

REVISIONS	DATE

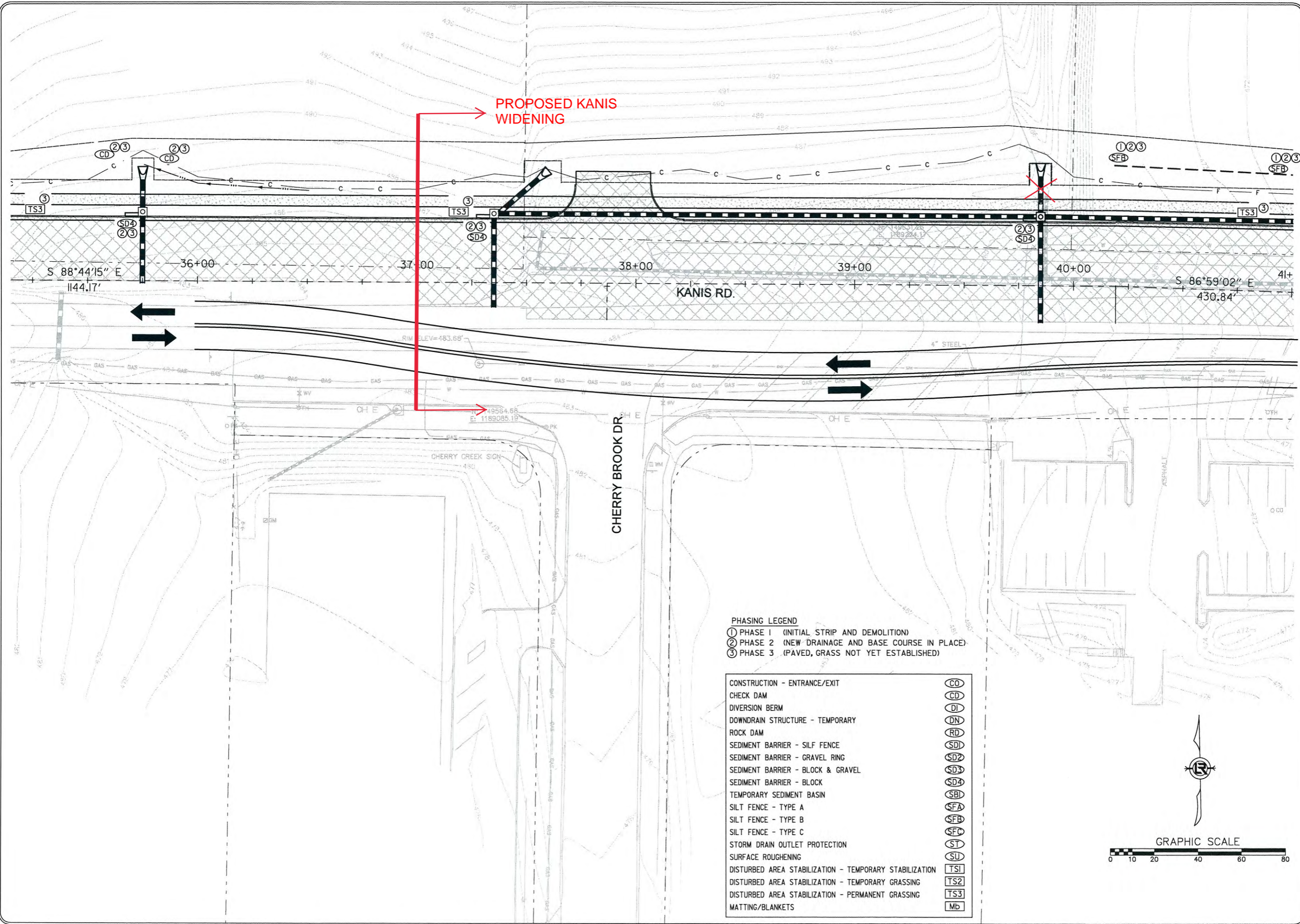
CITY OF LITTLE ROCK, ARKANSAS
KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 1
 SHEET 6

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



STATE OF ARKANSAS
Phyllis A. Judd
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 LEVIN G. TOBLESKY
 3-15-17

DRAWN BY
 RFR
 DESIGNED
 RFR
 CHECKED
 KGT
 DATE
 02 / 24 / 17
 SCALE
 1" = 40'
 PROJECT NO.
 13-B-5D-6A
 SHEET NO.
C10.1




- PHASING LEGEND
- ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
 - ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
 - ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)

CONSTRUCTION - ENTRANCE/EXIT	CO
CHECK DAM	CD
DIVERSION BERM	DI
DOWNDRAIN STRUCTURE - TEMPORARY	DN
ROCK DAM	RD
SEDIMENT BARRIER - SILT FENCE	SD1
SEDIMENT BARRIER - GRAVEL RING	SD2
SEDIMENT BARRIER - BLOCK & GRAVEL	SD3
SEDIMENT BARRIER - BLOCK	SD4
TEMPORARY SEDIMENT BASIN	SB
SILT FENCE - TYPE A	SFA
SILT FENCE - TYPE B	SFB
SILT FENCE - TYPE C	SFC
STORM DRAIN OUTLET PROTECTION	ST
SURFACE ROUGHENING	SU
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	TS1
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	TS2
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	TS3
MATTING/BLANKETS	Mb

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 1
 SHEET 7

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

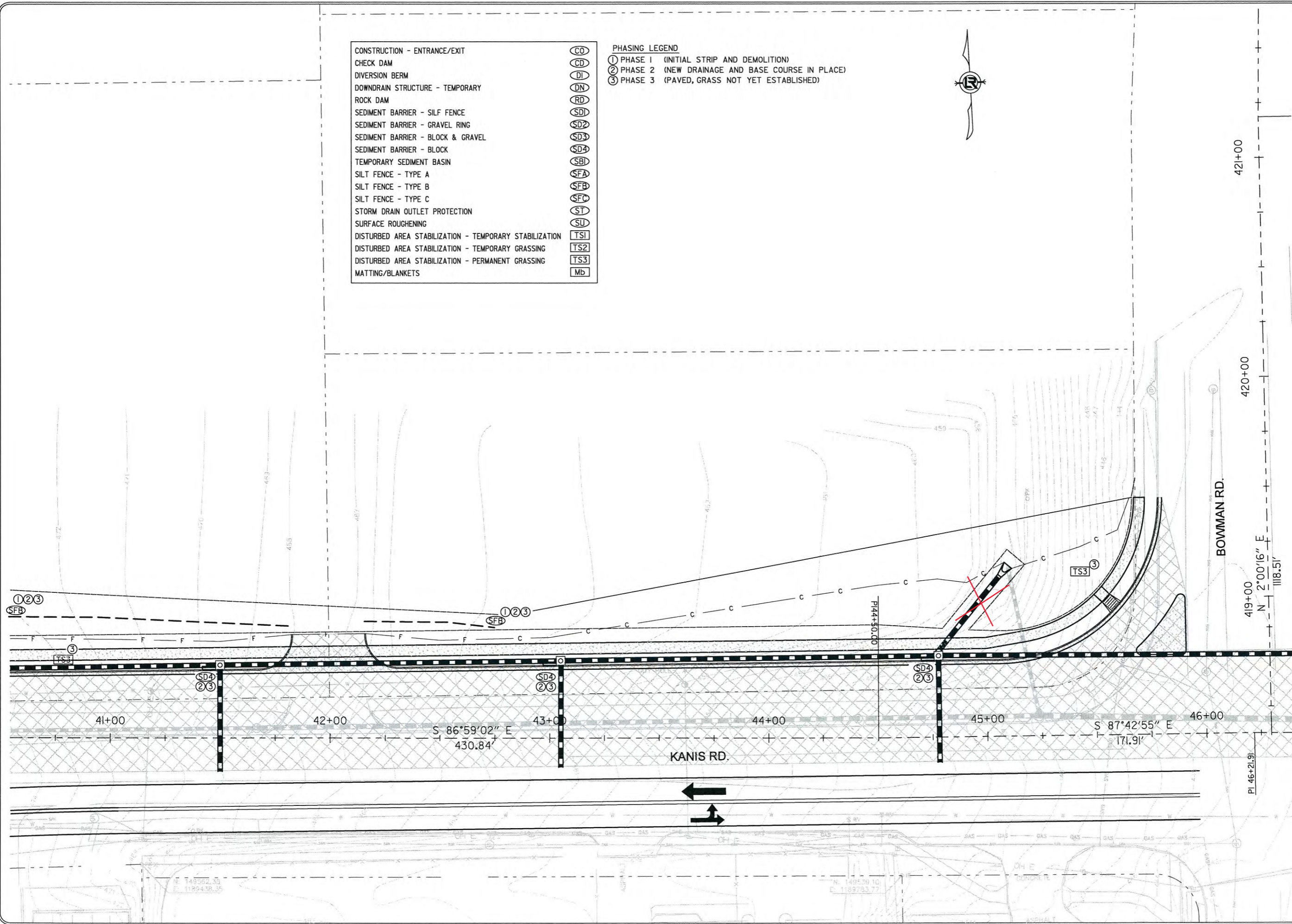


STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBIESKY

3-15-17
 DRAWN BY RFR
 DESIGNED RFR
 CHECKED KGT
 DATE 02 / 24 / 17
 SCALE 1" = 40'
 PROJECT NO. 13-B-5D-6A
 SHEET NO. C10.2

CONSTRUCTION - ENTRANCE/EXIT	(CO)
CHECK DAM	(CD)
DIVERSION BERM	(DI)
DOWNDRAIN STRUCTURE - TEMPORARY	(DN)
ROCK DAM	(RD)
SEDIMENT BARRIER - SILF FENCE	(SD1)
SEDIMENT BARRIER - GRAVEL RING	(SD2)
SEDIMENT BARRIER - BLOCK & GRAVEL	(SD3)
SEDIMENT BARRIER - BLOCK	(SD4)
TEMPORARY SEDIMENT BASIN	(SBI)
SILT FENCE - TYPE A	(SFA)
SILT FENCE - TYPE B	(SFB)
SILT FENCE - TYPE C	(SFC)
STORM DRAIN OUTLET PROTECTION	(ST)
SURFACE ROUGHENING	(SU)
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	(TS1)
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	(TS2)
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	(TS3)
MATTING/BLANKETS	(Mb)

PHASING LEGEND
 ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
 ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
 ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)



KANIS RD.

421+00

420+00

BOWMAN RD.

419+00

46+00

45+00

44+00

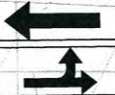
43+00

42+00

41+00

S 86°59'02" E
430.84'

S 87°42'55" E
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N 149562.36
E 1189438.35

N 149579.10
E 1189783.77

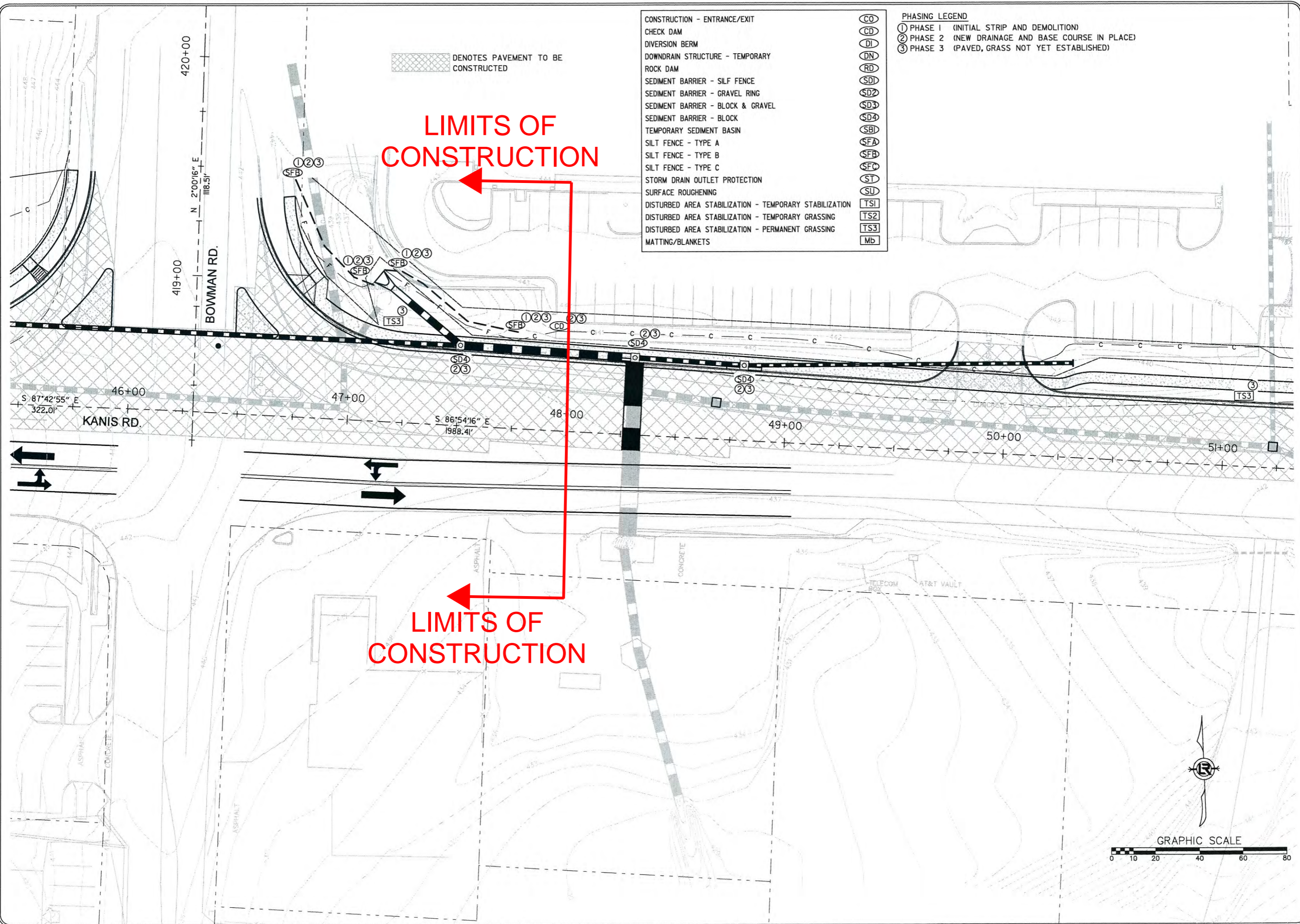
- CONSTRUCTION - ENTRANCE/EXIT (CO)
- CHECK DAM (CD)
- DIVERSION BERM (DI)
- DOWNDRAIN STRUCTURE - TEMPORARY (DN)
- ROCK DAM (RD)
- SEDIMENT BARRIER - SILF FENCE (SDI)
- SEDIMENT BARRIER - GRAVEL RING (SD2)
- SEDIMENT BARRIER - BLOCK & GRAVEL (SD3)
- SEDIMENT BARRIER - BLOCK (SD4)
- TEMPORARY SEDIMENT BASIN (SBI)
- SILT FENCE - TYPE A (SFA)
- SILT FENCE - TYPE B (SFB)
- SILT FENCE - TYPE C (SFC)
- STORM DRAIN OUTLET PROTECTION (ST)
- SURFACE ROUGHENING (SU)
- DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION (TS1)
- DISTURBED AREA STABILIZATION - TEMPORARY GRASSING (TS2)
- DISTURBED AREA STABILIZATION - PERMANENT GRASSING (TS3)
- MATTING/BLANKETS (Mb)

- PHASING LEGEND
- ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
 - ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
 - ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)

DENOTES PAVEMENT TO BE CONSTRUCTED

LIMITS OF CONSTRUCTION

LIMITS OF CONSTRUCTION



REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 1
 SHEET 8

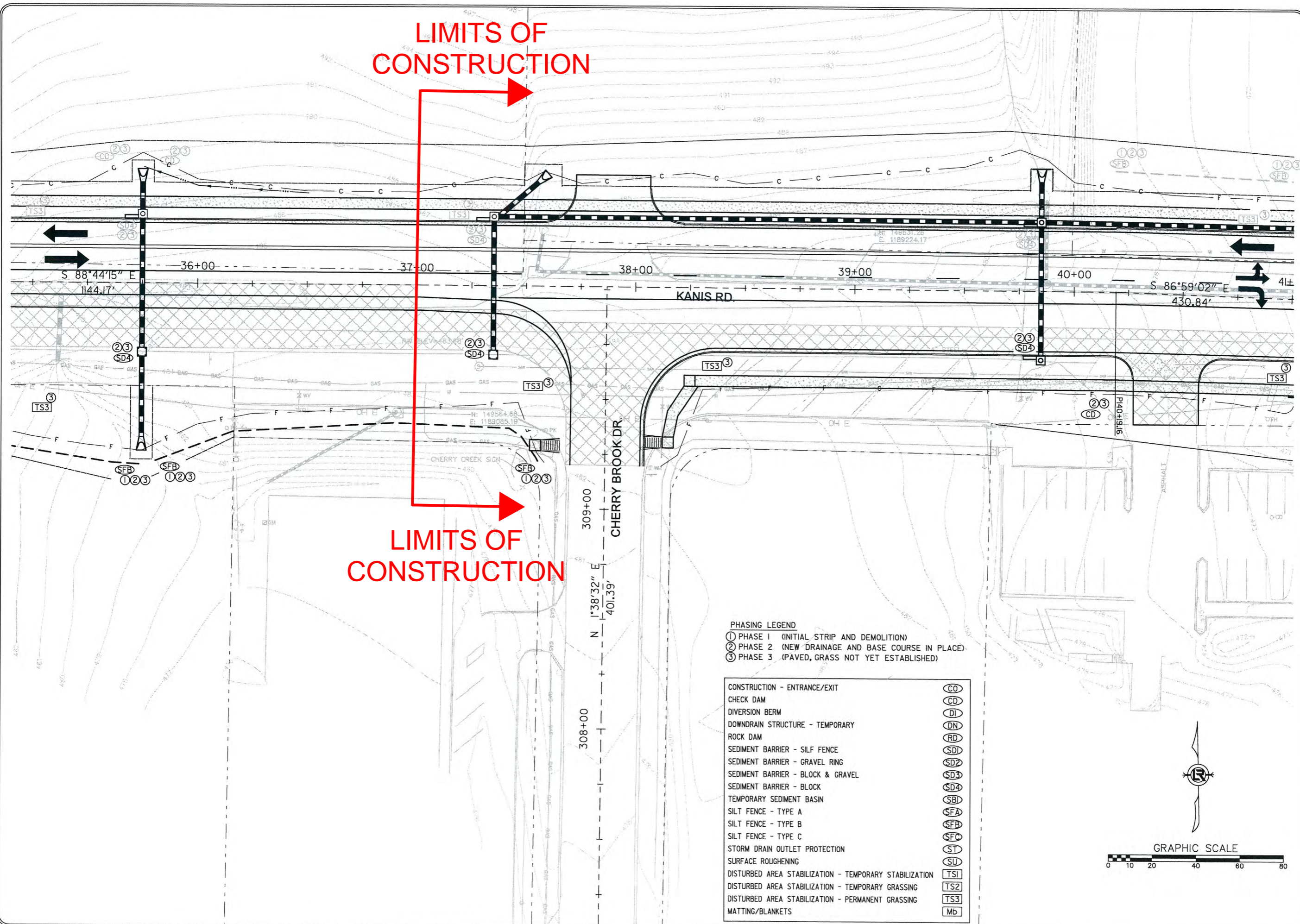
DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
 701 W. MARKHAM
 LITTLE ROCK, ARKANSAS 72201

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBIAS

DRAWN BY	RFR
DESIGNED	RFR
CHECKED	RFR
DATE	02 / 24 / 17
SCALE	1" = 40'
PROJECT NO.	13-B-5D-6A
SHEET NO.	C10.3

LIMITS OF CONSTRUCTION

LIMITS OF CONSTRUCTION



PHASING LEGEND

- ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
- ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
- ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)

CONSTRUCTION - ENTRANCE/EXIT	CO
CHECK DAM	CD
DIVERSION BERM	DI
DOWNDRAIN STRUCTURE - TEMPORARY	DN
ROCK DAM	RD
SEDIMENT BARRIER - SILF FENCE	SD1
SEDIMENT BARRIER - GRAVEL RING	SD2
SEDIMENT BARRIER - BLOCK & GRAVEL	SD3
SEDIMENT BARRIER - BLOCK	SD4
TEMPORARY SEDIMENT BASIN	SBI
SILT FENCE - TYPE A	SFA
SILT FENCE - TYPE B	SFB
SILT FENCE - TYPE C	SFC
STORM DRAIN OUTLET PROTECTION	ST
SURFACE ROUGHENING	SU
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	TS1
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	TS2
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	TS3
MATTING/BLANKETS	Mb

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 2
 SHEET 22

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

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBIASKY

3-15-17
 DRAWN BY
 RFR
 DESIGNED
 RFR
 CHECKED
 KGT
 DATE
 02 / 24 / 17
 SCALE
 1" = 40'
 PROJECT NO.
 13-B-5D-6A
 SHEET NO.
 C10.4

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 2
 SHEET 23

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




STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBIAS

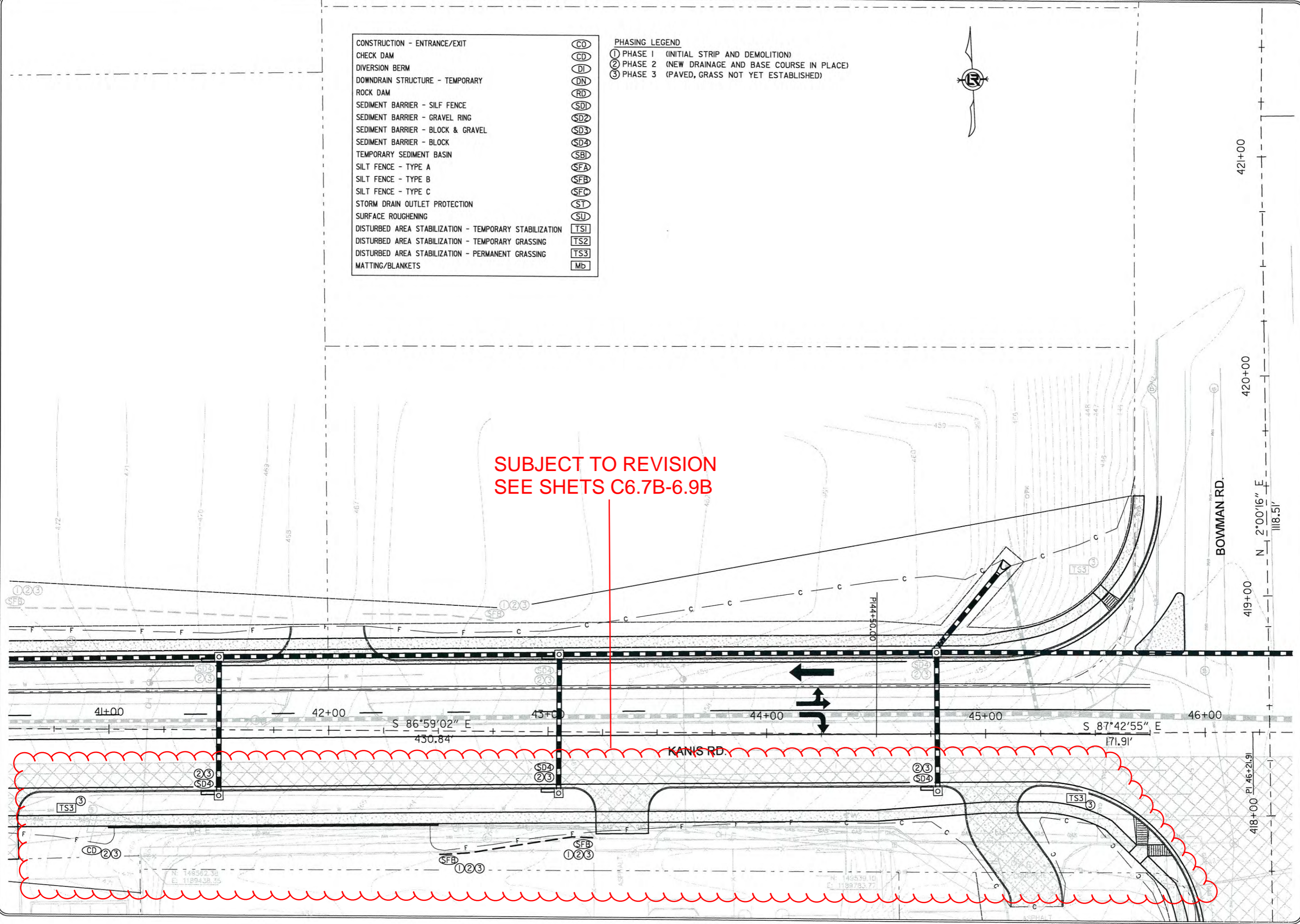
3-15-17
 DRAWN BY RFR
 DESIGNED RFR
 CHECKED RFR
 KGT
 DATE 02/24/17
 SCALE 1" = 40'
 PROJECT NO. 13-B-5D-6A
 SHEET NO. C10.5

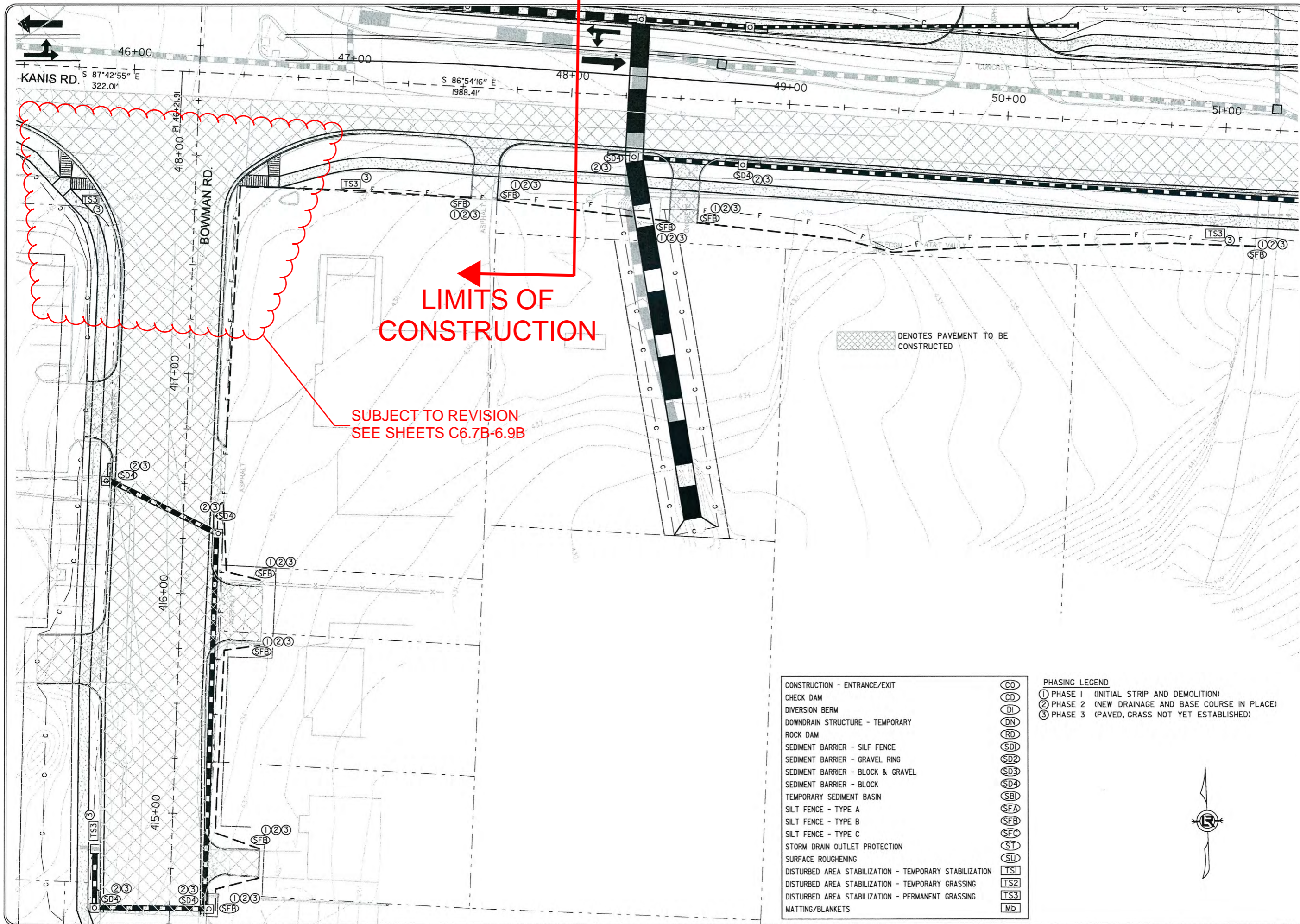
CONSTRUCTION - ENTRANCE/EXIT	Symbol
CHECK DAM	CD
DIVERSION BERM	DI
DOWNDRAIN STRUCTURE - TEMPORARY	DN
ROCK DAM	RD
SEDIMENT BARRIER - SILT FENCE	SD1
SEDIMENT BARRIER - GRAVEL RING	SD2
SEDIMENT BARRIER - BLOCK & GRAVEL	SD3
SEDIMENT BARRIER - BLOCK	SD4
TEMPORARY SEDIMENT BASIN	SBI
SILT FENCE - TYPE A	SFA
SILT FENCE - TYPE B	SFB
SILT FENCE - TYPE C	SFC
STORM DRAIN OUTLET PROTECTION	ST
SURFACE ROUGHENING	SU
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	TS1
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	TS2
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	TS3
MATTING/BLANKETS	Mb

PHASING LEGEND
 ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
 ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
 ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)



**SUBJECT TO REVISION
 SEE SHETS C6.7B-6.9B**





REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 TEMPORARY EROSION CONTROL PLAN
 KANIS ROAD
 GAMBLE TO SHACKLEFORD - STAGE 2
 SHEET 24

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

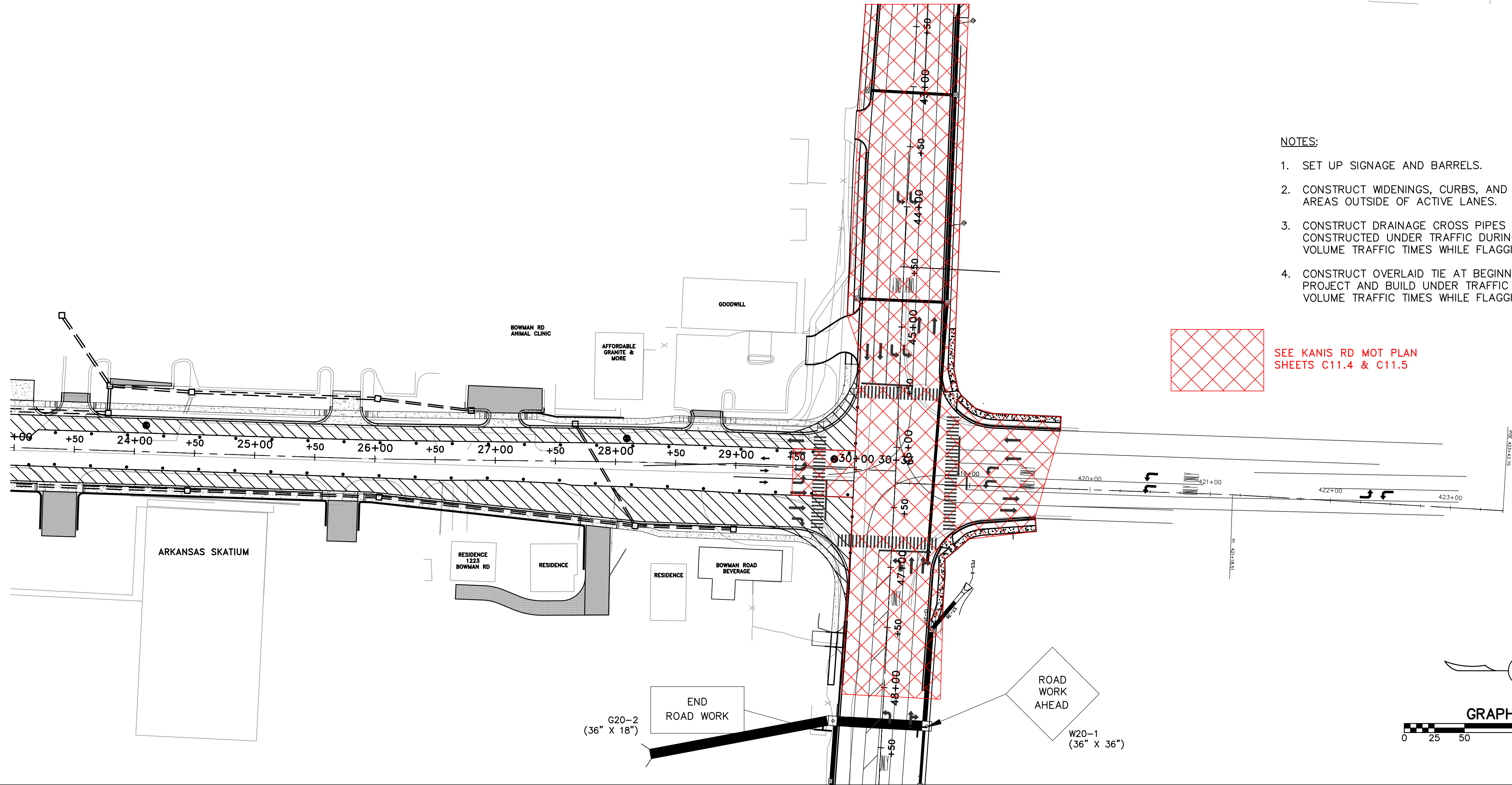
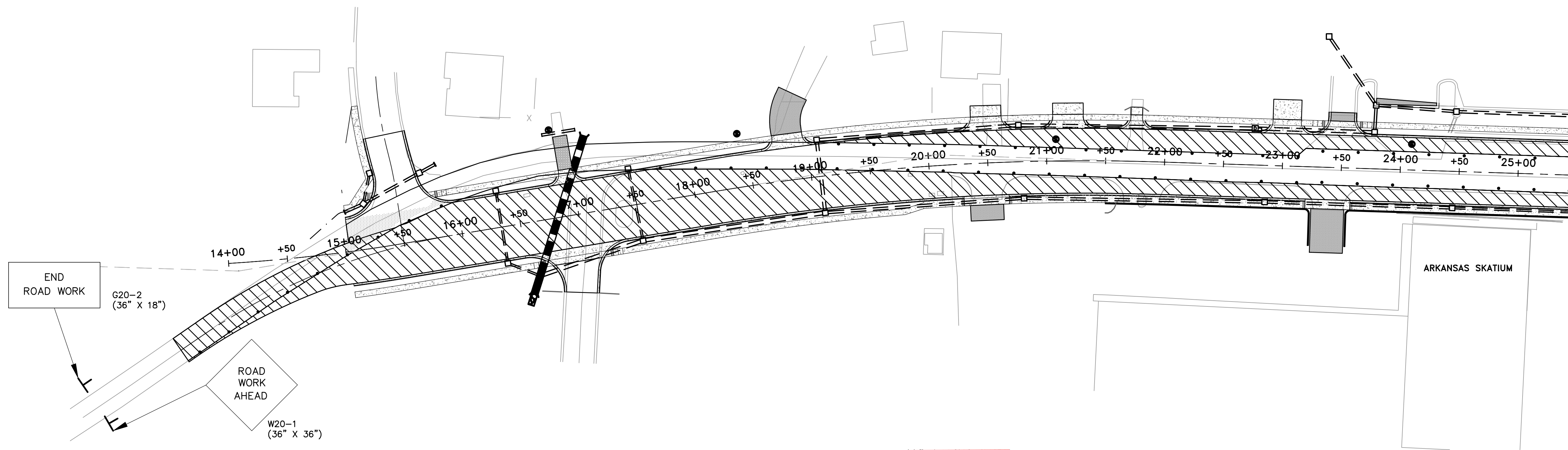
STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TOBLESKY

3-15-17
 DRAWN BY
 RFR
 DESIGNED
 RFR
 CHECKED
 KGT
 DATE
 02 / 24 / 17
 SCALE
 1" = 40'
 PROJECT NO.
 13-B-5D-6A
 SHEET NO.
 C10.6

CONSTRUCTION - ENTRANCE/EXIT	(CO)
CHECK DAM	(CD)
DIVERSION BERM	(DI)
DOWNDRAIN STRUCTURE - TEMPORARY	(DN)
ROCK DAM	(RD)
SEDIMENT BARRIER - SILF FENCE	(SDI)
SEDIMENT BARRIER - GRAVEL RING	(SD2)
SEDIMENT BARRIER - BLOCK & GRAVEL	(SD3)
SEDIMENT BARRIER - BLOCK	(SD4)
TEMPORARY SEDIMENT BASIN	(SBI)
SILT FENCE - TYPE A	(SFA)
SILT FENCE - TYPE B	(SFB)
SILT FENCE - TYPE C	(SFC)
STORM DRAIN OUTLET PROTECTION	(ST)
SURFACE ROUGHENING	(SU)
DISTURBED AREA STABILIZATION - TEMPORARY STABILIZATION	(TS1)
DISTURBED AREA STABILIZATION - TEMPORARY GRASSING	(TS2)
DISTURBED AREA STABILIZATION - PERMANENT GRASSING	(TS3)
MATTING/BLANKETS	(MB)

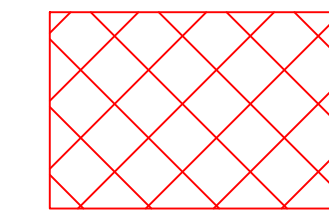
PHASING LEGEND
 ① PHASE 1 (INITIAL STRIP AND DEMOLITION)
 ② PHASE 2 (NEW DRAINAGE AND BASE COURSE IN PLACE)
 ③ PHASE 3 (PAVED, GRASS NOT YET ESTABLISHED)



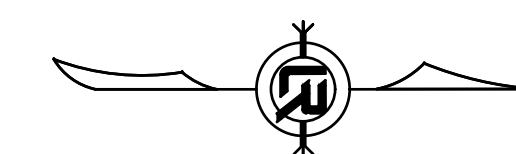


NOTES:

1. SET UP SIGNAGE AND BARRELS.
2. CONSTRUCT WIDENINGS, CURBS, AND DRAINAGE IN AREAS OUTSIDE OF ACTIVE LANES.
3. CONSTRUCT DRAINAGE CROSS PIPES TO BE CONSTRUCTED UNDER TRAFFIC DURING LOW VOLUME TRAFFIC TIMES WHILE FLAGGING TRAFFIC.
4. CONSTRUCT OVERLAID TIE AT BEGINNING OF PROJECT AND BUILD UNDER TRAFFIC DURING LOW VOLUME TRAFFIC TIMES WHILE FLAGGING TRAFFIC.



