

PROJECT  
LOCATION

## VICINITY MAP

### INDEX OF SHEETS

SHEET NO.	TITLE
C0	TITLE SHEET
C1	GENERAL NOTES
C2	LEGEND
C3	SPECIAL DETAILS
C4	EROSION CONTROL DETAILS (1)
C5	EROSION CONTROL DETAILS (2)
C6	EROSION CONTROL NOTES
C7	EROSION CONTROL & DEMOLITION PLAN
C8	WATER PLAN & PROFILE (1)
C9	WATER PLAN & PROFILE (2)
C10	WATER PLAN & PROFILE (2) - AUX
C11	WATER PLAN & PROFILE (3)
C12	WATER PLAN & PROFILE (4)
C13	WATER DETAILS
	CITY OF ROGERS DETAILS
	RWU DETAILS
	ARDOT DETAILS

### ARDOT ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
CG-1	CURBING DETAILS	11/29/2007
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11/07/2019
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05/20/2021
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08/12/2021
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11/16/2017
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06/02/1994
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11/03/1994
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11/10/2005
WR-2	WHEELCHAIR RAMPS ALTERATIONS ONLY	10/09/2003

### CITY OF ROGERS STANDARD DETAILS

TITLE	DATE
TYPICAL CROSSWALK DETAILS	02/15/2012
TYPICAL SIDEWALK DETAILS	09/23/2016
RWU WATER DETAILS (WD-1)	09/20/2022
RWU WATER DETAILS (WD-2)	09/20/2022
RWU SEWER DETAILS (SD-1)	09/20/2022

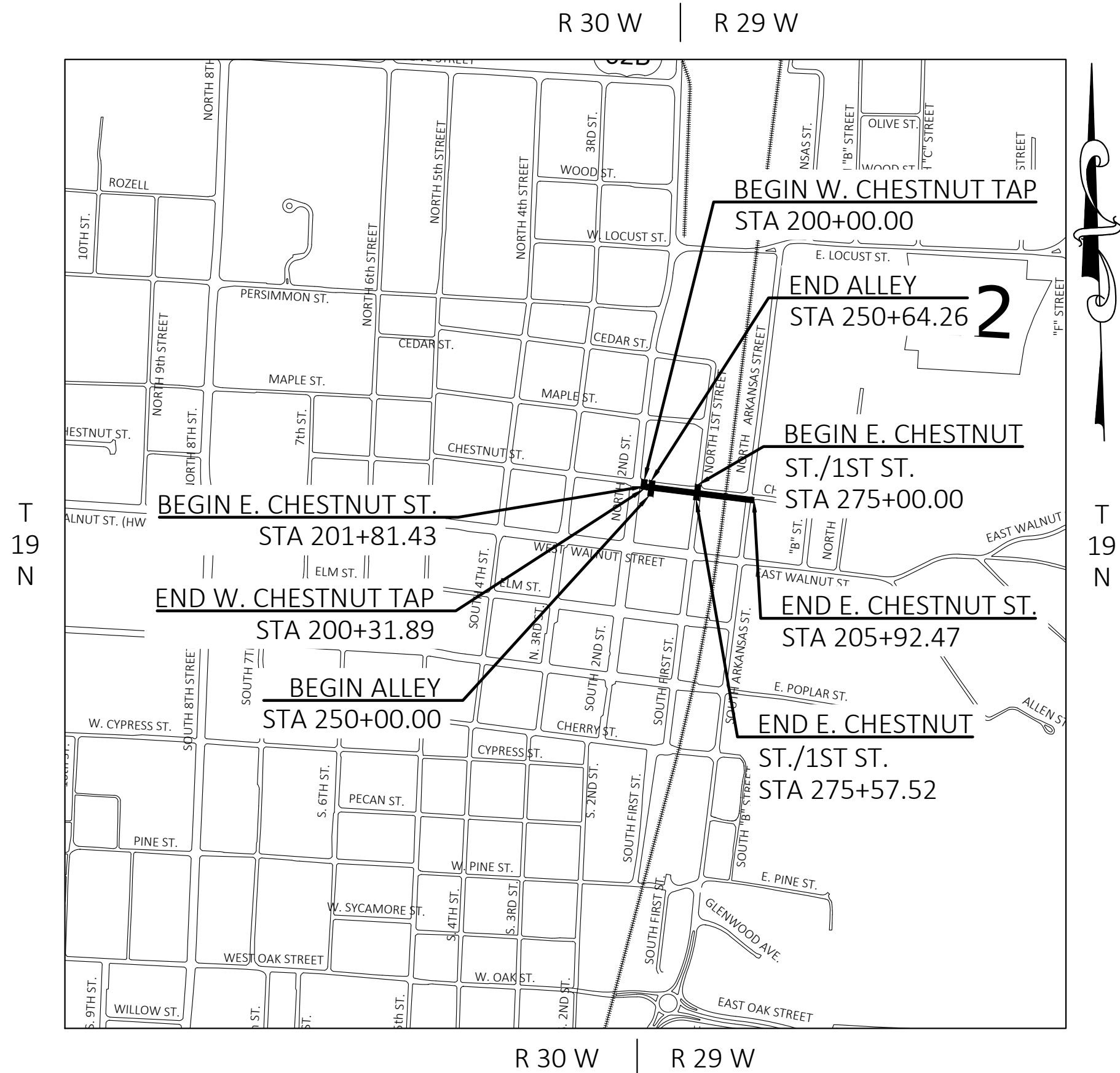
## CITY OF ROGERS, ARKANSAS

## CONSTRUCTION PLANS FOR

## CHESTNUT WATER LINE IMPROVEMENTS

## CEI PROJECT NO.34464

MAY 2025



CITY OF ROGERS  
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CONTACT: KENT LAUGHLIN  
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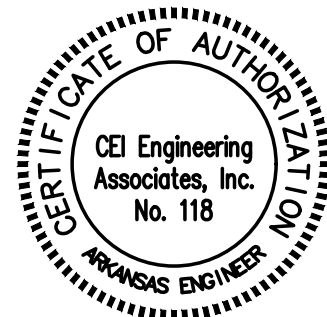


CEI ENGINEERING ASSOCIATES, INC.  
2600 NE 11TH ST, STE 300  
BENTONVILLE, AR 72712  
PHONE: (479) 273-0472  
FAX: (479) 273-0844

CITY OF ROGERS  
CHESTNUT WATER LINE IMPROVEMENTS  
ROGERS, AR



PROFESSIONAL OF RECORD	AS
PROJECT MANAGER	CLE
DESIGNER	ADS
CEI PROJECT NUMBER	34464
DATE	5/8/2025
REVISION	



TITLE SHEET

SHEET TITLE	
SHEET NUMBER	

C0

DRAWING LOCATION - P:\34000\34464\DRAWINGS\DESIGN\CHESTNUT ST. W\WORKING\34464-CS.DWG - SAVED BY - ASCHMERBECK

GENERAL NOTES

1.

TOPOGRAPHIC SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY THE FOLLOWING COMPANY, AS A CONTRACTOR TO THE SELLER/OWNER:  
  
CEI ENGINEERING ASSOCIATES INC.  
2600 NE 11TH ST, STE 300  
BENTONVILLE, AR 72712  
(479) 273-9472
2.

ALL MATERIALS DEEMED ACCEPTABLE FOR CITY USE SHALL BE PRESERVED, SAVED, AND DELIVERED TO A LOCATION DEEMED BY THE CITY FOR FUTURE USE. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS. CONTRACTOR SHALL TAKE PRECAUTION TO PROTECT EXISTING PIPE CULVERTS FROM DAMAGE DURING THEIR REMOVAL AND SHALL RETURN THE UNDAMAGED PIPE CULVERTS TO THE OWNER.
3.

THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
4.

WARRANTY/DISCLAIMER: THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.
5.

SAFETY NOTICE TO CONTRACTOR IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
6.

ALL CONSTRUCTION WITHIN CITY RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND PROCEDURES, INCLUDING TRAFFIC CONTROL, WHICH WILL CONFORM TO THE MUTCD LATEST EDITION.
7.

THE CONTRACTOR SHALL PROVIDE ALL PAVEMENT MARKINGS AND SIGNS IN ACCORDANCE WITH THE MUTCD LATEST EDITION.
8.

CONTRACTOR TO PROVIDE CONSTRUCTION STAKING.
9.

ANY PLAN DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
10.

CONTRACTOR SHALL BE RESPONSIBLE FOR RAZING AND REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
11.

PRIOR TO INSTALLATION OF WATER LINE, THE CONTRACTOR SHALL EXCAVATE, VERIFY, AND CALCULATE ALL CROSSINGS AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT THE ENGINEER IS NOT NOTIFIED OF DESIGN CONFLICTS.
12.

ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND 4" OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL, APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEEDDED OR SODDED, FERTILIZED, MULCHED, WATERED, AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR SHALL BE REQUIRED TO MOW ALL SEEDDED AND/OR SODDED AREAS A MINIMUM OF TWO TIMES PRIOR TO ACCEPTANCE BY CITY. CONTRACTOR SHALL CONTINUE TO MOW AND MAINTAIN THE PROJECT UNTIL THE PROJECT HAS REACHED FINAL COMPLETION.
13.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FILED LOCATION OF UTILITIES.
14.

STRUCTURAL FILL AND EXCAVATION SHALL BE PLACED ACCORDING TO RECOMMENDATIONS FROM AN ARKANSAS LICENSED GEOTECHNICAL ENGINEER.
15.

GENERAL CONTRACTOR SHALL LOCATE THEIR OWN LAY DOWN YARD. CONTRACTOR TO PROVIDE PERIMETER BMP ON THE DOWNSTREAM SIDE OF THE LAYDOWN AREA.
16.

CONTRACTOR IS ADVISED THAT ALL SECTIONS OF PAVED SIDEWALK AND STAGING AREA SHALL MEET MINIMUM ADA STANDARDS FOR MINIMUM/MAXIMUM GRADES ALLOWED. THE MAXIMUM GRADE ALLOWED IS 4.99%, UNLESS STATED ON PLANS, WITH A MAXIMUM CROSS SLOPE OF 2%.
17.

PRINTED DRAWINGS PROVIDED BY ENGINEER ARE PART OF THE CONTRACT DOCUMENTS. HOWEVER, ELECTRONIC DATA IS NOT. ELECTRONIC DATA PROVIDED IS FOR CONTRACTOR'S CONVENIENCE ONLY. IT IS CONTRACTOR'S RESPONSIBILITY TO VERIFY ELECTRONIC DATA AGAINST PRINTED DRAWINGS. USE OF ELECTRONIC DATA IS AT CONTRACTORS RISK.
18.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER PRIOR TO DISTURBING ANY AREAS OF VEGETATION AND LANDSCAPING WITHIN TEMPORARY CONSTRUCTION EASEMENTS. CONSTRUCTION ACTIVITIES WITHIN TEMPORARY CONSTRUCTION EASEMENTS SHALL BE KEPT TO A MINIMUM.
19.

TAPER CURB HEIGHTS FROM 6" TO 0" OVER 2' AT ALL CURB ENDS. WHEN APPROACHING THE SIDEWALK EDGE, TAPER CURB TO 0" 2' BEFORE SIDEWALK EDGE AND CONTINUE FLAT INTO SIDEWALK EDGE. TAPER MOUNTABLE CURB FROM 3" TO 0" OVER 5' AT ALL CURB ENDS.
20.

2" MODIFIED CURB TO BE UTILIZED ACROSS ALL DRIVES TO CONFINE DRAINAGE TO STREET EDGE. STREET DRAINAGE SHALL NOT BE ALLOWED TO FLOW INTO PRIVATE DRIVEWAYS.
21.

CONTRACTOR SHALL NOTIFY THE CITY OF ROGERS OR THE ENGINEER PRIOR TO THE REMOVAL OF ANY TREES.
22.

ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
23.

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.
24.

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.
25.

ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

26.

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.
27.

THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING PAVEMENT STRIPING THAT IS TO TIE INTO PROPOSED STRIPING. IN THE EVENT OF DAMAGE, THE GENERAL CONTRACTOR SHALL REPLACE ANY OF SAID STRIPING AT NO COST TO THE OWNER.
28.

ALL EROSION AND SEDIMENT CONTROLS SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT SHALL BE INITIATED WITHIN 72 HOURS OF DISCOVERY WITHOUT FURTHER DAMAGE TO THE SITE FROM HEAVY EQUIPMENT. DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED, TEMPORARILY OR PERMANENTLY, SHALL BE STABILIZED WITHIN 14 CALENDAR DAYS UNLESS THEY ARE SCHEDULED TO AND DO RESUME WITHIN 21 CALENDAR DAYS. THE AREAS ADJACENT TO CREEKS AND DRAINAGEWAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES PROTECTING STORM SEWER INLETS.
29.

CONCRETE WASHOUT LOCATION AND CONSTRUCTION ENTRANCE SHALL BE DETERMINED BY AND AT THE DISCRETION OF THE CONTRACTOR. CONTAMINATED WATER OF CONCRETE SHALL NOT BE DRAINED IN TO THE STORM SEWER SYSTEM. ONCE THE SURPLUS CONCRETE HAS DRIED THEN IT CAN BE DISPOSED OF AS REQUIRED BY STATE OR LOCAL REGULATION.
30.

THE CONTRACTOR SHALL BE REQUIRED, ON A REGULAR BASIS OR AS MAY BE DIRECTED BY THE ENGINEER, TO DAMPEN HAUL ROADS FOR DUST CONTROL, STABILIZE CONSTRUCTION ENTRANCES, AND TO REMOVE EXCESS DIRT FROM THE ROADWAY.
31.

DISPOSAL AREAS AND STOCKPILES SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS AND STOCKPILES SHALL NOT BE LOCATED IN ANY WETLAND, WATER BODY, OR STREAM BED AND SHALL BE PROTECTED BY ENGINEER APPROVED EROSION CONTROL DEVICES.
32.

STREET CLOSURES SHALL NOT BE ALLOWED UNLESS AT THE DIRECTION OF THE CITY ENGINEER.
33.

CONTRACTOR SHALL MAINTAIN ALL ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS.
34.

CONTRACTOR SHALL PROVIDE NECESSARY TEMPORARY SIDEWALK CLOSURE AND DETOUR SIGNAGE FOR CONSTRUCTION ACTIVITIES. CONTRACTOR TO SUBMIT PROPOSED MAINTENANCE OF PEDESTRIAN TRAFFIC PLAN PRIOR TO CONSTRUCTION.
35.

ALL TRAFFIC CONTROL DEVICES USED SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD FOR STREETS AND HIGHWAYS AND WITH ARDOT STANDARD DRAWINGS FOR TRAFFIC CONTROL.
36.

ALL SIGNS, INCLUDING ADVANCED WARNING SIGNS, SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS AND NOTES AS SHOWN ON THE ARDOT STANDARD DETAILS UNLESS OTHER METHODS ARE APPROVED IN WRITING.
37.

SIGNS SHALL BE COVERED OR REMOVED WHEN WORK ON AFFECTED STREET/SIDEWALK IS COMPLETED OR SUSPENDED. SIGNS SHOULD NOT BE INSTALLED MORE THAN ONE WEEK IN ADVANCE.
38.

ADVANCE WARNING SIGNS SHALL NOT OBSTRUCT THE VIEW OF AN EXISTING SIGNS, BUT SHALL BE LOCATED IN A POSITION TO MAINTAIN CLEAR VISIBILITY.
39.

THE CONTRACTOR SHALL MOW AND MAINTAIN THE PROJECT AREA DURING THE DURATION OF THE PROJECT.
40.

THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR AND BE REQUIRED TO REPAIR/REPLACE ANY AREAS THAT ARE COMPLETED WITH POOR WORKMANSHIP, INCLUDING BUT NOT LIMITED TO, CONCRETE FAILURES IN SIDEWALKS, AS DIRECTED BY THE OWNER AND ENGINEER.
41.

THE CONTRACTOR SHALL KEEP ALL DISTURBANCE OF BRICK PAVEMENT TO A MINIMUM. EXISTING BRICKS SHALL ONLY BE DISTURBED WITH THE APPROVAL OF THE OWNER AND ENGINEER.
42.

THE CONTRACTOR SHALL MANAGE CONSTRUCTION SO THAT EXISTING BRICKS WILL NOT BE DAMAGED DURING THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO EXISTING BRICKS.
43.

WATER METERS 5/8" AND 1" THAT ARE INSTALLED IN NON-DELIBERATE AND INCIDENTAL TRAFFIC SHALL BE INSTALLED WITH A LOAD BEARING METER TILE. WATER METER INSTALLATIONS THAT FIT THIS CRITERIA WILL USE THE DFW PLASTICS #DFW1800F-18-1ET LOAD RATED METER TILE OR APPROVED EQUAL.
44.

ALL SIDEWALK AND DRIVEWAY CONCRETE SHALL BE FIBER REINFORCED.
45.

CONTRACTOR IS REQUIRED TO MOW AND TRIM THE JOB SITE THROUGHOUT THE PROJECT TO KEEP IT IN A PRESENTABLE CONDITION AS DETERMINED BY THE PROPERTY OWNER. AT A MINIMUM, THE CONTRACTOR SHALL MOW ALL SODDED OR SEEDDED AREAS TWICE PRIOR TO THE CITY TAKING OWNERSHIP OF THE PROJECT.

RWU GENERAL NOTES:

46.

ALL MATERIALS AND METHODS USED TO CONSTRUCT, MODIFY, OR TAP ANY PUBLIC WATER OR SEWER MAIN SHALL CONFORM TO RWU STANDARD SPECIFICATIONS AND STANDARD DETAILS.
47.

VERTICAL SEPARATION SHALL BE 18" MIN. BETWEEN WATER AND SANITARY SEWER AND 6" BETWEEN WATER AND ALL OTHER UTILITIES AND STORM SEWER.

RWU WATER NOTES:

48.

ALL WATER MAINS SHALL BE DUCTILE IRON PIPE WITH 3 FEET MIN. COVER BELOW POINT OF BURY, OR 3.5 FEET MIN. COVER BELOW STREET CENTERLINE, WHICHEVER RESULTS IN THE LOWEST ELEVATION.
49.

WATER VALVES 12" AND LARGER SHALL BE BUTTERFLY VALVES PER RWU SPECIFICATIONS.
50.

WATER SERVICES CROSSING ROADWAY SHALL BE INSTALLED IN 4" SCH. 40 PVC CONDUIT.
51.

NO MORE THAN 2 JOINTS OF EXISTING PIPE SHALL BE EXPOSED DURING CONSTRUCTION.
52.

MAINTAIN 5' MINIMUM HORIZONTAL SEPARATION BETWEEN WATER LINES AND LIGHT POLE BASES.

RWU SEWER NOTES:

53.

ALL SANITARY SEWER MAINS SHALL BE SDR 26 PVC WITH 6 FEET MIN. DEPTH FROM RIM ELEVATION TO FLOW LINE ELEVATION.
54.

SANITARY SEWER MANHOLES LOCATED IN ROADWAYS OR IN AREAS EXPOSED TO VEHICULAR TRAFFIC SHALL HAVE TRAFFIC DUTY FRAMES AND COVERS INSTALLED.
55.

SANITARY SEWER MANHOLES LOCATED IN AREAS SUBJECT TO FLOODING OR POOLING SHALL HAVE WATER TIGHT COVERS INSTALLED.
56.

UNLESS STATED IN THE PLANS, ALL SANITARY SEWER MANHOLES SHALL BE 4-FOOT DIAMETER AND SHALL BE PROXY-LINED WITH A GMI 24" COMPOSITE RING AND LID PER RWU STANDARD DETAILS.
57.

INSTALL 1' CLAY CAP BETWEEN SANITARY SEWER AND BOTTOM LAYER OF LOW-IMPACT DEVELOPMENT INFRASTRUCTURE.



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CITY OF ROGERS  
CHESTNUT WATER LINE IMPROVEMENTS  
ROGERS, AR



PROFESSIONAL OF RECORD	AS
PROJECT MANAGER	CLE
DESIGNER	ADS
CEI PROJECT NUMBER	34464
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GENERAL NOTES

SHEET TITLE
SHEET NUMBER

C1

DRAWING LOCATION - P:\34000\34464.D\DRAWINGS\DESIGN\CHESTNUT ST. WL\WORKING\34464-CS.DWG - SAVED BY - ASCHMERBECK

EXISTING LEGEND	
	BOUNDARY LINE
	ADJOINER BOUNDARY LINE
	RIGHT-OF-WAY LINE
	CENTERLINE
	SECTION LINE
	CANOPY / OVERHANG
	GUARDRAIL
	GAS LINE
	UNDERGROUND FIBER OPTIC CABLE
	OVERHEAD ELECTRIC LINE
	SANITARY SEWER LINE
	SANITARY SEWER FORCE MAIN LINE
	STORM DRAIN PIPE
	UNDERGROUND TELEPHONE LINE
	WATER LINE
	TREE LINE
	BARB WIRE FENCE LINE
	CHAINLINK FENCE LINE
	WOOD FENCE LINE
	BENCHMARK
	FOUND MONUMENT (AS NOTED)
	FOUND PIPE (AS NOTED)
	FOUND COTTON SPINDLE
	FOUND MAG NAIL
	FOUND NAIL (AS NOTED)
	FOUND RIGHT-OF-WAY MARKER
	GAS METER
	ELECTRIC METER
	WATER METER
	DRAINAGE MANHOLE
	GRATE INLET
	FIRE HYDRANT
	SEWER MANHOLE
	SEWER CLEANOUT
	GUY WIRE/ANCHOR
	UTILITY POLE
	ELECTRIC RISER
	TELEPHONE RISER
	GAS VALVE
	AIR CONDITIONER UNIT
	HANDICAP PARKING (ADA)
	MAIL BOX
	WHEEL STOP
	WATER VALVE
	BOLLARD / GUARD POST
	TELEPHONE MANHOLE
	TRAFFIC SIGN (TYPE OF SIGN)
	GAS WARNING SIGN
	TELEPHONE WARNING SIGN
	WALK LIGHT OR LIGHT ON WIRE
	LIGHT POLE STRAIGHT
	LIGHT ON UTILITY POLE
	LIGHT POLE (2 LAMPS)
	LIGHT POLE (3 LAMPS)
	LIGHT POLE OVERHANGING
	BACKFLOW PREVENTER
	GAS RISER
	WATER RISER
	FLAG POLE
	FIBER OPTIC VAULT
	TELEPHONE VAULT
	WATER VAULT
	SINGLE POLE PYLON SIGN
	TREE (DECIDUOUS)
	TREE (EVERGREEN)
	BUSH
	AMERICAN'S WITH DISABILITIES ACT
	POLYVINYL CHLORIDE PIPE
	REINFORCED CONCRETE PIPE
	RIGHT-OF-WAY
	RECORD BEARING & DISTANCE PER PLAT XXXX, PAGE XXXX

PROPOSED LEGEND	
	WATER MAIN
	WATER SERVICE
	BEND (SEE PLANS FOR SIZE AND ANGLE)
	TEE (SEE PLANS FOR SIZE)
	CROSS (SEE PLANS FOR SIZE)
	TAPPING SLEEVE (SEE PLANS FOR SIZE)
	CAP OR PLUG (SEE PLANS FOR SIZE)
	REDUCER (SEE PLANS FOR SIZE)
	WATER METER
	FIRE HYDRANT
	VALVE (SEE PLANS FOR SIZE AND TYPE)
	REDUCED PRESSURE ZONE (RPZ)
	CONCRETE
	ASPHALT REPAIR
	LANDSCAPING REPLACEMENT
	SOD
	LANDSCAPING ROCK
	LIMITS OF DISTURBANCE
	INLET PROTECTION
	STRAW WATTLE
	FLOW DIRECTION
	SAWCUT
	LIMITS OF DISTURBANCE



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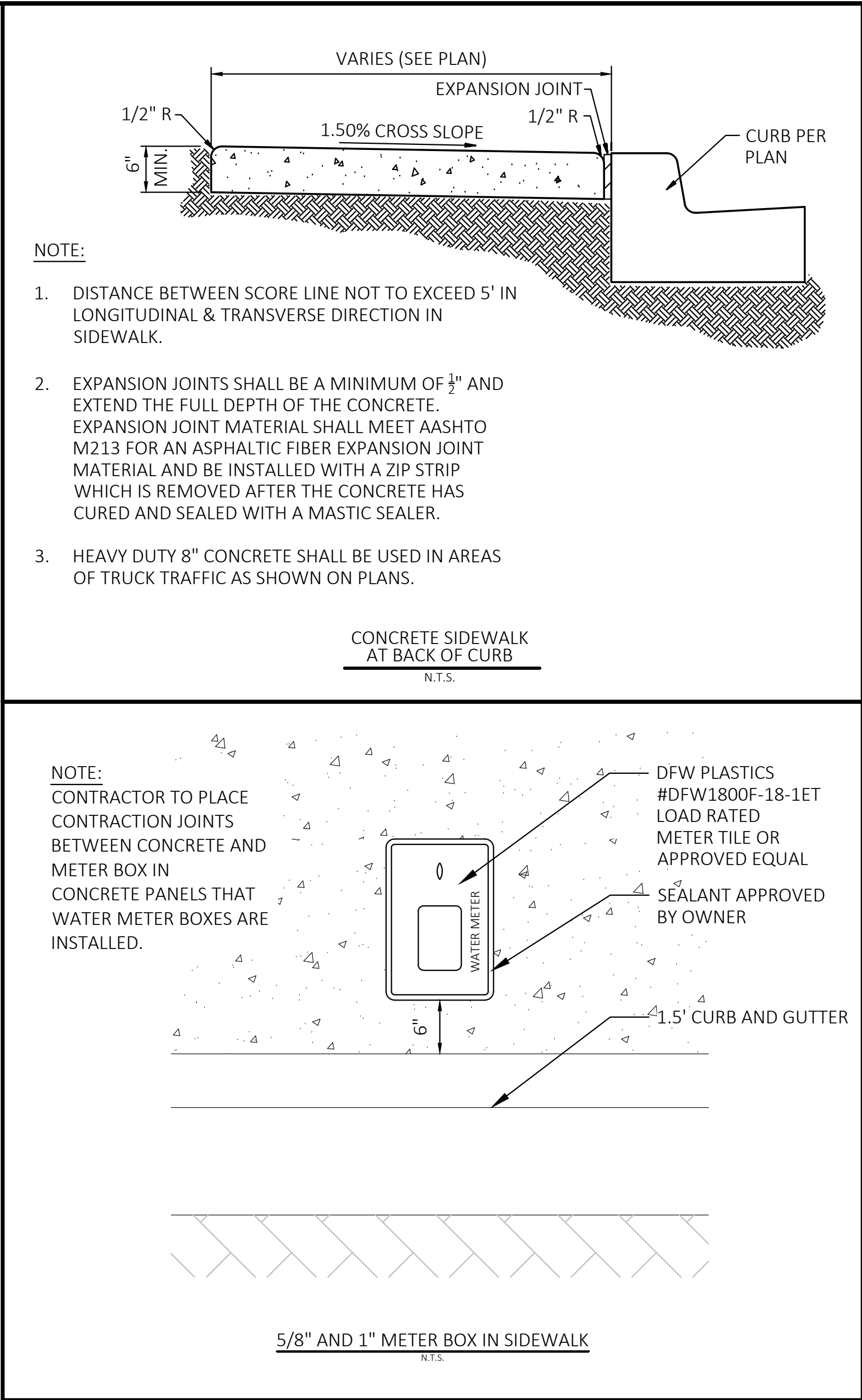
#### LEGEND

SHEET TITLE

SHEET NUMBER

C2

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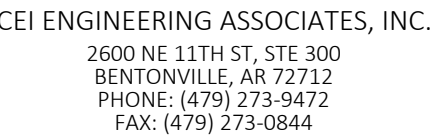
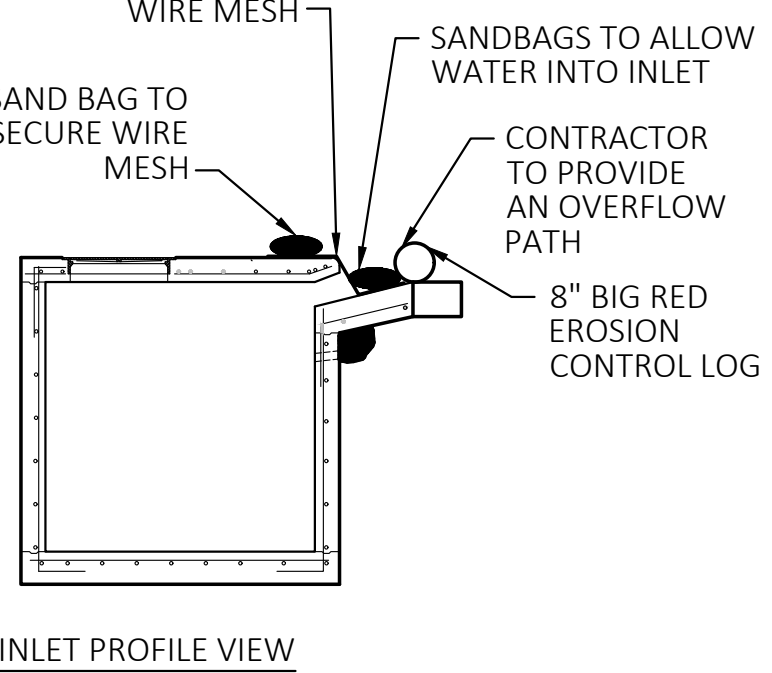
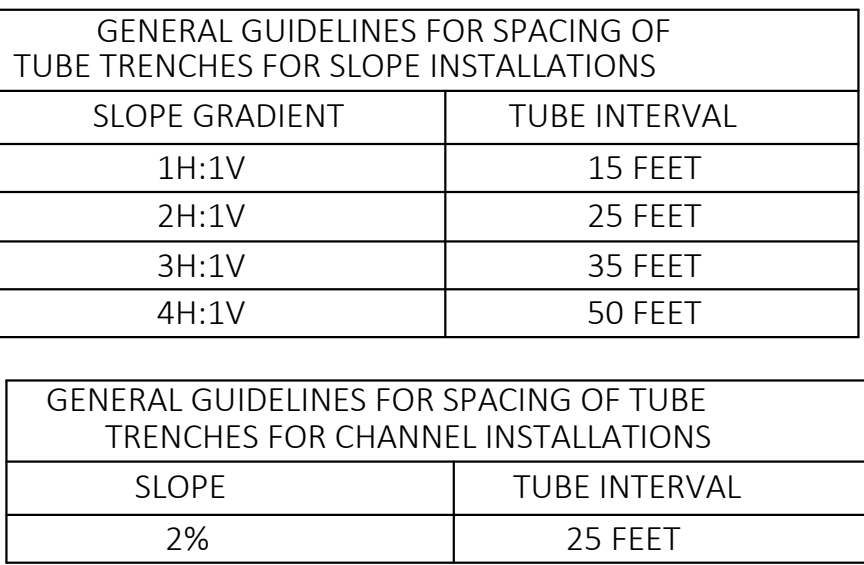
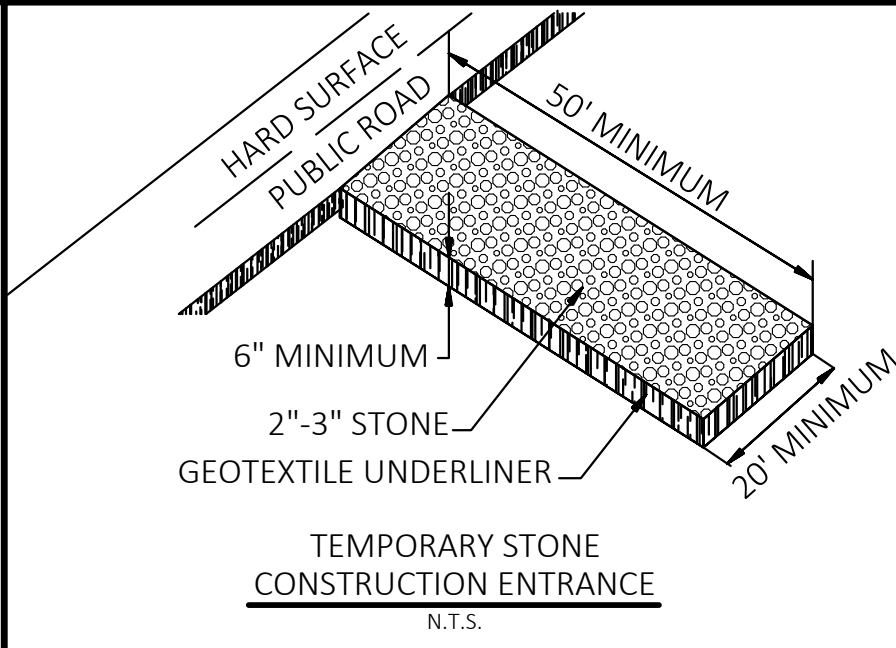
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SPECIAL DETAILS

