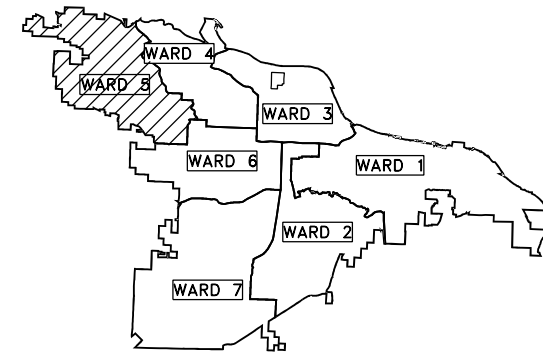
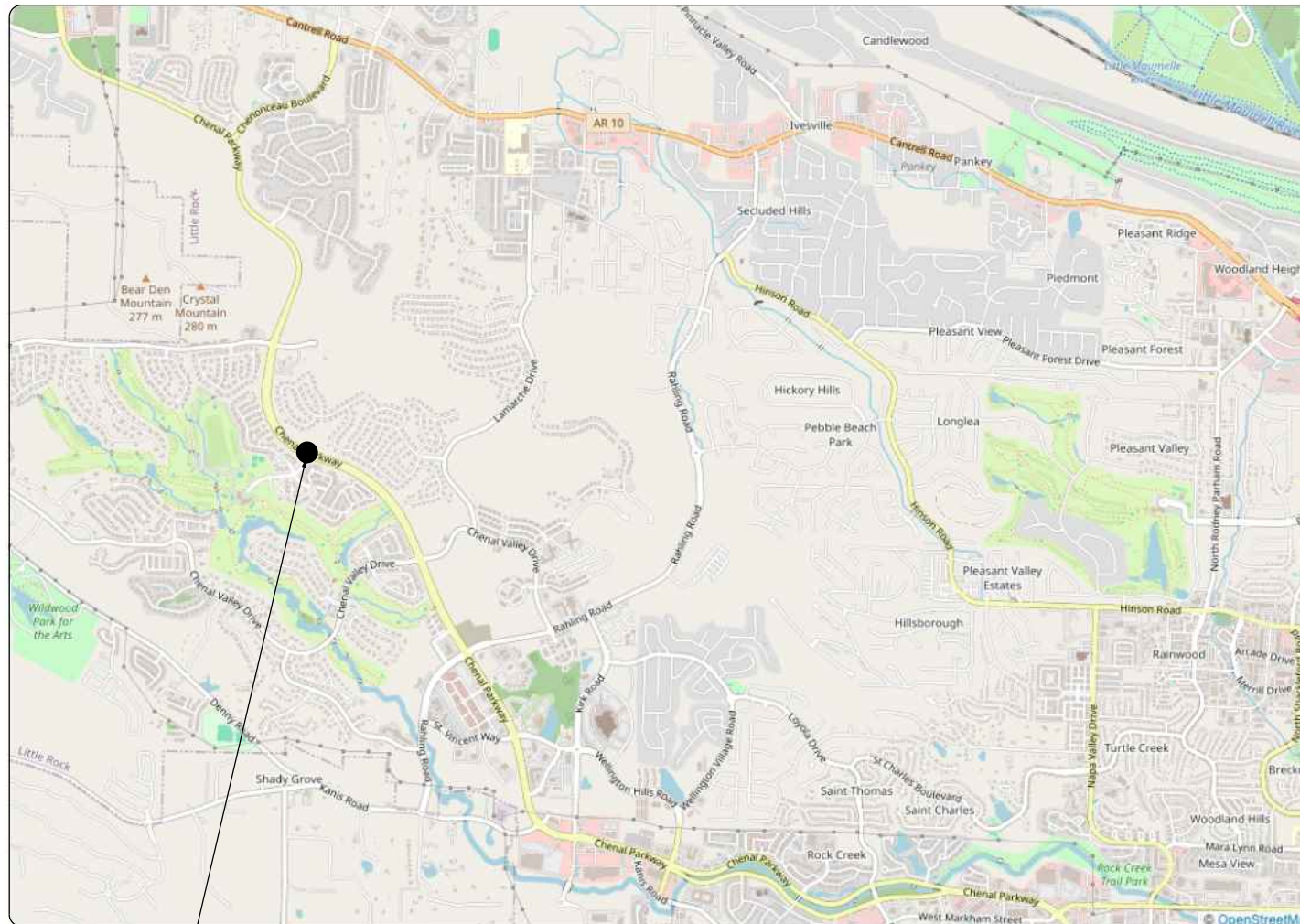


