

**ARKANSAS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DEVICE AGREEMENT**

AGREEMENT NO.: 1167

Date: 12/18/2025

Maintenance Authority: Jonesboro

Job No: 100881

DISTRICT No: 10 **COUNTY:** CRAIGHEAD

Street Name of primary local corridor:

Route No(s) : Hwy 1B

Section: 17B

Highway 1B

WHEREAS,

authority for the control of the locations and types of all traffic control devices on State Highways has been delegated to the State Highway Commission by Section 109(d), Title 23, U.S. Code, and Ann. 27-52-104, 105, and 106; and

WHEREAS,

the State Highway Commission has officially adopted a Manual and Specifications for a uniform system of traffic control devices, and the Minute Order 2001-141 of July 11, 2001 has implemented these statutes to the operation of traffic control devices by local governments;

NOW THEREFORE,

in accordance with these authorizations, the following agreement is made between the agency herein designated as Maintenance Authority and the Arkansas Department of Transportation:

- 1) The Maintenance Authority hereby agrees to provide electrical power to the controller (s) for the traffic control device(s) and to maintain the traffic control device(s) being installed by the Arkansas Department Of Transportation at the intersection(s) listed below at no cost to the Department.

Description:

Install a traffic signal at the intersection of Highway 1B and Forest Hill Road
and replace the existing traffic signal at the intersection of Highway 1B
and Parker Road.

- 2) No modifications to the traffic control device installation or changes in the controller phase data and operations of the traffic control device will be made without approval from the Department.

- 3) The Maintenance Authority will save the Department harmless from any and all damage claims that may arise during the period that the traffic control devices are being maintained by the Maintenance Authority.

Maintenance Authority:

Jonesboro

**ARKANSAS DEPARTMENT
OF
TRANSPORTATION**

BY



Title: Mayor

Title: David W. Baker
Engineer of Roadway Design

DATE

DATE

12/18/2025

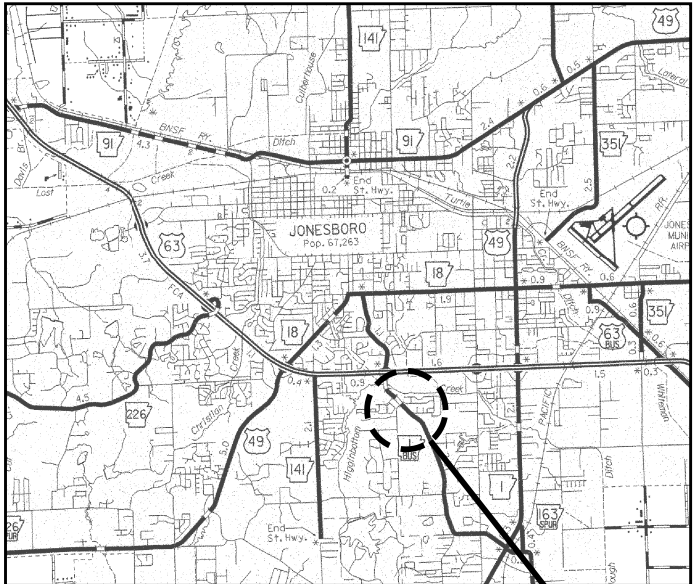
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	1	121
PARKER RD. - SOUTH (HWY. 1B) (JONESBORO) (S)						

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



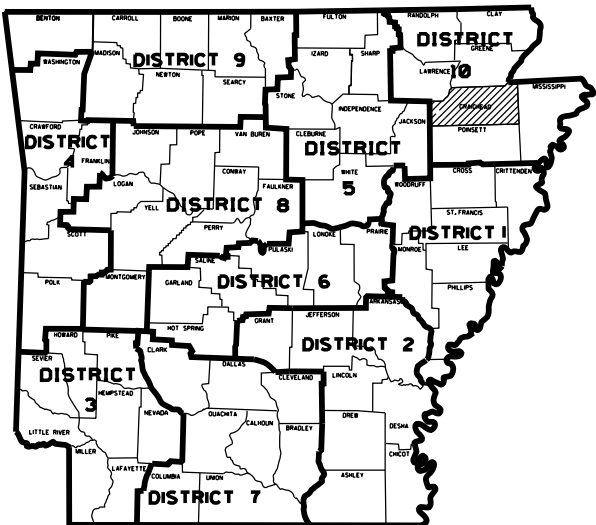
PARKER RD.- SOUTH
(HWY. 1B) (JONESBORO) (S)

CRAIGHEAD COUNTY
ROUTE 1B SECTION 17B
JOB 100881
FED. AID PROJ. CMF-0058(67)
NOT TO SCALE



VICINITY MAP

PROJECT LOCATION



ARKANSAS HIGHWAY DISTRICT 10

DESIGN TRAFFIC DATA

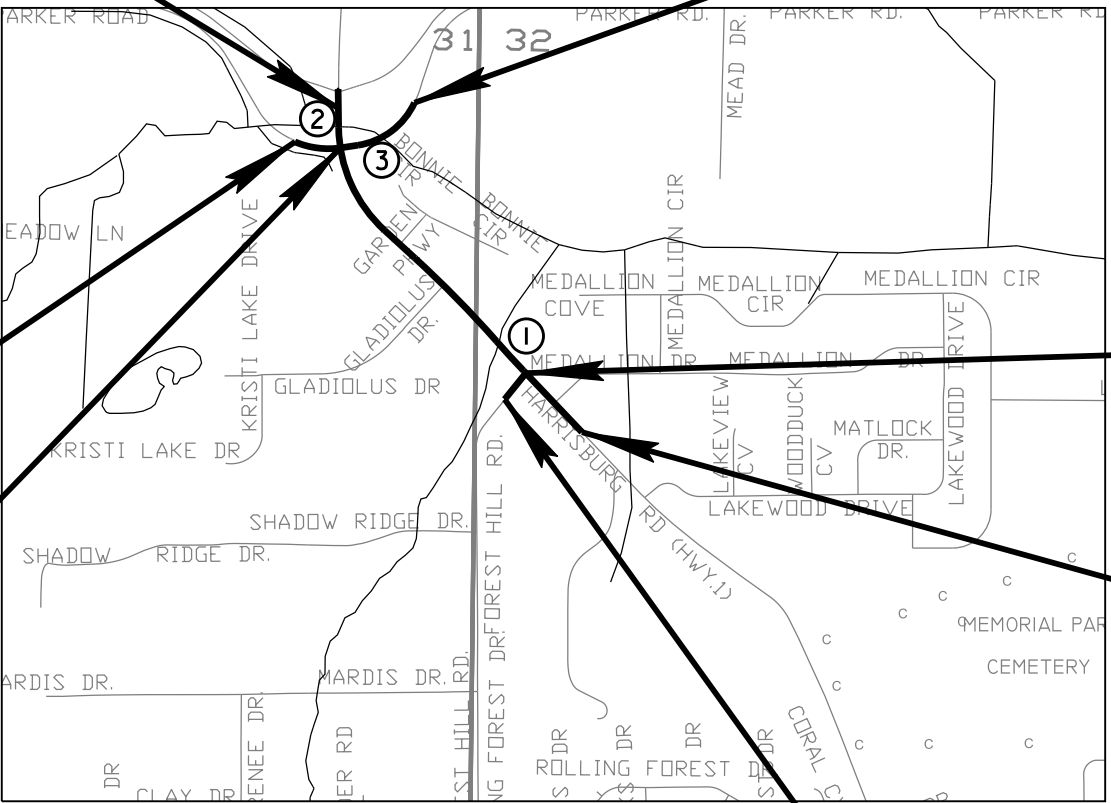
DESIGN YEAR-----2046
2026 ADT-----13,600
2046 ADT-----19,600
2046 DHV-----2,156
DIRECTIONAL DISTRIBUTION-----60%
TRUCKS-----1.0%
DESIGN SPEED-----35 MPH

STRUCTURES OVER 20'-0" SPAN

STATION	DESCRIPTION	SPAN
① 129+64.03	2 @ 12' X 7' X 87' R.C. BOX CULVERT ON A 30° FWD. SKEW W/ 3rd WINGS LT. & RT.	28.55'
② 144+04.21	3 @ 10' X 10' X 134' R.C. BOX CULVERT W/ 3rd WINGS LT. & RT.	31.02'
③ 55+94.58	4 @ 10' X 11' X 70' R.C. BOX CULVERT ON A 30° FWD. SKEW W/ 3rd WINGS LT. & RT.	49.04'

STA. 51+33.56
BEGIN PARKER RD.

