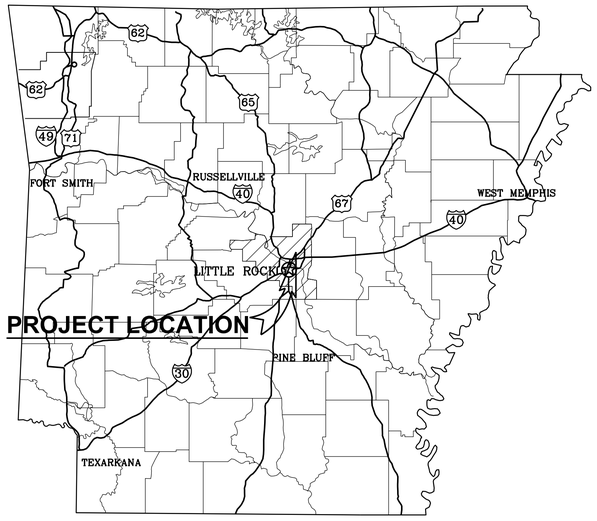
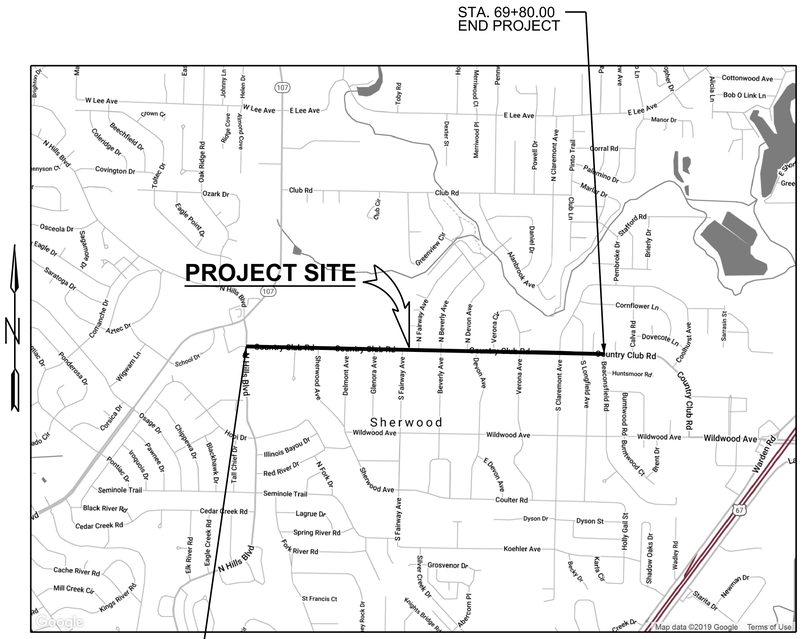
# COUNTRY CLUB RD. IMPROVEMENTS
# NORTH HILLS BLVD. - BEACONSFIELD RD.
## CITY OF SHERWOOD
## PULASKI COUNTY, ARKANSAS




**LOCATION MAP**

SHERWOOD




STA. 10+22.52
BEGIN PROJECT

**VICINITY MAP**
**NO SCALE**

**GARVER PROJECT NO. 18017180**
**SEPTEMBER 2021**

## PROJECT LIMITS

LENGTH COMPUTED ALONG C.L. COUNTRY CLUB RD.

| | |
|---|---|
| GROSS LENGTH OF PROJECT | 5957.48 FEET OR 1.128 MILES |
| NET LENGTH OF ROADWAY | 5957.48 FEET OR 1.128 MILES |
| NET LENGTH OF BRIDGES | 0000.00 FEET OR 0.000 MILES |
| NET LENGTH OF PROJECT | 5957.48 FEET OR 1.128 MILES |

GARVER


4701 Northshore Drive
North Little Rock, AR 72118
(501) 376-3633



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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN
Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COVER SHEET

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**G-001**

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REVISED DATE:

## INDEX OF SHEETS

| SHEET NO. | TITLE | DRAWING NO. | DATE |
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| 003 - 006 | TYPICAL SECTIONS OF IMPROVEMENT | C-101 TO C-104 | |
| 007 - 010 | SPECIAL DETAILS | C-201 TO C-204 | |
| 011 - 018 | INTERSECTION DETAILS | C-205 TO C-212 | |
| 019 - 022 | SPECIAL DRIVEWAY LAYOUTS | C-213 TO C-216 | |
| 023 | TEMPORARY EROSION CONTROL NOTES, LEGEND, AND REVISION BOX | C-301 | |
| 024 - 036 | TEMPORARY EROSION CONTROL PLANS | C-302 TO C-314 | |
| 037 | MAINTENANCE OF TRAFFIC NOTES | C-401 | |
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| 047 - 049 | SURVEY CONTROL DETAILS | C-501 TO C-503 | |
| 050 - 074 | PLAN AND PROFILE COUNTRY CLUB RD. | C-601 TO C-625 | |
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| 098 | SIGNAL NOTES AND QUANTITIES | C-801 | |
| 099 - 103 | SIGNALIZATION PLANS | C-802 TO C-806 | |
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## ARDOT STANDARD DRAWINGS

| TITLE | DRAWING NO. | DATE |
|---|---|---|
| CURBING DETAILS | CG-1 | 11/29/2007 |
| FLARED END SECTION | FES-1 | 10/18/1996 |
| FLARED END SECTION | FES-2 | 10/18/1996 |
| DETAILS OF DROP INLETS (TYPE C) | FPC-9E | 8/22/2002 |
| CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING | PCC-1 | 2/27/2014 |
| PAVEMENT MARKING DETAILS | PM-1 | 2/27/2020 |
| DETAILS OF SPECIAL ITEMS | SI-1 | 10/25/2018 |
| STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES | SHS-1 | 9/2/2013 |
| U-CHANNEL POST ASSEMBLIES | SHS-2 | 7/25/2019 |
| STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | TC-1 | 11/7/2019 |
| STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | TC-2 | 11/7/2019 |
| STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION | TC-3 | 2/27/2020 |

## CITY OF SHERWOOD STANDARD DETAILS

| TITLE | DRAWING NO. | DATE |
|---|---|---|
| CURB INLET - SINGLE WING REINFORCED CONCRETE CONSTRUCTION DETAILS | STD-1 | 2/27/2007 |
| CURB INLET - DOUBLE WING REINFORCED CONCRETE CONSTRUCTION DETAILS | STD-2 | 1/19/2007 |
| TYPICAL DRAINAGE INLET THROAT OPENING DETAIL DETAIL WHERE IN CURB RADIUS | STD-9A | 1/1/2007 |
| TYPICAL DRAINAGE INLET THROAT OPENING DETAIL DETAIL (NOT IN RADIUS) | STD-9 | 1/1/2007 |
| CURB INLET STEPS | STD-11 | 1/1/2007 |
| TYPE 1 RING AND COVER NON -TRAFFIC | STD-12 | 1/1/2007 |
| PROJECT KIOSK FOR SUBDIVISIONS | STD-18 | 1/1/2007 |
| RESIDENTIAL DRIVEWAY DETAILS | STD-30 | 1/1/2007 |
| RESIDENTIAL DRIVEWAY DETAILS | STD-31 | 1/1/2007 |
| RADIUS DRIVEWAY DETAIL FOR COMMERCIAL DRIVEWAYS (SIDEWALK AWAY FROM CURVE) | STD-34 | 1/1/2007 |
| SIDEWALK DETAILS | STD-41 | 1/1/2007 |
| SIDEWALK ADJACENT (CUT SECTION) | STD-44 | 1/1/2007 |
| ACCESS RAMP DETAIL (GENERAL NOTES & RAMP CRITERIA) | STD-48 | 1/1/2007 |
| ACCESS RAMP DETAIL TYPE 3 EXPANSION JOINT | STD-51 | 1/1/2007 |
| HANDICAP RAMP IN RADIUS | STD-53A | 1/1/2007 |
| SLOPE ROUNDING DETAIL | STD-61 | 1/1/2007 |
| FLARED END SECTION RIP RAP PLACEMENT DOWNSTREAM END | STD-62 | 1/1/2007 |
| TEMPORARY EROSION CONTROL DEVICES | STD-63 | 1/1/2007 |
| TREE PROTECTION | STD-66 | 1/1/2007 |
| SHERWOOD STANDARD STREET SIGNS | STD-67 | 1/1/2007 |

# GENERAL NOTES:

1. CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS; HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM. THE LOCATION OF THE EXISTING UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN.
2. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
3. ALL PROPERTY CORNERS (IRON PINS) OR OTHER MONUMENTS LOCATED WITHIN THE PROPOSED CONSTRUCTION SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE ARDOT STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL NOT CLEAR AREAS WITHIN THE RIGHT-OF-WAY THAT ARE NOT AFFECTED BY CONSTRUCTION. SPECIAL CARE SHALL BE TAKEN TO ENSURE ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE PROTECTED AND SAVED. CARE AND DISCRETION SHALL BE USED TO PROTECT TREES NOT IDENTIFIED FOR REMOVAL.
5. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITIES, WATER LINES AND SANITARY SEWER LINES PRIOR TO CONSTRUCTION.
6. ALL PIPE, UNLESS OTHERWISE NOTED, SHALL BE REINFORCED CONCRETE PIPE (CLASS III) WITH ARDOT TYPE 3 BEDDING.

# LEGEND

- BOREHOLE
- CONTROL POINTS
- SIGN
- GAS METER
- SANITARY MANHOLE
- WATER VALVE
- WATER METER
- STORM DRAIN MANHOLE
- TELEPHONE RISER
- ELECTRIC JUNCTION BOX
- FIBER OPTIC MANHOLE
- UTILITY POLE
- GUY ANCHOR
- LIGHT POLE

- EXISTING CENTERLINE
- EXISTING MAJOR CONTOUR (1260)
- EXISTING MINOR CONTOUR (1259)
- EXISTING STRUCTURE
- EXISTING GRAVEL DRIVE
- EXISTING DITCH TOPO
- EXISTING STORM DRAIN
- EXISTING VEGETATION LINE
- EXISTING OVERHEAD ELECTRIC UTILITY (OHE)
- EXISTING GAS UTILITY (G)
- EXISTING SANITARY SEWER UTILITY (SS)
- EXISTING FORCE MAIN UTILITY (FM)
- EXISTING UNDERGROUND TELEPHONE UTILITY (UGT)
- EXISTING WATER UTILITY (W)
- EXISTING PROPERTY LINE
- EXISTING RIGHT-OF-WAY (R/W)
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED PERMANENT EASEMENT
- PROPOSED CENTERLINE
- PROPOSED BACK-OF-CURB
- PROPOSED STRUCTURE
- PROPOSED SIDEWALK
- PROPOSED STORM DRAIN
- PROPOSED TOP-OF-BANK (TOB)
- PROPOSED TOE-OF-SLOPE (TOS)
- PROPOSED SPECIAL DITCH

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No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INDEX OF SHEETS, GENERAL NOTES, AND LEGEND

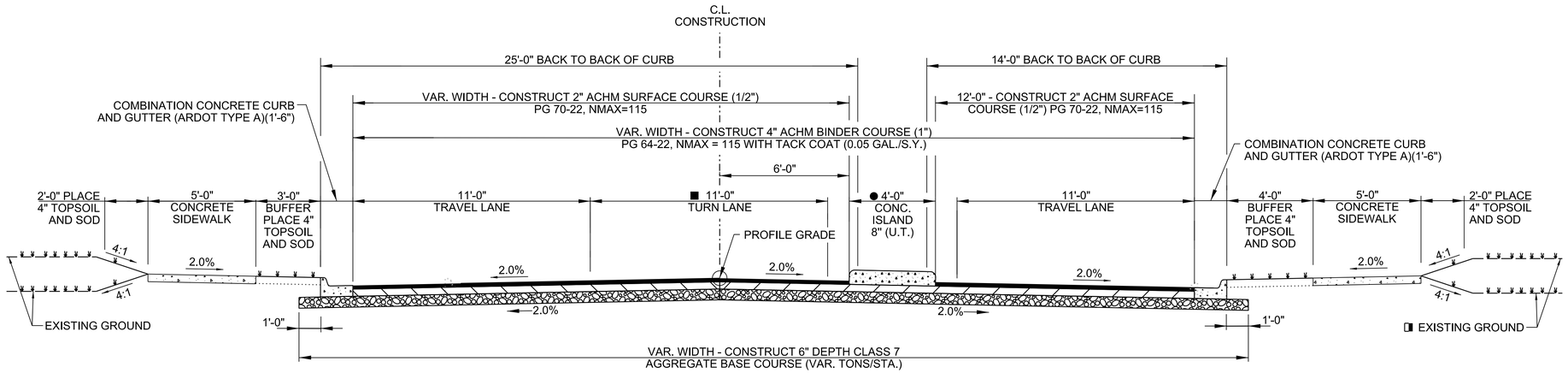
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DATE: SEPT. 2021
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DRAWN BY: AMW

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# TYPICAL SECTION ①

COUNTRY CLUB RD. STA. 10+22.52 TO STA. 12+04.59

## TYPICAL SECTION GENERAL NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

2. THE FINAL LIFT OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

4. THE THICKNESS OF AGG. BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

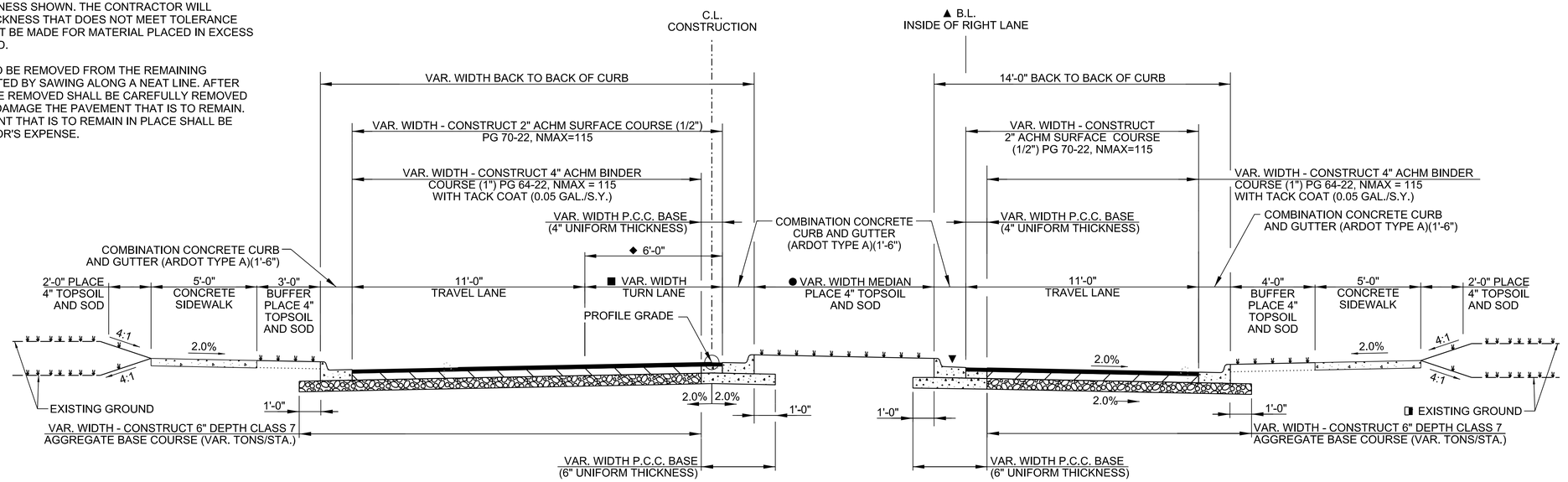
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■ TRANSITION TURN LANE FROM 11'-0" AT STA. 11+59.14 TO 0'-0" AT STA. 12+40.30

NOTE: USE P.C.C. BASE WHEN DISTANCE BETWEEN CURB AND NOTCH IS LESS THAN 4'.

● STA. 11+59.14 TO STA. 12+79.98 GRASSED MEDIAN WIDTH VARIES

◨ STA. 10+47.02 TO STA. 16+38.48 CONSTRUCT PARKING LOT CURB (DETAIL 1, SHEET C-201)




# TYPICAL SECTION ②

COUNTRY CLUB RD. STA. 12+04.59 TO STA. 12+09.59

NOTE: USE P.C.C. BASE WHEN DISTANCE BETWEEN CURB AND NOTCH IS LESS THAN 4'.

▲ STA. 12+00 TO STA. 13+45.64 WIDTH TO INSIDE OF RIGHT LANE VARIES. INSIDE OF RIGHT LANE GEOMETRY IS INDEPENDENT OF COUNTRY CLUB GEOMETRY

◆ TRANSITION WIDTH FROM 6'-0" AT STA. 12+04.59 TO 0'-0" AT STA. 12+99.59

■ TRANSITION TURN LANE FROM 11'-0" AT STA. 11+59.14 0'-0" AT STA. 12+40.30

● STA. 11+59.14 TO STA. 12+79.98 GRASSED MEDIAN WIDTH VARIES

▼ INSIDE CURB MODIFIED TO DRAIN AWAY FROM MEDIAN

◨ STA. 10+47.02 TO STA. 16+38.48 CONSTRUCT PARKING LOT CURB (DETAIL 1, SHEET C-201)

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CERTIFICATE OF AUTHORIZATION GARVER LLC No. 766 ARKANSAS ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.16145 CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

TYPICAL SECTIONS OF IMPROVEMENT

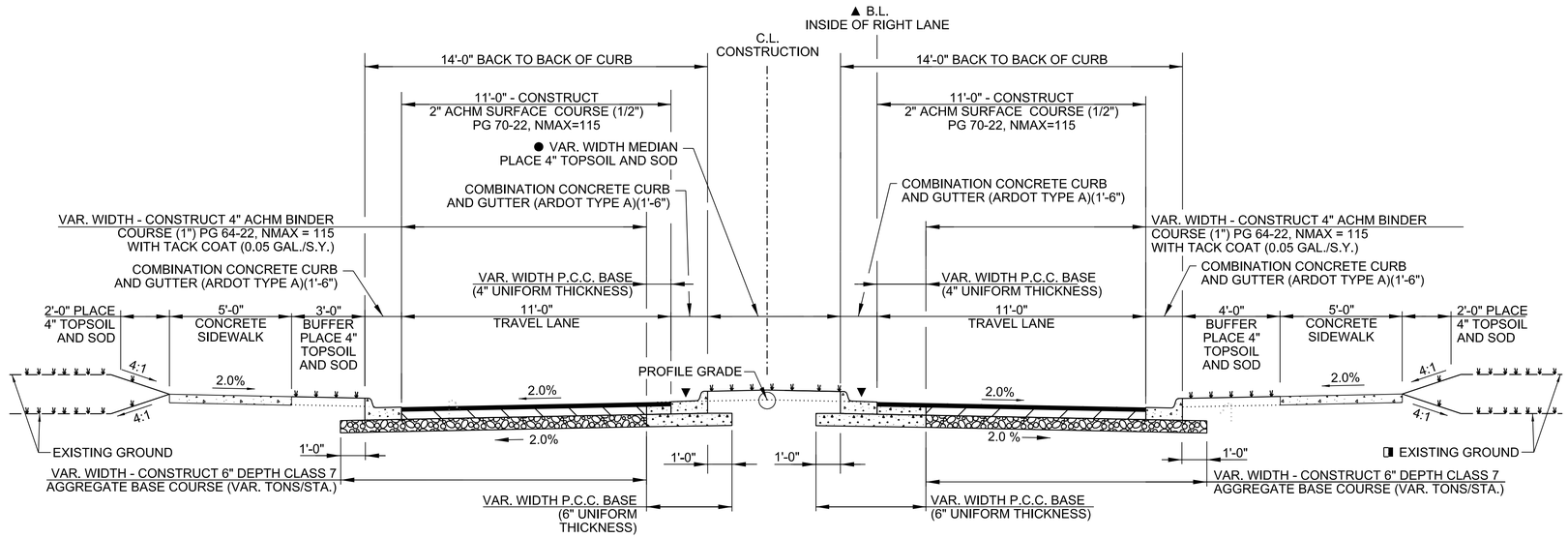
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## TYPICAL SECTION ③

COUNTRY CLUB RD. STA. 12+09.59 TO STA. 12+79.98

## TYPICAL SECTION GENERAL NOTES

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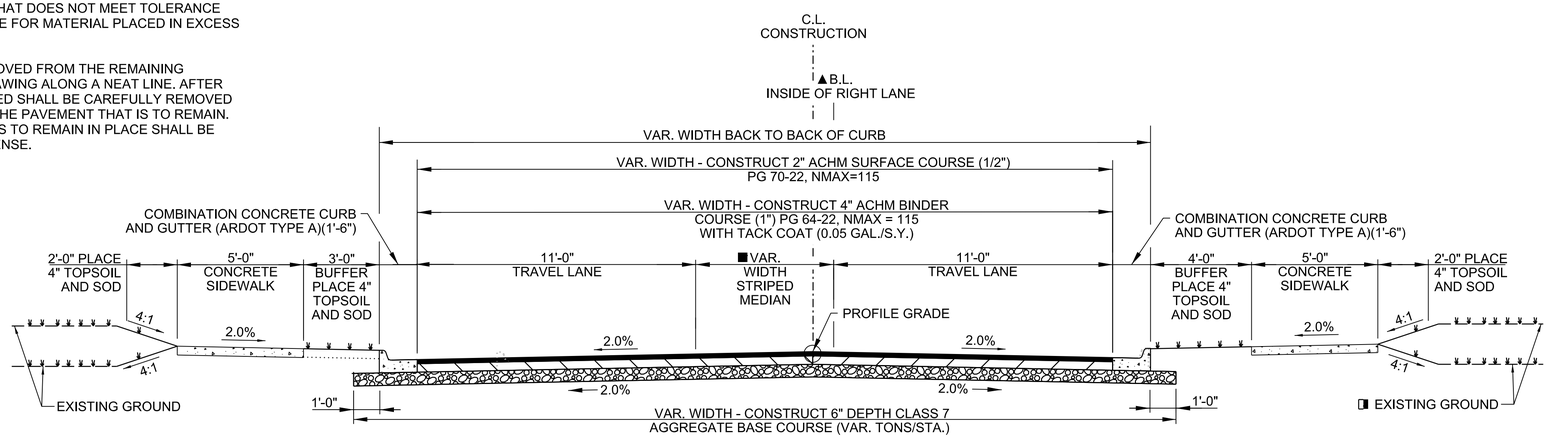
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◨ STA. 10+47.02 TO STA. 16+38.48
CONSTRUCT PARKING LOT CURB
(DETAIL 1, SHEET C-201)

● STA. 11+59.14 TO STA. 12+79.98
GRASSED MEDIAN WIDTH VARIES

▼ INSIDE CURB MODIFIED
TO DRAIN AWAY FROM MEDIAN

NOTE: USE P.C.C. BASE WHEN DISTANCE BETWEEN CURB AND NOTCH IS LESS THAN 4'.




## TYPICAL SECTION ④

COUNTRY CLUB RD. STA. 12+79.98 TO STA. 13+45.64

■ TRANSITION MEDIAN FROM
6'-0" AT STA. 12+79.98
0'-0" AT STA. 13+45.64

▲ STA. 12+00 TO STA. 13+45.64
WIDTH TO INSIDE OF RIGHT LANE VARIES. INSIDE OF RIGHT LANE GEOMETRY IS INDEPENDENT OF COUNTRY CLUB GEOMETRY

◨ STA. 10+47.02 TO STA. 16+38.48
CONSTRUCT PARKING LOT CURB
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TYPICAL SECTIONS OF IMPROVEMENT

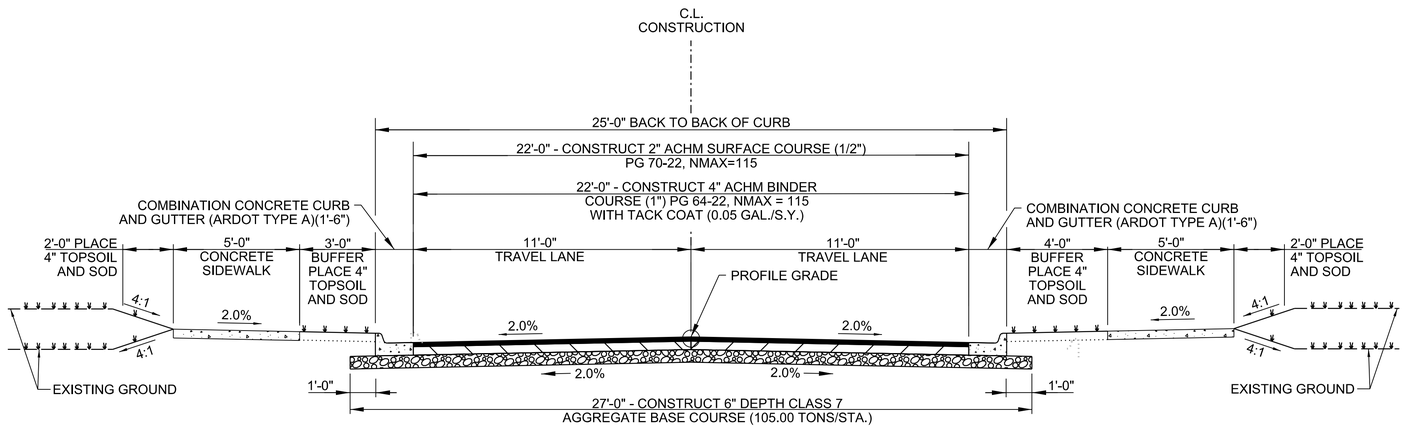
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# TYPICAL SECTION ⑤

COUNTRY CLUB RD. STA. 13+45.64 TO STA. 36+29.00

## TYPICAL SECTION GENERAL NOTES

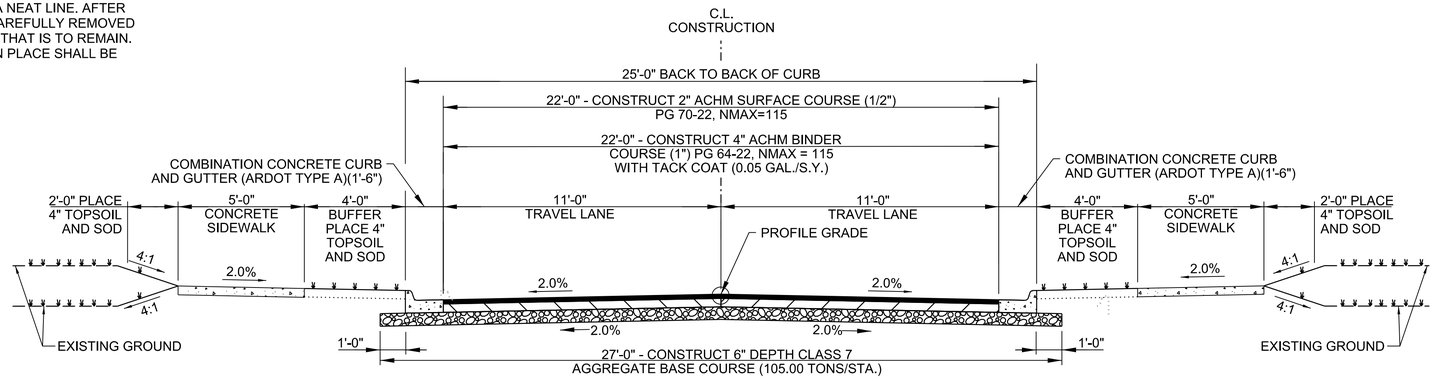
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# TYPICAL SECTION ⑥

COUNTRY CLUB RD. STA. 36+29.00 TO STA. 42+29.85

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No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

TYPICAL SECTIONS
OF IMPROVEMENT

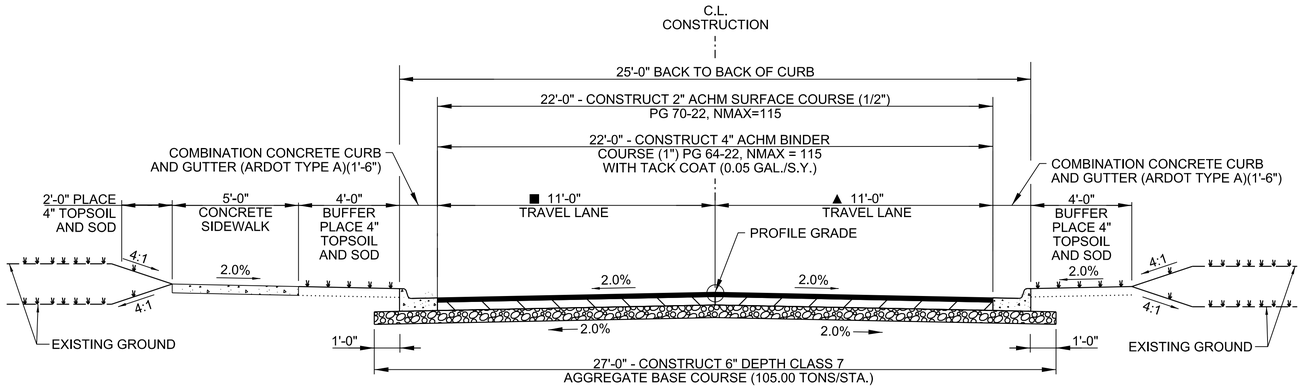
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-103**

SHEET NUMBER **005**

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WORKSPACE:Garver_2012
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# TYPICAL SECTION ⑦

COUNTRY CLUB RD. STA. 42+29.85 TO STA. 69+80.00

■ TRANSITION TRAVEL LANE FROM 11'-0" AT STA. 69+00.00 TO 16'-1" AT STA. 69+80.00

▲ TRANSITION TRAVEL LANE FROM 11'-0" AT STA. 69+00.00 TO 15'-5" AT STA. 69+80.00

## TYPICAL SECTION GENERAL NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATIONS FROM NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

2. THE FINAL LIFT OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT THE LANE LINES.

3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING.

4. THE THICKNESS OF AGG. BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

5. THE EXISTING PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

TYPICAL SECTIONS OF IMPROVEMENT

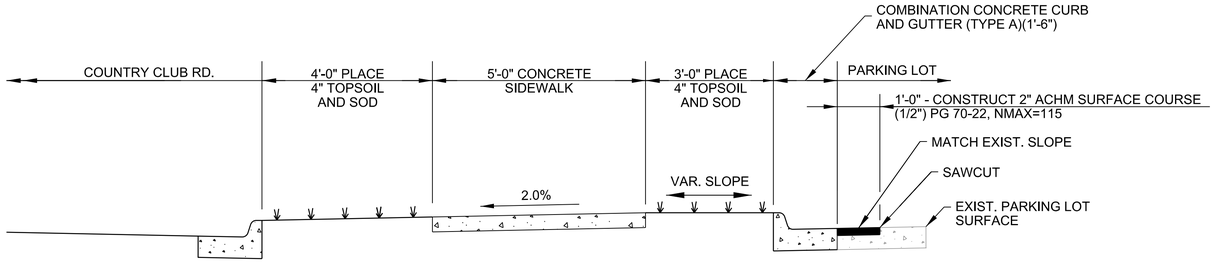
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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**C-104**

SHEET NUMBER **006**

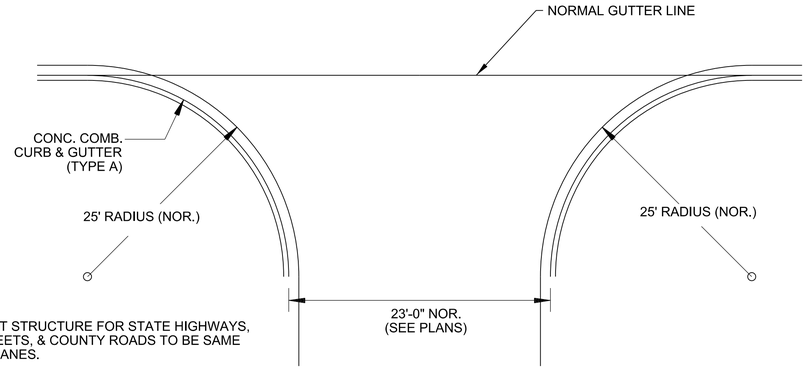
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WORKSPACE:Garver_2012
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1 C-201

## PARKING LOT CURB DETAIL

NO SCALE

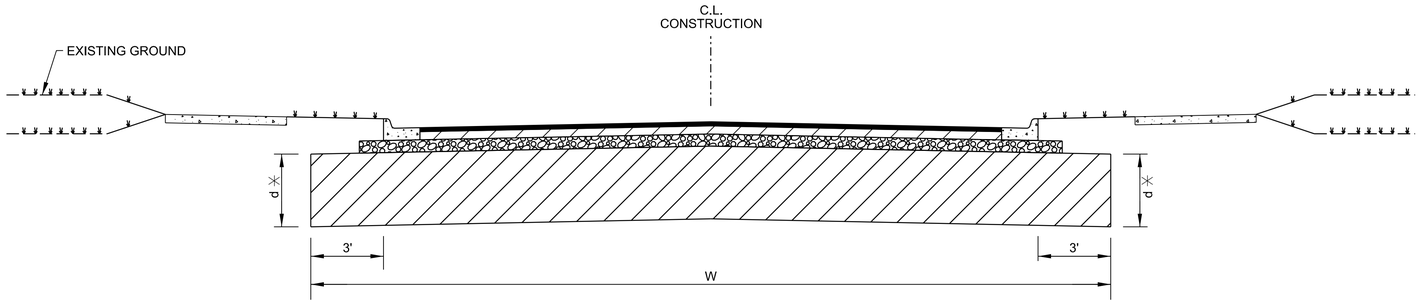



NOTE:
PAVEMENT STRUCTURE FOR STATE HIGHWAYS, CITY STREETS, & COUNTY ROADS TO BE SAME AS MAIN LANES.

2 C-201

## SIDE ROAD TURNOUT DETAIL

NO SCALE




COUNTRY CLUB STA. 10+22.52 TO STA. 69+80.00

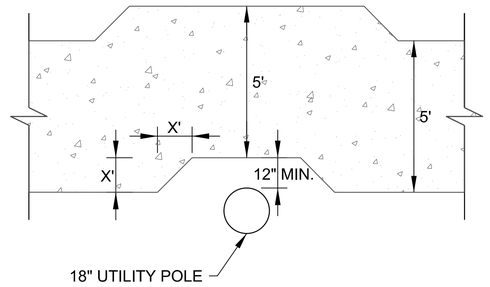
W1 = 31' (NOR.), d = 3' (AVG.)

* DEPTH ESTIMATED TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

3 C-201

## DETAIL OF UNDERCUT

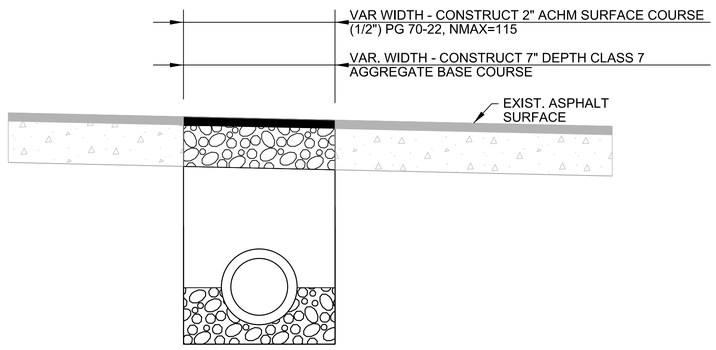
NO SCALE




4 C-201

## TYPICAL SIDEWALK SHIFT DETAIL

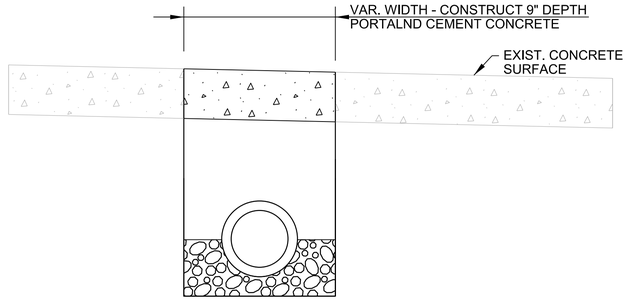
NO SCALE




5 C-201

## ASPHALT SIDE STREET PAVEMENT REPAIR DETAIL

NO SCALE




6 C-201

## CONCRETE SIDE STREET PAVEMENT REPAIR DETAIL

NO SCALE

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DETAILS

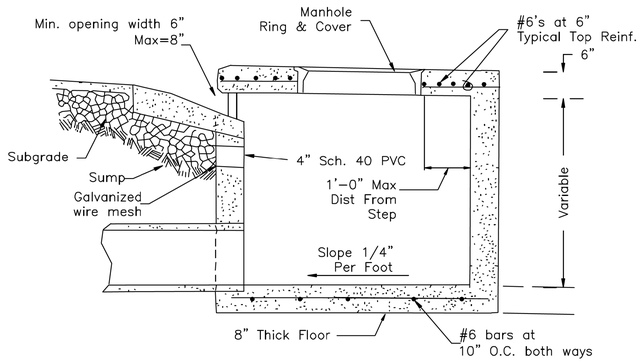
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: CMC

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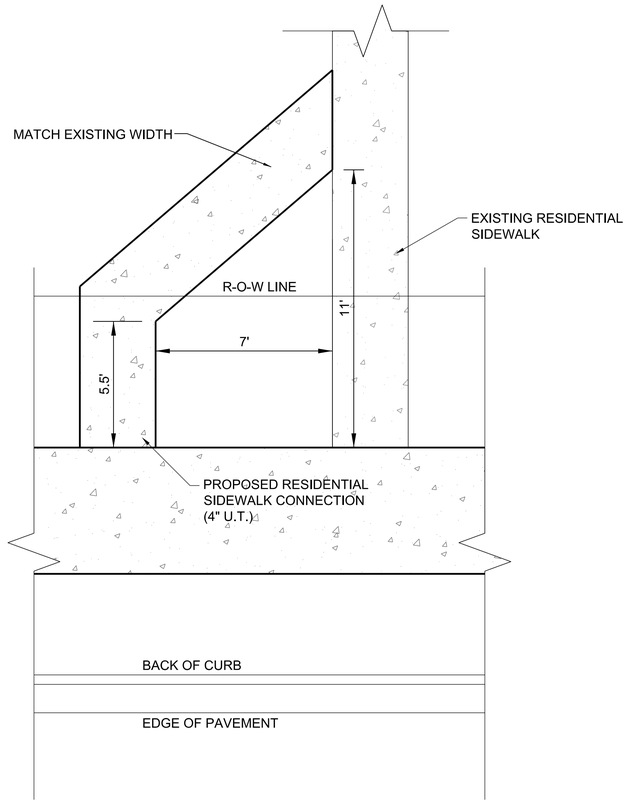



NOTE: Steps required in all inlets exceeding 3'-0" in depth. Reinforcement not required in circular inlet walls unless specified on plans.

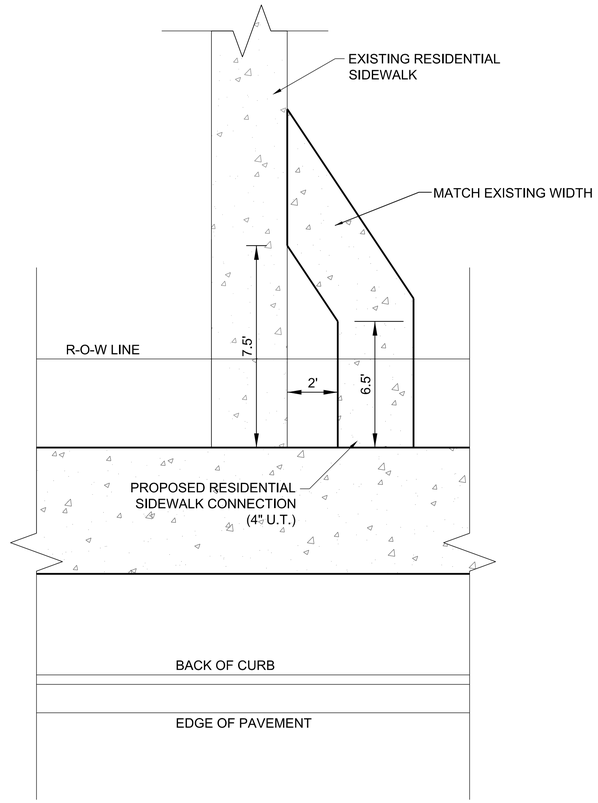
Depression See Detail STD-11

| DIA. OF STRUCTURE | WALL THICKNESS | DIA. OF OUTLET PIPE |
|---|---|---|
| 4' I.D. | 6" | 15" Thru 27" |
| 5' I.D. | 8" | 30" Thru 42" |
| 6' I.D. | 8" | 48" Thru 54" |
| 8' I.D. | 10" | 60" Thru 72" |

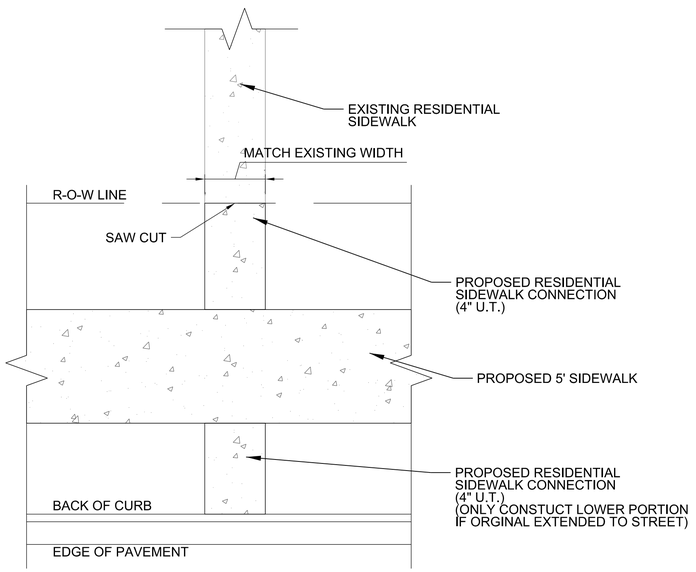
1 / C-202 — DROP INLET (TYPE 1)
NO SCALE



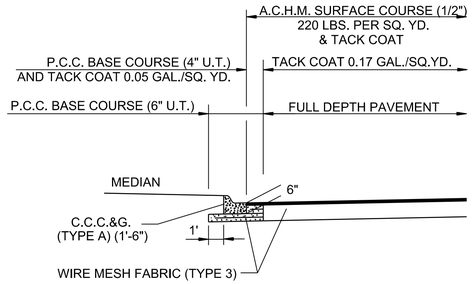

3 / C-202 — RESIDENTIAL SIDEWALK CONNECTION STA. 19+65
NO SCALE




4 / C-202 — RESIDENTIAL SIDEWALK CONNECTION STA. 34+10
NO SCALE

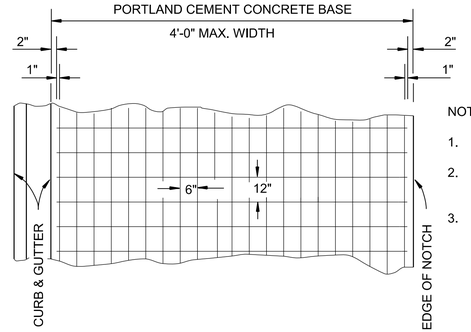



2 / C-202 — TYPICAL RESIDENTIAL SIDEWALK CONNECTIONS
NO SCALE




P.C.C. BASE WIDENING TO BE USED AS SHOWN ON THE PLANS OR IF AND WHERE DIRECTED BY THE ENGINEER

5 / C-202 — P.C.C. BASE WIDENING DETAIL (MEDIAN)
NO SCALE




NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (XX" U.T.)

6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

6 / C-202 — DETAIL OF REINFORCING STEEL FOR PAVEMENT
NO SCALE

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DETAILS

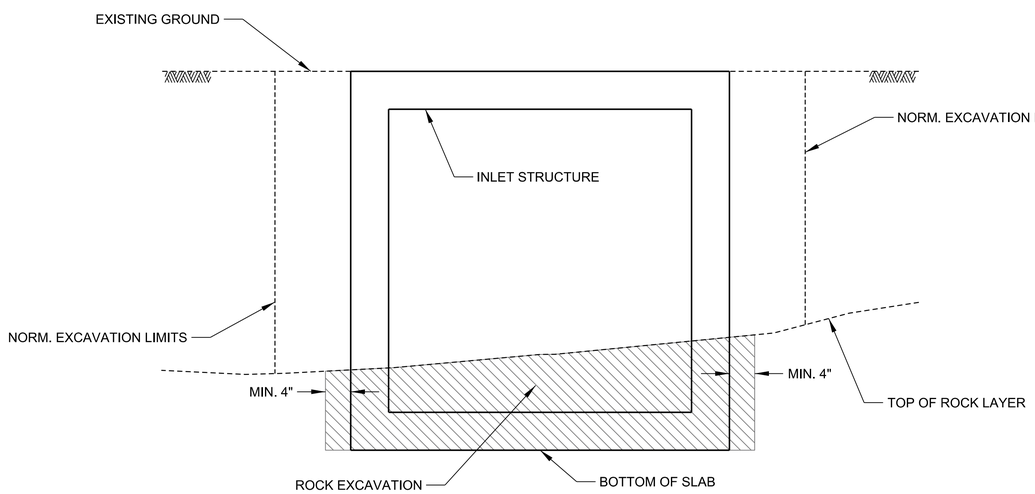
JOB NO.: 18017180
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DRAWN BY: AMW

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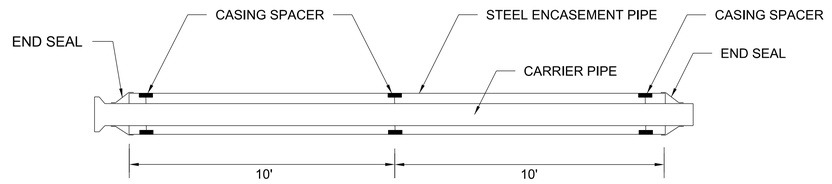
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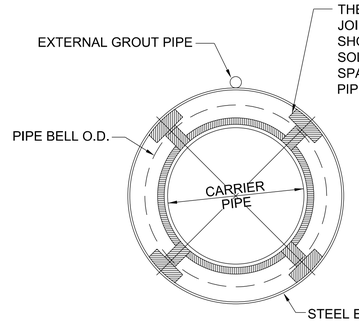
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1 C-202 INLET ROCK EXCAVATION DETAIL
NO SCALE




THERE SHALL BE A CASING SPACER INSTALLED AT THE JOINTS AND MIDPOINT OF EACH PIPE BARREL POSITIONED AS SHOWN IN THIS DETAIL. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO ASSURE THAT THE CASING SPACERS ARE COMPATIBLE WITH THE O.D. OF THE CARRIER PIPE AND THE I.D. OF THE ENCASEMENT PIPE.

NOTE:
LINES SHALL BE CENTERED AND RESTRAINED SUBSTANTIALLY AS DETAILED. THE CONTRACTOR SHALL SUBMIT DRAWINGS AND SPECIFICATIONS OF HIS PROPOSED CENTERING/RESTRAINT SYSTEM (THE SAME AS SHOP DRAWINGS) FOR REVIEW AND APPROVAL.

2 C-203 STEEL ENCASEMENT PIPE DETAILS
NO SCALE

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STATE OF ARKANSAS
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No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DETAILS

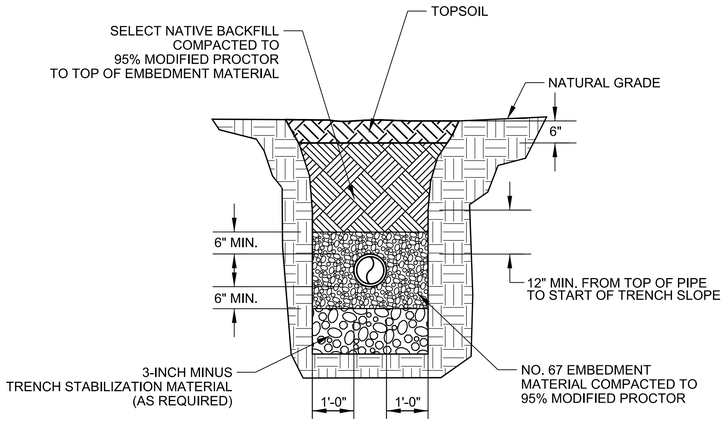
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DESIGNED BY: CMC
DRAWN BY: AMW

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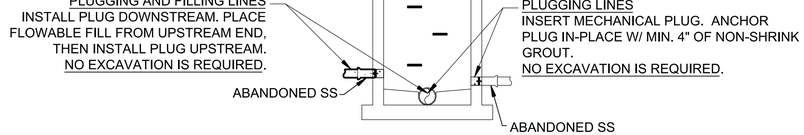
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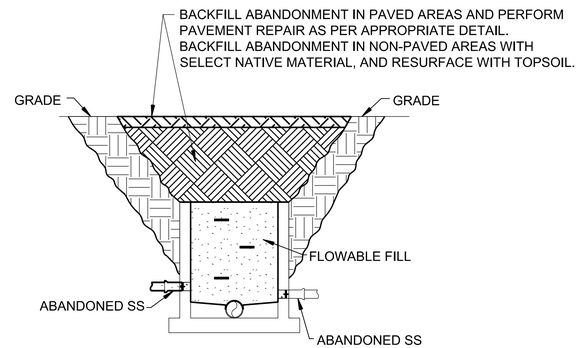
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1 / C-204 **TRENCH DETAIL**
NO SCALE




UTILITY LINE ABANDONMENT

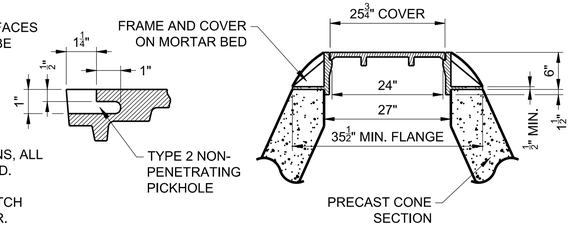



MANHOLE ABANDONMENT

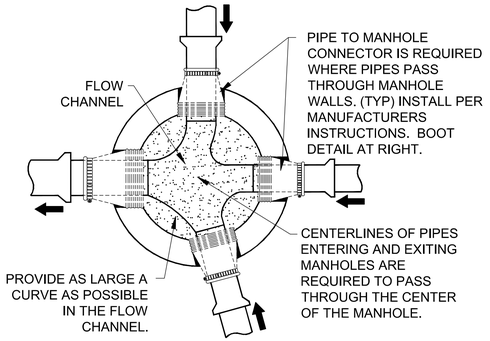
2 / C-204 **ABANDONMENT DETAILS**
NO SCALE

NOTES:

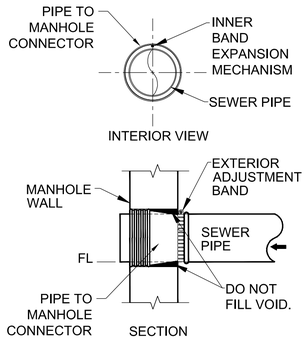
1. CONTACTING/SEALING SURFACES OF FRAME AND COVER SHALL BE MACHINED.
2. MINIMUM WEIGHTS:
   FRAME - 180 LB
   COVER - 120 LB
3. UNLESS INDICATED ON PLANS, ALL COVERS SHALL BE NON-VENTED.
4. COVER PATTERN SHALL MATCH THE STANDARD OF THE OWNER.



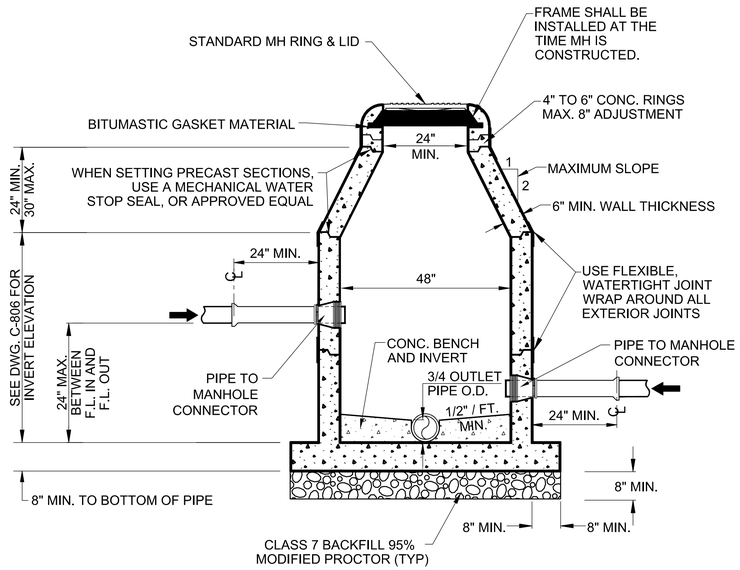

RING AND LID DETAIL




FLOW CHANNEL DETAIL




BOOT DETAIL




MANHOLE DETAIL

3 / C-204 **PRECAST MANHOLE DETAILS**
NO SCALE

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ARKANSAS ENGINEER

STATE OF ARKANSAS
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No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 03/26/21 | ADDED MANHOLE RING AND LID DETAILS PER ADT COMMENTS | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

EAST MARYLAND AVENUE EXTENSION

SPECIAL DETAILS

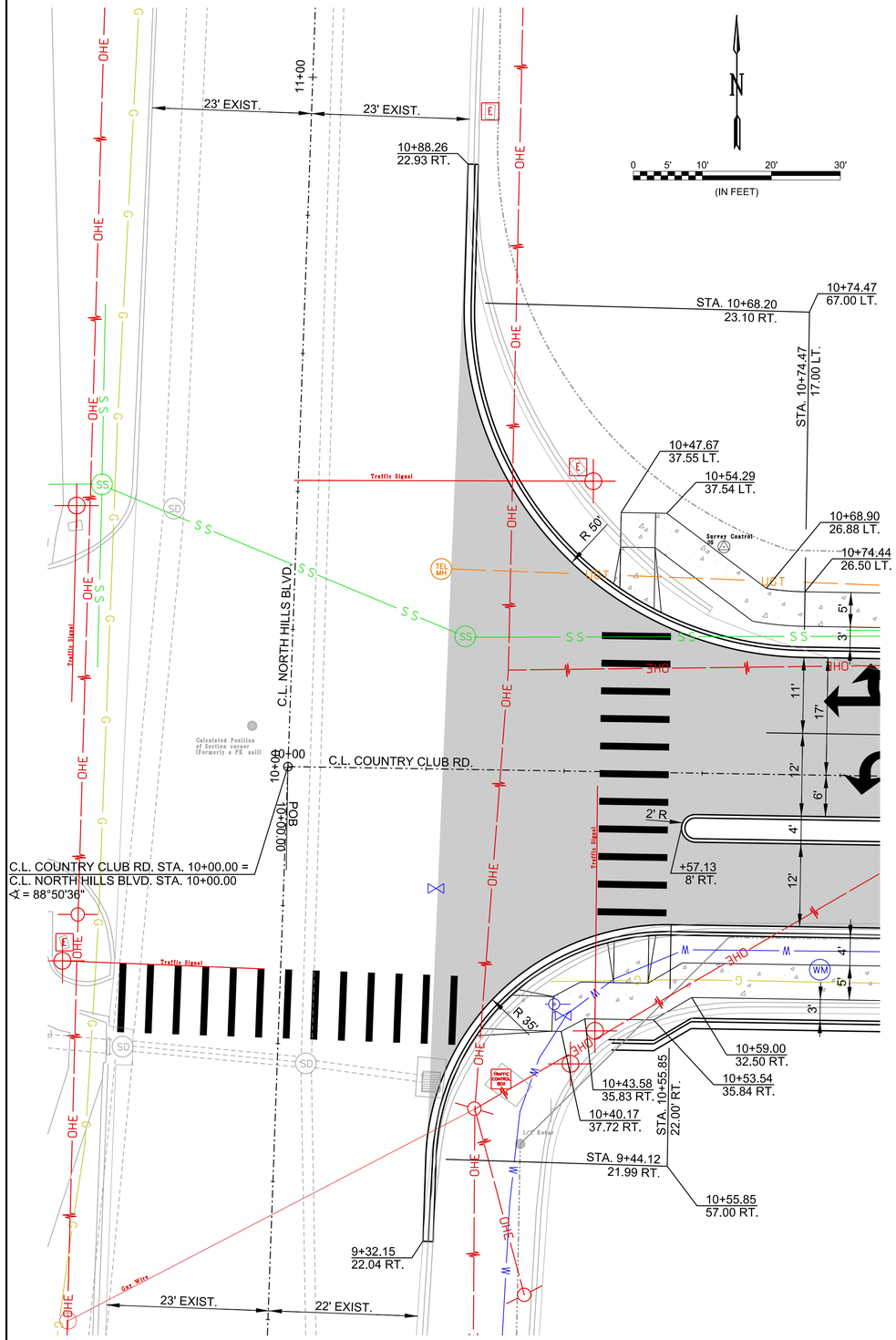
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DATE: AUGUST 2020
DESIGNED BY: CMC
DRAWN BY: AMW

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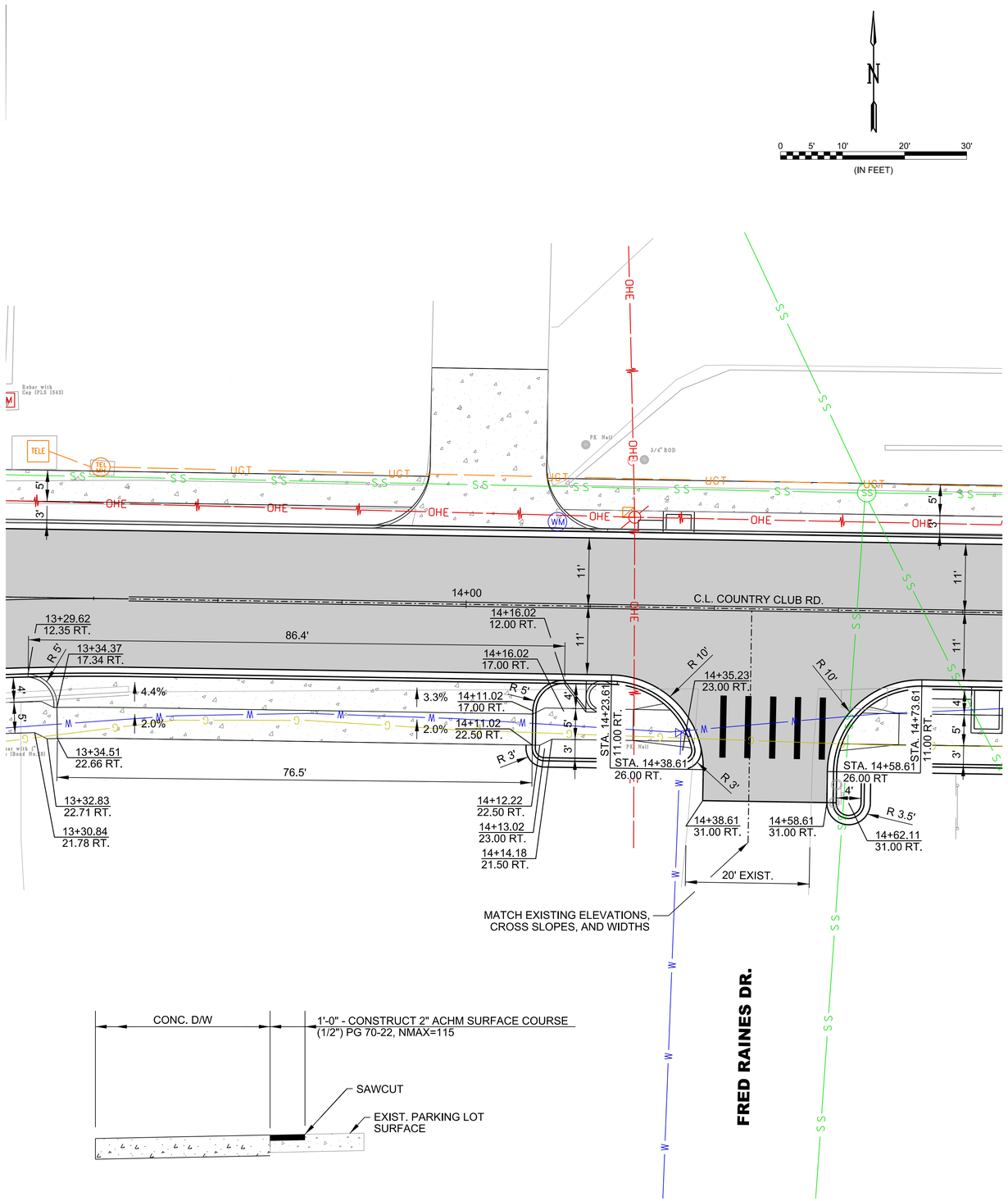
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1 C-204

## NORTH HILLS BLVD. INTERSECTION




2 C-204

## FRED RAINES DR. INTERSECTION


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|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

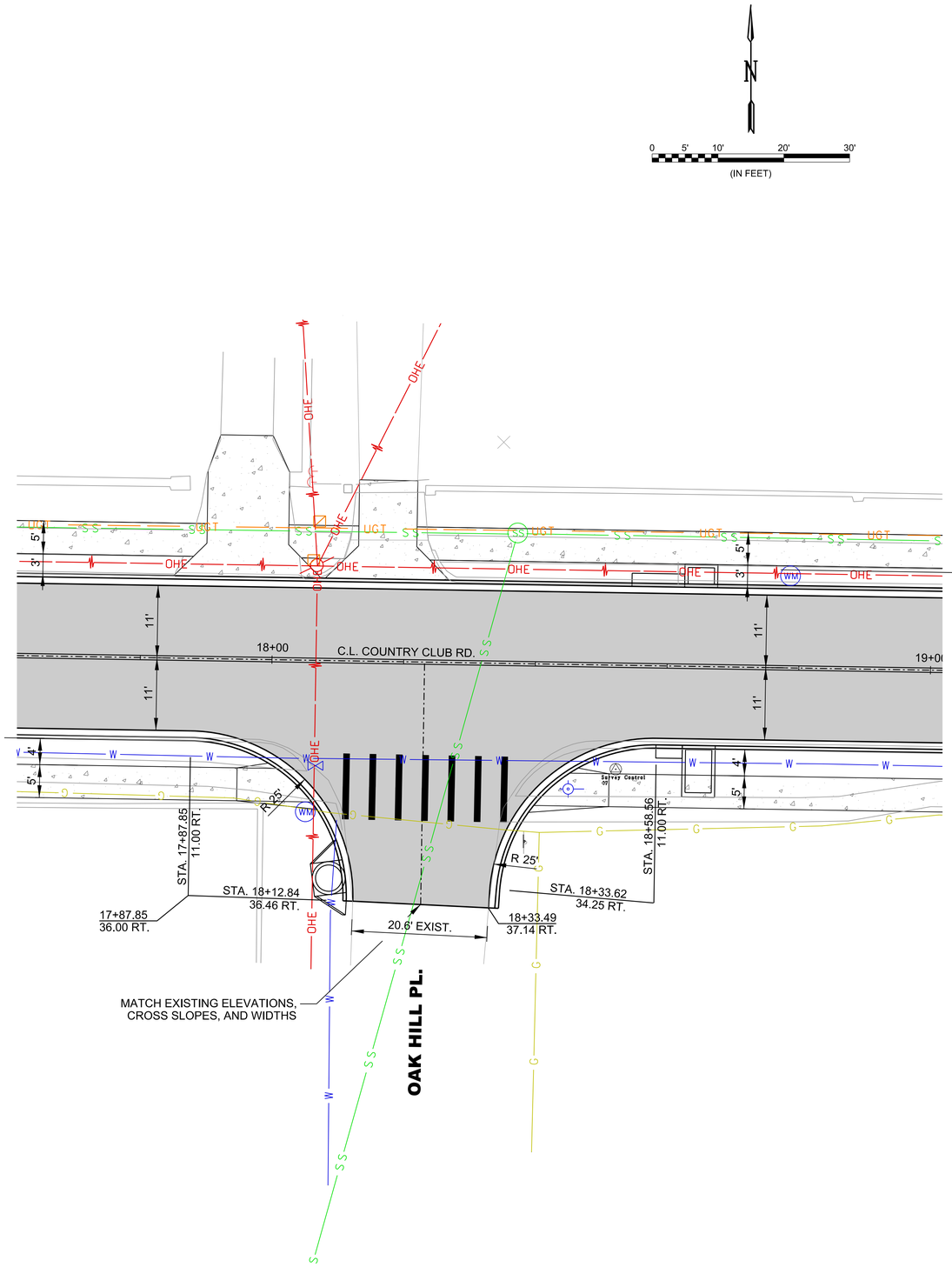
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: CMC

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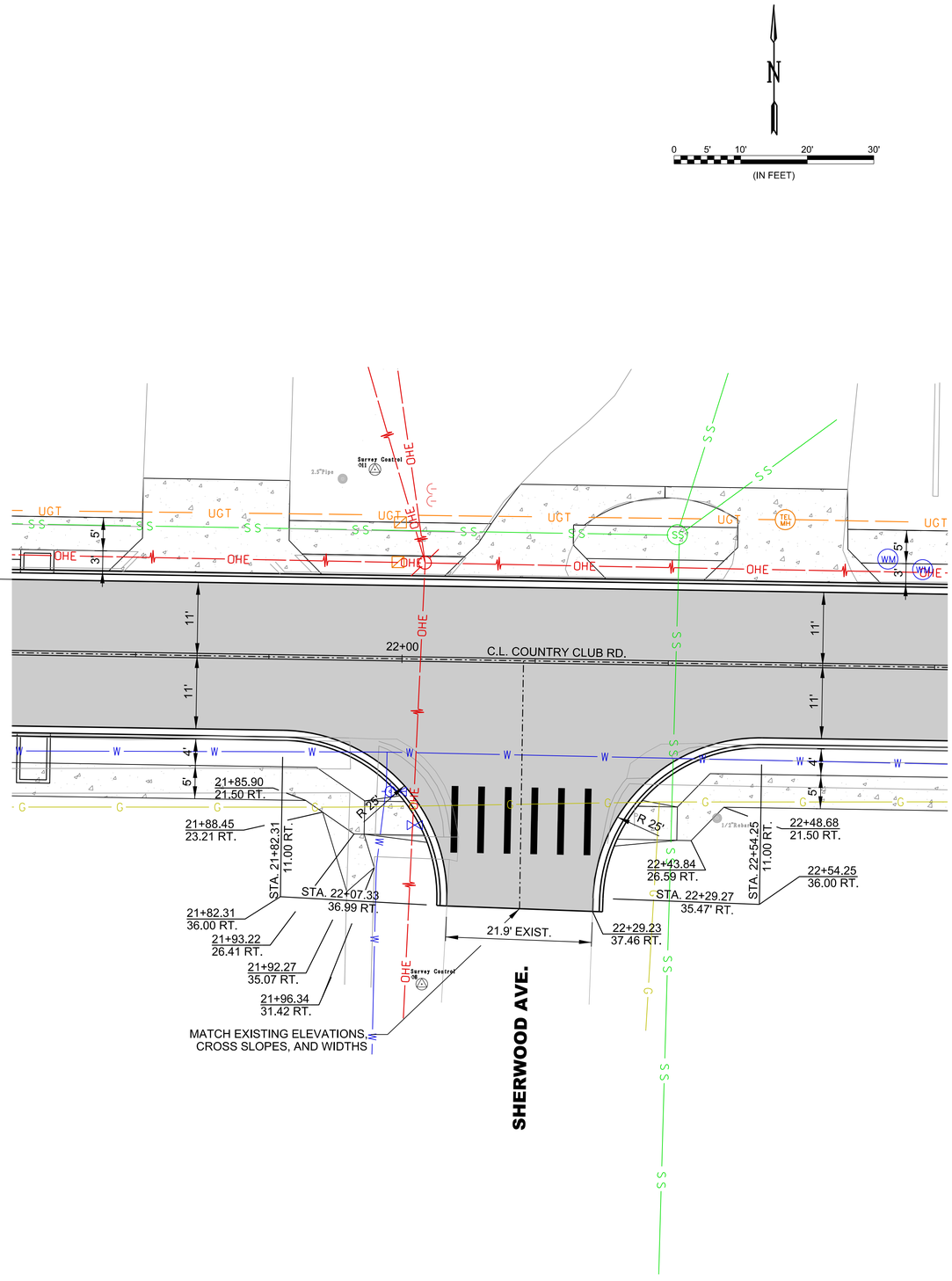
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1 C-205 OAKHILL PL. INTERSECTION




2 C-205 SHERWOOD AVE. INTERSECTION

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

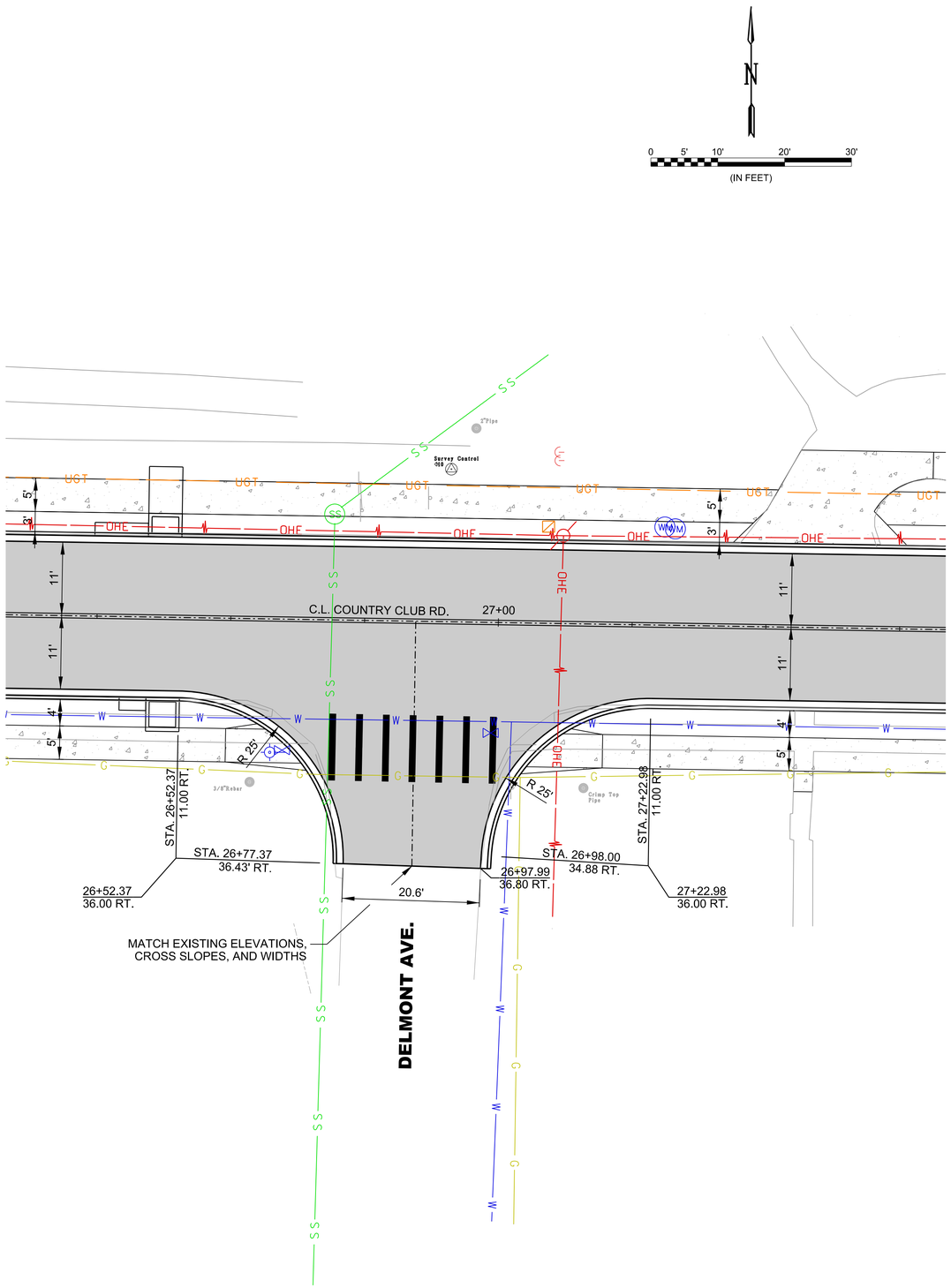
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DATE: SEPT. 2021
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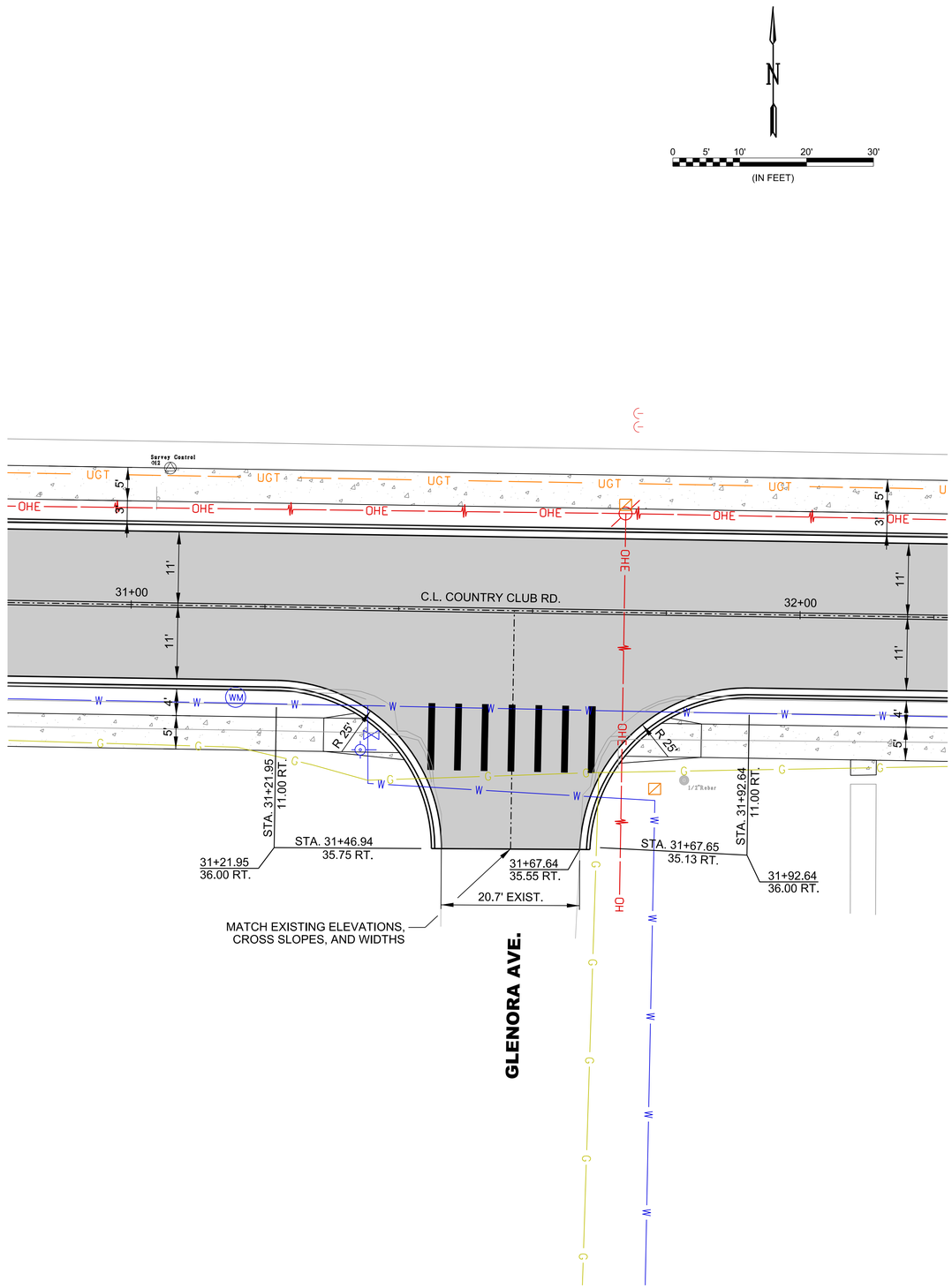
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1 C-206 DELMONT AVE. INTERSECTION




2 C-206 GLENORA AVE. INTERSECTION

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

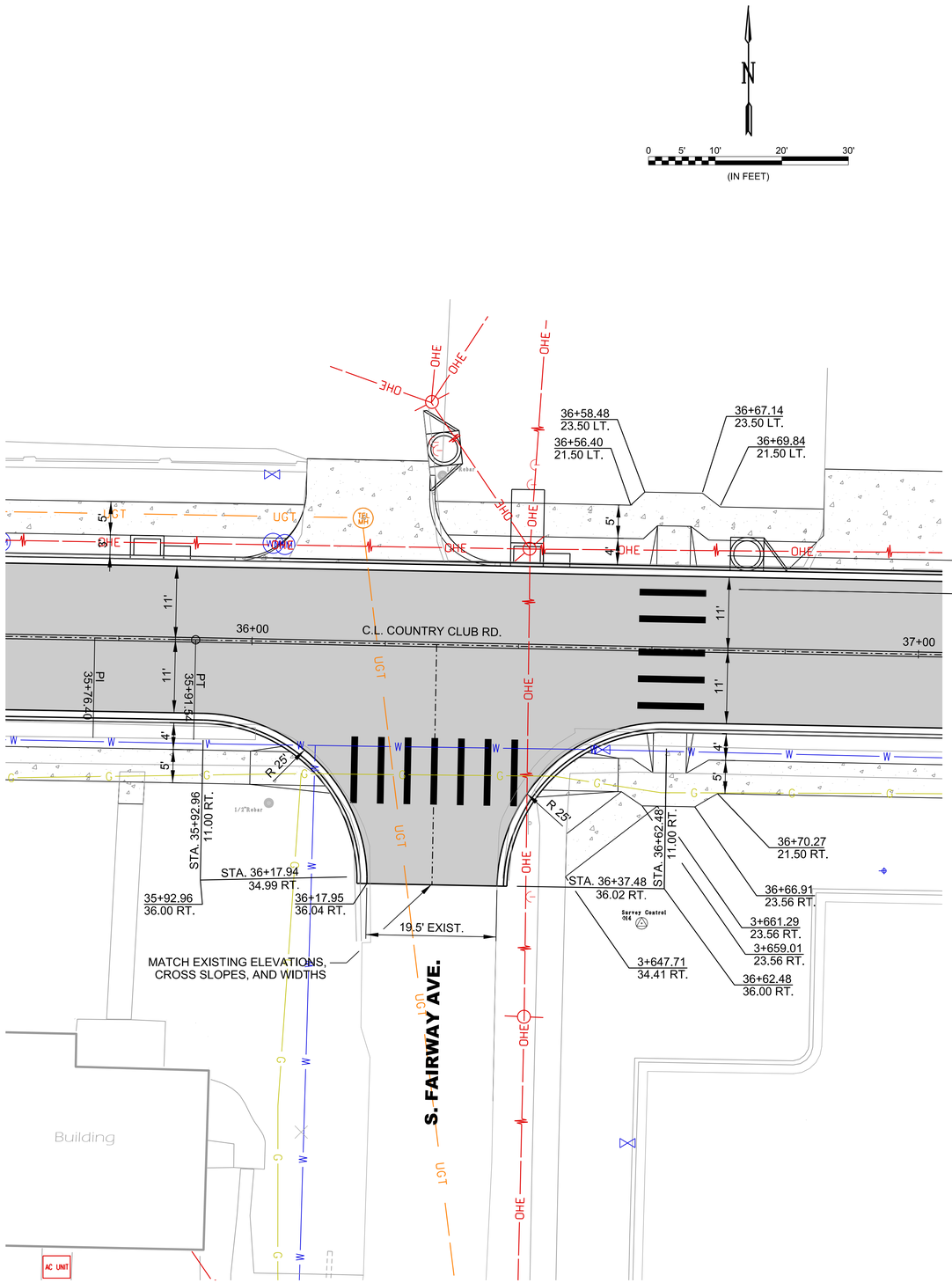
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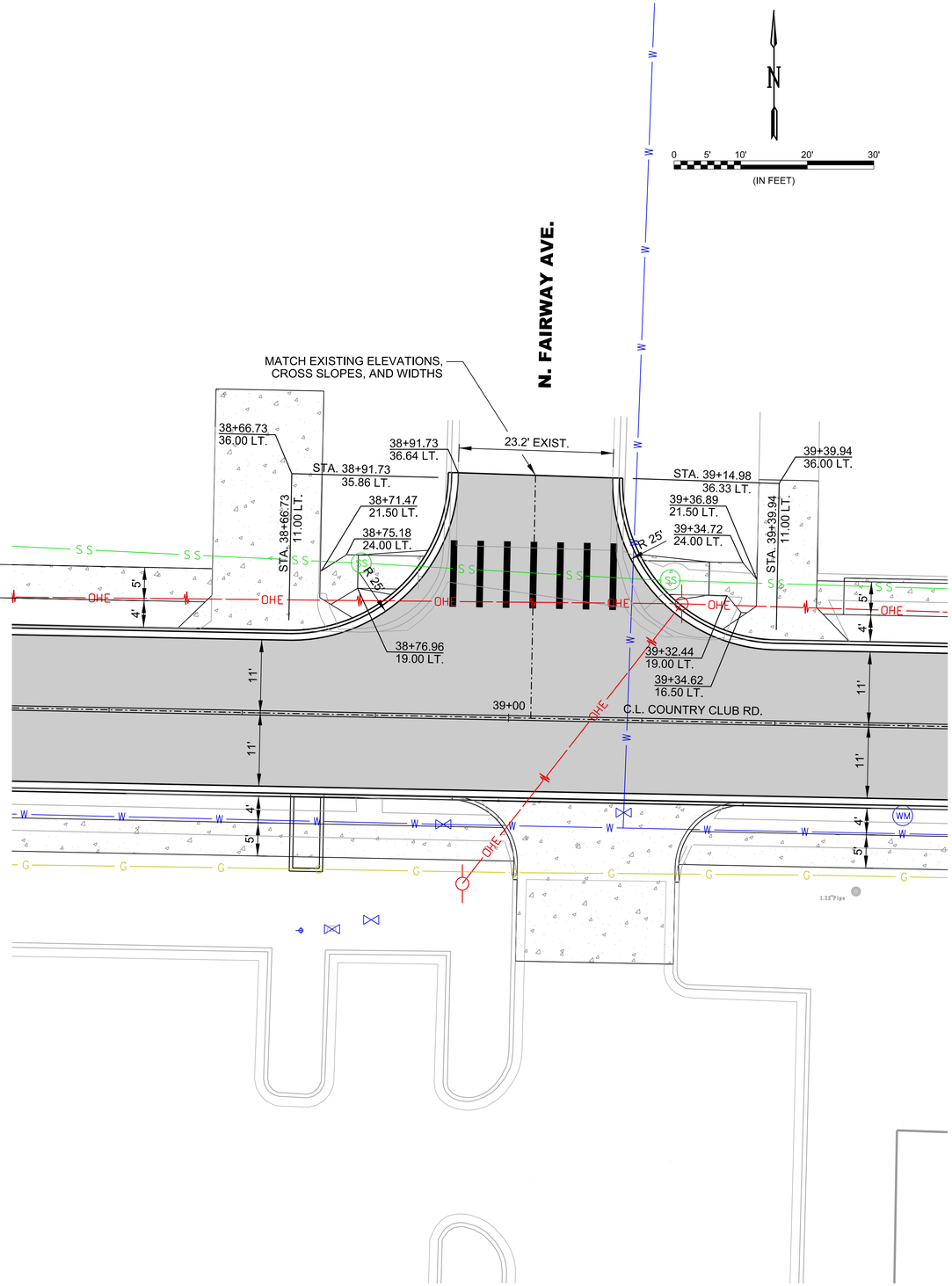
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1 C-207 S. FAIRWAY AVE. INTERSECTION




2 C-207 N. FAIRWAY AVE. INTERSECTION

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

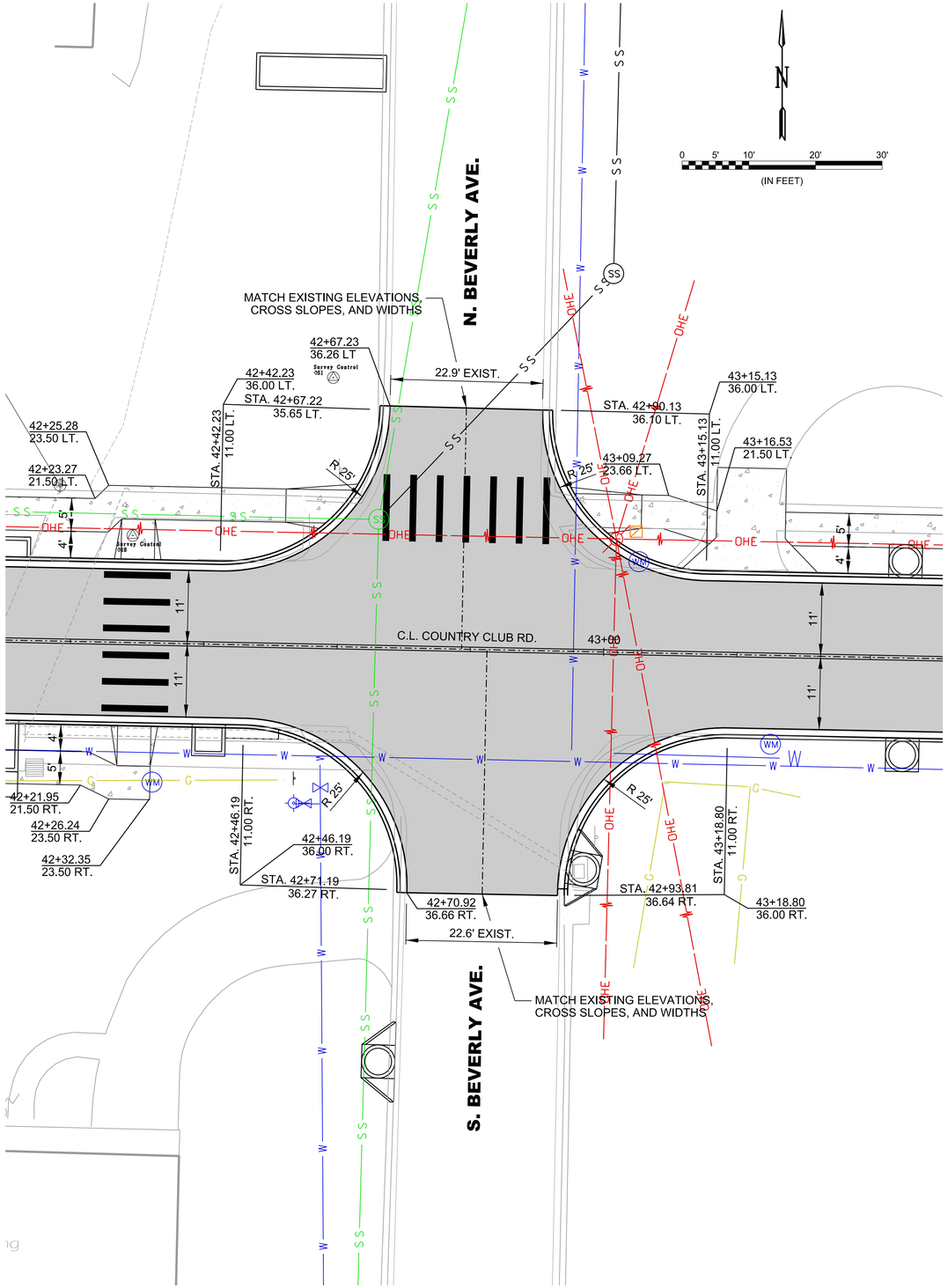
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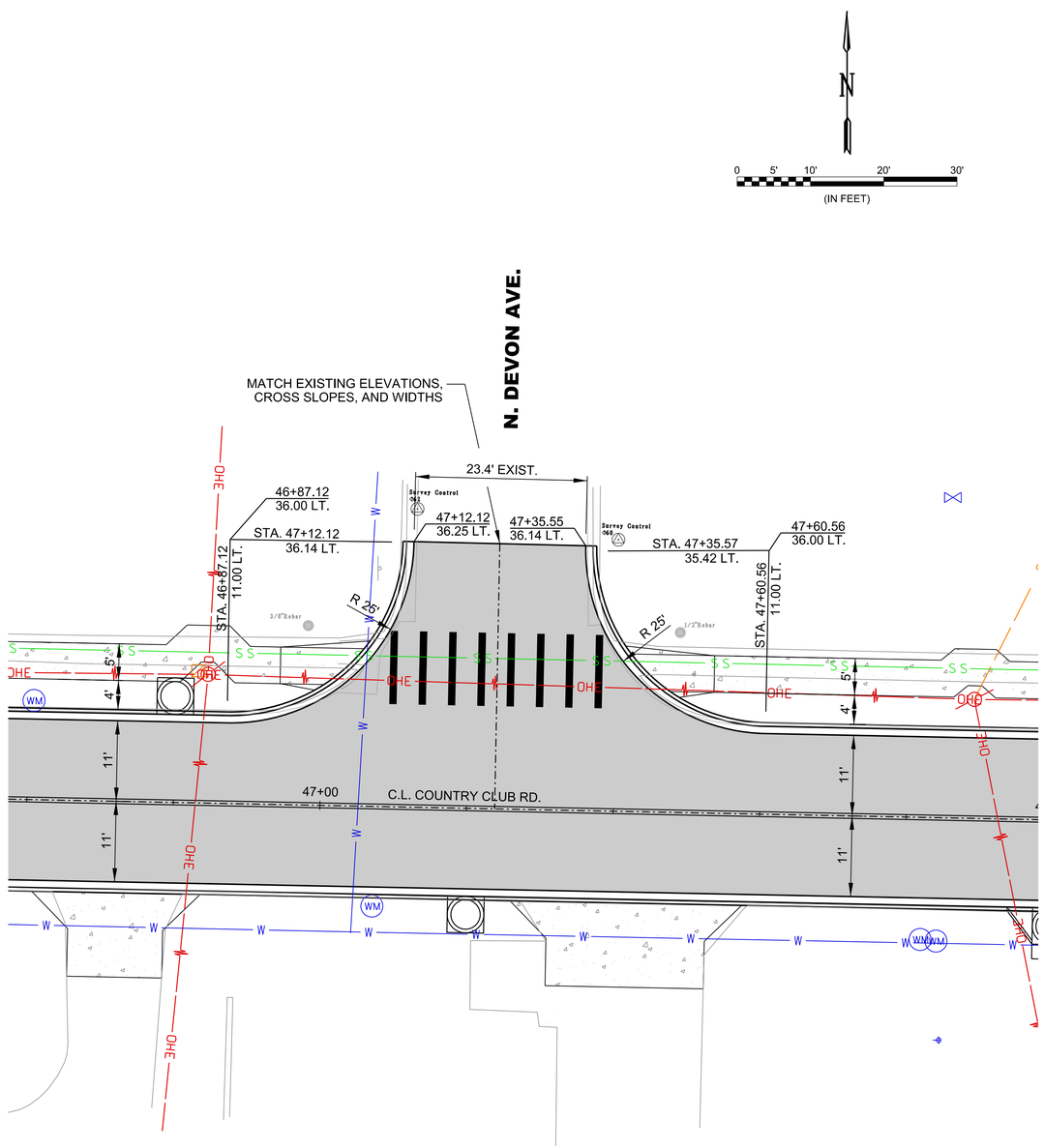
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1 C-208

## BEVERLY AVE. INTERSECTION




2 C-208

## N. DEVON AVE. INTERSECTION

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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

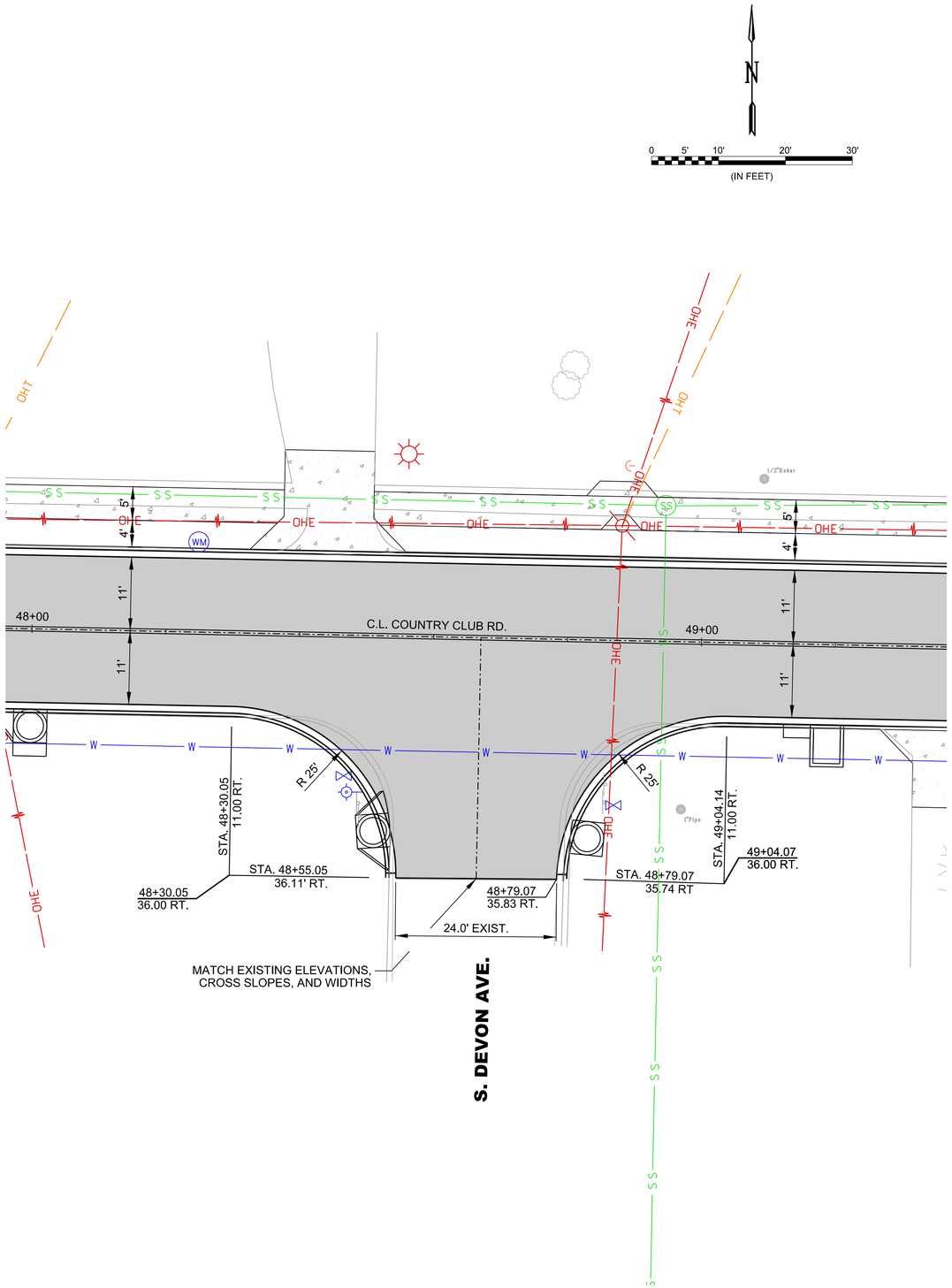
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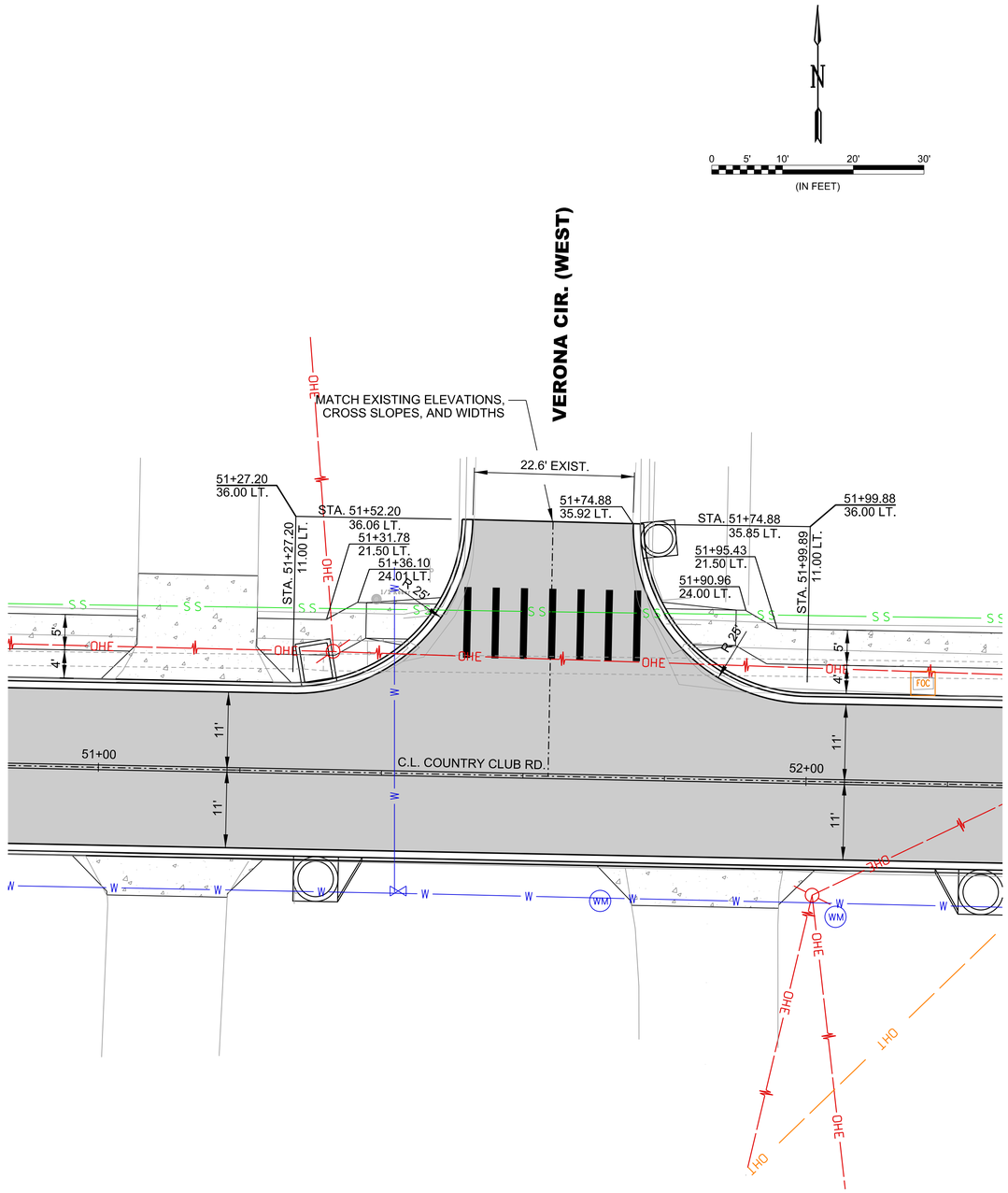
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1 C-209 S. DEVON AVE. INTERSECTION




2 C-209 VERONA. CIR. INTERSECTION

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

INTERSECTION DETAILS

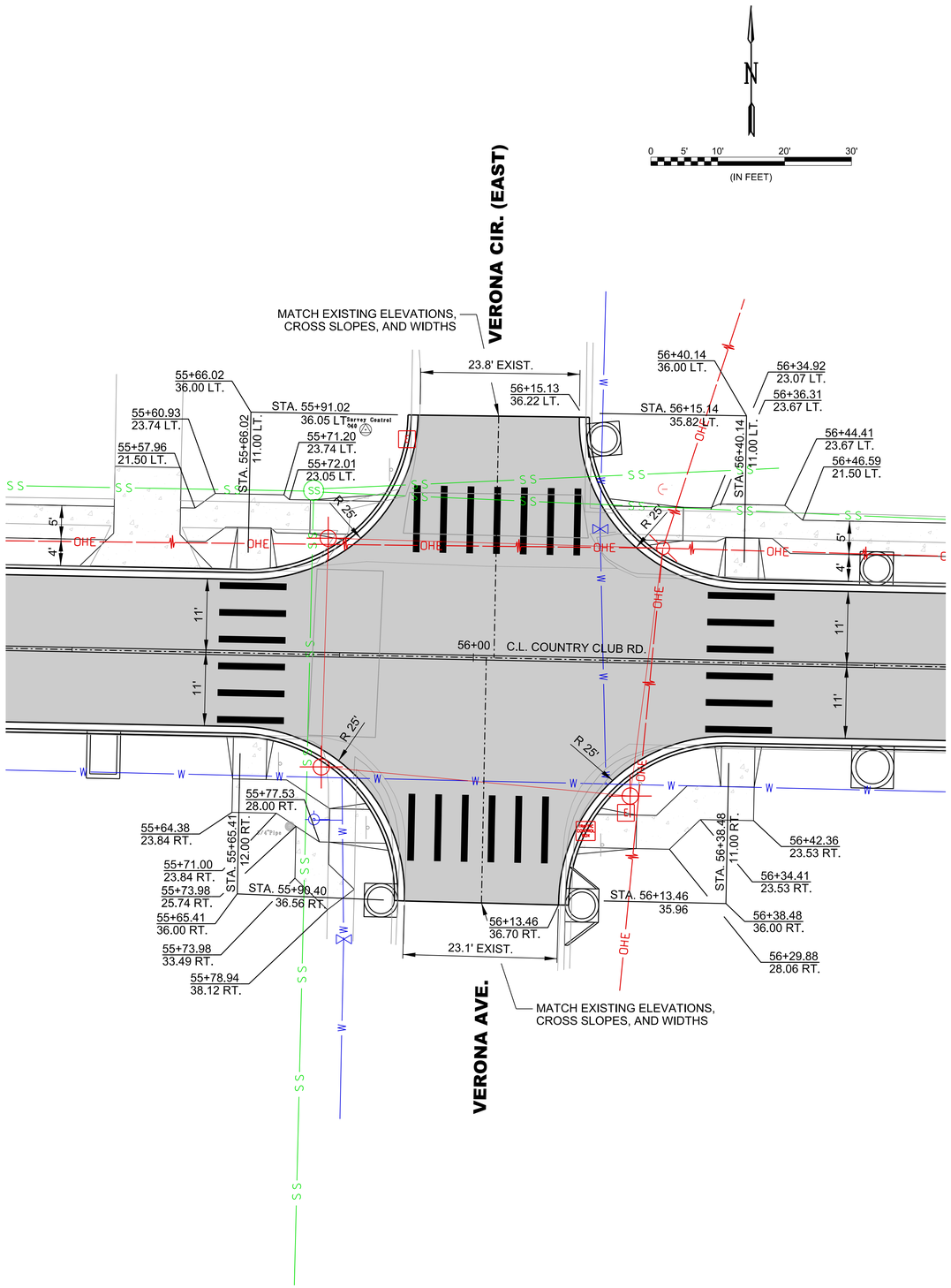
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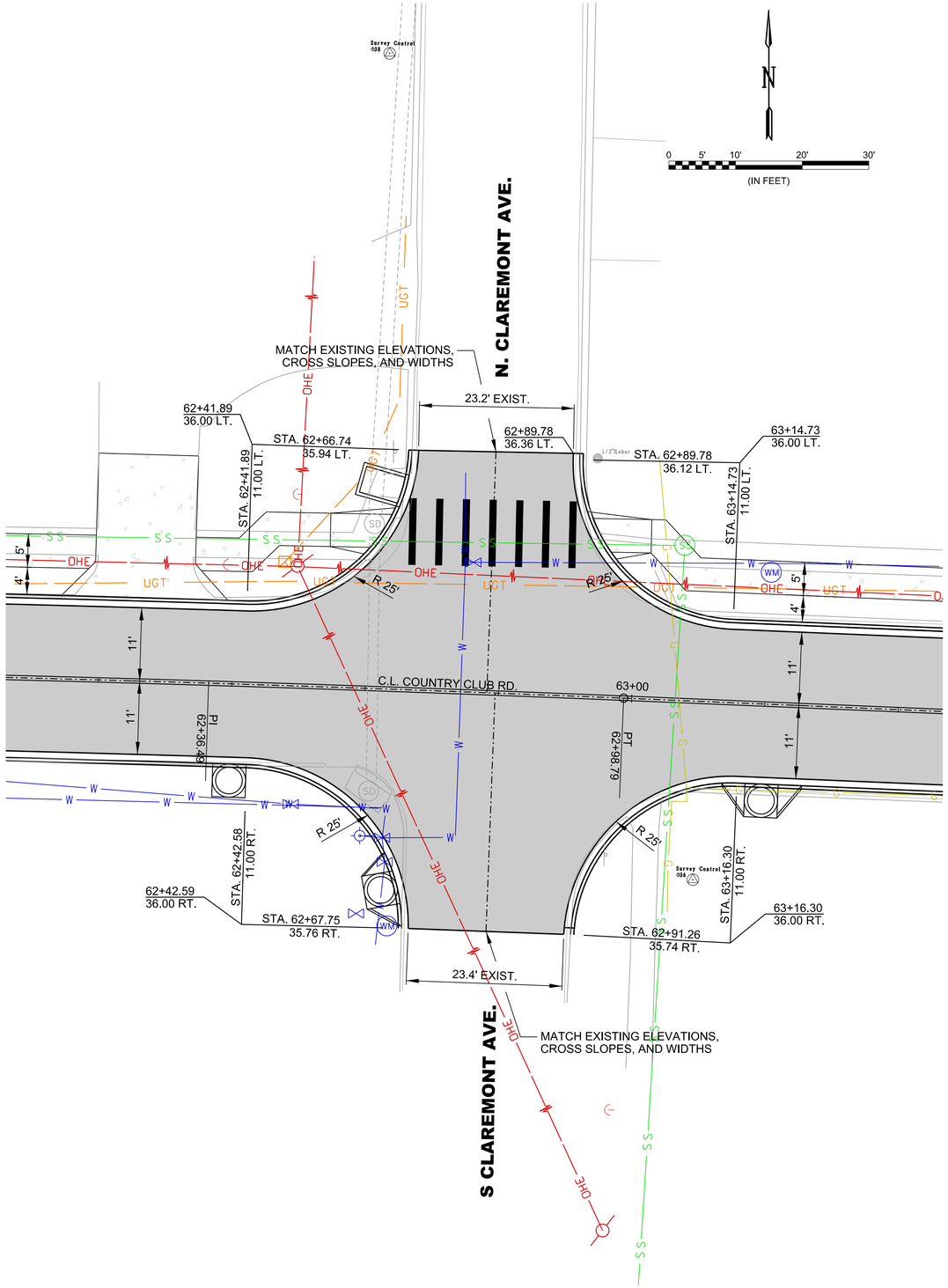
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1 C-210

## VERONA AVE./CIR. INTERSECTION




2 C-210

## CLAREMONT AVE. INTERSECTION

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

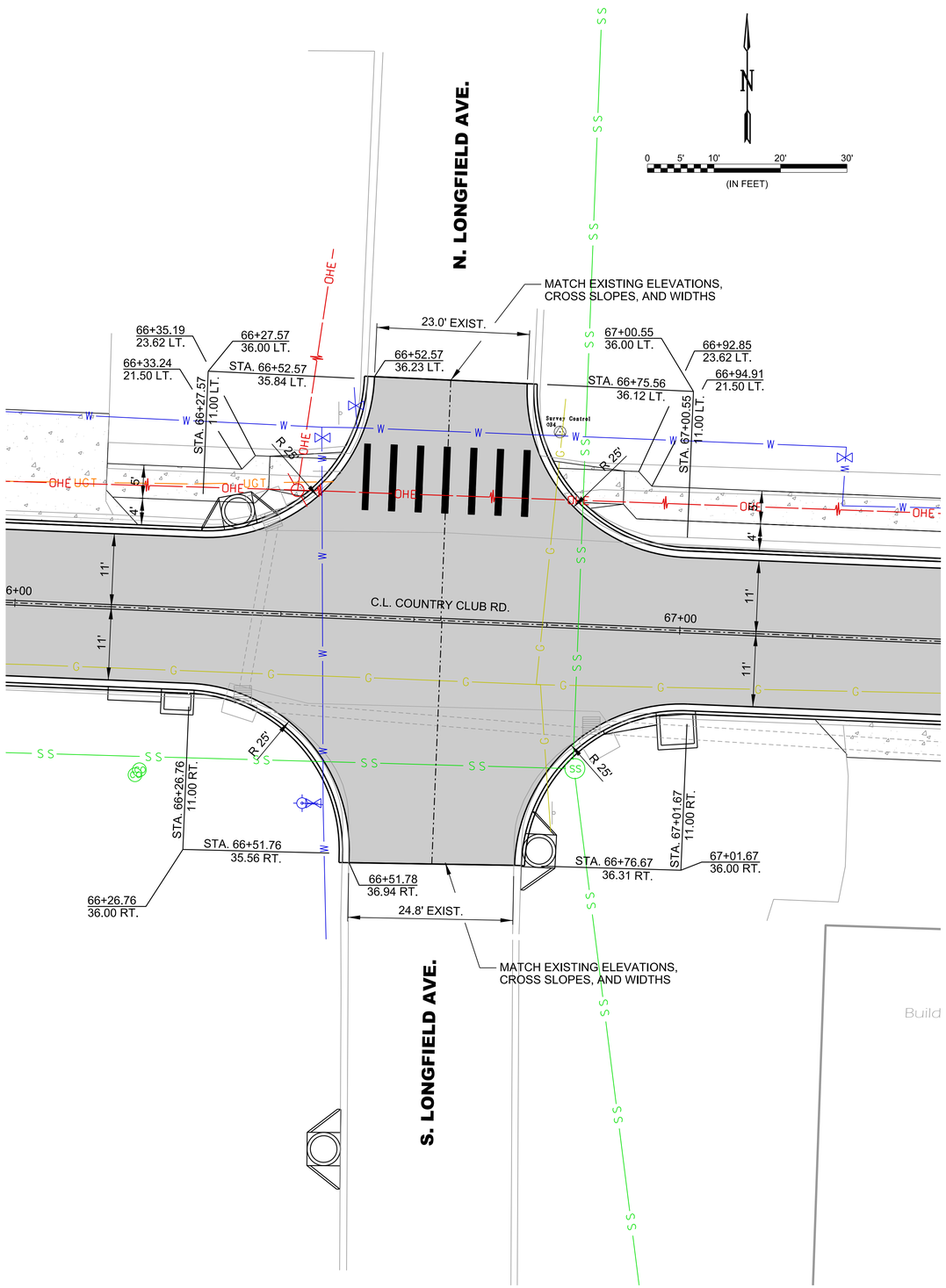
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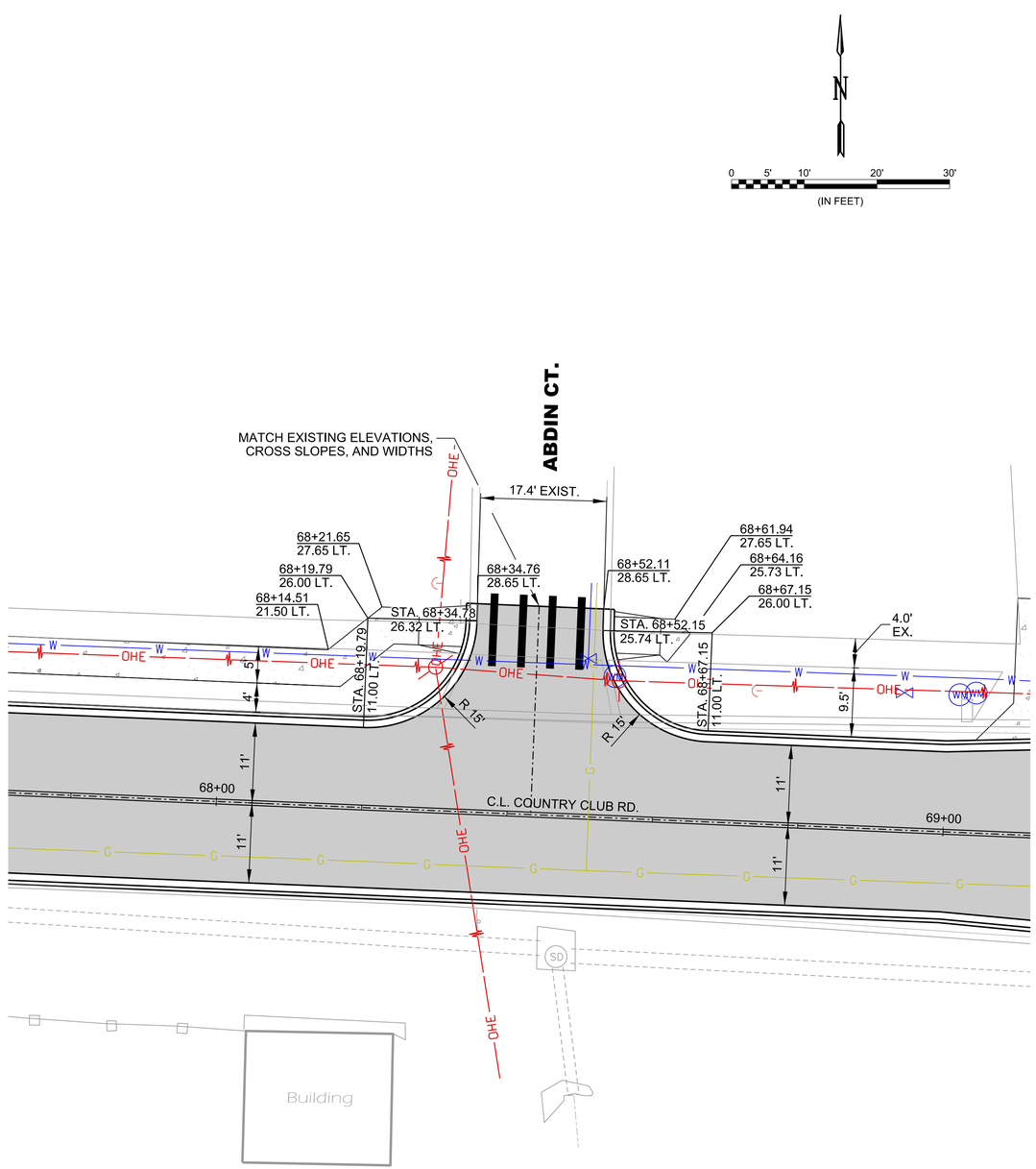
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1 C-211 LONGFIELD AVE. INTERSECTION