SHEET TITLE  
SHEET NUMBER  
C3



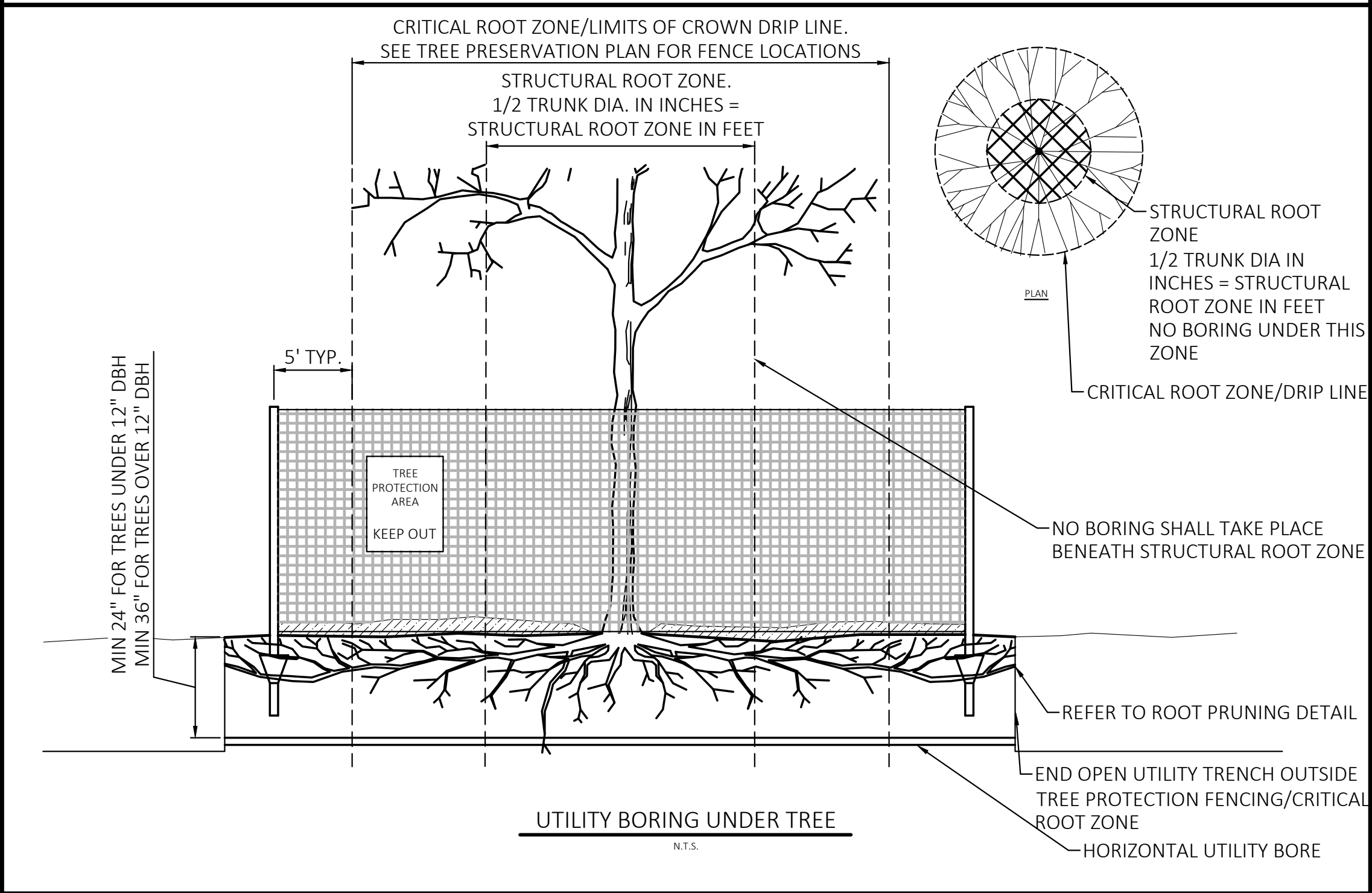
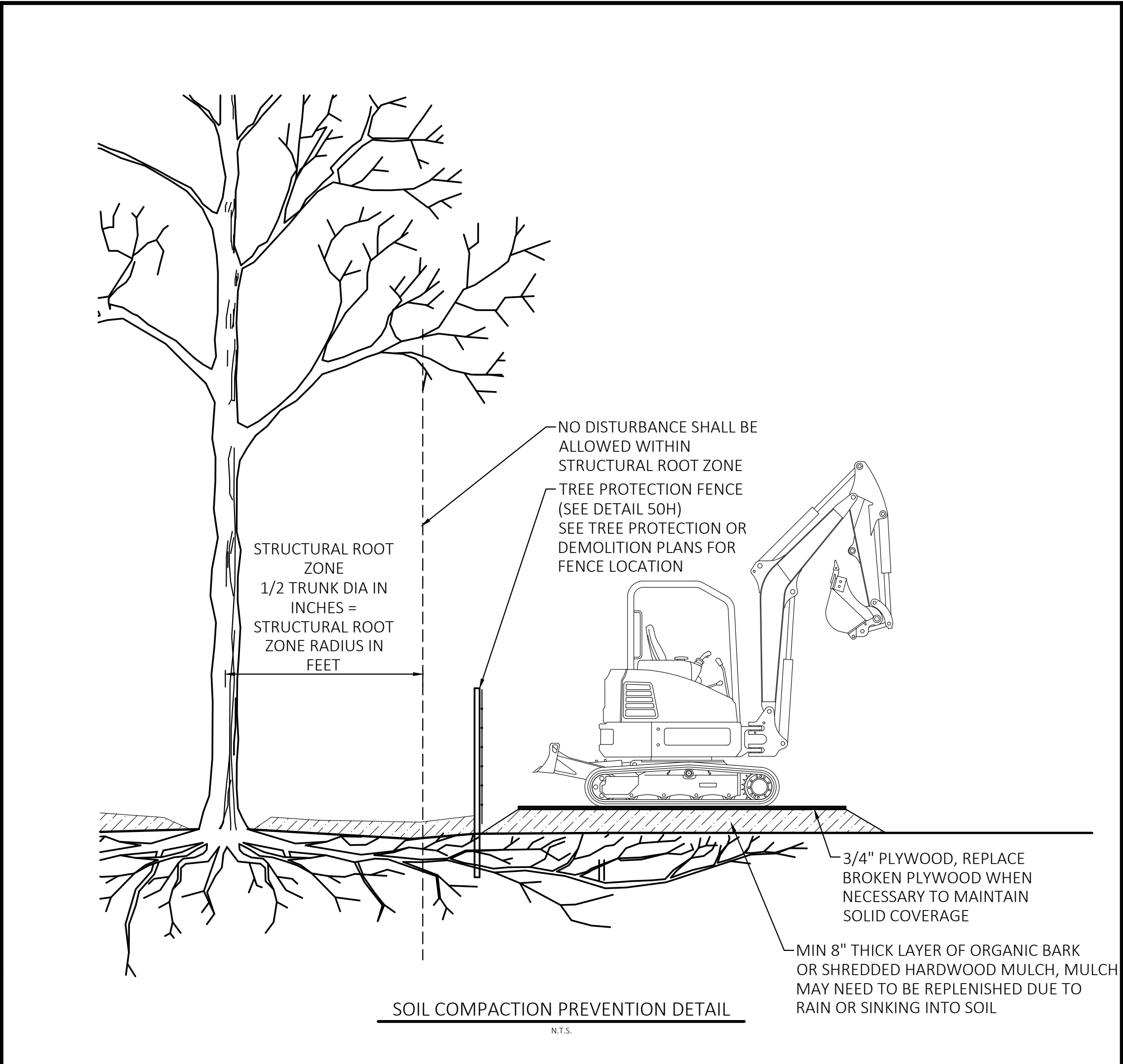
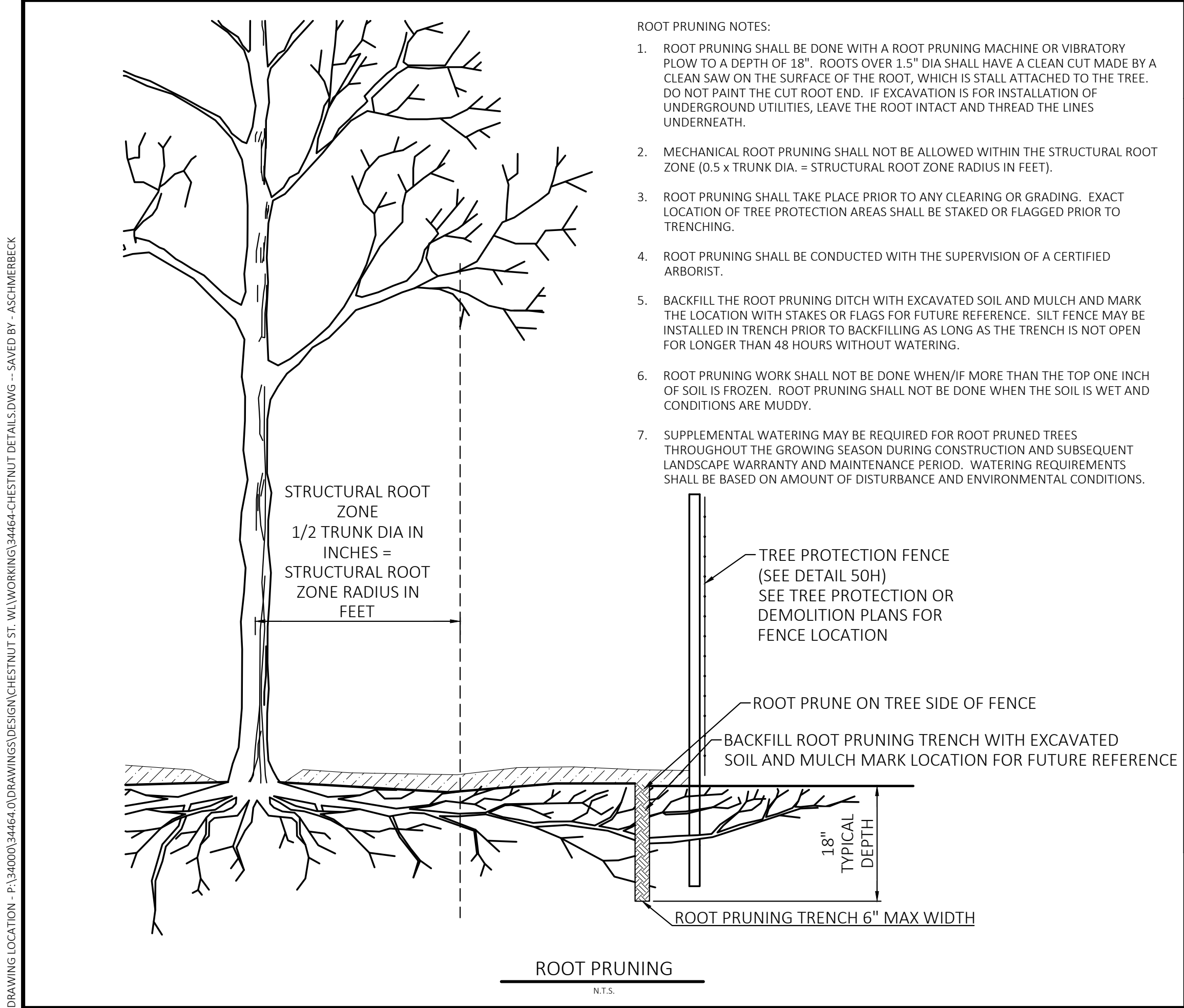
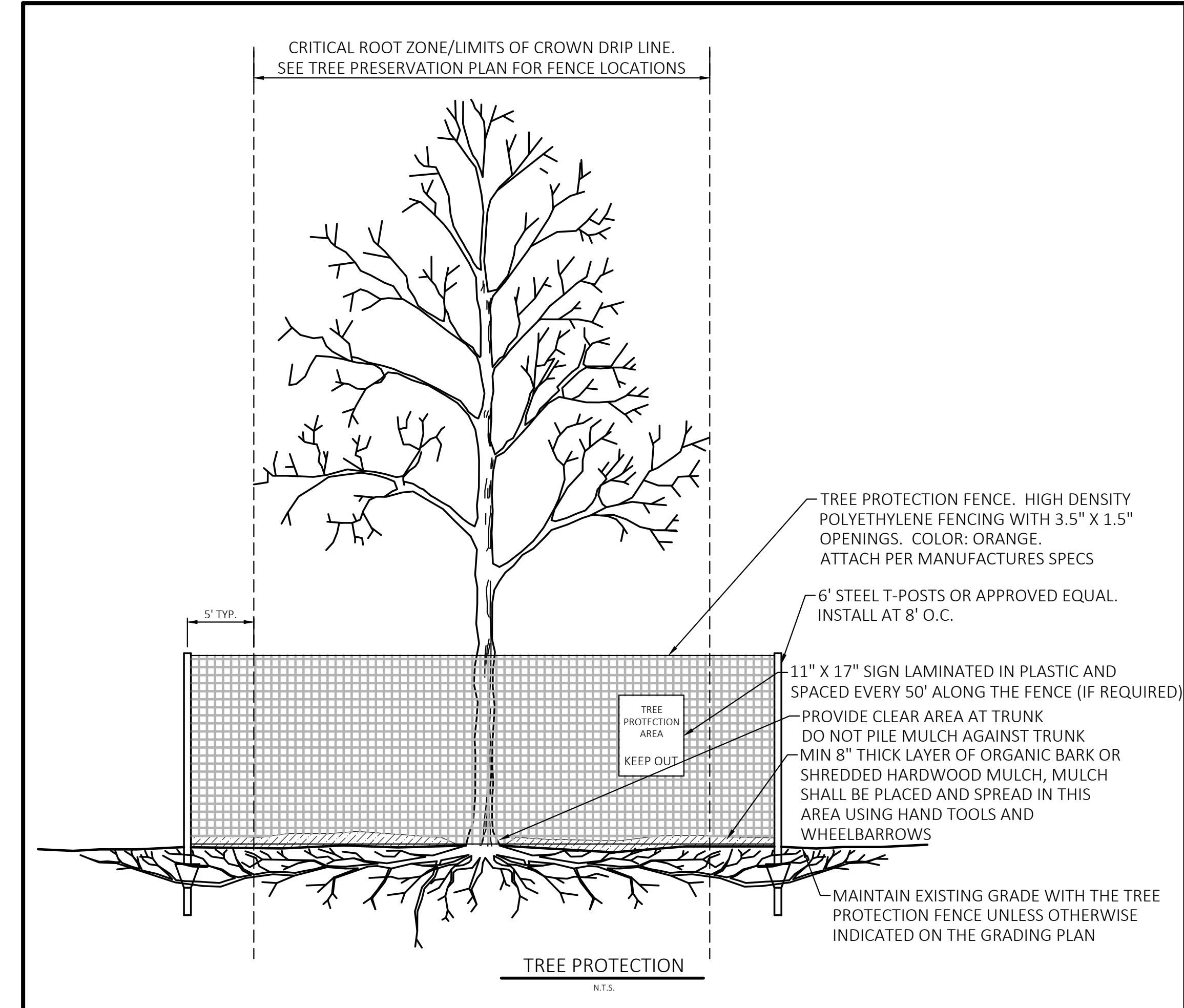
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DATE 5/8/2025

SHEET TITLE  
SHEET NUMBER

C4

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A. GENERAL SITE DATA

PROJECT LIMITS:

BEGIN CONSTRUCTION AT E. CHESTNUT ST. STA 201+81.43 - END CONSTRUCTION AT STA 205+92.47  
BEGIN CONSTRUCTION AT W. CHESTNUT STA 200+00.00 - END CONSTRUCTION AT STA 200+31.89  
BEGIN CONSTRUCTION AT CHESTNUT ALLEY STA 250+00.00 - END CONSTRUCTION AT STA 250+72.44  
BEGIN CONSTRUCTION AT E. CHESTNUT ST. / 1ST ST. STA 275+00.00 - END CONSTRUCTION STA 275+57.54  
(WATERLINE LENGTH = 564.71 FT = 0.11 MILE)

PROJECT SITE MAPS:

- PROJECT LOCATION MAP: TITLE SHEET (SHEET 1)

PROJECT DESCRIPTION:

WATER LINE IMPROVEMENTS ALONG W. CHESTNUT ST., ALLEY., AND 1ST ST. THAT INCLUDES RELOCATION AND ABANDONMENT OF EXISTING WATER MAINS; RELOCATION OF WATER METERS AND SERVICE LINES; RELOCATION OF FIRE HYDRANTS; SAWCUTTING OF PAVEMENT; ASPHALT AND CONCRETE PAVEMENT REPAIR; SIDEWALK REPAIR; AND CURB AND GUTTER REPAIR.

MAJOR SOIL DISTURBING ACTIVITIES:

- ASPHALT REMOVAL
- FULL DEPTH REMOVAL AND REPLACEMENT
- UTILITIES RELOCATION

EXISTING CONDITION OF SOIL & VEGETATIVE COVER & % OF EXISTING VEGETATIVE COVER:

THE PROJECT SITE IS COMPRISED OF TONTI GRAVELLY SILT LOAM WITH MINOR COMPONENTS OF CAPTINA, NIXA, NOARK, AND TONTI SILT LOAM SOILS. TONTI GRAVELLY SILT LOAM IS CHARACTERIZED AS HYDROLOGIC SOIL GROUP D. THE PRINCIPAL SOIL IS THE VEGETATIVE AREA IS NIXA. VEGETATIVE COVER IS MOSTLY BERMUDA GRASS WITH ESTIMATED 100% VEGETATIVE COVER.

TOTAL PROJECT AREA:

0.79 ACRES

TOTAL AREA TO BE DISTURBED:

0.12 ACRES

WEIGHTED RUNOFF COEFFICIENT:

BEFORE CONSTRUCTION: 0.95  
AFTER CONSTRUCTION: 0.95

PROJECT LATITUDE & LONGITUDE:

N 2ND ST.  
PROJECT BEGINS - LATITUDE: 36° 19' 59.57" N ENDS - LATITUDE: 36° 20' 13.02" N  
LONGITUDE: 94° 07' 03.35" W LONGITUDE: 94° 07' 00.73" W

W CHESTNUT ST.  
PROJECT BEGINS - LATITUDE: 36° 20' 02.93" N ENDS - LATITUDE: 36° 20' 02.37" N  
LONGITUDE: 93° 40' 43.26" W LONGITUDE: 94° 06' 55.57" W

NAME OF RECEIVING WATERS:

THE ULTIMATE RECEIVING WATER OF THE STORM RUNOFF IS THE OSAGE CREEK BASIN. FEW SEGMENTS OF OSAGE CREEK ARE ON THE APPROVED ARKANSAS 2016 - 303(D) LIST FOR IMPAIRED WATERBODIES. HOWEVER THE PROJECT WOULD NOT HAVE DIRECT IMPACT ON THEM.

ENDANGERED SPECIES, DESIGNATED CRITICAL HABITAT AND HISTORY PROPERTY:

- US FISH AND WILDLIFE SERVICE HAS SUBMITTED COMMENTS IN ACCORDANCE WITH THE ENDANGERED SPECIES ACT (87 STAT. 884, AS AMENDED 16 U.S.C. 1531 ET SEQ.). THE FOLLOWING ENDANGERED SPECIES ARE KNOWN TO OCCUR IN BENTON COUNTY: GRAY BAT; INDIANA BAT; OZARK BIG-EARED BAT; AND THE BENTON CAVE CRAYFISH. THE OZARK CAVEFISH IS A SPECIES LISTED AS THREATENED THAT ALSO OCCURS IN BENTON COUNTY.

B. EROSION AND SEDIMENT CONTROLS

- SOIL STABILIZATION PRACTICES: (SELECT "T" - TEMPORARY OR "P" - PERMANENT, AS APPLICABLE)

_____ TEMPORARY SEEDING	_____ PRESERVATION OF NATURAL RESOURCES
_____ MULCHING (HAY OR STRAW)	_____ FLEXIBLE CHANNEL LINER
_____ BUFFER ZONES	_____ RIGID CHANNEL LINER
_____ PLANTING	_____ SOIL RETENTION BLANKET
_____ SEEDING	_____ COMPOST MANUFACTURED TOPSOIL
P _____ SODDING	_____ OTHER:

- WHERE WORK IN AN AREA WILL CEASE FOR MORE THAN 14 DAYS, THE AREA MUST BE TEMPORALITY STABILIZED IMMEDIATELY.
- WHERE WORK IN AN AREA HAS PERMANENTLY CEASED, THE AREA MUST BE PERMANENTLY STABILIZED IMMEDIATELY, BUT NO MORE THAN 14 DAYS AFTER LAST CONSTRUCTION ACTIVITY.

- STRUCTURAL PRACTICES: (SELECT "T" - TEMPORARY OR "P" - PERMANENT, AS APPLICABLE)

_____ SILT FENCES
T _____ WATTLES OR EROSION CONTROL LOG
_____ ROCK CHECK DAMS
_____ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
_____ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
_____ DIVERSION, DIKE AND SWALE COMBINATIONS
_____ PIPE SLOPE DRAINS
_____ PAVED FLUMES
_____ ROCK BEDDING AT CONSTRUCTION EXIT
_____ TIMBER MATTING AT CONSTRUCTION EXIT
_____ CHANNEL LINERS
_____ SEDIMENT TRAPS
_____ SEDIMENT BASINS
_____ CURB INLET SEDIMENT FILTER
_____ STONE OUTLET STRUCTURES
P _____ CURBS AND GUTTERS
_____ STORM SEWERS
_____ VELOCITY CONTROL DEVICES
_____ OTHER:
T _____ CONCRETE WASH OUT

- STORM WATER MANAGEMENT:

- STORM WATER DRAINAGE WILL BE PROVIDED BY THE INLETS WHICH WILL CARRY DRAINAGE WITHIN THE ROW TO THE LOW POINTS WITHIN THE ROADWAY AND PROJECT SITE WHICH DRAIN TO NATURAL FACILITIES.
- OTHER PERMANENT EROSION CONTROLS INCLUDE HYDRAULIC DESIGN TO LIMIT STRUCTURE OUTLET VELOCITIES AND GRADING DESIGN GENERALLY CONSISTING OF 4:1 (TYPICAL ROADWAY SECTIONS) OR FLATTER SLOPES WITH PERMANENT VEGETATIVE COVER.

- STORM WATER MANAGEMENT ACTIVITIES: (SEQUENCE OF CONSTRUCTION)

- INSTALL TEMPORARY EROSION CONTROL DEVICES.
- PERFORM CLEARING, GRUBBING, AND DEMO FOR PHASE OF CONSTRUCTION
- CONSTRUCT THE UTILITIES, PAVEMENT, AND SIDEWALKS.
- PERFORM PERMANENT SODDING.
- REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ONCE PROJECT HAS BEEN STABILIZED.
- NON-STORM WATER DISCHARGES:

NON-STORM WATER DISCHARGES SHOULD BE FILTERED, OR HELD IN RETENTION BASINS, BEFORE BEING ALLOWED TO MIX WITH STORM WATER.

THESE DISCHARGES CONSIST OF NON-POLLUTED GROUND WATER, SPRING WATER, FOUNDATION AND/OR FOOTING DRAIN WATER; AND WATER USED FOR DUST CONTROL, PAVEMENT WASHING AND VEHICLE WASHWATER CONTAINING NO DETERGENTS.

C. OTHER REQUIREMENTS & PRACTICES

- MAINTENANCE:

ALL EROSION AND SEDIMENT CONTROLS SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT SHALL BE INITIATED WITHIN 72 HOURS OF DISCOVERY WITHOUT FURTHER DAMAGE TO THE SITE FROM HEAVY EQUIPMENT. DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED, TEMPORARILY OR PERMANENTLY, SHALL BE STABILIZED IMMEDIATELY UNLESS THEY ARE SCHEDULED TO AND DO RESUME WITHIN 14 CALENDAR DAYS. THE AREAS ADJACENT TO CREEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES PROTECTING STORM SEWER INLETS.

- INSPECTION:

AN INSPECTION SHALL BE PERFORMED BY AN INSPECTOR EVERY 14 CALENDAR DAYS AS WELL AS WITHIN 24 HOURS OF EVERY 0.25" OR MORE RAIN AS RECORDED ON A RAIN GAUGE TO BE LOCATED AT THE PROJECT SITE. AN INSPECTION AND MAINTENANCE REPORT SHALL BE FILED FOR EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED AS PER THE INSPECTION REPORT.

- WASTE MATERIALS:

ALL WASTE MATERIALS SHALL BE COLLECTED IN A METAL DUMPSTER HAVING A SECURE COVER. THE DUMPSTER SHALL MEET ALL STATE AND LOCAL CITY SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND DEBRIS FROM CONSTRUCTION SHALL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER SHALL BE EMPTIED, AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION, AND HAULED TO A LOCAL APPROVED LANDFILL SITE. THE BURYING OF CONSTRUCTION WASTE ON THE PROJECT SITE SHALL NOT BE PERMITTED.

CONCRETE WASHOUT LOCATION WILL BE AT THE DISCRETION OF THE CONTRACTOR. CONTAMINATED WATER OF CONCRETE SHALL NOT BE DRAINED IN TO THE STORM SEWER SYSTEM. ONCE THE SURPLUS CONCRETE HAS DRIED THEN IT CAN BE DISPOSED OF AS REQUIRED BY STATE OR LOCAL REGULATION.

- HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

AS A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS, ACIDS, SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION AND CONCRETE CURING COMPOUNDS OR ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE SPILL COORDINATOR SHALL BE CONTACTED IMMEDIATELY.

- SANITARY WASTE:

ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS, AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION, BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

- OFFSITE VEHICLE TRACKING:

THE CONTRACTOR SHALL BE REQUIRED, ON A REGULAR BASIS OR AS MAY BE DIRECTED BY THE ENGINEER, TO DAMPEN HAUL ROADS FOR DUST CONTROL, STABILIZE CONSTRUCTION ENTRANCES AND TO REMOVE EXCESS DIRT FROM THE ROADWAY.

- MANAGEMENT PRACTICES:

- DISPOSAL AREAS, STOCKPILES AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. THE LENGTH OF SITE ENTRANCE SHALL BE AT LEAST FOUR TIMES THE LARGEST TIRE SIZE AT THE SITE. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLAND, WATER BODY OR STREAM BED.
- CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS AND SHOULD BE AT LEAST 300 FEET AWAY FROM STREAMS, WETLANDS AND KARST FEATURES. OFFSITE VEHICLE TRACKING SHALL BE CONTROLLED BY TEMPORARY CONSTRUCTION ENTRANCES THAT ARE EQUAL OR BETTER THAN SPECIFIED.
- ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICABLE OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PLACED DURING CONSTRUCTION OPERATIONS THAT ARE NOT A PART OF THE FINISHED WORK.
- OTHER:
- A LIST OF CONSTRUCTION MATERIALS STORED ON SITE, INCLUDING PROTECTIVE CONTROLS, WILL BE MAINTAINED BY THE CONTRACTOR.
- DUST CONTROL MUST BE PROVIDED IN ACCORDANCE WITH ANY LOCAL, STATE, AND FEDERAL REGULATIONS.
- ANY EXCAVATIONS MUST BE DEWATERED THROUGH A PUMPED FILTER BAG ON A STABILIZED SURFACE AND PROTECTED WITH A DOWNSTREAM BMP SUCH AS A BIG RED, EROSION EEL, OR OTHER RELATED BMP.
- SPECIFICATIONS:

REFER TO THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS, INCLUDING BEST MANAGEMENT PRACTICES REQUIRED BY THE UNITED STATES FISH AND WILDLIFE SERVICE.



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CITY OF ROGERS  
CHESTNUT WATER LINE IMPROVEMENTS  
ROGERS, AR



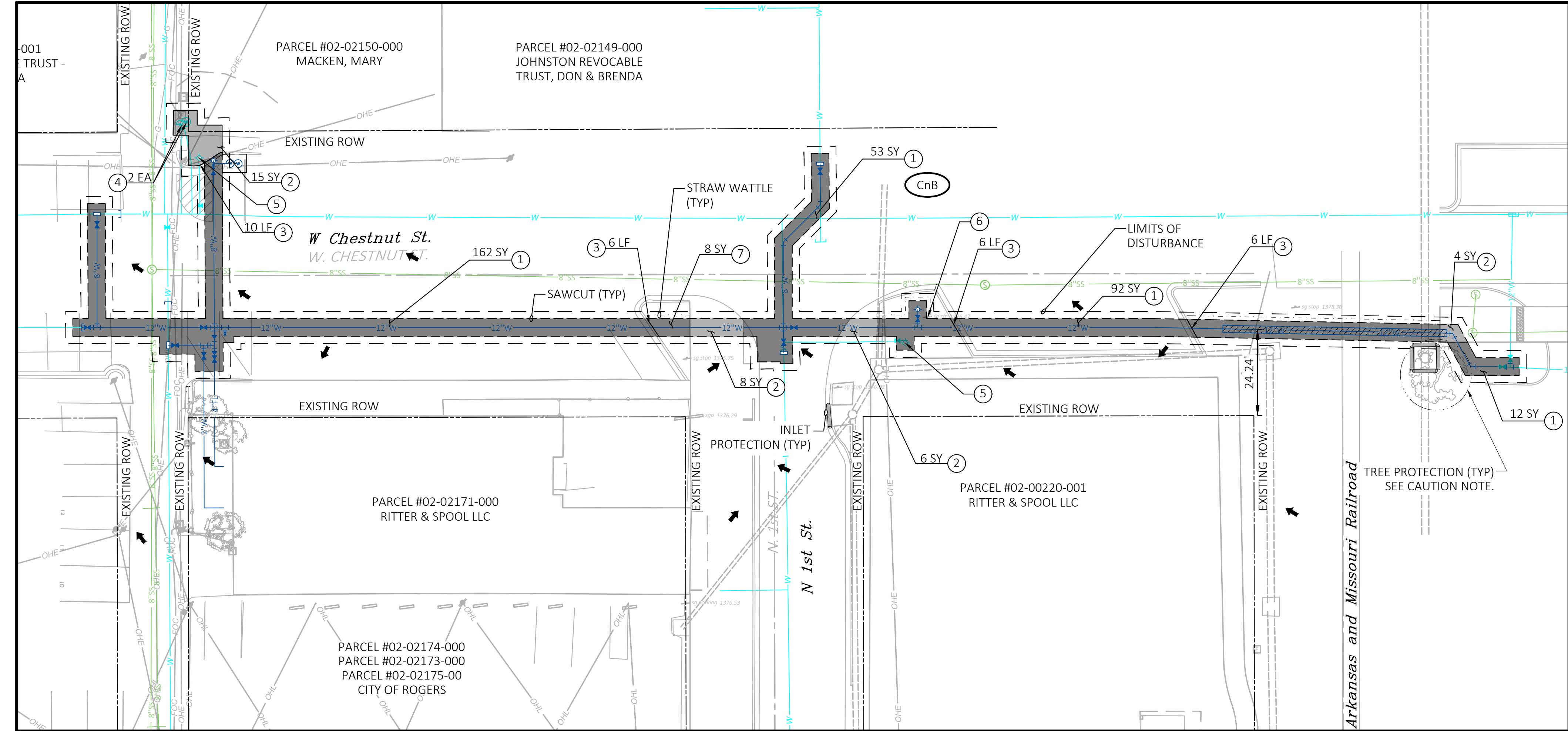
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EROSION CONTROL  
NOTES

SHEET TITLE

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C6



CAUTION:  
CONTRACTOR TO USE EXTREME CAUTION WITHIN TREE PROTECTION AREAS TO LIMIT IMPACT TO THE ROOT SYSTEMS. CONSTRUCTION METHODS INCLUDING BUT NOT LIMITED TO HAND REMOVAL OF EXISTING PAVEMENT, USING LIGHT TRACK EQUIPMENT AND ROOT PRUNING SHALL BE USED PER DETAILS. CONTRACTOR MAY CHOSE TO RETAIN UNDISTURBED EXISTING PAVEMENT DURING INCIDENTAL ADJACENT WORK REQUIRING USE OF HEAVY EQUIPMENT. ONCE PAVEMENT WITHIN TREE PROTECTION AREA IS REMOVED CONTRACTOR SHALL PROVIDE COMPACTION PROTECTION PER DETAILS. MATERIAL LAY DOWN, STAGING OR PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT BE PERMITTED WITHIN TREE PROTECTION AREA.

1

REMOVE AND DISPOSE OF ASPHALT PAVEMENT

2

REMOVE AND DISPOSE OF CONCRETE SIDEWALK

3

REMOVE AND DISPOSE OF CONCRETE CURB & GUTTER

4

REMOVE AND SALVAGE WATER METER

5

REMOVE AND SALVAGE FIRE HYDRANT

6

REMOVE AND RELOCATE SIGN

7

REMOVE AND REPLACE LANDSCAPING ROCK

**\*\*SHADING REPRESENTS FULL DEPTH PAVEMENT REMOVAL AND SIDEWALK REMOVAL**

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LEGEND

---

LIMITS OF DISTURBANCE

---

STRAW WATTLE

---

INLET PROTECTION

---

SOD

---

REPLACE LANDSCAPING ROCK TO MATCH EXISTING

---

REPLACE LANDSCAPING TO MATCH EXISTING

---

ASPHALT REPAIR

---

CONCRETE

→

SURFACE FLOW DIRECTION

CnB

CAPTINA SILT LOAM 1 TO 3% SLOPES

PROJECT AREA	DISTURBED AREA
0.79 AC.	0.12 AC.

N

0 20' 30' 40'

SCALE IN FEET

NOTES

1. CONTRACTOR TO PROVIDE ADEQUATE EROSION CONTROL MEASURES TO PROTECT AGAINST RUNOFF FROM ALL SPOILS PILES.

2. CONTRACTOR SHALL INCREASE THE FREQUENCY OF INSPECTIONS AND MAINTENANCE OF STRAW WATTLES INSTALLED ON PAVEMENT AREAS AND IN DRIVEWAYS. CONTRACTOR TO ENSURE PROPERTY ACCESS IS MAINTAINED AT ALL TIMES.

GENERAL DEMOLITION/EROSION NOTES

A. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE "ROGERS STANDARD SPECIFICATIONS FOR STREET AND DRAINAGE CONSTRUCTION".

B. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.

C. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.

D. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.

E. ENGINEER'S NOTICE TO CONTRACTOR  
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

F. SEE SHEET "EROSION CONTROL NOTES" FOR EROSION CONTROL NOTES.

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Solutions for Land and Life

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STATE OF ARKANSAS  
REGISTERED PROFESSIONAL ENGINEER  
NO. 21886  
D.W.D. 9/1/25  
05/08/2025

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PROJECT MANAGER CLE

DESIGNER ADS

CEI PROJECT NUMBER 32563

DATE 5/8/2025

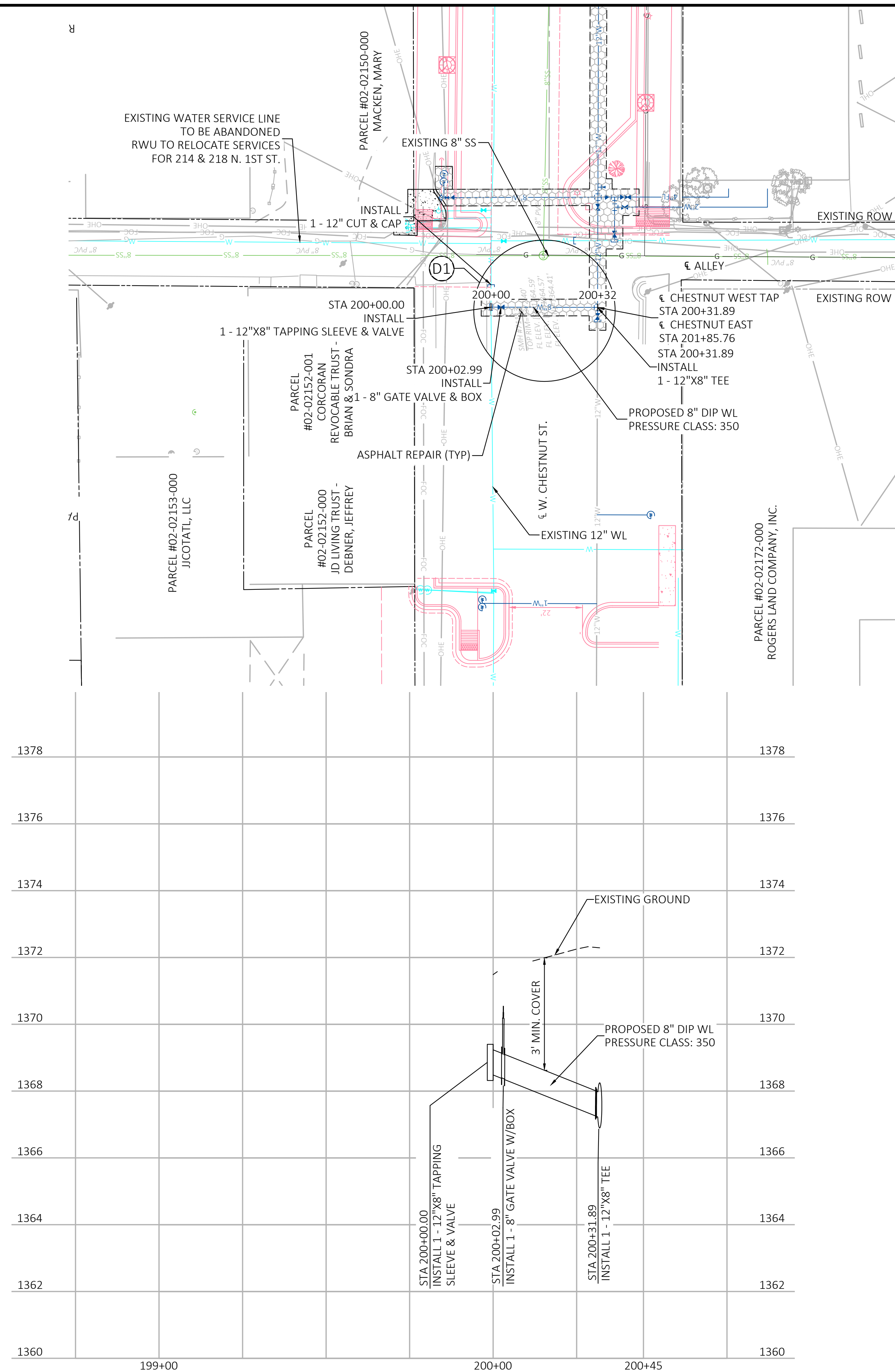
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EROSION CONTROL & DEMOLITION PLAN

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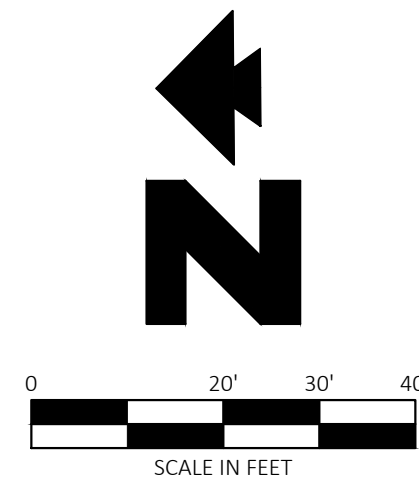
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NOTE

CONTRACTOR TO FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION.



