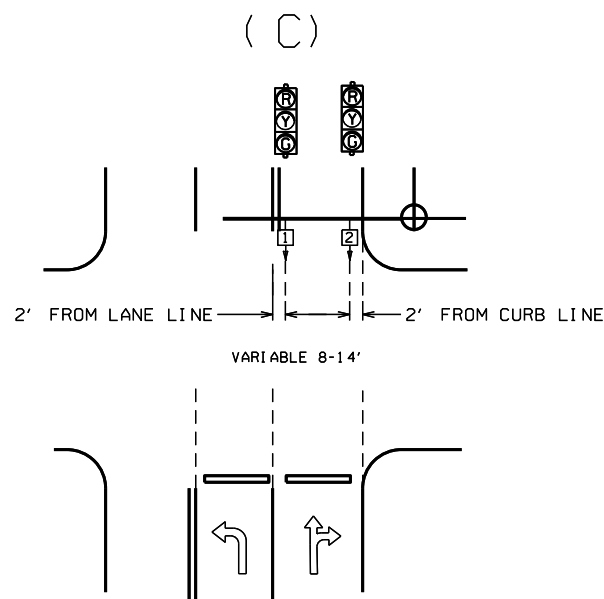
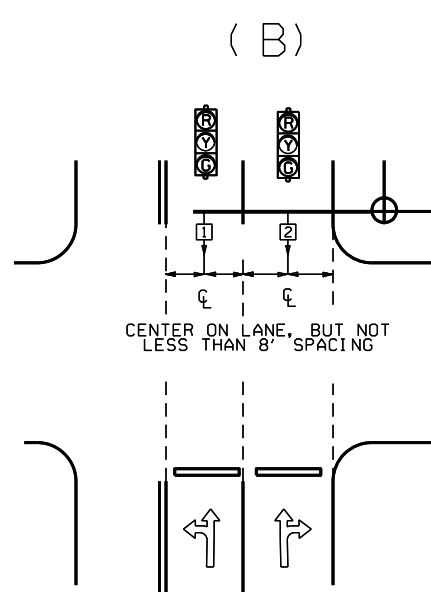
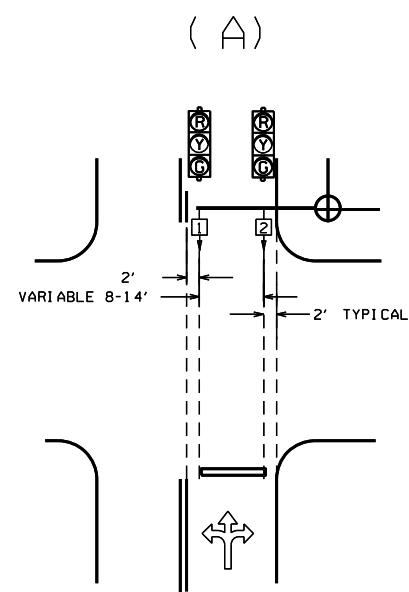


DATE	REVISION	FILMED
02-13-24	REVISED NOTES AND TYPE "HD" CONCRETE PULL BOX DETAILS	
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED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

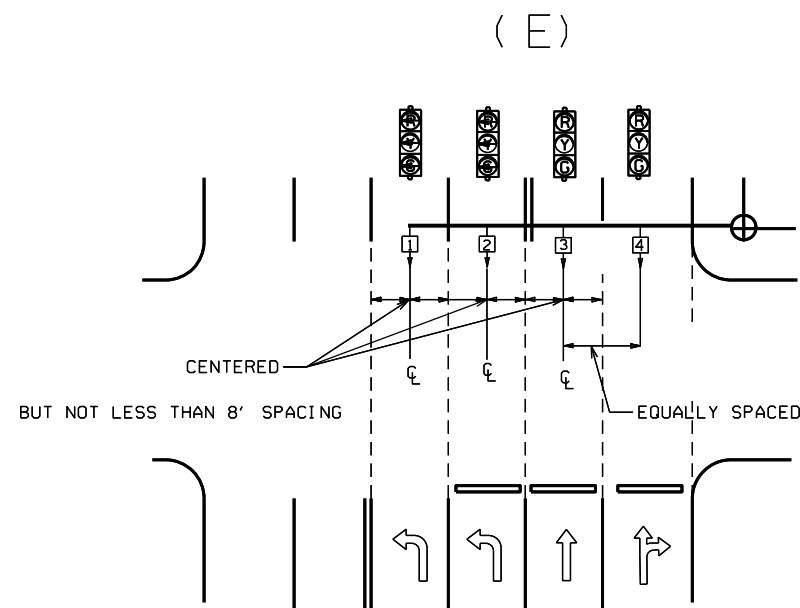
ARKANSAS STATE HIGHWAY COMMISSION

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.



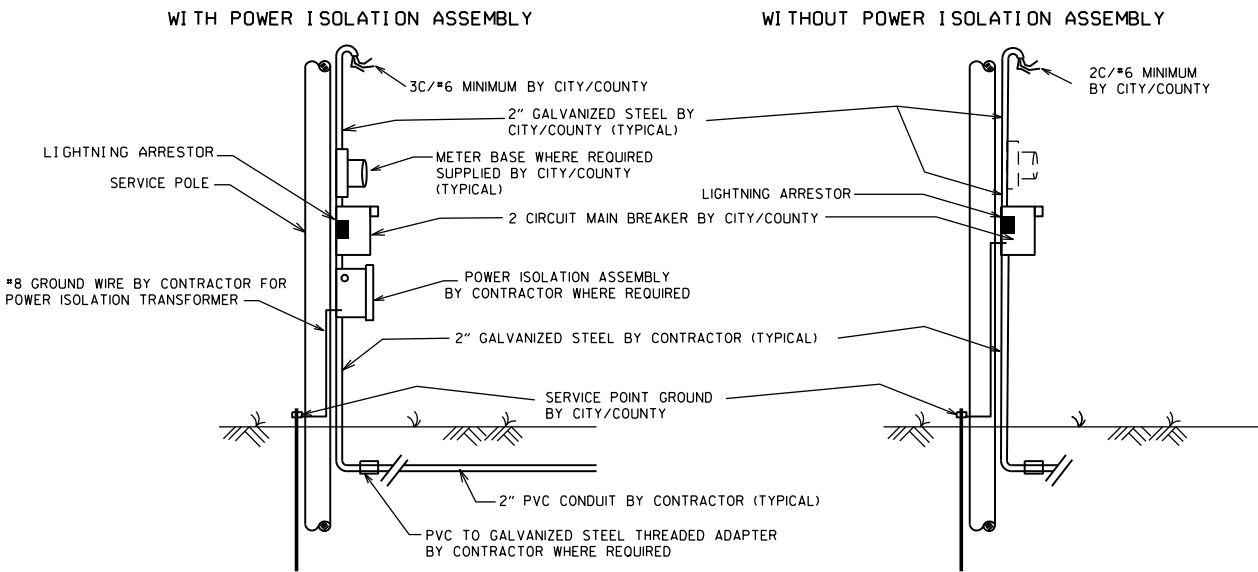
GENERAL NOTES:

- 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.
- THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
- 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.
- SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
- 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.
- 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.

℄ = CENTER OF LANE FROM APPROACH SIDE

			ARKANSAS STATE HIGHWAY COMMISSION
12-8-16	REVISED NOTE 6		SIGNAL HEAD PLACEMENT
9-12-13	ISSUED AS STANDARD DRAWING		
3-11-10	2009 MUTCD		
12-9-99	ISSUED		STANDARD DRAWING SD-8
DATE	REVISION	DATE FILM	

MAIN BREAKER NOT NEAR CONTROLLER CABINET
SECONDARY REQUIRED



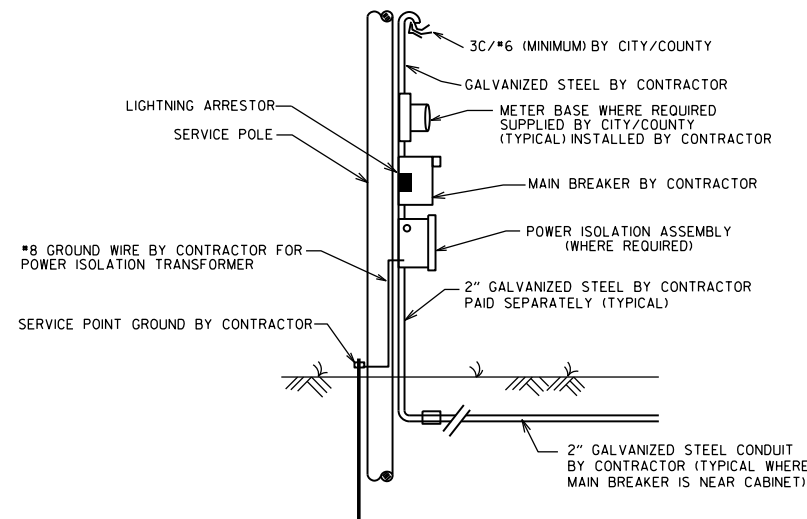
NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

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.

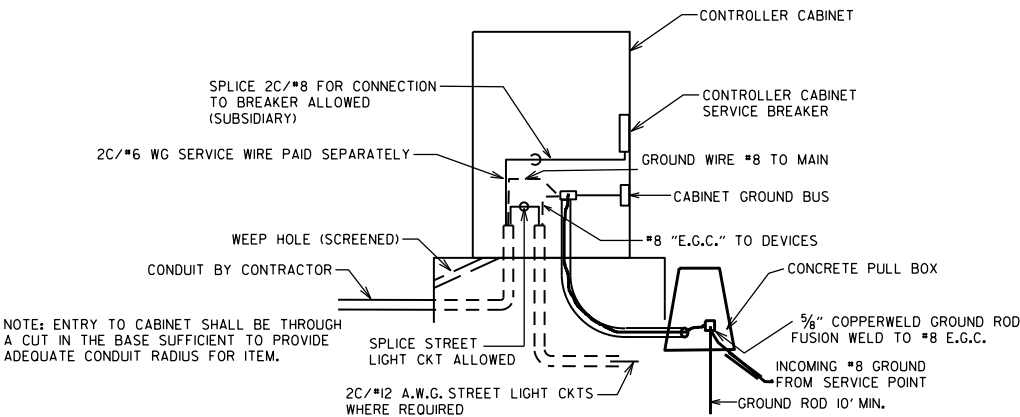
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINLIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER,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

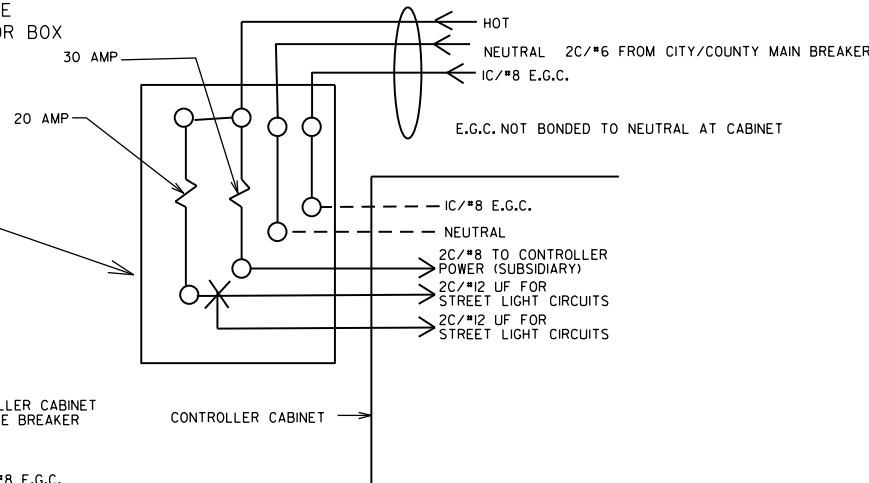
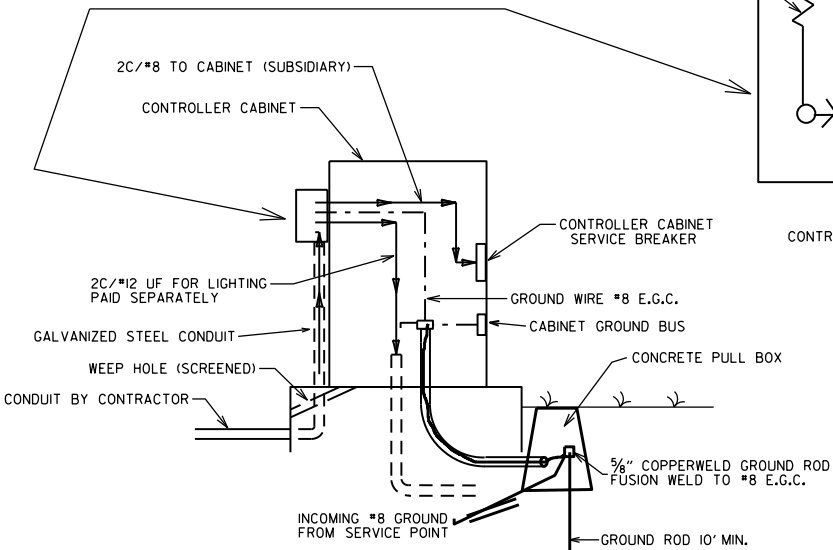