# CHENAL PARKWAY AND CHENAL CLUB BOULEVARD SIGNAL



PROJECT LOCATION - WARD 5

SHEET NO.	TITLE
1	COVER SHEET
2	TRAFFIC SIGNAL NOTES
3	TRAFFIC SIGNAL QUANTITIES
4	INTERSECTION IMPROVEMENTS
5	SIGNALIZATION PLAN SHEET
6	SIGNALIZATION PLAN SHEET
7	SIGNALIZATION PLAN SHEET



PROJECT LOCATION

DEPARTMENT OF PUBLIC WORKS  
CIVIL ENGINEERING  
701 WEST MARKHAM STREET  
LITTLE ROCK, ARKANSAS 72201

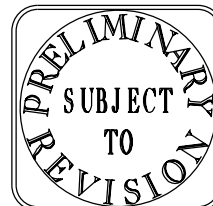


10800 FINANCIAL CENTRE PKWY  
SUITE 500  
LITTLE ROCK, AR 72205  
TEL (501) 801-2690

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS  
CHENAL PKWY. AND CHENAL CLUB BLVD. SIGNAL  
COVER SHEET

DEPARTMENT OF PUBLIC WORKS  
CIVIL ENGINEERING  
701 W. MARKHAM  
LITTLE ROCK, ARKANSAS 72201



DRAWN BY	JLV
DESIGNED	JLV
CHECKED	BLV
DATE	04/01/2024
SCALE	N/A
PROJECT NO.	AVO 54616.002
SHEET NO.	1

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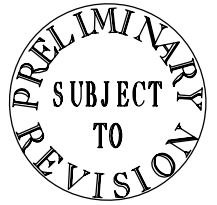
**TRAFFIC SIGNAL NOTES:**

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 ITS MANAGEMENT SECTION-MAINTENANCE DIVISION.
  - E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.
  - F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO 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 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.

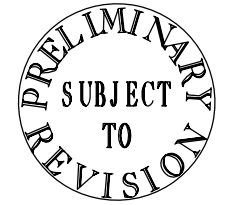
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		6	ARK.		2	7
<b>TRAFFIC SIGNAL NOTES</b>						



LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06 SCALE: 1" = N/A DRAWN BY: HALFF

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.		3	7
<b>TRAFFIC SIGNAL QUANTITIES</b>						



**SUMMARY OF TRAFFIC SIGNAL QUANTITIES**

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CONCRETE WALKS	27	SQ. YD.
641	WHEELCHAIR RAMPS (TYPE 3)	27	SQ. YD.
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)	95	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	POLE MOUNTED ASSEMBLY	3	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/12 A.W.G.)	315	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	580	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	60	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	590	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	510	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	25	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	850	LIN. FT.
710	NON-METALLIC CONDUIT (2")	25	LIN. FT.
710	NON-METALLIC CONDUIT (3")	440	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	2	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SP & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	133	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	62	LIN. FT.
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (IP)	3	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	707	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD IP (2 CAMERA)	2	EACH

