

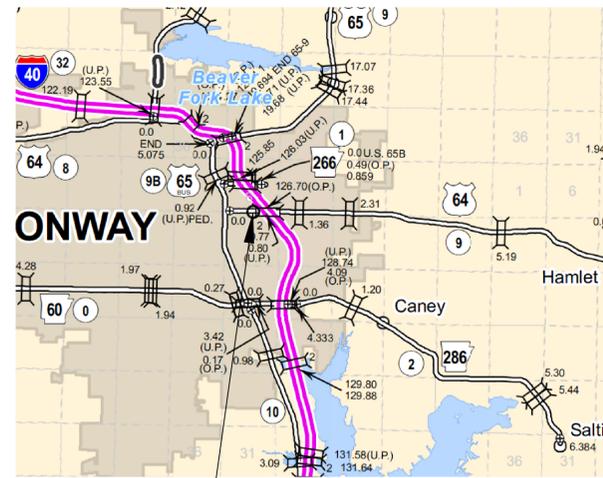
FAULKNER COUNTY, ARKANSAS

CONSTRUCTION PLANS

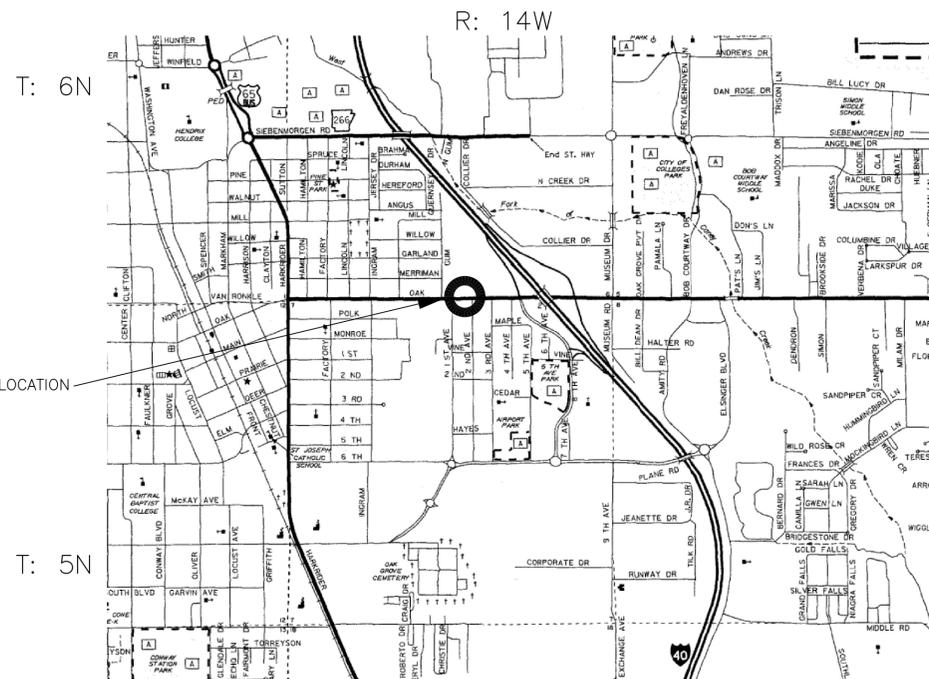
TRAFFIC SIGNAL MODIFICATION PLANS OAK STREET (HWY 64) AND FAULKNER PLAZA DRIVE CONWAY, ARKANSAS



