



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Signature Copy

Resolution: R-EN-020-2026

File Number: RES-25:218

Enactment Number: R-EN-020-2026

RESOLUTION TO EXECUTE A TRAFFIC CONTROL DEVICE AGREEMENT TO
MAINTAIN TRAFFIC CONTROL DEVICES AT THE INTERSECTIONS OF HIGHWAY 1B
AND FOREST HILL ROAD AND HIGHWAY 1B AND PARKER ROAD

WHEREAS, the City of Jonesboro has received an Arkansas Department of Transportation Traffic Control Device Agreement;

WHEREAS, this Traffic Control Device Agreement is for the purposes of installing a traffic signal at the intersection of Highway 1B and Forest Hill Road and replacing the existing traffic signal at the intersection of Highway 1B and Parker Road;

WHEREAS, the City of Jonesboro believes said Agreement is for the use and benefit of the City of Jonesboro and all of its residents; and,

WHEREAS, it is in the best interest of the City of Jonesboro that the City Council authorizes the execution of this agreement.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF JONESBORO, ARKANSAS THAT:

Section 1: This Traffic Control Device Agreement is for the purpose of installing a traffic signal at the intersection of Highway 1B and Forest Hill Road and replacing the existing traffic signal at the intersection of Highway 1B and Parker Road.

Section 2. That this Traffic Control Device Agreement is for the best interest of the residents of the City of Jonesboro.

Section 3: The Mayor and City Clerk are hereby authorized to execute said Traffic Control Device Agreement.

PASSED AND APPROVED THIS 20TH DAY OF JANUARY 2026.




Harold Copenhaver, Mayor

Date

1-21-26

ATTEST:

April Leggett, City Clerk 

Date 1-21-26

**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 statues 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 intersecion 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 1-21-26

DATE 12/18/2025

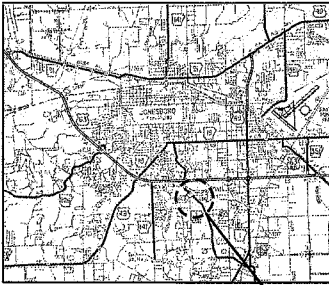
DATE	BY	STATE	JOB NO.	SCALE
APRIL 10, 2008	APRIL 10, 2008	AR	100881	1" = 121'
PARKER RD. - SOUTH HWY. 1B JONESBORO (S)				

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY



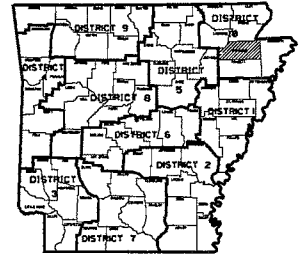
**PARKER RD. - SOUTH
(HWY. 1B) (JONESBORO) (S)**

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

HWY. 1B STA. 144+91.64
END JOB 100881
LOG MILE 2.81

STA. 58+51.46
END PARKER RD.

STRUCTURES OVER 20'-0" SPAN

STATION	DESCRIPTION	SPAN
① 129+64.03	2 @ 12' X 8' X 8' R.C. BOX CULVERT ON A 30° FWD. SKEW W/ 3/4 WINGS LT. & RT.	28.55'
② 144+04.21	3 @ 10' X 10' X 10" R.C. BOX CULVERT W/ 3/4 WINGS LT. & RT.	3.02'
③ 55+94.58	4 @ 10' X 8' X 70" R.C. BOX CULVERT ON A 30° FWD. SKEW W/ 3/4 WINGS LT. & RT.	43.04'

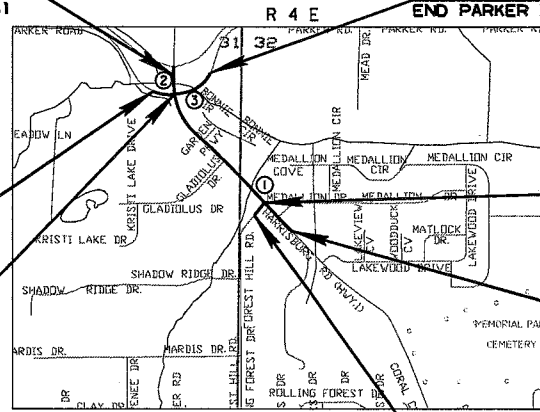
STA. 51+33.56
BEGIN PARKER RD.

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.



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



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	2981.85	FEET OR 0.561	MILES
NET LENGTH OF BRIDGES	108.61	FEET OR 0.201	MILES
NET LENGTH OF PROJECT	3070.46	FEET OR 0.582	MILES

100881-01-TITLE SHEET SW1

PAGE NO.	SHEET NO.	TOTAL SHEETS	DATE	JOB NO.	DATE	TIME
			6 APR 2008		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 3.0) 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 & 709	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 (R/C12 A.W.G.)	197	290	487	LIN. FT.
708	TRAFFIC SIGNAL CABLE (R/C14 A.W.G.)	1686	845	2531	LIN. FT.
708	TRAFFIC SIGNAL CABLE (T/C14 A.W.G.)	2374	89	2463	LIN. FT.
708	TRAFFIC SIGNAL CABLE (O/C14 A.W.G.)	739	192	931	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1/C18 A.W.G., E.G.C.)	769	425	1194	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1/C12 A.W.G., E.G.C.)	442	173	617	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2/C16 A.W.G.)	129	36	164	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1115	390	1505	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")	608	293	901	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1 HD)	2	1	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	8	15	EACH
SS & 713	SPAN WIRE ASSEMBLY	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	1	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 (66')	1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (69')		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 (88')	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	100		100	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	639	2776	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	2	1	3	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	2	1	3	EACH