2 C-211 ABDIN CT. INTERSECTION

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

INTERSECTION DETAILS

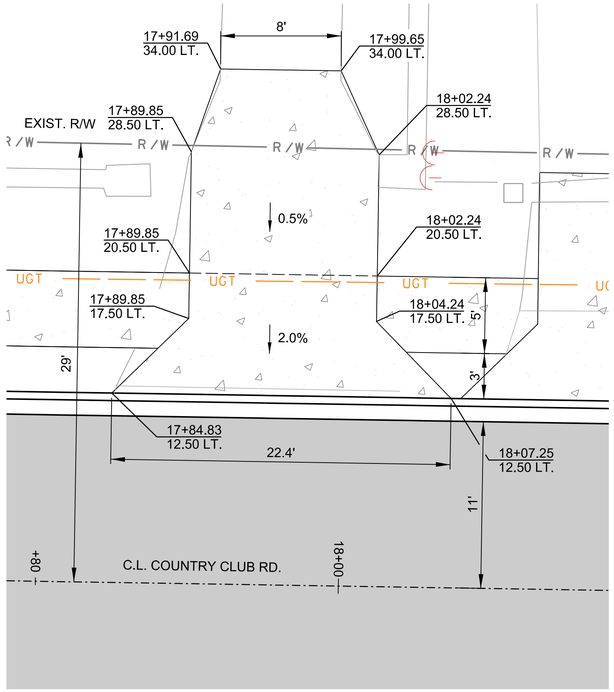
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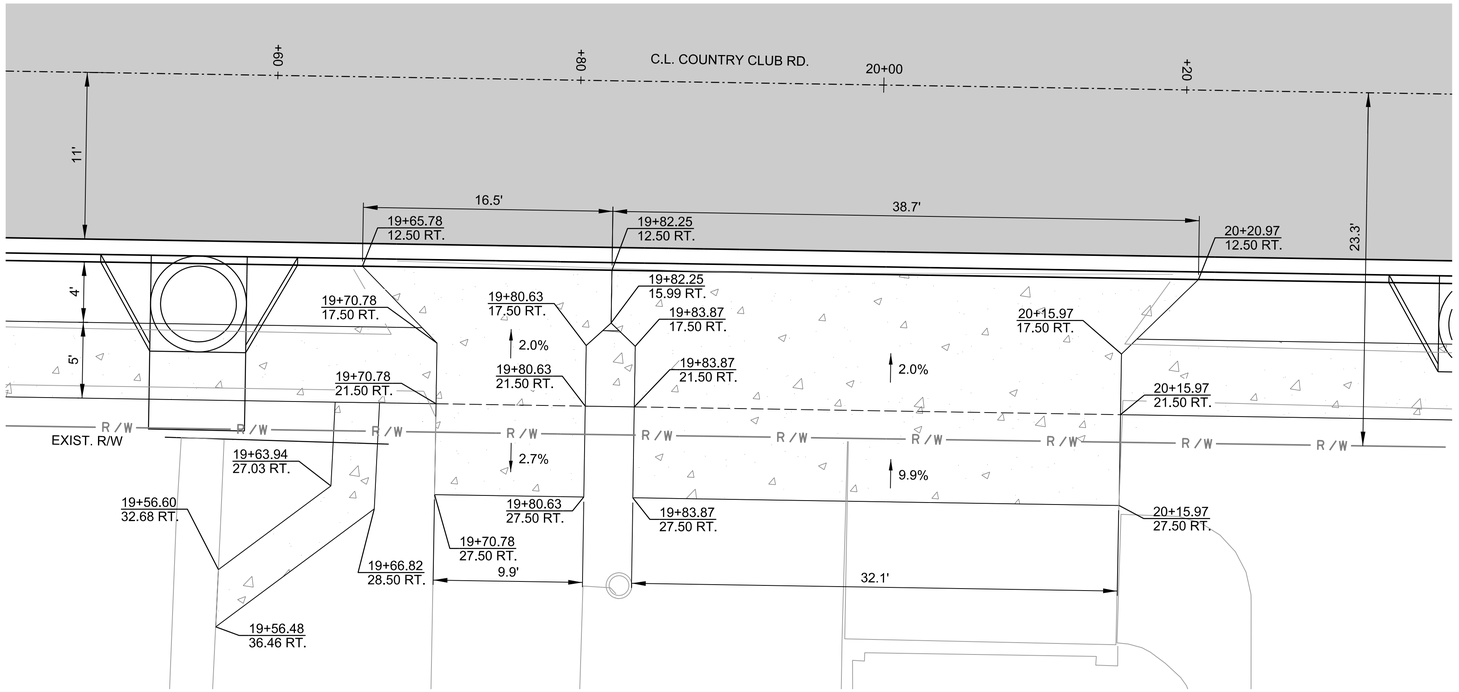
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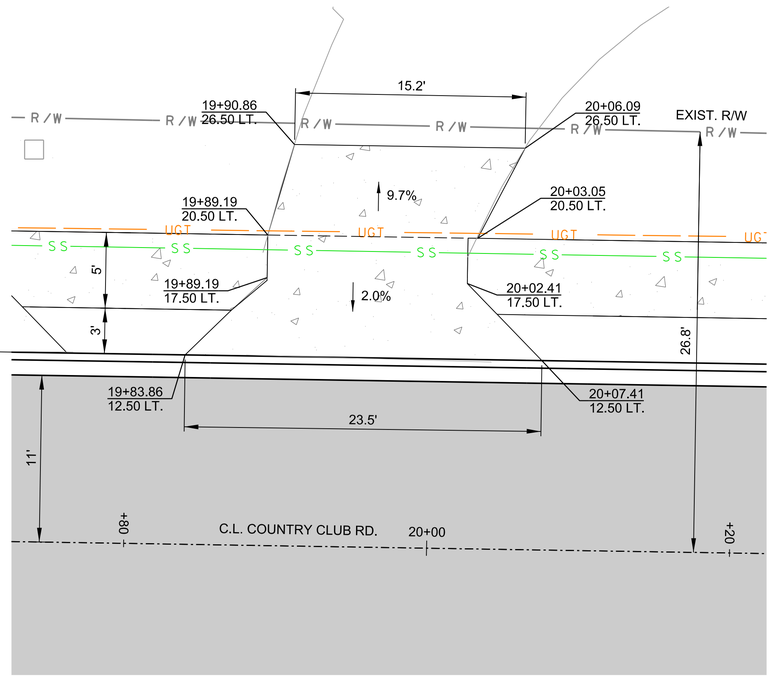
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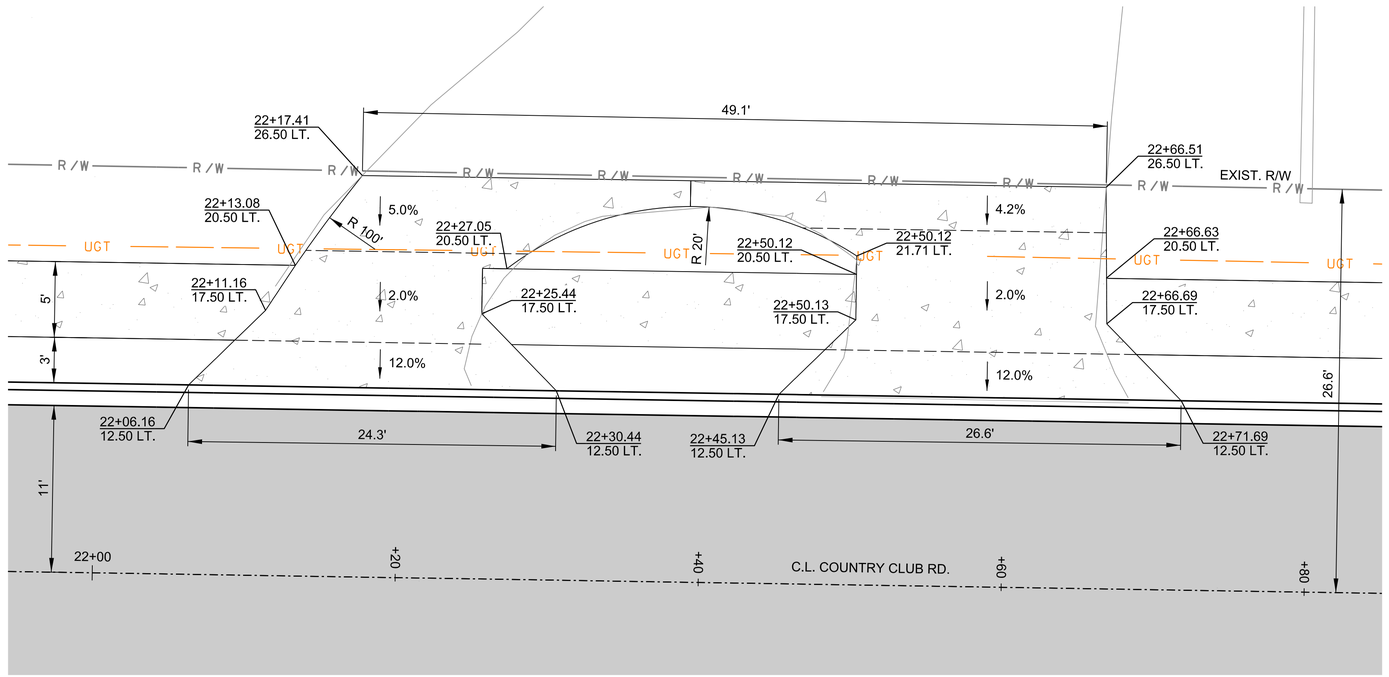

1 C-212 **STA. 17+96 LT.**
NO SCALE




2 C-212 **STA. 19+76 RT. AND 20+00 RT.**
NONE




3 C-212 **STA. 19+96 LT.**
NO SCALE




4 C-212 **STA. 22+18 LT. AND STA. 22+58 LT.**
NO SCALE

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DRIVEWAY LAYOUTS

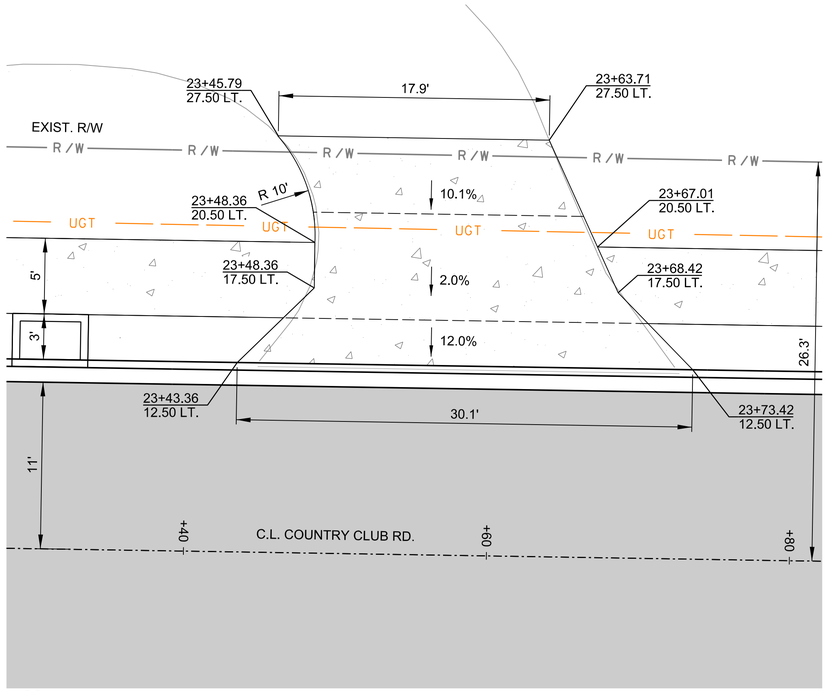
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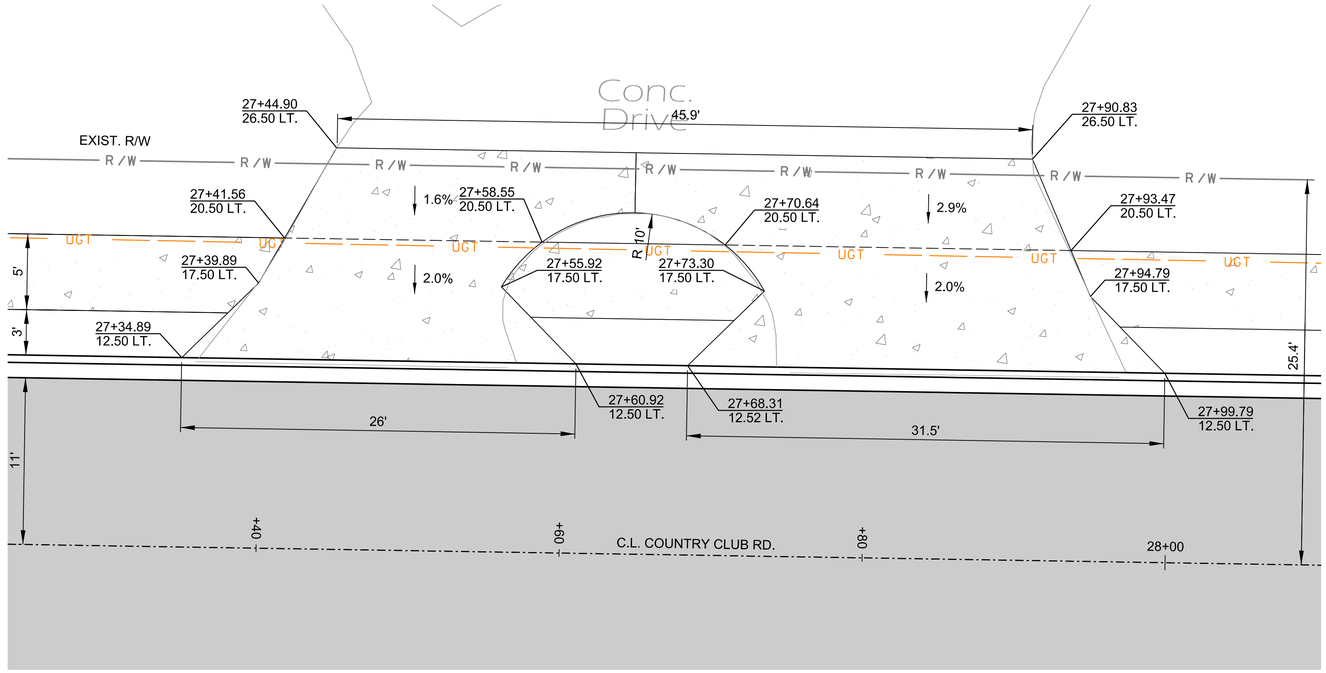
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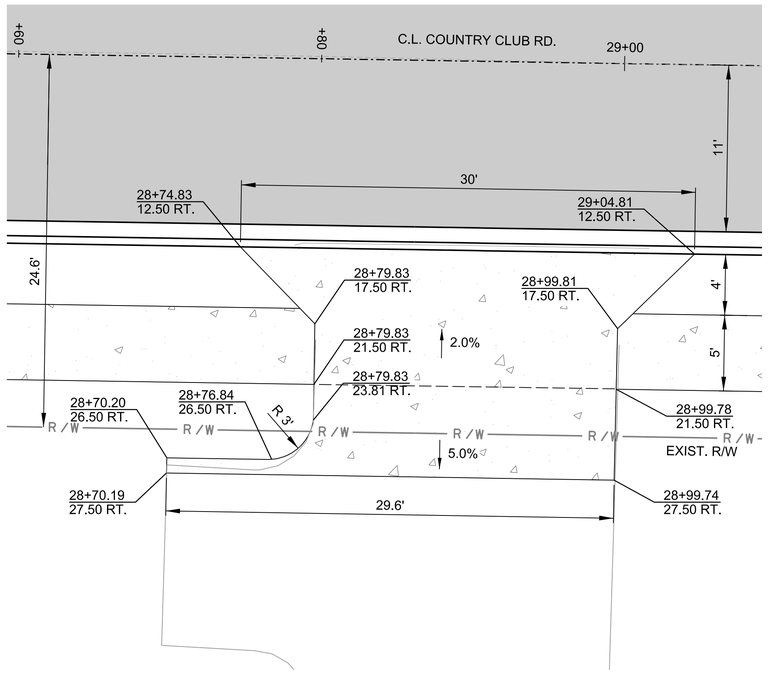
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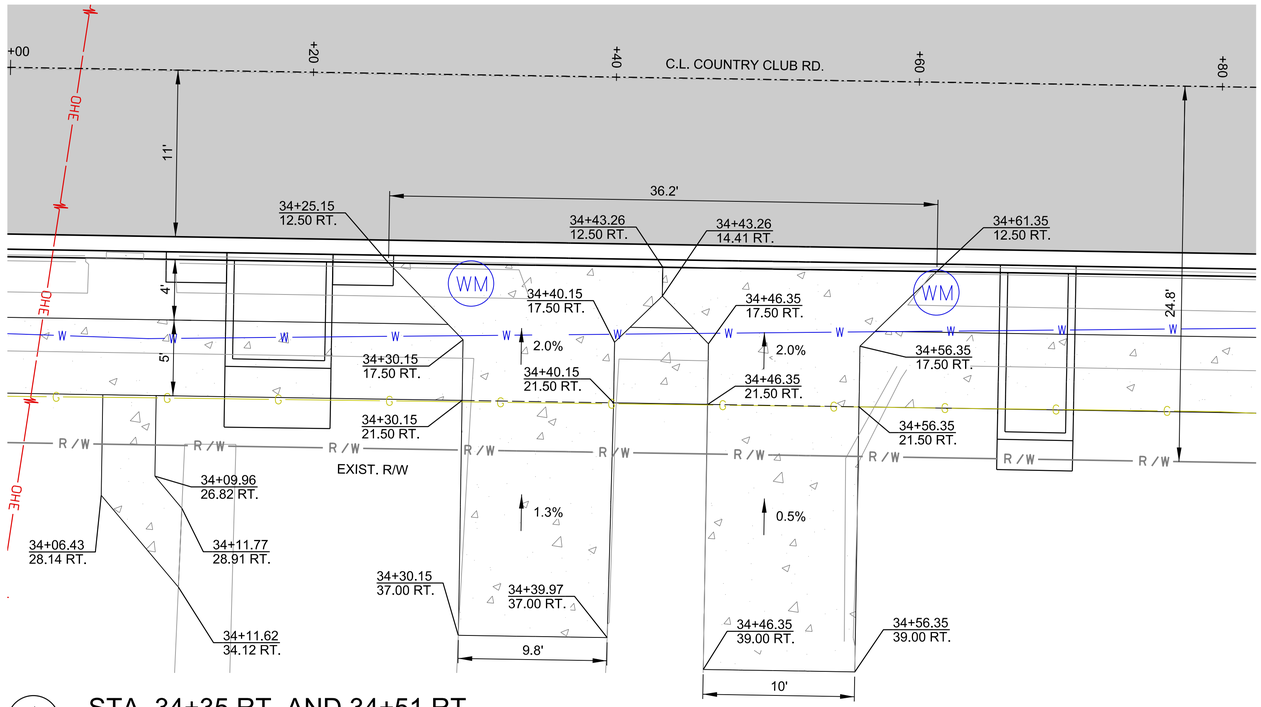

1 C-213 **STA. 23+58 LT.**
NO SCALE




2 C-213 **STA. 27+48 LT. AND 27+84 LT.**
NO SCALE




3 C-213 **STA. 28+90 RT.**
NO SCALE




4 C-213 **STA. 34+35 RT. AND 34+51 RT.**
NO SCALE

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CITY OF SHERWOOD
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SPECIAL DRIVEWAY LAYOUTS

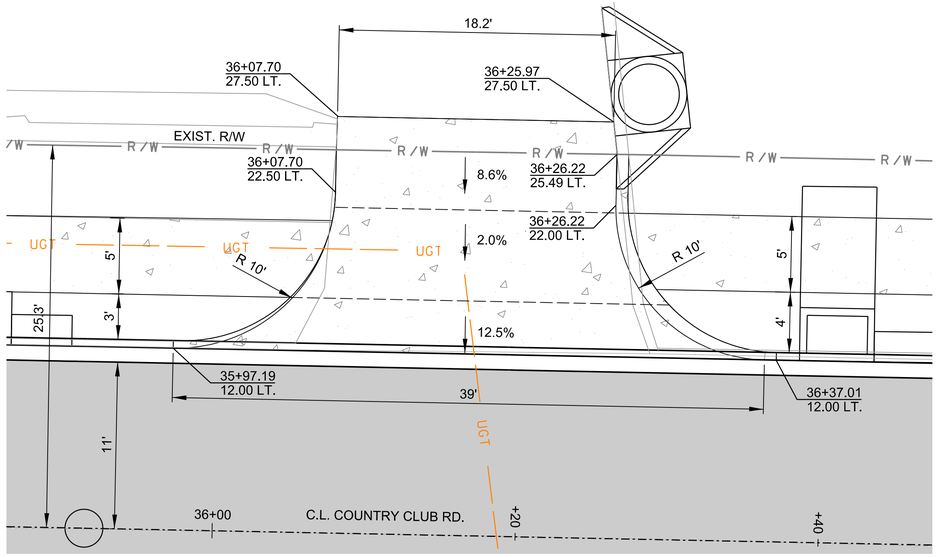
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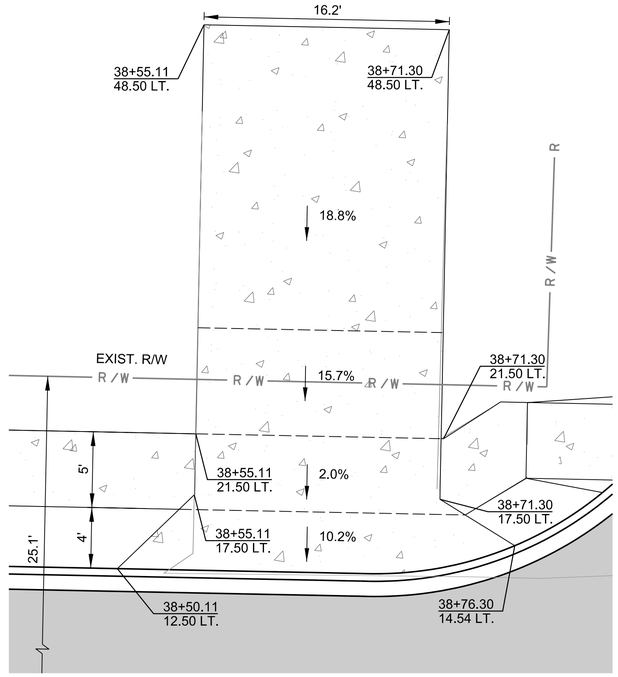
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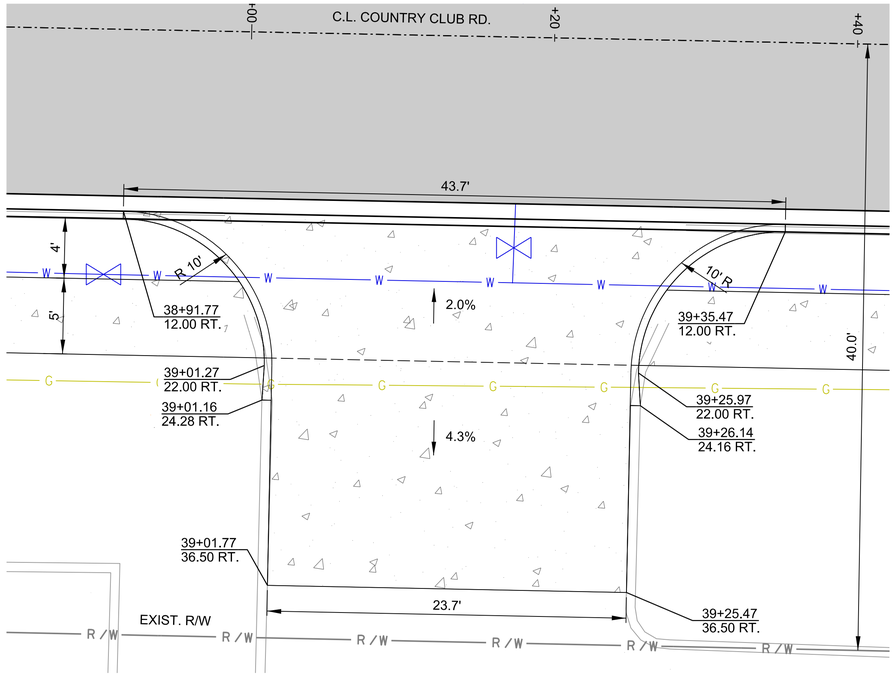
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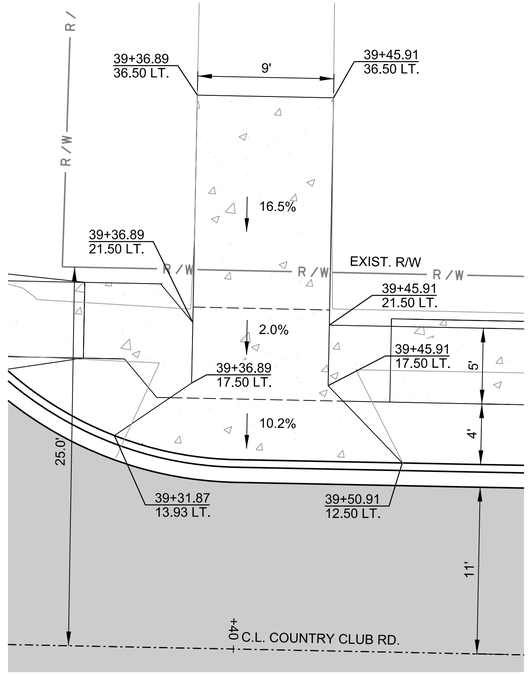

1 C-214 **STA. 36+17 LT.**
NO SCALE



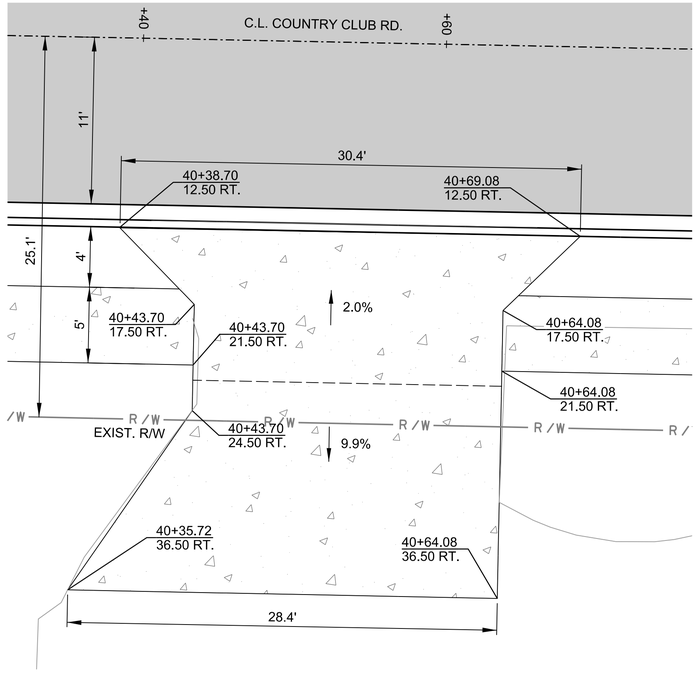

2 C-214 **STA. 38+63 LT.**
NO SCALE




3 C-214 **STA. 39+14 RT.**
NO SCALE




4 C-214 **STA. 39+41 LT.**
NO SCALE




5 C-214 **STA. 40+54 RT.**
NONE

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN
Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DRIVEWAY LAYOUTS

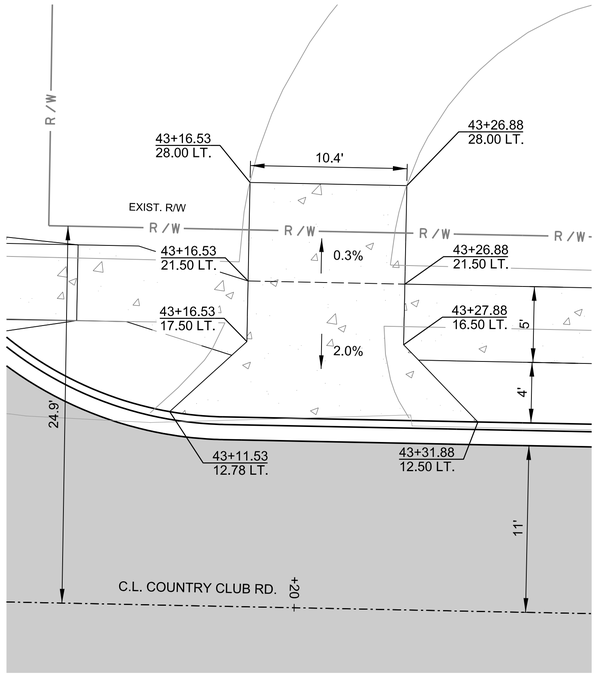
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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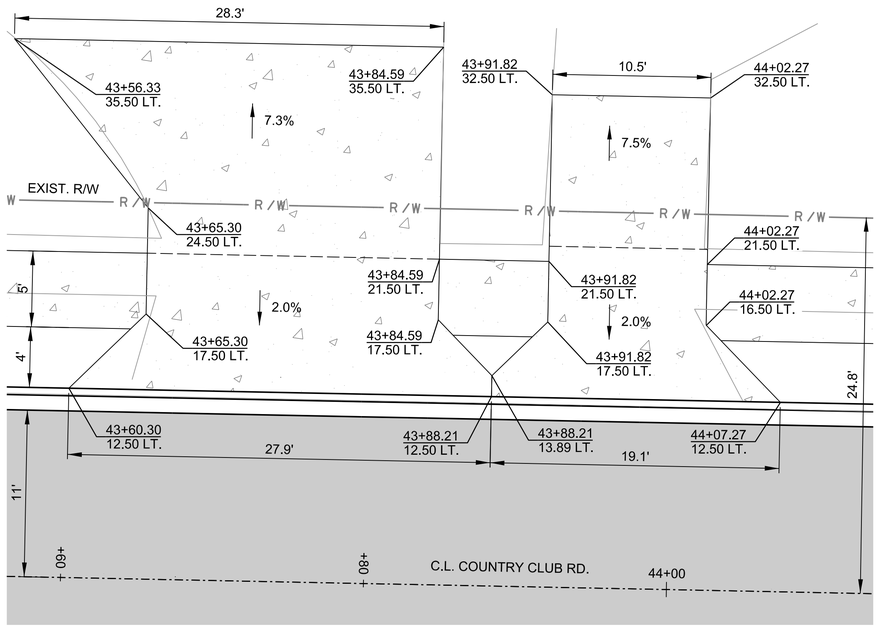
DRAWING NUMBER
**C-215**

SHEET NUMBER **021**

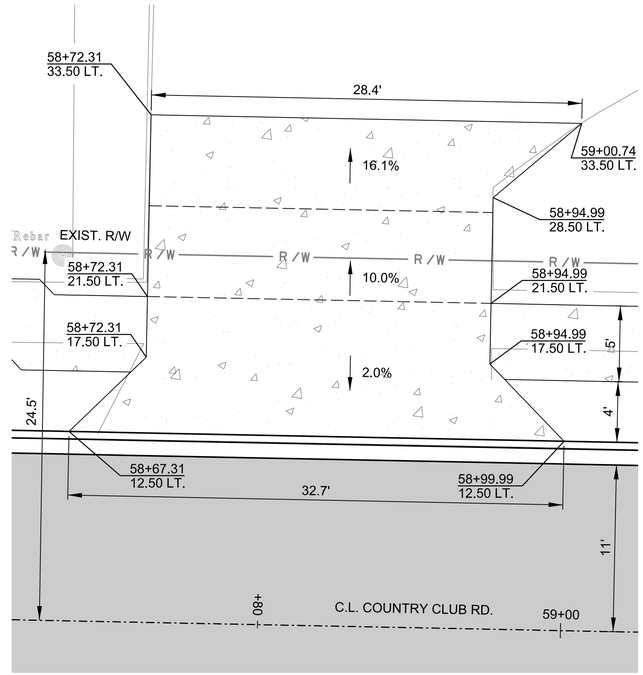
AMWeiner 9/9/2021 4:27:16 PM
WORKSPACE:Garver_2012
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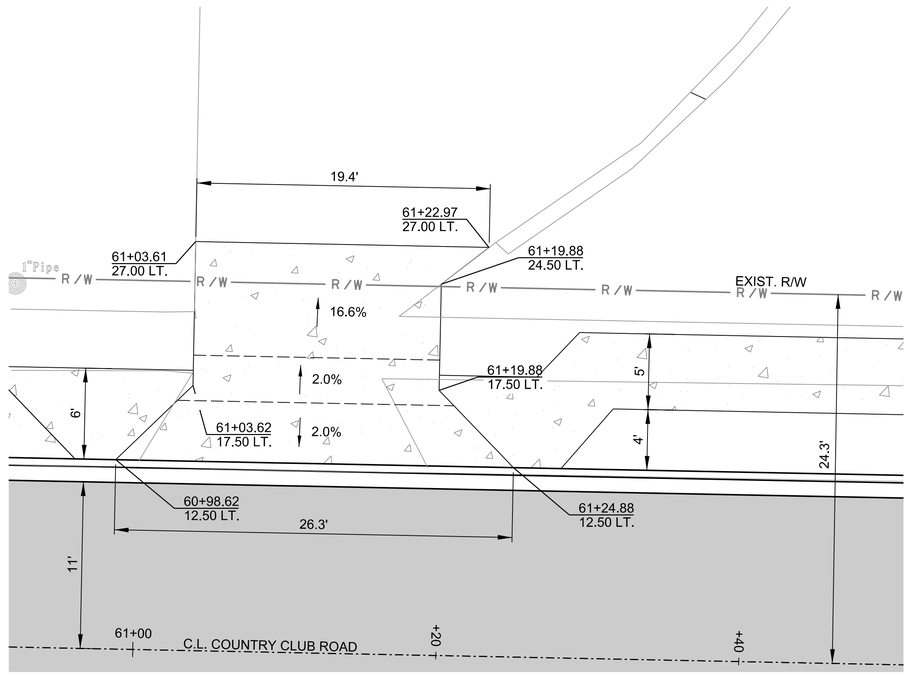

1 C-215 **STA. 43+22 LT.**
NO SCALE



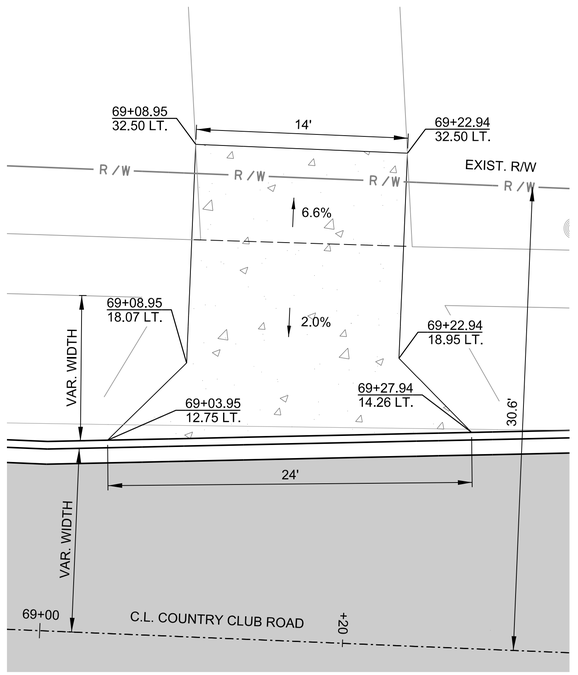

2 C-215 **STA. 43+74 LT. AND 43+97 LT.**
NO SCALE



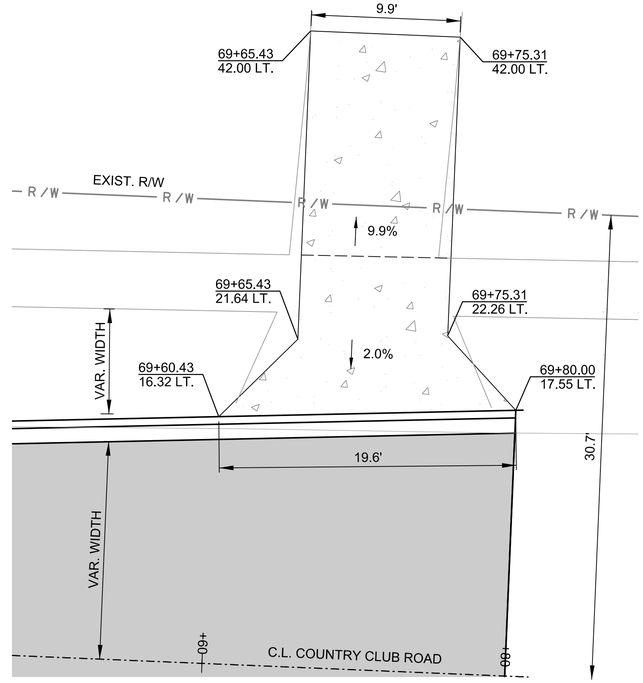

3 C-215 **STA. 58+84 LT.**
NO SCALE




4 C-214 **STA. 61+12 LT.**
NO SCALE




4 C-215 **STA. 69+16 LT.**
NO SCALE




5 C-215 **STA. 69+70 LT.**
NO SCALE

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SPECIAL DRIVEWAY LAYOUTS

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER **C-216**

SHEET NUMBER **022**

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WORKSPACE:Garver_2012
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## EROSION CONTROL NOTES:

1. THE SYMBOLS SHOWN IN THE SHEET REPRESENT EROSION CONTROL DEVICES AS DETAILED IN THE ARDOT STANDARD ROADWAY DRAWINGS. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED. NO WORK OR EROSION CONTROL DEVICES SHALL BE PLACED OUTSIDE THE PERMANENT OR TEMPORARY CONSTRUCTION EASEMENTS.
2. ALL DISTURBED AREAS CONTAINING EXPOSED SOIL SHALL RECEIVE TEMPORARY EROSION AND SEDIMENT CONTROL APPLICATIONS. CONTRACTOR MAY CHOOSE TO UTILIZE ALTERNATIVE EROSION CONTROL PRODUCTS SUCH AS ROLLED FIBER BARRIERS AS APPROVED BY THE ENGINEER.
3. SILT FENCE AND ROLLED FIBER BARRIERS SHALL BE PLACED PRIOR TO THE CLEARING AND GRUBBING OPERATIONS.
4. SEE ARDOT STANDARD DRAWING TEC-1 FOR TEMPORARY EROSION CONTROL DEVICES.
5. POST-GRADING SLOPES WILL NOT BE SIGNIFICANTLY STEEPER THAN EXISTING GRADES.
6. LOCATION OF OFFSITE STORAGE OF MATERIALS IS TO BE DETERMINED BY THE CONTRACTOR. THE SWPPP WILL BE UPDATED ACCORDINGLY.
7. PAVED CONSTRUCTION ENTRANCES/EXITS EXIST ALONG THE PROPOSED ROUTE.

## SEQUENCE OF CONSTRUCTION OF E & SC FEATURES

1. INSTALL ROLLED FIBER BARRIERS / SILT FENCE.
2. CLEAR / GRUB ACTIVITIES.
3. INSTALL DITCH CHECKS.

EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES AS REQUIRED FOR SEDIMENT AND EROSION CONTROL. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

## REVISION BOX

| DATE OF REVISION | REVISION |
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## LEGEND

- 270 — EXISTING CONTOUR
- 270 — PROPOSED CONTOUR
- DRAINAGE FLOW DIRECTION
- SILT — SILT FENCE
- DISTURBED AREA BOUNDARY
- TOB — TOP OF BANK
- TOS — TOE OF SLOPE
- E-5 — SAND BAG DITCH CHECK
- E-6 — ROCK DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- CW — CONCRETE WASHOUT AREA

TOTAL DISTURBED AREA = 10.57 ACRES

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL NOTES, LEGEND, AND REVISION BOX

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-301**

SHEET NUMBER **023**

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WORKSPACE:Garver_2012
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STAGE 3

STA. 10+26
BEGIN SILT FENCE

STA. 12+60
END SILT FENCE

STA. 13+10
BEGIN SILT FENCE

STA. 13+94
END SILT FENCE

STA. 14+12
BEGIN SILT FENCE

STA. 16+03
BEGIN SILT FENCE

STA. 15+93
END SILT FENCE

STA. 16+16
END SILT FENCE

STA. 16+37
BEGIN SILT FENCE

STA. 16+80
END SILT FENCE

STA. 16+69
BEGIN SILT FENCE

STA. 16+61
END SILT FENCE

STA. 16+53
BEGIN SILT FENCE

NORTH HILLS BLVD.

COUNTRY CLUB RD.

FRED RAINES DR.

NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 10.57 ACRES

## REVISION BOX

| DATE OF REVISION | REVISION |
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0 15' 30' 60' 90'
(IN FEET)

STA. 17+92
END SILT FENCE

STA. 17+99
BEGIN SILT FENCE

STA. 18+13
END SILT FENCE

STA. 18+21
BEGIN SILT FENCE

STA. 20+09
BEGIN SILT FENCE

STA. 19+93
END SILT FENCE

STA. 19+69
BEGIN SILT FENCE

STA. 19+60
END SILT FENCE

STA. 20+56
END SILT FENCE

STA. 20+69
BEGIN SILT FENCE

STA. 20+96
END SILT FENCE

STA. 20+39
BEGIN SILT FENCE

STA. 21+61
END SILT FENCE

STA. 22+85
BEGIN SILT FENCE

STA. 22+93
END SILT FENCE

STA. 23+19
BEGIN SILT FENCE

STA. 23+24
END SILT FENCE

STA. 24+79
BEGIN SILT FENCE

STA. 17+89
BEGIN SILT FENCE

STA. 18+12
END SILT FENCE

STA. 18+33
BEGIN SILT FENCE

STA. 19+71
END SILT FENCE

STA. 19+80
BEGIN SILT FENCE

STA. 19+84
END SILT FENCE

STA. 22+29
BEGIN SILT FENCE

STA. 22+80
END SILT FENCE

STA. 22+99
BEGIN SILT FENCE

STA. 23+47
END SILT FENCE

STA. 23+85
BEGIN SILT FENCE

STA. 24+30
END SILT FENCE

STA. 25+09
BEGIN SILT FENCE

STA. 25+88
END SILT FENCE

STA. 25+98
BEGIN SILT FENCE

OAKHILL PL.

SHERWOOD AVE.

COUNTRY CLUB RD.

STAGE 3

STAGE 2

0 15' 30' 60' 90'
(IN FEET)

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STATE OF ARKANSAS
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
CLEARING & GRUBBING

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
C-302

SHEET NUMBER 024

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STAGE 2

STAGE 1

N

0 15' 30' 60' 90'
(IN FEET)

STA. 27+91
BEGIN SILT FENCE

STA. 27+47
END SILT FENCE

STA. 28+81
END SILT FENCE

STA. 29+49
BEGIN SILT FENCE

STA. 35+77 INSTALL
ROCK DITCH CHECK

E-6

Unnamed Tributary to
Woodruff Creek

26+00 27+00 28+00 29+00 **COUNTRY CLUB RD.** 30+00 31+00 32+00 33+00 34+00

STA. 25+98
BEGIN SILT FENCE

STA. 25+88
END SILT FENCE

STA. 26+78
END SILT FENCE

**DELMONT AVE.**

STA. 26+97
BEGIN SILT FENCE

STA. 27+95
END SILT FENCE

STA. 28+13
BEGIN SILT FENCE

STA. 28+70
END SILT FENCE

STA. 28+99
BEGIN SILT FENCE

STA. 29+72
BEGIN SILT FENCE

STA. 29+55
END SILT FENCE

STA. 30+61
BEGIN SILT FENCE

STA. 30+52
END SILT FENCE

STA. 31+47
END SILT FENCE

**GLENORA AVE.**

STA. 31+67
BEGIN SILT FENCE

STA. 32+76
BEGIN SILT FENCE

STA. 32+84
END SILT FENCE

STA. 33+07
BEGIN SILT FENCE

STA. 32+98
END SILT FENCE

## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 10.57 ACRES

NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## REVISION BOX

| DATE OF REVISION | REVISION |
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STA. 34+08 INSTALL
DROP INLET SILT FENCE

STA. 34+51
END SILT FENCE

STA. 36+41
BEGIN SILT FENCE

STA. 36+86
END SILT FENCE

STA. 37+04
BEGIN SILT FENCE

STA. 37+14
END SILT FENCE

**N. FAIRWAY AVE.**

STA. 39+16
BEGIN SILT FENCE

STA. 39+22
END SILT FENCE

STA. 40+67
BEGIN SILT FENCE

STA. 41+11
BEGIN SILT FENCE

STA. 41+02
END SILT FENCE

STA. 41+46
END SILT FENCE

STA. 41+57
BEGIN SILT FENCE

DISCHARGE POINT

STA. 42+18 INSTALL
DROP INLET SILT FENCE

STA. 42+05 INSTALL
DROP INLET SILT FENCE

34+00 35+00 36+00 37+00 **COUNTRY CLUB RD.** 38+00 39+00 40+00 41+00 42+00

STA. 33+79 INSTALL
DROP INLET SILT FENCE

STA. 35+53
BEGIN SILT FENCE

STA. 42+05 INSTALL
DROP INLET SILT FENCE

STA. 33+57
BEGIN SILT FENCE

STA. 34+56
BEGIN SILT FENCE

STA. 34+46
END SILT FENCE

STA. 34+40
BEGIN SILT FENCE

STA. 34+31
END SILT FENCE

STA. 35+44
END SILT FENCE

STA. 36+17
END SILT FENCE

**S. FAIRWAY AVE.**

STA. 36+37
BEGIN SILT FENCE

STA. 39+02
END SILT FENCE

STA. 39+30
BEGIN SILT FENCE

STA. 40+15
END SILT FENCE

STA. 40+24
BEGIN SILT FENCE

STA. 40+36
END SILT FENCE

STA. 40+63
BEGIN SILT FENCE

STA. 40+87
END SILT FENCE

STA. 40+97
BEGIN SILT FENCE

STA. 41+65
BEGIN SILT FENCE

STA. 41+48
END SILT FENCE

STAGE 1

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CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
CLEARING & GRUBBING

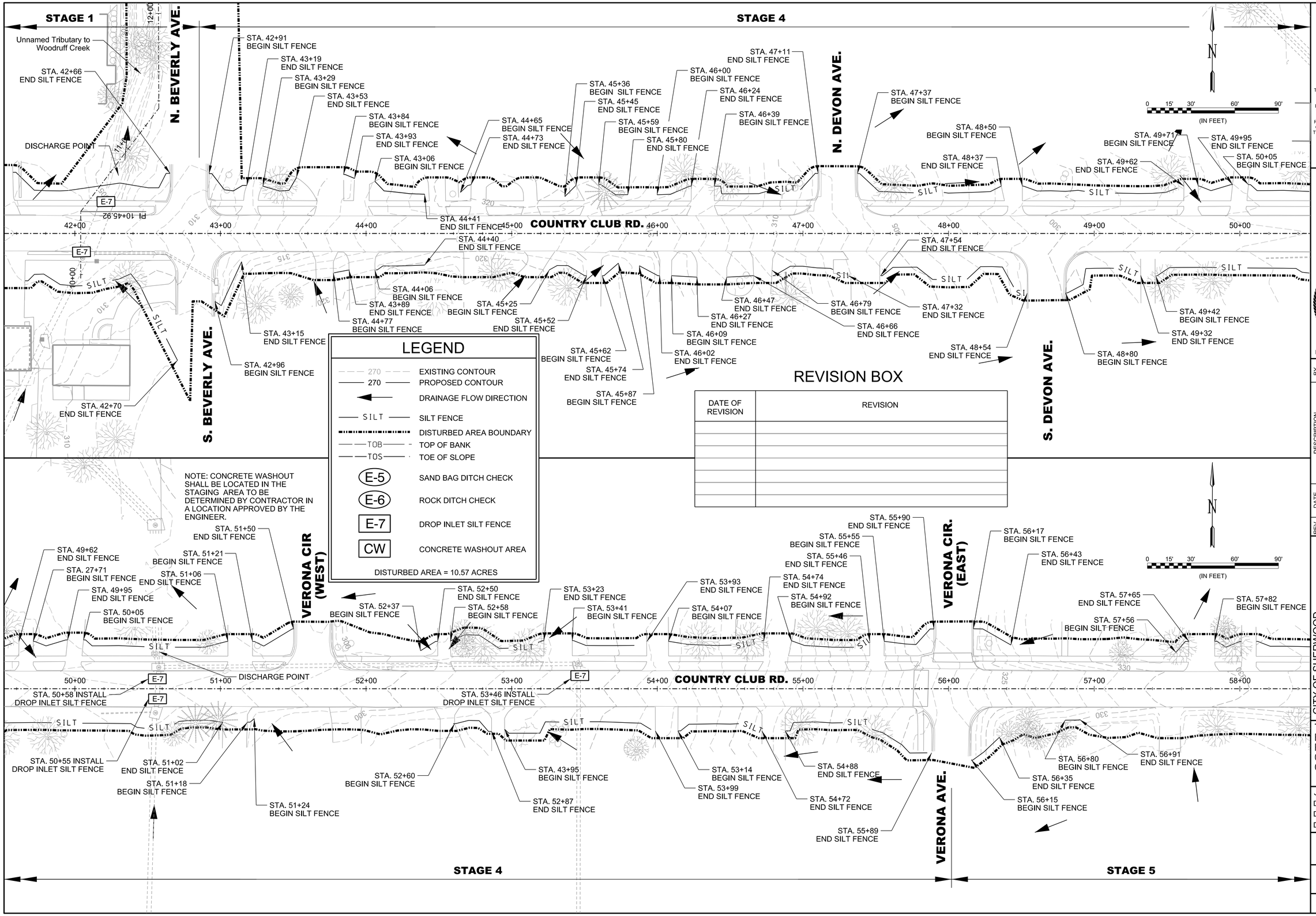
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-303**

SHEET NUMBER **025**

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9/9/2021 4:27:23 PM
WORKSPACE:Garver_2012
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NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 10.57 ACRES

## REVISION BOX

| DATE OF REVISION | REVISION |
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CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS CLEARING & GRUBBING

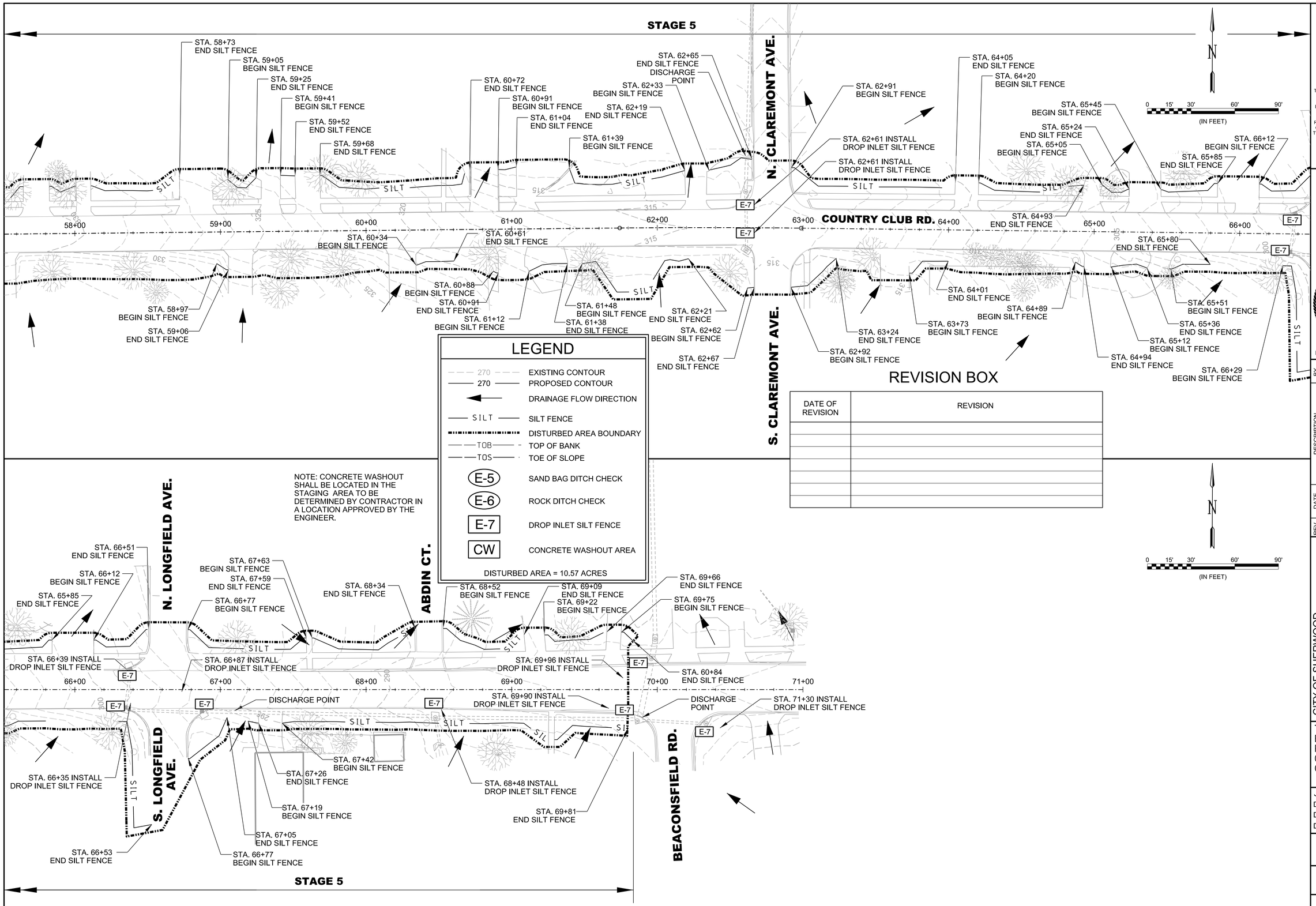
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
C-304

SHEET NUMBER 026

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
CLEARING & GRUBBING

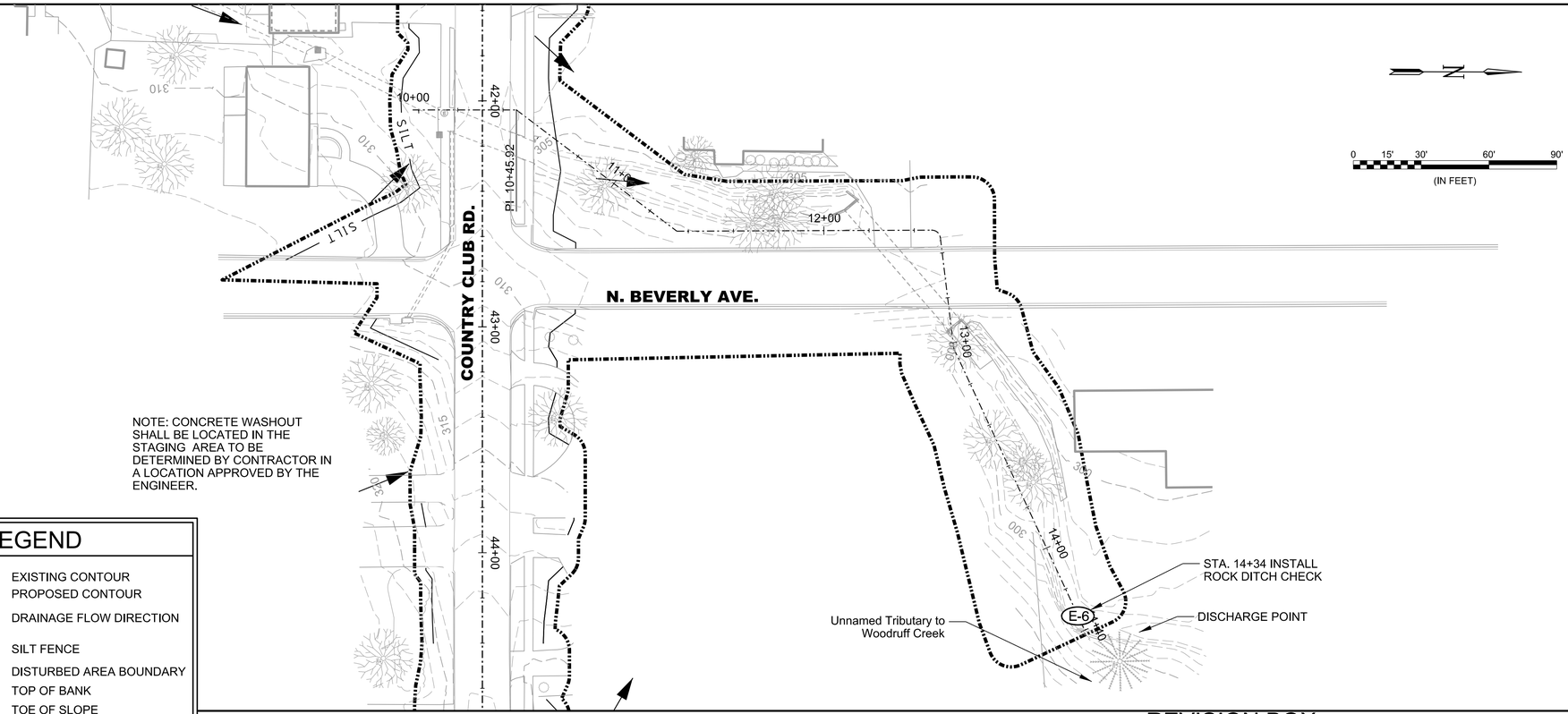
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
C-305

SHEET NUMBER 027

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WORKSPACE\Garver_2012
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## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 10.57 ACRES

## REVISION BOX

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(IN FEET)

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
CLEARING & GRUBBING

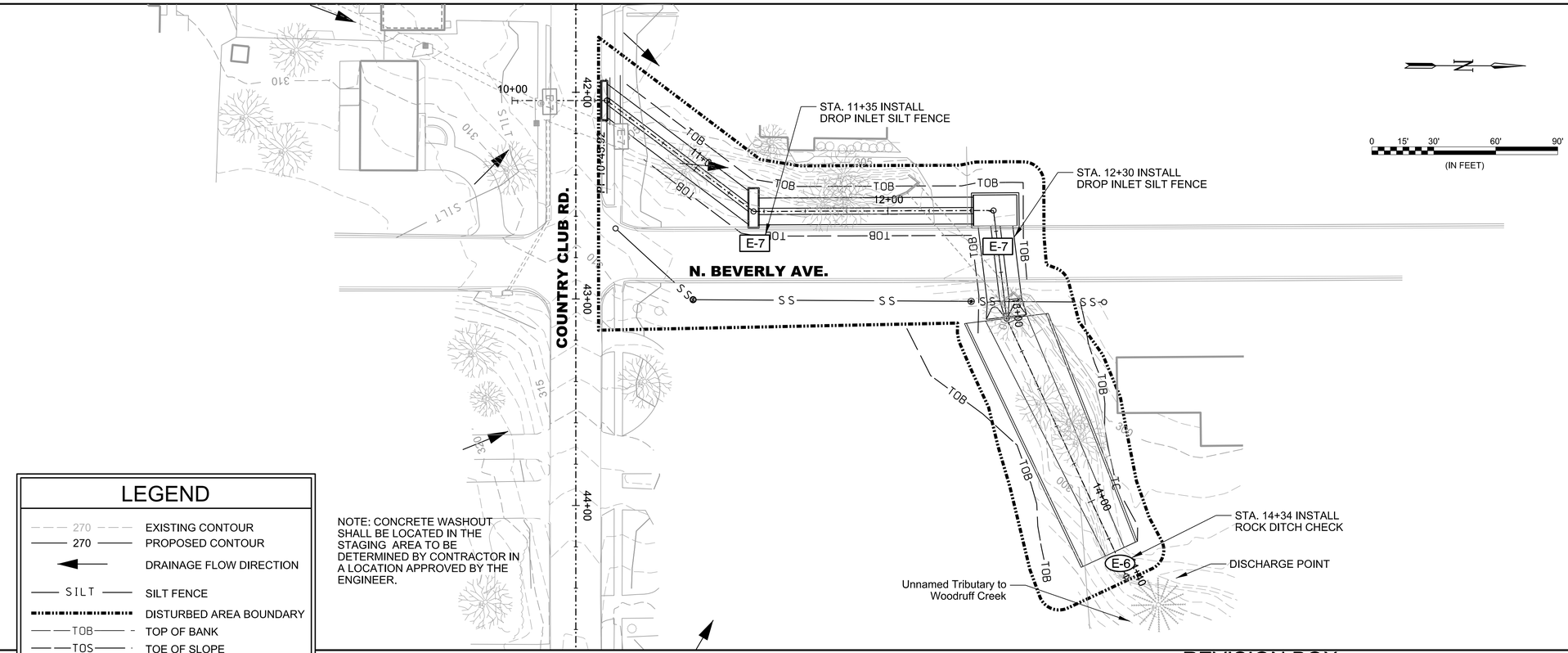
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-306**

SHEET NUMBER **028**

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WORKSPACE:Garver_2012
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NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 0.64 ACRES

## REVISION BOX

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
STAGE 1A

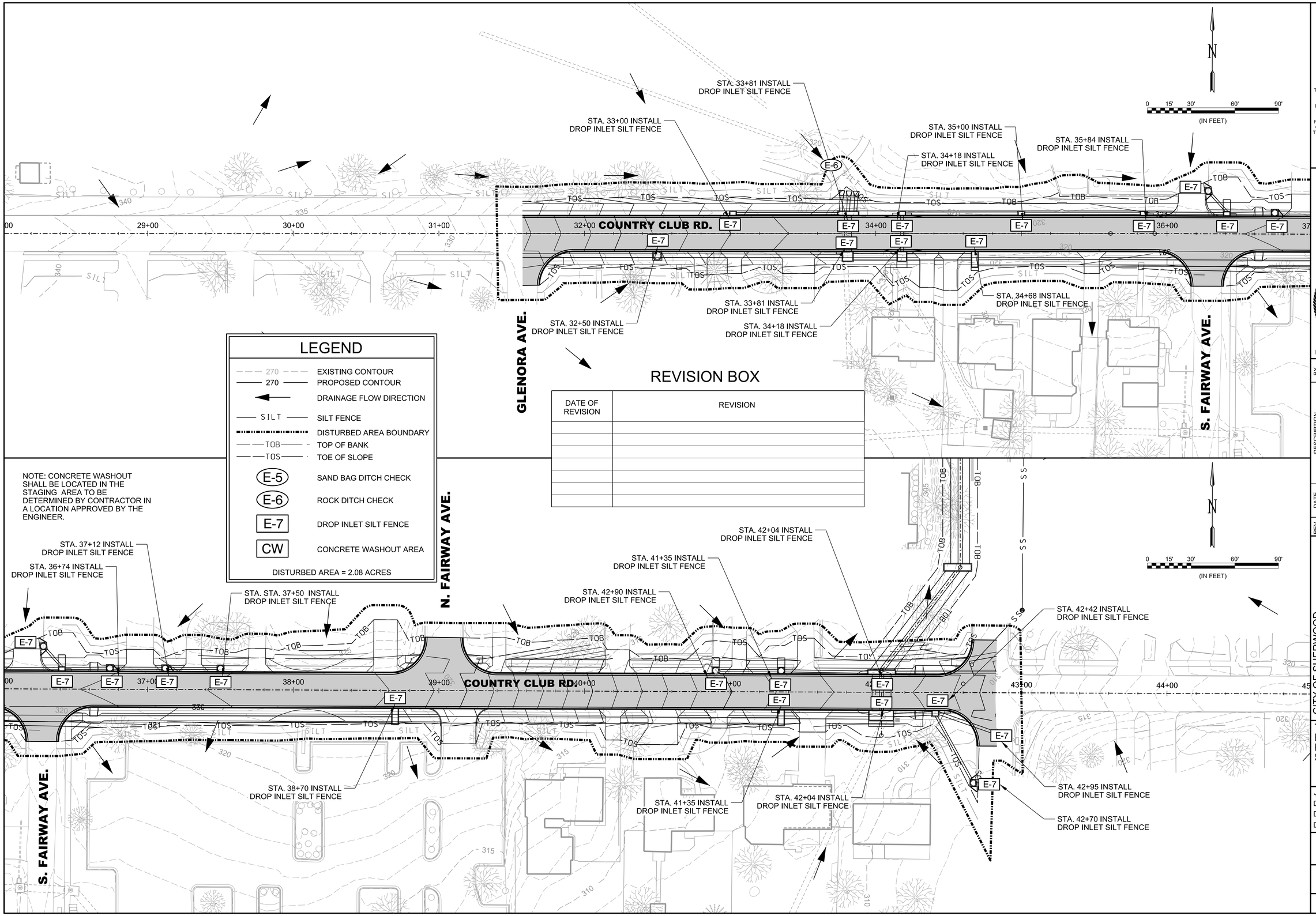
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-307**

SHEET NUMBER **029**

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WORKSPACE:Garver_2012
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## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 2.08 ACRES

NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
STAGE 1

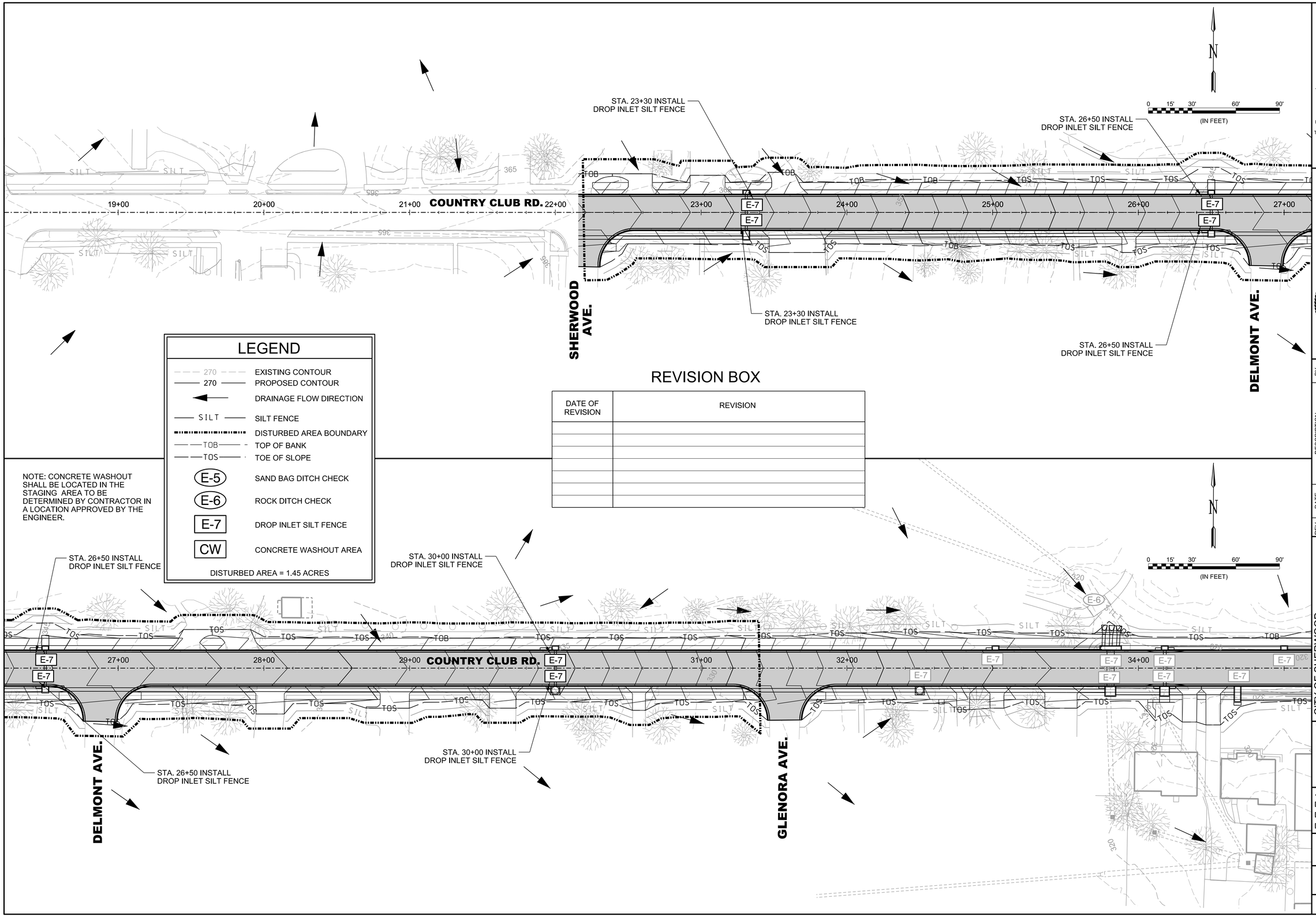
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-308**

SHEET NUMBER **030**

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No.16145
CHARLES M. CULLEN
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

TEMPORARY
EROSION CONTROL
PLANS
STAGE 2

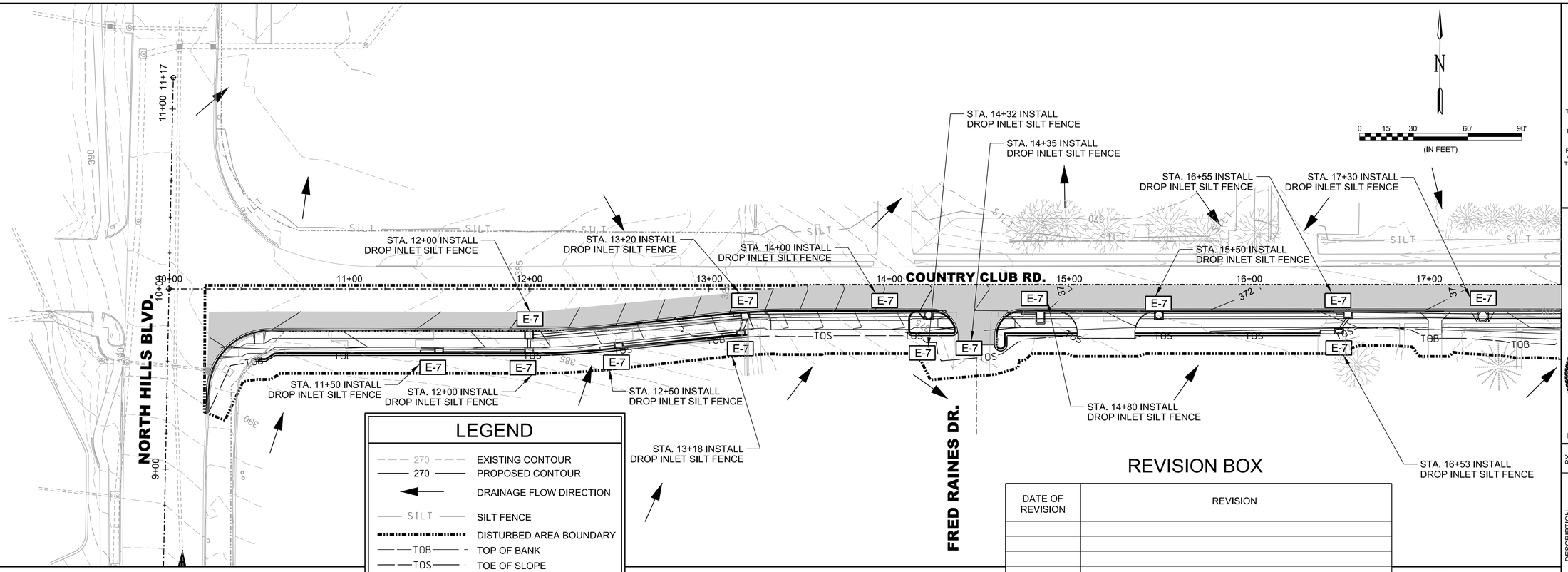
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
C-309

SHEET NUMBER 031

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WORKSPACE:Garver_2012
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## LEGEND

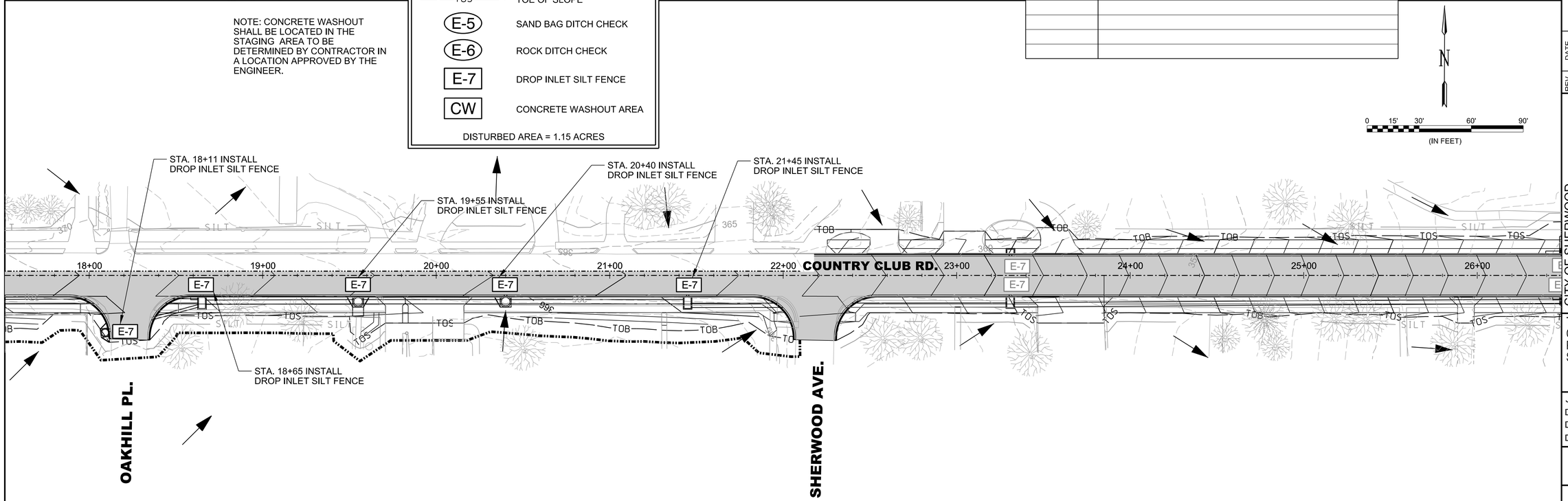
- EXISTING CONTOUR (270)
- PROPOSED CONTOUR (270)
- DRAINAGE FLOW DIRECTION
- SILT FENCE (SILT)
- DISTURBED AREA BOUNDARY
- TOP OF BANK (TOB)
- TOE OF SLOPE (TOS)
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- CW CONCRETE WASHOUT AREA

DISTURBED AREA = 1.15 ACRES

NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## REVISION BOX

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GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.
CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

TEMPORARY EROSION CONTROL PLANS STAGE 3A

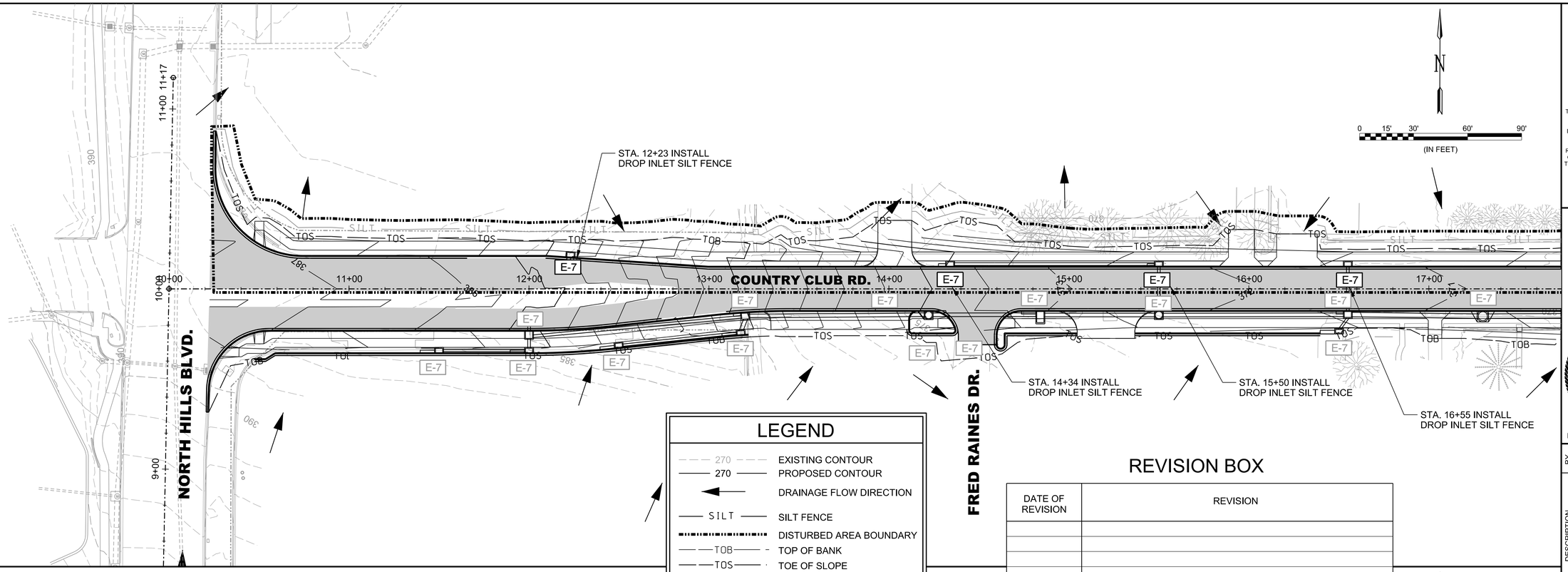
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-310**

SHEET NUMBER **032**

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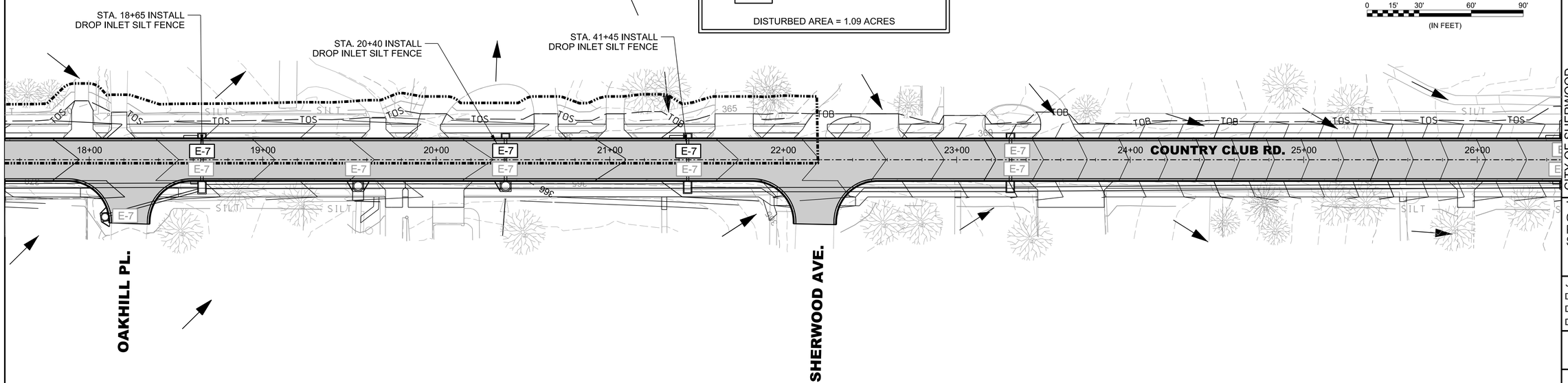



## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 1.09 ACRES

NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.




## REVISION BOX

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
STAGE 3B

JOB NO.: 18017180
DATE: SEPT. 2021
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DRAWING NUMBER
**C-311**

SHEET NUMBER **033**

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WORKSPACE:Garver_2012
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NOTE: CONCRETE WASHOUT SHALL BE LOCATED IN THE STAGING AREA TO BE DETERMINED BY CONTRACTOR IN A LOCATION APPROVED BY THE ENGINEER.

## LEGEND

| | |
|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 0.22 ACRES

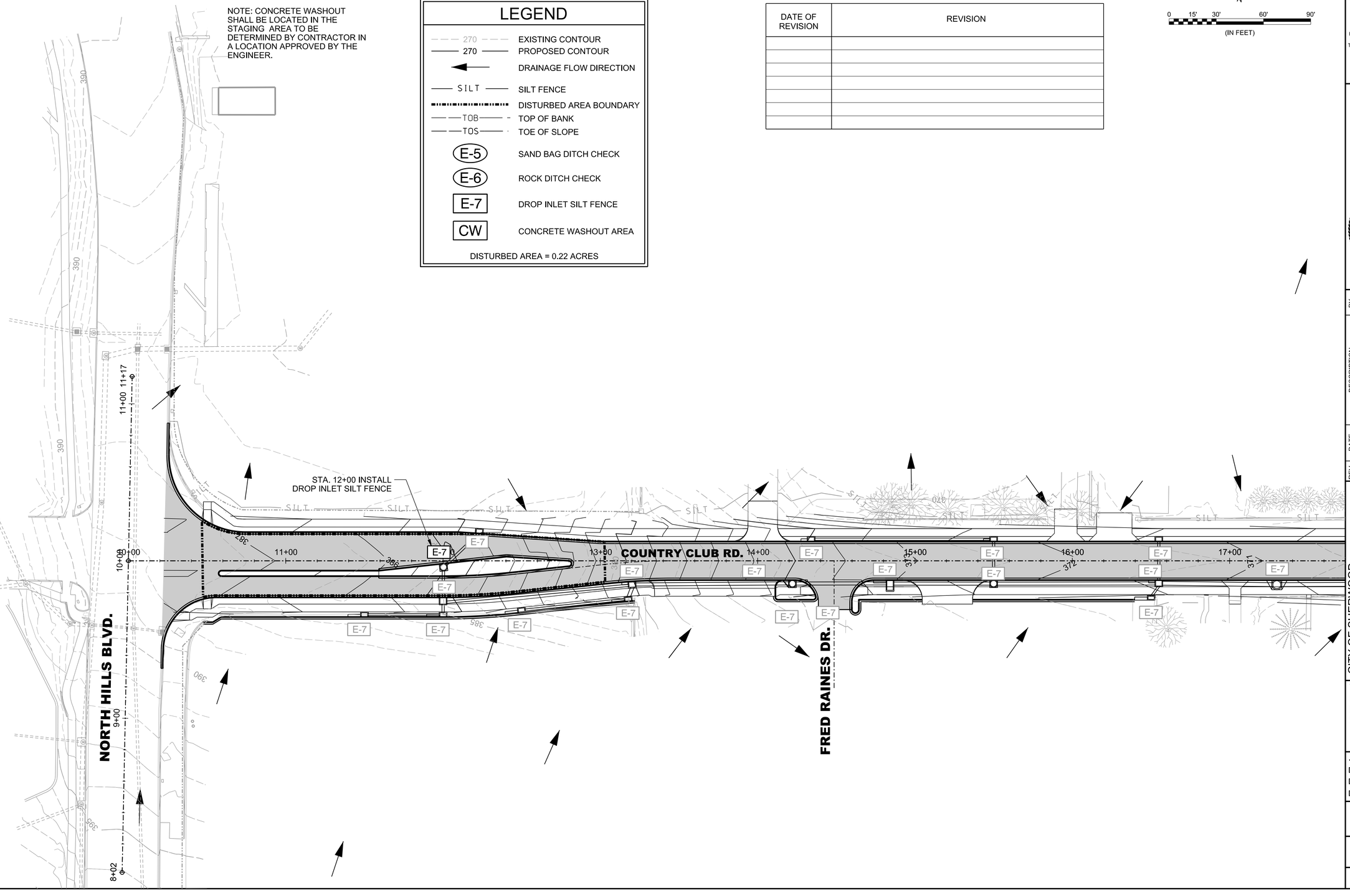
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CERTIFICATE OF AUTHORIZATION
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ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
STAGE 3C

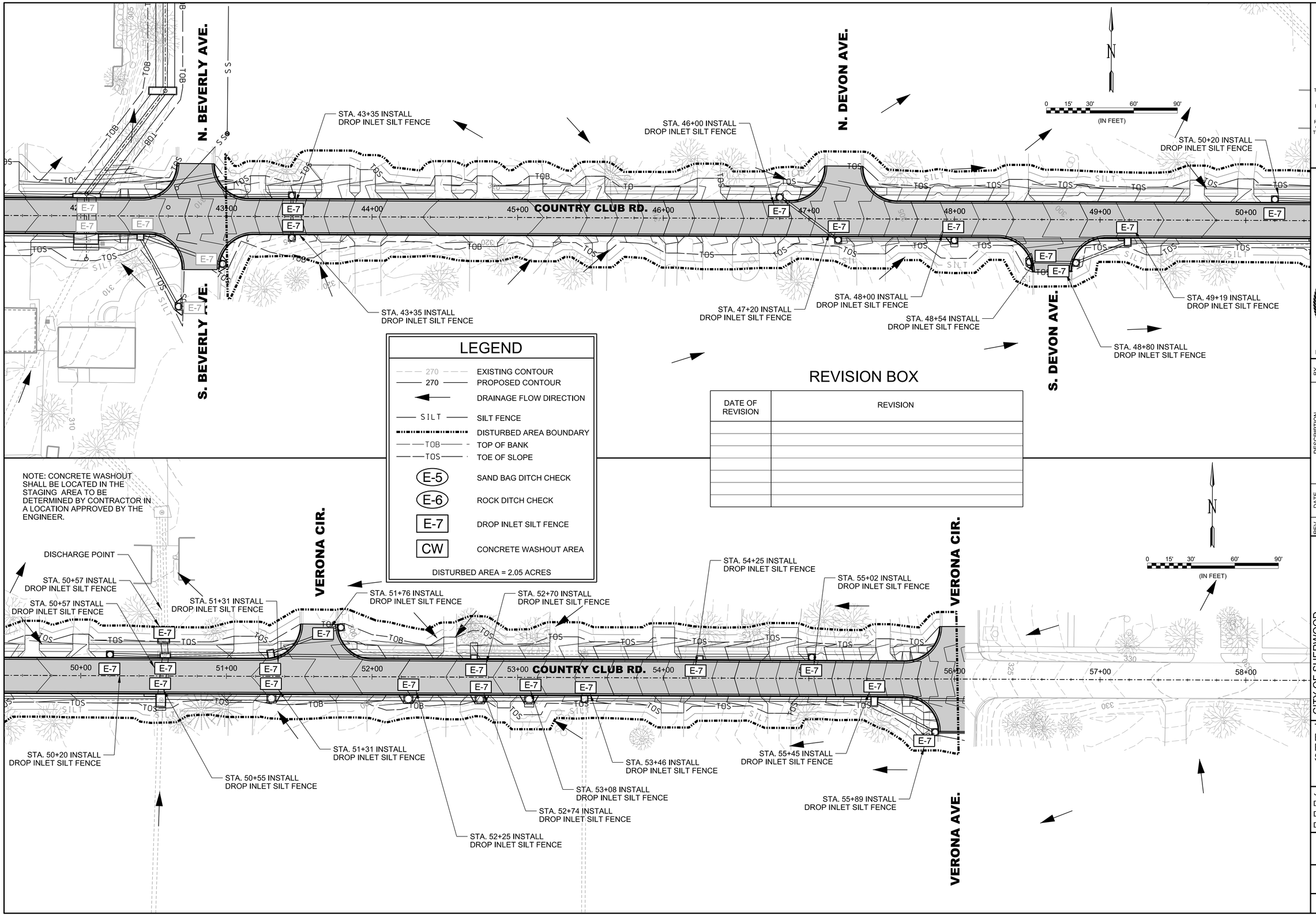
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-312**

SHEET NUMBER **034**

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## LEGEND

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|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 2.05 ACRES

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS
STAGE 4

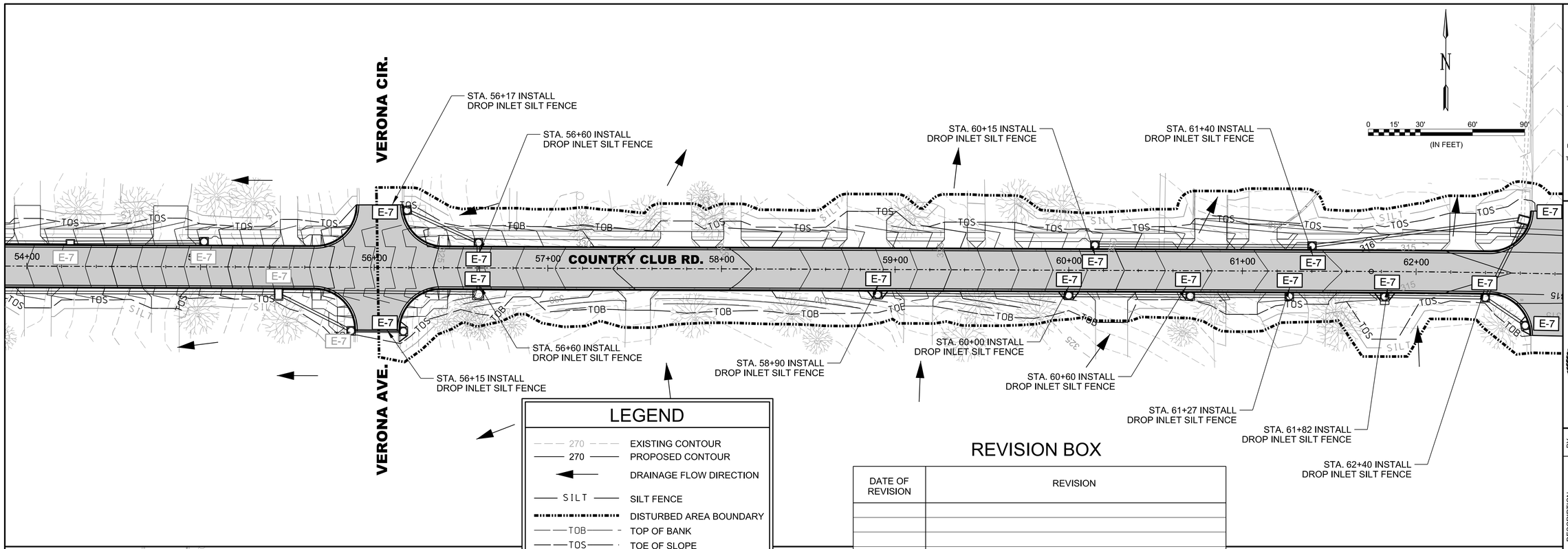
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-313**

SHEET NUMBER **035**

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WORKSPACE:Garver_2012
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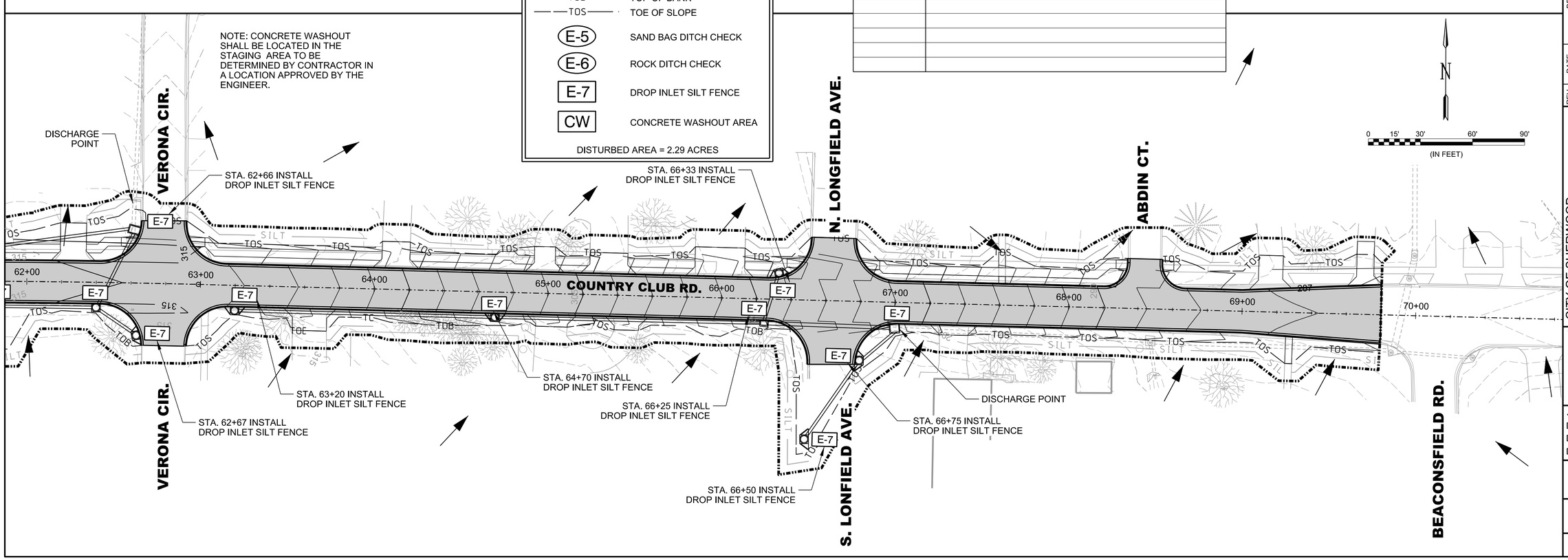

## LEGEND

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|---|---|
| 270 | EXISTING CONTOUR |
| 270 | PROPOSED CONTOUR |
| | DRAINAGE FLOW DIRECTION |
| SILT | SILT FENCE |
| | DISTURBED AREA BOUNDARY |
| TOB | TOP OF BANK |
| TOS | TOE OF SLOPE |
| E-5 | SAND BAG DITCH CHECK |
| E-6 | ROCK DITCH CHECK |
| E-7 | DROP INLET SILT FENCE |
| CW | CONCRETE WASHOUT AREA |

DISTURBED AREA = 2.29 ACRES

## REVISION BOX

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

TEMPORARY EROSION CONTROL PLANS STAGE 5

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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C-314

SHEET NUMBER 036

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## GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED. EXISTING SIGNS WHICH NEED TO BE MOVED IN ORDER TO MAINTAIN TRAFFIC SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS THAT ARE REMOVED SHALL BE STOCKPILED & MADE AVAILABLE FOR FUTURE CONSTRUCTION PHASES. UPON COMPLETION OF THE PROJECT ALL REMAINING SIGNS SHALL BE DELIVERED TO THE CITY, AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN ALL ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS.
4. 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.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. NO SEPARATE PAYMENT SHALL BE PROVIDED FOR WORK INCLUDING MATERIALS USED FOR TEMPORARY DRIVING SURFACES.
7. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.
8. MULTIPLE SIGNS, WHERE CALLED OUT IN SINGLE LOCATION, SHALL BE INSTALLED ON SEPARATE POSTS. SEE ARDOT STANDARD DRAWING TC-1 FOR SIGN MOUNTING AND POST DETAILS.
9. WHERE PUBLIC TRAFFIC AND/OR ACCESS IS INDICATED OR REQUIRED, THE CONTRACTOR SHALL PROVIDE TEMPORARY DRIVING AREAS INCLUDING TAPERS AND INTERSECTION RADII AS NECESSARY TO PROVIDE ACCESS FOR EMERGENCY VEHICLES INCLUDING FIRE TRUCKS. UNLESS INDICATED OTHERWISE, ALL CONTRACTOR SUPPLIED TEMPORARY DRIVING SURFACES SHALL BE 6-INCHES OF CLASS 7 AGGREGATE BASE COURSE ON PREPARED SUBGRADE. THIS CLASS 7 AGGREGATE BASE COURSE SHALL BE INCORPORATED INTO THE PERMANENT IMPROVEMENTS WHERE APPLICABLE OR WHERE DIRECTED. MINIMUM TEMPORARY LANE WIDTHS SHALL BE AS DIRECTED BY ENGINEER.

## ADVANCED WARNING SIGN NOTES:

ADVANCE WARNING SIGNS SHOWN ON THIS SHEET SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO THE START OF ANY CONSTRUCTION.

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

ADDITIONAL SIGNS AS NECESSARY INCLUDING BUT NOT LIMITED TO SPEED REDUCTION, LANE SHIFTS, LANE CLOSURES, ETC..., SHALL BE PROPOSED BY THE CONTRACTOR WITHIN THE CONTRACTOR'S SUBMITTAL.

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC NOTES

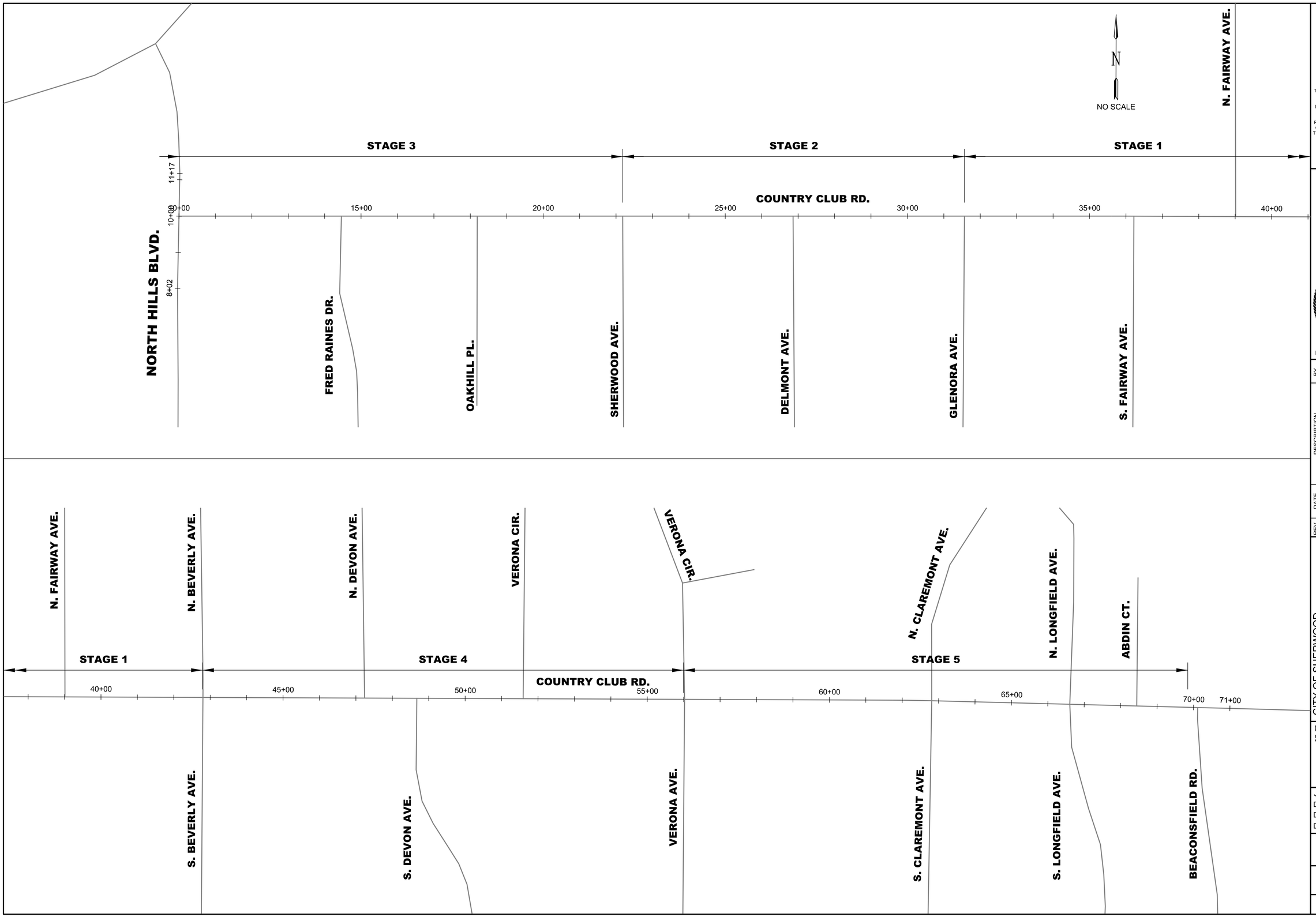
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-401**

SHEET NUMBER **037**

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CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CONSTRUCTION STAGING LAYOUT

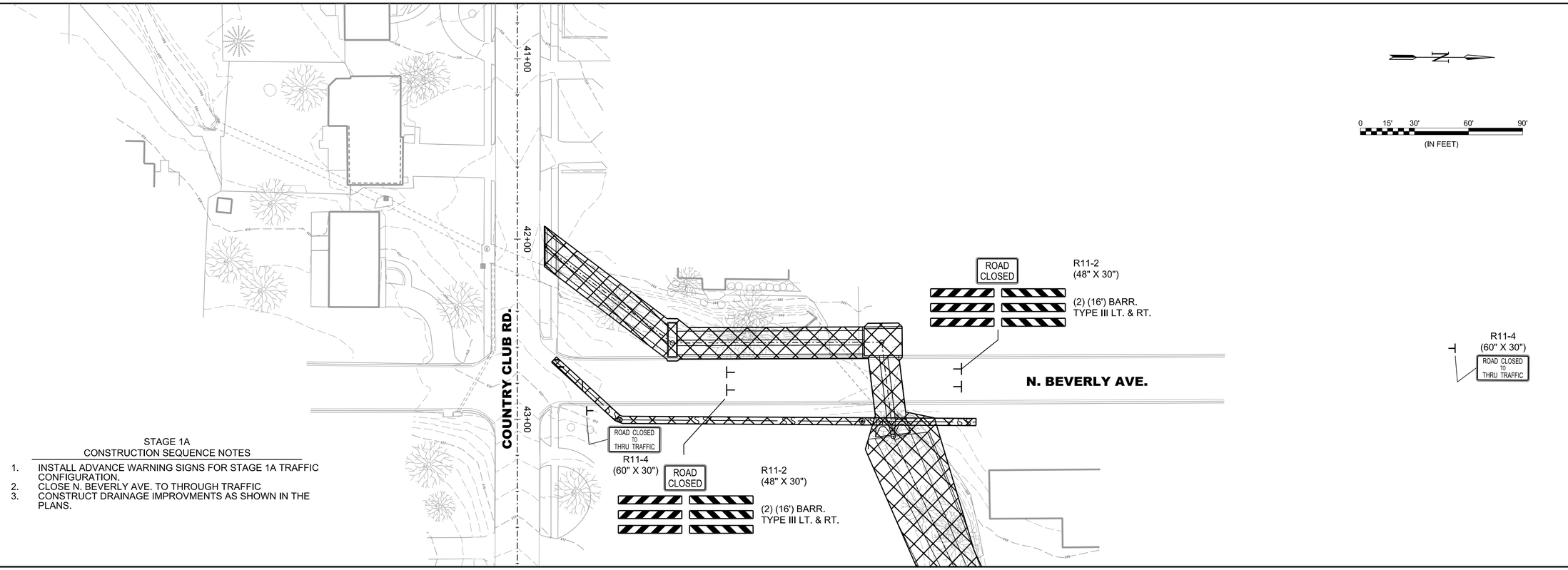
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: DESIGN
DRAWN BY: DRAWN

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DRAWING NUMBER
**C-402**

SHEET NUMBER **038**

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STAGE 1A
CONSTRUCTION SEQUENCE NOTES

1. INSTALL ADVANCE WARNING SIGNS FOR STAGE 1A TRAFFIC CONFIGURATION.
2. CLOSE N. BEVERLY AVE. TO THROUGH TRAFFIC
3. CONSTRUCT DRAINAGE IMPROVMENTS AS SHOWN IN THE PLANS.

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC PLAN
STAGE 1A

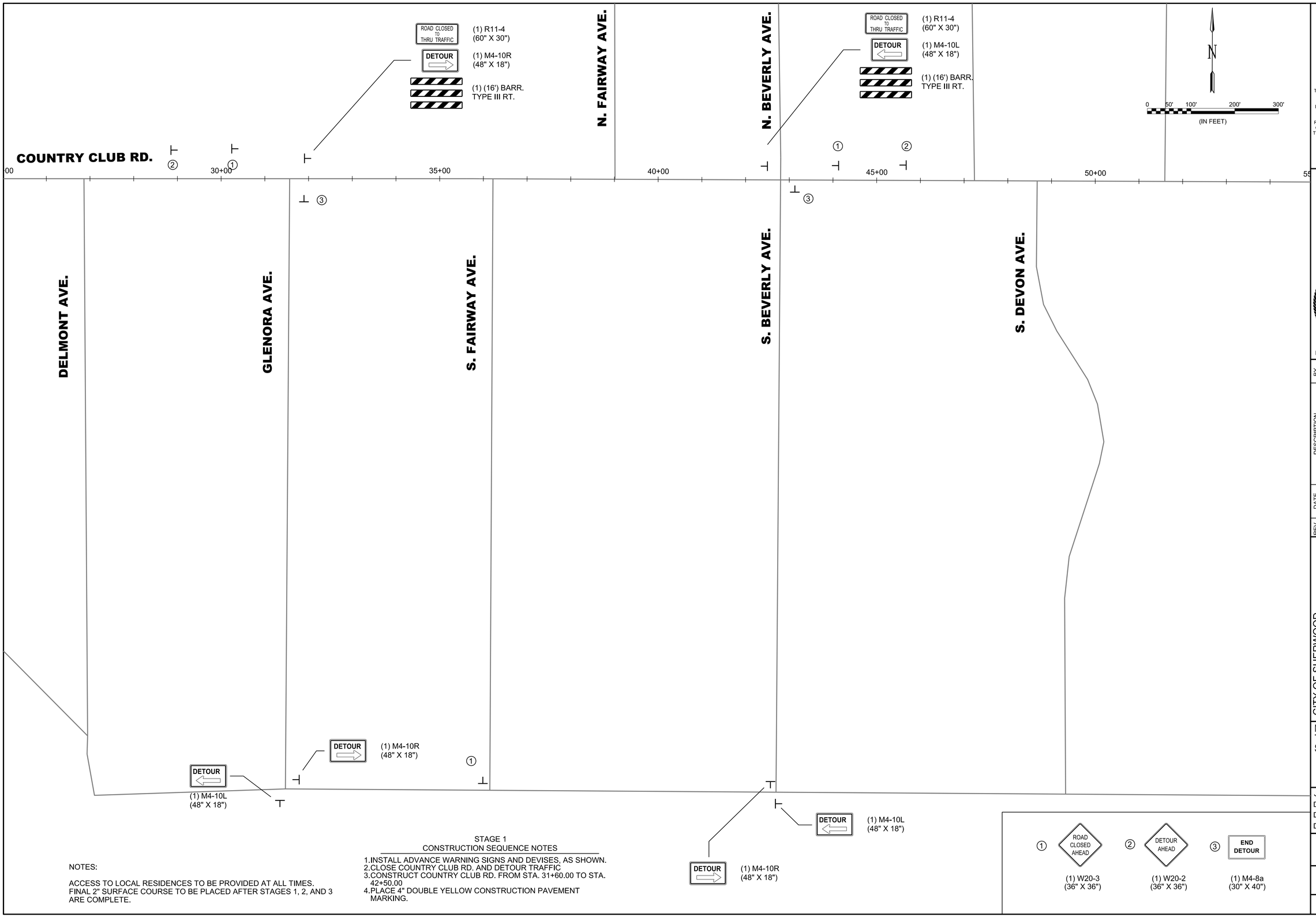
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DATE: SEPT. 2021
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DRAWN BY: AMW

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**C-403**

SHEET NUMBER **039**

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NOTES:

ACCESS TO LOCAL RESIDENCES TO BE PROVIDED AT ALL TIMES.
FINAL 2" SURFACE COURSE TO BE PLACED AFTER STAGES 1, 2, AND 3 ARE COMPLETE.

STAGE 1
CONSTRUCTION SEQUENCE NOTES

1. INSTALL ADVANCE WARNING SIGNS AND DEVISES, AS SHOWN.
2. CLOSE COUNTRY CLUB RD. AND DETOUR TRAFFIC
3. CONSTRUCT COUNTRY CLUB RD. FROM STA. 31+60.00 TO STA. 42+50.00
4. PLACE 4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING.

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

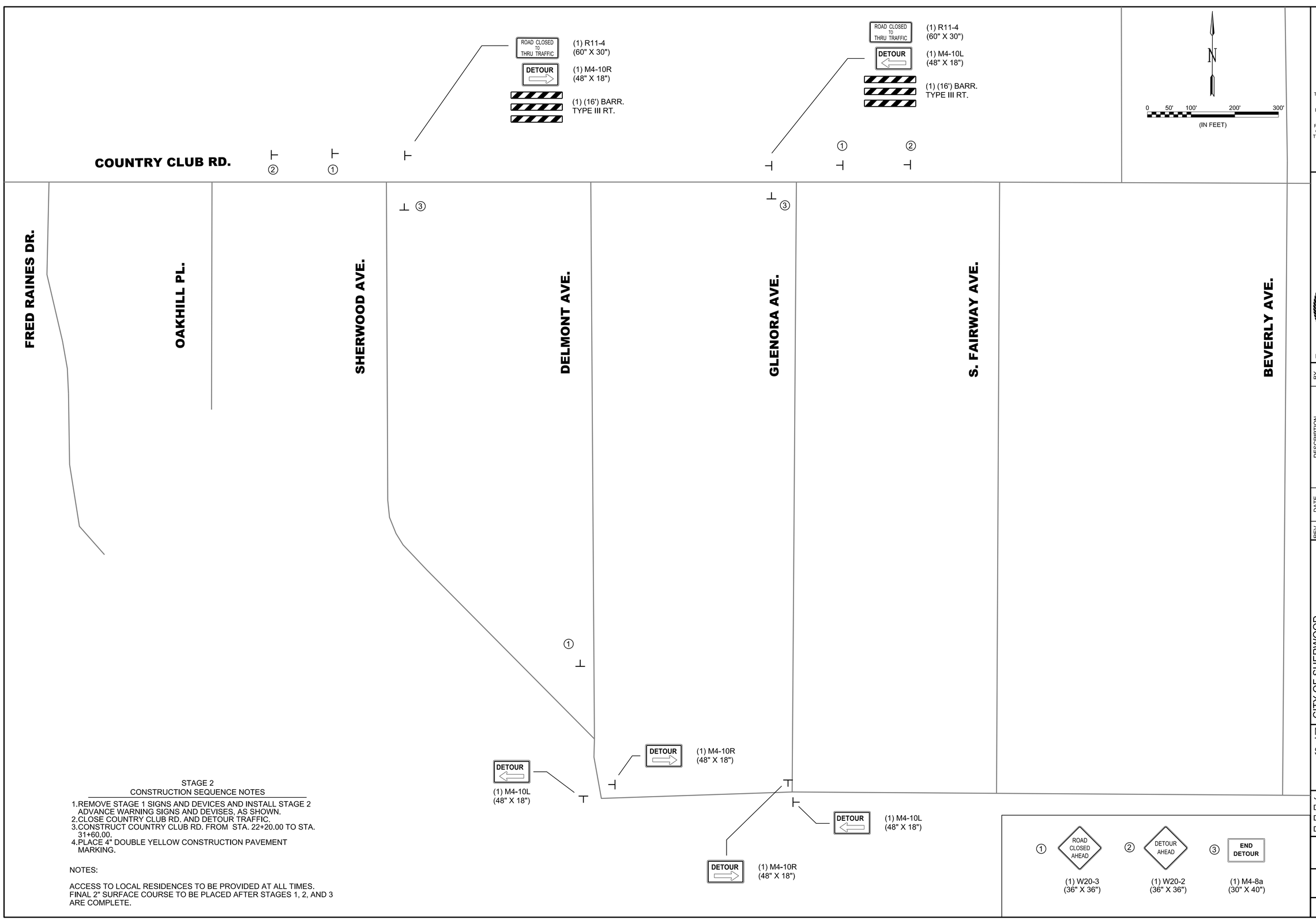
JOB NO.: 18017180
DATE: SEPT. 2021
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**C-404**

SHEET NUMBER **040**

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STAGE 2
CONSTRUCTION SEQUENCE NOTES

1. REMOVE STAGE 1 SIGNS AND DEVICES AND INSTALL STAGE 2 ADVANCE WARNING SIGNS AND DEVISES, AS SHOWN.
2. CLOSE COUNTRY CLUB RD. AND DETOUR TRAFFIC.
3. CONSTRUCT COUNTRY CLUB RD. FROM STA. 22+20.00 TO STA. 31+60.00.
4. PLACE 4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING.

NOTES:

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FINAL 2" SURFACE COURSE TO BE PLACED AFTER STAGES 1, 2, AND 3 ARE COMPLETE.

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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

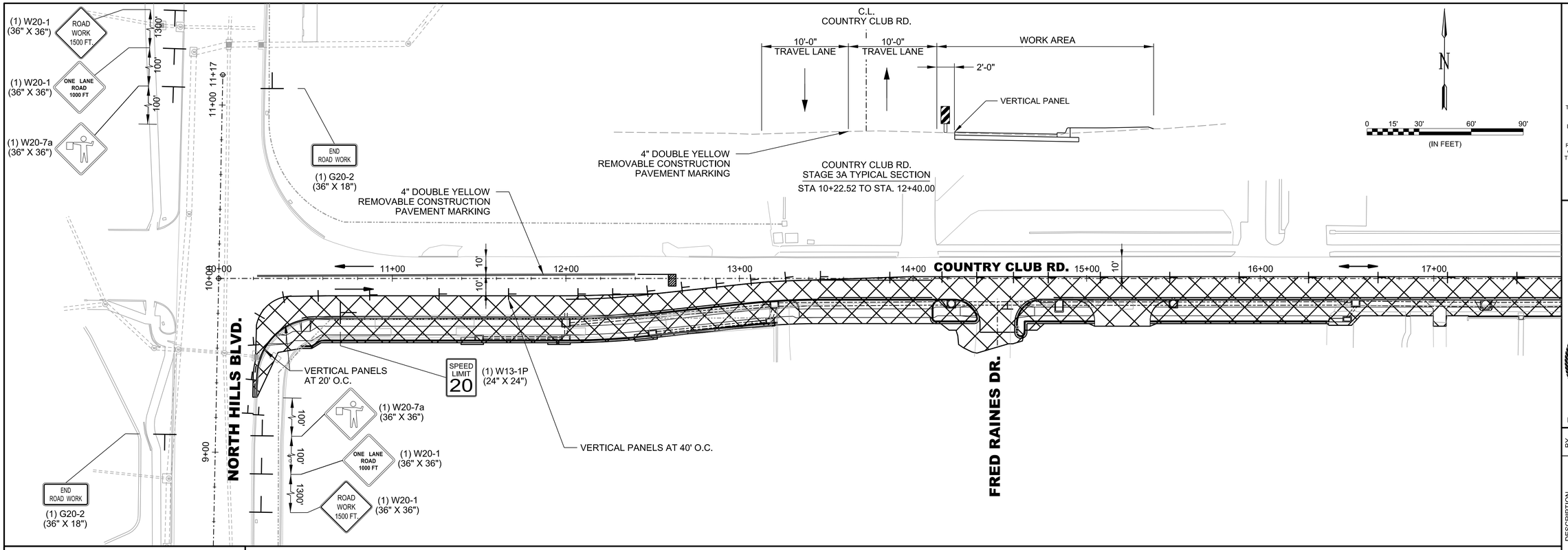
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
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**C-405**

SHEET NUMBER **041**

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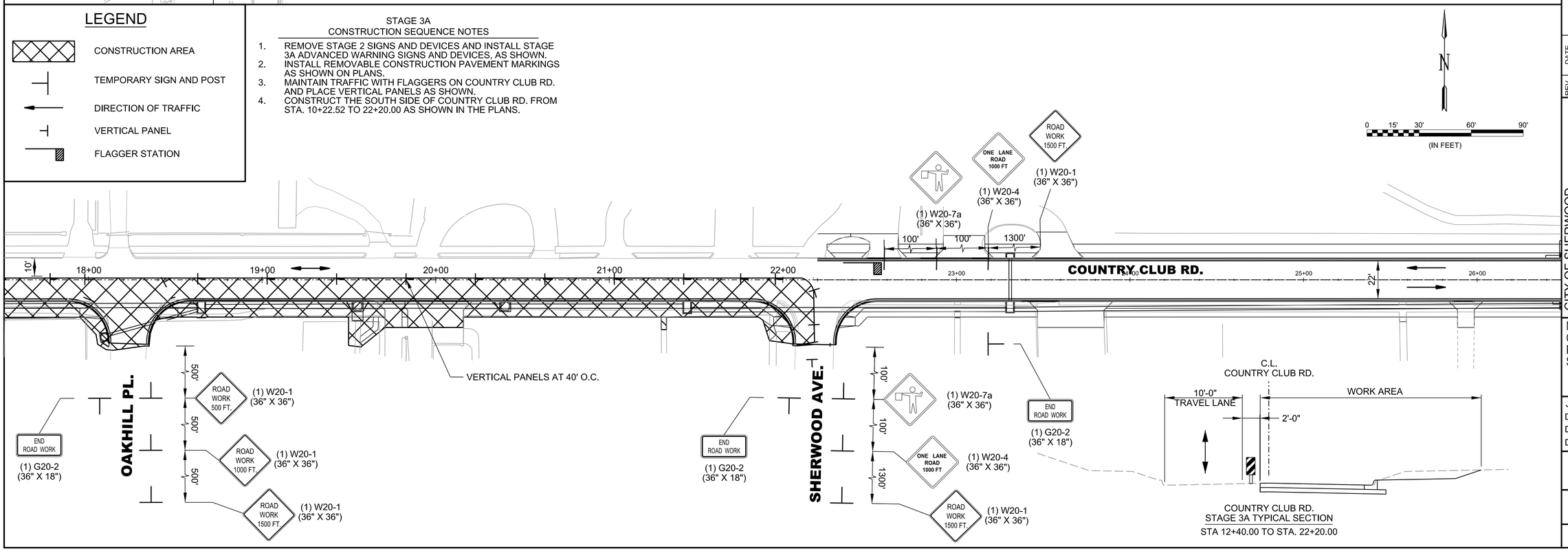



## LEGEND

- CONSTRUCTION AREA
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- VERTICAL PANEL
- FLAGGER STATION

### STAGE 3A
### CONSTRUCTION SEQUENCE NOTES

1. REMOVE STAGE 2 SIGNS AND DEVICES AND INSTALL STAGE 3A ADVANCED WARNING SIGNS AND DEVICES, AS SHOWN.
2. INSTALL REMOVABLE CONSTRUCTION PAVEMENT MARKINGS AS SHOWN ON PLANS.
3. MAINTAIN TRAFFIC WITH FLAGGERS ON COUNTRY CLUB RD. AND PLACE VERTICAL PANELS AS SHOWN.
4. CONSTRUCT THE SOUTH SIDE OF COUNTRY CLUB RD. FROM STA. 10+22.52 TO 22+20.00 AS SHOWN IN THE PLANS.