ARK. HWY. DIST. NO. 8



SITE LOCATION
VICINITY MAP
NTS



SITE LOCATION MAP
NTS

NOTES

1. WORK ON STATE HIGHWAYS MUST CONFORM TO ARDOT SPECIFICATIONS.
2. THERE ARE NUMEROUS PUBLIC AND PRIVATE UTILITIES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE VARIOUS UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE UTILITY MARKINGS UNTIL THEY ARE NO LONGER NEEDED. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGES AND/OR REPAIR OF THE UTILITIES.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION.
4. ALL TREES AND OTHER LANDSCAPE MATERIALS THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT REMOVED SHALL BE PROTECTED DURING THE CONSTRUCTION OPERATIONS.
5. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL UTILITY LINES AND APPURTENANCES REQUIRING ADJUSTMENTS BECAUSE OF THIS CONSTRUCTION. CONTRACTOR SHALL FULLY COORDINATE SUCH ADJUSTMENTS WITH THE INVOLVED UTILITIES AS TO WHO SHALL ADJUST. NO SEPARATE PAYMENT SHALL BE MADE AS A RESULT OF ANY ADJUSTMENTS REQUIRED.
6. ALL EXISTING PAVEMENT AND CURB AND GUTTER OR OTHER EXISTING PHYSICAL FEATURES WHICH CONFLICT WITH THE NEW CONSTRUCTION, SHALL BE REMOVED. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVALS, WHICH WILL BE CONSIDERED SUBSIDIARY TO SITE PREPARATION.
7. EXISTING UTILITY LOCATIONS ARE FROM UTILITY COMPANIES' RECORDS AND/OR ABOVE GROUND INSPECTION.
8. P.E. CERTIFIED SHOP DRAWINGS MUST BE SUBMITTED FOR APPROVAL. CERTIFICATION SHALL ALSO INDICATE COMPLIANCE WITH ARKANSAS DEPARTMENT OF TRANSPORTATION MATERIAL SPECIFICATION REQUIREMENTS AND CONFORMANCE TO AASHTO DESIGN REQUIREMENTS FOR 90 MPH WIND LOADING FOR SIGNALS, MASTS AND SIGNS AS INDICATED.
9. ALL TRAFFIC SIGNAL EQUIPMENT SHALL COMPLY WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION AND APPLICABLE SPECIAL PROVISIONS.



PETERS & ASSOCIATES
ENGINEERS, INC.

• CIVIL & TRAFFIC ENGINEERING •

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Ernest J. Peters

5-28-2020

TRAFFIC SIGNAL DESIGN
OAK STREET (HWY 64) AND FAULKNER PLAZA DRIVE
CONWAY, ARKANSAS
PROJECT NO.: P2028

INDEX OF SHEETS	
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4	TRAFFIC SIGNAL MODIFICATIONS PLAN

GENERAL NOTES

1. WORK ON STATE HIGHWAYS MUST CONFORM TO ARDOT SPECIFICATIONS.
2. THERE ARE NUMEROUS PUBLIC AND PRIVATE UTILITIES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE VARIOUS UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE UTILITY MARKINGS UNTIL THEY ARE NO LONGER NEEDED. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGES AND/OR REPAIR OF THE UTILITIES.
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9. ALL TRAFFIC SIGNAL EQUIPMENT SHALL COMPLY WITH THE LATEST EDITION OF THE THE STANDARD SPECIFICATIONS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION AND APPLICABLE SPECIAL PROVISIONS.

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. EDITION OF 2014. AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARDS SPECIFICATIONS



Ernest J. Peters

5-28-2020

OAK STREET (HWY 64) AND
FAULKNER PLAZA DRIVE
TRAFFIC SIGNAL MODIFICATIONS

CONWAY, ARKANSAS

DESIGNED BY: EJP	INDEX OF SHEETS	SCALE: NTS
DRAWN BY: RMT		SHEET NO. 2
CHECKED BY: EJP		PROJ. NO: P2028
DATE: 5-28-2020		REV:



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TRAFFIC SIGNAL NOTES

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2017) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
2. 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.
3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAIN-TIGHT 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.
4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
5. 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.
6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
7. 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.
8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED.
9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.
10. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
11. 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.
12. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS.
13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
14. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF UO.
15. 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.
16. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY/COUNTY.
17. 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.
18. 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.
19. 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.
20. 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.
21. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
22. 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. (N/A TO THIS PROJECT)
23. 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.
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. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
26. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
27. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. 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. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.
28. 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.
29. ALL NON-METALLIC CONDUIT RUNS SHALL HAVE BELL RING FITTINGS INSTALLED ON THE TERMINATING ENDS OF THE CONDUIT. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS.
30. 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.

ADDITIONAL SIGNAL NOTES

1. ALL REMOVED TRAFFIC SIGNAL EQUIPMENT TO RETURNED TO THE CITY OF CONWAY.
2. UNUSED CONDUIT AND WIRING TO BE ABANDONED.
3. THERE SHALL BE NO DEVIATION FROM THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER.