10/28/2005 10:28:2005 100001-49 SIGNAL QUANTITIES SUMMARY.SHT

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:
 - A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.
 - B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS, A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.
 - C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.
 - D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY TSMO DIVISION.
 - E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.
 - F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (20#9 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 (20#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 MSA 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 PROGRAMMING 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 LOM3 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 PULL BOX: "TO POLE A" 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 2005 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 DRAWINGS). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

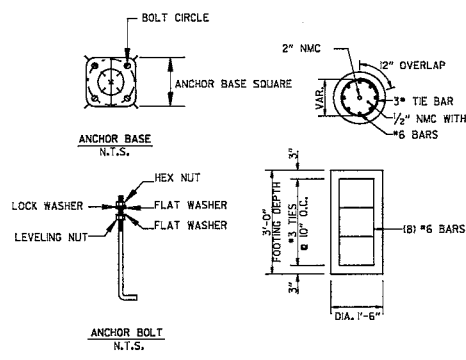
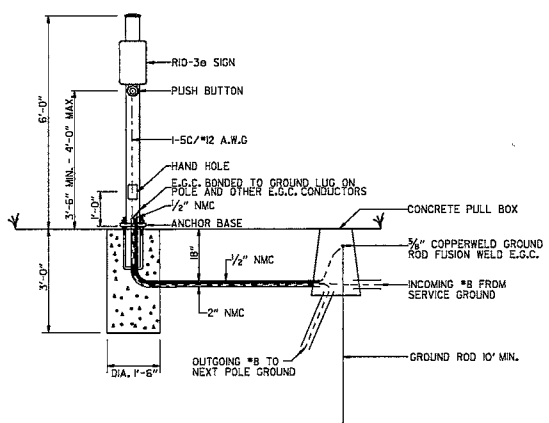
28. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38) FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE 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 1/2 OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEPT INTO COMPETENT ROCK.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUS RATING OF 10.
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 GRAN 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.

REV	DATE	BY	CHK	APP	JOB NO.	DATE	ISS.
1					100881	4/9	121
TRAFFIC SIGNAL NOTES							



back 100881-00-SIGNAL NOTES.SHT 8/29/2025

DATE	BY	CHKD	APP'D	REV	DATE
PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL					



PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL

NOTES:

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 DESIGNATION B-209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2000 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.

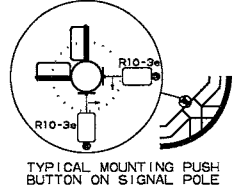
HAND HOLE - HAND HOLES SHALL BE 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACUUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL.

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

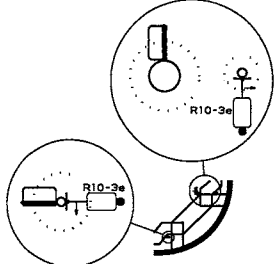
GROUND ROD - A 10' X 3/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPARATELY.

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 GROUDED WITH A 1/4" NEEP HOLE. ALL CONCRETE SHALL BE CLASS "5" OR GREATER.

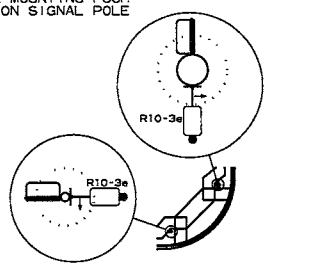
CONCRETE - ALL CONCRETE POLE FOUNDATION SHALL BE CLASS "5" OR GREATER.



TYPICAL MOUNTING PUSH BUTTON ON SIGNAL POLE



TYPICAL MOUNTING PUSH BUTTON ON PEDESTRIAN POLE AND PEDESTRIAN PUSH BUTTON POLE



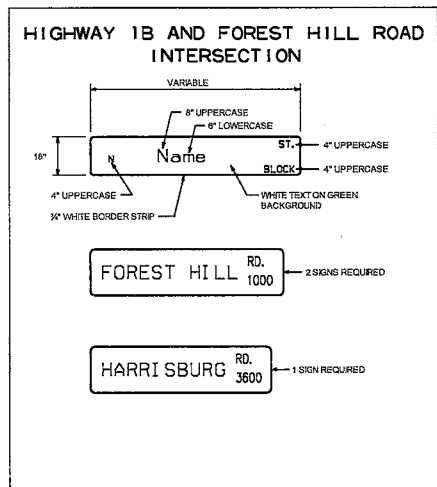
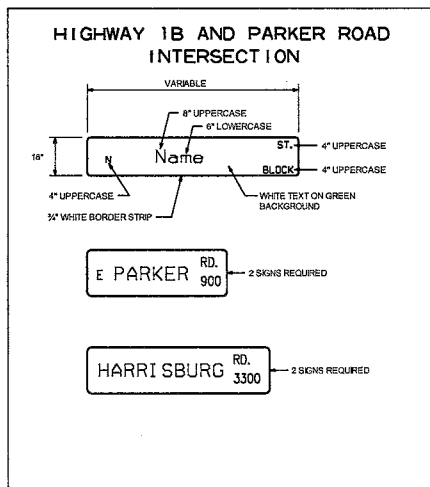
TYPICAL MOUNTING PUSH BUTTON ON PEDESTRIAN POLE AND SIGNAL POLE