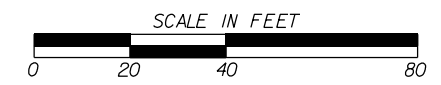
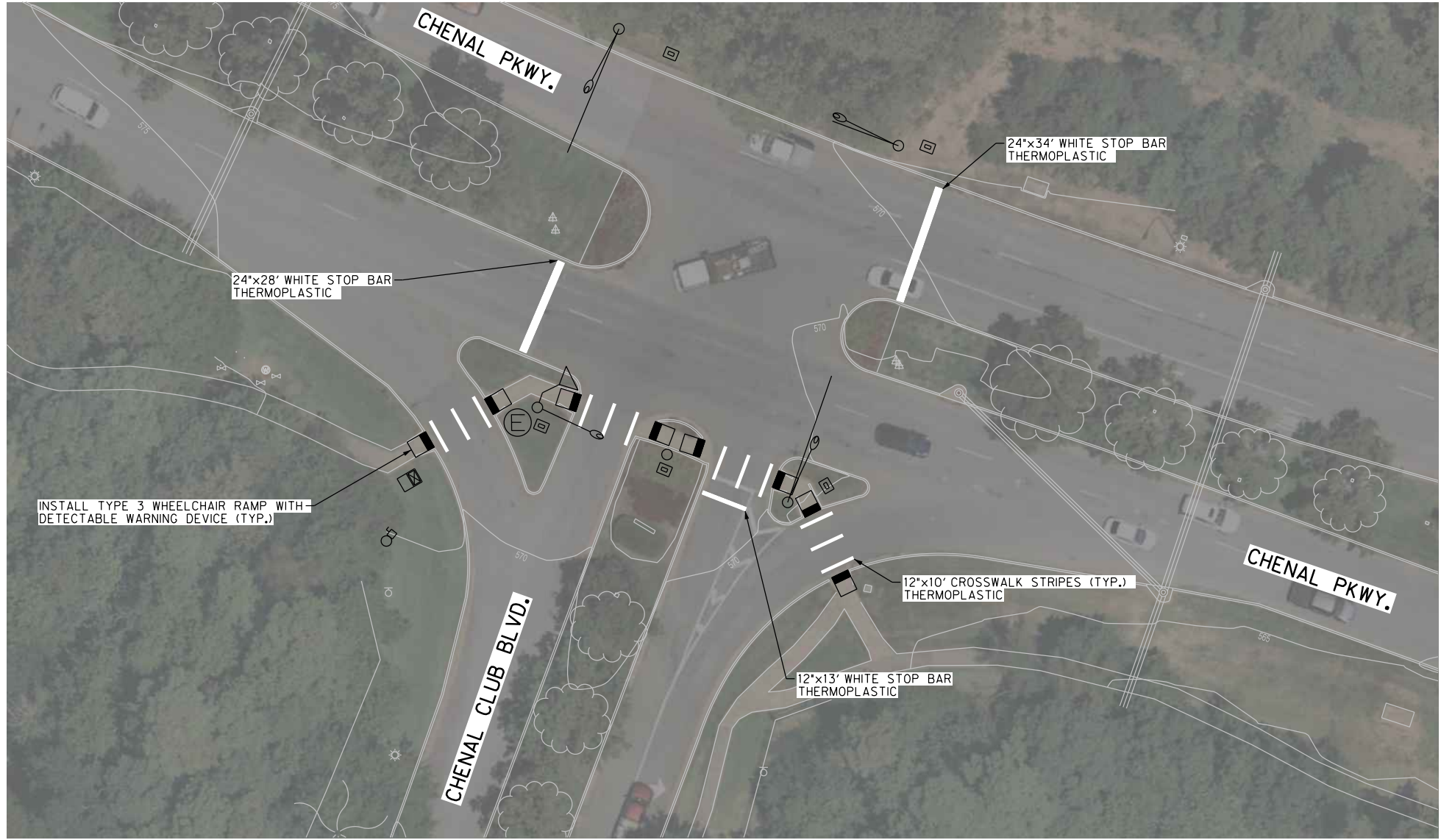
LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06 SCALE: 1" = N/A DRAWN BY: HALFF

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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<b>INTERSECTION IMPROVEMENTS</b>						



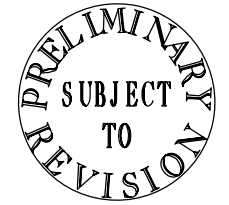
**PRELIMINARY  
SUBJECT  
TO  
REVISION**



LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06    SCALE: 1" = 40'    DRAWN BY: HALFF

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.		5	7
SIGNALIZATION PLAN SHEET						

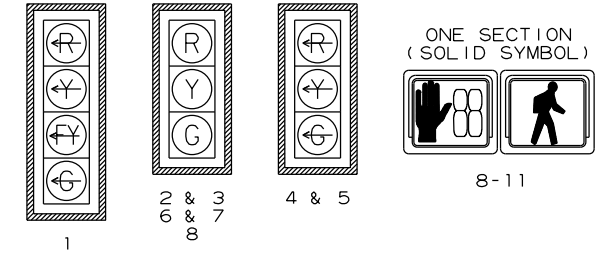


**INTERVAL CHART**

SIGNAL FACES	CHENAL PKWY. AND CHENAL CLUB BLVD.								FLASH SEQUENCE
	6	CLR.	2+5	CLR.	2+6	CLR.	3	CLR.	
1	←R	←R	←G	***	←FY	***	←R	←R	←R
2 & 3	R	R	G	**	G	**	R	R	R
4 & 5	←R	←R	←R	←R	←R	←R	←G	←Y	←R
6, 7, & 8	G	**	R	R	G	**	R	R	R
9-12	W	DW	DW	DW	DW	DW	DW	DW	BLK