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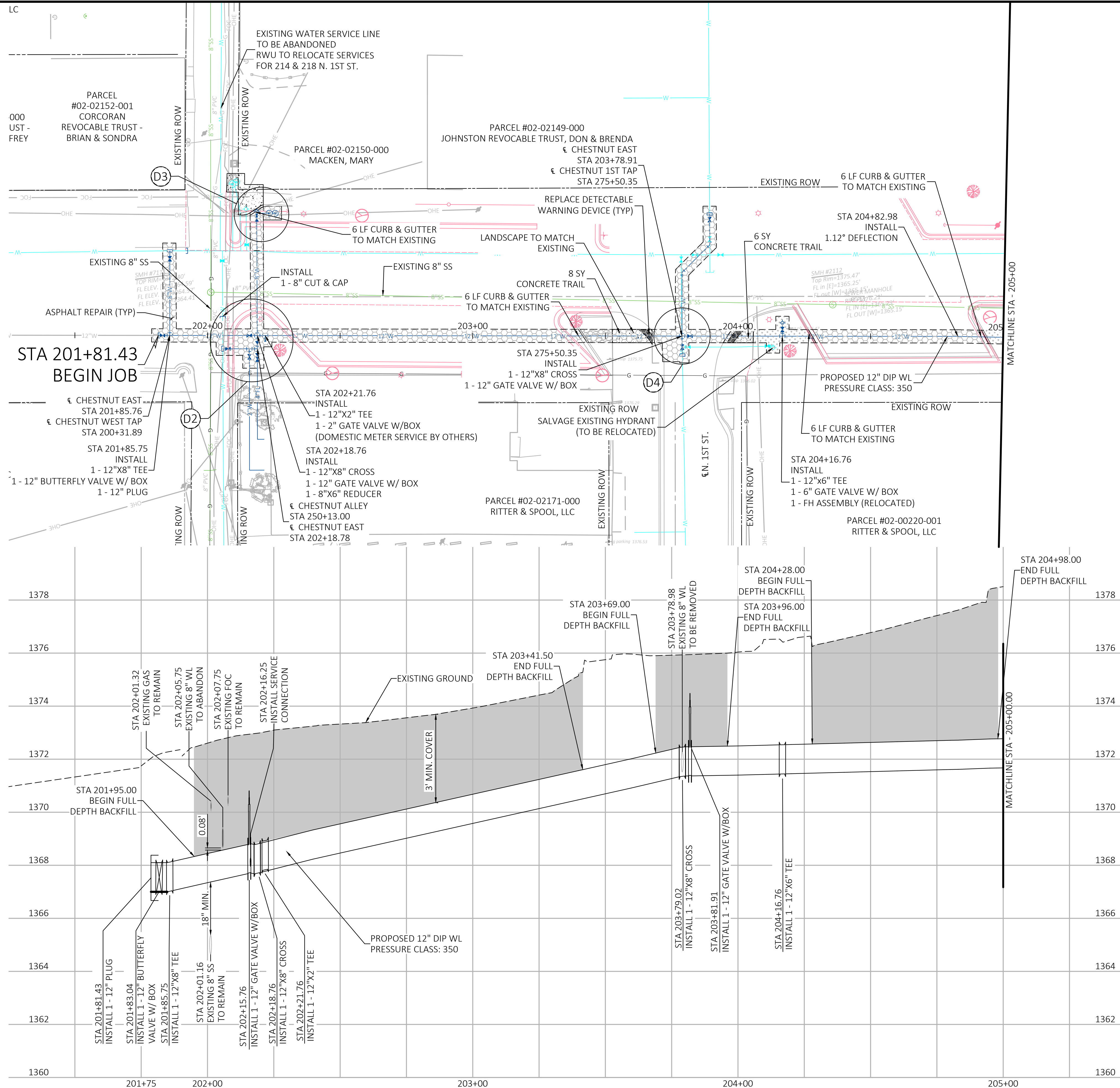
WATER PLAN &  
PROFILE (1)

SHEET TITLE  
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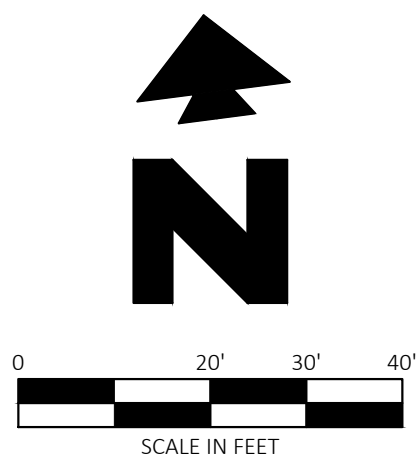
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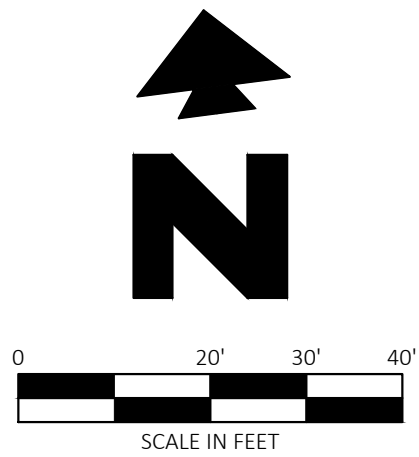
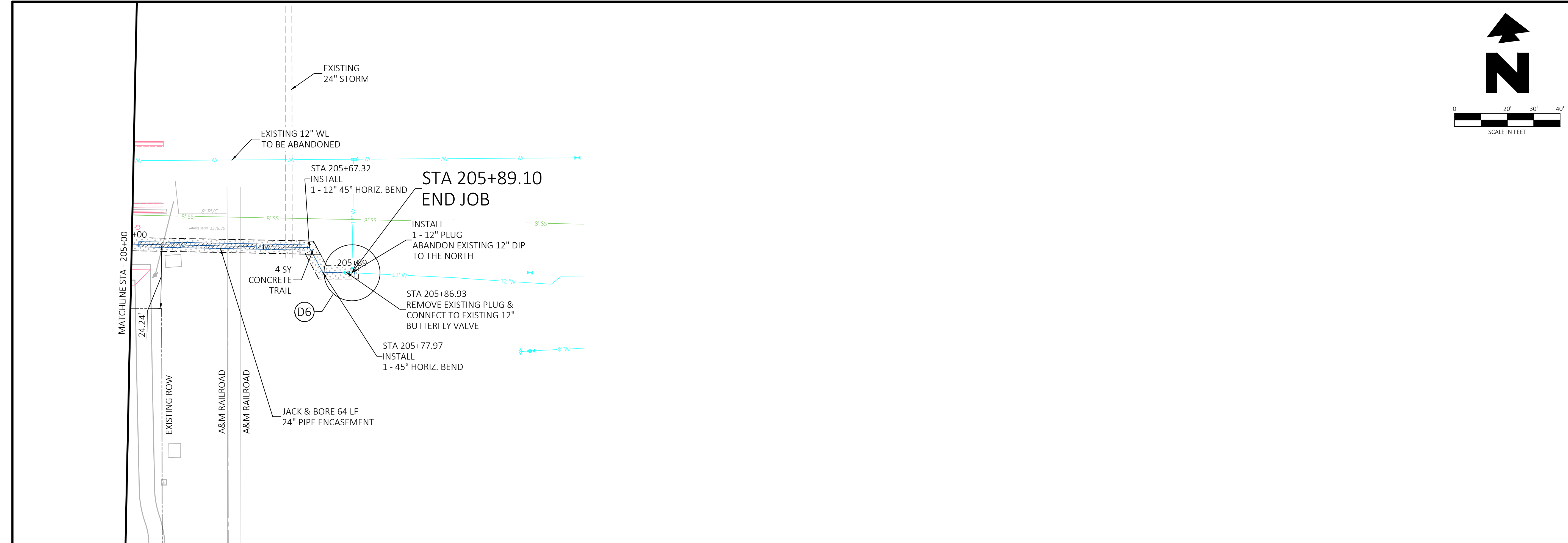
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WATER PLAN &  
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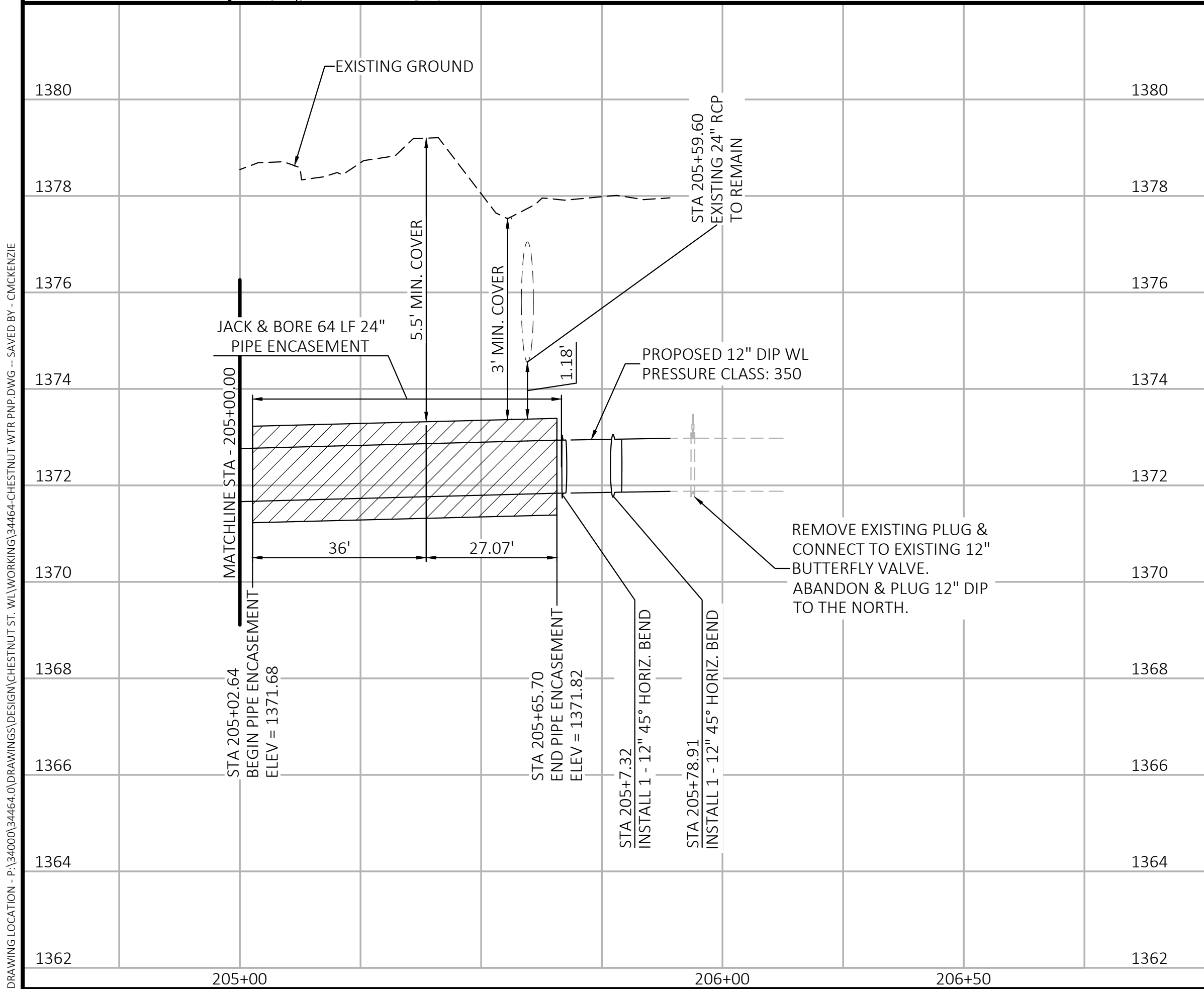
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PRELIMINARY  
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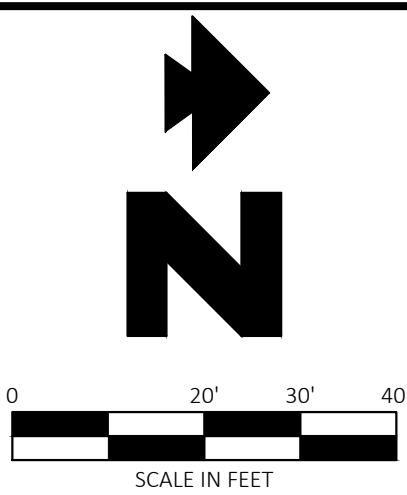
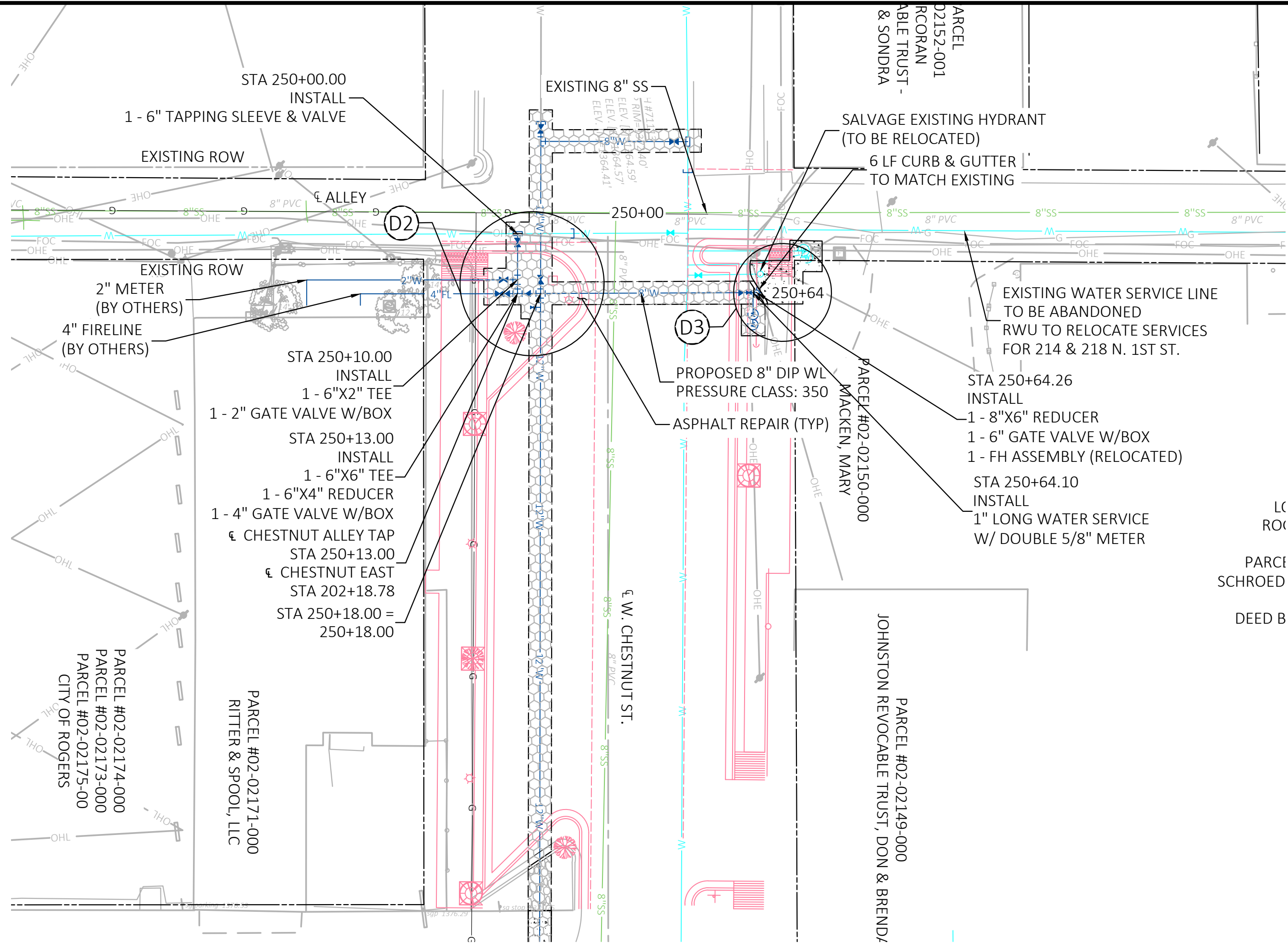
WATER PLAN &  
PROFILE (2) - AUX

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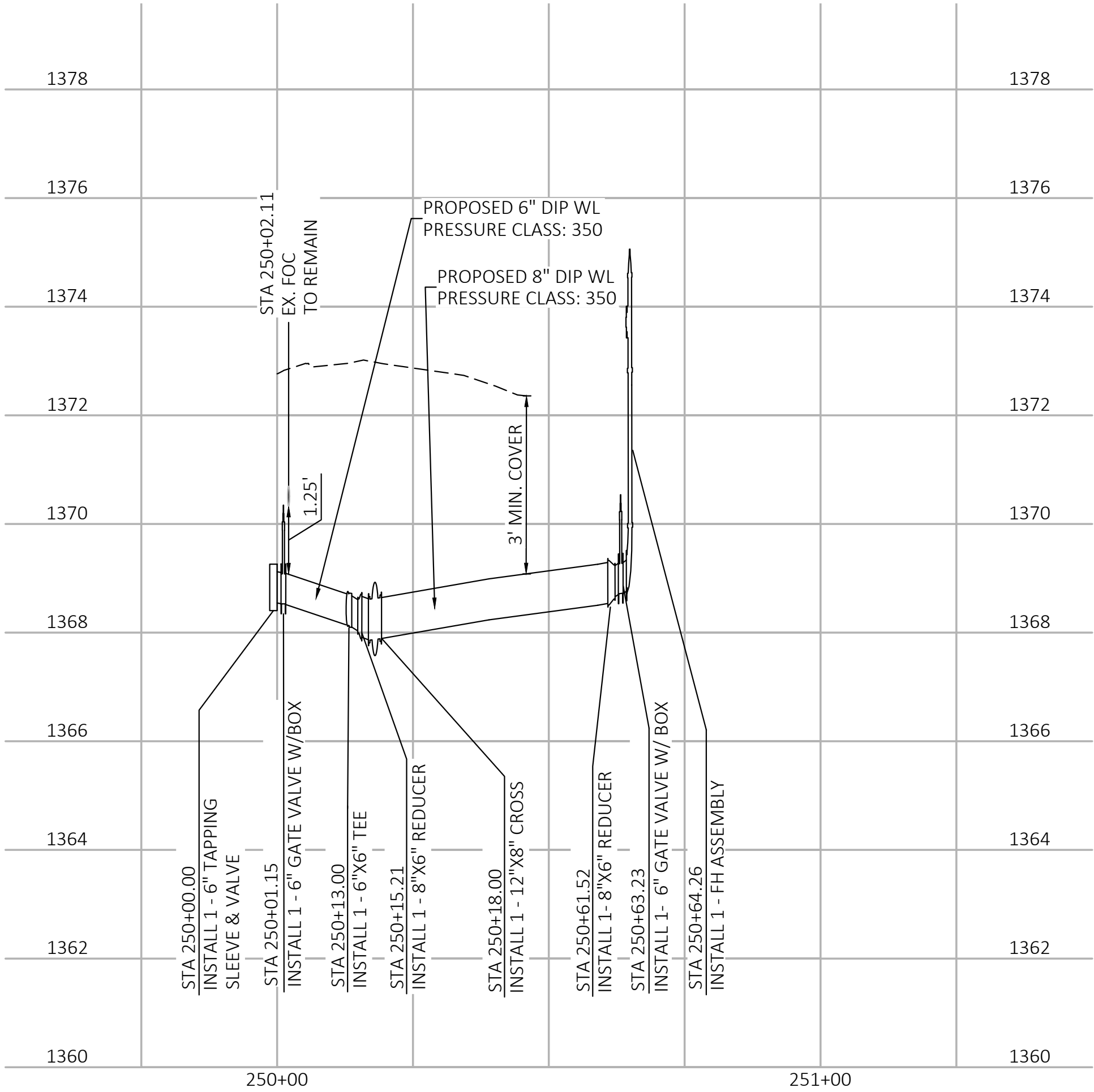
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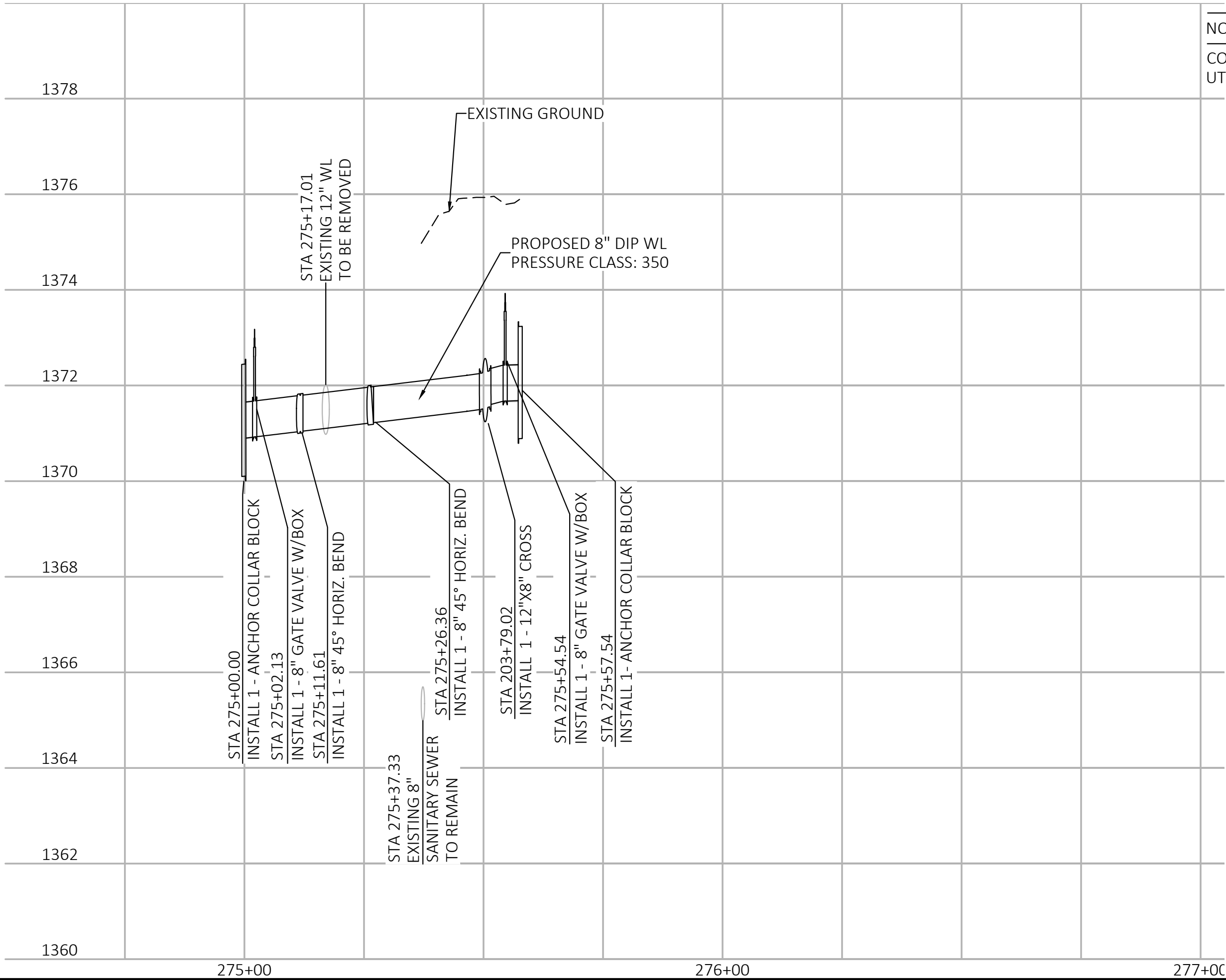
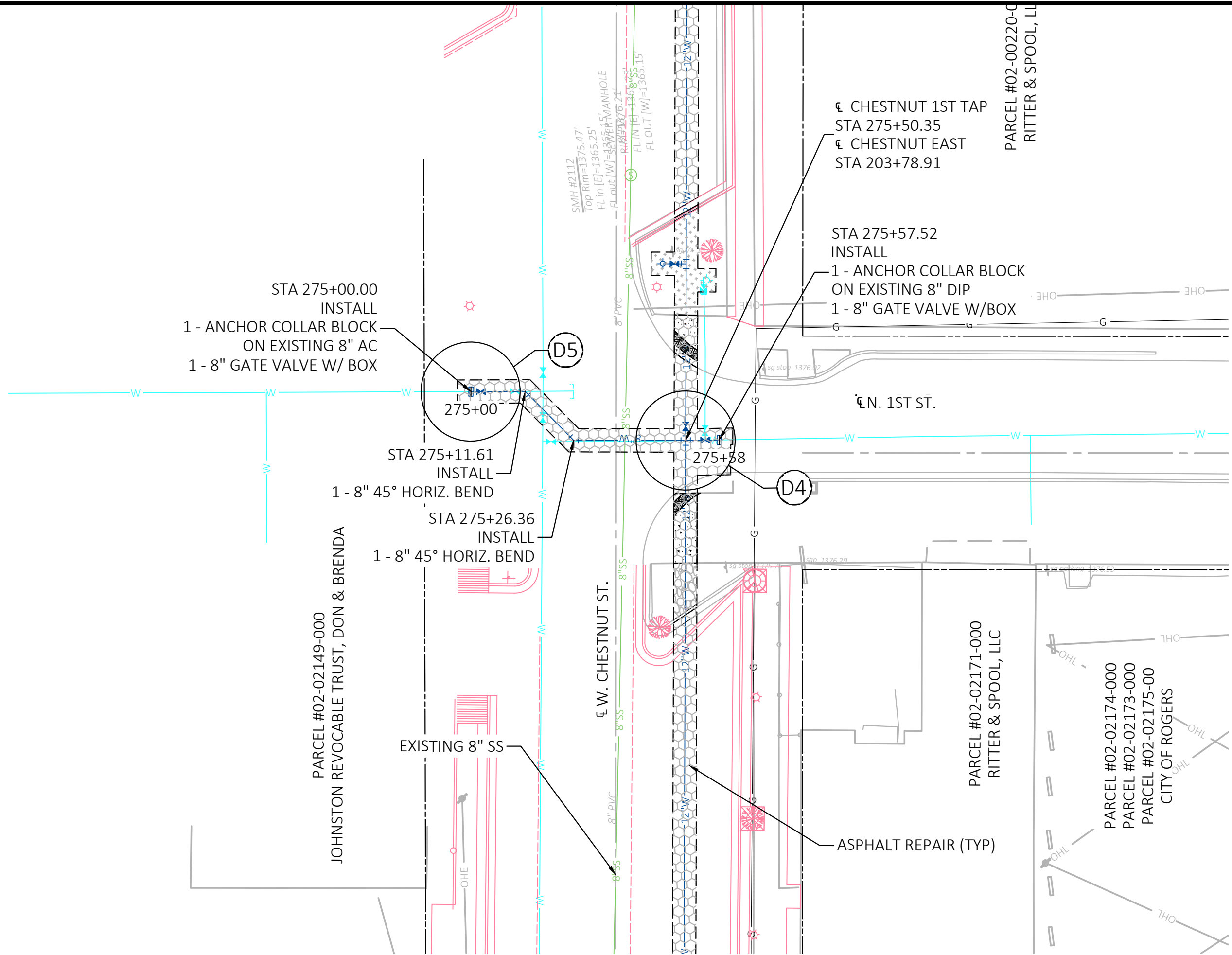
C11 - WATER PLAN & PROFILE (3)

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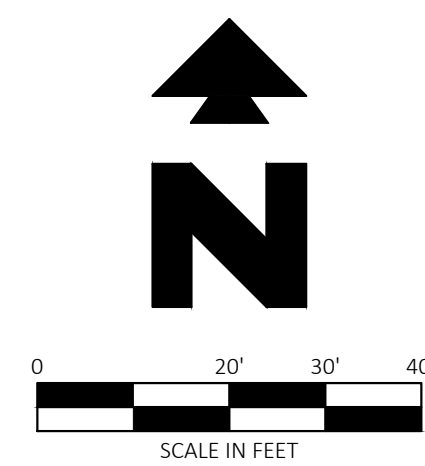
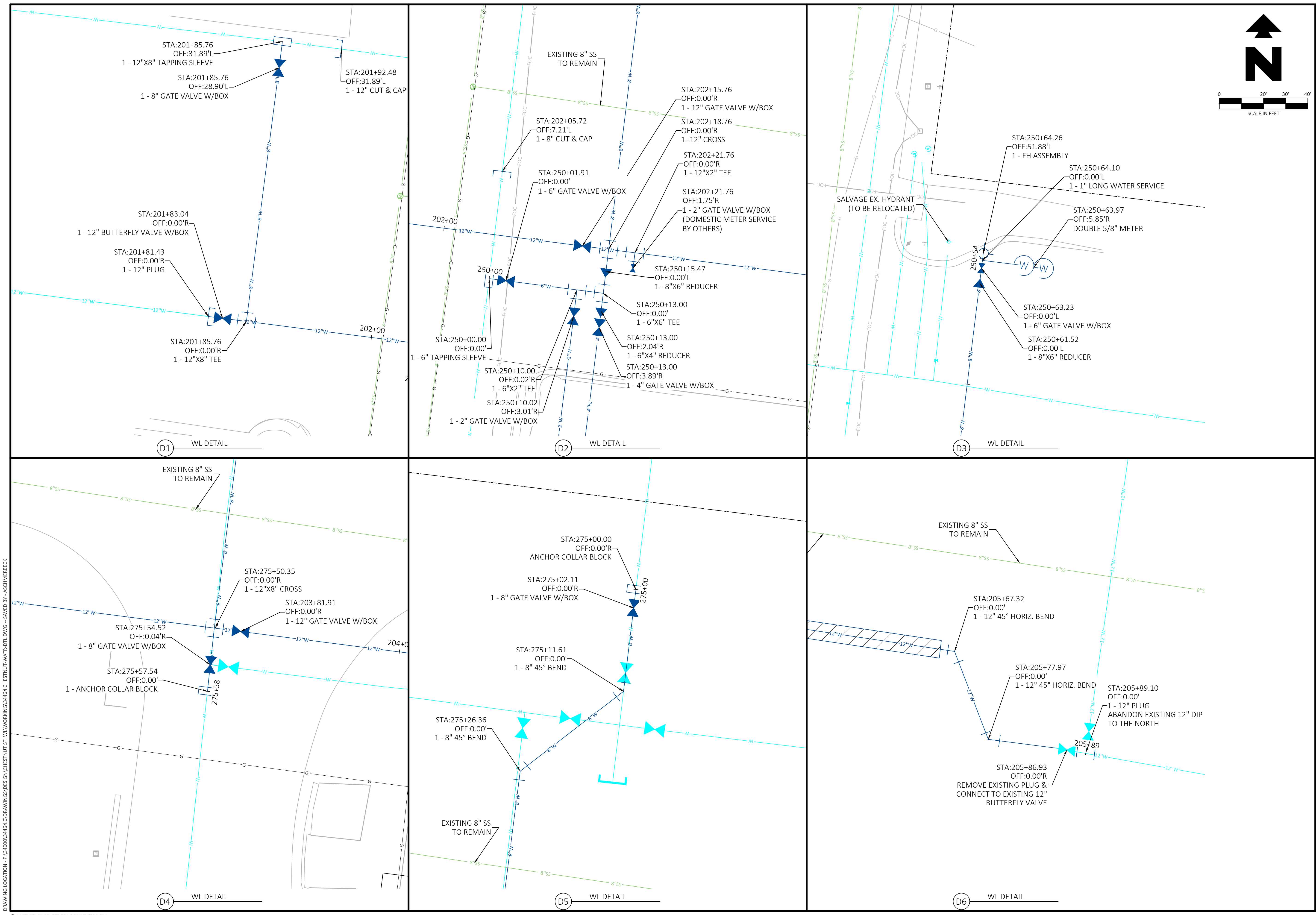


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PROJECT MANAGER	CLE
DESIGNER	ADS
CEI PROJECT NUMBER	34464
DATE	5/8/2025
REVISION	

WATER PLAN &  
PROFILE (4)

SHEET TITLE  
SHEET NUMBER

C12



CEI ENGINEERING ASSOCIATES, INC.  
2600 NE 11TH ST, STE 300  
BENTONVILLE, AR 72712  
PHONE: (479) 273-8472  
FAX: (479) 273-0844



Know what's below.  
Call before you dig.