MAIN BREAKER NEAR CONTROLLER CABINET
SECONDARY NOT REQUIRED



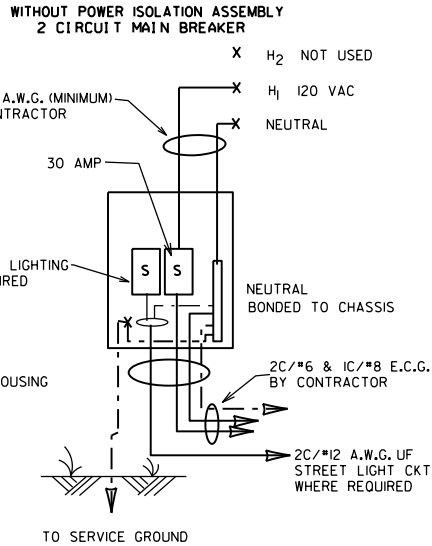
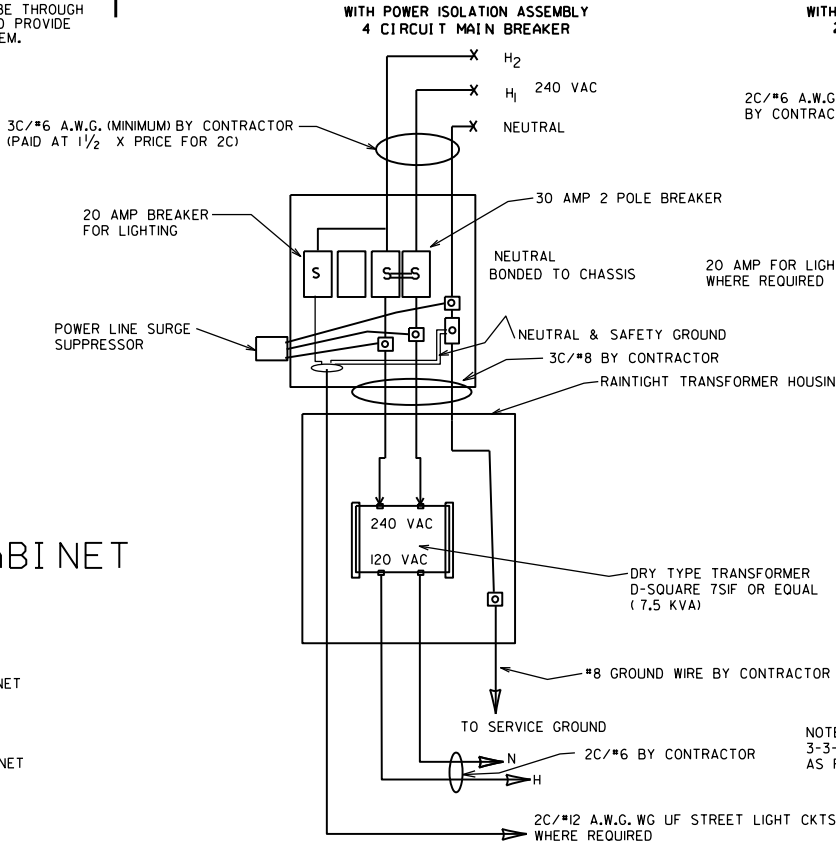
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR
(SUBSIDIARY)



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.



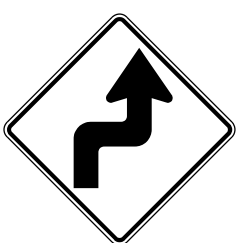
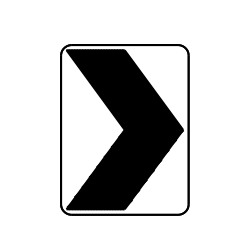
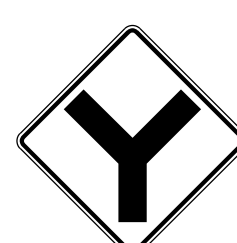
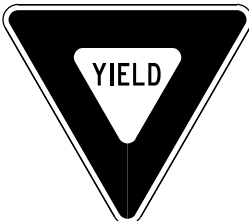
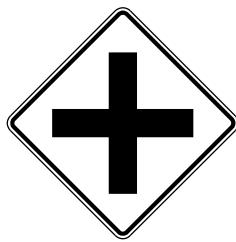
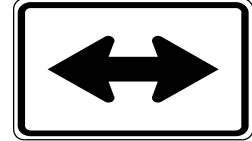
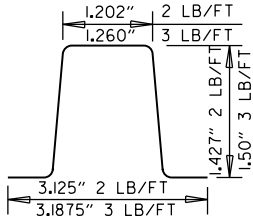
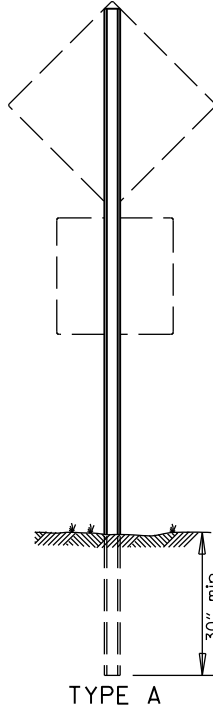
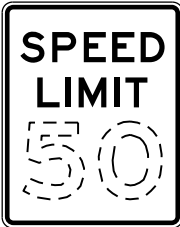
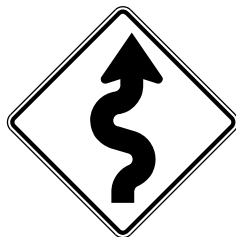
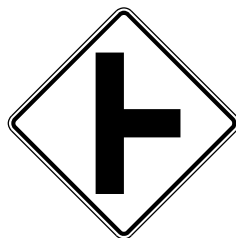
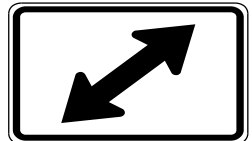
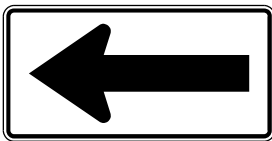
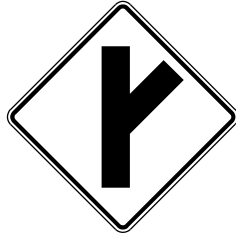
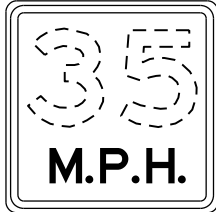
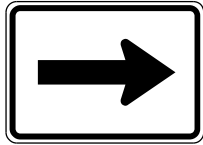
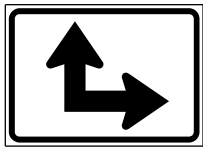
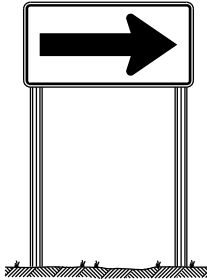
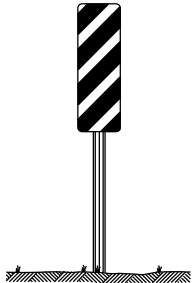
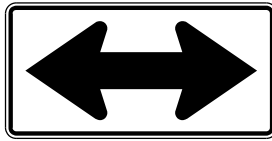
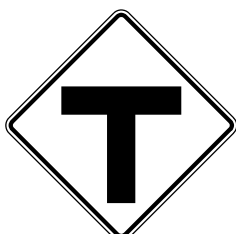
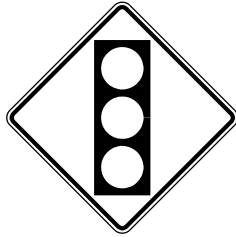
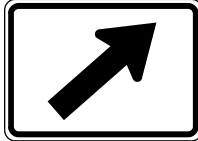
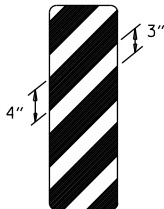
11-07-19	REVISED	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	
DATE	REVISION	FILMED

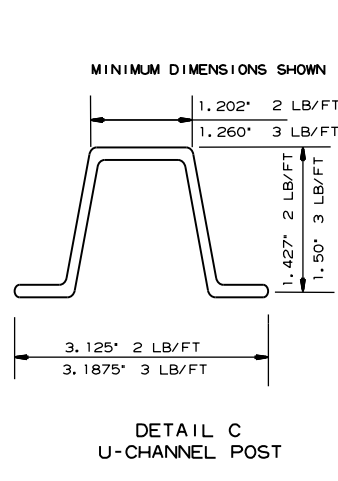
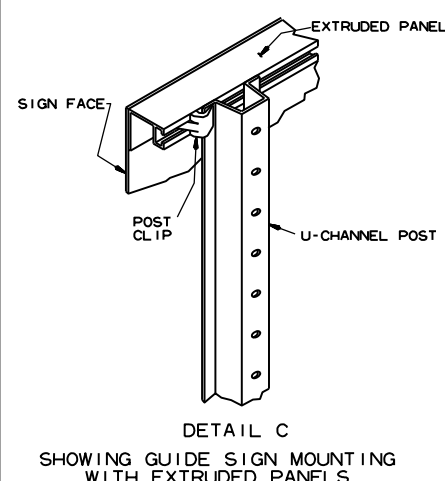
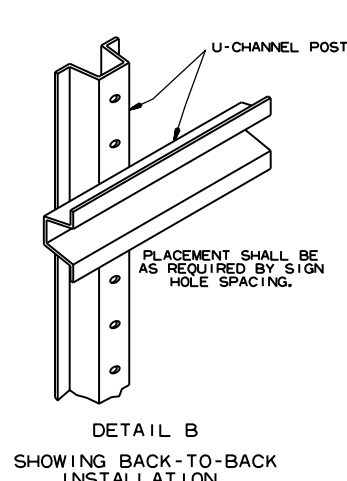
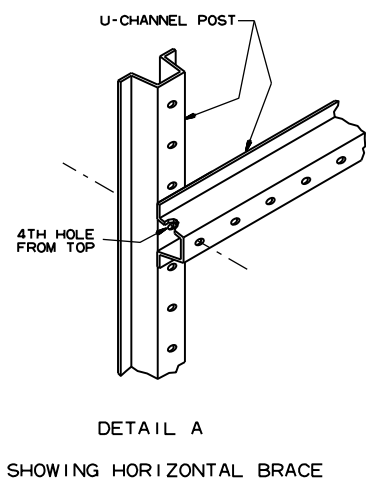
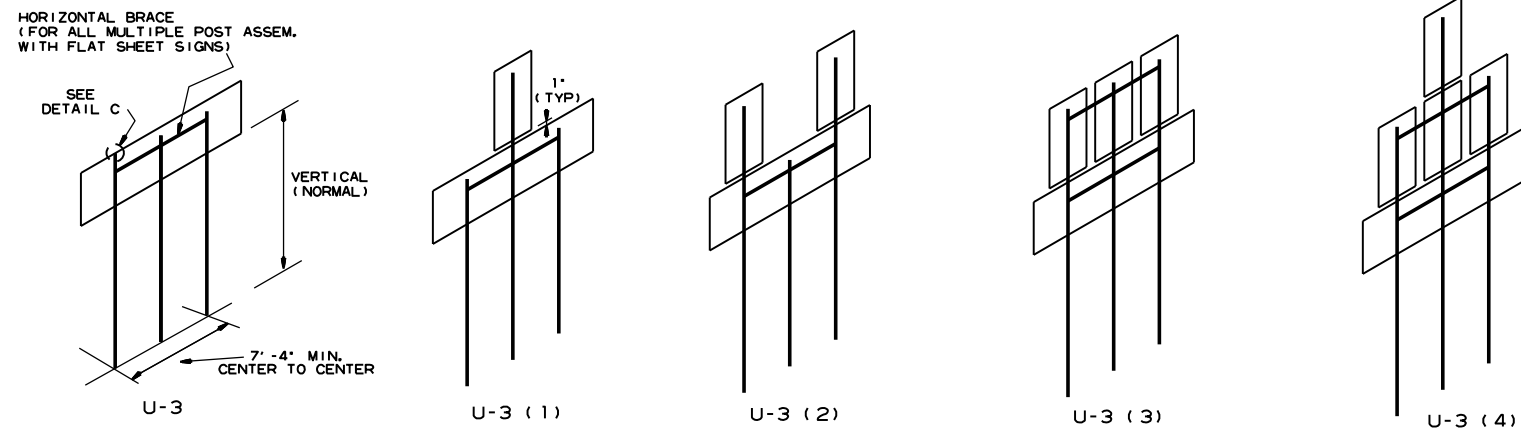
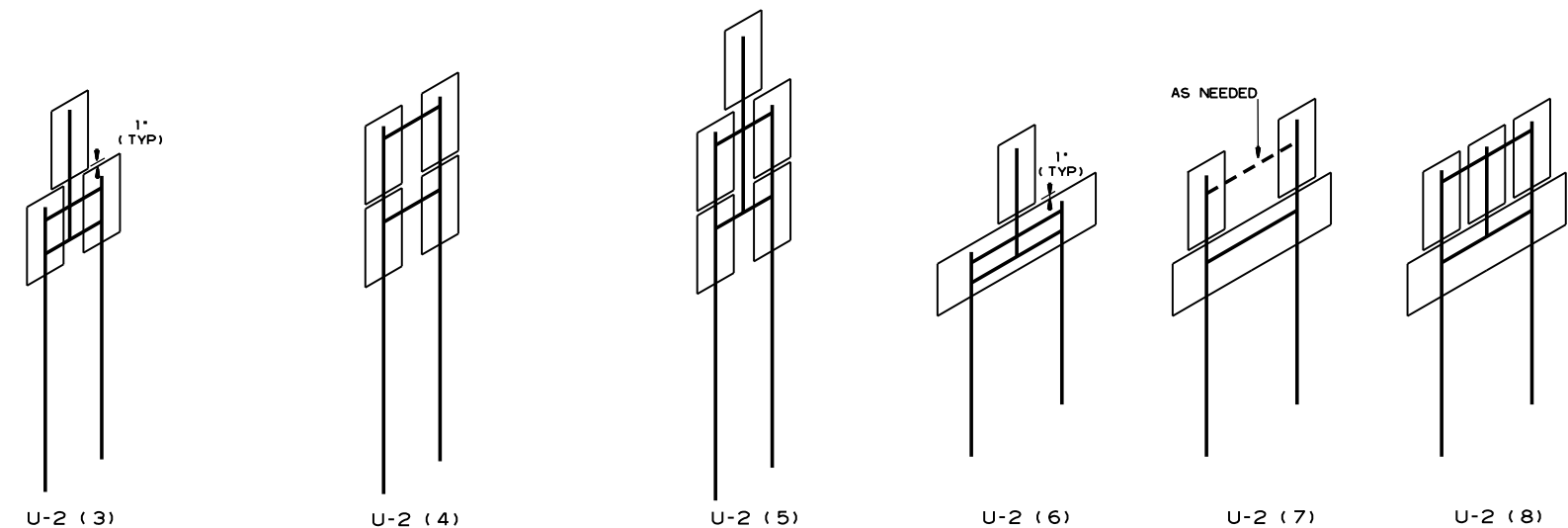
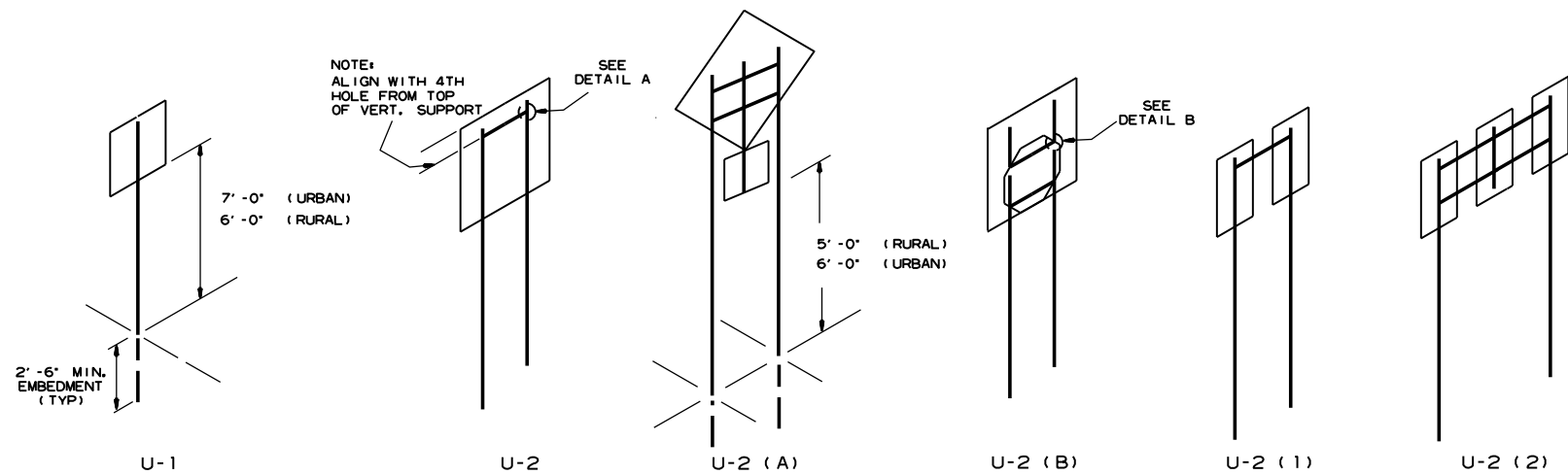
ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9