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

**SIGNAL FACES**



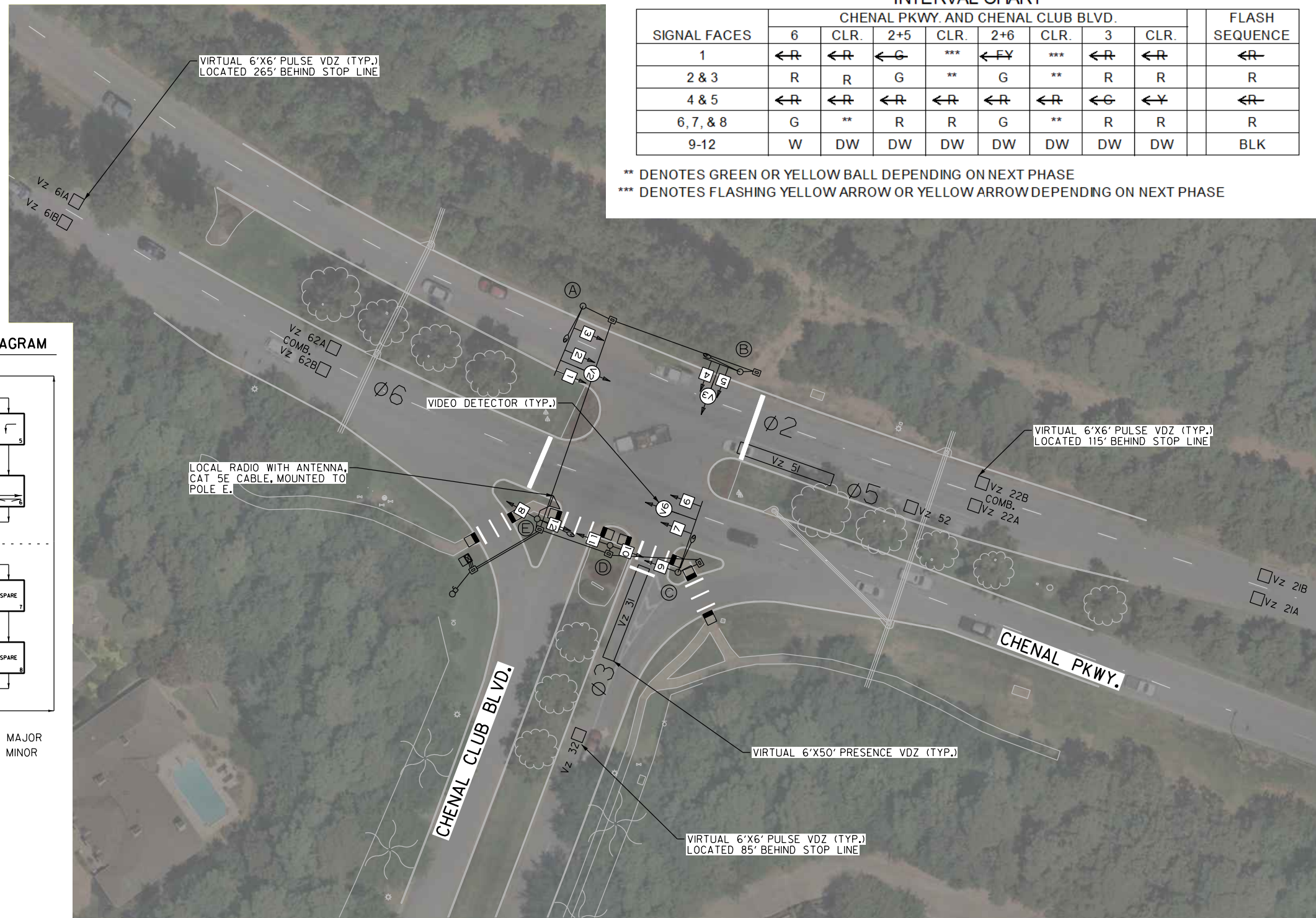
- NOTES:**
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
  - REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
  - REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
  - ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A. D. A. STANDARDS.
  - RHYM VIDEO DETECTION TO BE USED.
  - ALL SIGNAL POLES AND MAST ARMS SHALL BE BLACK POWDER COATED.