HWY. 1B STA. 142+83.32 -
PARKER RD. STA. 53+75.07
Δ 88°54' 10"



HWY. 1B STA. 127+39.40 -
FOREST HILL RD. STA. 76+80.92
Δ 82°24' 29"

HWY. 1B STA. 123+15.00
BEGIN JOB 100881
LOG MILE 2.40

STA. 75+05.00
BEGIN FOREST HILL RD.

PROJECT LOCATION

	BEGIN	MID-POINT	END
LATITUDE	N35°48' 02"	N35°48' 10"	N35°48' 19"
LONGITUDE	W90°41' 40"	W90°41' 49"	W90°41' 55"

GROSS LENGTH OF PROJECT	3070.46	FEET OR 0.582	MILES
NET LENGTH OF ROADWAY	2961.85	FEET OR 0.561	MILES
NET LENGTH OF BRIDGES	108.61	FEET OR 0.021	MILES
NET LENGTH OF PROJECT	3070.46	FEET OR 0.582	MILES



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	48	121
SUMMARY OF TRAFFIC SIGNAL QUANTITIES						



SUMMARY OF TRAFFIC SIGNAL QUANTITIES					
ITEM NUMBER	ITEM	HWY. 1B AT PARKER RD.	HWY. 1B AT FOREST HILL RD.	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	2	1	3	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	2	1	3	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	194	100	294	LIN. FT.
SP	CELLULAR MODEM	2		2	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	1	2	EACH
SP	LOCAL RADIO WITH ANTENNA RELOCATION	1		1	EACH
SP	BATTERY BACKUP SYSTEM	1		1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	30	6	36	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	4		4	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6		6	EACH
SP & 707	CENTRAL CONTROL UNIT	1	1	2	EACH
SP & 707	POLE MOUNTED ASSEMBLY	2	4	6	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	2	4	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	197	290	487	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1986	845	2831	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	2374	69	2443	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	706	192	898	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	769	425	1194	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	442	175	617	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	128	36	164	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1118	390	1508	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	50	25	75	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	60		60	LIN. FT.
710	NON-METALLIC CONDUIT (2")	65	61	126	LIN. FT.
710	NON-METALLIC CONDUIT (3")	606	285	891	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	2	1	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	6	13	EACH
SS & 713	SPAN WIRE ASSEMBLY	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')		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 (56')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (60')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (62')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (68')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (34'-42')		1	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	3	7	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	2	4	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	2	1	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00		1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	5		5	EACH
SP	18" STREET NAME SIGN	4	3	7	EACH
SP	VIDEO DETECTOR ROTATION	2		2	EACH
SP & 733	VIDEO DETECTOR (IP)	6	1	7	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	2	4	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	2137	539	2676	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	2	1	3	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	1	3	EACH

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 CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.

13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO PROGRAMMNG MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
16. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.
18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.
19. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.
20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED 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 EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
EXAMPLES FOR CONDUIT IN SIDE CABINET: "TO POLE A AND B" OR "TO POLE C"
EXAMPLES FOR CONDUIT IN PULL BOX: "TO POLE A" OR "TO TRAFFIC CABINET"
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

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

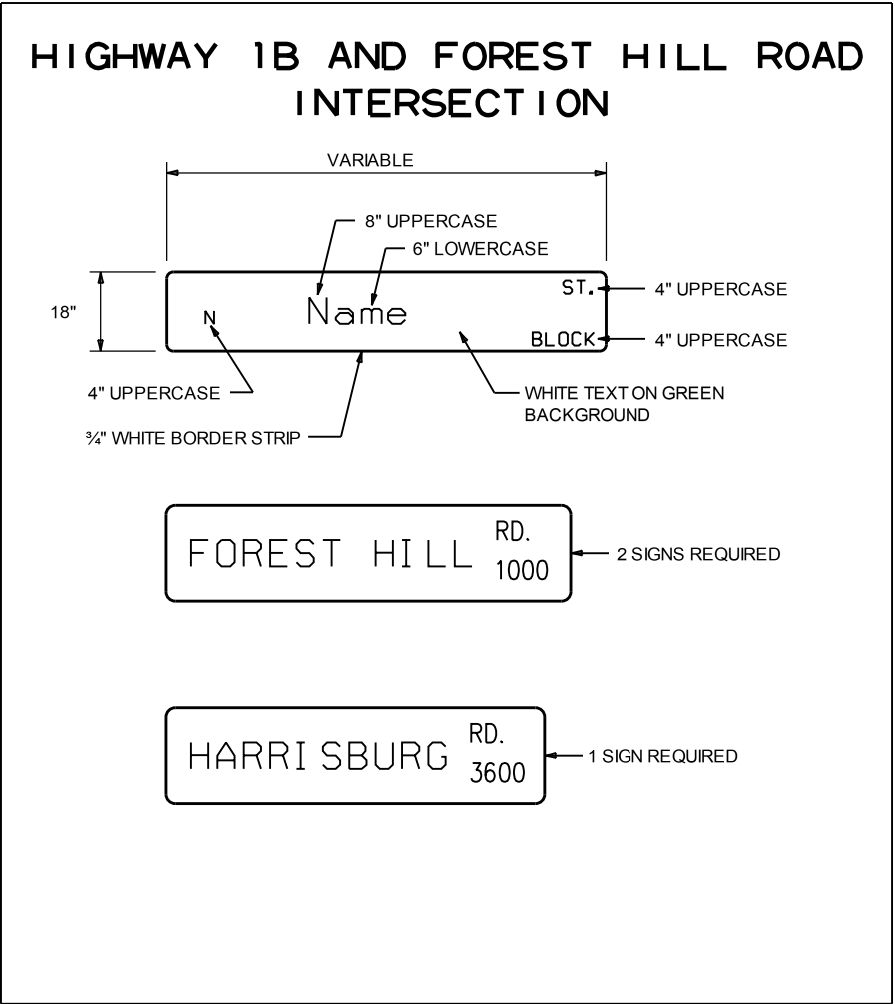
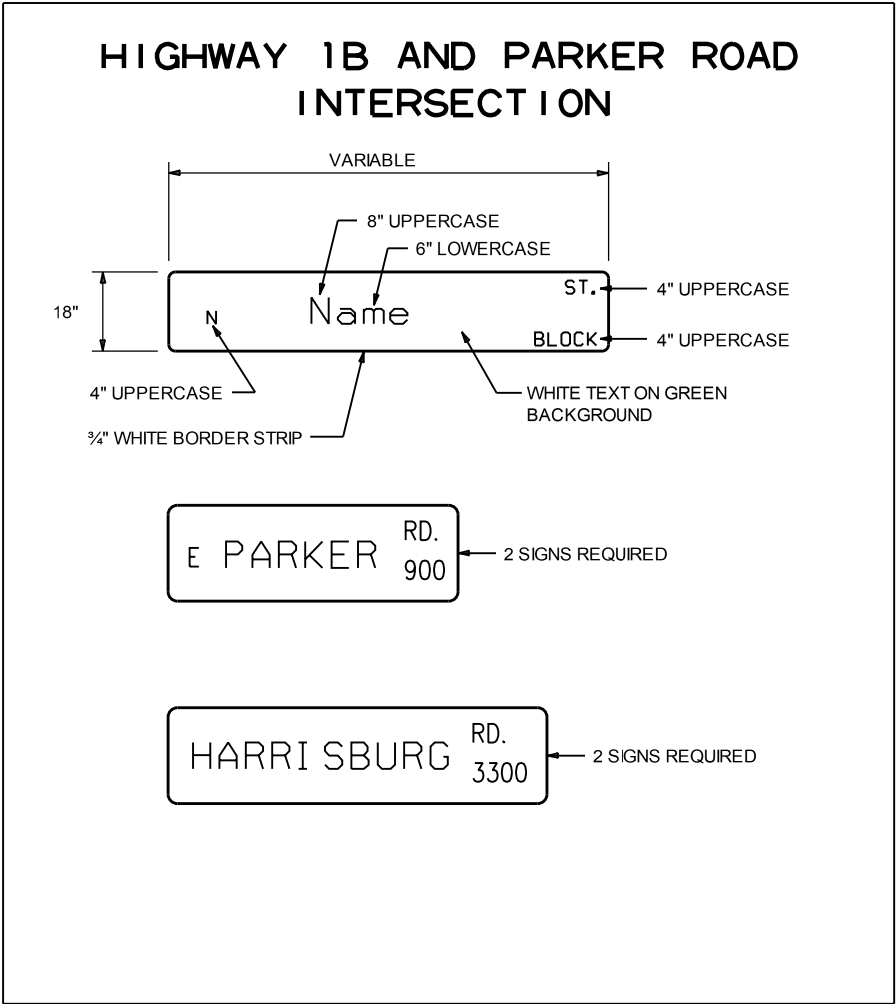
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	49	121
TRAFFIC SIGNAL NOTES						



DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	51	121
TRAFFIC SIGNAL STREET NAME SIGNS						



OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED

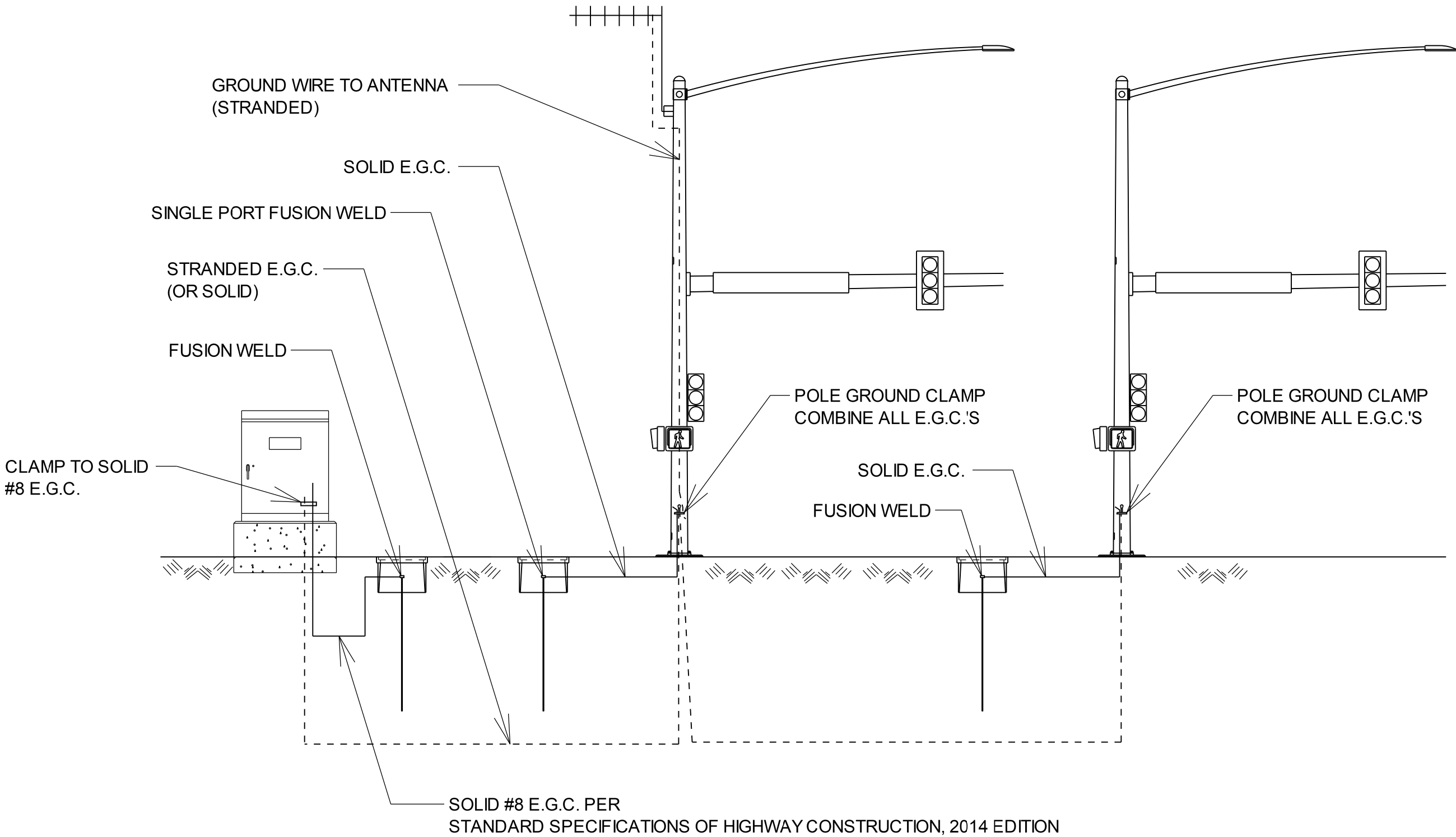


- NOTES:
1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.
 2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL BE ALSO ALODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY/ COUNTY.
 3. WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM ON THE NEAR SIDE LEFT POLE. SEE STANDARD DRAWING SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
 4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

GROUNDING ARRAY

SINGLE-PORT FUSION WELDS

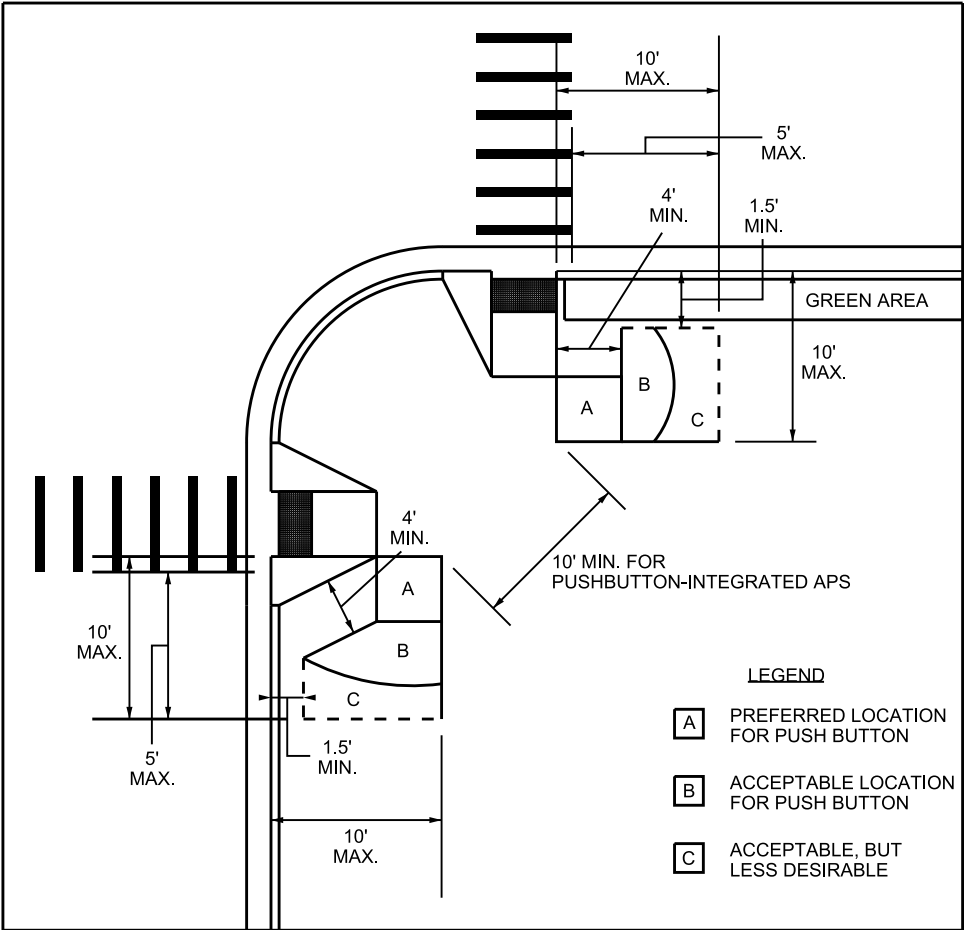
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	52	121
GROUNDING ARRAY DETAIL						