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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC PLANS STAGE 3A

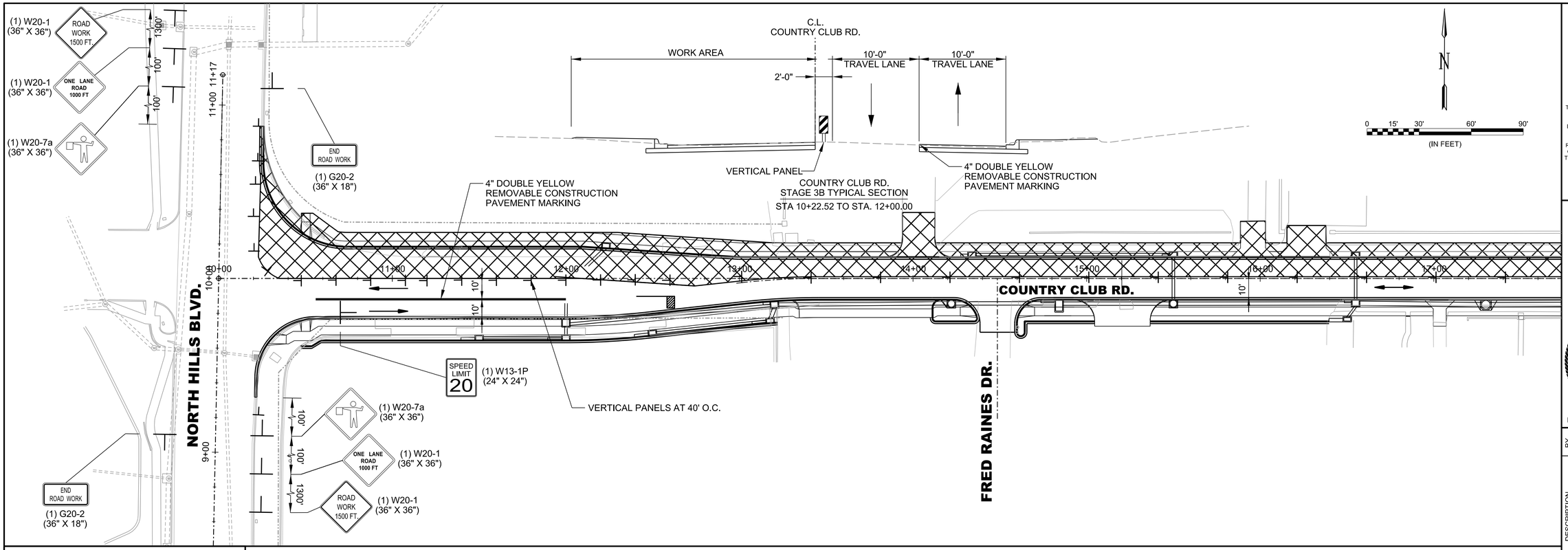
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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**C-406**

SHEET NUMBER **042**

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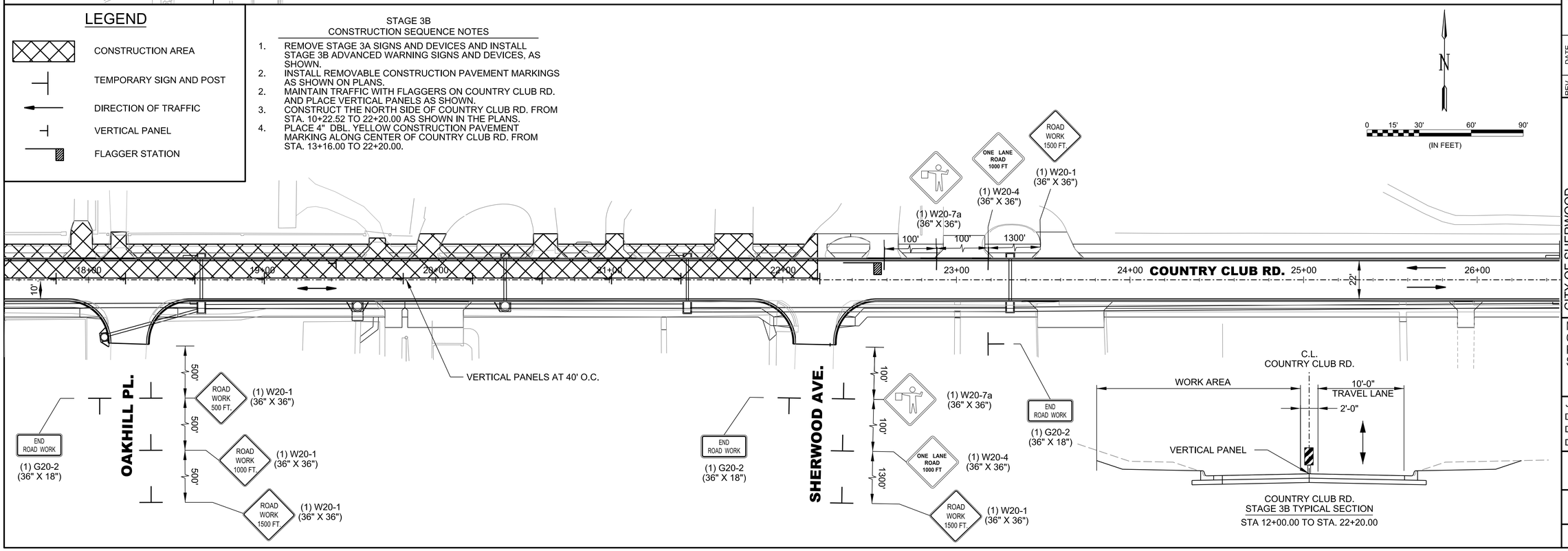



## LEGEND

- CONSTRUCTION AREA
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- VERTICAL PANEL
- FLAGGER STATION

### STAGE 3B
### CONSTRUCTION SEQUENCE NOTES

1. REMOVE STAGE 3A SIGNS AND DEVICES AND INSTALL STAGE 3B ADVANCED WARNING SIGNS AND DEVICES, AS SHOWN.
2. INSTALL REMOVABLE CONSTRUCTION PAVEMENT MARKINGS AS SHOWN ON PLANS.
2. MAINTAIN TRAFFIC WITH FLAGGERS ON COUNTRY CLUB RD. AND PLACE VERTICAL PANELS AS SHOWN.
3. CONSTRUCT THE NORTH SIDE OF COUNTRY CLUB RD. FROM STA. 10+22.52 TO 22+20.00 AS SHOWN IN THE PLANS.
4. PLACE 4" DBL. YELLOW CONSTRUCTION PAVEMENT MARKING ALONG CENTER OF COUNTRY CLUB RD. FROM STA. 13+16.00 TO 22+20.00.




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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC PLANS STAGE 3B

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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SHEET NUMBER **043**

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## LEGEND

- CONSTRUCTION AREA
- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC
- VERTICAL PANEL

### STAGE 3C
### CONSTRUCTION SEQUENCE NOTES

1. MAINTAIN TRAFFIC ON COUNTRY CLUB RD. AND PLACE VERTICAL PANELS AS SHOWN.
2. CONSTRUCT MEDIAN AND TURN LANE AS SHOWN ON THE PLANS.
3. PLACE FINAL 2" ACHM AND PERMANENT PAVEMENT MARKINGS FOR STAGES 1, 2, & 3.

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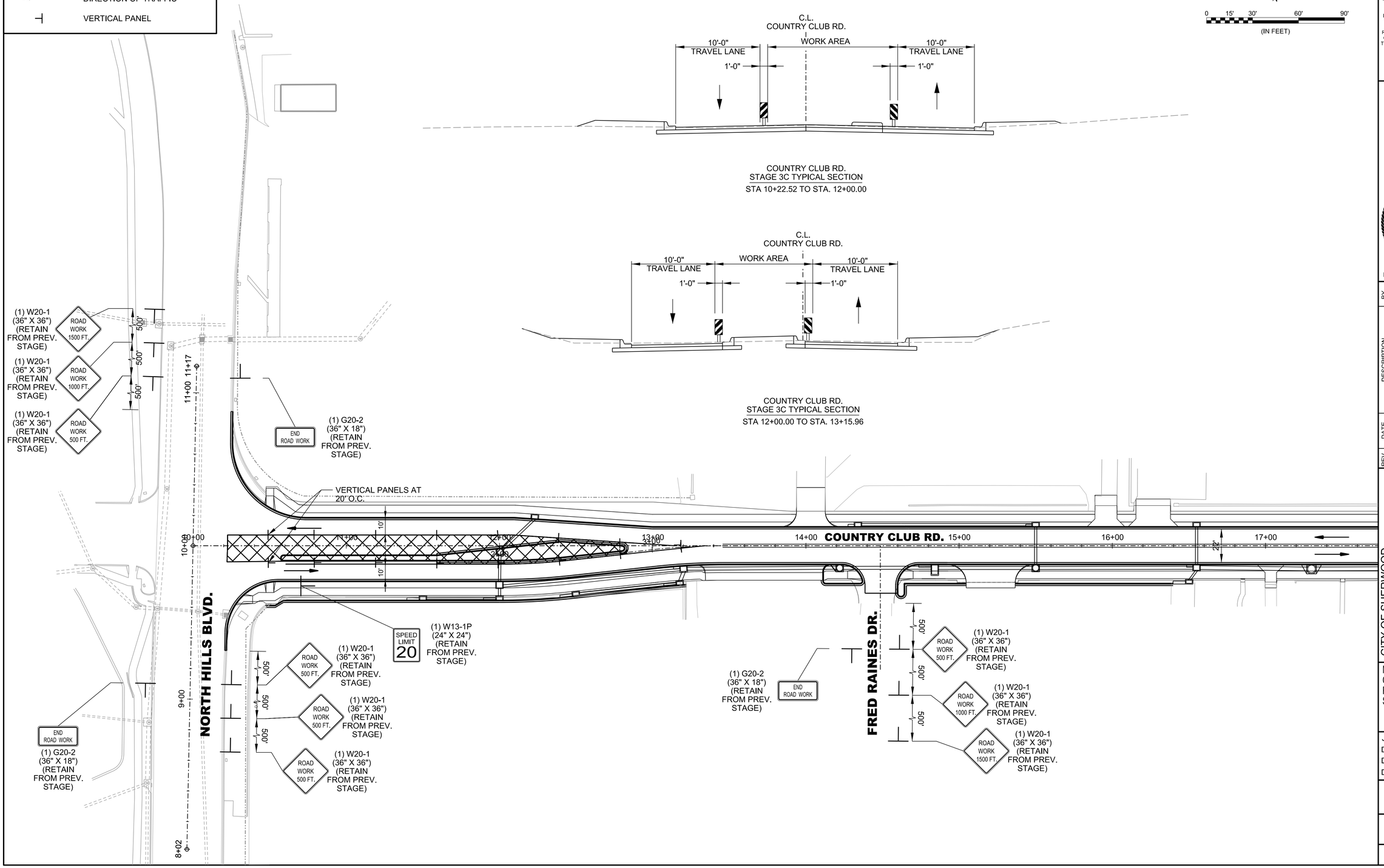
0 15' 30' 60' 90'
(IN FEET)




COUNTRY CLUB RD.
STAGE 3C TYPICAL SECTION
STA 10+22.52 TO STA. 12+00.00




COUNTRY CLUB RD.
STAGE 3C TYPICAL SECTION
STA 12+00.00 TO STA. 13+15.96




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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC PLANS
STAGE 3C

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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SHEET NUMBER **044**

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**COUNTRY CLUB RD.**

**N. BEVERLY AVE.**

**N. DEVON AVE.**

**VERONA CIR.**

**VERONA. CIR.**

ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

DETOUR — (1) M4-10R (48" X 18")

(1) (16') BARR. TYPE III RT.

ROAD CLOSED TO THRU TRAFFIC — (1) R11-4 (60" X 30")

DETOUR — (1) M4-10L (48" X 18")

(1) (16') BARR. TYPE III RT.

N

0 50' 100' 200' 300'

(IN FEET)

**S. FAIRWAY AVE.**

**S. BEVERLY AVE.**

**S. DEVON AVE.**

**S. VERONA AVE.**

**S. CLAREMONT AVE.**

STAGE 4
CONSTRUCTION SEQUENCE NOTES

1. REMOVE STAGE 3 SIGNS AND DEVICES AND INSTALL STAGE 4 ADVANCED WARNING SIGNS AND DEVISES, AS SHOWN.
2. CLOSE COUNTRY CLUB RD. AND DETOUR TRAFFIC.
3. CONSTRUCT COUNTRY CLUB RD. FROM STA. 42+50.00 TO STA. 56+00.00.
4. PLACE 4" DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING.

NOTES:

ACCESS TO LOCAL RESIDENCES TO BE PROVIDED AT ALL TIMES.
FINAL 2" SURFACE COURSE TO BE PLACED AFTER
STAGES 4 AND 5 ARE COMPLETE.

① ROAD CLOSED AHEAD — (1) W20-3 (36" X 36")

② DETOUR AHEAD — (1) W20-2 (36" X 36")

③ END DETOUR — (1) M4-8a (30" X 40")

DETOUR — (1) M4-10L (48" X 18")

DETOUR — (1) M4-10R (48" X 18")

DETOUR — (1) M4-10R (48" X 18")

DETOUR — (1) M4-10L (48" X 18")

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

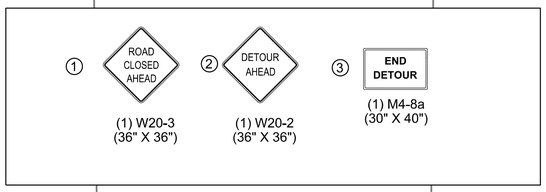
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

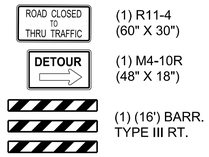
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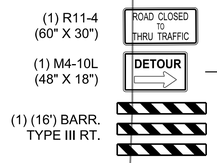
DRAWING NUMBER
**C-409**

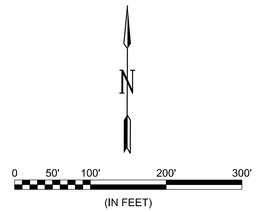
SHEET NUMBER **045**

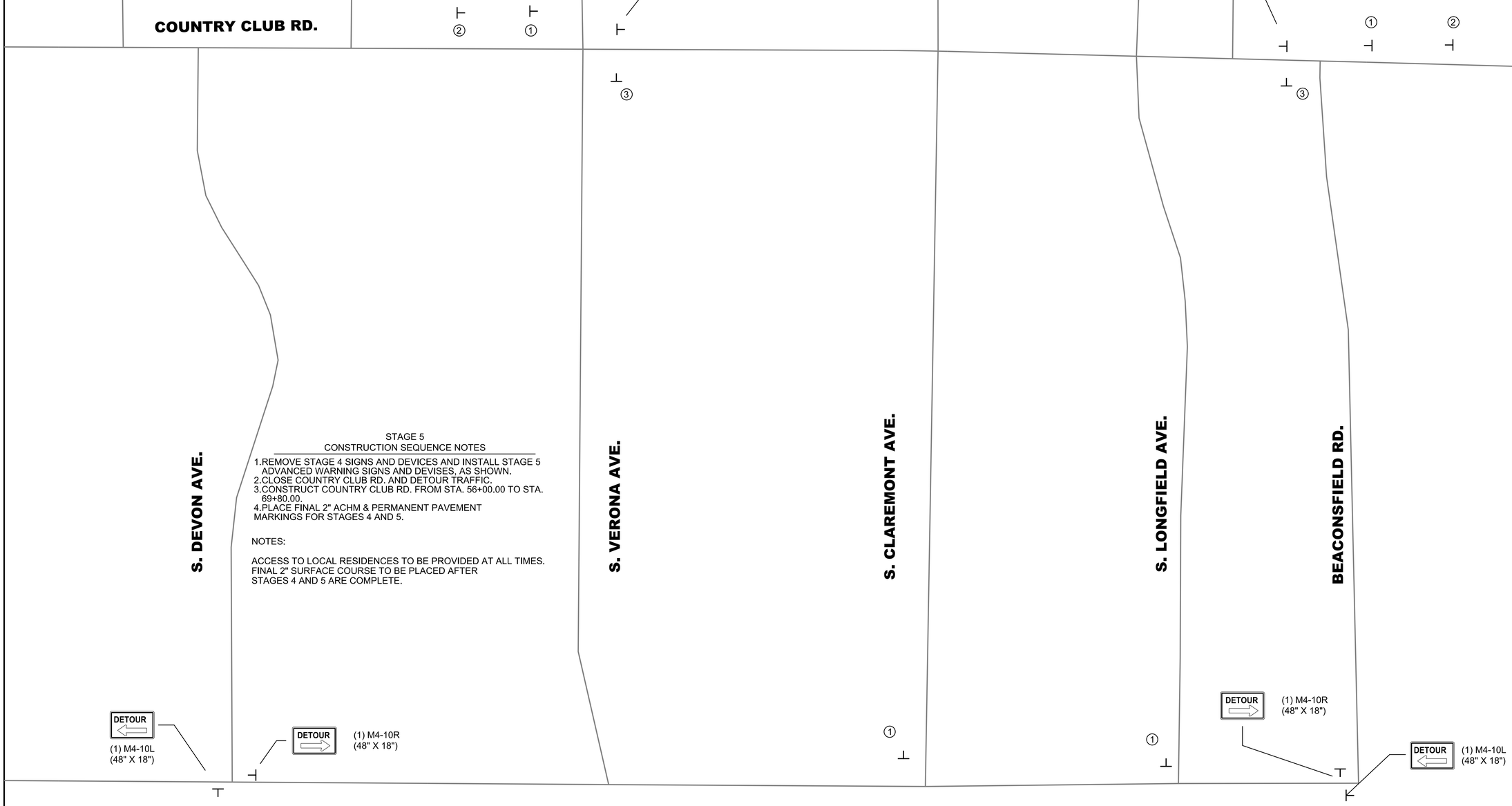
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WORKSPACE:Garver_2012
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STAGE 5
CONSTRUCTION SEQUENCE NOTES

1. REMOVE STAGE 4 SIGNS AND DEVICES AND INSTALL STAGE 5 ADVANCED WARNING SIGNS AND DEVISES, AS SHOWN.
2. CLOSE COUNTRY CLUB RD. AND DETOUR TRAFFIC.
3. CONSTRUCT COUNTRY CLUB RD. FROM STA. 56+00.00 TO STA. 69+80.00.
4. PLACE FINAL 2" ACHM & PERMANENT PAVEMENT MARKINGS FOR STAGES 4 AND 5.

NOTES:

ACCESS TO LOCAL RESIDENCES TO BE PROVIDED AT ALL TIMES.
FINAL 2" SURFACE COURSE TO BE PLACED AFTER STAGES 4 AND 5 ARE COMPLETE.

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

JOB NO.: 18017180
DATE: SEPT. 2021
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DRAWING NUMBER
**C-410**

SHEET NUMBER **046**

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CAUTION:
Underground Utilities exist within and adjacent to the limits of construction and an attempt has been made to locate these Utilities on the plans. However, all existing utilities may not be shown and the actual locations of the utilities may vary from the locations shown. Prior to beginning any type of excavation, the Contractor shall contact the utilities involved and make arrangements for the location of the utilities on the ground. The Contractor shall maintain the utility location markings until they are no longer necessary.

Arkansas State Law, the Underground Facilities Damage Prevention Act, requires two working days advance notification through the Arkansas One-Call System Center before excavating using mechanized equipment or explosives (except in the case of an emergency). The One-Call System phone number is 1-800-482-8998. The Contractor is advised that there is a severe penalty for not making this call. Not all Utility Companies are members of the Arkansas One-Call System; Therefore, the Contractor is advised to contact all non-member utilities, as well as the One-Call System.

| SURVEY CONTROL POINTS | | | | | | |
|---|---|---|---|---|---|---|
| POINT No. | NORTHING | EASTING | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 1 | 176484.3712 | 1242375.2710 | 10+69.11 | 205.18' RT. | 395.14 | CTL PK NAIL |
| 2 | 176628.5117 | 1242567.2306 | 12+58.74 | 57.99' RT. | 386.02 | CTL PK NAIL |
| 5 | 176722.4306 | 1242372.6095 | 10+62.65 | 32.81' LT. | 386.93 | BM, PK NAIL |
| 13 | 176672.7748 | 1244676.5303 | 33+67.07 | 19.93' LT. | 320.10 | BM, 3/4" REBAR W/ CAP |
| 14 | 176606.6731 | 1244967.5694 | 36+59.29 | 41.18' RT. | 319.11 | BM, 3/4" REBAR W/ CAP |
| 21 | 176531.1887 | 1245063.3763 | 37+56.58 | 114.75' RT. | 317.10 | BM, PK NAIL |
| 23 | 176486.1208 | 1245234.5864 | 39+28.66 | 156.39' RT. | 313.40 | BM, PK NAIL |
| 24 | 176246.3323 | 1245245.3132 | 39+44.16 | 395.92' RT. | 310.26 | BM, 3/4" REBAR W/ CAP |
| 25 | 176672.8767 | 1245229.5048 | 39+19.85 | 30.22' LT. | 320.89 | BM, 3/4" REBAR W/ CAP |
| 26 | 176610.9209 | 1245798.2401 | 44+89.71 | 20.39' RT. | 320.64 | BM, 5/8" REBAR |
| 32 | 176913.3771 | 1245708.7981 | 43+94.26 | 280.23 LT. | 298.94 | BM, 5/8" REBAR |
| 33 | 176617.8327 | 1247676.7361 | 63+67.14 | 26.80' LT. | 312.17 | BM, 5/8" REBAR |
| 34 | 176607.0310 | 1247990.2180 | 66+80.80 | 29.06' LT. | 296.31 | BM, 5/8" REBAR |
| 35 | 176539.8748 | 1248297.5266 | 69+90.64 | 25.23' RT. | 286.58 | BM, 5/8" REBAR |
| 100 | 185144.4995 | 1242885.5978 | 14+41.14 | 8461.99' LT. | 431.44 | CTL ALUM MON |
| 101 | 184680.4768 | 1243169.1445 | 17+32.06 | 8002.56' LT. | 404.03 | CTL ALUM MON |
| 900 | 178615.3303 | 1242931.5706 | 15+91.32 | 1934.39' LT. | 338.26 | GPS ALUM MON |

Basis of Bearing: Arkansas State Plane North Zone based on ARDOT control points 100 AND 101 from previous job (Maryland Ave.). Elevation was based on ARDOT BM 60064, which was converted from NAVD 88. CAF = 0.9999991244

Note: Points 100, 101, and ARDOT BM are north of the site. These points are not shown in the drawing.

| COUNTRY CLUB ROAD COORDINATES | | | |
|---|---|---|---|
| STATION | TYPE | NORTHING | EASTING |
| 10+00.00 | POB | 176690.6258 | 1242309.4453 |
| 35+61.27 | PC | 176649.7427 | 1244870.3872 |
| 35+76.40 | PI | 176649.5011 | 1244885.5211 |
| 35+91.54 | PT | 176649.1996 | 1244900.6540 |
| 61+74.19 | PC | 176597.7429 | 1247482.7955 |
| 62+36.49 | PI | 176596.5017 | 1247545.0838 |
| 62+98.79 | PT | 176593.9063 | 1247607.3303 |
| 71+00.00 | POE | 176560.5284 | 1248407.8443 |

| NORTH HILLS BOULEVARD COORDINATES | | | |
|---|---|---|---|
| STATION | TYPE | NORTHING | EASTING |
| 8+01.92 | POB | 176492.5444 | 1242302.2815 |
| 11+17.43 | POE | 176807.8517 | 1242313.6849 |

| INSIDE RIGHT LANE COORDINATES | | | |
|---|---|---|---|
| STATION | TYPE | NORTHING | EASTING |
| 1+77.98 | POB | 176676.7857 | 1242487.2621 |
| 2+00.00 | PC | 176676.4342 | 1242509.2787 |
| 2+22.16 | PI | 176676.0805 | 1242531.4320 |
| 2+44.27 | PT | 176678.1206 | 1242553.4941 |
| 3+01.85 | PC | 176683.4222 | 1242610.8275 |
| 3+24.01 | PI | 176685.4623 | 1242632.8896 |
| 3+46.12 | PT | 176685.1086 | 1242655.0430 |
| 3+80.48 | POE | 176684.5602 | 1242689.3969 |

| BEVERLY DRAINAGE COORDINATES | | | |
|---|---|---|---|
| STATION | TYPE | NORTHING | EASTING |
| 10+00.00 | POB | 176607.3455 | 1245512.4016 |
| 10+44.68 | PI | 176652.0143 | 1245513.2918 |
| 11+33.69 | PI | 176721.9384 | 1245568.3701 |
| 12+49.89 | PI | 176838.1237 | 1245570.2288 |
| 13+02.61 | PI | 176843.4284 | 1245622.6801 |
| 14+40.12 | POE | 176898.8634 | 1245748.5203 |

| SANITARY SEWER COORDINATES | | | |
|---|---|---|---|
| STATION | TYPE | NORTHING | EASTING |
| 20+00.00 | POB | 176641.9292 | 1245569.1758 |
| 20+14.38 | PI | 176654.9650 | 1245575.2390 |
| 20+65.36 | PI | 176691.8263 | 1245610.4651 |
| 22+64.37 | POE | 176890.7670 | 1245615.6220 |

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GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SURVEY CONTROL DETAILS

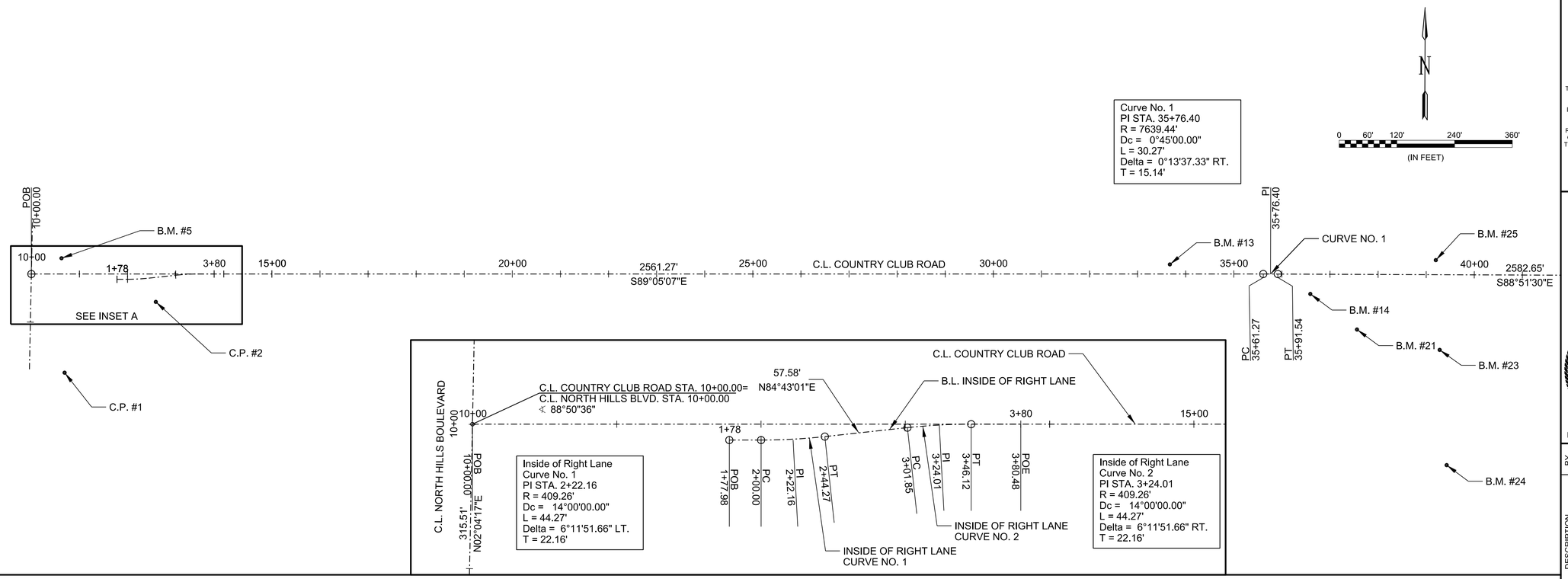
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

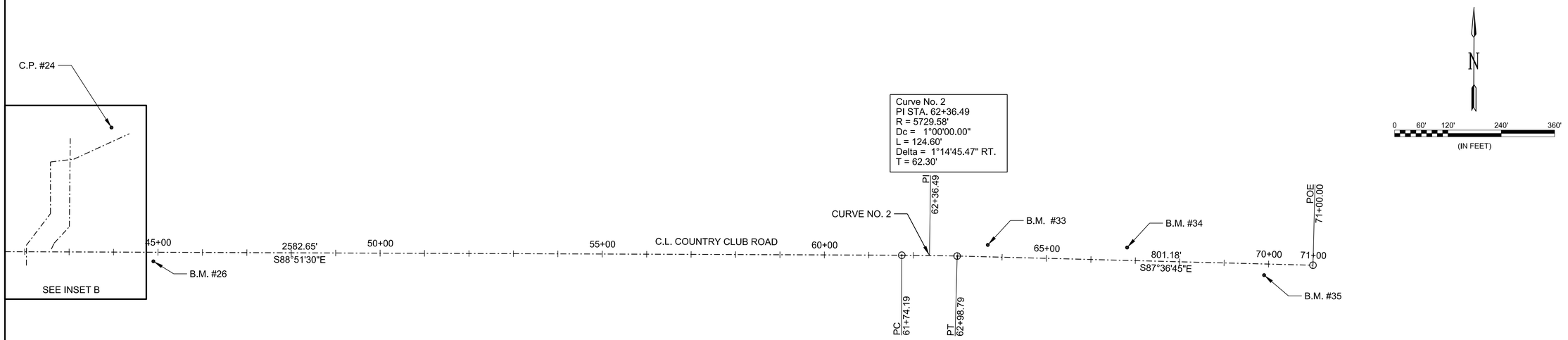
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DRAWING NUMBER
**C-501**

SHEET NUMBER **047**

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WORKSPACE:Garver_2012
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SURVEY CONTROL DETAILS

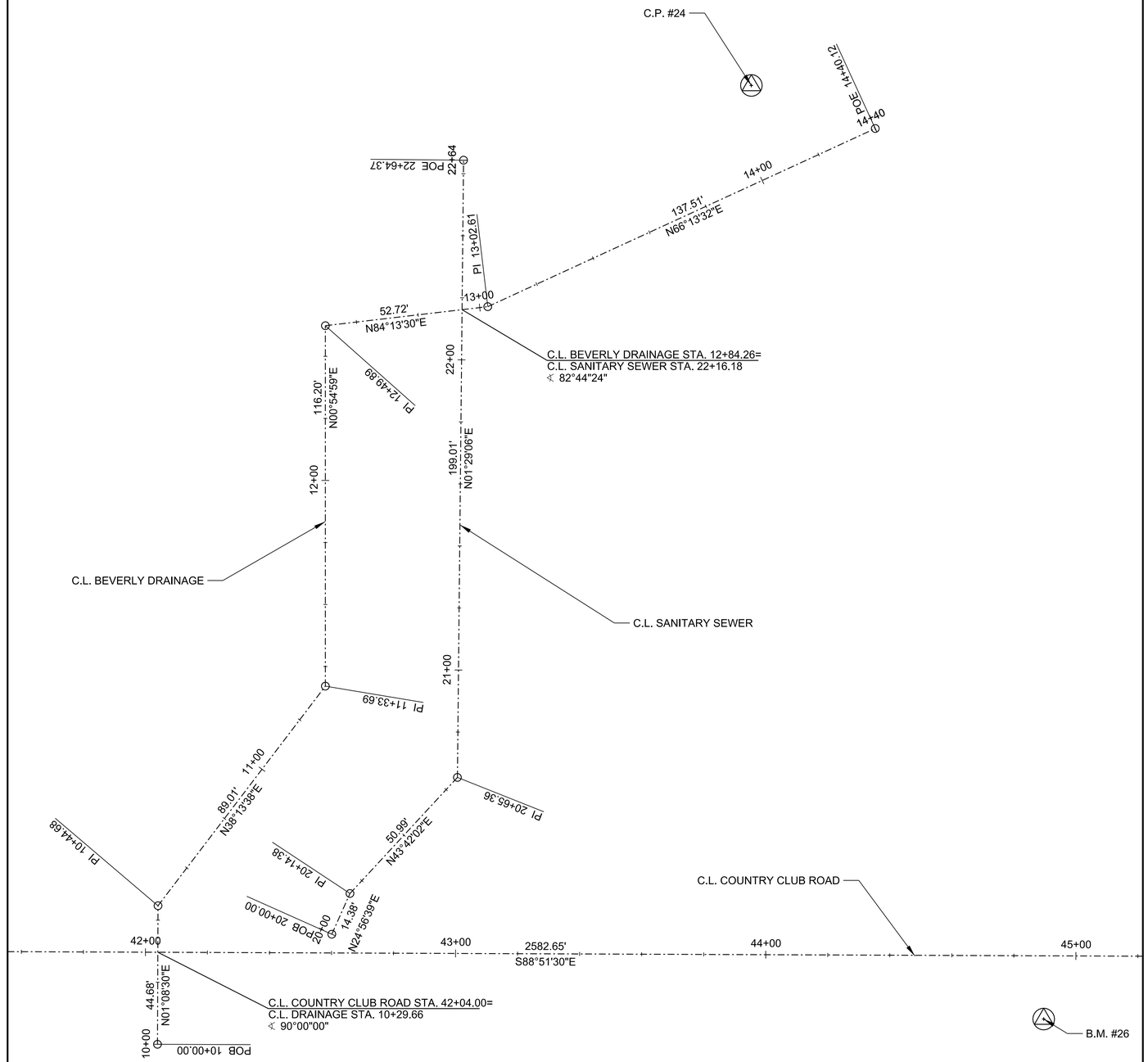
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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**C-502**

SHEET NUMBER **048**

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INSET B

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SURVEY CONTROL DETAILS

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
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**C-503**

SHEET NUMBER **049**

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WORKSPACE:Garver_2012
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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 13+70 RT. | P.C.C. | 87 SQ. YDS. | C-205 |
| 14+03 LT. | P.C.C. | 58 SQ. YDS. | SHERWOOD-34 |
| 15+21 RT. | P.C.C. | 62 SQ. YDS. | SHERWOOD-34 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 10+34 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 10+50 LT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 10+50 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 14+26 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 14+66 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'
(IN FEET)

NORTH HILLS BLVD.

COUNTRY CLUB RD.

FRED RAINES DR.

114 118 117

POE 11+17.43

45' EX.

POB 10+00.00

STA. 10+00.00
N = 176690.63
E = 1242309.45

315.51'
N02°04'17"E

POB 8+01.92

C.L. COUNTRY CLUB RD. STA. 10+00.00
C.L. NORTH HILLS BLVD. STA. 10+00.00
Δ = 88°50'36"

STA. 10+22.52 BEGIN TYPICAL SECTION 1

5' SIDEWALK
3' BUFFER

STA. 11+59.14

81.16' TAPER

STA. 12+04.59
END TYPICAL SECTION 1
BEGIN TYPICAL SECTION 2

STA. 12+09.59
END TYPICAL SECTION 2
BEGIN TYPICAL SECTION 3

STA. 12+23 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 18" x 31' R.C.P. OUTLET
TOP = 384.54
F.L. OUT SW = 379.29

90' TRANSITION

STA. 12+40.30

STA. 12+79.98
END TYPICAL SECTION 3
BEGIN TYPICAL SECTION 4

STA. 12+99.59

STA. 13+45.64
END TYPICAL SECTION 4
BEGIN TYPICAL SECTION 5

STA. 14+34 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 4' EXTENSION AND
W/ 18" x 112' R.C.P. OUTLET
TOP = 374.92
F.L. OUT E = 369.67

+75.00 43.00 LT.
+75.00 31.04 LT.
18.7'
T.C.E.
+75.00 43.00 LT.
+75.00 30.53 LT.
EXIST. R/W

CURVE NO. 1
2+00

CURVE NO. 2
3+00

2561.27'
S89°05'07"E

PC 2+00.00
PI 2+22.16
PT 2+44.27
PC 3+01.85
PI 3+24.01
PT 3+46.12
76.5'
32'
20' EX.

13+25.27
31.00 RT.
13+25.15
43.00 RT.

+15.00
31.00 RT.
+15.00
45.00 RT.

+34.01
45.00 RT.

+54.75
43.00 RT.

+80.00
32.00 RT.
+80.00
43.00 RT.

+45.39
43.00 RT.

9+00
47' EX.

STA. 11+50 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
15" x 46' R.C.P. OUTLET
TOP = 386.97
F.L. OUT E = 383.22

STA. 11+71 RELOCATE
EXIST. USPS MAILBOX TO 3' BUFFER

1 C-201 STA. 10+47 TO STA. 14+35
CONSTRUCT PARKING LOT
CURB

1 C-202 STA. 12+00 RT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ 18" x 18' R.C.P. OUTLET
TOP = 385.61
F.L. IN NE = 379.11
F.L. OUT S = 378.94

C.L. COUNTRY CLUB RD. STA. 12+00.00 , 11.0' RT. =
B.L. INSIDE OF RIGHT LANE STA. 2+00.00

STA. 12+00 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 4'-0")
W/ 18" x 117' R.C.P. OUTLET
TOP =385.19
F.L. IN N = 378.94
F.L. IN S = 381.77
F.L. OUT E = 378.94

STA. 12+00 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
18" x 6' R.C.P. OUTLET
TOP = 385.77
F.L. IN W. = 382.45
F.L. OUT N =382.02

STA. 12+50 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-0")
W/ 8' EXTENSION AND
15" x 65' R.C.P. OUTLET
TOP = 383.73
F.L. OUT E = 380.23

B.L. INSIDE OF RIGHT LANE

STA. 13+20 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 3'-3")
W/ 4' EXTENSION AND
24" x 76' R.C.P. OUTLET
TOP = 380.11
F.L. IN W = 374.84
F.L. IN S = 375.19

STA. 13+18 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
24" x 7' R.C.P. OUTLET
TOP = 381.19
F.L. IN W = 375.94
F.L. OUT N = 375.69

C.L. COUNTRY CLUB RD. STA. 13+45.64 =
B.L. INSIDE OF RIGHT LANE STA. 3+46.12

1 C-202 STA. 14+22 RT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ 4' EXTENSION AND
24" x 58' R.C.P. OUTLET (CLASS IV)
TOP = 376.17
F.L. IN W = 370.42
F.L. OUT E = 370.42

STA. 14+84 RT. CONSTRUCT
ARDOT TYPE C
DROP INLET (4'-0" X 6'-3")
W/ 8' EXTENSION AND
24" x 62' R.C.P. OUTLET
TOP = 373.59
F.L. IN W = 368.59
F.L. OUT E = 368.59

1 C-201 STA. 14+57 TO STA. 16+40
CONSTRUCT PARKING LOT
CURB

| Curve No. 1 |
|---|
| PI STA. 2+22.16 |
| R = 409.26' |
| Dc = 14°00'00.00" |
| L = 44.27' |
| Delta = 6°11'51.66" LT. |
| T = 22.16' |

| Curve No. 2 |
|---|
| PI STA. 3+24.01 |
| R = 409.26' |
| Dc = 14°00'00.00" |
| L = 44.27 |
| Delta = 6°11'51.66" RT. |
| T = 22.16' |

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No.16145
CHARLES M. CULLEN
Digitally Signed 09/10/2021

| BY | DESCRIPTION | DATE | REV. |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 10+00 TO
STA. 15+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

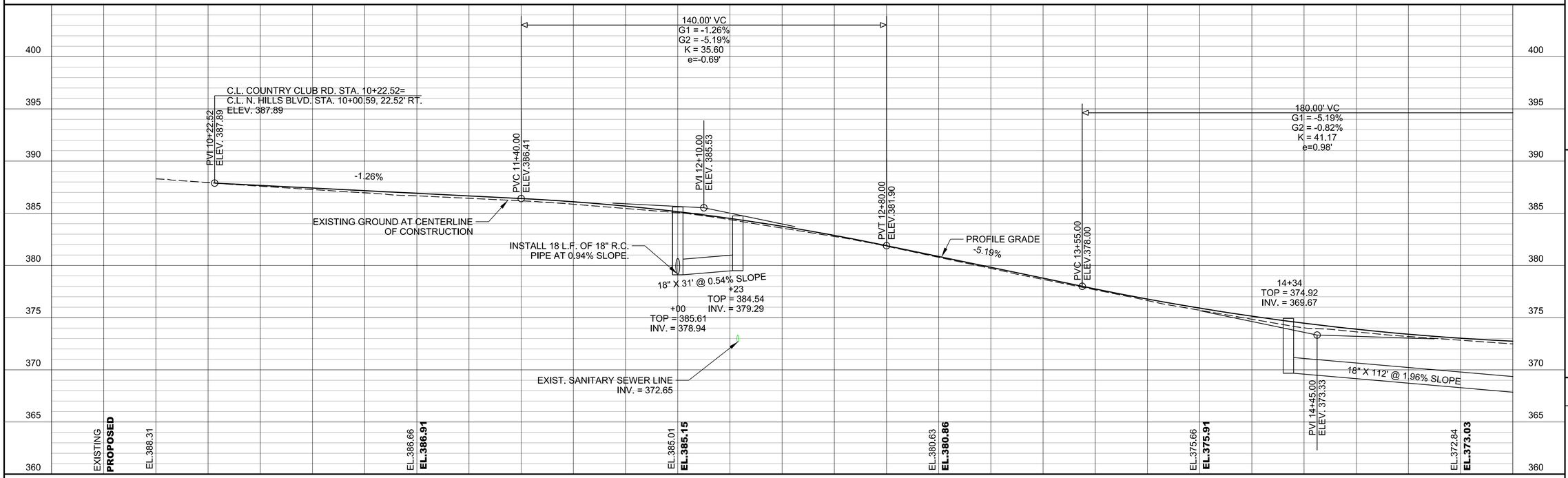
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DRAWING NUMBER
C-601

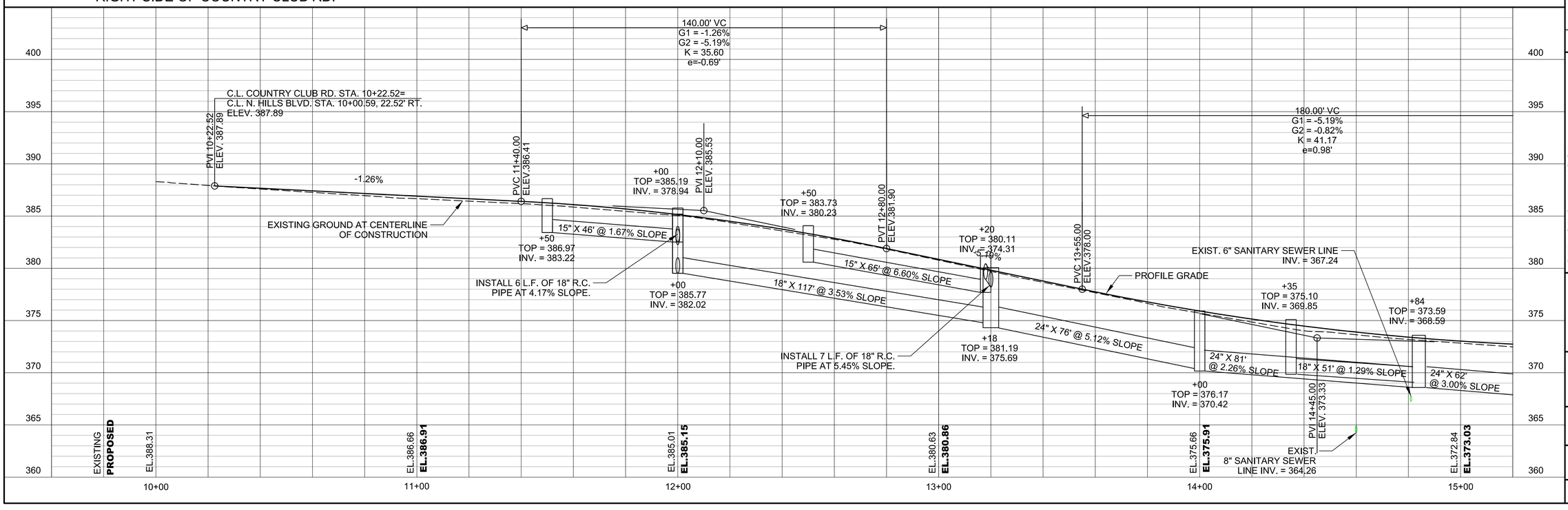
SHEET NUMBER 050

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WORKSPACE\Garver_2012
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 10+00 TO
STA. 15+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
**C-602**

SHEET NUMBER **051**


AMWeiner 9/9/2021 4:28:02 PM
WORKSPACE\Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C602-PP.dgn

| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 15+96 LT. | P.C.C. | 36 SQ. YDS. | SHERWOOD-30 |
| 16+26 LT. | P.C.C. | 48 SQ. YDS. | SHERWOOD-30 |
| 17+04 RT. | P.C.C. | 15 SQ. YDS. | SHERWOOD-30 |
| 17+96 LT. | P.C.C. | 31 SQ. YDS. | 1 (C-211) |
| 18+17 LT. | P.C.C. | 18 SQ. YDS. | SHERWOOD-30 |
| 19+68 LT. | P.C.C. | 15 SQ. YDS. | SHERWOOD-30 |
| 19+76 RT. | P.C.C. | 19 SQ. YDS. | 2 (C-211) |
| 19+96 LT. | P.C.C. | 25 SQ. YDS. | 3 (C-211) |
| 20+00 RT. | P.C.C. | 56 SQ. YDS. | 2 (C-211) |
| 20+63 LT. | P.C.C. | 25 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 18+00 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 18+47 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)

202 204 206 300 304 201-203 205 207 301 303 305

STA. 15+50 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 4' EXTENSION AND
18" x 25' R.C.P. OUTLET
TOP = 372.73
F.L. IN W = 367.48
F.L. OUT S = 367.48

STA. 16+55 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 18" x 25' R.C.P. OUTLET
TOP = 371.87
F.L. OUT S = 366.62

STA. 18+65 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
18" x 25' R.C.P. OUTLET
TOP = 369.02
F.L. OUT S = 363.77

STA. 20+40 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 18" x 25' R.C.P. OUTLET
TOP = 366.17
F.L. OUT S = 360.92

4 / C-201 STA. 21+86 CONSTRUCT SIDEWALK SHIFT

+80.00 38.00 LT. / +80.00 29.99 LT. / +10.00 38.00 LT. / 14.4' / +10.00 36.00 LT. / 22.6' / T.C.E. / +45.00 36.00 LT. / +45.00 29.66 LT. / +75.00 39.00 LT. / +75.00 29.00 LT. / +10.00 39.00 LT. / T.C.E. / 8' / 8.9' / +10.00 33.00 LT. / +30.00 33.00 LT. / +30.00 28.72 LT. / +70.00 33.00 LT. / 9.4' / +85.00 33.00 LT. / +85.00 27.93 LT. / 15.2' / 13.9' / +70.00 28.00 LT.

GRADE AREA BETWEEN SIDEALK AND WALL TO DRAIN TOWARDS ROAD.

EXIST. R/W

5' SIDEWALK
3' BUFFER

GRADE AREA TO FLOW AWAY FROM STREET

**COUNTRY CLUB RD.**

2561.27'
S89°05'07"E

+90.00 23.71 RT. / +90.00 35.00 RT. / +94.10 35.00 RT. / +15.00 23.44 RT.

EXIST. R/W +60.00 23.74 RT. / +60.00 32.00 RT. / 7.4'

20' EX.

**OAKHILL PL.**

4' BUFFER
5' SIDEWALK

+15.00 30.00 RT. / +45.00 30.00 RT. / +45.00 38.00 RT. / +20.00 33.00 RT. / +20.00 38.00 RT.

STA. 15+21 CONSTRUCT
P.C.C. DRIVEWAY
(SHERWOOD STD-34)
ON RT. = 63.34 SQ. YD.

STA. 15+50 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ 24" x 102' R.C.P. OUTLET
TOP = 373.73
F.L. IN N = 367.23
F.L. IN W = 366.73
F.L OUT E = 366.73
1 / C-202

STA. 15+50 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-0")
W/ 8' EXTENSION AND
18" x 8' R.C.P. OUTLET
TOP = 372.32
F.L. OUT NE = 369.32

STA. 16+55 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 3'-6")
W/ 4' EXTENSION AND
30" x 71' R.C.P. OUTLET
TOP = 371.87
F.L. IN SE = 369.57
F.L. IN N = 365.37
F.L. IN W = 364.87
F.L. OUT E = 364.37

STA. 16+85 RT.
CONSTRUCT SIDEWALK
CONNECTION
2 / C-202

STA. 17+30 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
30" x 131' R.C.P. OUTLET (CLASS IV)
TOP = 371.16
F.L. IN W = 363.66
F.L. OUT E= 363.66
1 / C-202

STA. 17+50 RT.
CONSTRUCT SIDEWALK
CONNECTION
W/ CONCRETE STEPS
2 / C-202

STA. 18+11, 33' RT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ DBL. 4' EXTENSION AND
18" x 55' R.C.P. OUTLET
TOP = 370.55
F.L. OUT NE = 365.05
1 / C-202

STA. 18+65 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 6'-6")
W/ 4' EXTENSION AND
30" x 86' R.C.P. OUTLET
TOP = 369.02
F.L. IN N= 363.52
F.L. IN W= 362.52
F.L. IN SW= 362.52
F.L. OUT E = 361.52
1 / C-202

STA. 19+55 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
BACK OPENING AND
30" x 80' R.C.P. OUTLET
TOP = 367.42
F.L. IN W = 359.92
F.L. OUT E = 359.92
1 / C-202

STA. 19+66 RT.
CONSTRUCT
SIDEWALK CONNECTION
3 / C-202

STA. 19+53 TO STA.19+68 RT.
REMOVE EXIST. FENCE
AND INSTALL 4' CHAIN-LINK FENCE
W/ 3'-0" SWING GATE
(SHERWOOD STD-55)

STA. 20+40 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ 4' EXTENSION
AND 30" x 100' R.C.P. OUTLET
TOP = 366.17
F.L. IN W = 358.67
F.L. IN N = 359.67
F.L. OUT E = 358.67
1 / C-202

T.C.E. / TOB / TOS / R/W / SS / UGT / OHE / 22' / 20' EX.

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GARVER LLC No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 15+00 TO
STA. 21+00

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

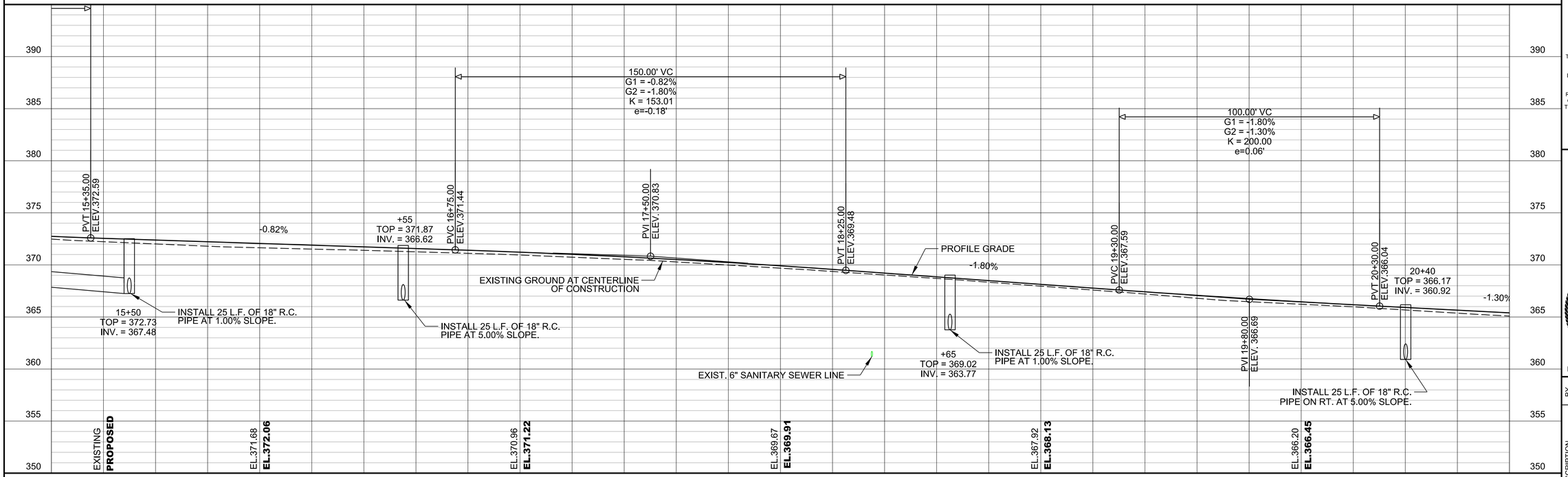
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DRAWING NUMBER
**C-603**

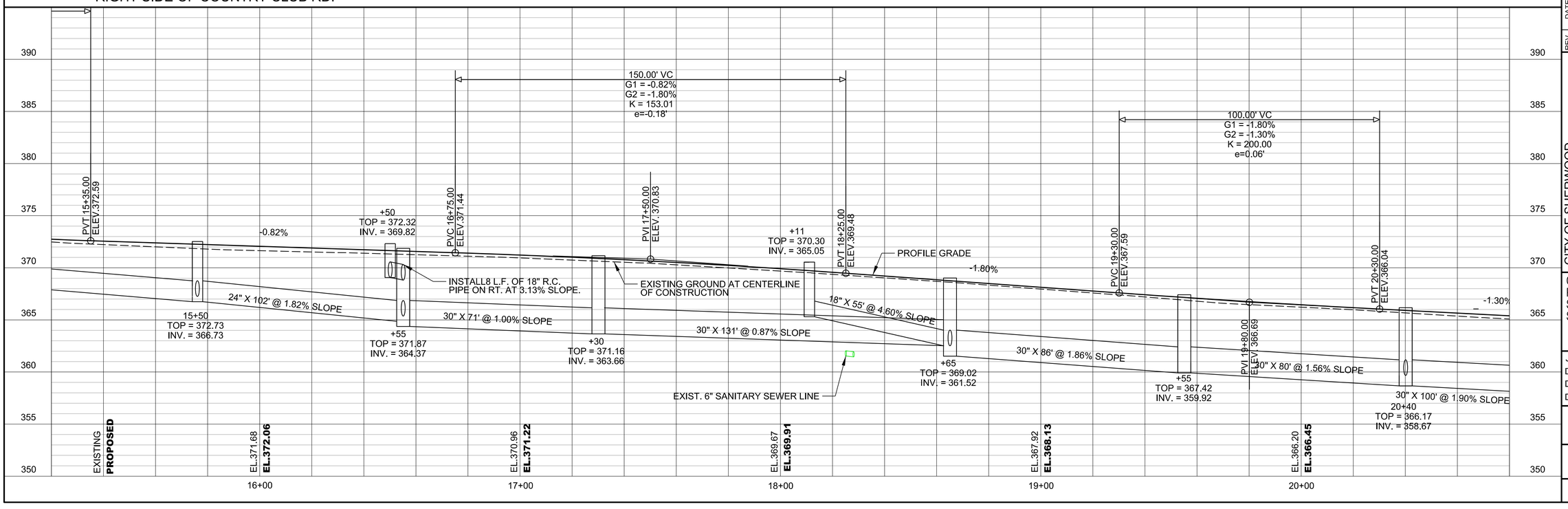
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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No.16145
CHARLES M. CULLEN

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE ROADWAY
STA. 15+20 TO
STA. 20+80

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-604**

SHEET NUMBER **053**

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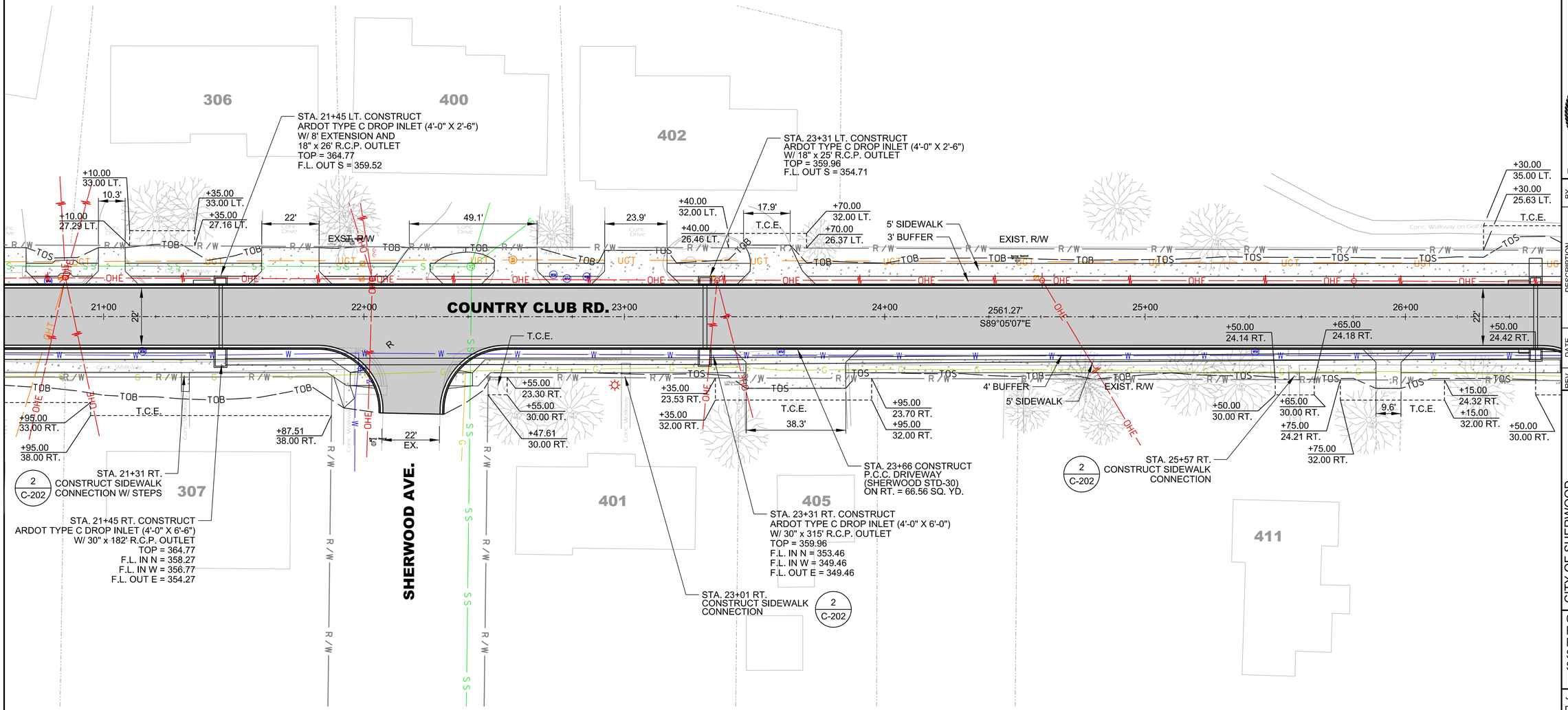
| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 21+03 LT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 21+72 LT. | P.C.C. | 37 SQ. YDS. | SHERWOOD-30 |
| 22+18 LT. | P.C.C. | 27 SQ. YDS. | 4 (C-211) |
| 22+58 LT. | P.C.C. | 32 SQ. YDS. | 4 (C-211) |
| 23+05 LT. | P.C.C. | 38 SQ. YDS. | SHERWOOD-30 |
| 23+58 LT. | P.C.C. | 35 SQ. YDS. | 1 (C-212) |
| 23+66 RT. | P.C.C. | 67 SQ. YDS. | SHERWOOD-30 |
| 25+94 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 22+00 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 22+38 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)





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GARVER LLC No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 20+60 TO
STA. 26+60

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

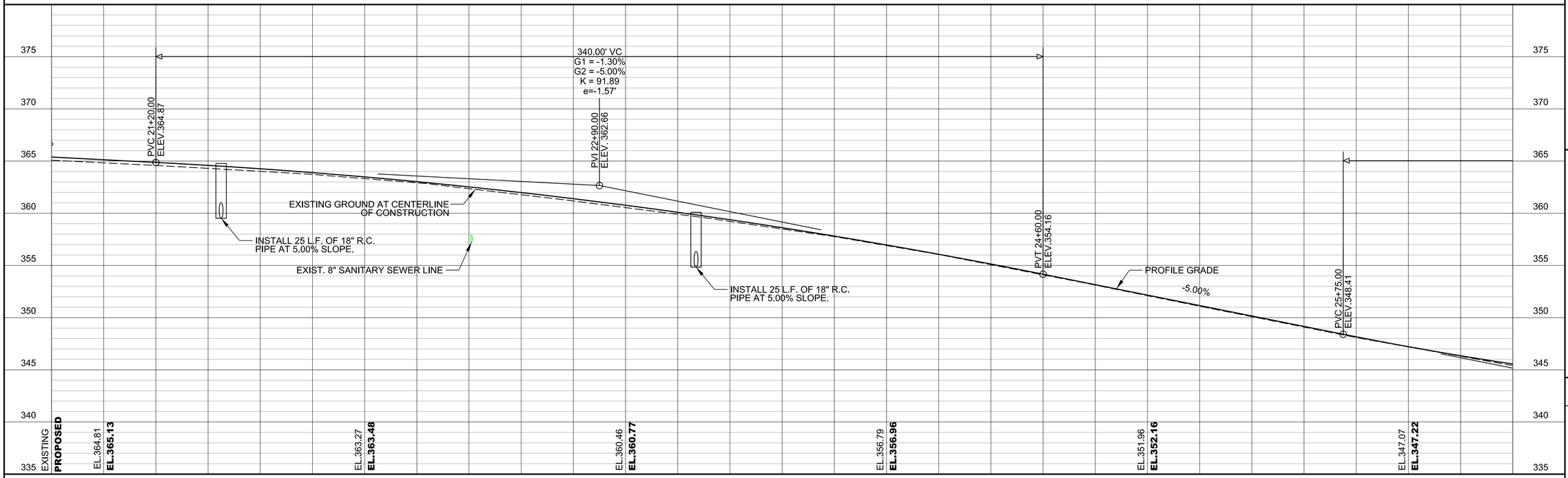
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DRAWING NUMBER
**C-605**

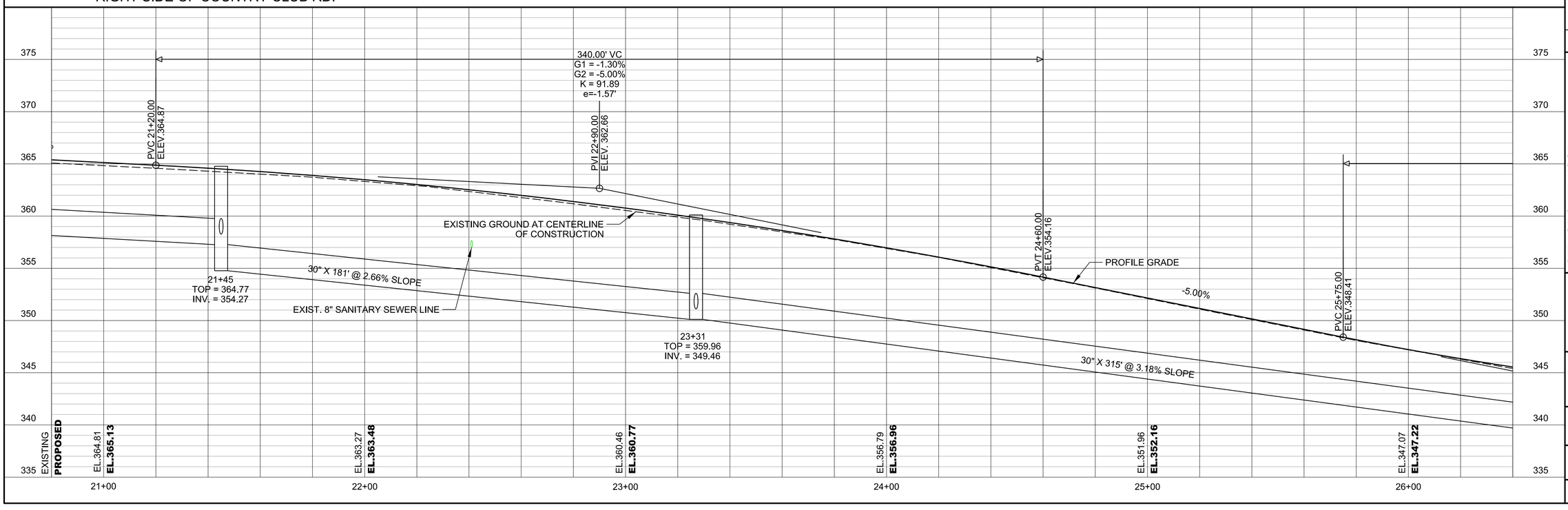
SHEET NUMBER **054**

AMWeiner 9/9/2021 4:28:07 PM
WORKSPACE:Garver 2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C605-PP.dgn

## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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GARVER LLC No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 20+80 TO
STA. 26+40

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-606**

SHEET NUMBER **055**

AMWeiner 9/9/2021 4:28:08 PM
WORKSPACE\Garver_2012
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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 27+48 LT. | P.C.C. | 31 SQ. YDS. | 2 (C-212) |
| 27+84 LT. | P.C.C. | 40 SQ. YDS. | 2 (C-212) |
| 28+04 RT. | P.C.C. | 44 SQ. YDS. | SHERWOOD-30 |
| 28+90 RT. | P.C.C. | 37 SQ. YDS. | 3 (C-212) |
| 29+64 RT. | P.C.C. | 33 SQ. YDS. | SHERWOOD-30 |
| 30+57 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 26+65 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 27+11 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 31+36 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 31+80 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)

STA. 26+50 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
BACK OPENING AND
18" x 25' R.C.P. OUTLET
TOP = 345.44
F.L. OUT S = 340.19

STA. 30+00 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 8' EXTENSION AND
18" x 25' R.C.P. OUTLET
TOP = 335.81
F.L. OUT S = 330.56

**COUNTRY CLUB RD.**

2561.27'
S89°05'07"E

**DELMONT AVE.**

**GLENORA AVE.**

STA. 26+50 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 3'-9")
W/ 4' EXTENSION AND
30" x 346' R.C.P. OUTLET
(CLASS IV WHEN UNDER ROADWAY)
TOP = 345.44
F.L. IN N = 338.94
F.L. IN W = 339.44
F.L. OUT E = 339.44

STA. 27+46 RT.
CONSTRUCT SIDEWALK
CONNECTION

STA. 30+00 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
30" x 246' R.C.P. OUTLET
TOP = 335.81
F.L. IN W = 328.31
F.L. OUT E = 328.31

STA. 32+10 RT.
CONSTRUCT SIDEWALK
CONNECTION

EXIST. R/W
5' SIDEWALK
3' BUFFER
4' BUFFER

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 26+20 TO
STA. 32+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

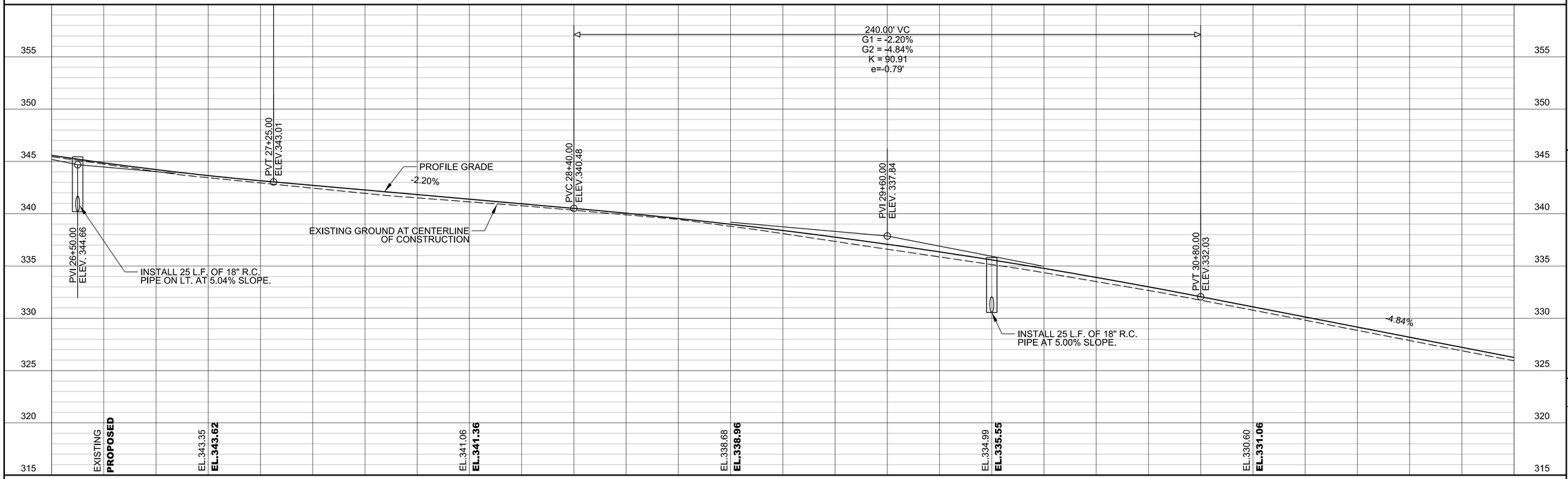
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DRAWING NUMBER
**C-607**

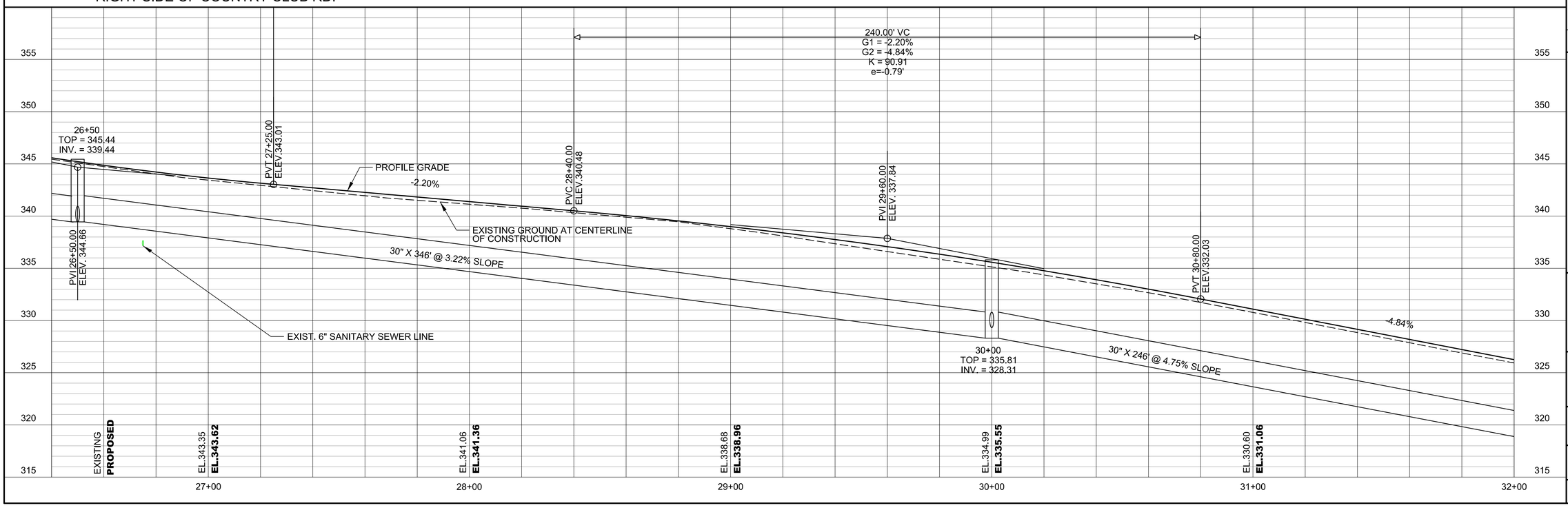
SHEET NUMBER **056**

AMWeiner
9/9/2021 4:28:09 PM
WORKSPACE:Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C607-PP.dgn

## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.




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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 26+40 TO
STA. 32+00

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**C-608**

SHEET NUMBER **057**

AMWeiner 9/9/2021 4:28:10 PM
WORKSPACE:Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C608-PP.dgn

| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 32+80 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 33+03 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 33+47 RT. | P.C.C. | 40 SQ. YDS. | SHERWOOD-30 |
| 34+35 RT. | P.C.C. | 30 SQ. YDS. | 4 (C-212) |
| 34+51 RT. | P.C.C. | 32 SQ. YDS. | 4 (C-212) |
| 35+48 RT. | P.C.C. | 20 SQ. YDS. | SHERWOOD-30 |
| 36+17 LT. | P.C.C. | 39 SQ. YDS. | 1 (C-213) |
| 36+95 LT. | P.C.C. | 34 SQ. YDS. | SHERWOOD-30 |
| 37+32 LT. | P.C.C. | 20 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 36+06 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 36+50 RT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 36+63 LT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 36+63 RT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'
(IN FEET)

STA. 34+18 LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 2'-6") W/ DBL. 4' EXTENSIONS AND 24" x 25' R.C.P. OUTLET (CLASS V) TOP = 320.47 F.L. IN E = 315.72 F.L. OUT S = 315.72

STA. 33+70 TO STA. 33+95 REMOVE EXIST. FENCE AND INSTALL WROUGHT IRON FENCE TO MATCH EXISTING.

STA. 33+92 LT. ABANDON DROP INLET

STA 33+80 CONSTRUCT TRPL. 24" F.E.S. W/ TRPL. 24" X 8' R.C.P. OUTLET F.L. OUT = 317.75

STA. 33+81 LT. CONSTRUCT ARDOT TYPE C DROP INLET (14'-0" X 2'-6") W/ 59" x 36" x 25' R.C.A.P. OUTLET (CLASS V) TOP = 320.67 F.L. IN N = 317.00 F.L. IN N = 317.00 F.L. IN W = 316.65 F.L. OUT S = 315.15

STA. 33+02 LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 2'-6") W/ 4' EXTENSION AND 18" x 71' R.C.P. OUTLET TOP = 322.21 F.L. OUT E = 317.96

STA. 35+00 LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 2'-6") W/ 24" x 78' R.C.P. OUTLET TOP = 320.70 F.L. IN E = 316.45 F.L. OUT W = 316.45

STA. 34+00 ABANDON PIPE AND FILL WITH FLOWABLE FILL

STA. 35+84 LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 2'-6") W/ 4' EXTENSION AND 18" x 80' R.C.P. OUTLET TOP = 320.95 F.L. IN E = 316.70 F.L. OUT W = 316.70

1 / C-202 STA. 36+74 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 4' EXTENSION AND 18" x 29' R.C.P. OUTLET TOP = 321.44 F.L. IN E = 317.19 F.L. OUT W = 317.19

4 / C-201 STA. 36+63 CONSTRUCT SIDEWALK SHIFT

STA. 36+43 LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 2'-6") W/ 4' EXTENSION AND BACK OPENING AND 18" x 53' R.C.P. OUTLET TOP = 321.19 F.L. IN NW = 316.94 F.L. IN E = 316.94 F.L. OUT W = 316.94

STA. 36+26, 28' LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 17' R.C.P. OUTLET TOP = 322.35 F.L. OUT SE = 318.85

1 / C-202 STA. 37+50 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 35' R.C.P. OUTLET TOP = 322.39 F.L. OUT W = 318.14

1 / C-202 STA. 37+12 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 4' EXTENSION AND 18" x 35' R.C.P. OUTLET TOP = 321.88 F.L. IN E = 317.63 F.L. OUT W. = 317.63

**COUNTRY CLUB RD.**

CURVE NO. 1
PI STA. 35+76.40
2567.05' S89°02'44"E
2582.65' S88°51'30"E

1 / C-202 STA. 32+50 RT. CONSTRUCT TYPE 1 DROP INLET (5' DIA.) W/ 30" x 126' R.C.P. OUTLET TOP = 324.12 F.L. IN W = 316.62 F.L. OUT E = 316.62

STA. 32+65 RT. CONSTRUCT SIDEWALK CONNECTION

STA. 32+10 RT. CONSTRUCT SIDEWALK CONNECTION 2 / C-202

GRADE AREA TO FLOW AWAY FROM STREET

GRADE AREA TO FLOW AWAY FROM STREET

2561.27' S89°05'07"E

STA. 33+81 RT. ABANDON PIPE AND FILL WITH FLOWABLE FILL

STA. 33+81 RT. CONSTRUCT ARDOT TYPE C DROP INLET (6'-9" X 6'-6") W/ 4' EXTENSION AND 54" x 31' R.C.P. OUTLET TOP = 320.67 F.L. IN W = 314.15 F.L. IN N= 314.15 F.L. OUT E = 314.15

STA. 34+18 RT. CONSTRUCT TYPE C DROP INLET (6'-0" x 6'-6") W/ BACK OPENING AND DBL. 4' EXTENSIONS AND 54" x 45' R.C.P. OUTLET TOP = 320.47 F.L. IN N = 313.97 F.L. IN W = 313.97 F.L. OUT E = 313.97

STA. 34+07 RT. ABANDON PIPE

STA. 34+08 RT. ABANDON DROP INLET 4 / C-202

STA. 34+15 RT. CONSTRUCT SIDEWALK CONNECTION

STA. 34+68 RT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 10'-6") W/ BACK OPENING AND 54" x 398' R.C.P. OUTLET (CLASS IV WHEN UNDER ROADWAY) TOP = 320.61 F.L. IN W = 313.61 F.L. OUT E = 313.61

2 / C-202 STA. 35+82 RT. CONSTRUCT SIDEWALK CONNECTION

**S. FAIRWAY AVE.**

STA. 36+29.00
END TYPICAL SECTION ⑤
BEGIN TYPICAL SECTION ⑥

PROPOSED ROW

Curve No. 1
PI STA. 35+76.40
R = 7639.44'
Dc = 0°45'00.00"
L = 30.27
Delta = 0°13'37.33" RT.
T = 15.14

601 603 605 607 609 611 613 615 700 702

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CERTIFICATE OF AUTHORIZATION — GARVER LLC No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16145 — CHARLES M. CULLEN

Digitally Signed 09/10/2021

| BY | DESCRIPTION | DATE | REV. |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 31+80 TO
STA. 37+80

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

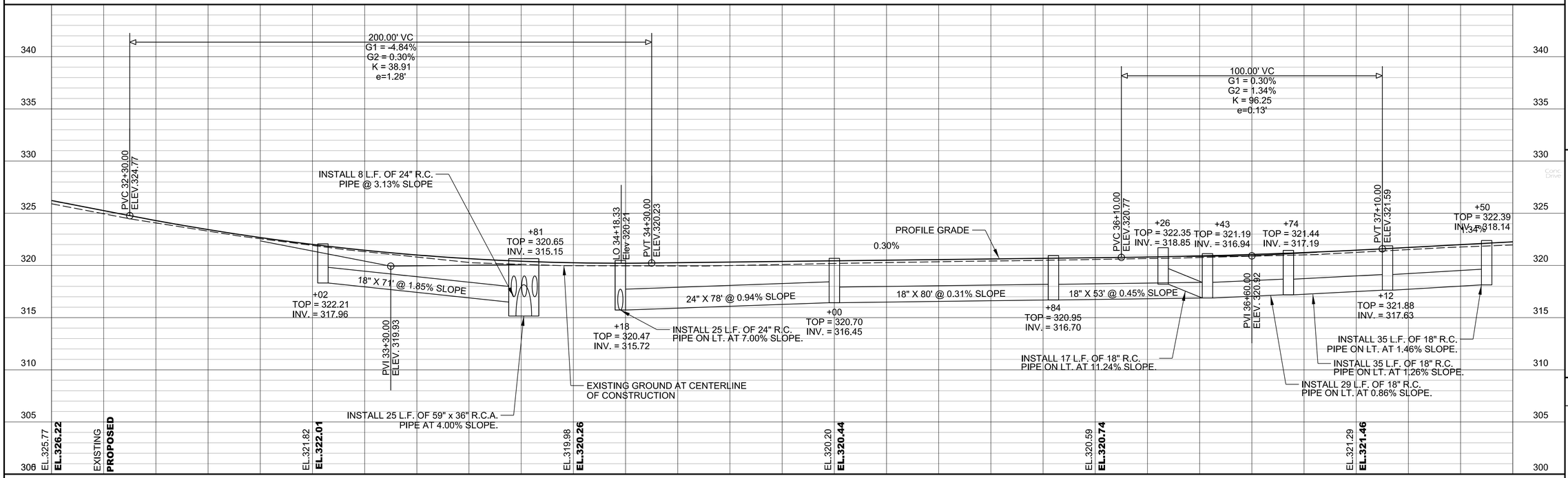
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DRAWING NUMBER
**C-609**

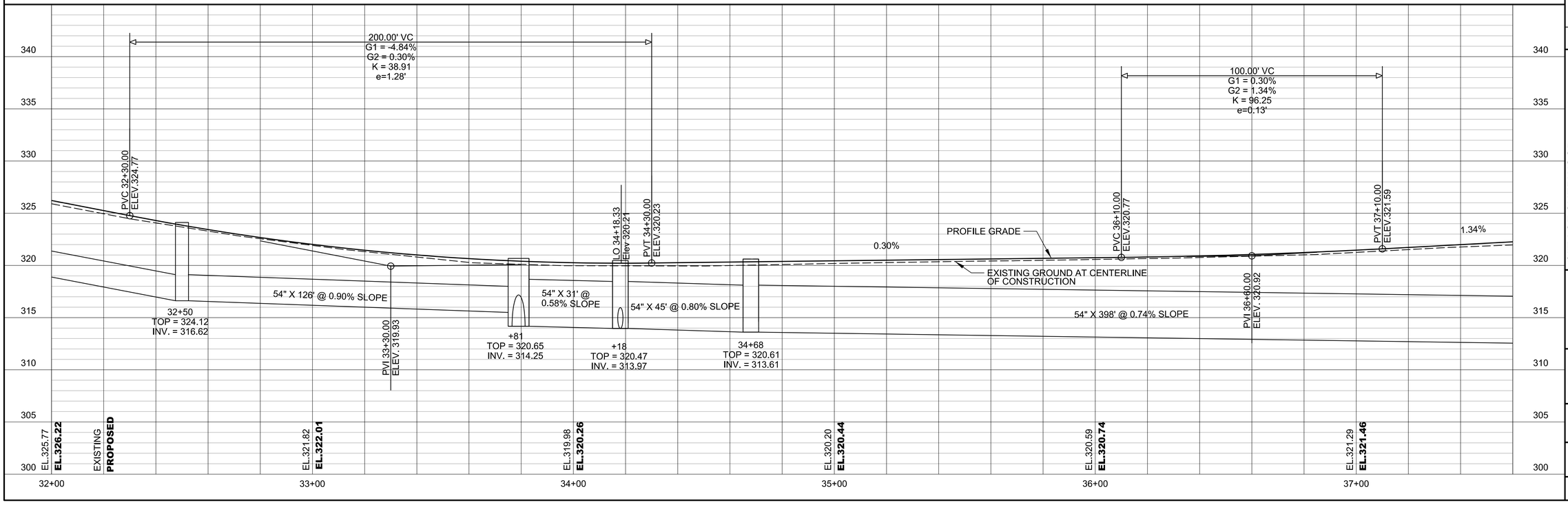
SHEET NUMBER **058**

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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.




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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 32+00 TO
STA. 37+60

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-610**

SHEET NUMBER **059**

AMWeiner 9/9/2021 4:28:12 PM
WORKSPACE\Garver_2012
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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 37+75 LT. | P.C.C. | 23 SQ. YDS. | SHERWOOD-30 |
| 38+63 LT. | P.C.C. | 68 SQ. YDS. | 2 (C-213) |
| 39+14 RT. | P.C.C. | 71 SQ. YDS. | 3 (C-213) |
| 39+41 LT. | P.C.C. | 27 SQ. YDS. | 4 (C-213) |
| 40+20 RT. | P.C.C. | 26 SQ. YDS. | SHERWOOD-30 |
| 40+22 LT. | P.C.C. | 33 SQ. YDS. | SHERWOOD-30 |
| 40+54 RT. | P.C.C. | 63 SQ. YDS. | 5 (C-213) |
| 40+93 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 41+06 LT. | P.C.C. | 27 SQ. YDS. | SHERWOOD-30 |
| 41+52 LT. | P.C.C. | 34 SQ. YDS. | SHERWOOD-30 |
| 41+57 RT. | P.C.C. | 33 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 38+81 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 39+27 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 42+30 LT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 42+30 RT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 42+55 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 43+04 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)

N. FAIRWAY AVE.

N. BEVERLY AVE.

S. BEVERLY AVE.

COUNTRY CLUB RD.

2582.65'
S88°51'30"E

38+00 39+00 40+00 41+00 42+00 43+00

22'

22'

702 704 708 710 712 101 709 713 715

STA. 37+93 CONSTRUCT SIDEWALK SHIFT
4 / C-201
+78.43 53.00 LT.
16.2'
+35.00 53.00 LT.
5' SIDEWALK
4' BUFFER
+35.00 33.00 LT.
T.C.E. 11.5'
TOB
R/W
OHE
TOS
SS
W
23' EX.
+28.43 41.00 LT.
9'
+15.00 41.00 LT.
T.C.E. +15.00 33.00 LT.
+40.00 33.00 LT.
16.7'
+40.00 24.85 LT.
EXIST. R/W
+65.00 40.00 LT.
+65.00 24.82 LT.
10'
T.C.E.
+40.00 40.00 LT.
+40.00 42.00 LT.
11.3'
+96.35 24.80 LT.
PI 10+44.68
T.C.E.
+53.66 60.81 LT.
23' EX.
+03.28 33.00 LT.
10.3'
T.C.E.
+46.43 24.79 LT.
+40.00 25.40 RT.
+75.00 32.00 RT.
+75.00 36.00 RT.
+35.00 25.27 RT.
+03.02 30.00 RT.
STA. 38+70 RT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 10'-6") W/ 54" x 261' R.C.P. OUTLET
TOP = 321.16
F.L. IN W = 310.66
F.L. OUT E = 310.66
GRADE AREA TO FLOW AWAY FROM STREET
3 / C-213
STA. 39+14 CONSTRUCT SPECIAL P.C.C. DRIVEWAY ON RT. = 69.29 SQ. YD.
23.7'
EXIST. R/W
4' BUFFER
5' SIDEWALK
+05.00 25.10 RT.
+05.00 41.00 RT.
9.9'
T.C.E.
28.4'
11.1'
+75.00 25.19 RT.
+75.00 41.00 RT.
STA. 39+50 TO 40+14 CONSTRUCT SIDEWALK (TYPE SPECIAL) ON LT. (SHERWOOD STD-44)
1 / C-202
STA. 41+35 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ BACK OPENING 18" x 58' R.C.P. OUTLET
TOP = 309.17
F.L. IN W = 303.92
F.L. OUT E = 303.92
1 / C-202
STA. 40+90 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ BACK OPENING AND 18" x 42' R.C.P. OUTLET
TOP = 310.72
F.L. OUT E = 305.47
4 / C-201
STA. 40+85 CONSTRUCT SIDEWALK SHIFT
STA. 41+35 RT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 10'-6") W/ 4' EXTENSION AND 54" x 59' R.C.P. OUTLET
TOP = 309.17
F.L. IN W = 303.17
F.L. OUT E = 303.17
STA. 42+04 LT. CONSTRUCT ARDOT TYPE C DROP INLET (18'-6" X 2'-6") W/ DBL. 60" X 87' R.C.P. OUTLET
TOP = 307.93
F.L. IN W= 302.70
F.L. IN E= 302.68
F.L. IN S= 300.93
F.L. OUT NE = 300.93
P.D.E.
STA. 42+29.85
END TYPICAL SECTION 6
BEGIN TYPICAL SECTION 7
STA. 42+04 RT. CONSTRUCT ARDOT TYPE C DROP INLET (16'-6" X 7'-0") W/ BACK OPENING AND DBL. 60" X 25' R.C.P. OUTLET (CLASS V)
TOP = 307.93
F.L. S = 302.56
F.L. IN W = 301.68
F.L. IN E = 301.18
F.L. OUT N = 301.18
STA. 42+15 REMOVE EXIST. 10' X 3' BOX CULVERT
STA. 42+41, 52 RT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 3'-6") W/ 8' EXTENSION AND 30" X 27' R.C.P. OUTLET
TOP = 308.66
F.L. IN SE=304.41
F.L. IN SE=303.91
F.L. OUT W = 302.91
1 / C-202
STA. 42+70, 52' RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 51' R.C.P. OUTLET
TOP = 311.30
F.L. OUT NW = 306.05
1 / C-202
STA. 42+95, 33 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 24" x 57' R.C.P. OUTLET (CLASS IV)
TOP = 311.00
F.L. OUT NW = 305.25
+35.00 32.00 RT.
+46.01 36.00 RT.
P.D.E.
+52.81 48.00 RT.
POB 10+00.00
T.C.E.
18'
23' EX.
TOB
TOS
R/W
SS
W
OHE
Asphalt Parking
Conc.

330


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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 37+40 TO
STA. 43+40

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

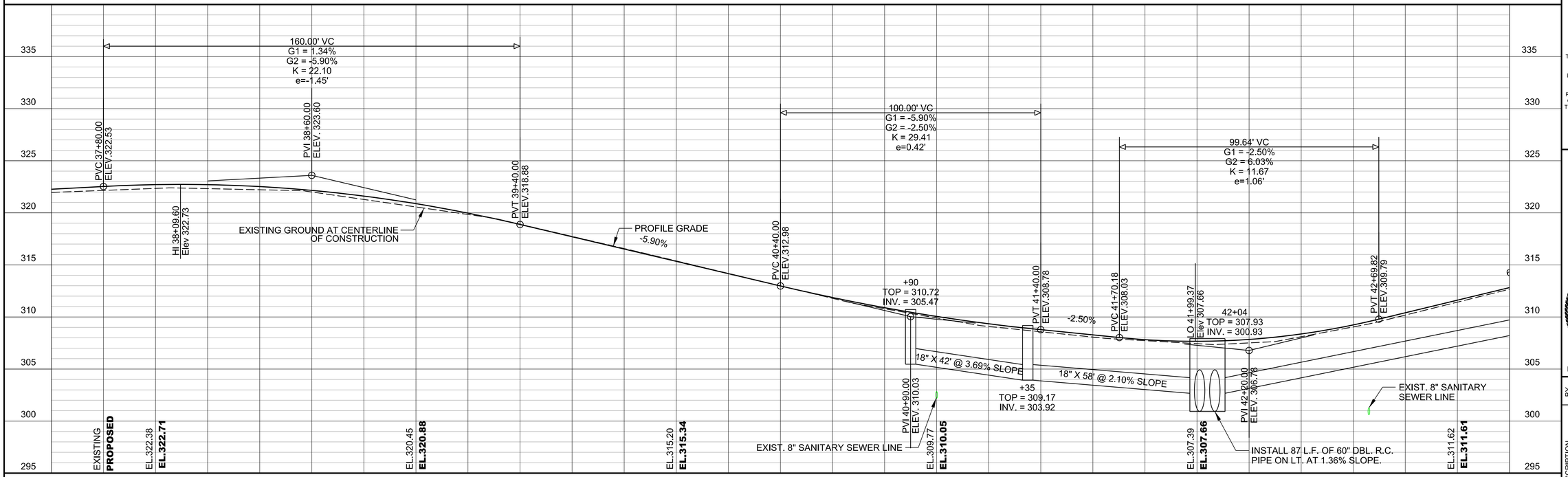
BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
**C-611**

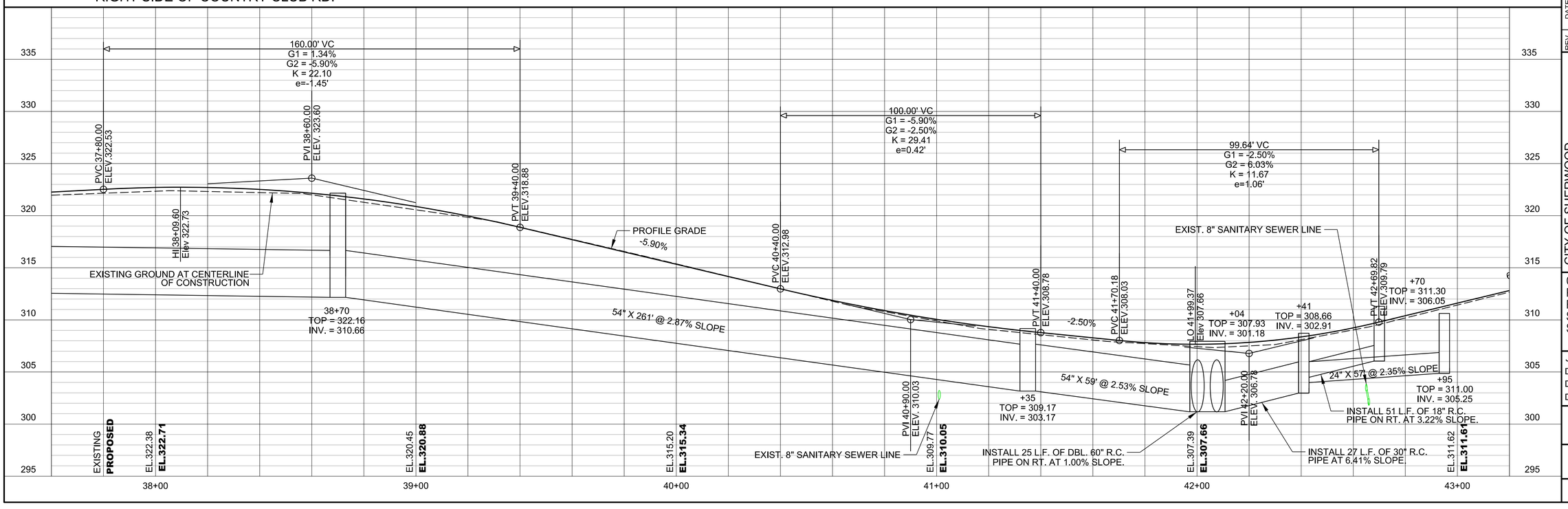
SHEET NUMBER **060**

AMWeiner
9/9/2021 4:28:13 PM
WORKSPACE:Garver 2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C611-PP.dgn

## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 37+60 TO
STA. 43+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**C-612**

SHEET NUMBER **061**

AMWeiner 9/9/2021 4:28:14 PM
WORKSPACE\Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C612-PP.dgn

| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 43+22 LT. | P.C.C. | 21 SQ. YDS. | 1 (C-214) |
| 43+72 RT. | P.C.C. | 11 SQ. YDS. | SHERWOOD-30 |
| 43+74 LT. | P.C.C. | 58 SQ. YDS. | 2 (C-214) |
| 43+97 LT. | P.C.C. | 26 SQ. YDS. | 2 (C-214) |
| 43+97 RT. | P.C.C. | 18 SQ. YDS. | SHERWOOD-30 |
| 44+49 LT. | P.C.C. | 23 SQ. YDS. | SHERWOOD-30 |
| 44+77 LT. | P.C.C. | 22 SQ. YDS. | SHERWOOD-30 |
| 44+77 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 45+12 LT. | P.C.C. | 20 SQ. YDS. | SHERWOOD-30 |
| 45+18 RT. | P.C.C. | 15 SQ. YDS. | SHERWOOD-30 |
| 45+53 LT. | P.C.C. | 26 SQ. YDS. | SHERWOOD-30 |
| 45+56 RT. | P.C.C. | 16 SQ. YDS. | SHERWOOD-30 |
| 46+06 RT. | P.C.C. | 13 SQ. YDS. | SHERWOOD-30 |
| 46+31 RT. | P.C.C. | 30 SQ. YDS. | SHERWOOD-30 |
| 46+38 RT. | P.C.C. | 31 SQ. YDS. | SHERWOOD-30 |
| 46+72 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 47+42 RT. | P.C.C. | 31 SQ. YDS. | SHERWOOD-30 |
| 48+44 LT. | P.C.C. | 25 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 47+00 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 47+50 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)

STA. 43+45 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 130' R.C.P. OUTLET TOP = 314.58 F.L. IN S = 309.08 F.L. OUT W = 309.08 — 1 / C-202

STA. 43+45 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 26' R.C.P. OUTLET TOP = 314.58 F.L. OUT N = 309.33 — 1 / C-202

STA. 44+68 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 45+34 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 46+85 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 46+80 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 47' R.C.P. OUTLET TOP = 310.69 F.L. OUT SE = 305.44 — 1 / C-202

STA. 47+20 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" X 76' R.C.P. OUTLET TOP = 308.28 F.L. IN NW = 303.03 F.L. OUT E = 303.03 — 1 / C-202

STA. 47+90 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 48+00 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 4' EXTENSION AND BACK OPENING AND 18" x 115' R.C.P. OUTLET (CLASS V) TOP = 304.02 F.L. IN NW = 299.27 F.L. OUT E = 299.27 — 1 / C-202

STA. 48+54 27' RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" X 11" X 29' R.C.A.P. OUTLET (CLASS V) TOP = 300.60 F.L. OUT E = 297.85 — 1 / C-202

COUNTRY CLUB RD.

N. DEVON AVE.

S. DEVON AVE.

2582.65' S88°51'30"E

802 800 804 806 808 900 902 805 801 803 807 809

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CERTIFICATE OF AUTHORIZATION — GARVER LLC No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16145 — CHARLES M. CULLEN

Digitally Signed 09/10/2021

| BY | DESCRIPTION | DATE | REV. |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 43+00 TO
STA. 49+00

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

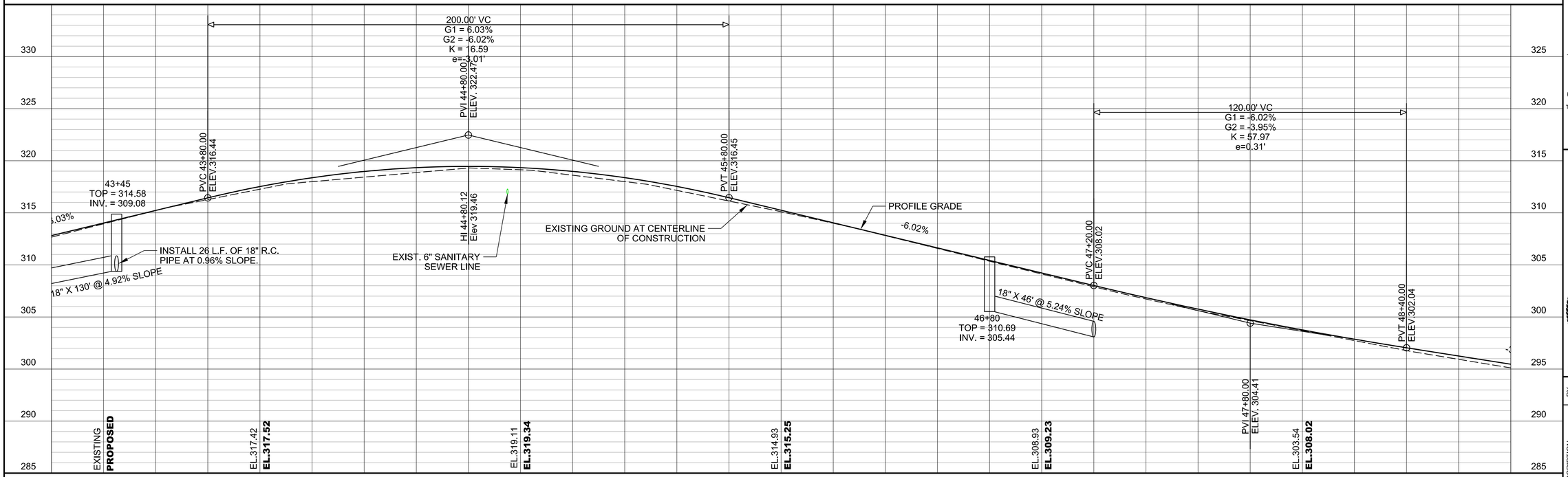
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DRAWING NUMBER
C-613

SHEET NUMBER 062

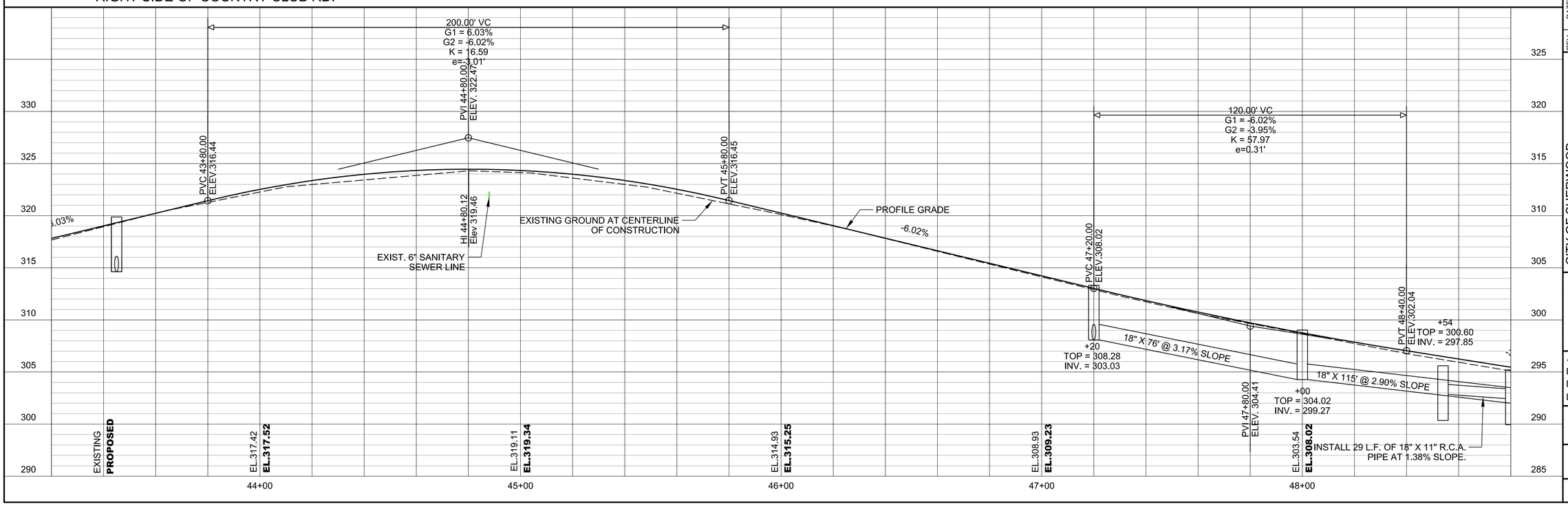
AMWeiner 9/9/2021 4:28:16 PM
WORKSPACE:Garver_2012
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.

+95
TOP = 311.00
INV. = 305.25





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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 43+20 TO
STA. 48+80

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-614**

SHEET NUMBER **063**

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WORKSPACE\Garver_2012
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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 49+37 RT. | P.C.C. | 16 SQ. YDS. | SHERWOOD-30 |
| 49+67 LT. | P.C.C. | 20 SQ. YDS. | SHERWOOD-30 |
| 50+00 LT. | P.C.C. | 23 SQ. YDS. | SHERWOOD-30 |
| 51+10 RT. | P.C.C. | 14 SQ. YDS. | SHERWOOD-30 |
| 51+14 LT. | P.C.C. | 31 SQ. YDS. | SHERWOOD-30 |
| 51+86 RT. | P.C.C. | 16 SQ. YDS. | SHERWOOD-30 |
| 52+54 LT. | P.C.C. | 18 SQ. YDS. | SHERWOOD-30 |
| 52+55 RT. | P.C.C. | 11 SQ. YDS. | SHERWOOD-30 |
| 52+91 RT. | P.C.C. | 12 SQ. YDS. | SHERWOOD-30 |
| 53+32 LT. | P.C.C. | 37 SQ. YDS. | SHERWOOD-30 |
| 54+00 LT. | P.C.C. | 41 SQ. YDS. | SHERWOOD-30 |
| 54+06 RT. | P.C.C. | 23 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 51+42 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 51+83 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |

N

0 10' 20' 40' 60'

(IN FEET)

STA. 50+57 LT. IN PLACE
JUNCTION BOX W/ DBL. 24" OUTLET
REMOVE JUNCTION BOX AND
CONSTRUCT ARDOT TYPE E DROP INLET (7'-6" X 2'-6")
ON EXIST. DBL. 24" X 48" R.C.A.P. OUTLET
TOP = 296.28
F.L. IN S = 291.03
F.L. OUT N = 291.03
F.L. OUT N =291.49

STA. 50+57 LT. IN PLACE
DROP INLET W/ DBL. 24" OUTLET
REMOVE DROP INLET AND
CONSTRUCT ARDOT TYPE C DROP INLET (6'-0" X 2'-6")
W/ 8' EXTENSION AND
51" x 31" x 8' CONCRETE PIPE ARCH OUTLET
TOP = 296.52
F.L. IN W = 291.65
F.L. IN E = 291.65
F.L. IN SW = 291.27
F.L. OUT N = 291.27

STA. 50+20 LT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ 18" x 33' R.C.P. OUTLET
TOP = 296.63
F.L. OUT E = 293.88
(1 / C-202)

STA. 51+31 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 5'-0")
W/ 18" x 67' R.C.P. OUTLET
TOP = 297.60
F.L. IN NE = 294.35
F.L. IN E = 292.35
F.L. OUT W = 292.35

STA. 51+76, 34' LT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ 18" x 48' R.C.P. OUTLET
(CLASS V)
TOP = 298.40
F.L. OUT SW = 295.15
(1 / C-202)

STA. 52+70 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ BACK OPENING
18" x 136' R.C.P. OUTLET
TOP = 301.92
F.L. IN E = 296.67
F.L. OUT W = 296.67

STA. 52+63 LT. CONSTRUCT
SIDEWALK SHIFT
(4 / C-201)

STA. 54+25 LT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 2'-6")
W/ 18" x 151' R.C.P. OUTLET
TOP = 308.62
F.L. IN E = 303.37
F.L. OUT W= 303.37

VERONA CIR. (WEST)

COUNTRY CLUB RD.

2582.65'
S88°51'30"E

S. DEVON AVE.

902 904 907 908 909 910 911 913 914 915 916 918

+70.00 30.00 LT.
+50.00 33.00 LT.
+50.00 24.53 LT. EXIST. R/W
9.9'
11'
+10.00 33.00 LT.
+10.00 27.00 LT.
+00.00 33.00 LT.
+00.00 27.00 LT.
16.9'
+38.73 33.00 LT.
23' EX.
+88.70 37.00 LT.
T.C.E.
8.8'
+05.00 33.00 LT.
+95.00 37.00 LT.
+50.00 33.00 LT.
+50.00 30.00 LT. 19.5'
+85.00 33.00 LT.
+85.00 30.00 LT.
+85.00 33.00 LT.
+85.00 30.00 LT. 15'
EXST. R/W
5' SIDEWALK
4' BUFFER

+70.00 24.56 LT.
49+00
50+00
51+00
52+00
53+00
54+00
22'

+10.00 27.00 LT.
+95.00 24.39 LT.
+05.00 24.39 LT.
+90.00 25.61 RT.
STA. 53+46 ABANDON DROP INLET

9.9'
17'
EXIST. R/W
20.6'
10.7'
8.9'
+90.00 29.00 RT.
+25.00 25.62 RT.
+25.00 29.00 RT.
15.5'

STA. 49+19 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 5'-3")
W/ 4' EXTENSION AND
18" x 131' R.C.P. OUTLET
TOP = 299.18
F.L. IN SW = 296.93
F.L. IN W = 295.93
F.L. OUT E = 293.93

STA. 48+80, 27' RT. CONSTRUCT
TYPE 1 DROP INLET (4' DIA.)
W/ 18" X 11" X 35' R.C.A.P. OUTLET
TOP = 300.20
F.L. IN W = 297.45
F.L. OUT NE = 297.45
(1 / C-202)

STA. 50+55 RT. IN PLACE
DROP INLET W/ 36" INLET AND OUTLET
REMOVE DROP INLET AND OUTLET AND
CONSTRUCT ARDOT TYPE C DROP INLET (6'-0" X 8'-3")
W/ 8' EXTENSION AND
BACK OPENING AND
51" x 31" x 26' PIPE ARCH OUTLET (CLASS V)
ON EXIST. 36" PIPE INLET
TOP = 296.51
F.L. IN W = 291.51
F.L. IN S = 291.65
F.L. IN E = 291.51
F.L. OUT N = 291.51

STA. 51+31 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ 4' EXTENSION AND
30" x 71' R.C.P. OUTLET
TOP = 297.60
F.L. IN E = 291.85
F.L. OUT W = 291.85
(1 / C-202)

STA. 52+25 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
30" x 90' R.C.P. OUTLET
TOP = 300.47
F.L. IN E = 292.97
F.L. OUT W = 292.97
(1 / C-202)

STA. 52+74 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
30" x 45' R.C.P. OUTLET
TOP = 301.92
F.L. IN E = 294.42
F.L. OUT W = 294.42
(1 / C-202)

STA. 53+08 RT. CONSTRUCT
TYPE 1 DROP INLET (5' DIA.)
W/ DBL. 4' EXTENSION AND
BACK OPENING AND
30" x 30' R.C.P. OUTLET
TOP = 303.07
F.L. IN E = 295.57
F.L. OUT W = 295.57
(1 / C-202)

STA. 53+46
ABANDON PIPE

STA. 53+46 RT. CONSTRUCT
ARDOT TYPE C DROP INLET (4'-0" X 4'-3")
W/ 30" x 34' R.C.P. OUTLET
TOP = 304.55
F.L. IN E = 298.05
F.L. IN S = 299.80
F.L. OUT W = 297.05

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

BY | DESCRIPTION | DATE | REV.