 RI-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"																																			
 RI-2 36"x36"x36"	 W1-4 30"x30" (LT. OR RT.)	 W2-1 30"x30"	 SI-1 36"x36"	 W3-2 36"x36"	LASSEN 16 COUNTY County Route Marker MI-6 24"x24" NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.	 M6-4 21"x15"	MINIMUM DIMENSIONS SHOWN SUPPORT SECTION  (U-CHANNEL) STANDARD SUPPORT ASSEMBLIES  TYPE A 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.																																		
 R2-1 24"x30"	 W1-5 30"x30" (LT. OR RT.)	 W2-2 30"x30"	 W5-2 36"x36"	 W8-3 36"x36"	ALL WAY RI-3P 18"x6"	 M6-5 21"x15"																																			
 W1-1 30"x30" (LT. OR RT.)	 W1-6 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"	 TYPE B  TYPE C MINIMUM WEIGHT TYPE A & B = 3 LBS./FT. TYPE C = 2 LBS./FT.																																		
 W1-2 30"x30" (LT. OR RT.)	 W1-7 48"x24"	 W2-4 30"x30"	 W10-1 36" DIAMETER	 W3-3 36"x36"	 M6-2 21"x15"	SCHOOL S4-3P 24"x8" WHEN CHILDREN ARE PRESENT S4-2P 24"x10"	 OM-3 12"x36" (LT. OR RT.)																																		
STANDARD HIGHWAY SIGNS							SUPPORT ASSEMBLIES																																		
							ARKANSAS STATE HIGHWAY COMMISSION STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES STANDARD DRAWING SHS-1																																		
							<table><tr><td>9-12-13</td><td>DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P</td><td></td></tr><tr><td>4-17-08</td><td>REVISED SIGN DESIGNATION - W3-1 & W3-2</td><td></td></tr><tr><td>4-10-03</td><td>REVISED W5-2, W8-3, OM-3; ADDED W1-8</td><td></td></tr><tr><td>1-5-81</td><td>REDRAWN</td><td>960-1-15-81</td></tr><tr><td>9-15-78</td><td>ADDED W14-3</td><td>877-9-15-78</td></tr><tr><td>9-2-76</td><td>POST WT.</td><td>623-9-3-76</td></tr><tr><td>5-3-76</td><td>STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3</td><td>504-5-3-76</td></tr><tr><td>8-12-74</td><td>REV. HT. TYPE "C" ASSEMBLY</td><td>500-8-21-74</td></tr><tr><td>12-21-72</td><td>ADDED M6-2,3,4,5,6</td><td>500-12-21-72</td></tr><tr><td>12-1-72</td><td>ISSUED</td><td>562-12-1-72</td></tr><tr><td>DATE</td><td>REVISION</td><td>DATE FILMED</td></tr></table>		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 W1-8		1-5-81	REDRAWN	960-1-15-81	9-15-78	ADDED W14-3	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	DATE	REVISION	DATE FILMED
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DATE	REVISION	DATE FILMED																																							

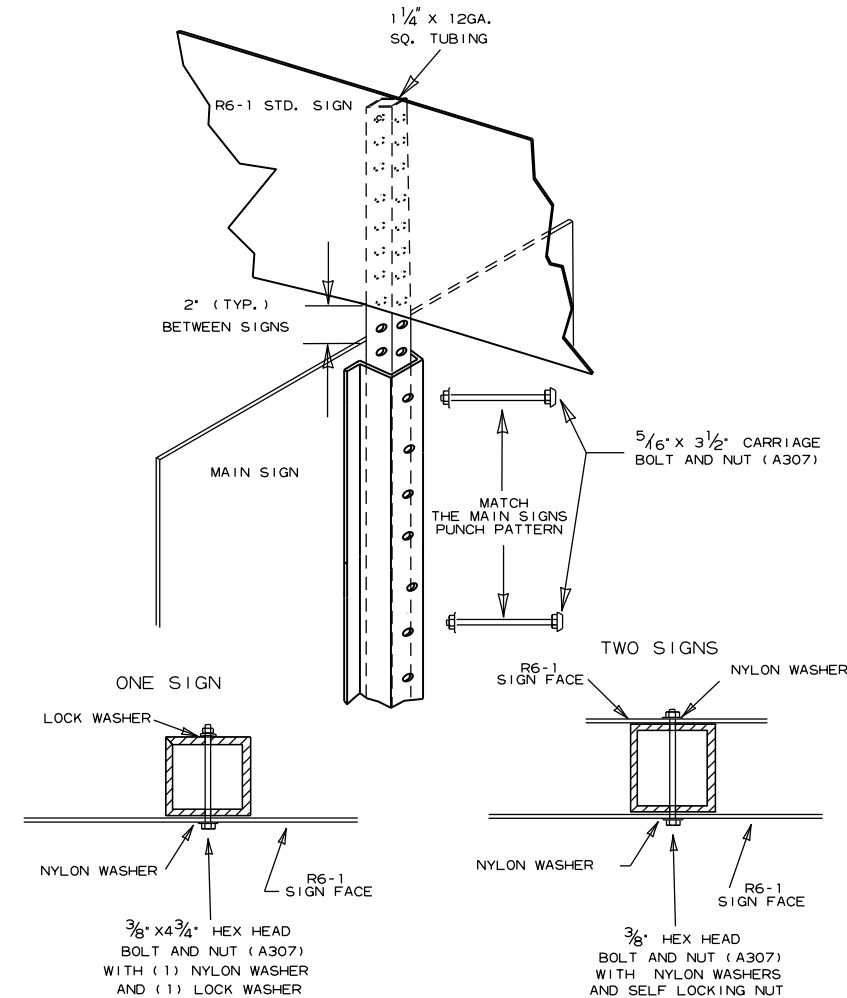


DETAIL A
SHOWING HORIZONTAL BRACE

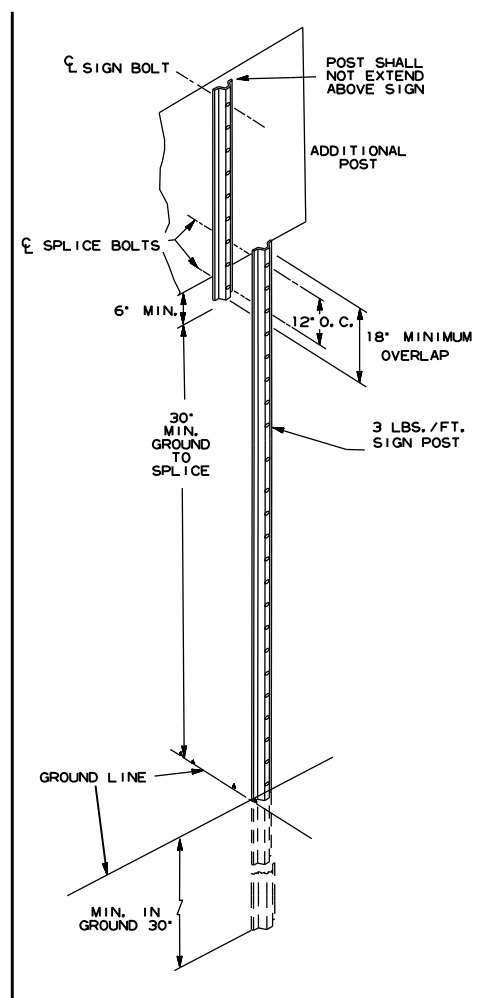
DETAIL B
SHOWING BACK-TO-BACK
INSTALLATION

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:

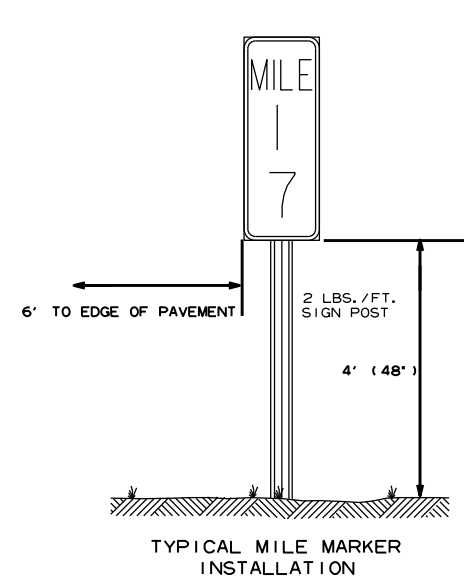
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

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

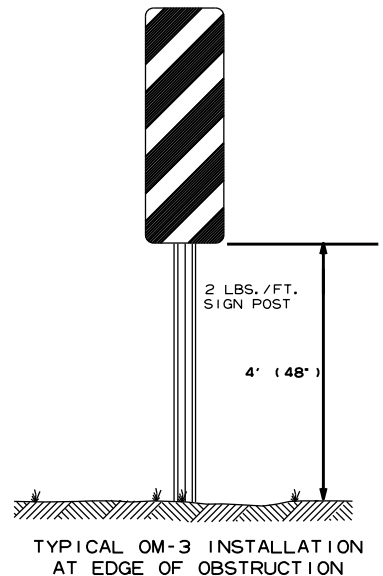
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER
INSTALLATION