SEE KANIS RD MOT PLAN SHEETS C11.4 & C11.5



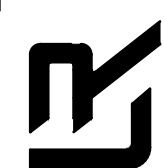
GRAPHIC SCALE



REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
 MAINTENANCE OF TRAFFIC PLAN (1)

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



DRAWN BY
 KLL
 DESIGNED
 COF
 CHECKED
 BOL
 DATE
 12-11-2020
 SCALE
 AS NOTED
 PROJECT NO.
 CLR 6-15-ST-249
 SHEET NO.
C11.0

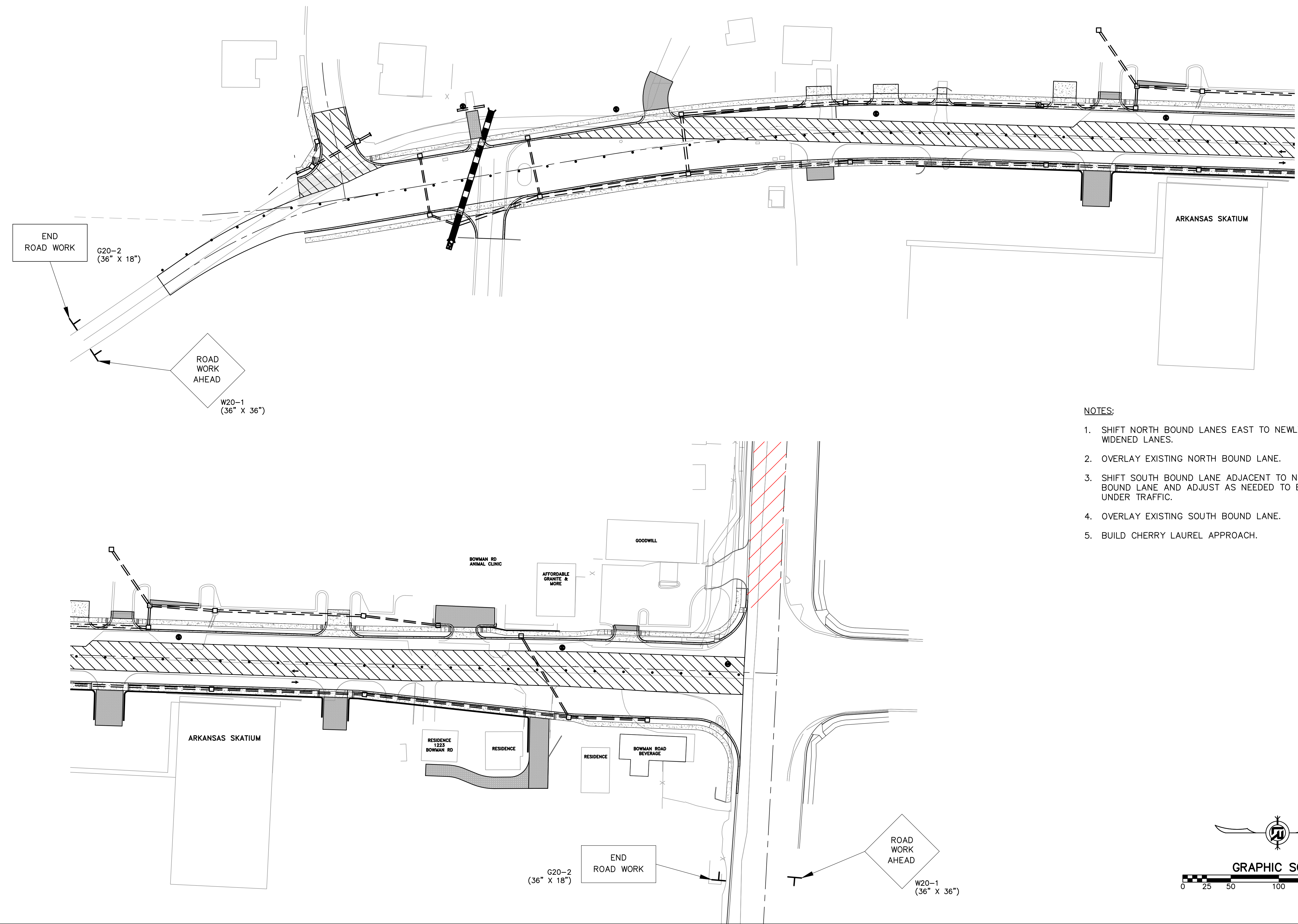
REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
 MAINTENANCE OF TRAFFIC PLAN (2)

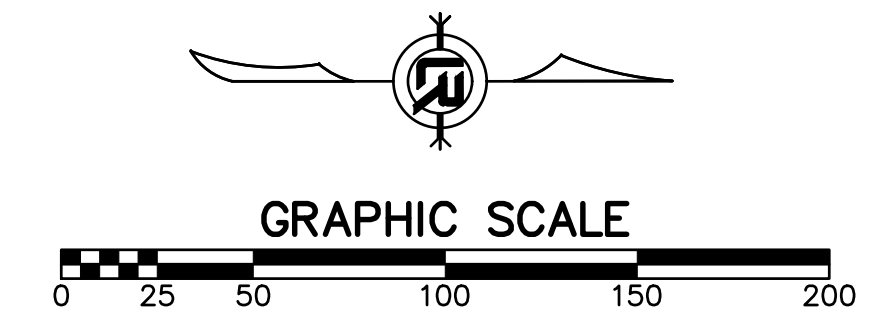
DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
 701 W. MARKHAM
 LITTLE ROCK, ARKANSAS 72201

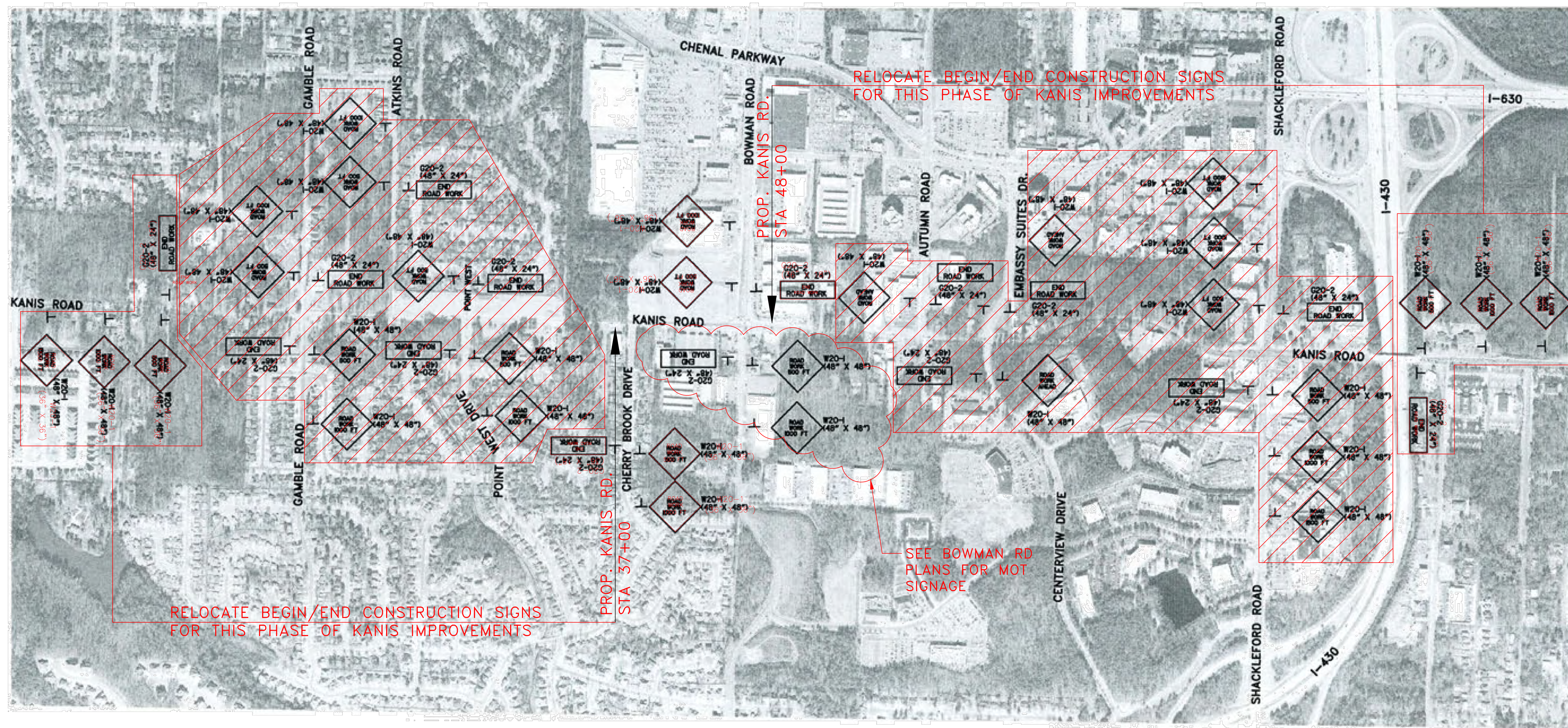


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 DATE
 12-11-2020
 SCALE
 AS NOTED
 PROJECT NO.
 CLR 6-15-ST-249
 SHEET NO.
 C11.1



- NOTES:**
1. SHIFT NORTH BOUND LANES EAST TO NEWLY WIDENED LANES.
 2. OVERLAY EXISTING NORTH BOUND LANE.
 3. SHIFT SOUTH BOUND LANE ADJACENT TO NORTH BOUND LANE AND ADJUST AS NEEDED TO BUILD UNDER TRAFFIC.
 4. OVERLAY EXISTING SOUTH BOUND LANE.
 5. BUILD CHERRY LAUREL APPROACH.





RELOCATE BEGIN/END CONSTRUCTION SIGNS FOR THIS PHASE OF KANIS IMPROVEMENTS

RELOCATE BEGIN/END CONSTRUCTION SIGNS FOR THIS PHASE OF KANIS IMPROVEMENTS

PROP. KANIS RD. STA 48+00

PROP. KANIS RD. STA 37+00

SEE BOWMAN RD PLANS FOR MOT SIGNAGE

NOTE: LOCATIONS OF ALL ADVANCE SIGNS ALONG SIDE ROADS SHALL BE PLACED AT A MINIMUM OF 500 FT.



CITY OF LITTLE ROCK, ARKANSAS
KANIS ROAD

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGNS

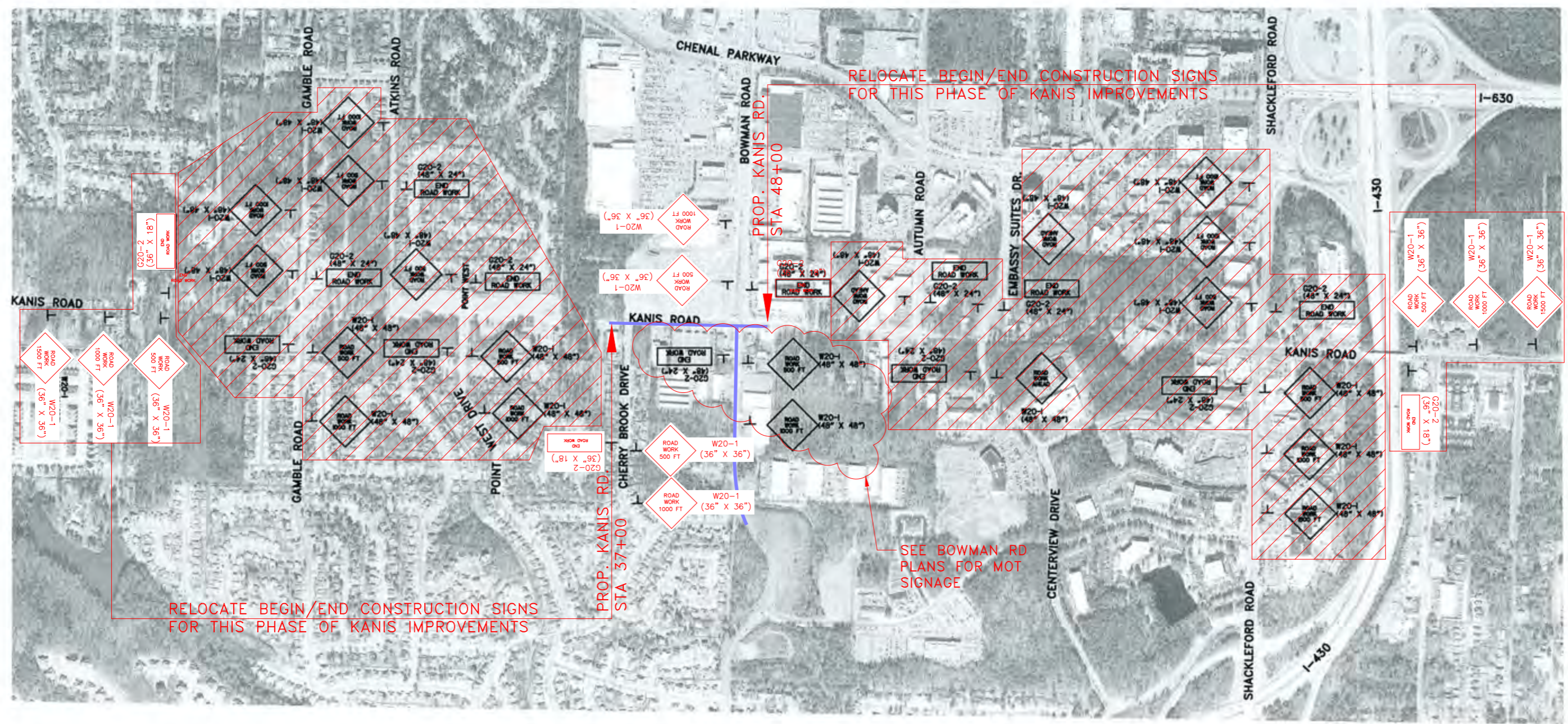
DEPARTMENT OF PUBLIC WORKS
CIVIL ENGINEERING
701 W. MARKHAM
LITTLE ROCK, ARKANSAS 72201

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
JUSTIN G. TOMLESKY

3-15-17

DRAWN BY	RFR
DESIGNED	RFR
CHECKED	KGT
DATE	02 / 24 / 17
SCALE	NTS
PROJECT NO.	13-B-5D-6A
SHEET NO.	C11.2

REVISIONS	DATE



RELOCATE BEGIN/END CONSTRUCTION SIGNS FOR THIS PHASE OF KANIS IMPROVEMENTS

RELOCATE BEGIN/END CONSTRUCTION SIGNS FOR THIS PHASE OF KANIS IMPROVEMENTS

PROP. KANIS RD.
STA 48+00

PROP. KANIS RD.
STA 37+00

SEE BOWMAN RD PLANS FOR MOT SIGNAGE

NOTE: LOCATIONS OF ALL ADVANCE SIGNS ALONG SIDE ROADS SHALL BE PLACED AT A MINIMUM OF 500 FT.



CITY OF LITTLE ROCK, ARKANSAS
KANIS ROAD
MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGNS

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 11427
EUSTIN G. TOMBLEBY

3-15-17
DRAWN BY RFR
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DATE 02/24/17
SCALE NTS
PROJECT NO. 13-B-5D-6A
SHEET NO. C11.2

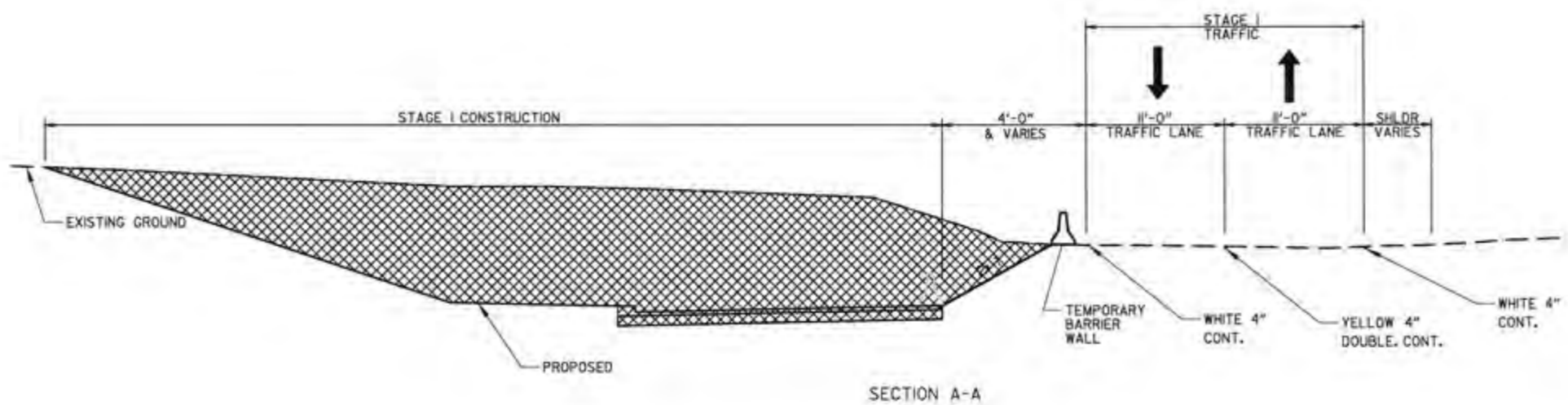
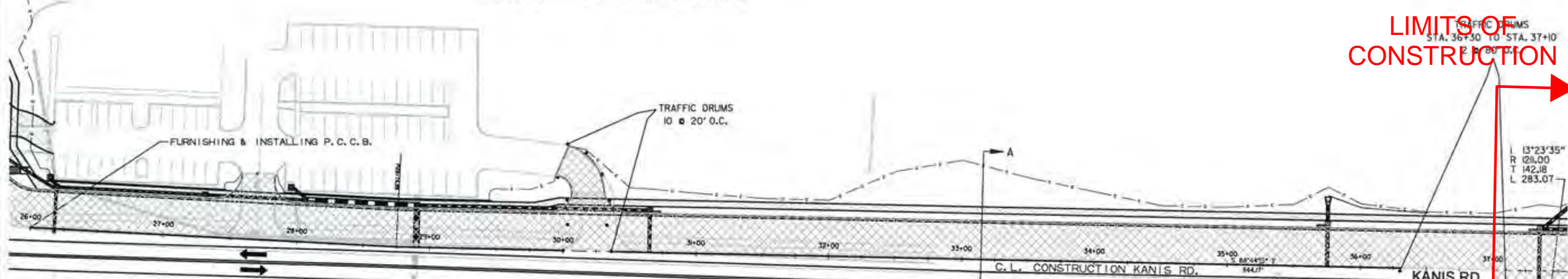
DENOTES PAVEMENT TO BE CONSTRUCTED

STAGE 1
CONSTRUCTION PAVEMENT MARKINGS
STA. 26+00 TO STA. 37+50
4" WHITE CONTINUOUS = 2300 LIN. FT.
4" DOUBLE YELLOW = 2300 LIN. FT.

STAGE 2
STA. 26+00 TO STA. 36+30
FURNISHING & INSTALLING P.C.C.B. = 1030 LIN. FT.

SEQUENCE OF CONSTRUCTION FOR KANIS RD.
FROM GAMBLE ROAD TO SHACKLEFORD ROAD

- STAGE 1 MAINTAIN EB & WB TRAFFIC ON EXISTING KANIS RD. CONSTRUCT PORTIONS OF KANIS RD. ROADWAY
- STAGE 2 ROUTE EB & WB TRAFFIC TO NEWLY CONSTRUCTED PAVEMENT CONSTRUCT REMAINING PORTIONS OF KANIS RD. ROADWAY
- STAGE 3 PLACEMENT OF FINAL LAYER OF SURFACE PLACEMENT OF PERMANENT PAVEMENT MARKINGS



LIMITS OF CONSTRUCTION

LIMITS OF CONSTRUCTION

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
KANIS ROAD
MAINTENANCE OF TRAFFIC - STAGE 1
KANIS ROAD SHEET 3

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
EVYIN G. TORRES

3-15-17
DRAWN BY RFR
DESIGNED RFR
CHECKED KGT
DATE 02/24/17
SCALE 1" = 80'
PROJECT NO. 13-B-5D-6A
SHEET NO. C11.3

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 MAINTENANCE OF TRAFFIC - STAGE 1
 KANIS ROAD SHEET 4

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

STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11427
 KEVIN G. TORLESSEY

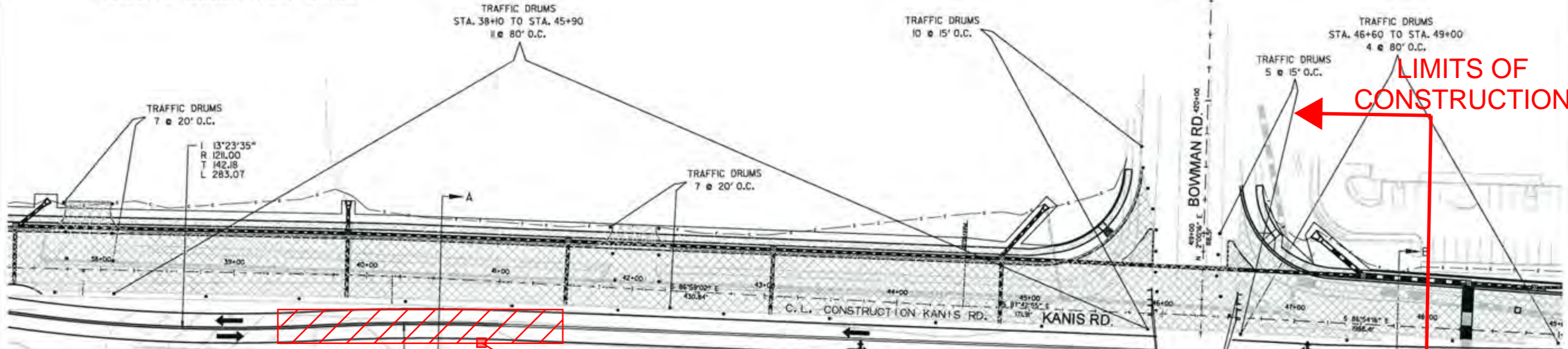
3-15-17
 DRAWN BY RFR
 DESIGNED RFR
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 DATE 02/24/17
 SCALE 1" = 80'
 PROJECT NO. 13-B-5D-6A
 SHEET NO. C11.4

DENOTES PAVEMENT TO BE CONSTRUCTED

STAGE 1
 CONSTRUCTION PAVEMENT MARKINGS
 STA. 37+50 TO STA. 49+00
 4" WHITE CONTINUOUS = 2184 LIN. FT.
 4" DOUBLE YELLOW = 2184 LIN. FT.

SEQUENCE OF CONSTRUCTION FOR KANIS RD.
 FROM GAMBLE ROAD TO SHACKLEFORD ROAD

- STAGE 1
 MAINTAIN EB & WB TRAFFIC ON EXISTING KANIS RD.
 CONSTRUCT PORTIONS OF KANIS RD. ROADWAY
- STAGE 2
 ROUTE EB & WB TRAFFIC TO NEWLY CONSTRUCTED PAVEMENT
 CONSTRUCT REMAINING PORTIONS OF KANIS RD. ROADWAY
- STAGE 3
 PLACEMENT OF FINAL LAYER OF SURFACE
 PLACEMENT OF PERMANENT PAVEMENT MARKINGS



CHERRY BROOK

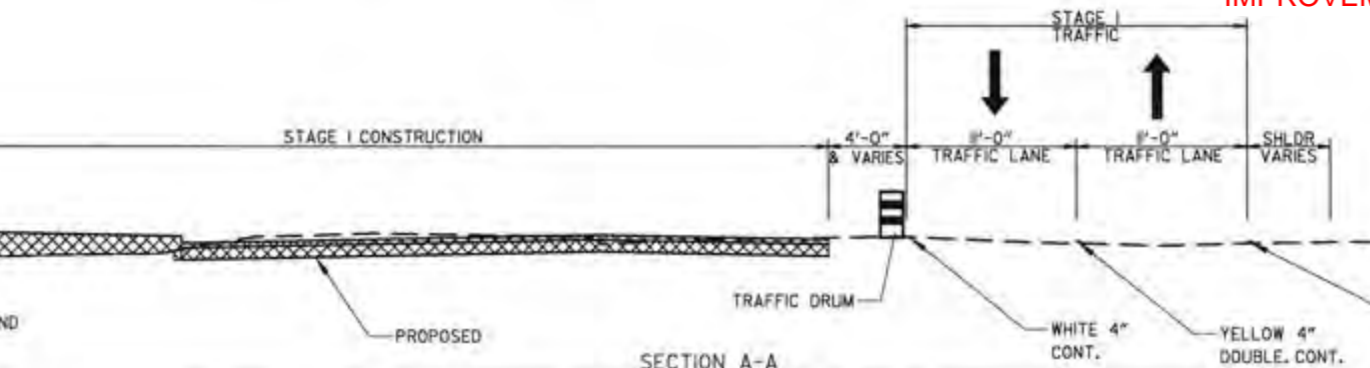
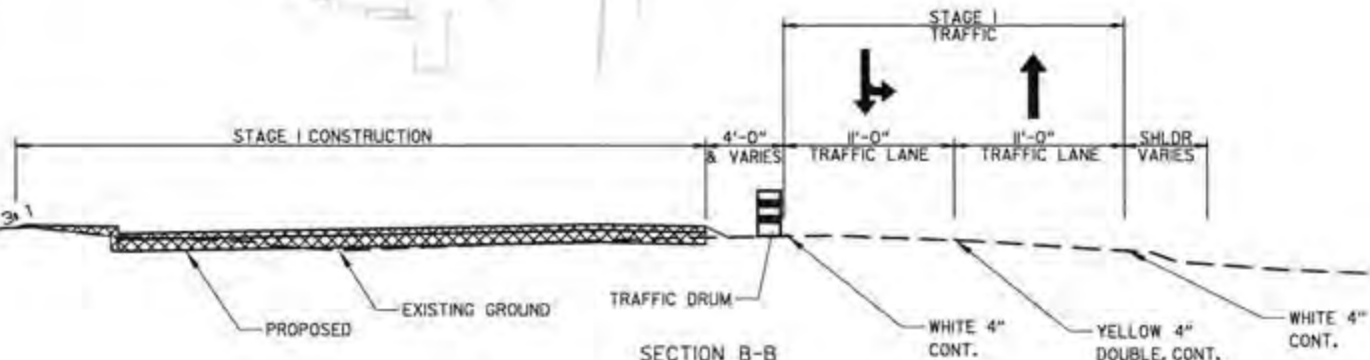
REFER TO ADVANCE WARNING SIGN DETAIL

PATCH & IMPROVE SECTION BEFORE RELOCATING TRAFFIC

LIMITS OF CONSTRUCTION

LIMITS OF CONSTRUCTION

PHASE I BOWMAN RD IMPROVEMENTS SHEET C11.0

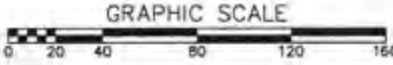


REFER TO ADVANCE WARNING SIGN DETAIL

BOWMAN RD. 429+00

ROAD CLOSED

REFER TO ADVANCE WARNING SIGN DETAIL



REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
KANIS ROAD
 MAINTENANCE OF TRAFFIC - STAGE 2
 KANIS ROAD SHEET 4

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

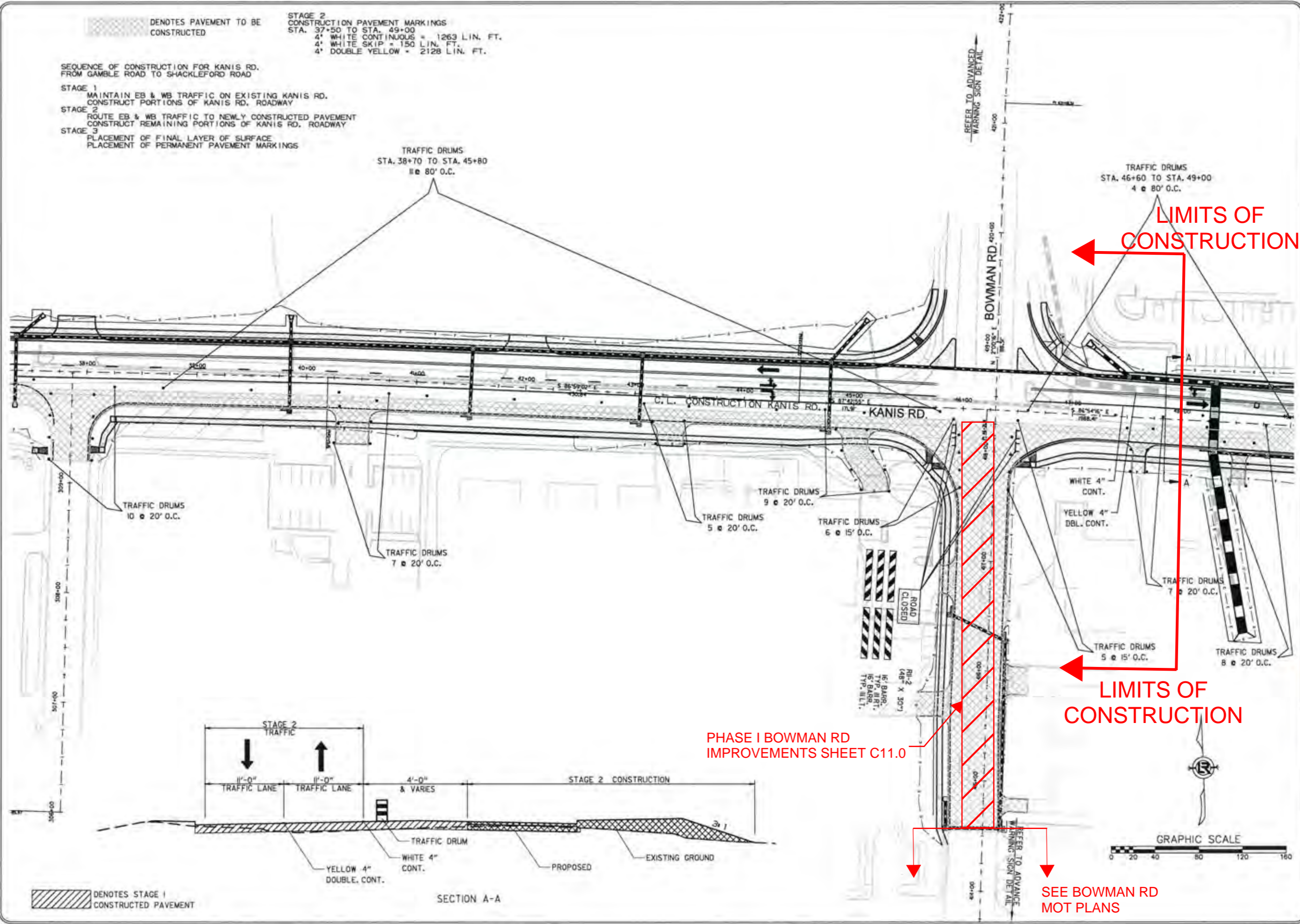
STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 No. 11-07
 KEVIN G. TOMBLEY

3-15-17
 DRAWN BY RFR
 DESIGNED RFR
 CHECKED KGT
 DATE 02/24/17
 SCALE 1" = 80'
 PROJECT NO. 13-B-5D-6A
 SHEET NO. **C11.5**

STAGE 2
 CONSTRUCTION PAVEMENT MARKINGS
 STA. 37+50 TO STA. 49+00
 4" WHITE CONTINUOUS = 1263 LIN. FT.
 4" WHITE SKIP = 150 LIN. FT.
 4" DOUBLE YELLOW = 2128 LIN. FT.

SEQUENCE OF CONSTRUCTION FOR KANIS RD.
 FROM GAMBLE ROAD TO SHACKLEFORD ROAD

- STAGE 1
 MAINTAIN EB & WB TRAFFIC ON EXISTING KANIS RD.
 CONSTRUCT PORTIONS OF KANIS RD. ROADWAY
- STAGE 2
 ROUTE EB & WB TRAFFIC TO NEWLY CONSTRUCTED PAVEMENT
 CONSTRUCT REMAINING PORTIONS OF KANIS RD. ROADWAY
- STAGE 3
 PLACEMENT OF FINAL LAYER OF SURFACE
 PLACEMENT OF PERMANENT PAVEMENT MARKINGS



LIMITS OF CONSTRUCTION

LIMITS OF CONSTRUCTION

PHASE I BOWMAN RD IMPROVEMENTS SHEET C11.0

SEE BOWMAN RD MOT PLANS

DENOTES STAGE 1 CONSTRUCTED PAVEMENT

SECTION A-A

TRAFFIC SIGNAL NOTES

- PERFORM ELECTRICAL WORK IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2014) NATIONAL ELECTRICAL CODE, NFPA 101 (2012) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
- EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (EGC) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND EGC 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.
- ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY 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 USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'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 AWG 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.
- CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
- 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.
- CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
- ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARDS AND DETAILS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
- 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 DETAILS MAY BE USED. ALL BORED CONDUIT SHALL BE SCHEDULE 80 HDPE, WITH NO UNDERGROUND SPLICES.
- TRAFFIC SIGNAL POLES SHALL BE GALVANIZED WITH STEEL HAND HOLE COVER. BACKPLATES SHALL BE METAL AND SUPPLIED FOR ALL SIGNAL HEADS.
- PAVEMENT MARKING SHOWN FOR REFERENCE ONLY. SEE PAVEMENT MARKING PLAN SHEETS.
- 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 SPECIAL DETAILS). PAYMENT WILL BE INCLUDED IN SECTION 714, AHTD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE 3" DIAMETER UNLESS SPECIFIED ON PLANS.
- CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
- 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.
- 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, 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 21' SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL 6 FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
- THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS 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.
- 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.
- 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.
- CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO ISMA STANDARDS.
- 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.
- TRAFFIC SIGNAL CONTRACTOR MUST NOTIFY 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.
- 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.
- CONTROLLER AND COMMUNICATIONS SHALL BE COMPATIBLE WITH AND CONNECTED TO EXISTING COMMUNICATION FOR THE CITY OF LITTLE ROCK.

GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON THE PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

NOTE:

- EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (EGC) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND EGC 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.
- CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
- ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS HIGHWAY AND TRASPORTATION DEPARTMENT STANDARDS AND DETAILS AND WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOND AS SHOWN IN THE DETAILS MAY BE USED.
- TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES FOR ALL SIGNAL HEADS SHALL BE INCLUDED AND CONSIDERED SUBSIDIARY TO THE TRAFFIC SIGNAL HEADS. TRAFFIC SIGNAL AND PEDESTRIAN SIGNAL HEADS SHALL BE LED.
- POWER CONDUCTORS (3C-14) SHALL BE CONSIDERED SUBSIDIARY TO TYPE 6 CAT 5E VIDEO CABLE.
- STREET LIGHT FIXTURES SHALL BE LEOTEK MODEL GC1-60F-MV-NW-3-GY-700 145 WATT TYPE III WITH CONSTANT LIGHT OUTPUT DRIVER, BUBBLE LEVEL, PHOTO ELECTRIC CELL, ANSI/NEMA LABEL, GREY FINISH OR APPROVED EQUAL, AND 10 YEAR WARRANTY. ALL STREET LIGHT FIXTURES SHALL BE GROUNDED TO POLE BASE VIA 1C-#12EGC SOLID COPPER WIRE AND BE CONSIDERED SUBSIDIARY TO INSTALLATION OF 2C-12AWG ELECTRICAL CONDUCTOR FOR LUMINAIRES.
- CABINET BASE SHALL BE QUAZITE WITH Poured CONCRETE 4'X6' PAD IN FRONT OF BASE.
- VIDEO PROCESSOR SHALL BE RHYTHM ENGINEERING InSync BRAND. CONTACT RHYTHM ENGINEERING (913) 227-0603
- UBIQUITY 5-PORT TOUGH SWITCH SHALL BE SUBSIDIARY TO UBIQUITY NSM5 ETHERNET RADIO.

REVISIONS DATE

CITY OF LITTLE ROCK, ARKANSAS
BOWMAN ROAD RECONSTRUCTION

SIGNAL PLAN

DEPARTMENT OF PUBLIC WORKS
CIVIL ENGINEERING
701 W. MARKHAM

LITTLE ROCK, ARKANSAS 72201



DRAWN BY

KLL
DESIGNED
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CHECKED
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DATE
12-11-2020
SCALE
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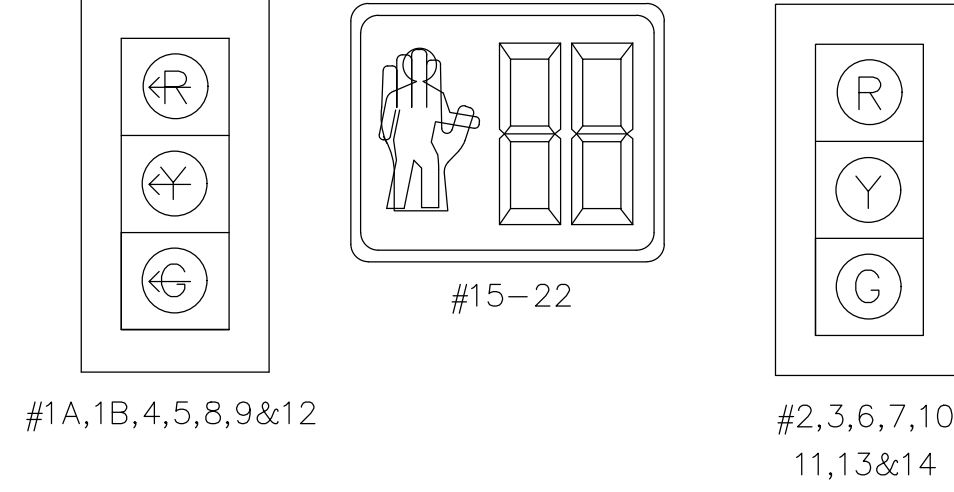
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TRAFFIC SIGNAL QUANTITIES

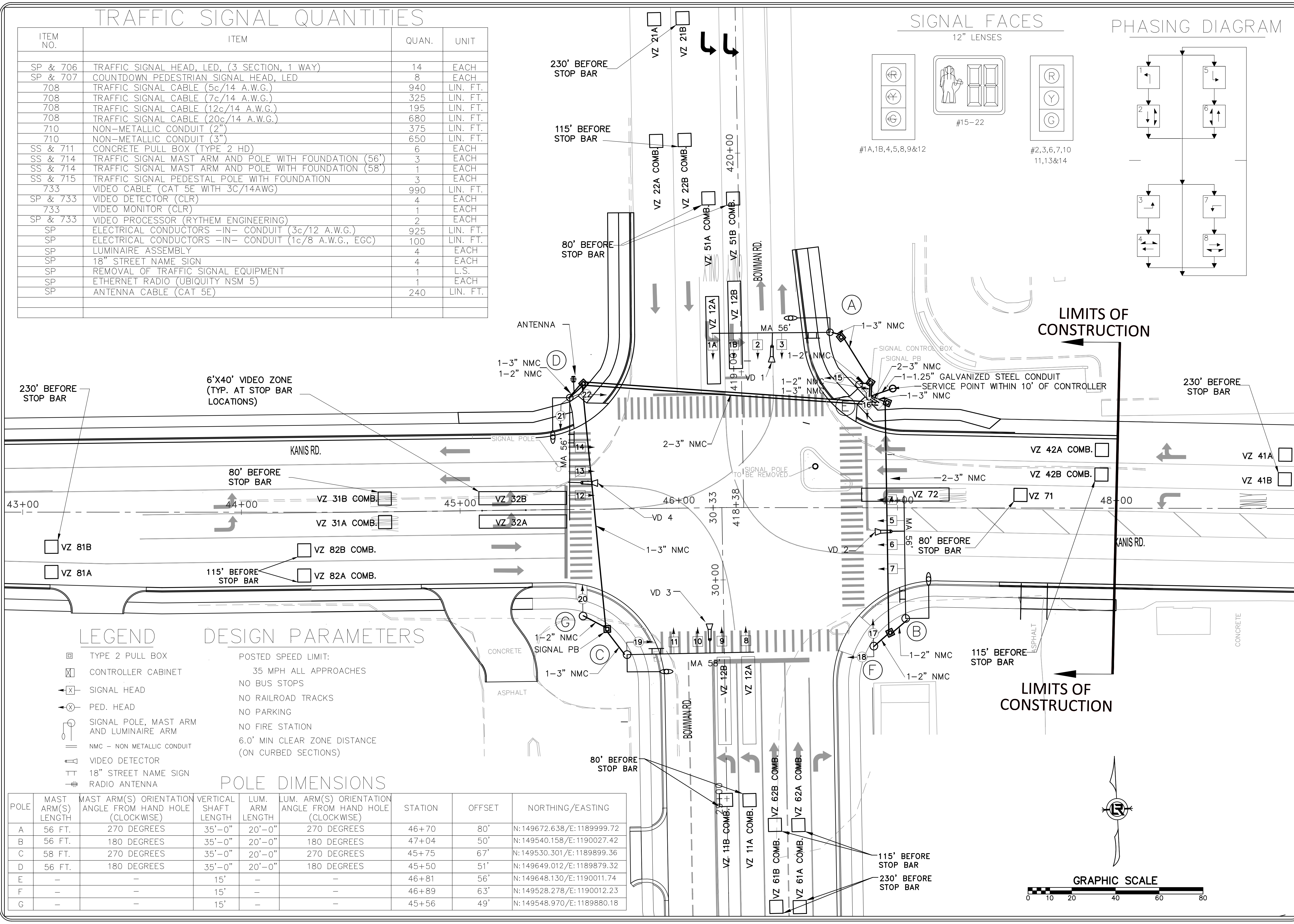
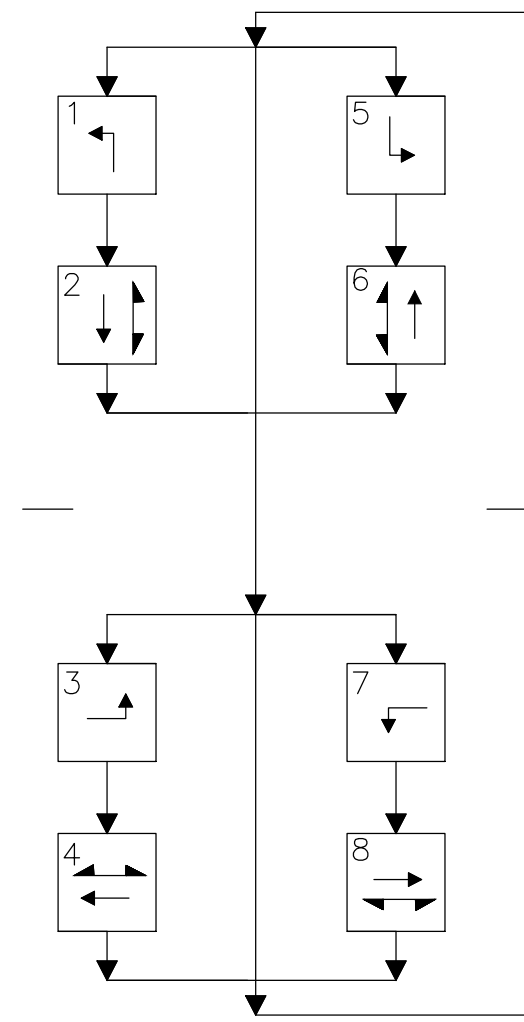
ITEM NO.	ITEM	QUAN.	UNIT
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	14	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5c/14 A.W.G.)	940	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7c/14 A.W.G.)	325	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12c/14 A.W.G.)	195	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20c/14 A.W.G.)	680	LIN. FT.
710	NON-METALLIC CONDUIT (2")	375	LIN. FT.
710	NON-METALLIC CONDUIT (3")	650	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (56')	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')	1	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
733	VIDEO CABLE (CAT 5E WITH 3C/14AWG)	990	LIN. FT.
SP & 733	VIDEO DETECTOR (CLR)	4	EACH
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR (RYTHEM ENGINEERING)	2	EACH
SP	ELECTRICAL CONDUCTORS -IN- CONDUIT (3c/12 A.W.G.)	925	LIN. FT.
SP	ELECTRICAL CONDUCTORS -IN- CONDUIT (1c/8 A.W.G., EGC)	100	LIN. FT.
SP	LUMINAIRE ASSEMBLY	4	EACH
SP	18" STREET NAME SIGN	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1	L.S.
SP	ETHERNET RADIO (UBIQUITY NSM 5)	1	EACH
SP	ANTENNA CABLE (CAT 5E)	240	LIN. FT.