DATE: 8/28/2025
DRAWN BY: SIKHARJIT KAUR/SJK

DATE REVISED	DATE	BY	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
			MO	100881	61	121
TRAFFIC SIGNAL STREET NAME SIGNS						



OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED



- NOTES:**
1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE II OR III. 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 6062-H8. THE ALUMINUM SIGN SHALL BE ALSO ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5\"/>

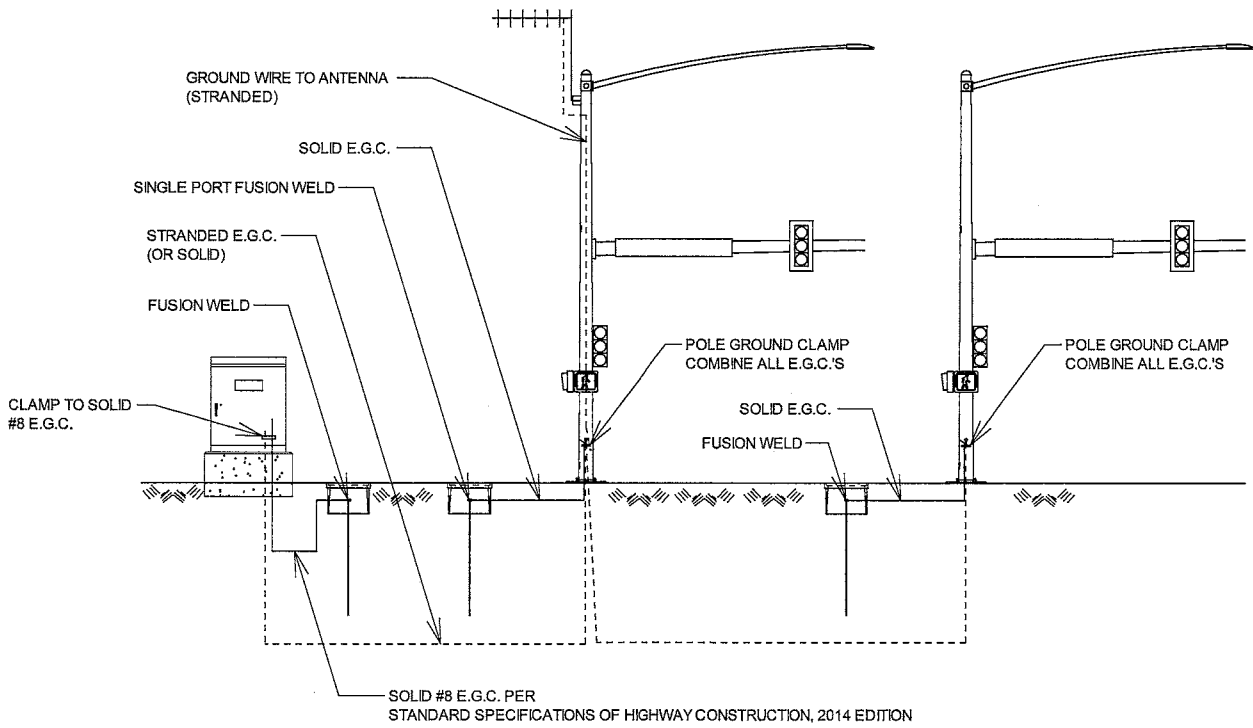
100881-57-SIGNAL-LET-TRAFFIC-SIGN-STD

GROUNDING ARRAY SINGLE-PORT FUSION WELDS

PAGE NO.	SHEET NO.	DATE	JOB NO.	REV.	DATE
	6	APR. 10/08/21		52	121
GROUNDING ARRAY DETAIL					



 MATTHEW R. ...
 LICENSED PROFESSIONAL ENGINEER
 No. 20019
 08/09/2025

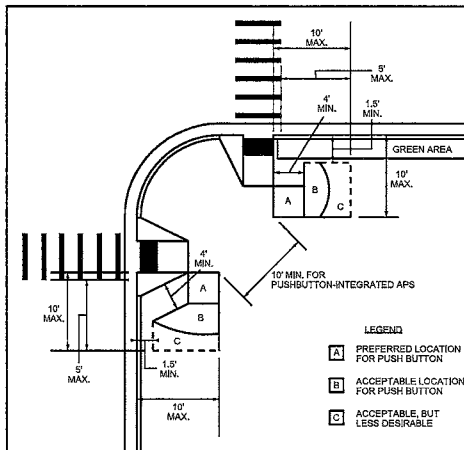


08/28/2025
 100081-55-5100000101.GNDING.SHT

DATE REVISION	DATE	BY	CHKD	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
	6	ARM.	COOPER			53	121

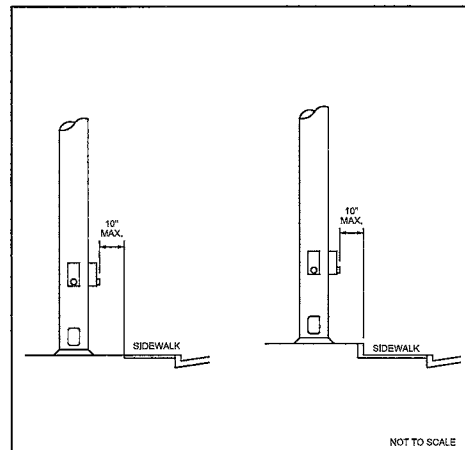
PUSH BUTTON PLACEMENT DETAIL

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

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.