CITY OF ROGERS  
CHESTNUT WATER LINE IMPROVEMENTS  
ROGERS, AR



PROFESSIONAL OF RECORD	AS
PROJECT MANAGER	CLE
DESIGNER	ADS
CEI PROJECT NUMBER	34464
DATE	5/8/2025
REVISION	

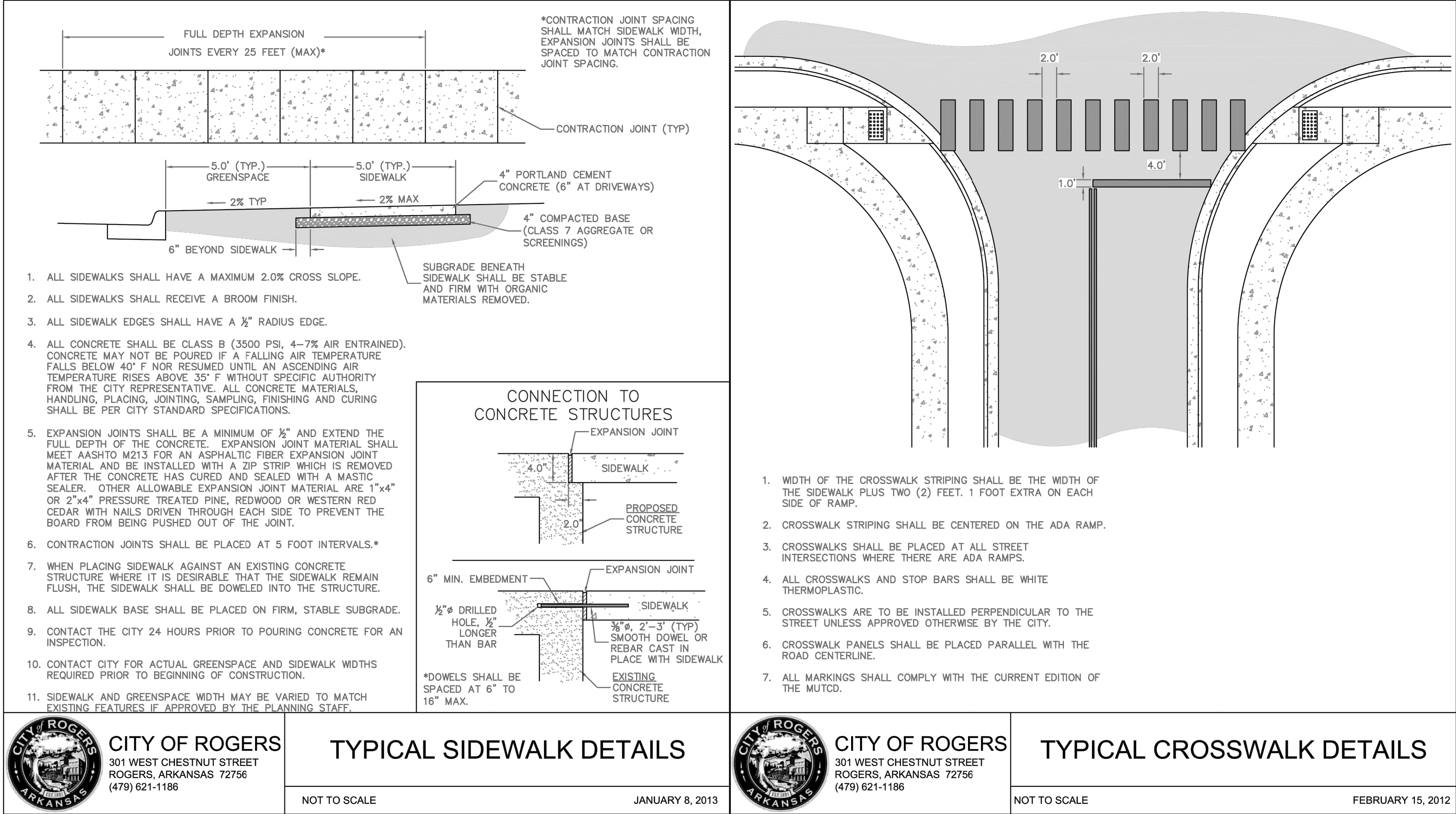
WATER DETAILS

SHEET TITLE  
SHEET NUMBER

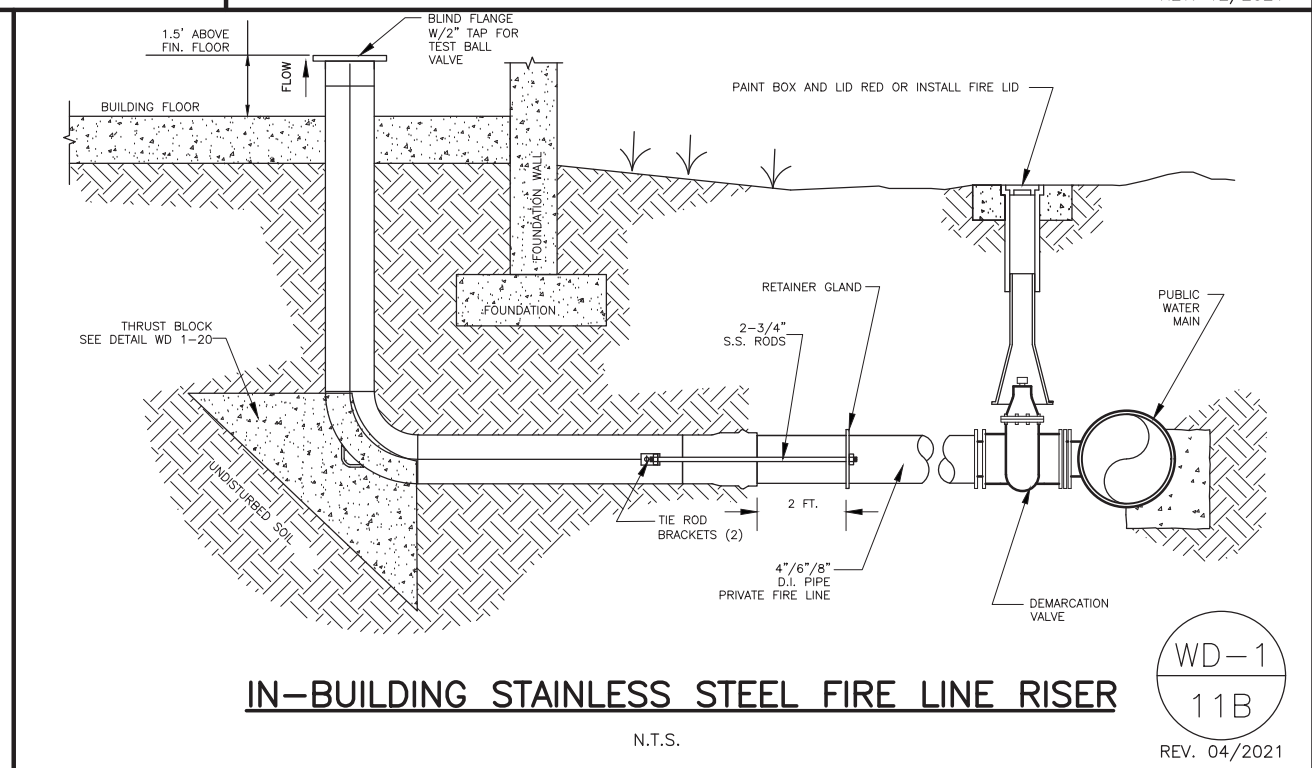
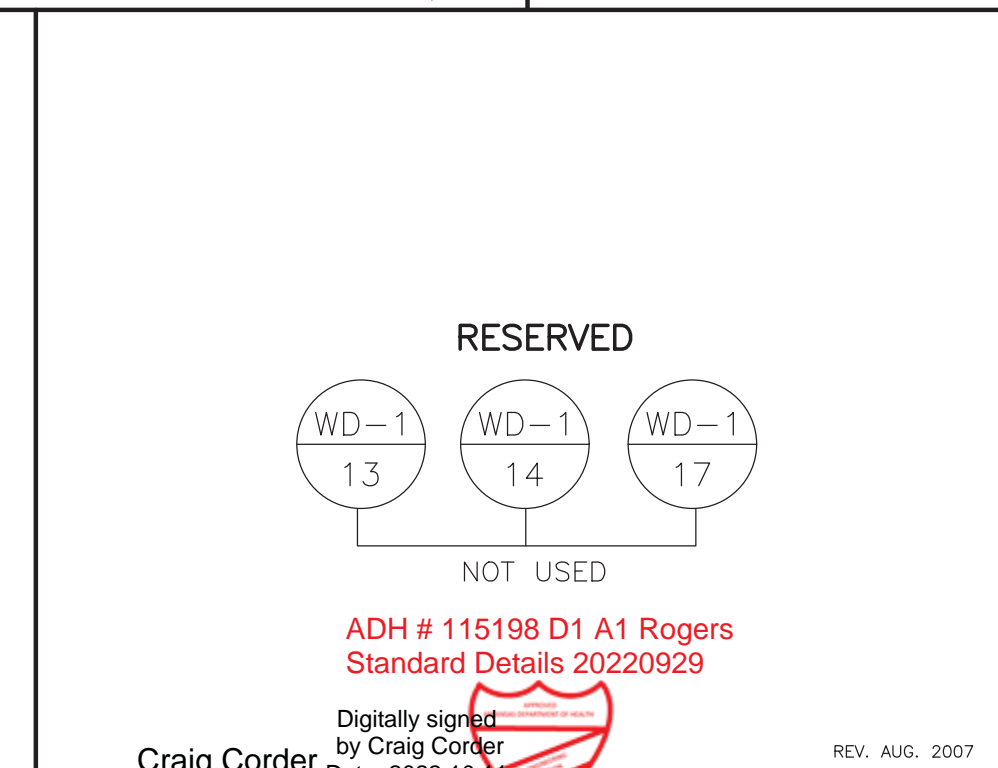
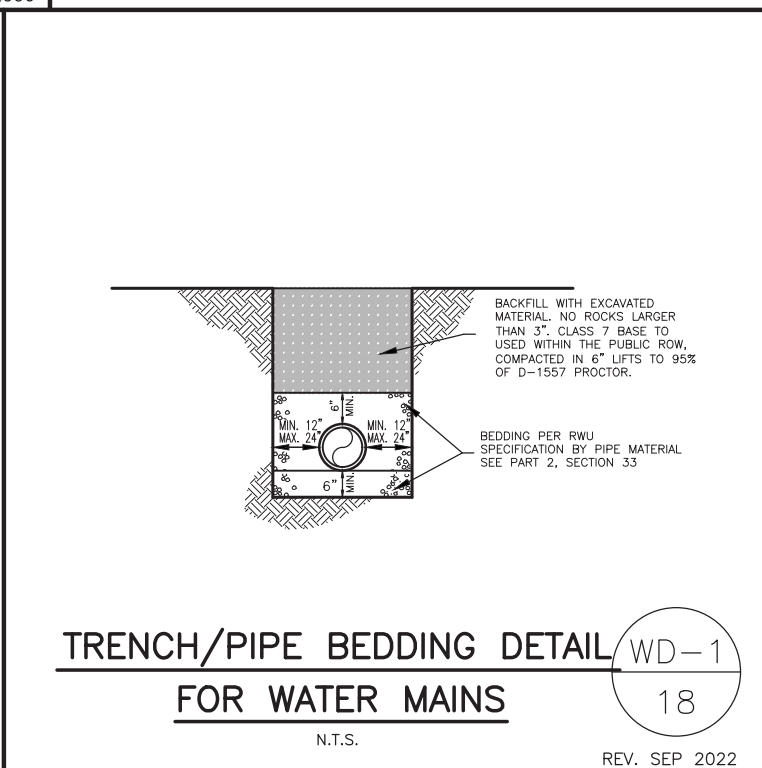
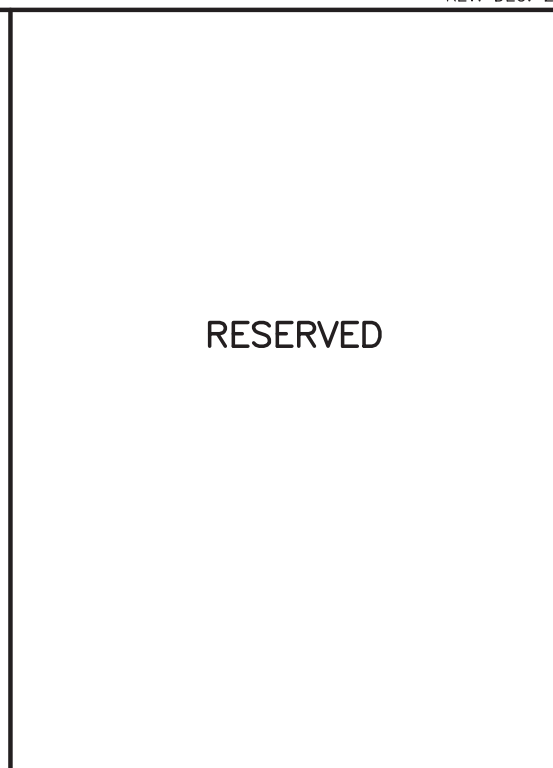
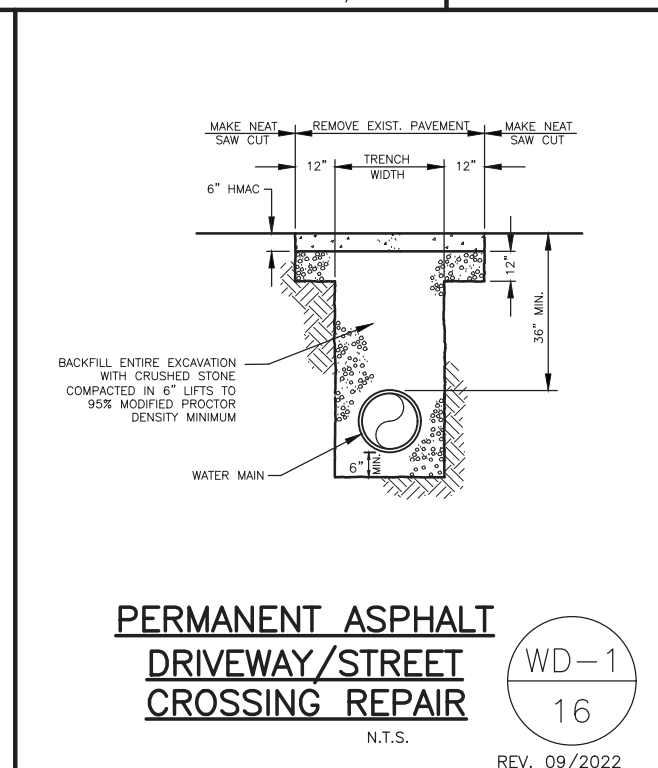
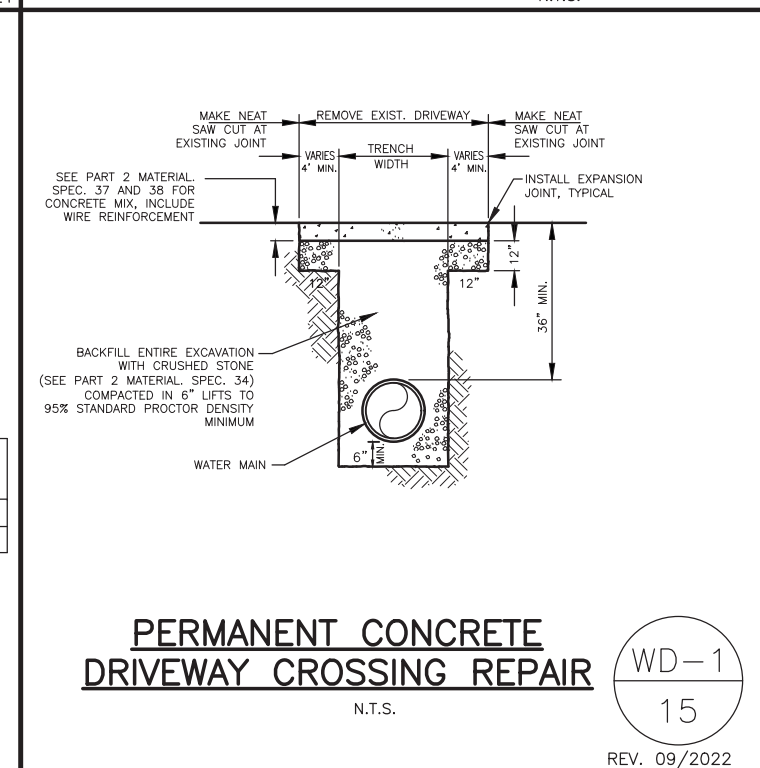
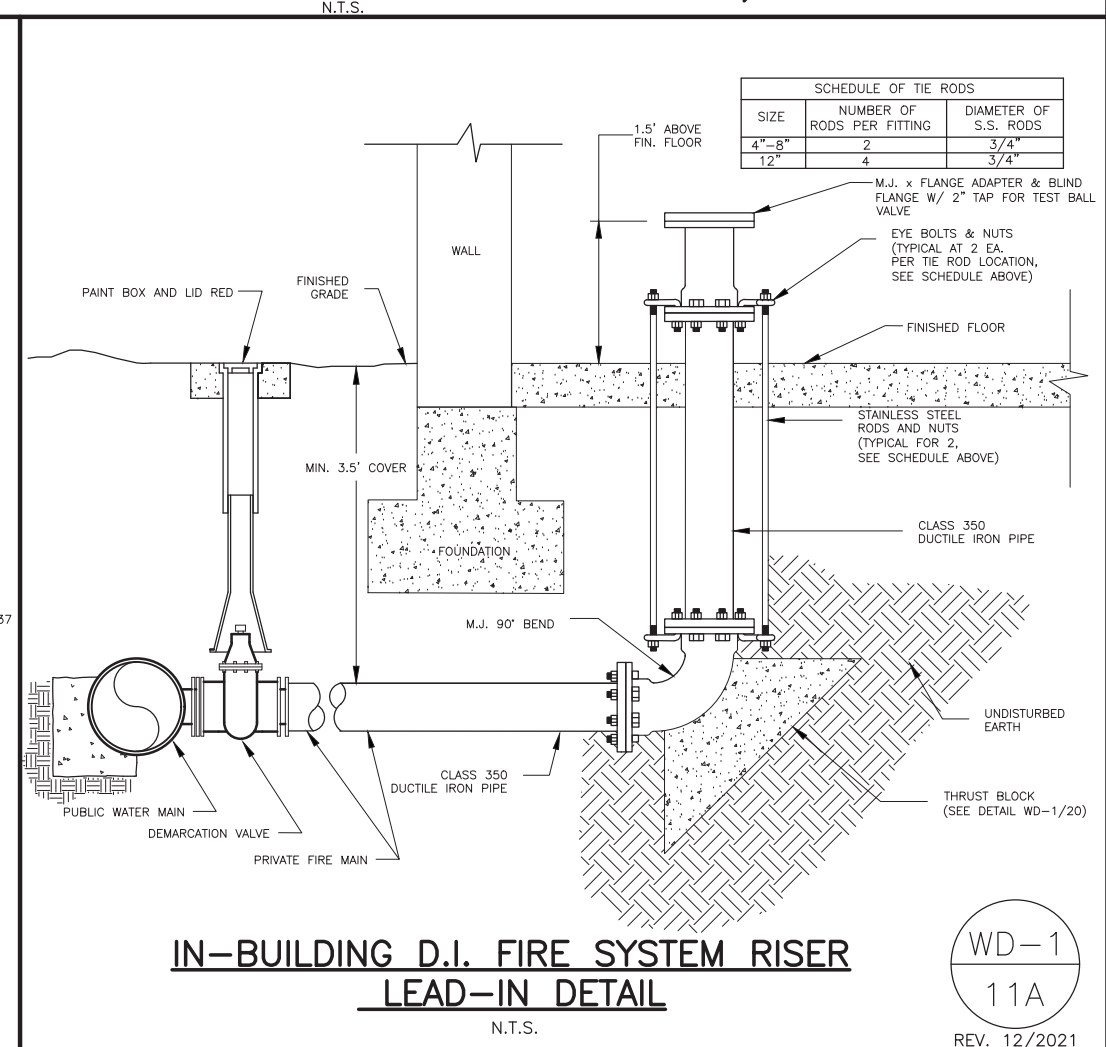
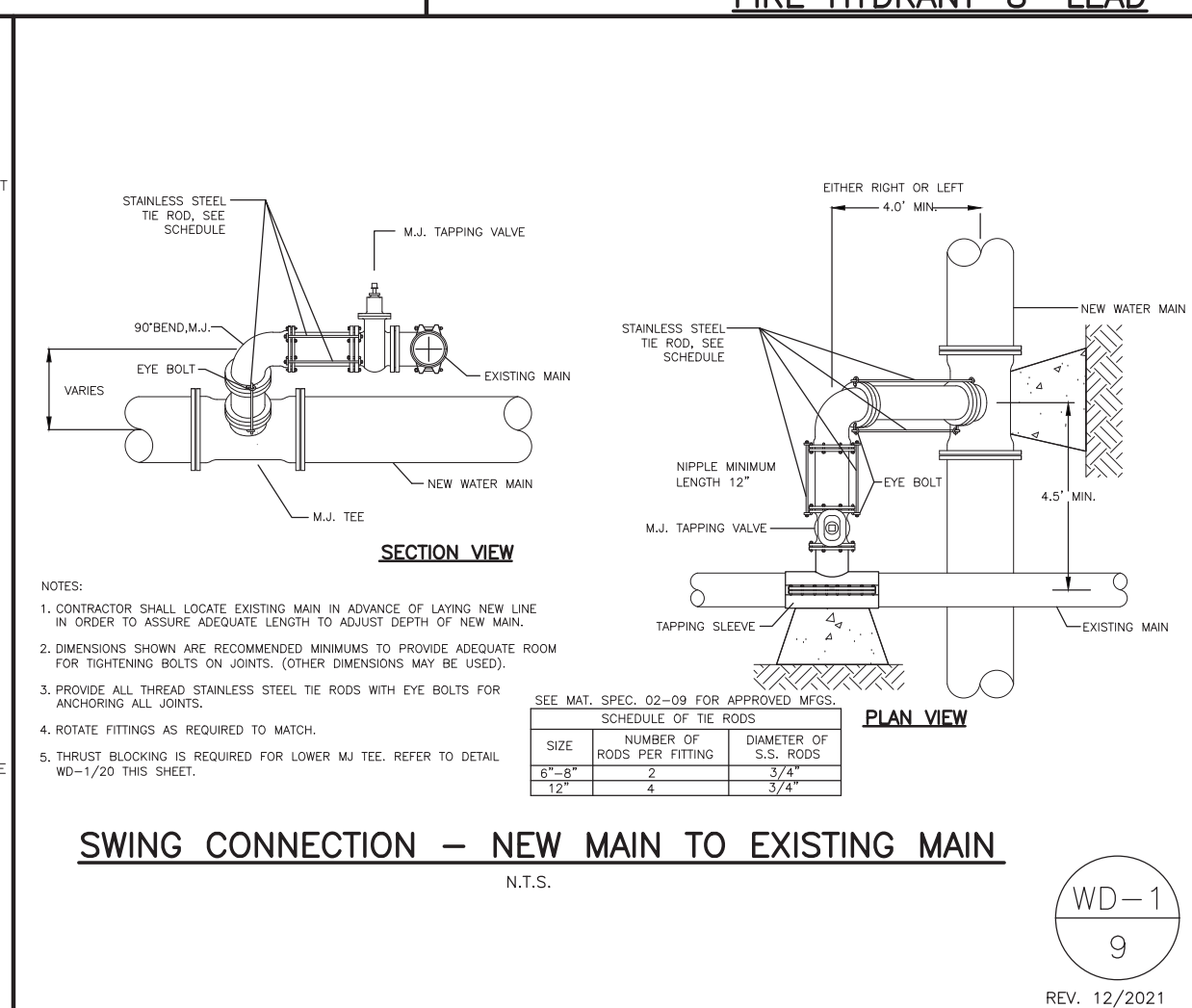
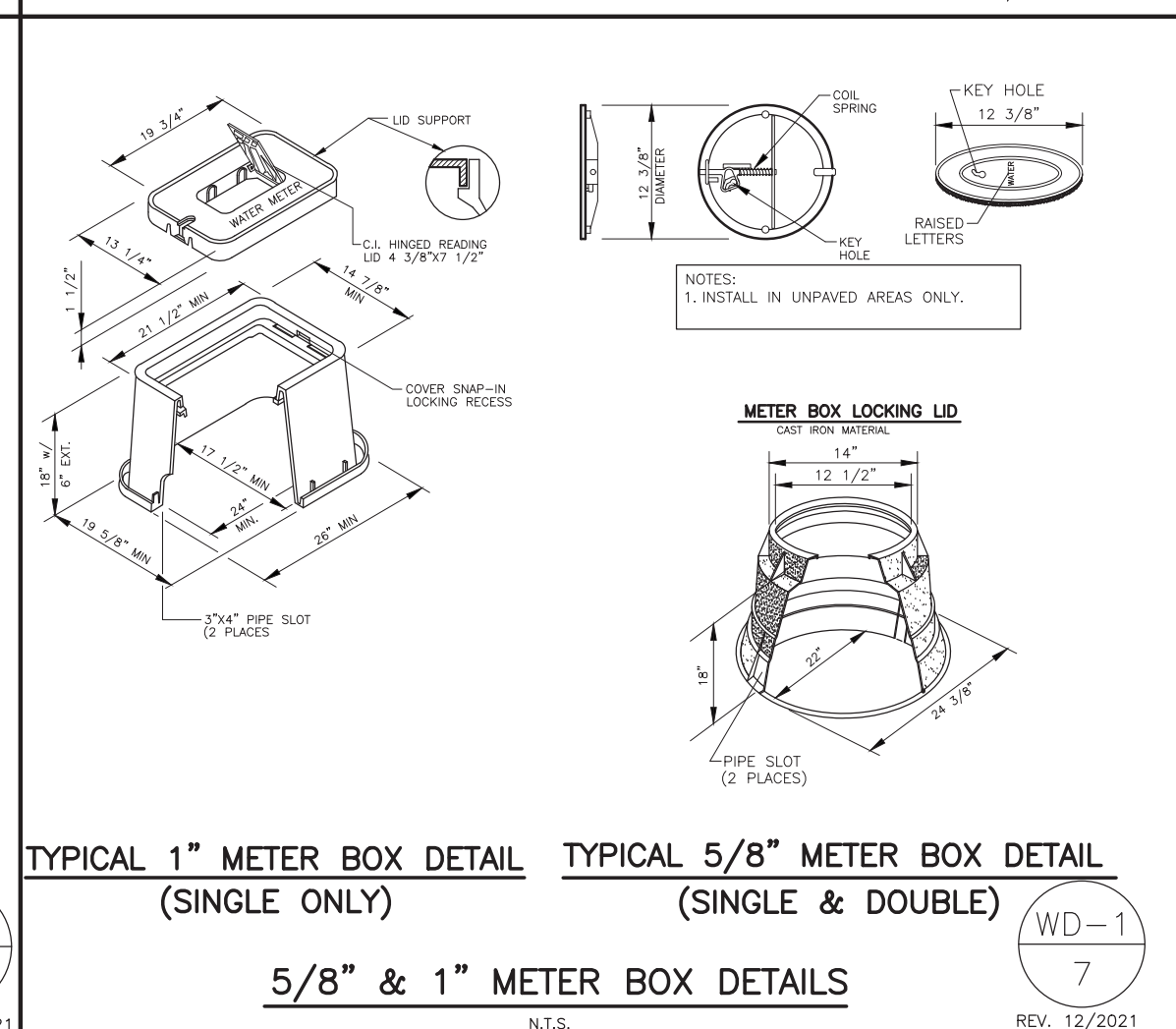
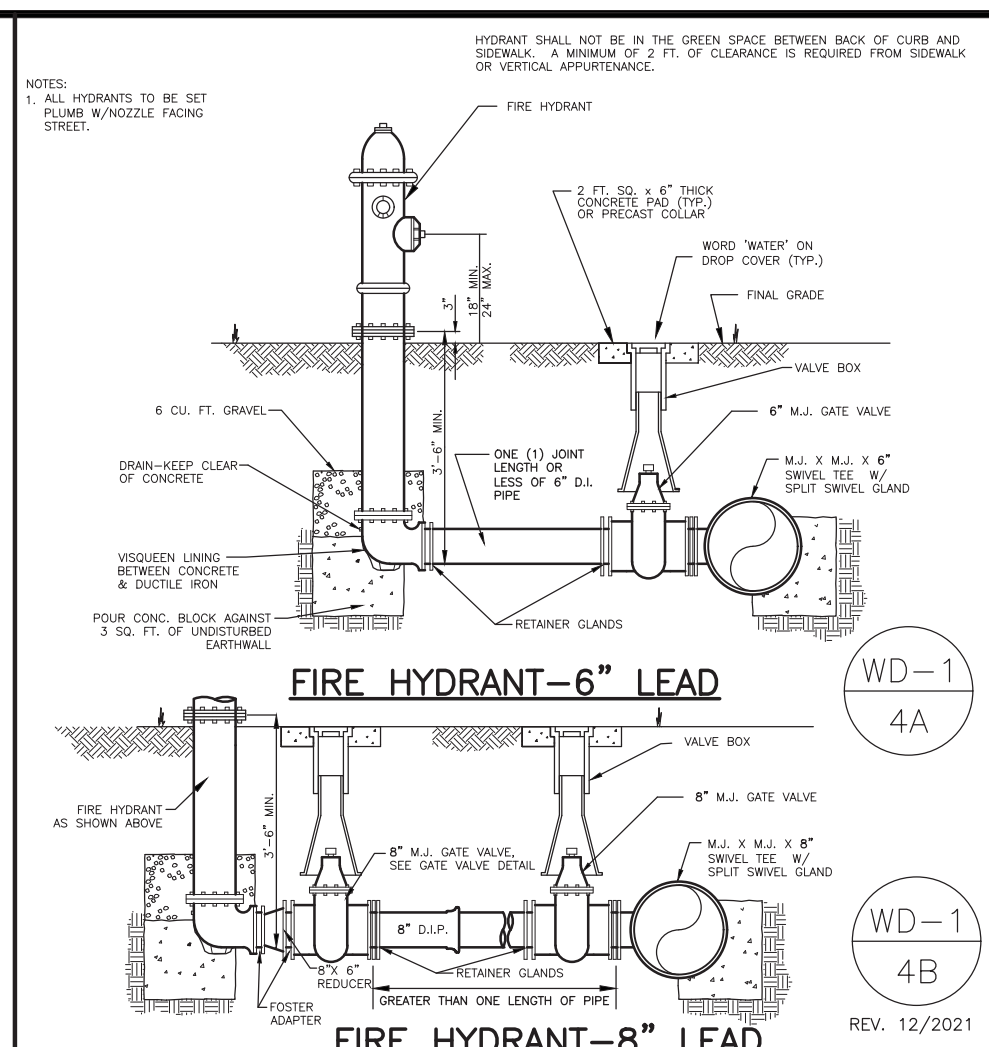
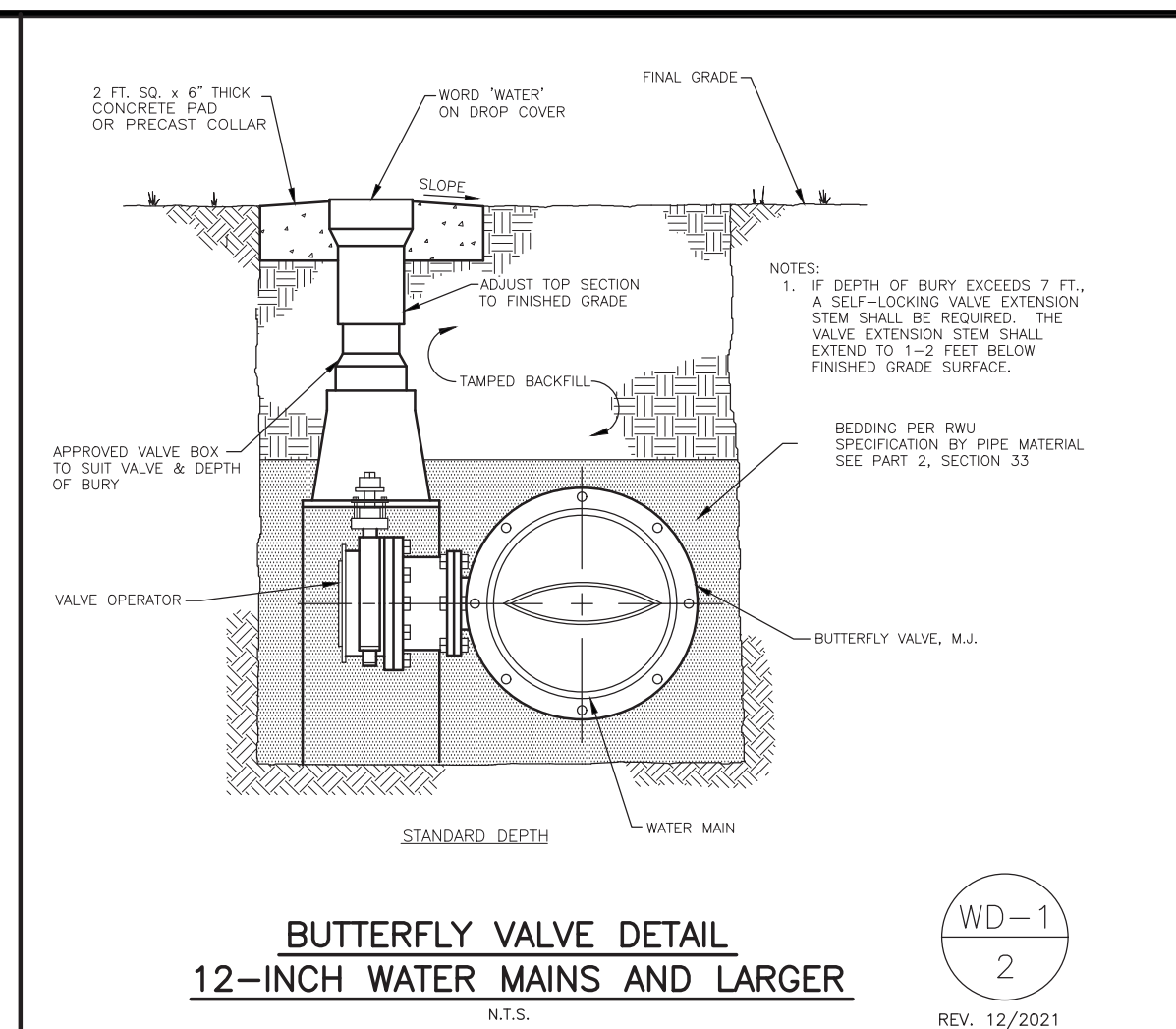
C13

DRAWING LOCATION - P:\34000\34464\DRAWINGS\DESIGN\CHESTNUT ST. WL\WORKING\34464\CHESTNUT-WATR-DTL.DWG - SAVED BY - ASCIMBERCK