SIGNAL FACES

12" LENSES



PHASING DIAGRAM



LEGEND

- ☐ TYPE 2 PULL BOX
- ☒ CONTROLLER CABINET
- ⬆️ SIGNAL HEAD
- ⬆️ PED. HEAD
- ⊕ SIGNAL POLE, MAST ARM AND LUMINAIRE ARM
- || NMC - NON METALLIC CONDUIT
- ⚡ VIDEO DETECTOR
- TT 18" STREET NAME SIGN
- ⊕ RADIO ANTENNA

DESIGN PARAMETERS

- POSTED SPEED LIMIT: 35 MPH ALL APPROACHES
- NO BUS STOPS
- NO RAILROAD TRACKS
- NO PARKING
- NO FIRE STATION
- 6.0' MIN CLEAR ZONE DISTANCE (ON CURBED SECTIONS)

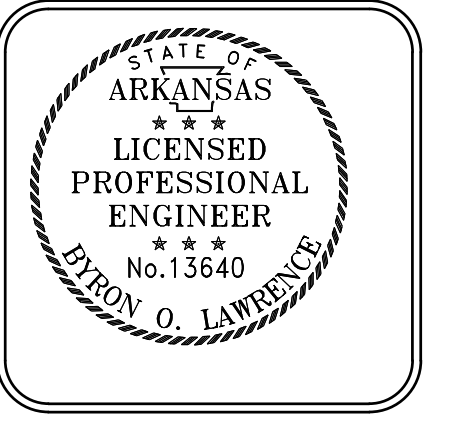
POLE DIMENSIONS

POLE	MAST ARM(S) LENGTH	MAST ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUM. ARM LENGTH	LUM. ARM(S) ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION	OFFSET	NORTHING/EASTING
A	56 FT.	270 DEGREES	35'-0"	20'-0"	270 DEGREES	46+70	80'	N:149672.638/E:1189999.72
B	56 FT.	180 DEGREES	35'-0"	20'-0"	180 DEGREES	47+04	50'	N:149540.158/E:1190027.42
C	58 FT.	270 DEGREES	35'-0"	20'-0"	270 DEGREES	45+75	67'	N:149530.301/E:1189899.36
D	56 FT.	180 DEGREES	35'-0"	20'-0"	180 DEGREES	45+50	51'	N:149649.012/E:1189879.32
E	-	-	15'	-	-	46+81	56'	N:149648.130/E:1190011.74
F	-	-	15'	-	-	46+89	63'	N:149528.278/E:1190012.23
G	-	-	15'	-	-	45+56	49'	N:149548.970/E:1189880.18

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CITY OF LITTLE ROCK, ARKANSAS
BOWMAN ROAD RECONSTRUCTION
SIGNAL PLAN

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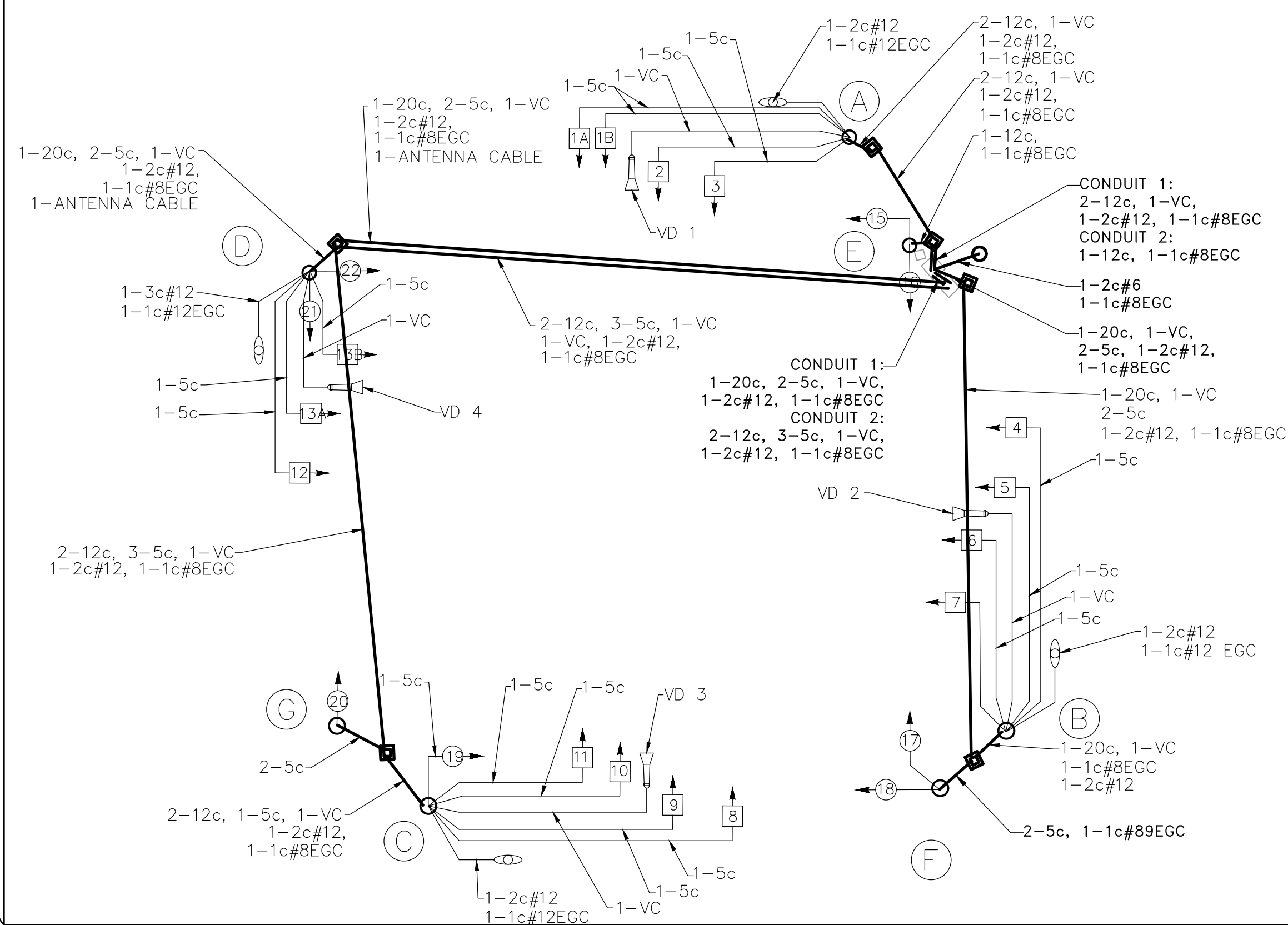
DETECTOR CHART

DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			VIDEO DET. TUBE LENGT H	COMMENT
DETECTOR ID. #	DIRECTION & LOCATION	TYPE	DET. #	CAB. TRM. #	AMP. CHN. #	CON. INP. #	LOCAL PHS.	SYS. DET. #	MSTR. SYS. DET. #		
VZ 11A & VZ 11B	NB FAR	COMB.			1	V9	1	1		23"	VD1
VZ 12A & VZ 12B	NB NEAR	LOCAL			2	V1	1			23"	VD1
VZ 21A & VZ 21B	SB FAR	LOCAL			5	V10	1			23"	VD3
VZ 22A & VZ 22B	SB NEAR	COMB.			6	V2	2	2		23"	VD3
VZ 31A & VZ 31B	EB FAR	COMB.			9	V11	3	3		23"	VD2
VZ 32A & VZ 32B	EB NEAR	LOCAL			10	V3	3			23"	VD2
VZ 41A & VZ 41B	WB FAR	LOCAL			13	V12	4			23"	VD4
VZ 42A & VZ 42B	WB NEAR	COMB.			14	V4	4	4		23"	VD4
VZ 51A & VZ 51B	SB FAR	COMB.			7	V13	5	5		23"	VD3
VZ 52A & VZ 52B	SB NEAR	LOCAL			8	V5	5			23"	VD3
VZ 61A & VZ 61B	NB FAR	LOCAL			3	V14	6			23"	VD1
VZ 62A & VZ 62B	NB NEAR	COMB.			4	V6	6	6		23"	VD1
VZ 71	WB FAR	COMB.			11	V15	7	7		23"	VD4
VZ 72	WB NEAR	LOCAL			12	V7	7			23"	VD4
VZ 81A & VZ 82B	EB FAR	LOCAL			15	V15	8			23"	VD2
VZ 82A & VZ 82B	EB NEAR	COMB.			16	V8	8	8		23"	VD2
PB 2	S - N	PED.				P2	2			23"	
PB 4	E - W	PED.				P4	4			23"	
PB 6	N - S	PED.				P6	6			23"	
PB 8	W - E	PED.				P8	8			23"	

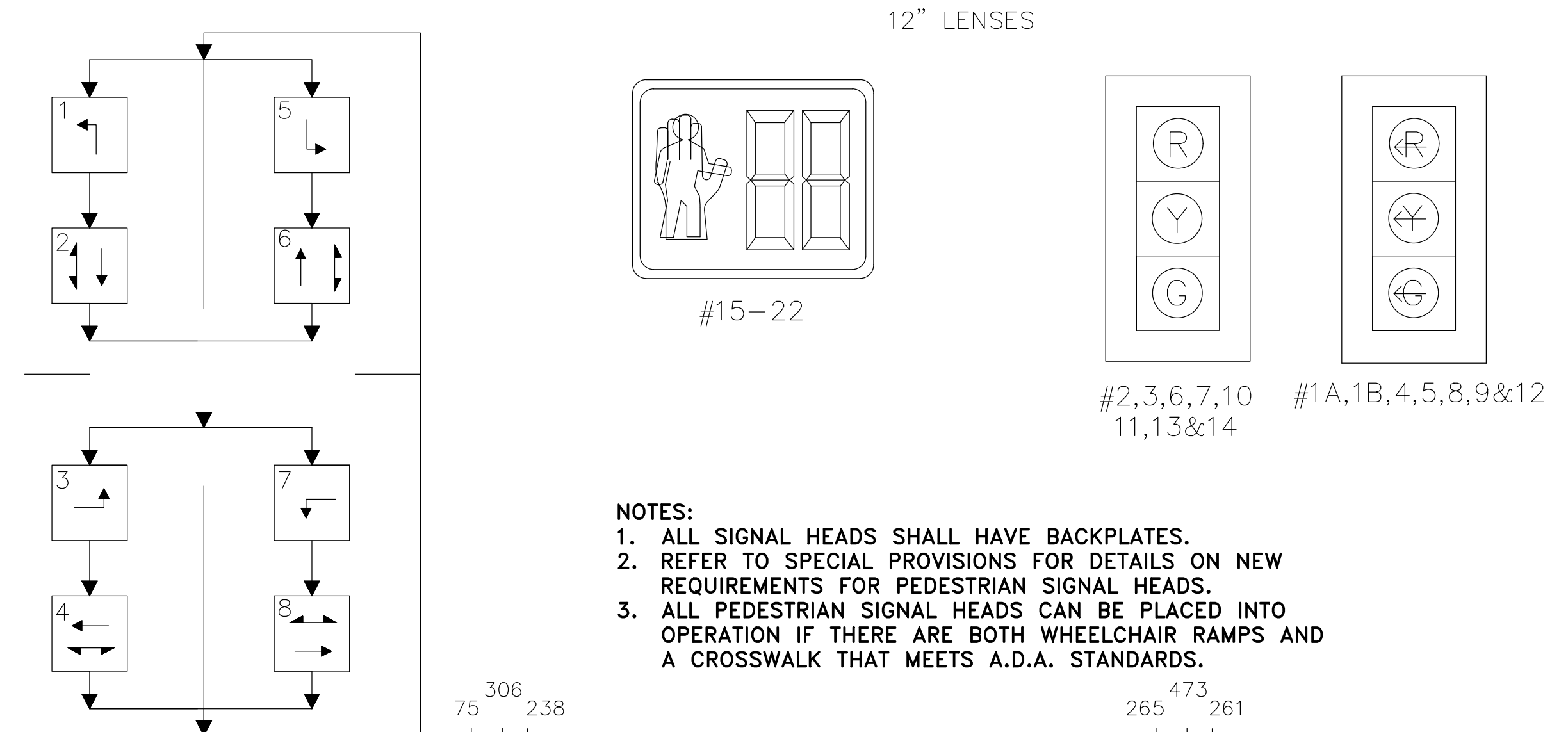
CONTROLLER INPUT ABBREVIATIONS: SPARE AMP. CHN. #17,18,19,&20

- V= VEHICLE INPUT
- D= SYSTEM OR AUXILIARY INPUT
- P= PEDESTRIAN INPUT

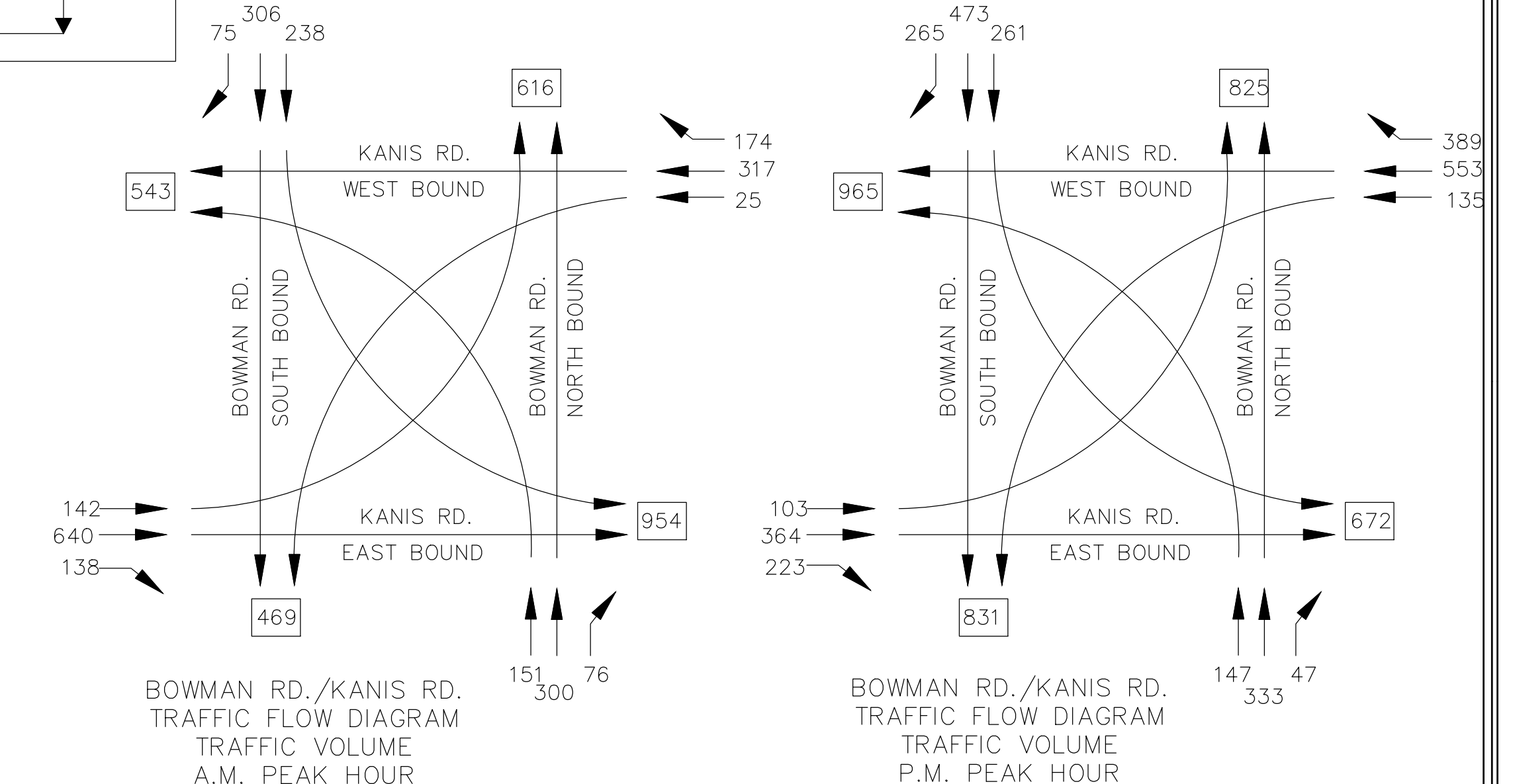
NOTE: "AMP=" REFERS TO THE DETECTOR RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DEIGNATE
EXAMPLE: V9= SYSTEM DETECTOR 1 . V10- SYSTEM DETECTOR 2



PHASING DIAGRAM SIGNAL FACES



- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISIONS FOR DETAILS ON NEW 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. STANDARDS.



SIGNAL FACES	INTERVAL CHART															CONST. FLASH SEQ.	OPER. FLASH SEQ.	
	1+5	CLR	1+6	CLR	2+5	CLR	2+6	CLR	3+7	CLR	3+8	CLR	4+7	CLR	4+8			CLR
1A, 1B	←G	*	←G	*	R	R	R	R	R	R	R	R	R	R	R	R	R	R
2, 3	R	R	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R
4, 5	R	R	R	R	R	R	R	R	R	←G	*	←G	*	R	R	R	R	R
6, 7	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	G	Y	Y
8, 9	←G	*	R	R	←G	*	R	R	R	R	R	R	R	R	R	R	R	R
10, 11	R	R	R	R	G	Y	G	Y	R	R	R	R	R	R	R	R	R	R
12	R	R	R	R	R	R	R	R	←G	*	R	R	←G	*	R	R	R	R
13A, 13B	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	G	Y	Y	R
16, 17				W				W										BLK
20, 21						W		W										BLK
18, 19													W		W			BLK
15, 22														W		W		BLK

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

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
BOWMAN ROAD RECONSTRUCTION
SIGNAL PLAN

DEPARTMENT OF PUBLIC WORKS
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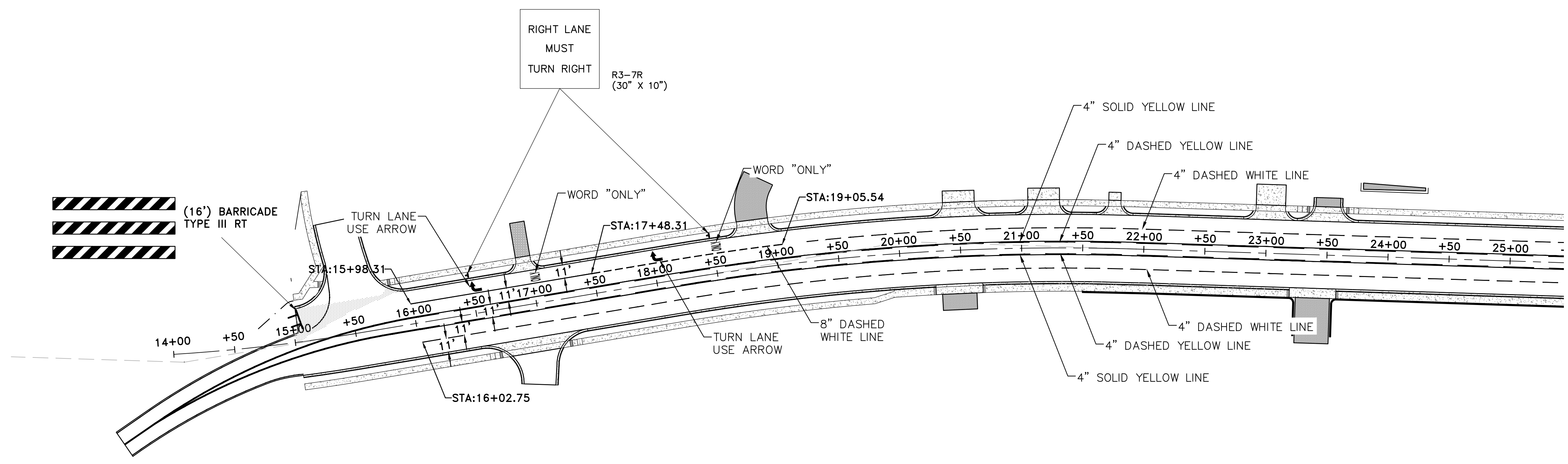
REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
 SIGNAGE AND MARKING PLAN (1)

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

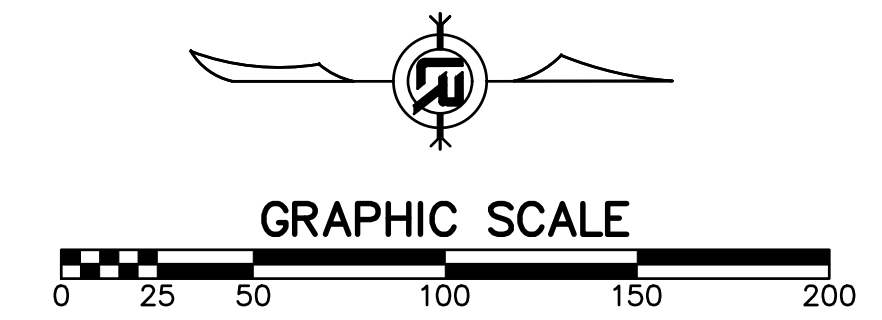
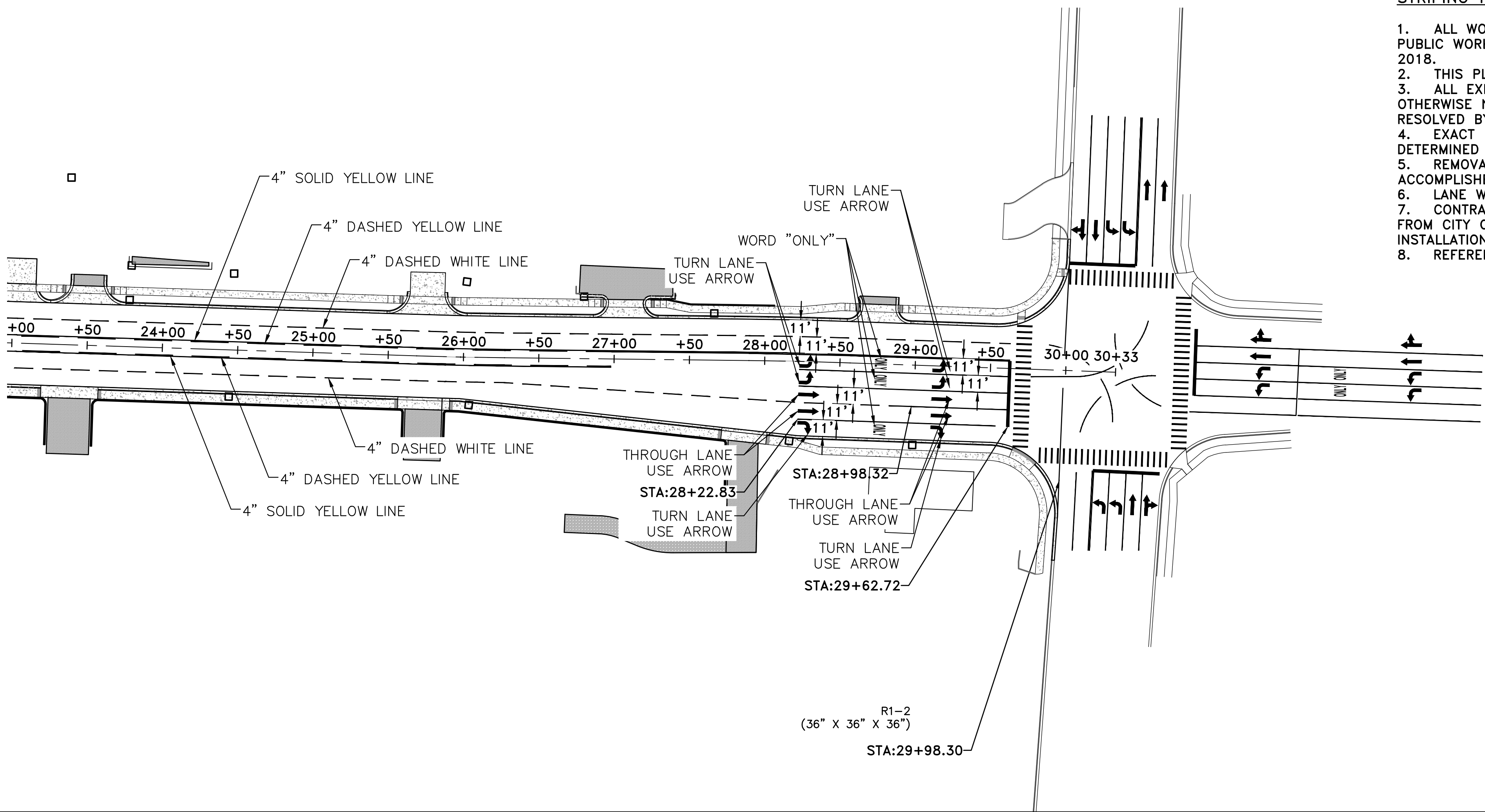


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 KLL
 DESIGNED
 KLL
 CHECKED
 BOL
 DATE
 12-11-2020
 SCALE
 1"=50'
 PROJECT NO.
 CLR 6-15-ST-249
 SHEET NO.
C13.0



STRIPING PLAN NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF LITTLE ROCK PUBLIC WORKS PROJECT DESIGN PLAN DEVELOPMENT GUIDELINES, DATED JULY 2018.
2. THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK ONLY.
3. ALL EXISTING SIGNING, STRIPING, AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED. CONFLICTS BETWEEN EXISTING AND PROPOSED SHALL BE RESOLVED BY THE ENGINEER.
4. EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. REMOVAL OF EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY SANDBLASTING OR OTHER APPROVED GRINDING METHOD.
6. LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
7. CONTRACTOR SHALL SPOT MARK FOR STRIPING LAYOUT AND OBTAIN APPROVAL FROM CITY OF LITTLE ROCK TRAFFIC ENGINEERING PRIOR TO PERMANENT INSTALLATION.
8. REFERENCE ARDOT PM1 STANDARD DETAIL FOR STANDARD STRIPING.



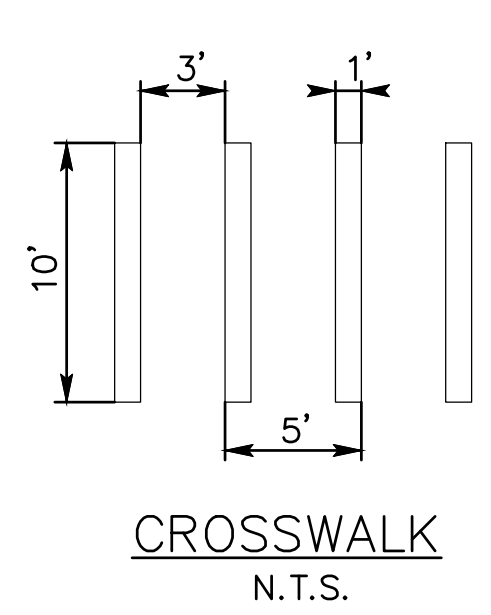
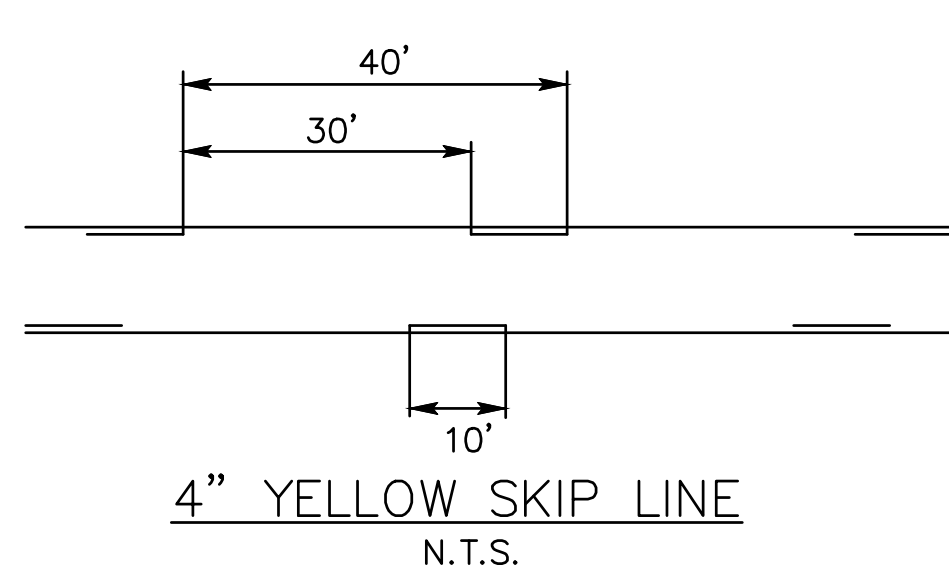
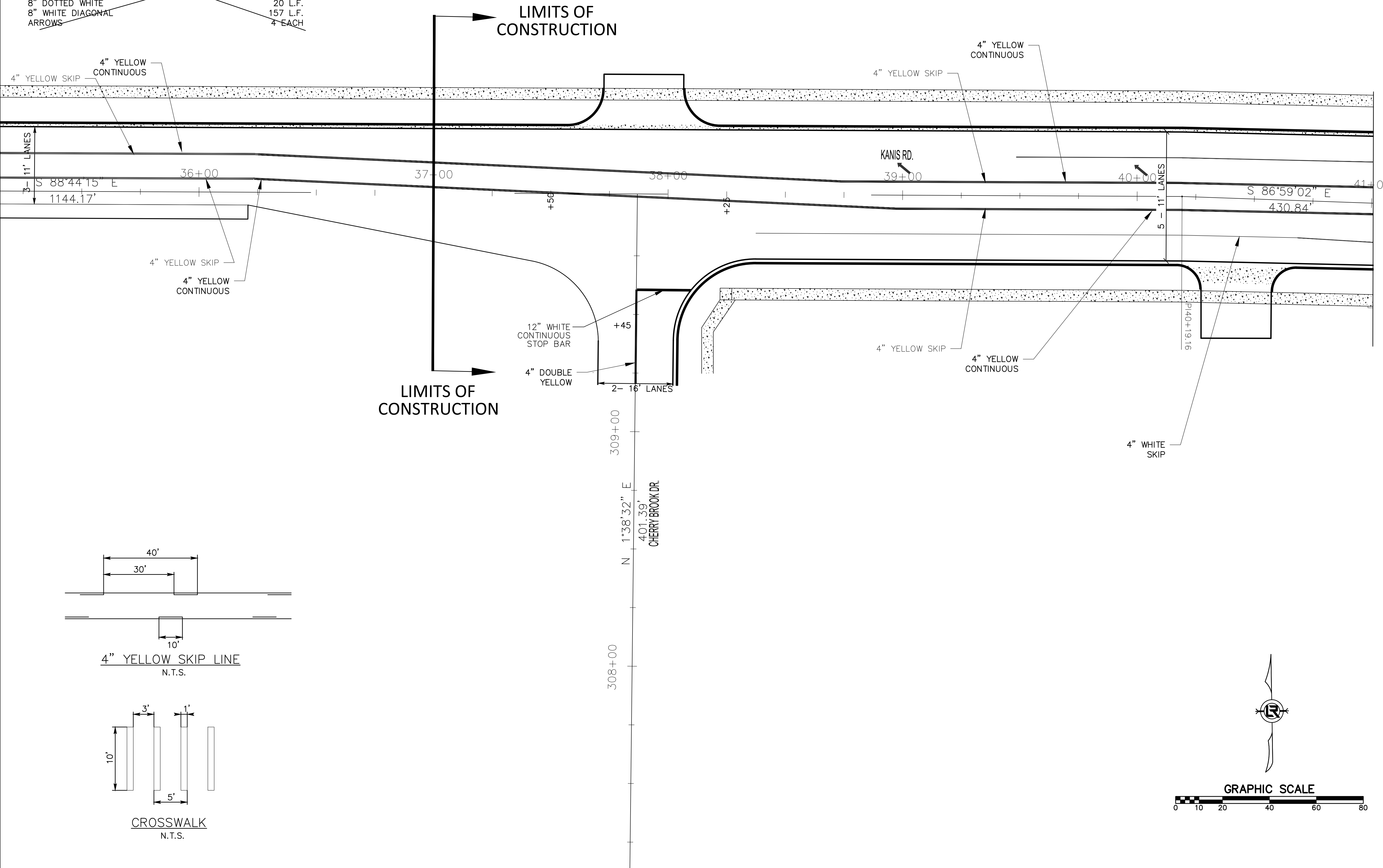
PERMANENT STRIPING QUANTITIES
KANIS RD. (STA. 37+00 TO STA. 40+75)

ITEM	QUANTITY
4" WHITE SKIP	20 L.F.
4" WHITE CONTINUOUS	800 L.F.
4" YELLOW CONTINUOUS	800 L.F.
4" YELLOW SKIP	240 L.F.
4" DOUBLE YELLOW	152 L.F.
8" DOTTED WHITE	20 L.F.
8" WHITE DIAGONAL	157 L.F.
ARROWS	4 EACH

PERMANENT STRIPING QUANTITIES
CHERRY BROOK DR. (STA. 309+00 TO STA. 309+75)

ITEM	QUANTITY
4" DBL. YELLOW CONTINUOUS	128 L.F.
12" WHITE CONTINUOUS STOP BAR	26 L.F.

CONTRACTOR SHALL SPOT MARK FOR STRIPING LAYOUT AND OBTAIN APPROVAL FROM THE CITY OF LITTLE ROCK TRAFFIC ENGINEERING PRIOR TO PERMANENT INSTALLATION.