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	53	121
PUSH BUTTON PLACEMENT DETAIL						

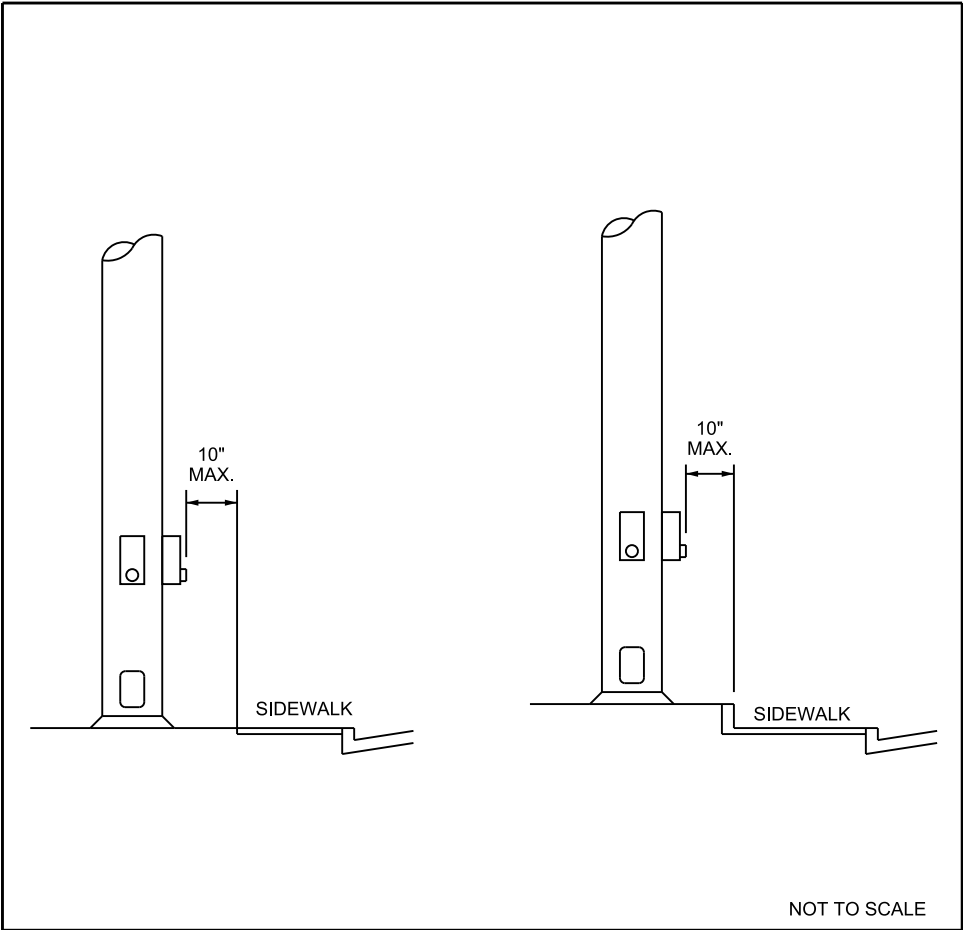


PUSH BUTTON LOCATION DETAIL



- 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 PEDESTRAIN PUSH BUTTONS ON THE SAME CORNER SHOULD BE SEPARATED BY AT LEAST 10 FEET. THE 10-FOOT DIMENSION SHOWN IN THIS FIGURE IS IN REFERENCE TO THE PLACEMENT OF THE PUSH BUTTONS WITHIN THEIR RESPECTIVE AREAS.
 6. THE FIGURE SHOWS TYPICAL PUSH BUTTON LOCATIONS.
 7. THIS FIGURE IS NOT DRAWN TO SCALE.

SIDE REACH DETAIL



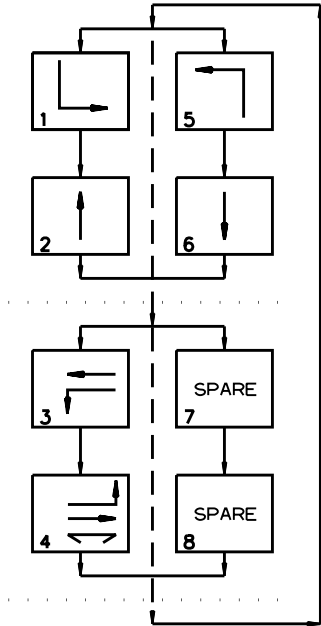
- NOTES:
- IN THE EVENT THAT A PLAN TRAFFIC SIGNAL POLE LOCATION MUST BE ADJUSTED DUE TO UTILITY CONFLICT, CONSULT WITH PROJECT ENGINEER PRIOR TO MAKING ADJUSTMENTS.

HIGHWAY 1B AND PARKER ROAD
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	60'	77°	180°	50'	25'	0°
B	N/A	N/A	N/A	15'	N/A	N/A
C	68'	184°	180°	35'	25'	94°
D	62'	267°	180°	35'	25'	177°
E	56'	351°	180°	35'	25'	261°
F	N/A	N/A	N/A	15'	N/A	N/A

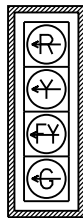
* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