6/28/2025
 10081-33 SIGNAL DETAIL/PUSH BUTTON LOCATION SHEET

DATE REVISED	DATE APPROVED	PROJECT	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6 ARL 10081			71	121

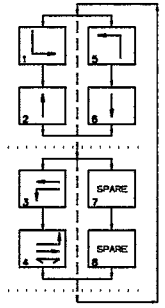


**HIGHWAY 1B AND PARKER ROAD
POLE DIMENSIONS**

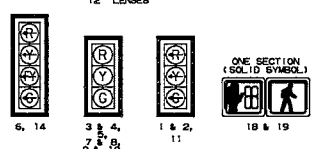
POLE	MAST ARM	*MAST ARM ANGLE	**HAND HOLE	VERT. SHAFT	LUM. ARM	*LUM. ANGLE
A	60'	77°	180°	50'	25'	0°
B	N/A	N/A	N/A	15'	N/A	N/A
C	68'	164°	180°	35'	25'	94°
D	62'	267°	180°	35'	25'	177°
E	58'	351°	180°	35'	25'	261°
F	N/A	N/A	N/A	15'	N/A	N/A

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

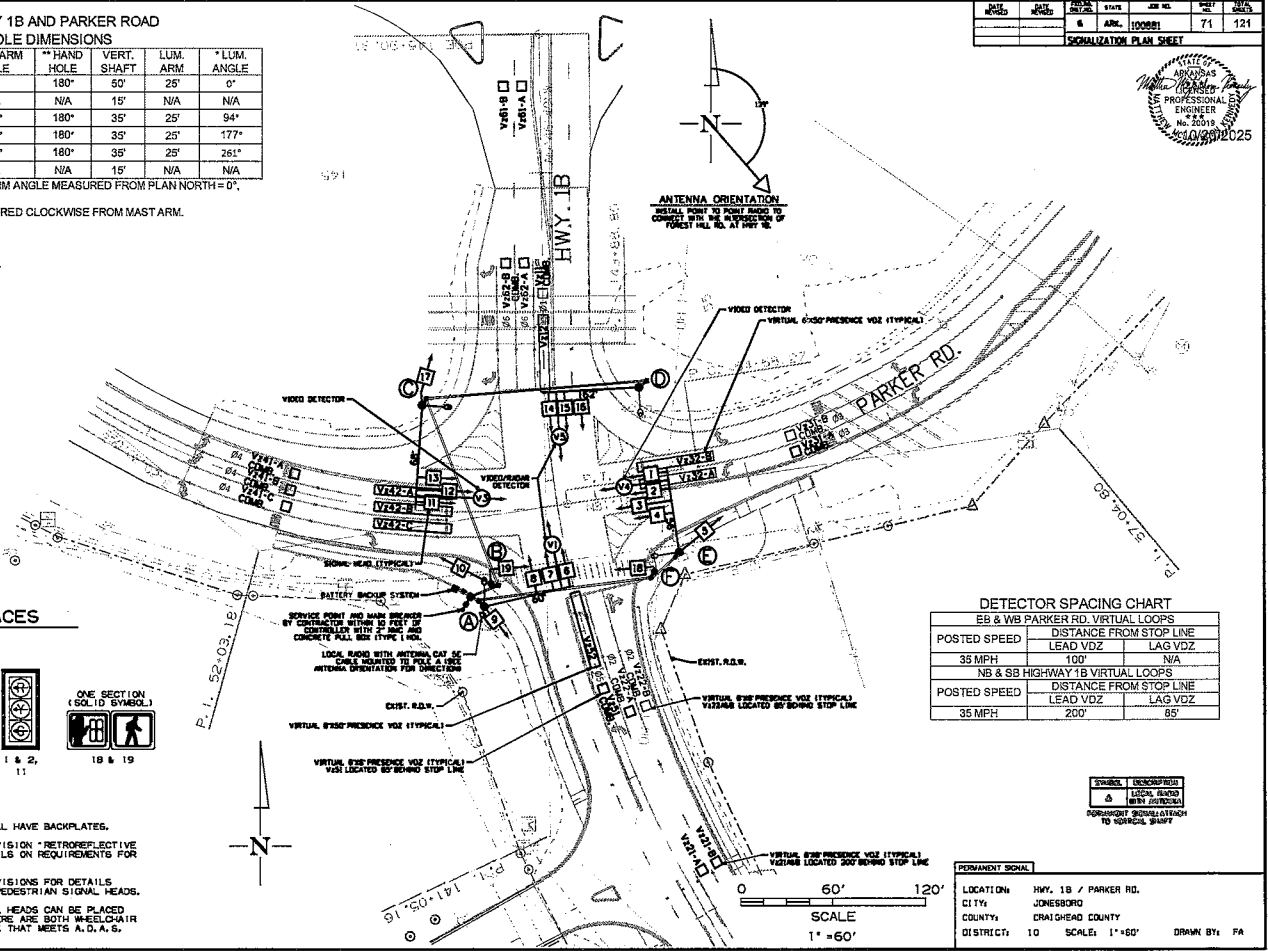
PHASING DIAGRAM



SIGNAL FACES
12" LENSES



- 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.