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BOWMAN ROAD RECONSTRUCTION
STRIPING PLAN

DEPARTMENT OF PUBLIC WORKS
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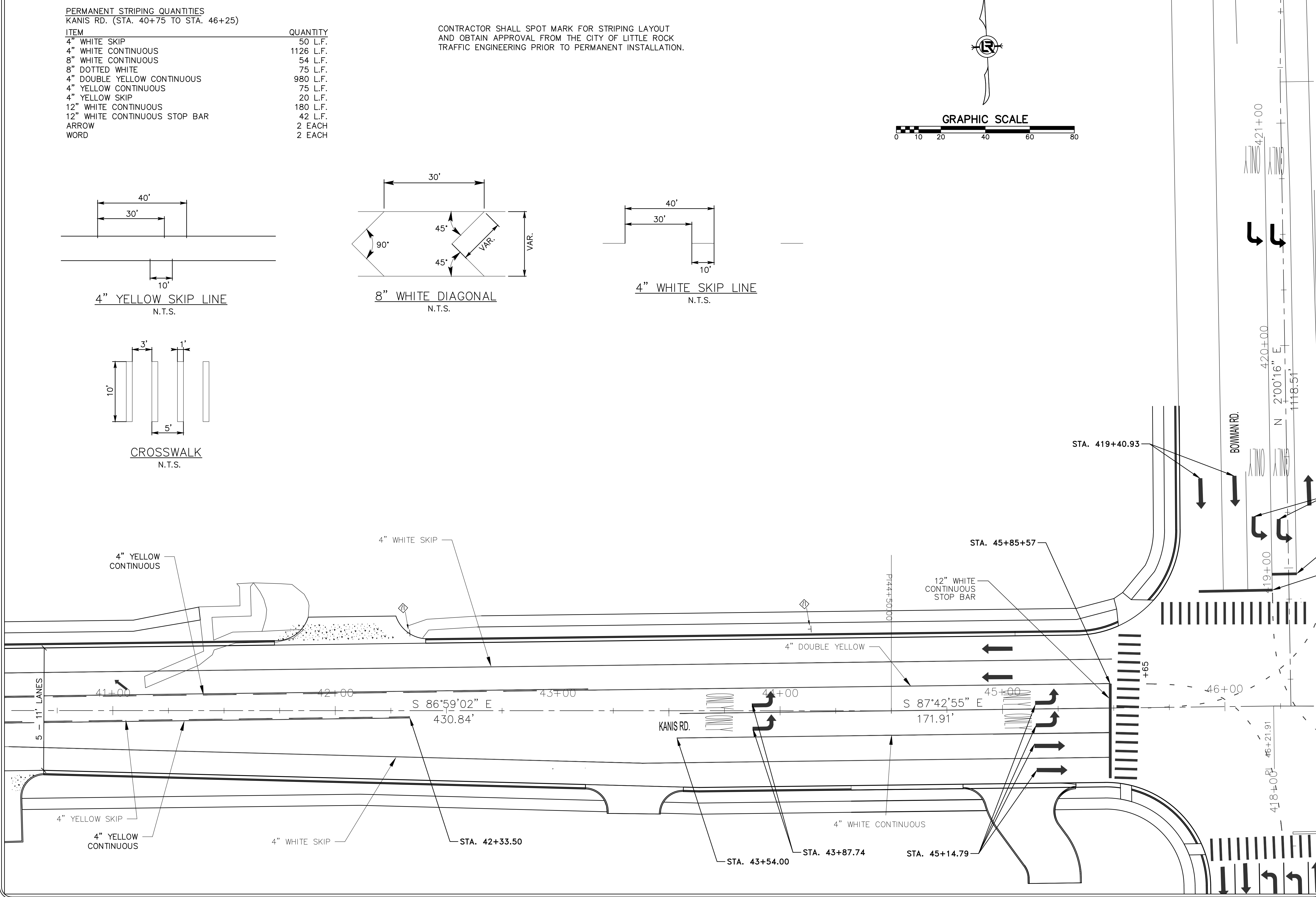
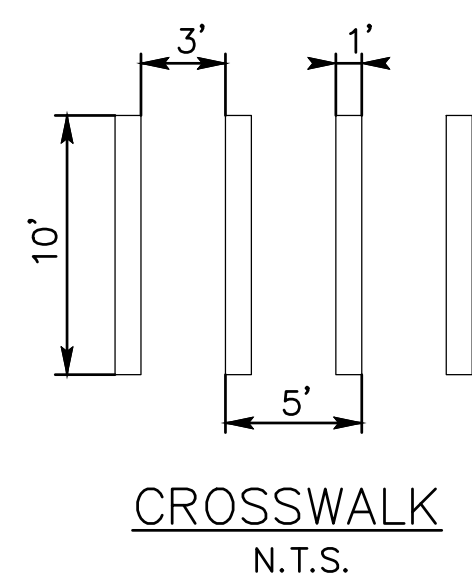
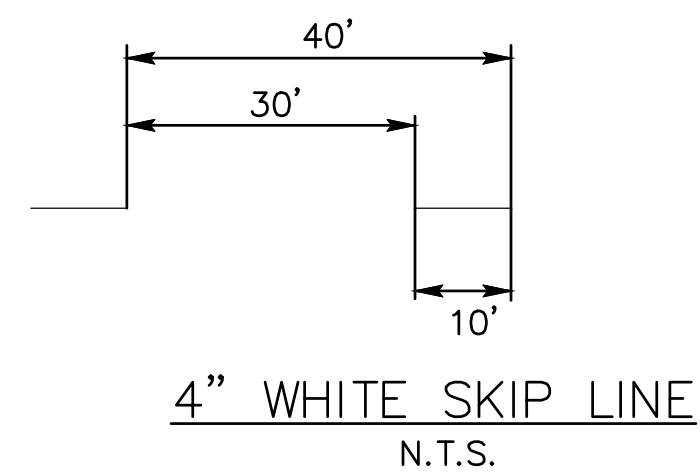
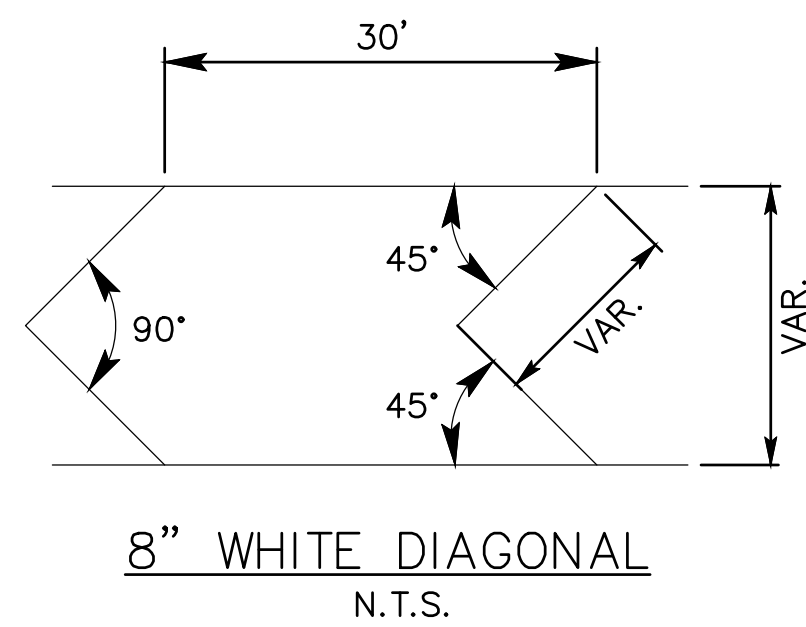
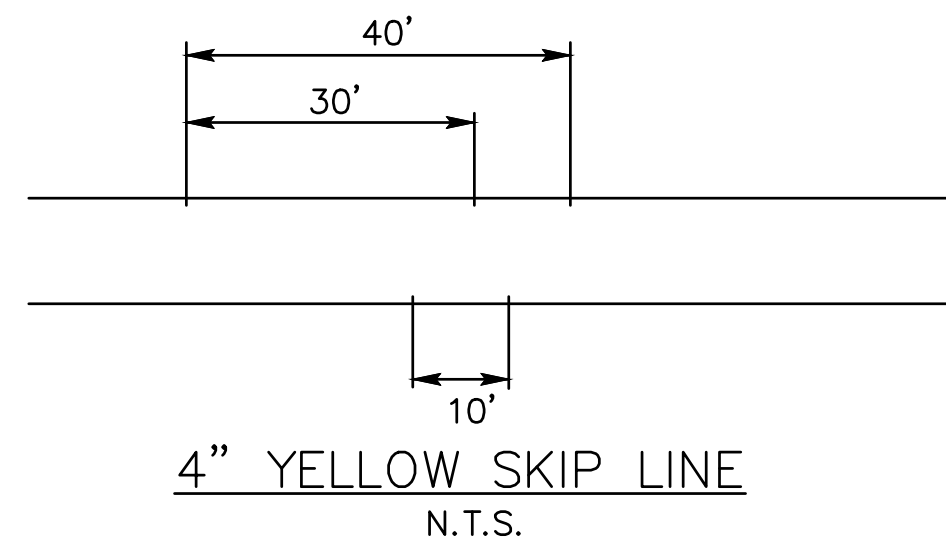
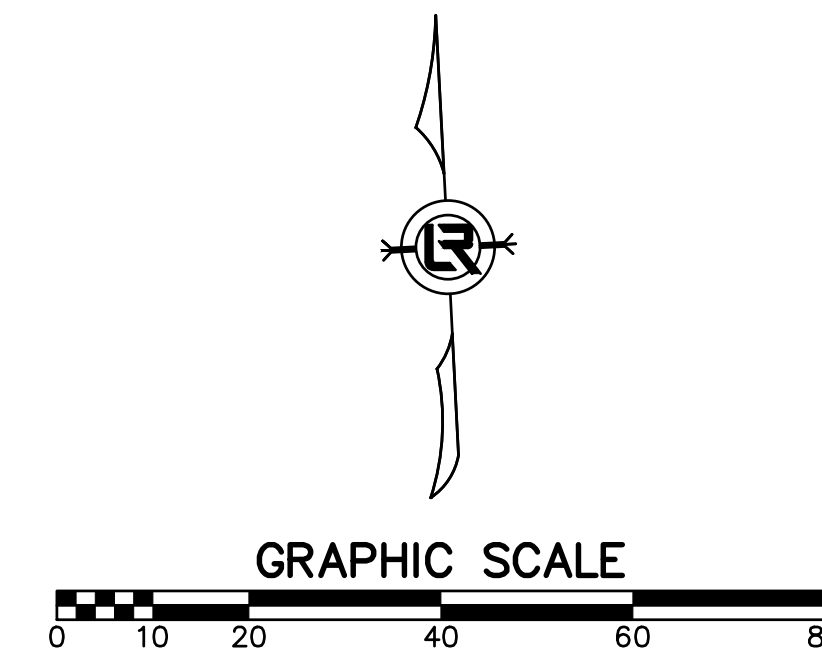
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V: 1"=5'
PROJECT NO.
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SHEET NO.
C13.1

REVISIONS	DATE

PERMANENT STRIPING QUANTITIES
KANIS RD. (STA. 40+75 TO STA. 46+25)

ITEM	QUANTITY
4" WHITE SKIP	50 L.F.
4" WHITE CONTINUOUS	1126 L.F.
8" WHITE CONTINUOUS	54 L.F.
8" DOTTED WHITE	75 L.F.
4" DOUBLE YELLOW CONTINUOUS	980 L.F.
4" YELLOW CONTINUOUS	75 L.F.
4" YELLOW SKIP	20 L.F.
12" WHITE CONTINUOUS	180 L.F.
12" WHITE CONTINUOUS STOP BAR	42 L.F.
ARROW	2 EACH
WORD	2 EACH

CONTRACTOR SHALL SPOT MARK FOR STRIPING LAYOUT AND OBTAIN APPROVAL FROM THE CITY OF LITTLE ROCK TRAFFIC ENGINEERING PRIOR TO PERMANENT INSTALLATION.



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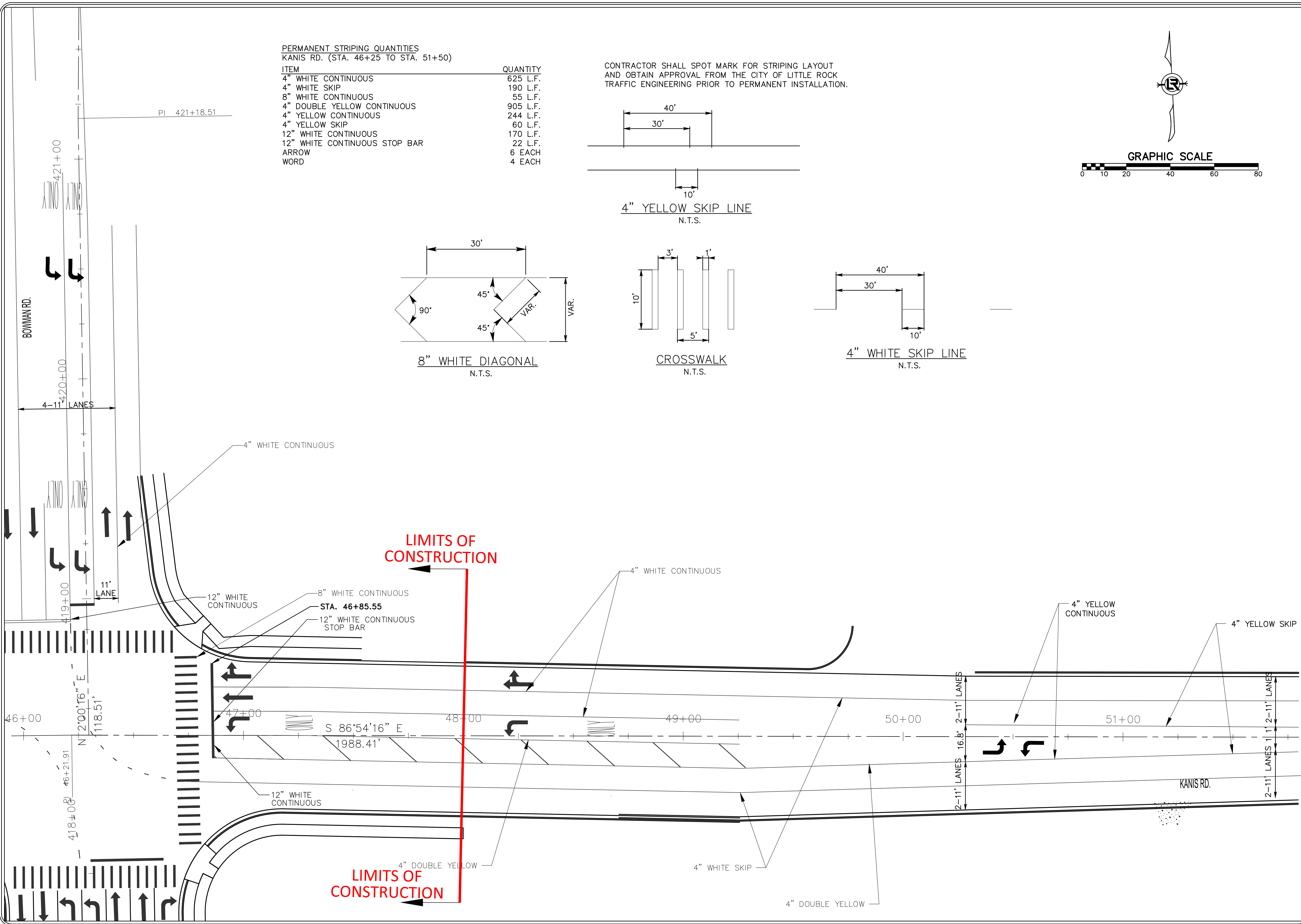
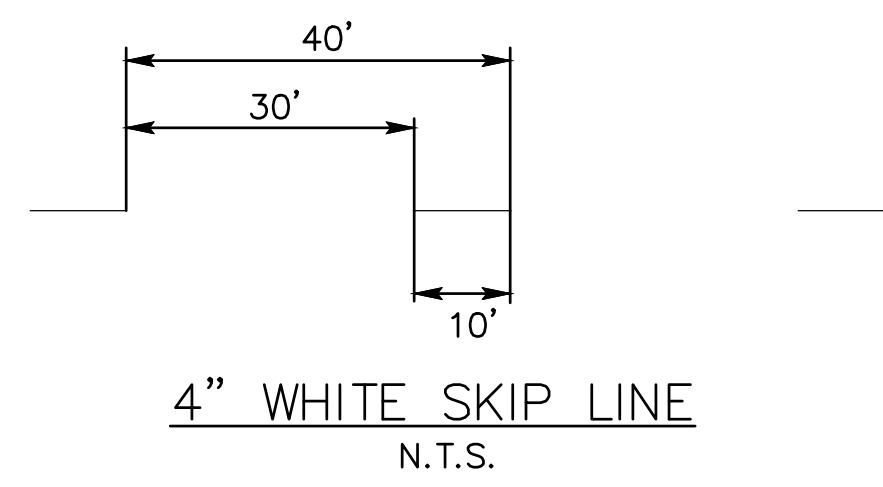
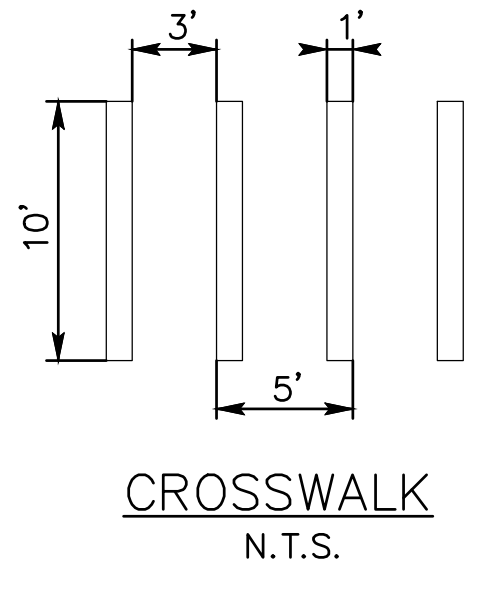
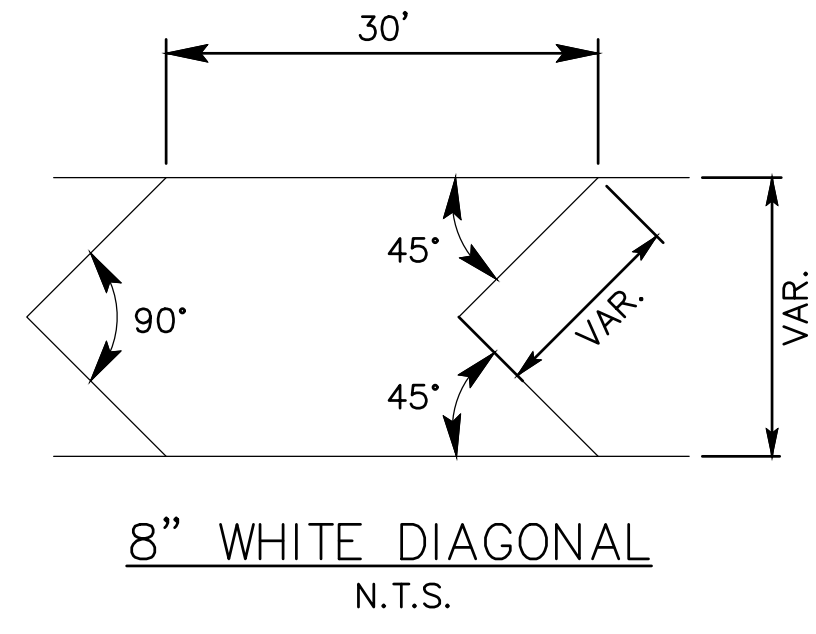
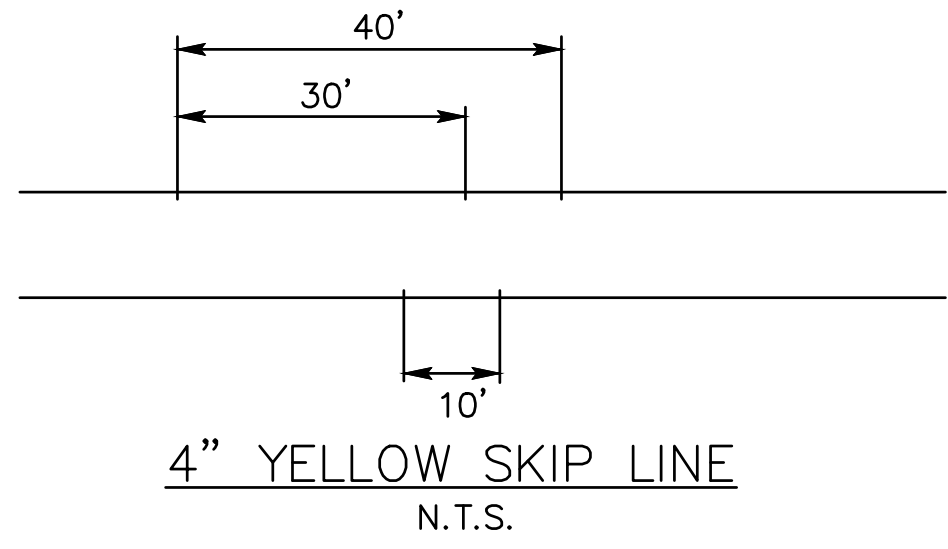
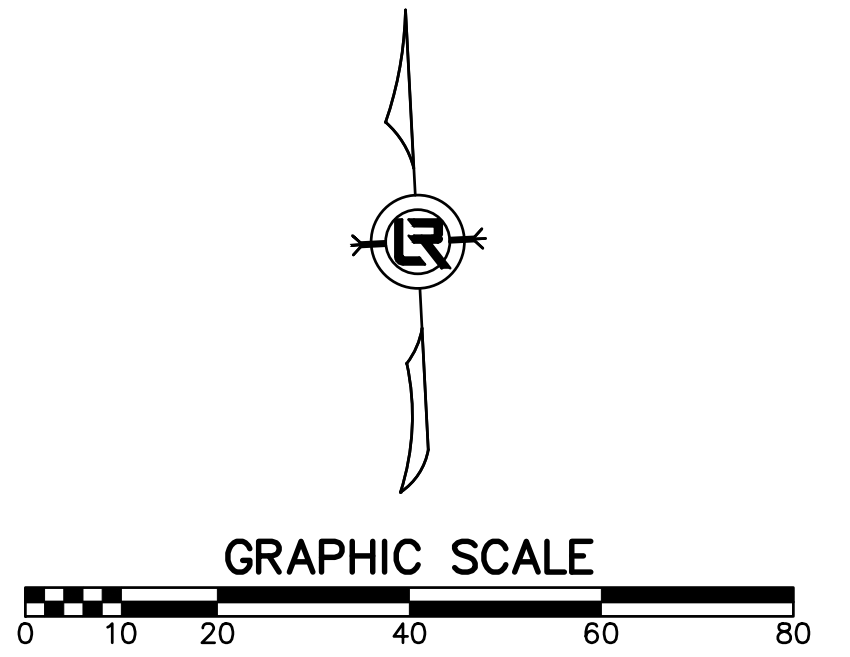
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SHEET NO.
C13.2

REVISIONS	DATE

PERMANENT STRIPING QUANTITIES
KANIS RD. (STA. 46+25 TO STA. 51+50)

ITEM	QUANTITY
4" WHITE CONTINUOUS	625 L.F.
4" WHITE SKIP	190 L.F.
8" WHITE CONTINUOUS	55 L.F.
4" DOUBLE YELLOW CONTINUOUS	905 L.F.
4" YELLOW CONTINUOUS	244 L.F.
4" YELLOW SKIP	60 L.F.
12" WHITE CONTINUOUS	170 L.F.
12" WHITE CONTINUOUS STOP BAR	22 L.F.
ARROW	6 EACH
WORD	4 EACH

CONTRACTOR SHALL SPOT MARK FOR STRIPING LAYOUT AND OBTAIN APPROVAL FROM THE CITY OF LITTLE ROCK TRAFFIC ENGINEERING PRIOR TO PERMANENT INSTALLATION.