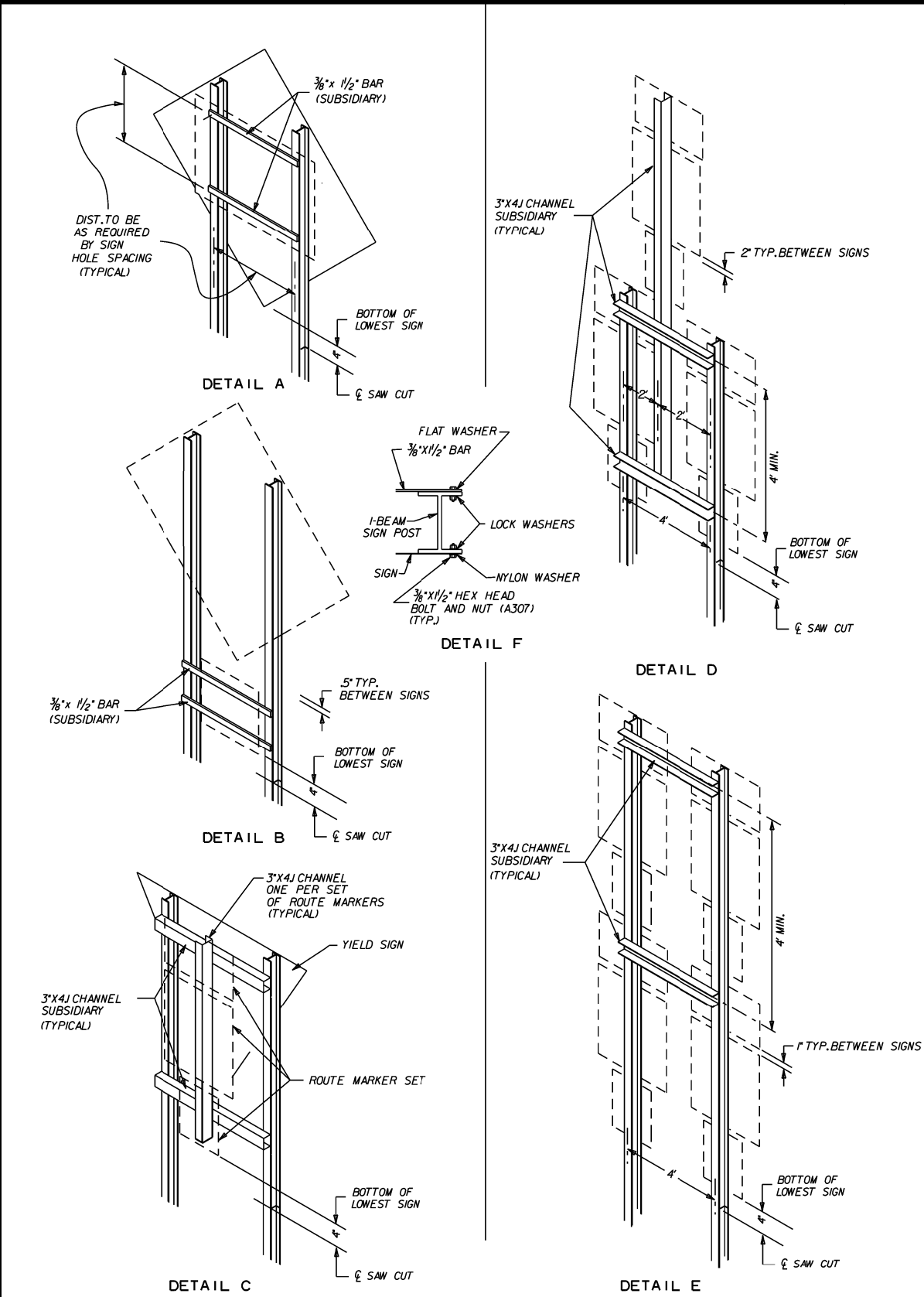


TYPICAL OM-3 INSTALLATION
AT EDGE OF OBSTRUCTION

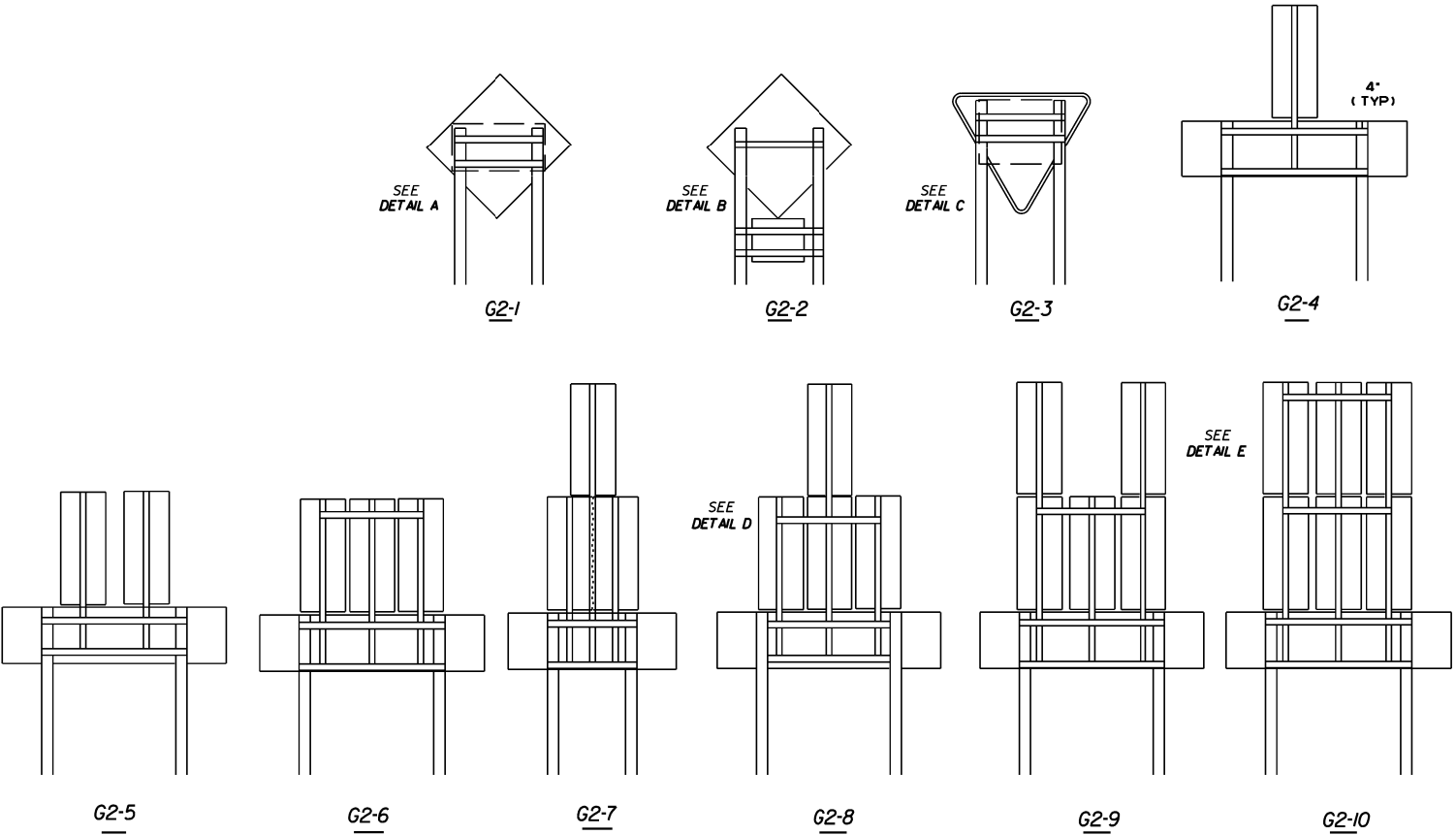
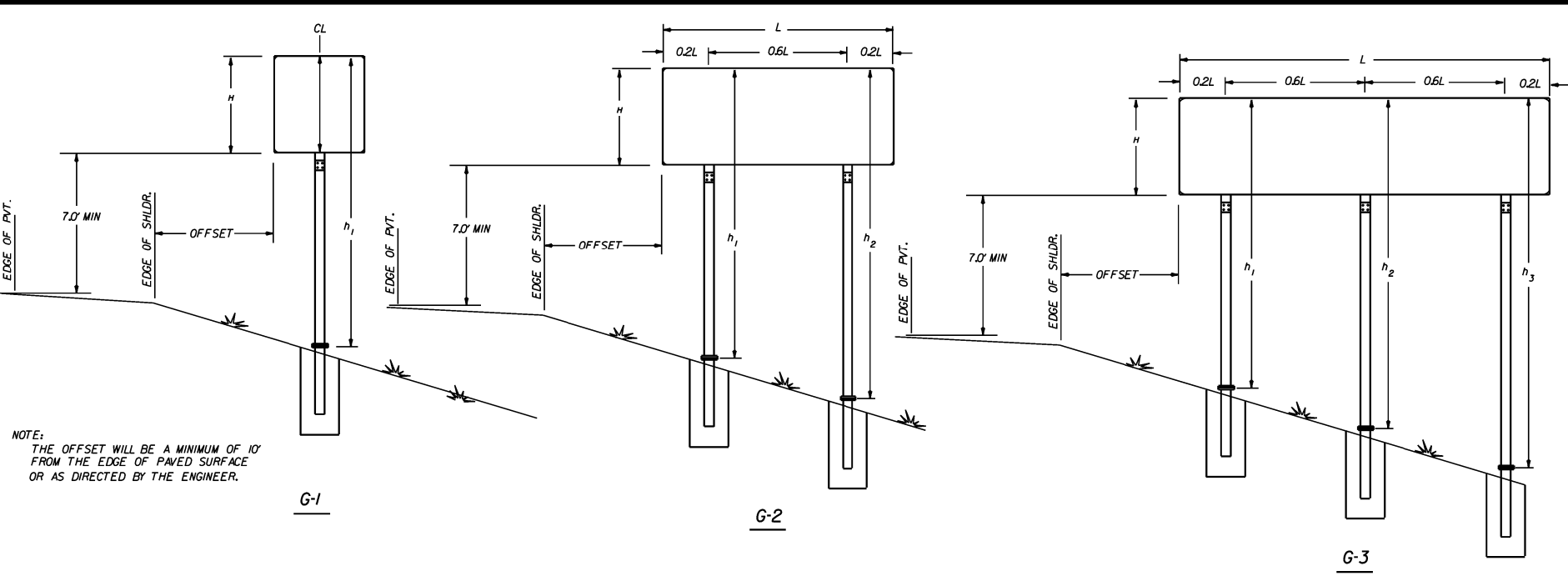
7-25-19	REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT		ARKANSAS STATE HIGHWAY COMMISSION
2-27-14	REVISED NOTES.		
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS		
10-9-03	REMOVED ROUND POST & REVISED SPACING		
10-12-95	MOVED UPPER SPLICE		
6-8-95	REVISED SPLICE DETAIL	6-8-95	
2-2-95	REDRAWN	2-2-95	
DATE	REVISION	FILMED	

U-CHANNEL POST ASSEMBLIES

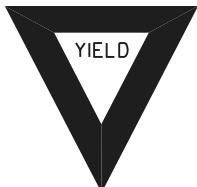
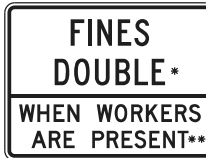
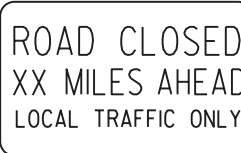
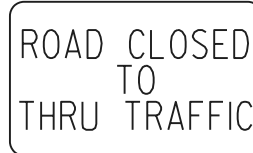
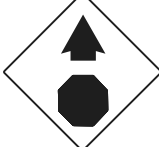
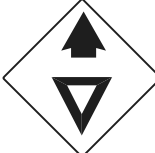
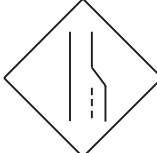
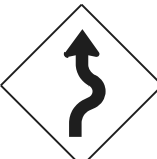
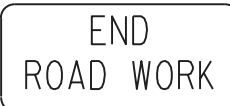
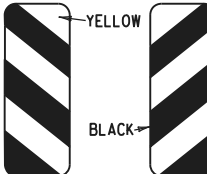
STANDARD DRAWING SHS-2

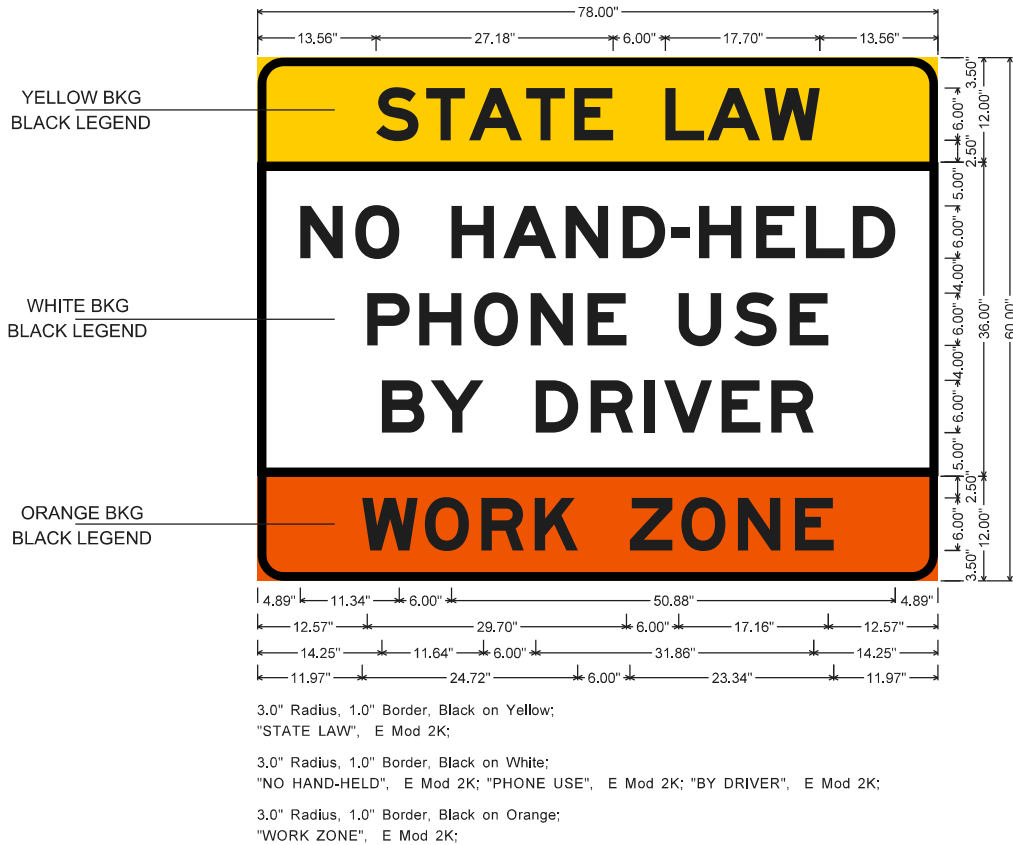


NOTE
ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.
THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS."
ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