DETECTOR SPACING CHART

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'

PERMANENT SIGNAL

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

6/28/2025
 10081-71 SIGNAL-XP-60SCALE.SHT

HIGHWAY 1B AND PARKER ROAD
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 1B - STA. 142+30.01	69.27' 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, 538216.50
D	HWY. 1B - STA. 143+57.08	60.21' RT.	1698372.28, 538230.12
E	HWY. 1B - STA. 142+36.45	71.88' RT.	1698398.69, 538122.98
F	HWY. 1B - STA. 142+27.00	52.88' RT.	1698382.33, 538110.34

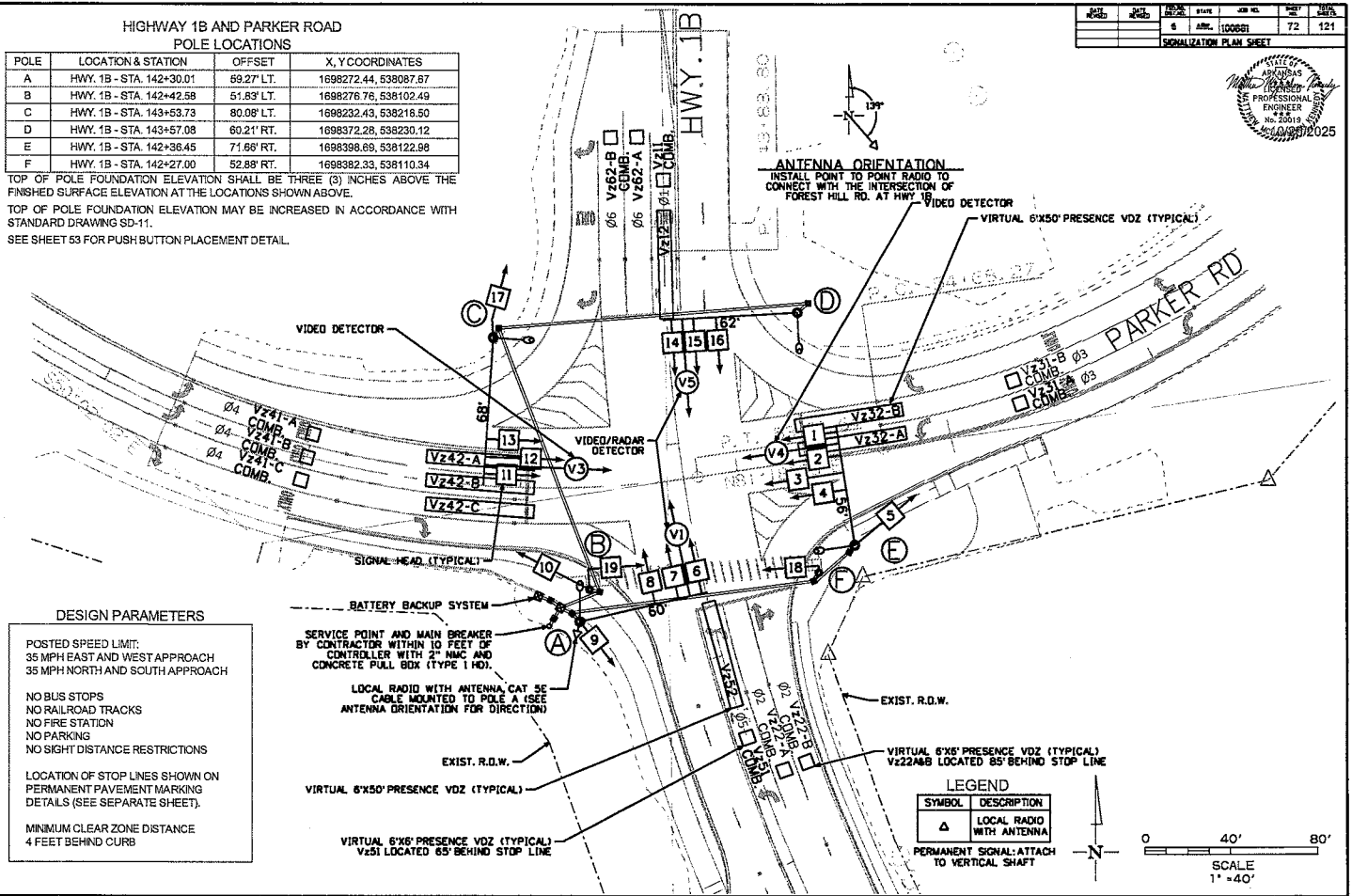
TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

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

SEE SHEET 53 FOR PUSH BUTTON PLACEMENT DETAIL.