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 48+60 TO
STA. 54+60

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

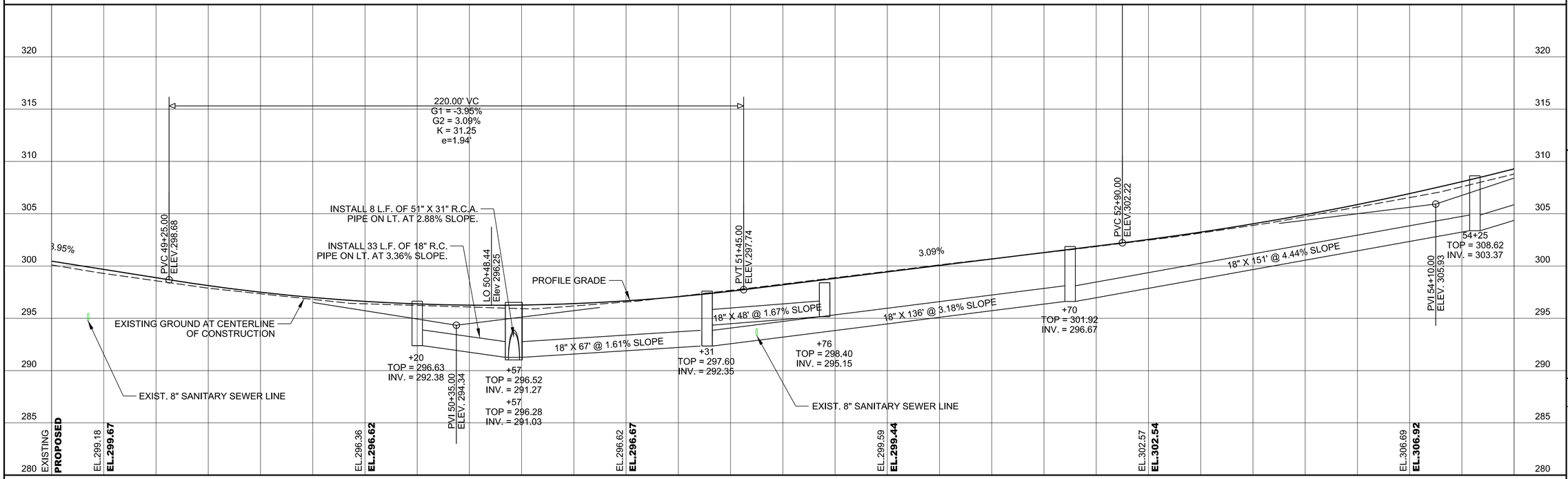
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DRAWING NUMBER
C-615

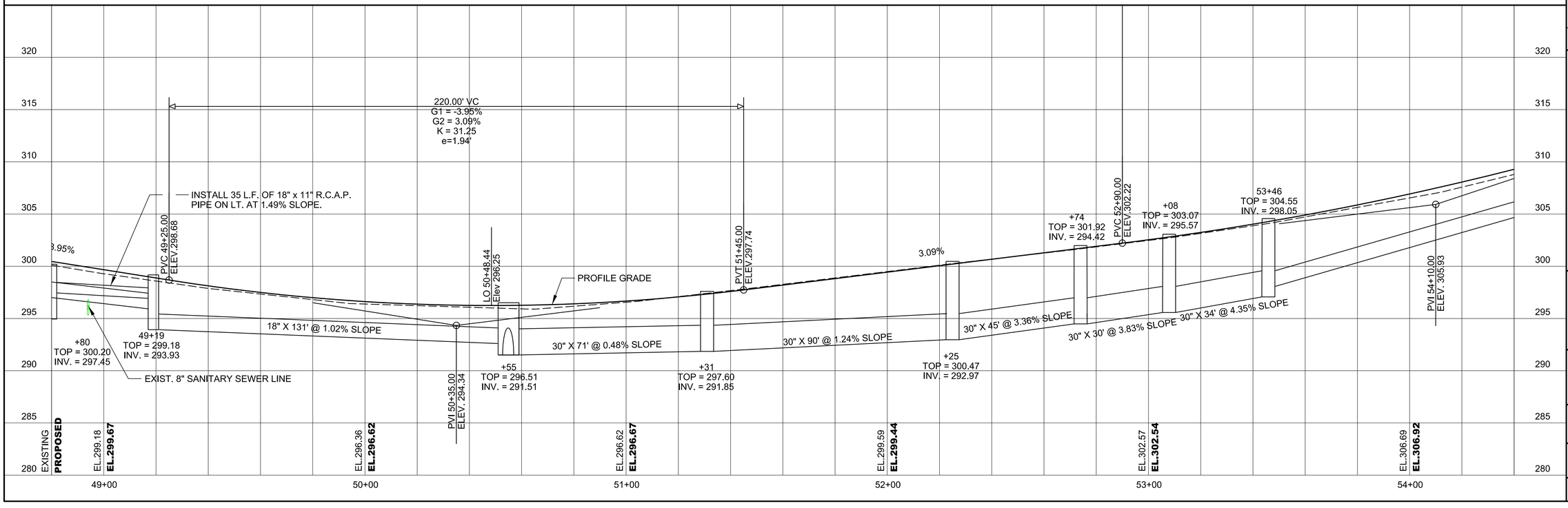
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WORKSPACE:Garver_2012
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 48+80 TO
STA. 54+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-616**

SHEET NUMBER **065**

AMWeiner 9/9/2021 4:28:19 PM
WORKSPACE:Garver_2012
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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 54+80 RT. | P.C.C. | 23 SQ. YDS. | SHERWOOD-30 |
| 54+82 LT. | P.C.C. | 53 SQ. YDS. | SHERWOOD-30 |
| 55+51 LT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 57+52 RT. | P.C.C. | 21 SQ. YDS. | SHERWOOD-30 |
| 57+74 LT. | P.C.C. | 21 SQ. YDS. | SHERWOOD-30 |
| 58+06 LT. | P.C.C. | 20 SQ. YDS. | SHERWOOD-30 |
| 58+84 LT. | P.C.C. | 58 SQ. YDS. | 3 (C-214) |
| 59+14 RT. | P.C.C. | 19 SQ. YDS. | SHERWOOD-30 |
| 59+35 LT. | P.C.C. | 25 SQ. YDS. | SHERWOOD-30 |
| 59+60 LT. | P.C.C. | 31 SQ. YDS. | SHERWOOD-30 |

N

0 10' 20' 40' 60'

(IN FEET)

STA. 55+02 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 74' R.C.P. OUTLET TOP = 313.73 F.L. OUT W = 308.48 (1 / C-202)

STA. 56+16, 33' LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 42' R.C.P. OUTLET TOP = 323.10 F.L. OUT SE = 319.85 (1 / C-202)

STA. 56+60 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 26' R.C.P. OUTLET TOP = 326.63 F.L. IN NW = 319.13 F.L. OUT S = 319.13 (1 / C-202)

STA. 58+62 CONSTRUCT SIDEWALK SHIFT (4 / C-201)

STA. 58+62 CONSTRUCT SIDEWALK SHIFT (4 / C-201)

STA. 60+10 CONSTRUCT SIDEWALK SHIFT (4 / C-201)

STA. 55+45 RT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 6'-0") W/ 18" x 195' R.C.P. OUTLET TOP = 317.36 F.L. IN E = 312.11 F.L. IN SE = 312.11 F.L. IN W = 312.11 (1 / C-202)

STA. 55+89, 37' RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 43' R.C.P. OUTLET TOP = 321.70 F.L. IN E = 316.45 F.L. OUT NW = 316.45 (1 / C-202)

STA. 56+14, 37' RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSIONS AND 18" x 27' R.C.P. OUTLET TOP = 322.40 F.L. OUT W = 317.15 (1 / C-202)

STA. 56+60 RT. CONSTRUCT TYPE 1 DROP INLET (5' DIA.) W/ 18" x 111' R.C.P. OUTLET TOP = 326.63 F.L. IN N = 318.88 F.L. OUT W = 318.88 (1 / C-202)

STA. 58+90 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 106' R.C.P. OUTLET TOP = 327.63 F.L. OUT E = 318.88 (1 / C-202)

STA. 60+00 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 67' R.C.P. OUTLET TOP = 320.87 F.L. IN W = 315.62 F.L. OUT E = 315.62 (1 / C-202)

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 55+67 LT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 55+67 RT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 55+80 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 55+80 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 56+25 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 56+25 RT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 56+40 LT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |
| 56+40 RT. | P.C.C. | 4 SQ. YDS. | SHERWOOD-51 |

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CERTIFICATE OF AUTHORIZATION — GARVER LLC No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16145 — CHARLES M. CULLEN

Digitally Signed 09/10/2021

| BY | DESCRIPTION | DATE | REV. |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 54+20 TO
STA. 60+20

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

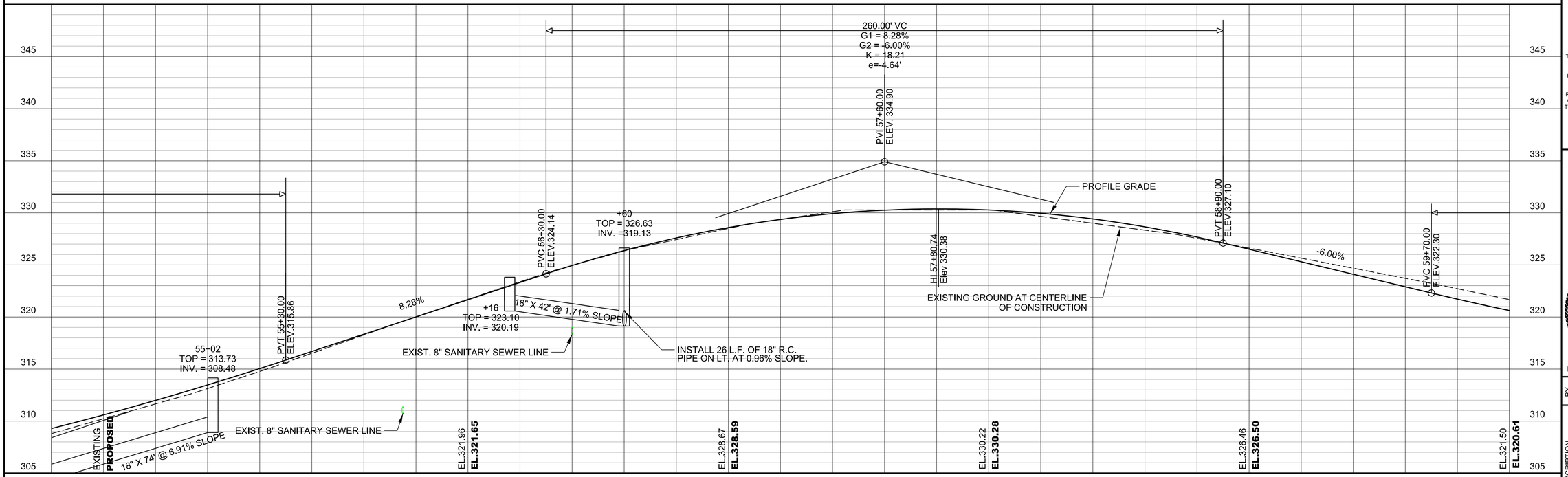
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DRAWING NUMBER
**C-617**

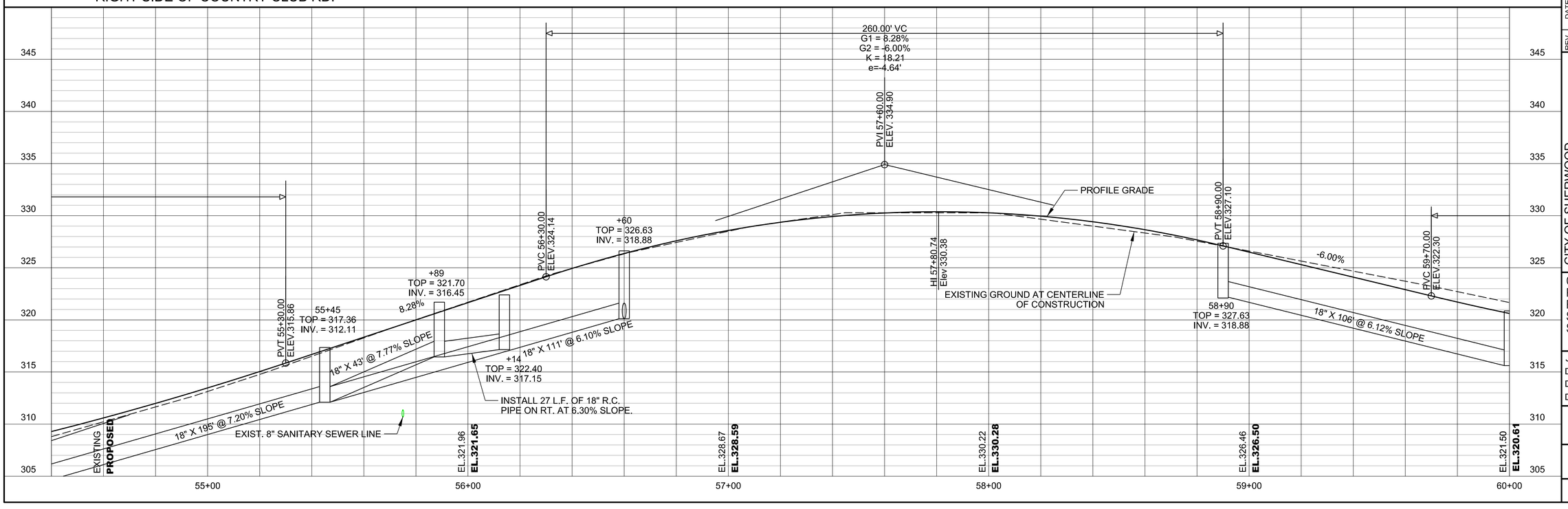
SHEET NUMBER **066**

AMWeiner 9/9/2021 4:28:21 PM
WORKSPACE\Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C617-PP.dgn

## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 54+40 TO
STA. 60+00

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**C-618**

SHEET NUMBER **067**

AMWeiner 9/9/2021 4:28:22 PM
WORKSPACE:Garver_2012
L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C618-PP.dgn

| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 60+25 RT. | P.C.C. | 39 SQ. YDS. | SHERWOOD-30 |
| 60+82 LT. | P.C.C. | 39 SQ. YDS. | SHERWOOD-30 |
| 61+00 RT. | P.C.C. | 29 SQ. YDS. | SHERWOOD-30 |
| 61+12 LT. | P.C.C. | 30 SQ. YDS. | 4 (C-214) |
| 61+43 RT. | P.C.C. | 12 SQ. YDS. | SHERWOOD-30 |
| 62+27 LT. | P.C.C. | 39 SQ. YDS. | SHERWOOD-30 |
| 63+63 RT. | P.C.C. | 30 SQ. YDS. | SHERWOOD-30 |
| 64+12 LT. | P.C.C. | 30 SQ. YDS. | SHERWOOD-30 |
| 64+98 LT. | P.C.C. | 22 SQ. YDS. | SHERWOOD-30 |
| 65+03 RT. | P.C.C. | 16 SQ. YDS. | SHERWOOD-30 |
| 65+35 LT. | P.C.C. | 31 SQ. YDS. | SHERWOOD-30 |
| 65+46 RT. | P.C.C. | 15 SQ. YDS. | SHERWOOD-30 |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 62+54 LT. | P.C.C. | 5.93 SQ. YDS. | SHERWOOD-51 |
| 63+00 LT. | P.C.C. | 5.93 SQ. YDS. | SHERWOOD-51 |

Curve No. 2
PI STA. 62+36.49
R = 5729.58'
Dc = 1°00'00.00"
L = 124.60'
Delta = 1°14'45.47" RT.
T = 62.30'

0 10' 20' 40' 60'
(IN FEET)

STA. 60+15 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 122' R.C.P. OUTLET TOP = 320.11 F.L. OUT E = 314.86 — 1 / C-202

STA. 61+40 LT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 119' R.C.P. OUTLET TOP = 316.00 F.L. IN W = 311.50 F.L. OUT NE = 311.50 — 1 / C-202

STA. 62+64, 37' LT. CONSTRUCT ARDOT TYPE C DROP INLET (4'-0" X 6'-0") W/ 24" ON EXIST. R.C.P. OUTLET TOP = 313.65 F.L. IN S = 310.30 F.L. IN W = 310.30 F.L. OUT N = 308.80

STA. 60+53 LT. CONSTRUCT SIDEWALK CONNECTION — 2 / C-202

STA. 61+72 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 64+77 CONSTRUCT SIDEWALK SHIFT — 4 / C-201

STA. 62+61 REMOVE EXIST. DROP INLET

STA. 62+61 FILL AND ABANDON PIPE

STA. 62+61 RT. REMOVE EXIST. DROP INLET

GRADE AREA TO FLOW AWAY FROM STREET

5' SIDEWALK
4' BUFFER

CURVE NO. 2

COUNTRY CLUB RD.

N. CLAREMONT AVE.

S. CLAREMONT AVE.

1010 1012 1014 1100 1104 1106 1011 1013 101 100 1105

STA. 60+60 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 4' EXTENSION AND 18" x 54' R.C.P. OUTLET TOP = 318.18 F.L. IN W = 312.93 F.L. OUT E = 312.93 — 1 / C-202

STA. 61+27 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) 18" x 52' R.C.P. OUTLET TOP = 316.24 F.L. IN W = 311.99 F.L. OUT E = 311.99 — 1 / C-202

STA. 61+82 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND BACK OPENING AND 18" x 55' R.C.P. OUTLET TOP = 315.87 F.L. IN W = 310.62 F.L. OUT E = 310.62 — 1 / C-202

STA. 62+66, 30' RT. IN PLACE DROP INLET W/ 18" OUT. REMOVE DROP INLET AND OUTLET AND CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 25' R.C.P. OUTLET TOP = 315.68 F.L. OUT NW = 310.93 — 1 / C-202

STA. 62+40 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ 18" x 47' R.C.P. OUTLET (CLASS V) TOP = 315.22 F.L. IN W = 310.97 F.L. IN SE = 310.97 F.L. OUT NE = 310.97 — 1 / C-202

STA. 63+20 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 147' R.C.P. OUTLET TOP = 314.40 F.L. OUT E = 310.65 — 1 / C-202

STA. 64+70 RT. CONSTRUCT TYPE 1 DROP INLET (4' DIA.) W/ DBL. 4' EXTENSION AND 18" x 152' R.C.P. OUTLET TOP = 307.80 F.L. IN W = 302.55 F.L. OUT E = 302.55 — 1 / C-202

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 59+80 TO
STA. 65+80

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

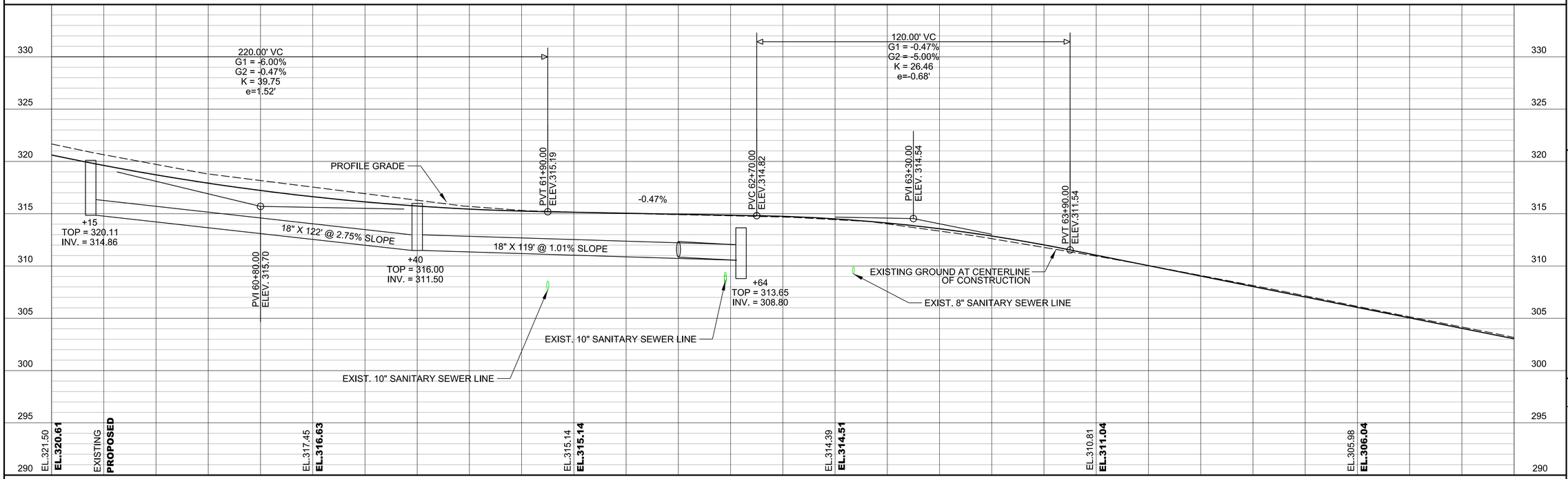
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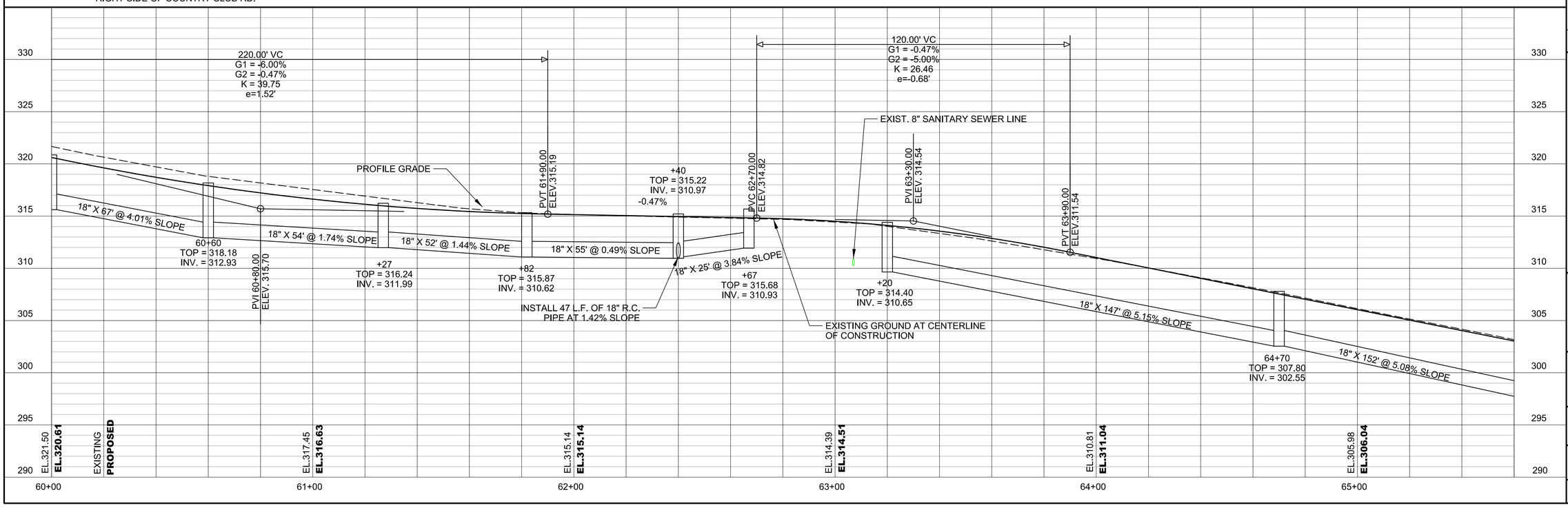
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.





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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 60+00 TO
STA. 65+60

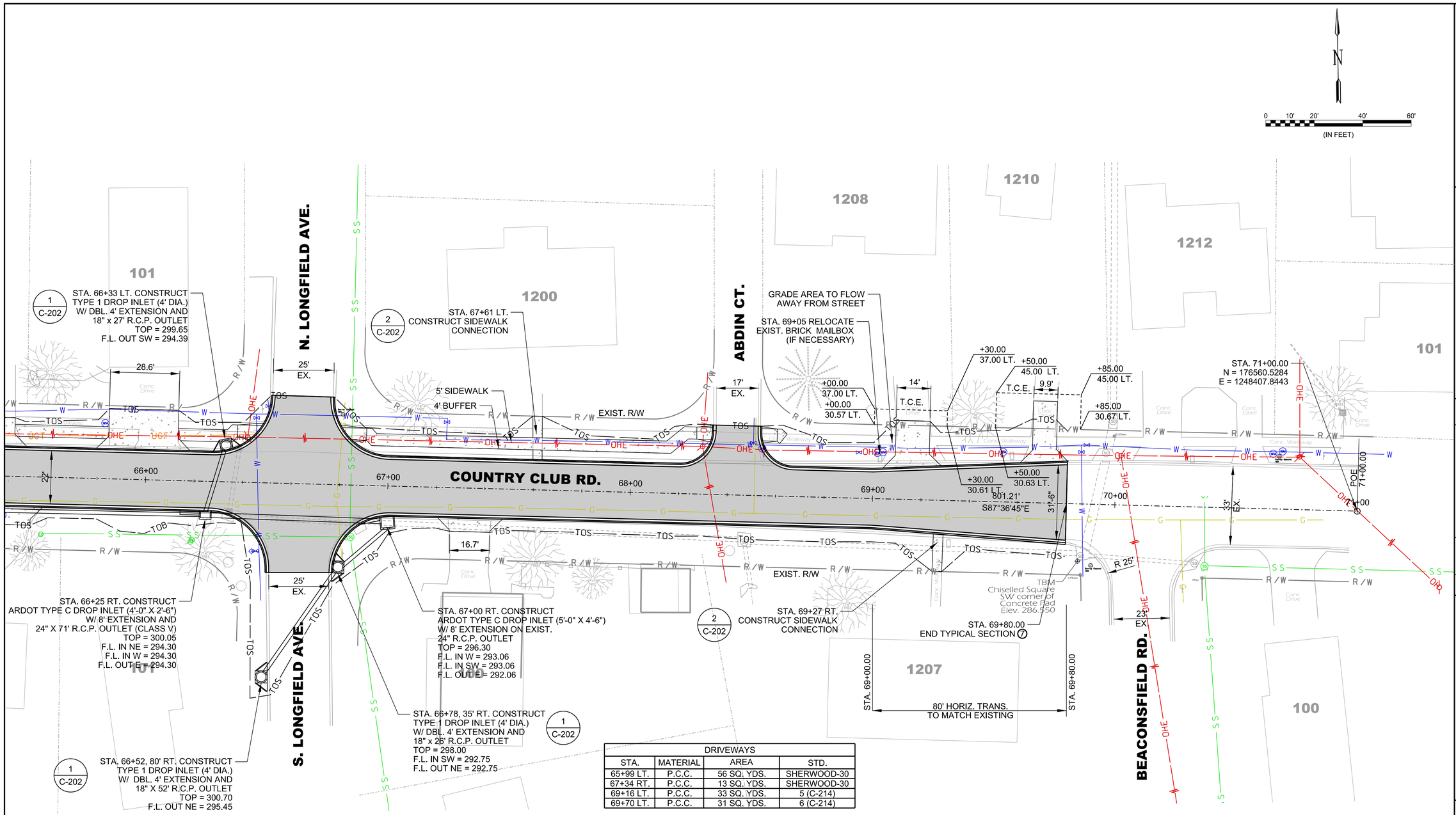
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-620**

SHEET NUMBER **069**

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| DRIVEWAYS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 65+99 LT. | P.C.C. | 56 SQ. YDS. | SHERWOOD-30 |
| 67+34 RT. | P.C.C. | 13 SQ. YDS. | SHERWOOD-30 |
| 69+16 LT. | P.C.C. | 33 SQ. YDS. | 5 (C-214) |
| 69+70 LT. | P.C.C. | 31 SQ. YDS. | 6 (C-214) |

| RAMPS | | | |
|---|---|---|---|
| STA. | MATERIAL | AREA | STD. |
| 66+42 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 66+85 LT. | P.C.C. | 6 SQ. YDS. | SHERWOOD-51 |
| 68+25 LT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |
| 66+61 LT. | P.C.C. | 5 SQ. YDS. | SHERWOOD-51 |

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No.16145
CHARLES M. CULLEN

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|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PLAN
ROADWAY
STA. 65+20 TO
STA. 68+80

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

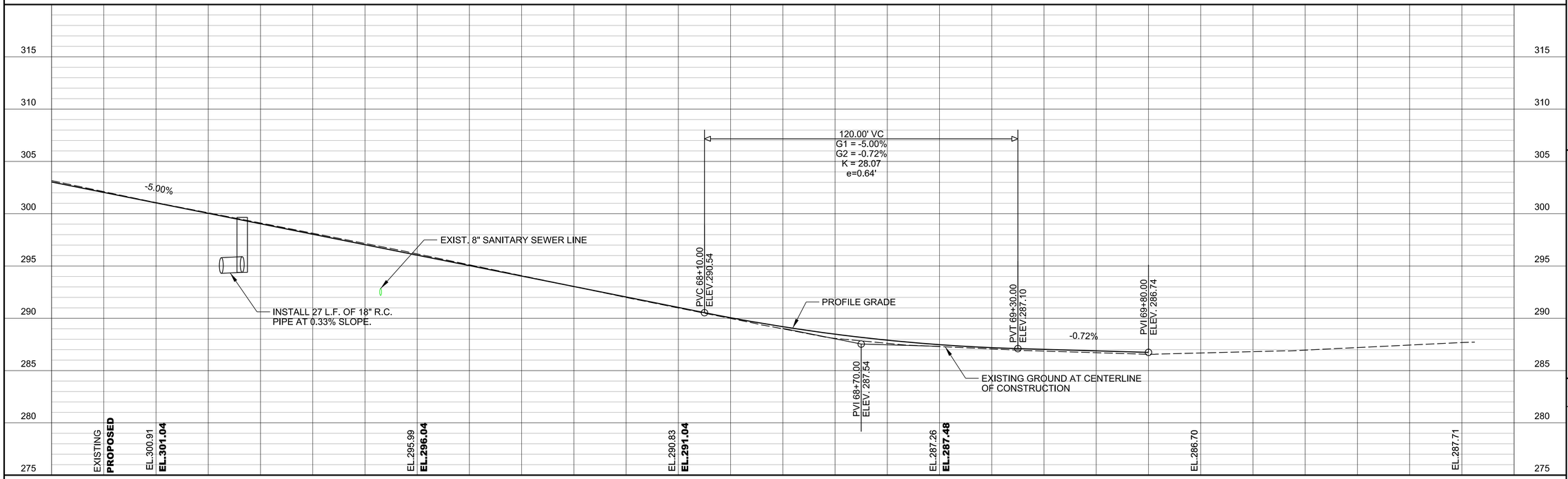
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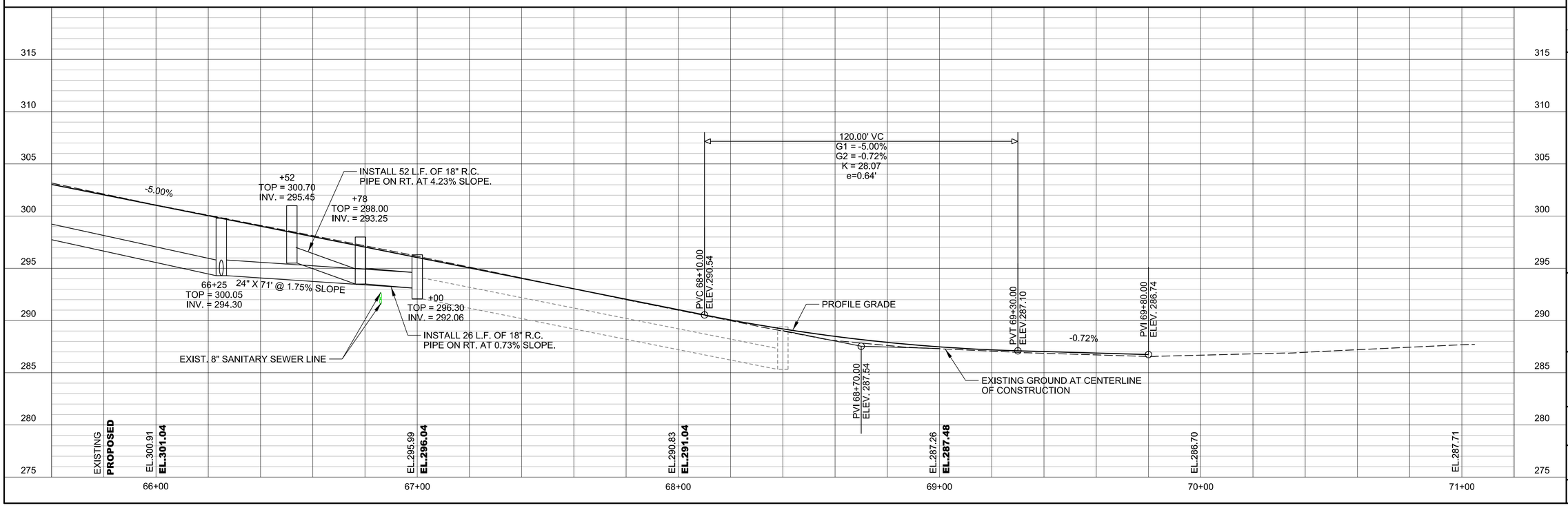
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## LEFT SIDE/CENTER OF COUNTRY CLUB RD.




## RIGHT SIDE OF COUNTRY CLUB RD.




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No. 16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

COUNTRY CLUB RD.
PROFILE
ROADWAY
STA. 65+60 TO
STA. 68+80

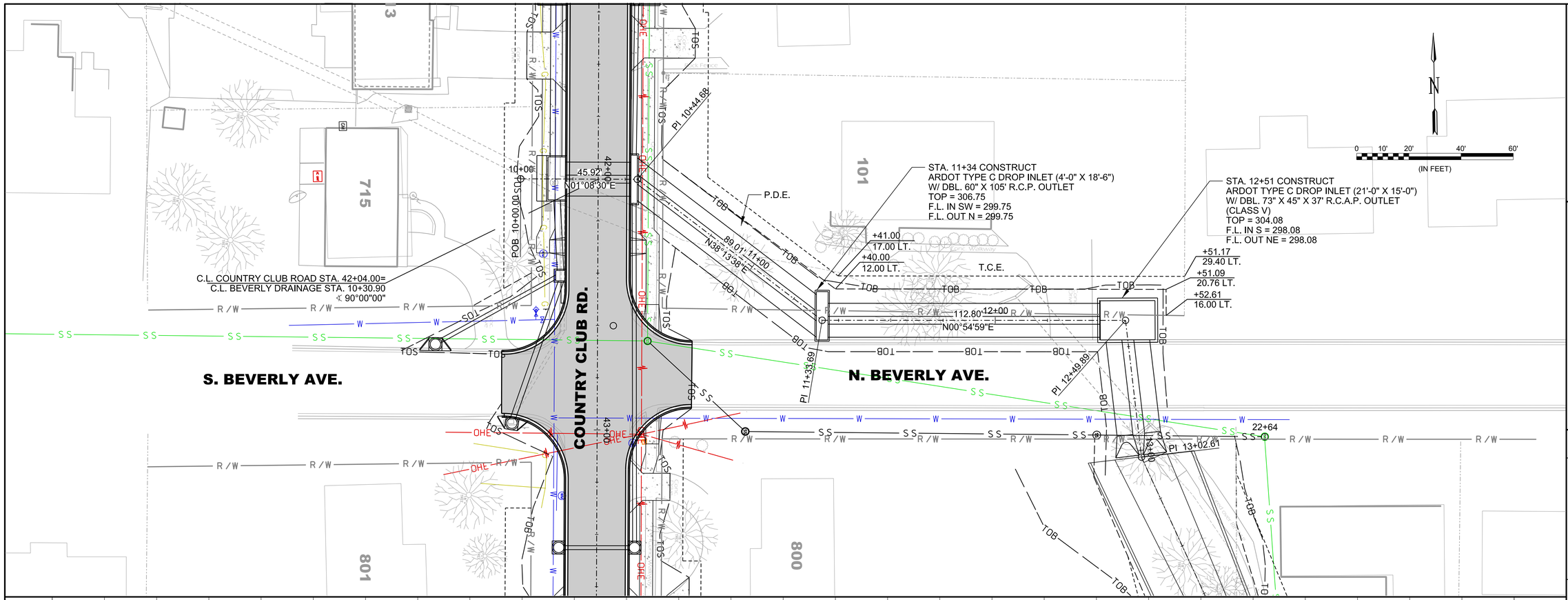
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DATE: SEPT. 2021
DESIGNED BY: CMC
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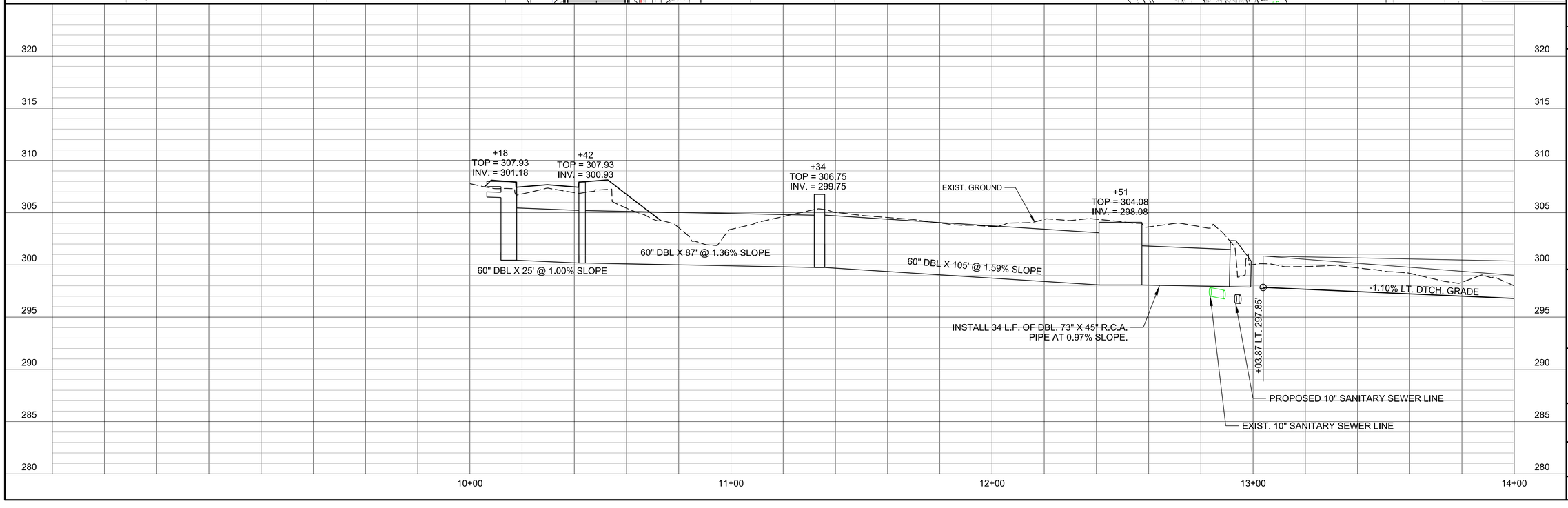
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**C-622**

SHEET NUMBER **071**

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

BEVERLY DRAINAGE
PLAN AND PROFILE
STA. 10+00 TO
STA. 14+27

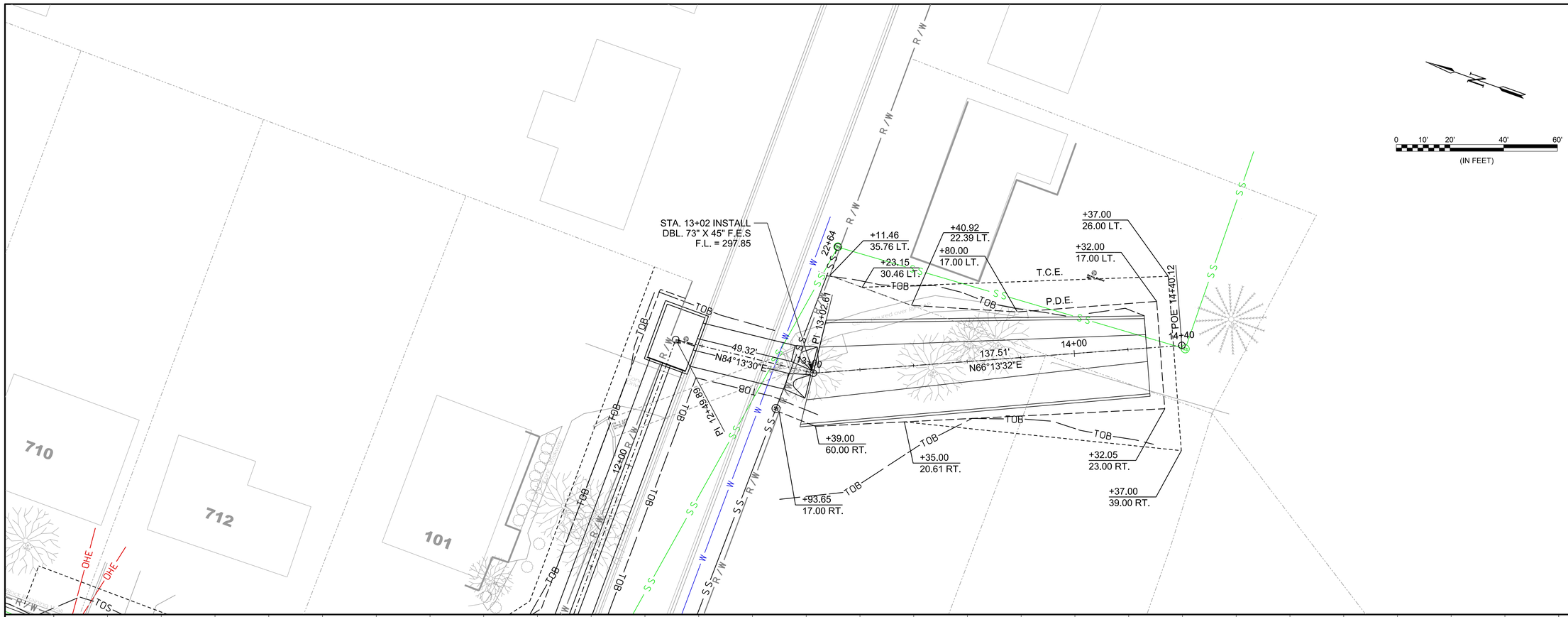
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DATE: SEPT. 2021
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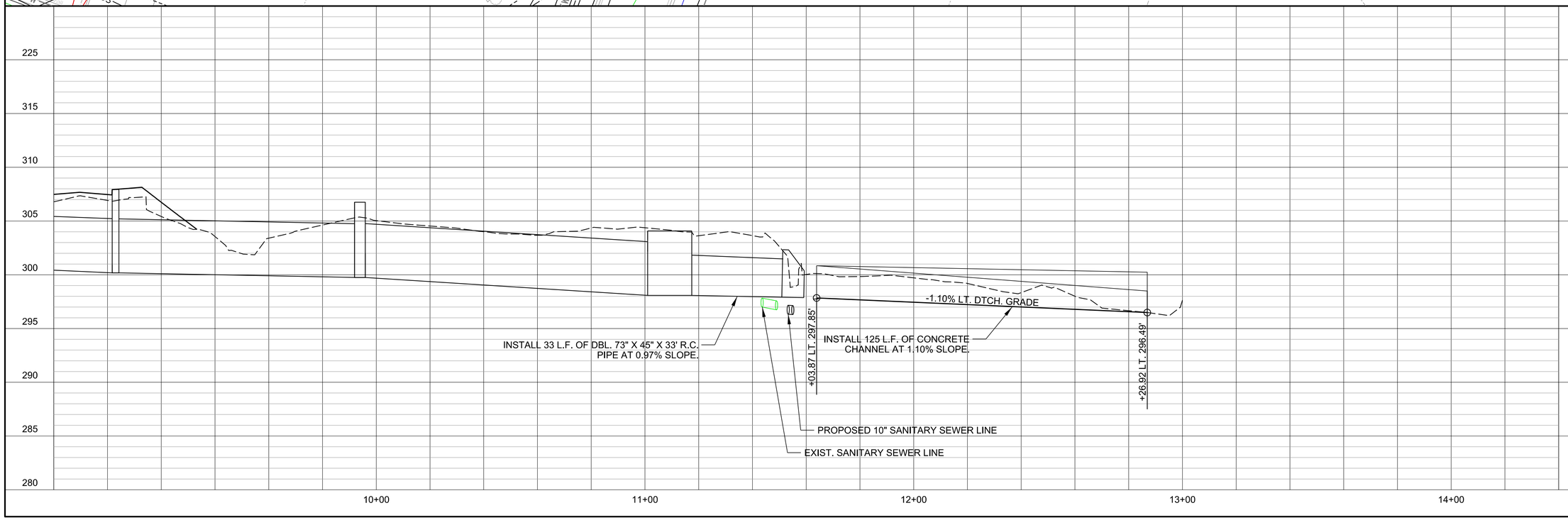
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DRAWING NUMBER
**C-623**

SHEET NUMBER **072**

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STATE OF ARKANSAS
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

BEVERLY DRAINAGE PLAN AND PROFILE
STA. 10+00 TO STA. 14+27

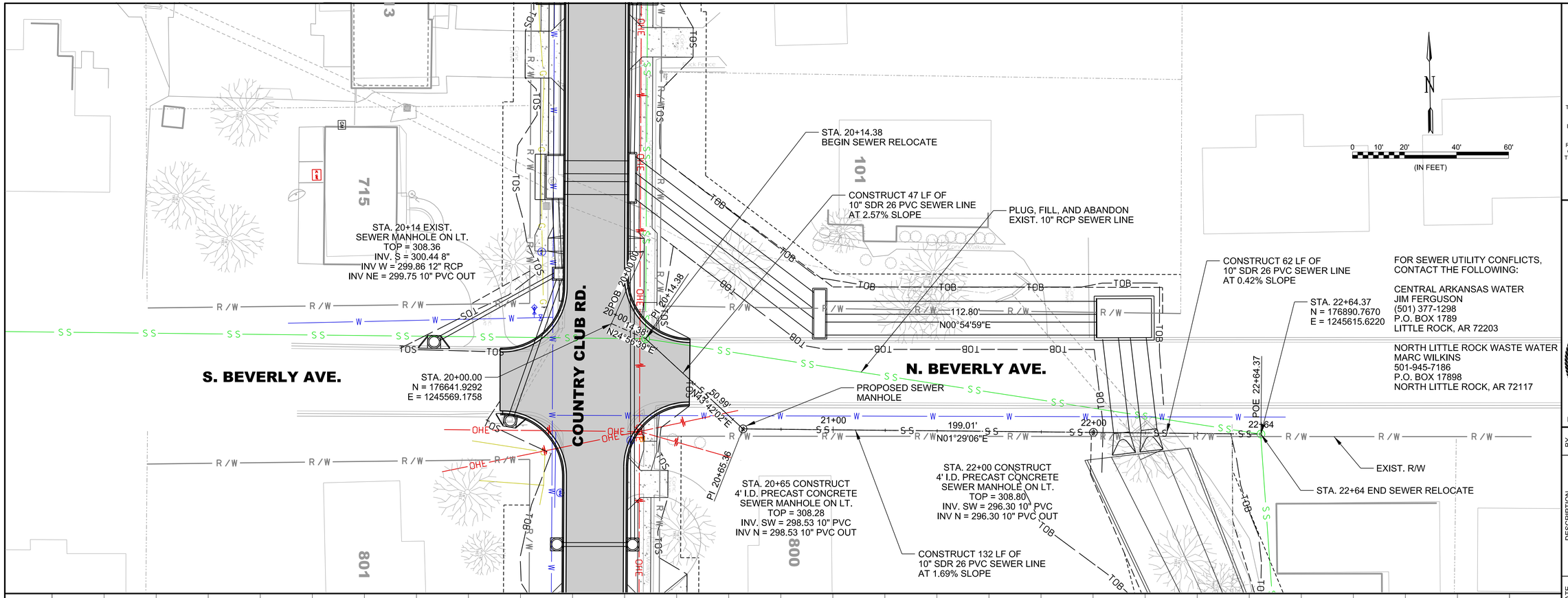
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DATE: SEPT. 2021
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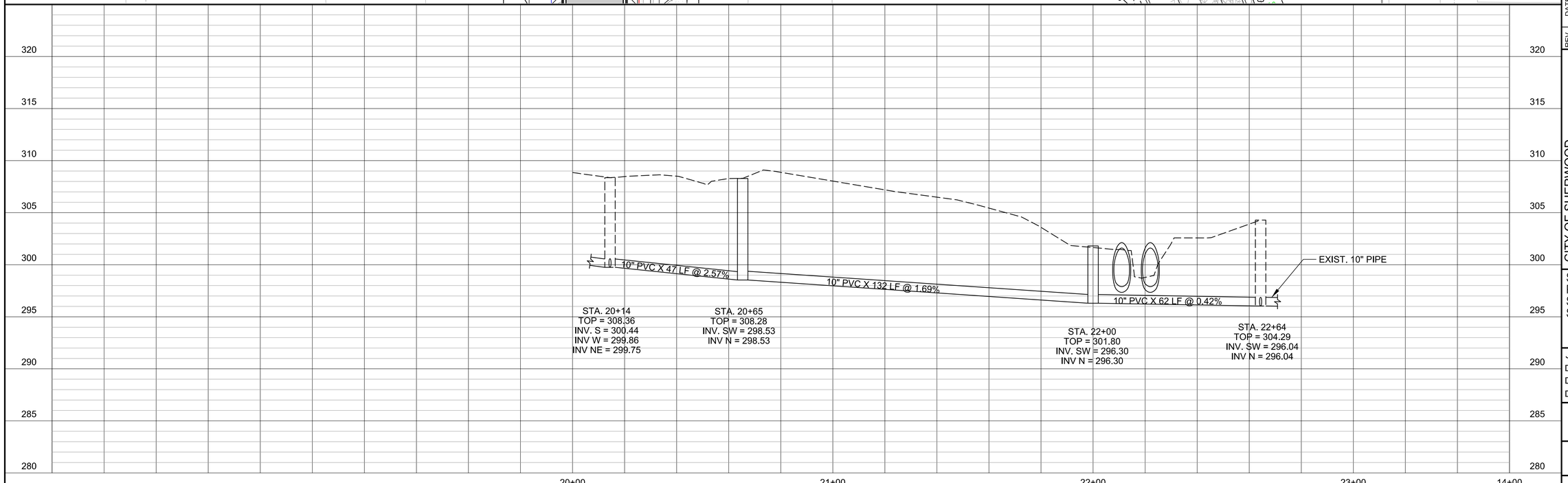
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DRAWING NUMBER
**C-624**

SHEET NUMBER **073**

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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN
Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SANIARY SEWER
PLAN AND PROFILE
STA. 20+00 TO
STA. 22+64

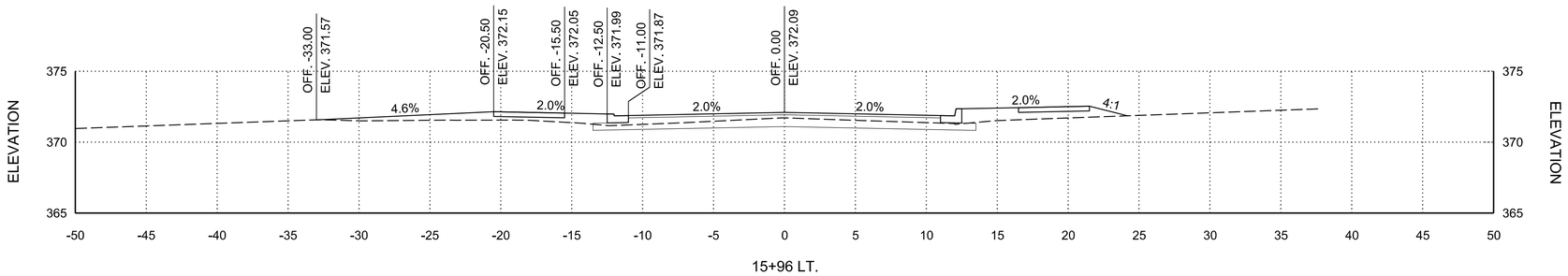
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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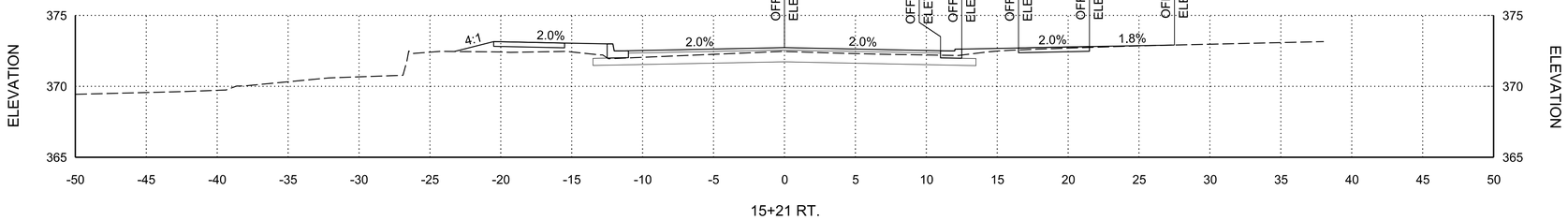
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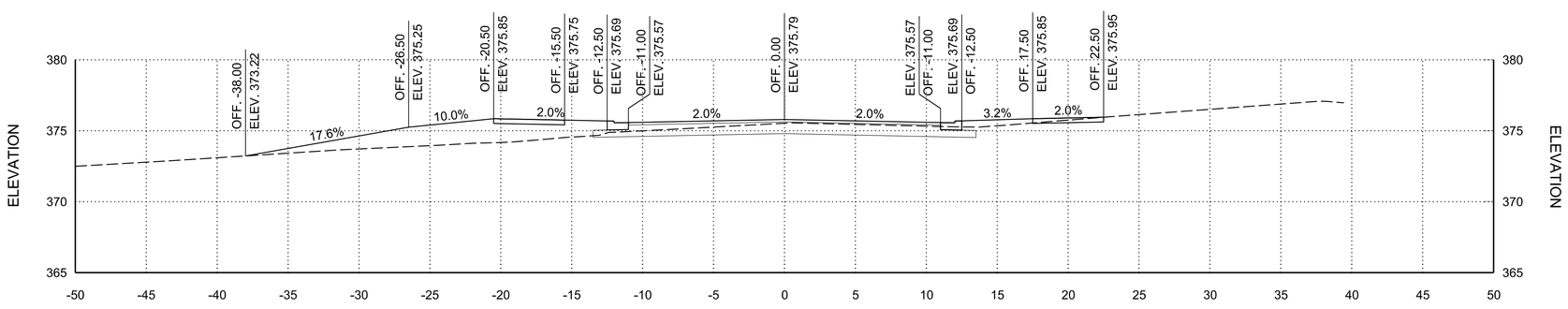
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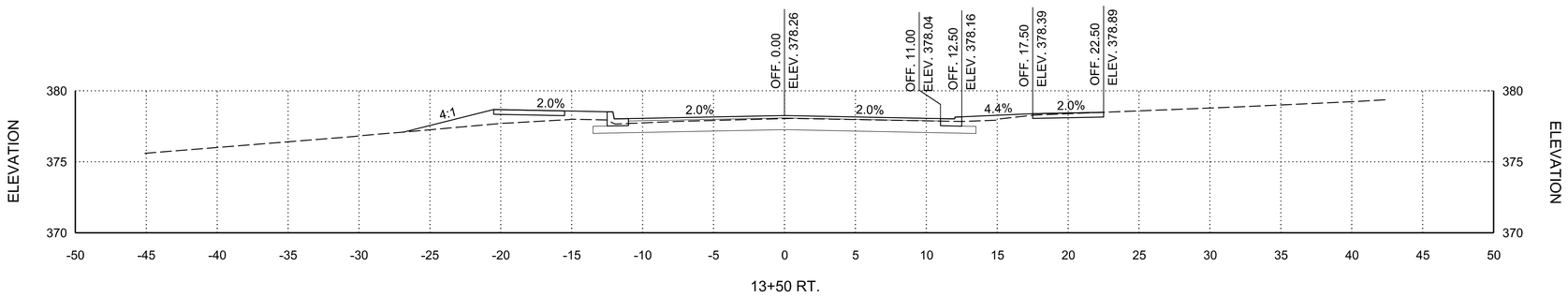

15+96 LT.




15+21 RT.




14+03 LT/RT.




13+50 RT.

COUNTRY CLUB RD.
STA. 13+50 TO STA. 15+96

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

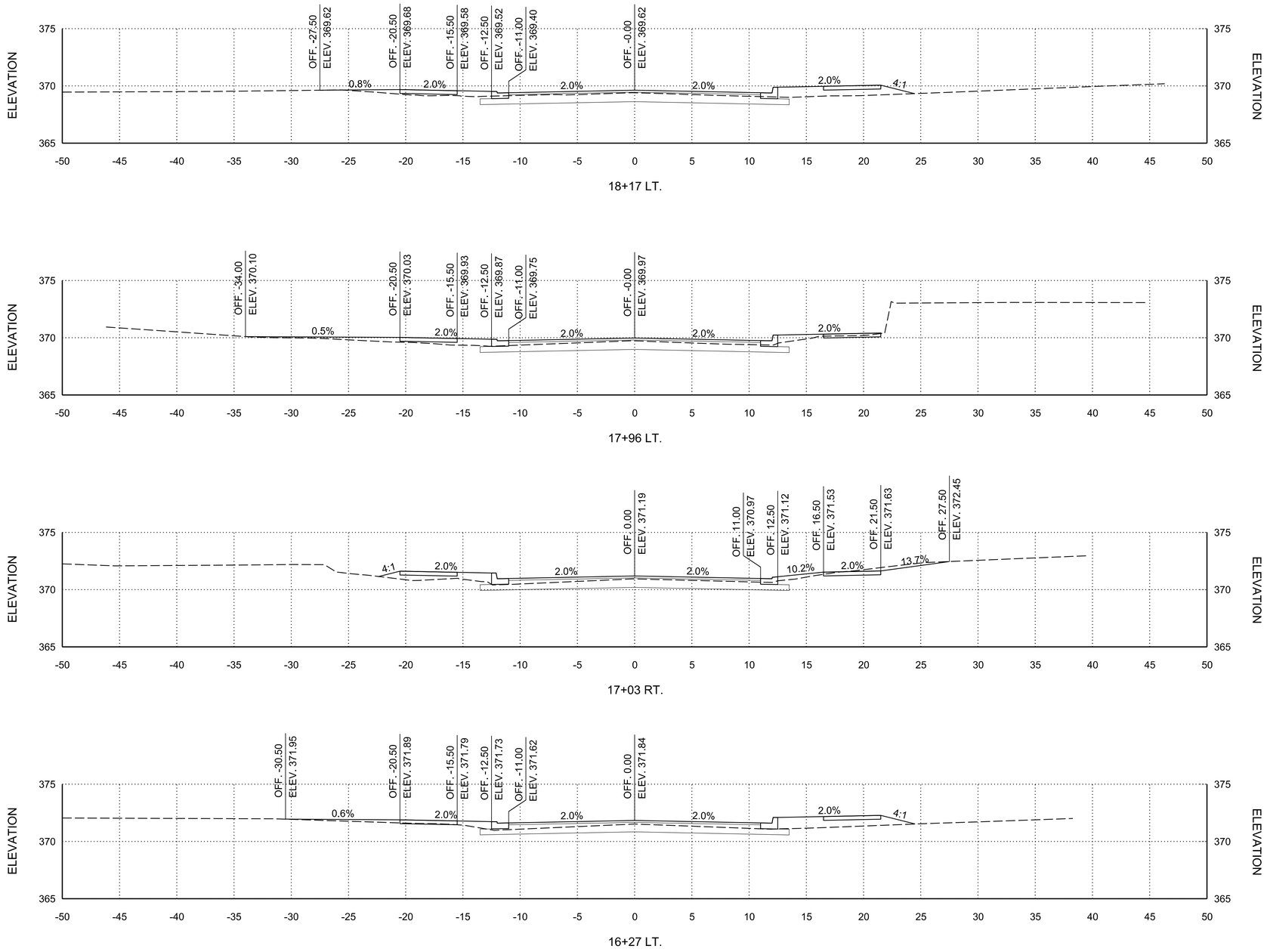
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-701**

SHEET NUMBER **075**

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COUNTRY CLUB RD.
STA. 16+27 TO STA. 18+17

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GARVER
LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

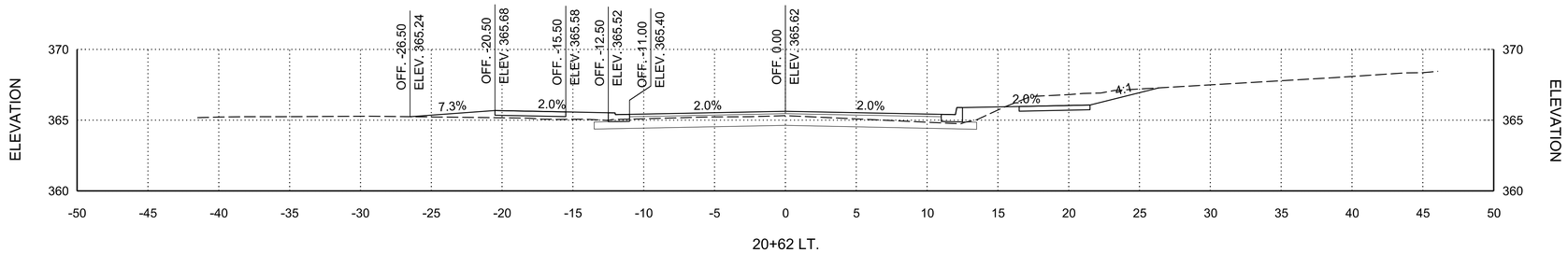
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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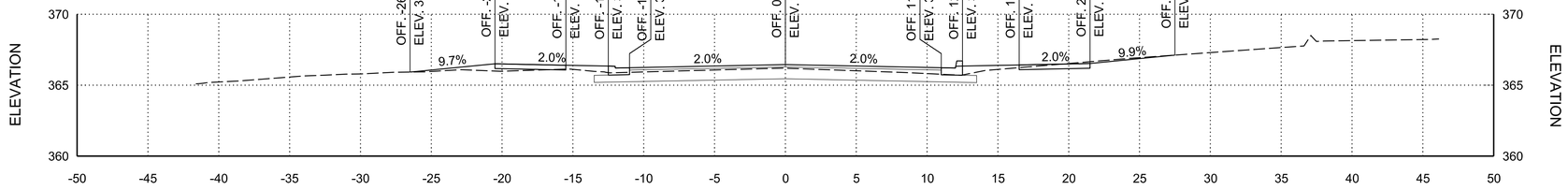
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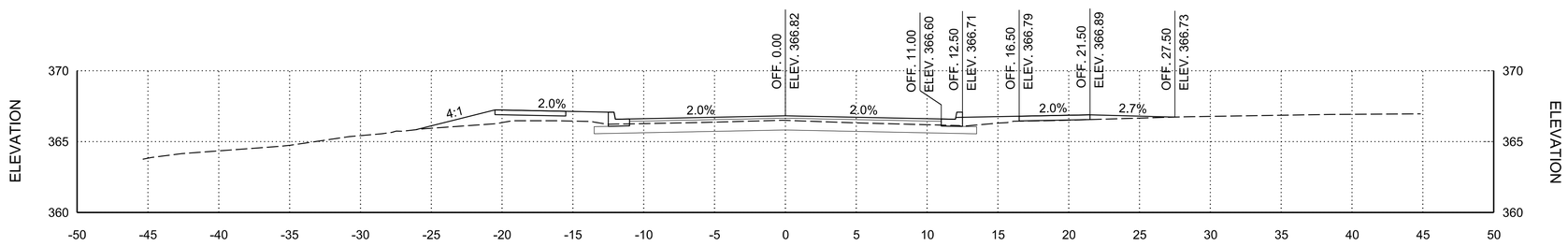
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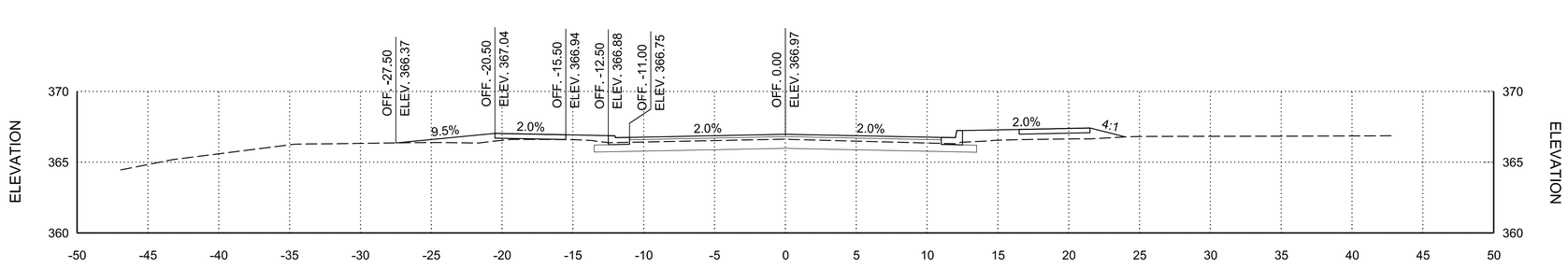

20+62 LT.




20+00 LT./RT.




19+76 RT.




19+66 LT.

COUNTRY CLUB RD.
STA. 19+66 TO STA. 20+62

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GARVER LLC No. 766 CERTIFICATE OF AUTHORIZATION ARKANSAS-ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.16145 CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

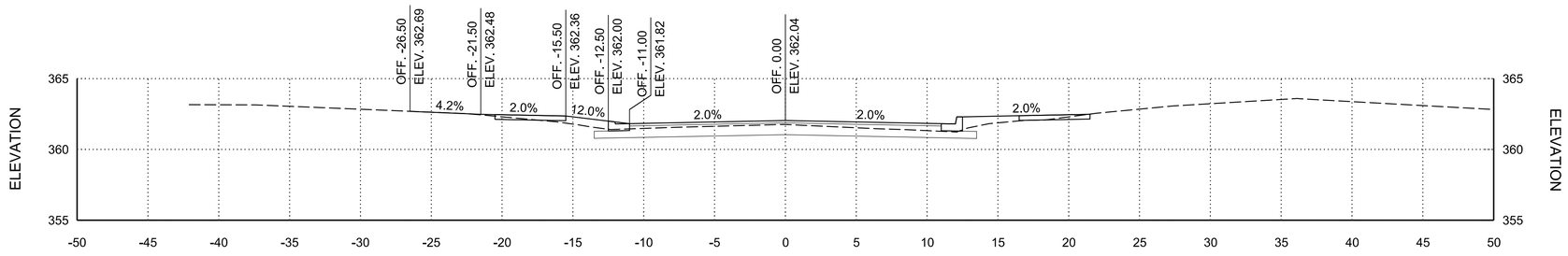
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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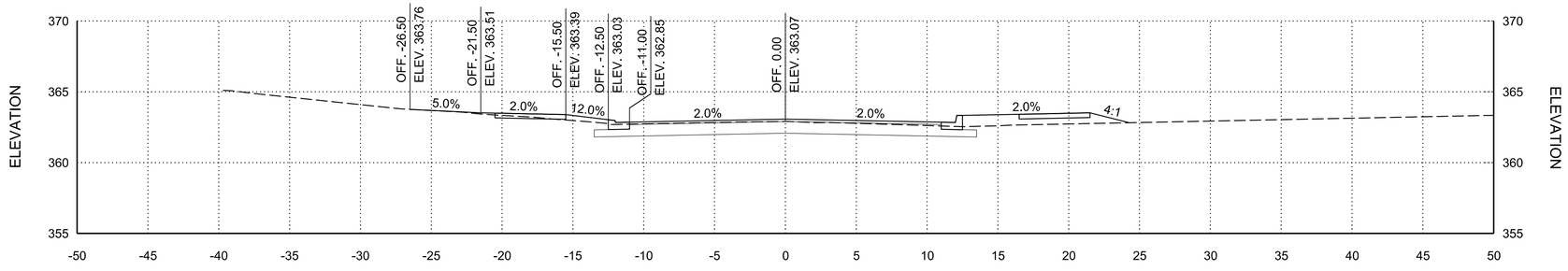
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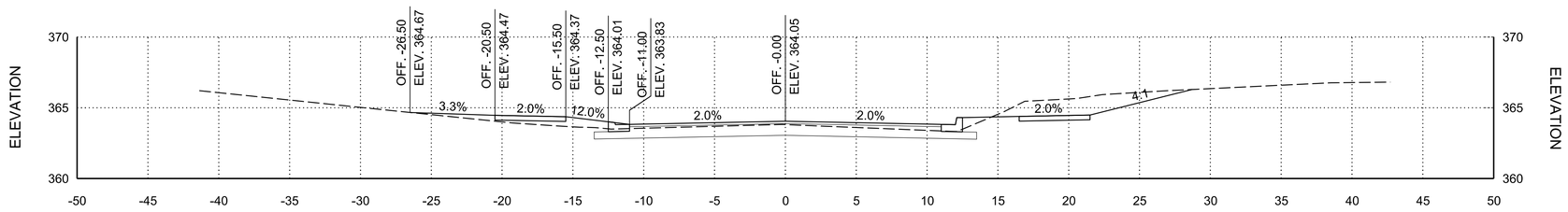
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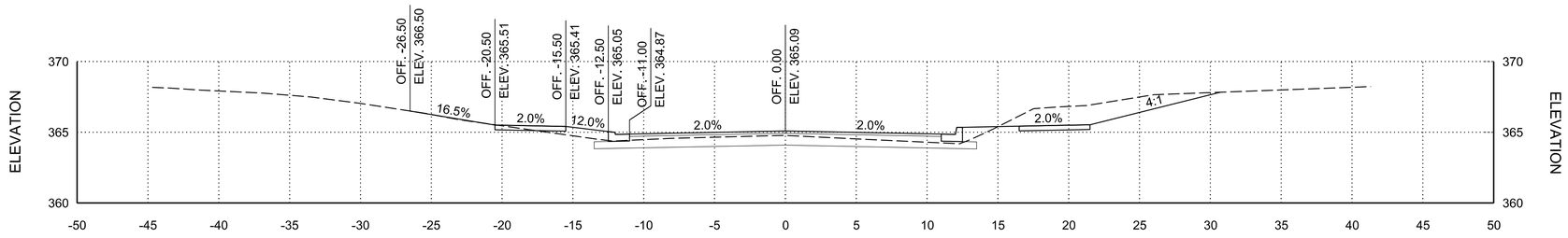

22+58 LT.




22+18 LT.




21+72 LT.




21+03 LT.

COUNTRY CLUB RD.
STA. 21+03 TO STA. 22+58

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

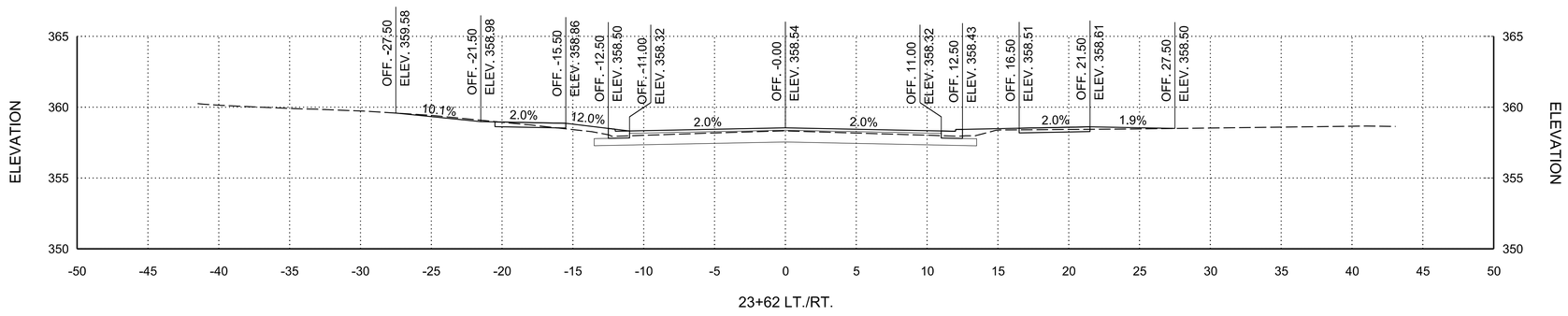
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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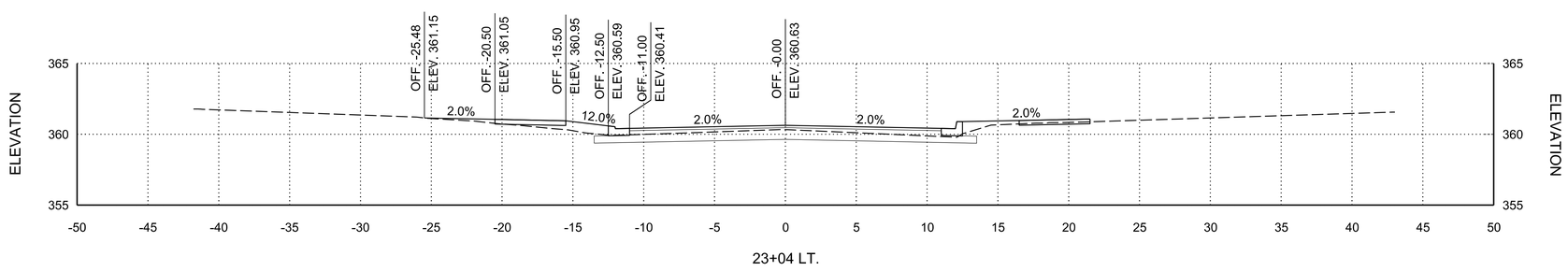
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23+62 LT./RT.




23+04 LT.

COUNTRY CLUB RD.
STA. 23+04 TO STA. 23+62

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

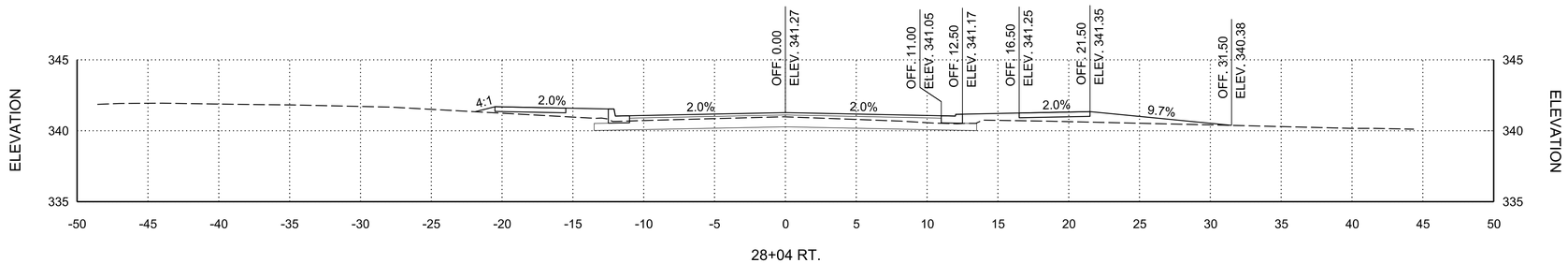
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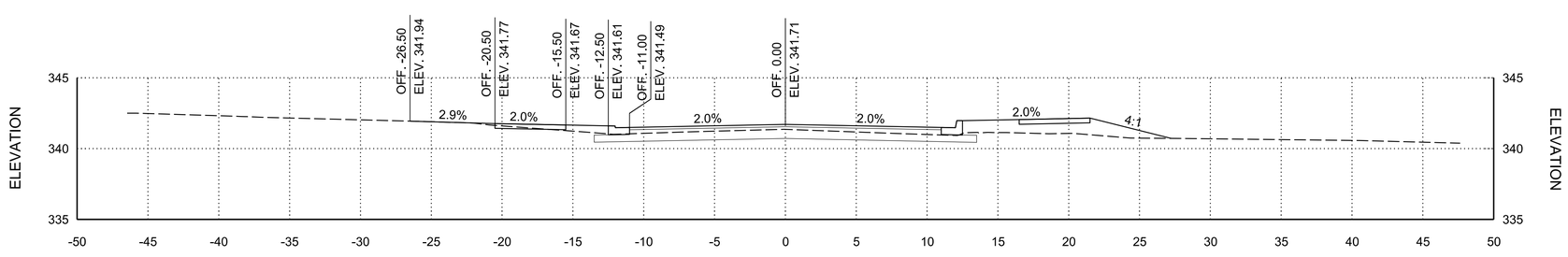
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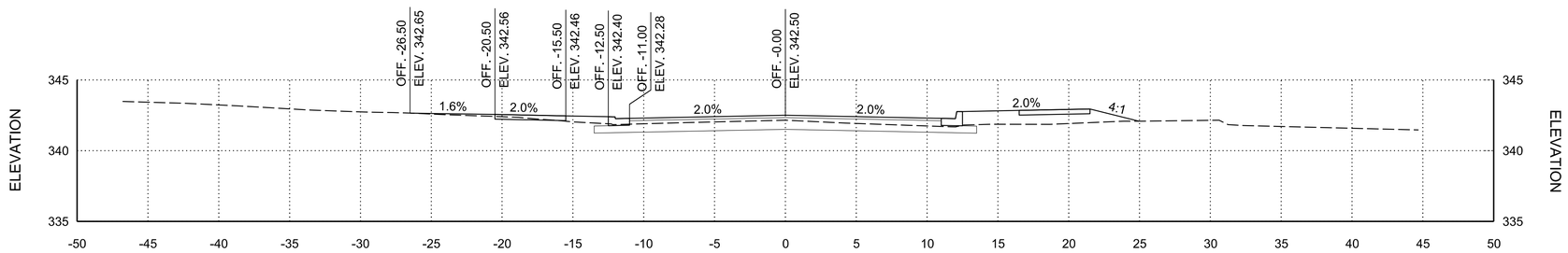
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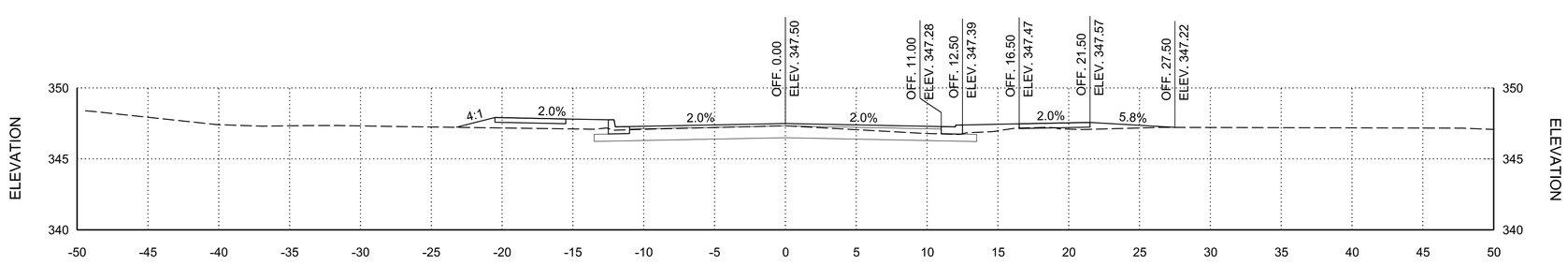

28+04 RT.




27+84 LT.




27+48 LT.




25+94 RT.

COUNTRY CLUB RD.
STA. 25+94 TO STA. 28+04

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GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

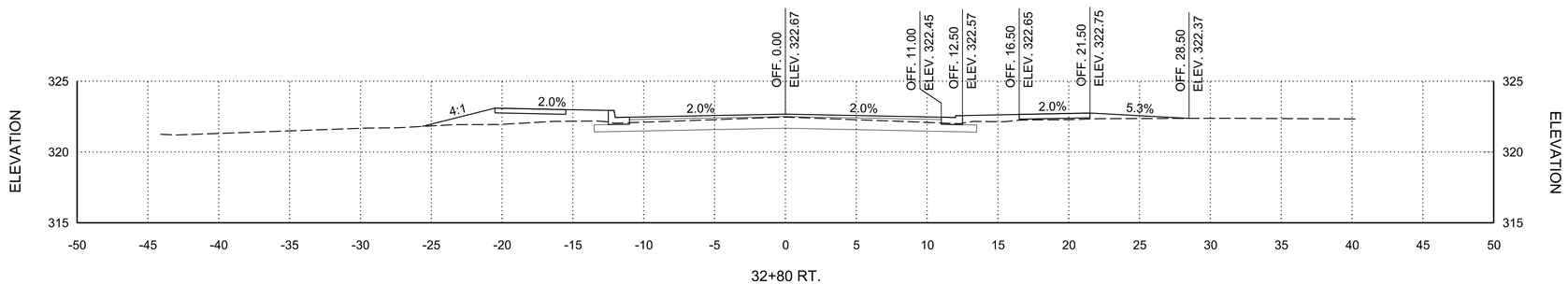
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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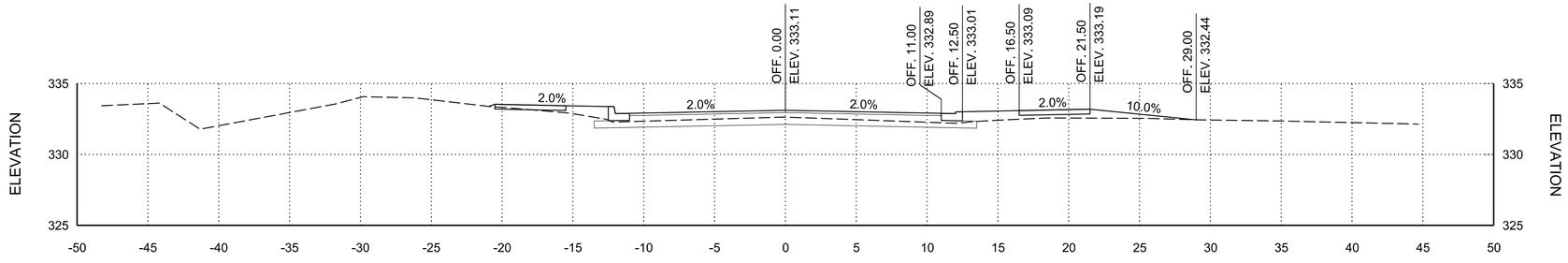
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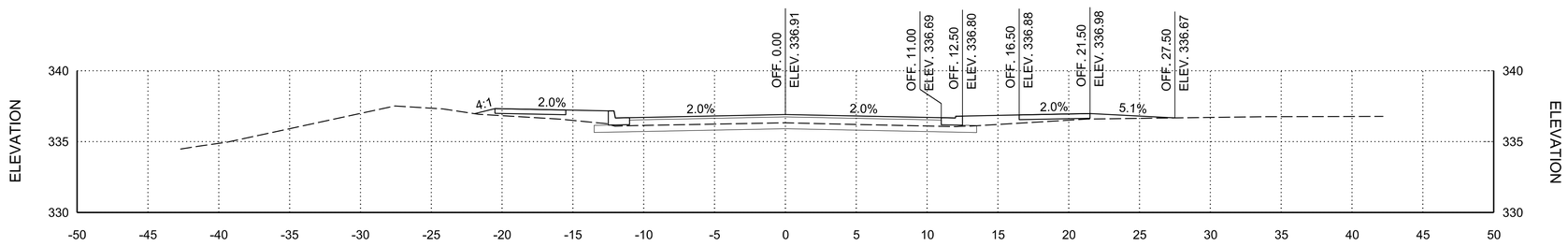
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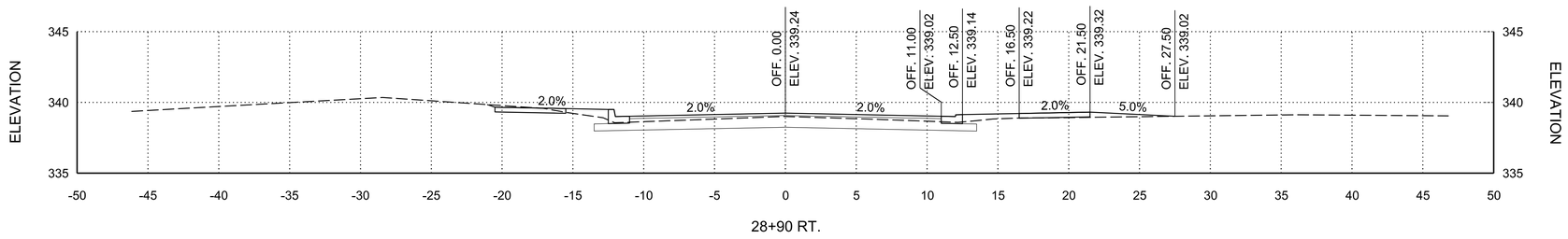

32+80 RT.




30+57 RT.




29+64 RT.




28+90 RT.

COUNTRY CLUB RD.
STA. 28+90 TO STA. 32+80

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CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

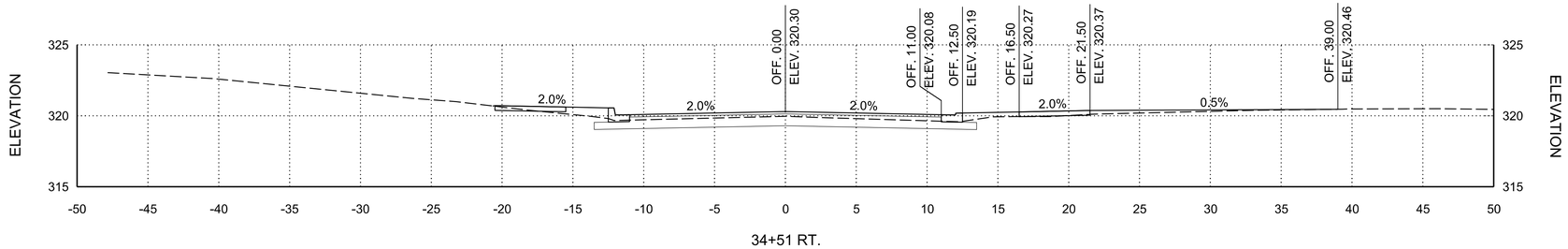
JOB NO.: 18017180
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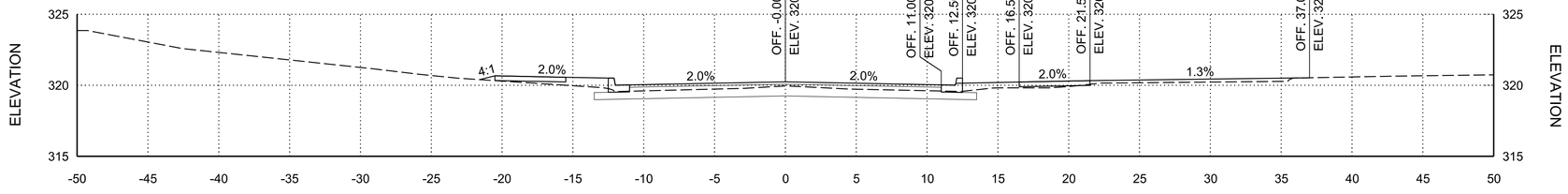
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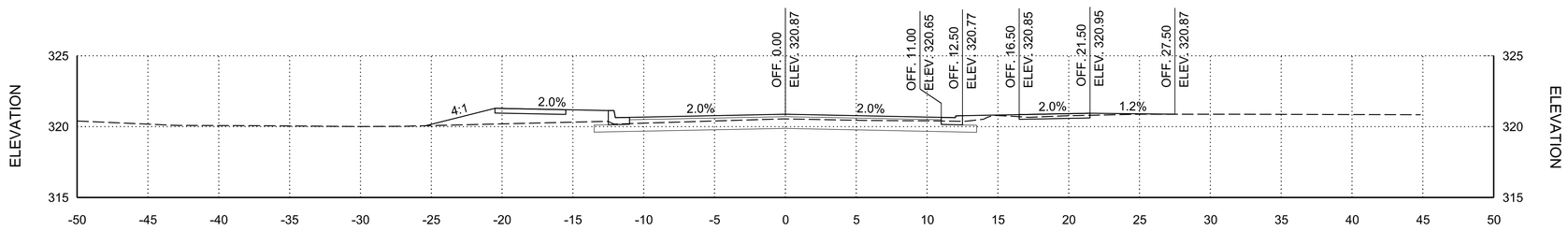
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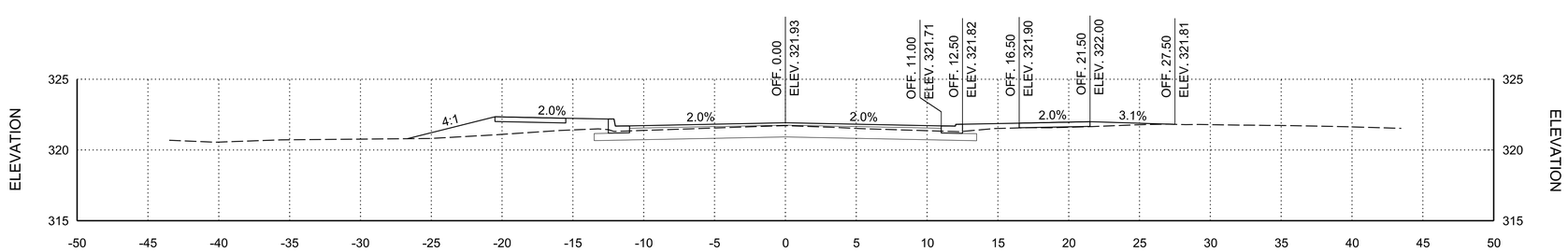

34+51 RT.




34+35 RT.




33+47 RT.




33+03 RT.

COUNTRY CLUB RD.
STA. 33+03 TO STA. 34+51

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ARKANSAS-ENGINEER

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

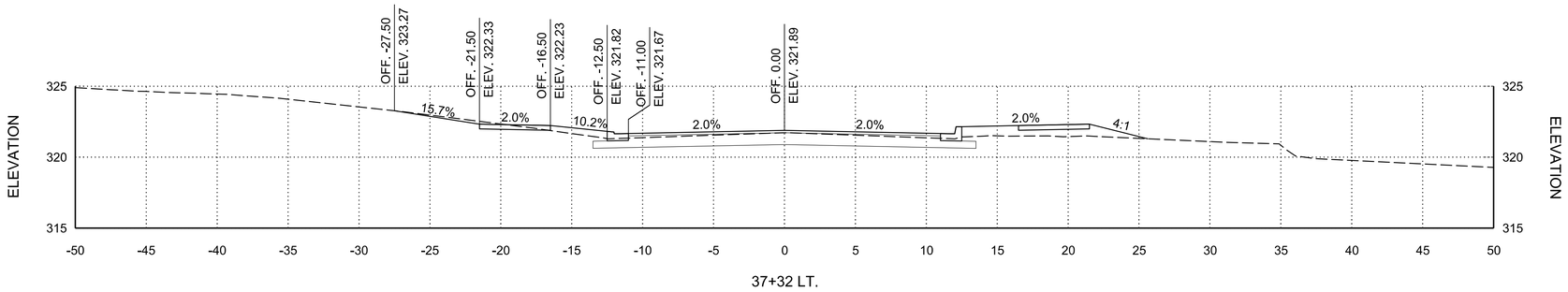
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DRAWN BY: AMW

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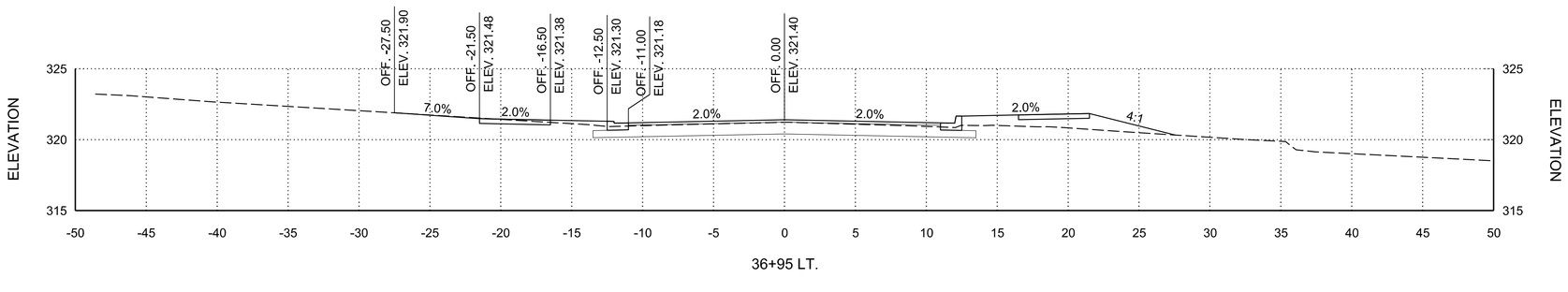
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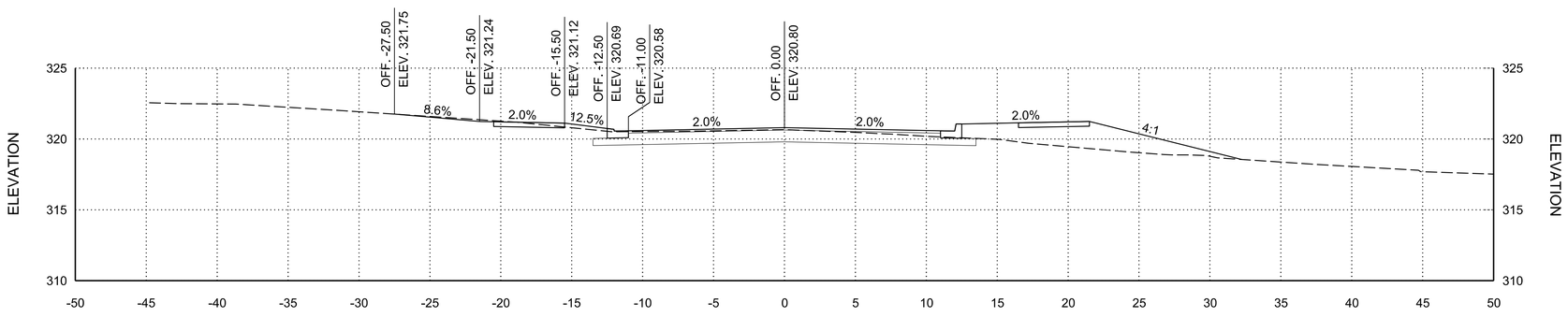
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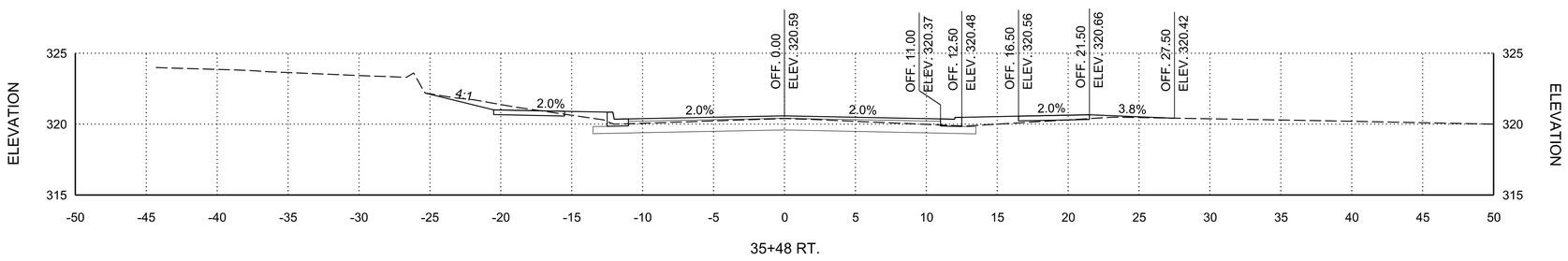

37+32 LT.




36+95 LT.




36+17 LT.




35+48 RT.

COUNTRY CLUB RD.
STA. 35+48 TO STA. 37+32

GARVER

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

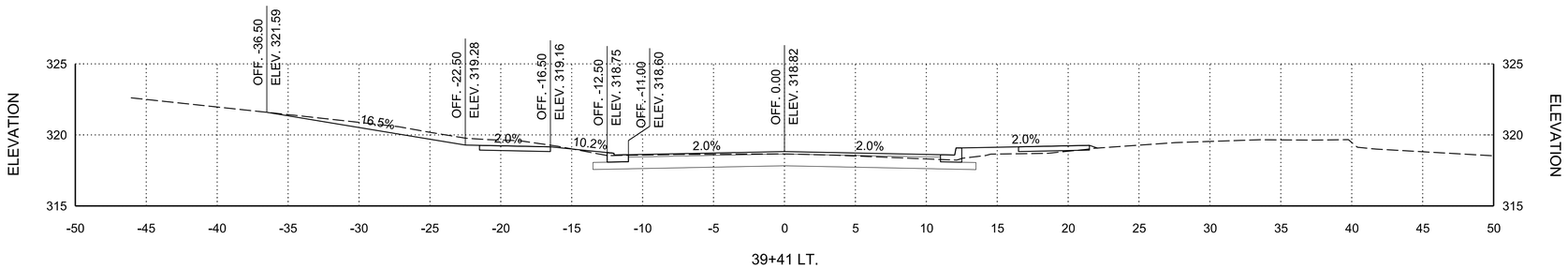
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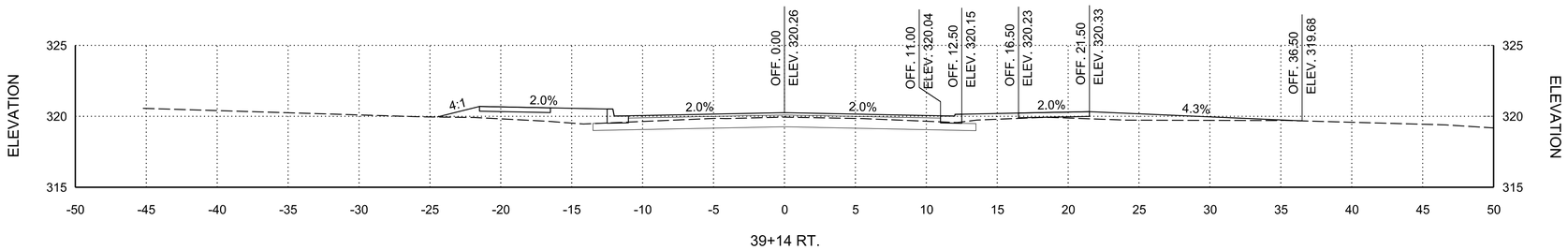
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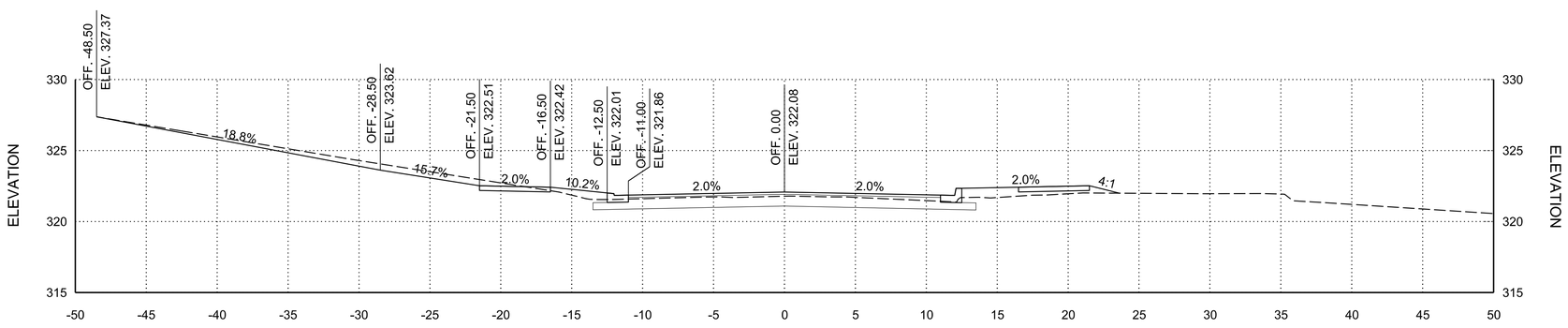
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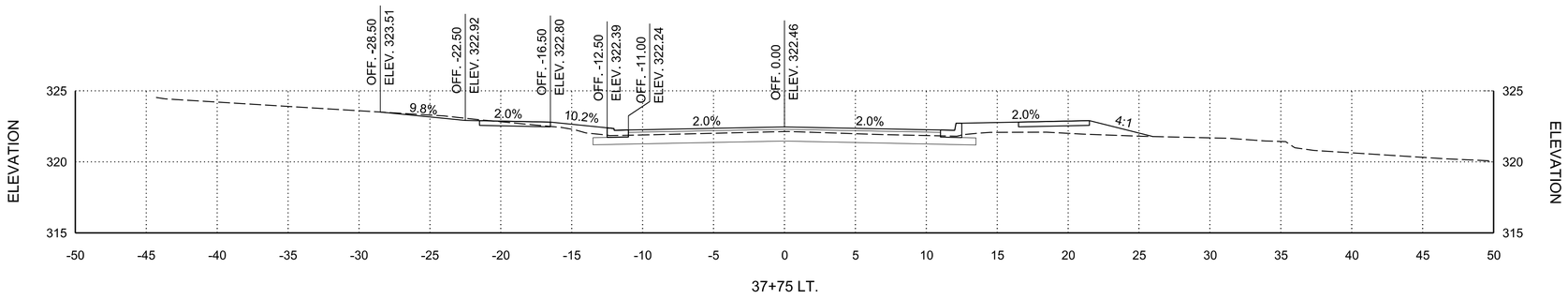

39+41 LT.




39+14 RT.




38+63 LT.




37+75 LT.

COUNTRY CLUB RD.
STA. 37+75 TO STA. 39+41

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

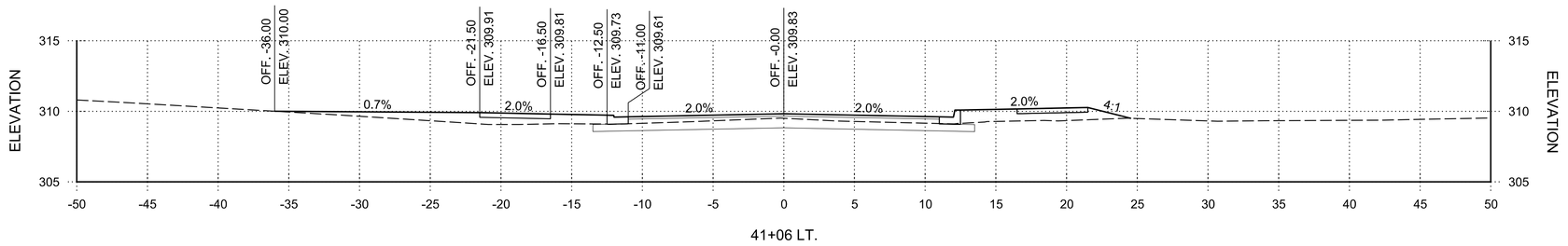
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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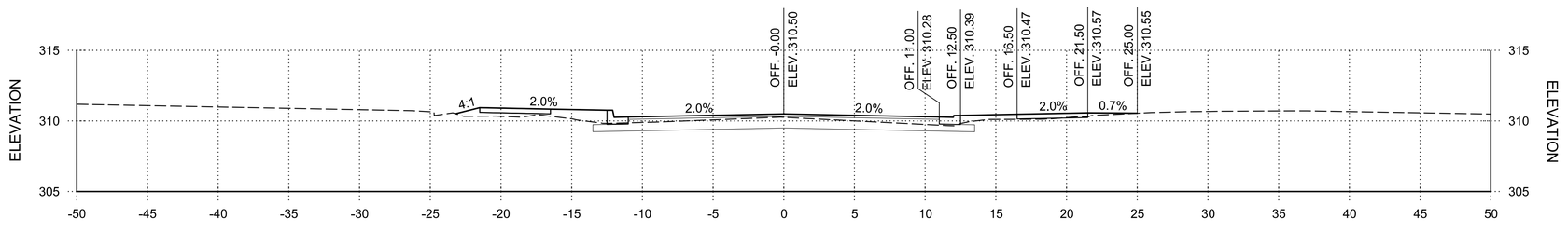
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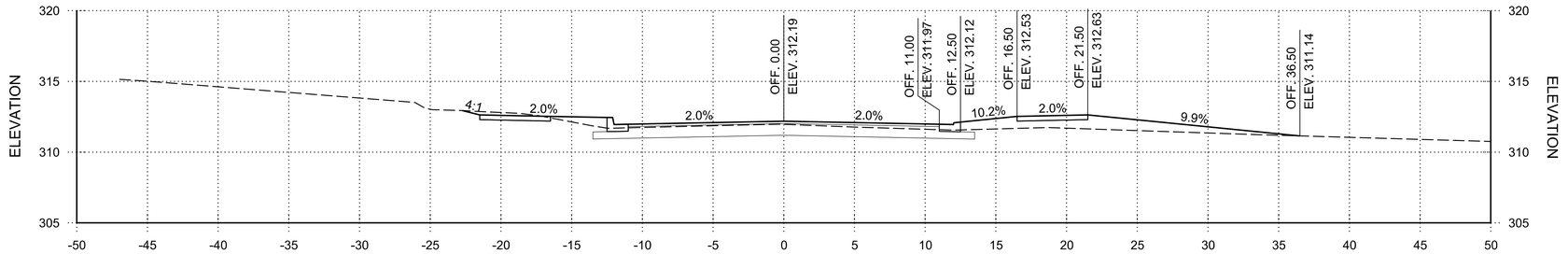
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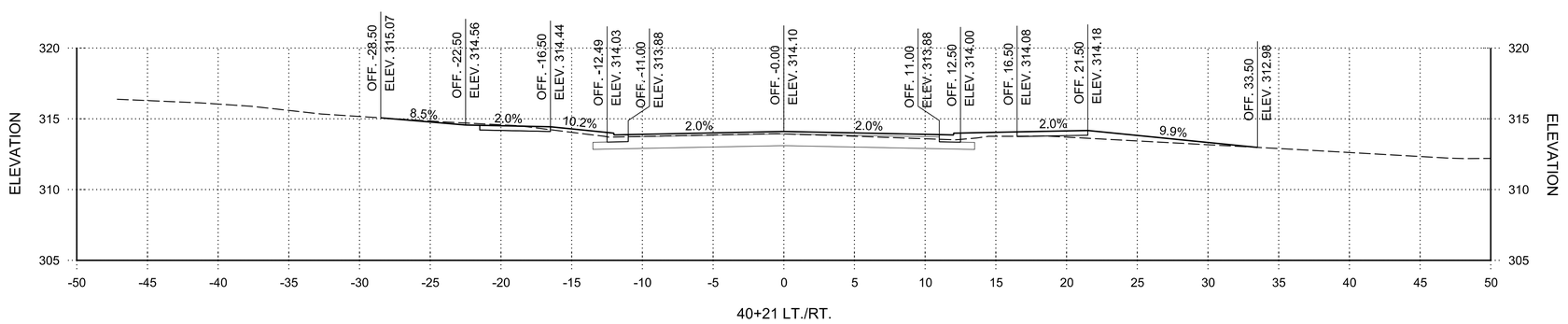

41+06 LT.




40+89 RT.




40+54 RT.




40+21 LT./RT.

COUNTRY CLUB RD.
STA. 40+21 TO STA. 41+06

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

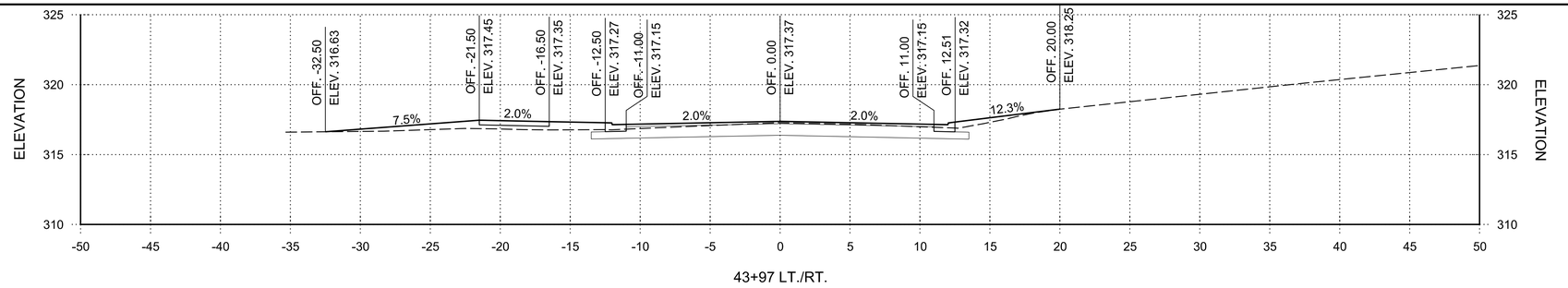
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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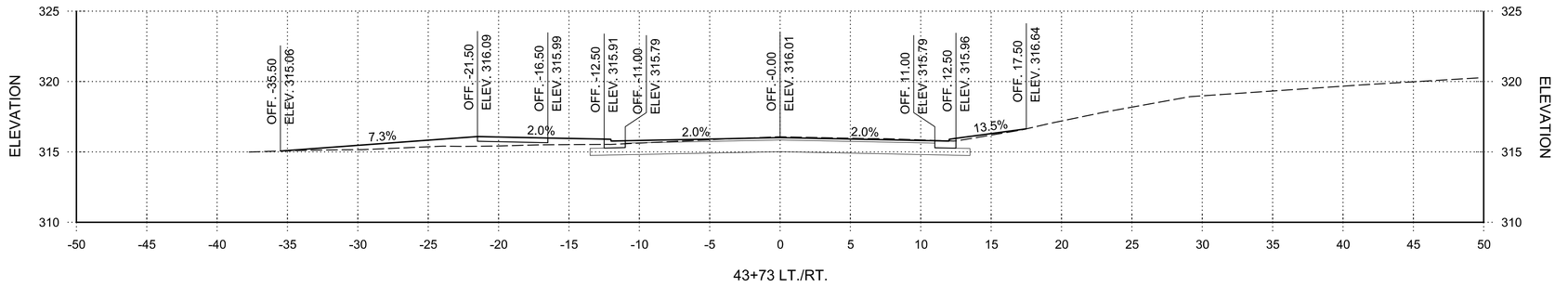
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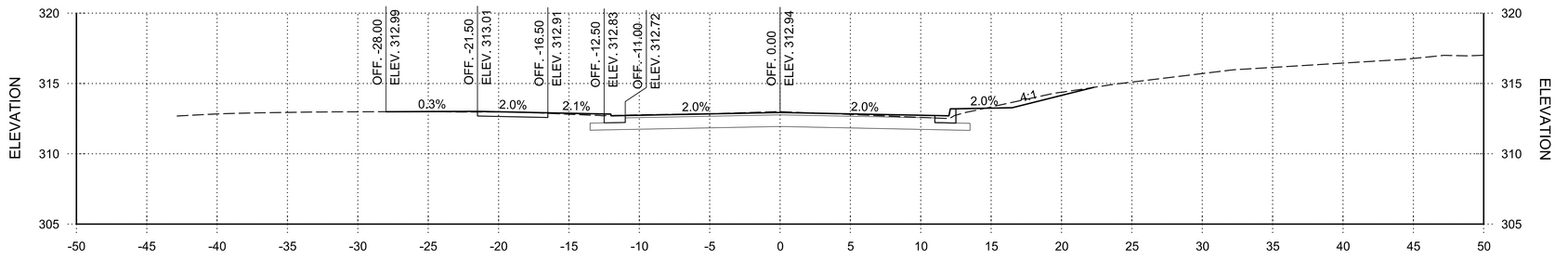
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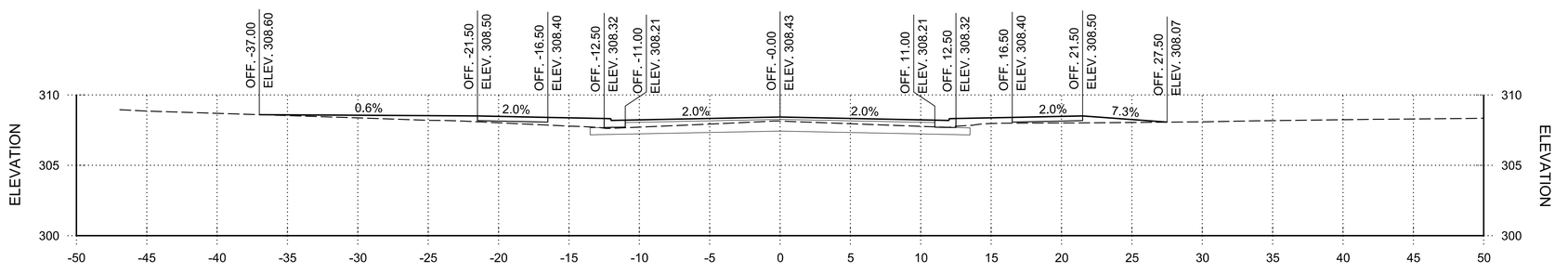

43+97 LT./RT.




43+73 LT./RT.




43+22 LT.




41+54 LT./RT.

COUNTRY CLUB RD.
STA. 41+54 TO STA. 43+97

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CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

DRIVEWAY PROFILES

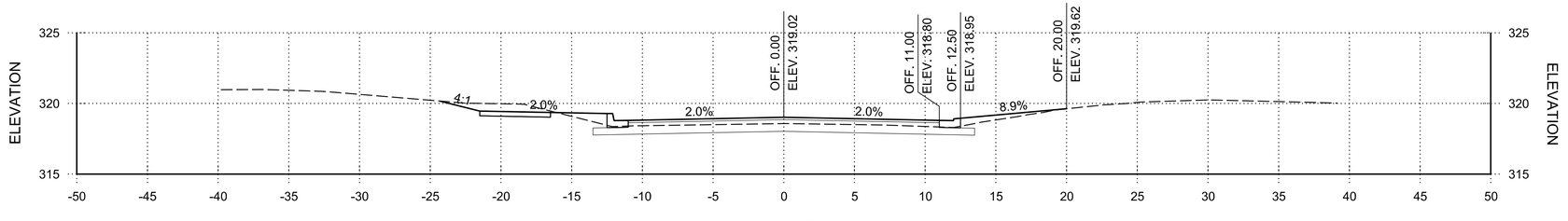
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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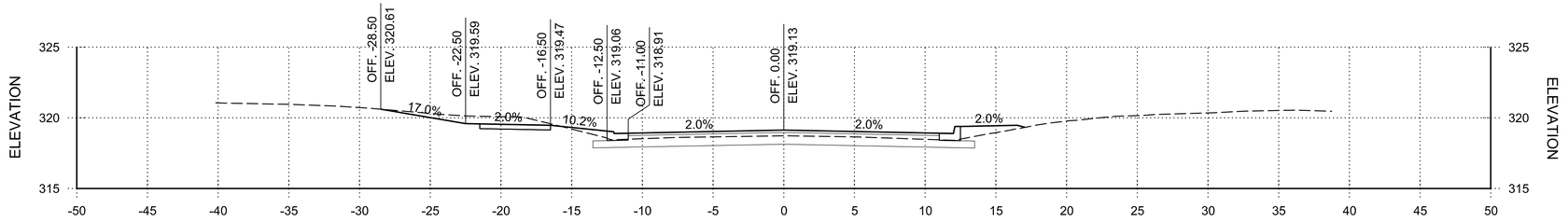
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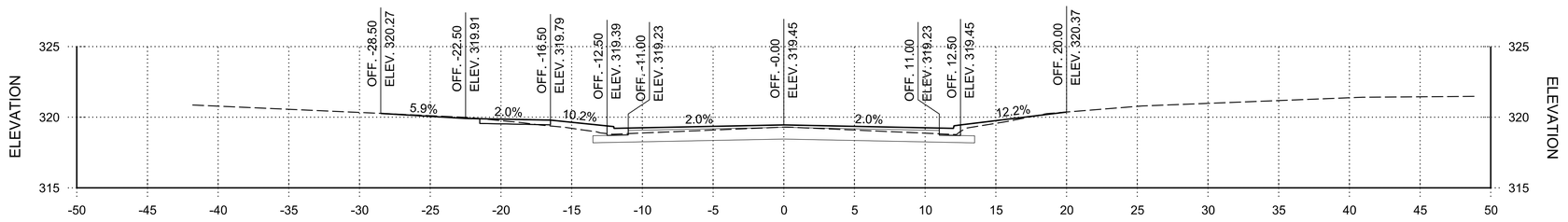
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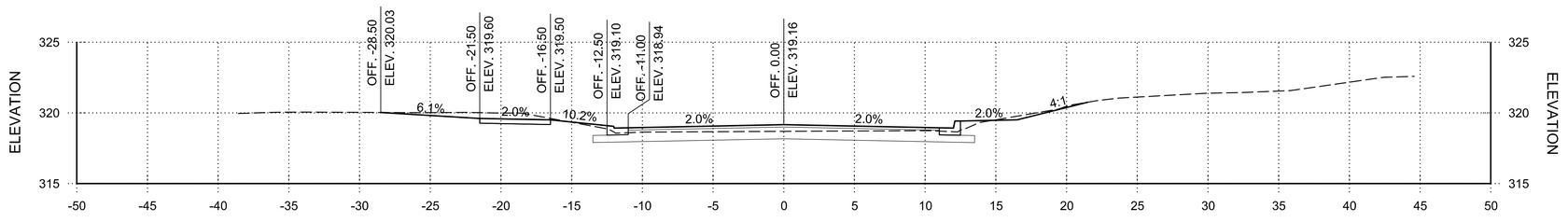

45+18 RT.




45+13 LT.




44+77 LT./RT.




44+49 LT.

COUNTRY CLUB RD.
STA. 44+49 TO STA. 45+18

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

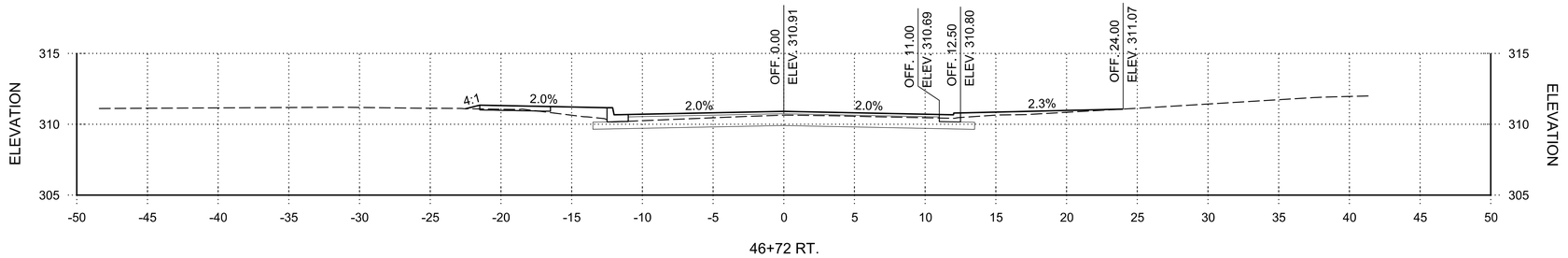
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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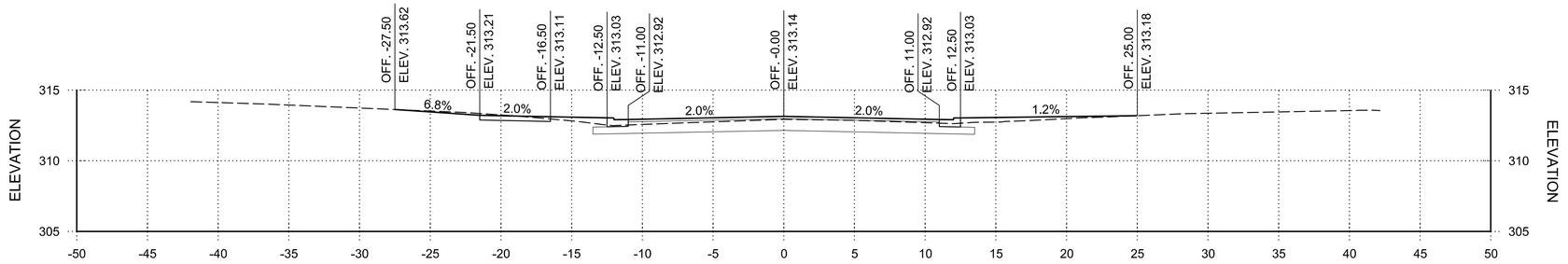
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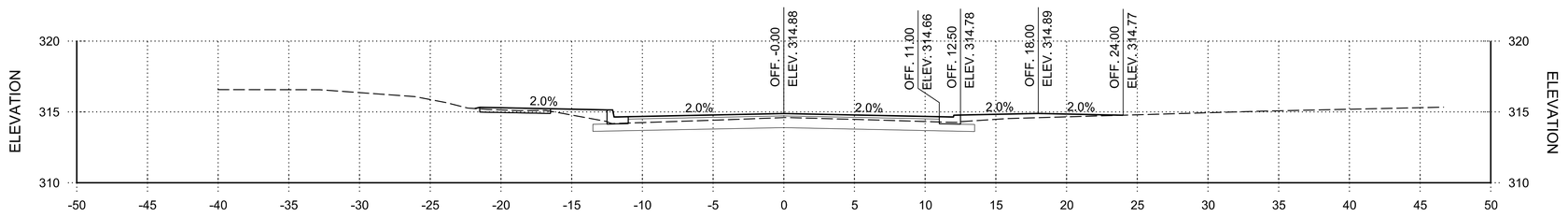
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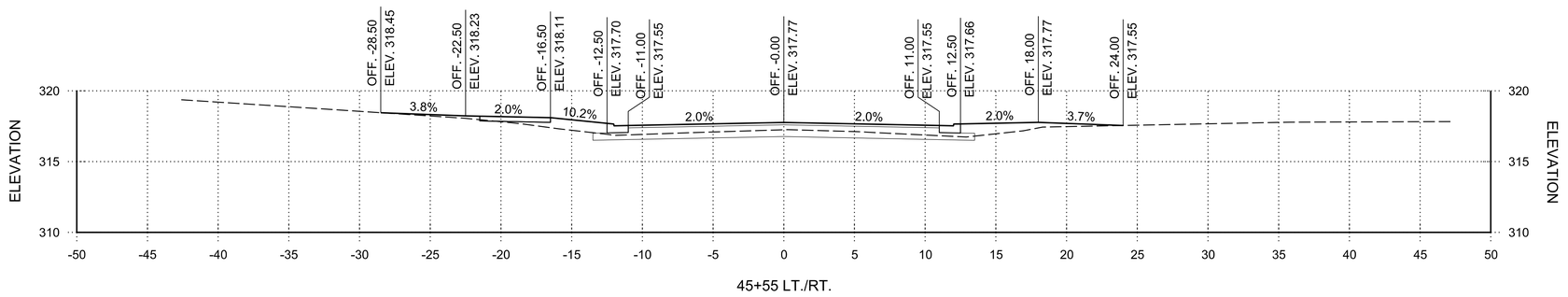

46+72 RT.




46+35 LT./RT.




46+06 LT./RT.




45+55 LT./RT.