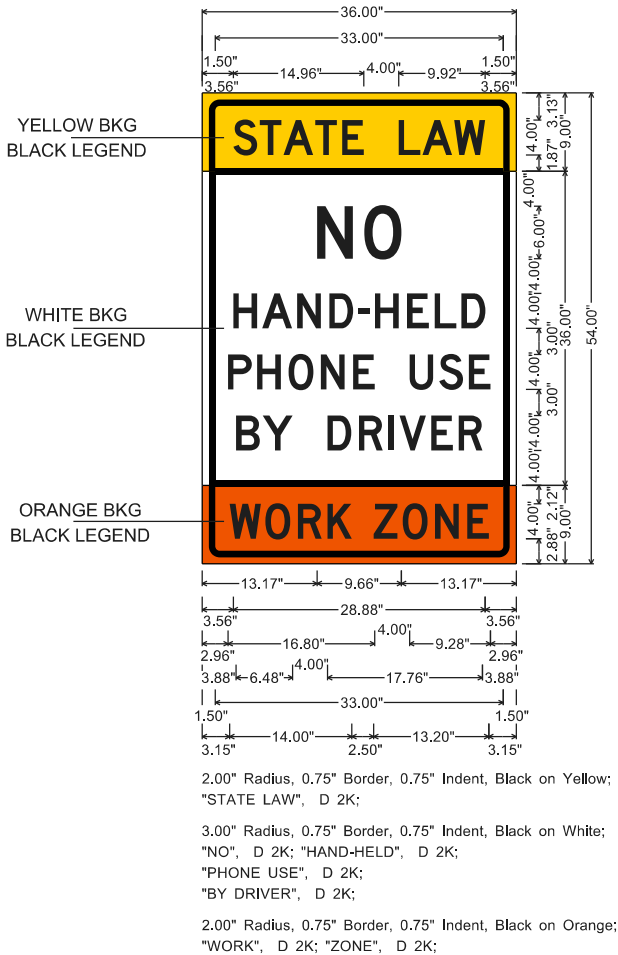


ARKANSAS STATE HIGHWAY COMMISSION		
DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS		
STANDARD DRAWING SHS-4		
9-12-13 DATE	ISSUED REVISION	FILMED

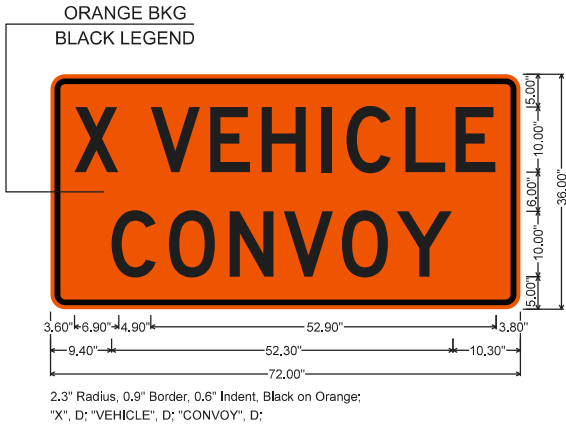
RI-I  STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"	RI-2  STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"	R2-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	W3-5  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	W3-5a  STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"	R4-I  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R4-2  STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"	R2-6aP  48"x36" *USE 6" C LETTERS **USE 4" D LETTERS	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-II 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.																						
R5-I  STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"	RII-2  48"x30"	RII-3A  60"x30"	RII-4  60"x30"	W2I-5a  STD. 36"x36" FWY. 48"x48"	WI-I  STD. 36"x36" FWY. 48"x48"	WI-2  STD. 36"x36" FWY. 48"x48"	R2-II  36"x48"																							
WI-3  STD. 48"x48"	WI-4  STD. 48"x48"	WI-6  STD. 48"x24" SPECIAL 60"x30"	WI-8  STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"	W3-I  STD. 36"x36" SPECIAL 48"x48"	W3-2  STD. 36"x36" SPECIAL 48"x48"	W4-2  STD. 36"x36" FWY. 48"x48"	R56-I  STD. 18"x18"																							
W5-I  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-I  STD. 24"x24"	W20-I  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  18" 500 FEET W16-2 24" STD. 36"x36" FWY. 48"x48"	W2I-2  STD. 30"x30" SPECIAL 36"x36"	W2I-5  STD. 30"x30" SPECIAL 36"x36"	W24-I  STD. 36"x36"	WI-4b  STD. 48"x48"																								
W8-II  STD. 36"x36" FWY. 48"x48"	W8-9  STD. 36"x36" FWY. 48"x48"	G20-I  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"																								
							<table><tr><td>REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10</td><td>11-07-19</td><td>REVISED FOR MASH</td><td>DELETED RSP-1 & ADDED W21-5a</td><td>REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES</td><td>09-02-15</td><td>REVISED W24-1</td><td>12-15-11</td><td>DATE</td><td>REV</td><td>DESCRIPTION</td></tr><tr><td>08-14-25</td><td>11-07-19</td><td>04-13-17</td><td>09-02-15</td><td>12-15-11</td><td>DATE</td><td>REV</td><td>DESCRIPTION</td><td>DATE EFFECTIVE</td><td>08-14-2025</td><td>STANDARD DRAWING</td><td>TC-1</td></tr></table>	REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	11-07-19	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	09-02-15	REVISED W24-1	12-15-11	DATE	REV	DESCRIPTION	08-14-25	11-07-19	04-13-17	09-02-15	12-15-11	DATE	REV	DESCRIPTION	DATE EFFECTIVE	08-14-2025	STANDARD DRAWING	TC-1
REPLACED R55-1 WITH R2-6aP, ADDED R2-11 & REVISED NOTE 10	11-07-19	REVISED FOR MASH	DELETED RSP-1 & ADDED W21-5a	REVISED REDUCED SPEED AHEAD SIGNS NEXT SIX MILES	09-02-15	REVISED W24-1	12-15-11	DATE	REV	DESCRIPTION																				
08-14-25	11-07-19	04-13-17	09-02-15	12-15-11	DATE	REV	DESCRIPTION	DATE EFFECTIVE	08-14-2025	STANDARD DRAWING	TC-1																			



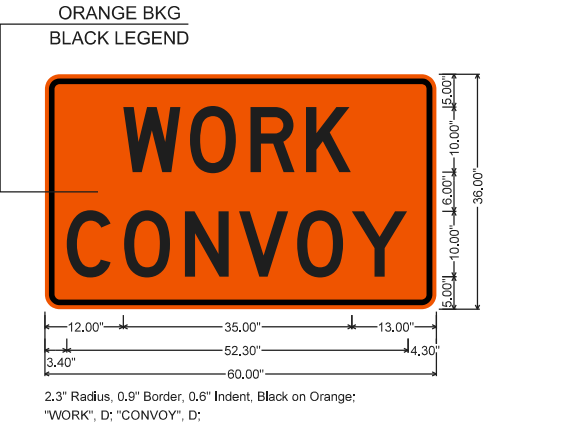
WZ-4 (INTERSTATE) SIGN



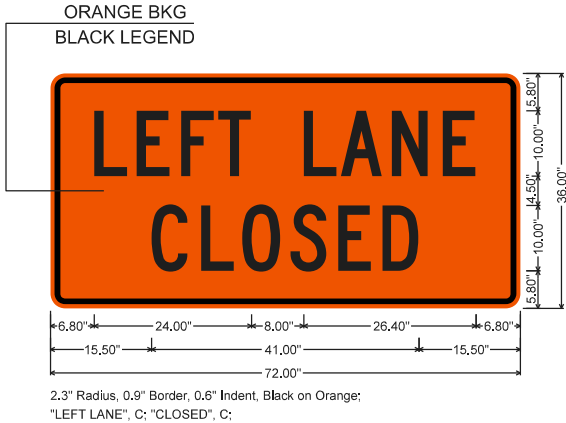
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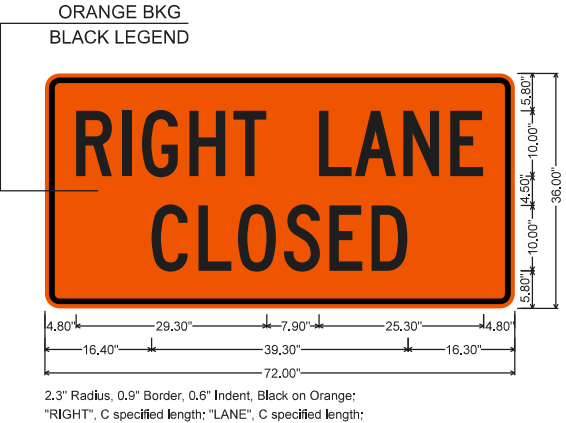
WZ-2 SIGN



WZ-3 SIGN



WZ-W20-5L SIGN



WZ-W20-5R SIGN

NOTE: REFER TO STANDARD DRAWING TC-1 FOR GENERAL NOTES.

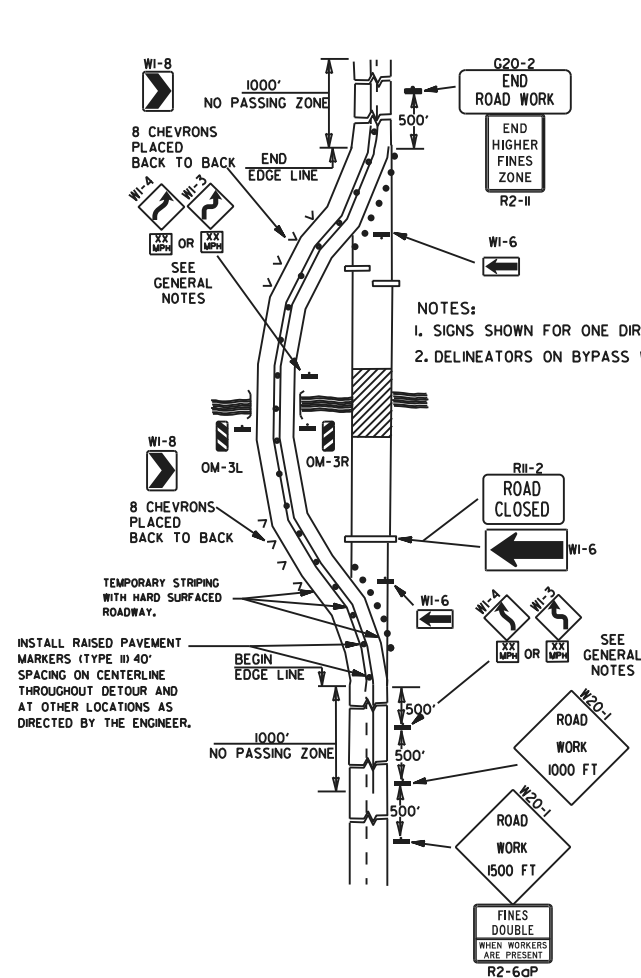


CONSTRUCTION PROJECT INFORMATION SIGN

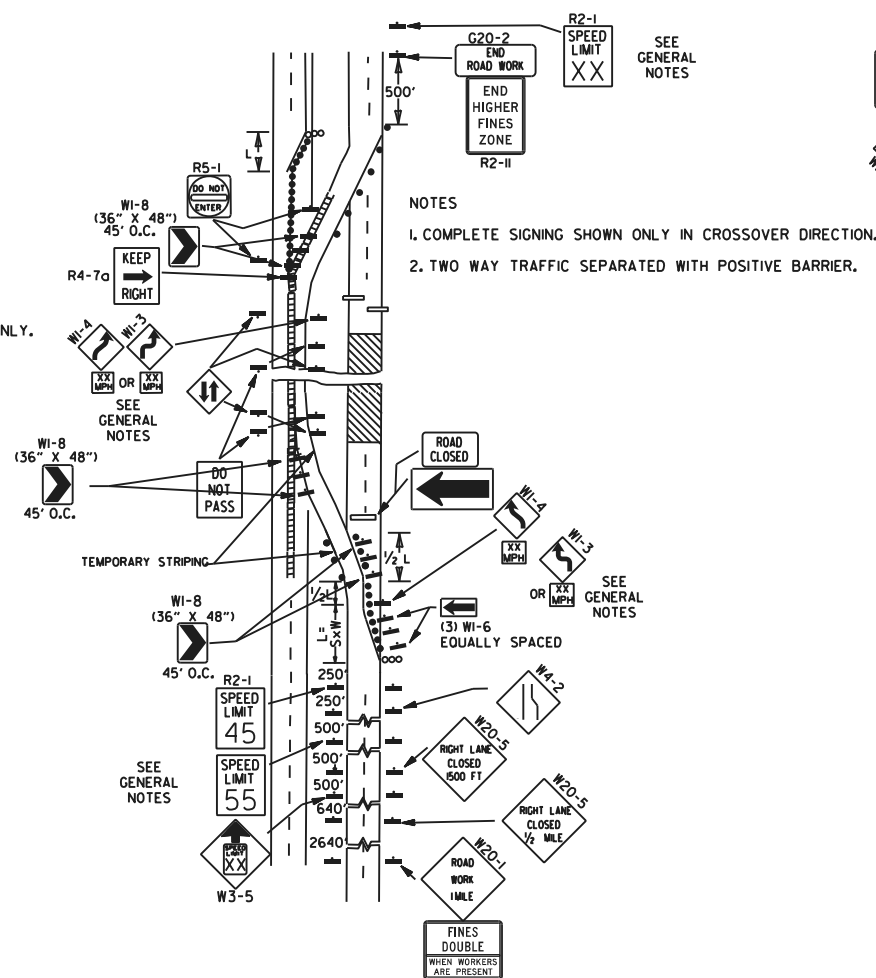


WZ-1 (INTERSTATE) SIGN

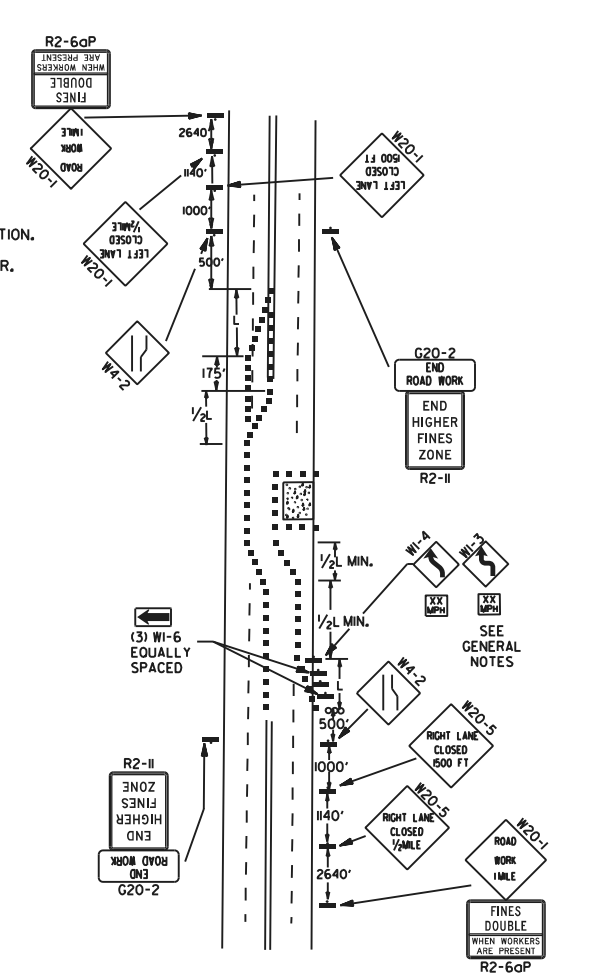
				 ARKANSAS STATE HIGHWAY COMMISSION	
				STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	
04-09-26	ISSUED	DATE REV	DESCRIPTION	DATE EFFECTIVE	STANDARD DRAWING
				04-09-2026	TC-1A