DRAWING LOCATION - P:\34000\34464\DRAWINGS\DESIGN\CHESTNUT ST. WL\WORKING\34464-CHESTNUT DETAILS.DWG -- SAVED BY- ASCHMERBECK



PROFESSIONAL OF RECORD	AS
PROJECT MANAGER	CLE
DESIGNER	ADS
CEI PROJECT NUMBER	34464
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REVISION	



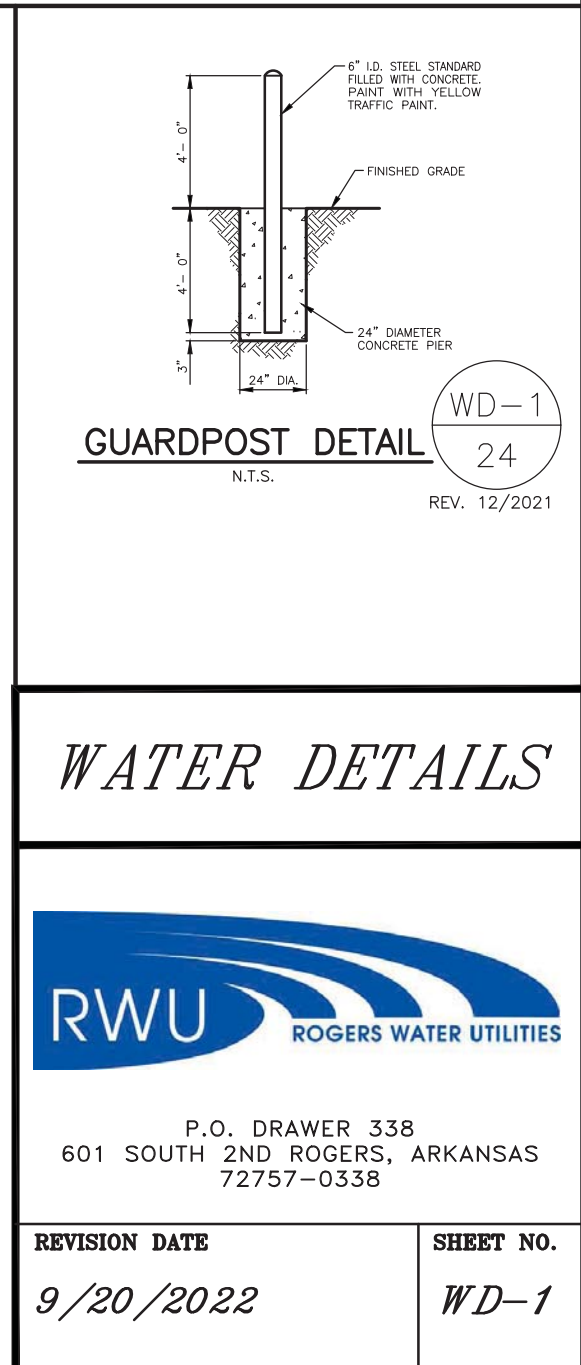
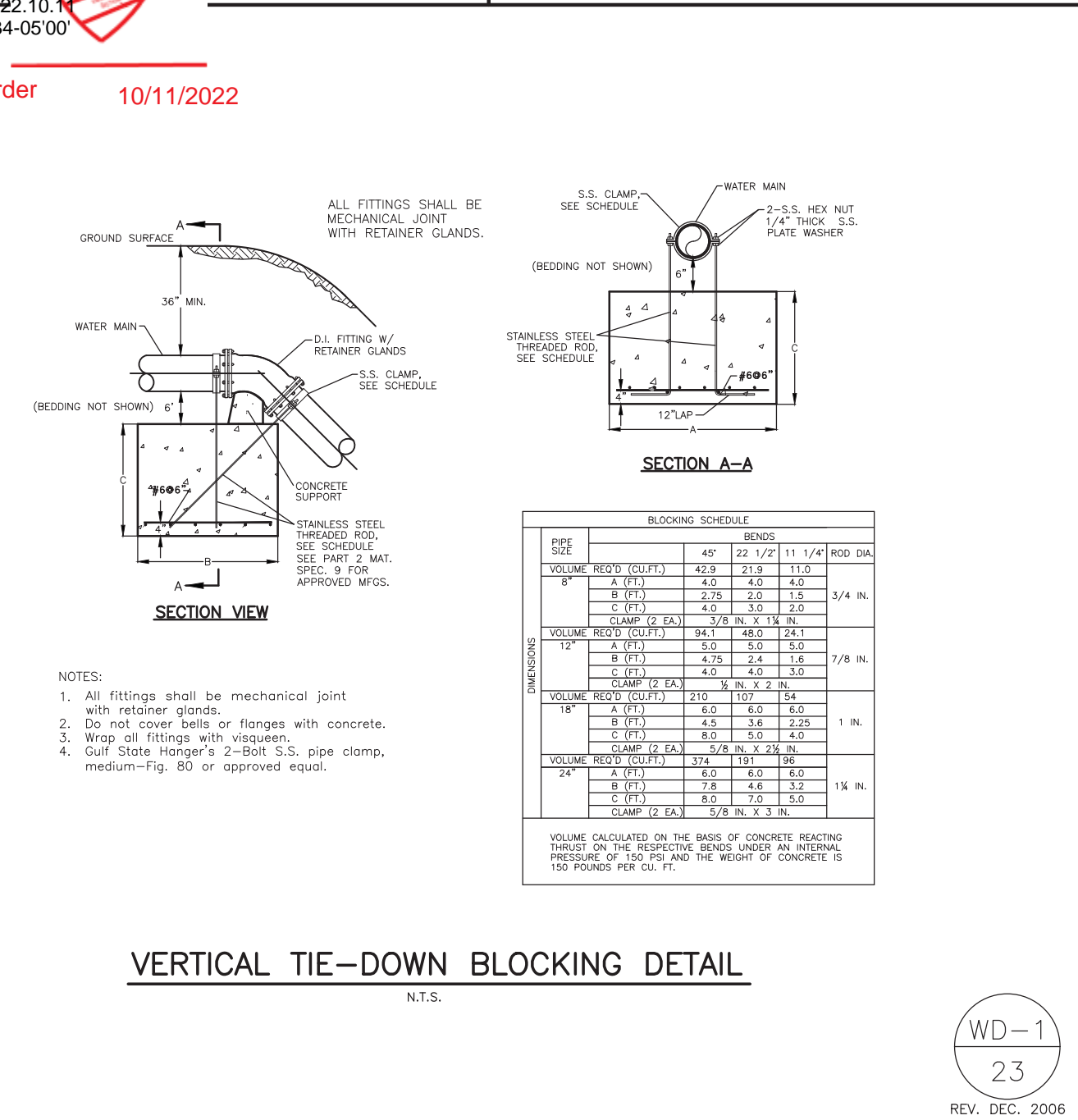
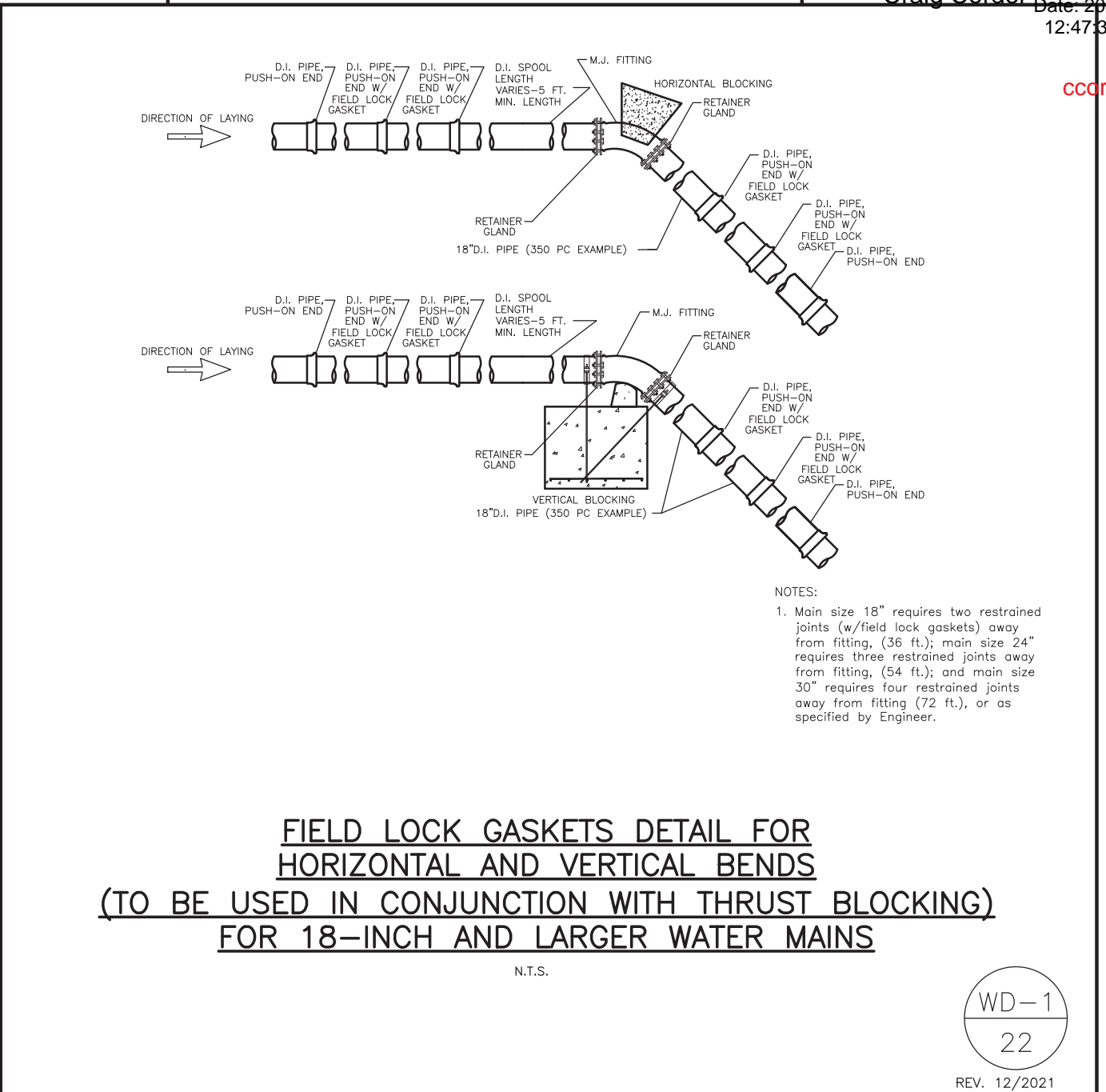
- Diagram illustrating the Tee and Vertical (Cradle) configurations for undisturbed earth-wall and trench wall types. The Tee configuration shows a horizontal wall section with a vertical section attached, labeled "TEE". The Vertical (Cradle) configuration shows a vertical wall section with a horizontal section attached, labeled "VERTICAL (CRADLE)". Both configurations show the wall sections embedded in the ground, with labels for "UNDISTURBED EARTH-WALL", "TRENCH WALL (TYPICAL)", and "GROUND SURFACE". Dimensions and bend angles are specified for each configuration.

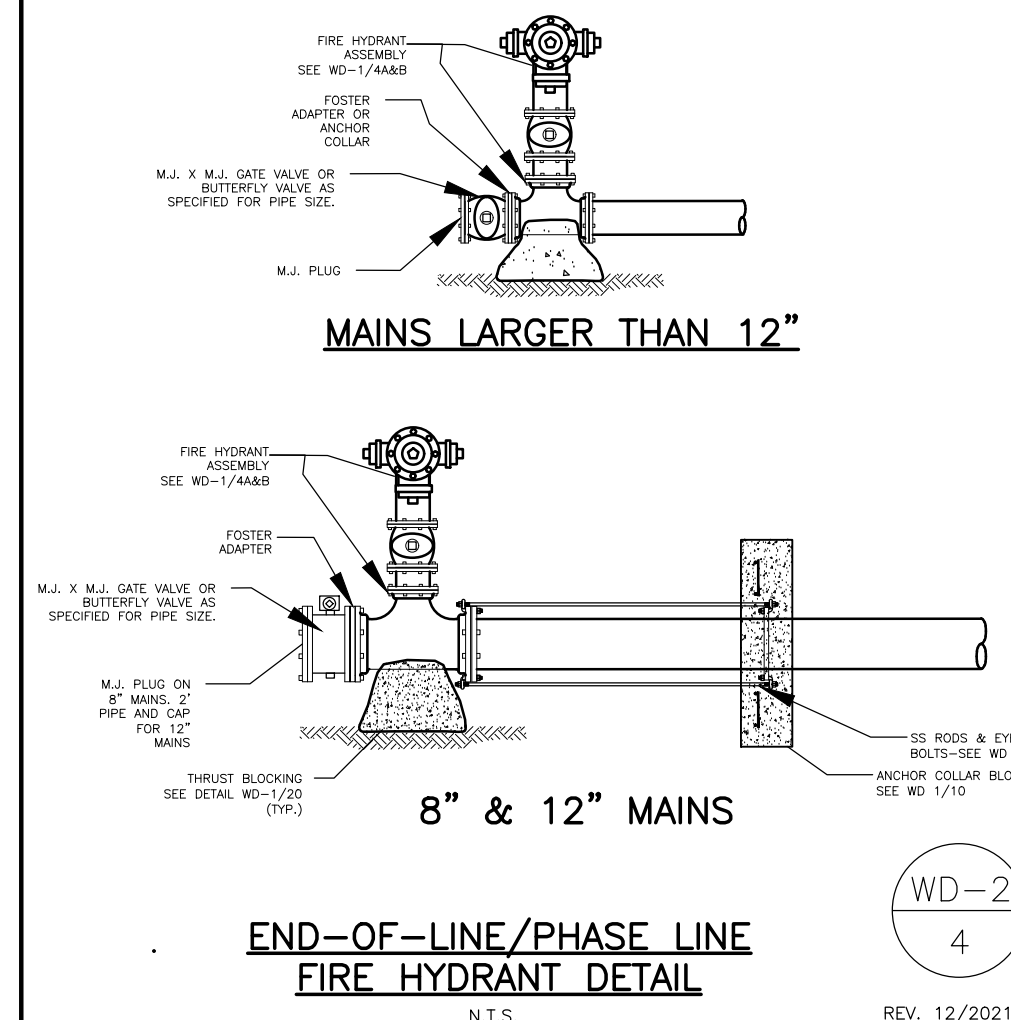
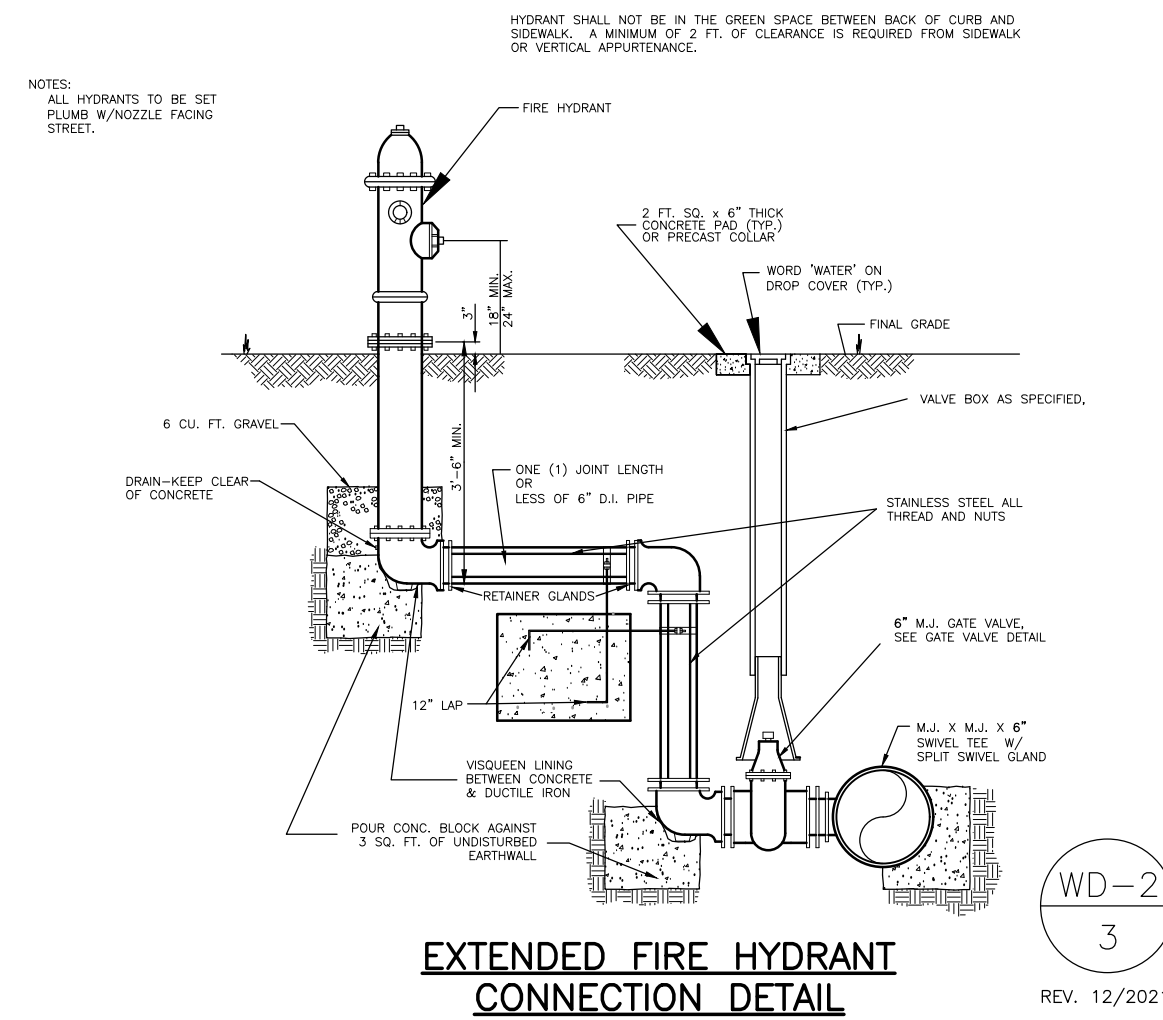
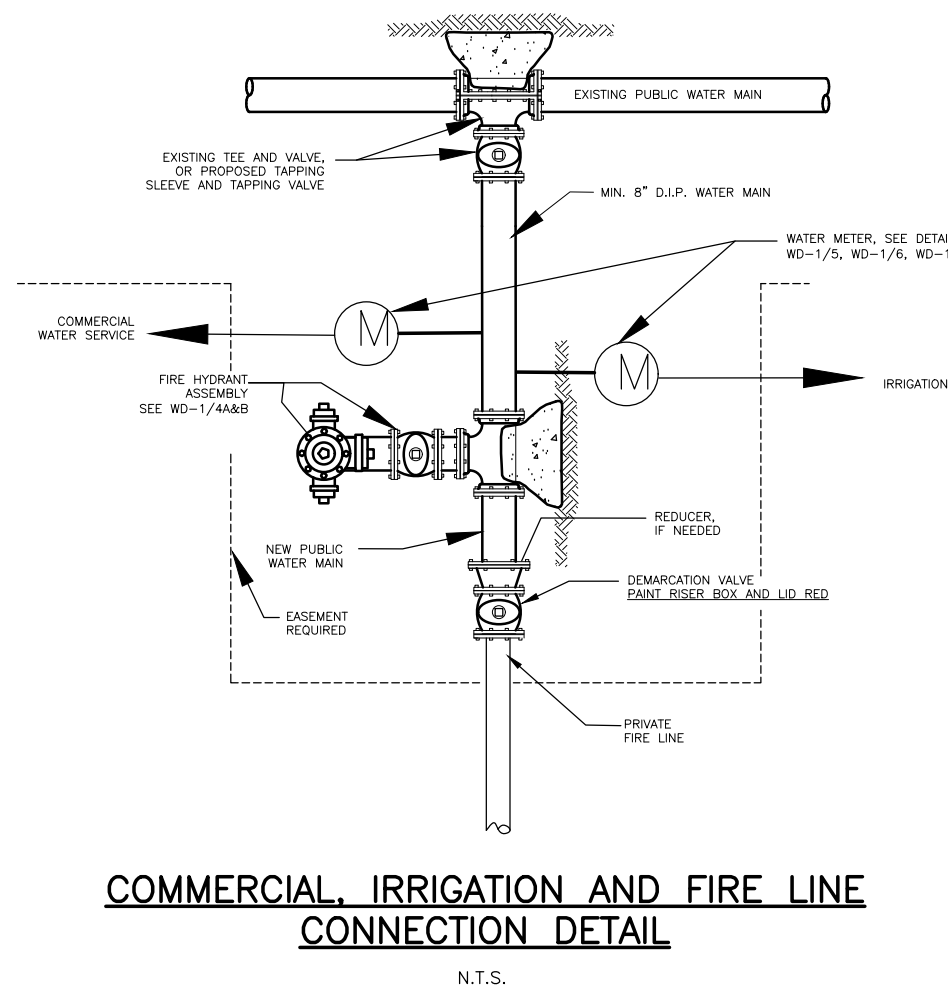
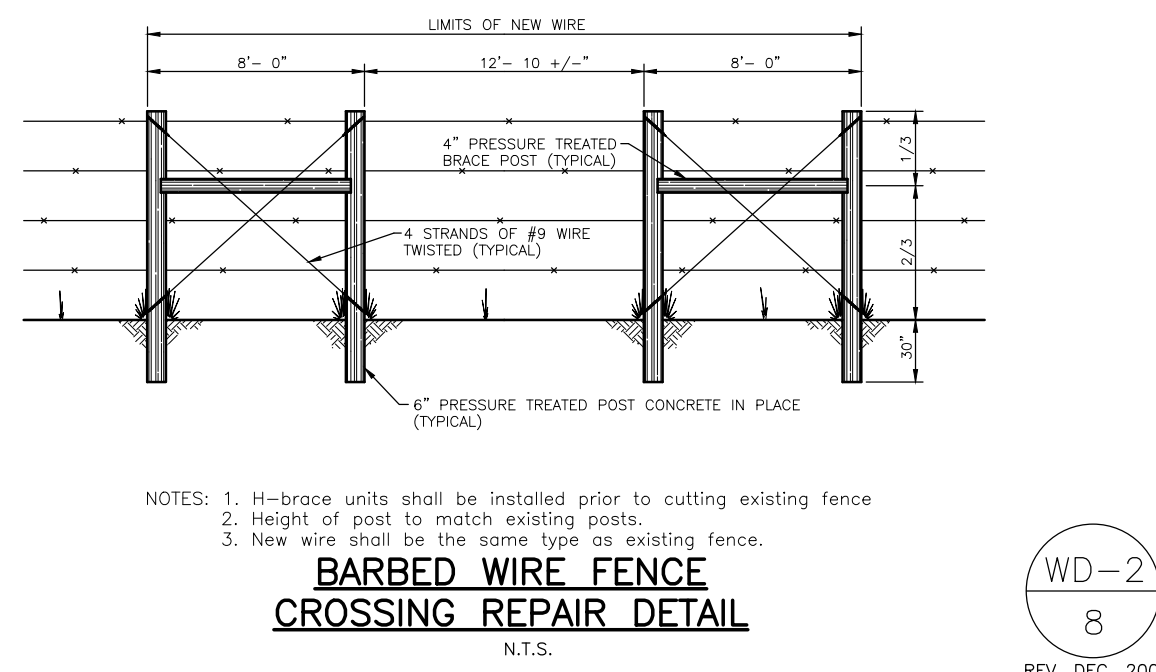
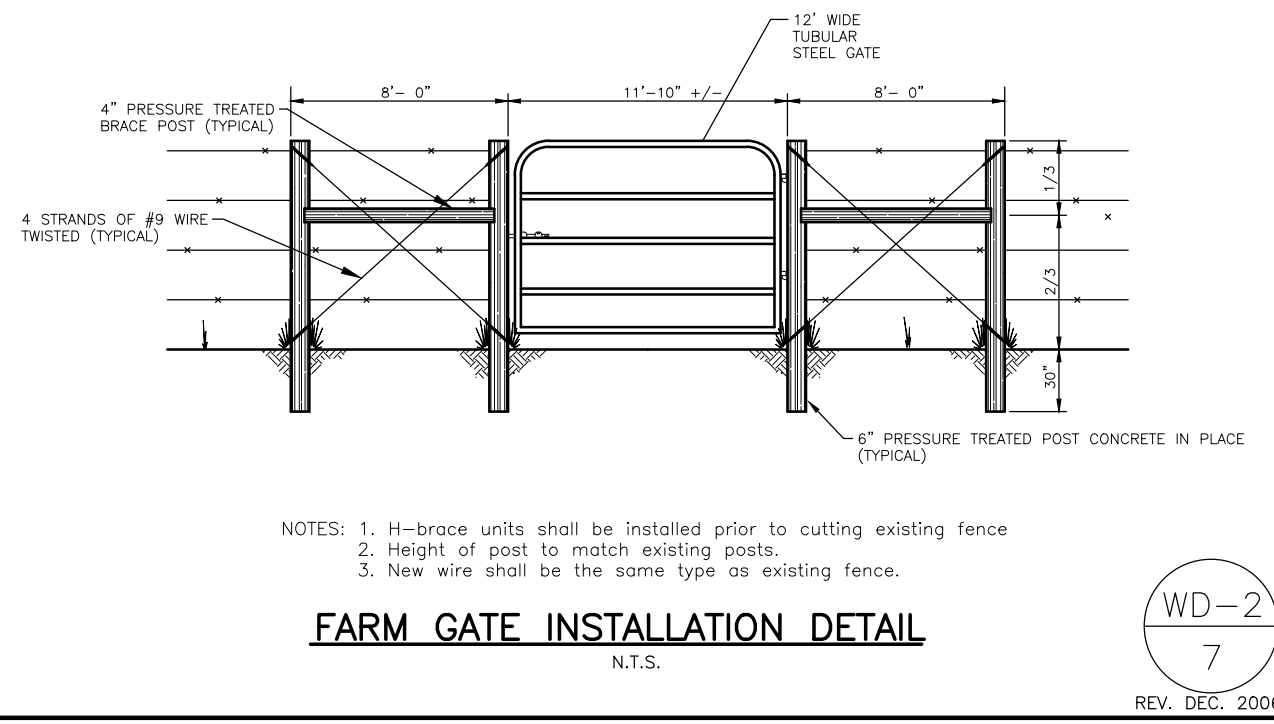
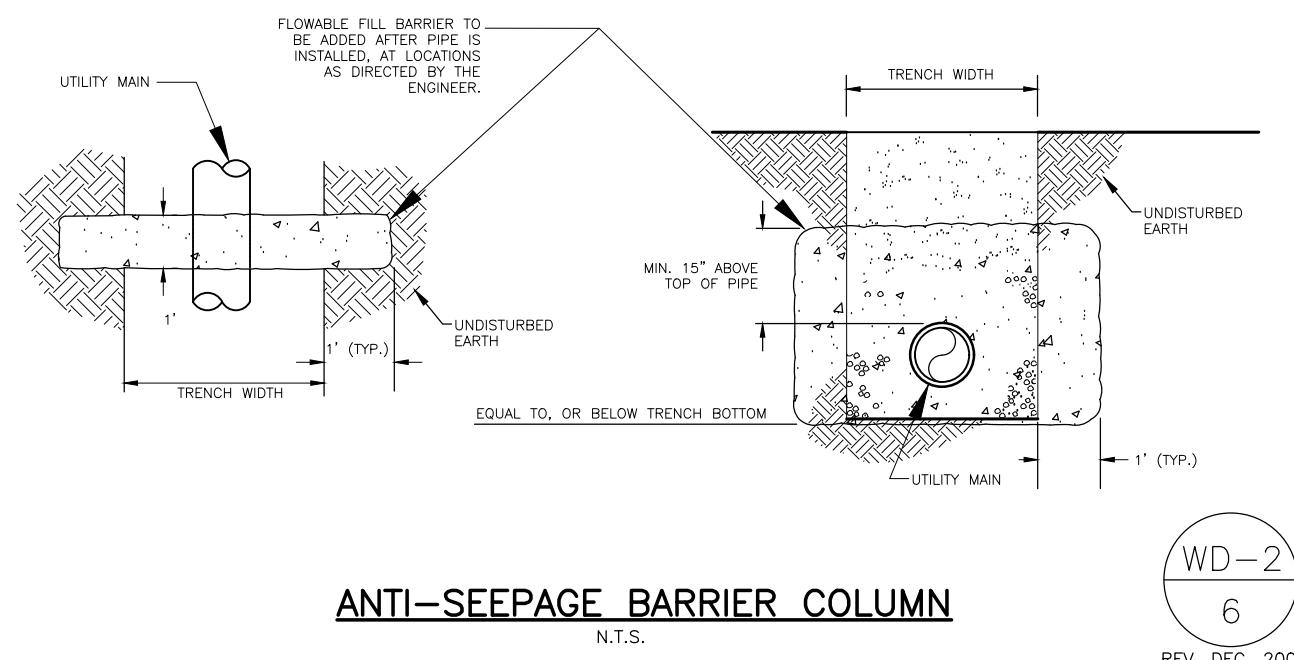
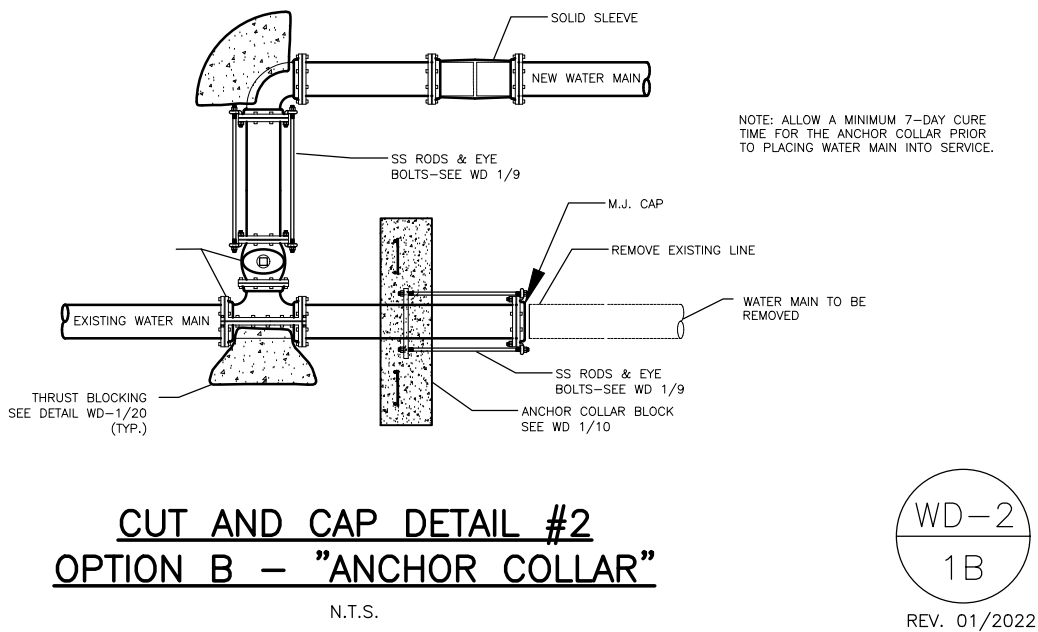
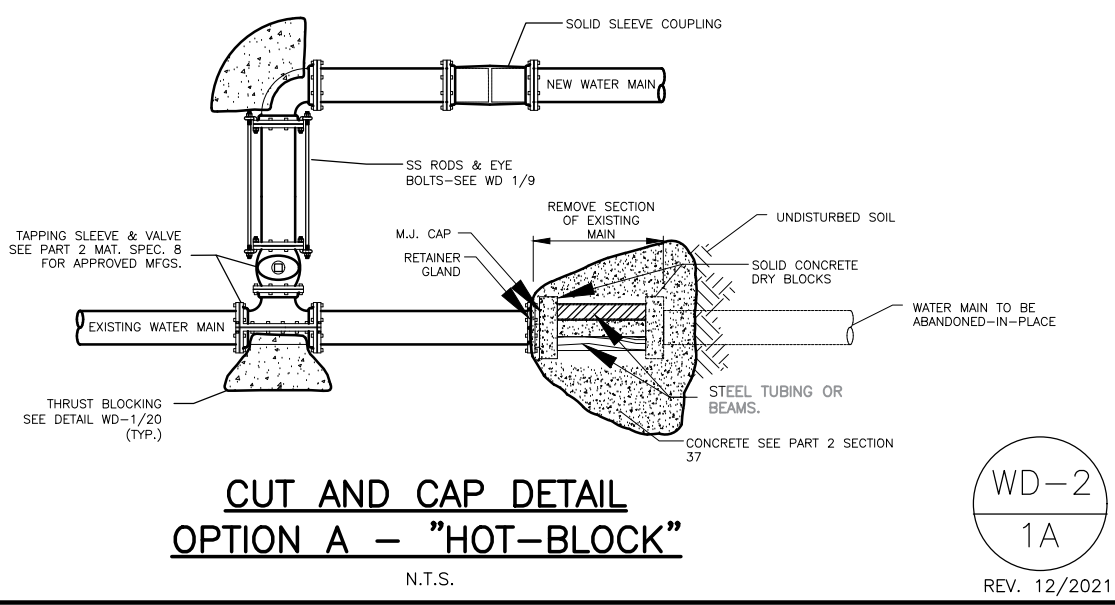
SEE PART 2 MAT. SPEC.37

VERTICAL (CRADLE)