QUANTITIES AND UNIT ITEMS

ITEM NO.	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1	LUMP SUM
SS & 603	MAINTENANCE OF TRAFFIC	1	LUMP SUM
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1	LUMP SUM



E. Peters

5-28-2020

OAK STREET (HWY 64) AND
FAULKNER PLAZA DRIVE
TRAFFIC SIGNAL MODIFICATIONS

CONWAY, ARKANSAS

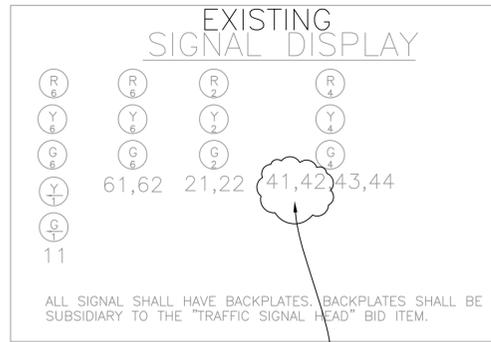
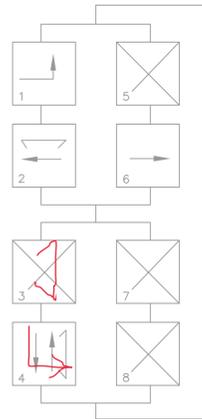
DESIGNED BY: EJP	TRAFFIC SIGNAL NOTES	SCALE: NTS
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CHECKED BY: EJP		3
DATE: 5-28-2020	REV:	PROJ. NO: P2028



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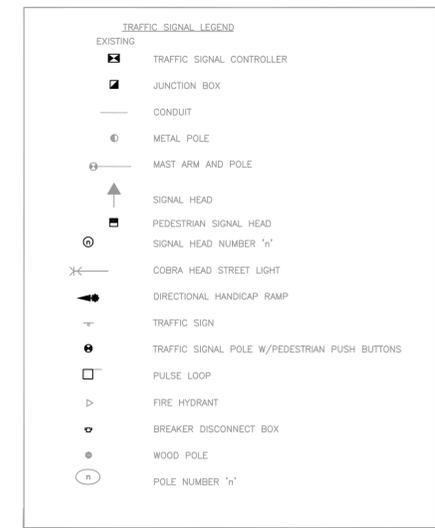
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EXISTING PHASING DIAGRAM



EXISTING POLE - MAST ARM SCHEDULE

POLE FOUNDATION TYPE	MAST ARM LENGTH	STREET LIGHTS
A	AHTD 30',15"	0' FROM 40' ARM
B	AHTD PED	NA
C	AHTD 40',25"	NA



SIGNAL HEADS
REMOVE SIGNAL HEADS 41 AND 42.
DELIVER REMOVED EQUIPMENT TO THE CITY.

Existing striping does not match proposed lane configuration and vehicle detection; Are these dual left turn lanes now? If so, protected only 3-section signal heads are required per MUTCD and ARDOT standard drawing SD-8. Where are the striping plans?

POLE A
REMOVE THE NORTHBOUND MAST ARM AND SIGNAL HEADS 41 AND 42, VIDEO DETECTOR AND STREET NAME SIGN. REMOVE ASSOCIATED WIRES FOR SIGNAL HEADS 41, 42 AND THE VIDEO DETECTOR FROM THE MAST ARM TO THE HANDHOLE IN POLE A. ABANDON REMAINING UNUSED WIRE FROM THE POLE A HANDHOLE TO THE CONTROLLER. DELIVER REMOVED EQUIPMENT TO THE CITY.

CONTROLLER
MODIFY TRAFFIC SIGNAL OPERATION REGARDING THE REMOVAL OF THE NORTHBOUND PHASE AND ADD LEADING-PEDESTRIAN WALK INTERVALS.

Is the leading- pedestrian interval just for the WB walk movement during phase 2? Pedestrian phase cannot remain concurrent with phase 4 due to required protected only signal indications and dual left turning vehicles conflict.

ADA improvements to ramp on south side of Hwy. 64 shall be concurrent with traffic signal modification work.

SOUTH LEG
THE SOUTH LEG OF THIS INTERSECTION HAS RECENTLY BEEN REMOVED TO ACCOMMODATE A NEW COMMERCIAL DEVELOPMENT. AS A PART OF THE NEW COMMERCIAL DEVELOPMENT, ARDOT STANDARD CURB AND GUTTER HAS RECENTLY BEEN CONSTRUCTED AND A NEW ADA RAMP ON THE SOUTH SIDE OF THIS INTERSECTION IS TO BE CONSTRUCTED BY OTHERS.

TRAFFIC SIGNAL MODIFICATIONS



Ernest J. Peters

5-28-2020

OAK STREET (HWY 64) AND FAULKNER PLAZA DRIVE
TRAFFIC SIGNAL MODIFICATIONS
CONWAY, ARKANSAS

DESIGNED BY: EJP	TRAFFIC SIGNAL MODIFICATIONS PLAN	SCALE: 1"=20'
DRAWN BY: RMT		SHEET NO. 4
CHECKED BY: EJP		PROJ. NO: P2028
DATE: 5-28-2020	REV:	

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