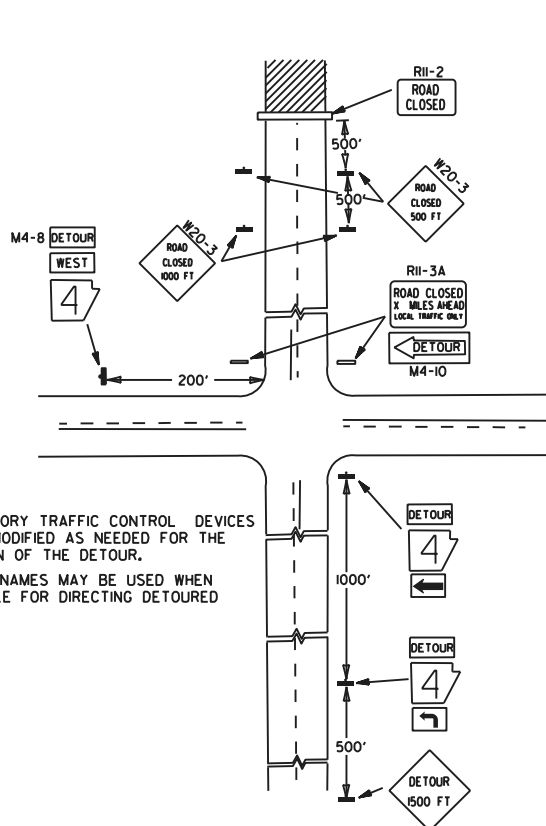
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



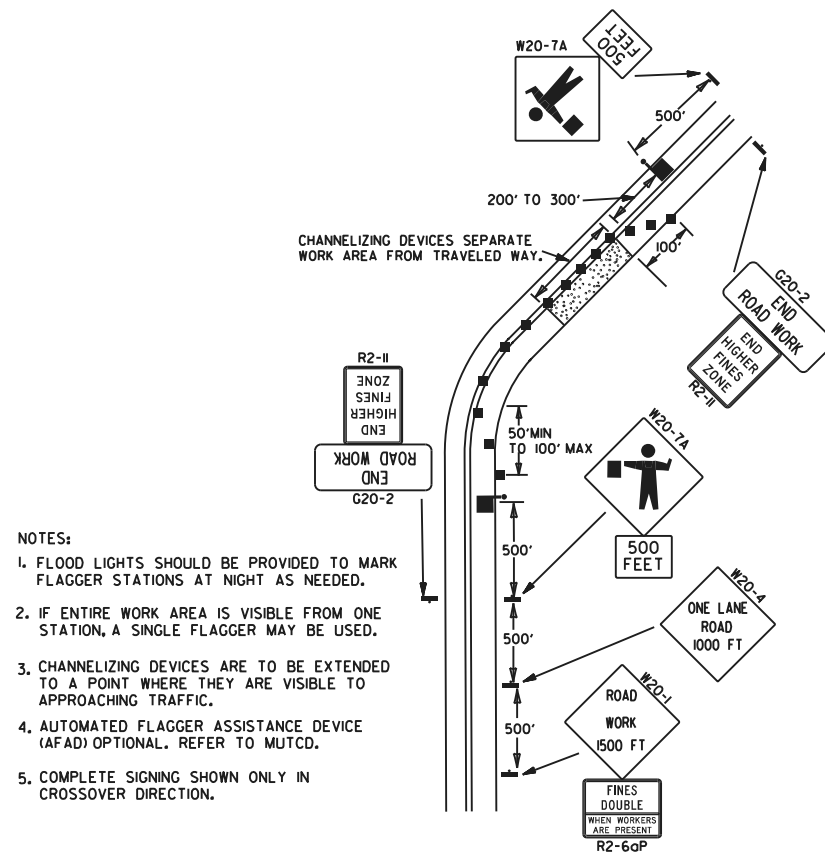
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



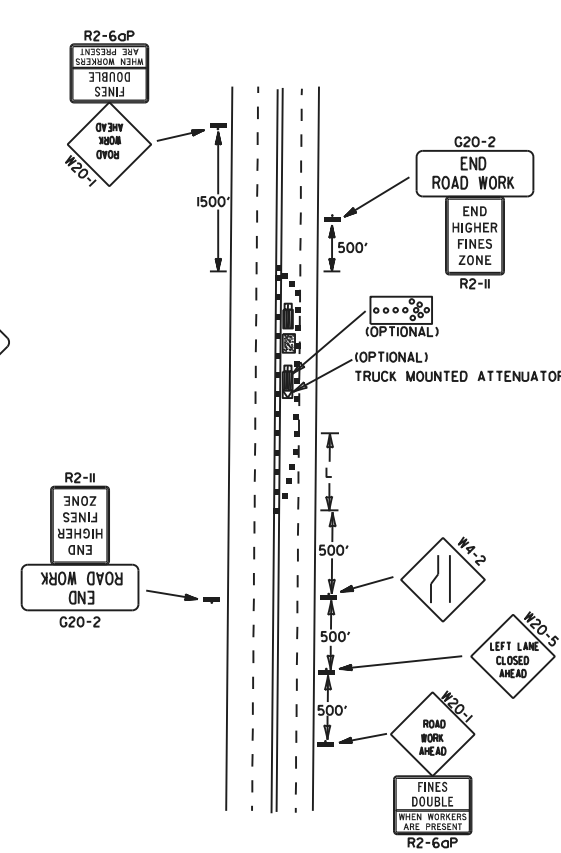
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



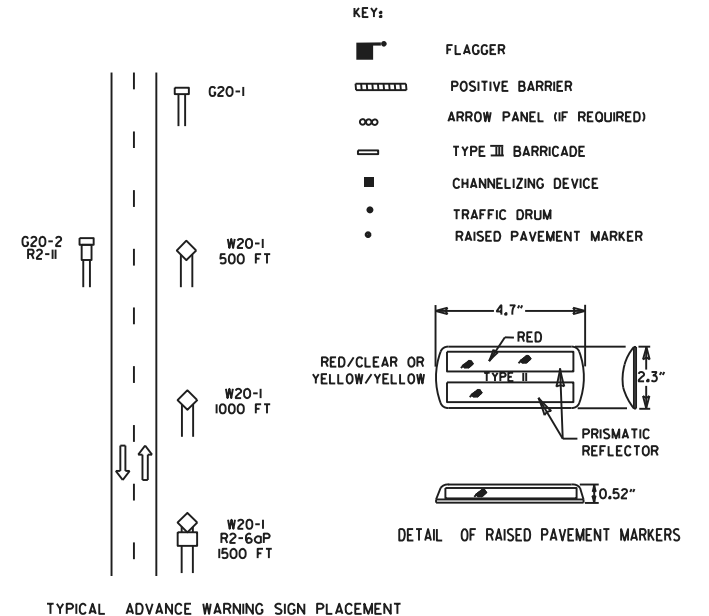
(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(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.



- 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(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE 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(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE 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).

REVISIONS		DESCRIPTION	DATE	REV
DATE	REV			
08-14-25	ADDED R2-6aP AND R2-11			
05-20-21	REVISED NOTE 7			
11-07-19	ADDED NOTE 1, 9			
09-02-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5			
09-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS			
AR DOT ARKANSAS DEPARTMENT OF TRANSPORTATION			ARKANSAS STATE HIGHWAY COMMISSION	
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION			TC-2	
DATE EFFECTIVE		STANDARD DRAWING		
08-14-2025				

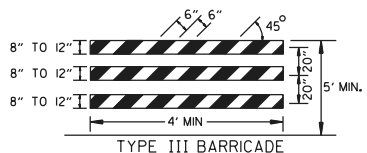
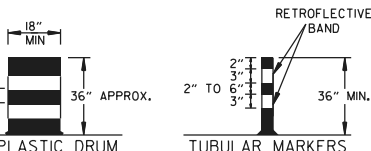
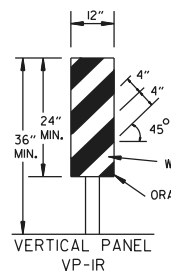
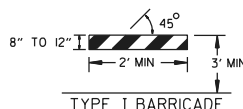
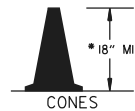
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

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

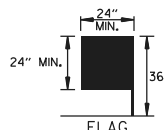
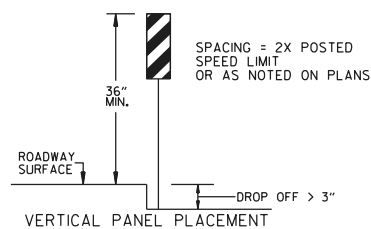
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

CHANNELIZING DEVICES

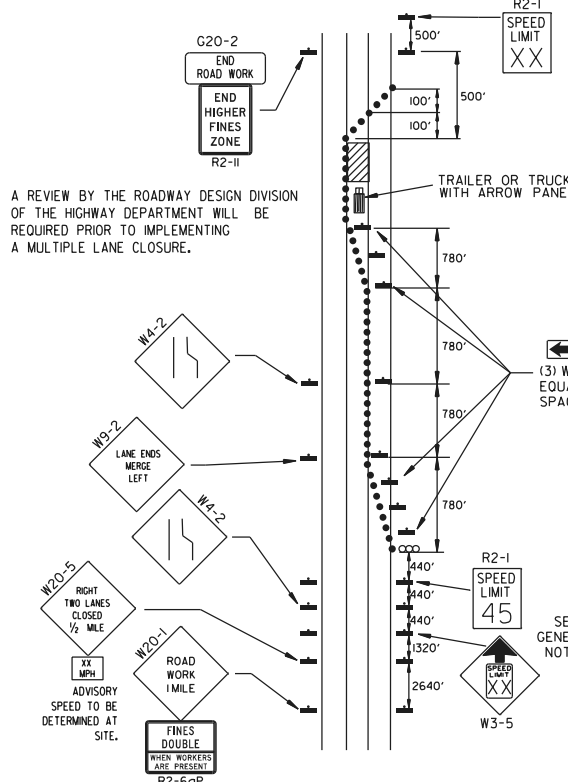
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.



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



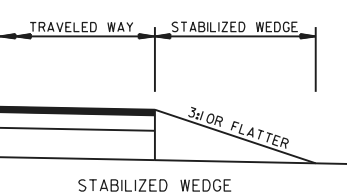
(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

TRAFFIC CONTROL DEVICES

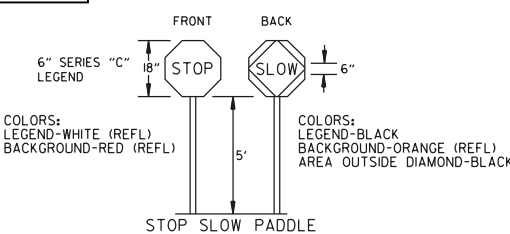
VERTICAL DIFFERENTIAL	LOCATION	NON-INTERSTATE	
		TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE ⁽⁶⁾	STANDARD LANE CLOSURE ⁽⁶⁾
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS ⁽¹⁾	W8-9 AND TRAFFIC DRUMS ⁽¹⁾
> 3"	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"	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"	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 ⁽²⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

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



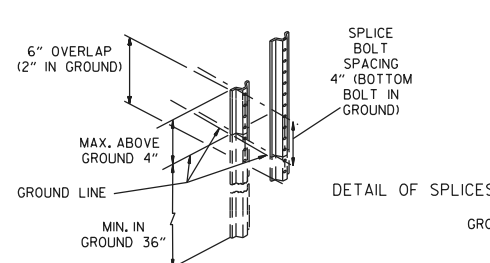
NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.