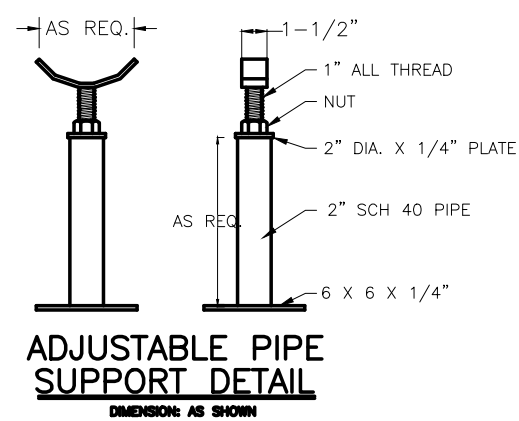
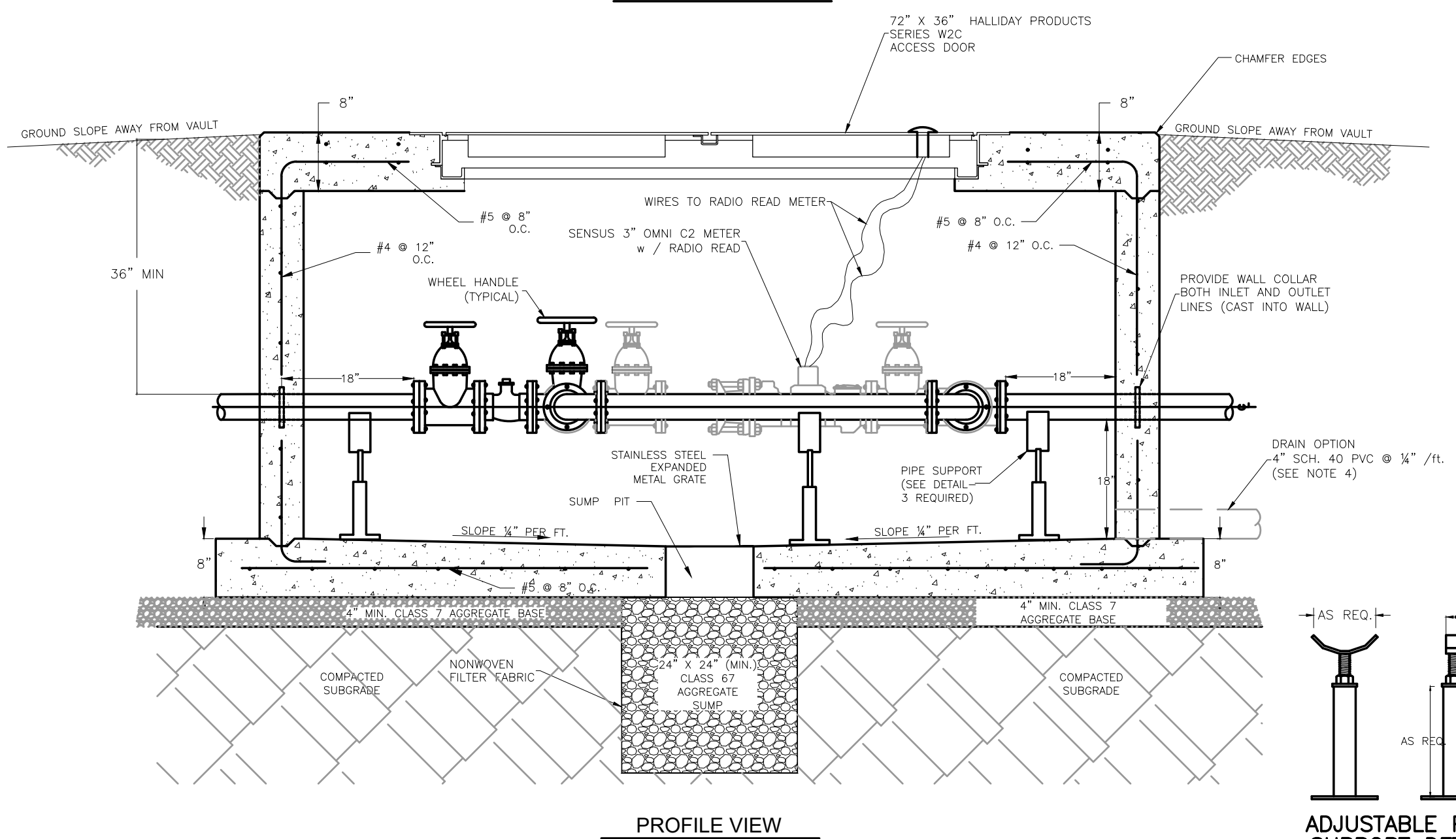
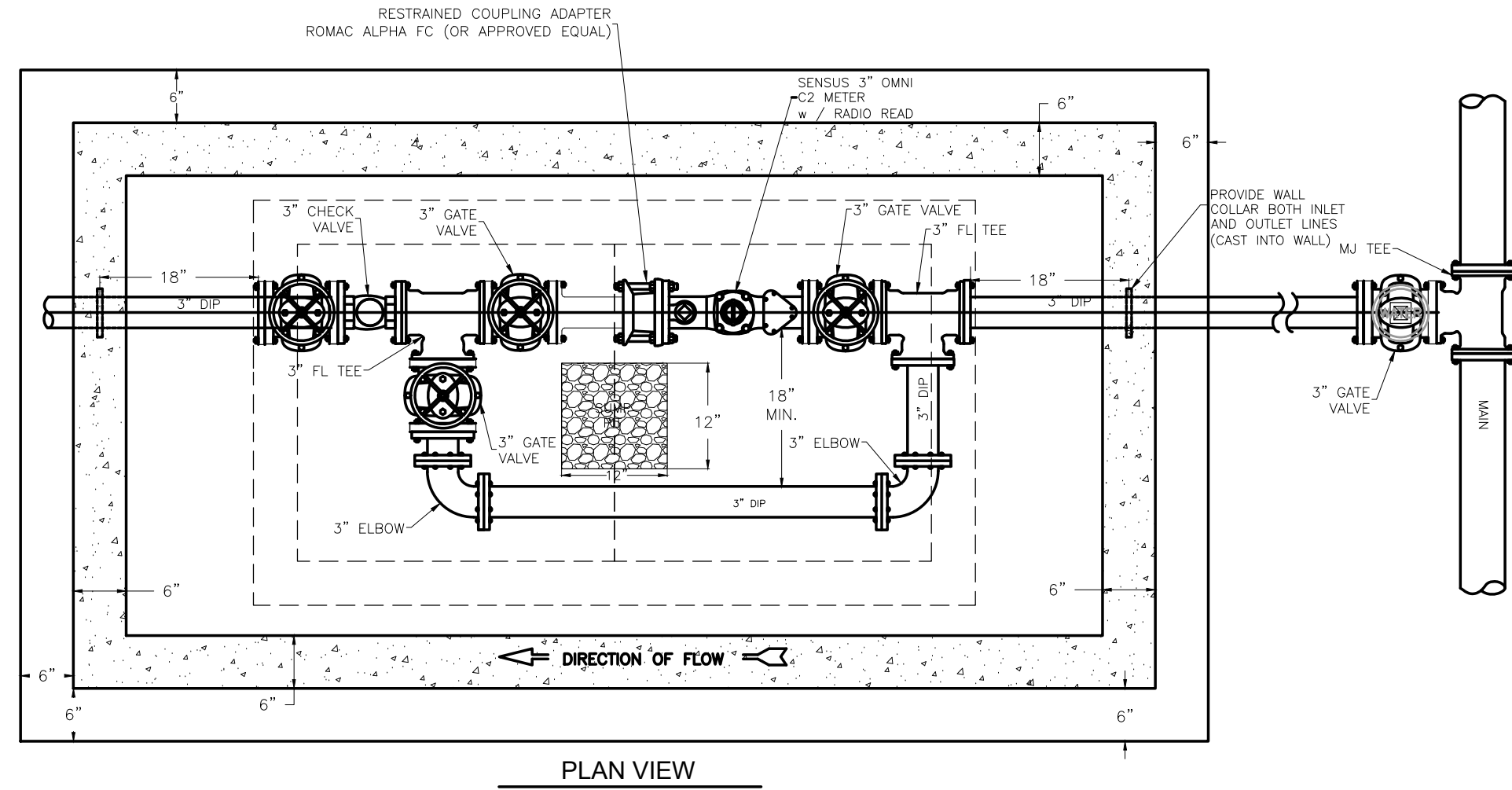
45° BEND  
22 1/2" BEND (SIMILAR)  
11 1/4" BEND (SIMILAR)

90° BEND  
45° BEND (SIMILAR)  
22 1/2" BEND (SIMILAR)  
11 1/4" BEND (SIMILAR)
- #### NOTES:
1. All fittings shall be mechanical joint with rebarer joints.
  2. Do not cover bells or flanges with concrete.
  3. Wrap all fittings with vaspar.
  4. Back all tees according to size of branch.
  5. Backing leaves fire extensions shall be such that later removal is possible.
  6. All bends where fittings are used, both horizontal and vertical, shall be backed.
  7. Reaction backing table is based on 150 p.s.i. and soil bearing pressure of 2,500 lb./sq. ft. Additional backing may be required in some areas at engineer's direction.
- | REACTION BACKING TABLE  |                  |     |     |         |         |  |  |
|---|------------------|-----|-----|---------|---------|--|--|
| REQUIRED SQ. FT. OF UNDISTURBED EARTH-WALL FOR REACTION BACKING |                  |     |     |         |         |  |  |
| SIZE  | TYPE OF FITTINGS |     |     |         |         |  |  |
|   | TEE OR ALUG-CON  | 90° | 45° | 22 1/2° | 11 1/4° |  |  |
| 4"  | 2                | 2   | 1   | 1       | 1       |  |  |
| 6"  | 2                | 2   | 1   | 1       | 1       |  |  |
| 8"  | 2                | 2   | 1   | 1       | 1       |  |  |
| 10"   | 4                | 3   | 2   | 1       | 1       |  |  |
| 12"   | 5                | 3   | 2   | 1       | 1       |  |  |
| 14"   | 5                | 3   | 2   | 1       | 1       |  |  |
| 16"   | 6                | 3   | 2   | 1       | 1       |  |  |
| 18"   | 6                | 3   | 2   | 1       | 1       |  |  |
| 20"   | 8                | 3   | 2   | 1       | 1       |  |  |
| 24"   | 8                | 3   | 2   | 1       | 1       |  |  |
- ## THRUST BLOCKING DETAIL
- N.T.S.
- A circular stamp with the text "WD-1" at the top, "20" in the center, and "REV. 12/2002" at the bottom.



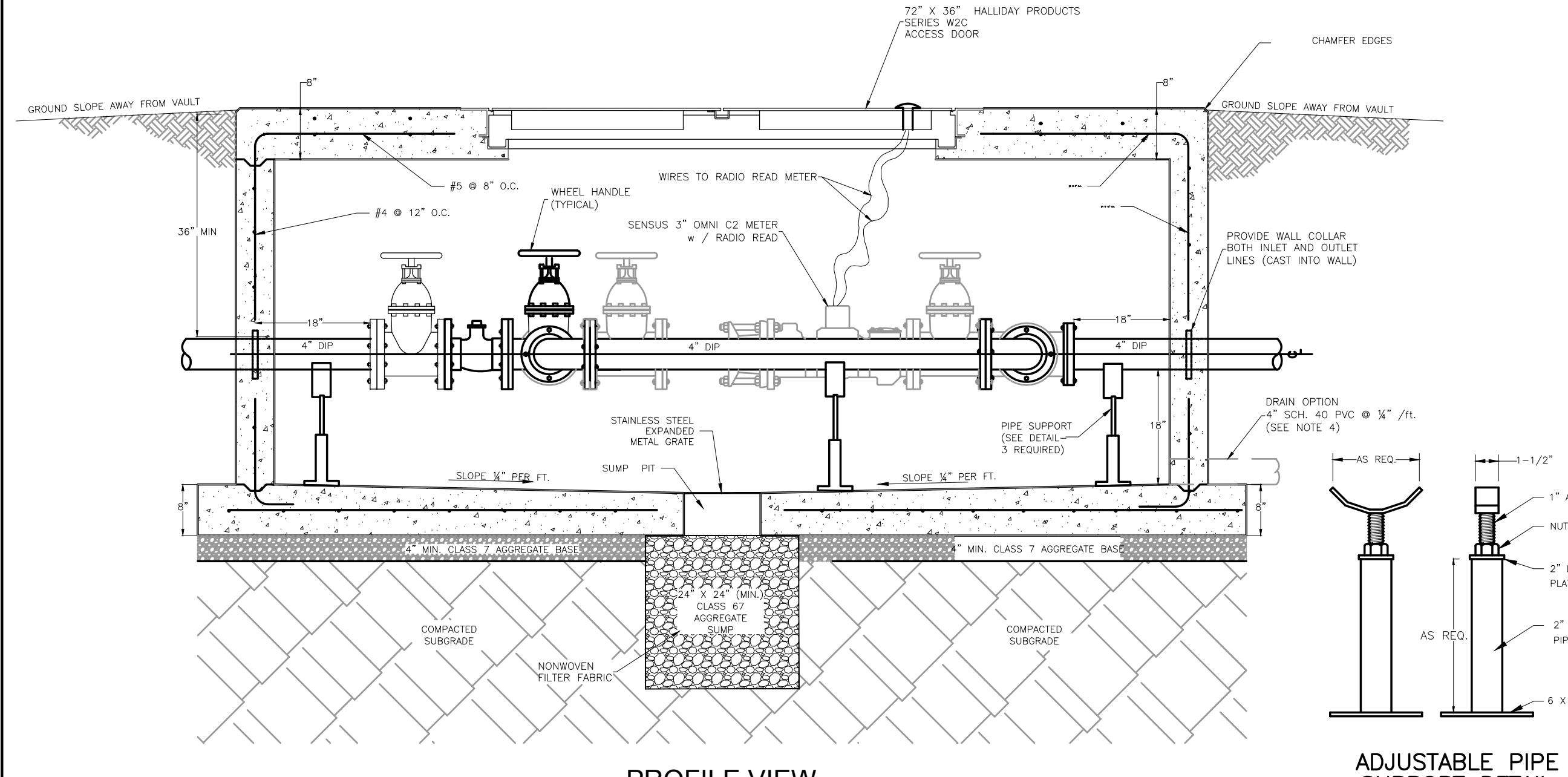
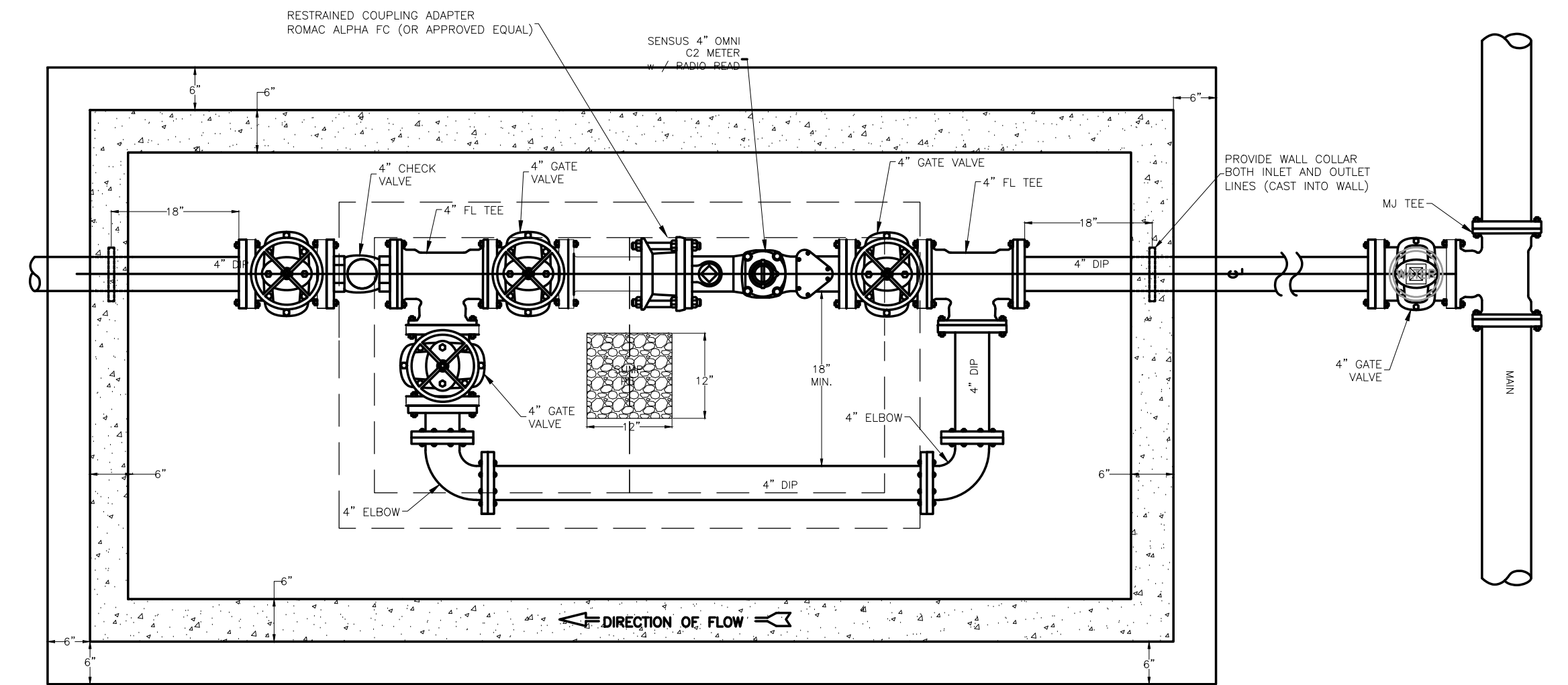


RESERVED



- NOTES:
- 1) METERS WILL BE INCLUDED WITH THE INSTALLATION TO ENSURE PROPER FIT.
  - 2) ALL BOLTS TO BE STAINLESS STEEL.
  - 3) SLOPE FLOOR TO DRAIN.
  - 4) IF POSSIBLE, PROVIDE 4" PVC DRAIN TO DAYLIGHT OR STORM SEWER. PROVIDE PVC CHECK IN DRAIN PIPE. THE AGGREGATE SUMP IS NOT REQUIRED IN THIS CASE.
  - 5) CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
  - 6) CONTRACTOR SHALL VERIFY ALL PART DIMENSIONS
  - 7) ALL MATERIALS AND LABOR FOR 3" METER VAULTS (INCLUDING METER) SHALL BE PROVIDED BY THE CONTRACTOR.

**3-INCH METER VAULT  
NTS**



- NOTES:
- 1) METERS WILL BE INCLUDED WITH THE INSTALLATION TO ENSURE PROPER FIT.
  - 2) ALL BOLTS TO BE STAINLESS STEEL.
  - 3) SLOPE FLOOR TO DRAIN.
  - 4) IF POSSIBLE, PROVIDE 4" PVC DRAIN TO DAYLIGHT OR STORM SEWER. PROVIDE PVC CHECK IN DRAIN PIPE. THE AGGREGATE SUMP IS NOT REQUIRED IN THIS CASE.
  - 5) CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
  - 6) CONTRACTOR SHALL VERIFY ALL PART DIMENSIONS
  - 7) ALL MATERIAL AND LABOR FOR 4" METER VAULT (INCLUDING METER) SHALL BE PROVIDED BY THE CONTRACTOR.

**4-INCH METER VAULT  
NTS**

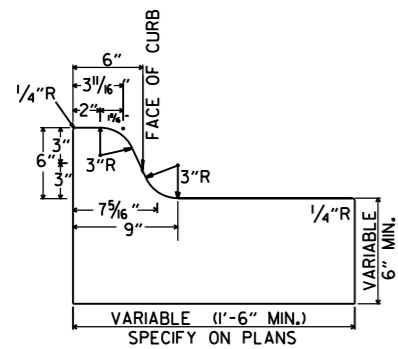
**WATER DETAILS**



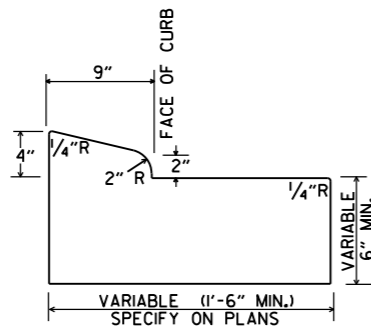
P.O. DRAWER 338  
601 SOUTH 2ND ROGERS, ARKANSAS  
72757-0338

REVISION DATE  
**9/20/2022**

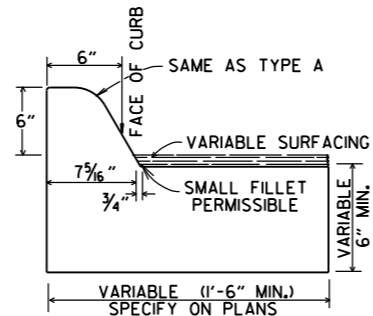
SHEET NO.  
**WD-2**



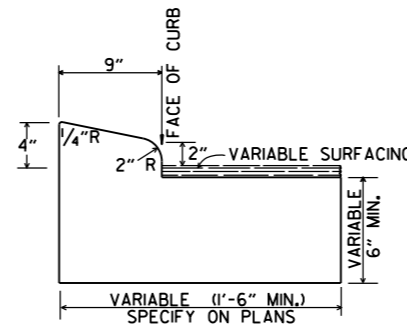
TYPE A



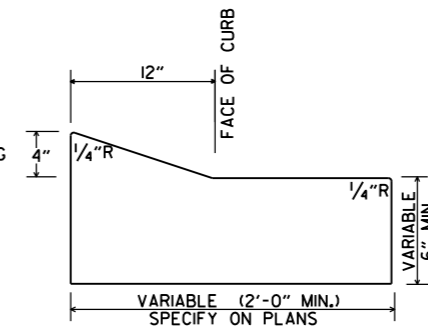
TYPE B-1



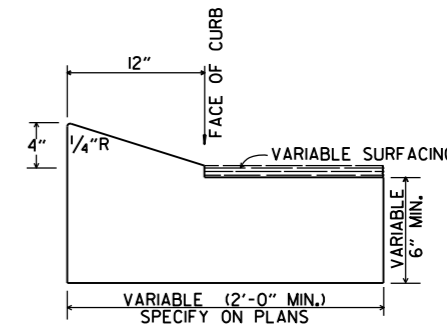
TYPE C



TYPE B-2

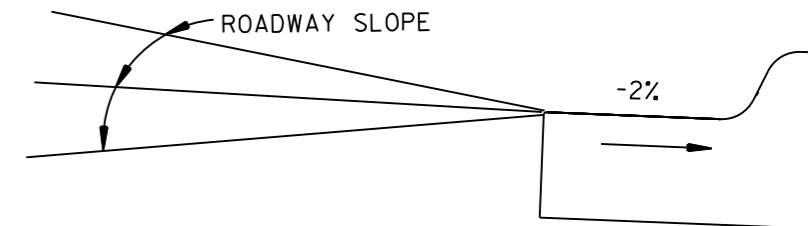


TYPE E-1

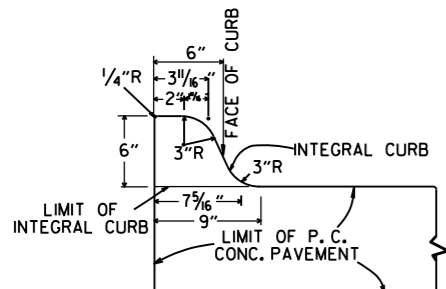


TYPE E-2

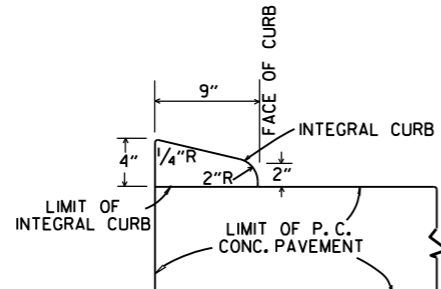
## CONCRETE COMBINATION CURB AND GUTTER



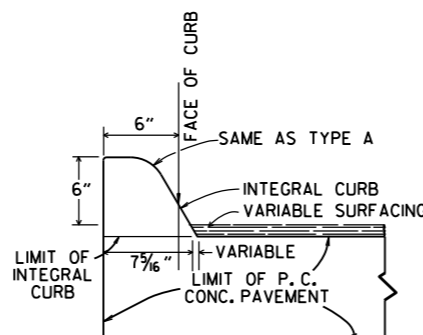
**DETAIL OF GUTTER SLOPE**  
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

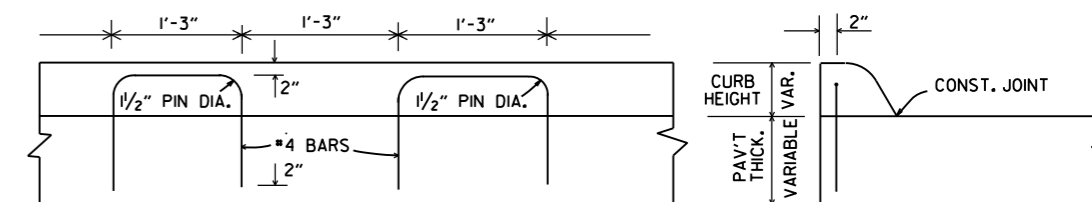


TYPE B



TYPE C

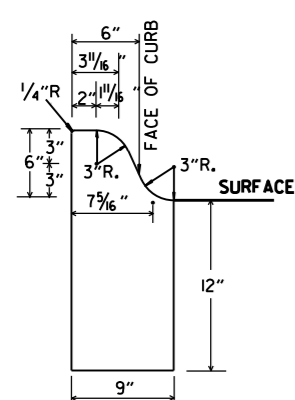
## INTEGRAL CURB



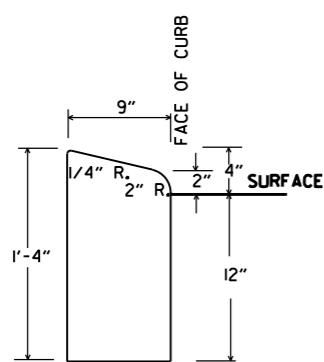
LONGITUDINAL SECTION

ELEVATION

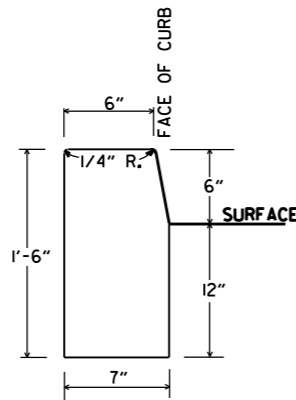
## ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



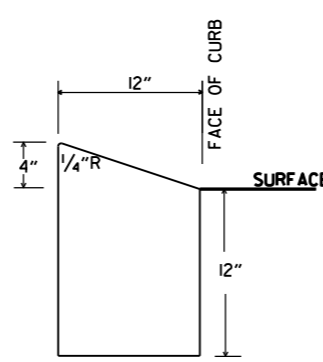
TYPE A



TYPE B

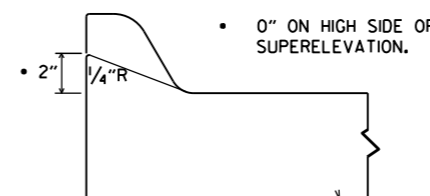


TYPE D



TYPE E

## CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1.  
COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED  
INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR  
CURB AND GUTTER SPECIFIED.

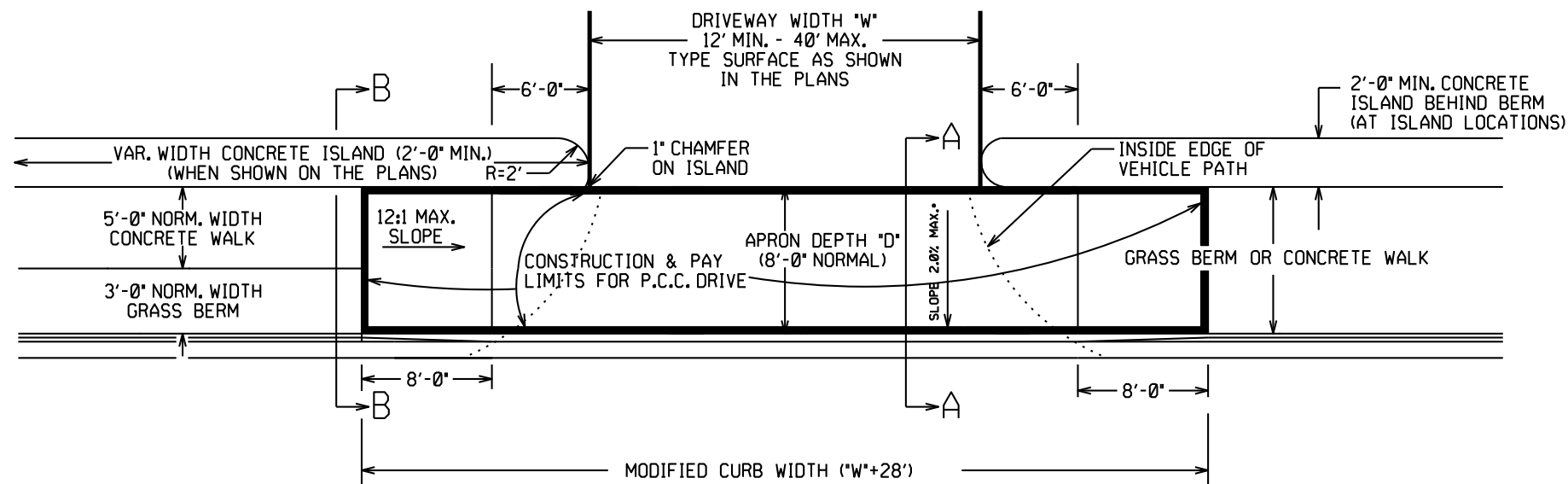
## DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIABLE DEPTH TYPE A & B I	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
1-1-73	REVISED MODIFIED CURB	500-1-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

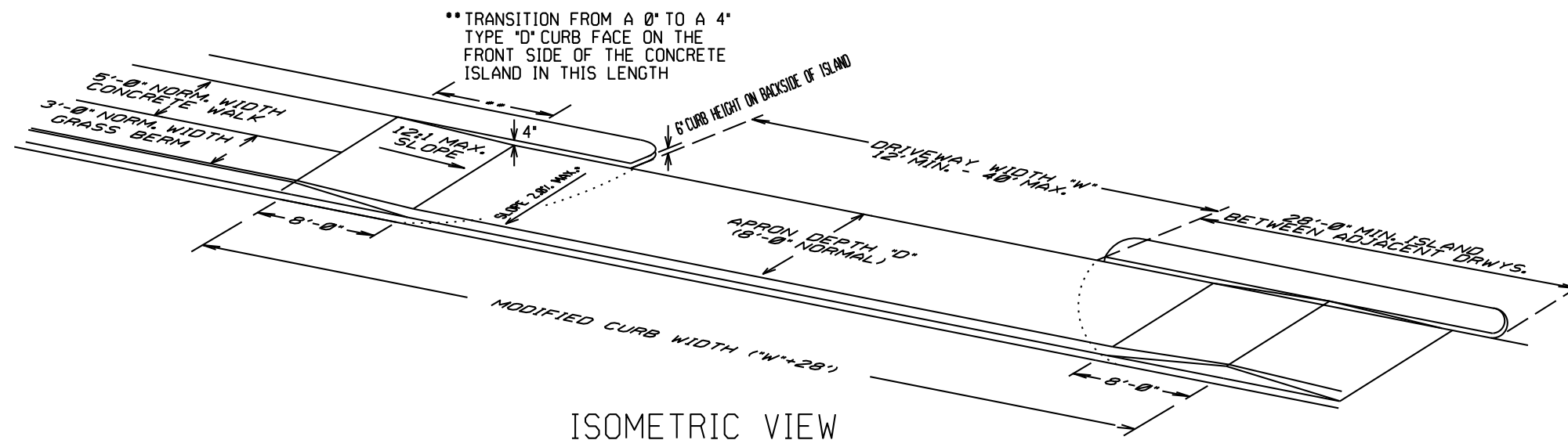
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

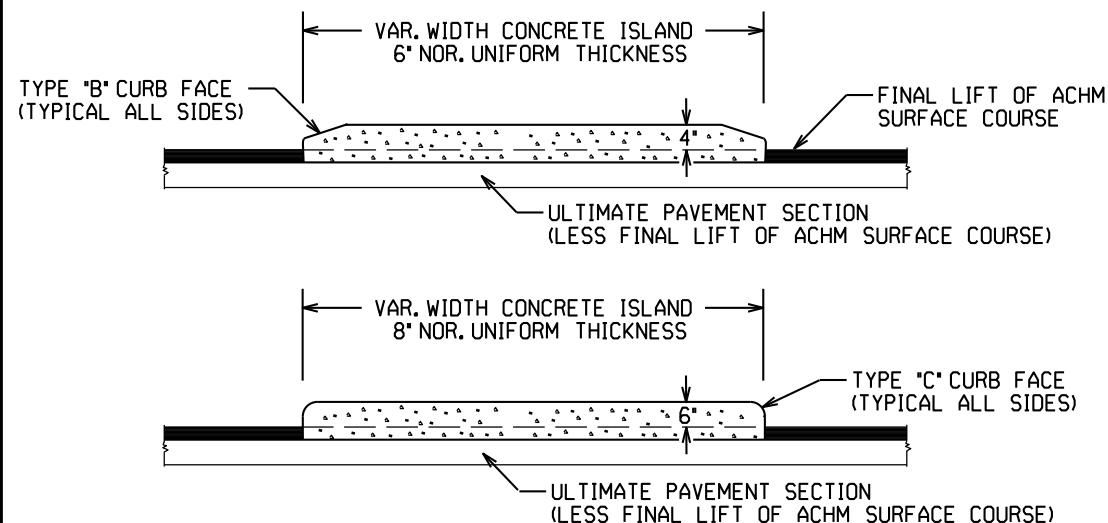
STANDARD DRAWING CG-1



PLAN VIEW



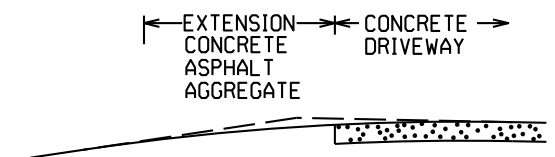
ISOMETRIC VIEW



CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".
2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.

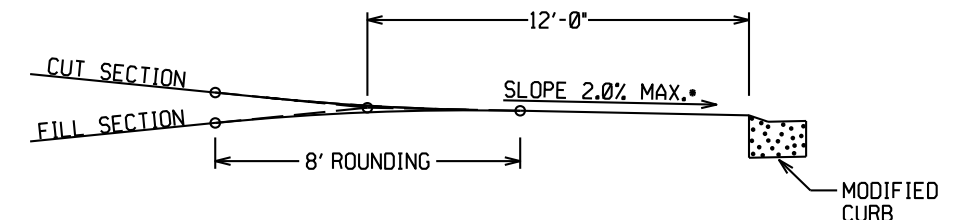


EXTENSION TYPICAL SECTIONS

- 1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY
- 2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
4" ACHM BINDER COURSE (1") OR  
4" ACHM BASE COURSE (1-1/2")
- 3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")  
7" AGGREGATE BASE COURSE
- 4: AGGREGATE - 6" AGGREGATE BASE COURSE

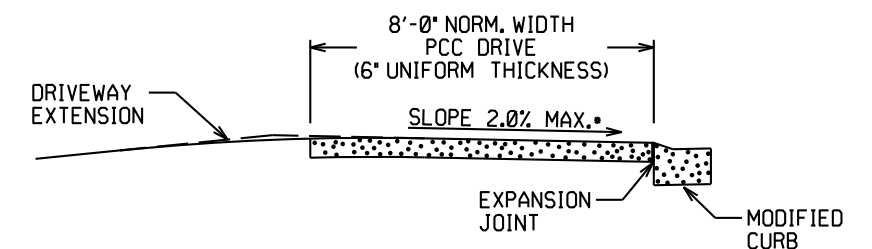
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

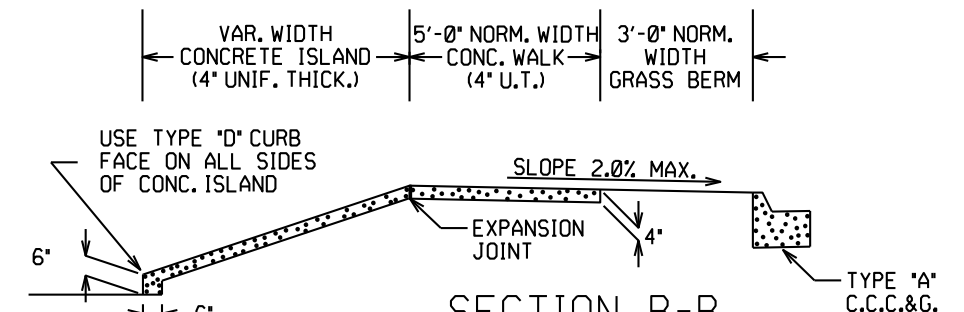


DRIVEWAY VERTICAL ALIGNMENT DETAILS

- NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.