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SHEET NO.
C13.3

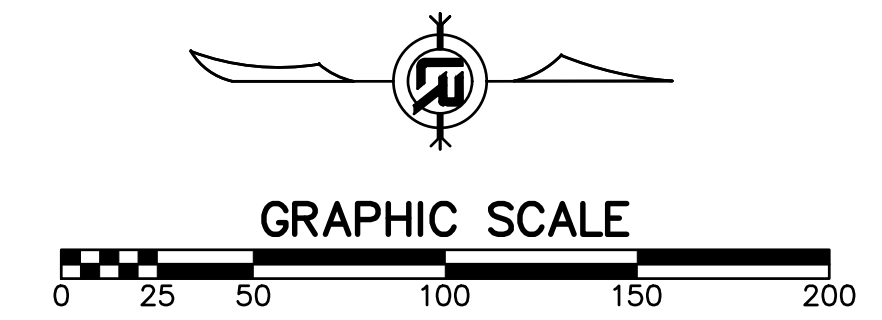
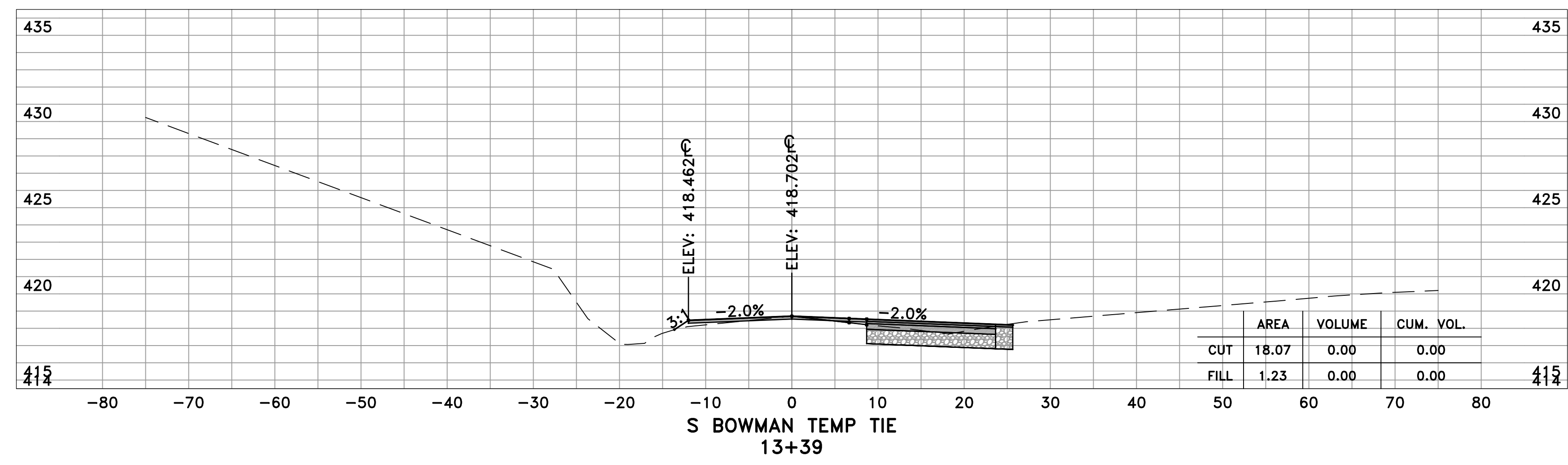
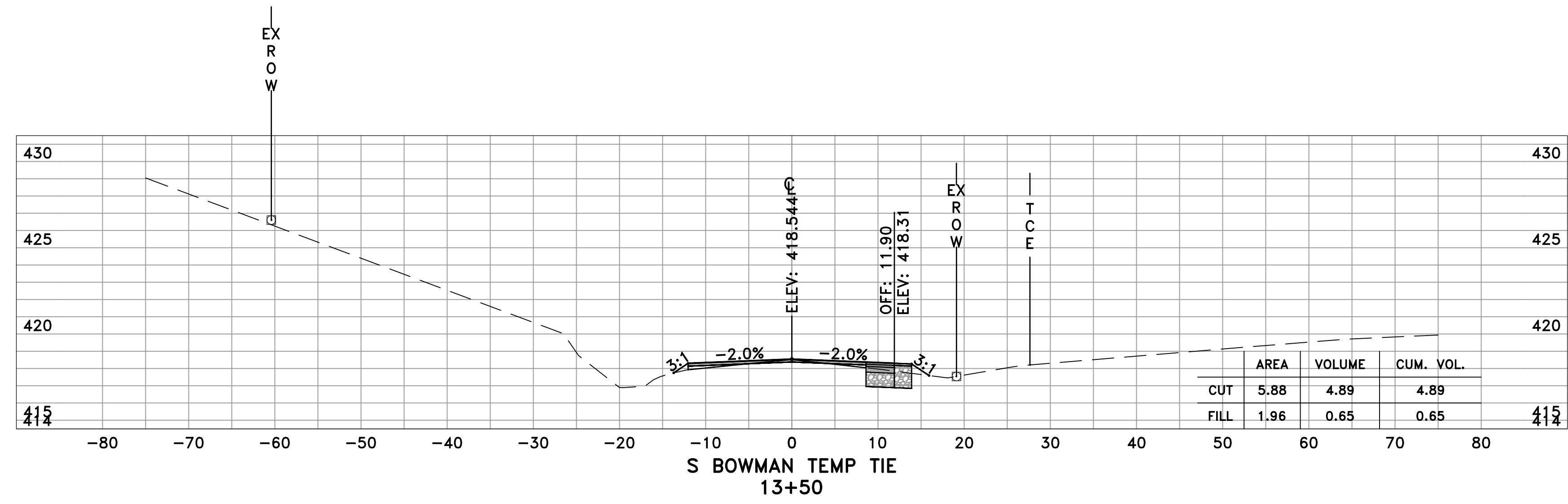
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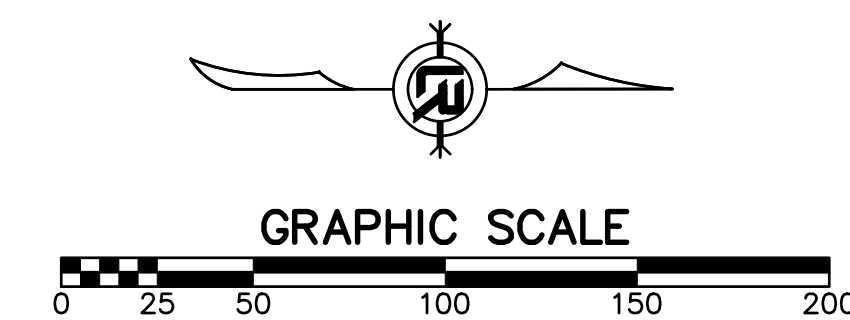
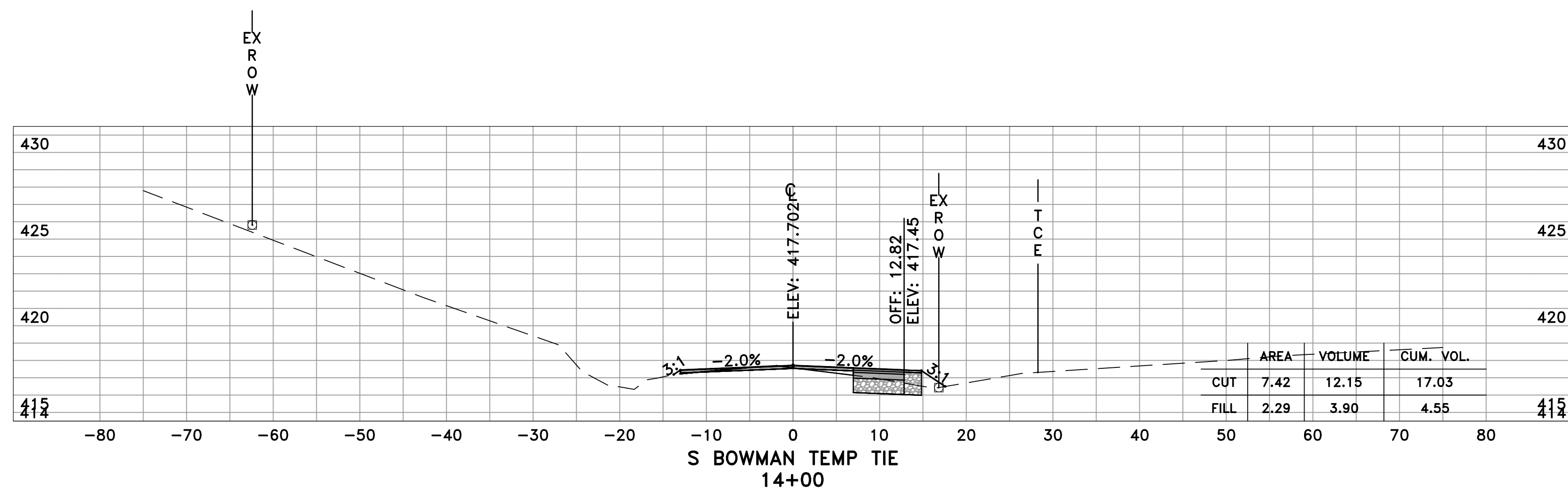
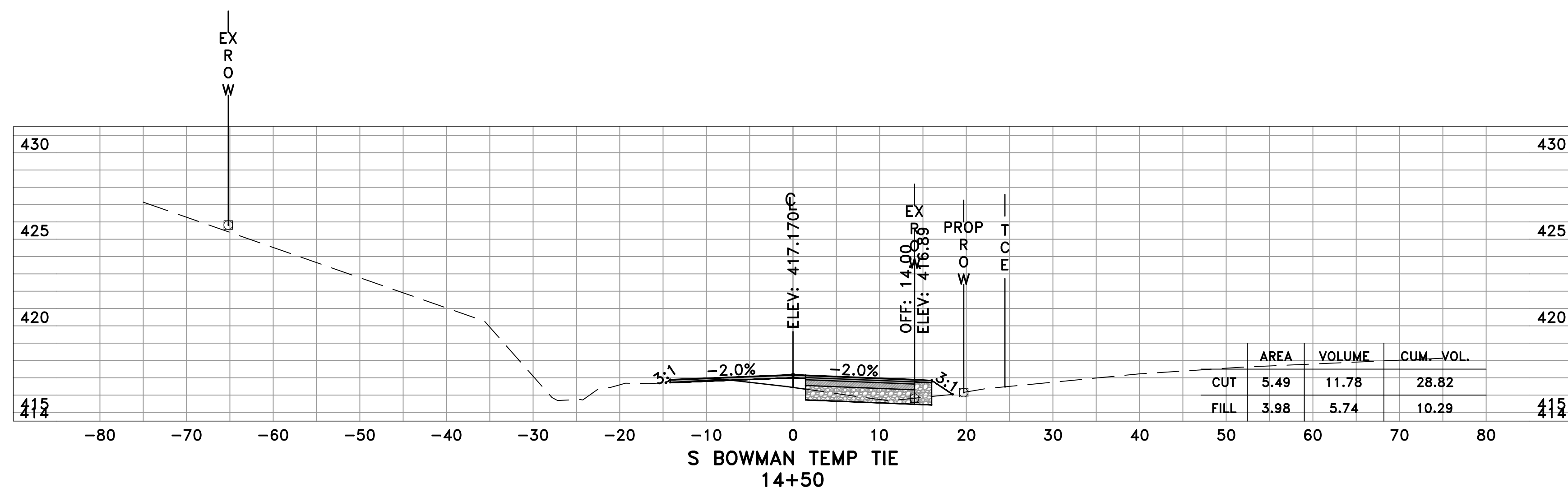
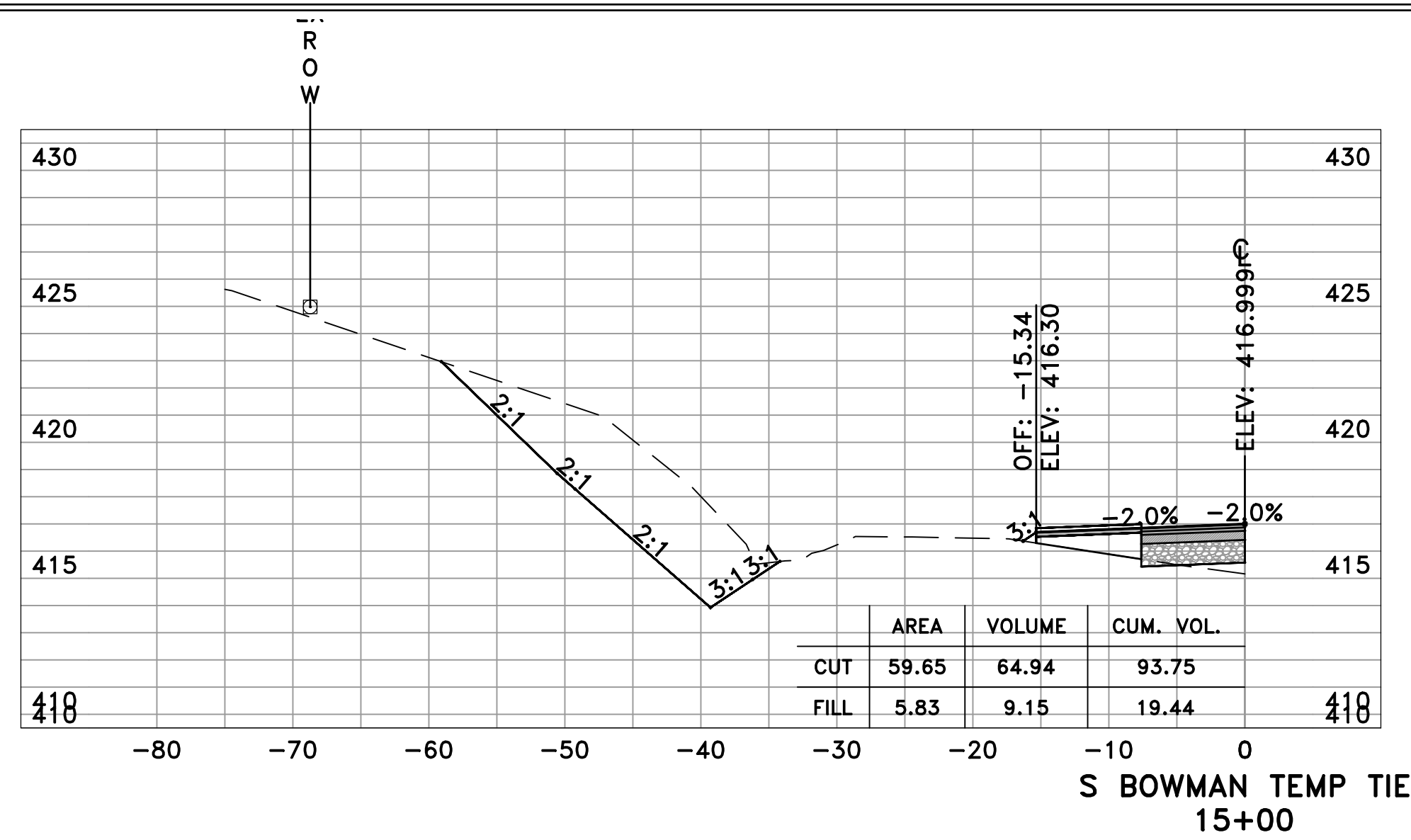
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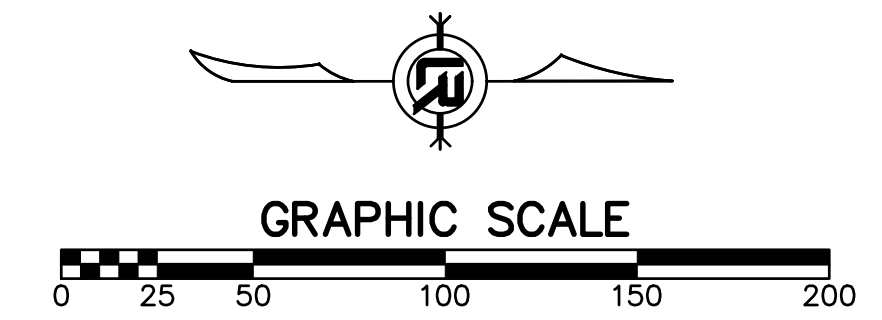
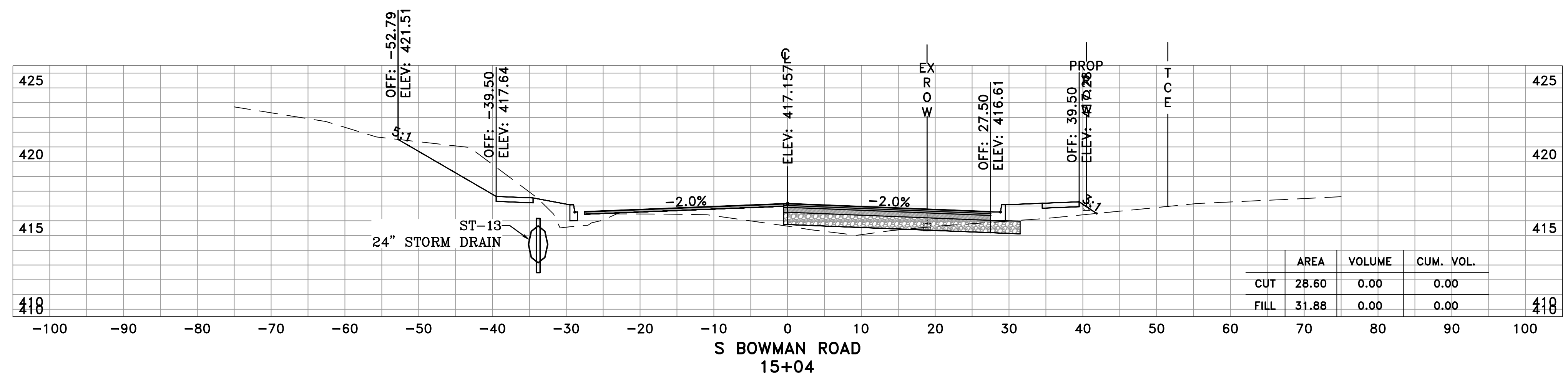
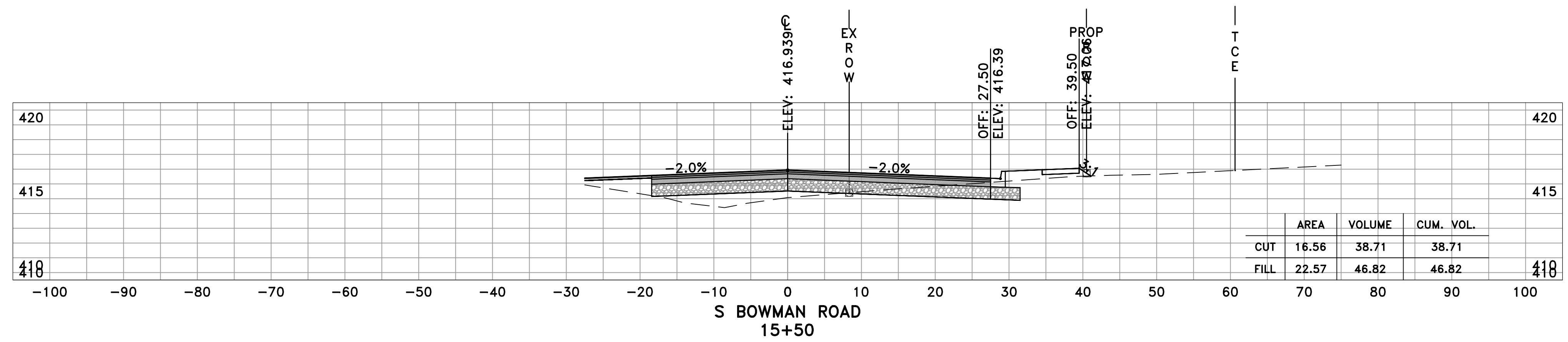
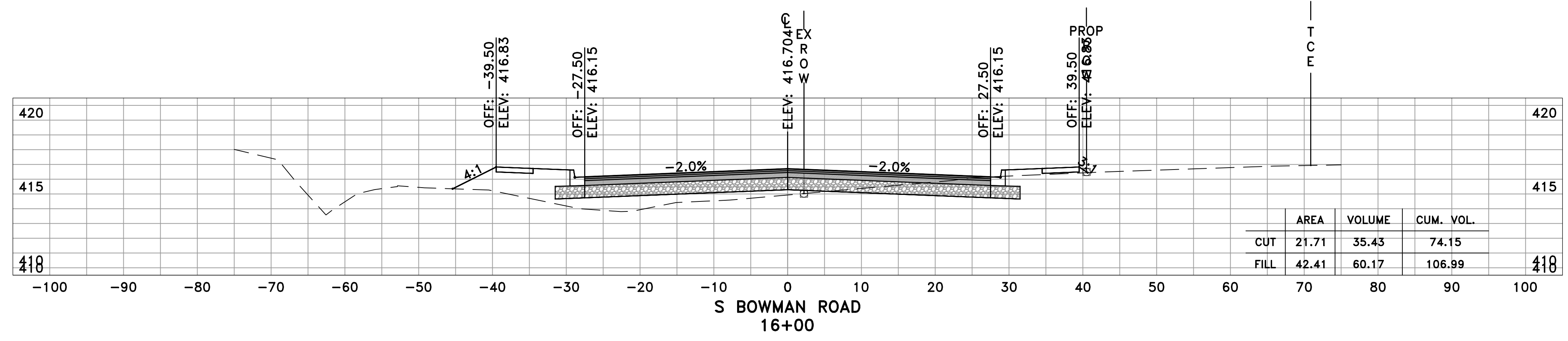
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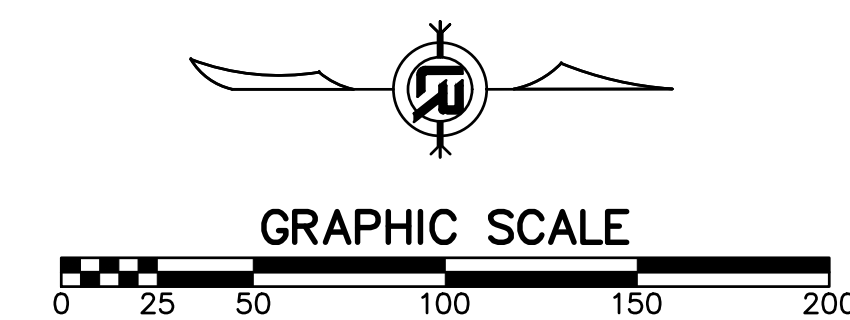
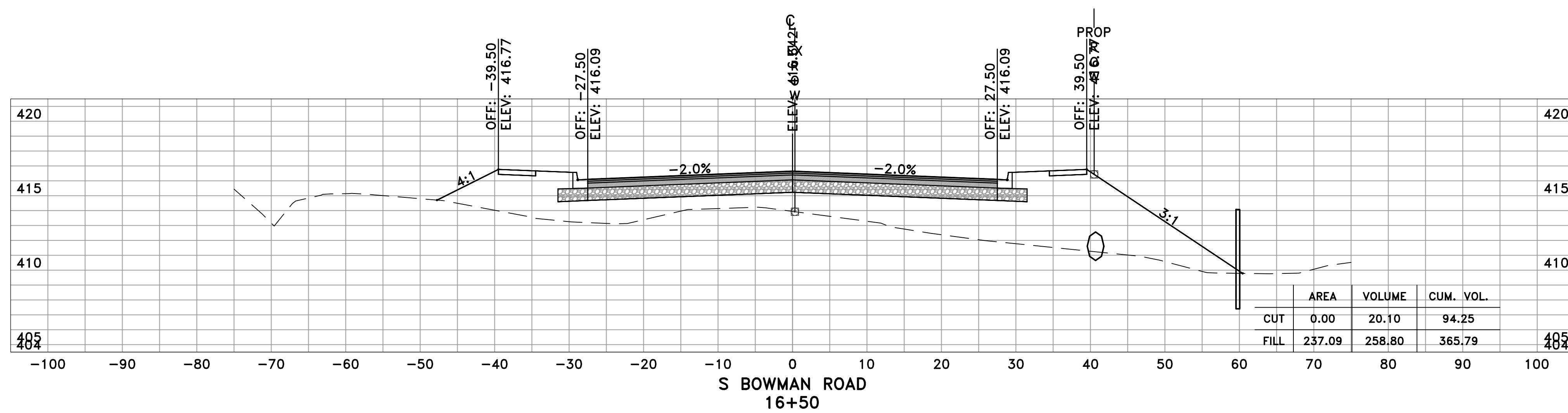
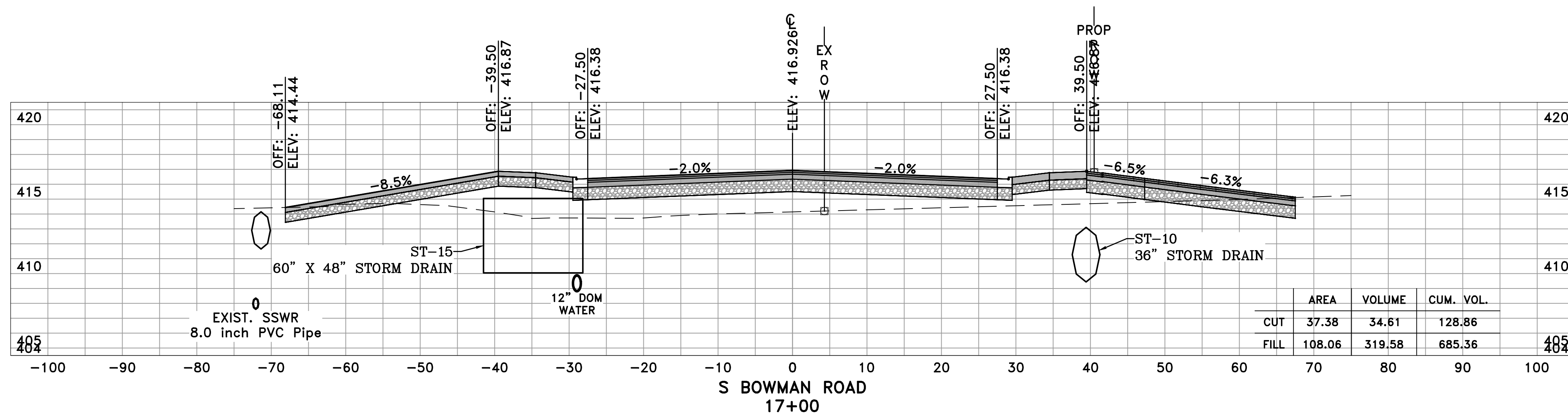
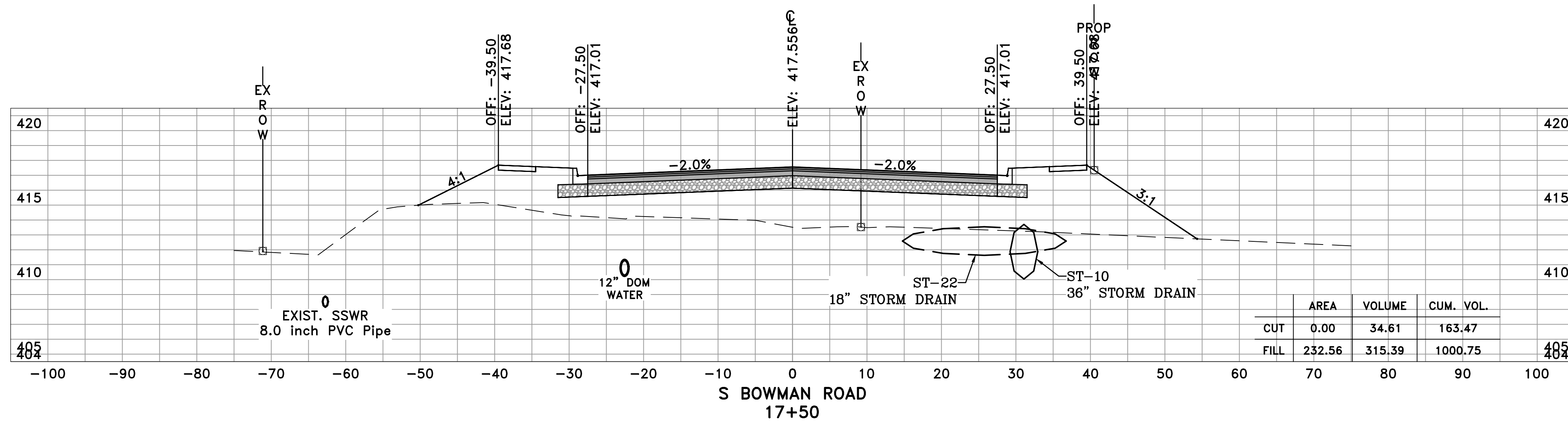
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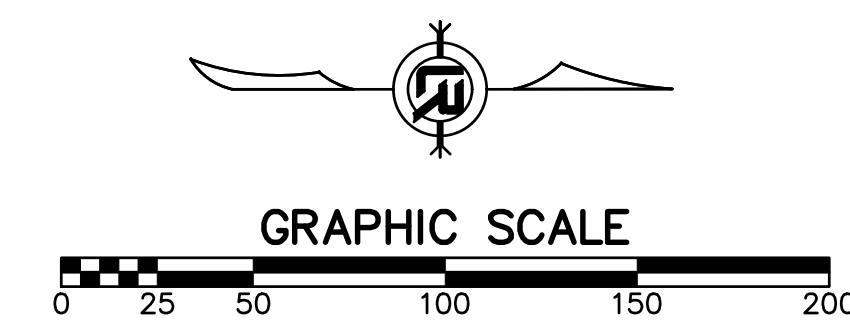
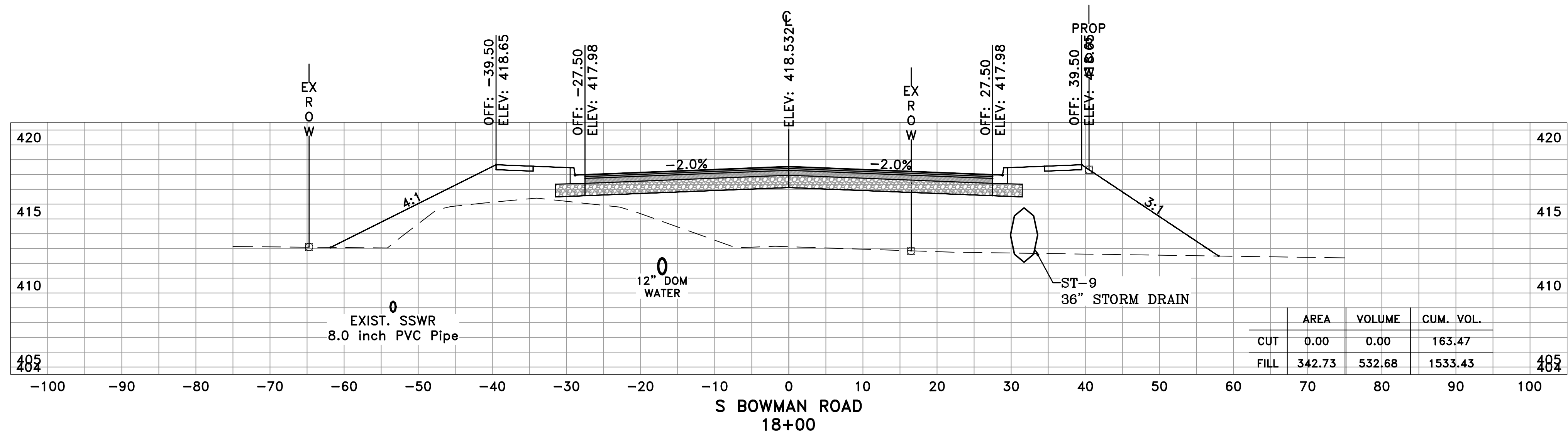
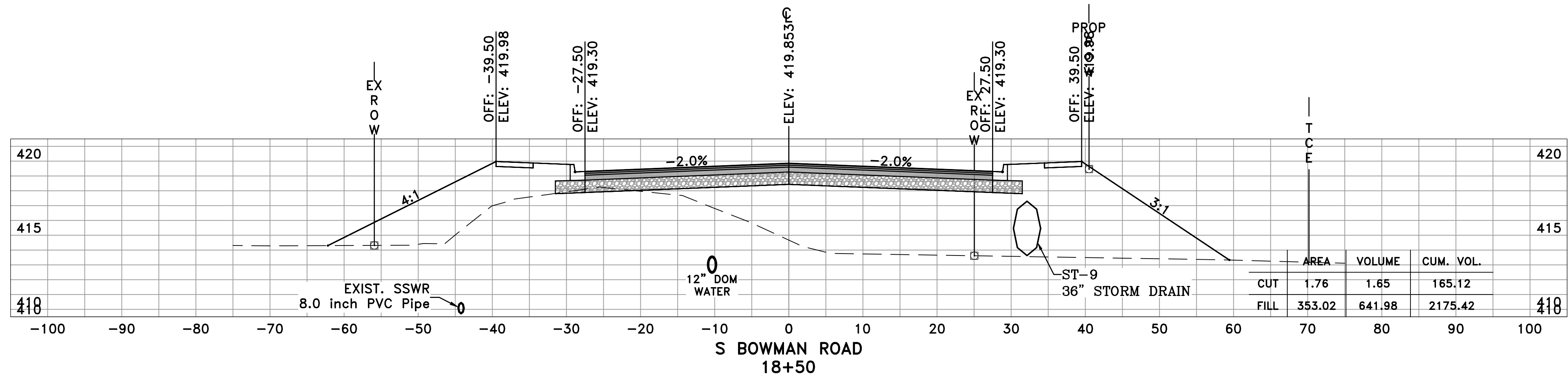
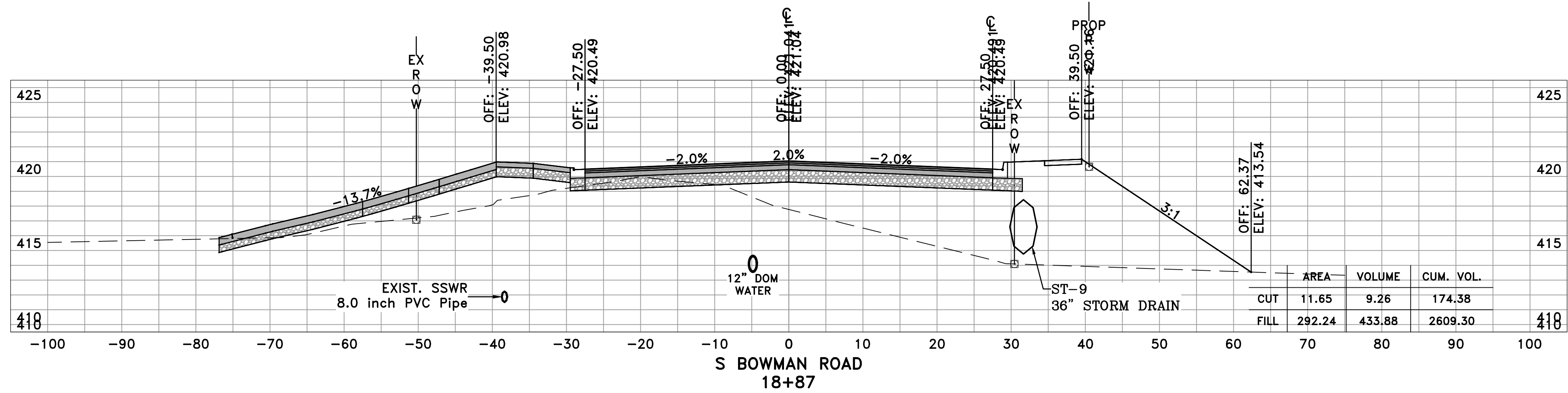
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CITY OF LITTLE ROCK, ARKANSAS
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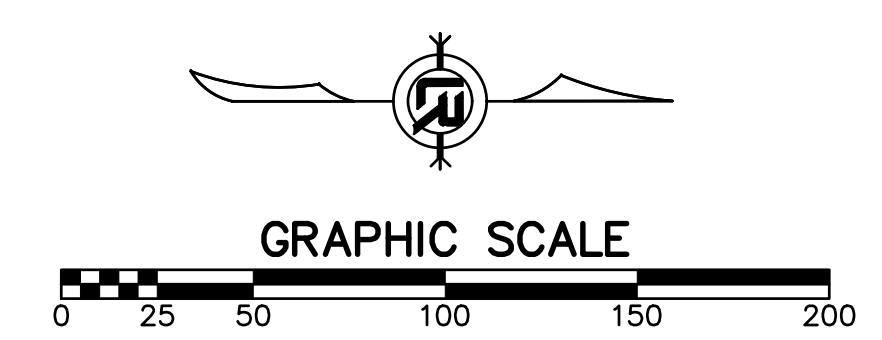
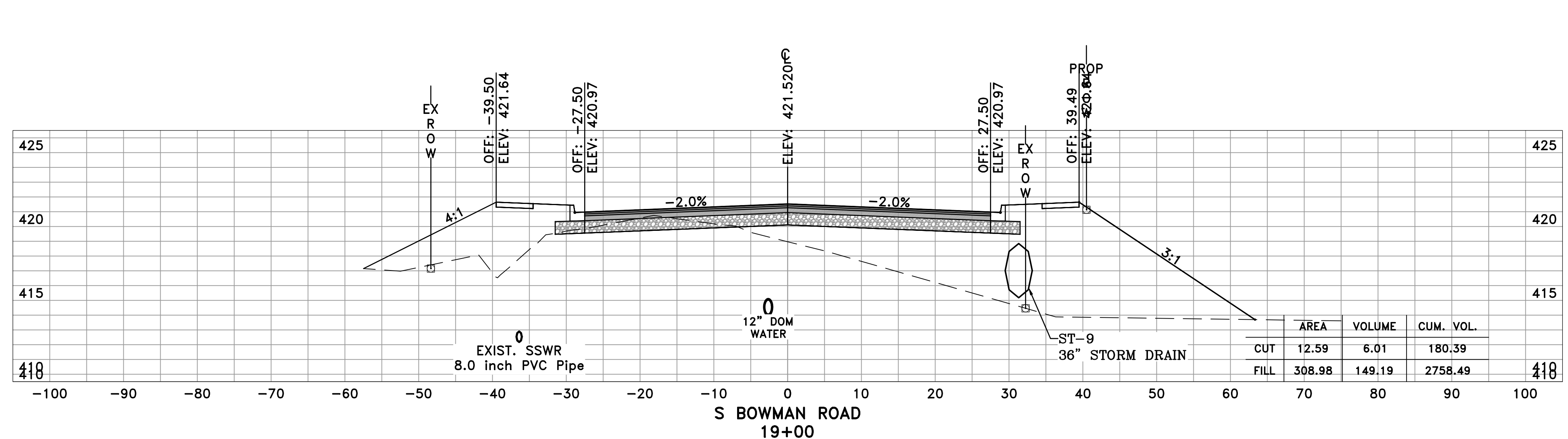
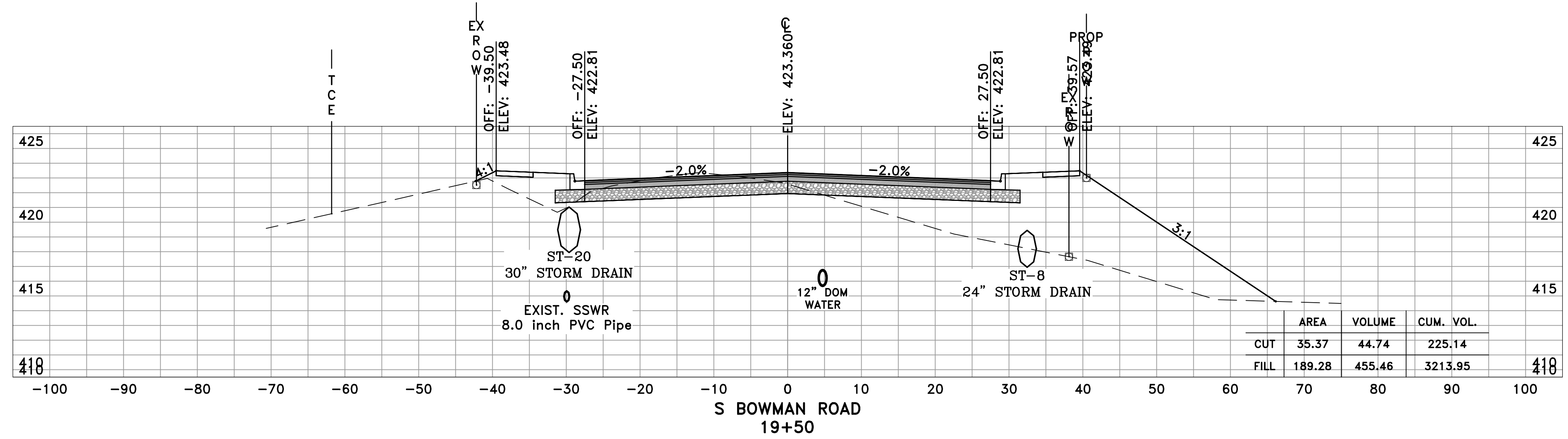
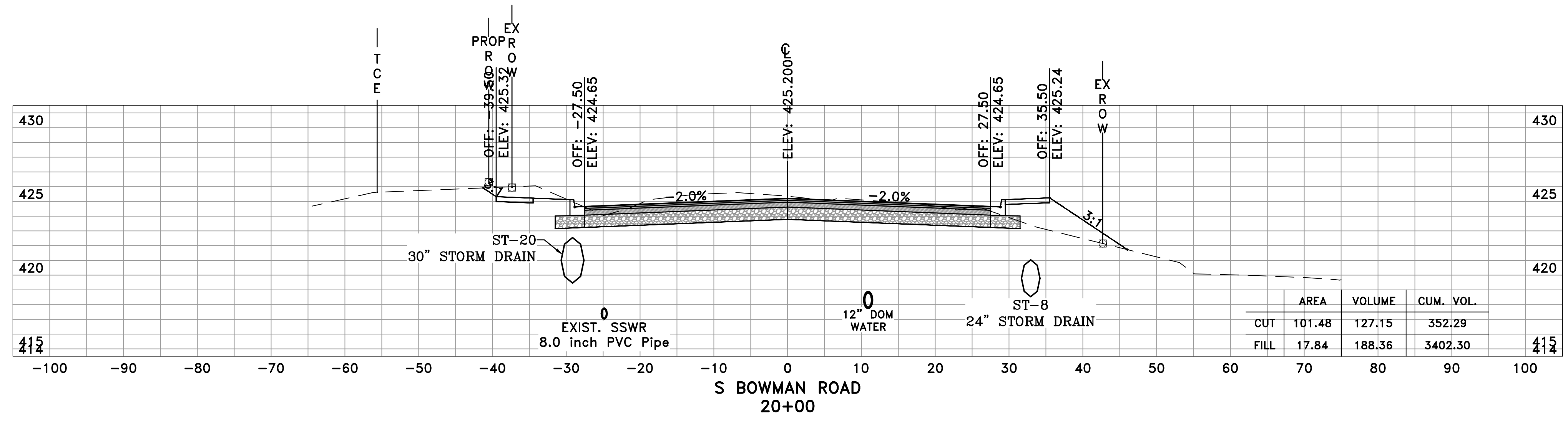
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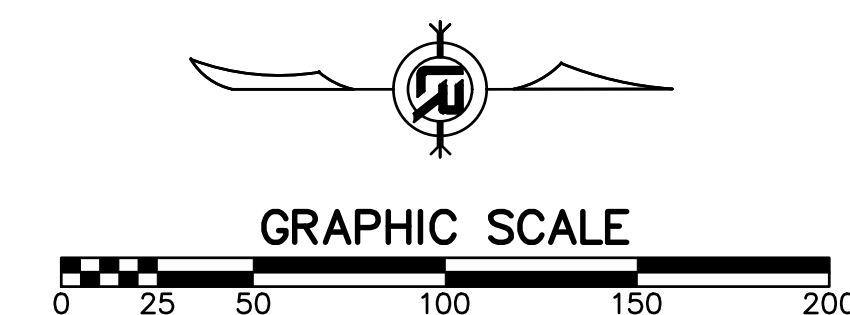
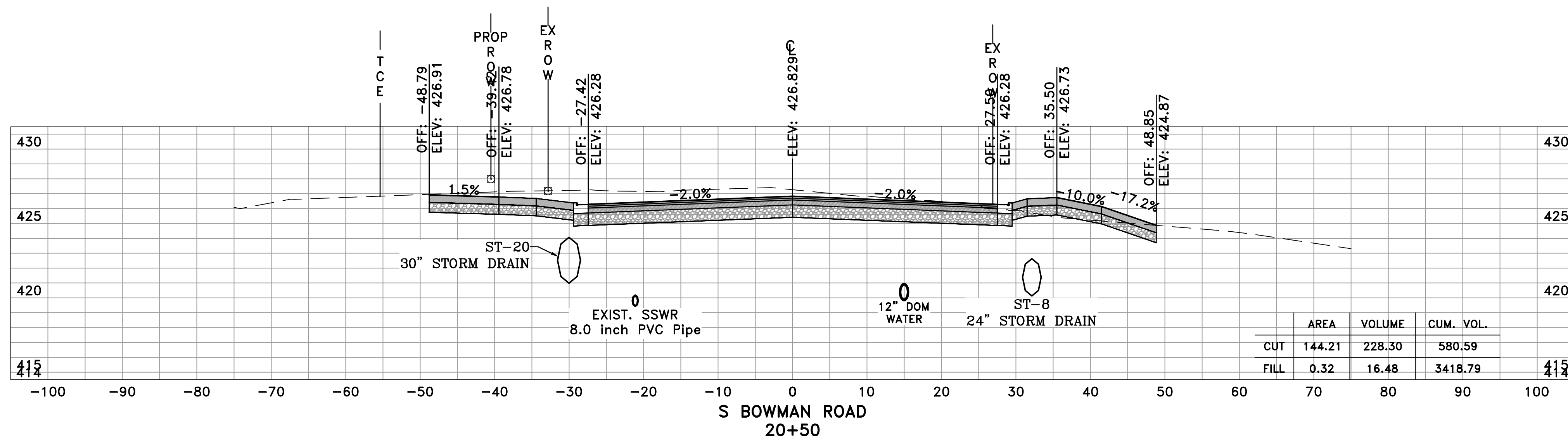
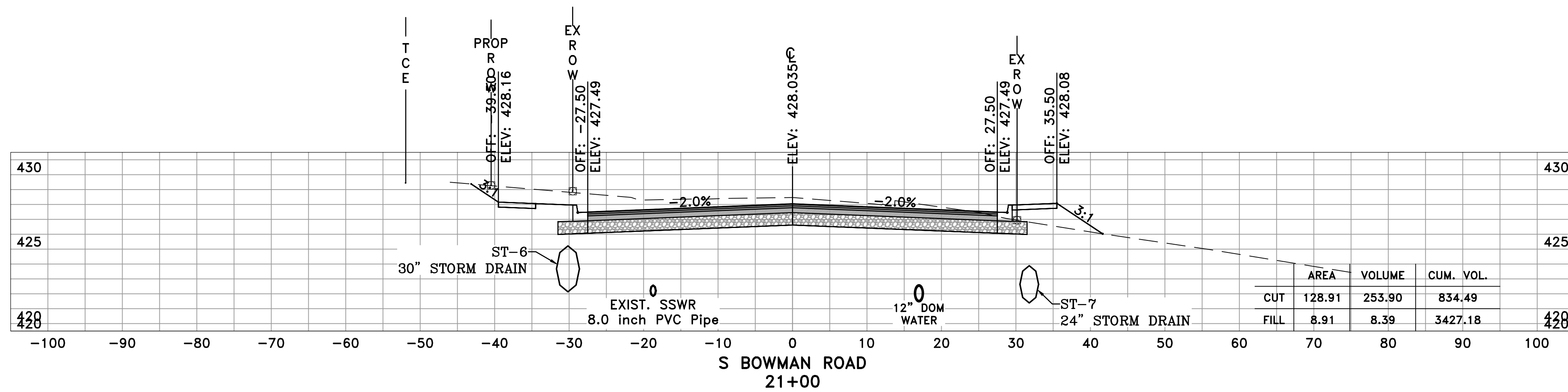
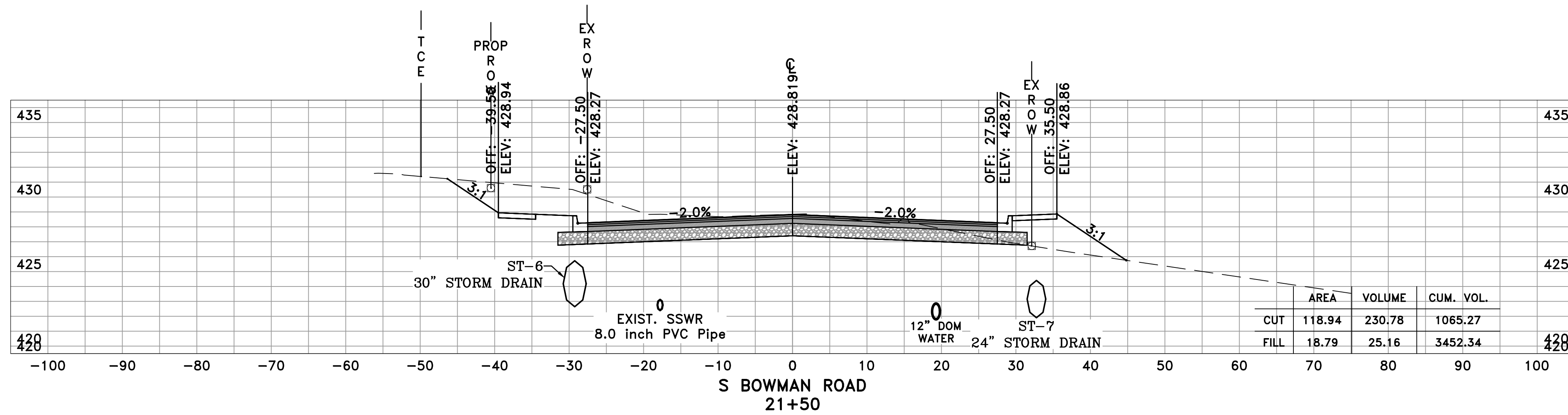
CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
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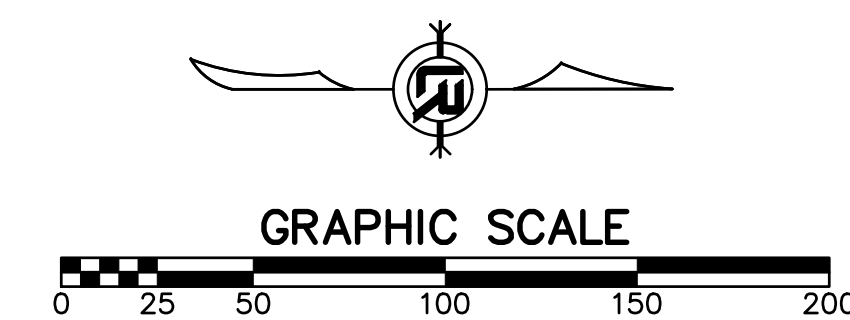
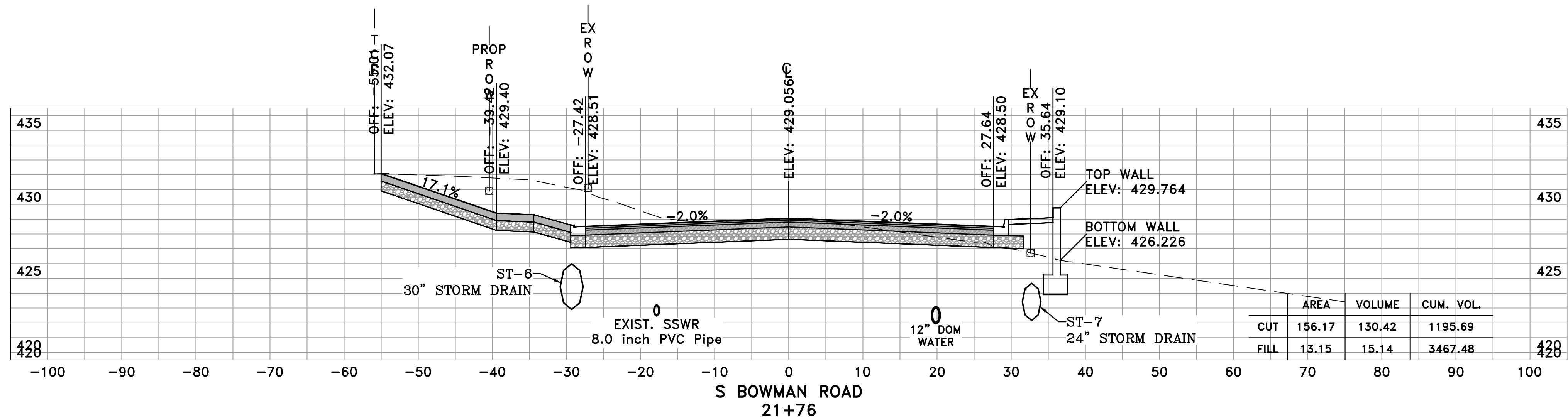
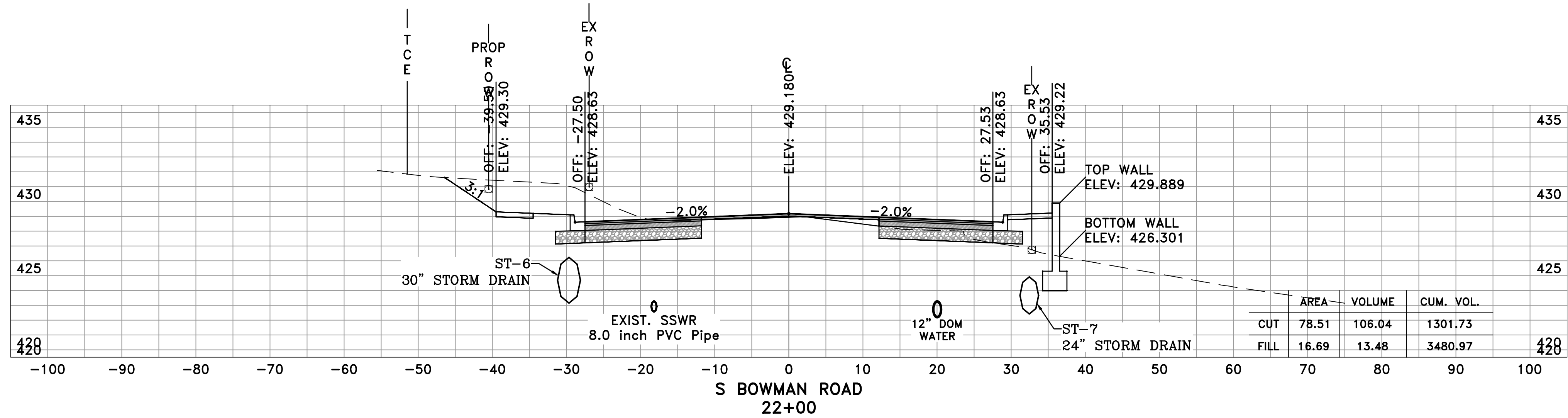
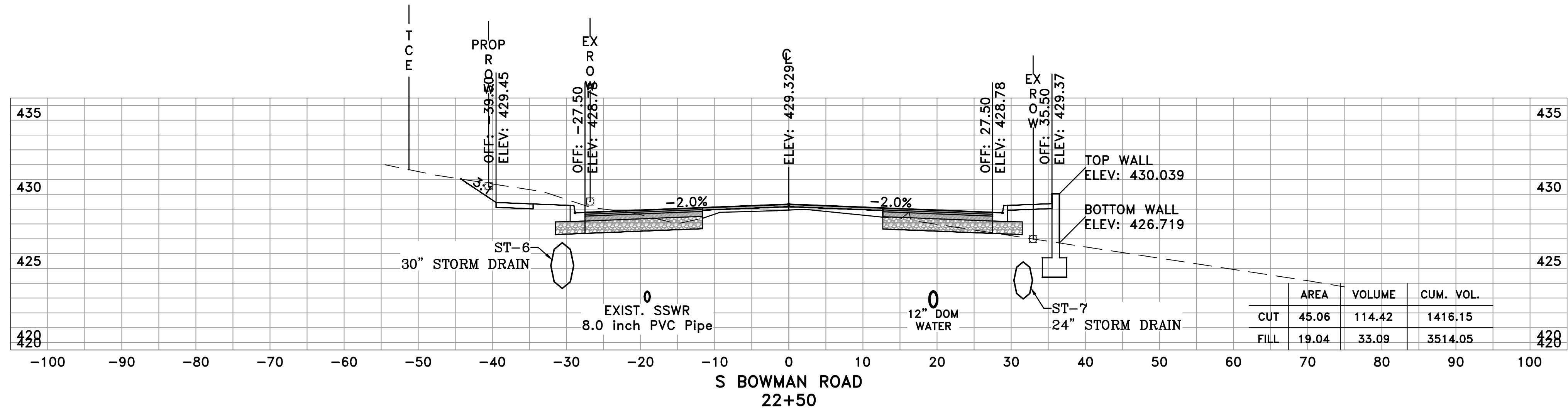
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CITY OF LITTLE ROCK, ARKANSAS
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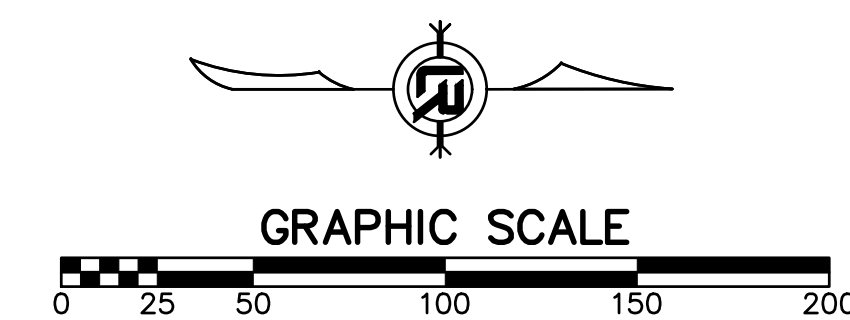
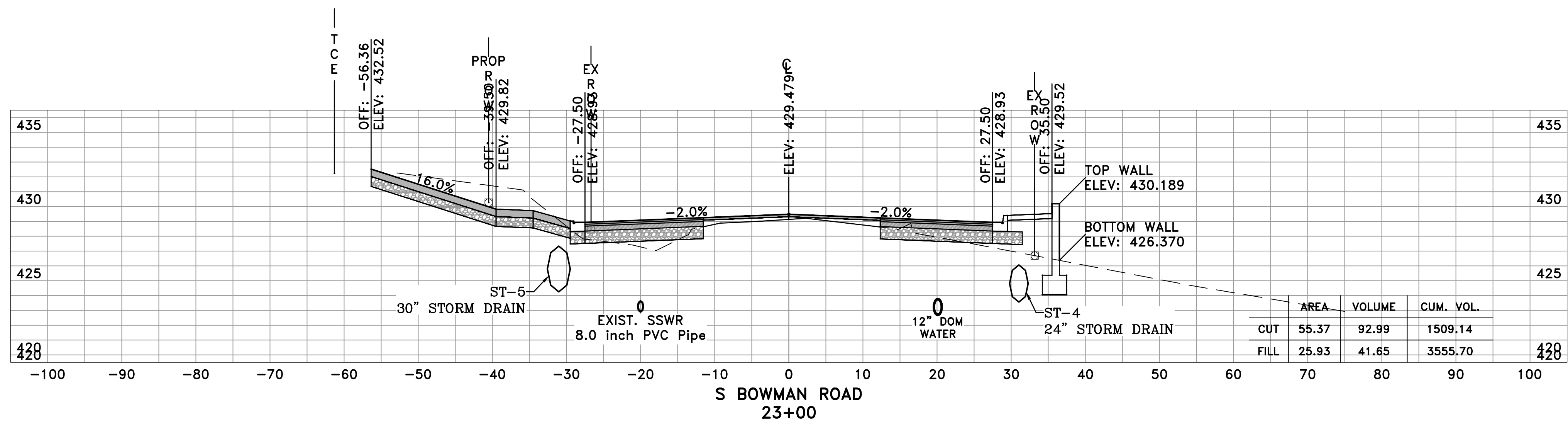
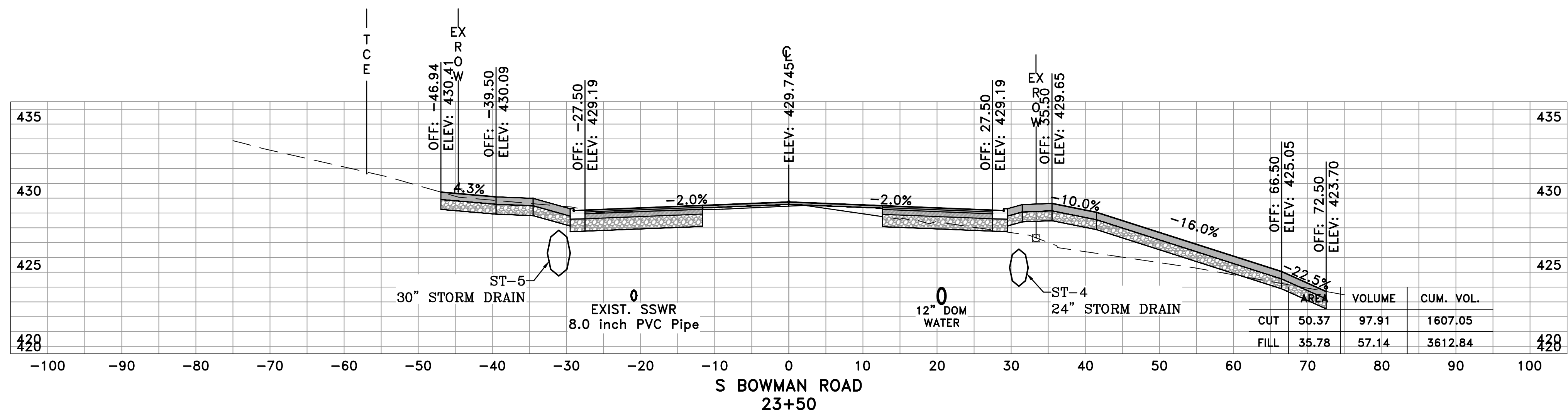
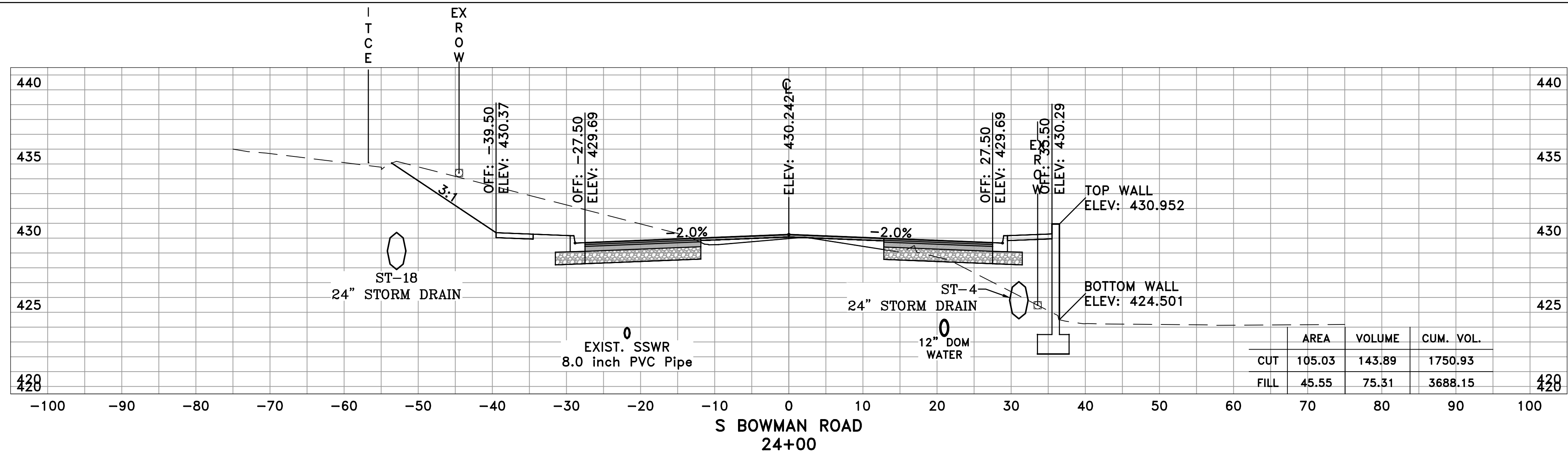
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CITY OF LITTLE ROCK, ARKANSAS
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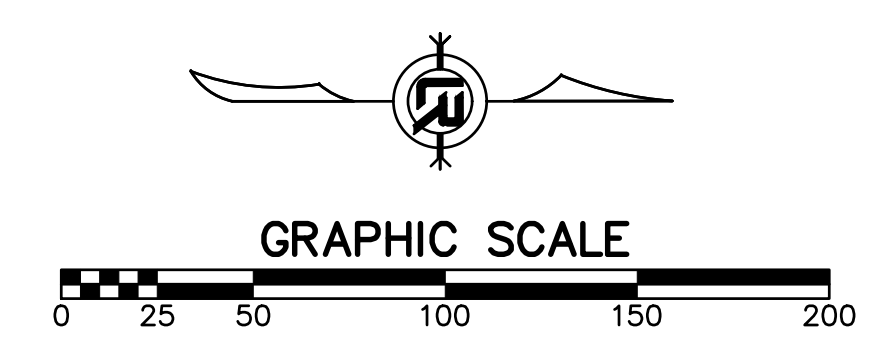
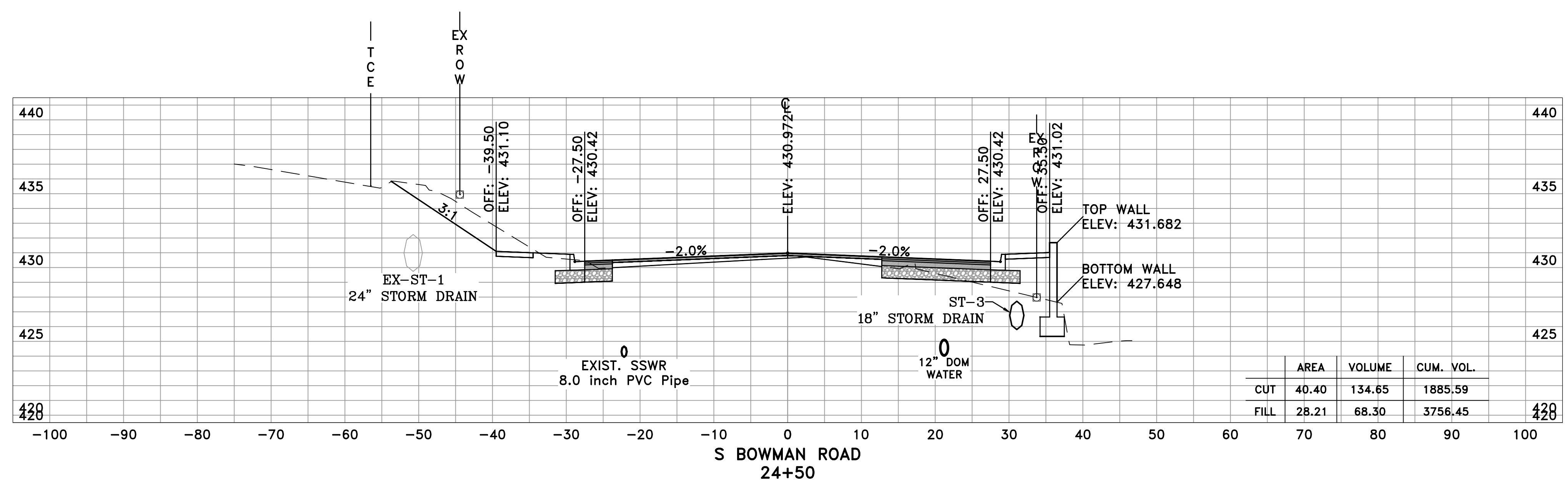
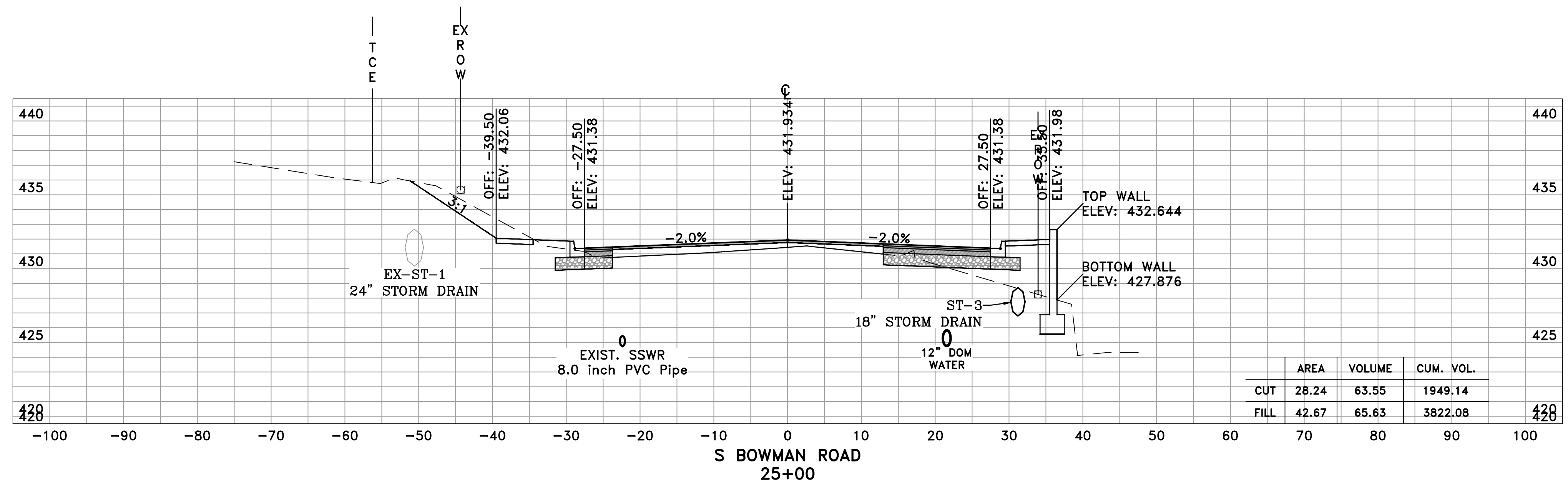
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CITY OF LITTLE ROCK, ARKANSAS
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 PROJECT NO.
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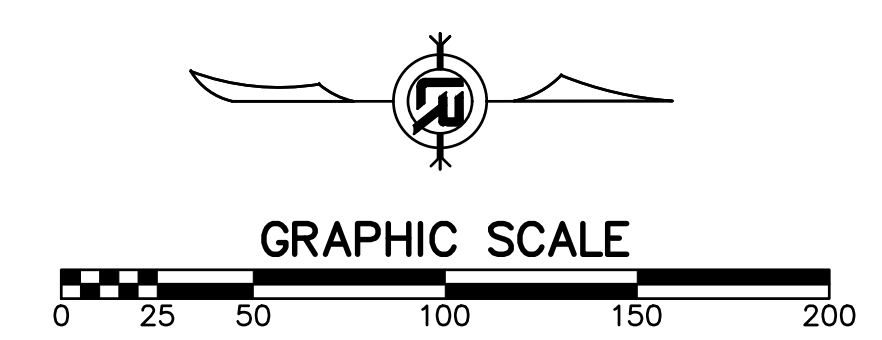
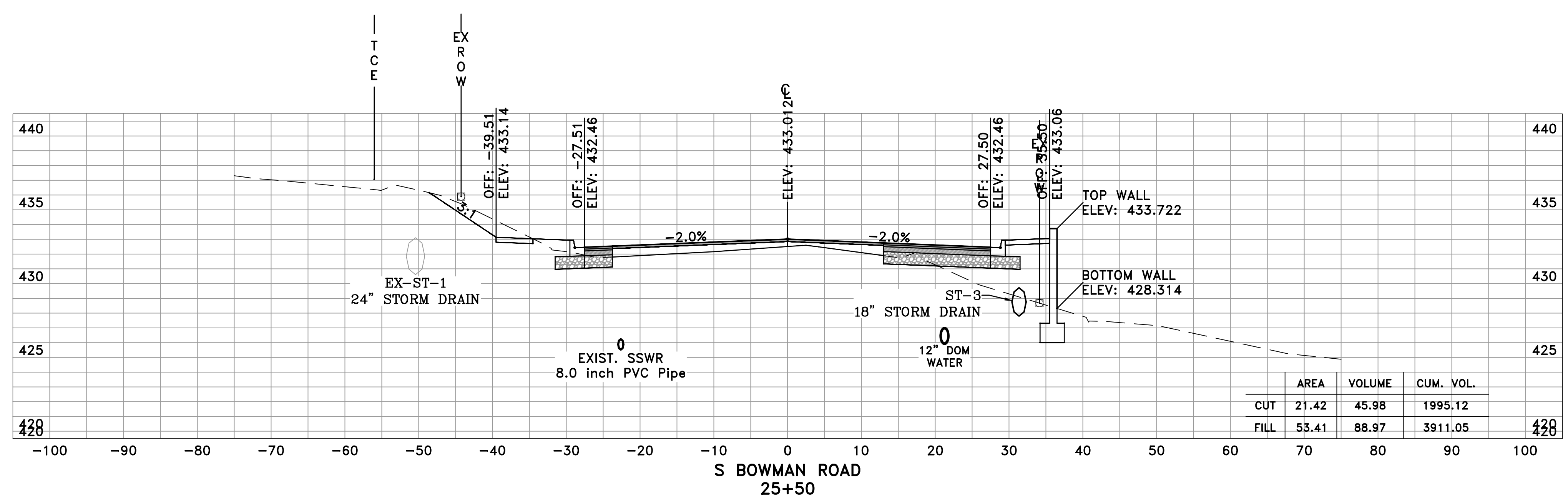
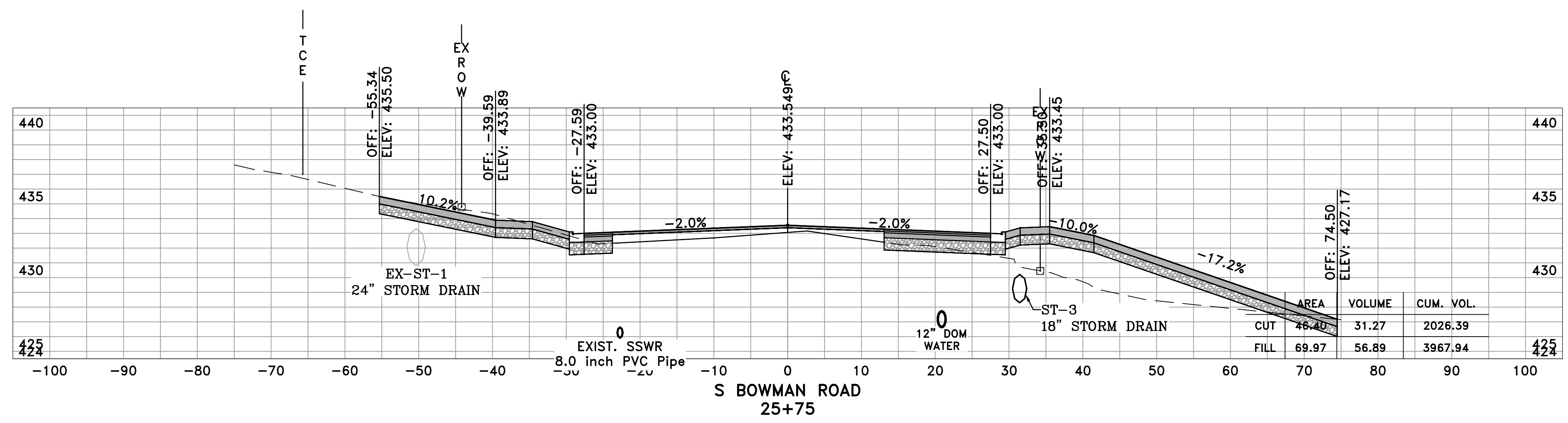
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CITY OF LITTLE ROCK, ARKANSAS
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REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
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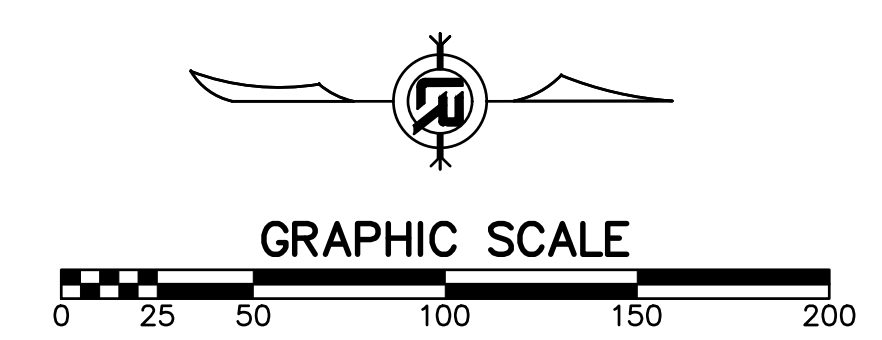
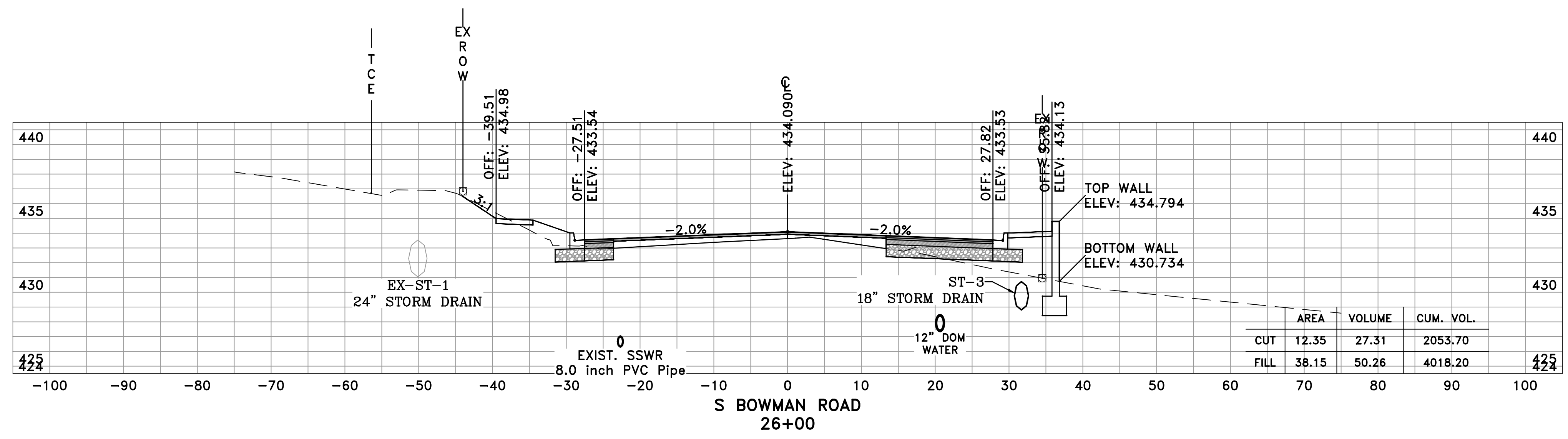
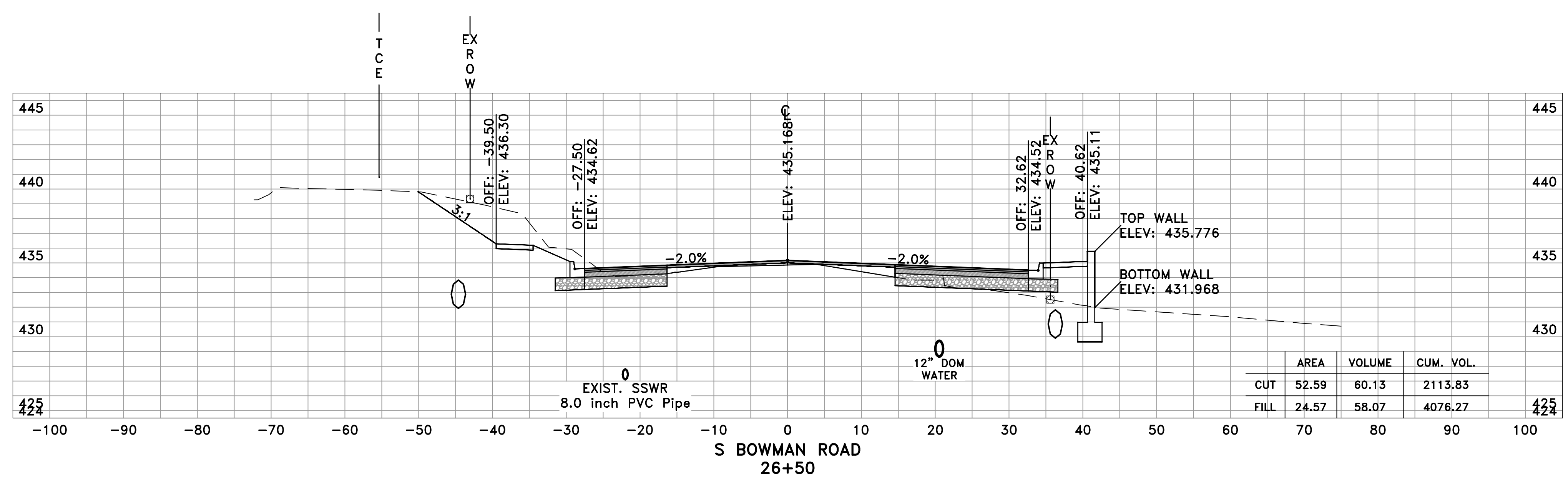
CHECKED
KLL