COUNTRY CLUB RD.
STA. 45+55 TO STA. 46+72

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

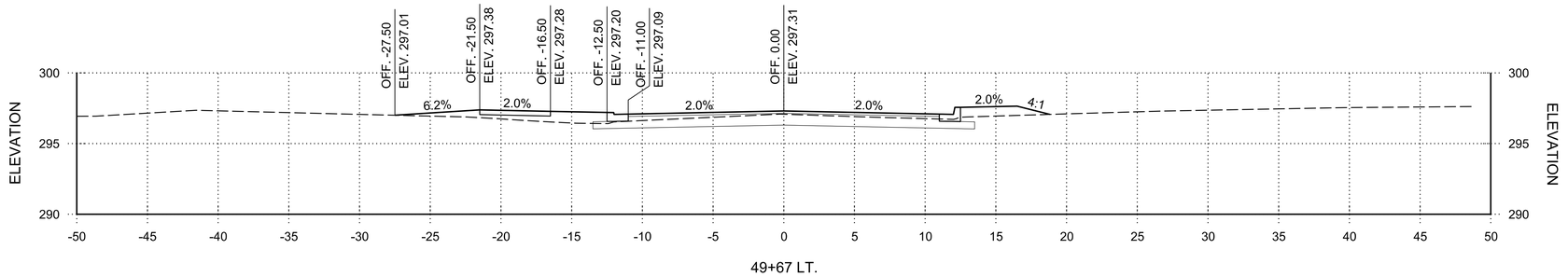
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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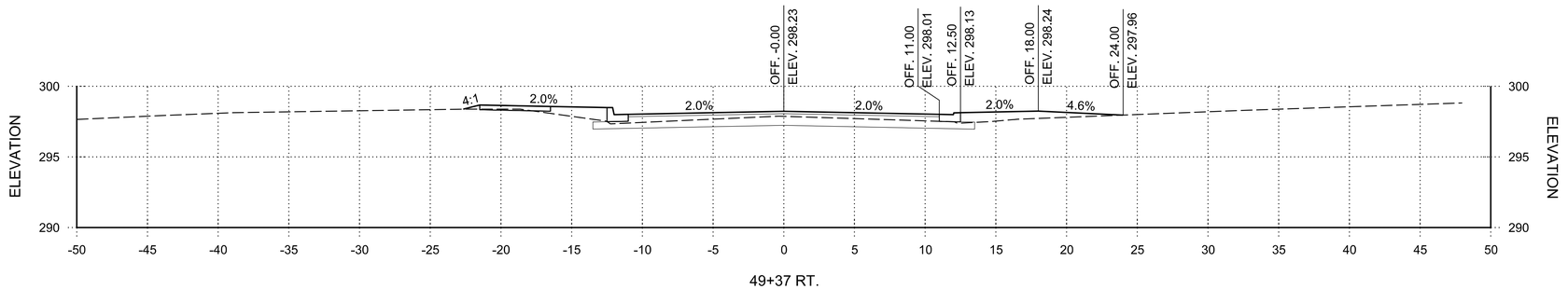
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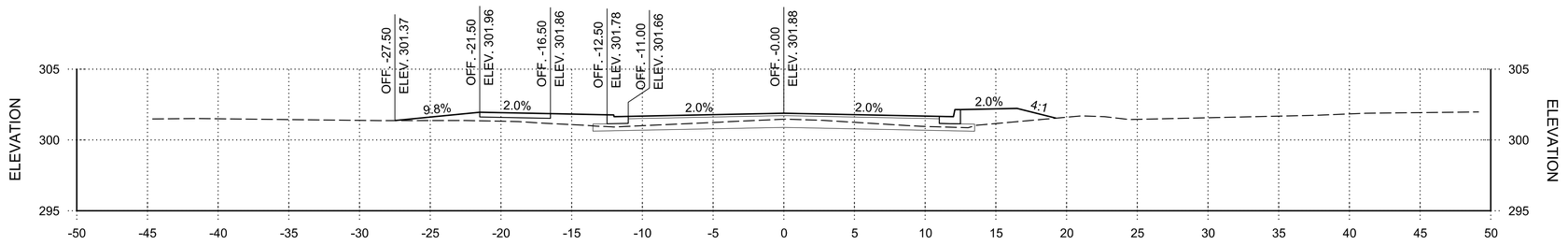
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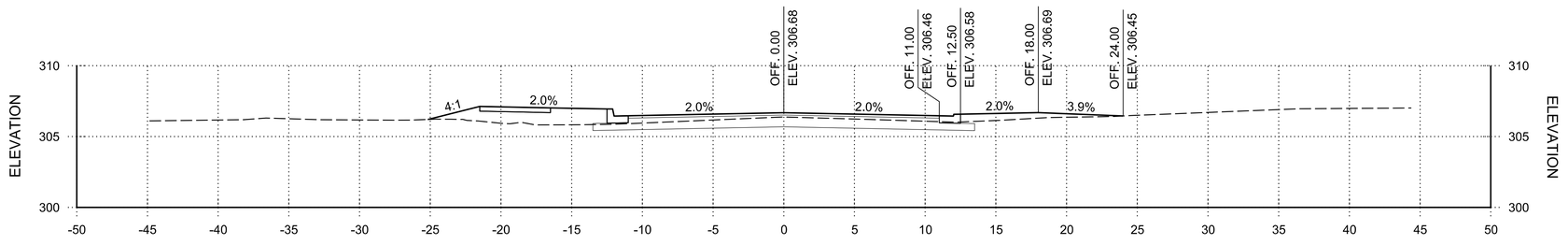

49+67 LT.




49+37 RT.




48+44 LT.




47+43 RT.

COUNTRY CLUB RD.
STA. 47+43 TO STA. 49+67

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

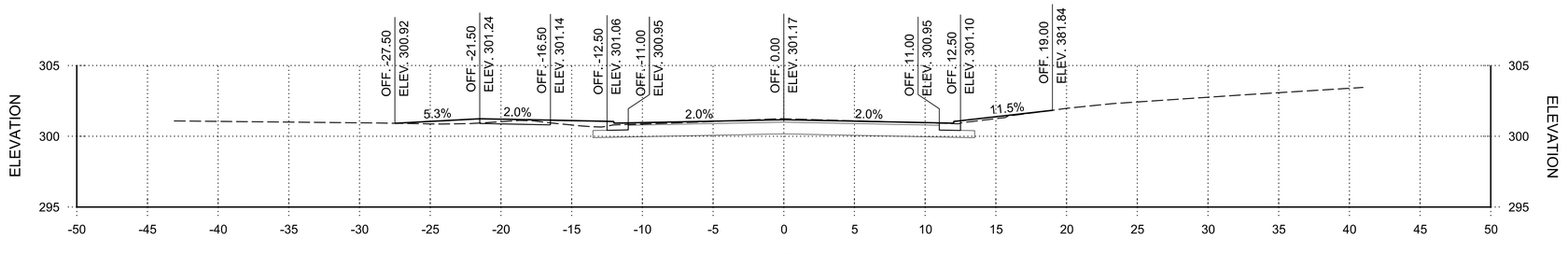
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DATE: SEPT. 2021
DESIGNED BY: CMC
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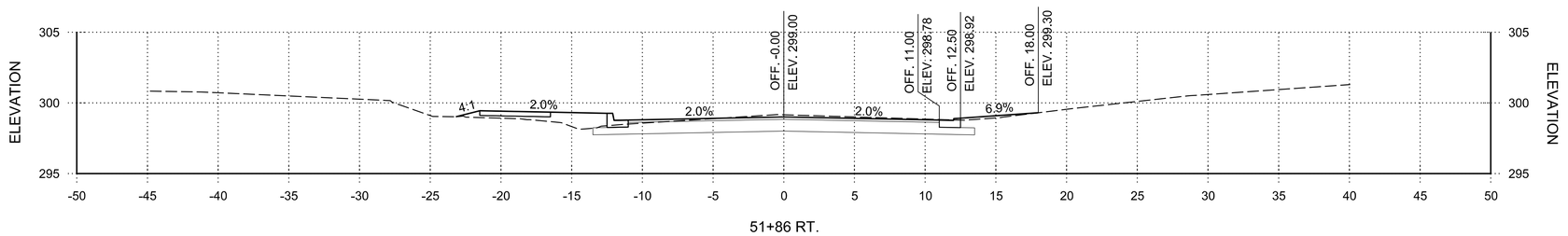
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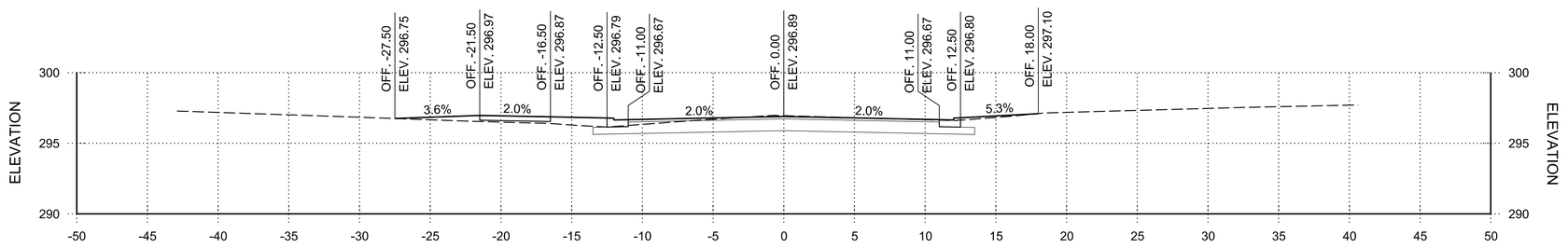
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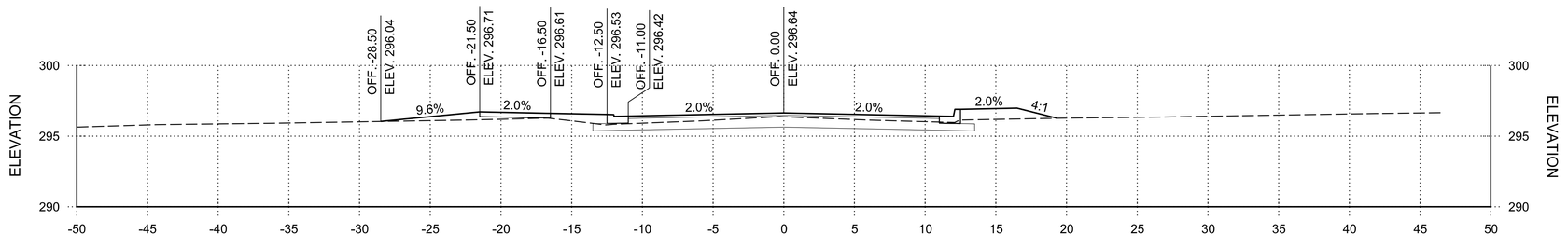

52+56 RT.




51+86 RT.




51+12 LT./RT.




49+99 LT.

COUNTRY CLUB RD.
STA. 49+99 TO STA. 52+56

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

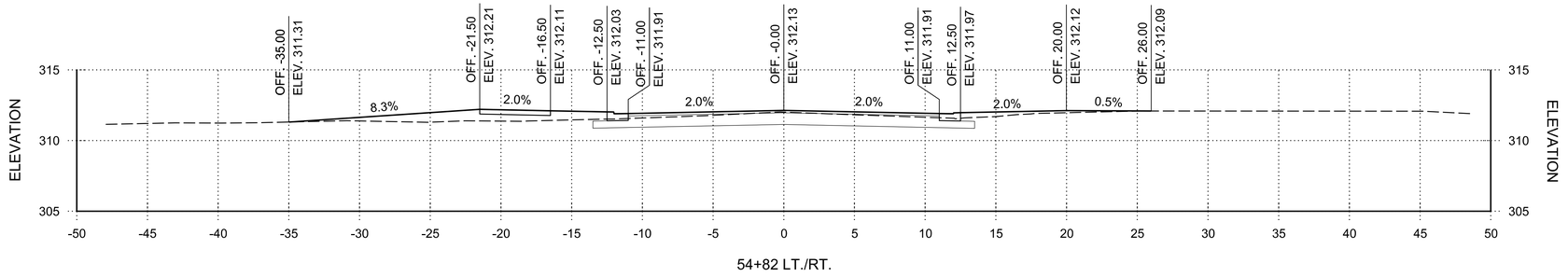
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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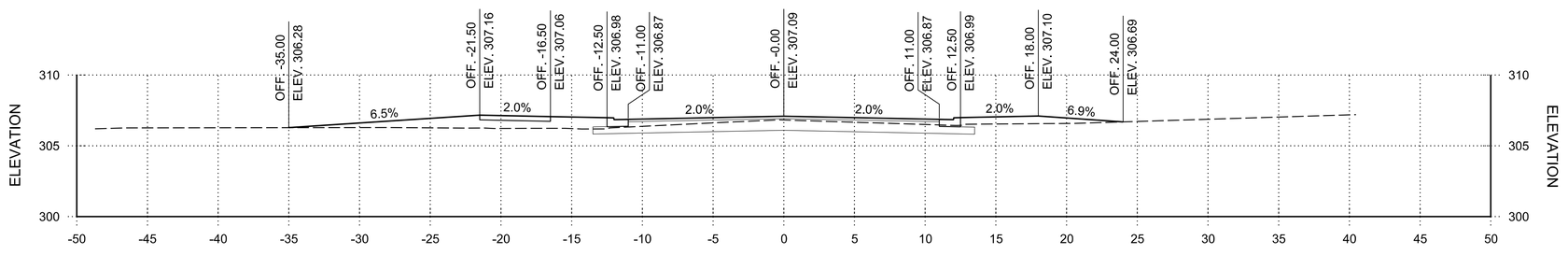
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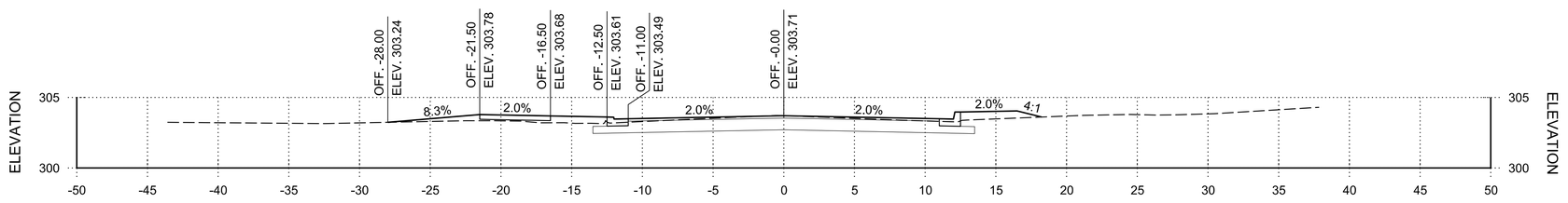
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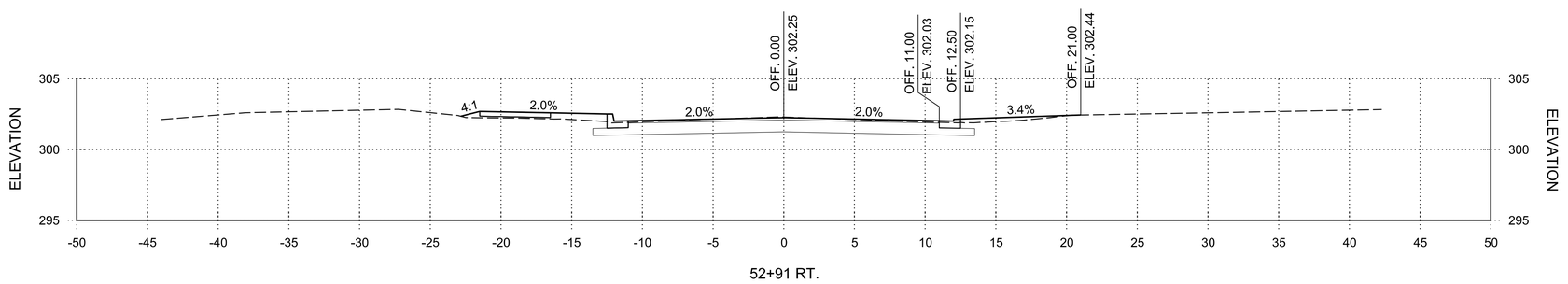

54+82 LT./RT.




54+03 LT./RT.




53+32 LT.




52+91 RT.

COUNTRY CLUB RD.
STA. 52+91 TO STA. 54+82

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

DRIVEWAY PROFILES

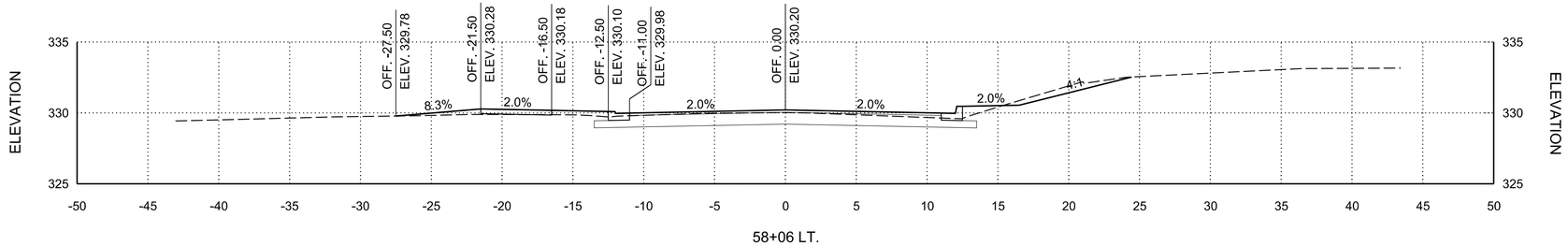
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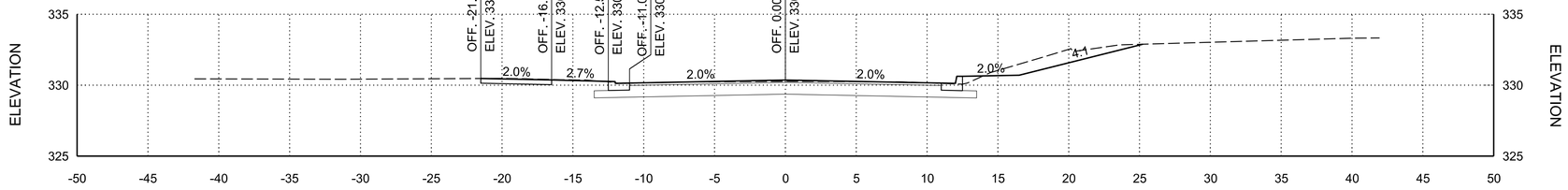
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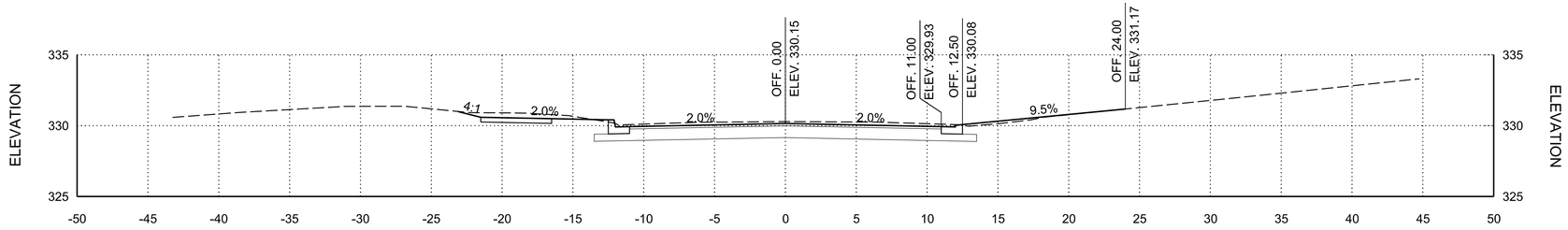
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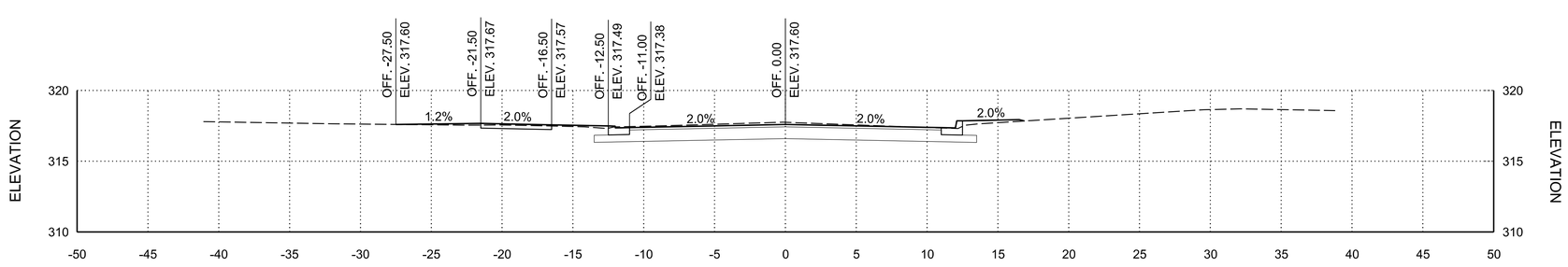

58+06 LT.




57+74 LT.




57+52 RT.




55+51 LT.

COUNTRY CLUB RD.
STA. 55+51 TO STA. 58+06

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

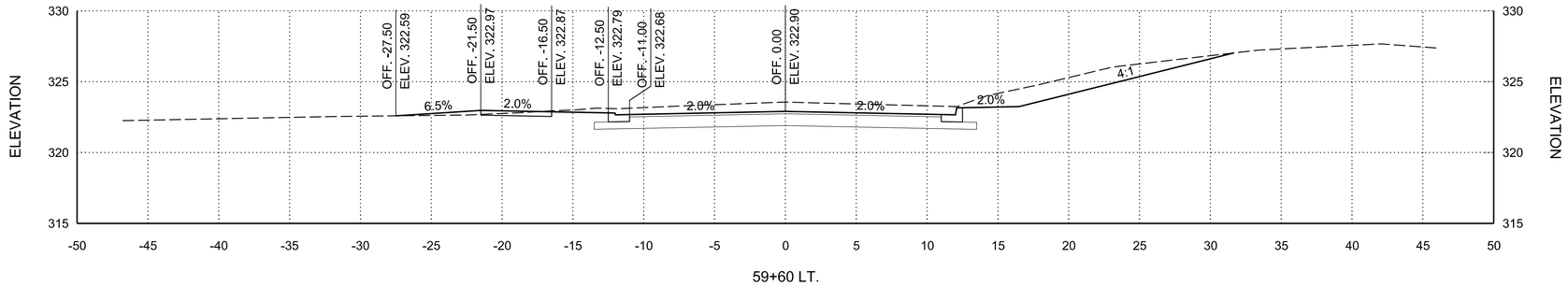
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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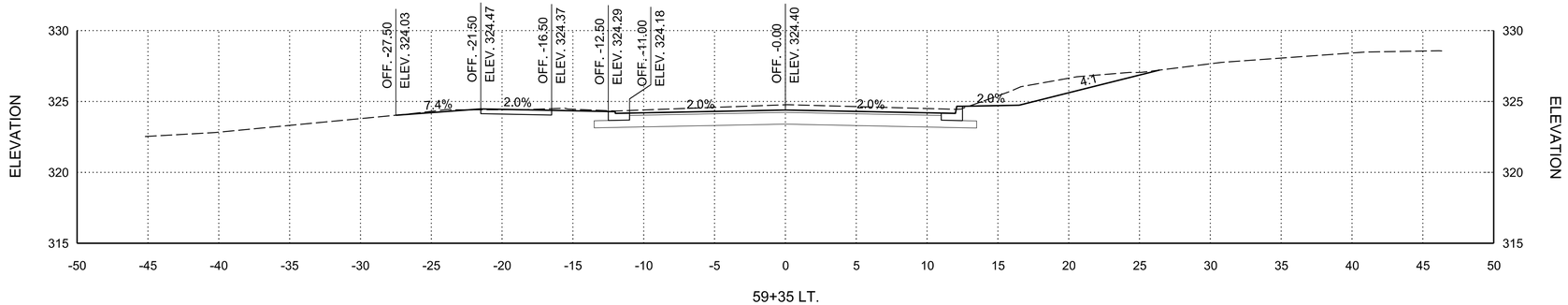
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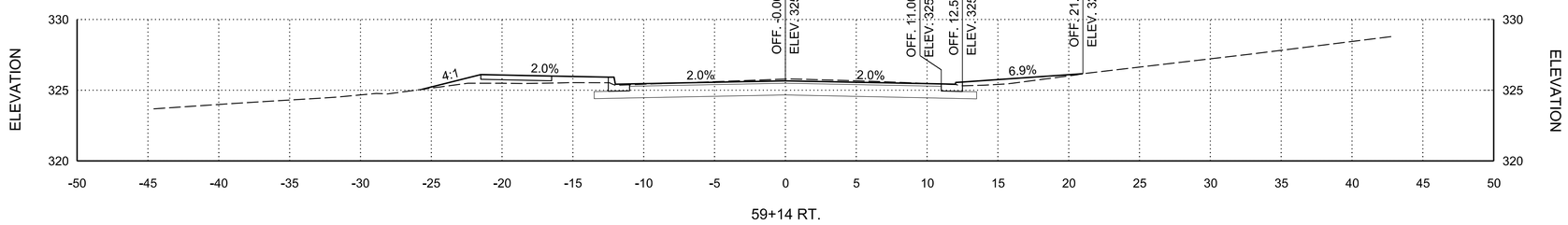
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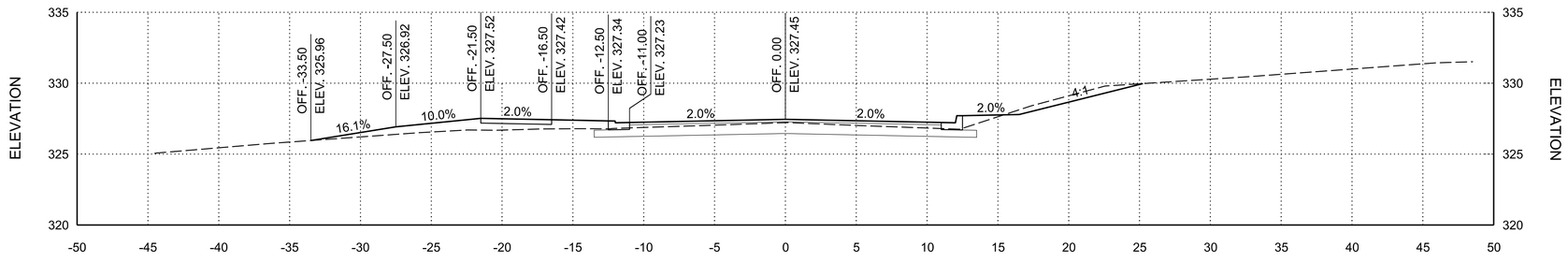

59+60 LT.




59+35 LT.




59+14 RT.




58+84 LT.

COUNTRY CLUB RD.
STA. 58+84 TO STA. 59+60

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STATE OF ARKANSAS
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

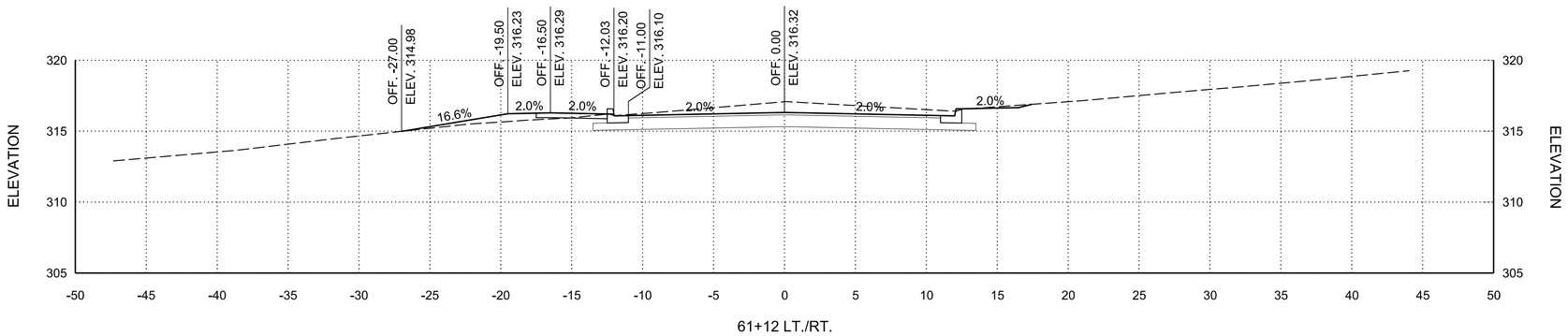
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DESIGNED BY: CMC
DRAWN BY: AMW

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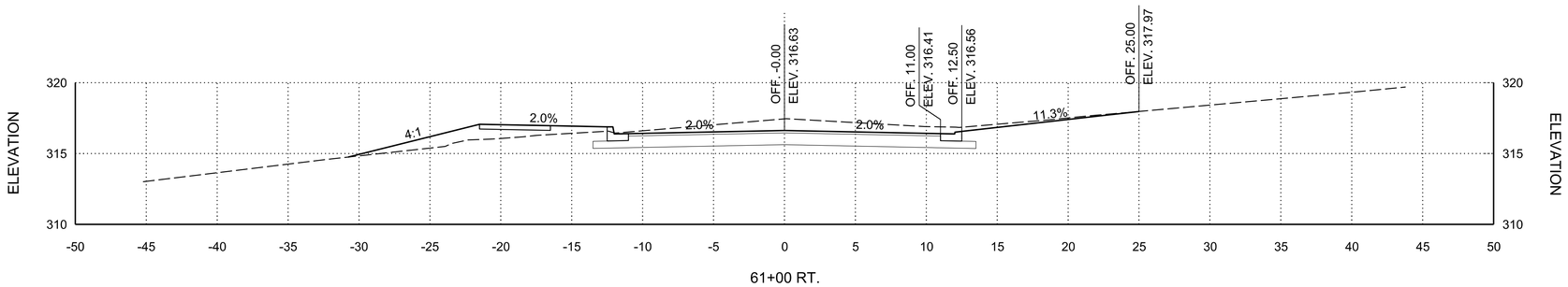
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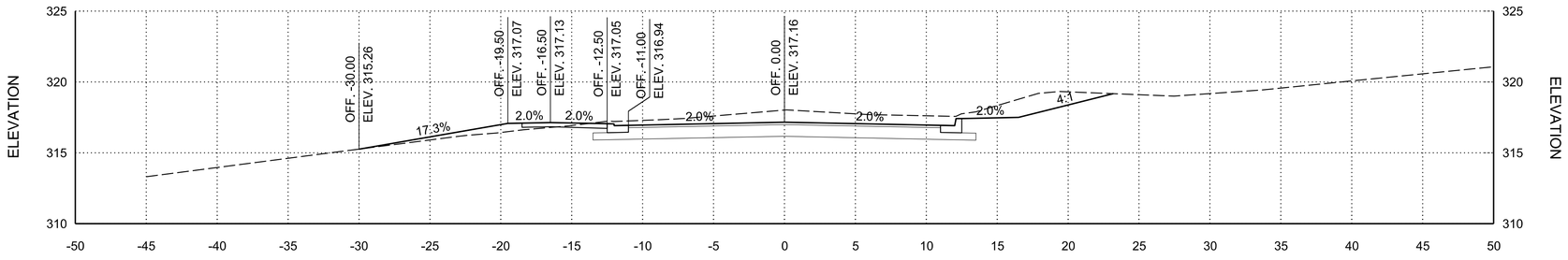
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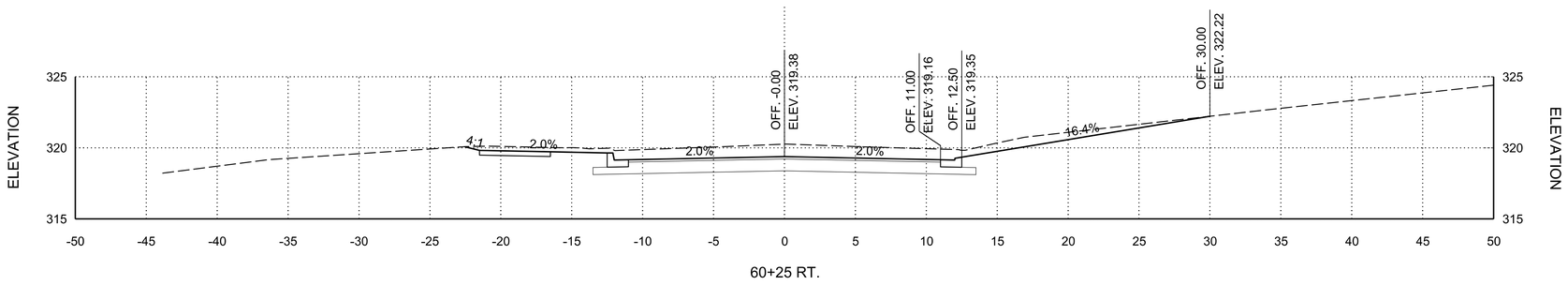

61+12 LT./RT.




61+00 RT.




60+82 LT.




60+25 RT.

COUNTRY CLUB RD.
STA. 60+25 TO STA. 61+12

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

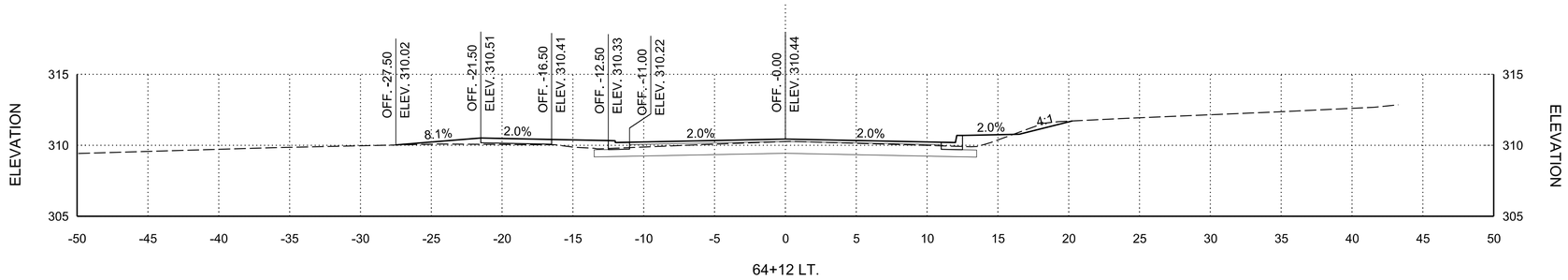
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DRAWN BY: AMW

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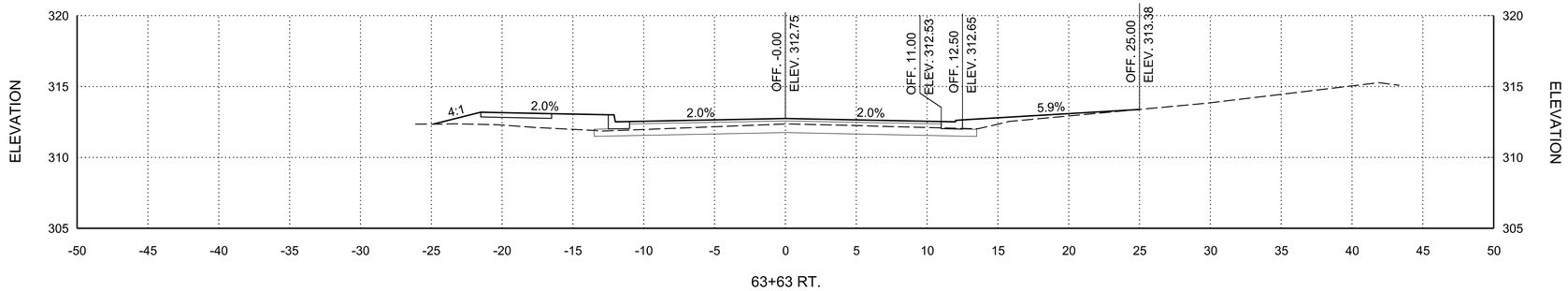
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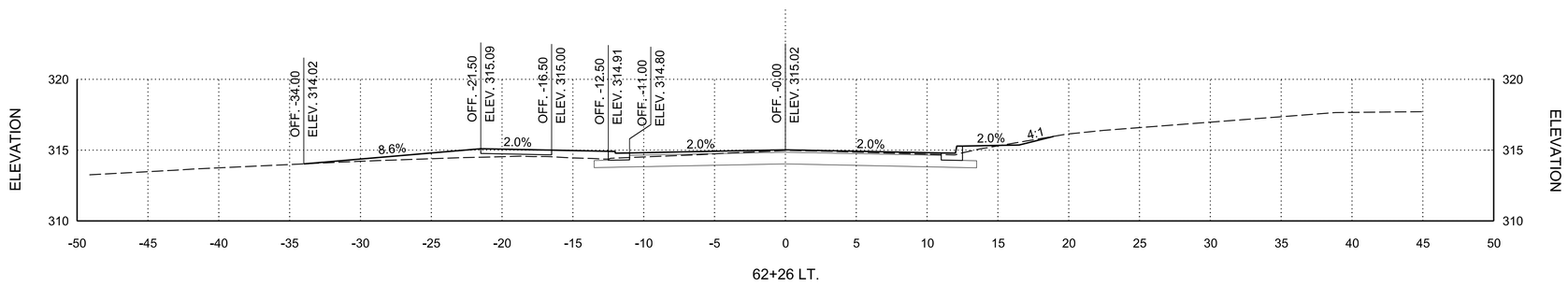
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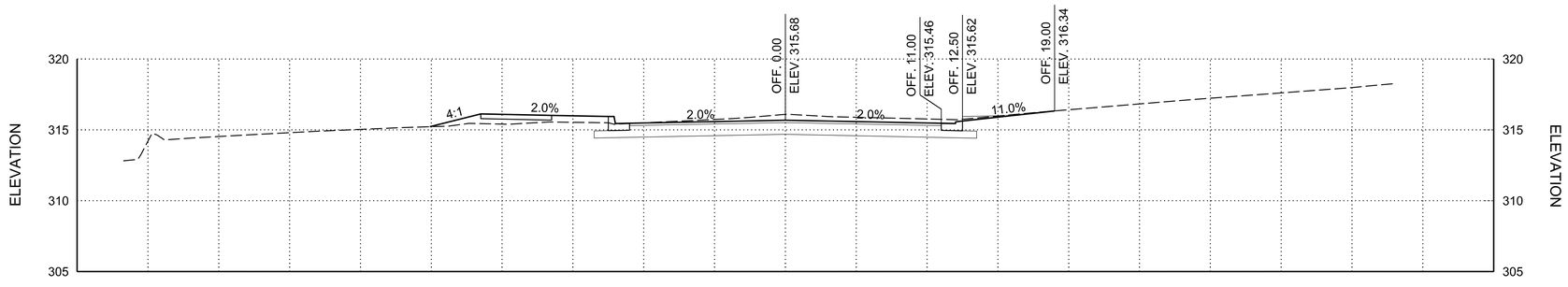

64+12 LT.




63+63 RT.




62+26 LT.




61+43 RT.

COUNTRY CLUB RD.
STA. 61+43 TO STA. 64+12

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GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

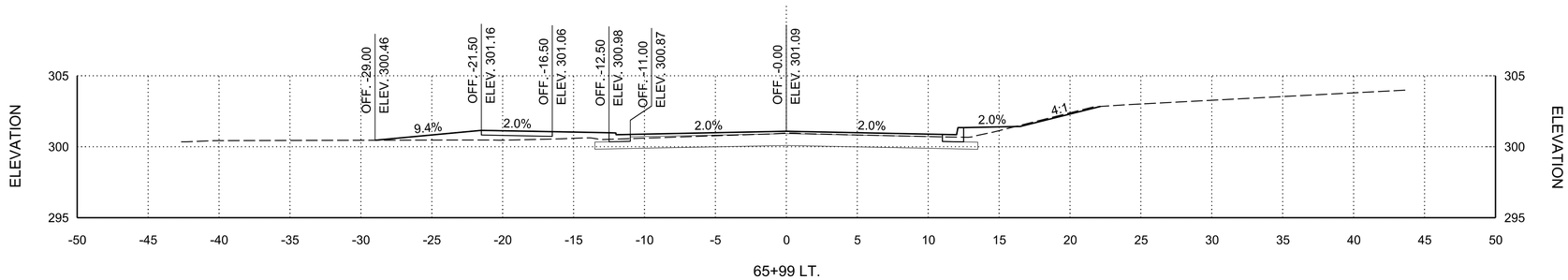
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DRAWN BY: AMW

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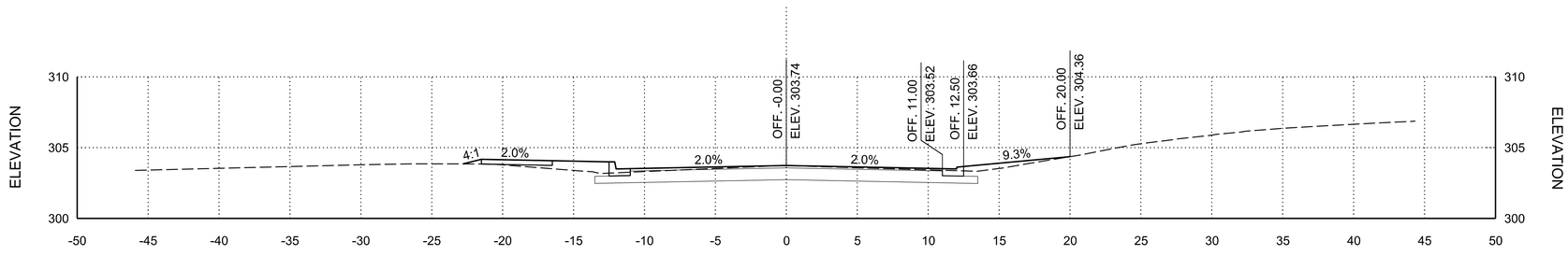
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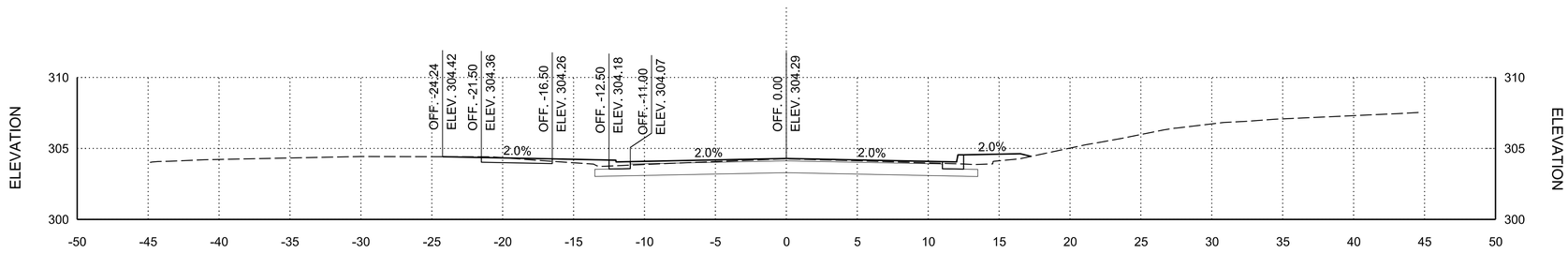
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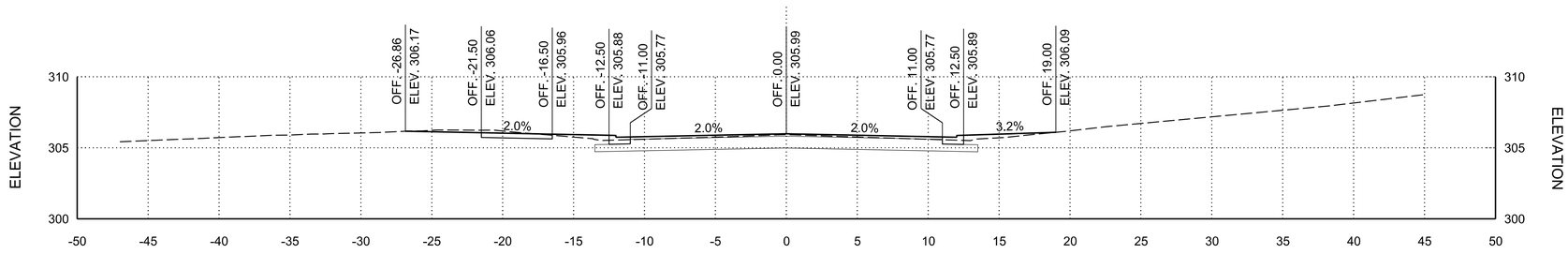

65+99 LT.




65+46 RT.




65+35 LT.




65+01 LT./RT.

COUNTRY CLUB RD.
STA. 65+01 TO STA. 65+99

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GARVER
LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

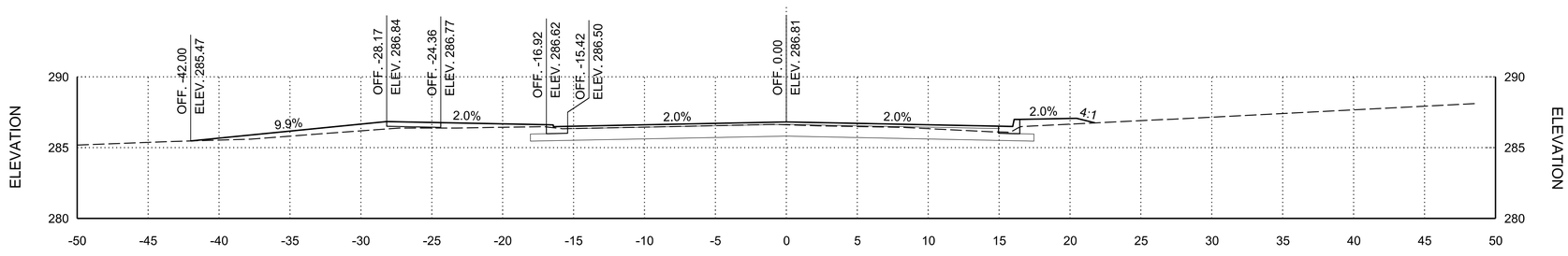
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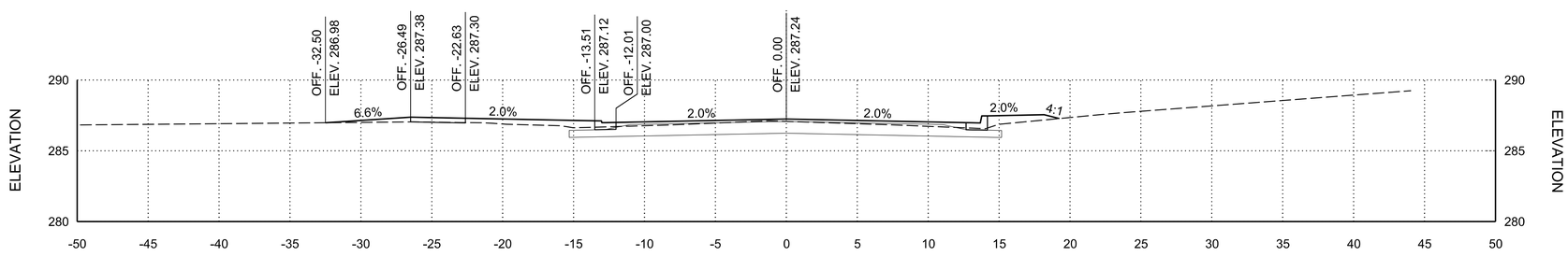
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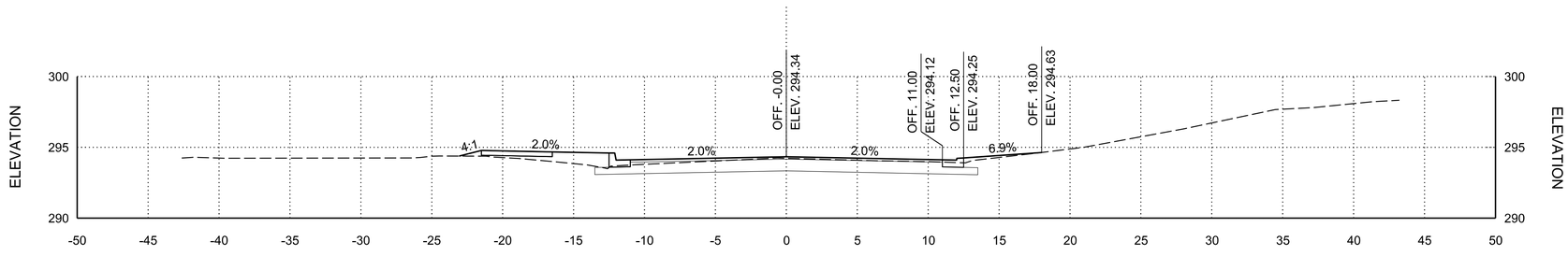
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WORKSPACE:Garver_2012
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69+70 LT.




69+16 LT.




67+34 RT.

COUNTRY CLUB RD.
STA. 67+34 TO STA. 69+70

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

DRIVEWAY PROFILES

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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**C-723**

SHEET NUMBER **097**

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## TRAFFIC SIGNAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2017) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.

2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.

3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.

4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.

5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.

6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED.

9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.

10. PAVEMENT MARKING SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.

11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

12. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS.

13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.

15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.

16. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY/COUNTY.

17. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.

18. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.

19. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.

20. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

21. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.

22. ONE VIDEO PROGRAMMNG MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.

23. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.

24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.

25. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODFICATION.

26. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.

27. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.

28. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.

29. ALL NON-METALLIC CONDUIT RUNS SHALL HAVE BELL RING FITTINGS INSTALLED ON THE TERMINATING ENDS OF THE CONDUIT. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS.

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16675
CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNAL NOTES AND QUANTITIES

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CEM
DRAWN BY: CEM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**C-801**

SHEET NUMBER **098**

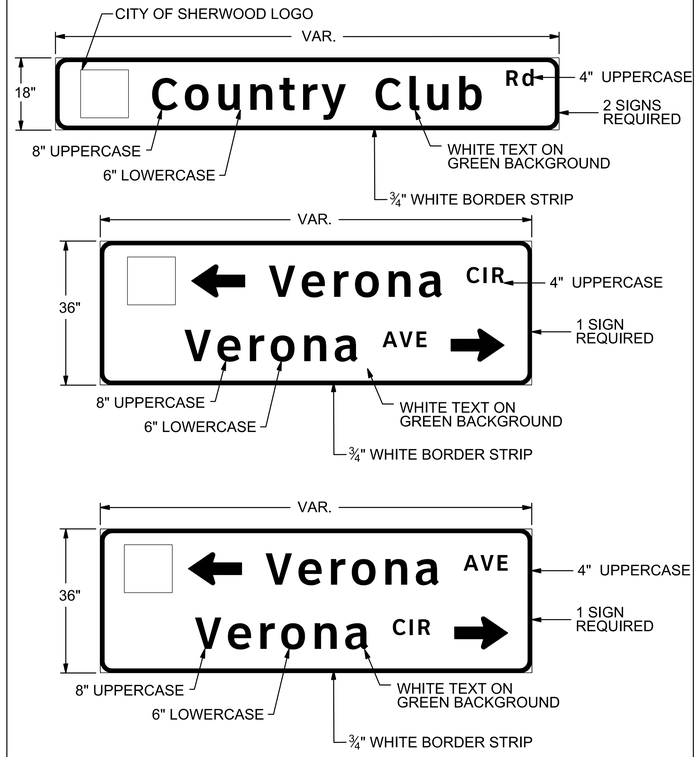
AMWeiner 9/9/2021 4:28:40 PM
WORKSPACE-Garver_2012
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## TRAFFIC SIGNAL QUANTITIES

| | ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|---|
| | SP & 701 | ACTUATED CONTROLLER TS2-TYPE 2 (8 PHASES) | 1 | EACH |
| | SP & 706 | TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY) | 8 | EACH |
| | SP & 707 | COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED | 8 | EACH |
| | 708 | TRAFFIC SIGNAL CABLE (5C/14 A.W.G.) | 1611 | LIN. FT. |
| | 708 | TRAFFIC SIGNAL CABLE (20C/14 A.W.G.) | 416 | LIN. FT. |
| | SP | ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.) | 537 | LIN. FT. |
| | SP | ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.) | 220 | LIN. FT. |
| | SP | ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.) | 37 | LIN. FT. |
| | SP | ELECTRICAL CONDUCTORS FOR LUMINAIRES | 636 | LIN. FT. |
| | 709 | GALVANIZED STEEL CONDUIT (2") | 14 | LIN. FT. |
| | 710 | NON-METALLIC CONDUIT (2") | 102 | LIN. FT. |
| | 710 | NON-METALLIC CONDUIT (3") | 309 | LIN. FT. |
| | 711 | CONCRETE PULL BOX (TYPE 2) | 7 | EACH |
| | 711 | CONCRETE PULL BOX (TYPE 1 HD) | 1 | EACH |
| | 711 | CONCRETE PULL BOX (TYPE 2 HD) | 2 | EACH |
| | SS & 714 | TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (18') | 2 | EACH |
| | SS & 714 | TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (22') | 1 | EACH |
| | SS & 714 | TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30') | 1 | EACH |
| | SP | LED LUMINAIRE ASSEMBLY | 4 | EACH |
| | SS & 715 | TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION | 4 | EACH |
| | SP | SERVICE POINT ASSEMBLY (2 CIRCUITS) | 1 | EACH |
| | SP | REMOVAL OF TRAFFIC SIGNAL EQUIPMENT | 1.00 | LUMP SUM |
| | SP | 18" STREET NAME SIGN | 4 | EACH |
| * | SP & 733 | VIDEO DETECTOR (CLR) | 7 | EACH |
| | 733 | VIDEO CABLE | 887 | LIN. FT. |
| | 733 | VIDEO MONITOR (CLR) | 1 | EACH |
| * | SP & 733 | VIDEO PROCESSOR, EDGE CARD (2 CAMERA) | 5 | EACH |
| | SP & 733 | VEHICLE DETECTOR RACK (16 CHANNEL) | 1 | EACH |

* ONE SPARE VIDEO DETECTOR AND ONE SPARE VIDEO PROCESSOR SHALL BE SUPPLIED

## OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED




NOTES:

1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.
2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL BE ALSO ALODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADII. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY/ COUNTY.
3. WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM ON THE NEARSIDE LEFT POLE. SEE STANDARD DRAWING SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
4. THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

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CERTIFICATE OF AUTHORIZATION — GARVER LLC No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16675 — CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNALIZATION PLANS

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CEM
DRAWN BY: TCC

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
**C-802**

SHEET NUMBER **099**

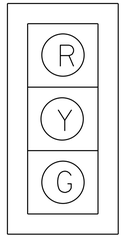
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WORKSPACE:Garver 2012
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## DETECTOR SPACING CHART

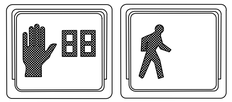
| VERONA AVENUE/CIRCLE VIRTUAL LOOPS | | |
|---|---|---|
| POSTED SPEED | DISTANCE FROM STOP LINE | |
| | LEAD VDZ | LAG VDZ |
| 20 MPH | 85' | 0' |
| **COUNTRY CLUB ROAD VIRTUAL LOOPS** | | |
| POSTED SPEED | DISTANCE FROM STOP LINE | |
| | LEAD VDZ | LAG VDZ |
| 30 MPH | 165' | 65' |

## SIGNAL FACES

12" LENSES



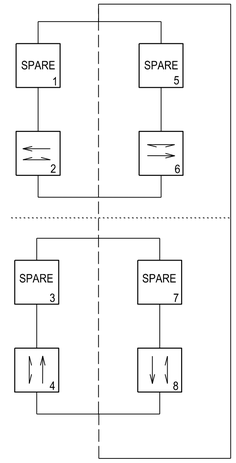

#1, 2, 3, 4, 5, 6, 7, 8

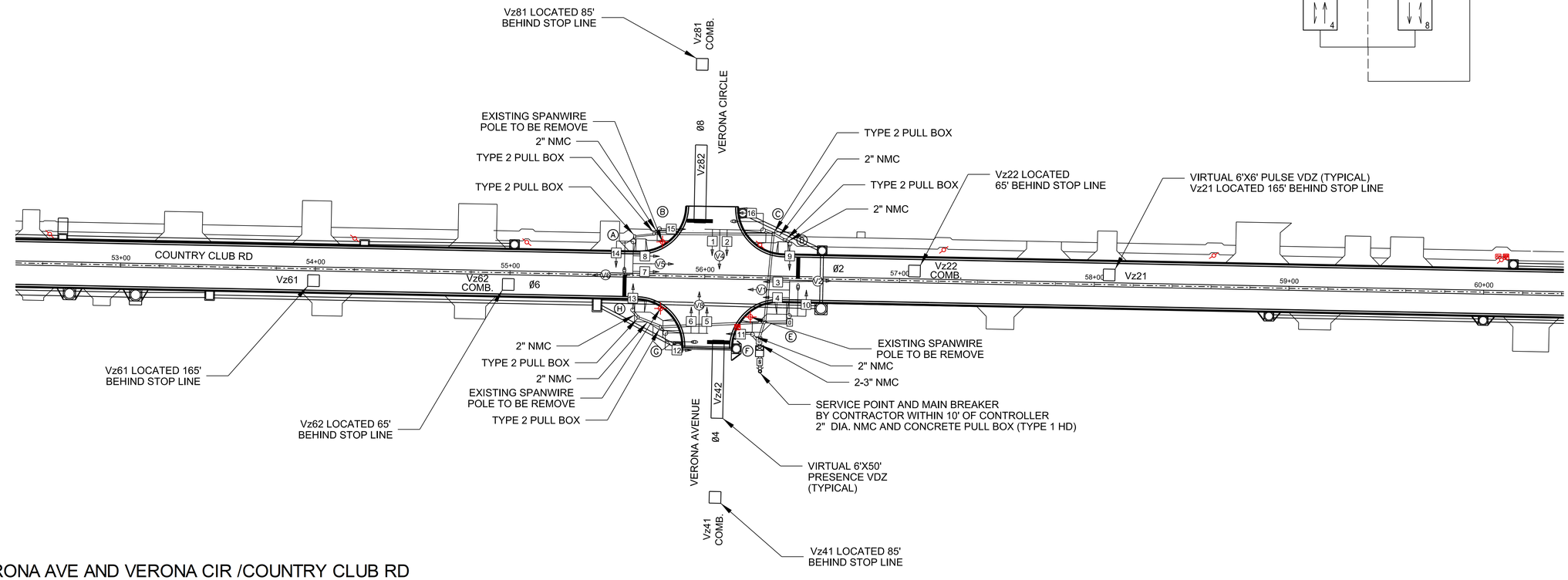


# 9-16

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A.D.A.S. STANDARDS.

## PHASING DIAGRAM




## VERONA AVE AND VERONA CIR /COUNTRY CLUB RD POLE DIMENSIONS

| POLE | MAST ARM | * MAST ARM ANGLE | VERT. SHAFT | LUM. ARM | * LUM. ANGLE |
|---|---|---|---|---|---|
| A | 18' | 180° | 35' | 15' | 180° |
| B | - | - | 10' | 15' | - |
| C | 30' | 270° | 35' | 15' | 270° |
| D | - | - | 10' | 15' | - |
| E | 18' | 270° | 35' | 15' | 270° |
| F | - | - | 10' | 15' | - |
| G | 22' | 180° | 35' | 15' | 180° |
| H | - | - | 10' | 15' | - |

* ANGLE MEASURED CLOCKWISE FROM HAND HOLE.

NOTE: CROSSWALKS NOT SHOWN FOR CLARITY.

N

SCALE IN FEET
0 30 60 120


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LICENSED PROFESSIONAL ENGINEER
No.16675
CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNALIZATION PLANS

JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CEM
DRAWN BY: ARM

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
**C-803**

SHEET NUMBER **100**


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## DESIGN PARAMETERS

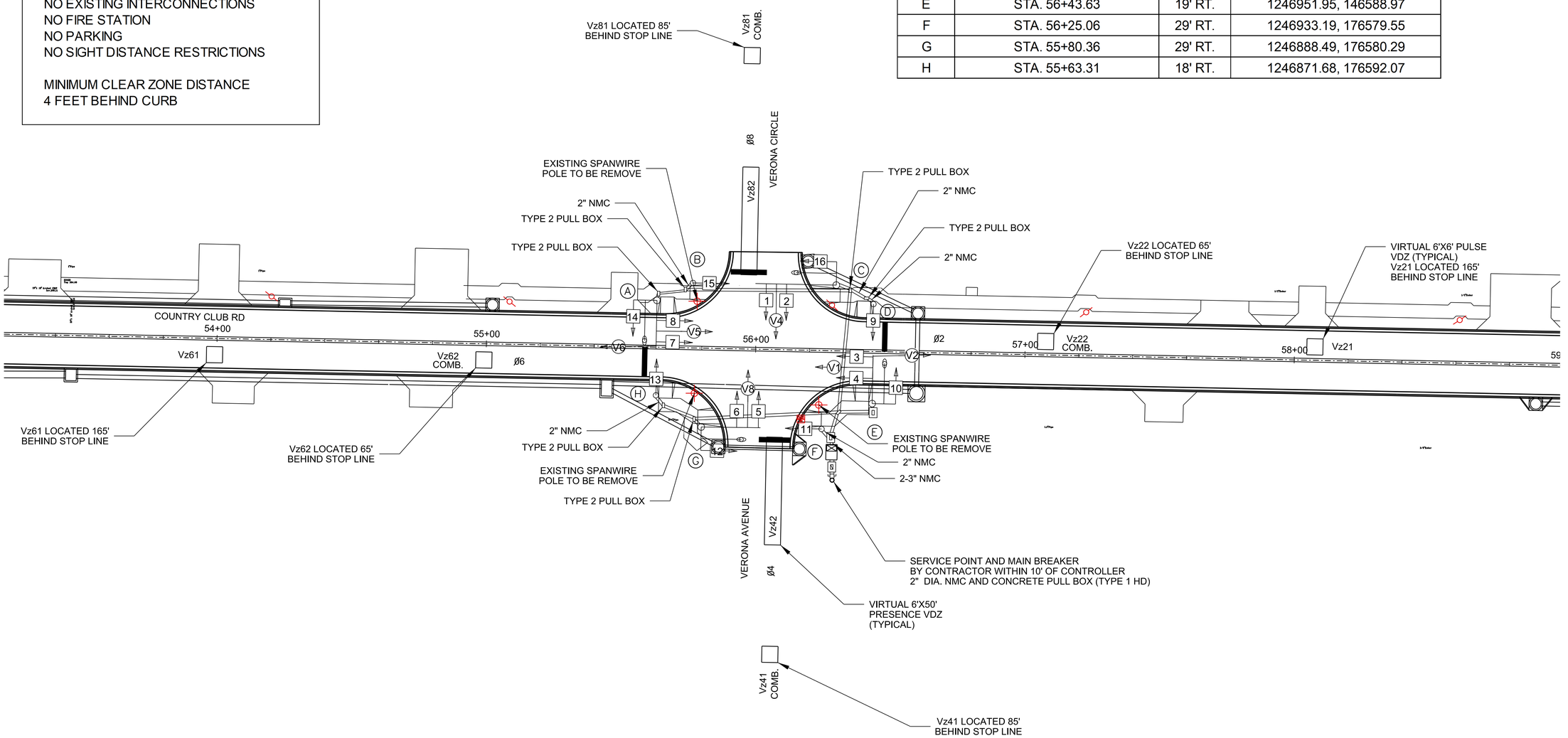
POSTED SPEED LIMIT:
30 MPH EAST AND WEST APPROACH
20 MPH NORTH AND SOUTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

## (VERONA AVE/VERONA CIR)/(COUNTRY CLUB RD)
## POLE LOCATIONS

| POLE | LOCATION & STATION | OFFSET | X, Y COORDINATES |
|---|---|---|---|
| A | STA. 55+63.01 | 17' LT. | 1246872.08, 176627.30 |
| B | STA. 55+76.26 | 24' LT. | 1246885.46, 176633.79 |
| C | STA. 56+29.45 | 24' LT. | 1246938.64, 176632.96 |
| D | STA. 56+43.40 | 18' LT. | 1246952.45, 176625.93 |
| E | STA. 56+43.63 | 19' RT. | 1246951.95, 146588.97 |
| F | STA. 56+25.06 | 29' RT. | 1246933.19, 176579.55 |
| G | STA. 55+80.36 | 29' RT. | 1246888.49, 176580.29 |
| H | STA. 55+63.31 | 18' RT. | 1246871.68, 176592.07 |




NOTE: CROSSWALKS NOT SHOWN FOR CLARITY.

N

SCALE IN FEET
0 20 40 80

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CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNALIZATION PLANS

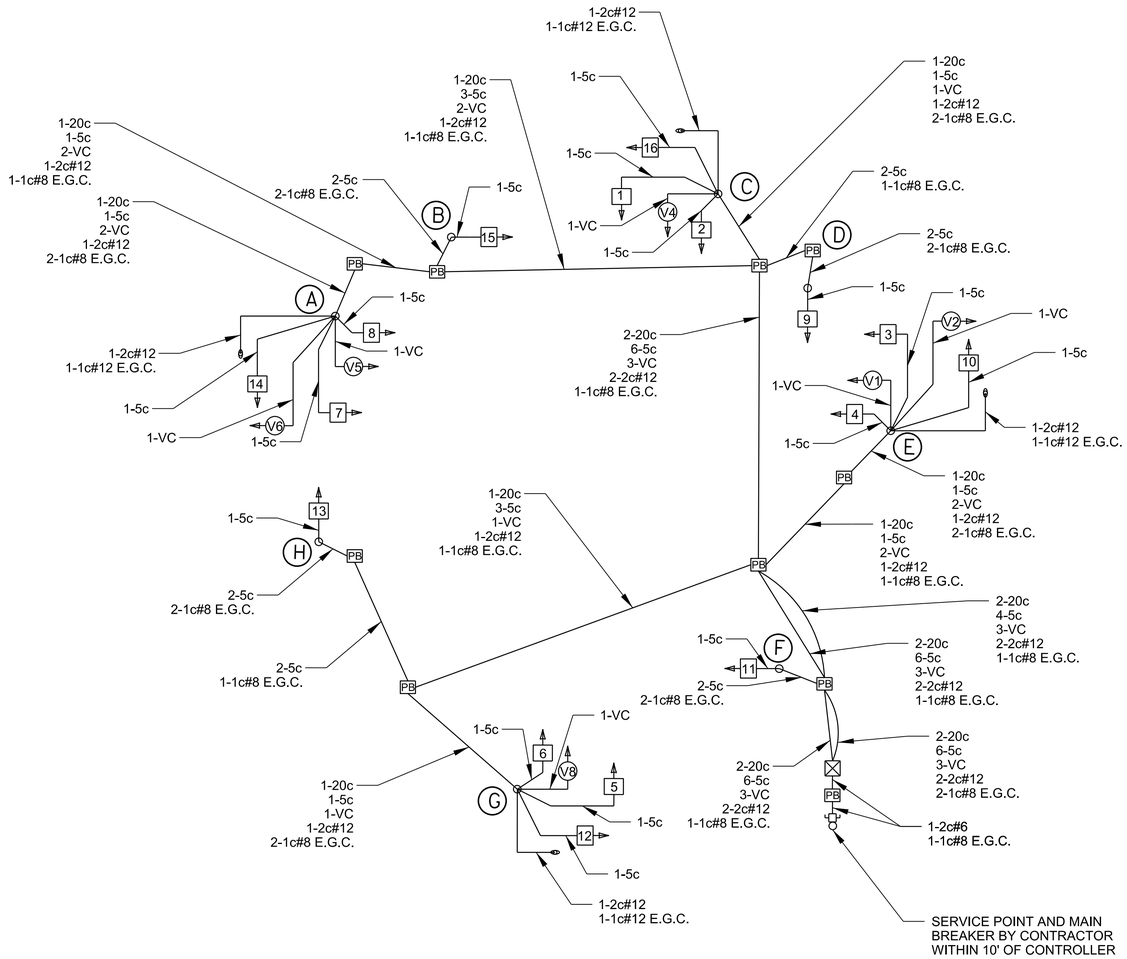
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CEM
DRAWN BY: ARM

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**C-804**

SHEET NUMBER **101**

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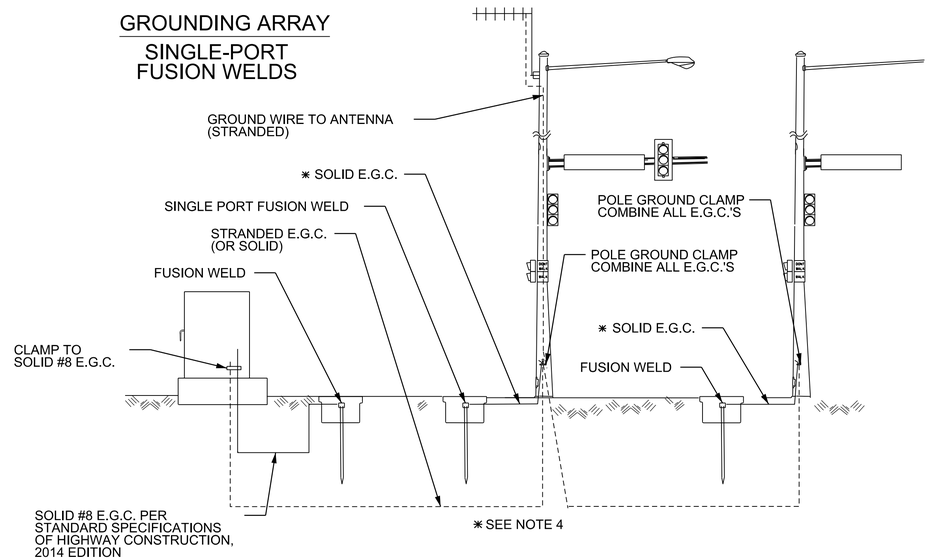

## WIRING DIAGRAM

TYPICAL WIRING INCLUDES:

1. ONE SEPARATE 5c/#14 AWG TO EACH POLE WITH PEDESTRIAN PUSH BUTTONS.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
4. ADDITIONAL 1-1c#8 E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULLBOX, COST OF ADDITIONAL 1-1c#8 E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

## GROUNDING ARRAY

### SINGLE-PORT FUSION WELDS




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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16675
CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNALIZATION PLANS

JOB NO.: 19T01800
DATE: JULY, 2019
DESIGNED BY: CEM
DRAWN BY: AS

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**C-805**

SHEET NUMBER **102**

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WORKSPACE:Garver_2012
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## INTERVAL CHART

| SIGNAL FACES | (VERONA AVENUE/VERONA CIRCLE)/(COUNTRY CLUB ROAD) | | | | | FLASH SEQUENCE |
|---|---|---|---|---|---|---|
| | 2+6 | CLR. | 4+8 | CLR. | | |
| 1&2 | R | R | G | G | | R |
| 3&4 | G | G | R | R | | R |
| 5&6 | R | R | G | G | | R |
| 7&8 | G | G | R | R | | R |
| 9&10 | DW | W | W | DW | | |
| 11&12 | W | DW | DW | W | | |
| 13&14 | DW | W | W | DW | | |
| 15&16 | W | DW | DW | W | | |

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

## DETECTOR CHART

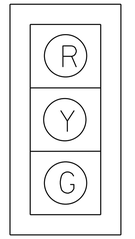
| DETECTOR SYSTEM DESCRIPTION: JOB 18017180 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| (VERONA AVE/VERONA CIR)/(COUNTRY CLUB RD) DETECTOR ASSIGNMENTS | | | | HARDWARE INPUTS BY SUPPLIER | | | PROGRAM ASSIGNMENTS LOCAL | | MASTER SYSTEM DETECTOR NUMBERS | COMMENTS | TUBE LENGTHS |
| DET. ID # | LOCATION DIRECTION | TYPE | DET. # | CAB. TRM. # | AMP CHN. # | CON. IMP. # | PHS | SYSTEM DET. # | | | |
| | | | | | | | | | | | |
| Vz21 | WB ADVANCE | LOCAL | | | 5 | V2 | 2 | | | CAMERA V2 | 37" |
| Vz22 | WB NEAR | COMB. | | | 6 | V10 | 2 | 2 | | CAMERA V5 | 23" |
| | | | | | | | | | | | |
| Vz41 | NB ADVANCE | COMB. | | | 9 | V4 | 4 | | | CAMERA V4 | 23" |
| Vz42 | NB NEAR | LOCAL | | | 10 | V12 | 4 | 4 | | CAMERA V4 | 23" |
| | | | | | | | | | | | |
| Vz61 | EB ADVANCE | LOCAL | | | 1 | V6 | 6 | | | CAMERA V6 | 37" |
| Vz62 | EB NEAR | COMB. | | | 2 | V14 | 6 | 6 | | CAMERA V1 | 23" |
| | | | | | | | | | | | |
| Vz81 | SB ADVANCE | COMB. | | | 13 | V8 | 8 | | | CAMERA V8 | 23" |
| Vz82 | SB NEAR | LOCAL | | | 14 | V16 | 8 | 8 | | CAMERA V8 | 23" |
| | | | | | | | | | | | |
| PB2 A&B | (VERONA CIR) N. LEG | PED. | | | | P2 | 2 | | | | |
| PB4 A&B | (COUNTRY CLUB RD) E. LEG | PED. | | | | P4 | 4 | | | | |
| PB6 A&B | (VERONA AVE) S. LEG | PED. | | | | P6 | 6 | | | | |
| PB8 A&B | (COUNTRY CLUB RD) W. LEG | PED. | | | | P8 | 8 | | | | |
| | | | | | | | | | | | |
| | | | | | SPARE: 3,4,7,8,11,12,15 & 16 | | | | | | |

CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

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

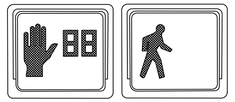
## SIGNAL FACES

12" LENSES




# 1, 2, 3, 4, 5, 6, 7, 8

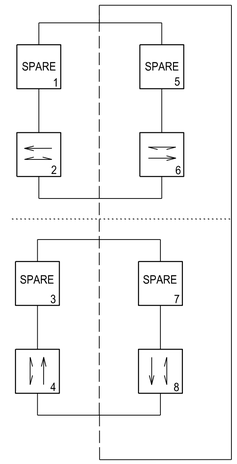
ONE SECTION (SOLID SYMBOL)



# 9-16

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
3. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
4. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMPS AND A CROSSWALK THAT MEET A.D.A.S. STANDARDS.

## PHASING DIAGRAM




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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16675
CLAIRE E. MCKINNEY

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNALIZATION PLANS

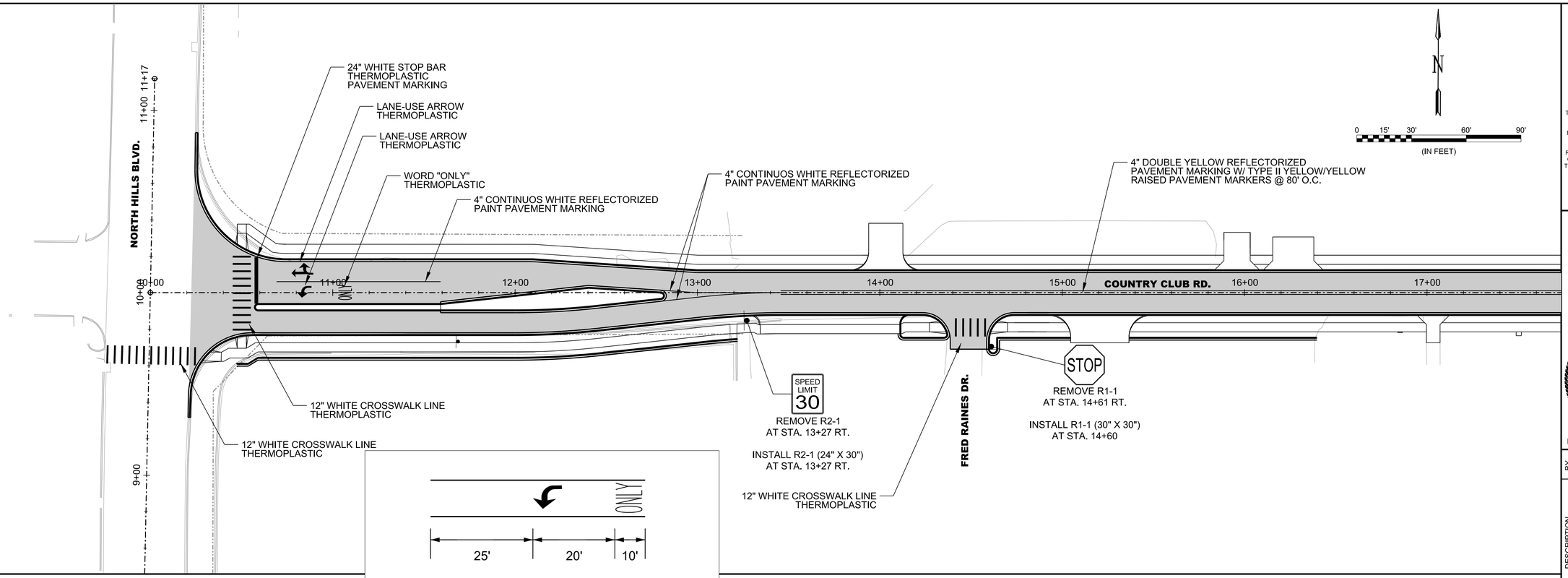
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DATE: SEPT. 2021
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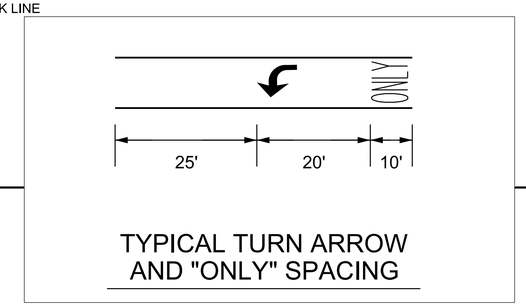
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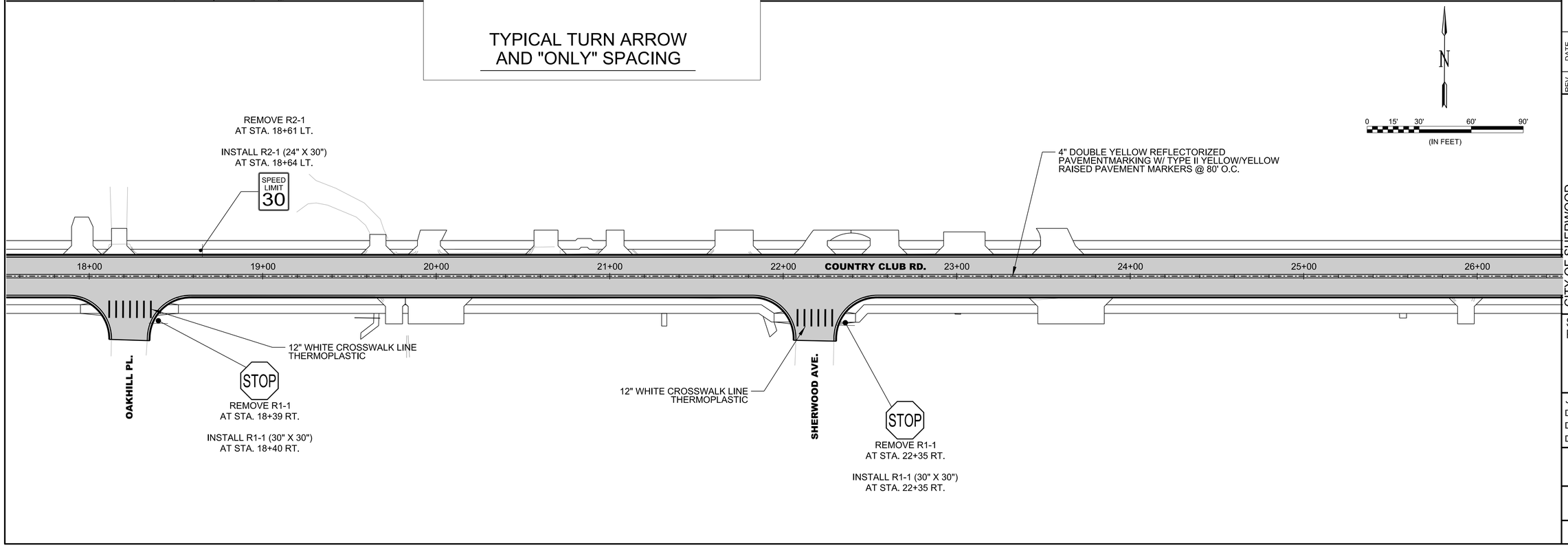
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TYPICAL TURN ARROW AND "ONLY" SPACING




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CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS NORTH HILLS BLVD. - BEACONSFIELD RD.

SIGNING AND STRIPING PLAN

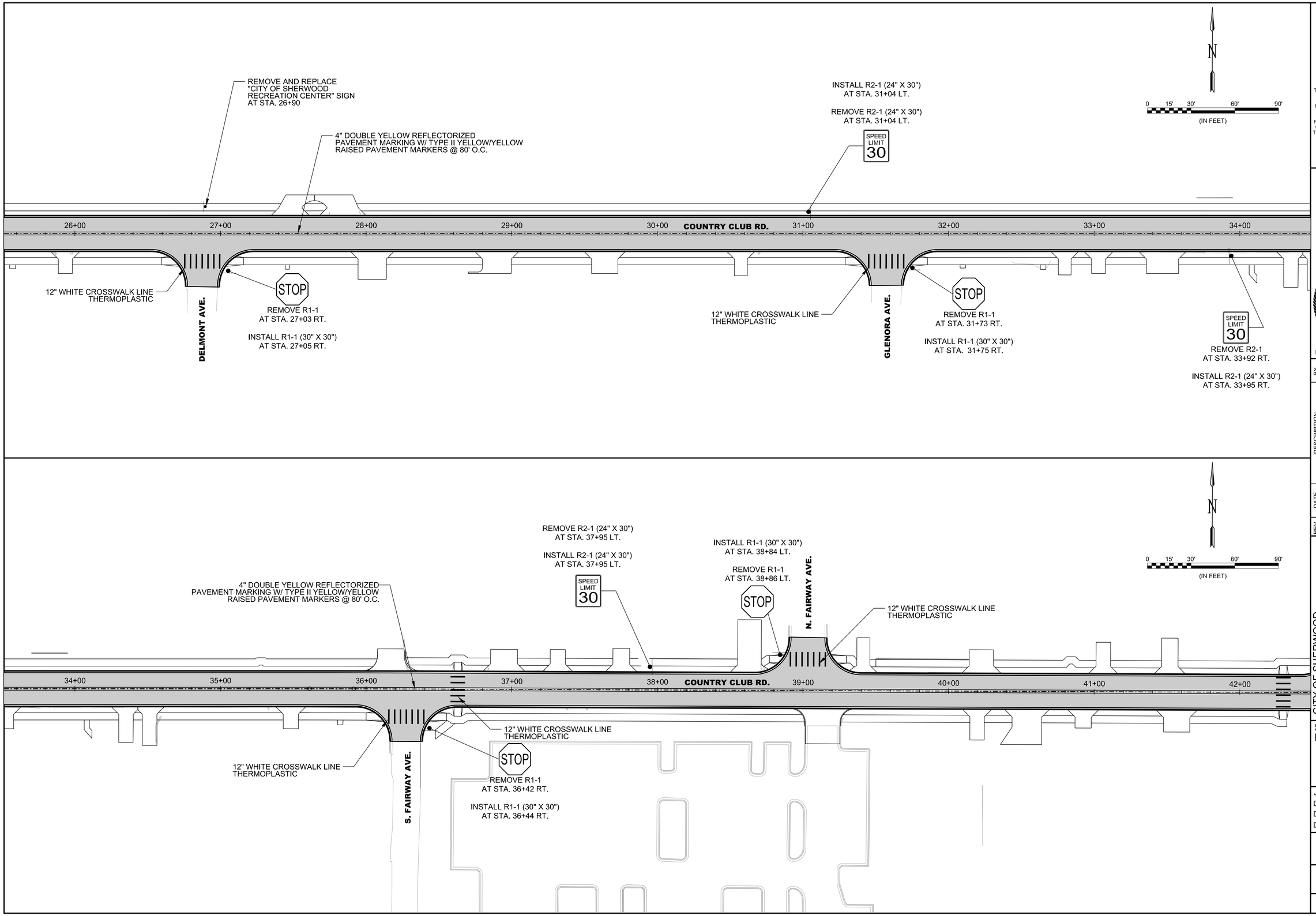
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SIGNING AND STRIPING PLAN

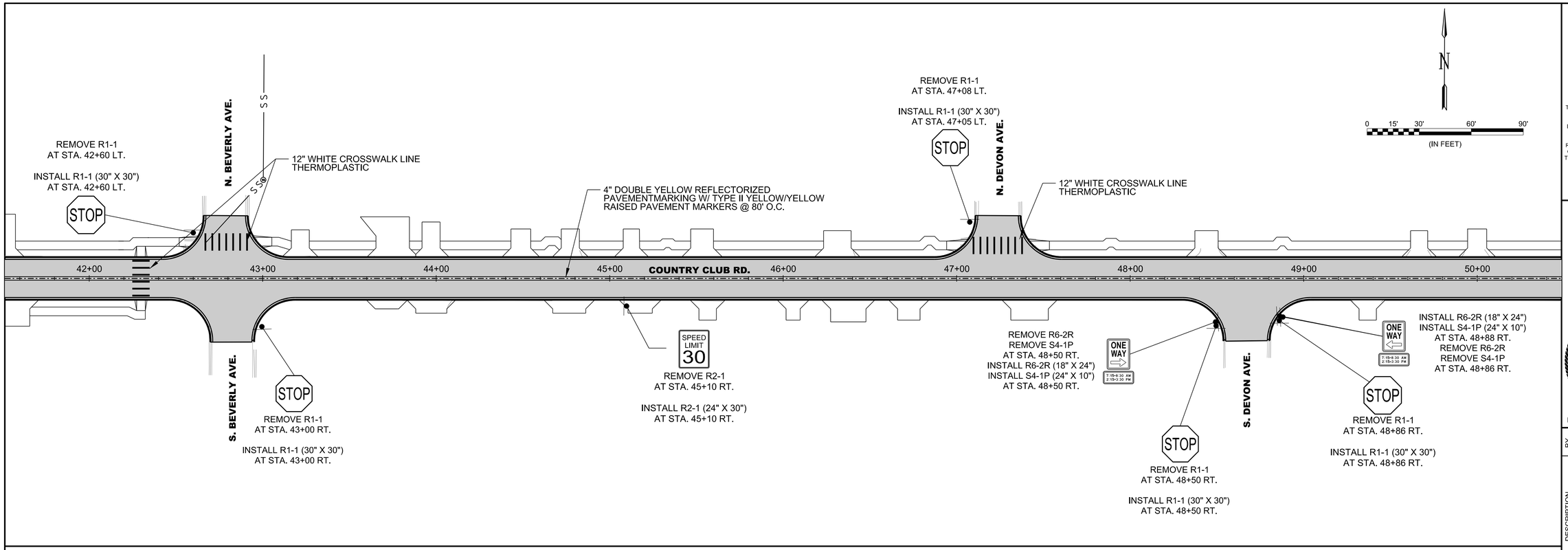
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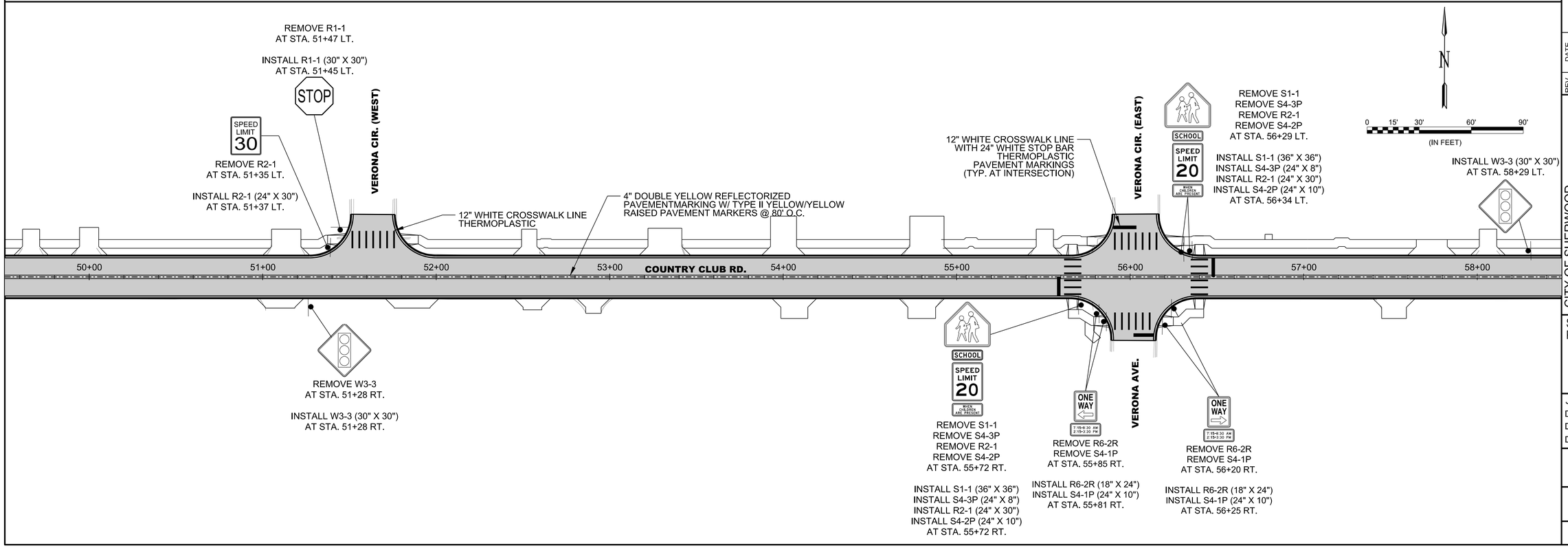
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No.16145
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SIGNING AND STRIPING PLAN

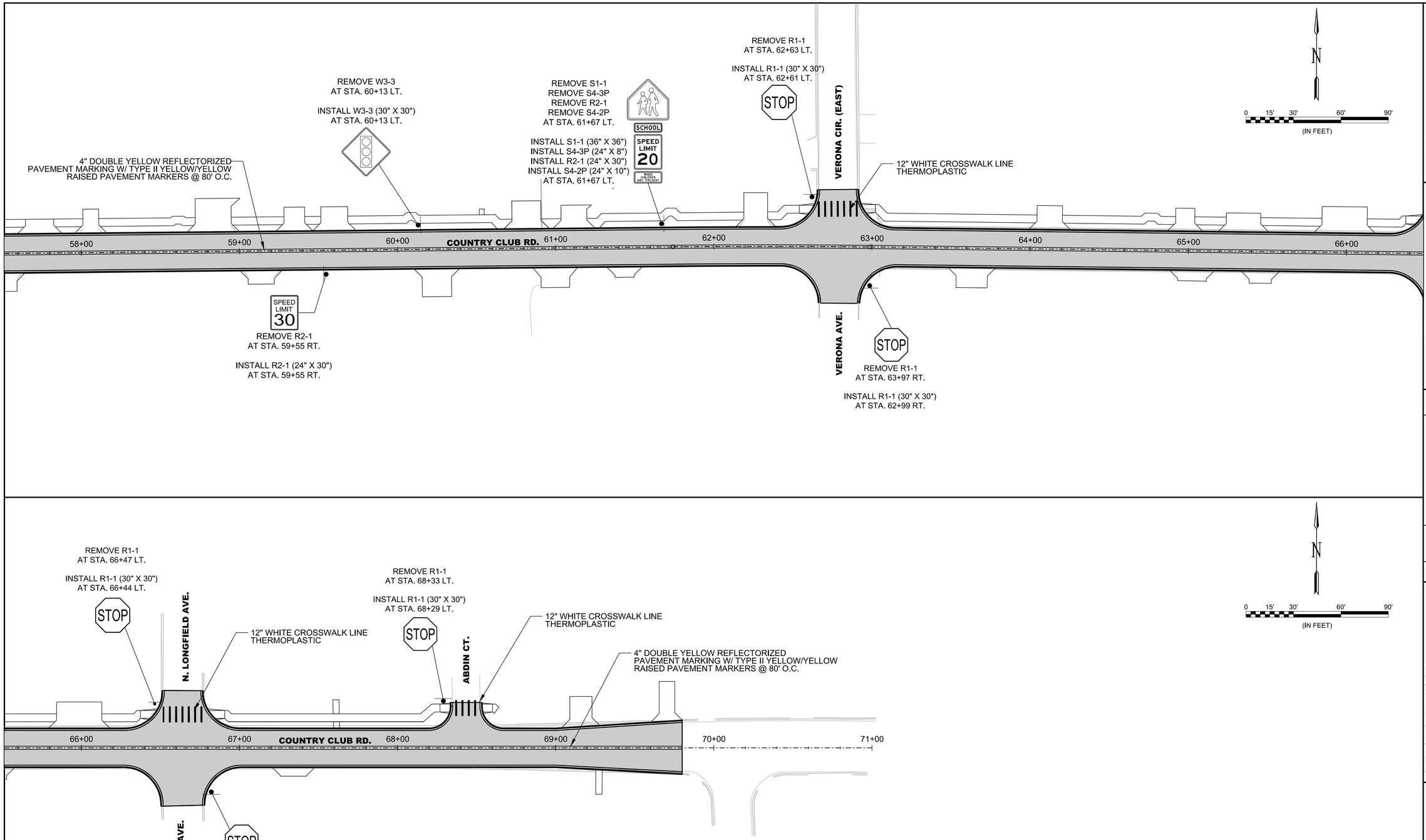
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

SIGNING AND STRIPING PLAN

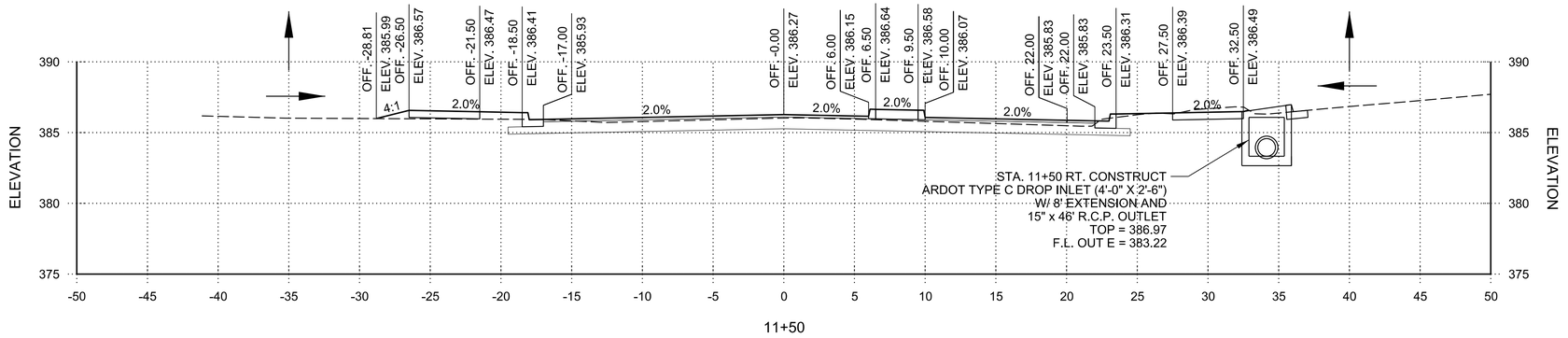
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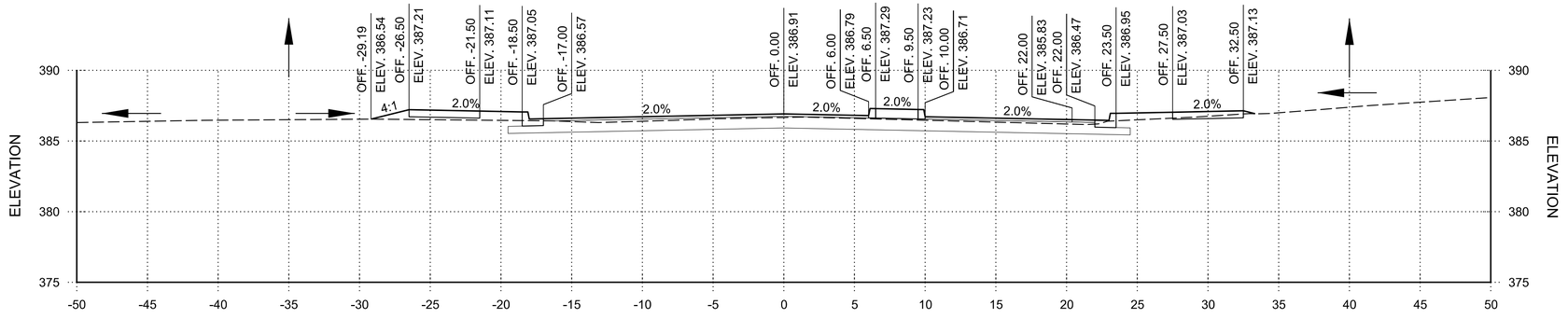
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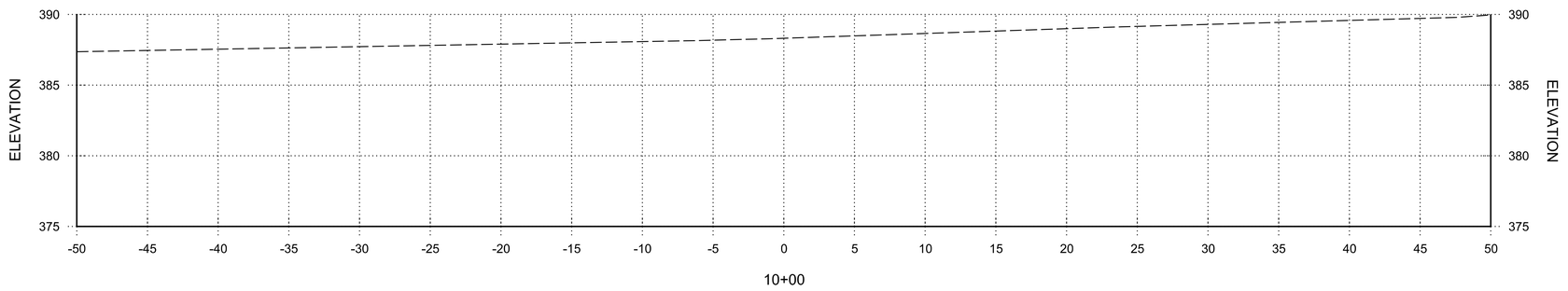
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STA. 10+22.52
BEGIN JOB




COUNTRY CLUB RD.
STA. 10+00 TO STA. 11+50

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

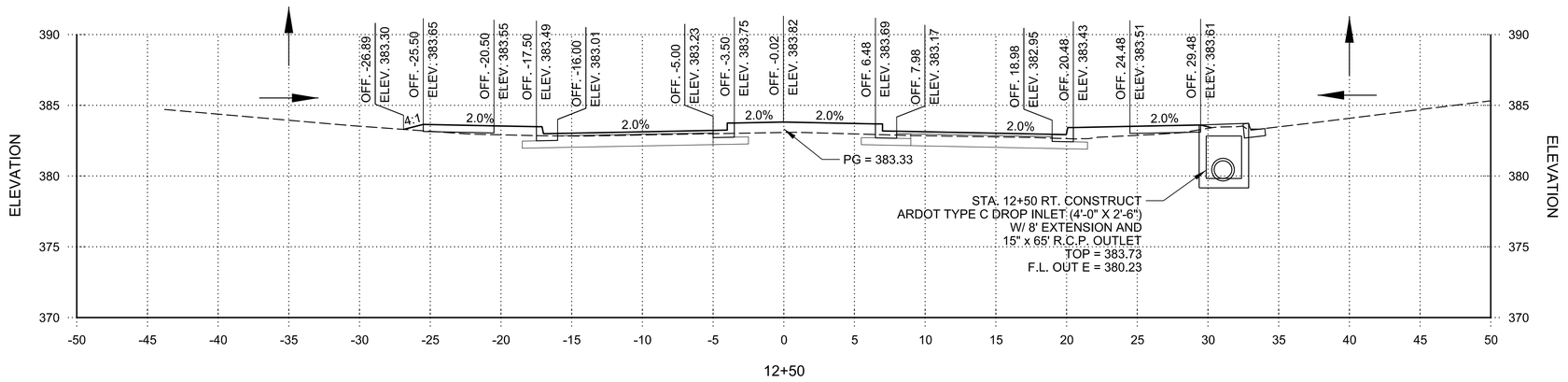
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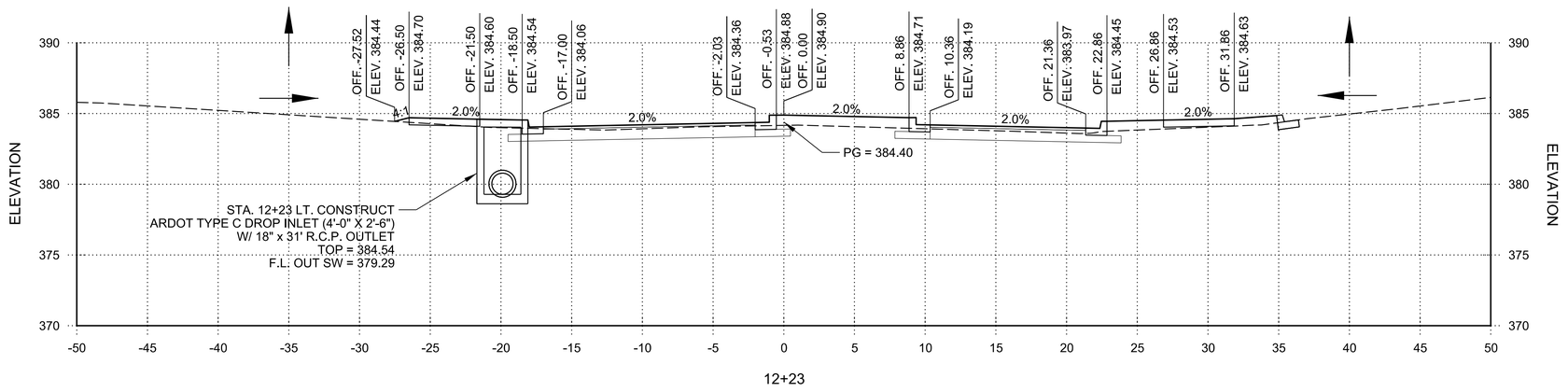
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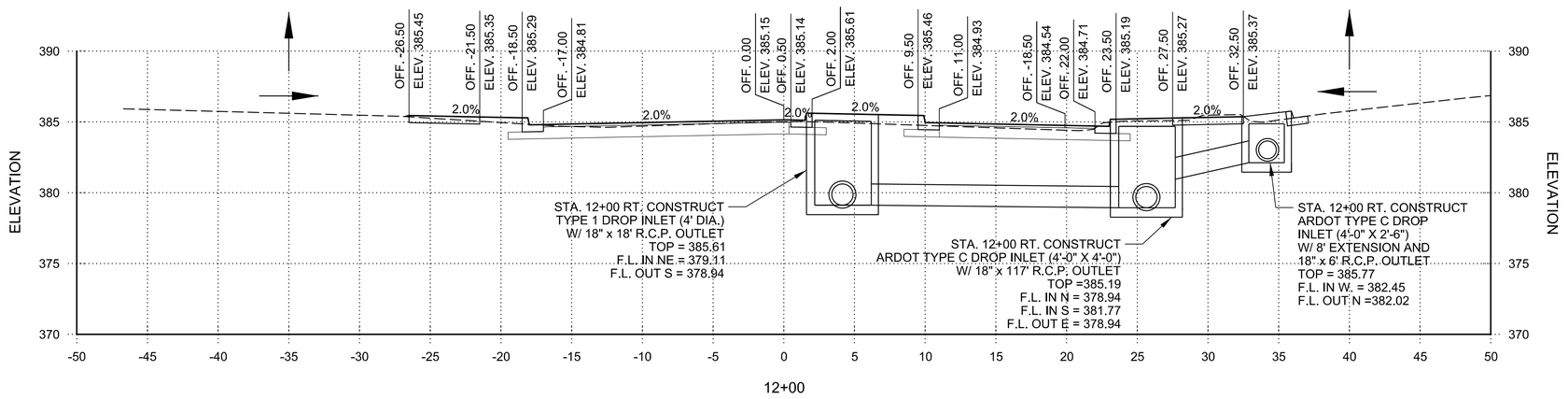
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COUNTRY CLUB RD.
STA. 12+00 TO STA. 12+50

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ARKANSAS ENGINEER

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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

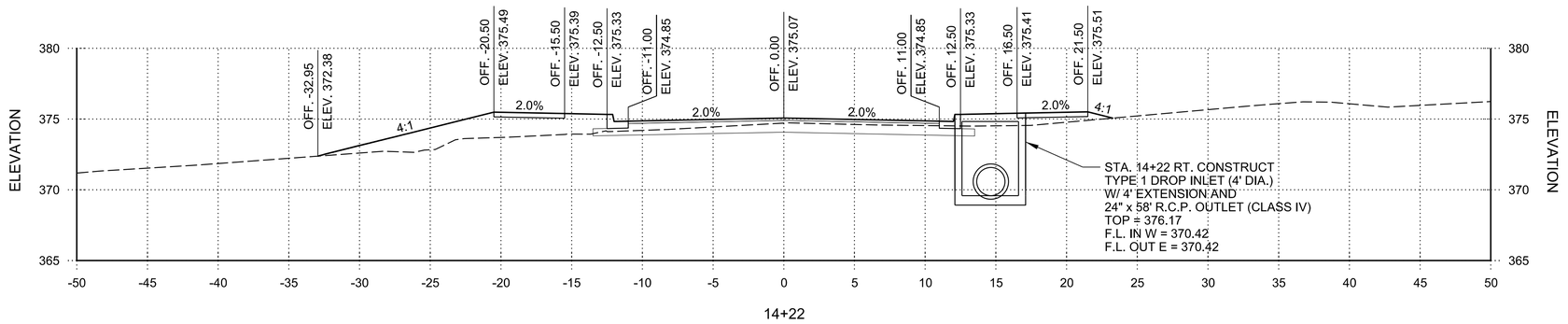
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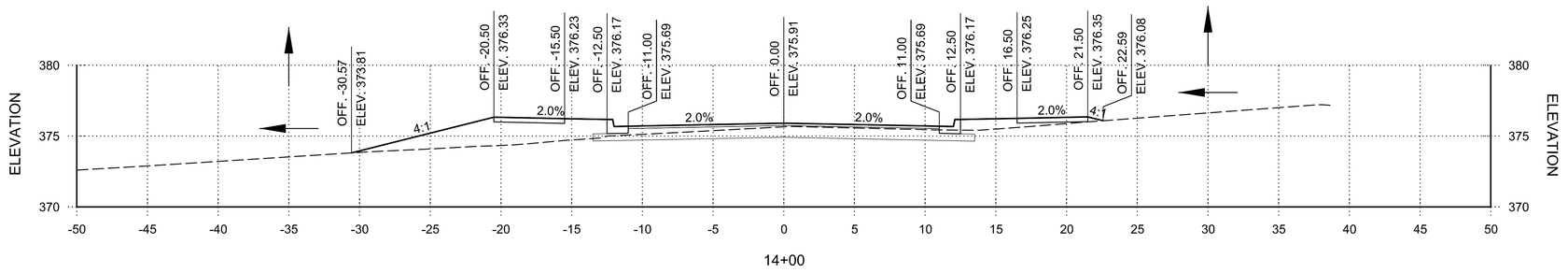
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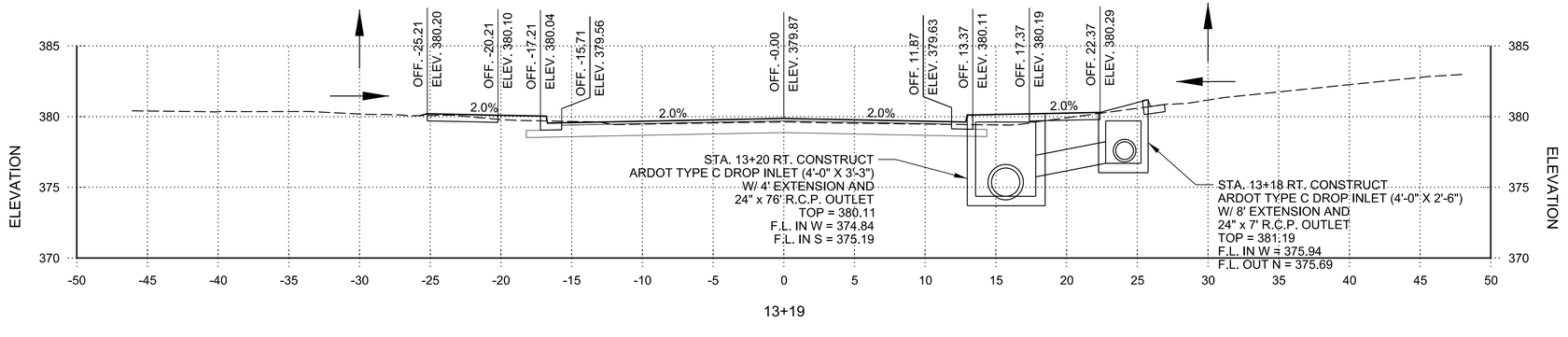
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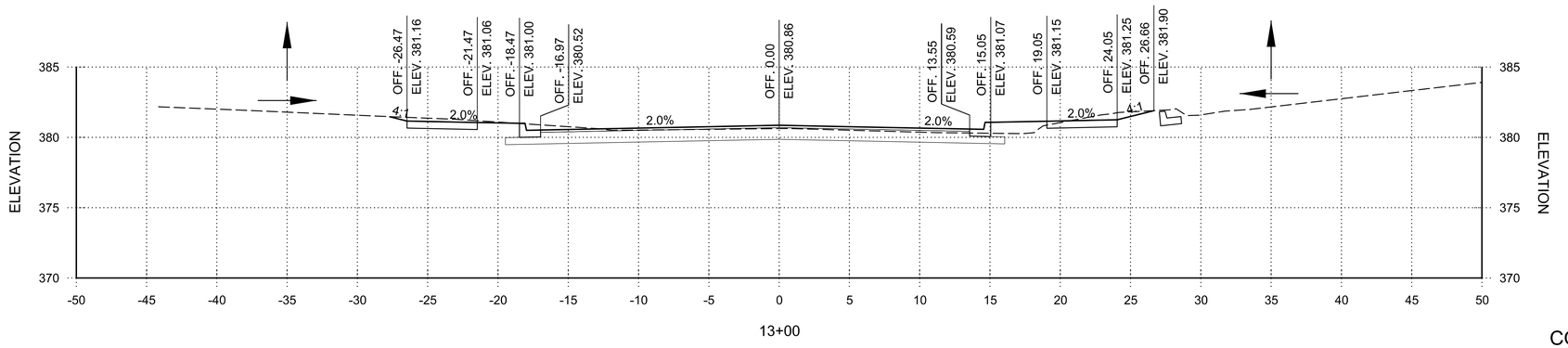
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COUNTRY CLUB RD.
STA. 13+00 TO STA. 14+22

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

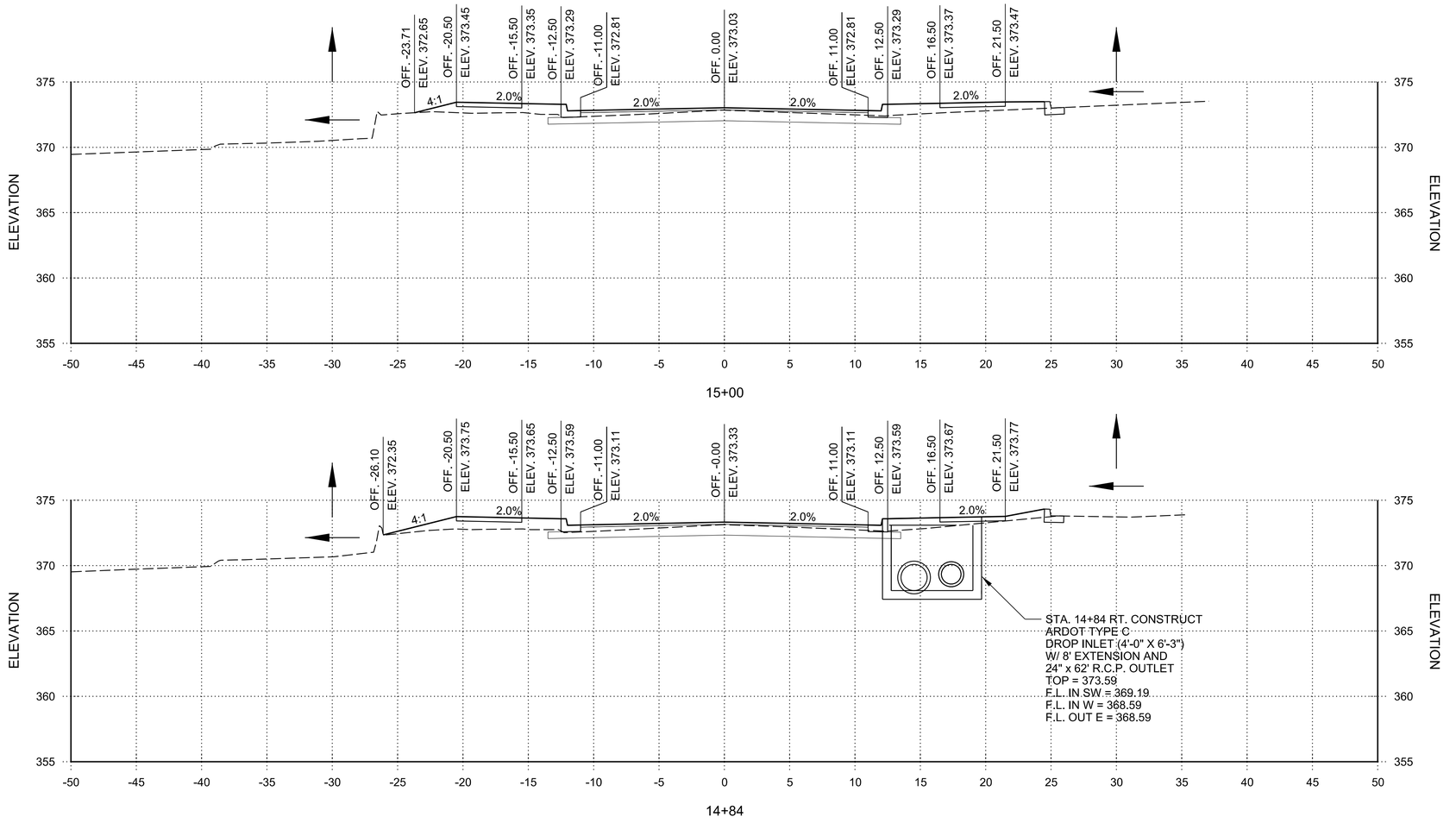
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COUNTRY CLUB RD.
STA. 14+34 TO STA. 15+00

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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