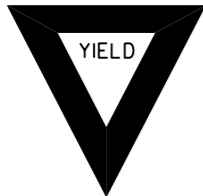



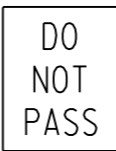



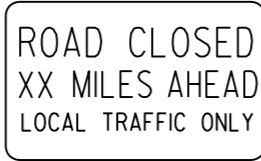








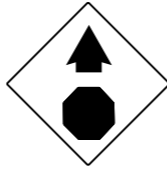
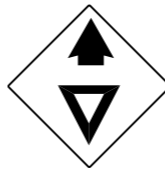
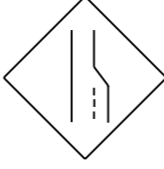

















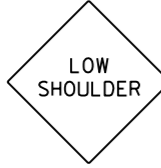

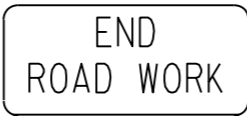
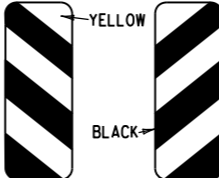


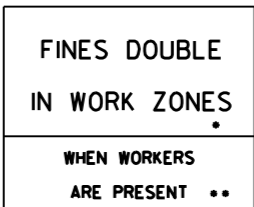
SECTION A-A



SECTION B-B  
CURBED ISLAND BEHIND WALK

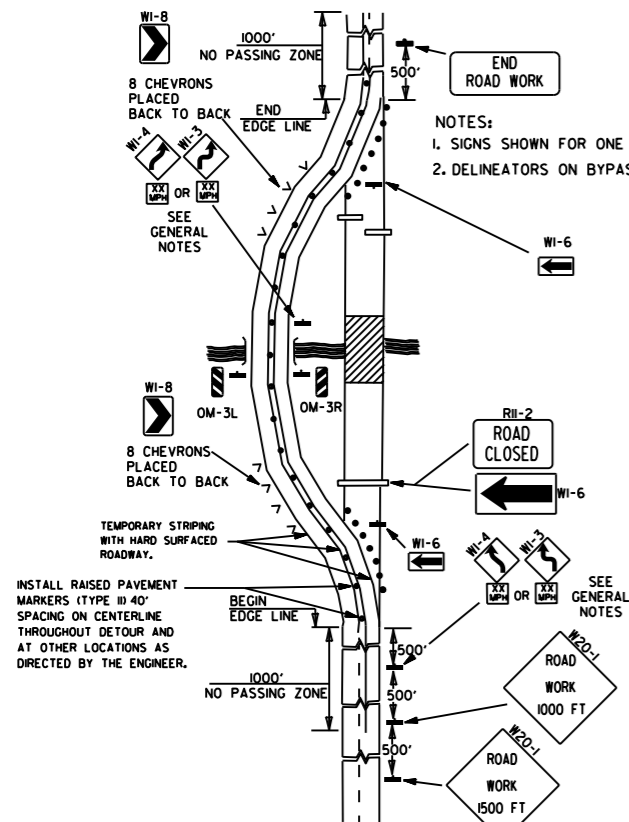
DATE	REV	DATE FILMED	DESCRIPTION
5-19-22			REVISED ISLAND NOTES
11-07-19			REVISED WALK DETAILS
2-27-14			REVISED PLAN & ISOMETRIC VIEW
11-29-07			ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05			REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02			ADDED ISLAND DETAILS & NOTES
3-30-00			REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98			REVISED NOTES
11-18-98			REDRAWN AND REISSUED

ARKANSAS STATE HIGHWAY COMMISSION  
DETAILS OF DRIVEWAYS & ISLANDS  
STANDARD DRAWING DR-1

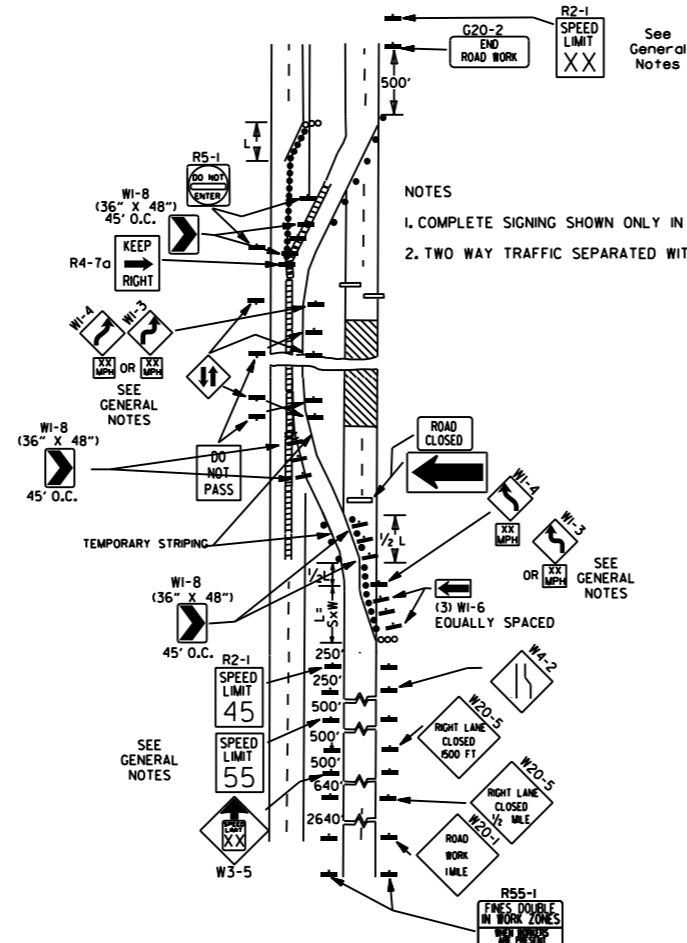
<div>RI-I</div> <div></div> <div>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</div>	<div>RI-2</div> <div></div> <div>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</div>	<div>R2-I</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>W3-5</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>W3-5a</div> <div></div> <div>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</div>	<div>R4-I</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>R4-2</div> <div></div> <div>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</div>	<div>ADVANCE DISTANCES (XXXX)</div> <div>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</div> <div>GENERAL NOTES: 1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. 2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. 3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. 6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. 7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. 8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. 9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. 10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.  • NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 &amp; 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.</div>
<div>R5-I</div> <div></div> <div>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>R1I-2</div> <div></div> <div>48"x30"</div>	<div>R1I-3A</div> <div></div> <div>60"x30"</div>	<div>R1I-4</div> <div></div> <div>60"x30"</div>	<div>W2I-5a</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>WI-I</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>WI-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>WI-3</div> <div></div> <div>STD. 48"x48"</div>	<div>WI-4</div> <div></div> <div>STD. 48"x48"</div>	<div>WI-6</div> <div></div> <div>STD. 48"x24" SPECIAL 60"x30"</div>	<div>WI-8</div> <div></div> <div>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</div>	<div>W3-I</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W3-2</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W4-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	
<div>W5-I</div> <div></div> <div>STD. 36"x36" SPECIAL 48"x48"</div>	<div>W6-3</div> <div></div> <div>EXPWY. 36"x36" SPECIAL 48"x48"</div>	<div>W8-7</div> <div></div> <div>EXPWY. 36"x36" FWY. 48"x48"</div>	<div>W9-2</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W13-I</div> <div></div> <div>STD. 24"x24"</div>	<div>W20-I</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-2</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-3</div> <div></div> <div>STD. 48"x48"</div>
<div>W20-4</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-5</div> <div></div> <div>STD. 48"x48"</div>	<div>W20-7a</div> <div><div>18" 500 FEET 24" W16-2</div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W2I-2</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W2I-5</div> <div></div> <div>STD. 30"x30" SPECIAL 36"x36"</div>	<div>W24-I</div> <div></div> <div>STD. 36"x36"</div>	<div>WI-4b</div> <div></div> <div>STD. 48"x48"</div>	<div>R56-I</div> <div></div> <div>STD. 18"x18"</div>
<div>W8-II</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>W8-9</div> <div></div> <div>STD. 36"x36" FWY. 48"x48"</div>	<div>G20-I</div> <div></div> <div>60"x24"</div>	<div>G20-2</div> <div></div> <div>48"x24"</div>	<div>OM-3L OM-3R</div> <div></div> <div>12"x36"</div>	<div>M4-9</div> <div></div> <div>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</div>	<div>M4-10</div> <div></div> <div>48"x18"</div>	<div>R55-I</div> <div></div> <div>36"x60" • USE 6" C LETTERS •• USE 4" D LETTERS</div>

II-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W2I-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

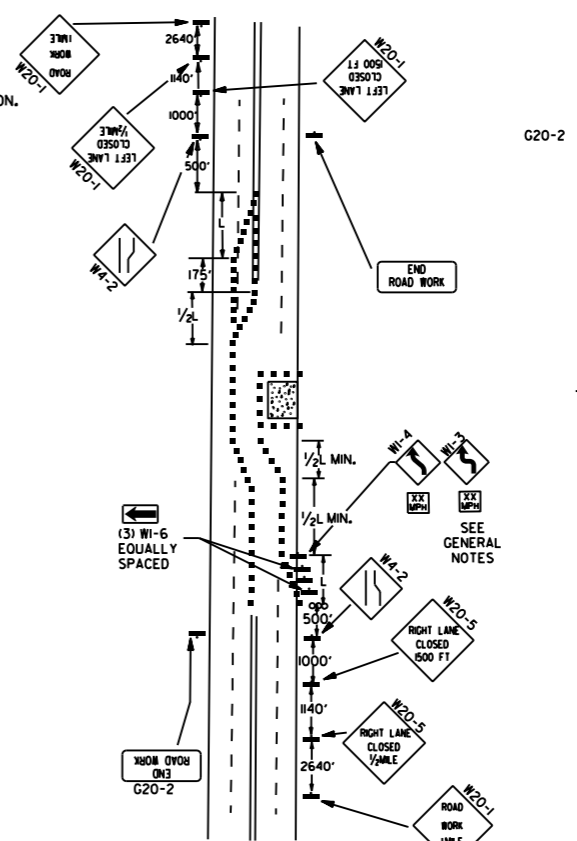
ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION  
STANDARD DRAWING TC-1



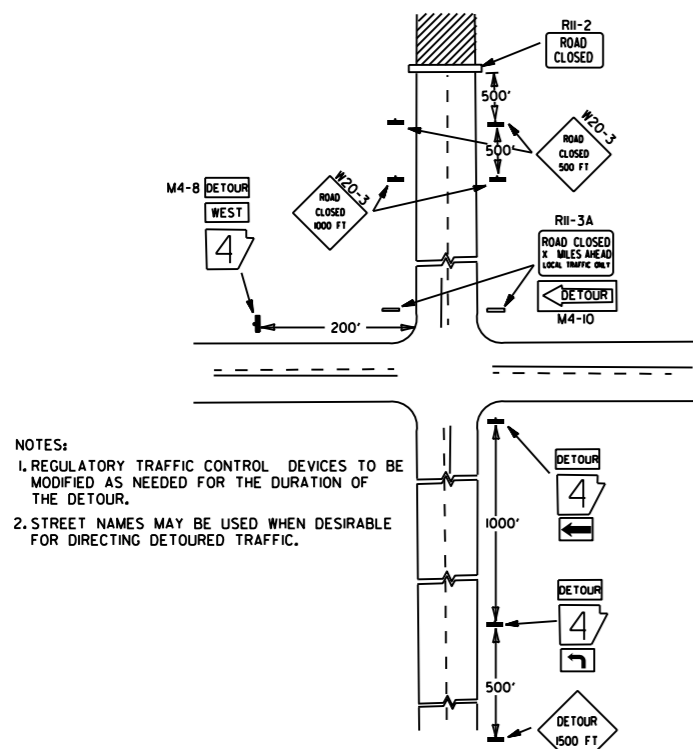
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



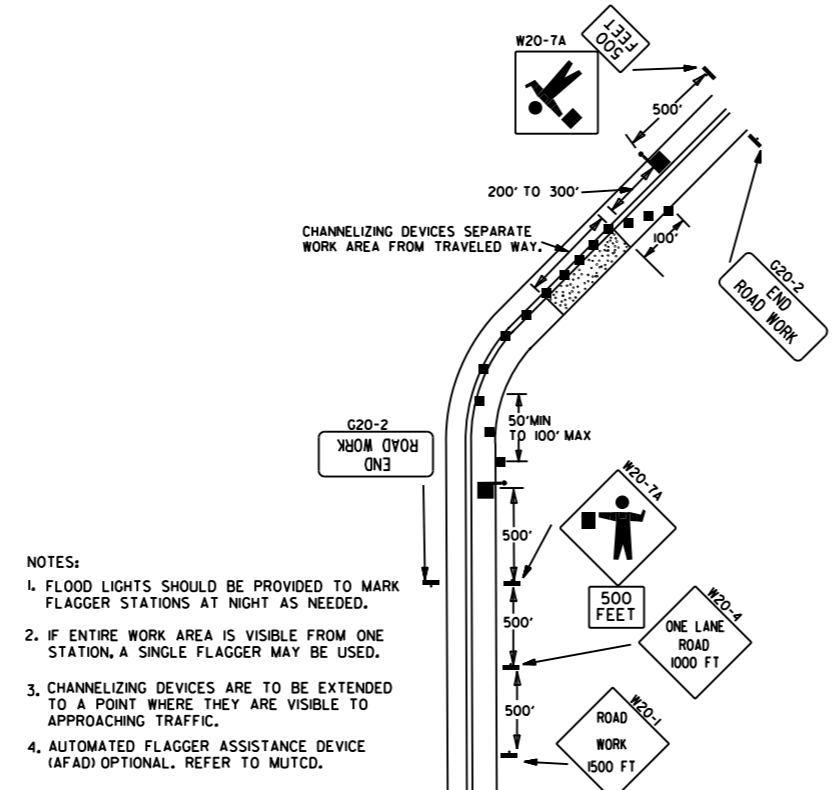
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



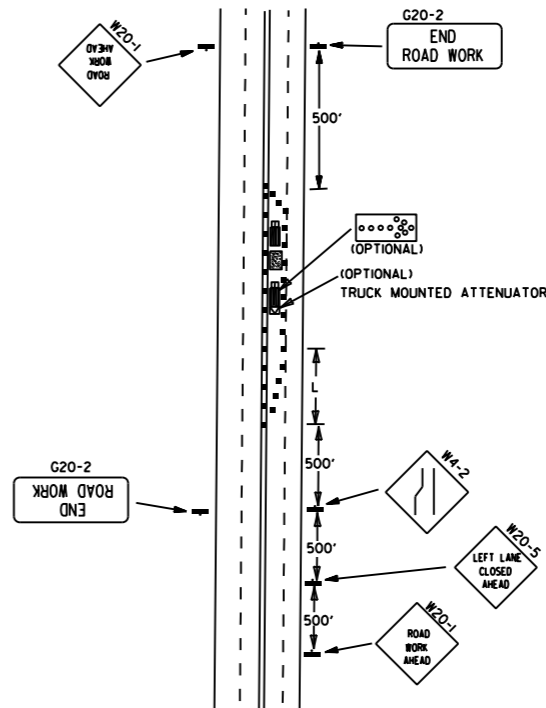
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

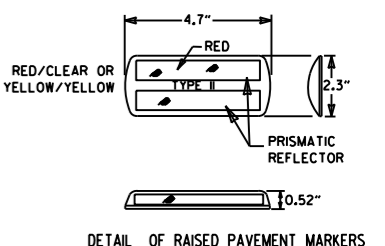


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

- KEY:
- FLAGGER
  - POSITIVE BARRIER
  - ARROW PANEL (IF REQUIRED)
  - TYPE III BARRICADE
  - CHANNELIZING DEVICE
  - TRAFFIC DRUM
  - RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$  FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$  FOR SPEEDS OF 40MPH OR LESS.

WHERE:

L = MINIMUM LENGTH OF TAPER.

S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W = WIDTH OF OFFSET.

GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION

(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

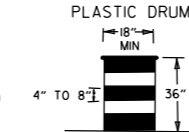
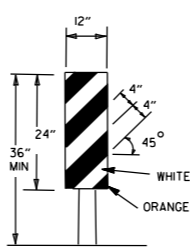
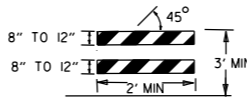
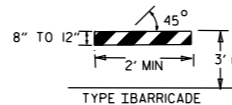
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

#### CHANNELIZING DEVICES

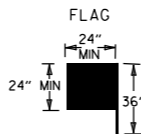
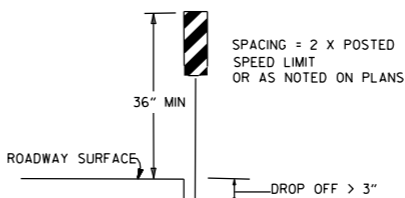


• WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

#### CONES



#### VERTICAL PANEL PLACEMENT



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

#### KEY:

- ○ ○ ○ ARROW PANEL (IF REQUIRED)
- CHANNELIZING DEVICE
- TRAFFIC DRUM

#### GENERAL NOTES:

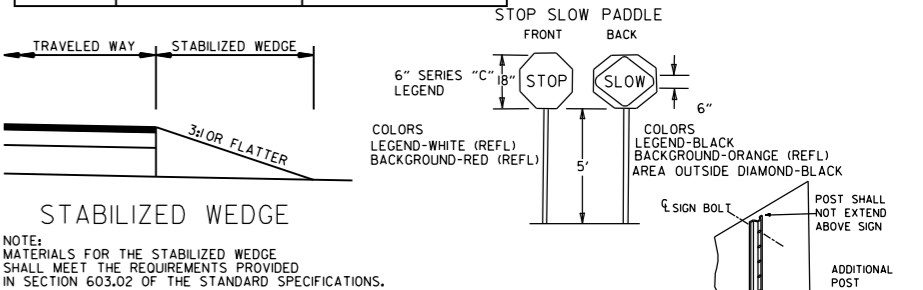
- A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
- WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-(65) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
- THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
- WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
- PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
- THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1/2 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
- FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
- ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
≤ 3"	CENTERLINE	STANDARD LANE CLOSURE <sup>(6)</sup>	STANDARD LANE CLOSURE <sup>(6)</sup>
> 3"	CENTERLINE	STANDARD LANE CLOSURE <sup>(6)</sup>	STANDARD LANE CLOSURE <sup>(6)</sup>
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS <sup>(1)</sup>	W8-9 AND TRAFFIC DRUMS <sup>(1)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(1)</sup>	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS <sup>(3)</sup>
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER <sup>(4)</sup> & EDGE LINES	PRECAST CONCRETE BARRIER <sup>(4)</sup> & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS <sup>(2)</sup>
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS



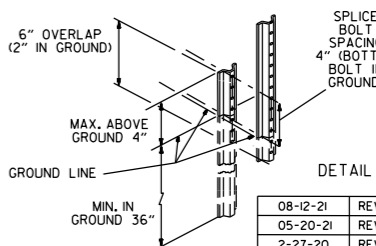
#### STABILIZED WEDGE

NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARriage BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

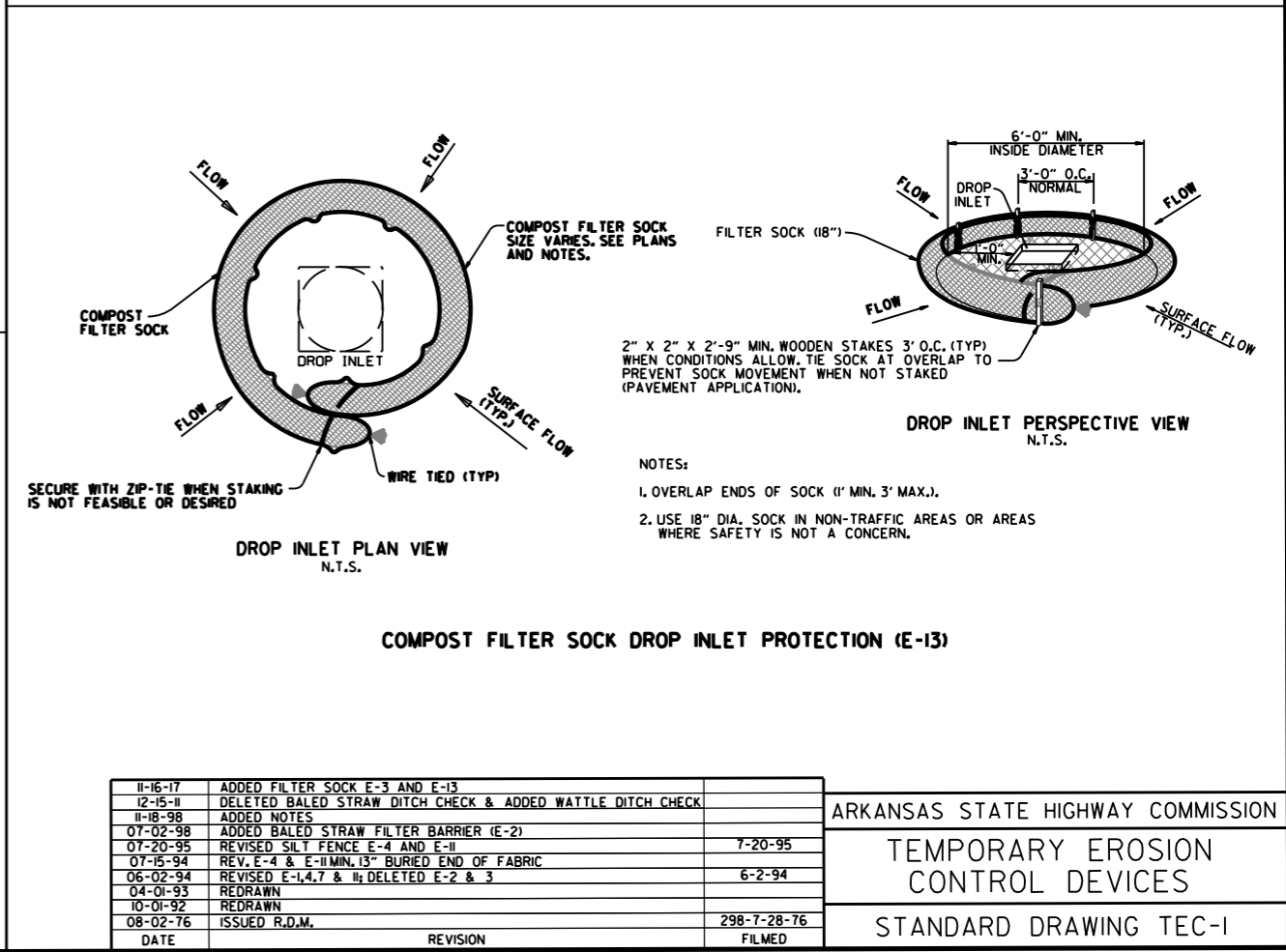
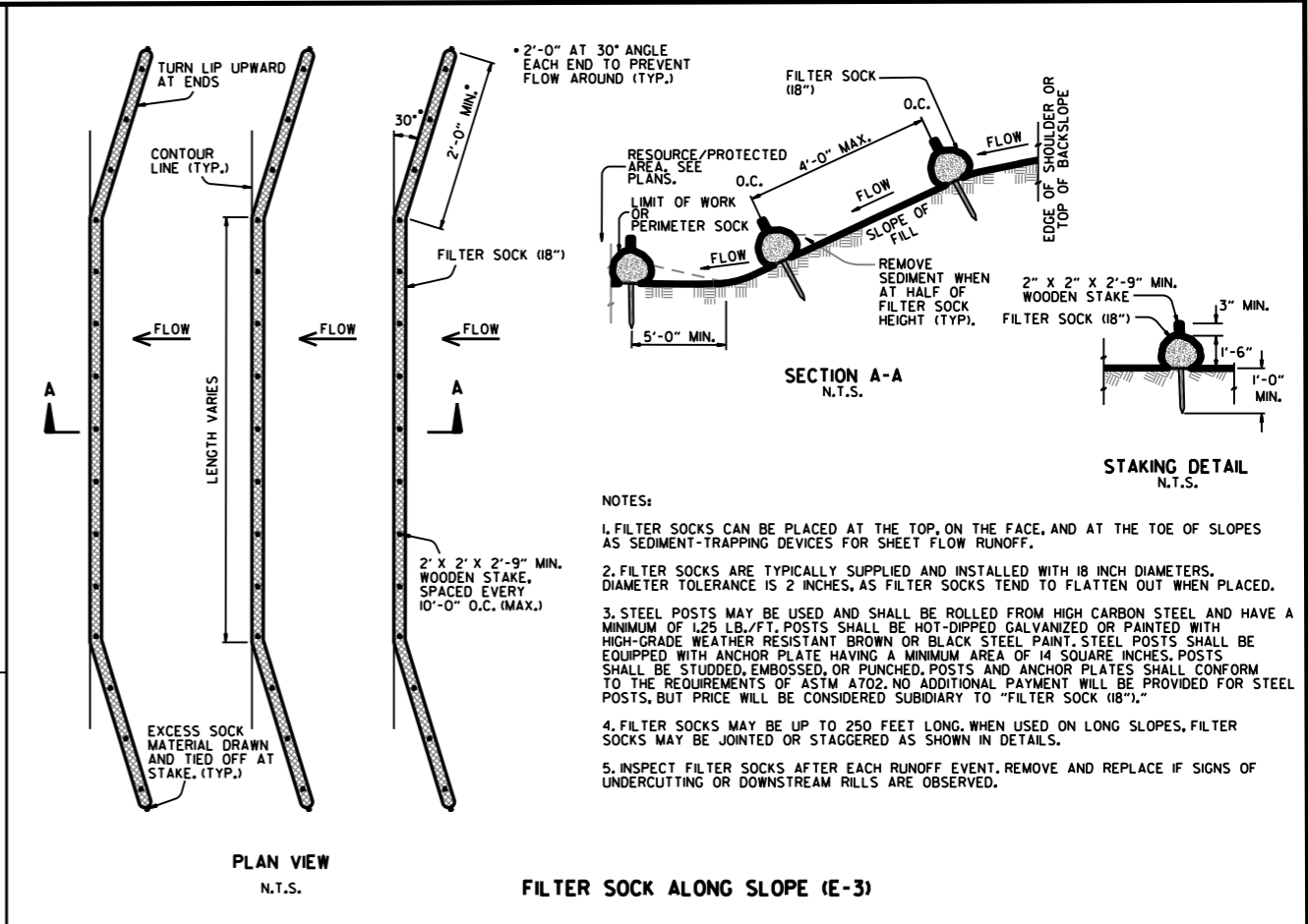
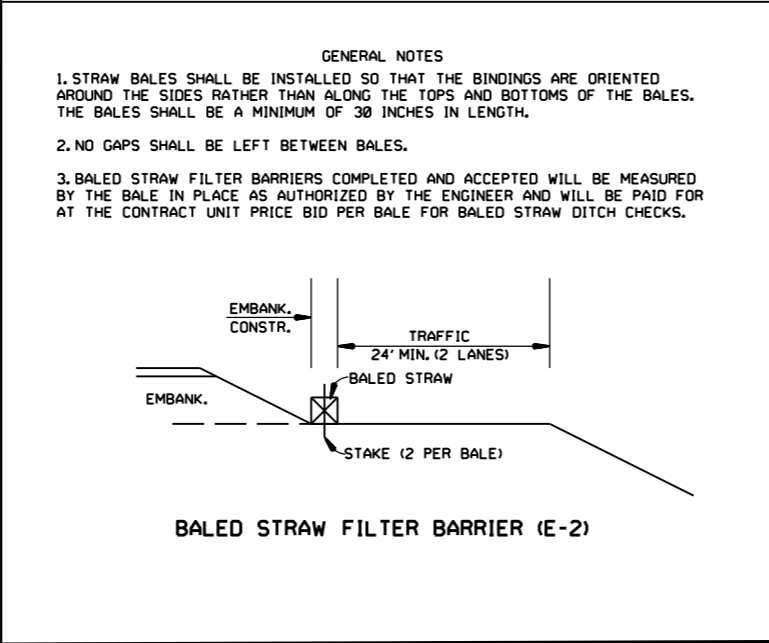
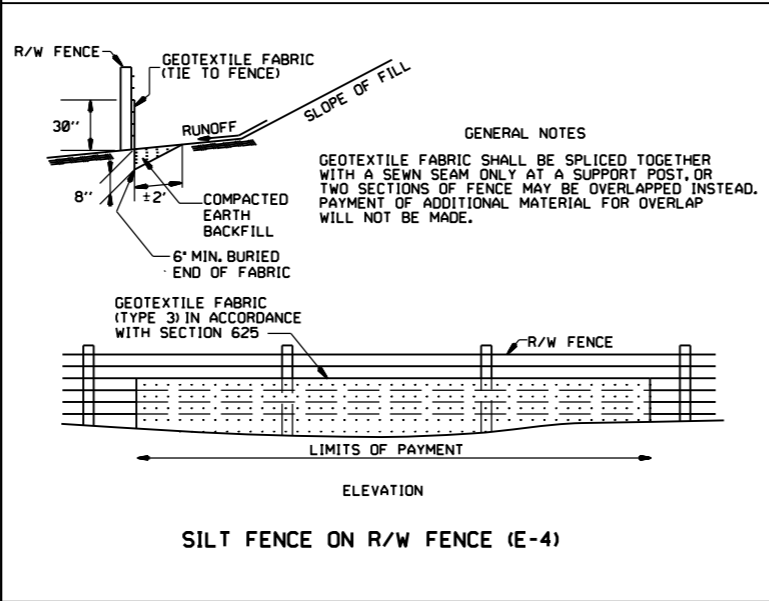
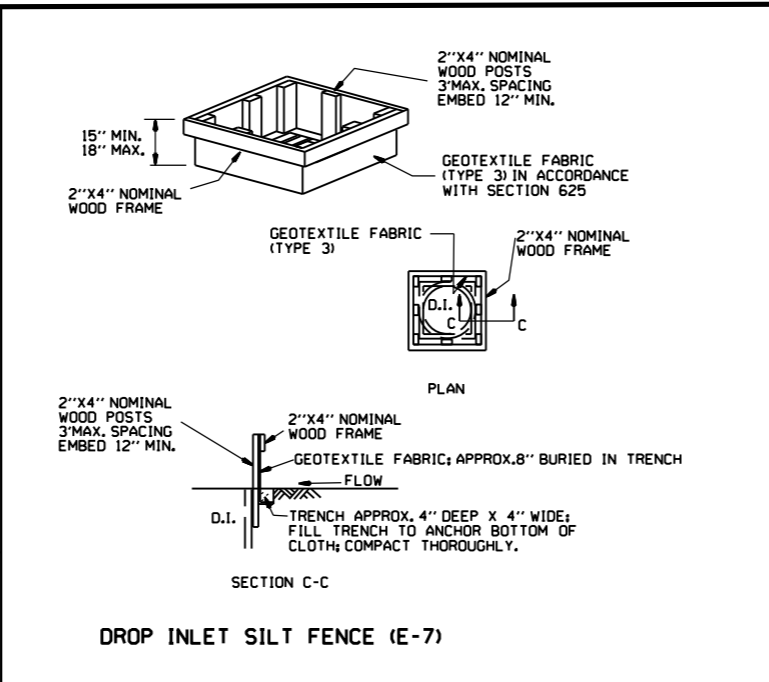
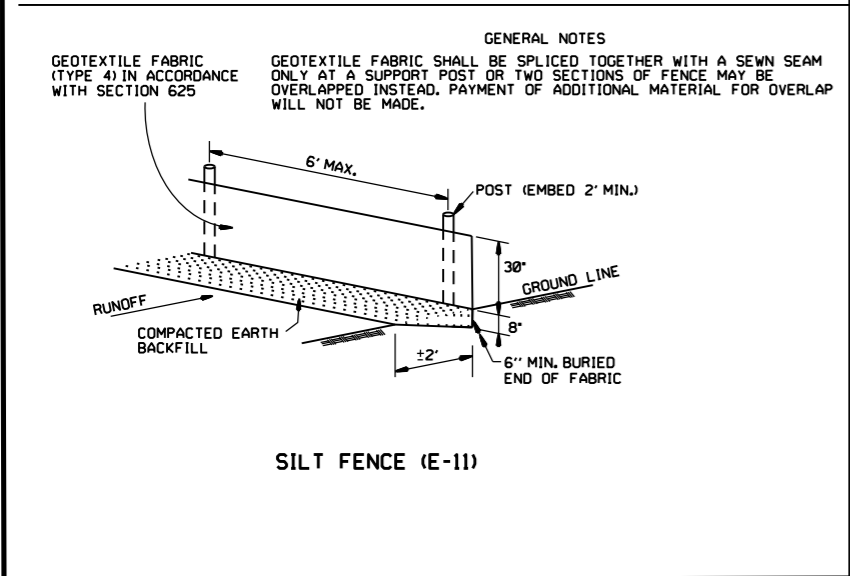
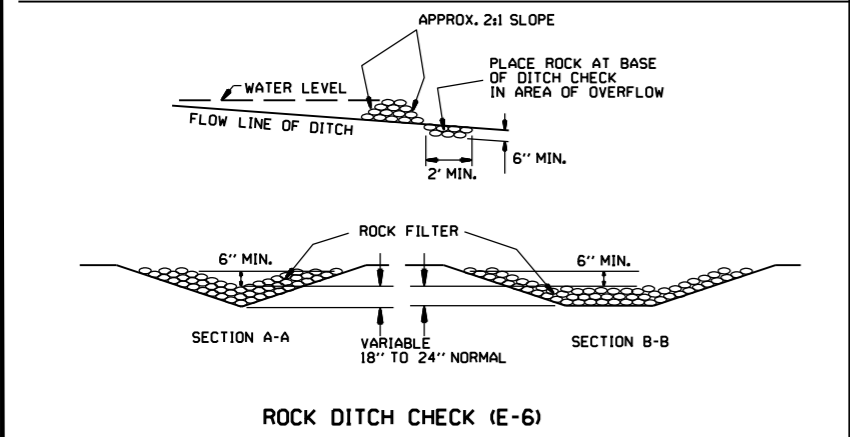
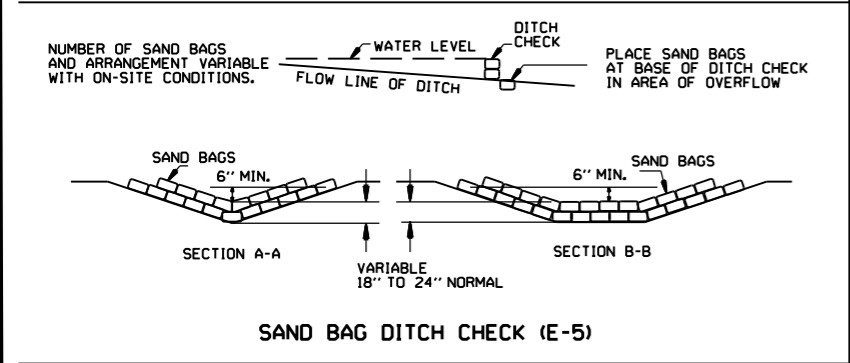
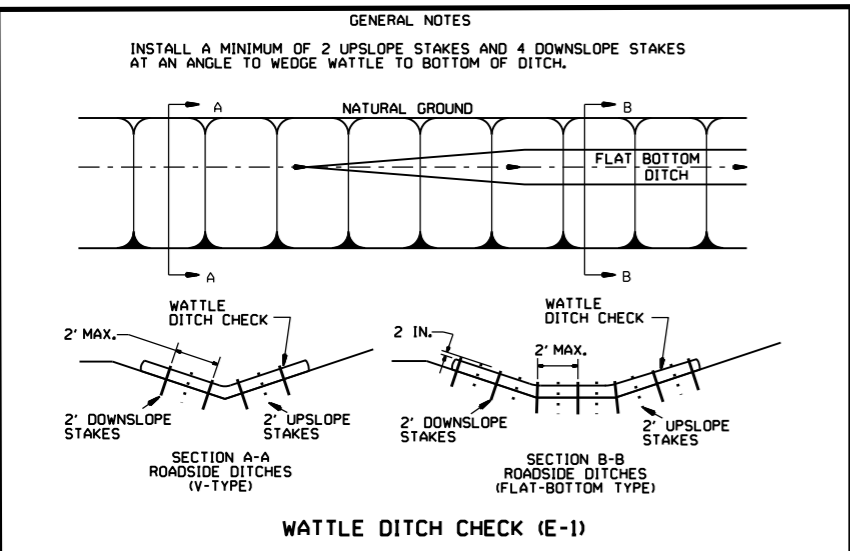