DATE
12-11-2020

SCALE
H: 1"=10'
V: 1"=5'

PROJECT NO.
CLR 6-15-ST-249

SHEET NO.
X12



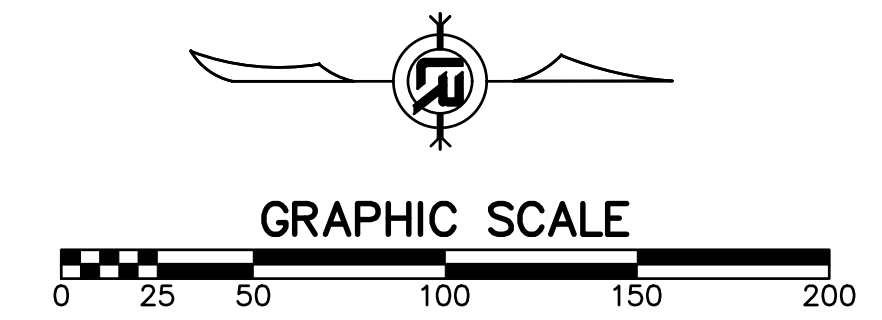
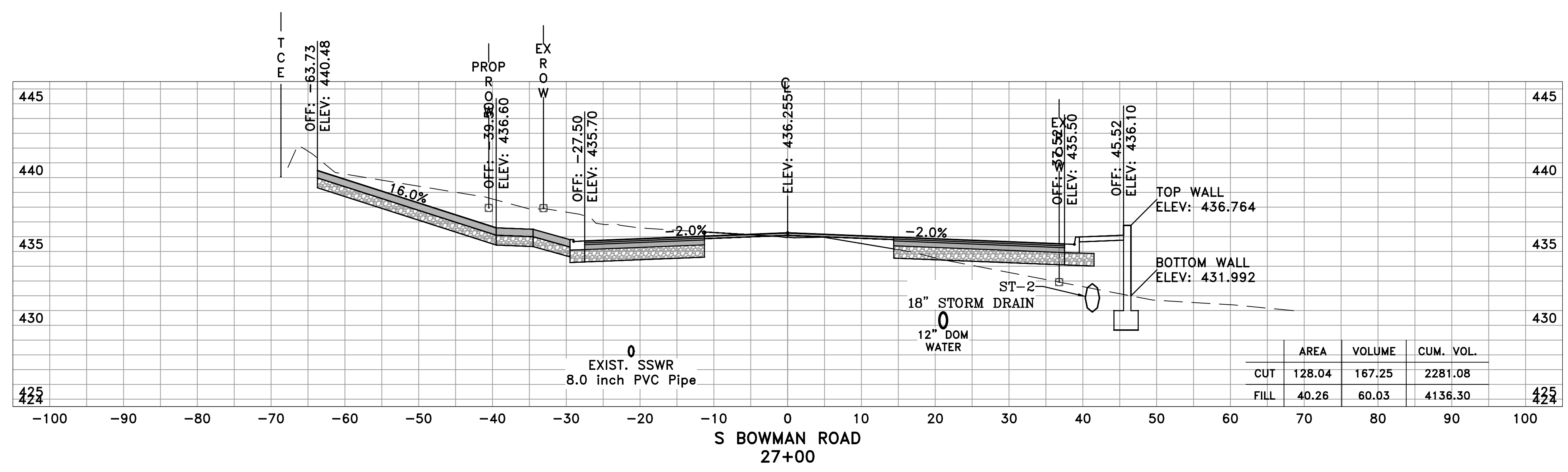
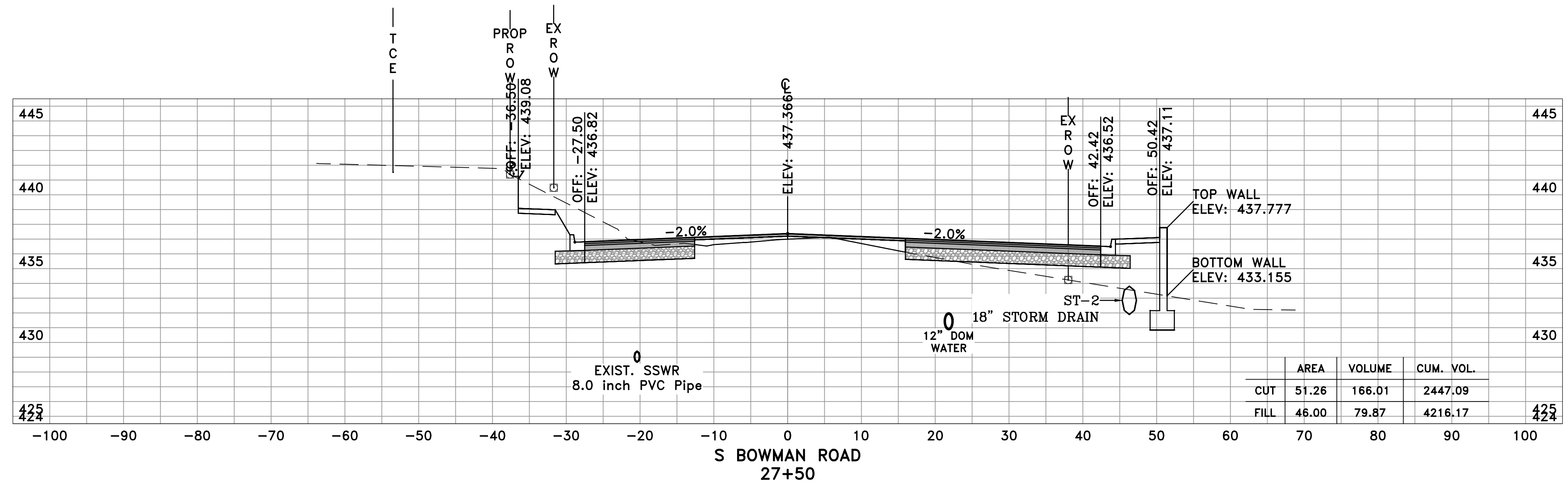
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 CROSS SECTIONS (13)

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 KLL
 DATE
 12-11-2020
 SCALE
 H: 1"=10'
 V: 1"=5'
 PROJECT NO.
 CLR 6-15-ST-249
 SHEET NO.
 X13



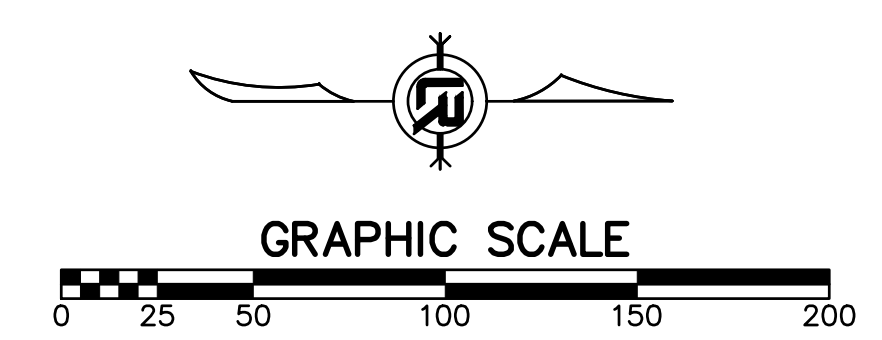
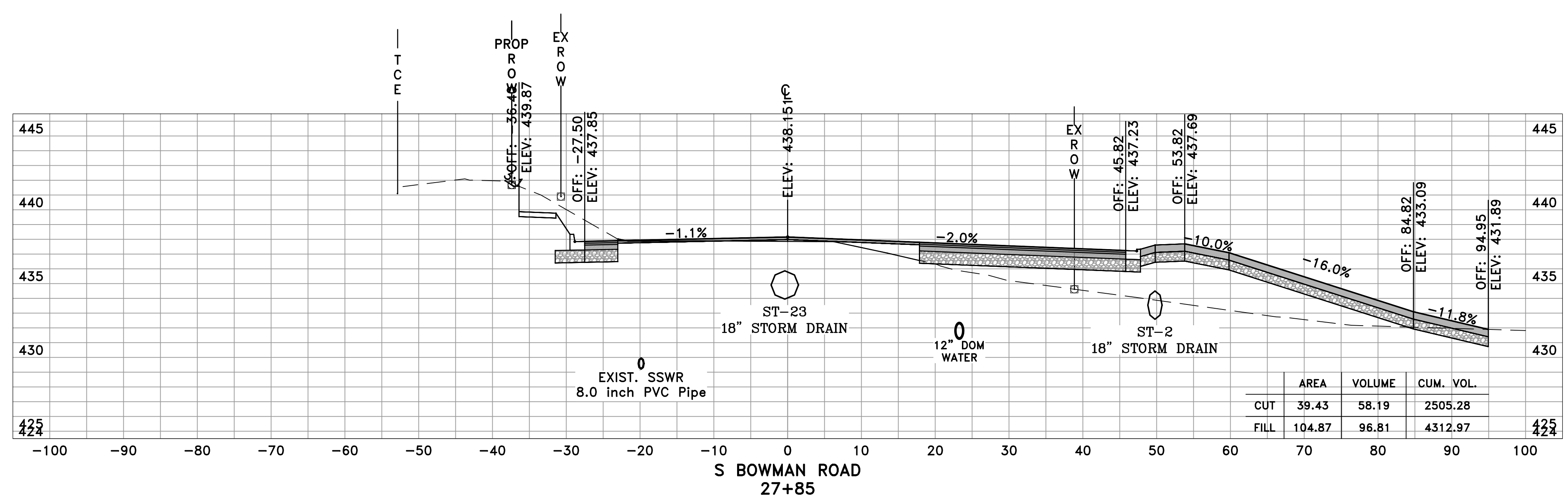
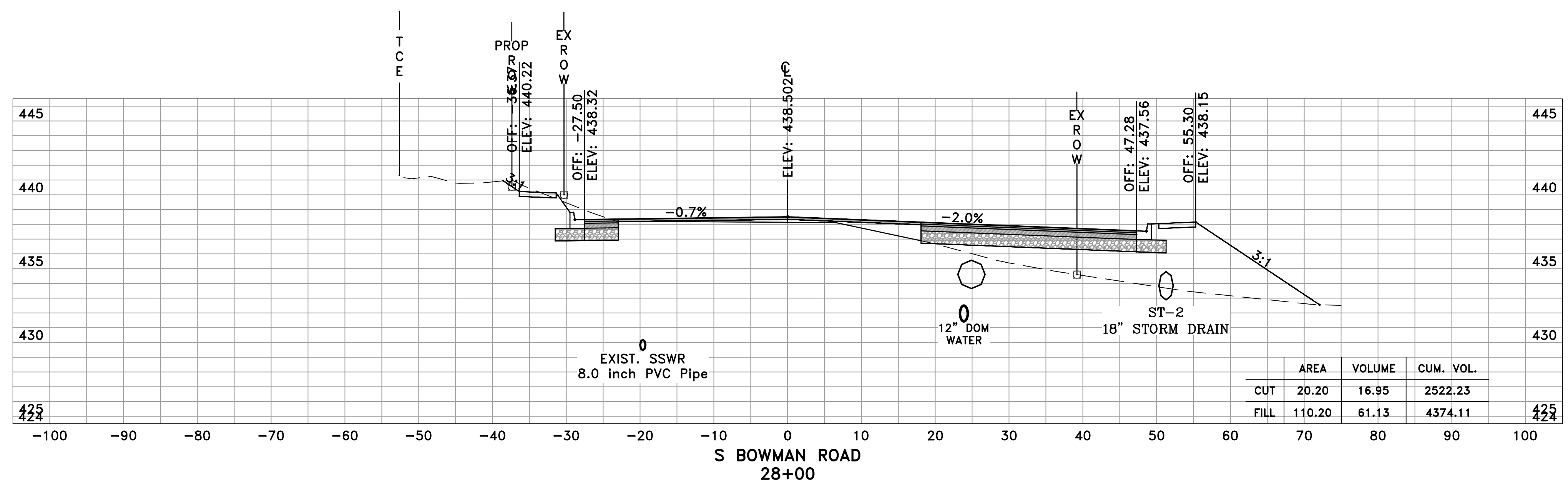
REVISIONS	DATE