DATE	BY	CHKD	DATE	APP. NO.	REV.	DESCRIPTION
					72	121

SIGNALIZATION PLAN SHEET

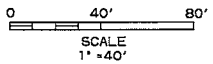


DESIGN PARAMETERS

- 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

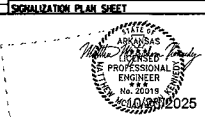
LEGEND

SYMBOL	DESCRIPTION
△	LOCAL RADIO WITH ANTENNA
□	PERMANENT SIGNAL ATTACH TO VERTICAL SHAFT



06/28/2025
 100881-72 SIGNAL HP - ASSAULT SHIT

DATE	BY	CHKD	DATE	NO.	REV.
6	ARE.	HOORBI	73	121	

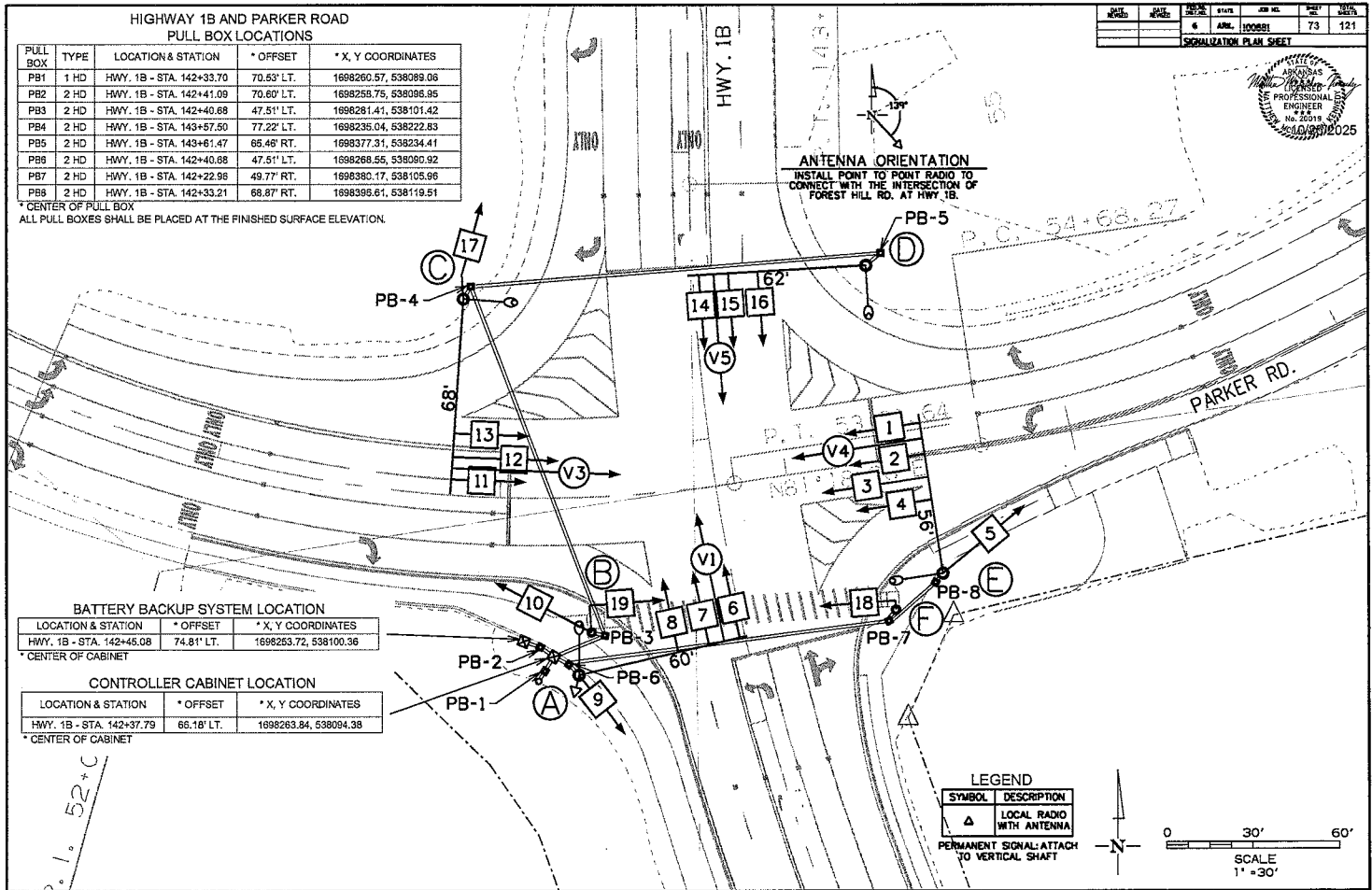


HIGHWAY 1B AND PARKER ROAD
PULL BOX LOCATIONS

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.	1698266.55, 538090.92
PB7	2 HD	HWY. 1B - STA. 142+22.98	49.77' RT.	1698390.17, 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.