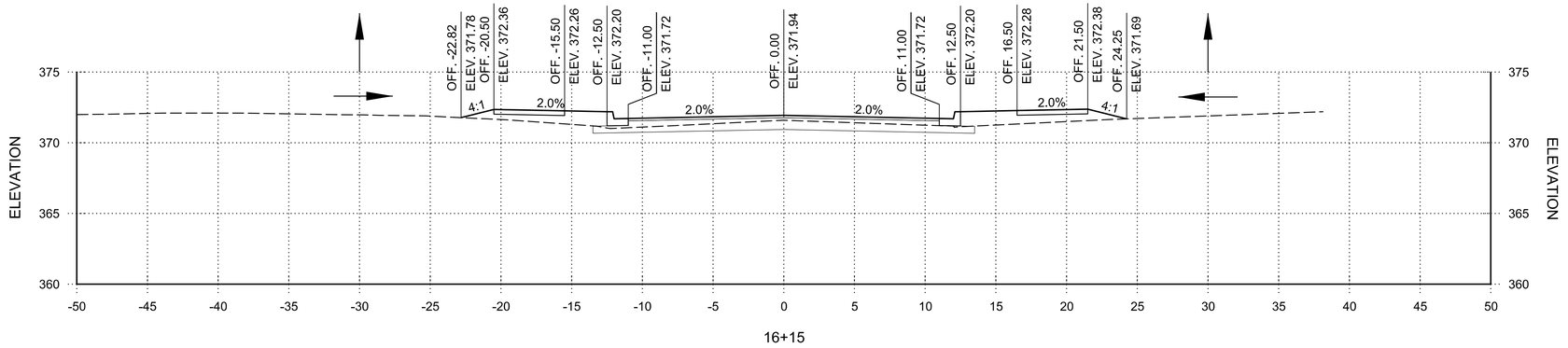
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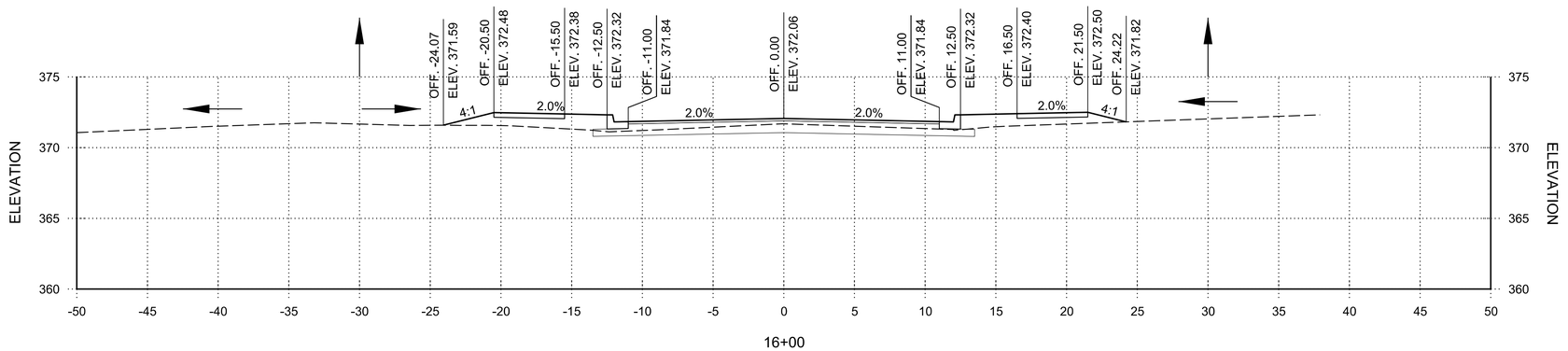
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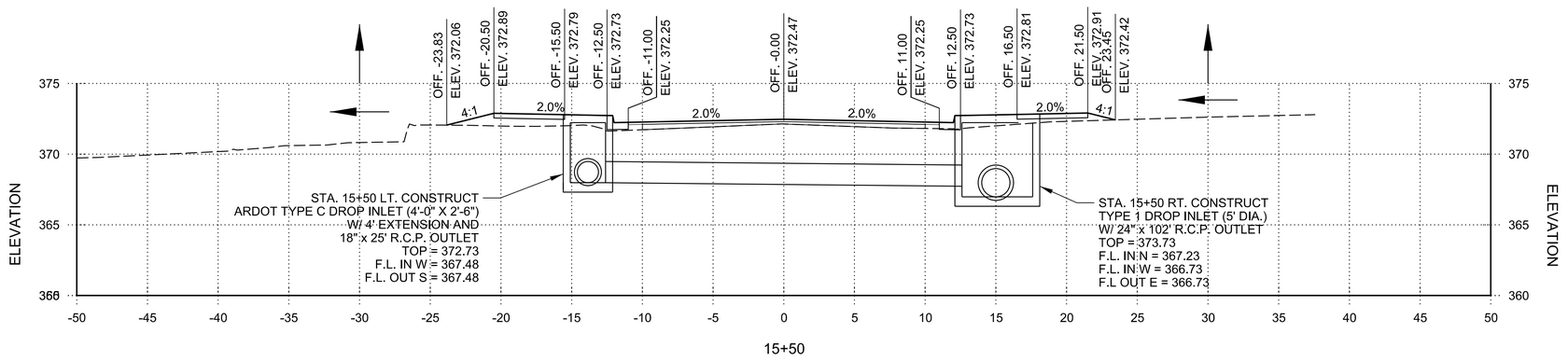
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ARKANSAS ENGINEER

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No. 16145
CHARLES M. CULLEN
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

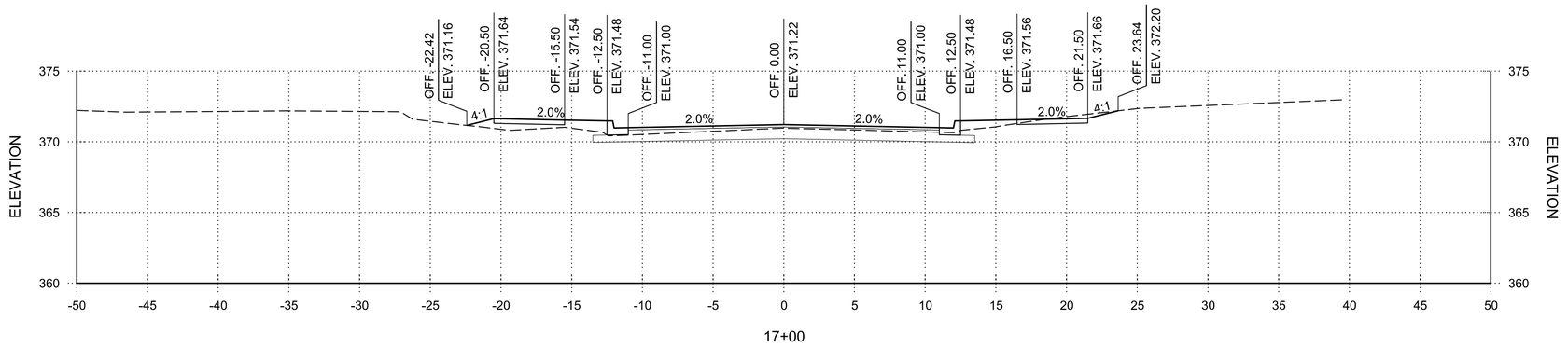
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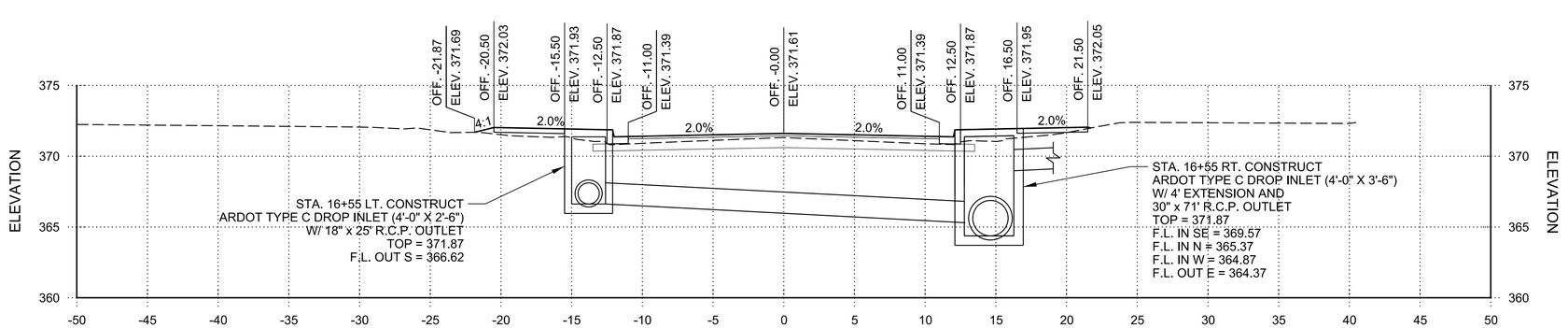
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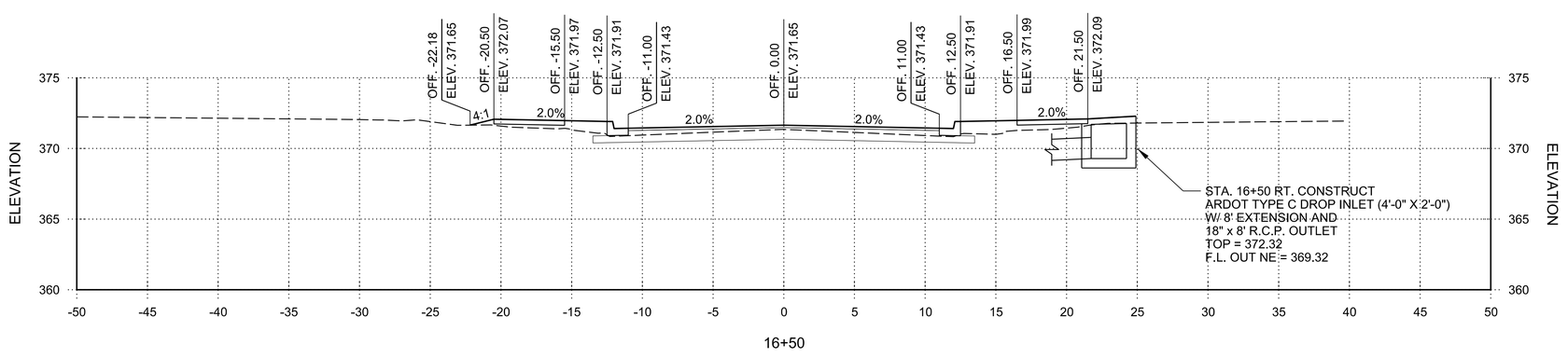
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17+00




16+55




16+50

COUNTRY CLUB RD.
STA. 16+50 TO STA. 17+00

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

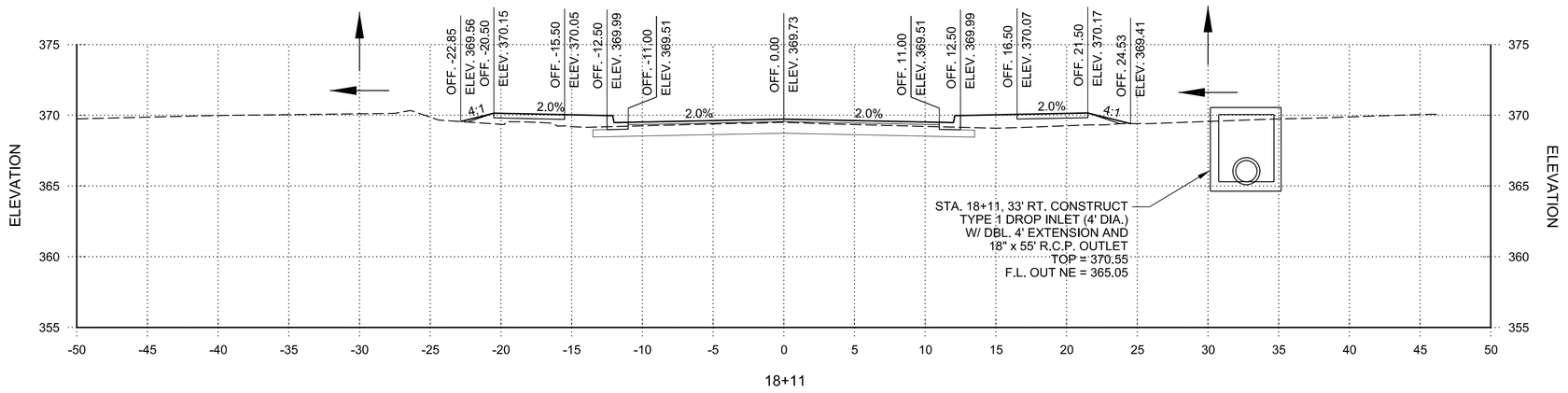
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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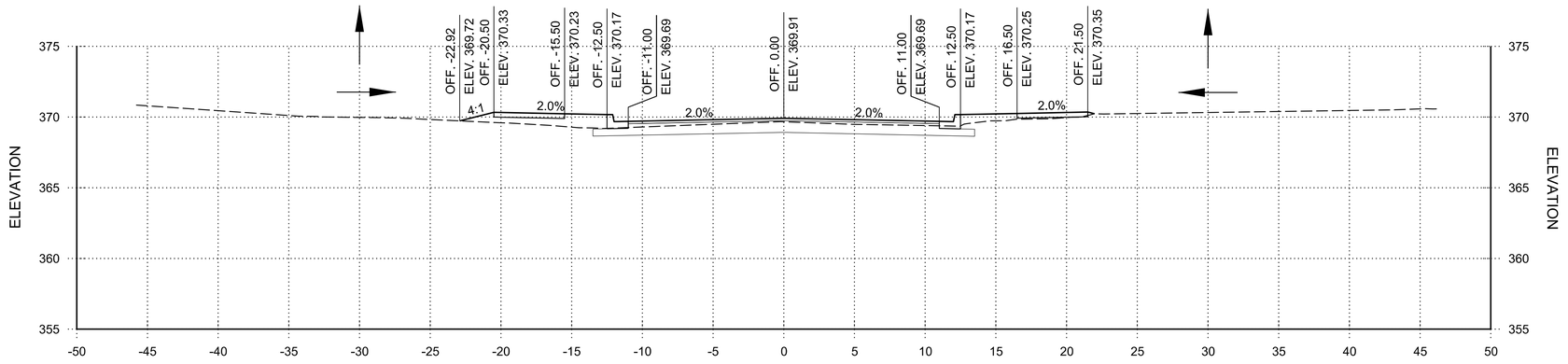
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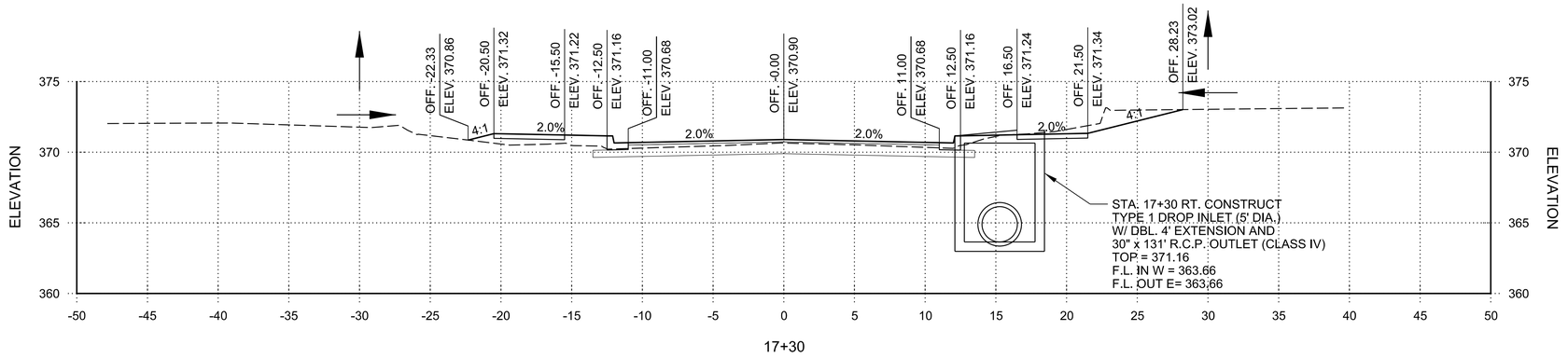
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L:\2018\18017180 - Sherwood - Country Club Road\Drawings\SCC-C1001-CX.dgn




18+11




18+00




17+30

COUNTRY CLUB RD.
STA. 17+30 TO STA. 18+11

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CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

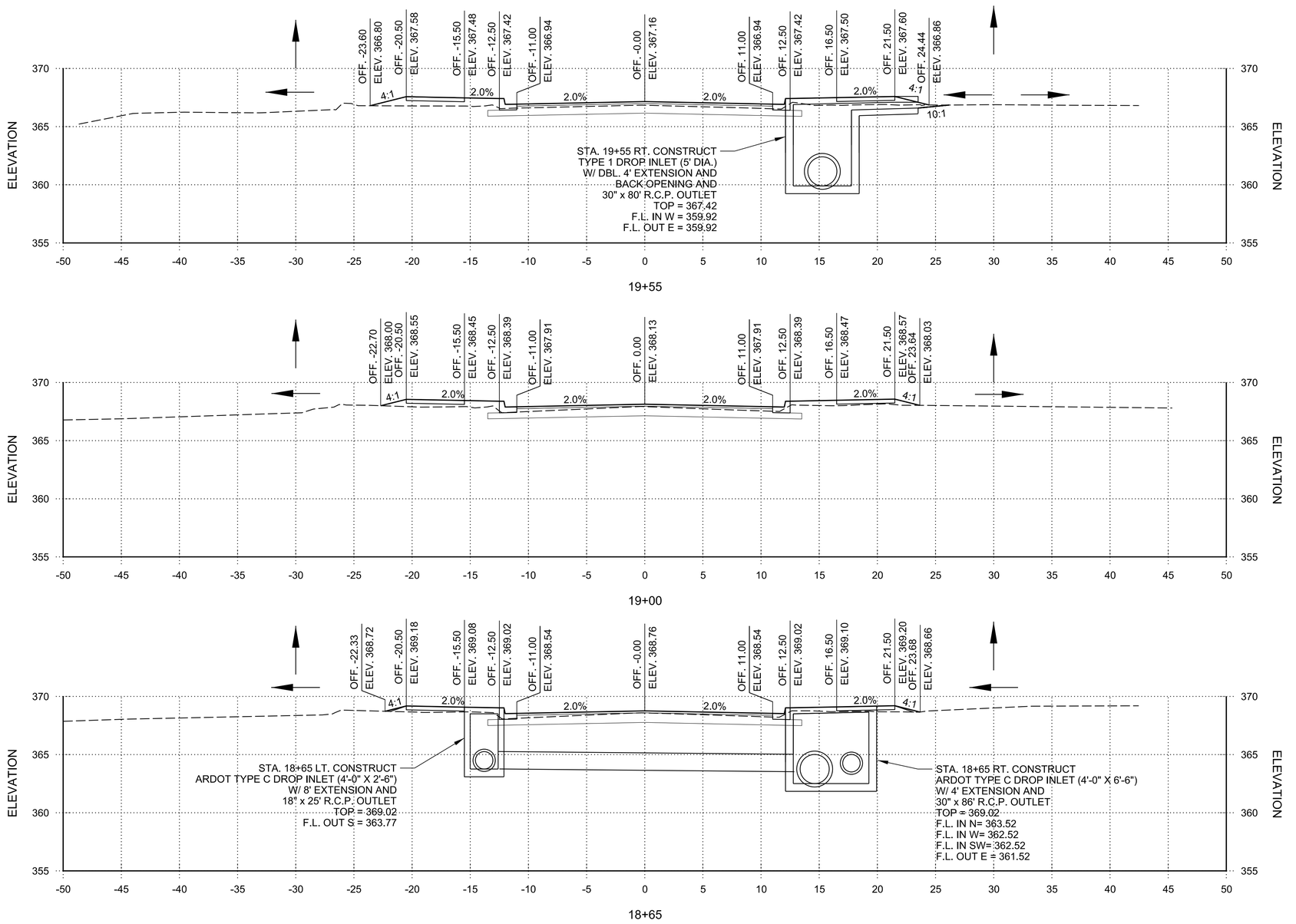
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-1007**

SHEET NUMBER **114**

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COUNTRY CLUB RD.
STA. 18+65 TO STA. 19+55


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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

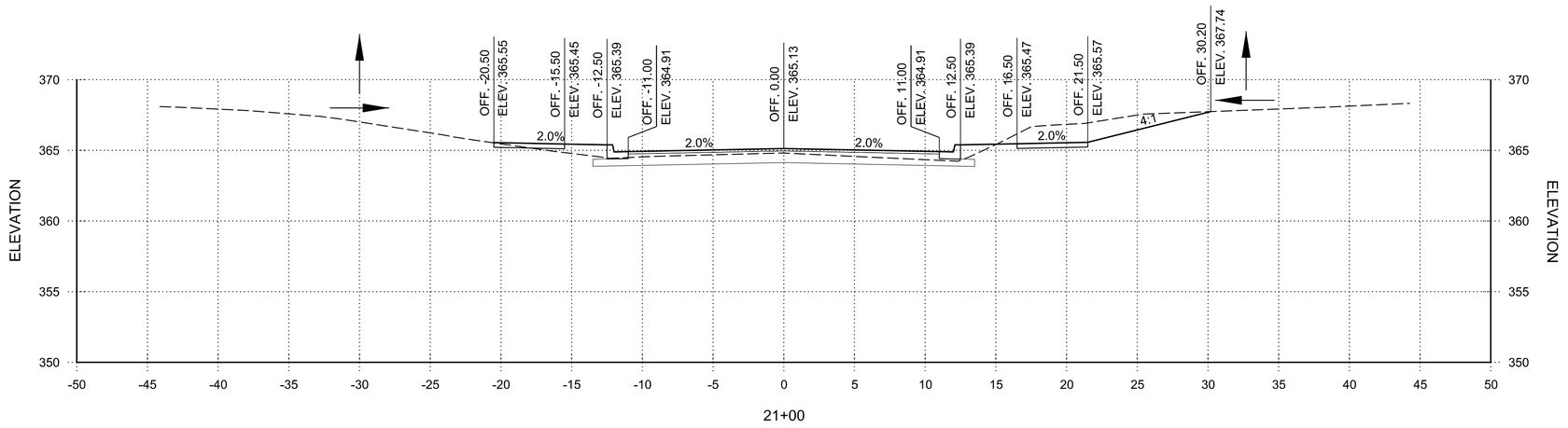
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DATE: SEPT. 2021
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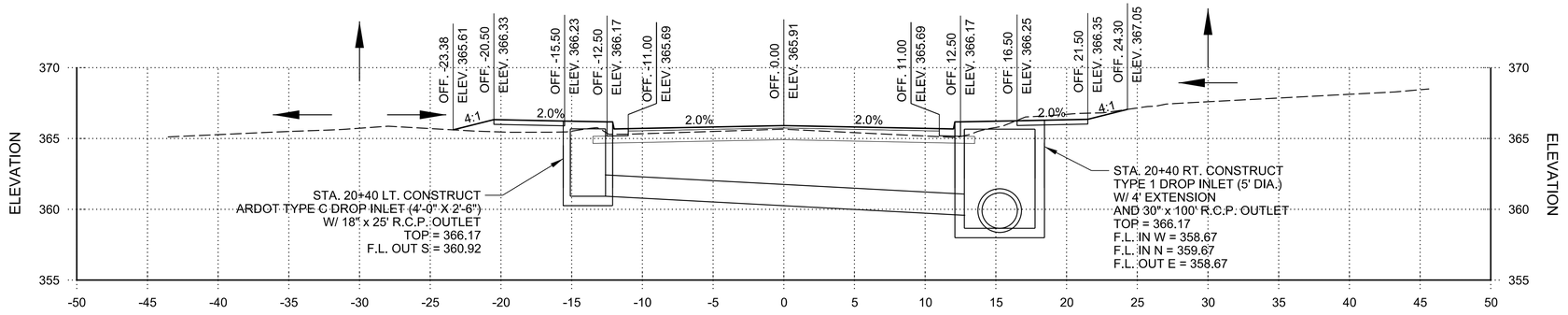
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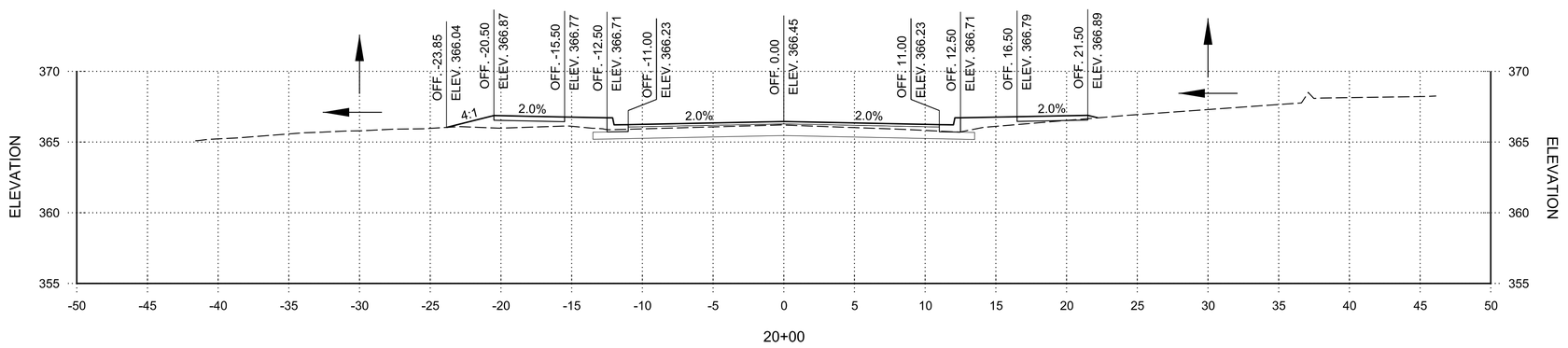
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COUNTRY CLUB RD.
STA. 20+00 TO STA. 21+00

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

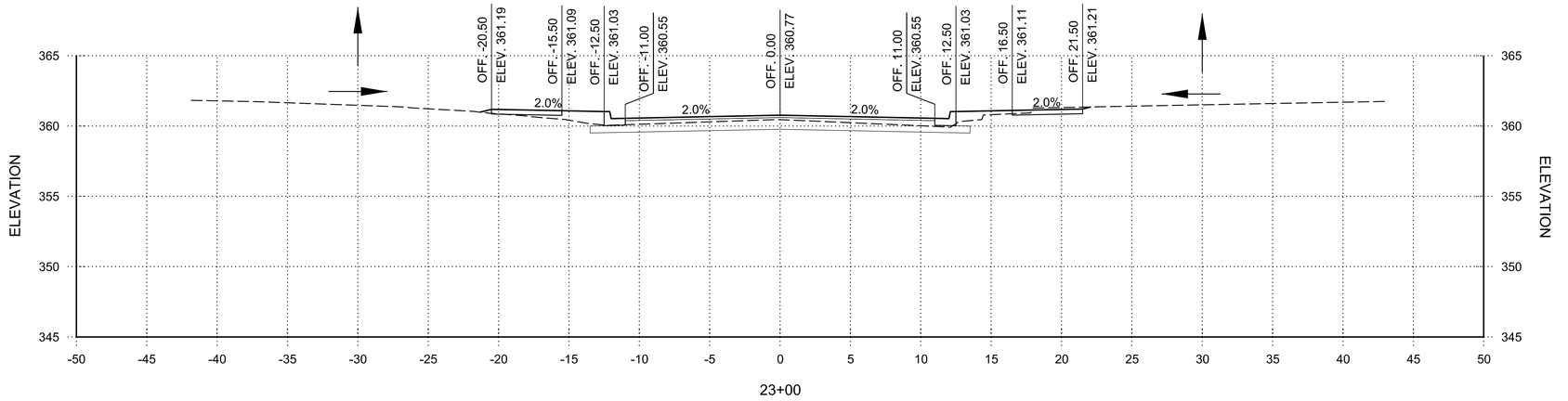
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DATE: SEPT. 2021
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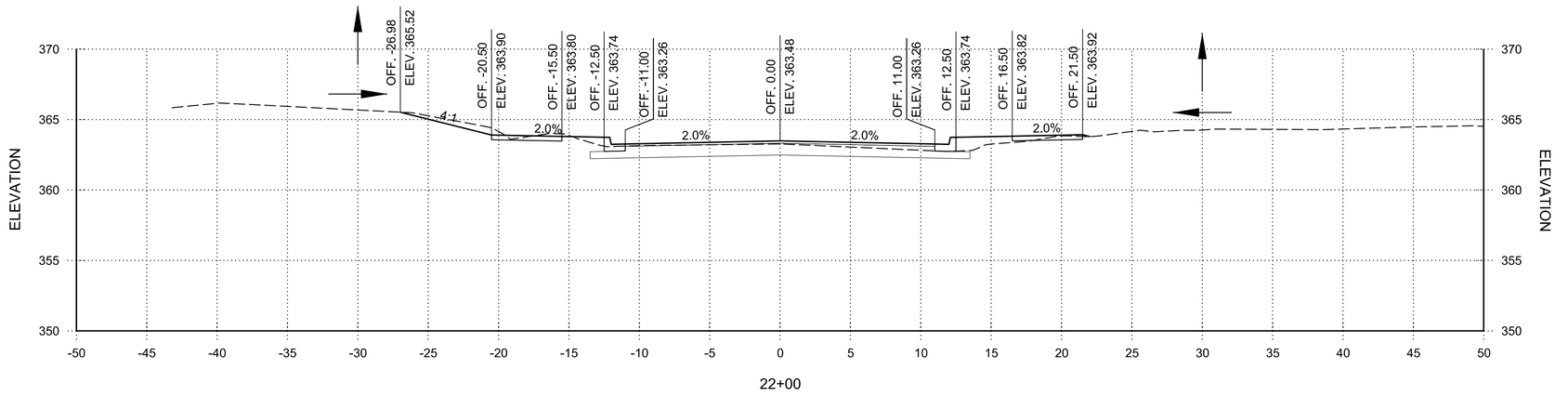
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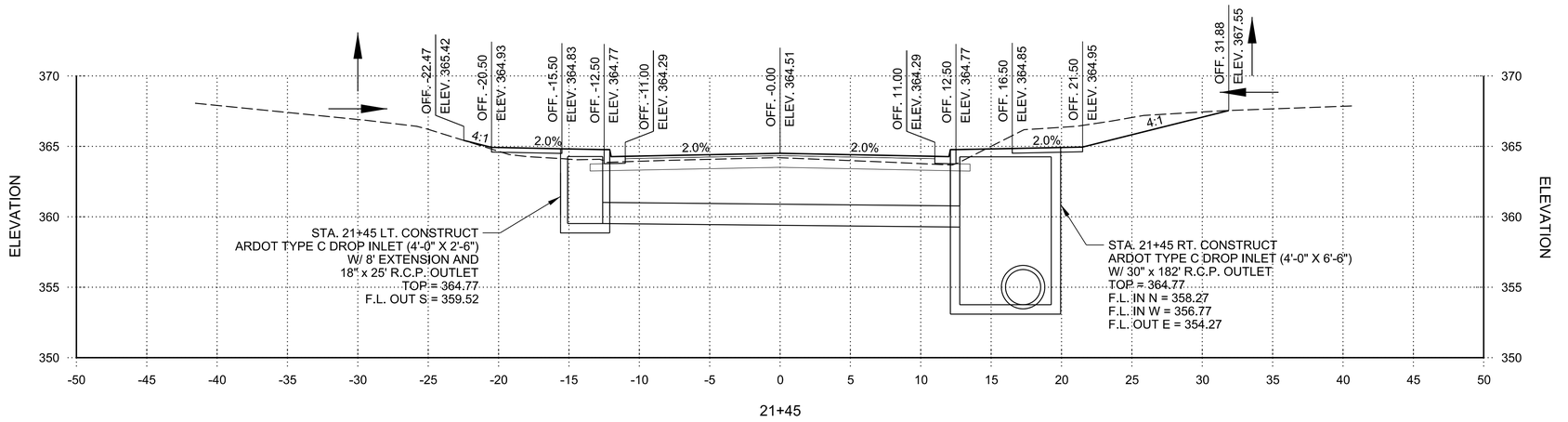
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COUNTRY CLUB RD.
STA. 21+45 TO STA. 23+00

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

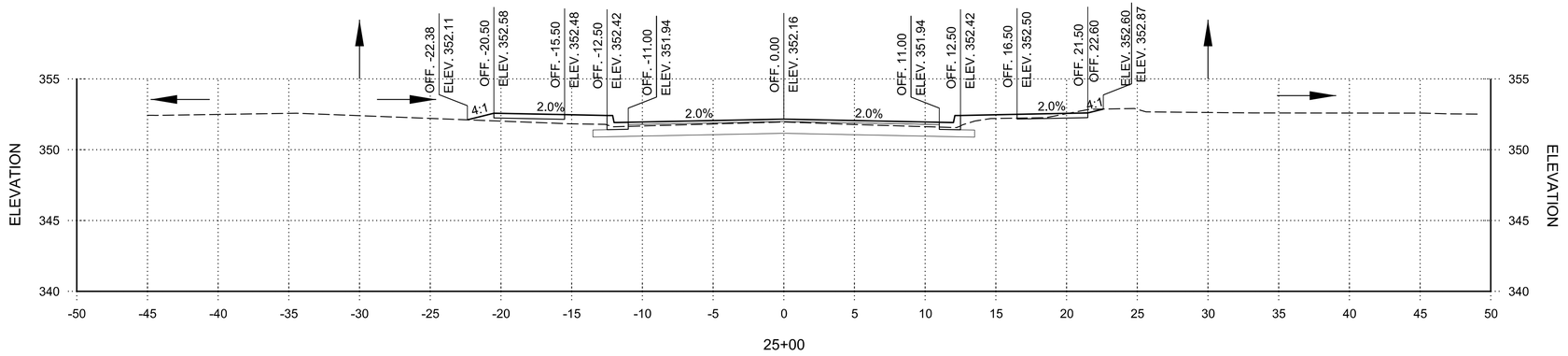
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DATE: SEPT. 2021
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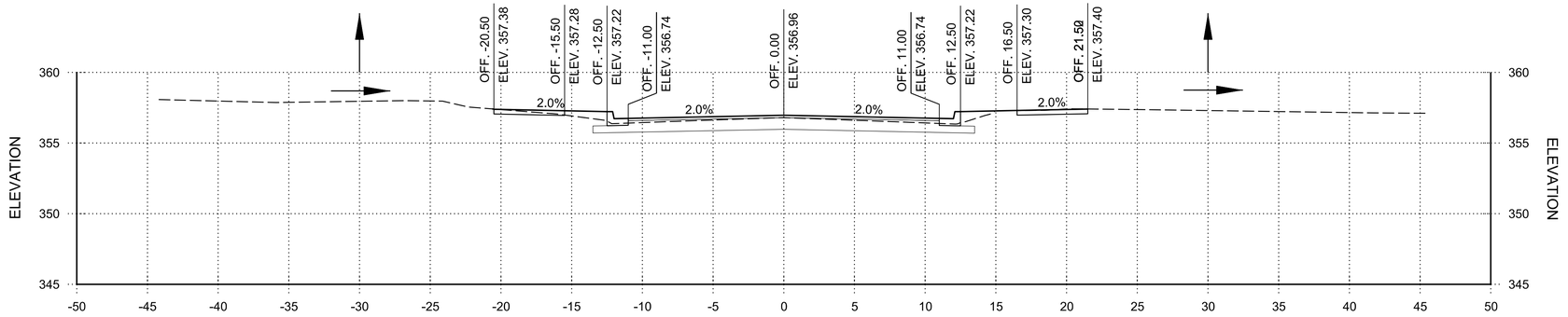
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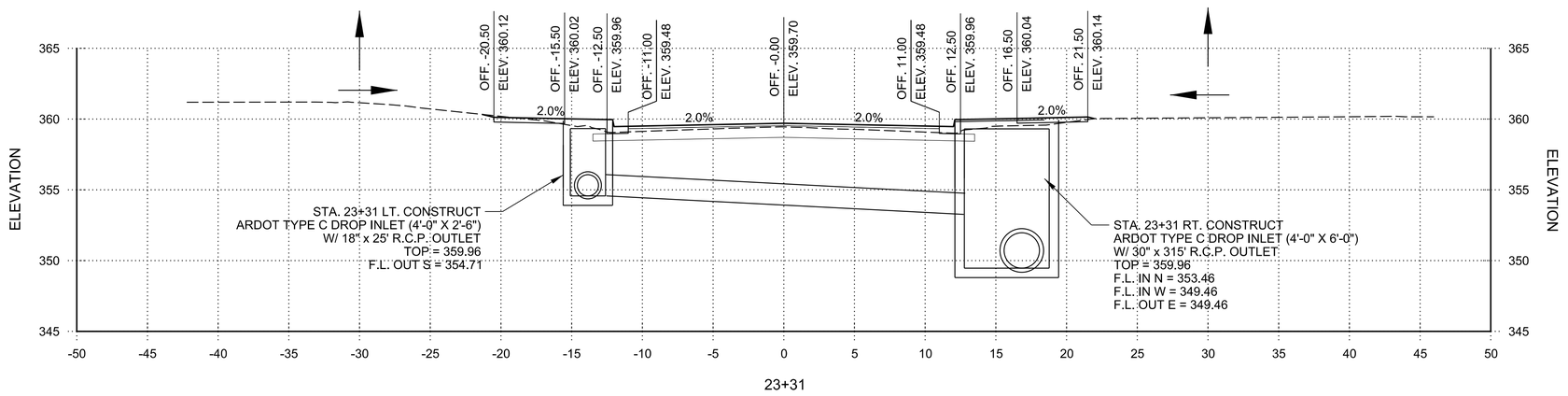
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SHEET NUMBER **117**

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COUNTRY CLUB RD.
STA. 23+31 TO STA. 25+00

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

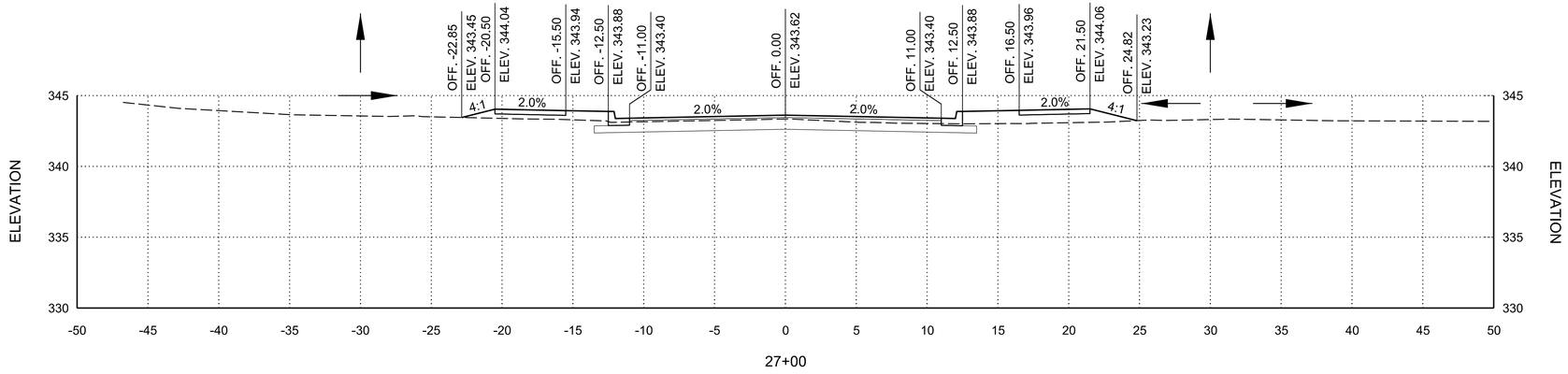
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DATE: SEPT. 2021
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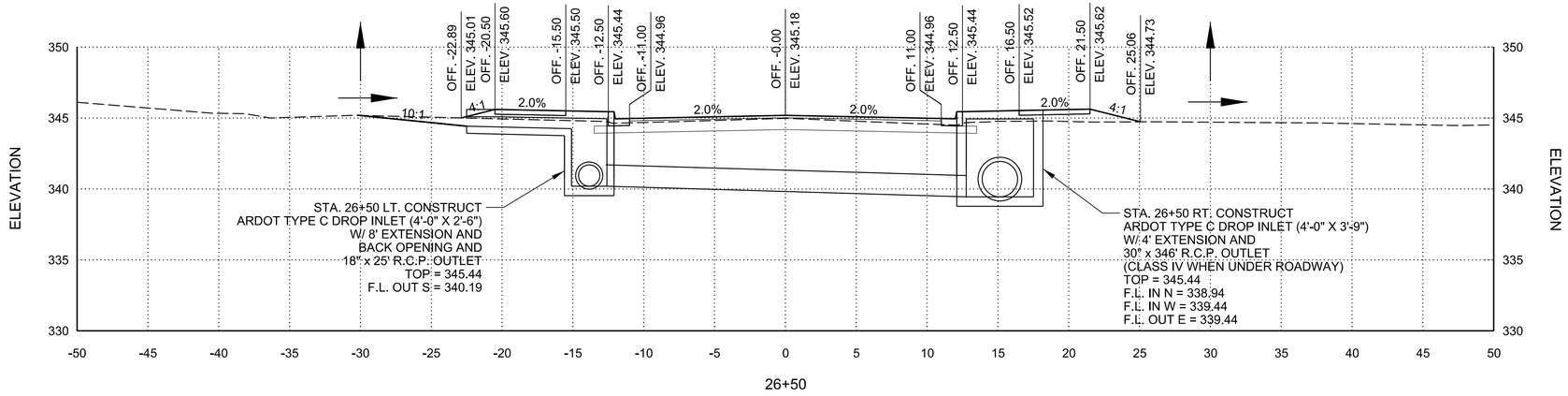
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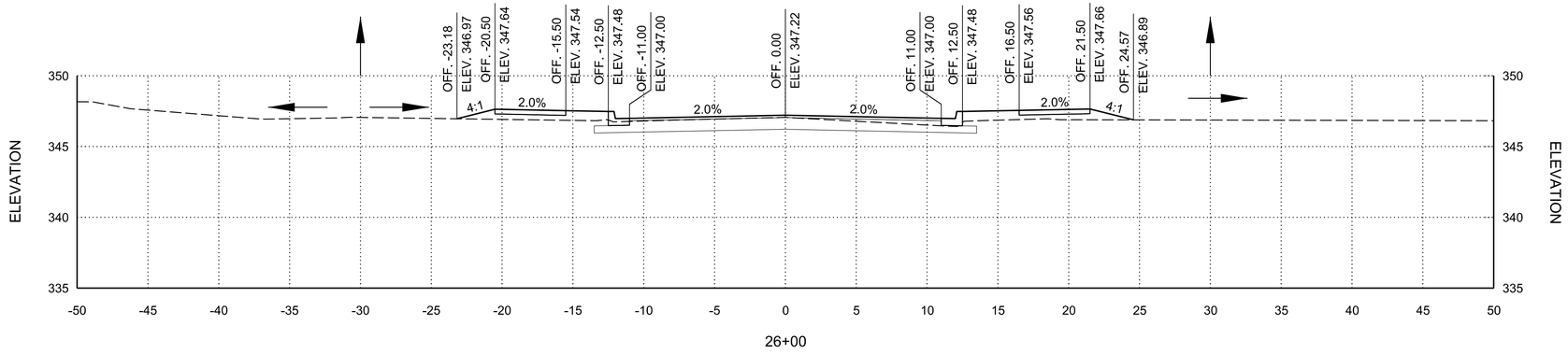
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COUNTRY CLUB RD.
STA. 26+00 TO STA. 27+00

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

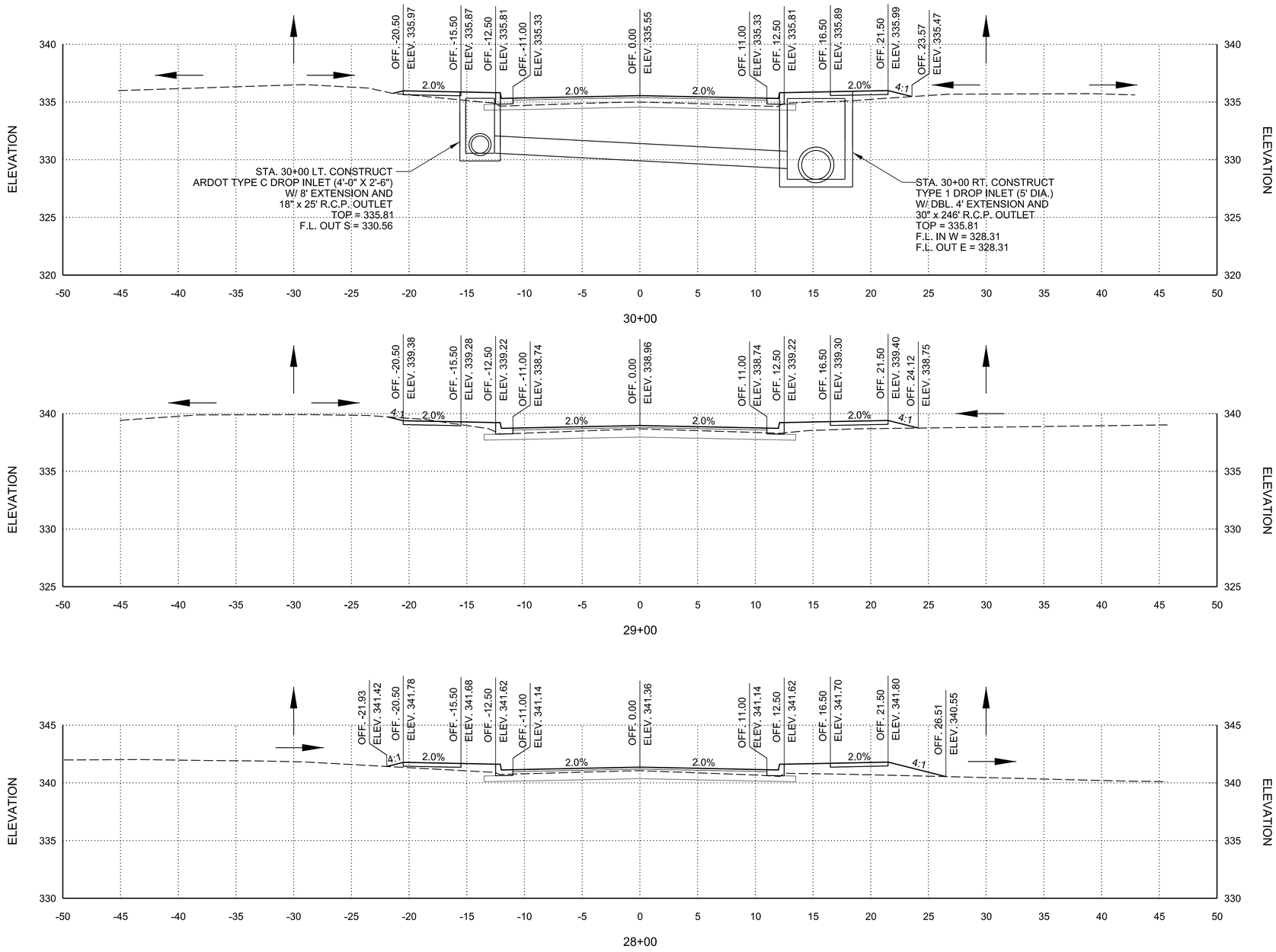
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-1012**

SHEET NUMBER **119**

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

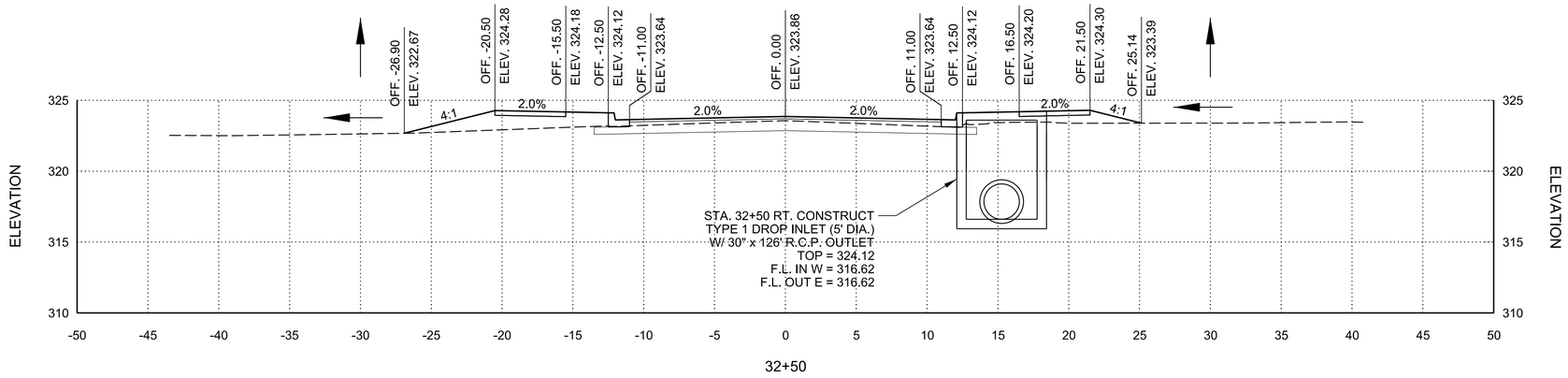
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DATE: SEPT. 2021
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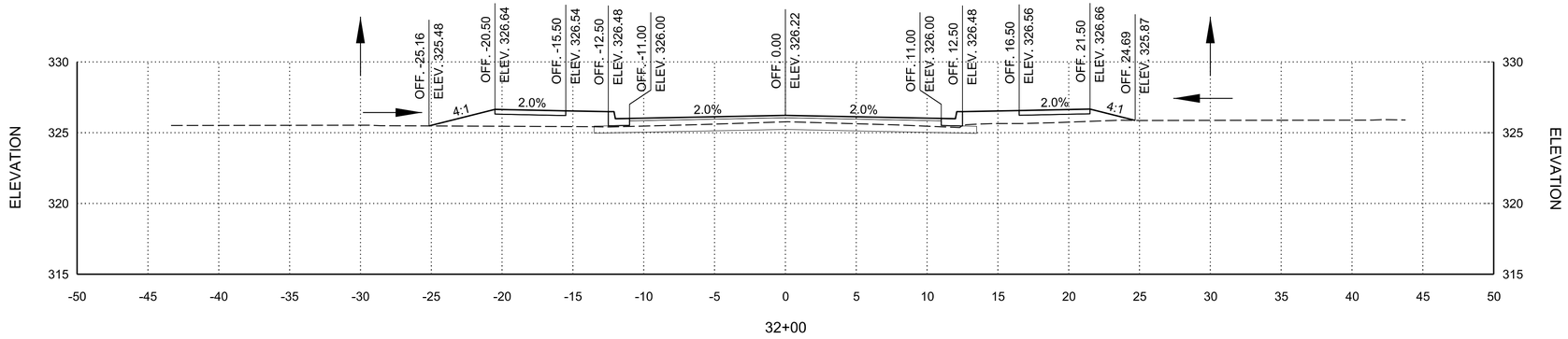
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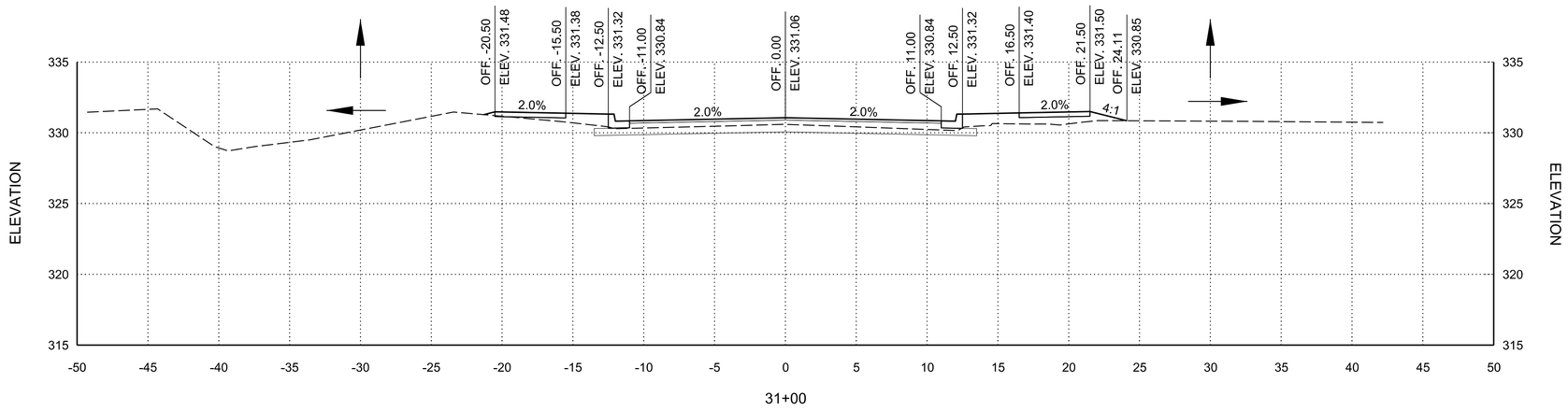
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COUNTRY CLUB RD.
STA. 31+00 TO STA. 32+50

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CERTIFICATE OF AUTHORIZATION
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No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

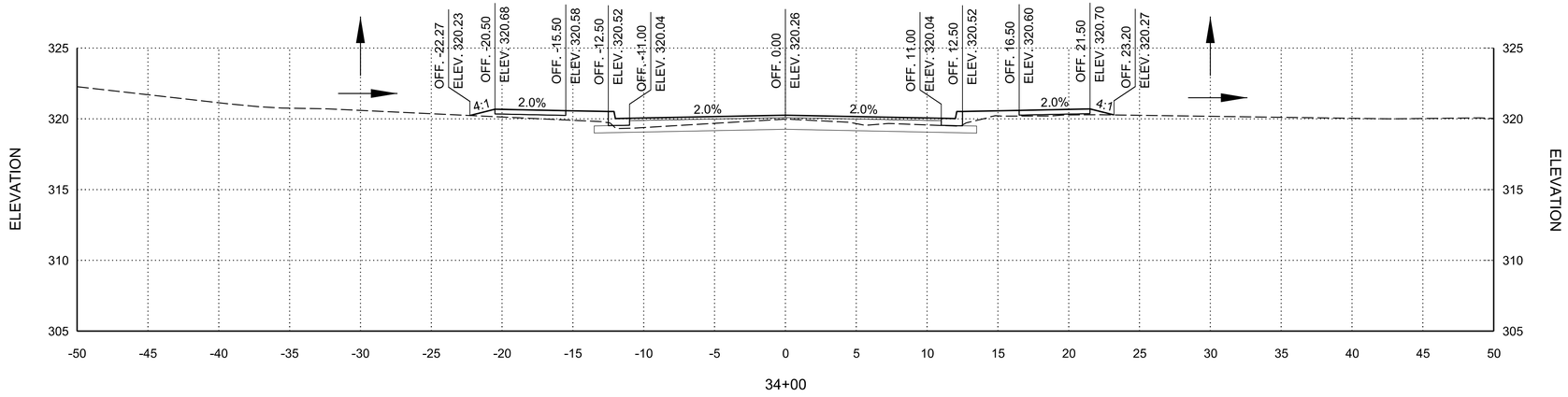
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DATE: SEPT. 2021
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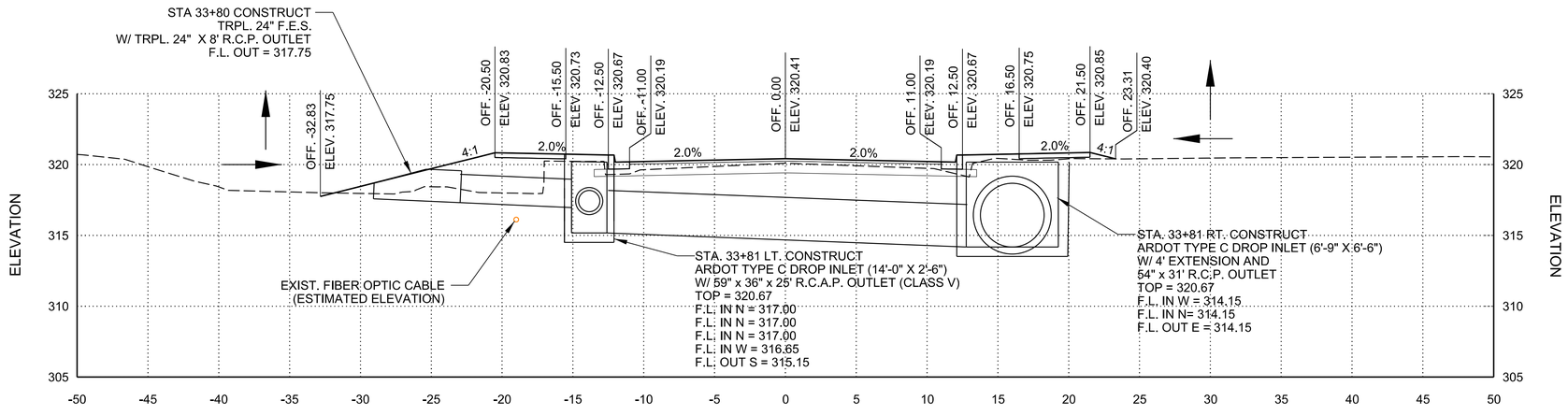
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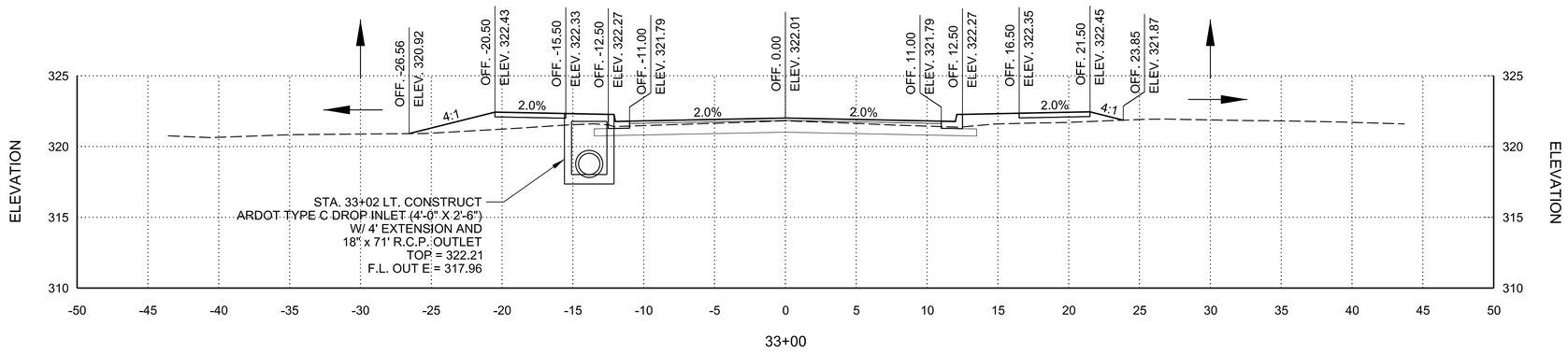
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SHEET NUMBER **121**

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COUNTRY CLUB RD.
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LLC
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

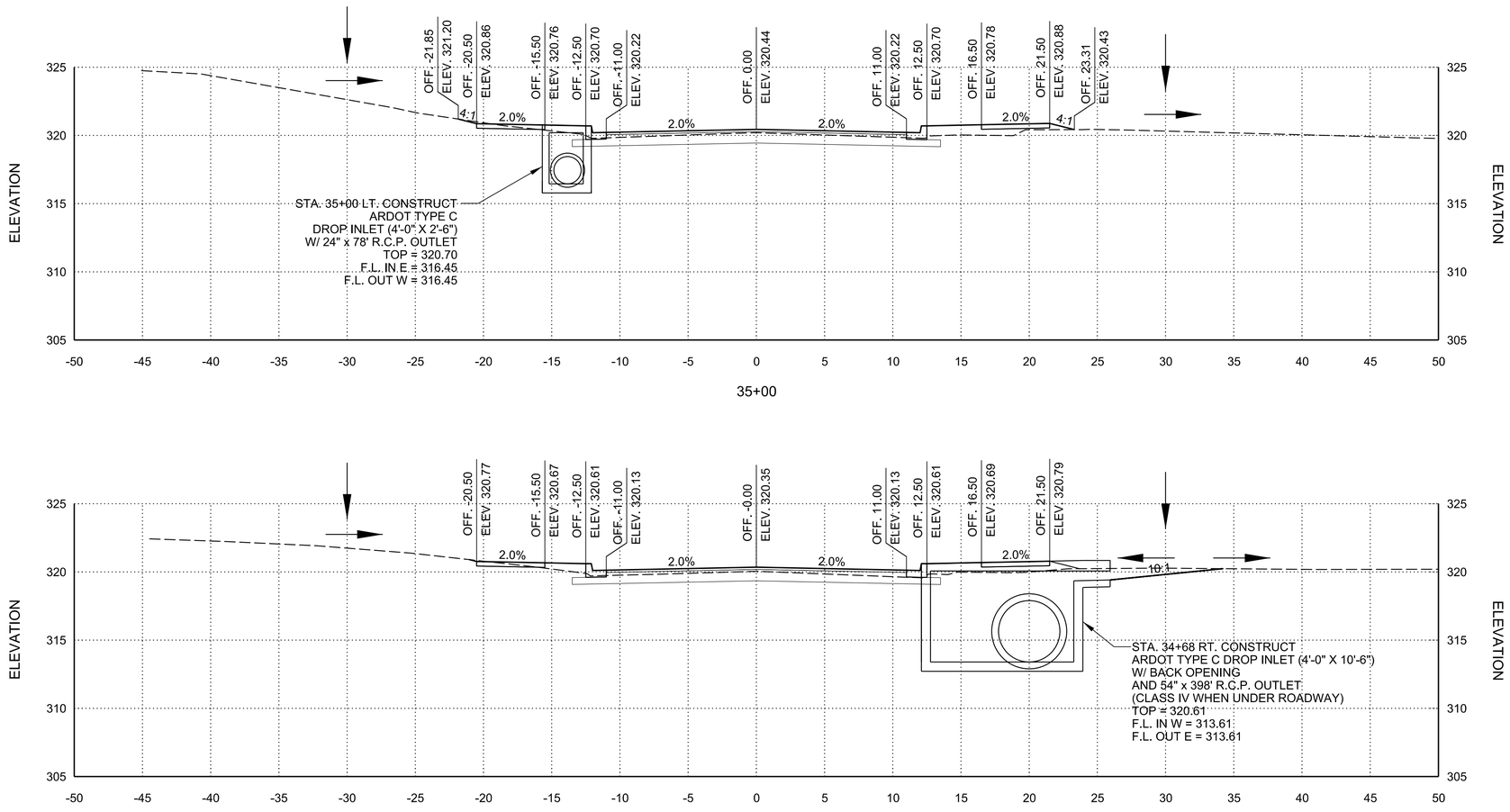
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-1015**

SHEET NUMBER **122**

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COUNTRY CLUB RD.
STA. 34+18 TO STA. 35+00

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

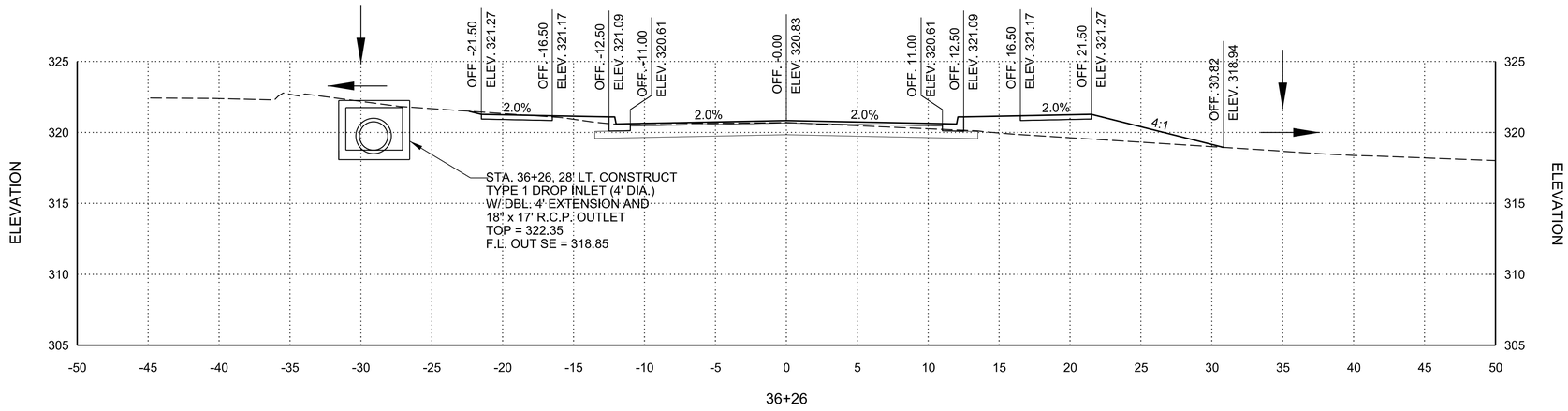
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DATE: SEPT. 2021
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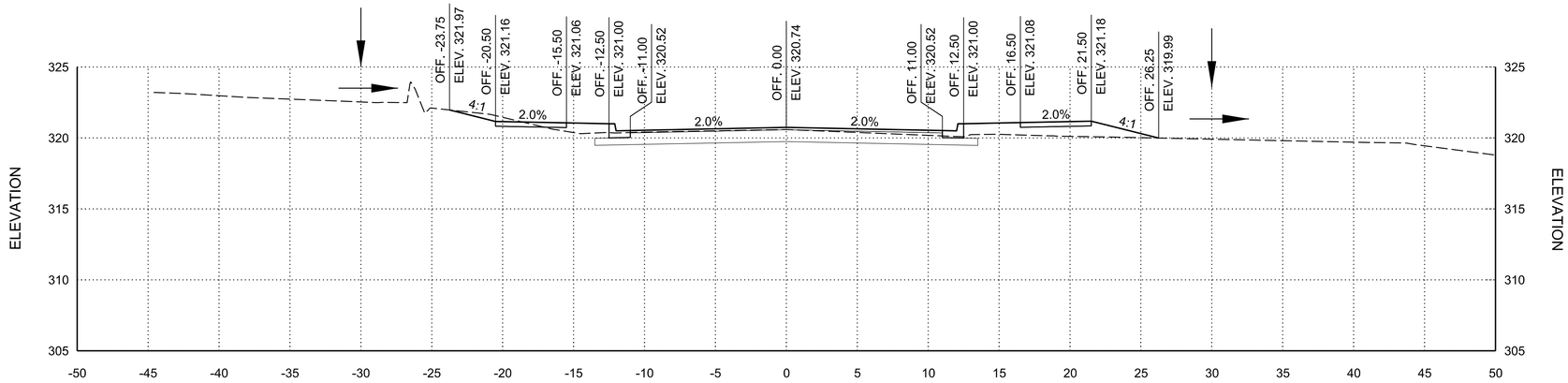
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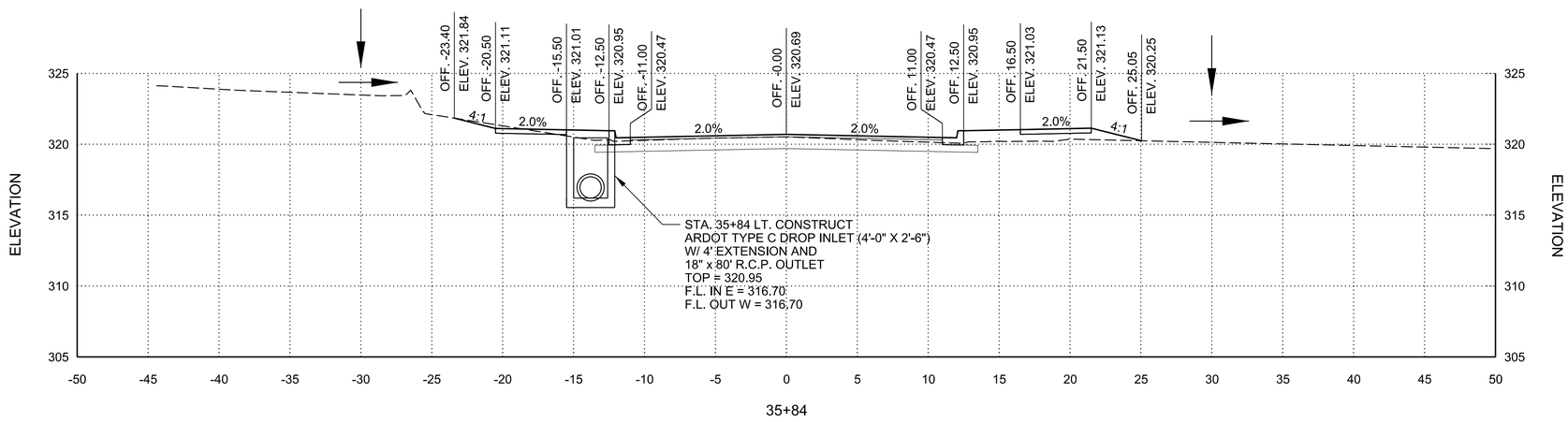
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COUNTRY CLUB RD.
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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

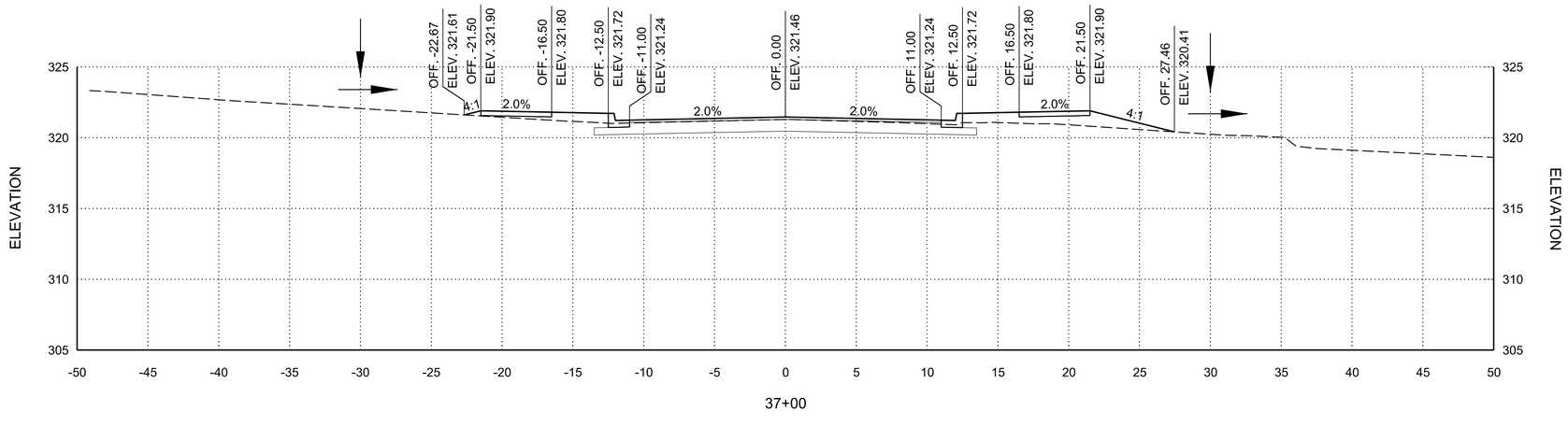
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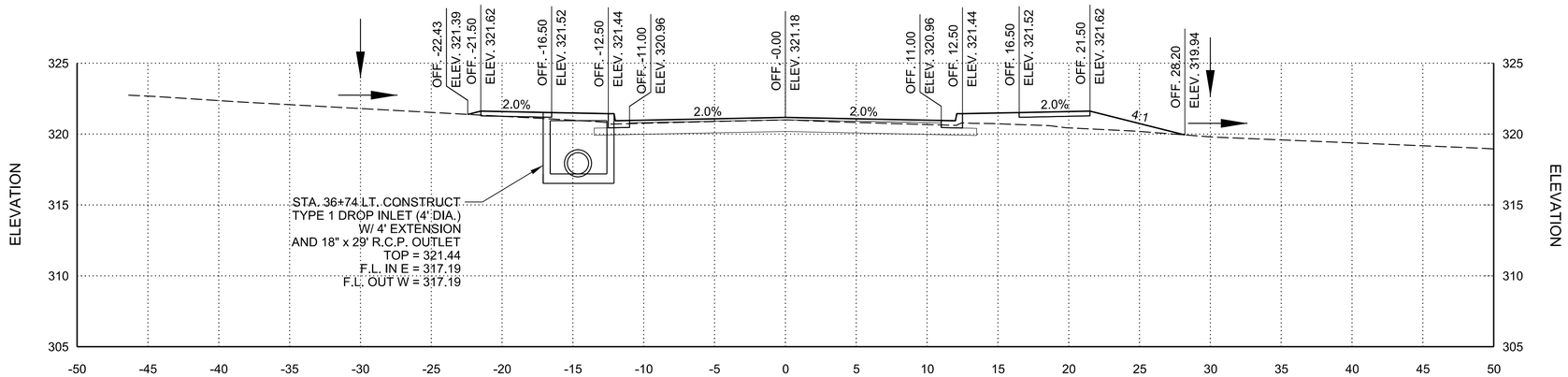
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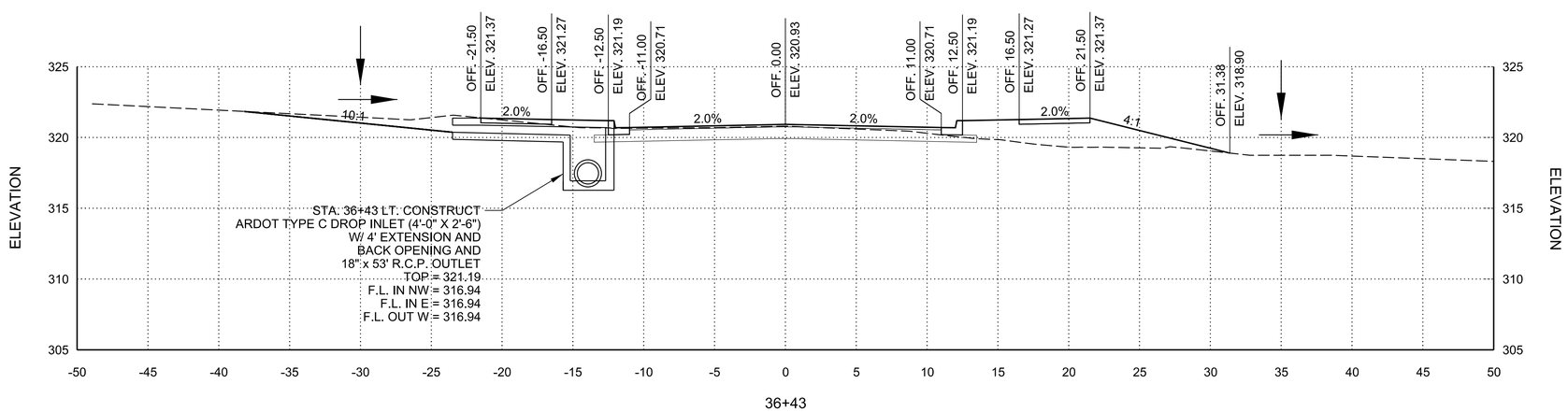
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COUNTRY CLUB RD.
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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

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LICENSED PROFESSIONAL ENGINEER
No. 16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

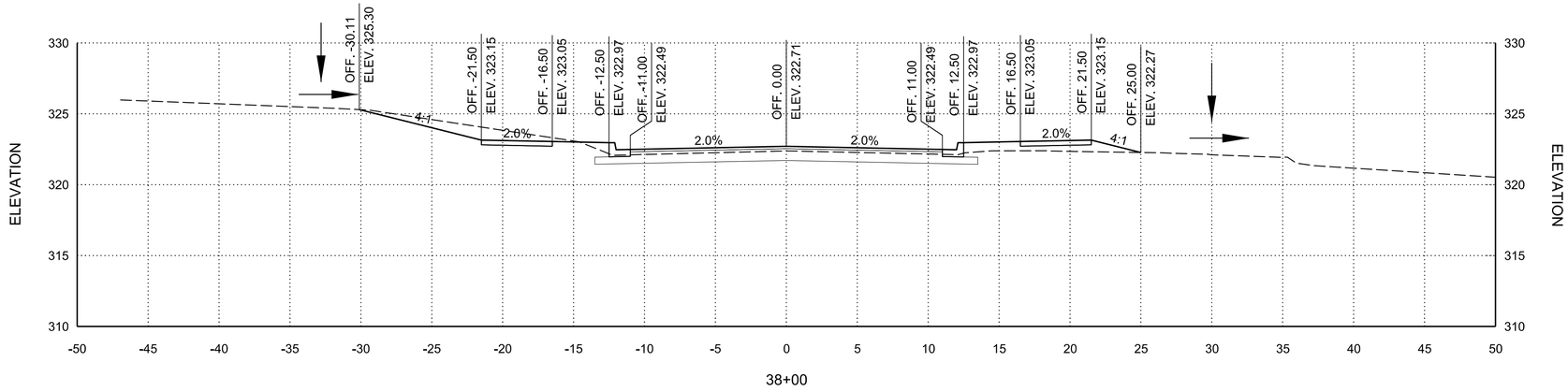
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DATE: SEPT. 2021
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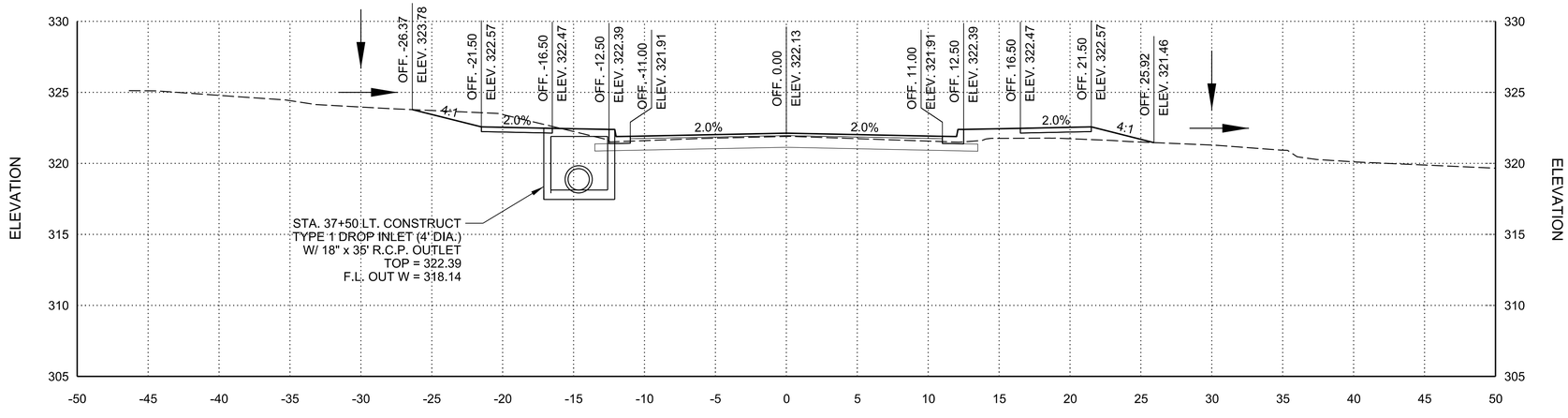
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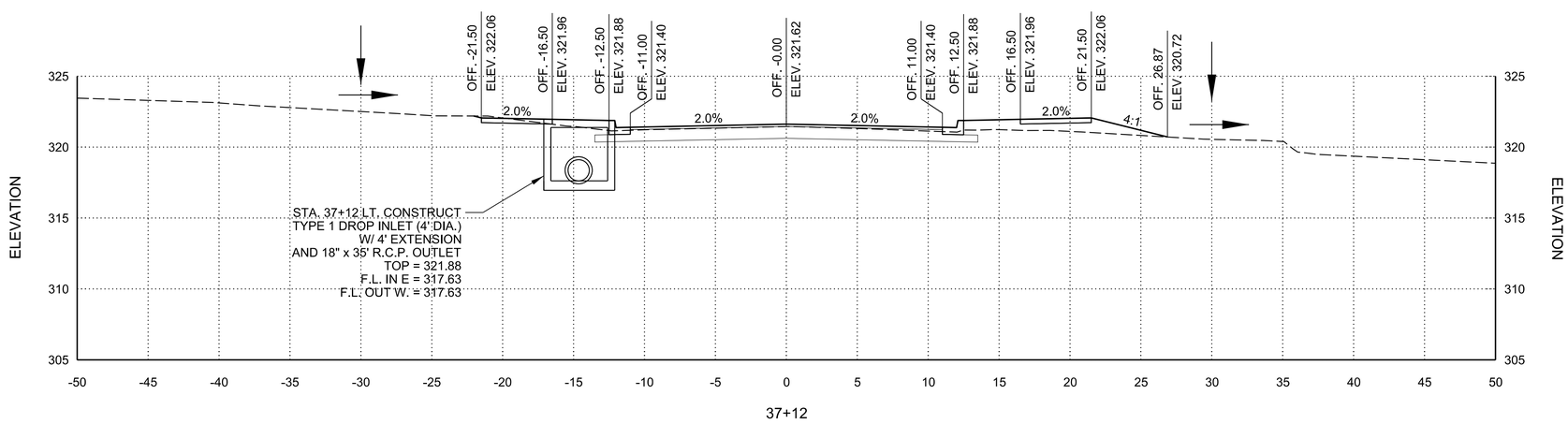
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ARKANSAS ENGINEER

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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
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CROSS SECTIONS

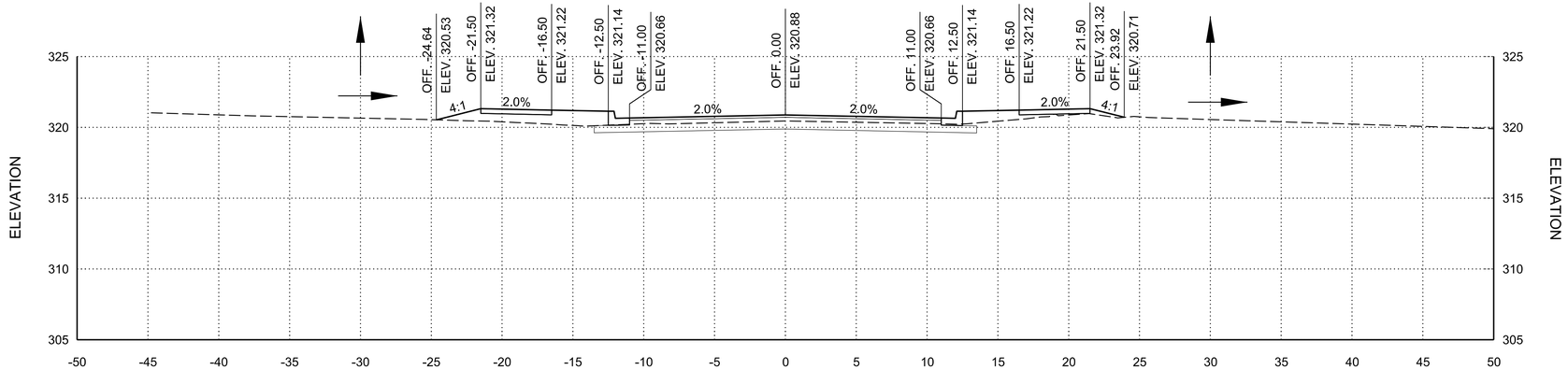
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DATE: SEPT. 2021
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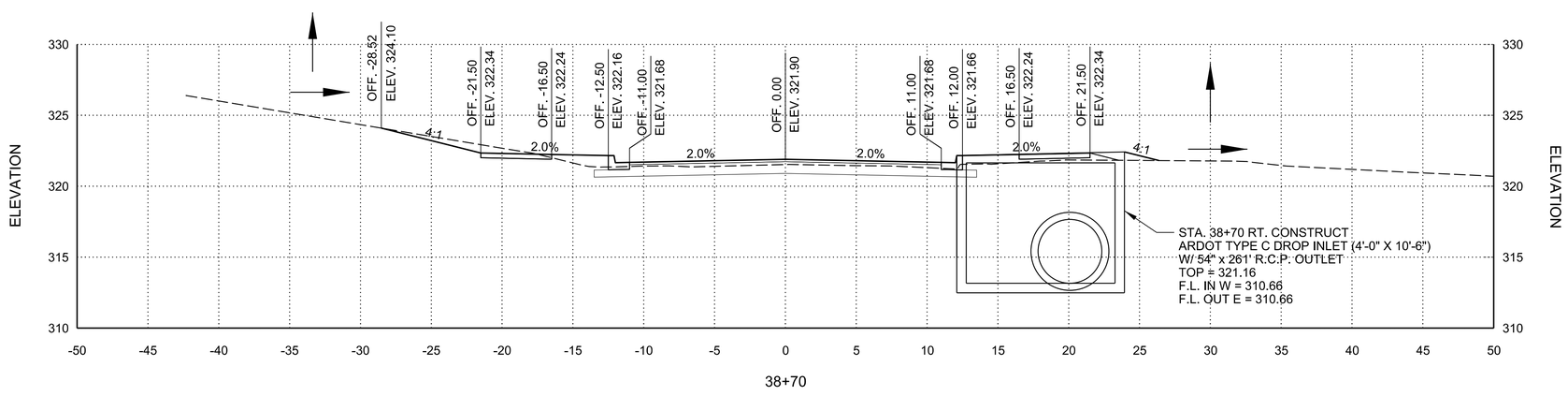
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39+00




38+70

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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

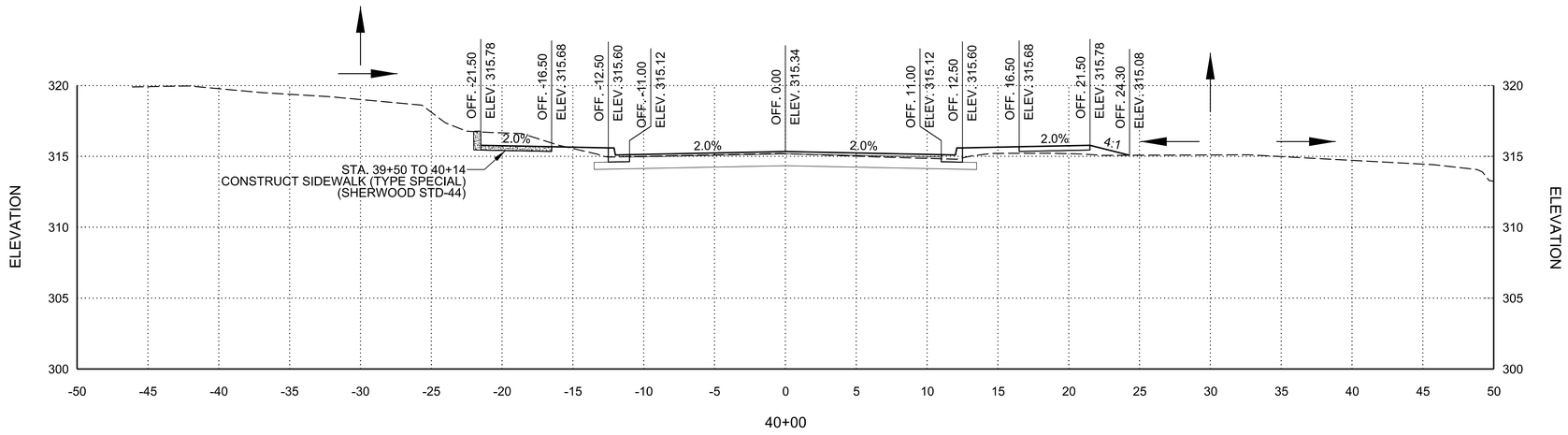
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DRAWING NUMBER
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GARVER
LLC
No. 766
ARKANSAS ENGINEER

STATE OF
ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

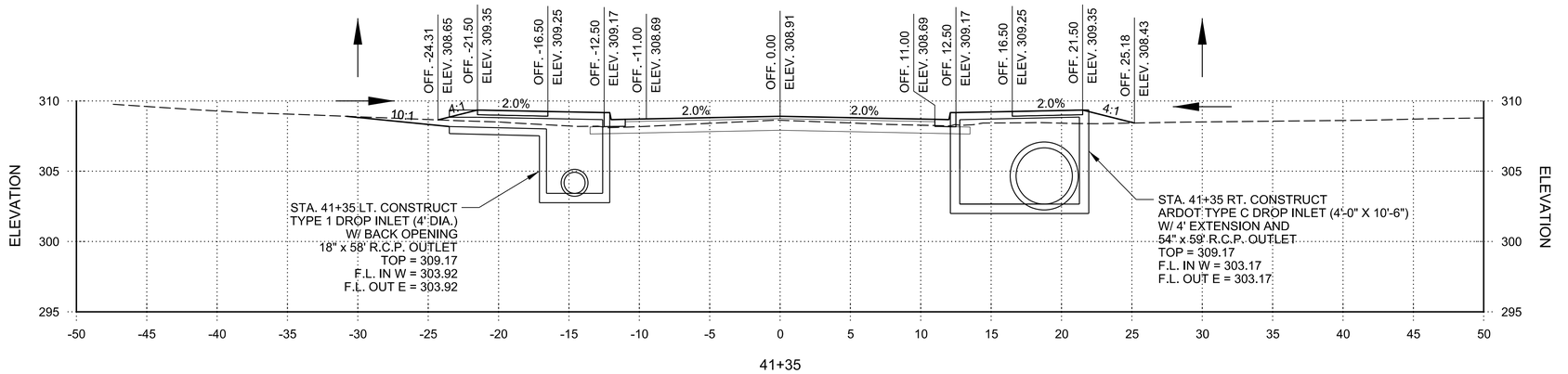
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DATE: SEPT. 2021
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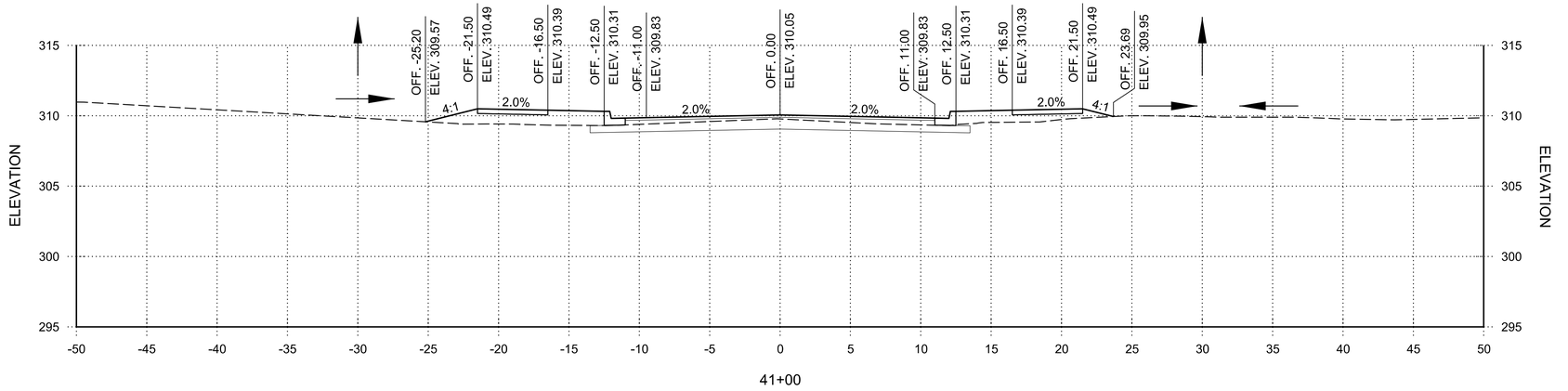
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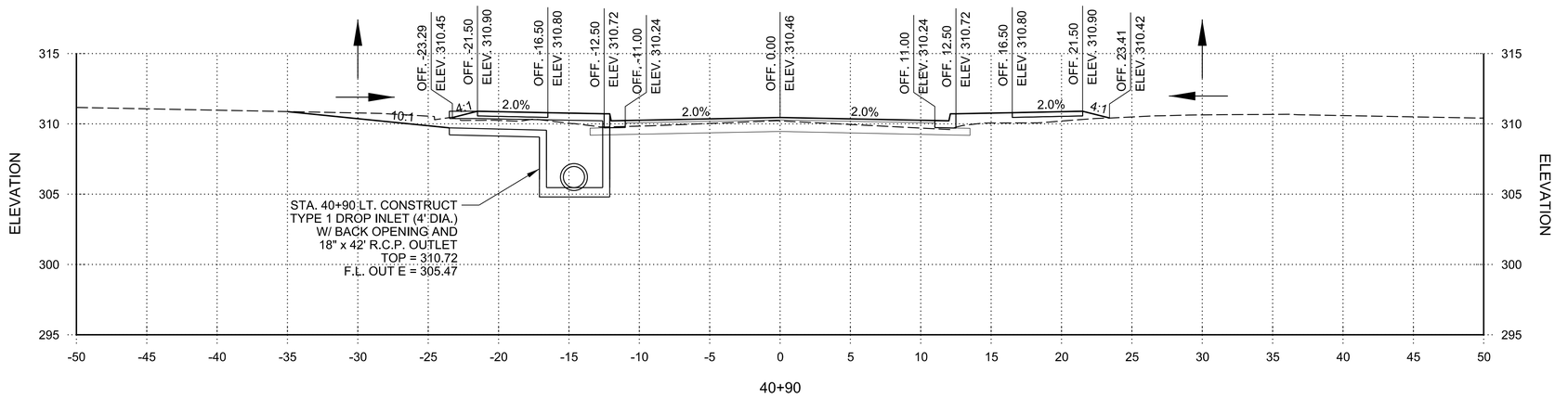
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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

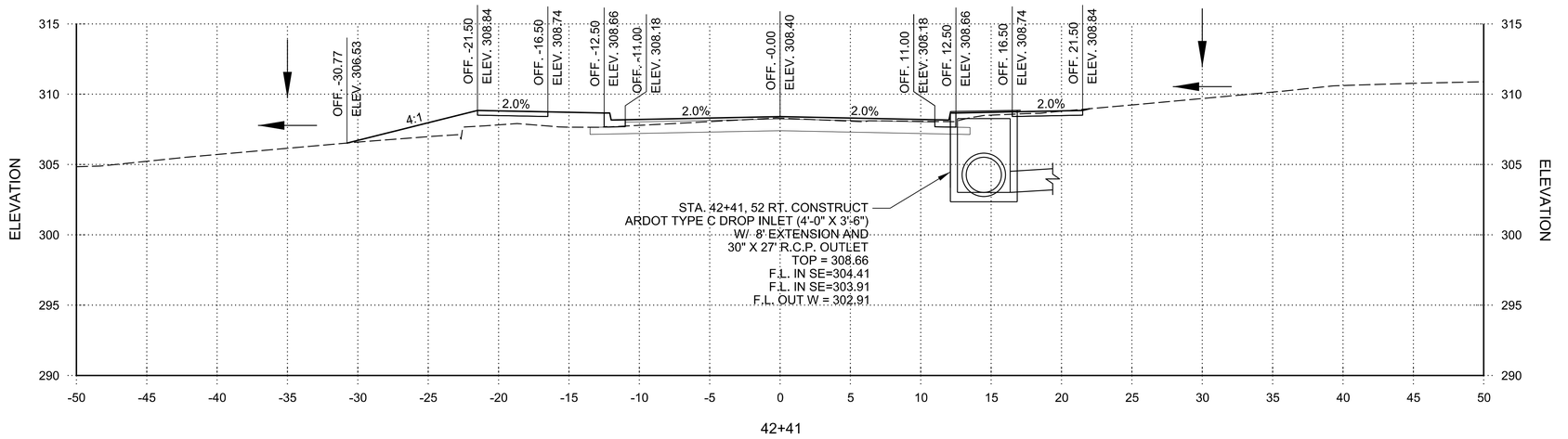
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DATE: SEPT. 2021
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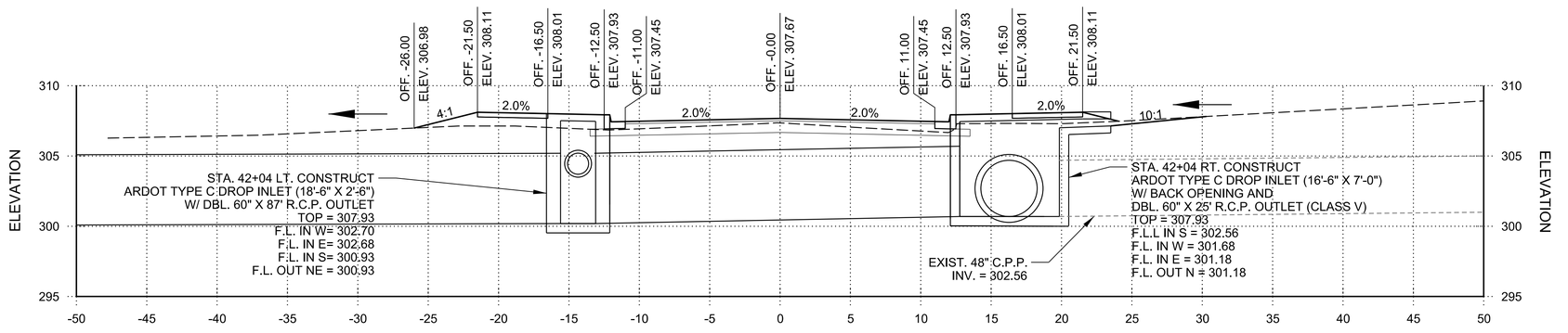
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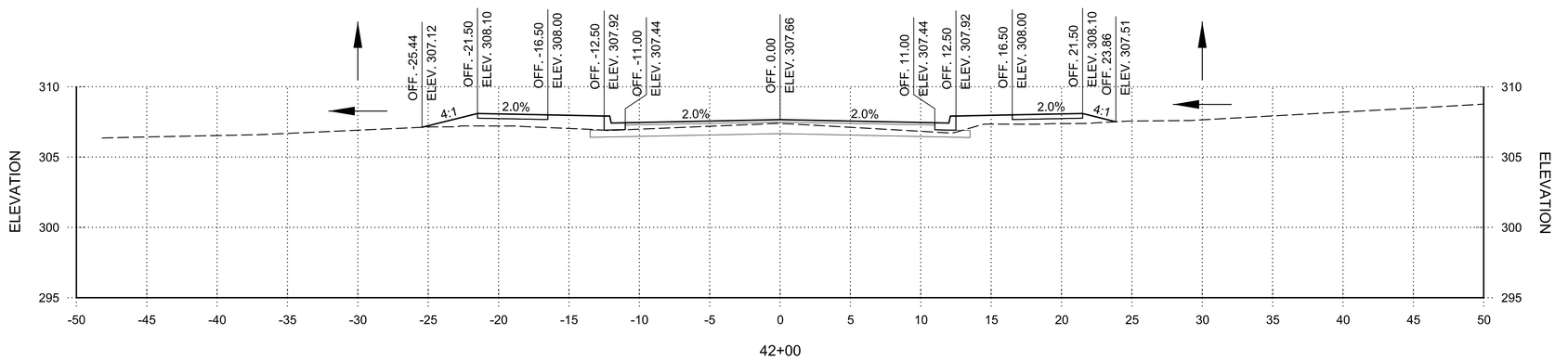
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COUNTRY CLUB RD.
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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

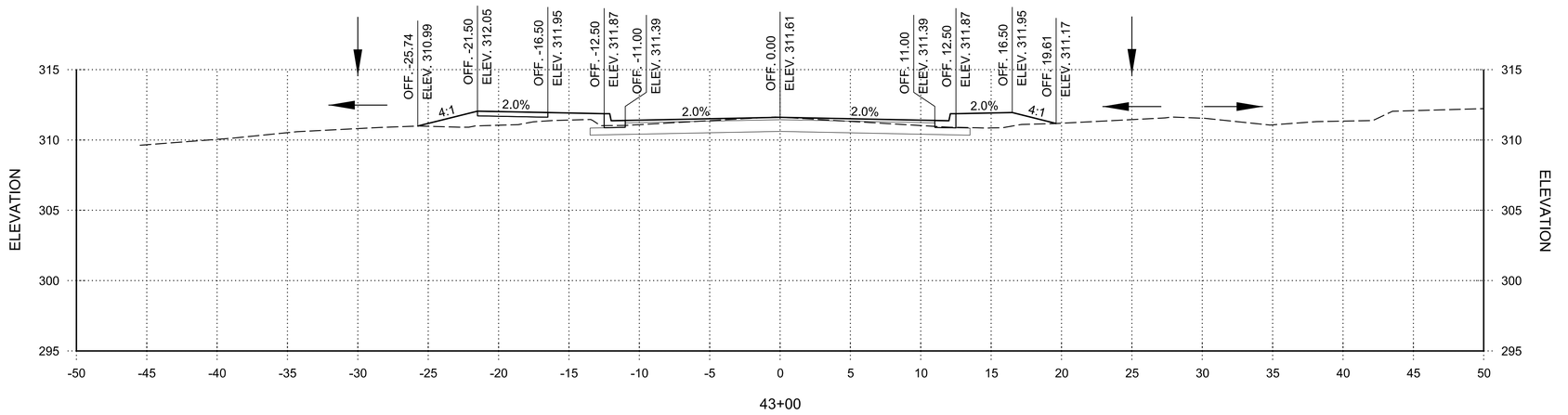
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DATE: SEPT. 2021
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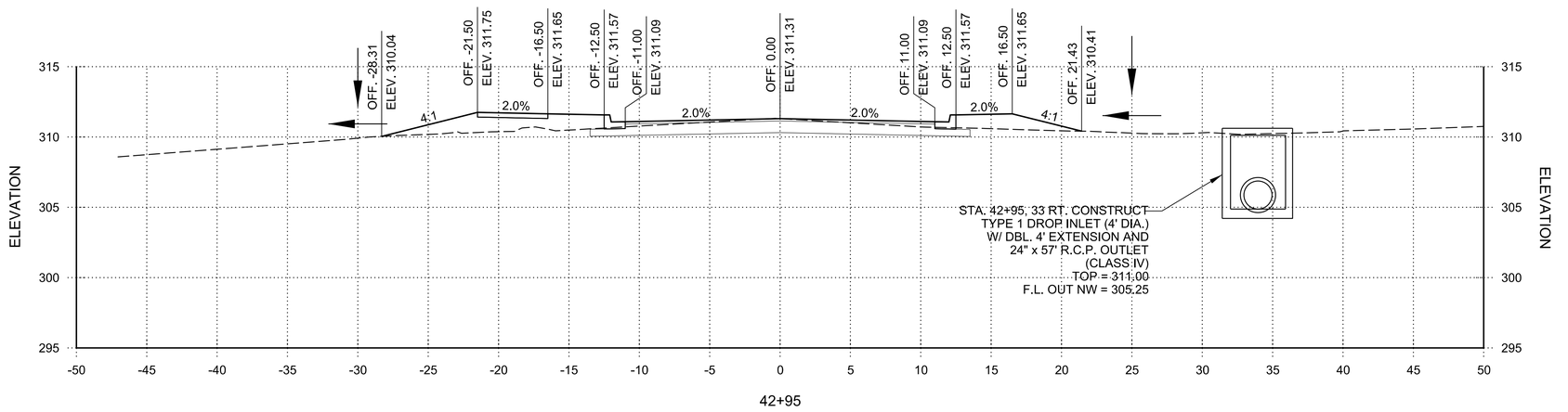
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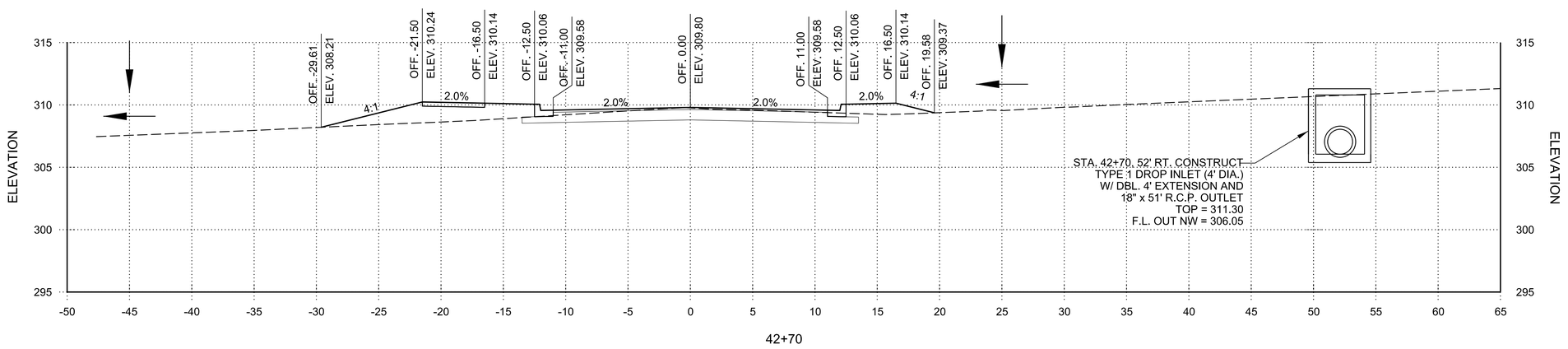
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COUNTRY CLUB RD.
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GARVER
LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

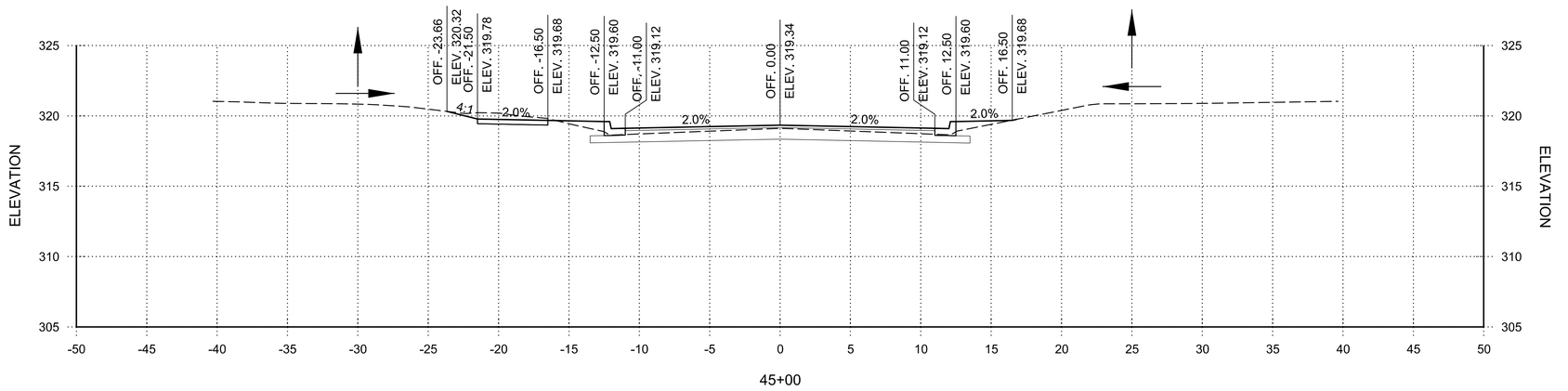
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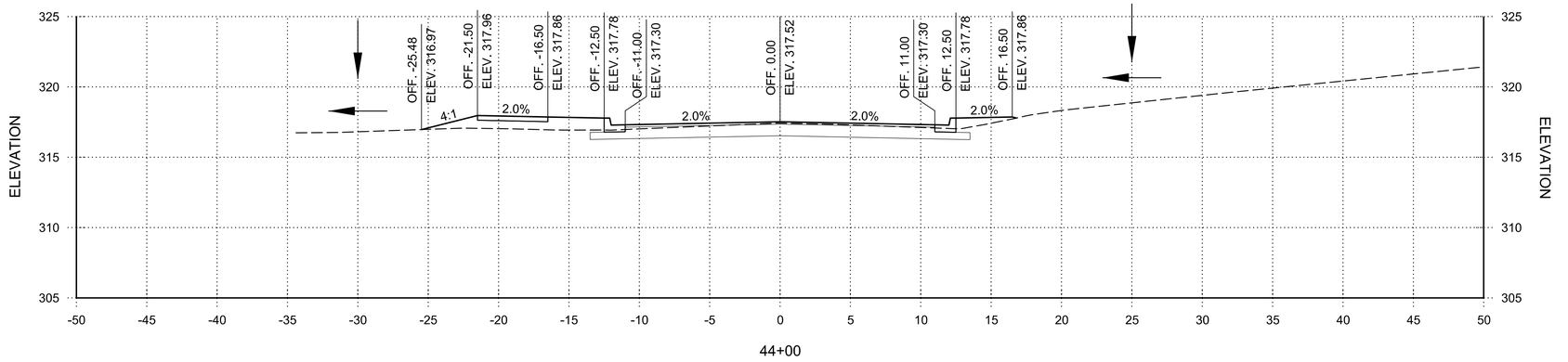
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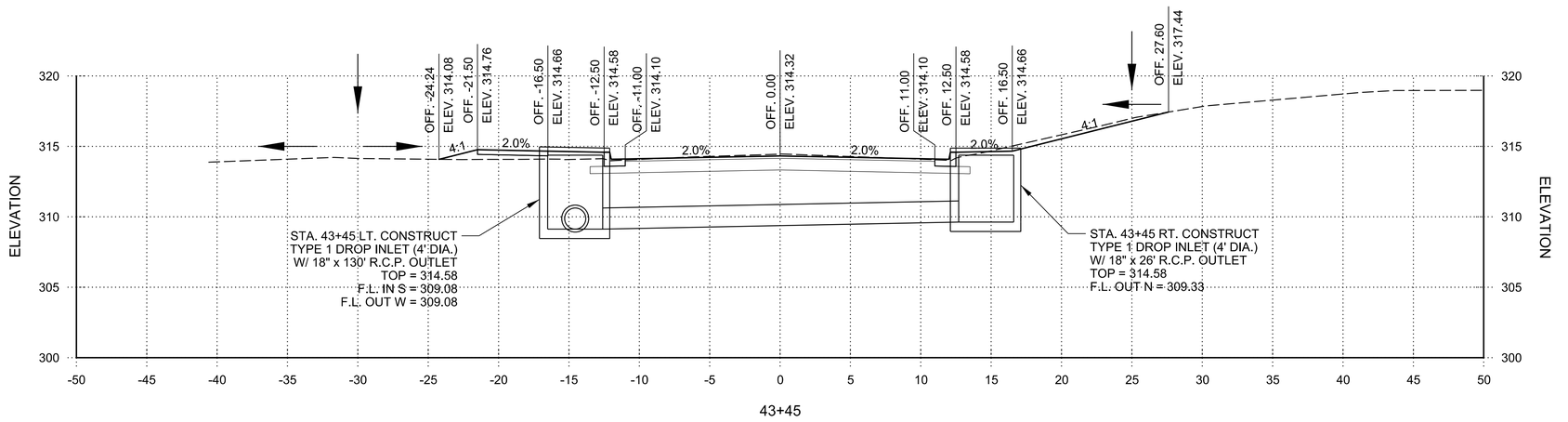
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STA. 43+45 TO STA. 45+00

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

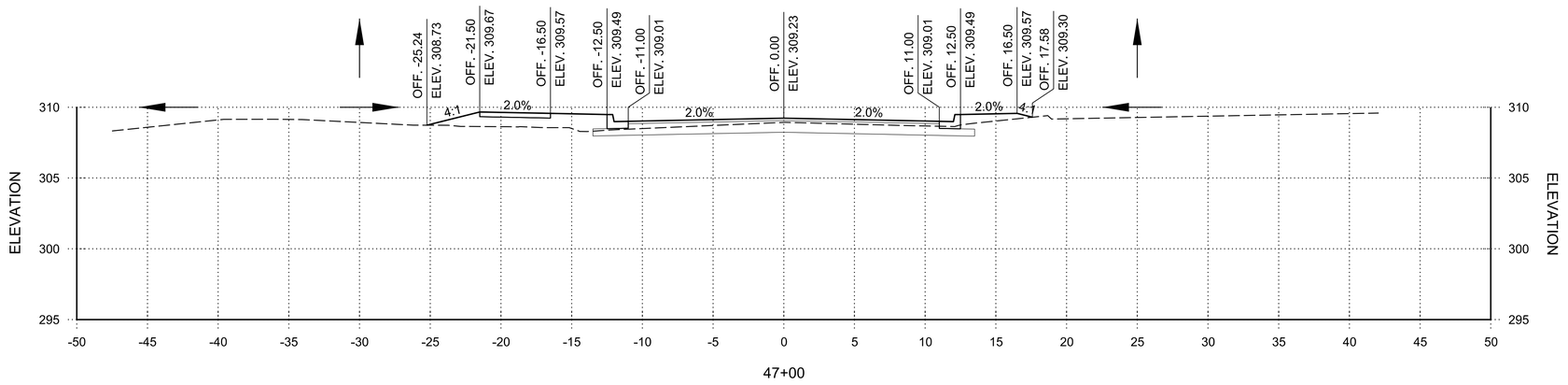
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

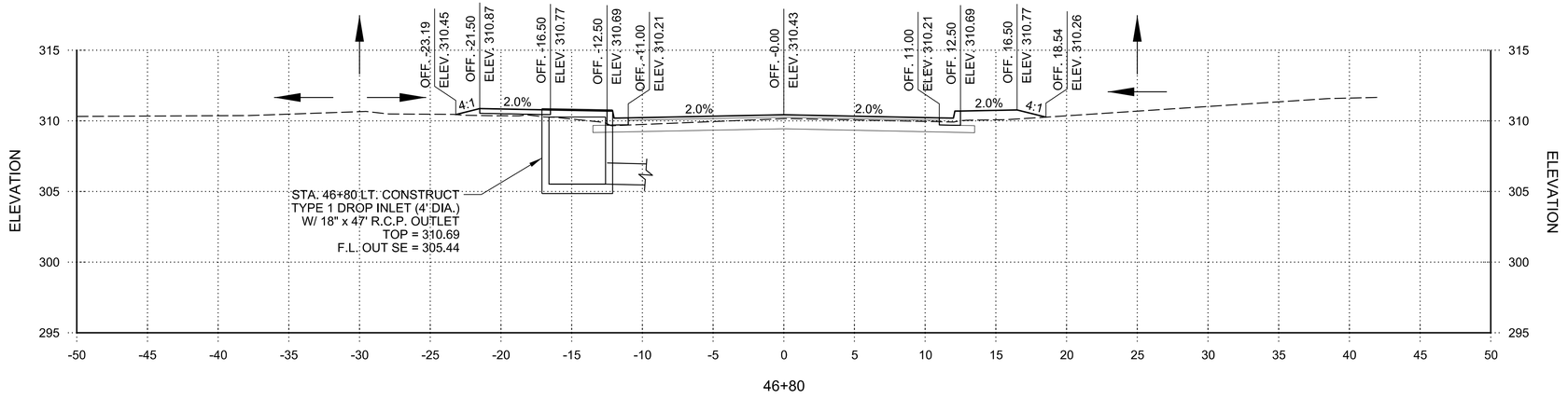
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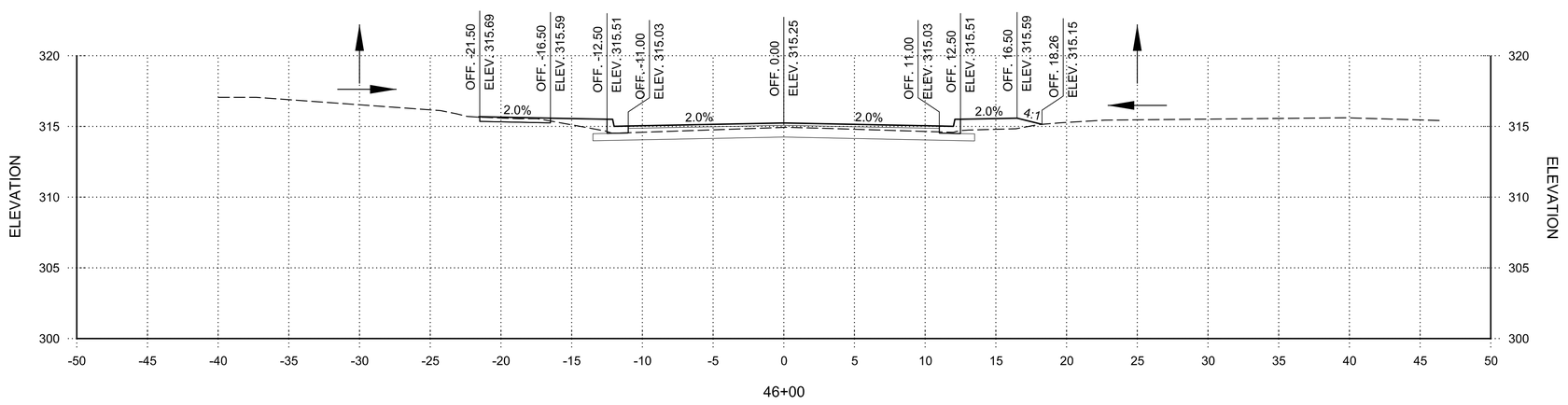
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COUNTRY CLUB RD.
STA. 46+00 TO STA. 47+00

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN
Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