PHASING DIAGRAM

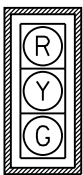


SIGNAL FACES

12" LENSES

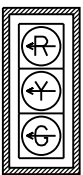


6, 14

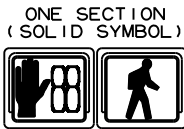


3 & 4,

7 & 8,
9 & 10,
15 & 16,
17



1 & 2,
11



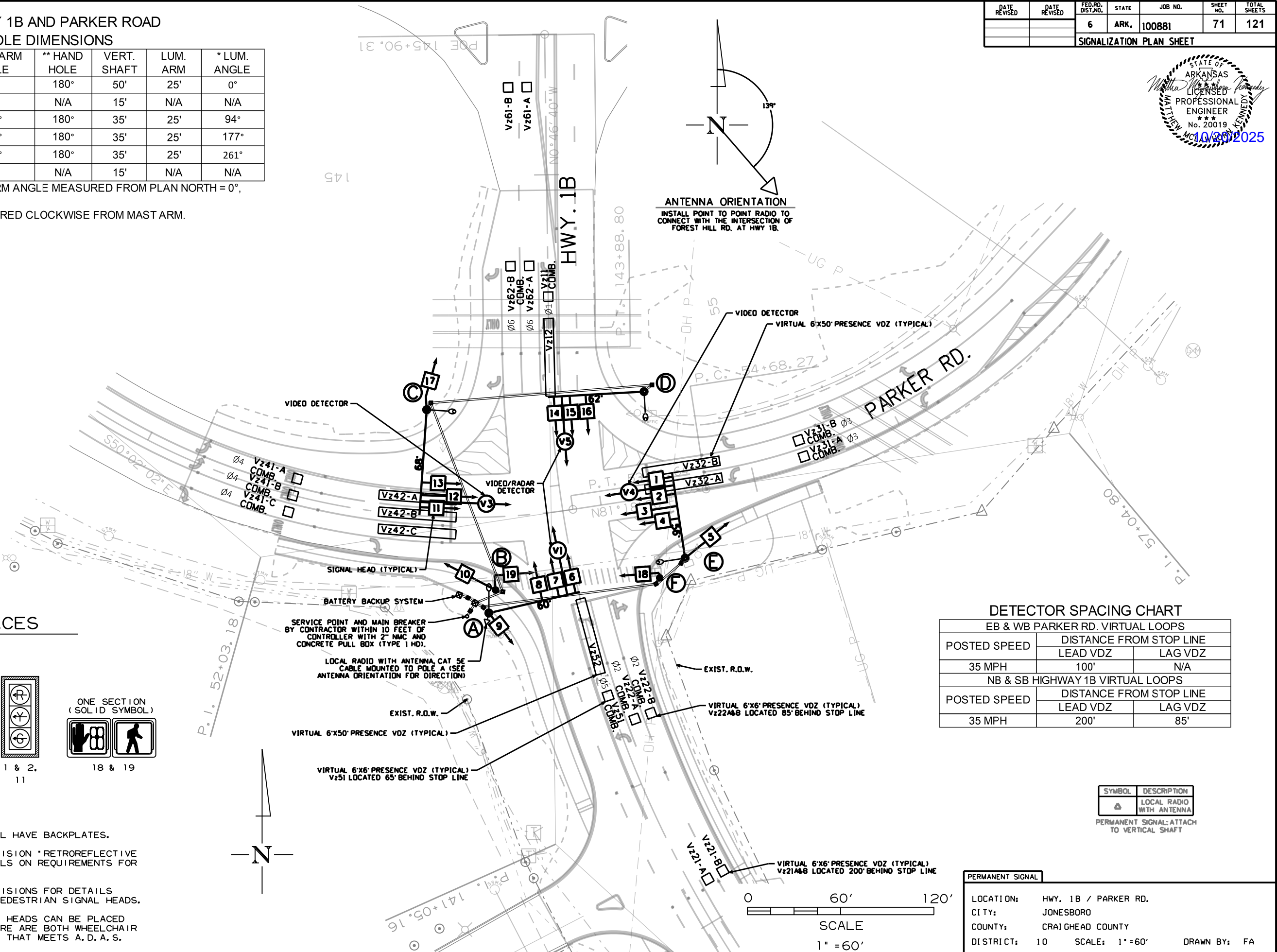
18 & 19

- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 - 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.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	71	121
SIGNALIZATION PLAN SHEET						



ANTENNA ORIENTATION
INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION OF
FOREST HILL RD. AT HWY 1B.



DETECTOR SPACING CHART

EB & WB PARKER RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	100'	N/A
NB & SB HIGHWAY 1B VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'

SYMBOL	DESCRIPTION
	LOCAL RADIO WITH ANTENNA

PERMANENT SIGNAL: ATTACH TO VERTICAL SHAFT

PERMANENT SIGNAL	
LOCATION:	HWY. 1B / PARKER RD.
CITY:	JONESBORO
COUNTY:	CRAIGHEAD COUNTY
DISTRICT:	10
SCALE:	1" = 60'
DRAWN BY:	FA

HIGHWAY 1B AND PARKER ROAD
POLE LOCATIONS

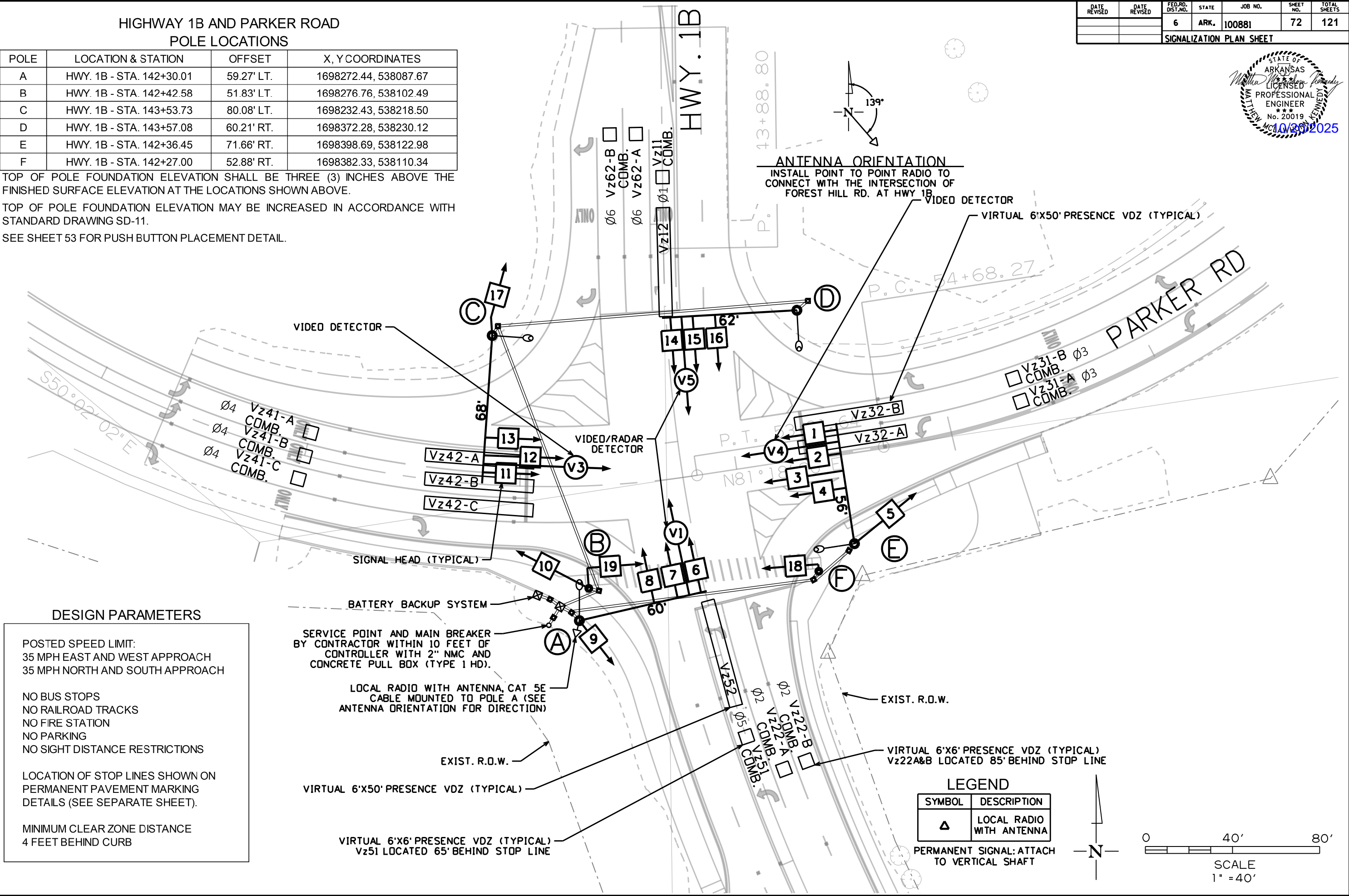
POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 1B - STA. 142+30.01	59.27' LT.	1698272.44, 538087.67
B	HWY. 1B - STA. 142+42.58	51.83' LT.	1698276.76, 538102.49
C	HWY. 1B - STA. 143+53.73	80.08' LT.	1698232.43, 538218.50
D	HWY. 1B - STA. 143+57.08	60.21' RT.	1698372.28, 538230.12
E	HWY. 1B - STA. 142+36.45	71.66' RT.	1698398.69, 538122.98
F	HWY. 1B - STA. 142+27.00	52.88' RT.	1698382.33, 538110.34

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

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

SEE SHEET 53 FOR PUSH BUTTON PLACEMENT DETAIL.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	72	121
SIGNALIZATION PLAN SHEET						



DESIGN PARAMETERS

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

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

BATTERY BACKUP SYSTEM

SERVICE POINT AND MAIN BREAKER
BY CONTRACTOR WITHIN 10 FEET OF
CONTROLLER WITH 2" NMC AND
CONCRETE PULL BOX (TYPE 1 HD).