**DETECTOR SPACING CHART**

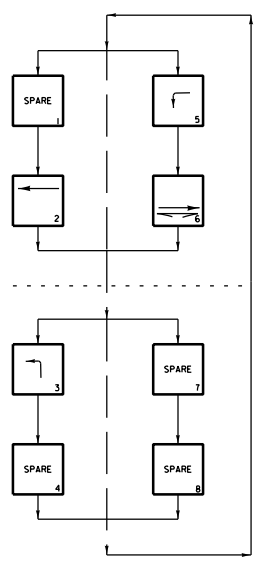
POSTED SPEED	CHENAL PARKWAY VIRTUAL LOOPS	
	LEAD VDZ	LAG VDZ
45 MPH	265'	115'
POSTED SPEED	CHENAL CLUB BOULEVARD VIRTUAL LOOPS	
	LEAD VDZ	LAG VDZ
35 MPH	85'	N/A



LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06 SCALE: 1" = 60' DRAWN BY: HALFF

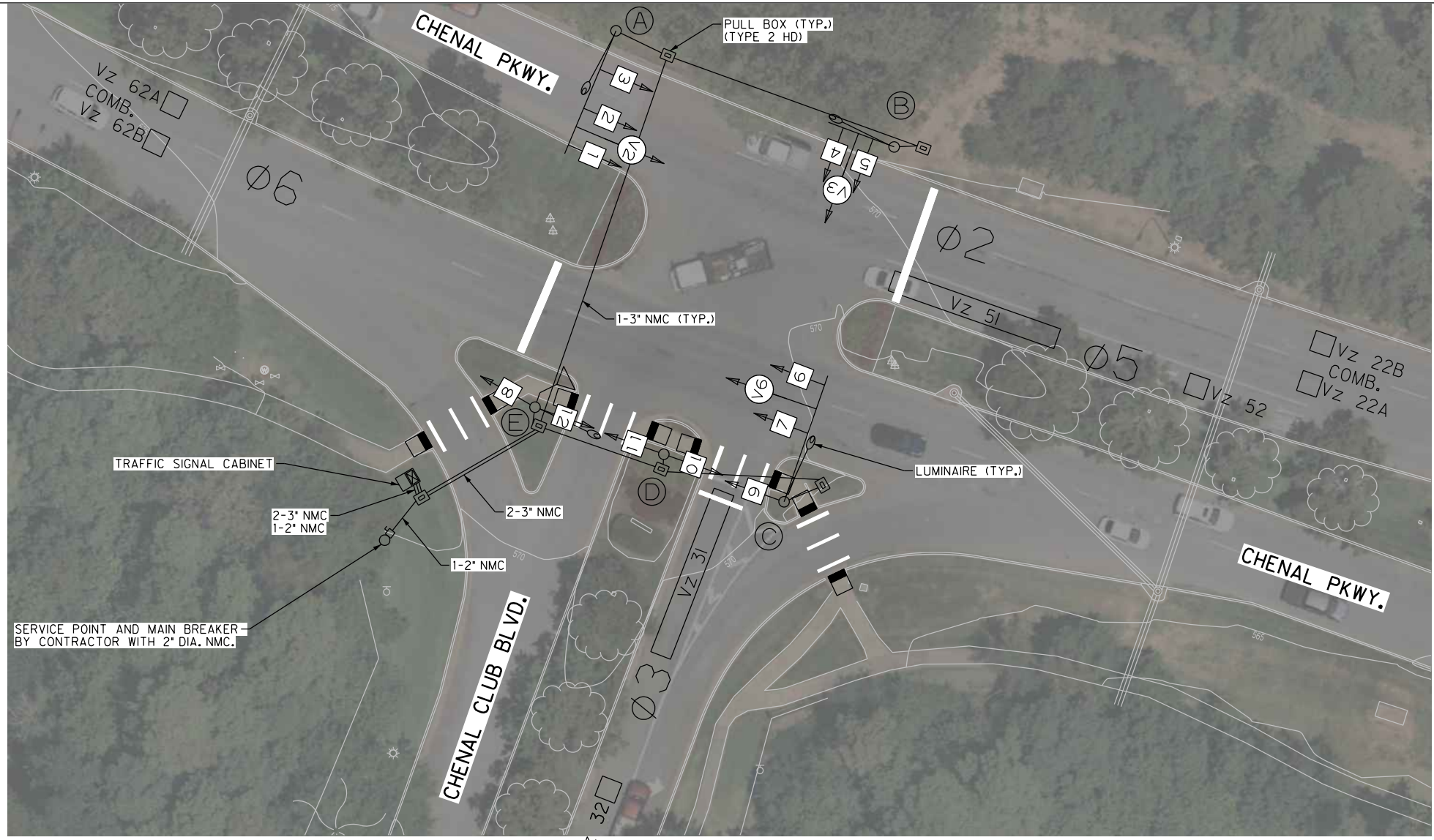


**PHASING DIAGRAM**



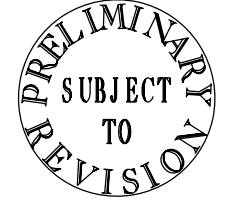
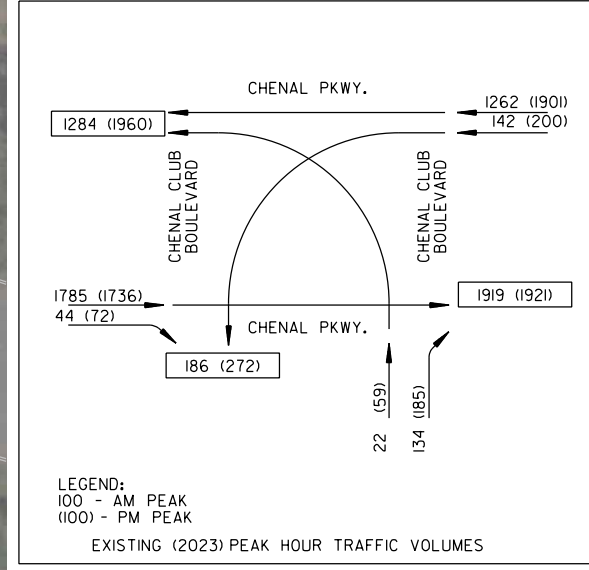
NORTH / SOUTH MAJOR  
 EAST / WEST MINOR

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DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.		6	7
SIGNALIZATION PLAN SHEET						

TRAFFIC FLOW DIAGRAM



CHENAL PKWY. AND CHENAL CLUB BLVD. POLE LOCATIONS

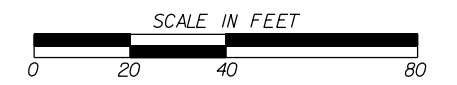
POLE	X, Y COORDINATES
A	1170934.53, 163800.76
B	1171013.79, 163767.62
C	1170982.41, 163666.48
D	1170948.16, 163680.06
E	1170911.44, 163693.43

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE  
 TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD

CHENAL PARKWAY AND CHENAL CLUB BOULEVARD POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	38'	180°	35'	15'	180°
B	20'	270°	35'	15'	270°
C	38'	270°	35'	15'	270°
D	N/A	N/A	12'	N/A	N/A
E	N/A	N/A	35'	15'	270°

\* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM HAND HOLE, CLOCKWISE ROTATION.



DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION											
CHENAL PARKWAY AND CHENAL CLUB BOULEVARD 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 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V2	74"
Vz31	NB LEFT TURN FAR	COMB.			9	V11	3	3		CAMERA V3	37"
Vz32	NB LEFT TURN	LOCAL			10	V3	3			CAMERA V3	37"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	2	2		CAMERA V2	74"
Vz52	EB LEFT TURN	LOCAL			8	V5	2			CAMERA V2	74"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V6	74"
P6 A,B,&C	CHENAL CLUB S. LEG						6				
SPARE: 1 - 2, 13 - 16											