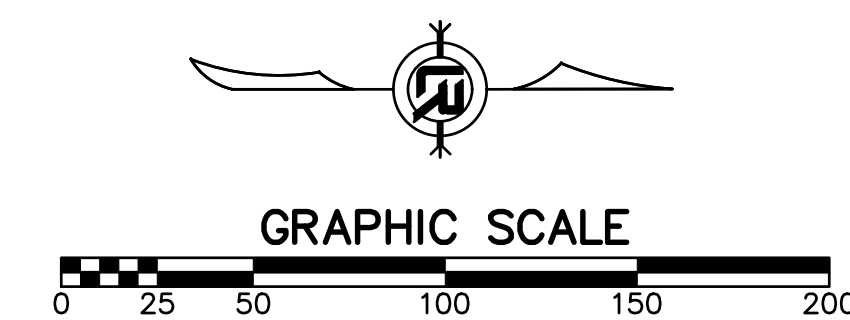
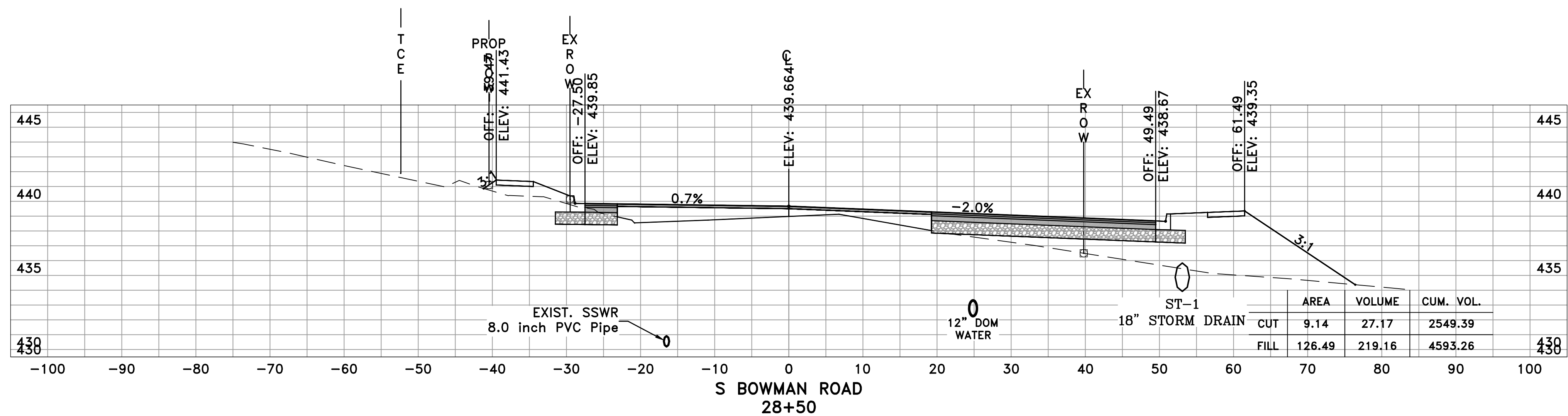
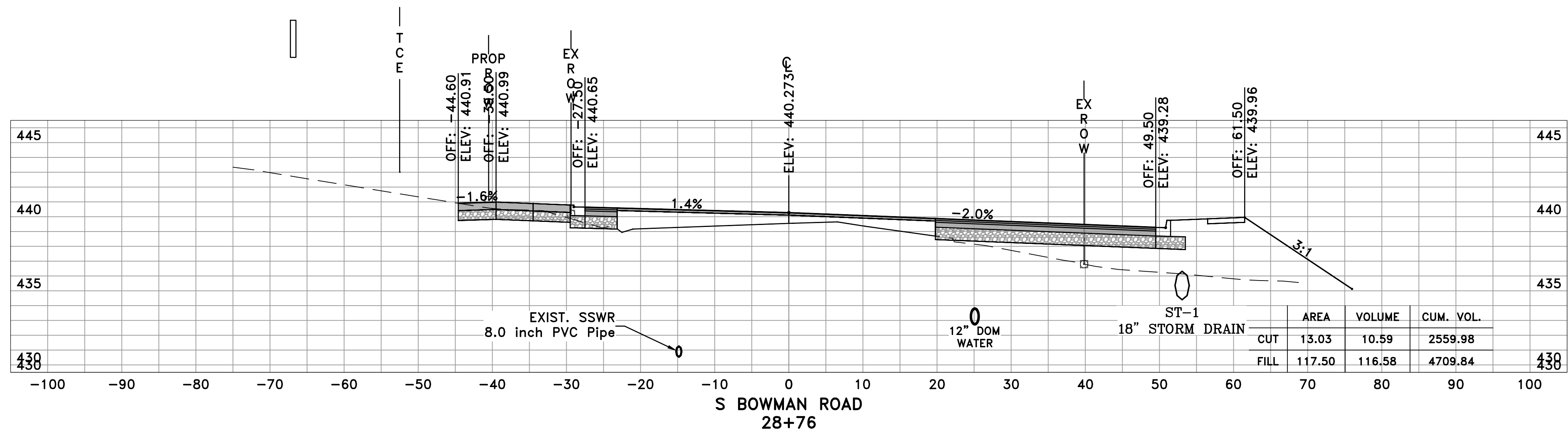
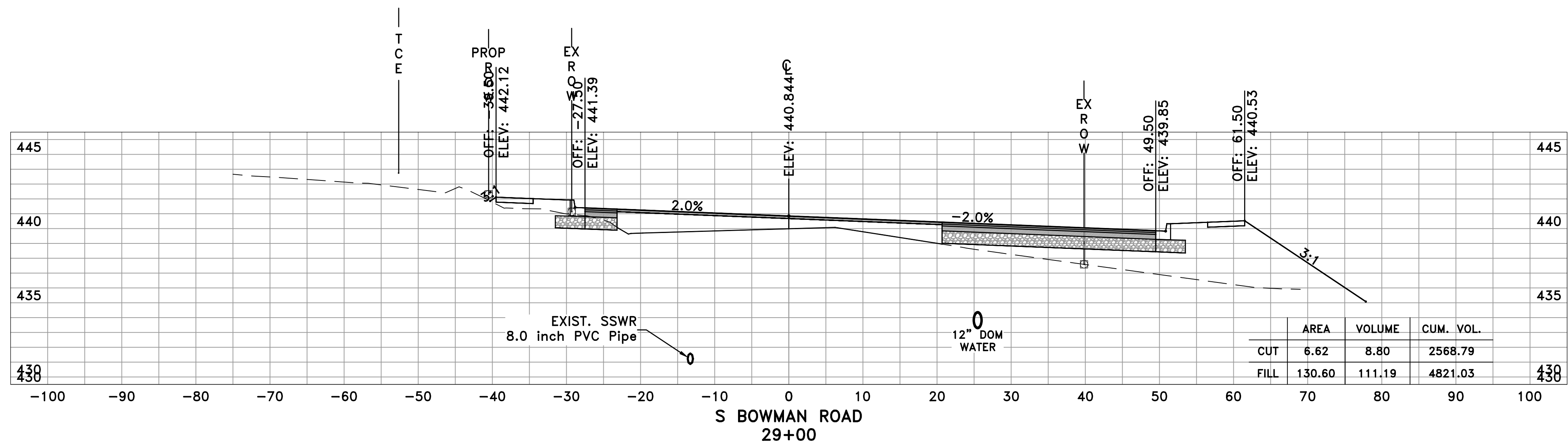
CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
 CROSS SECTIONS (14)

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 12-11-2020
 SCALE
 H: 1"=10'
 V: 1"=5'
 PROJECT NO.
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 SHEET NO.
 X14





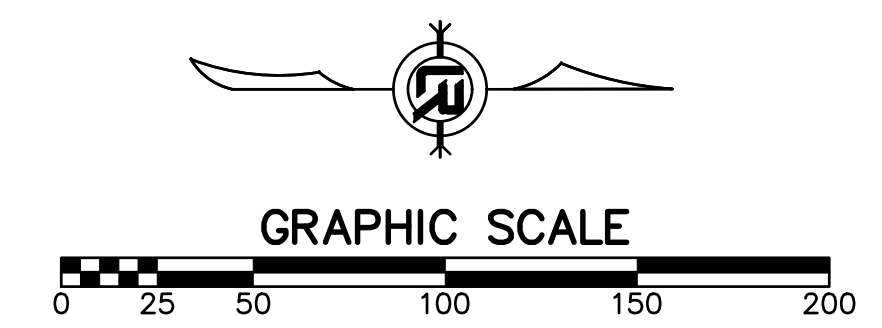
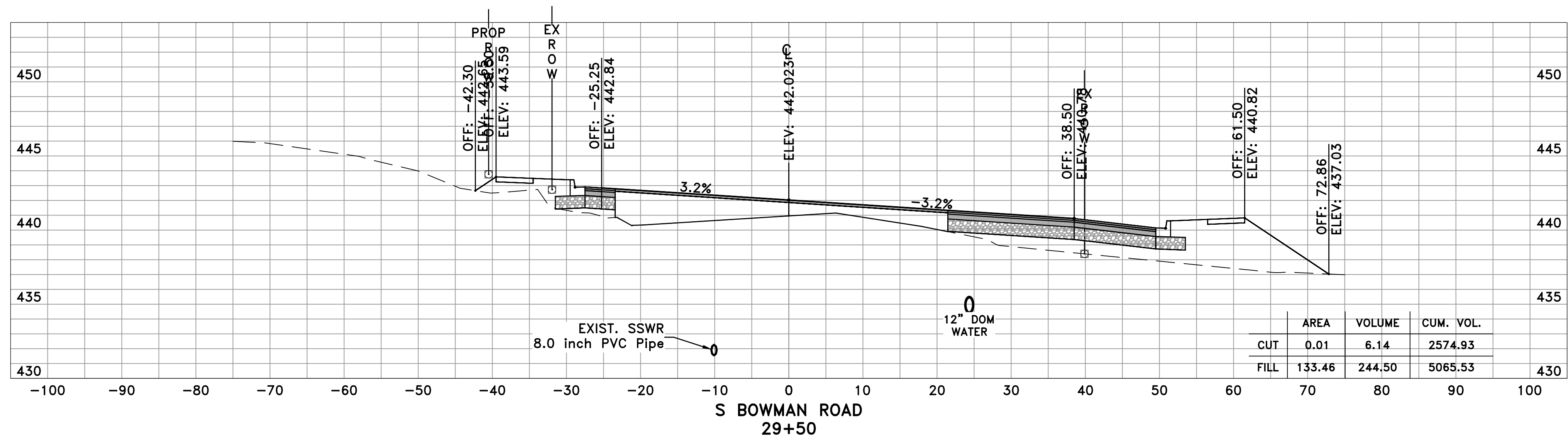
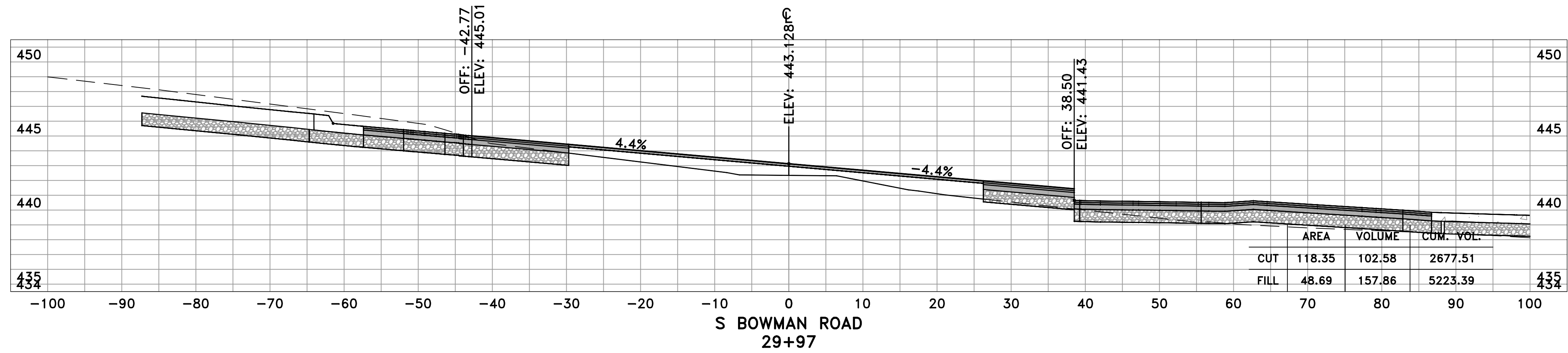
REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
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 CROSS SECTIONS (15)

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 DATE
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 SCALE
 H: 1"=10'
 V: 1"=5'
 PROJECT NO.
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 SHEET NO.
 X15



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CITY OF LITTLE ROCK, ARKANSAS
 BOWMAN ROAD RECONSTRUCTION
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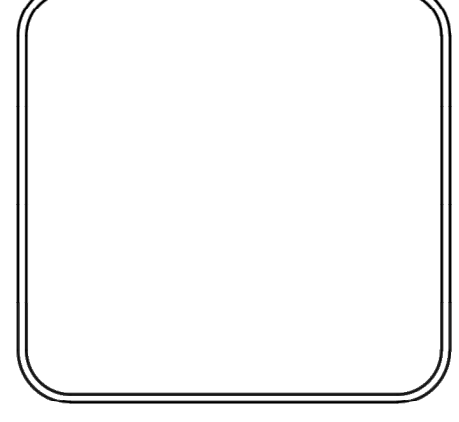
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 DATE
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 SCALE
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 PROJECT NO.
 CLR 6-15-ST-249
 SHEET NO.
 X16

REVISIONS	DATE

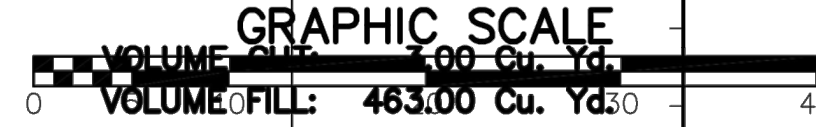
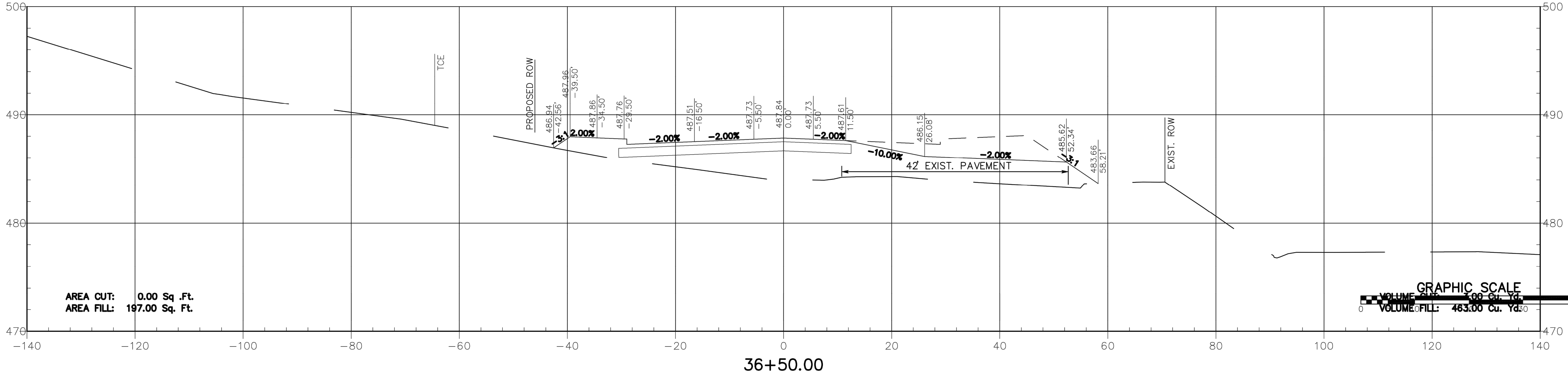
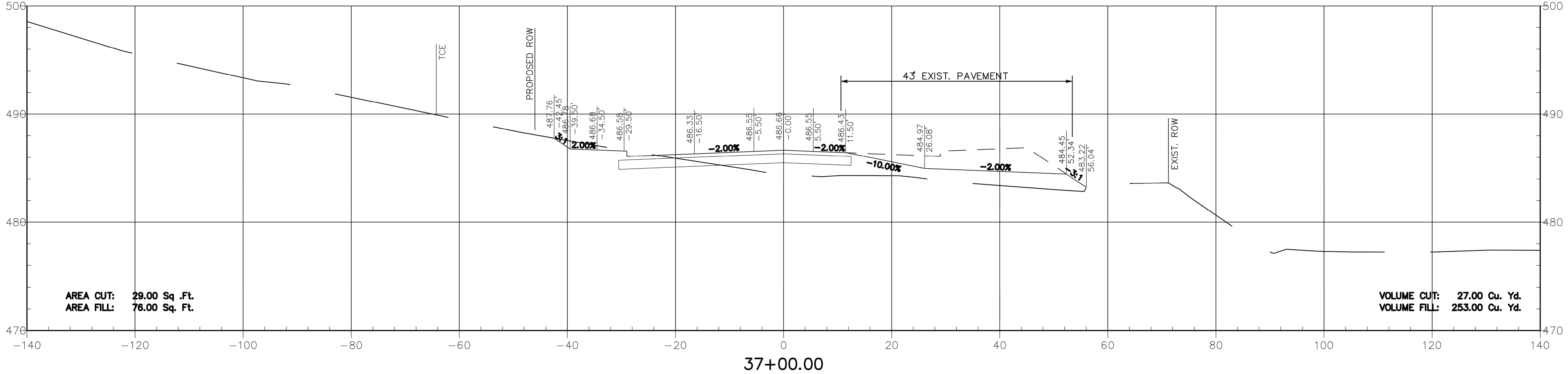
CITY OF LITTLE ROCK, ARKANSAS
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SCALE 1" = 20'
PROJECT NO. 13-B-5D-6A
SHEET NO. X17


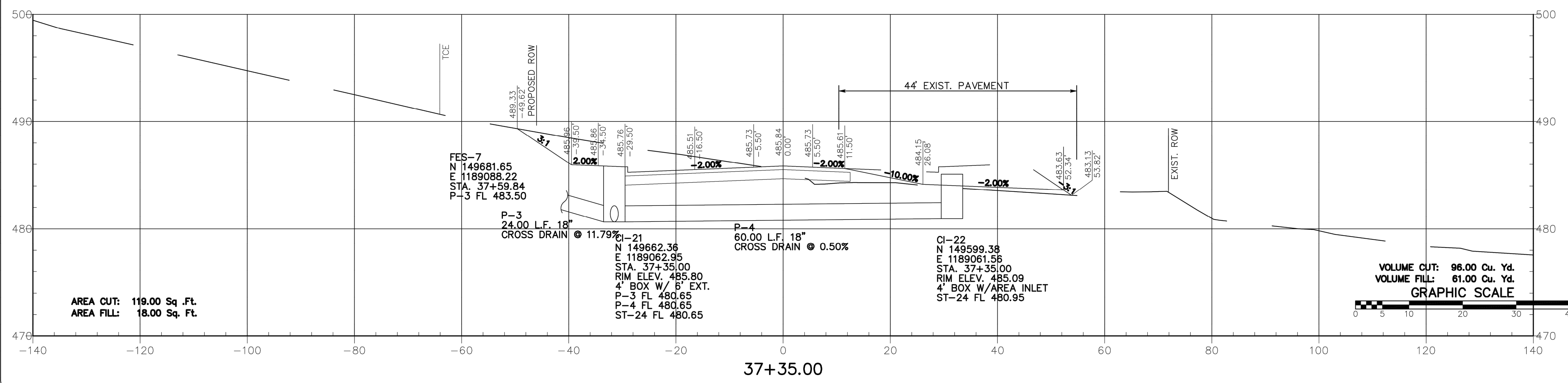
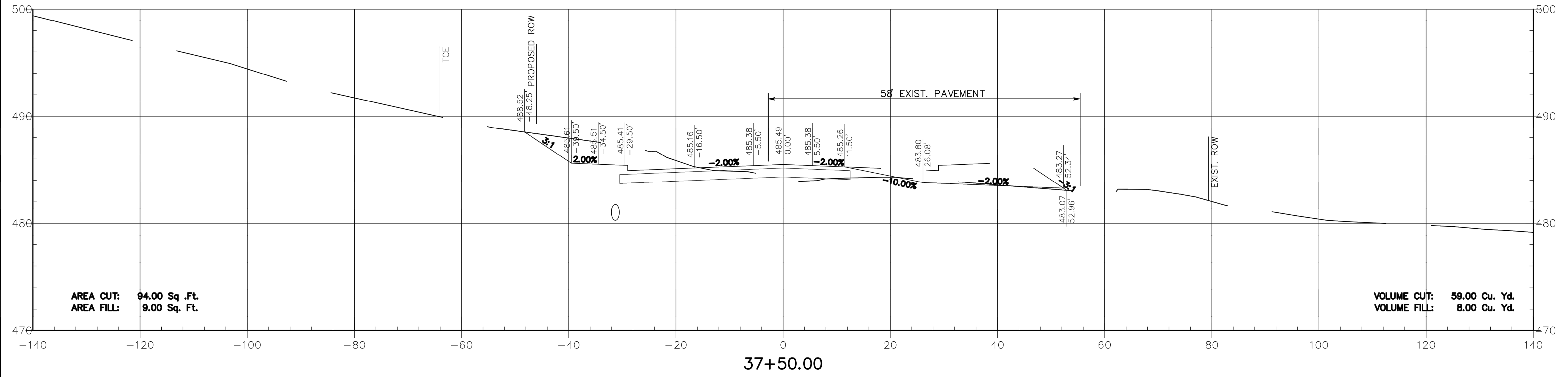


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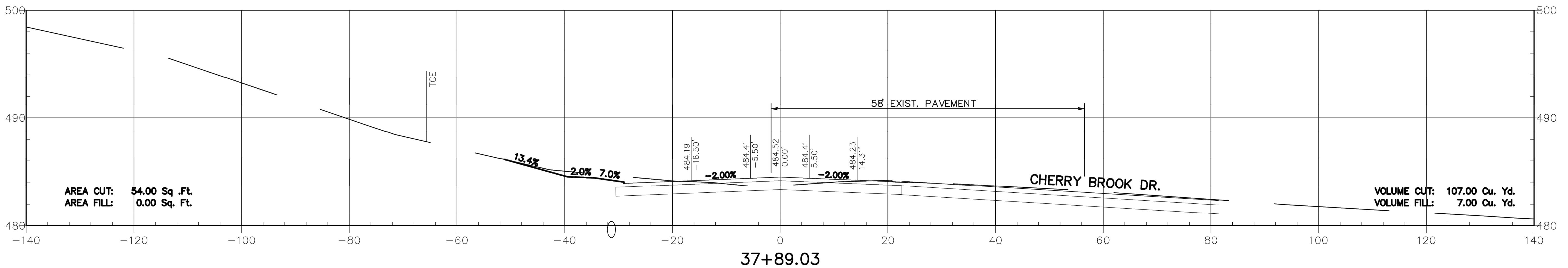
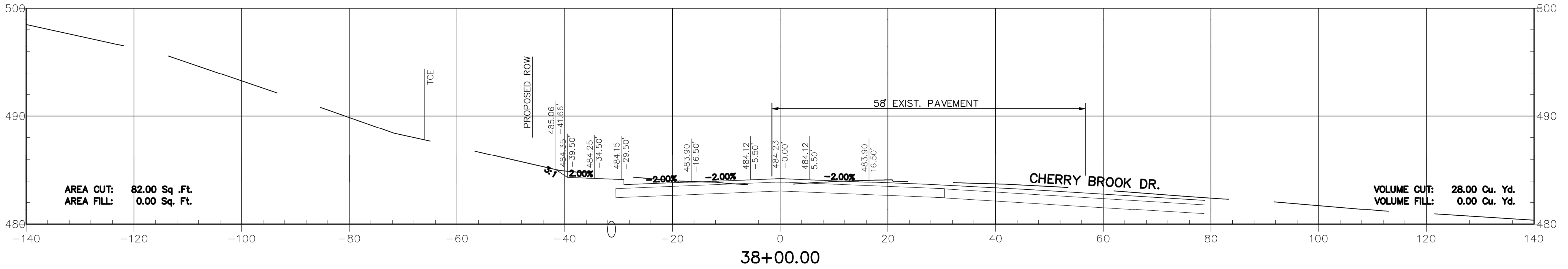


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SCALE	1" = 20'
PROJECT NO.	13-B-50-6A
SHEET NO.	X18


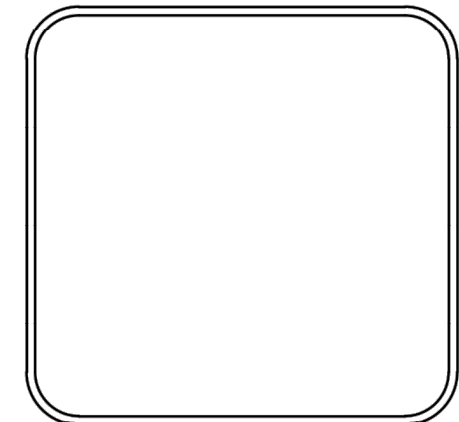
REVISIONS	DATE



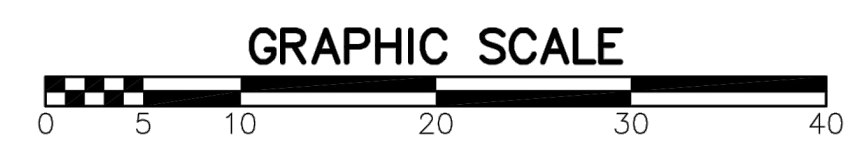
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KANIS ROAD

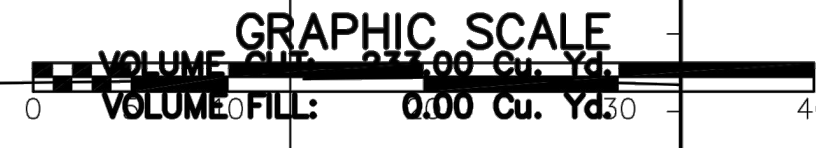
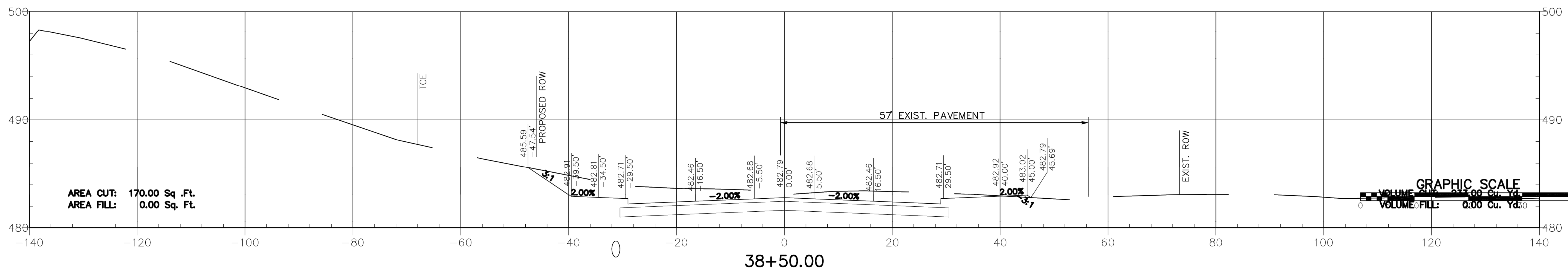
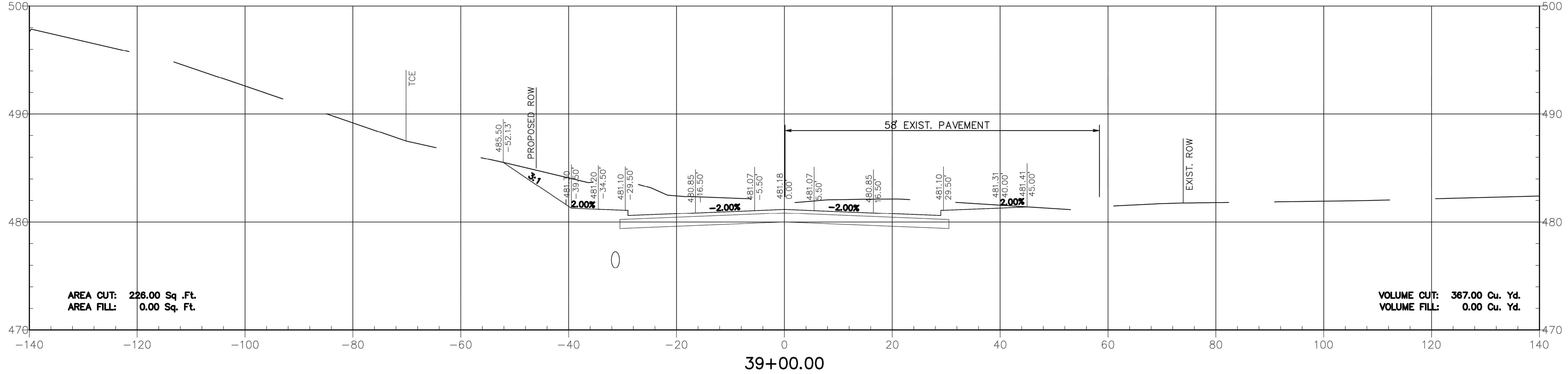
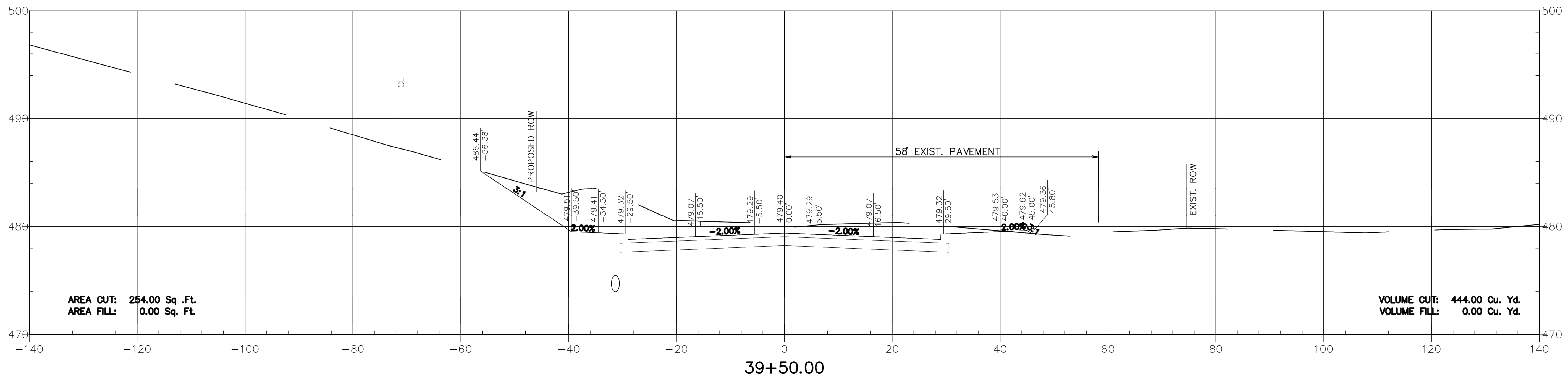


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SCALE 1" = 20'
PROJECT NO. 13-B-SD-6A
SHEET NO. X19

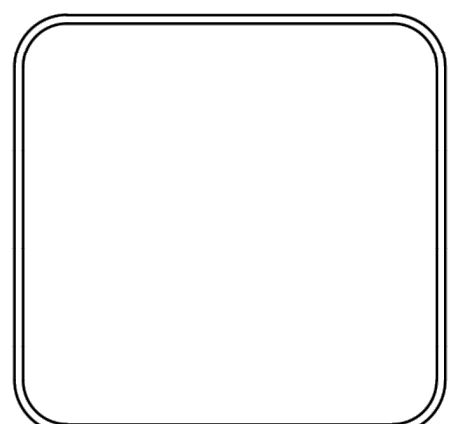




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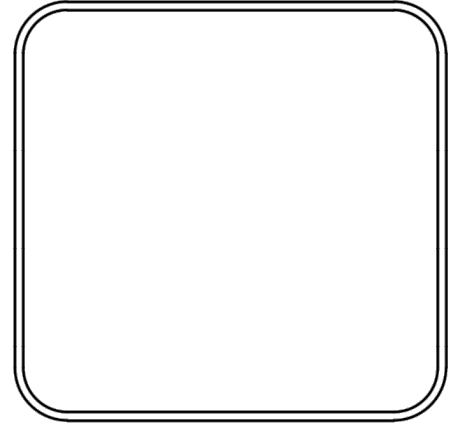
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DATE 2/24/17
SCALE 1" = 20'
PROJECT NO. 13-B-5D-6A
SHEET NO. X20

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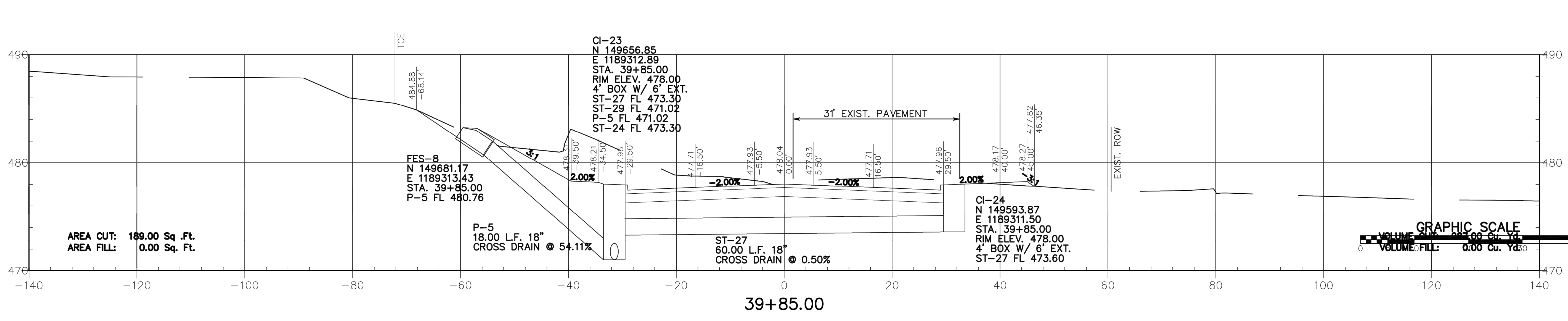
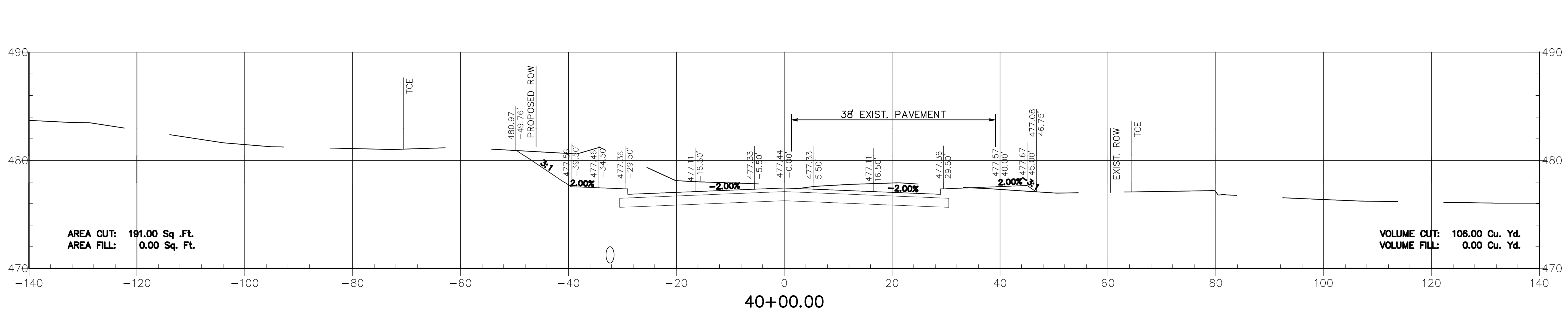
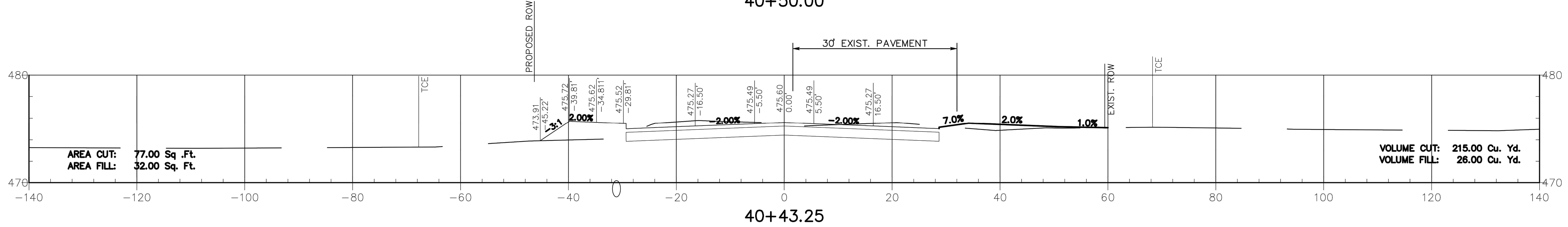
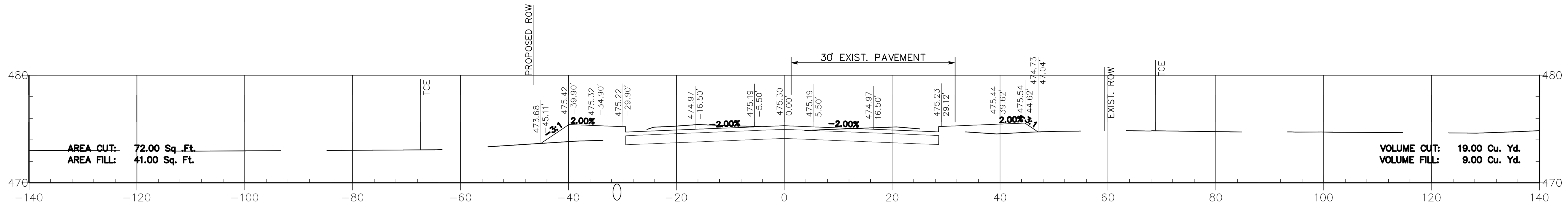
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DATE
2/24/17

SCALE
1" = 20'

PROJECT NO.
13-B-5D-6A

SHEET NO.
X21

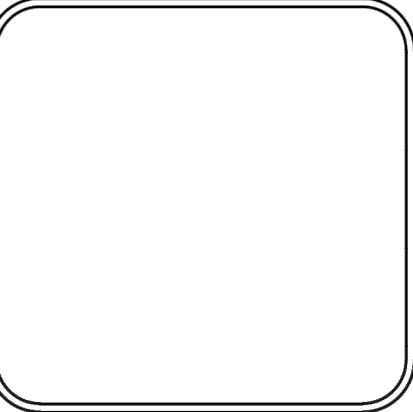


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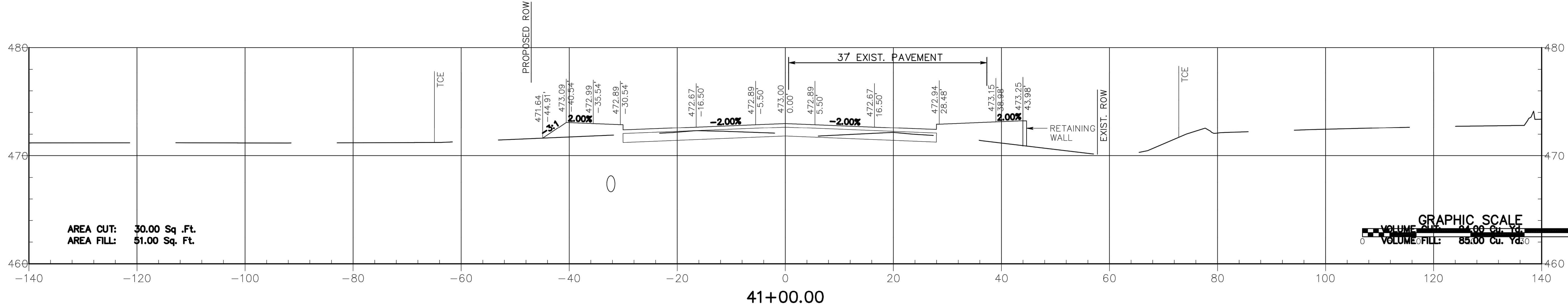
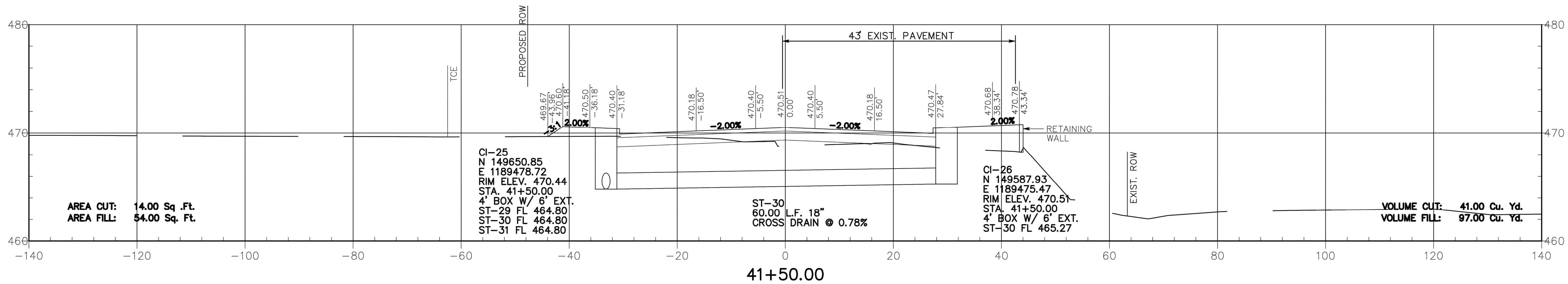
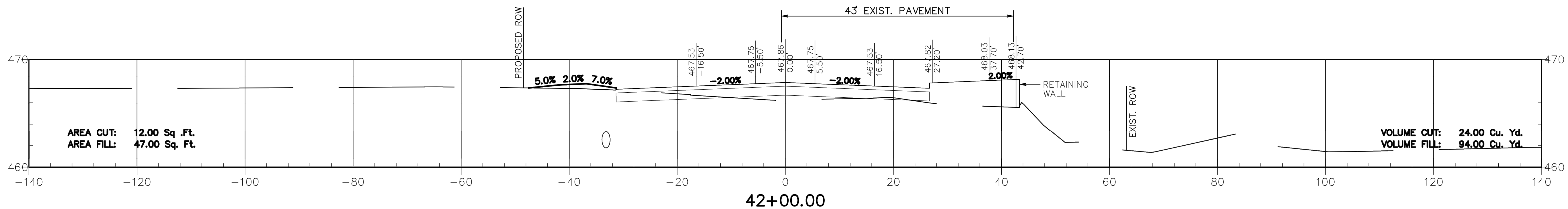
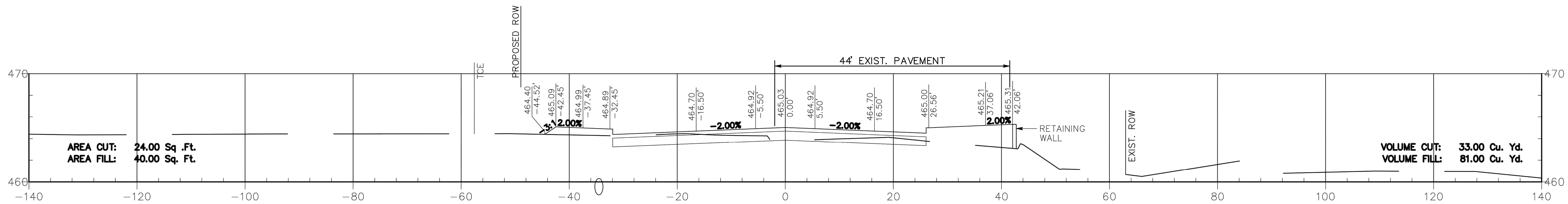
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DATE 2/24/17
SCALE 1" = 20'
PROJECT NO. 13-B-50-6A
SHEET NO. X22