LOCAL RADIO WITH ANTENNA, CAT 5E
CABLE MOUNTED TO POLE A (SEE
ANTENNA ORIENTATION FOR DIRECTION)

EXIST. R.O.W.

VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz51 LOCATED 65' BEHIND STOP LINE

ANTENNA ORIENTATION

INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION OF
FOREST HILL RD. AT HWY 1B

VIDEO DETECTOR

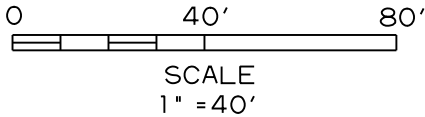
VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz22A&B LOCATED 85' BEHIND STOP LINE

LEGEND

SYMBOL	DESCRIPTION
▲	LOCAL RADIO WITH ANTENNA

PERMANENT SIGNAL: ATTACH
TO VERTICAL SHAFT



100881-73-SIGNAL-HP-30SCALE.SHT
8/28/2025

HIGHWAY 1B AND PARKER ROAD
PULL BOX LOCATIONS

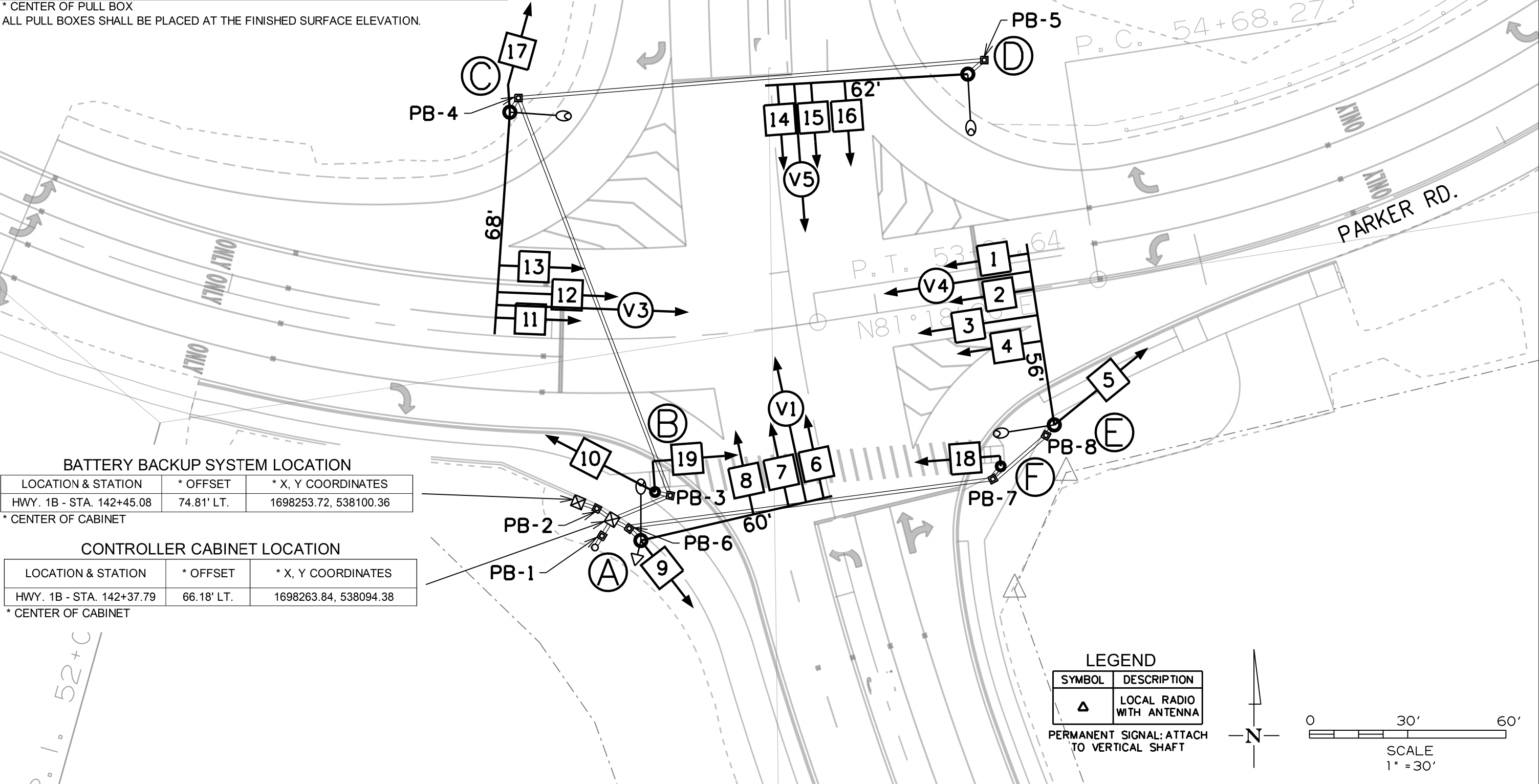
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	1 HD	HWY. 1B - STA. 142+33.70	70.53' LT.	1698260.57, 538089.06
PB2	2 HD	HWY. 1B - STA. 142+41.09	70.60' LT.	1698258.75, 538096.95
PB3	2 HD	HWY. 1B - STA. 142+40.68	47.51' LT.	1698281.41, 538101.42
PB4	2 HD	HWY. 1B - STA. 143+57.50	77.22' LT.	1698235.04, 538222.83
PB5	2 HD	HWY. 1B - STA. 143+61.47	65.46' RT.	1698377.31, 538234.41
PB6	2 HD	HWY. 1B - STA. 142+40.68	47.51' LT.	1698268.55, 538090.92
PB7	2 HD	HWY. 1B - STA. 142+22.96	49.77' RT.	1698380.17, 538105.96
PB8	2 HD	HWY. 1B - STA. 142+33.21	68.87' RT.	1698396.61, 538119.51

* 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.	100881	73	121
SIGNALIZATION PLAN SHEET						



ANTENNA ORIENTATION
INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION OF
FOREST HILL RD. AT HWY 1B.



BATTERY BACKUP SYSTEM LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 1B - STA. 142+45.08	74.81' LT.	1698253.72, 538100.36

* CENTER OF CABINET

CONTROLLER CABINET LOCATION

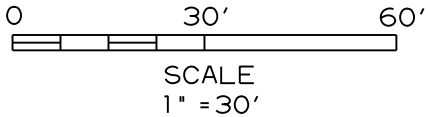
LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 1B - STA. 142+37.79	66.18' LT.	1698263.84, 538094.38

* CENTER OF CABINET

LEGEND

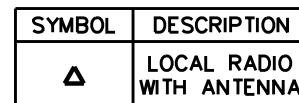
SYMBOL	DESCRIPTION
▲	LOCAL RADIO WITH ANTENNA