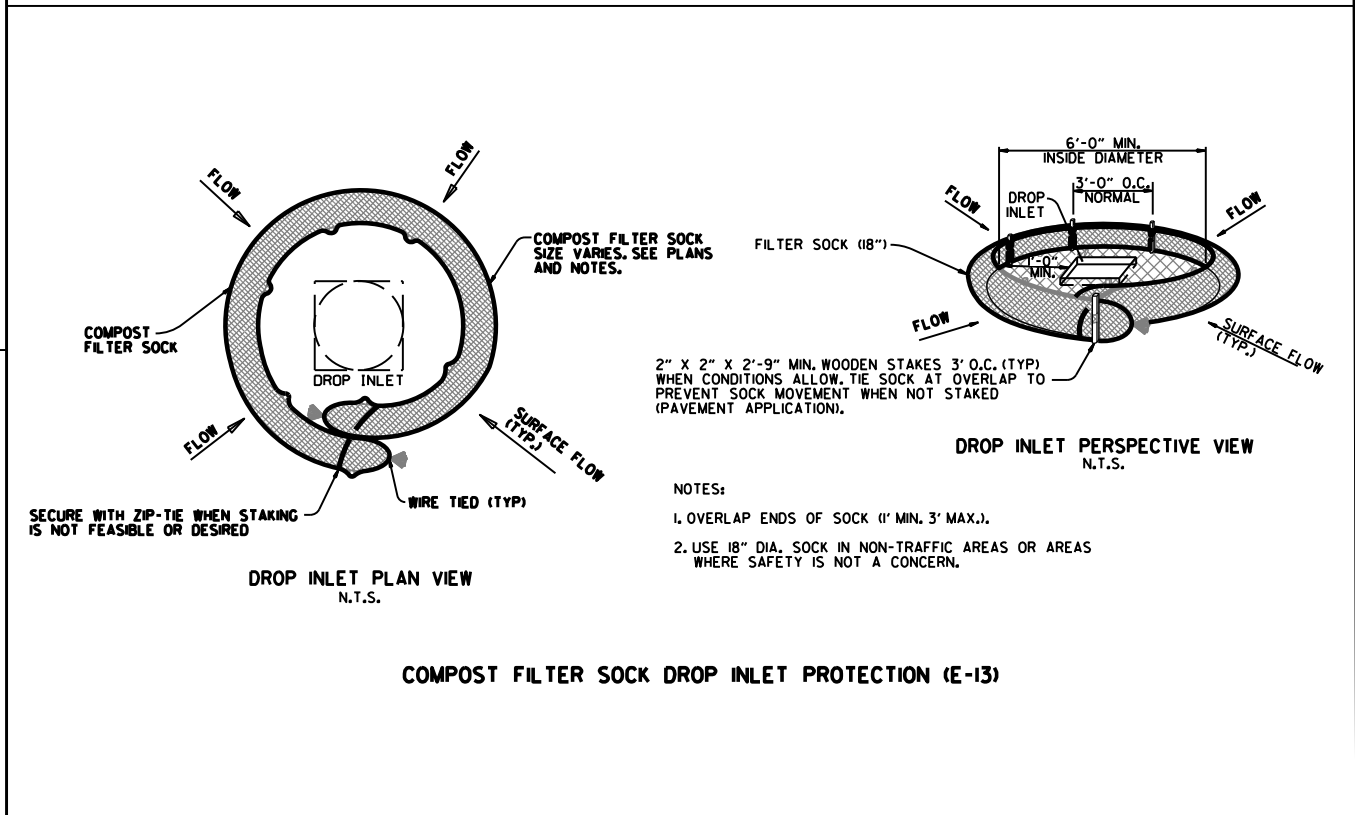
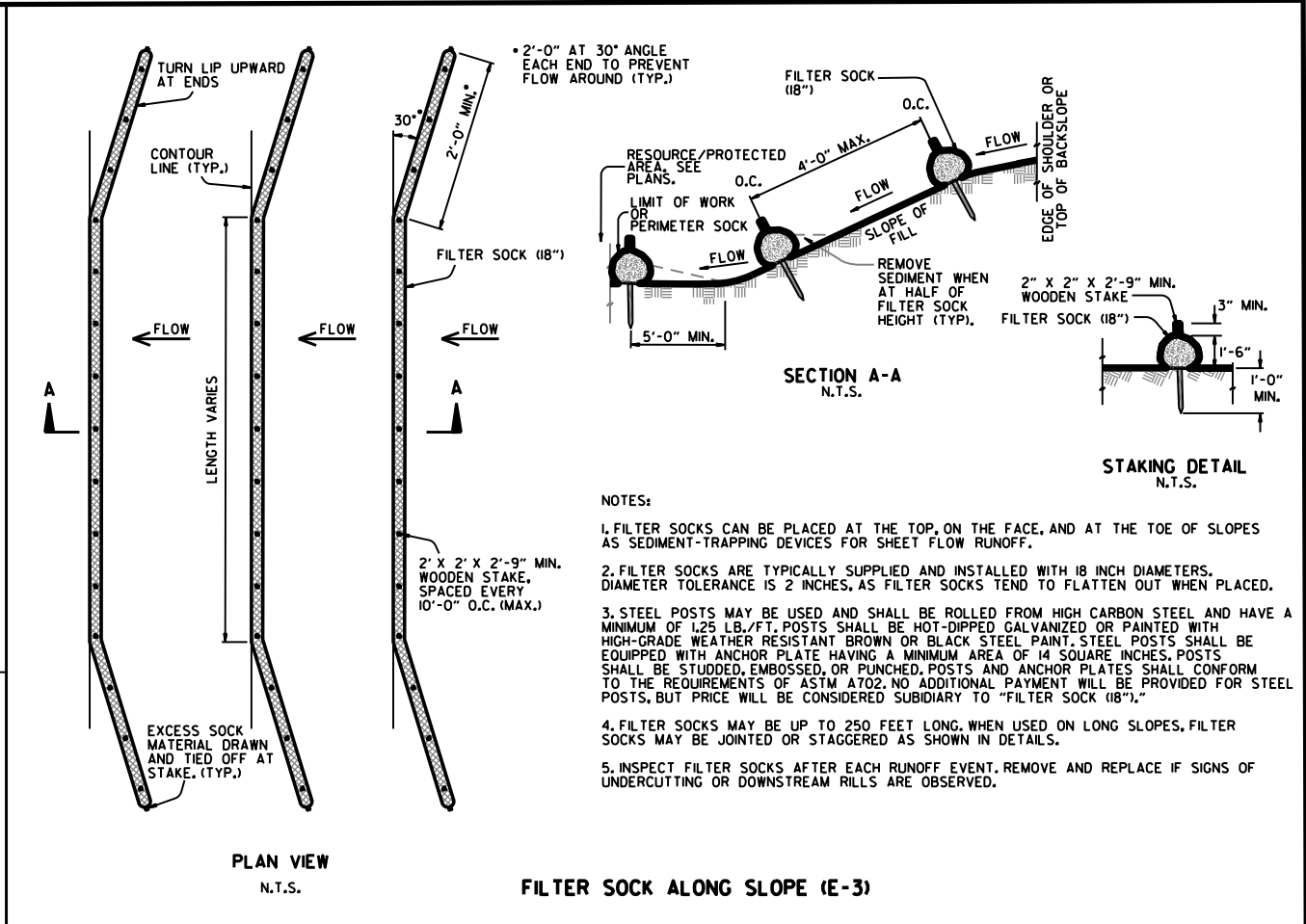
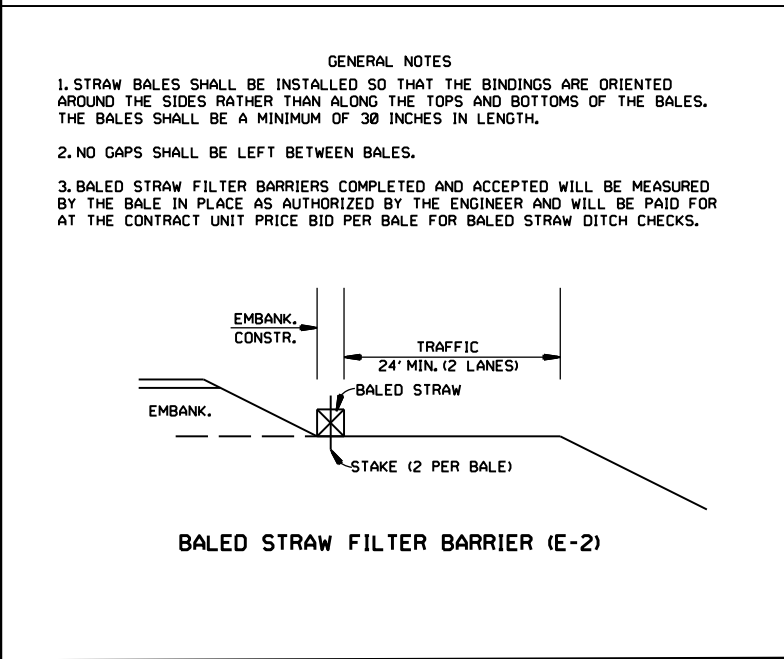
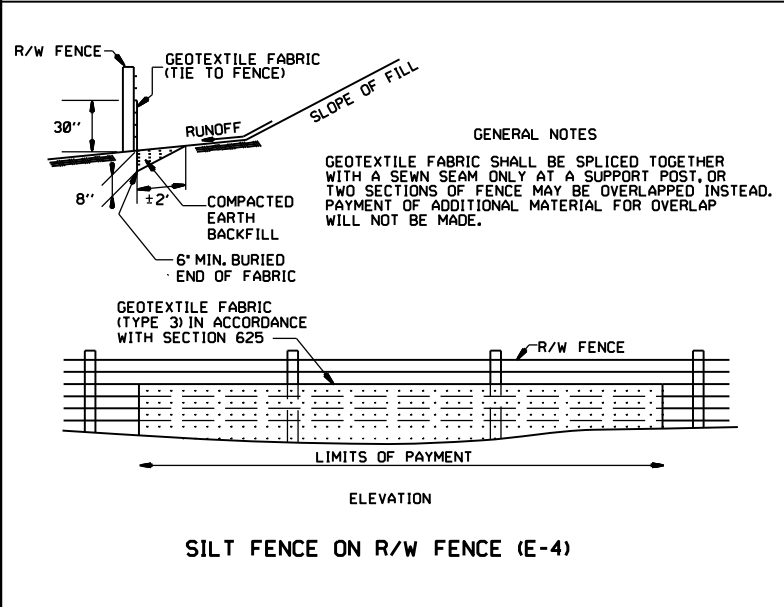
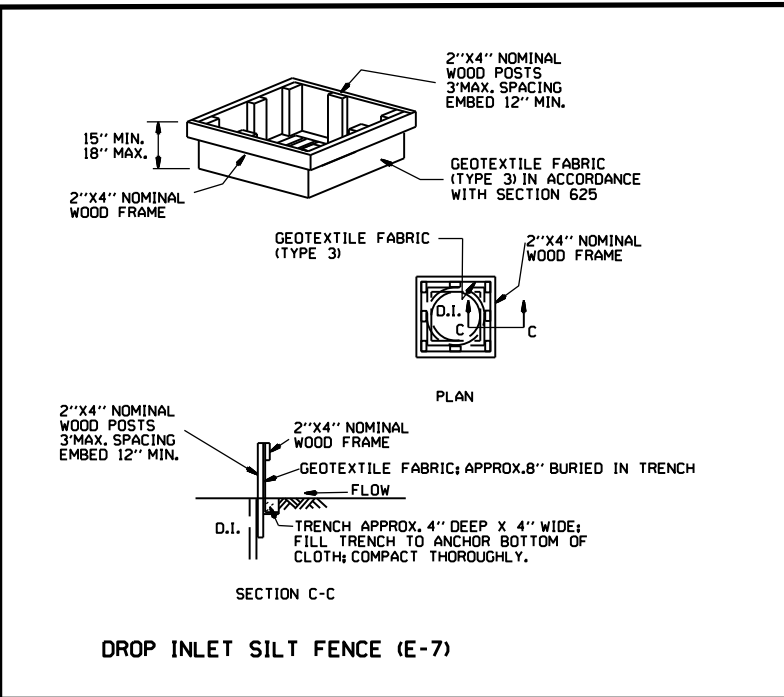
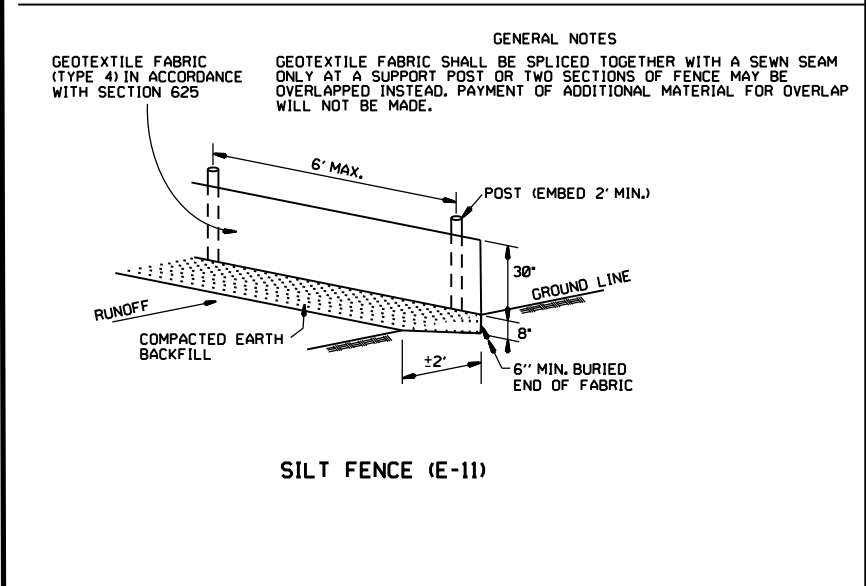
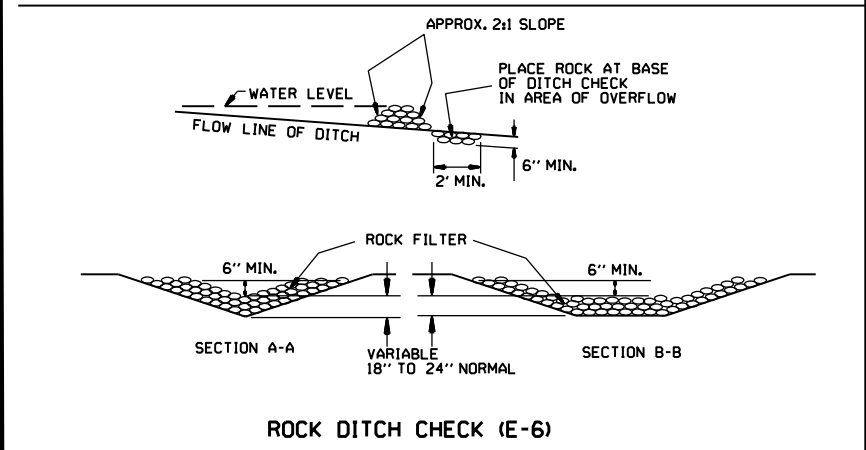
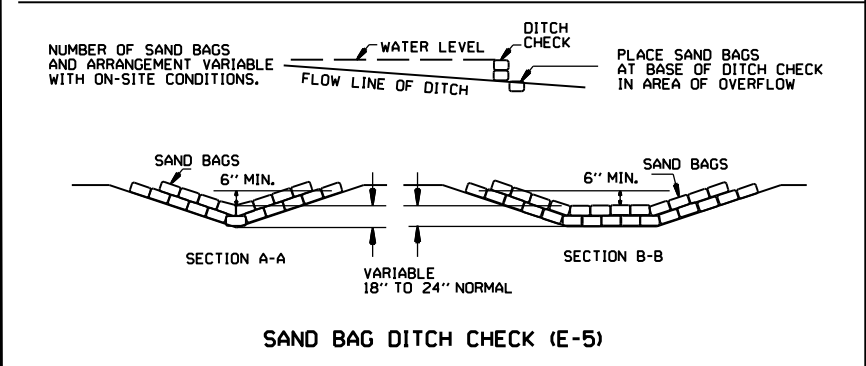
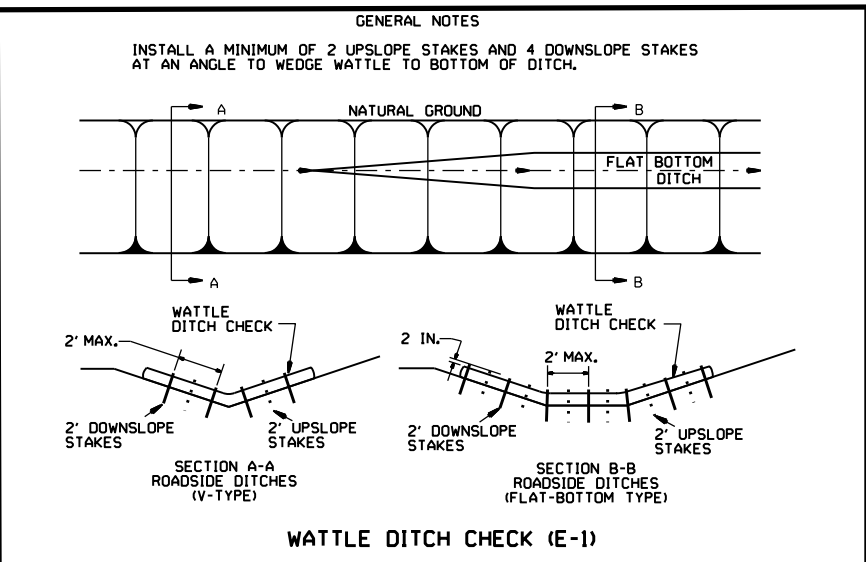
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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.