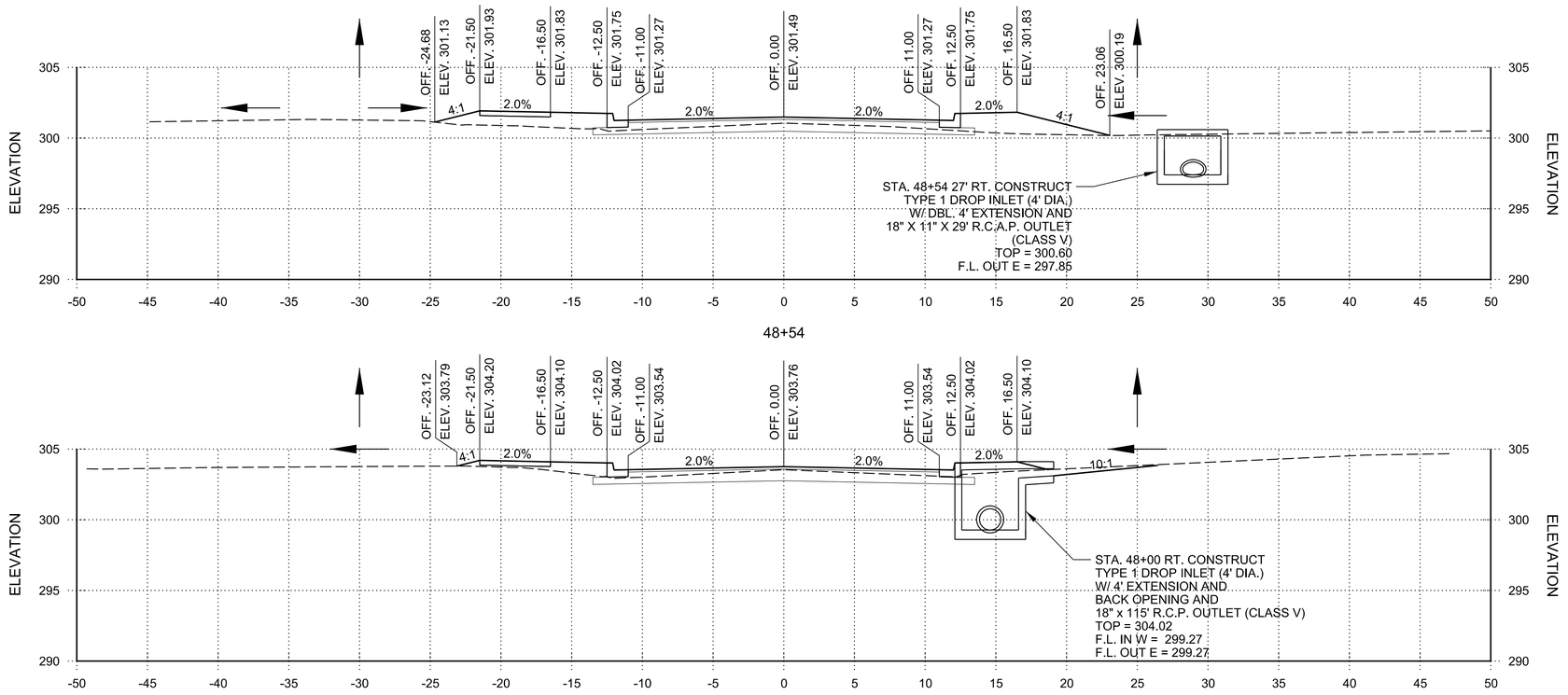
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DATE: SEPT. 2021
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DRAWN BY: AMW

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DRAWING NUMBER
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COUNTRY CLUB RD.
STA. 47+20 TO STA. 48+54

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

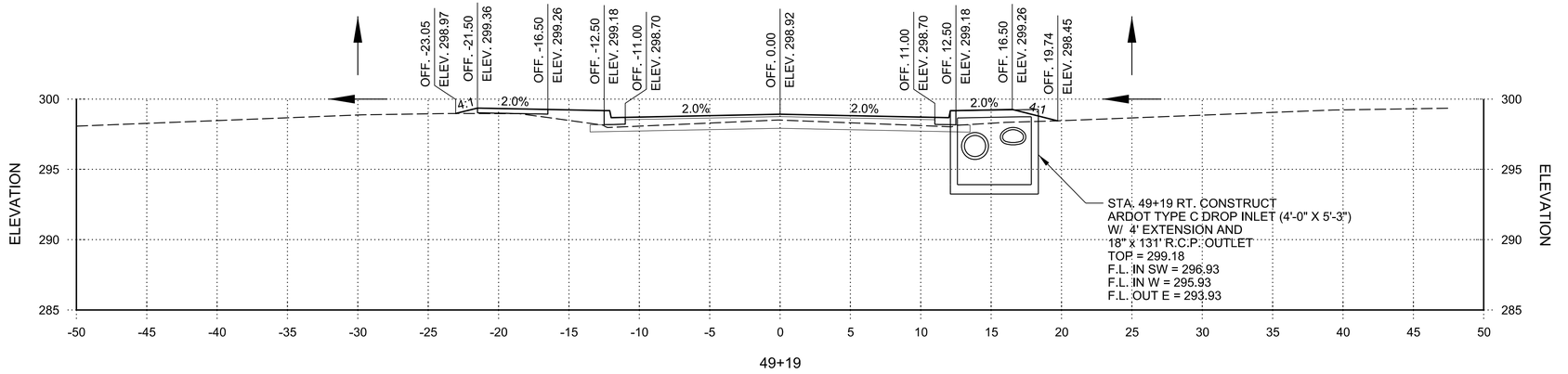
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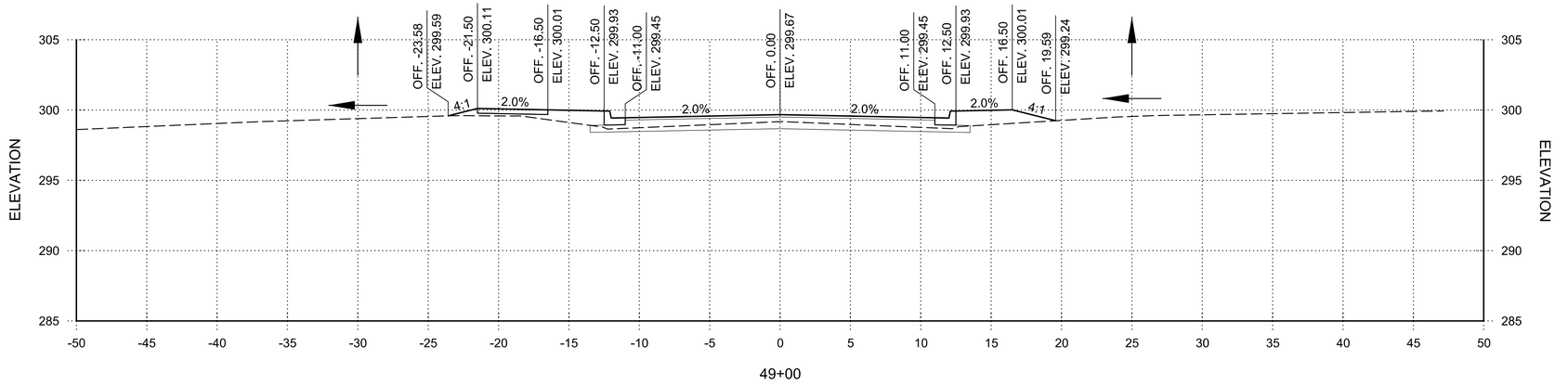
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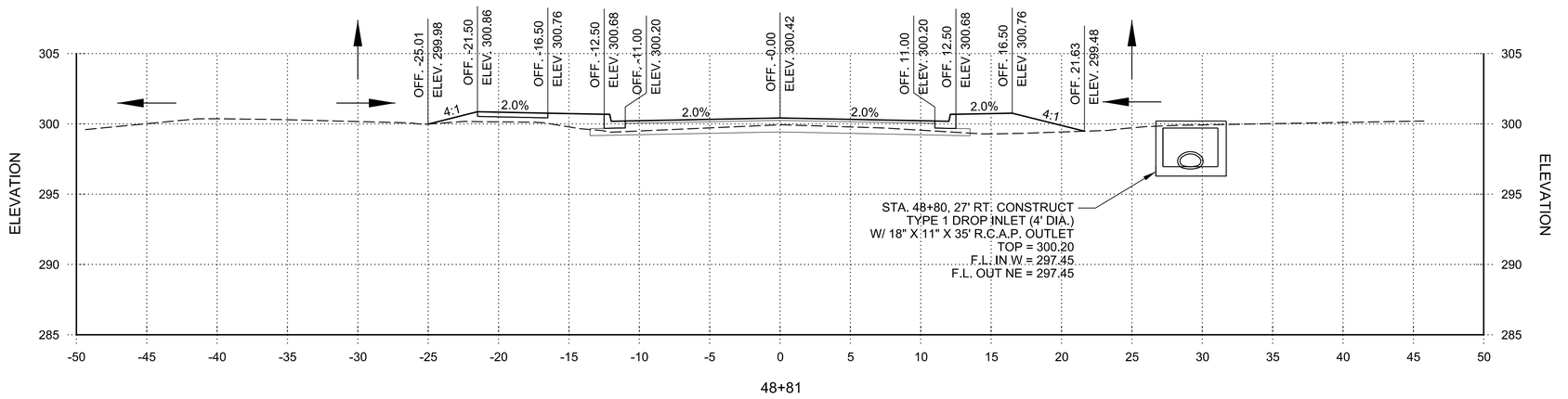
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DRAWING NUMBER
**C-1027**

SHEET NUMBER **134**




COUNTRY CLUB RD.
STA. 48+81 TO STA. 49+19

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

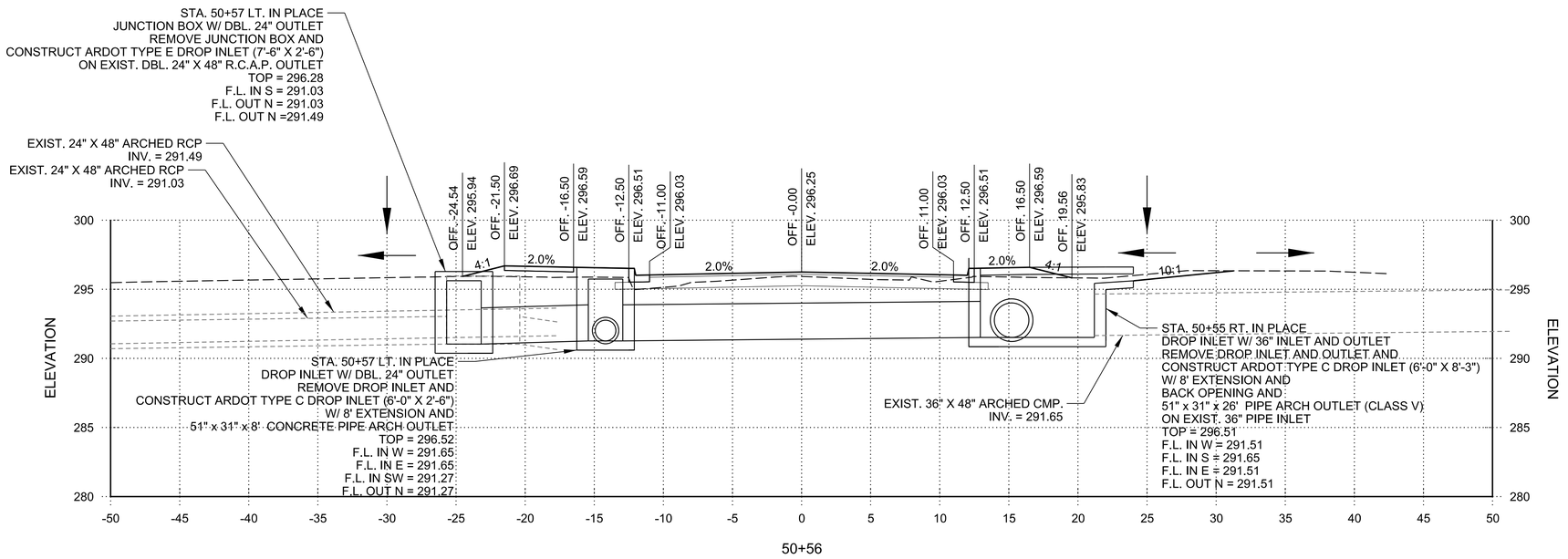
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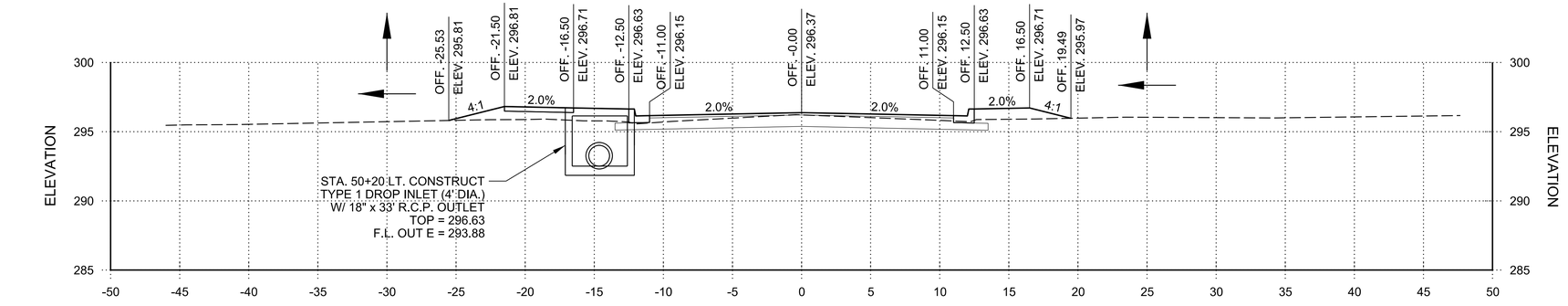
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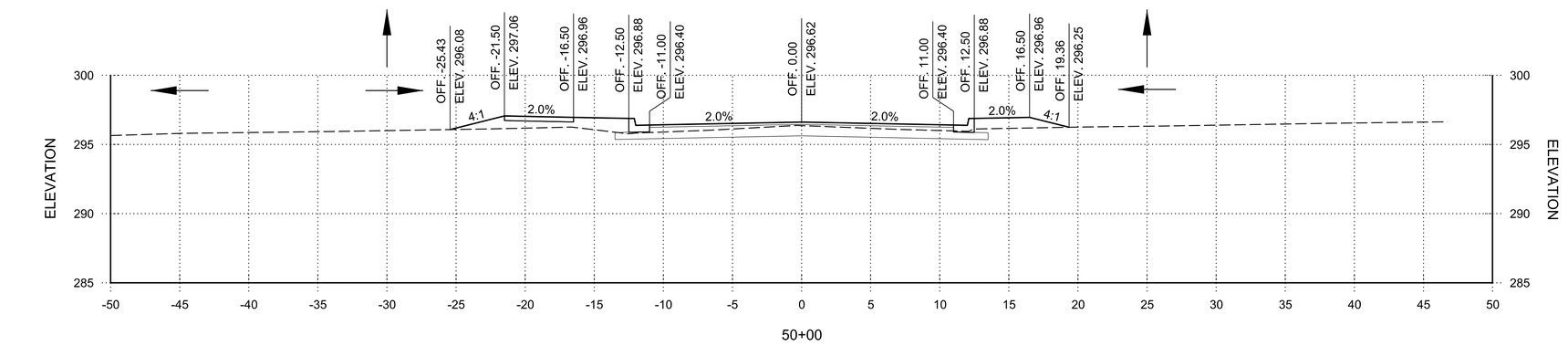
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COUNTRY CLUB RD.
STA. 50+00 TO STA. 50+56

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CERTIFICATE OF AUTHORIZATION
GARVER LLC No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

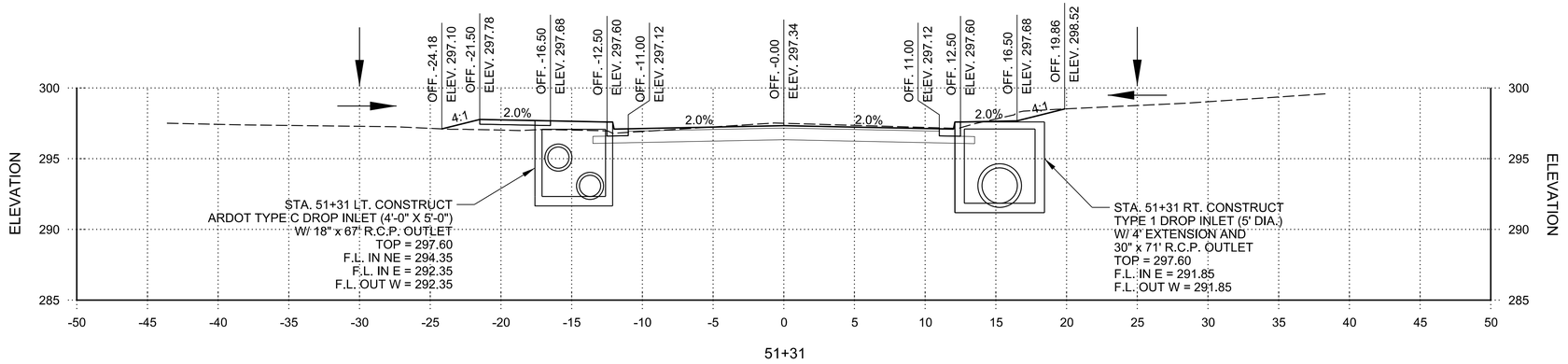
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DATE: SEPT. 2021
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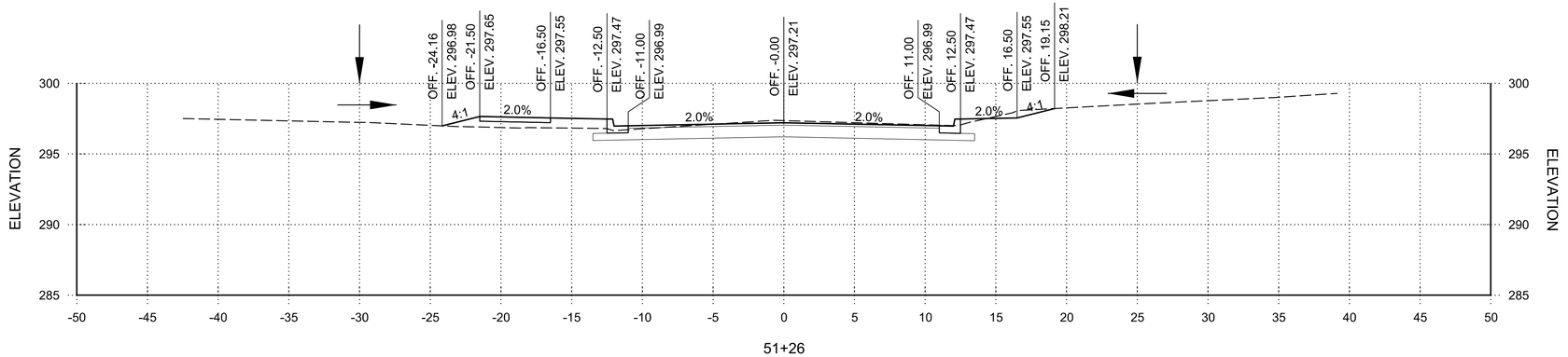
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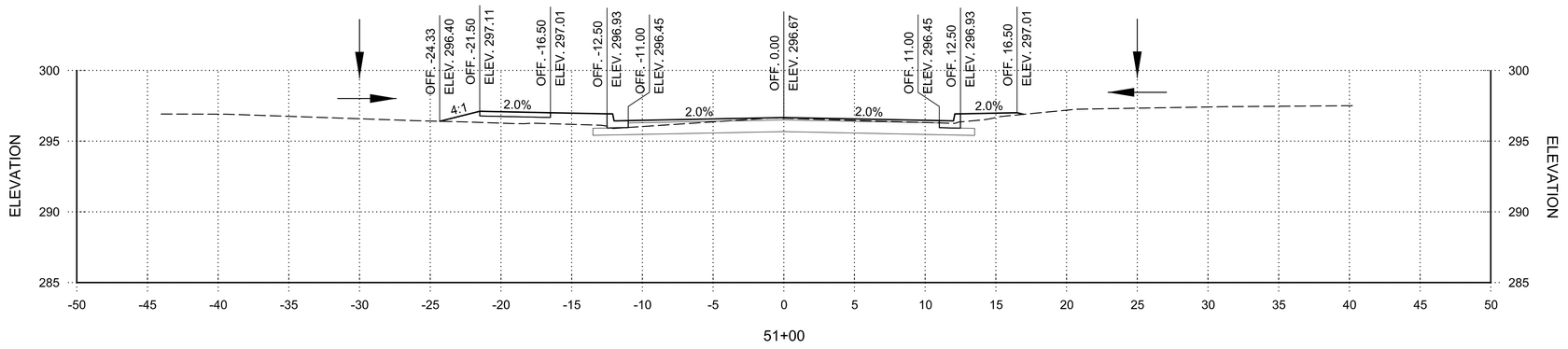
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COUNTRY CLUB RD.
STA. 51+00 TO STA. 51+31

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CERTIFICATE OF AUTHORIZATION
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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

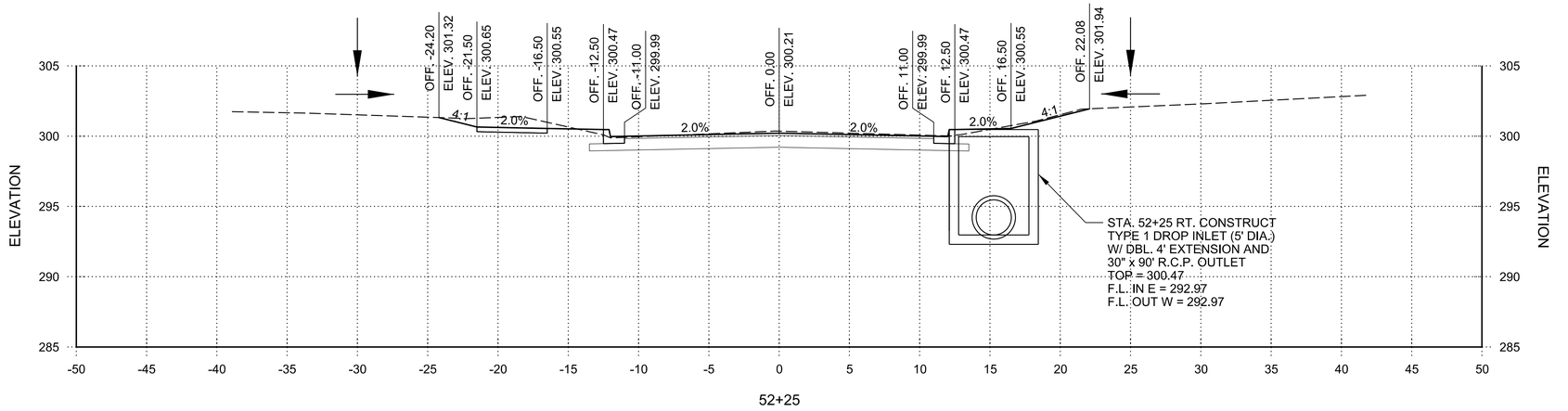
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DATE: SEPT. 2021
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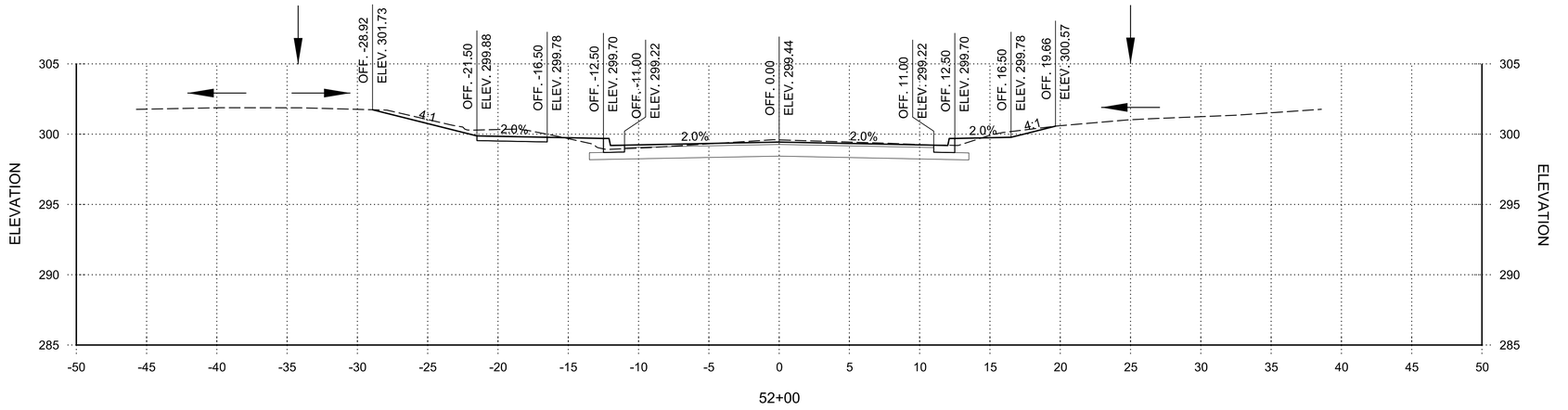
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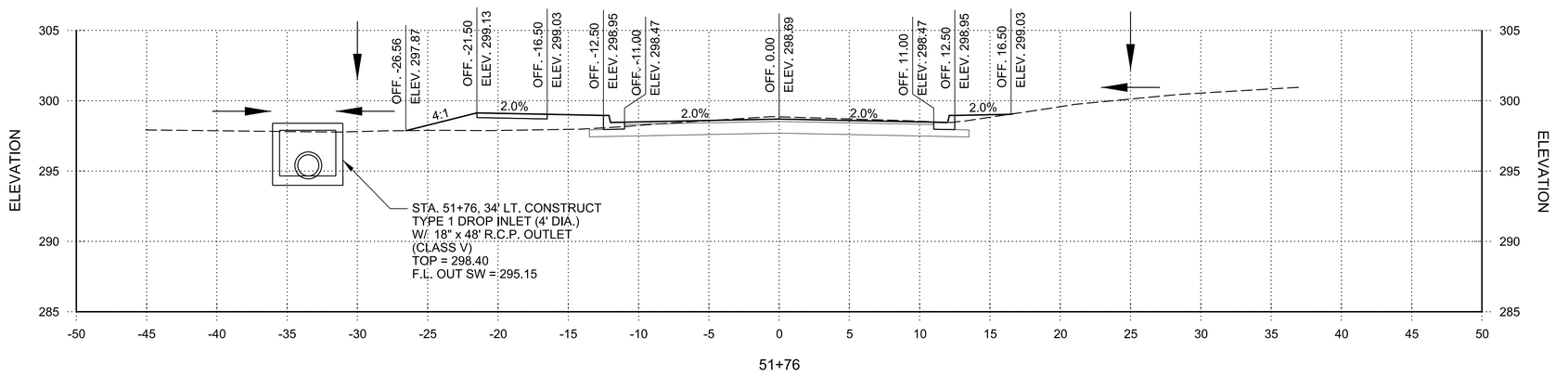
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COUNTRY CLUB RD.
STA. 51+76 TO STA. 52+25

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

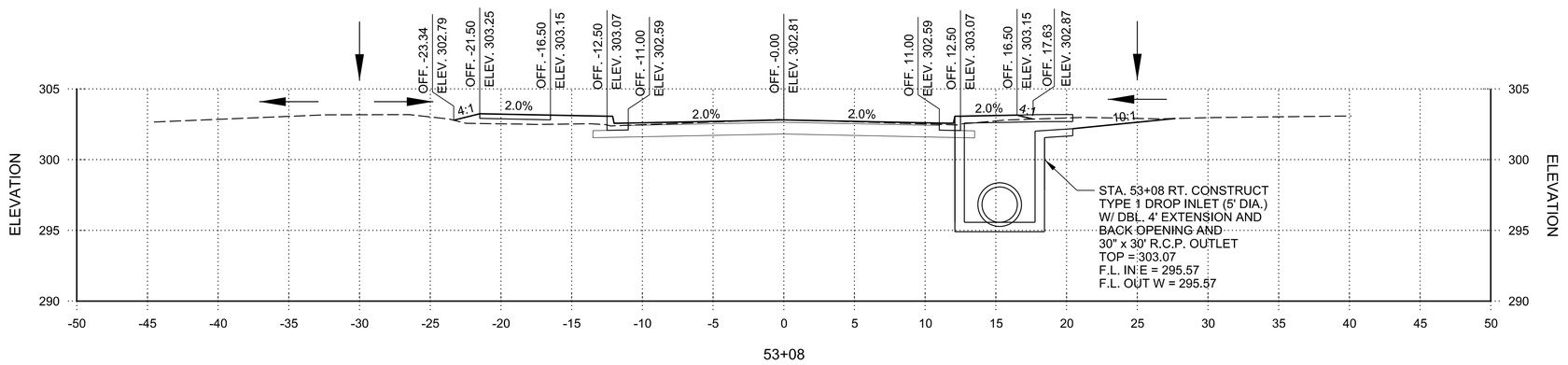
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DATE: SEPT. 2021
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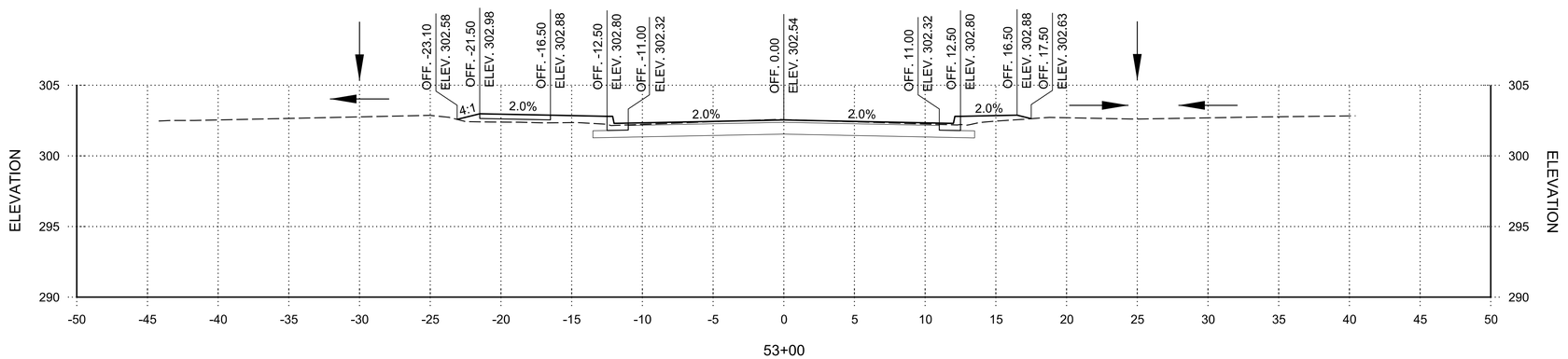
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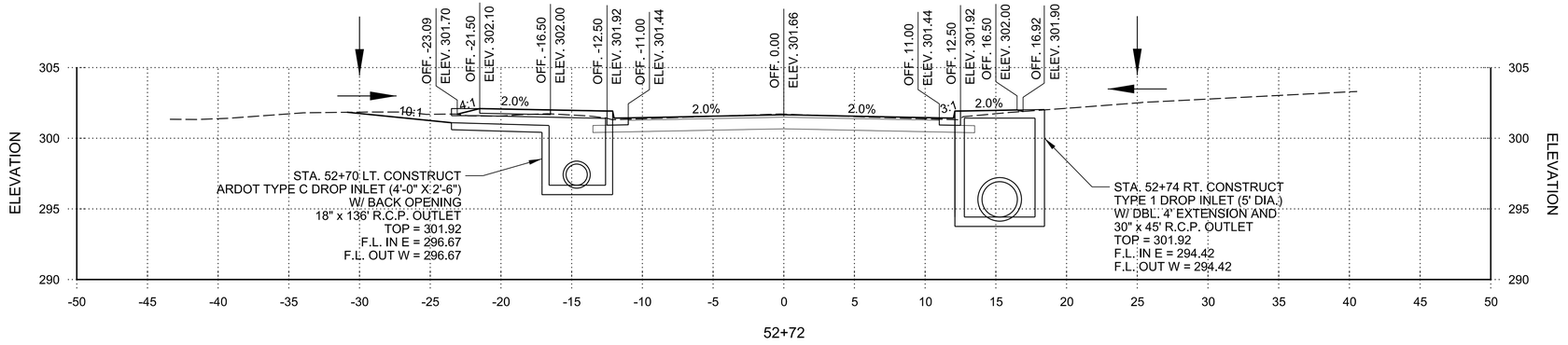
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COUNTRY CLUB RD.
STA. 52+72 TO STA. 53+08

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GARVER LLC No. 766 CERTIFICATE OF AUTHORIZATION ARKANSAS ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.16145 CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

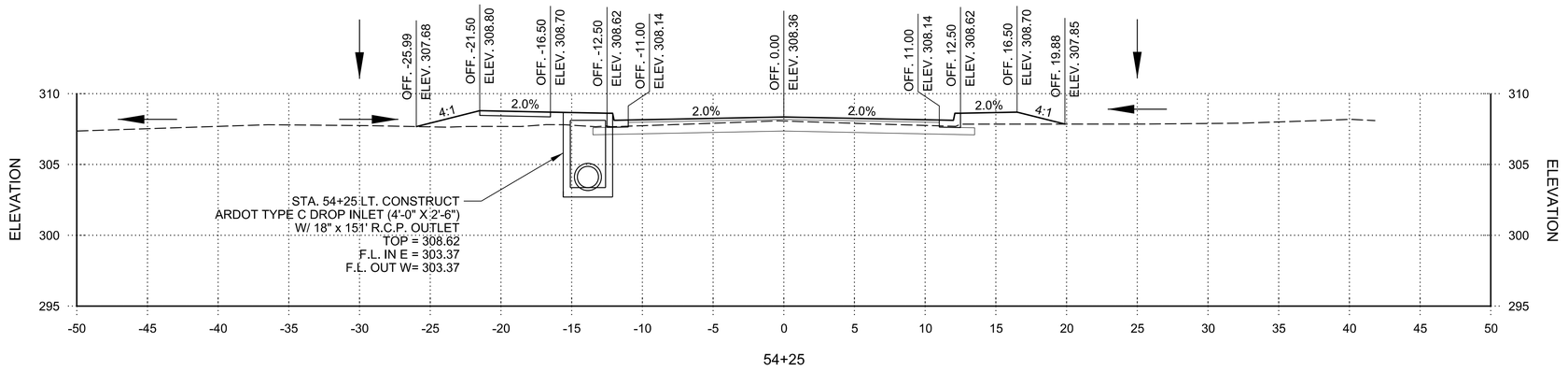
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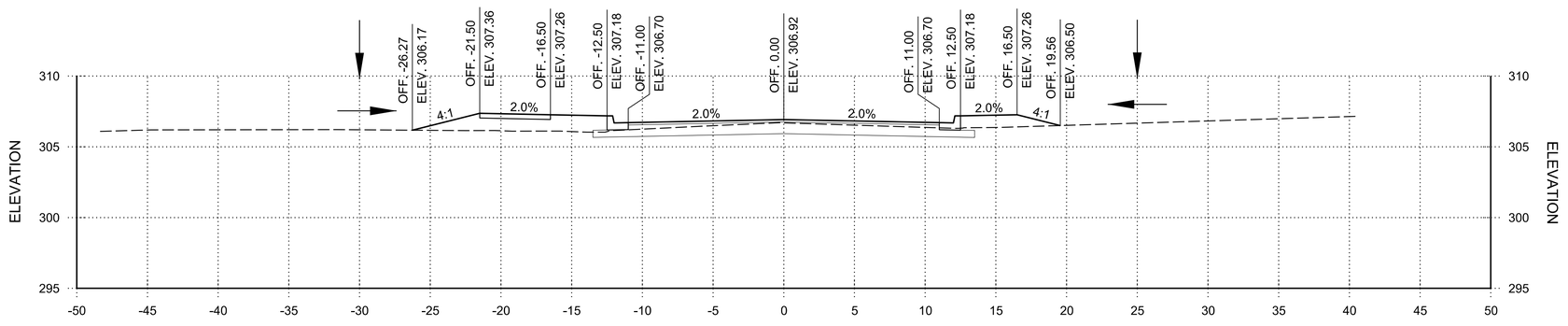
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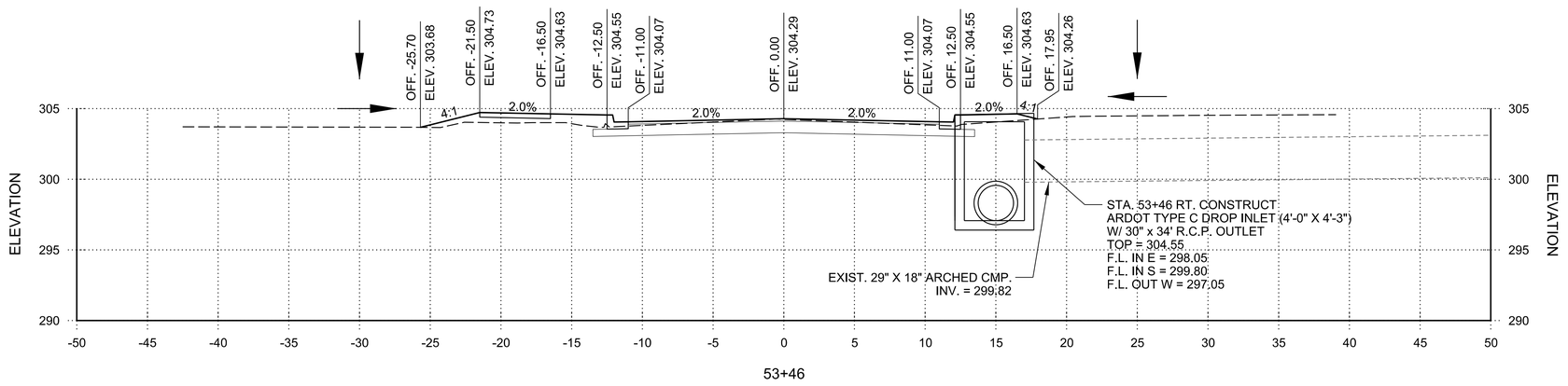
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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

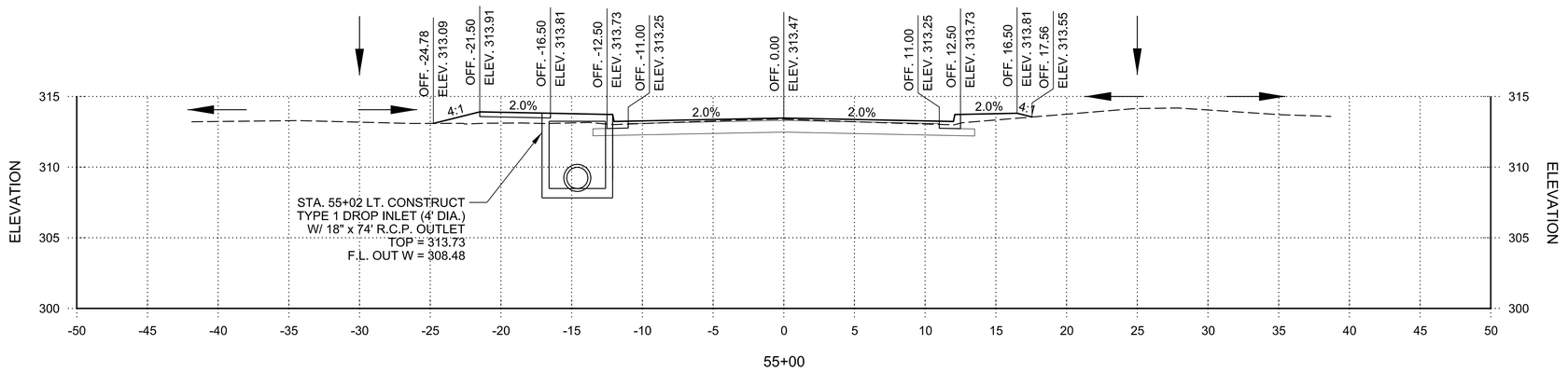
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COUNTRY CLUB RD.
STA. 55+00 TO STA. 55+00

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CERTIFICATE OF AUTHORIZATION
GARVER
LLC
No. 766
ARKANSAS ENGINEER

STATE OF
ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

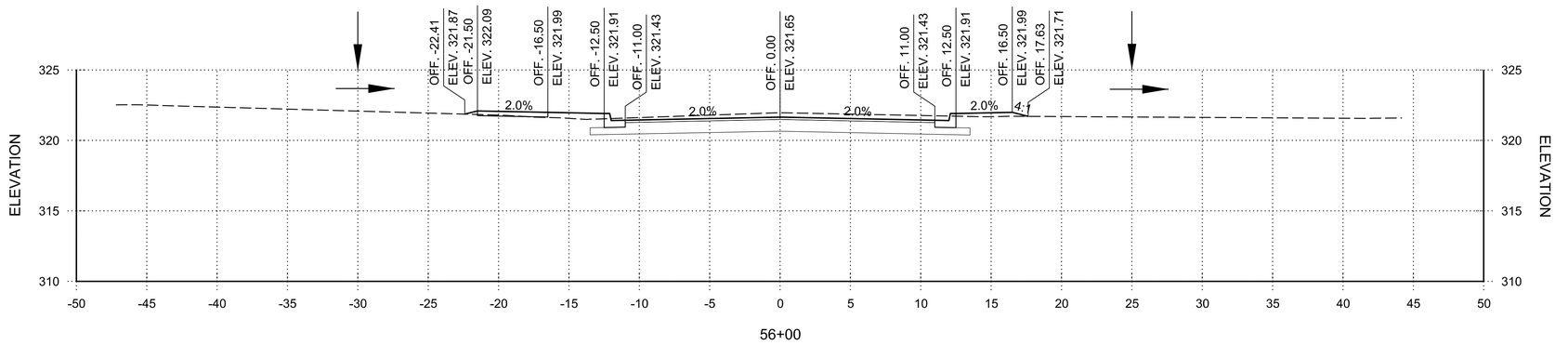
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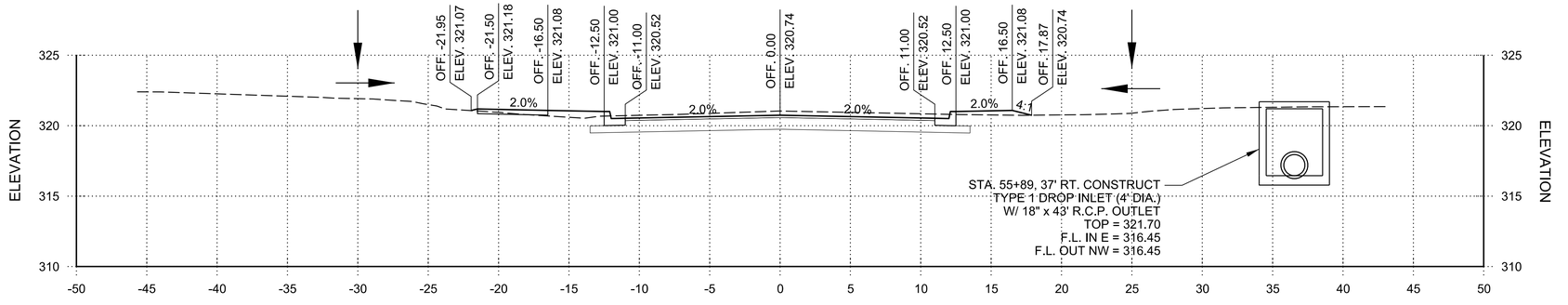
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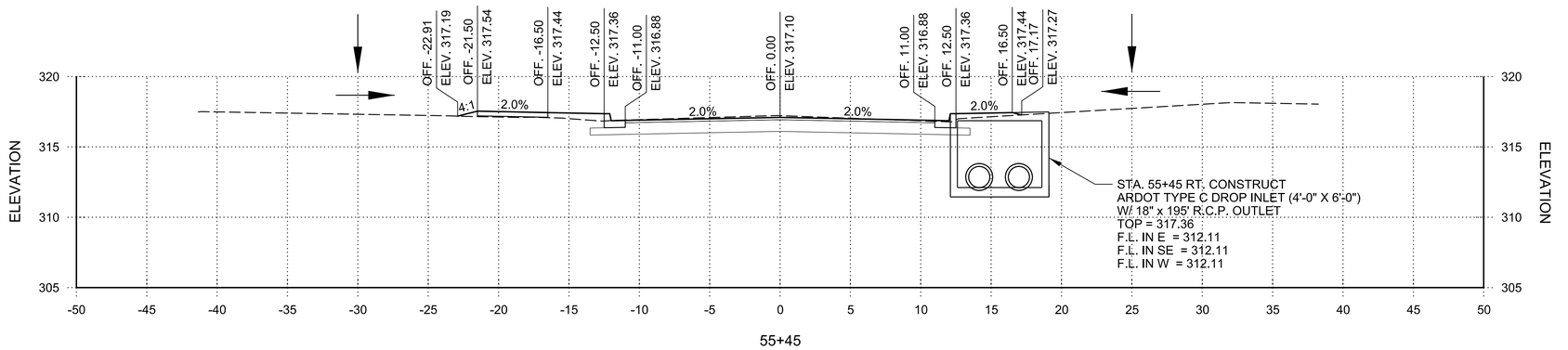
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COUNTRY CLUB RD.
STA. 55+45 TO STA. 56+00

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

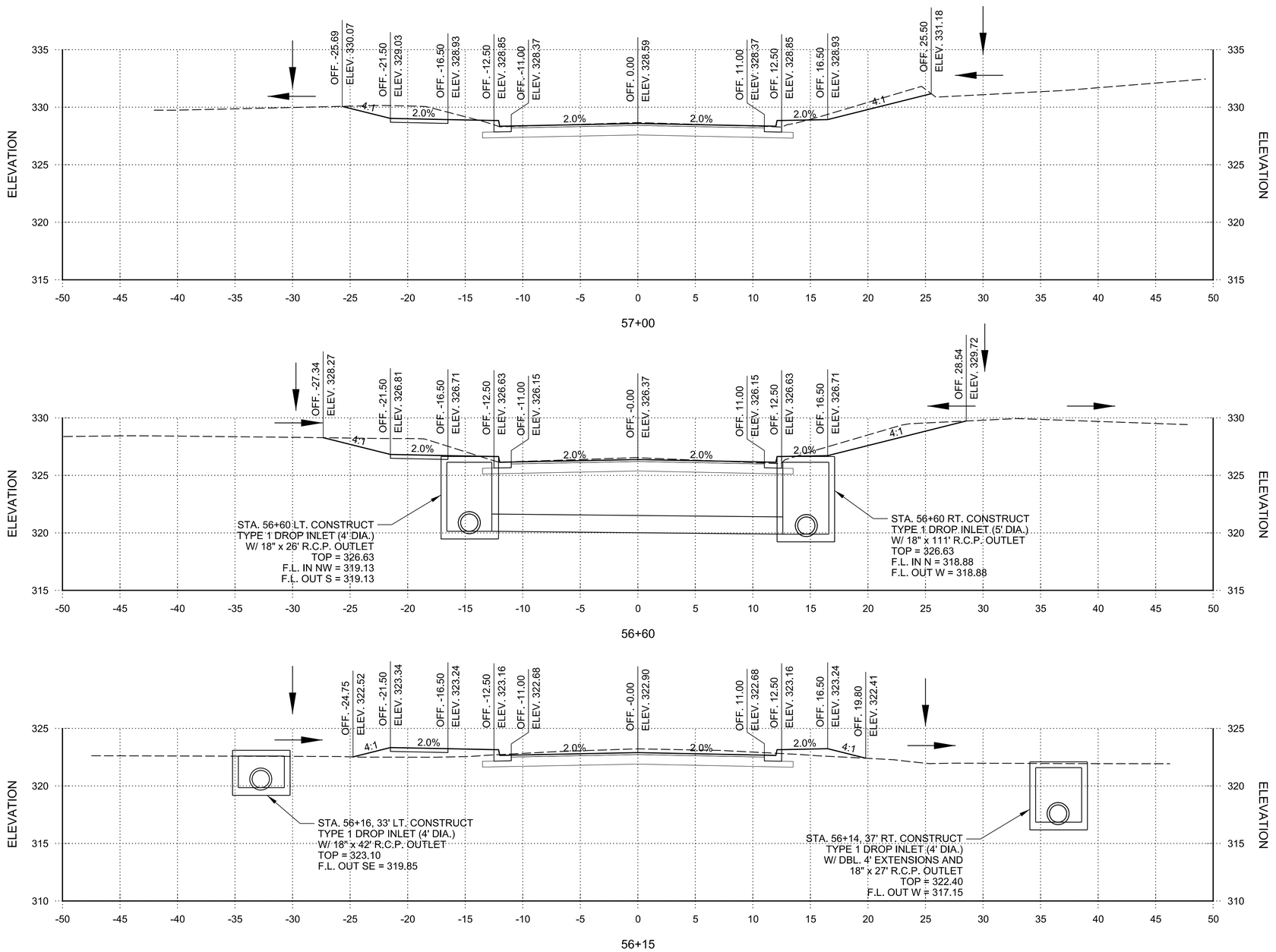
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
**C-1035**

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STA. 56+15 TO STA. 57+00

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ARKANSAS ENGINEER

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CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

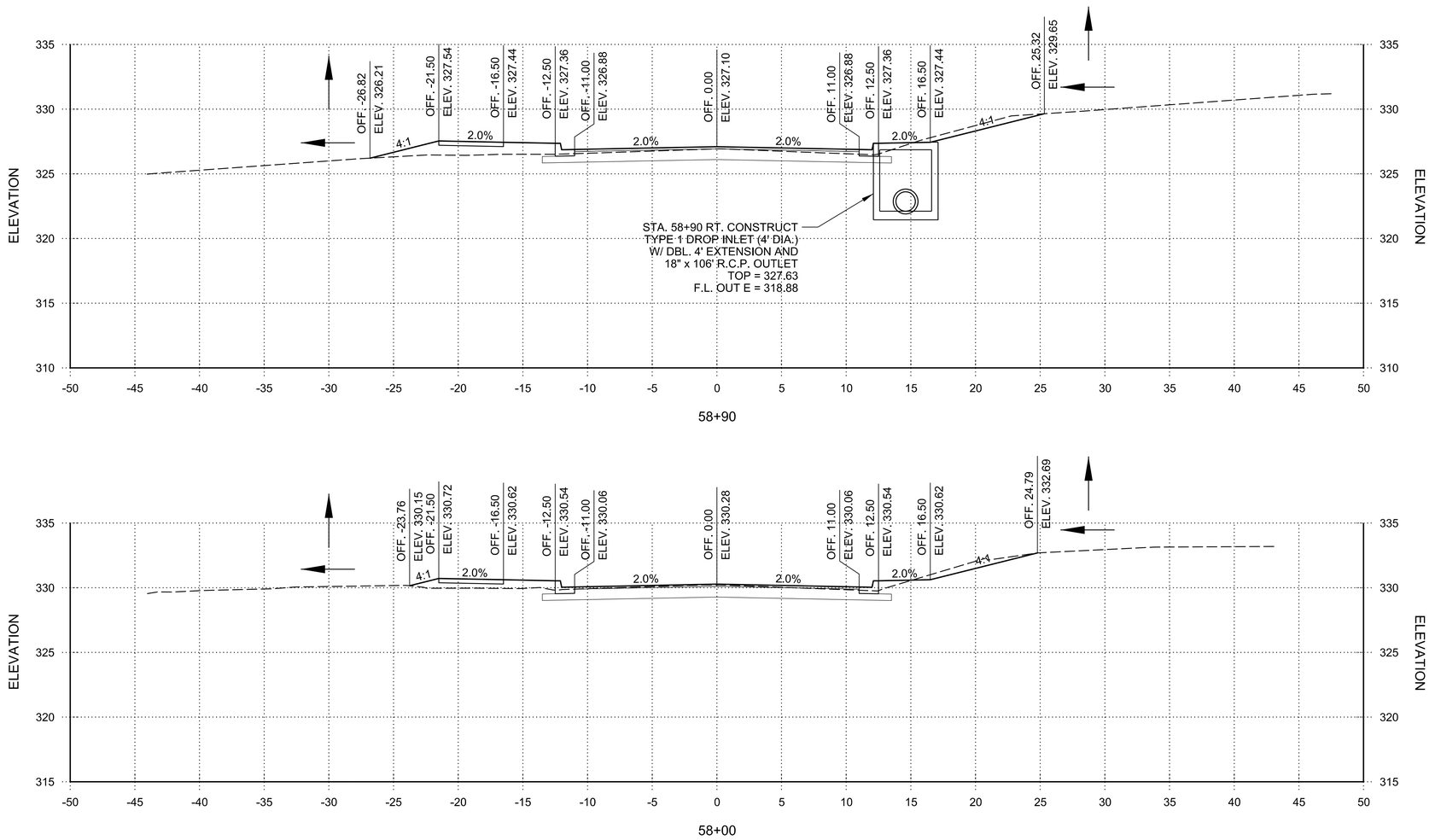
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
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COUNTRY CLUB RD.
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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

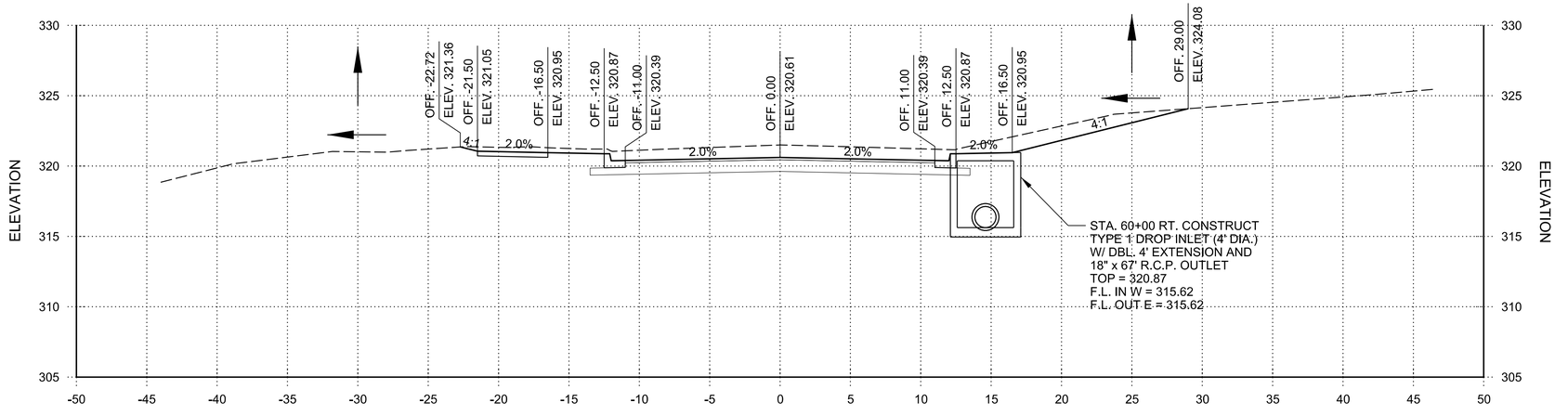
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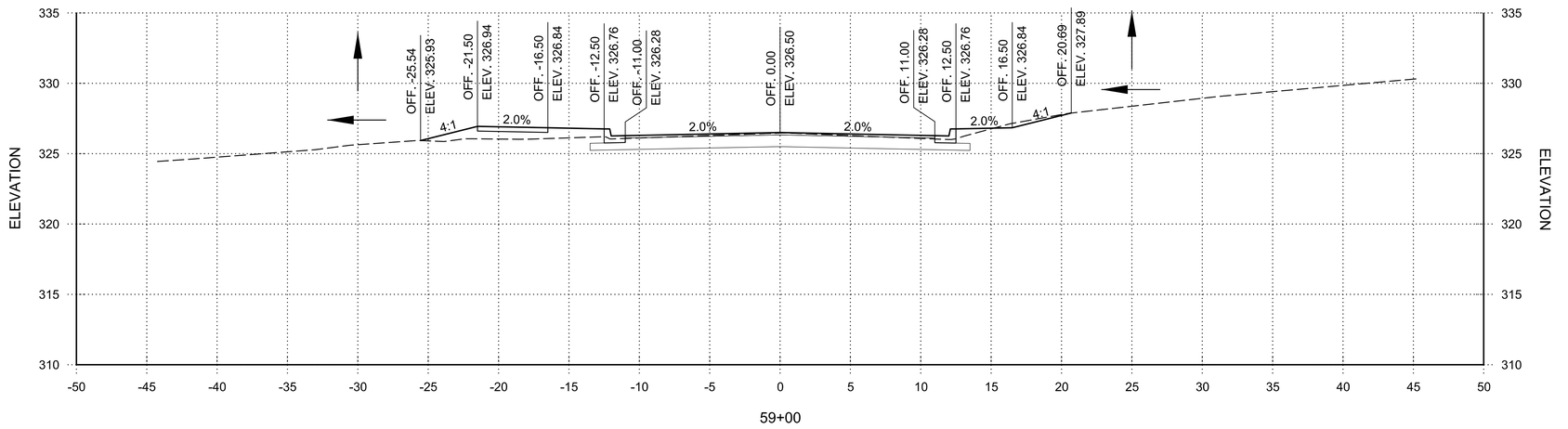
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60+00




59+00

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IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

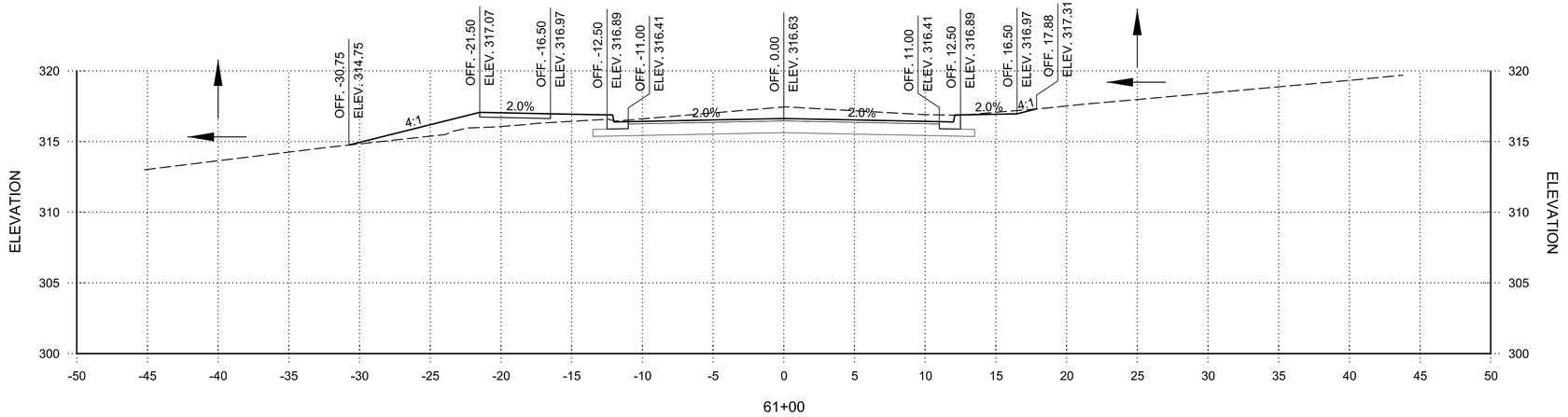
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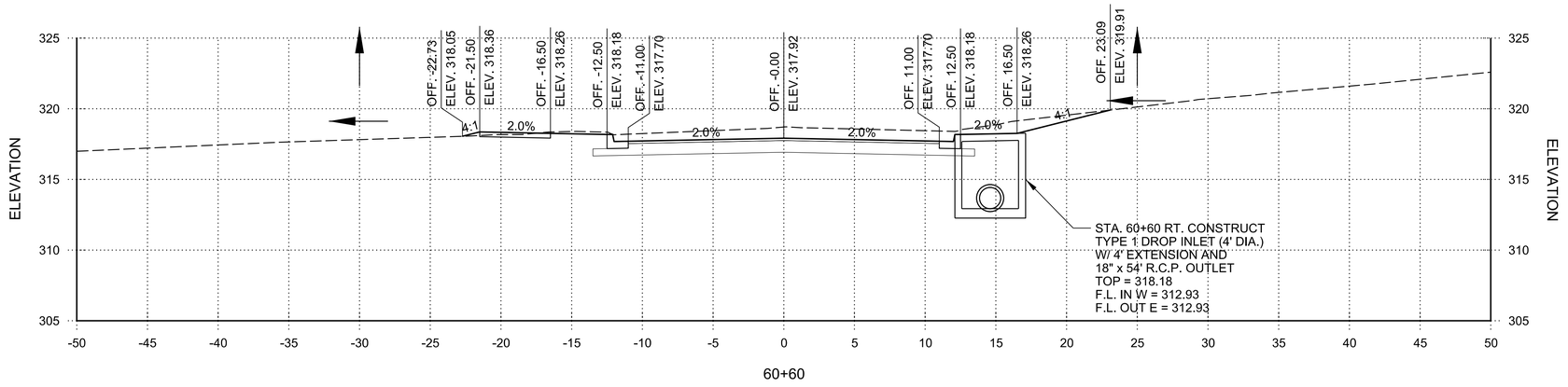
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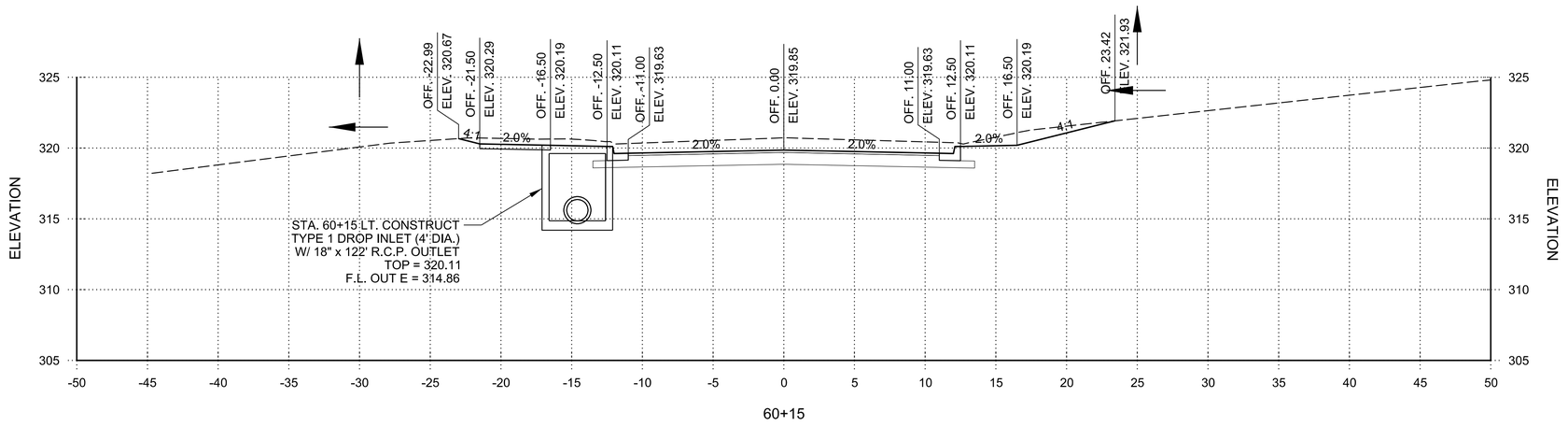
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SHEET NUMBER **145**

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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
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CROSS SECTIONS

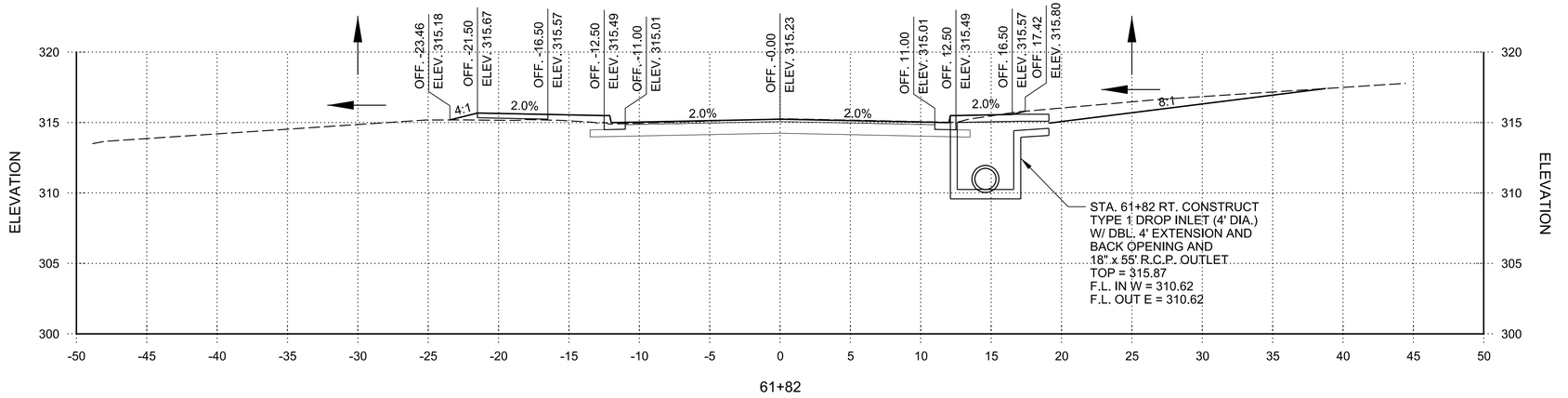
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DATE: SEPT. 2021
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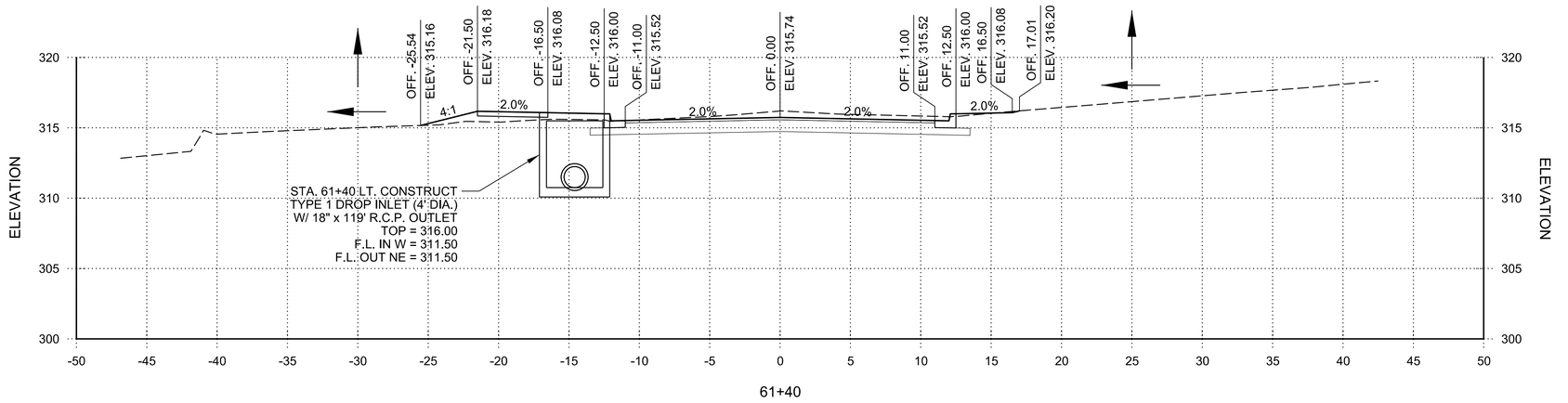
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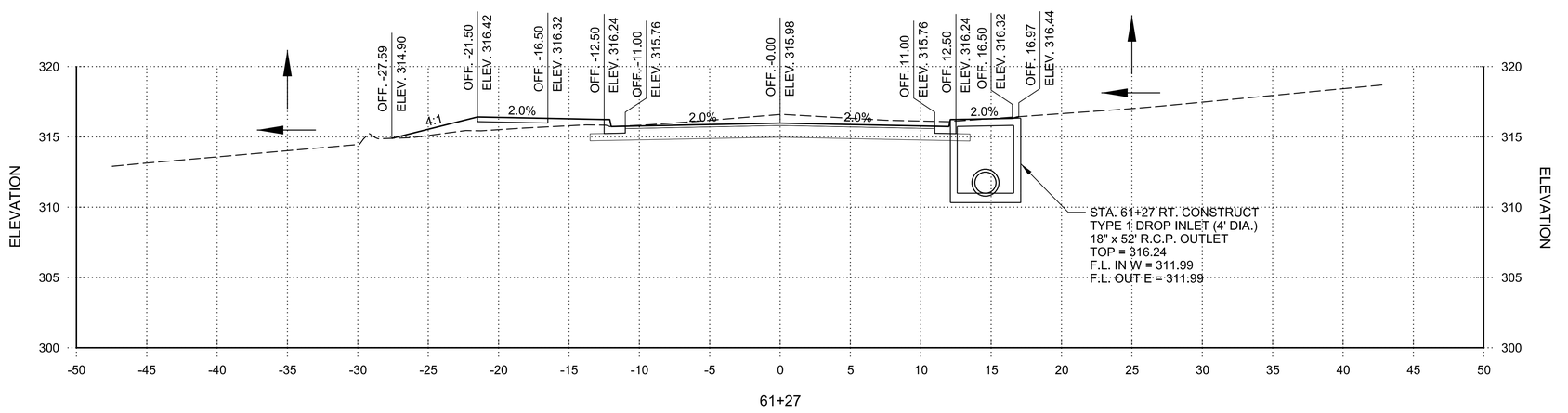
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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

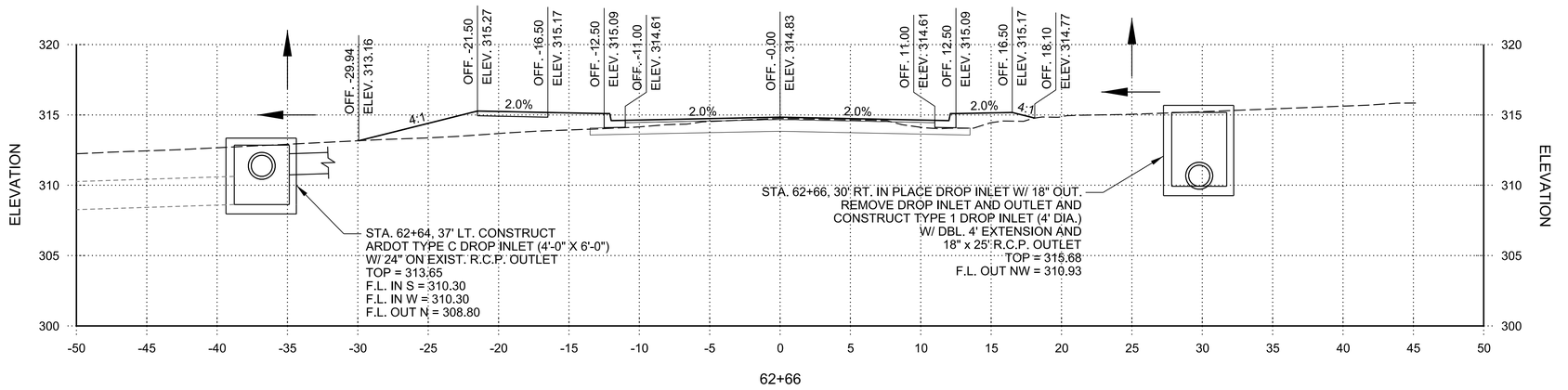
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DATE: SEPT. 2021
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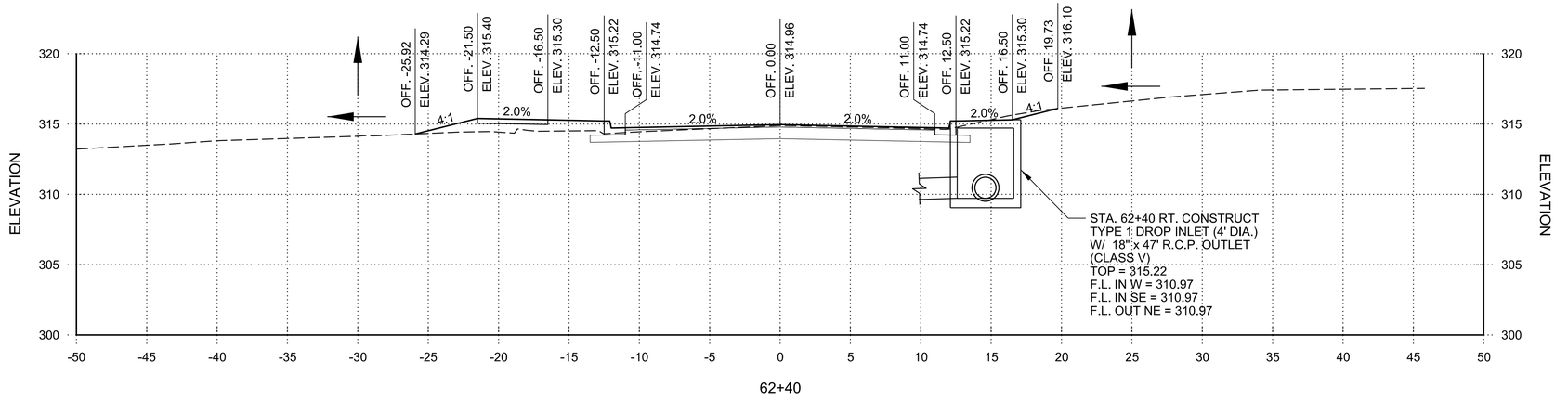
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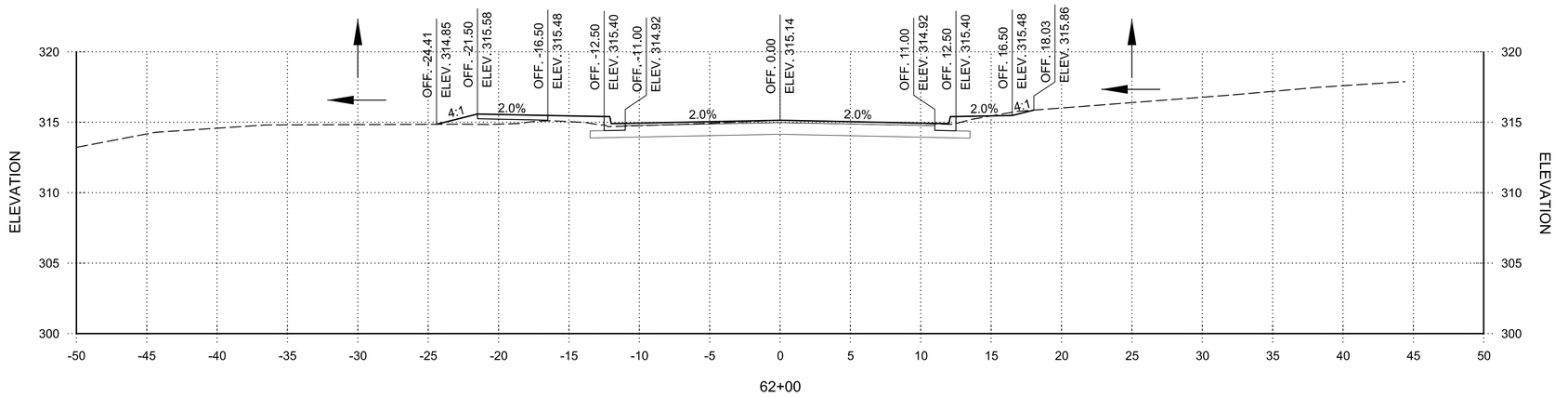
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ARKANSAS ENGINEER

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

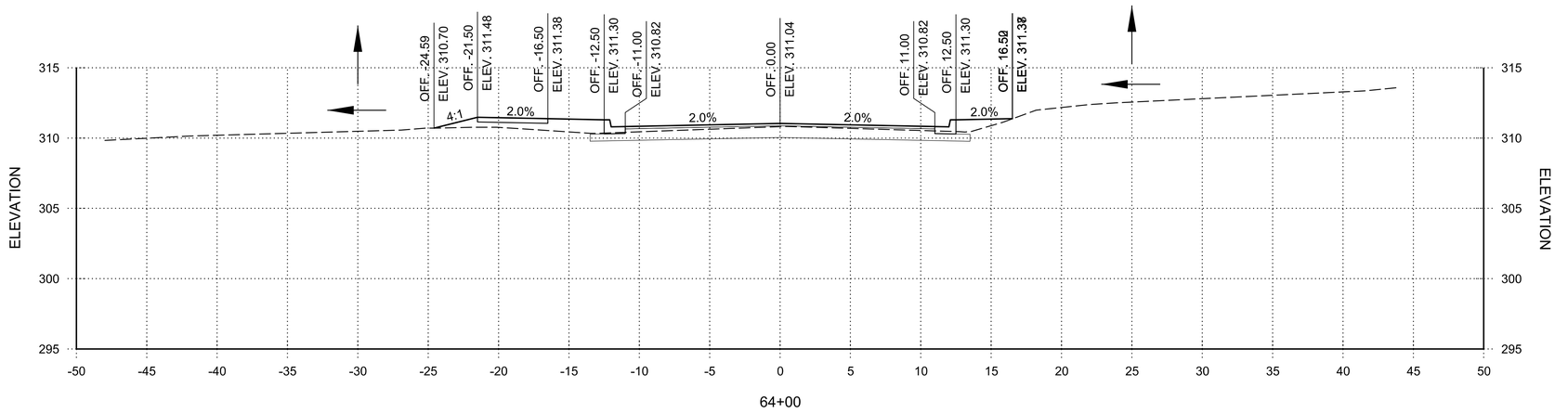
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DATE: SEPT. 2021
DESIGNED BY: CMC
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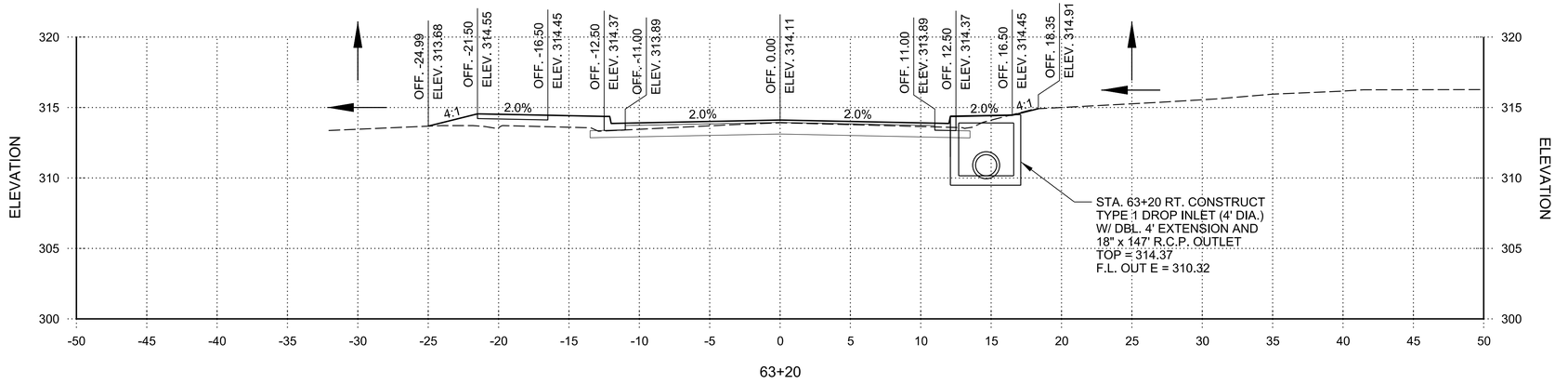
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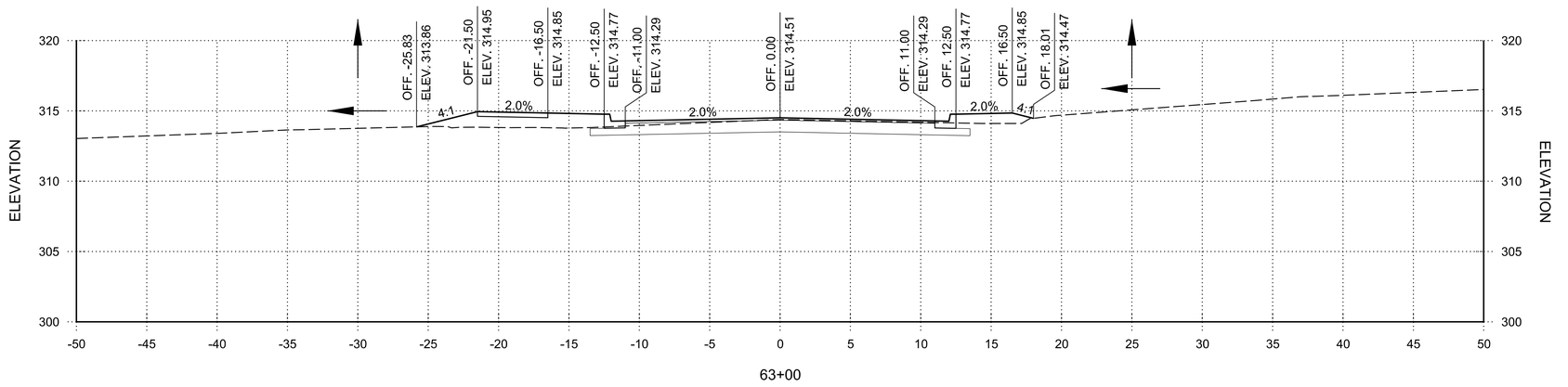
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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

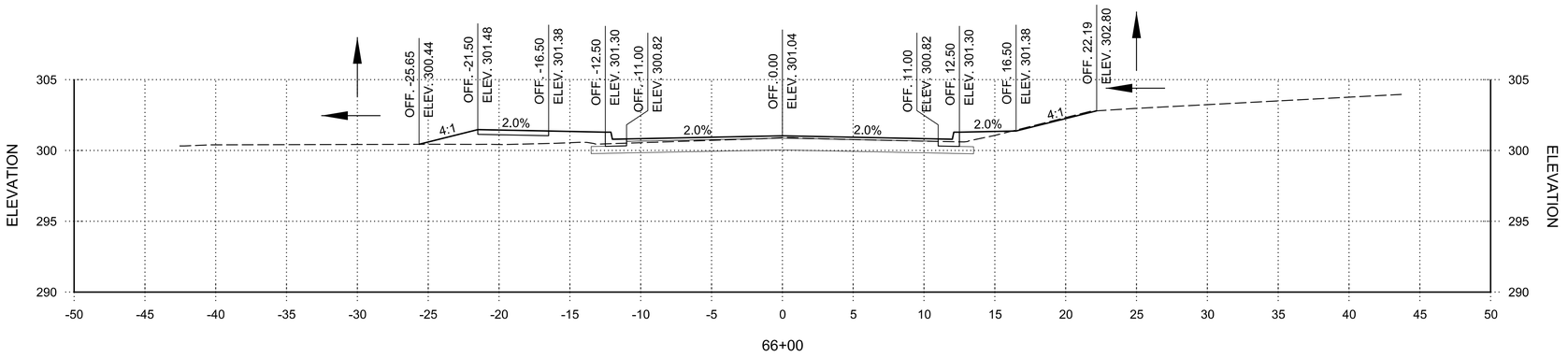
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DATE: SEPT. 2021
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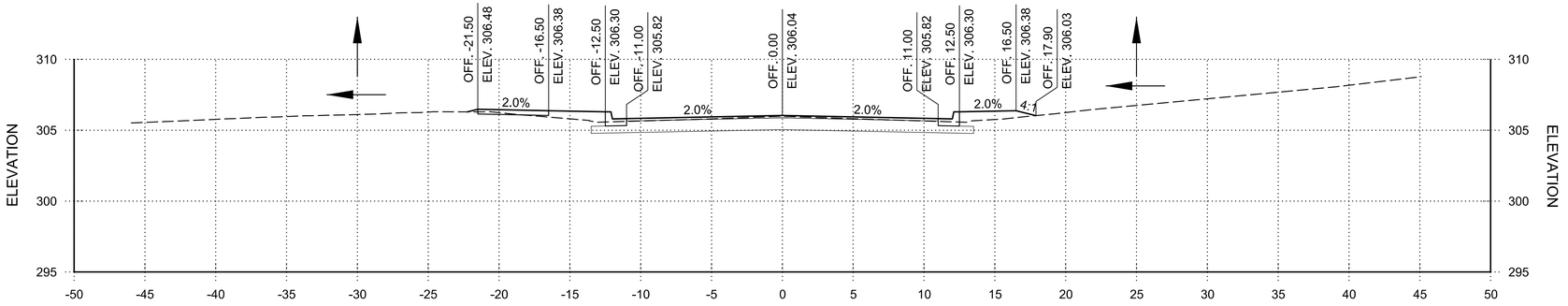
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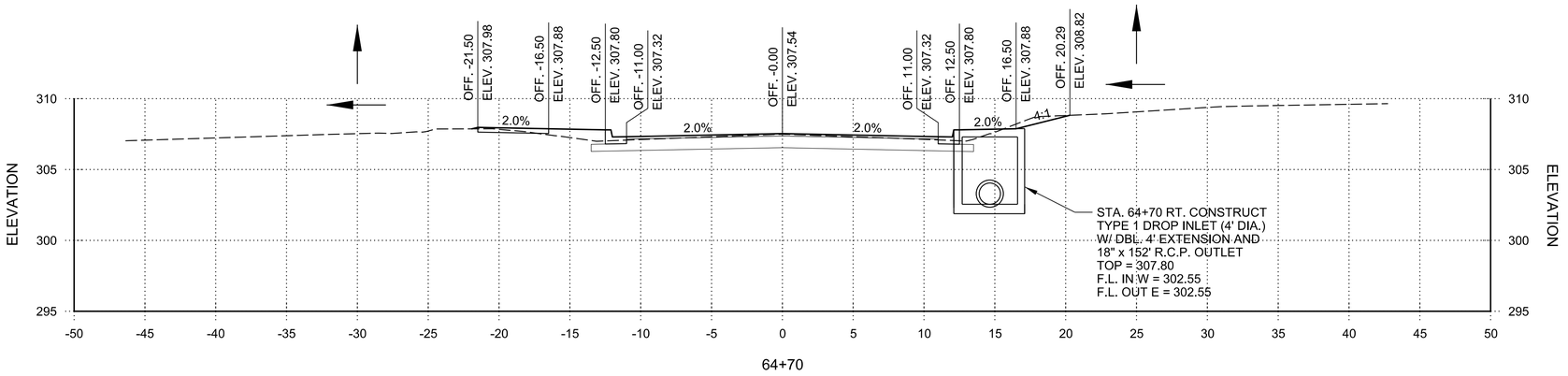
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LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

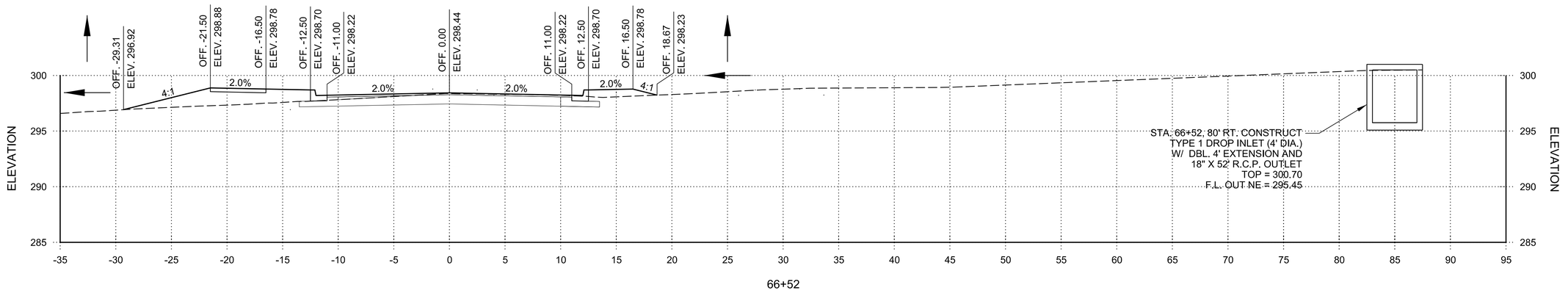
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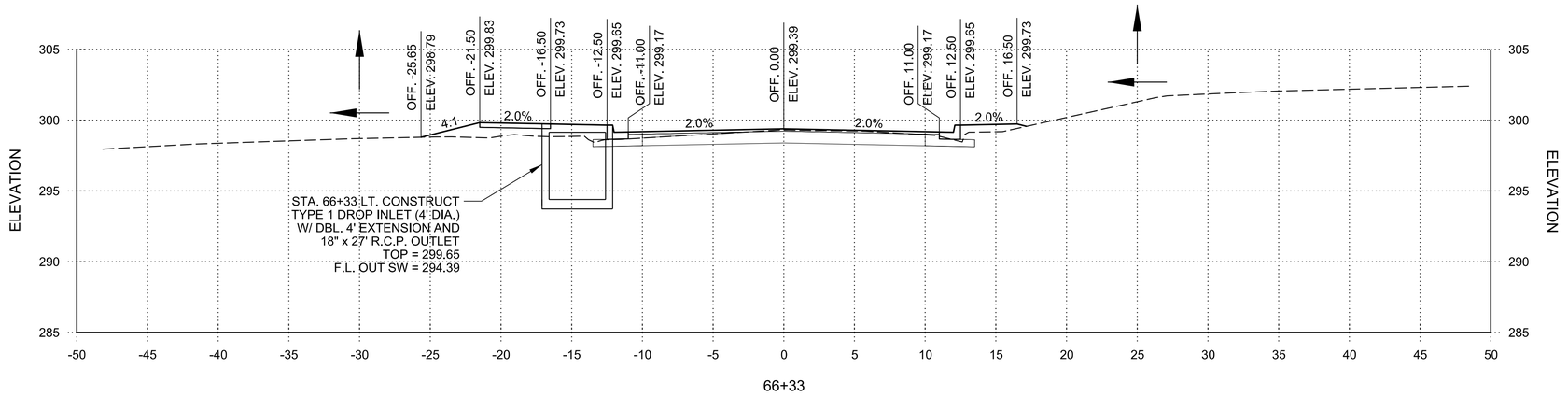
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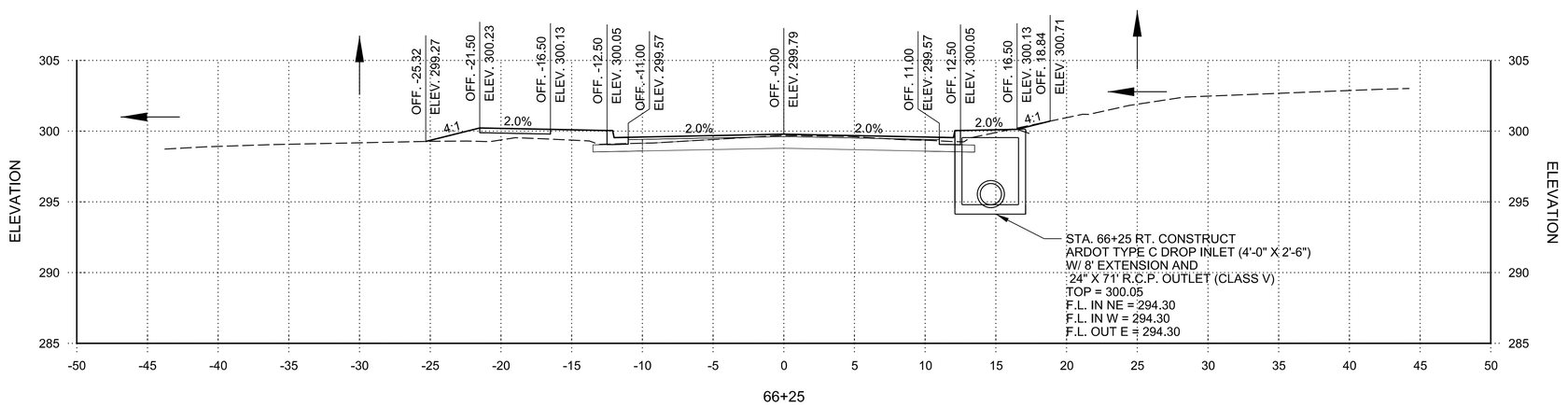
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CHARLES M. CULLEN

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PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
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BEACONSFIELD RD.

CROSS SECTIONS

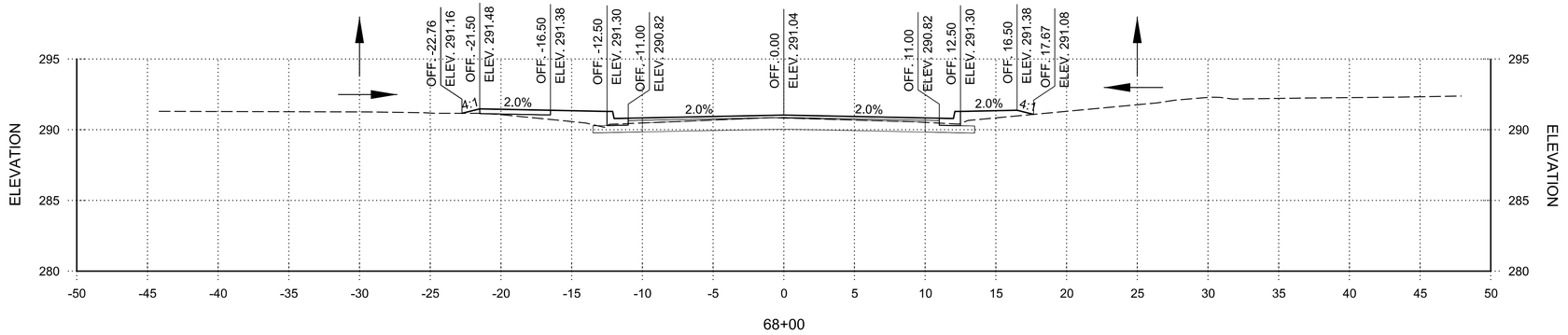
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DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

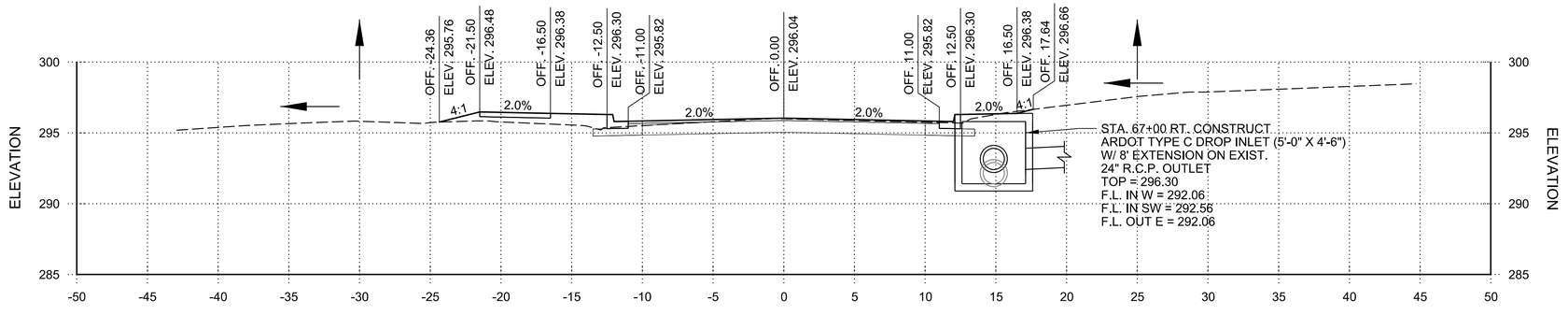
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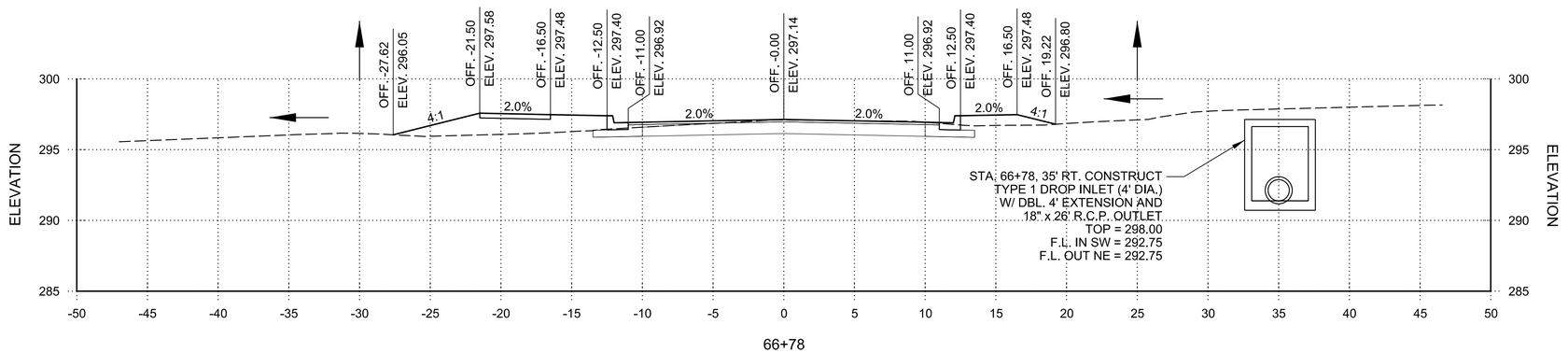
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STA. 66+78 TO STA. 68+00
COUNTRY CLUB RD.

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CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

Digitally Signed 09/10/2021

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

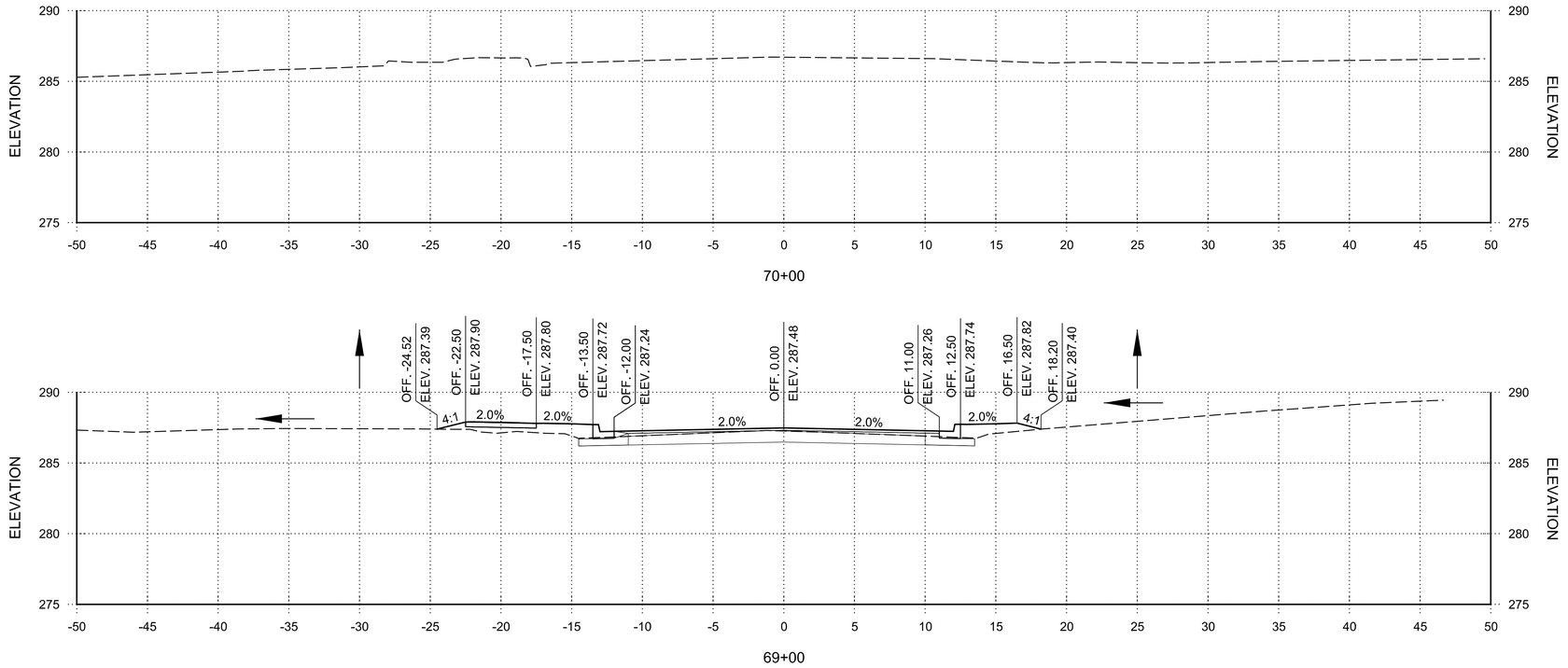
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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DRAWING NUMBER
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STA. 69+00 TO STA. 70+00
COUNTRY CLUB RD.

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ARKANSAS ENGINEER

STATE OF
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LICENSED
PROFESSIONAL
ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

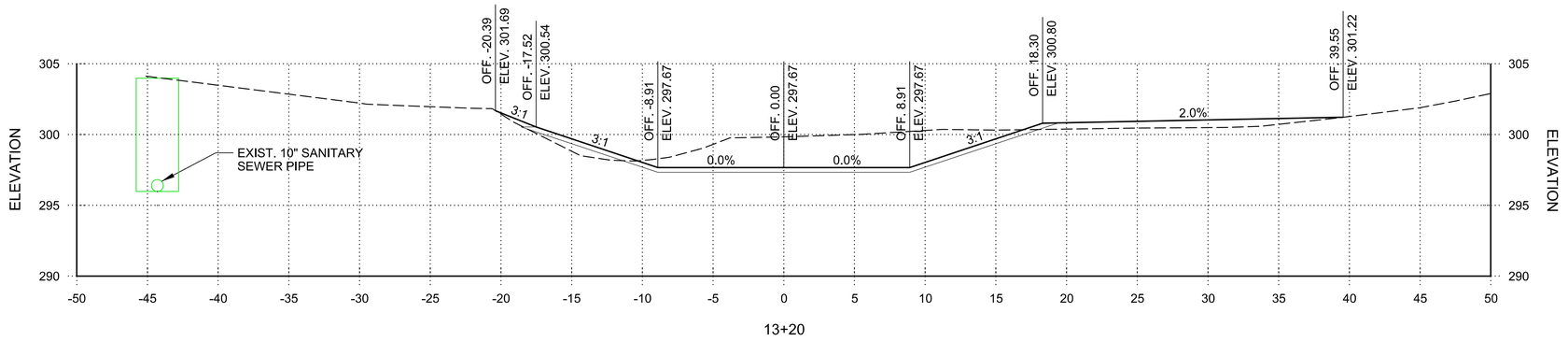
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DATE: SEPT. 2021
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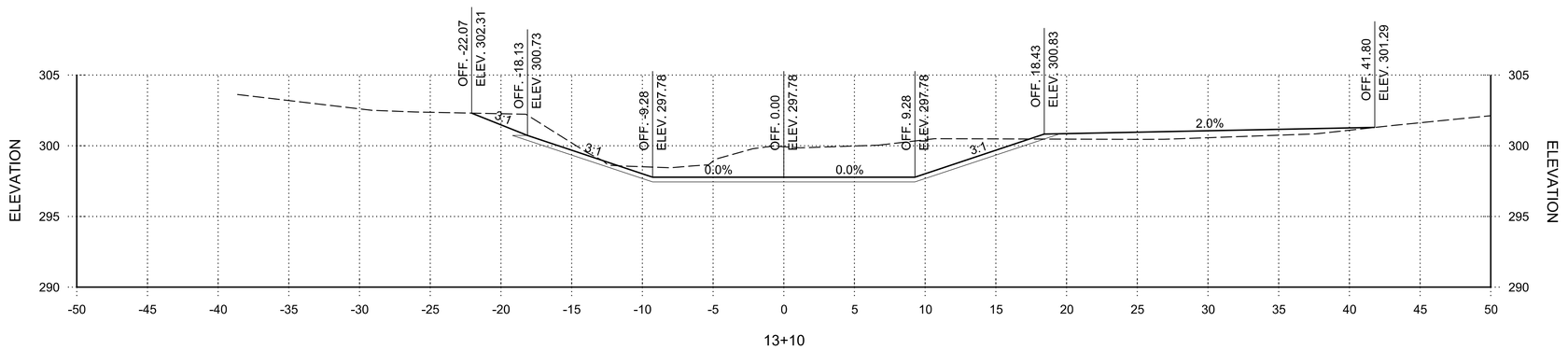
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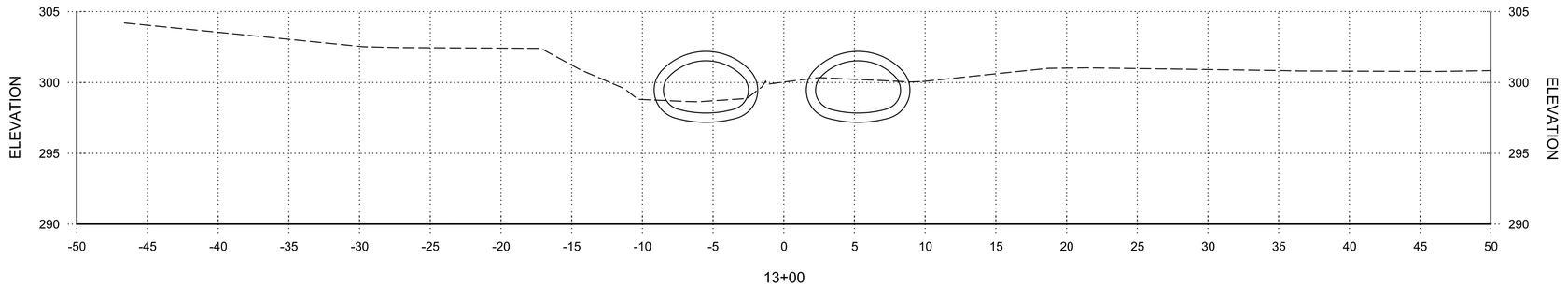



13+20




13+10

STA. 13+04
BEGIN BEVERLY DRAINAGE DITCH




13+00

BEVERLY DRAINAGE
STA. 13+00 TO STA. 13+20

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

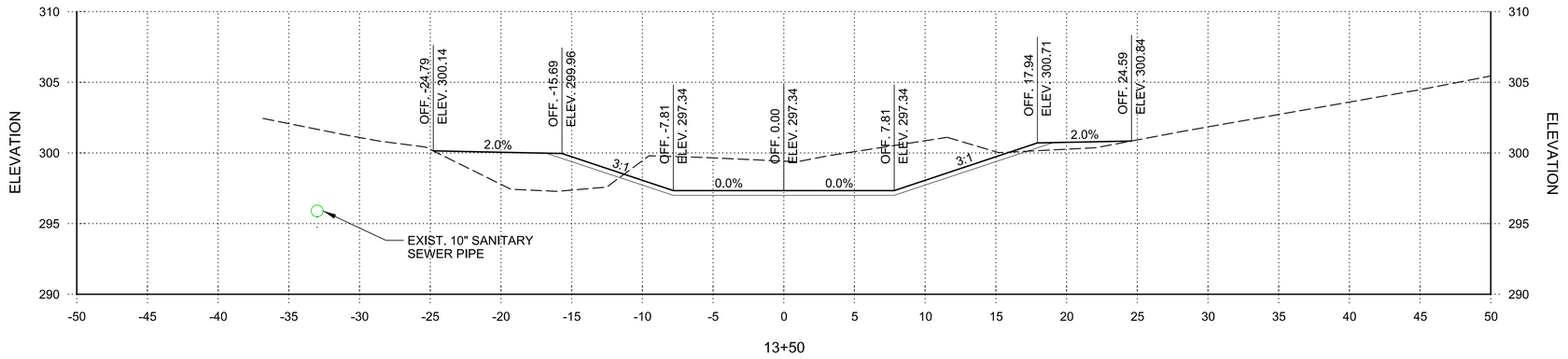
JOB NO.: 18017180
DATE: SEPT. 2021
DESIGNED BY: CMC
DRAWN BY: AMW

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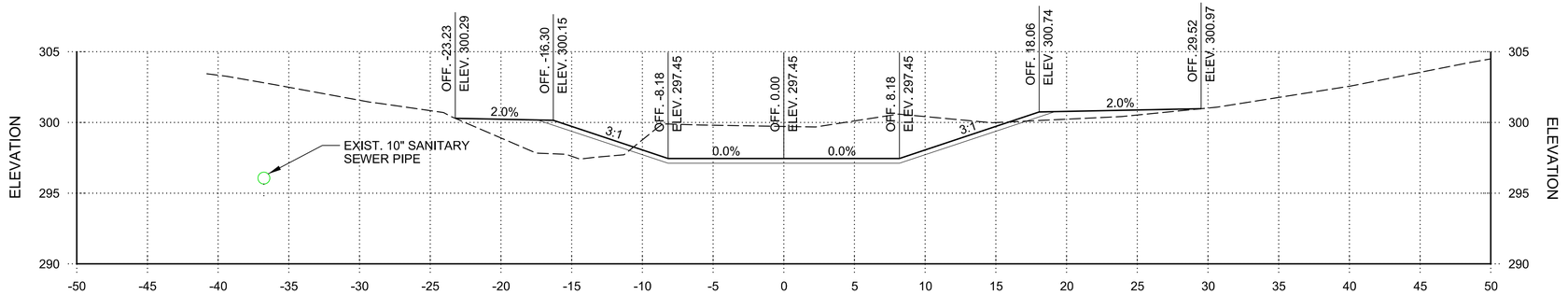
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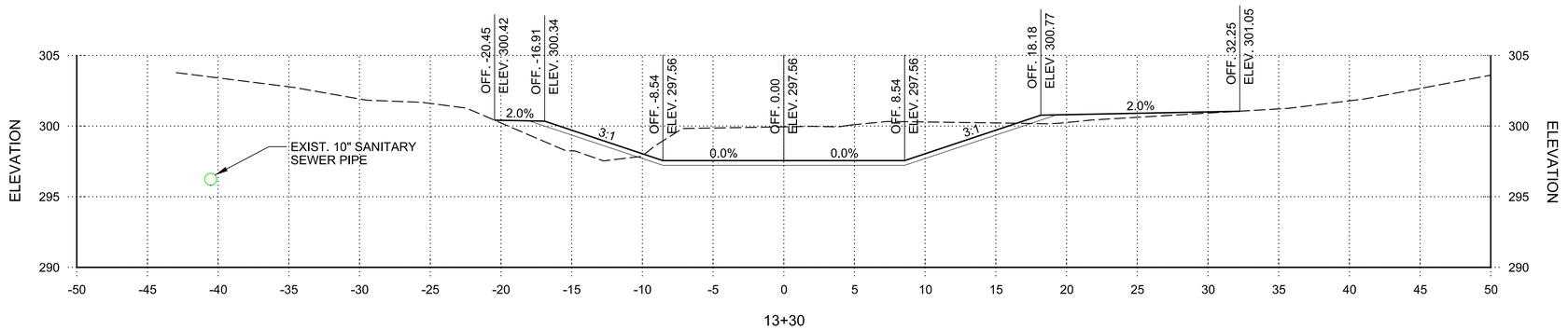
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13+50




13+40




13+30

BEVERLY DRAINAGE
STA. 13+30 TO STA. 13+50

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

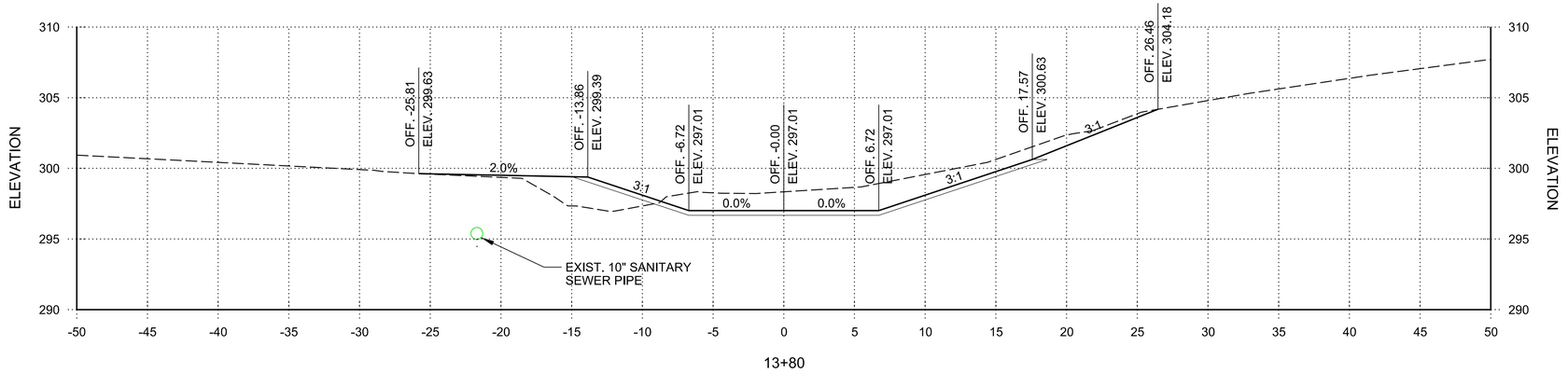
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DATE: SEPT. 2021
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DRAWN BY: AMW

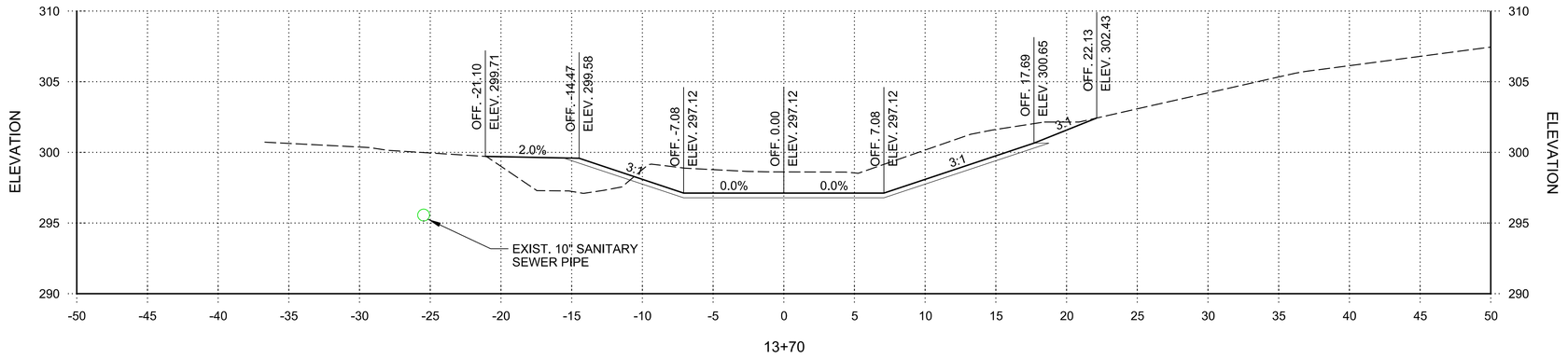
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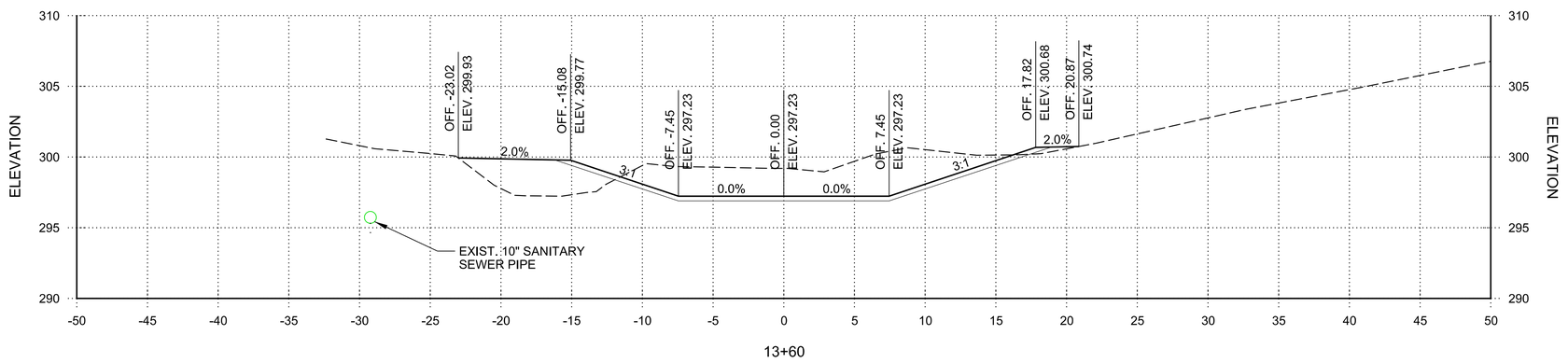
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BEVERLY DRAINAGE
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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

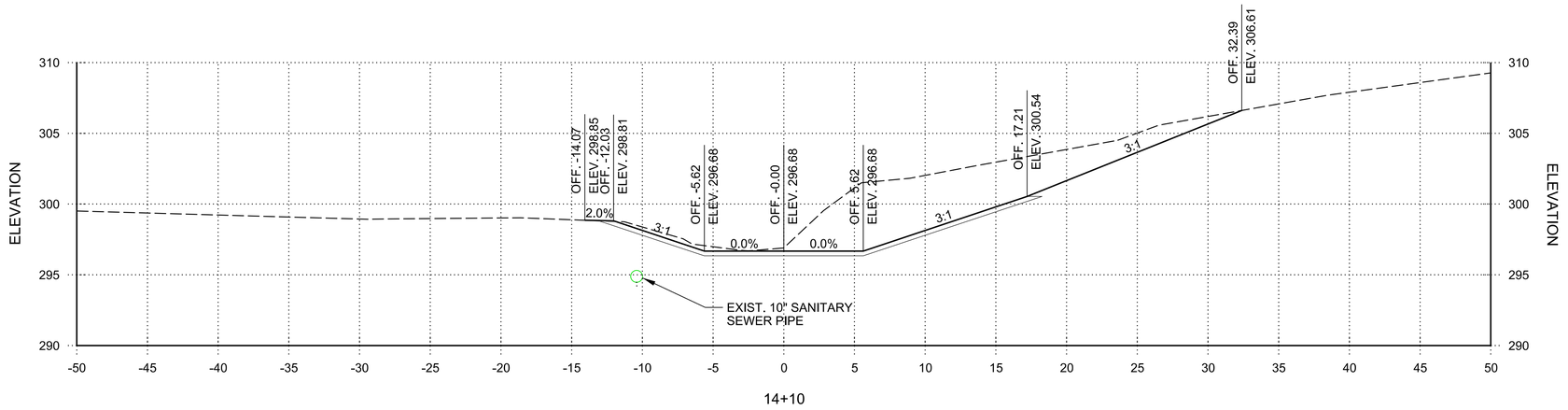
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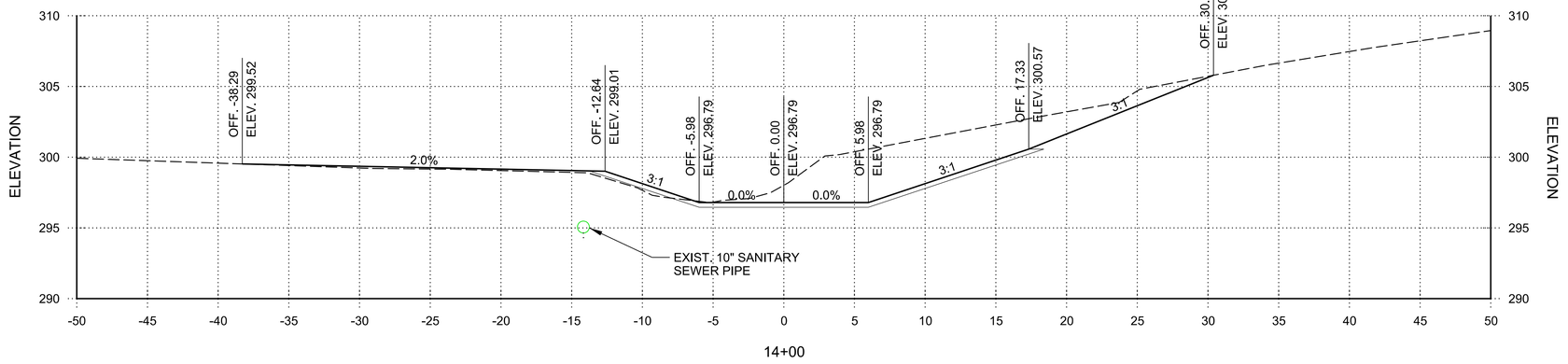
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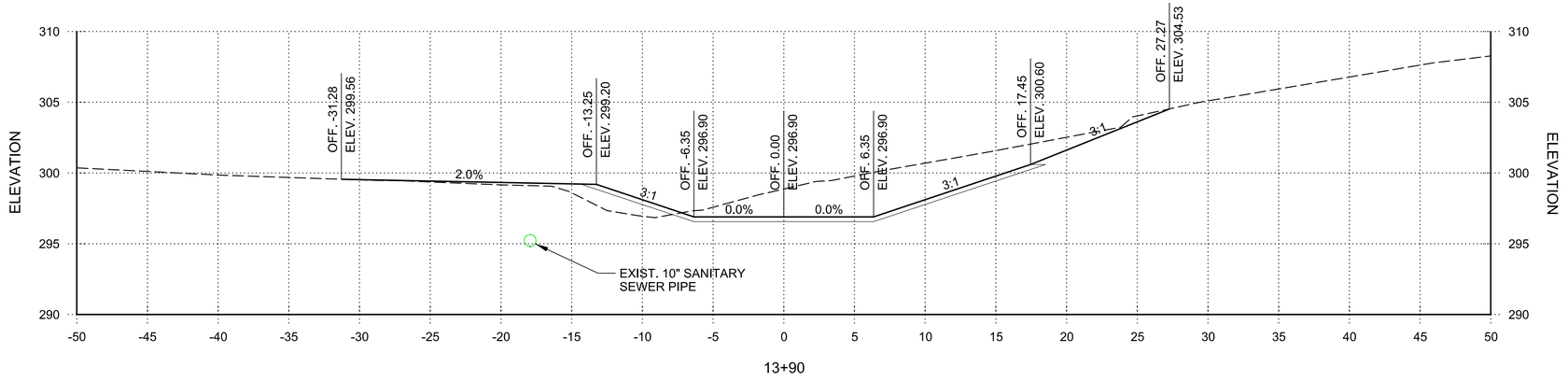
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BEVERLY DRAINAGE
STA. 13+90 TO STA. 14+10

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No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD. IMPROVEMENTS
NORTH HILLS BLVD. - BEACONSFIELD RD.