CONTROLLER INPUT ABBREVIATIONS:  
 V = VEHICLE INPUT  
 P = PEDESTRIAN INPUT

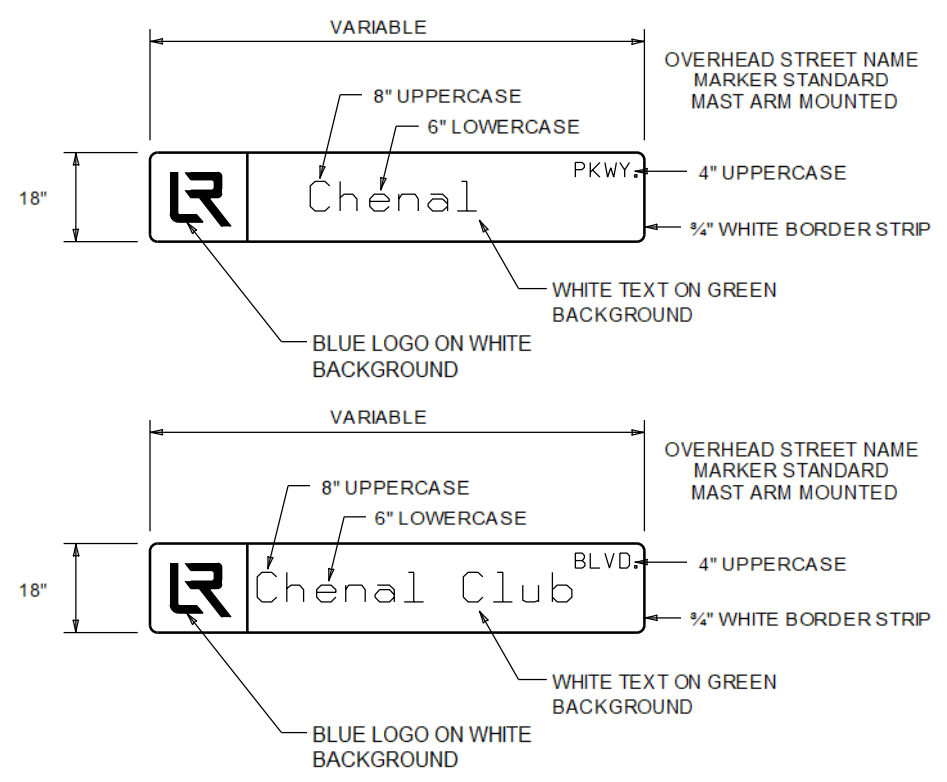
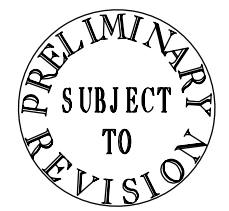
NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION.  
 THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.  
 EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06 SCALE: 1" = 40' DRAWN BY: HALFF