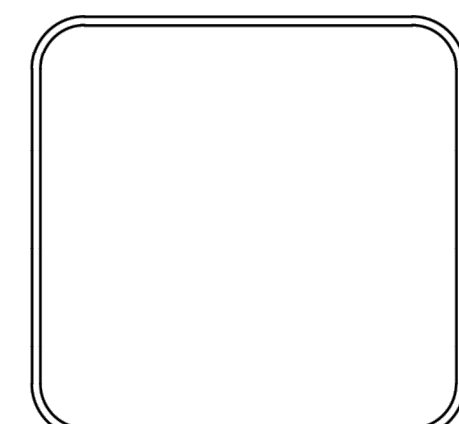


REVISIONS	DATE

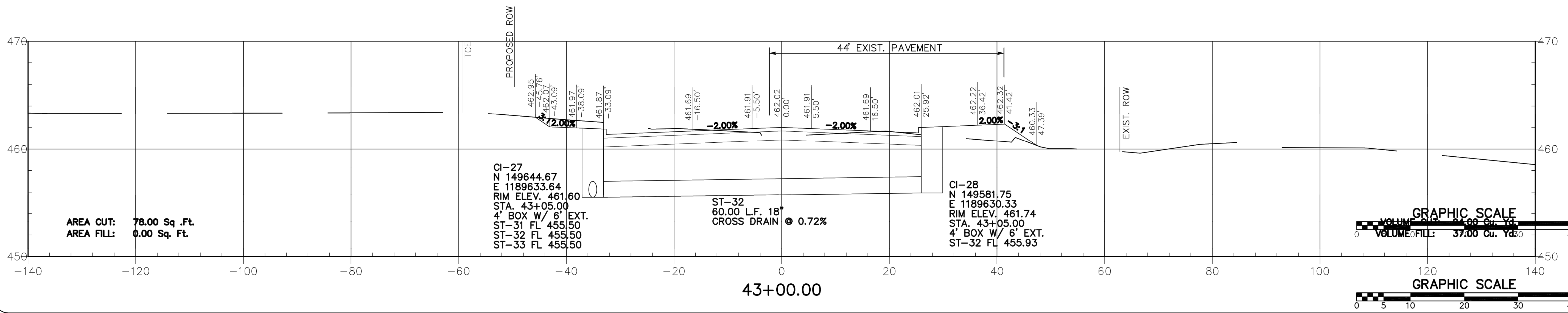
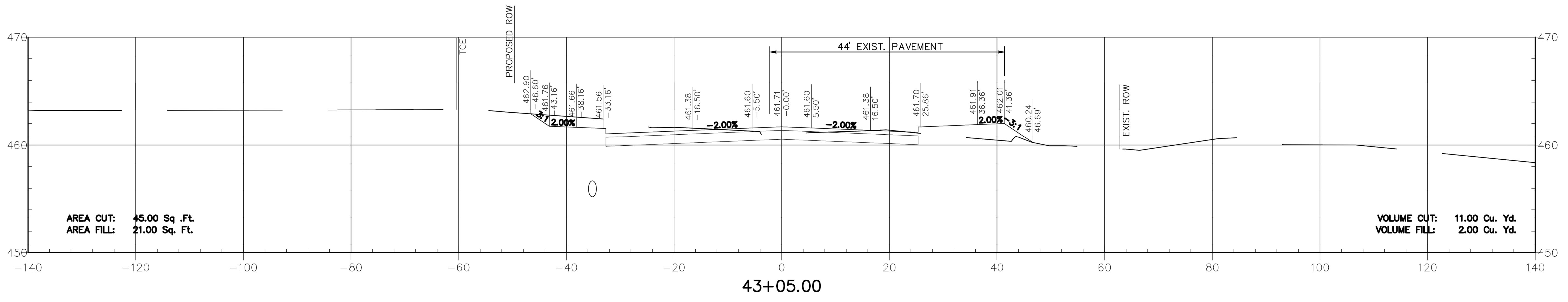
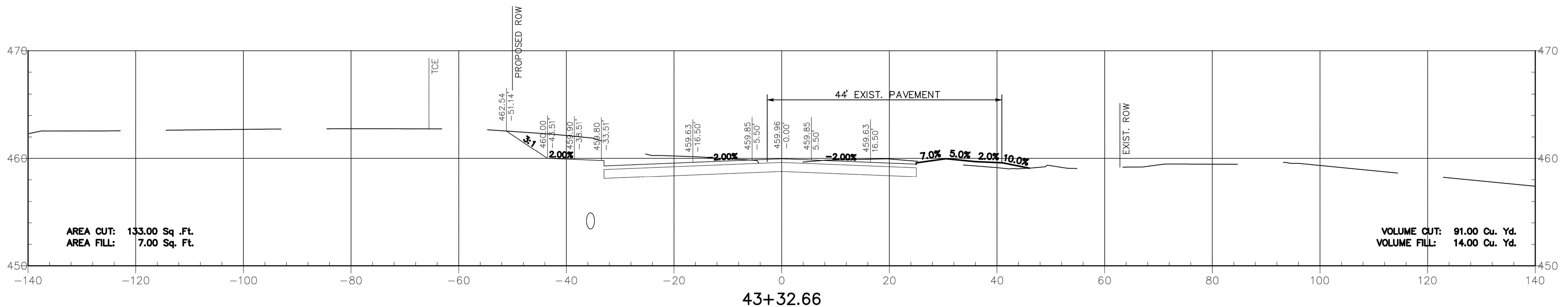
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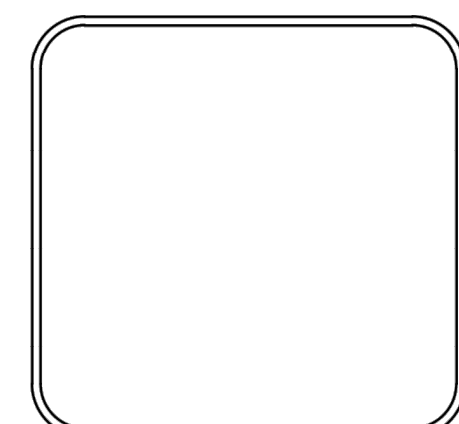
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DATE 2/24/17
SCALE 1" = 20'
PROJECT NO. 13-B-SD-6A
SHEET NO. X23



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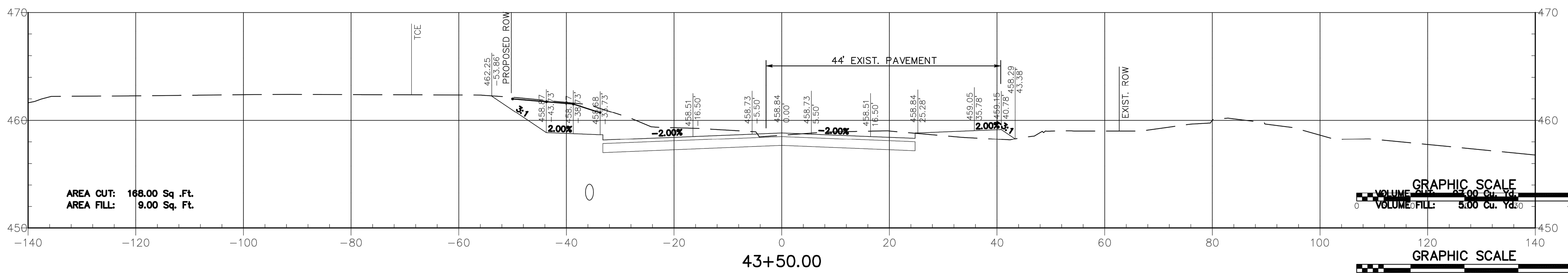
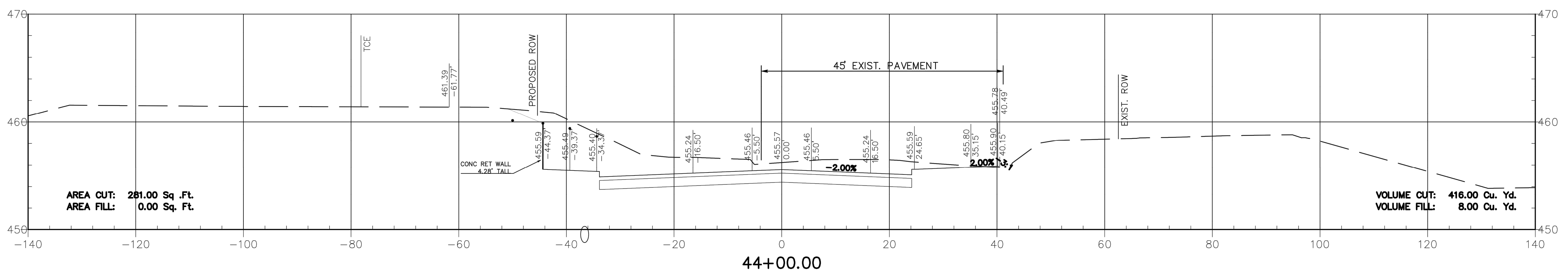
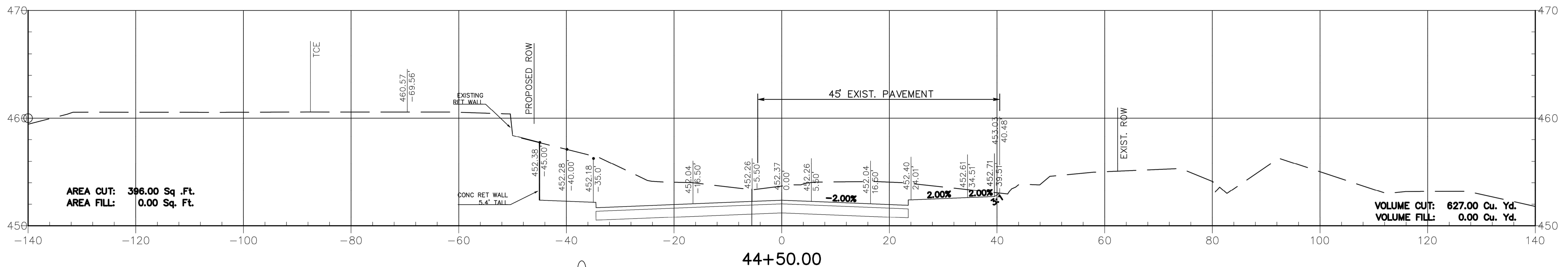
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DATE
2/24/17

SCALE
1" = 20'

PROJECT NO.
13-B-SD-6A


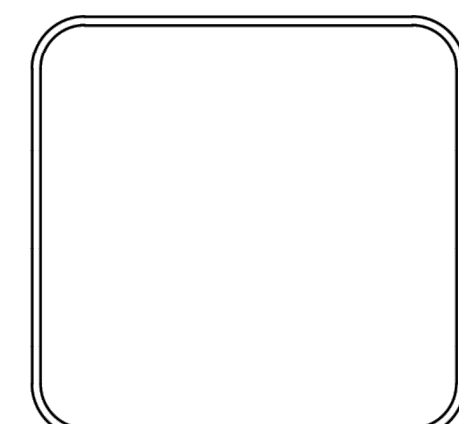
SHEET NO.
X24



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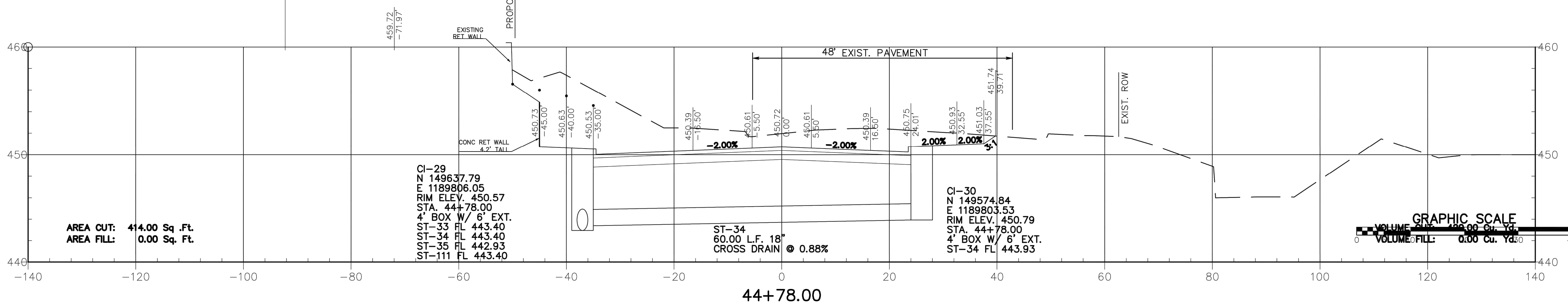
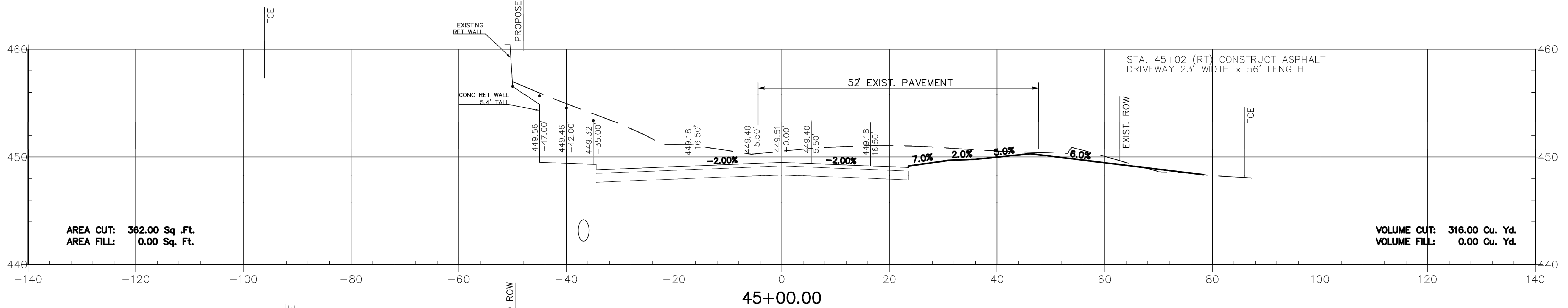
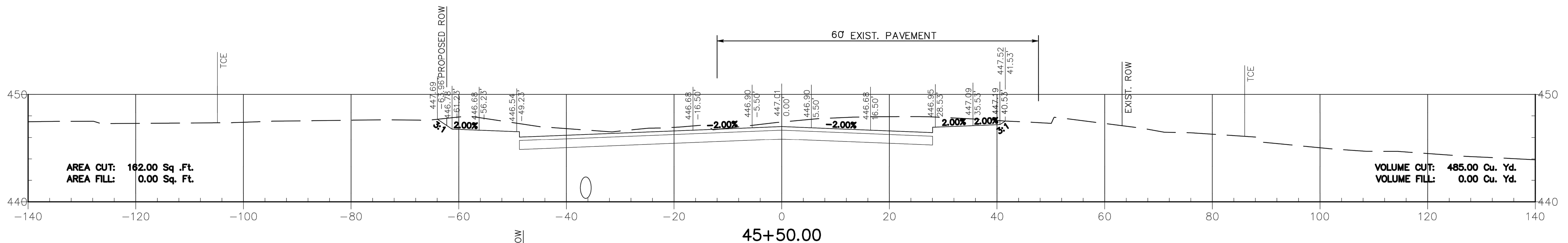
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2/24/17

SCALE
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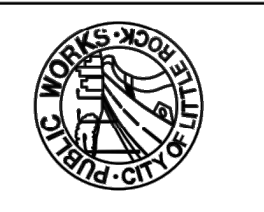
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SHEET NO.
X25


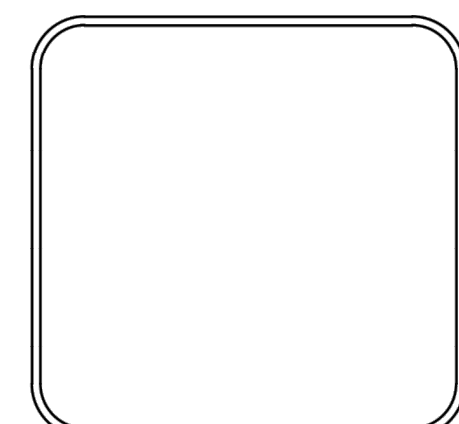


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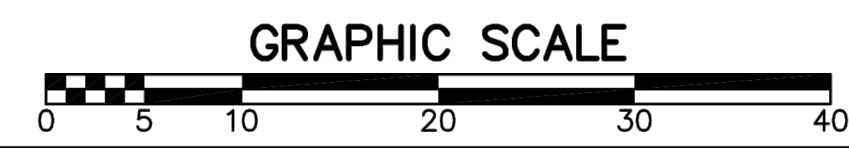
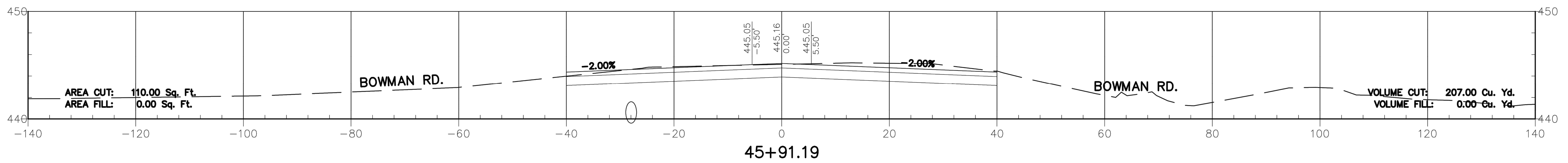
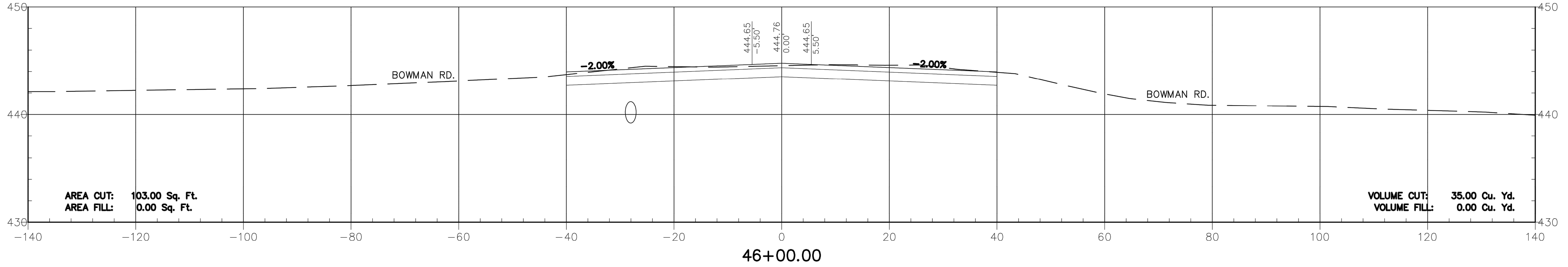
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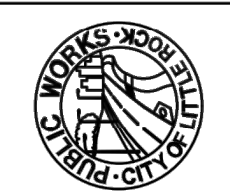



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PROJECT NO. 13-B-5D-6A
SHEET NO. X26


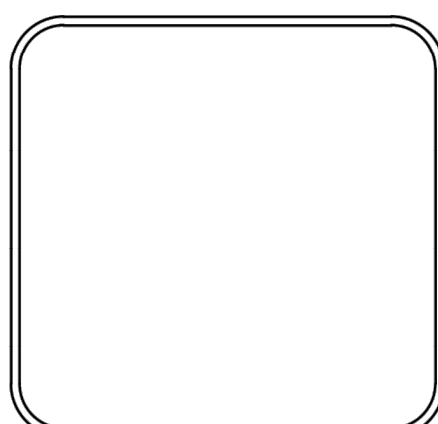
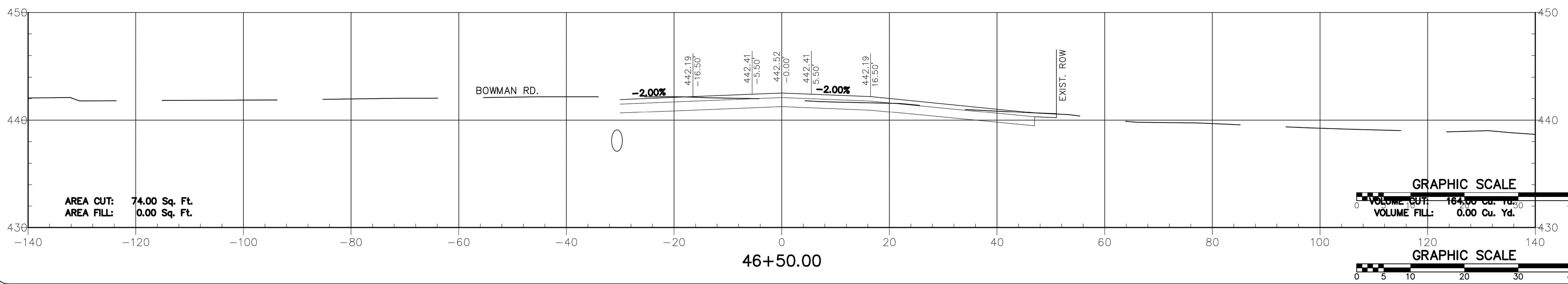
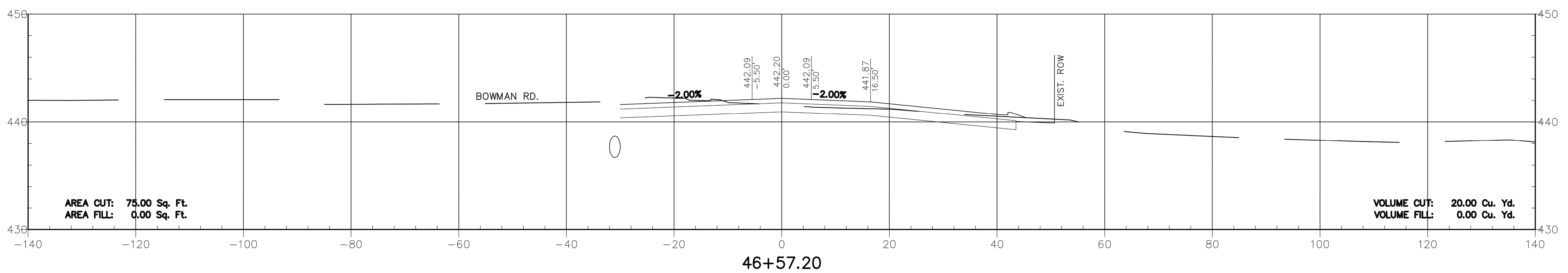


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CITY OF LITTLE ROCK, ARKANSAS
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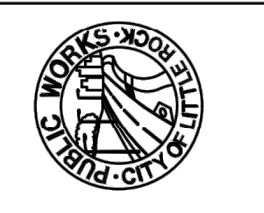
DEPARTMENT OF PUBLIC WORKS
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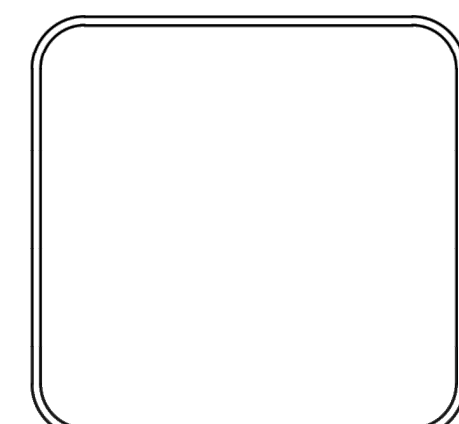
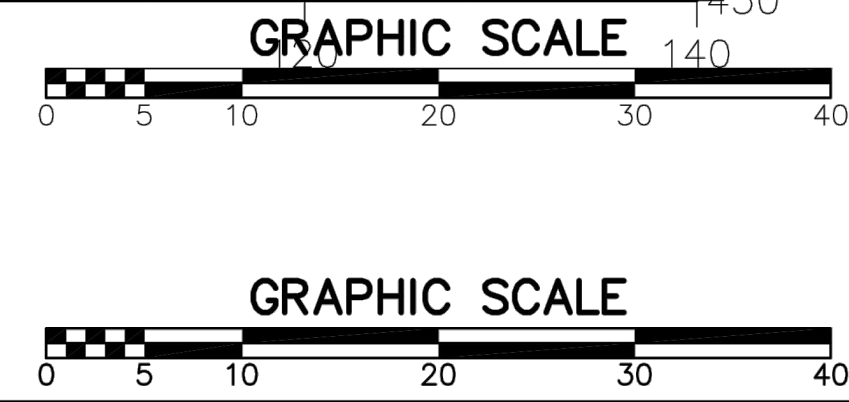
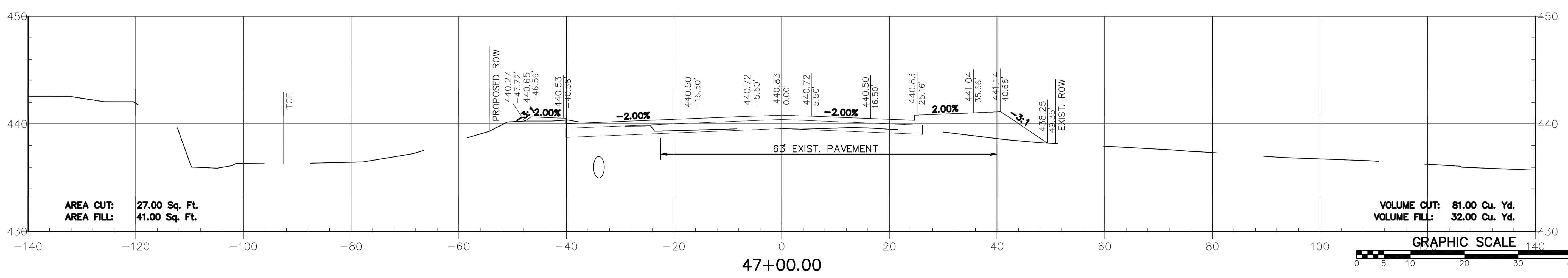
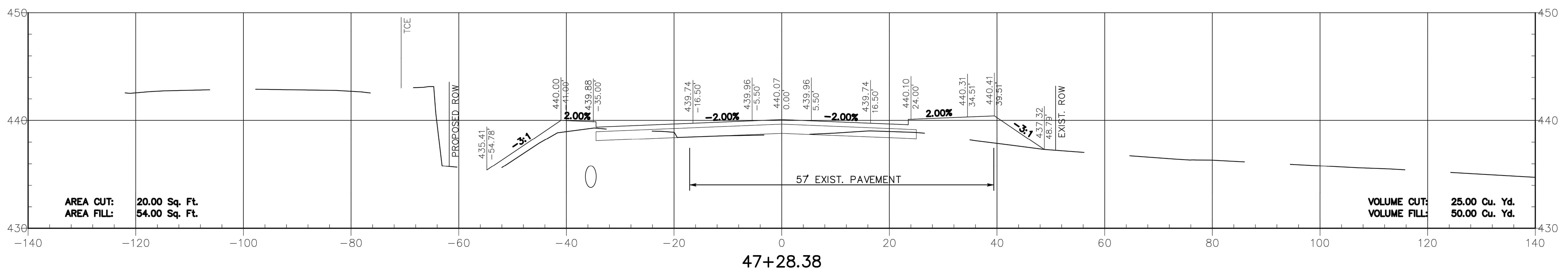
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CHECKED KGT
DATE 2/24/17
SCALE 1" = 20'
PROJECT NO. 13-B-SD-6A
SHEET NO. X27

REVISIONS	DATE

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SCALE 1" = 20'
PROJECT NO. 13-B-5D-6A
SHEET NO. X28

REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 CROSS SECTIONS
 KANIS ROAD

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

DRAWN BY
RFR

DESIGNED
RFR

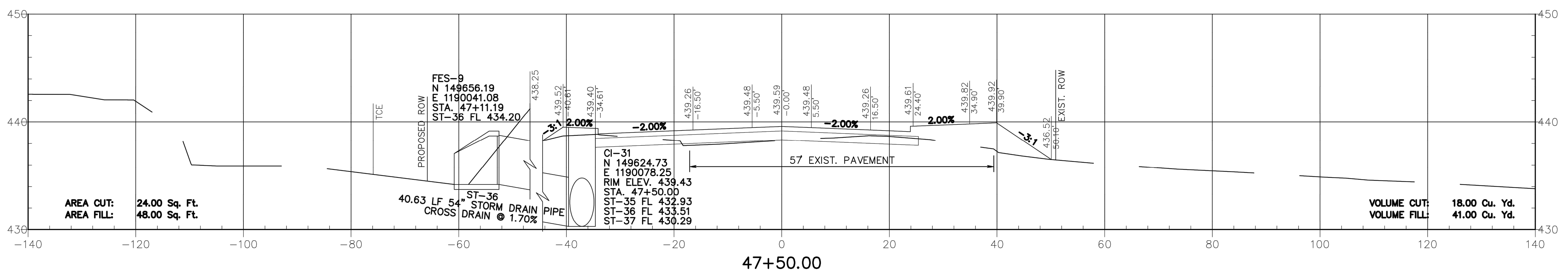
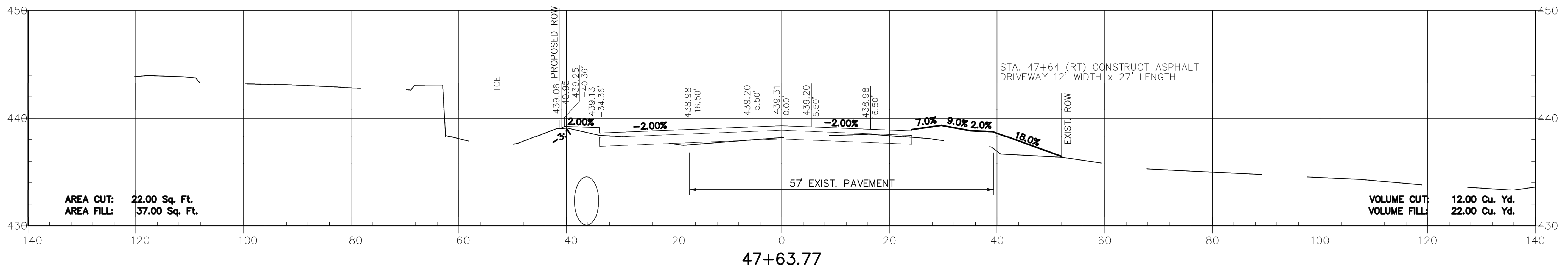
CHECKED
KGT

DATE
2/24/17

SCALE
1" = 20'

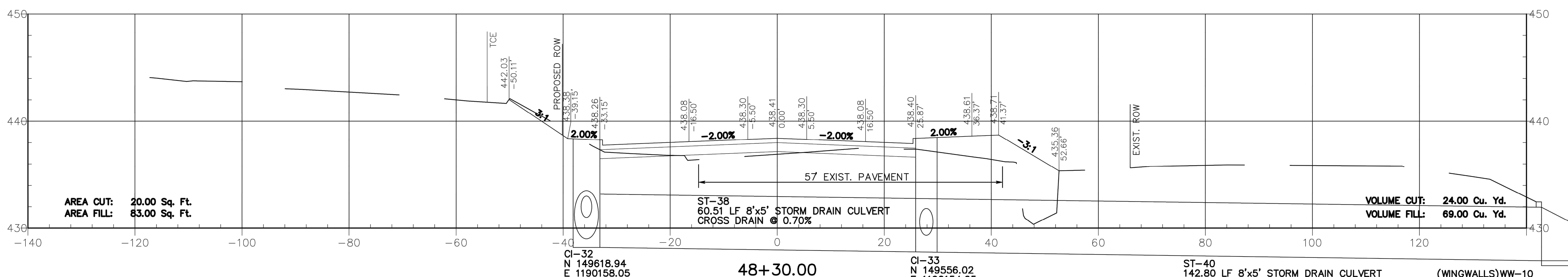
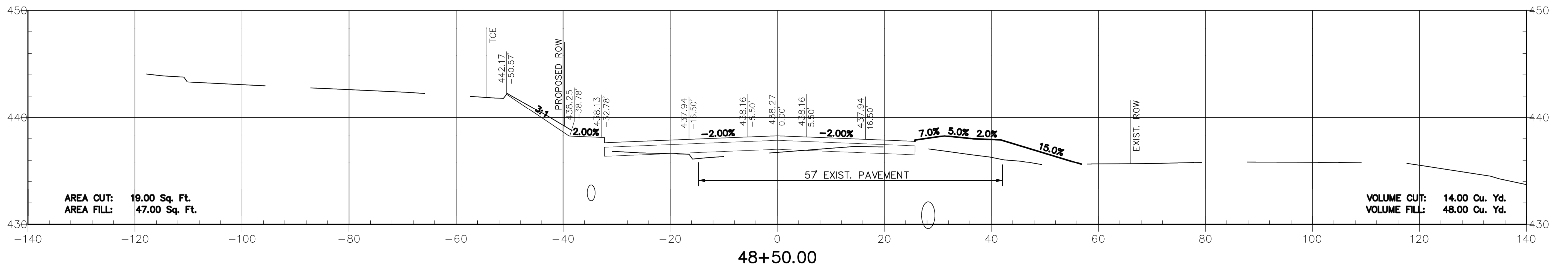
PROJECT NO.
13-B-5D-6A

SHEET NO.
X29



REVISIONS	DATE

CITY OF LITTLE ROCK, ARKANSAS
 KANIS ROAD
 CROSS SECTIONS
 KANIS ROAD

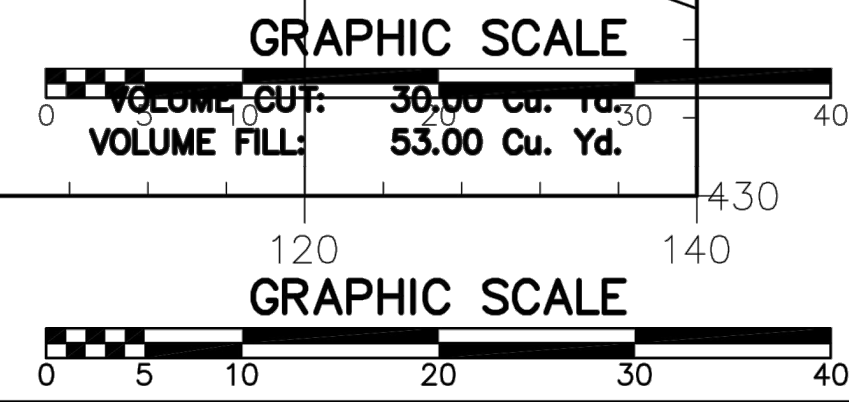
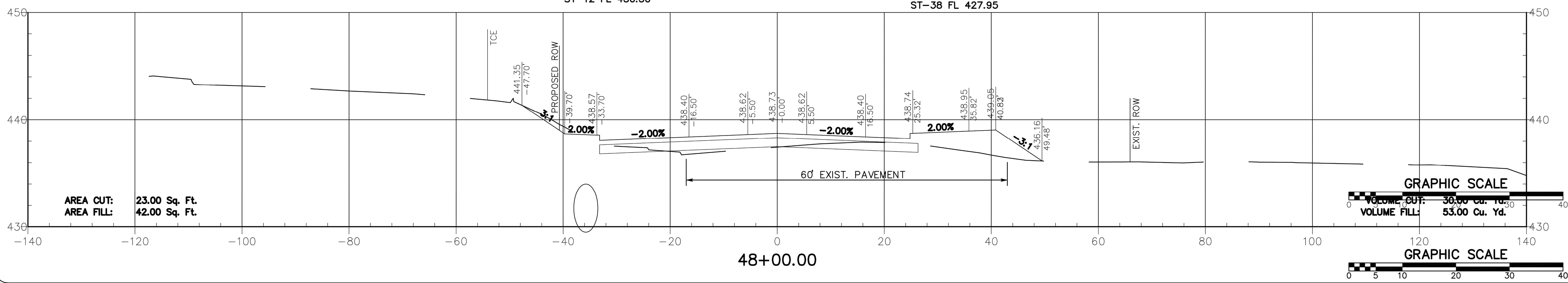


CI-32
 N 149618.94
 E 1190158.05
 RIM ELEV. 438.30
 STA. 48+30.00
 ST-37 FL 429.00
 ST-38 FL 428.37
 ST-12 FL 430.50

CI-33
 N 149556.02
 E 1190154.65
 RIM ELEV. 438.44
 STA. 48+30.00
 ST-39 FL 429.33
 ST-40 FL 427.95
 ST-38 FL 427.95

ST-40
 142.80 LF 8'x5' STORM DRAIN CULVERT
 CROSS DRAIN @ 0.70%

(WINGWALLS) WW-10
 STA. 48+60.24
 ST-40 FL 426.95



DEPARTMENT OF PUBLIC WORKS
 CIVIL ENGINEERING
 701 W. MARKHAM
 LITTLE ROCK, ARKANSAS 7201

PROPOSED ROW

DRAWN BY RFR
DESIGNED RFR
CHECKED KGT
DATE 2/24/17
SCALE 1" = 20'
PROJECT NO. 13-B-SD-6A
SHEET NO. X30