#### DETAIL OF SPLICES

DATE	REVISION	FILED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-18 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION  
STANDARD TRAFFIC CONTROLS  
FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

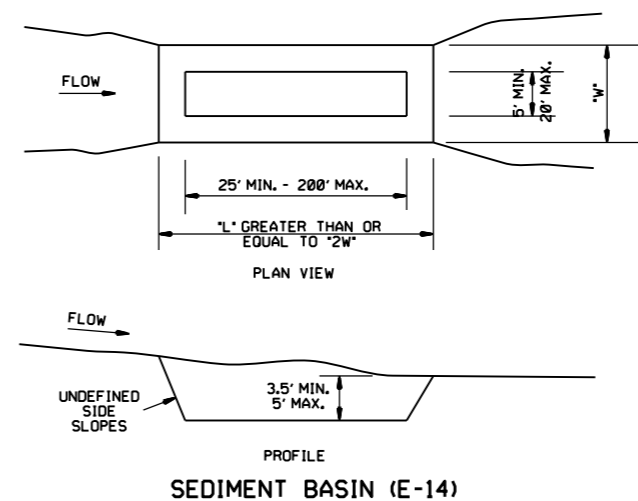
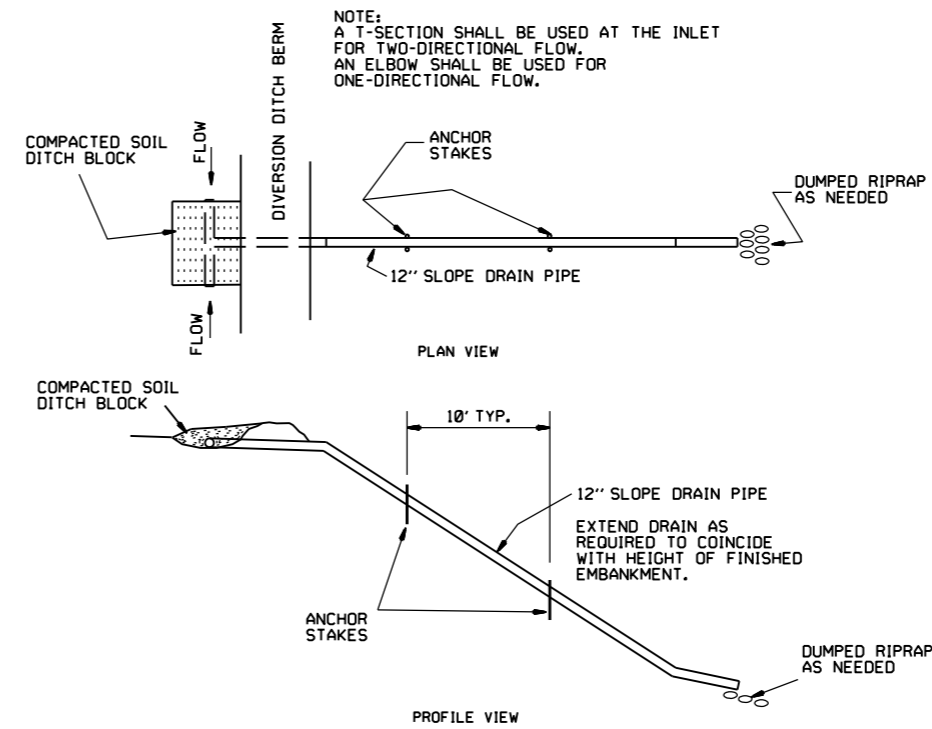
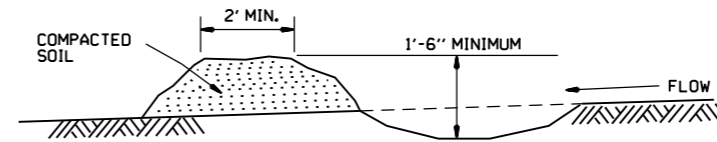
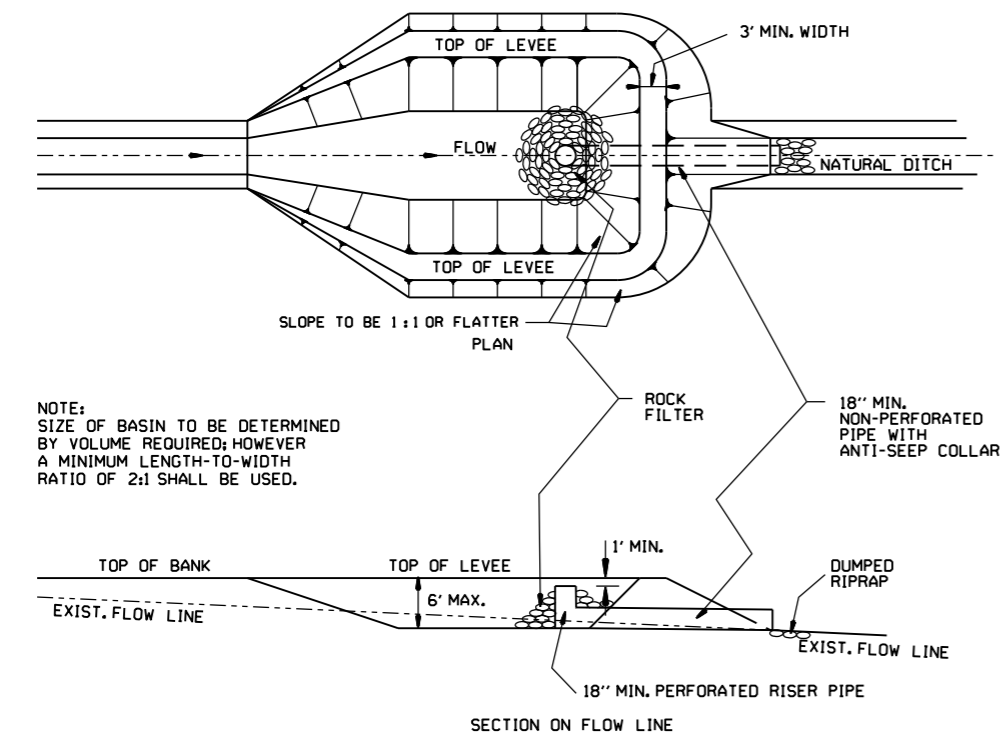
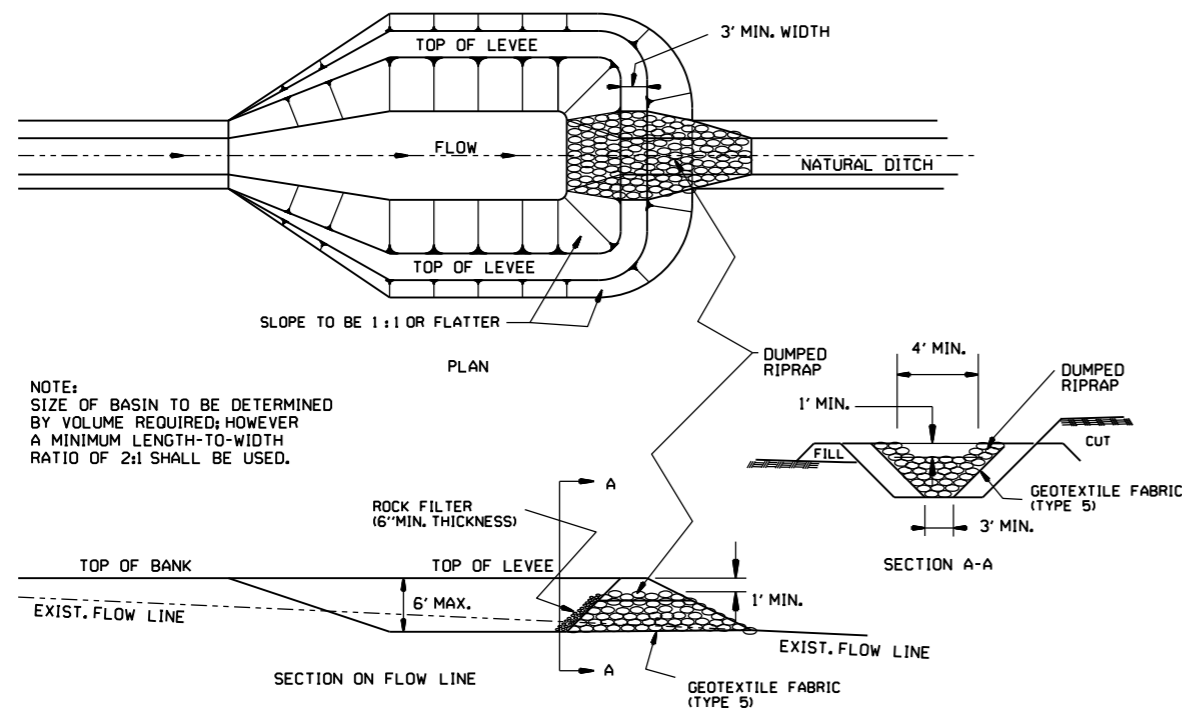


11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1

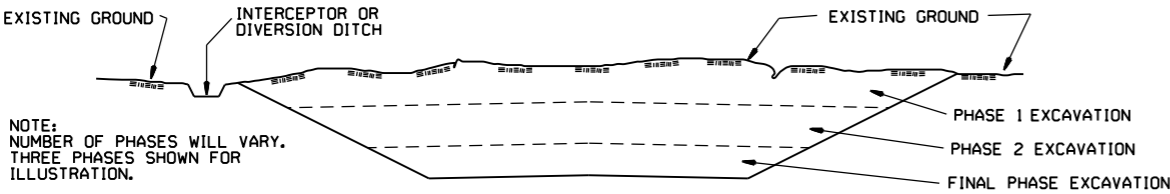


			ARKANSAS STATE HIGHWAY COMMISSION
			TEMPORARY EROSION CONTROL DEVICES
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13		STANDARD DRAWING TEC-2
4-1-93	ISSUED		
DATE	REVISION	FILMED	

CLEARING AND GRUBBING

- CONSTRUCTION SEQUENCE
- 1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES ,DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
  - 2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION

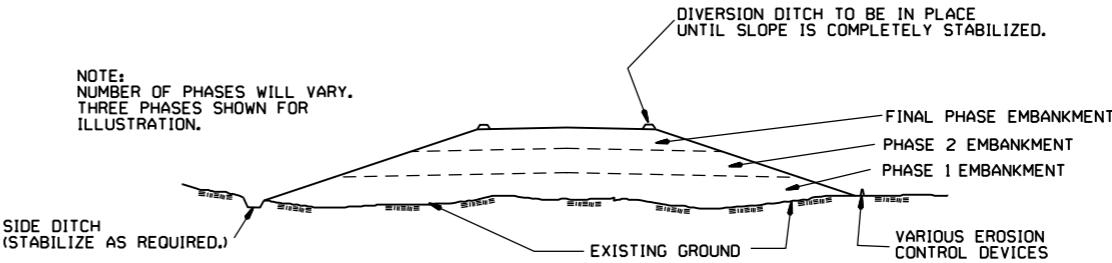


GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

- CONSTRUCTION SEQUENCE
- 1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
  - 2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
  - 3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
  - 4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT

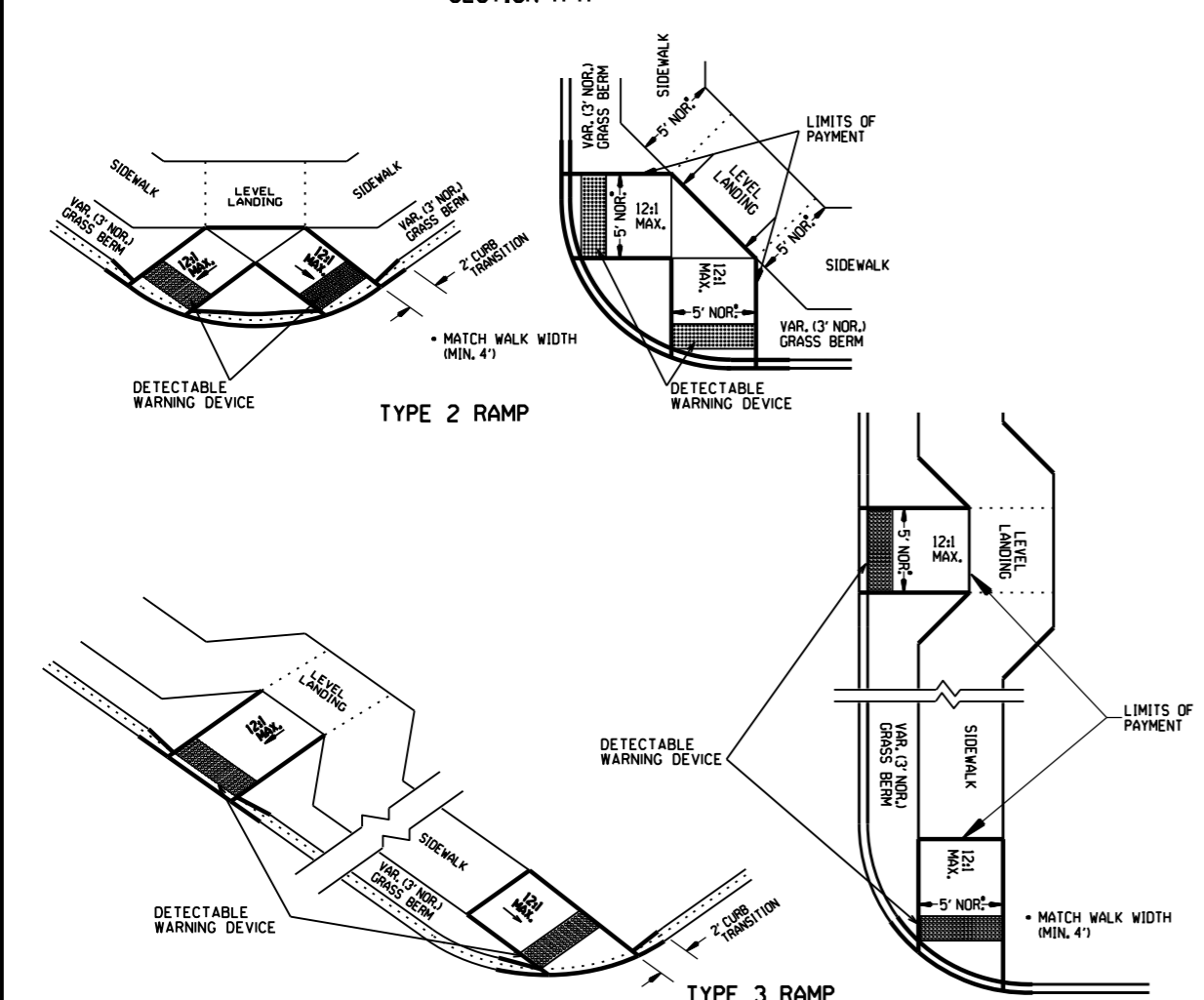
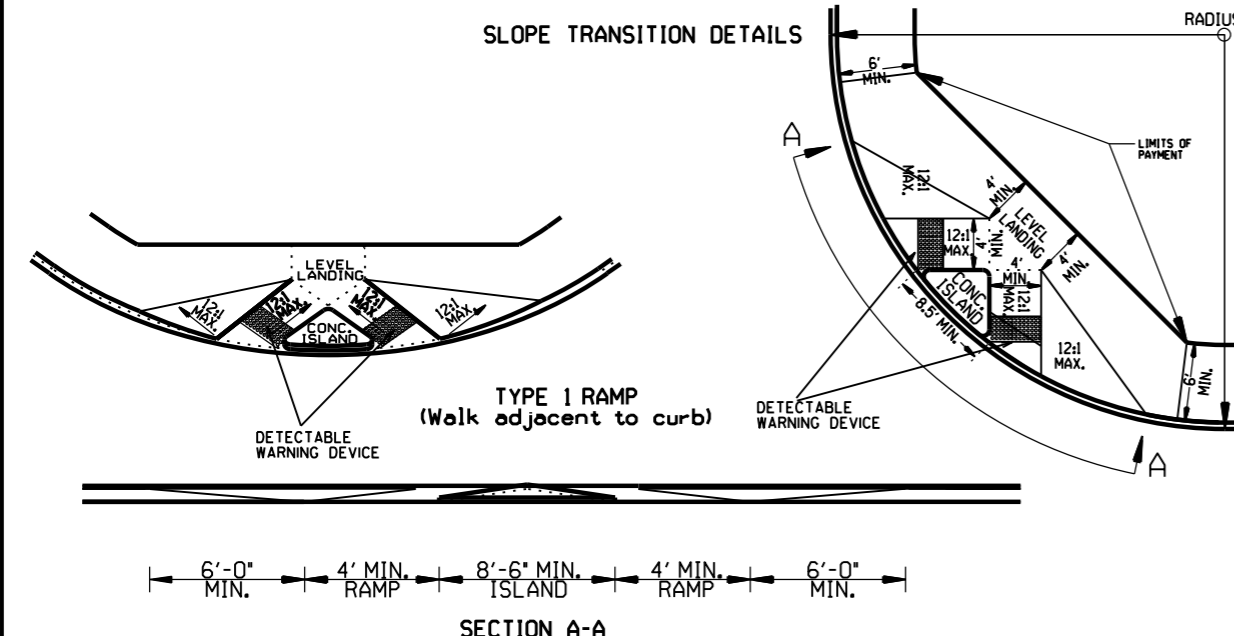
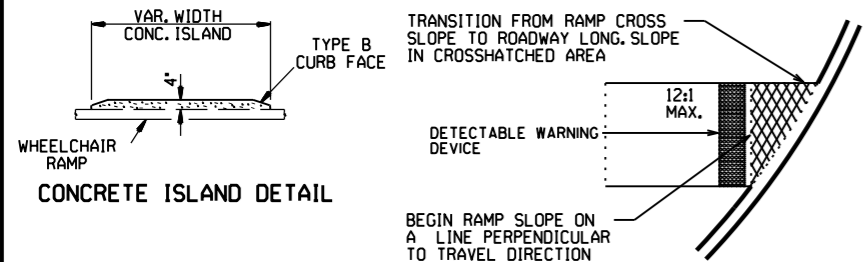


GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

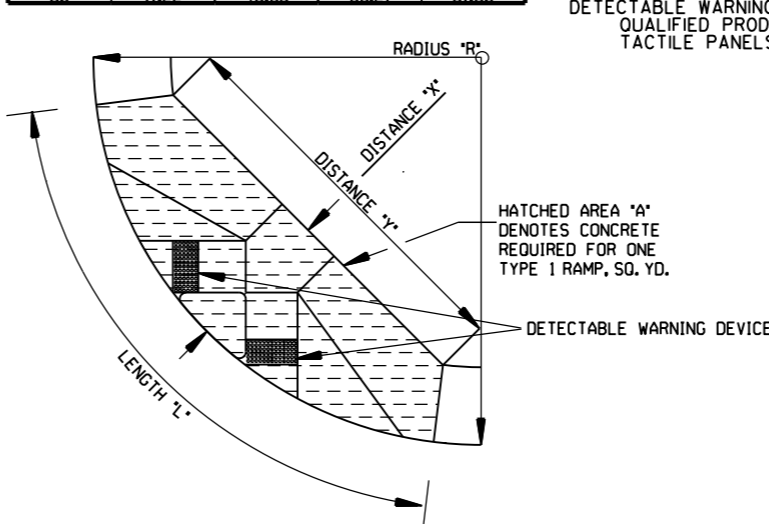
- CONSTRUCTION SEQUENCE
- 1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
  - 2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
  - 3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
  - 4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

			ARKANSAS STATE HIGHWAY COMMISSION
			TEMPORARY EROSION CONTROL DEVICES
11-03-94	CORRECTED SPELLING		STANDARD DRAWING TEC-3
6-2-94	Drawn & Issued	6-2-94	
DATE	REVISION	FILMED	

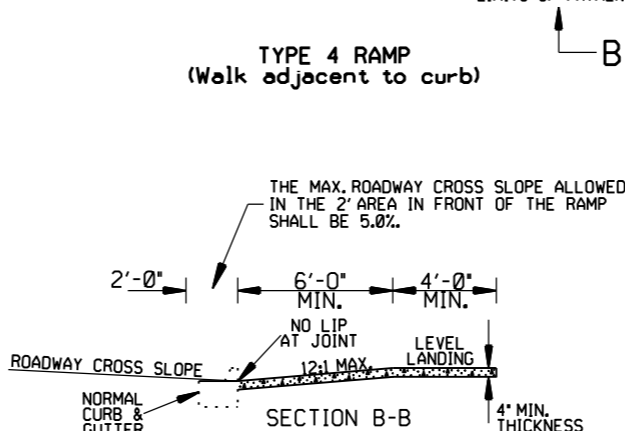
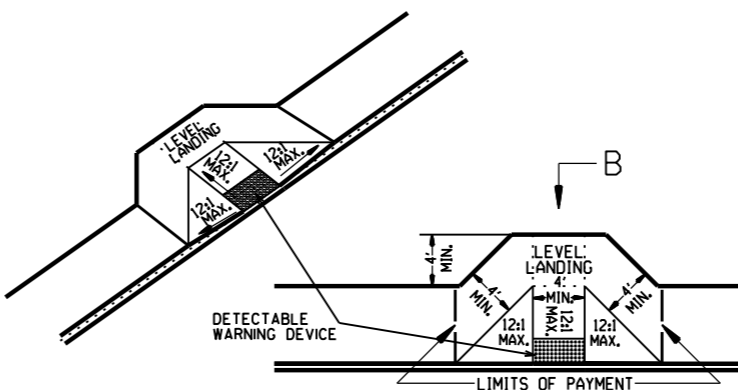


**TYPE 1 RAMP DIMENSIONS AND QUANTITIES**

RADIUS "R"	DISTANCE "X"	DISTANCE "Y"	LENGTH "L"	RAMP AREA "A"
FEET	FEET	FEET	FEET	SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



**NOTE:**  
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGITUDINAL GRADE.



**GENERAL NOTES FOR DETECTABLE WARNING DEVICES**

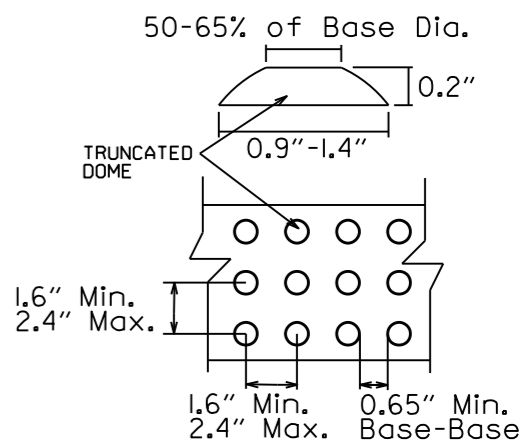
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.

TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.

DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



**GENERAL NOTES:**

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.

IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.

THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.

THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.

ALL PAYEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.

THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".

THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.

RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.

THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

**RAMP SELECTION CRITERIA**

CHOICE	TYPE	LOCATION
FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

**NOTE:** IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.).

THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

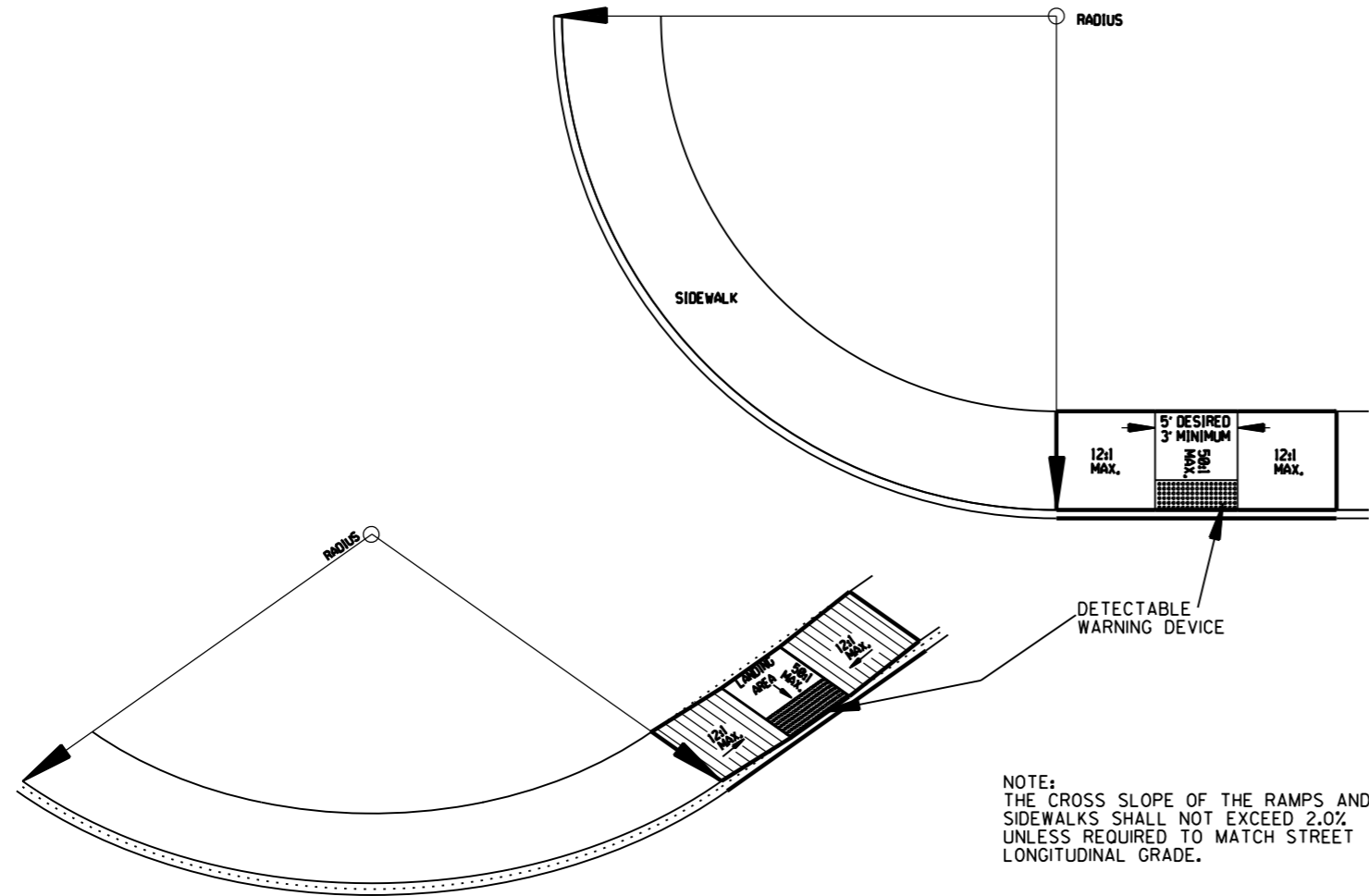
AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD SLOPE TRANS. & REV. ISL. DIMS.	
11-8-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM 8:1 TO 12:1 MAX. SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD. "CONC. ISLD." IN PAY ITEM	-----
6-02-76	ISSUED-P.H.D.	299-7-28-76

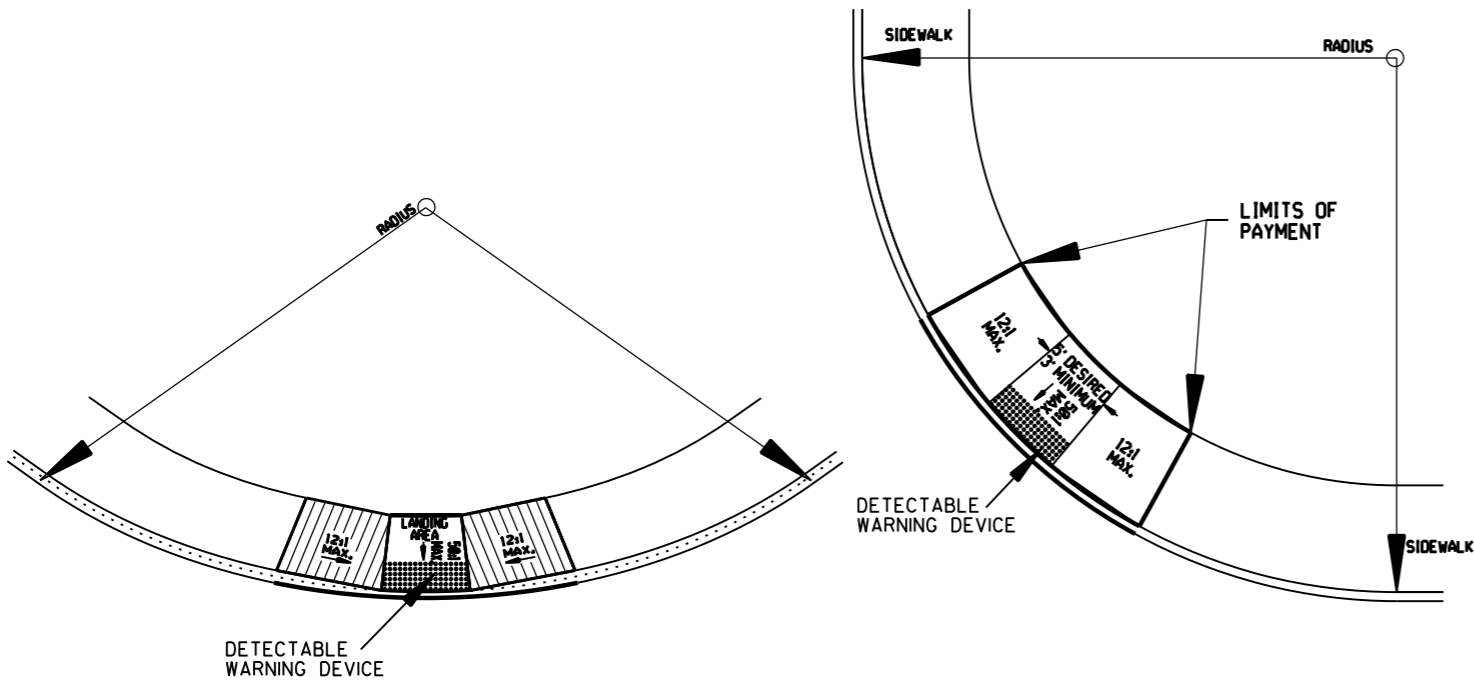
**ARKANSAS STATE HIGHWAY COMMISSION**

**WHEELCHAIR RAMPS  
NEW CONSTRUCTION  
AND ALTERATIONS**

**STANDARD DRAWING WR-1**



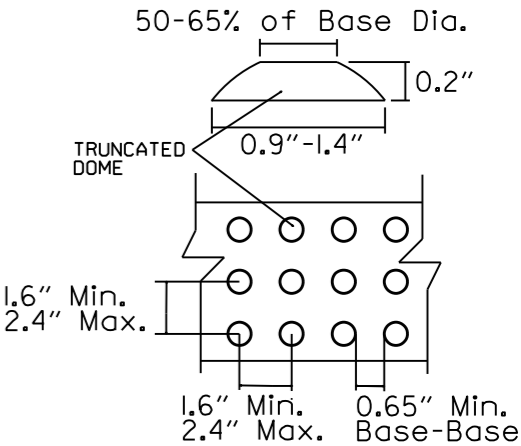
TYPE 5 RAMP



TYPE 6 RAMP

# GENERAL NOTES FOR DETECTABLE WARNING DEVICES

THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB. TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES. DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. DETECTABLE WARNING DEVICE SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



## DETECTABLE WARNING DEVICE DETAIL

### GENERAL NOTES:

IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS. THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19. THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION. THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4". THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE EXISTING WALK WIDTH OR 36", WHICHEVER IS GREATER. MINOR MODIFICATIONS OF THESE DETAILS, AS APPROVED BY THE ENGINEER, MAY BE MADE TO ADJUST TO LOCAL CONDITIONS.

## RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

ARKANSAS STATE HIGHWAY COMMISSION		
WHEELCHAIR RAMPS ALTERATIONS ONLY		
STANDARD DRAWING WR-2		
10-9-03	REVISED GENERAL NOTES & ADDED NOTE.	
4-10-03	REVISED DETECTABLE WARNING DEVICE DETAIL	
8-22-02	ADDED DETECTABLE WARNING DEVICES DETAILS	
11-18-98	REV. FOURTH CHOICE NOTE	
8-12-98	REVISED TEXTURE	
7-02-98	ISSUED	
DATE	REVISION	DATE FILED