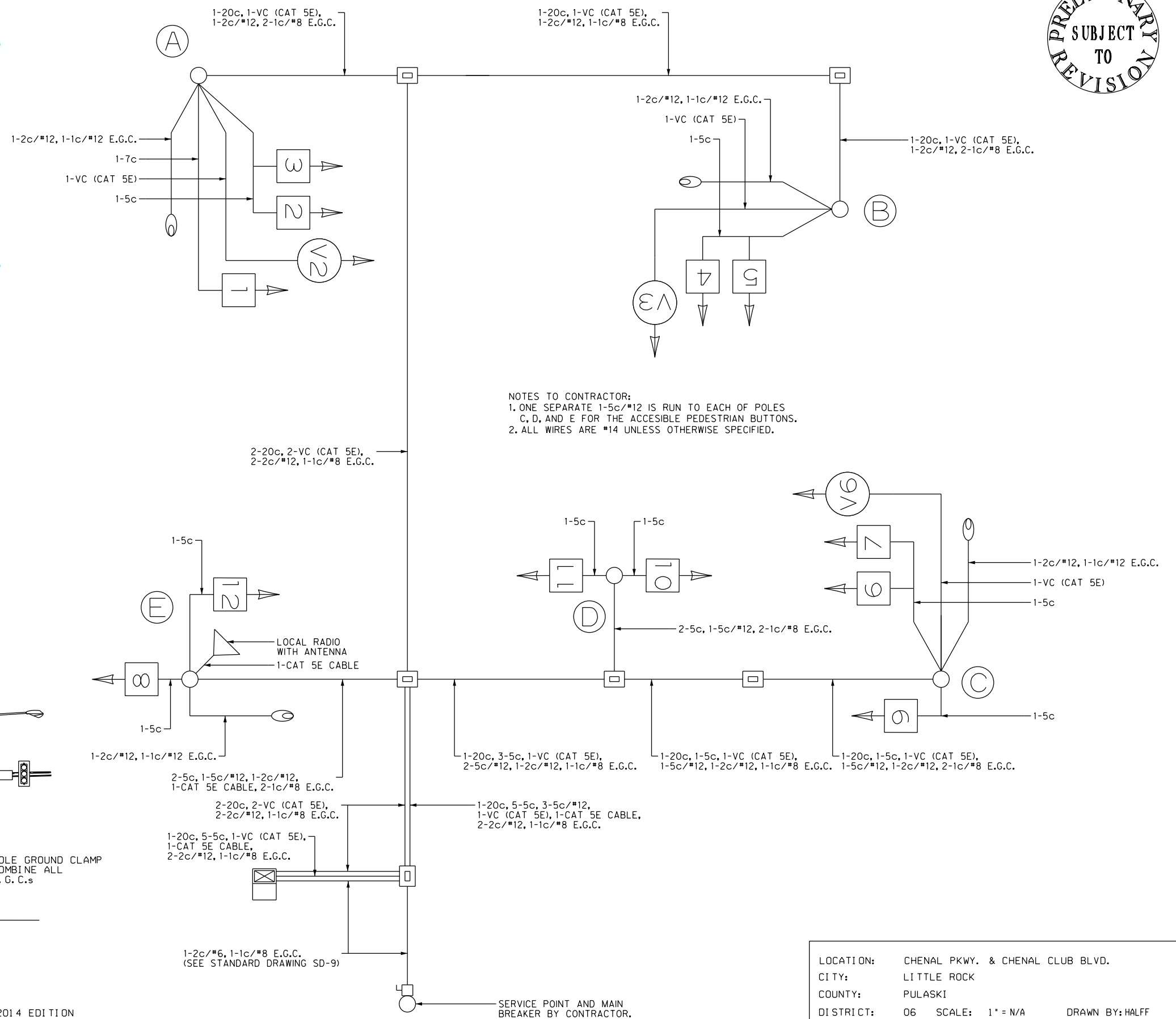
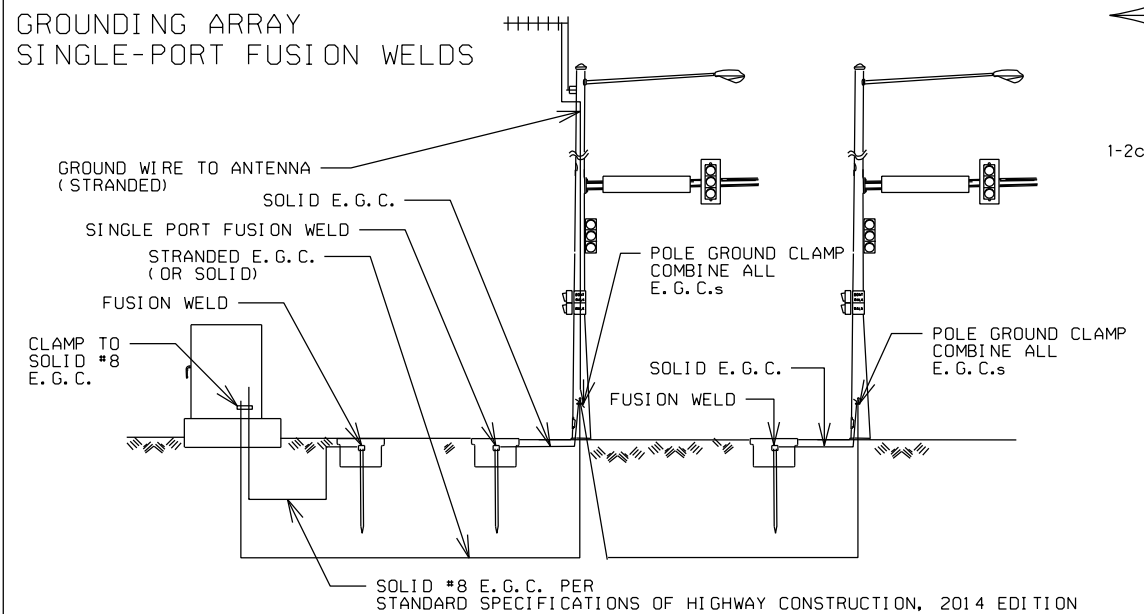
4/3/2024 10:02:26 AM gh3593 PDF\_20.CLR.FM.MR.150.dft ARDOT\_MON.PENTABLE.T40 A:\54000s\5466\02\PM\CADD\Sheets\Club\ir.rdpn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.		7	7
SIGNALIZATION PLAN SHEET						

# WIRING DIAGRAM



- NOTES:**
- 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.
  - 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.
  - 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.
  - THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.



- NOTES TO CONTRACTOR:**
- ONE SEPARATE 1-5c/#12 IS RUN TO EACH OF POLES C, D, AND E FOR THE ACCESSIBLE PEDESTRIAN BUTTONS.
  - ALL WIRES ARE #14 UNLESS OTHERWISE SPECIFIED.

LOCATION: CHENAL PKWY. & CHENAL CLUB BLVD.  
 CITY: LITTLE ROCK  
 COUNTY: PULASKI  
 DISTRICT: 06 SCALE: 1" = N/A DRAWN BY: HALFF