REVISIONS		DESCRIPTION	
08-14-25	ADDED R2-6aP AND R2-11	REVISED TRAFFIC CONTROL DEVICES AND NOTES,	ADDED NOTE 12
05-22-25	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED NOTE 10
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED NOTE 10
05-20-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED NOTE 10
02-27-20	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED TRAFFIC CONTROL DEVICES AND NOTES	REVISED NOTE 10
DATE	REV	DATE	REV
08-14-2025		08-14-2025	
STANDARD DRAWING		TC-3	



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
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

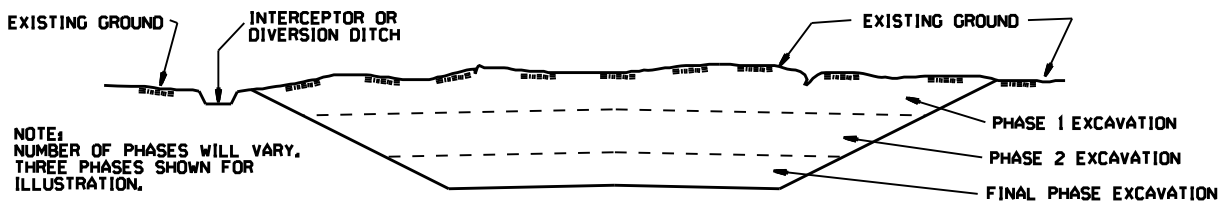
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

- CONSTRUCTION SEQUENCE
- 1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES ,DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
 - 2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

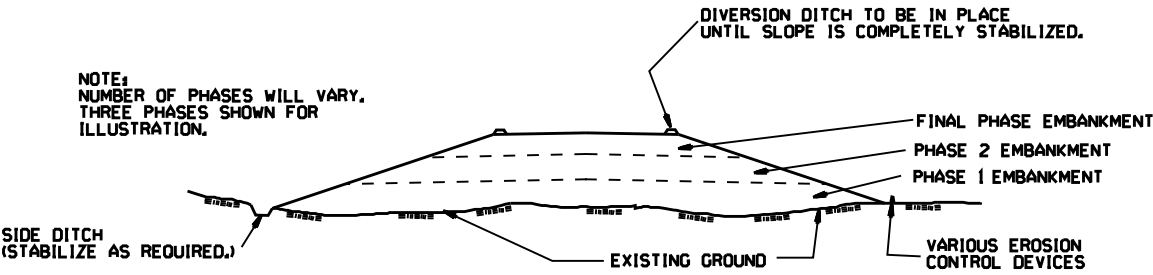


GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

- CONSTRUCTION SEQUENCE
- 1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
 - 2. PERFORM PHASE 1 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING.
 - 3. PERFORM PHASE 2 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING.
 - 4. PERFORM FINAL PHASE OF EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING, STABILIZE DITCHES, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



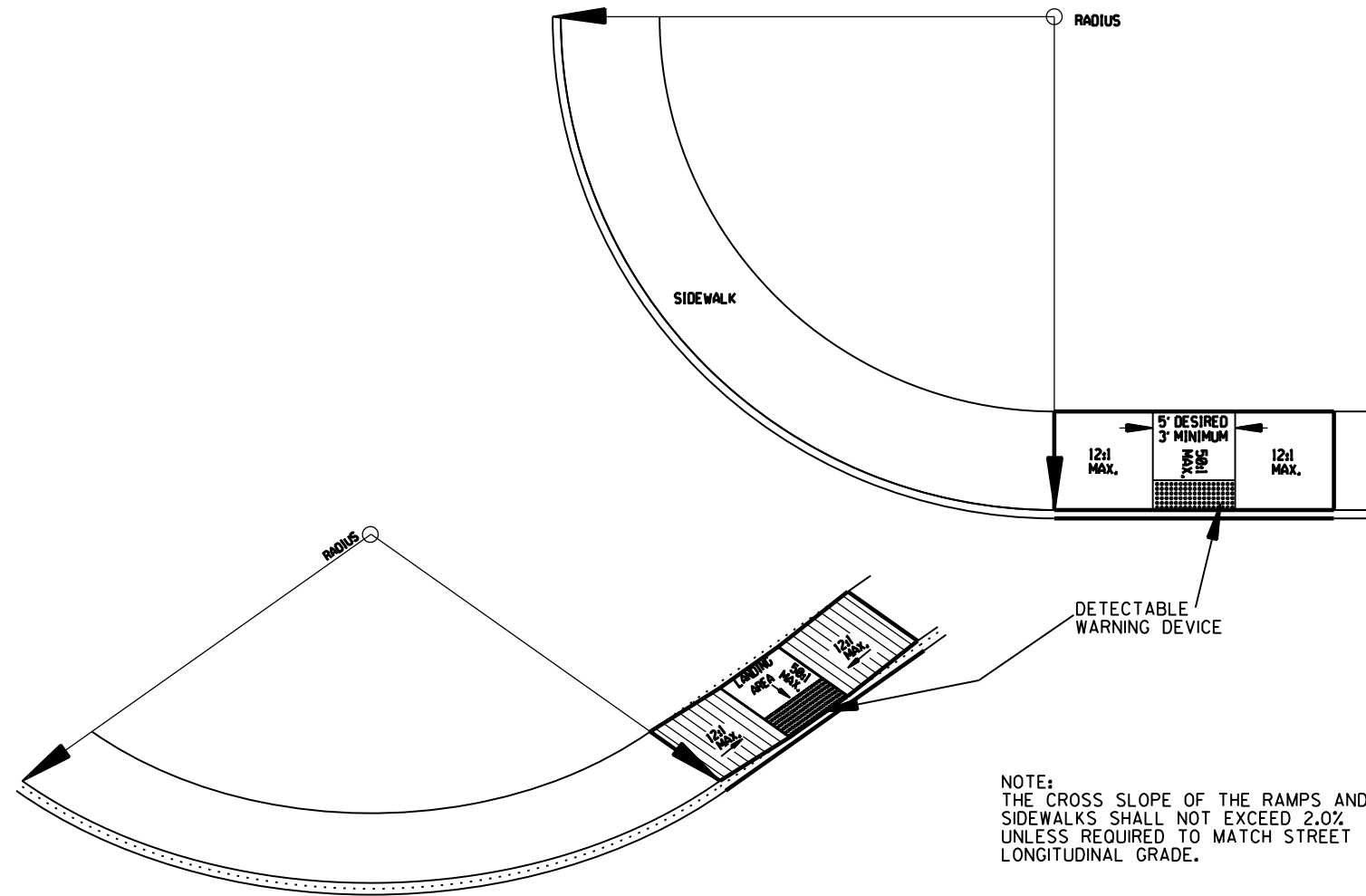
GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

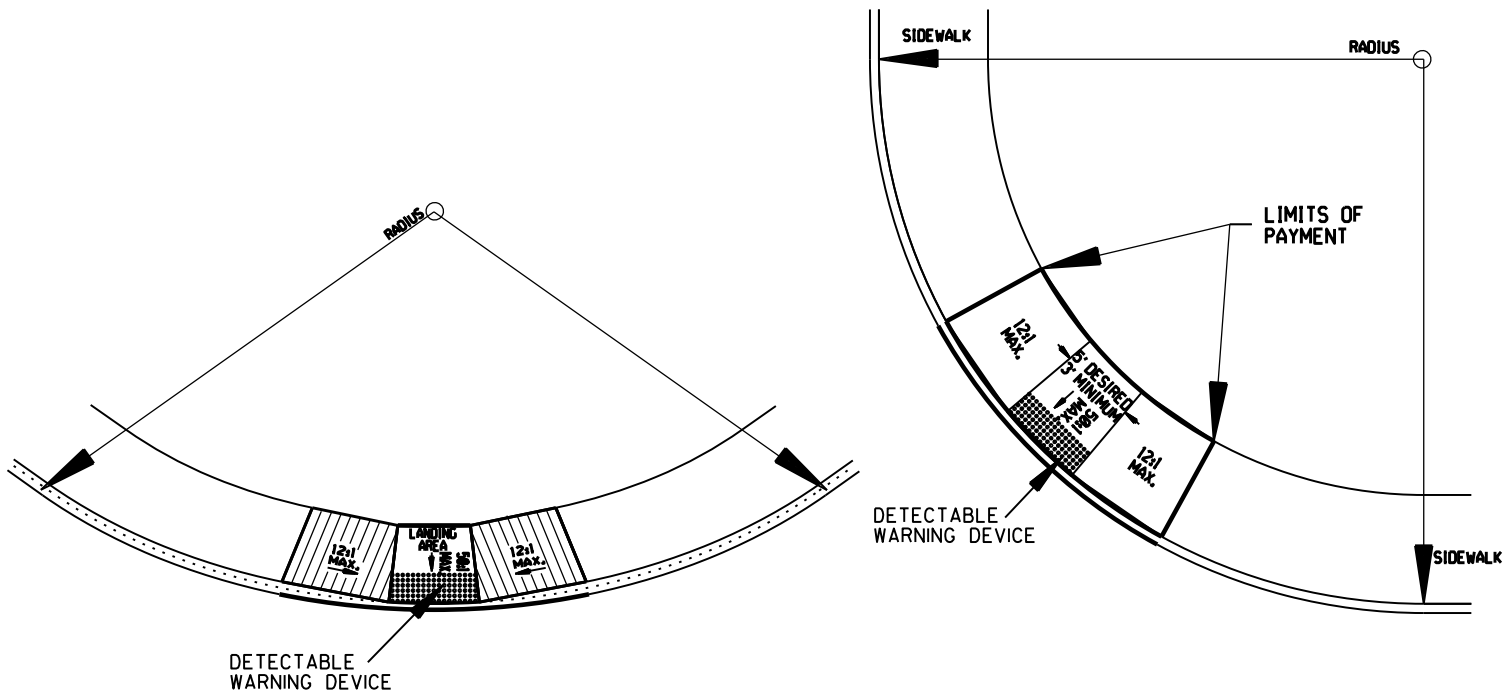
- CONSTRUCTION SEQUENCE
- 1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
 - 2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
 - 3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
 - 4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

			ARKANSAS STATE HIGHWAY COMMISSION
			TEMPORARY EROSION CONTROL DEVICES
			STANDARD DRAWING TEC-3
11-03-94	CORRECTED SPELLING		
6-2-94	Drawn & Issued	6-2-94	
DATE	REVISION	FILED	

STANDARD DRAWING WR-1



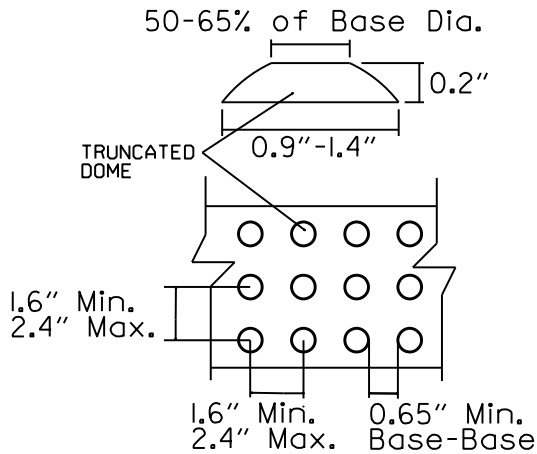
TYPE 5 RAMP



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 APPROVED BY THE ENGINEER, MAY BE MADE TO ADJUST TO LOCAL CONDITIONS.

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

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

ARKANSAS STATE HIGHWAY COMMISSION		
WHEELCHAIR RAMPS ALTERATIONS ONLY		
STANDARD DRAWING WR-2		
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	
DATE	REVISION	DATE FILED