PERMANENT SIGNAL: ATTACH
TO VERTICAL SHAFT

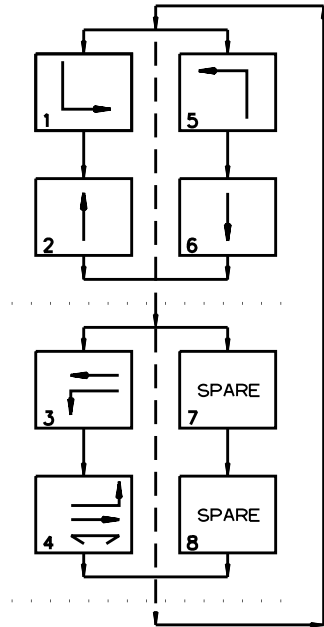


STATE OF
ARKANSAS
Matthew W. Kennedy
LICENSED
PROFESSIONAL
ENGINEER

No. 20019
MATTHEW KENNEDY
08/29/2025



PHASING DIAGRAM



DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 100881											
HIGHWAY 1B AND PAKER ROAD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS		COMMENTS	TUBE LENGTHS	
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	LOCAL PHS	MASTER SYSTEM DETECTOR NUMBERS SYSTEM DET. #			
Vz11	SB LEFT TURN FAR	COMB.				V9	1	1	CAMERA V1	MAST ARM	
Vz12	SB LEFT TURN	LOCAL				V1	1		CAMERA V1	MOUNTED	
Vz21 A&B	NB ADVANCE	LOCAL				V2	2		CAMERA V5	MAST ARM	
Vz22 A&B	NB NEAR	COMB.				V10	2	2	CAMERA V5	MOUNTED	
Vz31 A&B	WB ADVANCE	COMB.				V11	3	3	CAMERA V3	46"	
Vz32 A&B	WB NEAR	LOCAL				V3	3		CAMERA V3	46"	
Vz41 A,B,&C	EB ADVANCE	COMB.				V4	4	4	CAMERA V4	46"	
Vz42 A,B,&C	EB NEAR	LOCAL				V12	4		CAMERA V4	46"	
Vz51	NB LEFT TURN FAR	COMB.				V13	5	5	CAMERA V5	MAST ARM	
Vz52	NB LEFT TURN	LOCAL				V5	5		CAMERA V5	MOUNTED	
Vz61 A&B	SB ADVANCE	LOCAL				V6	6		CAMERA V1	MAST ARM	
Vz62 A&B	SB NEAR	COMB.				V14	6	6	CAMERA V1	MOUNTED	
PB4 A&B	PARKER RD. S. LEG	PED.				P4	4				
				SPARE:							

CONTROLLER INPUT ABBREVIATIONS:

V = VEHICLE INPUT

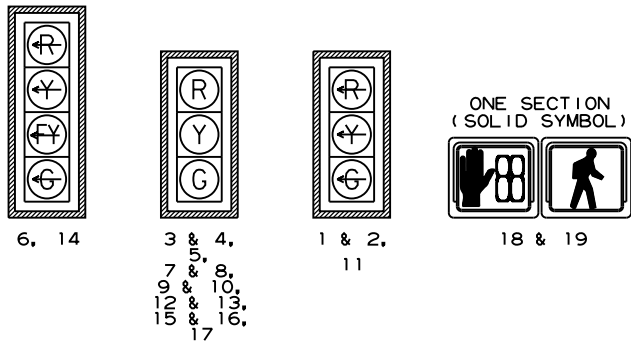
D = SYSTEM OR AUXILIARY INPUT

P = PEDESTRIAN INPUT

NOTE: THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.
EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

SIGNAL FACES

12" LENSES



- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 - 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.

INTERVAL CHART

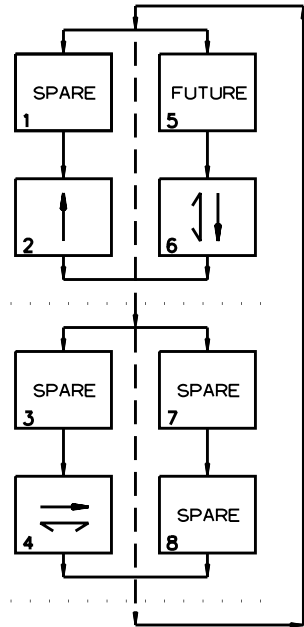
SIGNAL FACES	HIGHWAY 1B AND PARKER ROAD												FLASH SEQUENCE
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	4	CLR.	
1, 2	<R	<R	<R	<R	<R	<R	<R	<R	<R	<R	<G	<Y	<R
3, 4, & 10	R	R	R	R	R	R	R	R	R	R	G	Y	R
5, 12, & 13	R	R	R	R	R	R	R	R	G	Y	R	R	R
6	<G	*	<G	*	<FY	***	<FY	***	<R	<R	<R	<R	<R
7, 8, & 17	R	R	G	**	R	R	G	**	R	R	R	R	R
9, 15, & 16	R	R	R	R	G	**	G	**	R	R	R	R	R
11	<R	<R	<R	<R	<R	<R	<R	<R	<G	<Y	<R	<R	<R
14	<G	*	<FY	***	<G	*	<FY	***	<R	<R	<R	<R	<R
18 & 19	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	75	121
SIGNALIZATION PLAN SHEET						

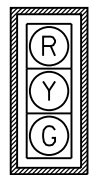


PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1 & 2
3 & 4
5 & 6

ONE SECTION
(SOLID SYMBOL)



7 & 8
9 & 10

- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 4. 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.

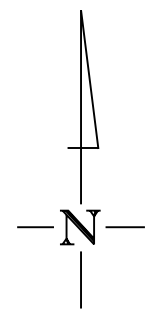
DETECTOR SPACING CHART

NB & SB HIGHWAY 1B VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
35 MPH	200'	85'
EB FOREST HILL RD. VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

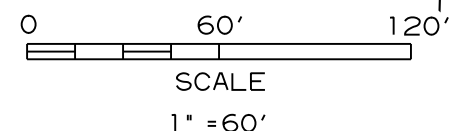
HIGHWAY 1B AND FOREST HILL ROAD
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	30'	46°	180°	50'	10'	316°
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	N/A	N/A	N/A	35'	20'	46°
E	34' / 42'	136° / 227°	N/A / 180°	21'	N/A	N/A
F	N/A	N/A	N/A	35'	10'	226°

- * MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
- ** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. POLES B & C (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).



ANTENNA ORIENTATION
INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION
OF PARKER RD. AT HWY 1B.



PERMANENT SIGNAL

LOCATION: HWY. 1B / FOREST HILL ROAD
CITY: JONESBORO
COUNTY: CRAIGHEAD COUNTY
DISTRICT: 10
SCALE: 1" = 60'
DRAWN BY: FA



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	78	121
SIGNALIZATION PLAN SHEET						



ANTENNA ORIENTATION
INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION
OF PARKER RD. AT HWY 1B.

HIGHWAY 1B AND FOREST HILL ROAD
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 1B - STA. 126+98.30	37.46' LT.	1699287.55, 536924.38
B	HWY. 1B - STA. 126+99.71	28.13' LT.	1695293.34, 536931.83
C	HWY. 1B - STA. 127+07.42	35.78' LT.	1699282.48, 536932.15
D	HWY. 1B - STA. 127+57.01	36.09' LT.	1699248.10, 536967.89
E	HWY. 1B - STA. 127+65.23	39.78' RT.	1699297.48, 537026.06
F	HWY. 1B - STA. 126+99.25	35.49' RT.	1699339.78, 536575.31

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.
TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.
POLES B & C (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).
SEE SHEET 53 FOR PUSH BUTTON PLACEMENT DETAIL.

DESIGN PARAMETERS

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

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

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

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz41 LOCATED 85' BEHIND STOP LINE

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE MOUNTED TO POLE A (SEE ANTENNA ORIENTATION FOR DIRECTION)

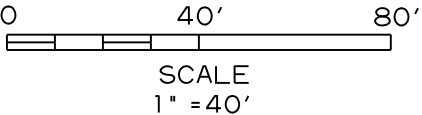
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 FEET OF CONTROLLER WITH 2" NMC AND CONCRETE PULL BOX (TYPE 1 HD).

VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz51 LOCATED 65' BEHIND STOP LINE

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz22A&B LOCATED 85' BEHIND STOP LINE

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
Vz21 LOCATED 200' BEHIND STOP LINE



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	79	121
SIGNALIZATION PLAN SHEET						

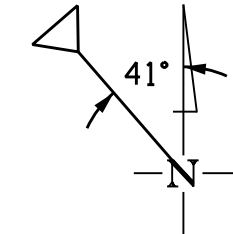


HIGHWAY 1B AND FOREST HILL ROAD
PULL BOX LOCATIONS

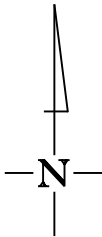
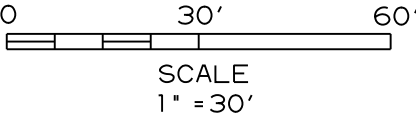
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	1 HD	HWY. 1B - STA. 126+90.97	30.65' LT.	1699297.53, 536923.75
PB2	2 HD	HWY. 1B - STA. 126+96.36	36.01' LT.	1699289.93, 536923.97
PB3	2 HD	HWY. 1B - STA. 127+10.40	37.57' LT.	1699279.13, 536933.08
PB4	2 HD	HWY. 1B - STA. 127+53.18	38.00' LT.	1699249.21, 536963.80
PB5	2 HD	HWY. 1B - STA. 126+98.87	25.62' LT.	1699295.74, 536932.94
PB6	2 HD	HWY. 1B - STA. 126+98.87	31.67' RT.	1699337.27, 536972.40
PB7	2 HD	HWY. 1B - STA. 127+65.38	43.31' RT.	1699299.95, 537028.60

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

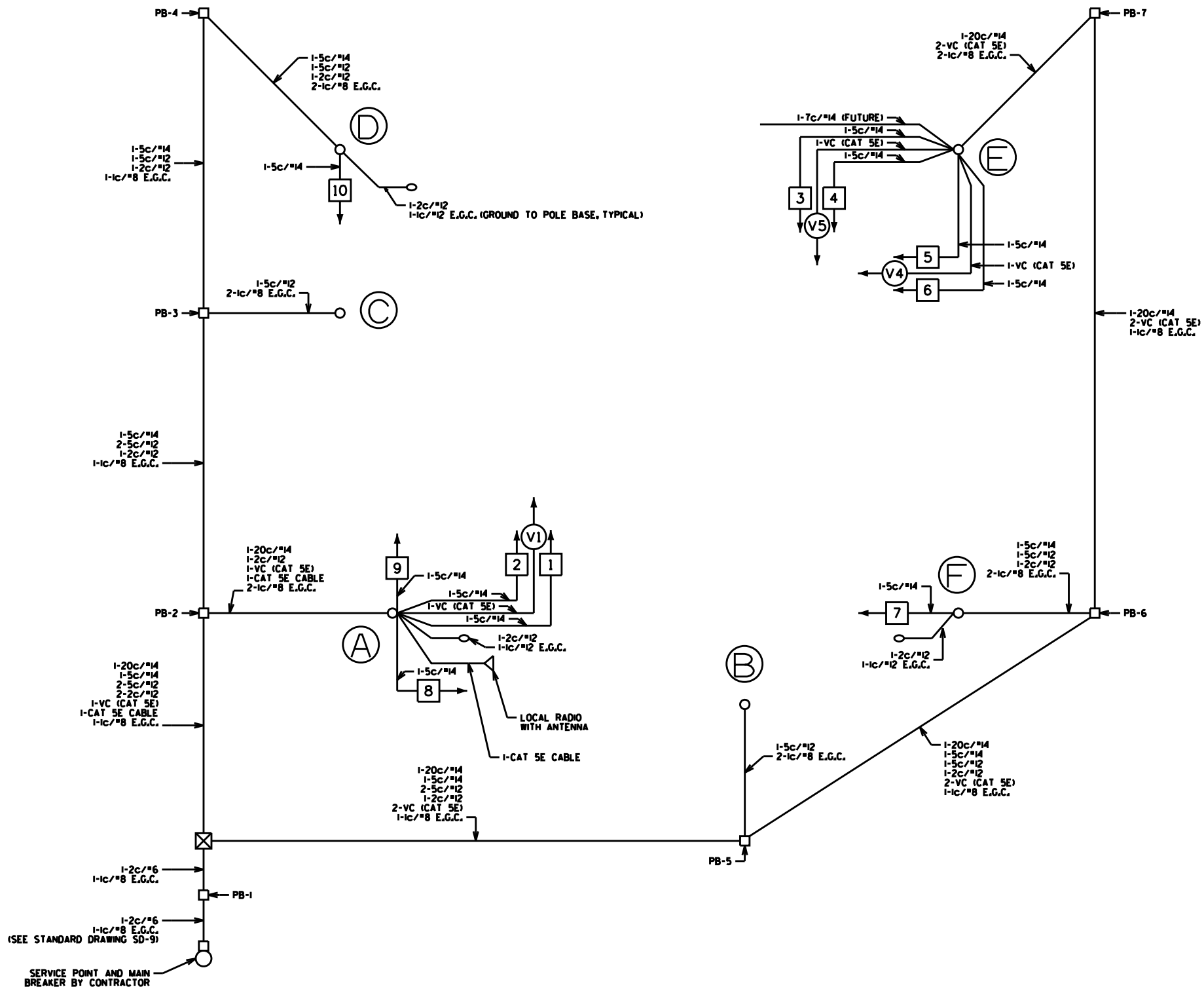
CONTROLLER CABINET LOCATION		
LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 1B - STA. 126+94.22	32.76' LT.	1699293.75, 536924.66
* CENTER OF CABINET		



ANTENNA ORIENTATION
INSTALL POINT TO POINT RADIO TO
CONNECT WITH THE INTERSECTION
OF PARKER RD. AT HWY 1B.



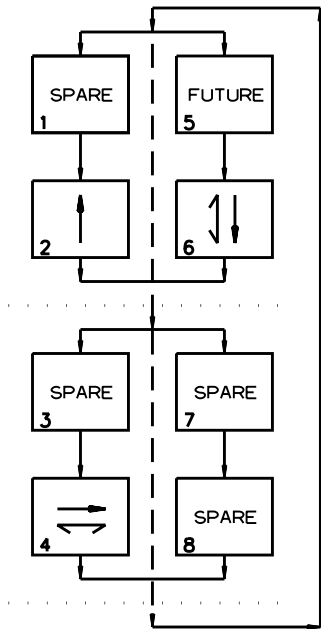
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	80	121
SIGNALIZATION PLAN SHEET						



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 52.

PHASING DIAGRAM



DETECTOR SYSTEM DESCRIPTION: JOB 100881											
HIGHWAY 1B AND FOREST HILL ROAD DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz21	NB FAR	LOCAL				V2	2			CAMERA V5	MAST ARM
Vz22 A&B	NB NEAR	COMB.				V10	2	2		CAMERA V5	MOUNTED
Vz41	EB FAR	COMB.				V4	4	4		CAMERA V4	37"
Vz42	EB NEAR	LOCAL				V12	4			CAMERA V4	37"
Vz51	NB LEFT TURN FAR	COMB.				V13	5	5		CAMERA V5	MAST ARM
Vz52	NB LEFT NEAR	LOCAL				V5	5			CAMERA V5	MOUNTED
Vz61	SB ADVANCE	LOCAL				V6	6			CAMERA V1	MAST ARM
Vz62	SB NEAR	COMB.				V14	6	6		CAMERA V1	MOUNTED
PB4 A&B	(HWY 1B) S. LEG	PED.				P4	4				
PB6 A&B	(FOREST HILL) W. LEG	PED.				P6	6				
SPARE:											

CONTROLLER INPUT ABBREVIATIONS:

V = VEHICLE INPUT

D = SYSTEM OR AUXILIARY INPUT

P = PEDESTRIAN INPUT

NOTE:

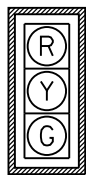
"AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.

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

SIGNAL FACES

12" LENSES



1 & 2
3 & 4
5 & 6

ONE SECTION
(SOLID SYMBOL)



7 & 8
9 & 10

INTERVAL CHART

SIGNAL FACES	HIGHWAY 1B AND FOREST HILL ROAD				FLASH SEQUENCE
	2+6	CLR.	4	CLR.	
1 & 2	G	Y	R	R	R
3 & 4	G	Y	R	R	R
5 & 6	R	R	G	Y	R
7 & 8	DW	DW	W	FDW	BLK
9 & 10	W	FDW	DW	DW	BLK

NOTES:

- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
- REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
- 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.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	100881	81	121
SIGNALIZATION PLAN SHEET						