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

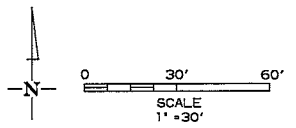
CONTROLLER CABINET LOCATION

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

* CENTER OF CABINET

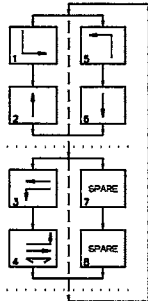
LEGEND

SYMBOL	DESCRIPTION
△	LOCAL RADIO WITH ANTENNA
○	PERMANENT SIGNAL ATTACH TO VERTICAL SHAFT



6/28/2025
100881-73 SIGNAL - 1P - 30SCALE.SHT

PHASING DIAGRAM



DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION	DATE REVISION
SIGNALIZATION PLAN SHEET					



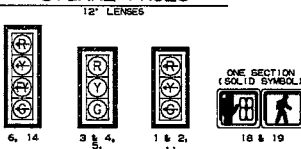
DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 100881											
HIGHWAY 18 AND PARKER ROAD			HARDWARE INPUTS			PROGRAM ASSIGNMENTS				COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	BY SUPPLIER			LOCAL	MASTER SYSTEM				
			CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS			
Vz11	SB LEFT TURN FAR	COMB.				V9	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				

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



- 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

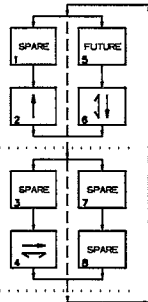
SIGNAL FACES	HIGHWAY 18 AND PARKER ROAD										FLASH SEQUENCE		
	1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.		4	CLR.
1, 2	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R
3, 4, & 10	R	R	R	R	R	R	R	R	R	R	G	Y	R
5, 12, & 13	R	R	R	R	R	R	R	R	G	Y	R	R	R
6	←G	*	←G	*	←FY	***	←FY	***	←R	←R	←R	←R	←R
7, 8, & 17	R	R	G	**	R	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	←R

- * 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	BY	CHKD	DATE	JOB NO.	SHEET	TOTAL
6 APR 2008	100881			77	121	



PHASING DIAGRAM



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

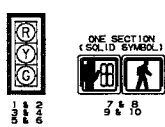
POSTED SPEED	DISTANCE FROM STOP LINE	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A	

HIGHWAY 1B AND FOREST HILL ROAD POLE DIMENSIONS

POLE	MAST ARM	*MAST ARM ANGLE	**HAND HOLE	VERT. SHAFT	LUM. ARM	*LUM. ANGLE
A	30"	48°	180°	50"	10"	318°
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"	10"	N/A
F	N/A	N/A	N/A	35"	10"	226°

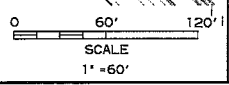
*MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
**HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM. POLES B & C (SEE PEDESTRIAN PUSH BUTTON PEDESTAL DETAIL).

SIGNAL FACES
12" LENSES



- 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.

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



PERMANENT SIGN
LOCATION: HWY. 1B / FOREST HILL ROAD
CITY: JONESBORO
COUNTY: CRAIGHEAD COUNTY
DISTRICT: C0
SCALE: 1" = 60'
DRAWN BY: PA

6/28/2005
 100881-77 SIGNAL HW 60SCALE.SWT

DATE	BY	CHKD	APP'D	JOB NO.	SHEET	TOTAL
					78	121



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+88.30	37.48' LT.	1699287.55, 536924.38
B	HWY. 1B - STA. 126+99.71	28.13' LT.	1699293.34, 536931.83
C	HWY. 1B - STA. 127+07.42	35.78' LT.	1699282.46, 536932.15
D	HWY. 1B - STA. 127+07.01	35.09' LT.	1699248.10, 536937.89
E	HWY. 1B - STA. 127+65.23	39.78' RT.	1699297.48, 537028.06
F	HWY. 1B - STA. 128+99.25	35.49' RT.	1699329.78, 536873.31

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 MARKINGS
DETAILS (SEE SEPARATE SHEET).
- MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

VIRTUAL 6'X50' PRESENCE VDZ (TYPICAL)

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
V241 LOCATED 85' BEHIND STOP LINE

1-2" N.M.C.
LOCAL RADIO WITH ANTENNA
CAT SE 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)
V251 LOCATED 85' BEHIND STOP LINE

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
V222&B LOCATED 85' BEHIND STOP LINE

VIRTUAL 6'X6' PRESENCE VDZ (TYPICAL)
V221 LOCATED 200' BEHIND STOP LINE

40' 80'
SCALE
1" = 40'

08/28/2025
 10081-78-SIGNAL-HF-40SCALE.SWT

DATE	BY	DATE	BY	DATE	BY
6	AWL	100881	79	121	



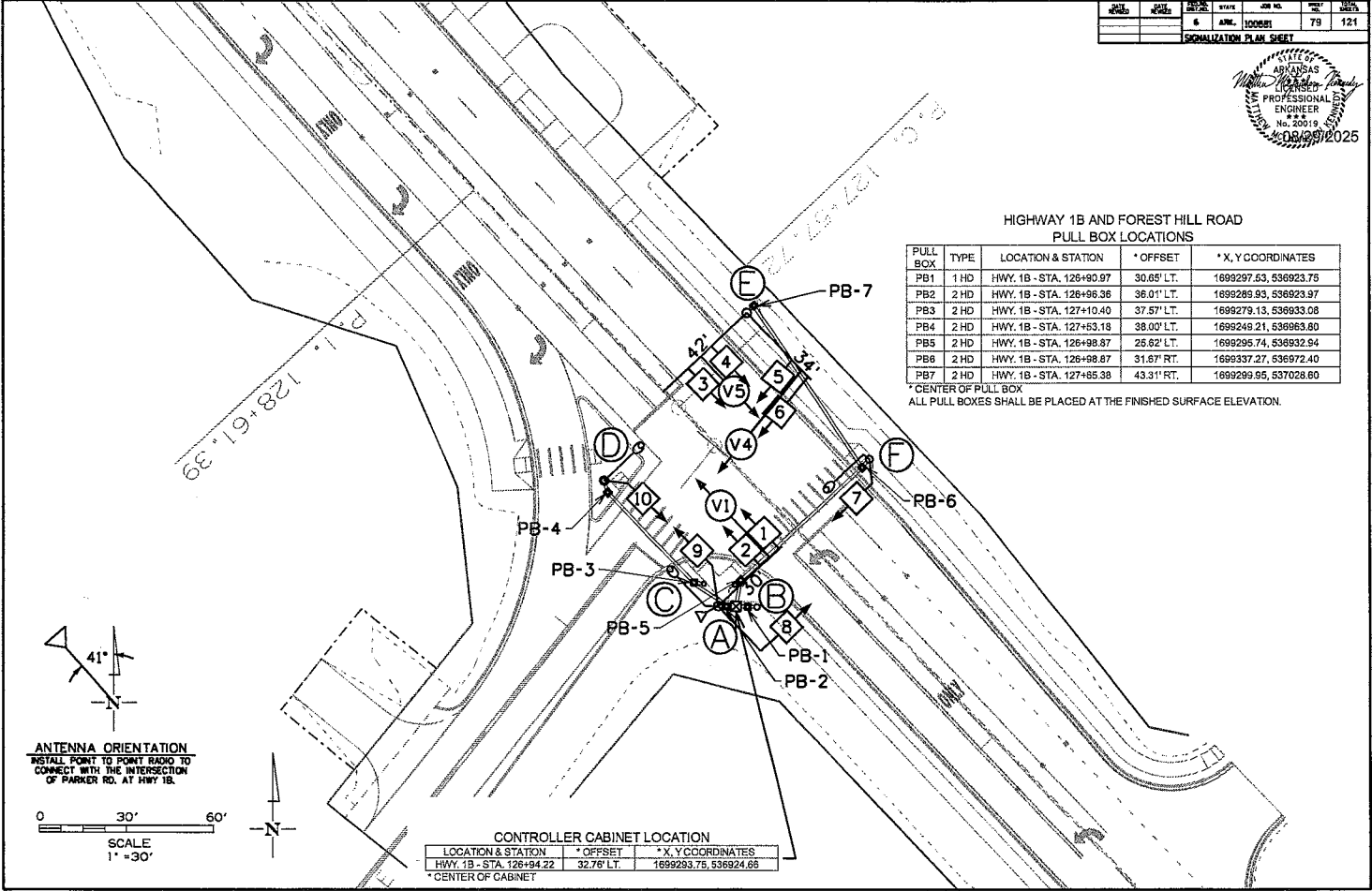
HIGHWAY 1B AND FOREST HILL ROAD
PULL BOX LOCATIONS

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+63.13	38.00' LT.	1699249.21, 536963.80
PB5	2 HD	HWY. 1B - STA. 126+96.87	26.82' LT.	1699295.74, 536932.94
PB6	2 HD	HWY. 1B - STA. 126+96.87	31.67' RT.	1699337.27, 536972.40
PB7	2 HD	HWY. 1B - STA. 127+85.38	43.31' RT.	1699299.95, 537028.60

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

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 1B - STA. 126+94.22	32.76' LT.	1699293.75, 536924.85

* CENTER OF CABINET

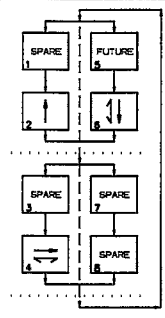


08/28/2025
 100881-79 SIGNAL - 30 SCALE SHIT

DATE REVISED	DATE REVISION	REVISION	DATE	JOB NO.	REV.	DATE
		6	APR. 1008RT		81	121
SIGNALIZATION PLAN SHEET						



PHASING DIAGRAM

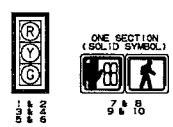


DETECTOR SYSTEM DESCRIPTION: JOB 1008RT										
DETECTOR ASSIGNMENTS		HARDWARE INPUTS BY SUPPLIER				PROGRAM ASSIGNMENTS				
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	LOCAL SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS	TUBE LENGTHS
V221	NB FAR	LOCAL					V2	2		CAMERA V2 MAST ARM MOUNTED
V222 A&B	NB NEAR	COMB.					V10	2	2	CAMERA V2 MOUNTED
V241	EB FAR	COMB.					V4	4	4	CAMERA V4 37"
V242	EB NEAR	LOCAL					V12	4		CAMERA V4 37"
V251	NB LEFT TURN FAR	COMB.					V13	5	5	CAMERA V5 MAST ARM MOUNTED
V252	NB LEFT NEAR	LOCAL					V5	5		CAMERA V5 MOUNTED
V261	SB ADVANCE	LOCAL					V8	8		CAMERA V1 MAST ARM MOUNTED
V262	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



SIGNAL FACES	HIGHWAY 1B AND FOREST HILL ROAD				FLASH SEQUENCE
	240	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:
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.

DATE: 8/28/2025
JOB: 1008RT SIGNALIZATION CHARTS.DWG