CROSS SECTIONS

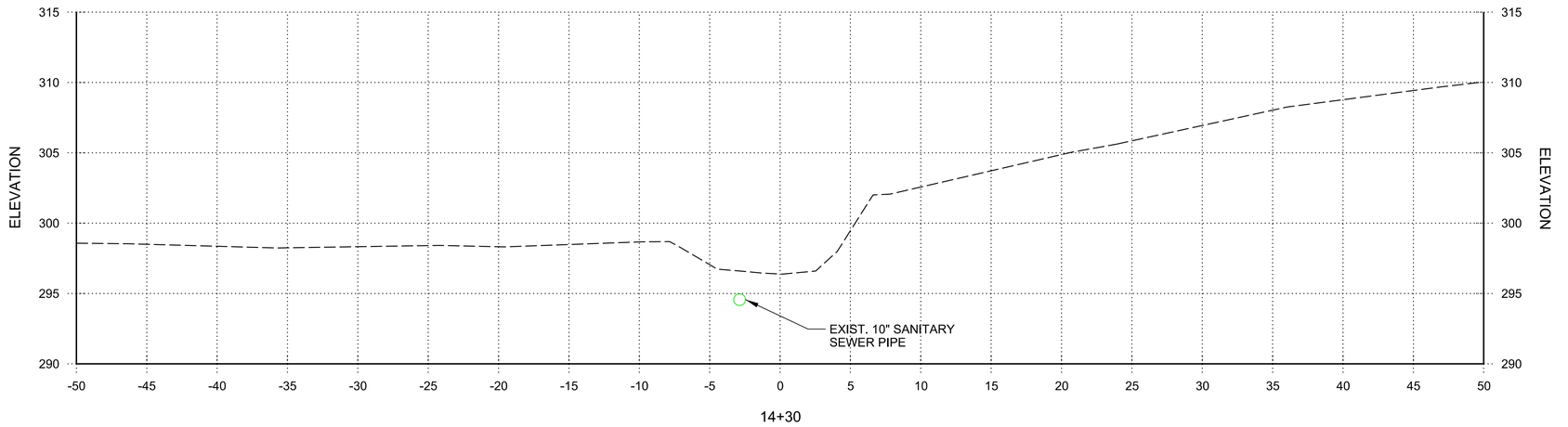
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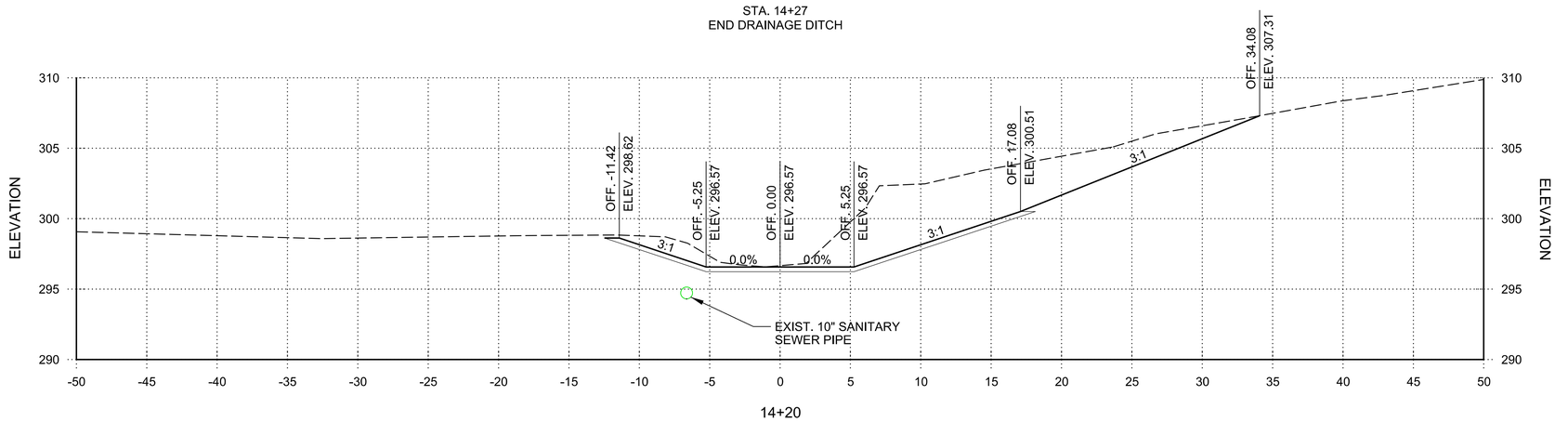
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14+30




14+20

BEVERLY DRAINAGE
STA. 14+20 TO STA. 14+38

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ENGINEER
No.16145
CHARLES M. CULLEN

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CITY OF SHERWOOD
PULASKI COUNTY, ARKANSAS

COUNTRY CLUB RD.
IMPROVEMENTS
NORTH HILLS BLVD. -
BEACONSFIELD RD.

CROSS SECTIONS

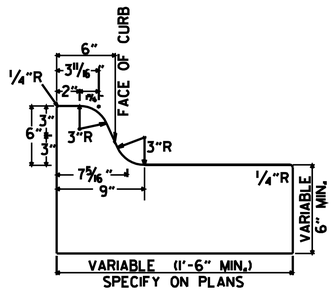
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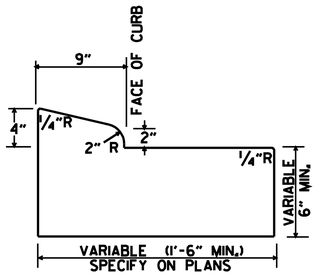
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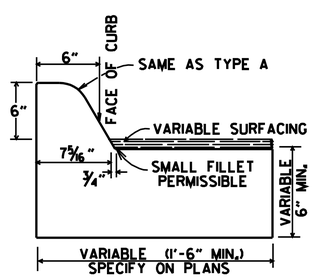
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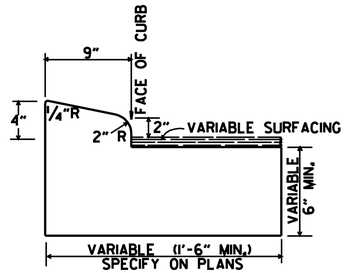

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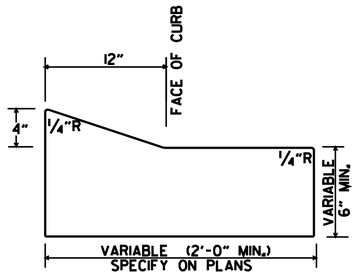

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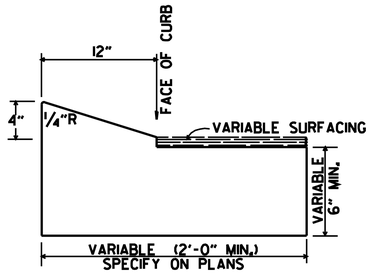

TYPE C




TYPE B-2

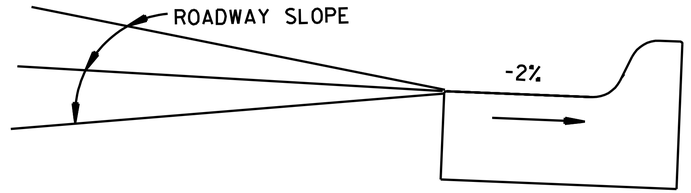



TYPE E-1



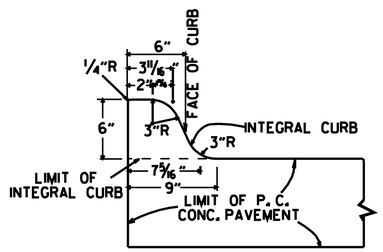

TYPE E-2

# CONCRETE COMBINATION CURB AND GUTTER

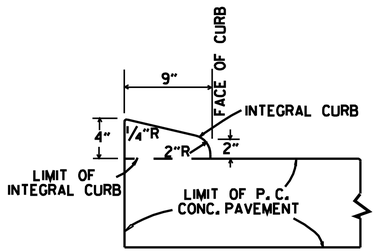



## DETAIL OF GUTTER SLOPE

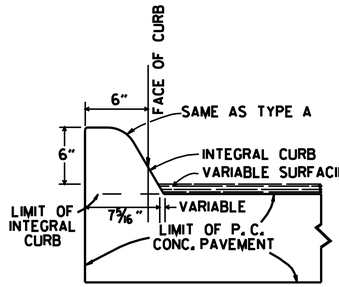
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.




TYPE A

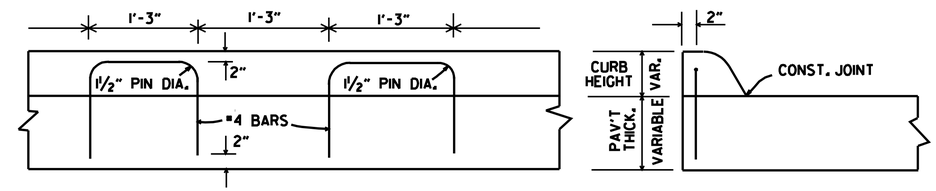



TYPE B

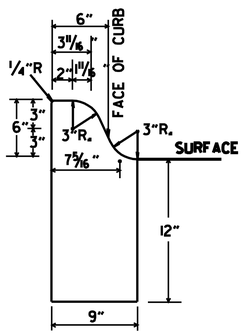



TYPE C

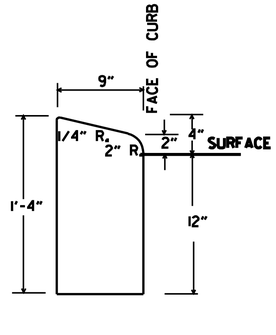
## INTEGRAL CURB



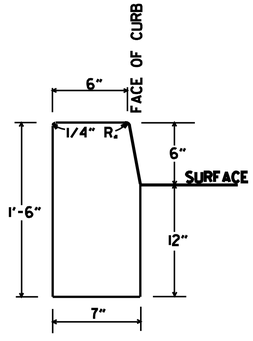

## ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



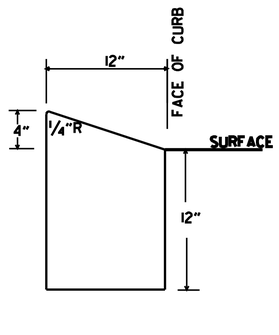

TYPE A




TYPE B

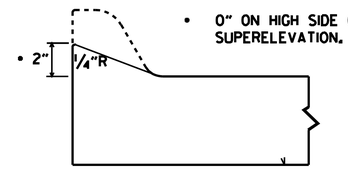



TYPE D




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.

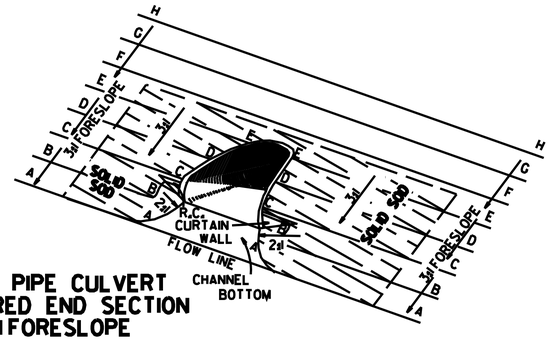
## DETAILS OF MODIFIED CURB

| 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 | VARIBLE DEPTH TYPE A & B I | 11-30-89 |
| 7-15-88 | REVISED MODIFIED CURB | 630-7-15-88 |
| 11-1-73 | REVISED MODIFIED CURB | 500-11-1-73 |
| 10-2-72 | REVISED AND REDRAWN | 52-10-2-72 |

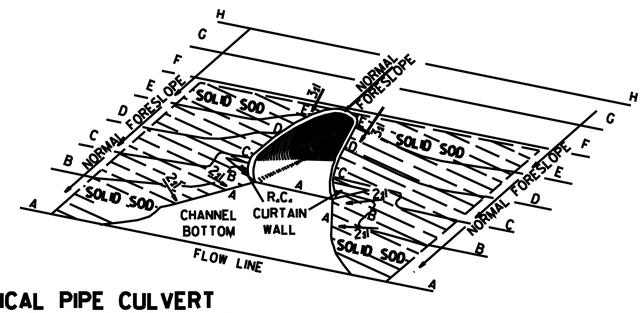
ARKANSAS STATE HIGHWAY COMMISSION

# CURBING DETAILS

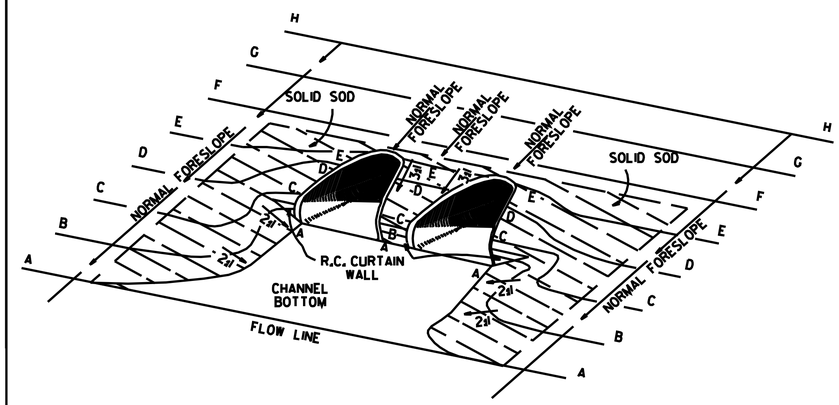
STANDARD DRAWING CG-1



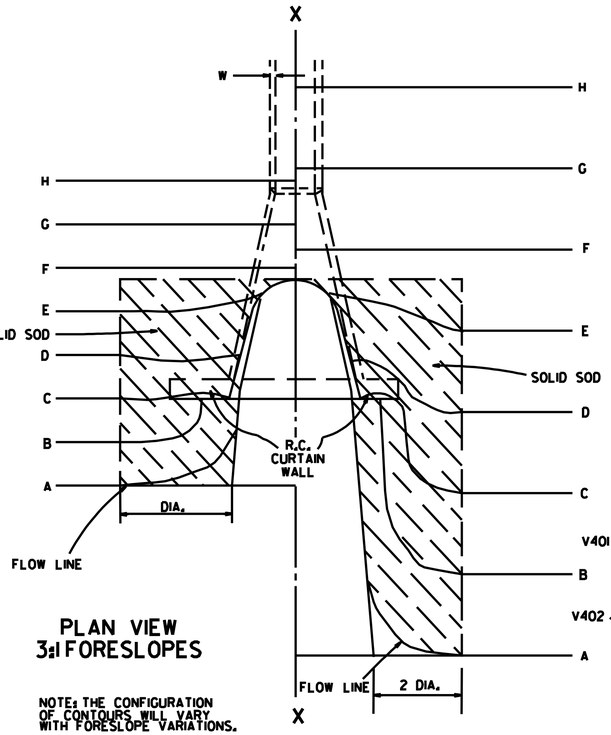

TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE




TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES




TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES




PLAN VIEW
3:1 FORESLOPES

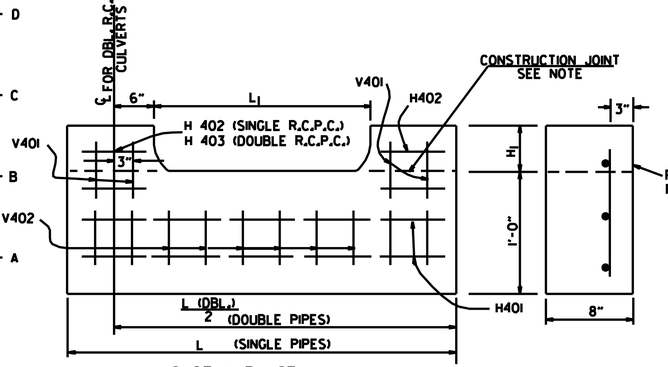
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

## R.C. CURTAIN WALL
## DIMENSIONS & QUANTITIES

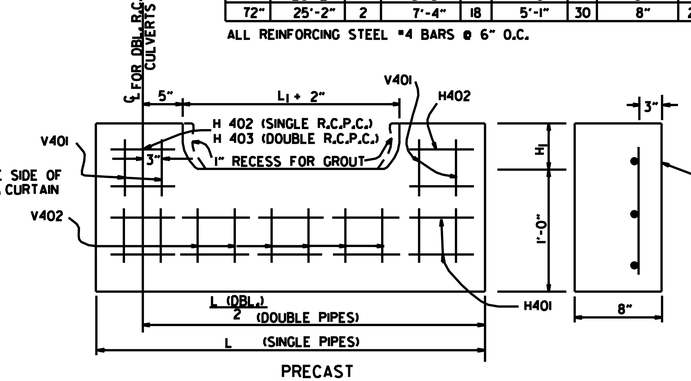
| PIPE DIA. | $H_1$ | $L_1$ | L | L (DBL.)/2 | SINGLE R.C.P.C. | | DOUBLE R.C.P.C. | |
|---|---|---|---|---|---|---|---|---|
| | | | | | CONC. | REINF. STEEL | CONC. | REINF. STEEL |
| | | | | | CU. YDS. | LBS. | CU. YDS. | LBS. |
| 18" | 11½" | 3'-5" | 8'-0" | 6'-3" | 0.31 | 27.7 | 0.45 | 39.5 |
| 24" | 1'-0½" | 4'-6" | 9'-6" | 7'-6" | 0.37 | 33.4 | 0.53 | 48.0 |
| 30" | 1'-3½" | 5'-7" | 11'-0" | 9'-0" | 0.45 | 39.0 | 0.67 | 59.0 |
| 36" | 1'-7" | 6'-8" | 13'-0" | 10'-6" | 0.58 | 52.6 | 0.83 | 73.9 |
| 42" | 2'-1½" | 7'-3" | 15'-6" | 12'-0" | 0.82 | 77.1 | 1.10 | 100.7 |
| 48" | 2'-5" | 7'-10" | 17'-0" | 13'-0" | 0.98 | 94.9 | 1.27 | 120.4 |
| 54" | 2'-9½" | 8'-5" | 18'-6" | 14'-0" | 1.16 | 115.8 | 1.47 | 143.7 |
| 60" | 3'-4" | 9'-0" | 20'-6" | 15'-6" | 1.47 | 149.7 | 1.84 | 180.3 |
| 72" | 4'-5" | 10'-2" | 25'-6" | 18'-6" | 2.31 | 232.6 | 2.73 | 271.0 |

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.




CAST-IN-PLACE

NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.




PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS

## REINFORCING STEEL SCHEDULE

| PIPE DIA. | SINGLE R.C. PIPE CULVERT | | | | | | | | DOUBLE R.C. PIPE CULVERT | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H401 | | H402 | | V401 | | V402 | | H401 | | H402 | | H403 | | V401 | | V402 | |
| | L | NO. | L | NO. | L | NO. | L | NO. | L | NO. | L | NO. | L | NO. | L | NO. | L | NO. |
| 18" | 7'-8" | 2 | 1'-11½" | 4 | 1'-7½" | 8 | 8" | 8 | 12'-2" | 2 | 1'-11½" | 4 | 8" | 2 | 1'-7½" | 10 | 8" | 14 |
| 24" | 9'-2" | 2 | 2'-2" | 4 | 1'-8½" | 10 | 8" | 9 | 14'-8" | 2 | 2'-2" | 4 | 8" | 2 | 1'-8½" | 12 | 8" | 18 |
| 30" | 10'-8" | 2 | 2'-4½" | 4 | 1'-11½" | 10 | 8" | 12 | 17'-8" | 2 | 2'-4½" | 4 | 8" | 2 | 1'-11½" | 14 | 8" | 22 |
| 36" | 12'-8" | 2 | 2'-10" | 6 | 2'-3" | 12 | 8" | 14 | 20'-8" | 2 | 2'-10" | 6 | 8" | 3 | 2'-3" | 14 | 8" | 28 |
| 42" | 15'-2" | 2 | 3'-9½" | 8 | 2'-9½" | 16 | 8" | 15 | 23'-8" | 2 | 3'-9½" | 8 | 8" | 4 | 2'-9½" | 18 | 8" | 30 |
| 48" | 16'-8" | 2 | 4'-3" | 10 | 3'-1" | 18 | 8" | 16 | 25'-8" | 2 | 4'-3" | 10 | 8" | 5 | 3'-1" | 20 | 8" | 32 |
| 54" | 18'-2" | 2 | 4'-8½" | 12 | 3'-5½" | 20 | 8" | 17 | 27'-8" | 2 | 4'-9" | 12 | 8" | 6 | 3'-5½" | 22 | 8" | 34 |
| 60" | 20'-2" | 2 | 5'-5" | 14 | 4'-0" | 24 | 8" | 18 | 30'-8" | 2 | 5'-5" | 14 | 8" | 7 | 4'-0" | 26 | 8" | 36 |
| 72" | 25'-2" | 2 | 7'-4" | 18 | 5'-1" | 30 | 8" | 20 | 36'-8" | 2 | 7'-4" | 18 | 8" | 9 | 5'-1" | 33 | 8" | 40 |

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

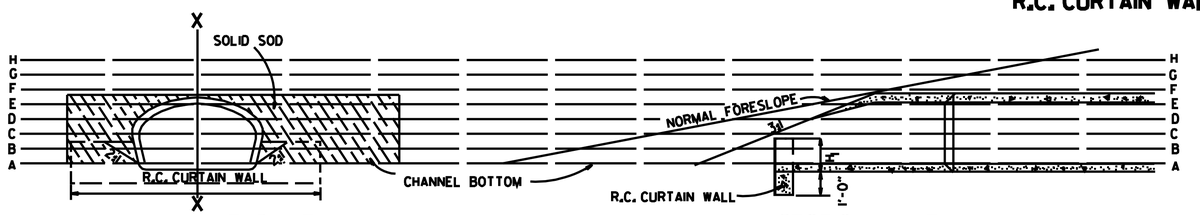
## SOLID SODDING

| PIPE DIA. | SINGLE R.C.P.C. | | | DOUBLE R.C.P.C. | | |
|---|---|---|---|---|---|---|
| | 3:1 | 4:1 | 6:1 | 3:1 | 4:1 | 6:1 |
| | SQ. YDS. | | | SQ. YDS. | | |
| 18" | 5 | 7 | 12 | 6 | 8 | 13 |
| 24" | 8 | 12 | 19 | 9 | 13 | 20 |
| 30" | 13 | 18 | 29 | 14 | 19 | 30 |
| 36" | 17 | 26 | 41 | 18 | 28 | 43 |
| 42" | 23 | 35 | 55 | 25 | 37 | 57 |
| 48" | 29 | 46 | 68 | 31 | 48 | 70 |
| 54" | 35 | 57 | 85 | 37 | 59 | 87 |
| 60" | 45 | 62 | 104 | 48 | 65 | 107 |
| 72" | 64 | 92 | 156 | 67 | 95 | 159 |

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE; FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.




END VIEW

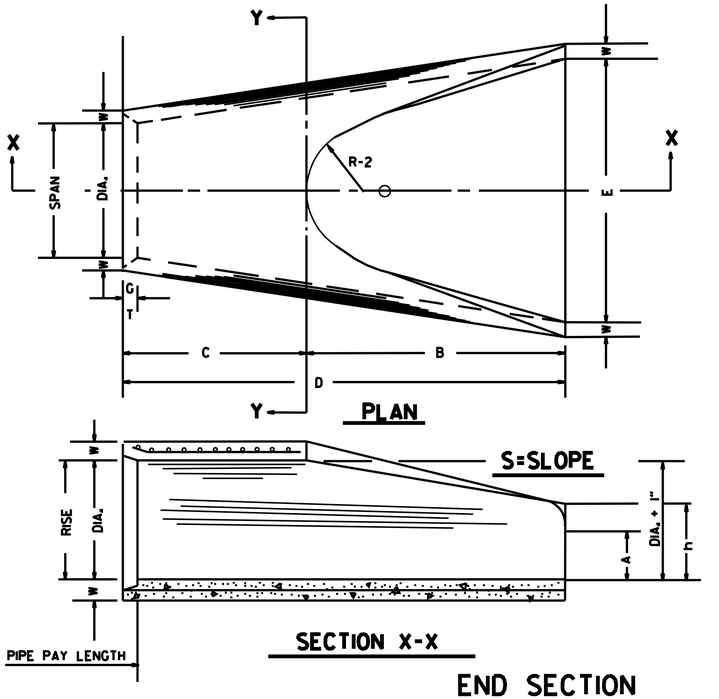
SECTIONAL VIEW "X-X"

| DATE | REVISION | FILMED |
|---|---|---|
| 10-18-96 | ADDED NOTE TO SOLID SODDING | |
| 10-12-95 | CORRECTED SPELLING | |
| 11- 3-94 | ADDED GENERAL NOTE NO. 4 | |
| 8-15-91 | REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT. | |
| 3-2-81 | ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES | |
| 5-15-80 | ADDED PRECAST WALL & GENERAL NOTES | |
| 10-2-72 | REVISED AND REDRAWN | |

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

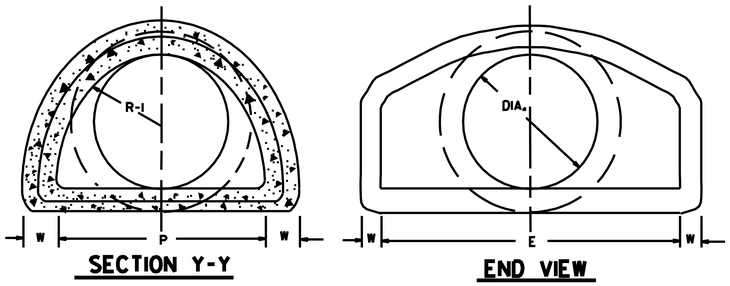
STANDARD DRAWING FES-1




# END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS

## TABLE OF DIMENSIONS

| DIA. | WALL | A | B | C | D | E | S | DIA. + 1" | P | R-1 | R-2 | G-T | WT. | h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18" | 2½" | 9" | 2'-3" | 3'-10" | 6'-1" | 3'-0" | 3st | 19" | 29" | 15½" | 12" | 2" | 1000 | 1'-0½" |
| 24" | 3" | 9½" | 3'-7½" | 2'-6" | 6'-1½" | 4'-0" | 3st | 25" | 33 3/16" | 16 1/16" | 14" | 2½" | 1600 | 1'-1½" |
| 30" | 3½" | 1'-0" | 4'-6" | 1'-7¾" | 6'-1¾" | 5'-0" | 3st | 31" | 37" | 18½" | 15" | 3¼" | 1940 | 1'-4 5/16" |
| 36" | 4" | 1'-3" | 5'-3" | 2'-10¾" | 8'-1¾" | 6'-0" | 3st | 37" | 47 1/16" | 24 5/16" | 20" | 3½" | 4100 | 1'-8" |
| 42" | 4½" | 1'-9" | 5'-3" | 2'-11" | 8'-2" | 6'-6" | 3st | 43" | 53 1/16" | 27½" | 22" | 3½" | 5380 | 2'-2½" |
| 48" | 5" | 2'-0" | 6'-0" | 2'-2" | 8'-2" | 7'-0" | 3st | 49" | 56½" | 28½" | 22" | 3½" | 6550 | 2'-6" |
| 54" | 5½" | 2'-4" | 6'-6" | 1'-10" | 8'-4" | 7'-6" | 3st | 55" | 65½" | 33 1/16" | 24" | 4" | 8750 | 2'-10½" |
| 60" | 6" | 2'-10" | 6'-6" | 1'-10" | 8'-4" | 8'-0" | 3st | 61" | 72½" | 36 11/16" | 24" | 4" | 9270 | 3'-5" |
| 72" | 7" | 3'-10" | 6'-6" | 1'-10" | 8'-4" | 9'-0" | 3st | 73" | 77 1/16" | 38 5/16" | 24" | 5" | 13250 | 4'-6" |

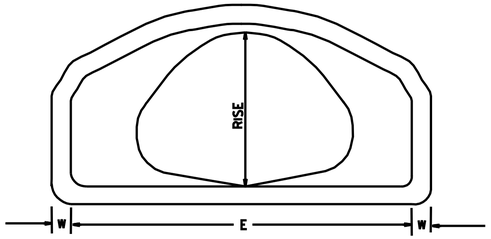



NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

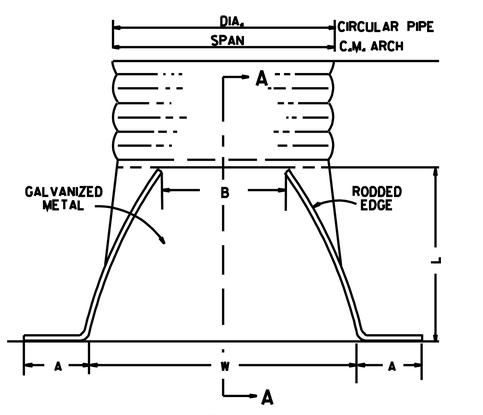
## ARCH PIPE

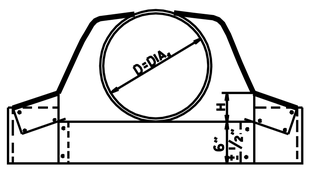
| EQUIV. DIA. | • SPAN AASHTO M 206 | • SPAN AHD NOMINAL | • RISE AASHTO M 206 | • RISE AHD NOMINAL | W | A | B | C | D | E | P | R2 | G-T | S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INCHES | | | | | | | | | | | | | |
| 15 | 18 | 18 | 11 | 11 | 2" | 4" | 2'-0" | 4'-0" | 6'-0" | 3'-0" | 29" | 12" | 1½" | 2¼st |
| 18 | 22 | 22 | 13½ | 14 | 2½" | 5" | 2'-0" | 4'-1" | 6'-1" | 3'-6" | 32⅛" | 13" | 2½" | 2¼st |
| 21 | 26 | 26 | 15½ | 16 | 2¾" | 7" | 2'-3" | 3'-10" | 6'-1" | 4'-0" | 34⅛" | 14" | 2½" | 2¼st |
| 24 | 28½ | 29 | 18 | 18 | 3" | 9" | 2'-3" | 3'-10" | 6'-1" | 5'-0" | 36 5/16" | 15" | 2½" | 2¼st |
| 30 | 36¼ | 36 | 22½ | 23 | 3½" | 10" | 3'-1" | 3'-0½" | 6'-1½" | 6'-0" | 47 1/16" | 20" | 3" | 2¼st |
| 36 | 43¾ | 44 | 26⅝ | 27 | 4" | 10½" | 4'-0" | 2'-1½" | 6'-1½" | 6'-6" | 54⅝" | 22" | 3½" | 2¼st |
| 42 | 51⅛ | 51 | 31⅝ | 31 | 4½" | 11½" | 4'-7" | 1-10¼" | 6'-5¼" | 7'-2" | 59½" | 23" | 3¾" | 2¼st |
| 48 | 58½ | 59 | 36 | 36 | 5" | 1'-3" | 5'-3" | 2'-10¾" | 8'-1¾" | 7'-10" | 70⅜" | 24" | 4¼" | 2¼st |
| 54 | 65 | 65 | 40 | 40 | 5½" | 1'-7" | 5'-3" | 2'-11" | 8'-2" | 8'-6" | 72 1/16" | 24" | 4¾" | 2¼st |
| 60 | 73 | 73 | 45 | 45 | 6" | 1'-10" | 5'-6" | 2'-8" | 8'-2" | 9'-0" | 77 1/16" | 24" | 5" | 2¼st |

• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

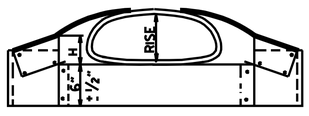



END VIEW
CONCRETE ARCH PIPE




CIRCULAR PIPE




C.M. ARCH PIPE

## CIRCULAR PIPE

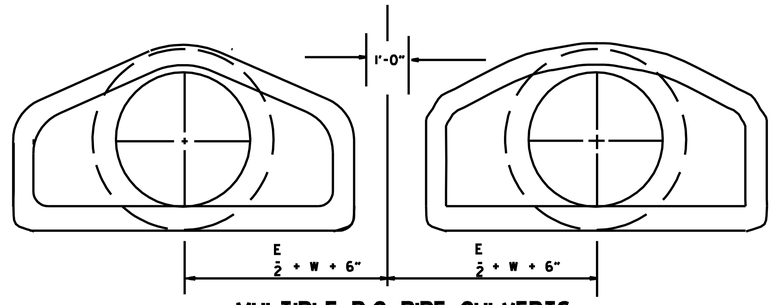
| D. DIA. | GAUGE | A 1" ± | B. MAX. | H 1" ± | L 1½" ± | W 2" ± | S |
|---|---|---|---|---|---|---|---|
| | | INCHES | | | | | |
| 12 | 16 | 6 | 6 | 6 | 21 | 24 | 2½st |
| 15 | 16 | 7 | 8 | 6 | 26 | 30 | 2½st |
| 18 | 16 | 8 | 10 | 6 | 31 | 36 | 2½st |
| 21 | 16 | 9 | 12 | 6 | 36 | 42 | 2½st |
| 24 | 16 | 10 | 13 | 6 | 41 | 48 | 2½st |
| 30 | 14 | 12 | 16 | 8 | 51 | 60 | 2½st |
| 36 | 14 | 14 | 19 | 9 | 60 | 72 | 2½st |
| 42 | 12 | 16 | 22 | 11 | 69 | 84 | 2½st |
| 48 | 12 | 18 | 27 | 12 | 78 | 90 | 2½st |
| 54 | 12 | 18 | 30 | 12 | 84 | 102 | 2st |
| 60 | 12 | 18 | 33 | 12 | 87 | 114 | 1½st |
| 66 | 12 | 18 | 36 | 12 | 87 | 120 | 1½st |
| 72 | 12 | 18 | 39 | 12 | 87 | 126 | 1 1/3st |

## C.M. ARCH PIPE

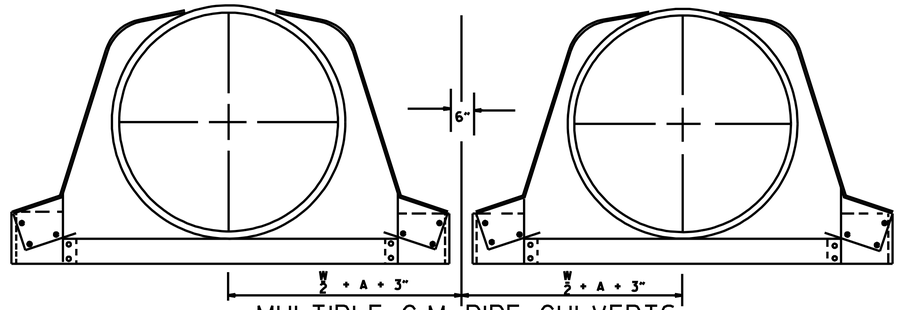
| EQUIV. DIA. | SPAN | RISE | A 1" ± | B MAX. | H 1" ± | L 1½" ± | W 2" ± | S | GAUGE |
|---|---|---|---|---|---|---|---|---|---|
| | INCHES | | | | | | | | |
| 15" | 17 | 13 | 7 | 9 | 6 | 19 | 30 | 2½st | 16 |
| 18" | 21 | 15 | 7 | 10 | 6 | 23 | 36 | 2½st | 16 |
| 21" | 24 | 18 | 8 | 12 | 6 | 28 | 42 | 2½st | 16 |
| 24" | 28 | 20 | 9 | 14 | 6 | 32 | 48 | 2½st | 16 |
| 30" | 35 | 24 | 10 | 16 | 6 | 39 | 60 | 2½st | 14 |
| 36" | 42 | 29 | 12 | 18 | 8 | 46 | 75 | 2½st | 14 |
| 42" | 49 | 33 | 13 | 21 | 9 | 53 | 85 | 2½st | 12 |
| 48" | 57 | 38 | 18 | 26 | 12 | 63 | 90 | 2½st | 12 |
| 54" | 64 | 43 | 18 | 30 | 12 | 70 | 102 | 2½st | 12 |
| 60" | 71 | 47 | 18 | 33 | 12 | 77 | 114 | 2½st | 12 |

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

# END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS




MULTIPLE R.C. PIPE CULVERTS




MULTIPLE C.M. PIPE CULVERTS

| DATE | REVISION | FILMED |
|---|---|---|
| 10-18-96 | REVISED ASTM REF. TO AASHTO | |
| 5-15-80 | REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S. | 664-5-15-80 |
| 7-14-78 | C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES | 752-7-14-78 |
| 8-22-75 | ADDED MULTIPLE PIPE CULVERTS | 517-8-22-75 |
| 12-5-74 | REMOVED NOTE RE REINF. FOR R.C. F.E.S. | 500-12-5-74 |
| 5-24-73 | CMP END SECTION, SHOW PIPE PAY LENGTH | 627-5-24-73 |
| 10-2-72 | REVISED AND REDRAWN | 760-10-2-72 |

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

STANDARD DRAWING FES-2

# 4'-0" LENGTH DROP INLET

| PIPE SIZE | MIN. WIDTH | HEIGHT 5'-0" CLASS A CONC. CU. YDS. | HEIGHT 5'-0" REINF. STEEL POUNDS | PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC. CU. YDS. | PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL POUNDS |
|---|---|---|---|---|---|
| 18" | 2'-6" | 1.77 | 156 | 0.28 | 22 |
| 24" | 2'-6" | 1.79 | 156 | 0.28 | 22 |
| 30" | 3'-2" | 2.39 | 205 | 0.30 | 26 |
| 36" | 3'-8" | 2.63 | 236 | 0.32 | 28 |
| 42" | 4'-4" | 2.95 | 250 | 0.34 | 30 |
| 48" | 4'-10" | 3.21 | 265 | 0.36 | 32 |

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

# DROP INLET EXTENSION

| 4'-0" CLASS A CONC. CU. YDS. | 4'-0" REINF. STEEL POUNDS | 8'-0" CLASS A CONC. CU. YDS. | 8'-0" REINF. STEEL POUNDS |
|---|---|---|---|
| 0.58 | 38 | 0.87 | 72 |

DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.

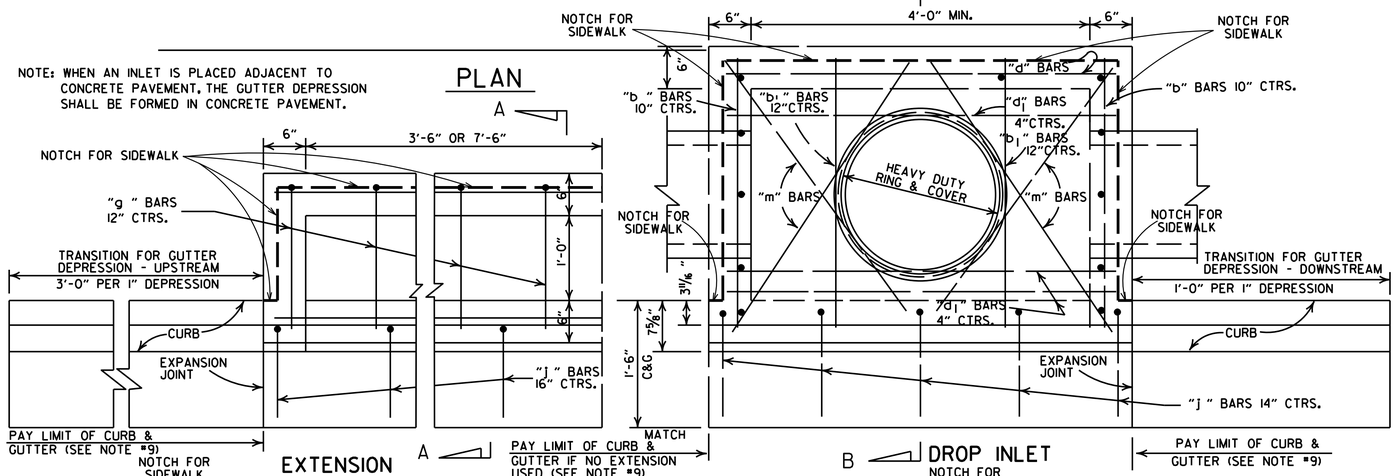
| | | | |
|---|---|---|---|
| 0.04 | 3 | | |

**DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET**

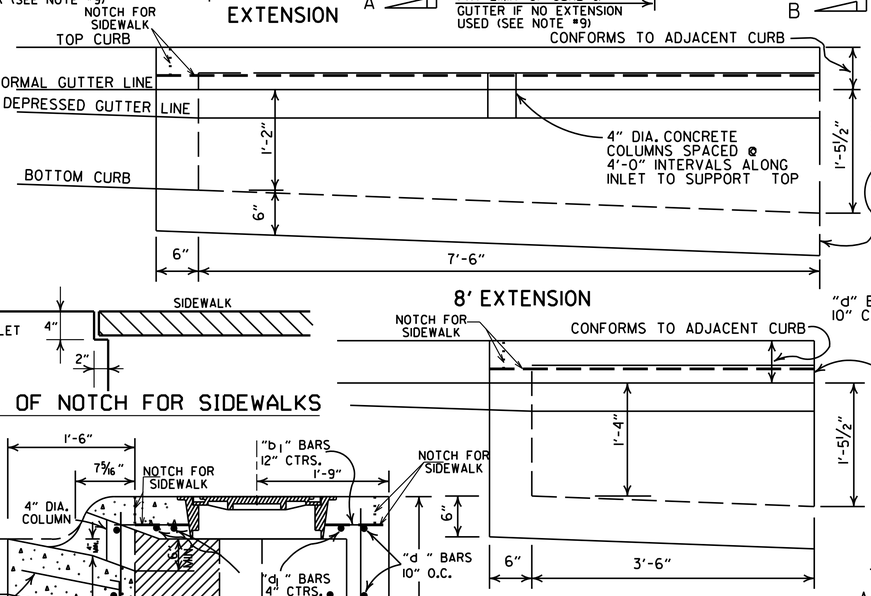
| INSIDE DIA. PIPE | CLASS A CONC. | REINF. STEEL |
|---|---|---|
| INCHES | CU. YDS. | POUNDS |
| 18 | 0.05 | 2 |
| 24 | 0.09 | 3 |
| 30 | 0.13 | 4 |
| 42 | 0.24 | 8 |

## PLAN

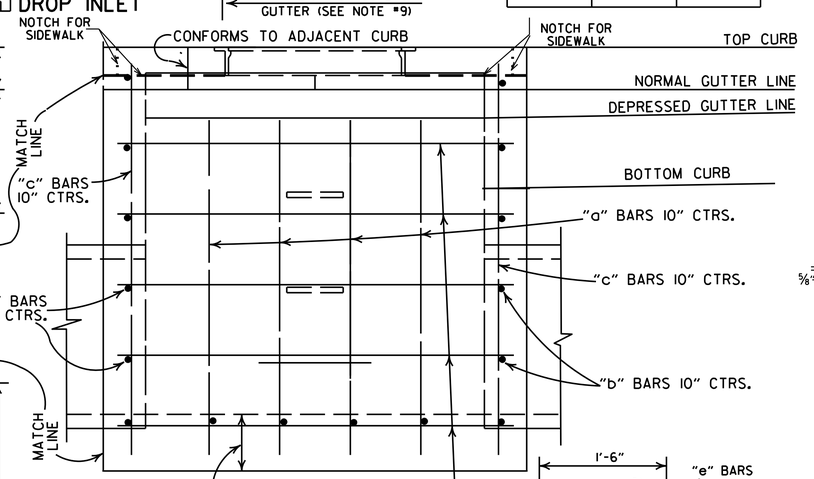
NOTE: WHEN AN INLET IS PLACED ADJACENT TO CONCRETE PAVEMENT, THE GUTTER DEPRESSION SHALL BE FORMED IN CONCRETE PAVEMENT.




## EXTENSION

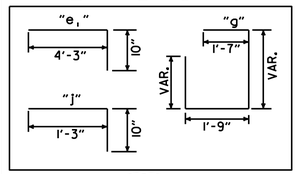



## DROP INLET

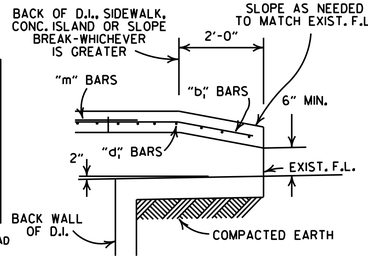



## ELEVATION

## BAR DIAGRAM

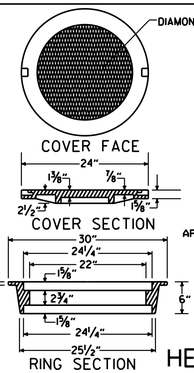



## BACK OPENING




WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).

## HEAVY DUTY RING & COVER

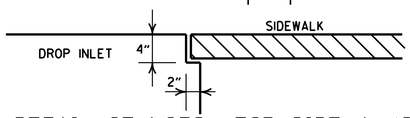



APPROXIMATE TOTAL WEIGHT = 333 LBS.

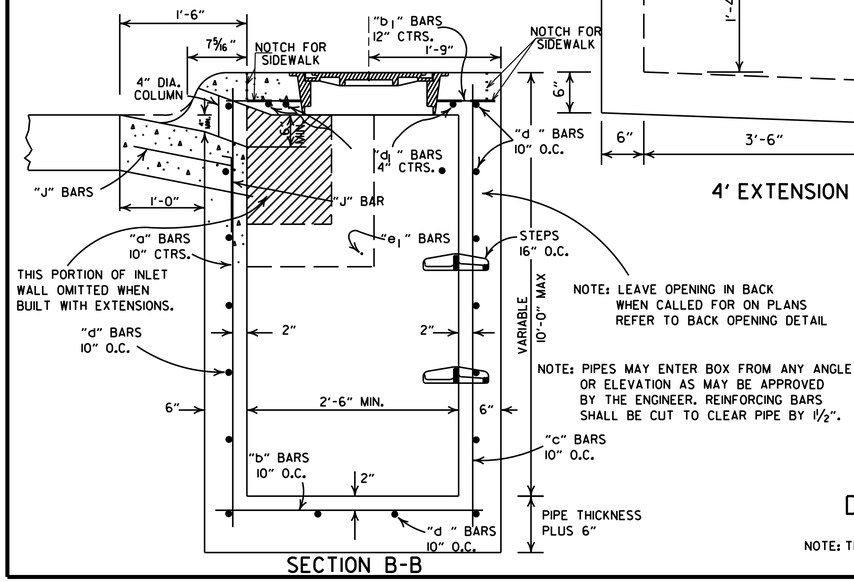
GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OF AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (FPC-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

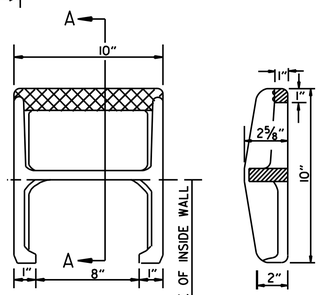
## DETAIL OF NOTCH FOR SIDEWALKS




## SECTION B-B




## DETAIL OF STEP FOR DROP INLET

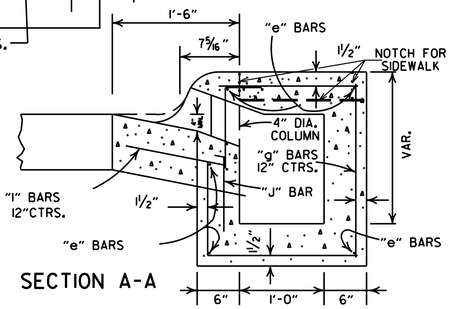



PLAN SECTION A-A

APPROX. WEIGHT = 11 LBS. (CAST IRON)

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

## SECTION A-A




| DATE REV. | REVISION | DATE FILMED |
|---|---|---|
| 8-22-02 | ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B | |
| 11-16-01 | ADDED NOTE 13; REVISED SECTION B-B | |
| 1-12-00 | CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER | |
| 5-13-99 | ADDED DETAIL OF NOTCH FOR SIDEWALKS | |
| 7-02-98 | REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11 | |
| 10-18-96 | CORRECTED SPELLING | |
| 4-26-96 | ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES | 10-18-96 |
| 4-1-93 | REVISED BACK OPENING & NOTE | |
| 8-15-91 | DELETE TYPE IV GRATE | |
| 7-15-88 | REVISED STEP DETAIL | |
| 5-20-83 | REVISED DETAILS OF GRATES (TYPE IV & IV-A) | |
| 2-4-83 | ADDED GENERAL NOTE NO. 4 | |
| 3-2-81 | ADDED TYPE IV-A GRATE | |
| 5-22-74 | DELETED INLET (TYPE F) & GRATE (TYPE III) | |
| 10-2-72 | REVISED AND REDRAWN | |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF DROP INLETS

# (TYPE C)

STANDARD DRAWING FPC-9E

## REINFORCED CONCRETE ARCH PIPE DIMENSIONS

| EQUIV. DIA. | SPAN | | RISE | |
|---|---|---|---|---|
| | AASHTO M 206 | ARDOT NOMINAL | AASHTO M 206 | ARDOT NOMINAL |
| INCHES | INCHES | | | |
| 15 | 18 | 18 | 11 | 11 |
| 18 | 22 | 22 | 13½ | 14 |
| 21 | 26 | 26 | 15½ | 16 |
| 24 | 28½ | 29 | 18 | 18 |
| 30 | 36¼ | 36 | 22½ | 23 |
| 36 | 43⅜ | 44 | 26⅝ | 27 |
| 42 | 51⅛ | 51 | 31⅝ | 31 |
| 48 | 58½ | 59 | 36 | 36 |
| 54 | 65 | 65 | 40 | 40 |
| 60 | 73 | 73 | 45 | 45 |
| 72 | 88 | 88 | 54 | 54 |
| 84 | 102 | 102 | 62 | 62 |
| 90 | 115 | 115 | 72 | 72 |
| 96 | 122 | 122 | 77½ | 77 |
| 108 | 138 | 138 | 87⅛ | 87 |
| 120 | 154 | 154 | 96⅞ | 97 |
| 132 | 168¾ | 169 | 106½ | 107 |

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

## REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

| EQUIV. DIA. | AASHTO M 207 | |
|---|---|---|
| | SPAN | RISE |
| INCHES | INCHES | |
| 18 | 23 | 14 |
| 24 | 30 | 19 |
| 27 | 34 | 22 |
| 30 | 38 | 24 |
| 33 | 42 | 27 |
| 36 | 45 | 29 |
| 39 | 49 | 32 |
| 42 | 53 | 34 |
| 48 | 60 | 38 |
| 54 | 68 | 43 |
| 60 | 76 | 48 |
| 66 | 83 | 53 |
| 72 | 91 | 58 |
| 78 | 98 | 63 |
| 84 | 106 | 68 |

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

## CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

**NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.**

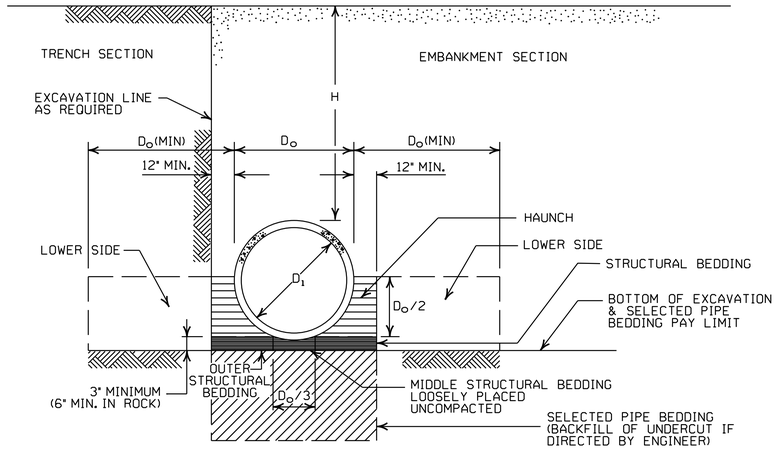
## - LEGEND -

$D_1$ = NORMAL INSIDE DIAMETER OF PIPE
$D_o$ = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

| INSTALLATION TYPE | MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING |
|---|---|
| TYPE 1 | AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7) |
| TYPE 2 | SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL* |
| TYPE 3** | AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL |

*SM-3 WILL NOT BE ALLOWED.

**MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.




## EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

## GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170. R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

## MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

| | CLASS OF PIPE | | | |
|---|---|---|---|---|
| | CLASS III | | CLASS IV | CLASS V |
| INSTALLATION TYPE | TYPE 1 OR 2 | TYPE 3 | ALL | ALL |
| PIPE ID (IN.) | FEET | | | |
| 12-15 | 2 | 2.5 | 2 | 1 |
| 18-24 | 2.5 | 3 | 2 | 1 |
| 27-33 | 3 | 4 | 2 | 1 |
| 36-42 | 3.5 | 5 | 2 | 1 |
| 48 | 4.5 | 5.5 | 2 | 1 |
| 54-60 | 5 | 7 | 2 | 1 |
| 66-78 | 6 | 8 | 2 | 1 |
| 84-108 | 7.5 | 8 | 2 | 1 |

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

## MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | | |
|---|---|---|---|
| | CLASS III | CLASS IV | CLASS V |
| | FEET | | |
| TYPE 1 | 21 | 32 | 50 |
| TYPE 2 | 16 | 25 | 39 |
| TYPE 3 | 12 | 20 | 30 |

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

## MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | |
|---|---|---|
| | CLASS III | CLASS IV |
| | FEET | |
| TYPE 2 OR TYPE 3 | 2.5 | 1.5 |

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

## MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

| INSTALLATION TYPE | CLASS OF PIPE | |
|---|---|---|
| | CLASS III | CLASS IV |
| | FEET | |
| TYPE 2 | 13 | 21 |
| TYPE 3 | 10 | 16 |

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

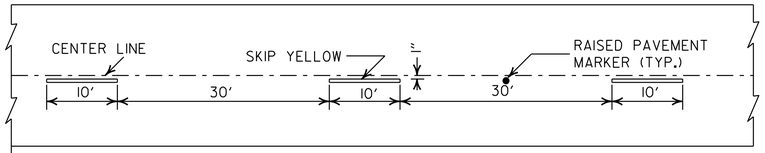
| DATE | REVISION | DATE FILMED |
|---|---|---|
| 2-27-14 | REVISED GENERAL NOTE 1. | |
| 12-15-11 | REVISED FOR LRFD DESIGN SPECIFICATIONS | |
| 5-18-00 | REVISED TYPE 3 BEDDING & ADDED NOTE | |
| 3-30-00 | REVISED INSTALLATIONS | |
| 11-06-97 | ISSUED | |

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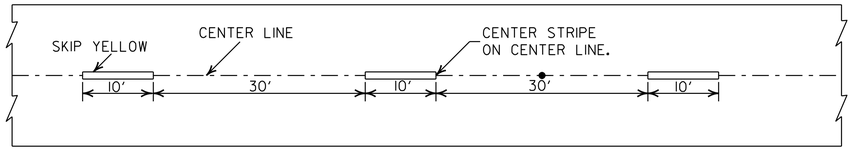
# CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

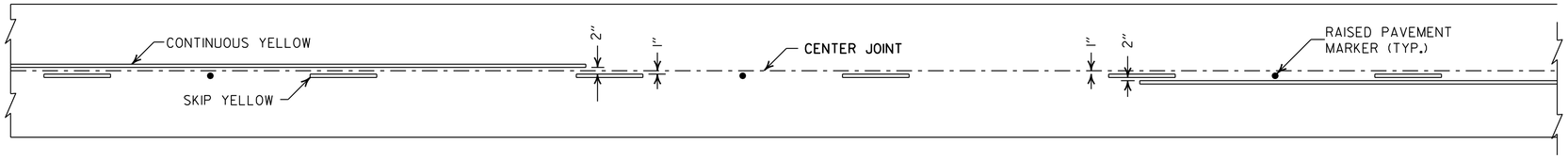



CONCRETE PAVEMENT

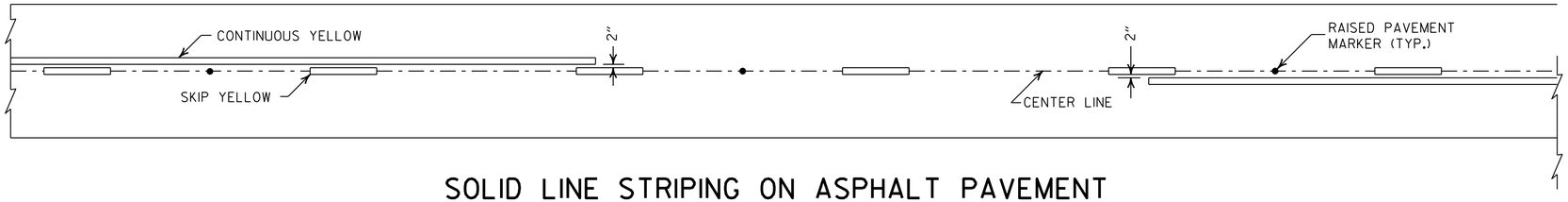



ASPHALT PAVEMENT

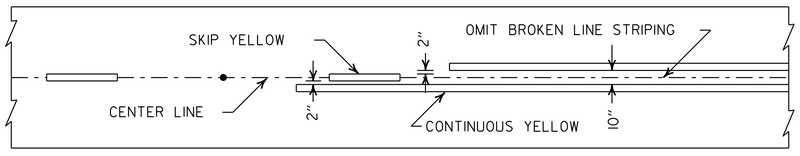
## BROKEN LINE STRIPING



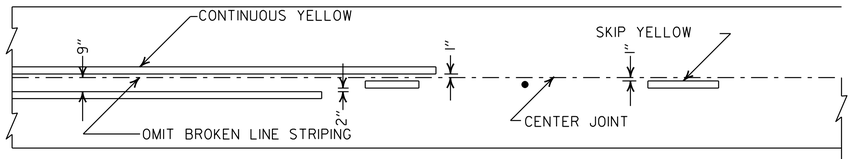

## SOLID LINE STRIPING ON CONCRETE PAVEMENT




## SOLID LINE STRIPING ON ASPHALT PAVEMENT

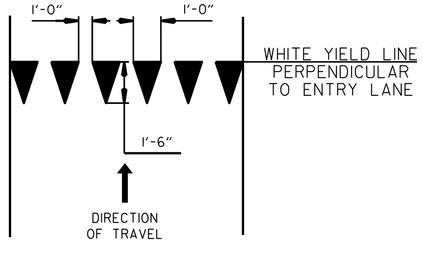



ASPHALT PAVEMENT

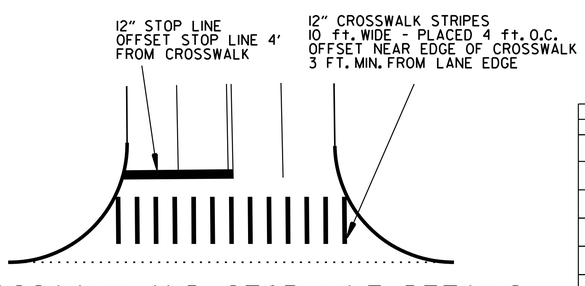



CONCRETE PAVEMENT

## STRIPING AT ADJACENT NO PASSING LANES

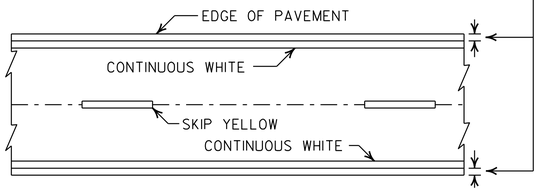



## YIELD LINE DETAIL




## CROSSWALK AND STOP LINE DETAILS

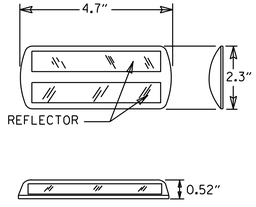
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT




## PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW




NOTE:
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.

## DETAIL OF STANDARD RAISED PAVEMENT MARKERS

| DATE | REVISION | FILMED |
|---|---|---|
| 2-27-20 | REVISED STOP LINE DETAILS | |
| 6-1-17 | ADDED YIELD LINE DETAIL | |
| 5-12-16 | REVISED LINE WIDTHS, SPACING, & NOTES | |
| 9-12-13 | REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS | |
| 11-17-10 | REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS | |
| 11-18-04 | REVISED NOTE 2 & GENERAL NOTES | |
| 8-22-02 | ADDED CROSSWALK & STOPBAR DTLS. | |
| 7-02-98 | ADDED DETAILS OF STD. RAISED PAV'T. MARKERS | |
| 4-26-96 | REV. NOTES 3&4; ADDED R.P.M. | |
| 9-30-80 | DRAWN | 1-9-30-80 |

ARKANSAS STATE HIGHWAY COMMISSION

# PAVEMENT MARKING DETAILS

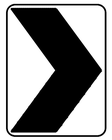
STANDARD DRAWING PM-1




R1-1
30"X30"



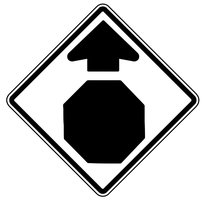
W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



W3-1
36"X36"



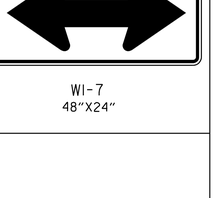

W5-1
36"X36"



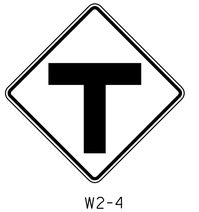
M6-3
21"X15"




R1-2
36"X36"X36"



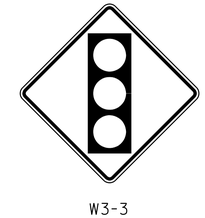
W1-4
30"X30"
(LT. or RT.)



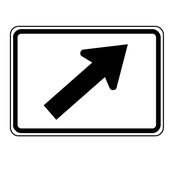
W2-1
30"X30"



S1-1
36"X36"



W3-2
36"X36"




County
Route Marker
M1-6
24"X24"

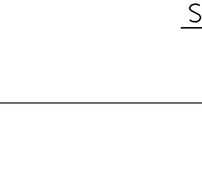
NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



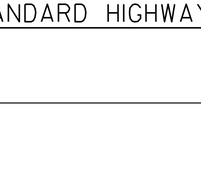
M6-4
21"X15"




R2-1
24"X30"



W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"



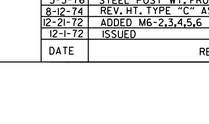

W5-2
36"X36"




W8-3
36"X36"




R1-3P
18"X6"



M6-5
21"X15"



W1-1
30"X30"
(LT. or RT.)



W1-6
48"X24"



W1-7
48"X24"



W2-3
30"X30"
(LT. or RT.)




W5-3
36"X36"




W13-1P
18"X18"



M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



M6-6
21"X15"



W1-2
30"X30"
(LT. or RT.)



W2-4
30"X30"




W10-1
36" DIAMETER



W3-3
36"X36"



M6-2
21"X15"



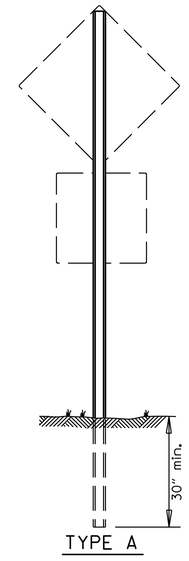

S4-3P
24"X8"




S4-2P
24"X10"



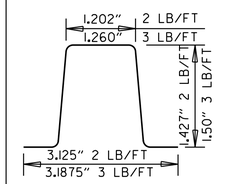

OM-3
12"X36"
(LT. or RT.)




TYPE A

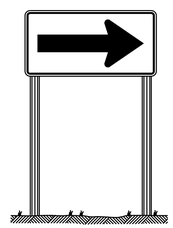
MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION

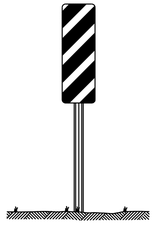



(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B



TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

# STANDARD HIGHWAY SIGNS

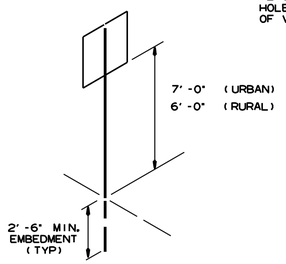
| DATE | REVISION | DATE FILMED |
|---|---|---|
| 9-12-13 | DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P | |
| 4-17-08 | REVISED SIGN DESIGNATION - W3-1& W3-2 | |
| 4-10-03 | REVISED W5-2, W8-3, OM-3; ADDED WI-8 | |
| 1-5-81 | REDRAWN | 960-1-15-81 |
| 9-15-78 | ADDED W14-3 | 877-9-15-78 |
| 9-2-76 | POST WT. | 623-9-3-76 |
| 5-3-76 | STEEL POST WT. FROM 2#-3#; ADDED S4-2 & S4-3 | 504-5-3-76 |
| 8-12-74 | REV. HT. TYPE "C" ASSEMBLY | 500-8-21-74 |
| 12-21-72 | ADDED M6-2,3,4,5,6 | 500-12-21-72 |
| 12-1-72 | ISSUED | 562-12-1-72 |

# SUPPORT ASSEMBLIES

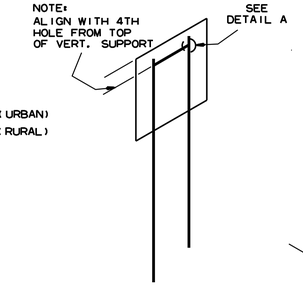
ARKANSAS STATE HIGHWAY COMMISSION

## STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

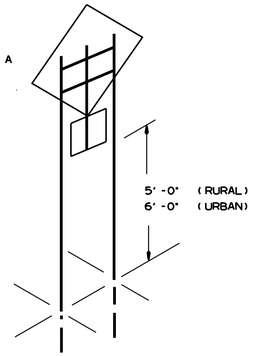
STANDARD DRAWING SHS-1



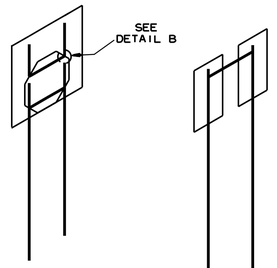

U-1



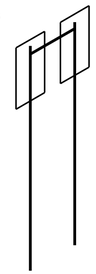

U-2



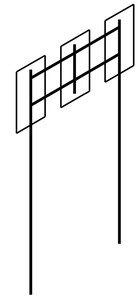

U-2 (A)



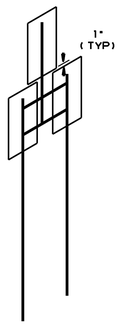

U-2 (B)



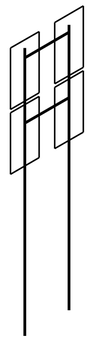
U-2 (1)



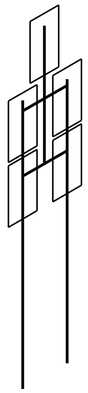
U-2 (2)



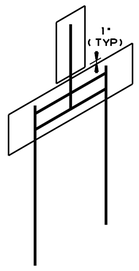

U-2 (3)



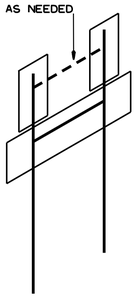
U-2 (4)



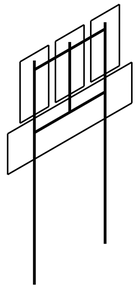
U-2 (5)



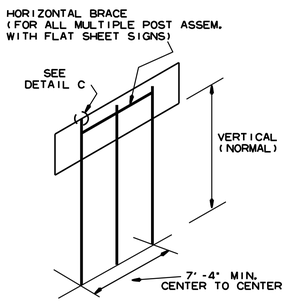

U-2 (6)



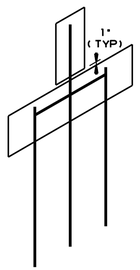

U-2 (7)



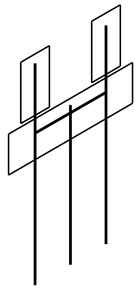
U-2 (8)



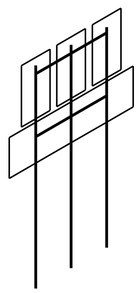

U-3



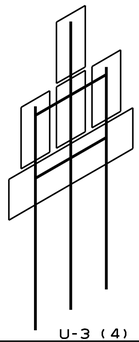

U-3 (1)



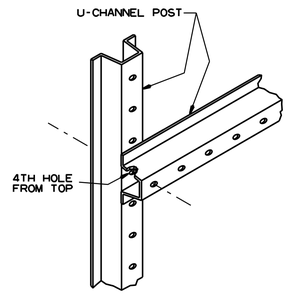
U-3 (2)



U-3 (3)

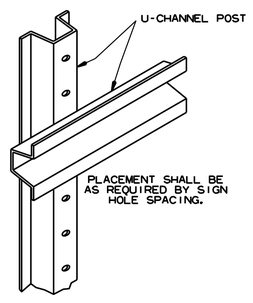


U-3 (4)



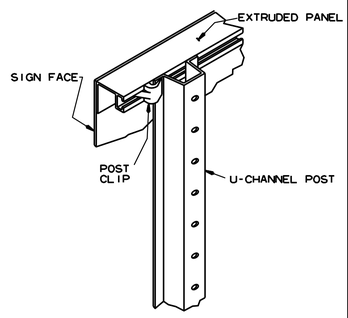

DETAIL A

SHOWING HORIZONTAL BRACE



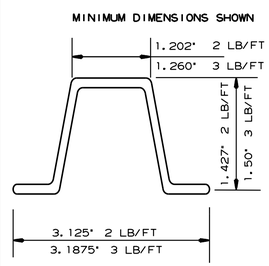

DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



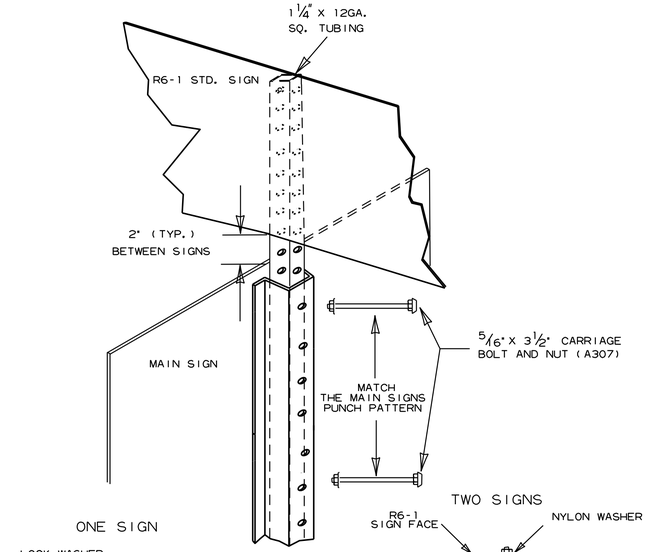

DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



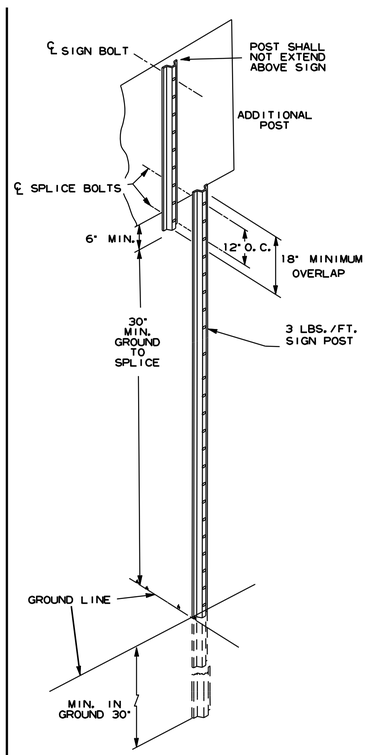

DETAIL C

U-CHANNEL POST




DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST




DETAIL F

DETAIL OF SPLICES

NOTES:

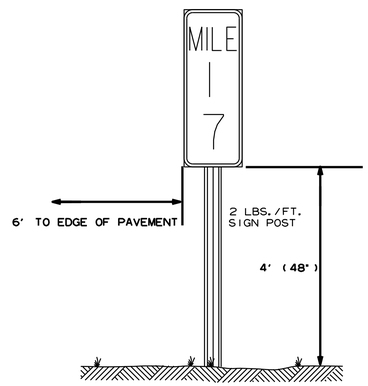
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL ( F ).

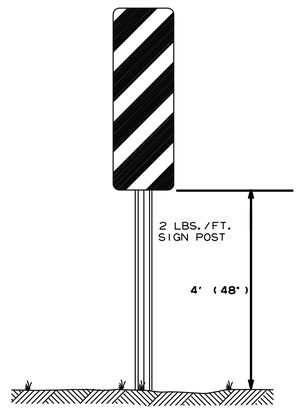
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.




TYPICAL MILE MARKER INSTALLATION



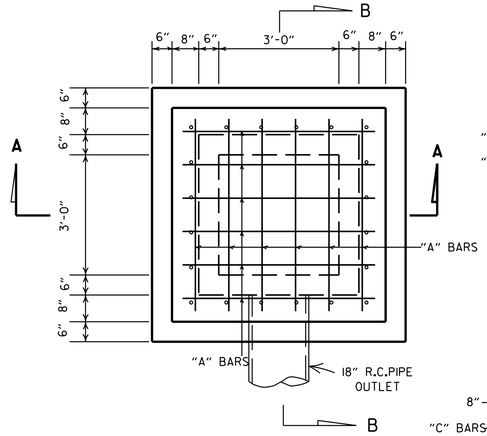

TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

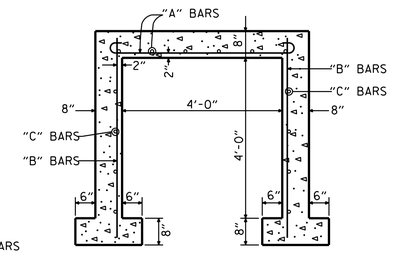
| DATE | REVISION | FILMED |
|---|---|---|
| 7-25-19 | REVISED CARRIAGE BOLT WITH MATERIAL REQUIREMENT | |
| 2-27-14 | REVISED NOTES. | |
| 9-12-13 | REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS | |
| 10-9-03 | REMOVED ROUND POST & REVISED SPACING | |
| 10-12-95 | MOVED UPPER SPLICE | |
| 6-8-95 | REVISED SPLICE DETAIL | 6-8-95 |
| 2-2-95 | REDRAWN | 2-2-95 |

ARKANSAS STATE HIGHWAY COMMISSION

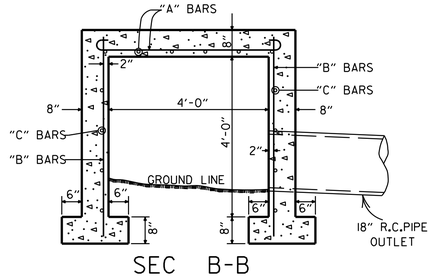
# U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2




SEC A-A



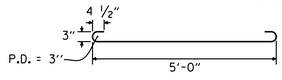

SEC B-B

NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

STEEL SCHEDULE

| BARS | NUMBER | LENGTH | SPACING |
|---|---|---|---|
| "A" | 12 | 6'-0" | 10" |
| "B" | 20 | 5'-0" | 10 ½" |
| "C" | 16 | 5'-0" | 12" |

ALL STEEL TO BE #4 BARS




"A" BARS

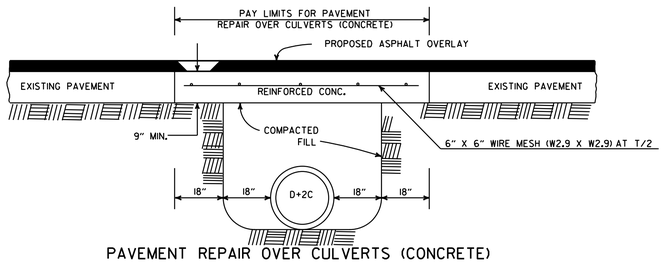
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

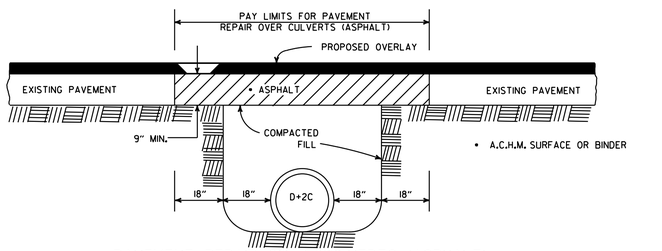
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITTIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

## REINFORCED CONCRETE SPRING BOX



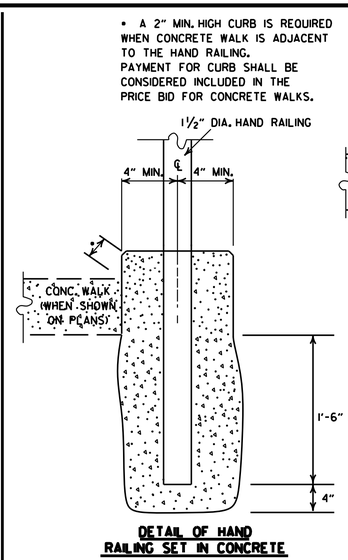

PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



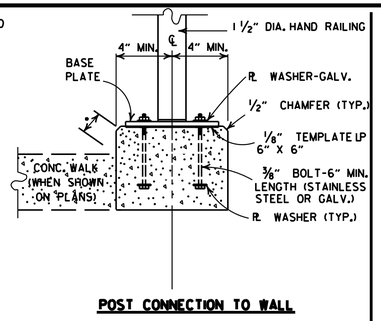

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

## DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

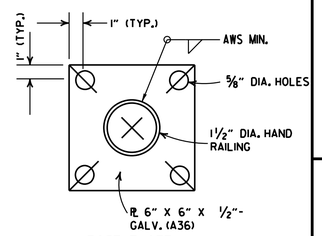
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.




DETAIL OF HAND RAILING SET IN CONCRETE

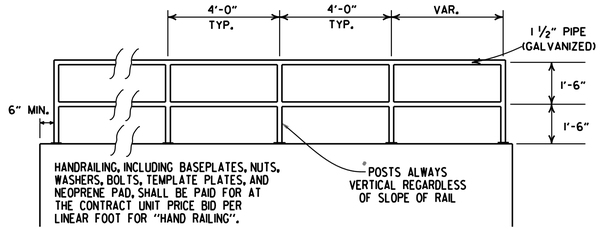



POST CONNECTION TO WALL

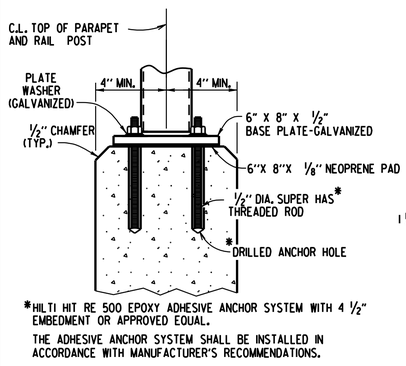



BASE PLATE

## POST CONNECTION DETAILS



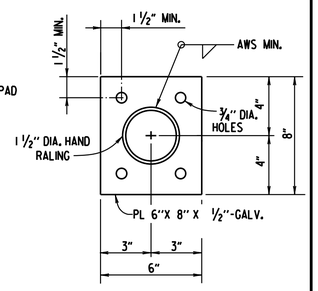

HAND RAIL SHALL CONFORM TO SECTION 633.




*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 ½" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

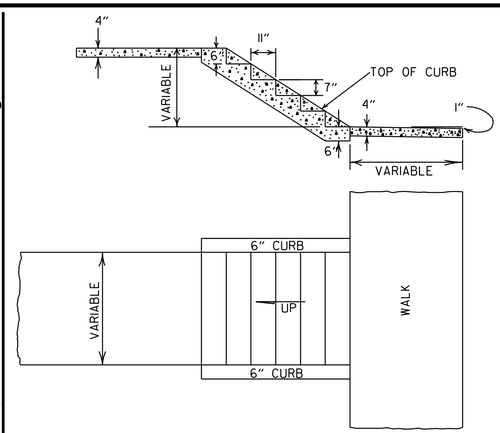
POST CONNECTION TO WALL




BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM
(EPOXY ADHESIVE ANCHORS)

## HAND RAILING DETAILS




GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

## DETAILS OF CONCRETE STEPS & WALKS

| DATE | REVISION | DATE FILMED |
|---|---|---|
| 10-25-18 | REVISED DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS | |
| 9-12-13 | REVISED REINFORCED CONCRETE SPRING BOX | |
| 7-26-12 | REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS | |
| 4-17-08 | REV. JOINT & FOOTING STEP DETAILS | |
| 11-29-07 | REVISED RETAINING WALL DRAINAGE | |
| 5-25-06 | REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX | |
| 10-9-03 | REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS | |
| 4-10-03 | REVISED RETAINING WALL DRAWING | |
| 8-22-02 | ADDED HAND RAILING DETAIL | |
| 11-16-01 | REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES | |
| 11-18-98 | ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS | |
| 7-02-98 | ENLARGED PIPE | |
| 4-03-97 | ADDED NOTE TO STEEL BAR SCHED. | |
| 10-18-96 | CORRECTED SPELLING | |
| 4-26-96 | ADD WEEP HOLE;REV. JOINT SPACING IN RET. WALL | |
| 6-2-94 | CHANGED CONST. TO CONTRACTION JOINT | |
| 10-1-92 | CHANGED MESH FABRIC TO WIRE MESH | 10-1-92 |
| 8-15-91 | DELETED HDWL MODIFICATION DETAIL | 8-15-91 |
| 11-8-90 | DELETED COLD MIX FROM CULV'T. REPAIR | 11-8-90 |
| 11-30-89 | REV. RETAINING WALL STEEL SCHEDULE | 11-30-89 |
| 11-17-88 | V. BARS BEHIND ARROW | 665-11-17-88 |
| 7-15-88 | REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS | 649-7-15-88 |
| 11-1-84 | REV. TRENCH FOR PIPE UNDERDRAIN | 510-11-1-84 |
| 1-4-83 | ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE | 682-1-4-83 |
| 3-2-81 | SPELLING OF "UNDERDRAIN" | 721-3-2-81 |
| 4-20-79 | REV. UNDERDRAIN DET& PAVEMENT REPAIR | 674-4-20-79 |
| 2-2-76 | 12"MIN. GRAN. MAT'L. OVER PIPE | 919-2-2-76 |
| 4-10-75 | REM. SPECS. FOR GRAN. MAT'L. | 568-4-10-75-853 |
| 5-22-74 | GRANULAR MAT'L. TO BE SB-3 | 567-5-22-74-740 |
| 10-2-72 | REVISED AND REDRAWN | 564-10-16-72 |

ARKANSAS STATE HIGHWAY COMMISSION

# DETAILS OF SPECIAL ITEMS

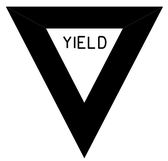
STANDARD DRAWING SI-1

R1-1




STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2




STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1




STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5




STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a




STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1




STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2




STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R5-1



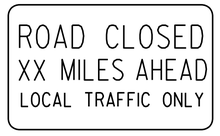

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2




48"X30"

RII-3A




60"X30"

RII-4




60"X30"

W21-5a




STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

W1-3



STD. 48"X48"

W1-4



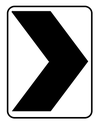
STD. 48"X48"

W1-6



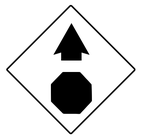
STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



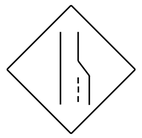
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1




STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7




EXPWY. 36"X36"
FWY. 48"X48"

W9-2




STD. 36"X36"
FWY. 48"X48"

W13-1




STD. 24"X24"

W20-1




STD. 48"X48"

W20-2




STD. 48"X48"

W20-3




STD.48"X48"

W20-4




STD. 48"X48"

W20-5




STD. 48"X48"

W20-7a




STD. 36"X36"
FWY. 48"X48"

W21-2




STD. 30"X30"
SPECIAL 36"X36"

W21-5




STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1




STD. 18"X18"

W8-11




STD. 36"X36"
FWY. 48"X48"

W8-9



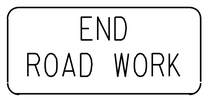

STD. 36"X36"
FWY. 48"X48"

G20-1



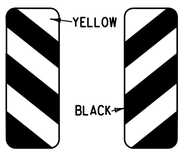

60"X24"

G20-2




48"X24"

OM-3L OM-3R




12"X36"

M4-9



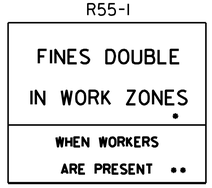

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10




48"X18"

R55-1




36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

| | |
|---|---|
| 500 FT | ½ MILE |
| 1000 FT | ¾ MILE |
| 1500 FT | 1 MILE |
| | AHEAD |

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.

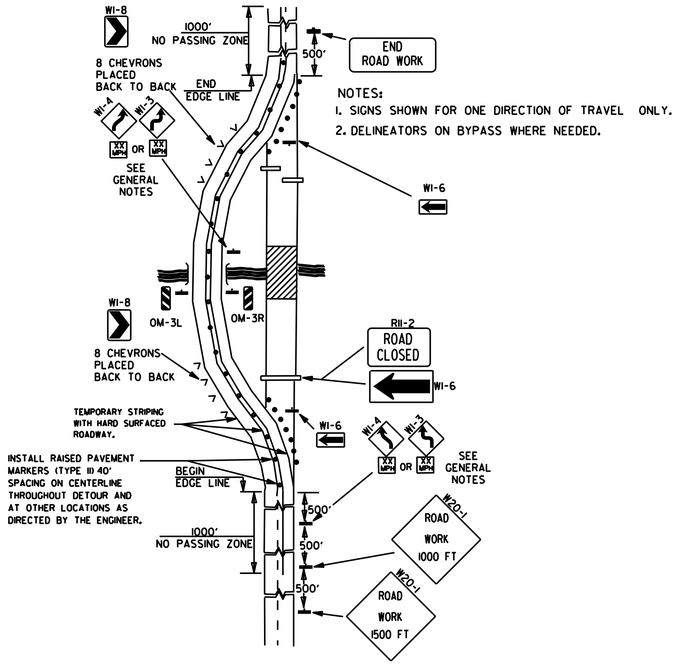
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

| | | |
|---|---|---|
| 11-07-19 | REVISED FOR MASH | |
| 4-13-17 | DELETED RSP-1 & ADDED W21-5a | |
| 9-2-15 | REVISED REDUCED SPEED LIMIT AHEAD SIGNS<br>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 |

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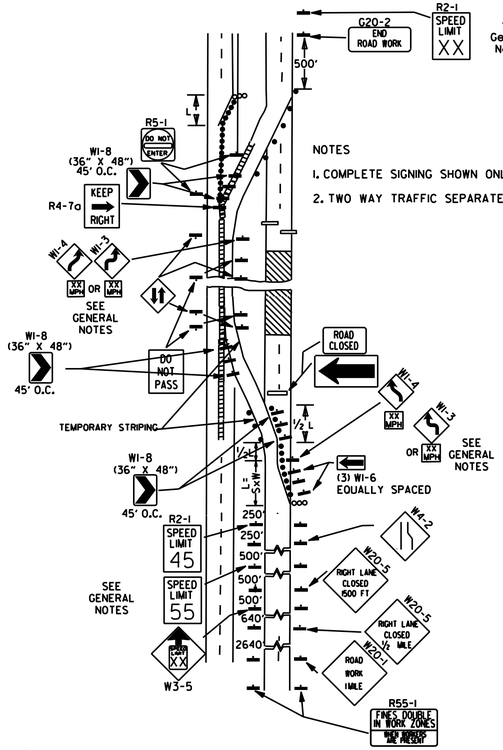
# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



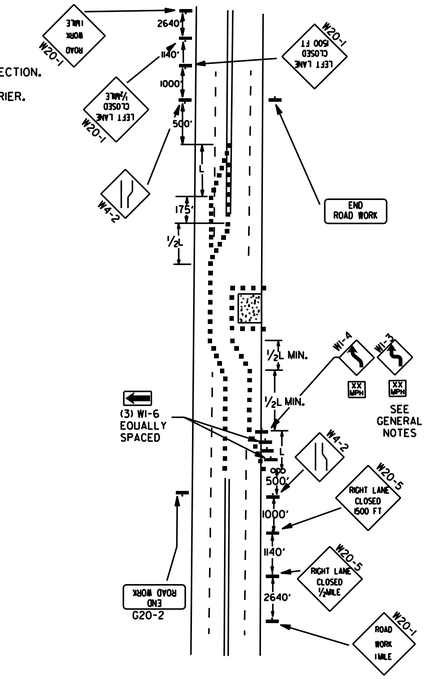

NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

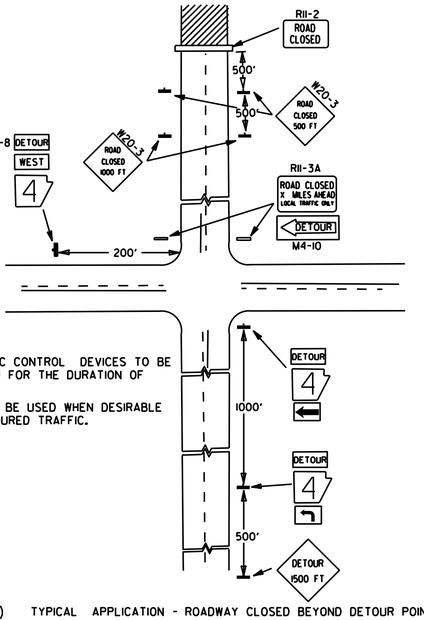



NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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

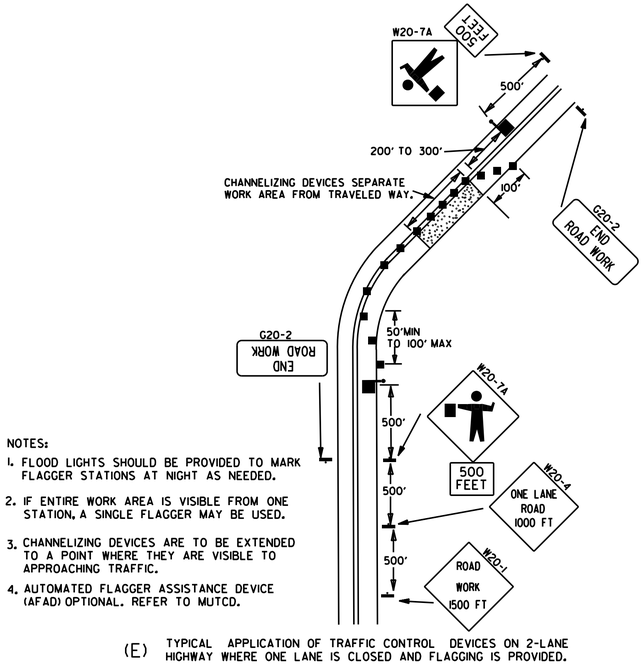



(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



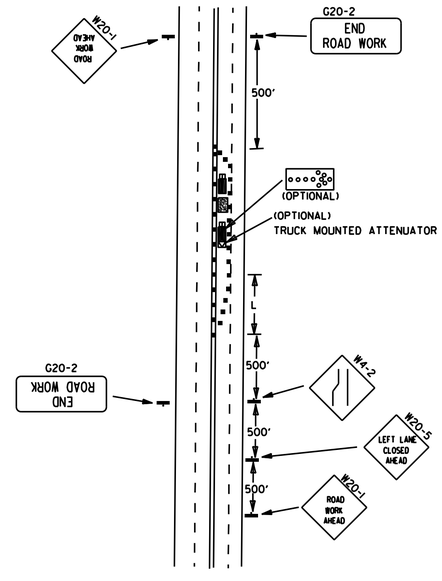

NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



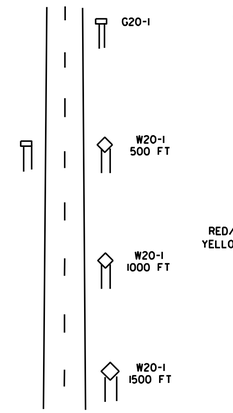

NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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

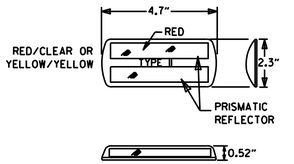



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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




TYPICAL ADVANCE WARNING SIGN PLACEMENT




DETAIL OF RAISED PAVEMENT MARKERS

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.

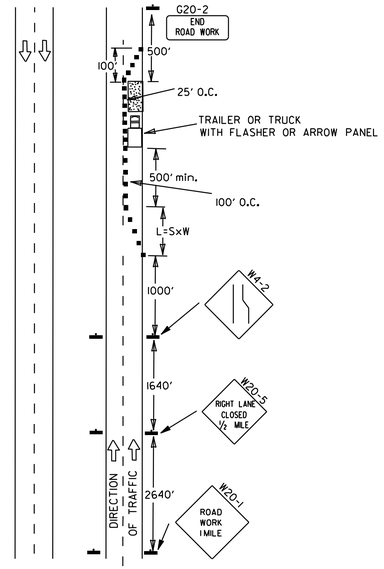
GENERAL NOTES:
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING 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 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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.
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).

| DATE | REVISION | FILMED |
|---|---|---|
| 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 WI-4A | 6-8-95 |
| 2-2-95 | REVISED PER PART VI, MUTCD, SEPT. 3, 1993 | |
| 8-15-91 | DRAWN AND PLACED IN USE | |

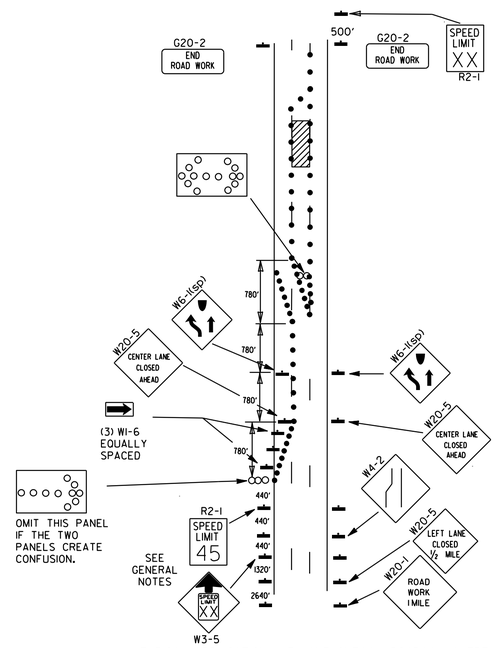
ARKANSAS STATE HIGHWAY COMMISSION

# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2

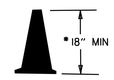



(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



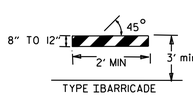

(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

## CHANNELIZING DEVICES

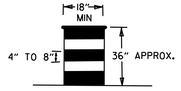


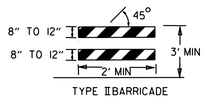

* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

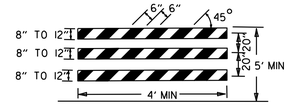
CONES



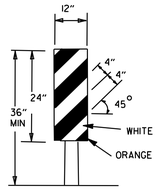

PLASTIC DRUM



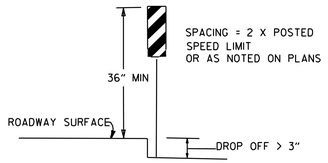



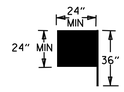

NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.




VERTICAL PANEL PLACEMENT




FLAG



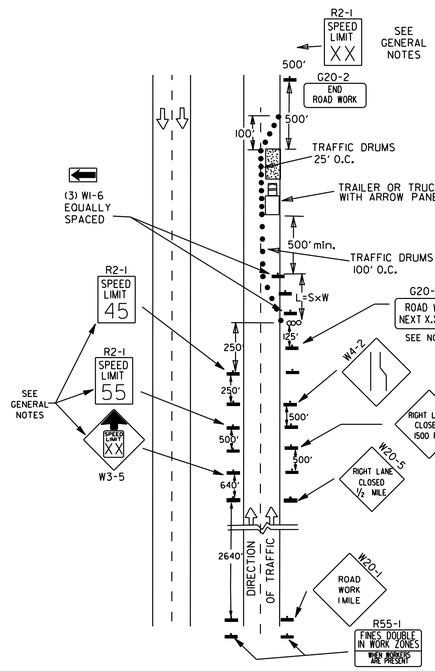

FLAG SHALL BE OF GOOD GRADE RED MATERIAL

KEY:

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

GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
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 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE 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. 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 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. 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.
11. 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).




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

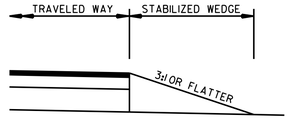
TRAFFIC CONTROL DEVICES

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

| INTERSTATE | | |
|---|---|---|
| VERTICAL DIFFERENTIAL | LOCATION | TRAFFIC CONTROL |
| ≤ 2" | CENTERLINE | W8-11 AND LANE STRIPING |
| ≤ 2" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2) |
| > 2" ≤ 6" | EDGE OF TRAVELED LANE OR EDGE OF SHOULDER | W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS(2) |
| > 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 |

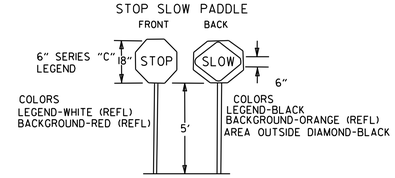
GENERAL NOTES:
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.



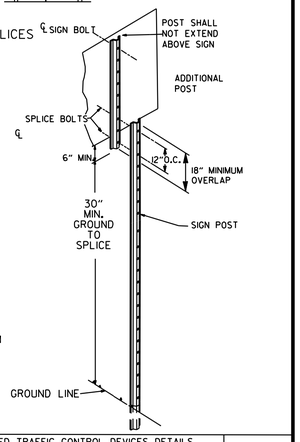

STABILIZED WEDGE

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

STOP SLOW PADDLE



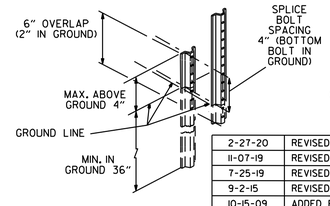

DETAIL OF SPLICES

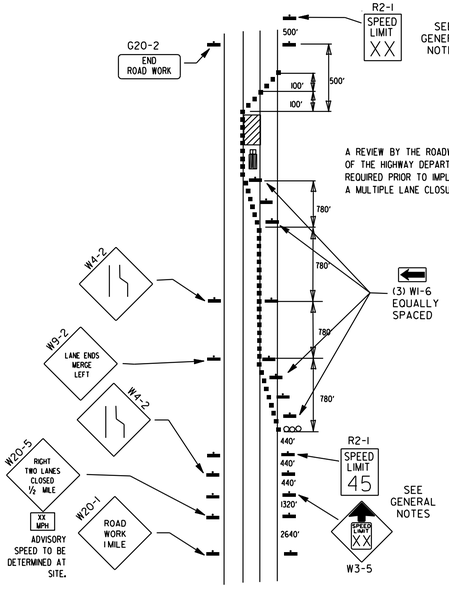



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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.




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

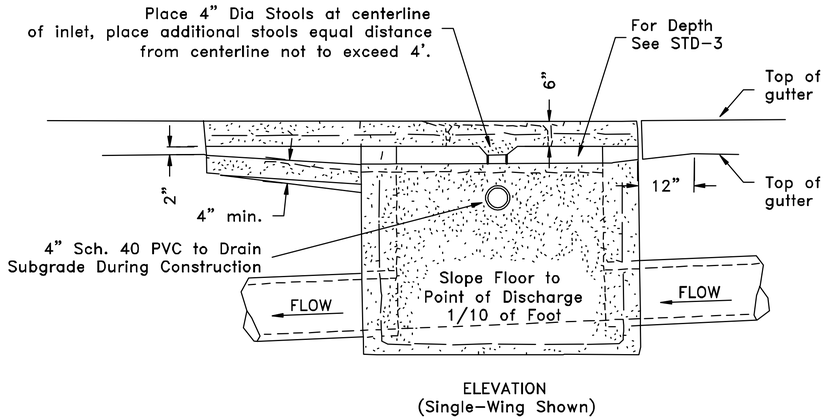
| DATE | REVISION | FILMED |
|---|---|---|
| 2-27-20 | REVISED TRAFFIC CONTROL DEVICES DETAILS | |
| 11-07-19 | REVISED NOTE 9, ADDED NOTE 11 | |
| 7-25-19 | REVISED TRAFFIC CONTROL DEVICES DETAILS | |
| 9-2-15 | REVISED NOTE 2 & REPLACED R2-5A WITH W3-5 | |
| 10-15-09 | ADDED REFERENCE TO MASH | |
| 11-20-08 | REVISED SIGN DESIGNATIONS | |
| 11-18-04 | ADDED NOTE | |
| 10-1-98 | ADDED NOTE | |
| 4-03-97 | ADDED (SP) TO W6-1& 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

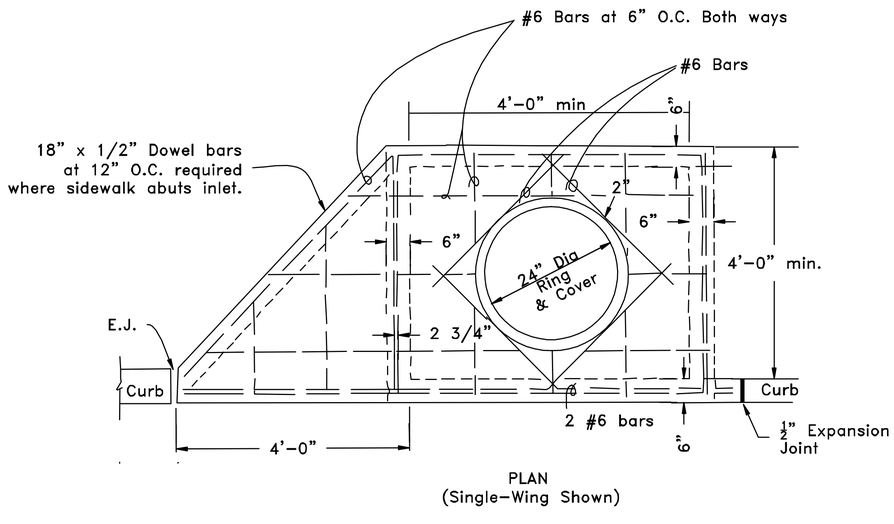
# STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

| STANDARD DETAILS | TITLE | | STD–1 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | CURB INLET – SINGLE WING<br>REINFORCED CONCRETE<br>CONSTRUCTION DETAILS | Issue Date<br>January 19, 2007 | Revision Date<br>2–27–07 |



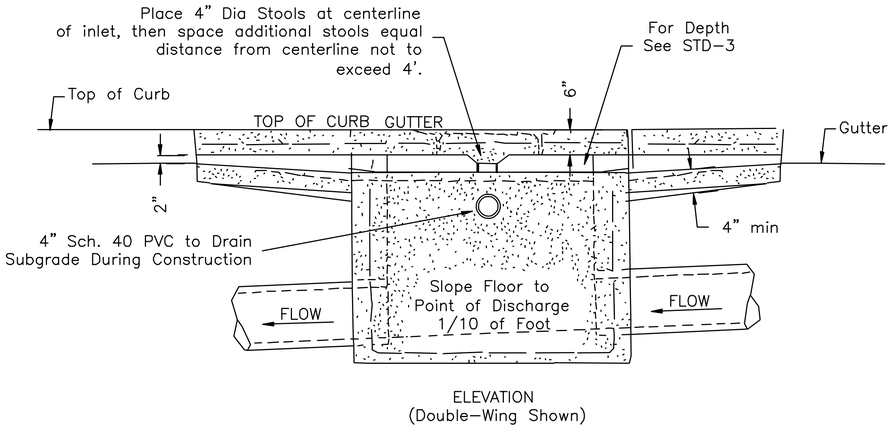

ELEVATION
(Single–Wing Shown)



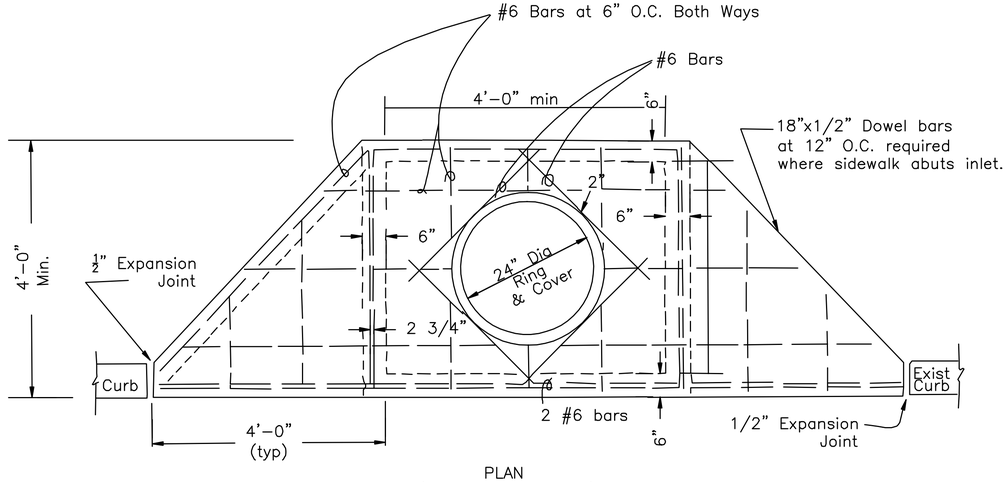

PLAN
(Single–Wing Shown)

SEE STD–12 OR STD–13
FOR RING AND COVER SPECS.

| STANDARD DETAILS | TITLE | | STD–2 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | CURB INLET – DOUBLE WING<br>REINFORCED CONCRETE<br>CONSTRUCTION DETAILS | Issue Date<br>January 19, 2007 | Revision Date |

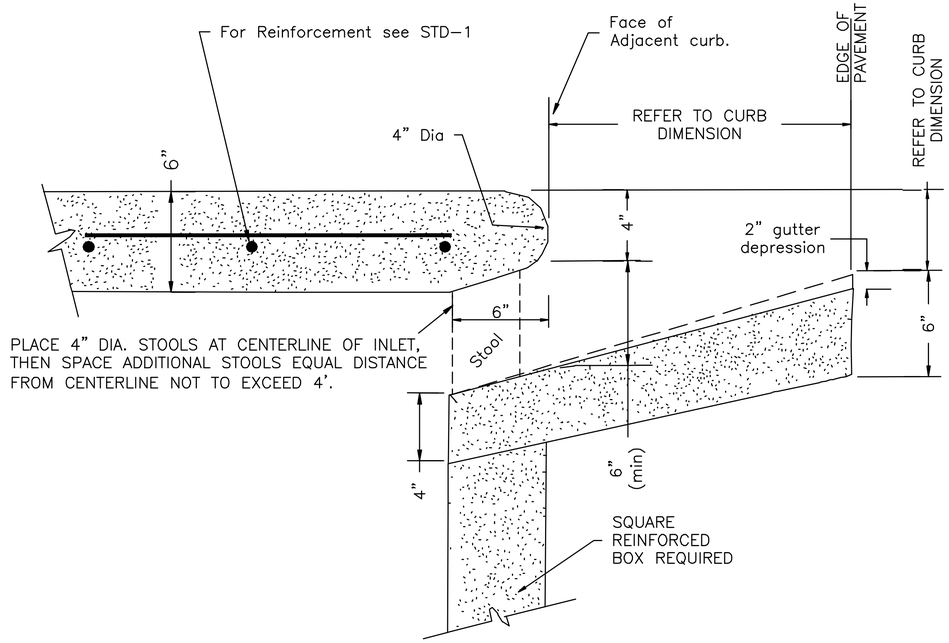



ELEVATION
(Double–Wing Shown)




PLAN
(Double–Wing Shown)

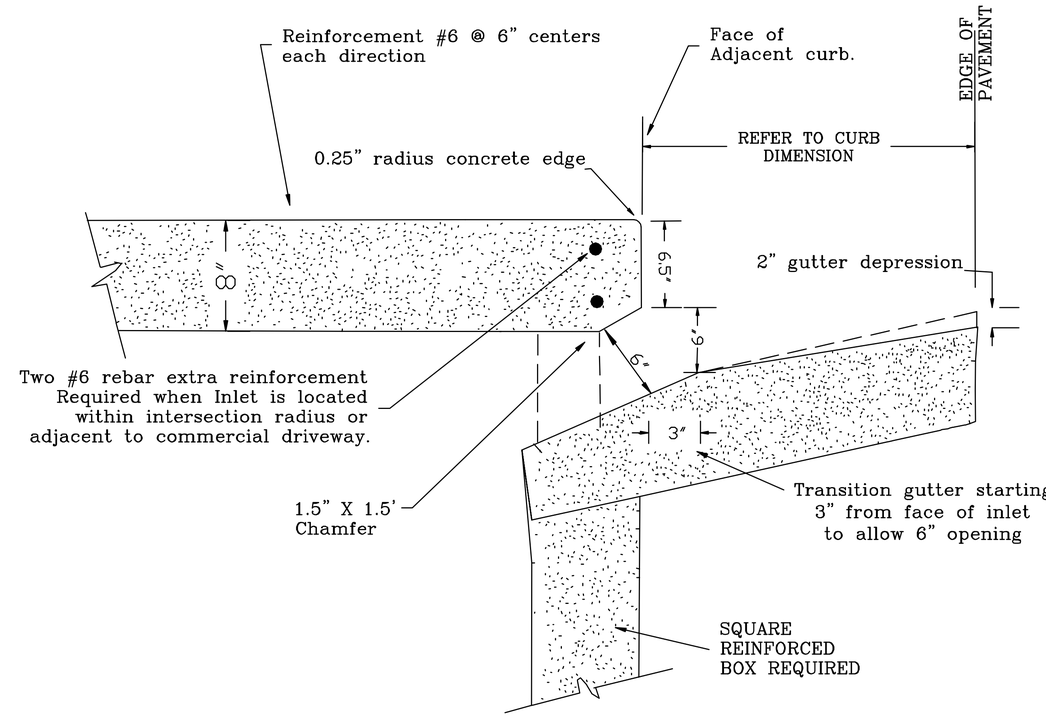
| STANDARD DETAILS | TITLE | | STD–9 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | TYPICAL DRAINAGE INLET<br>THROAT OPENING DETAIL<br>(NOT IN RADIUS) | Issue Date<br>January, 2007 | Revision Date |



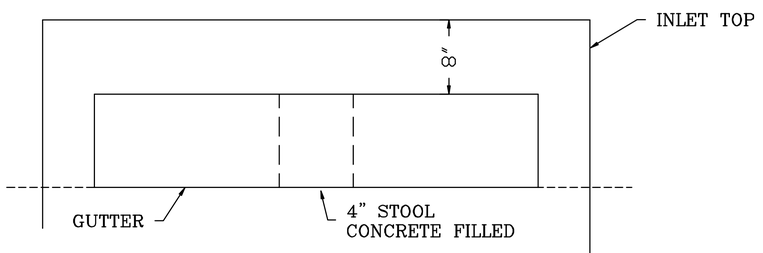

INLET THROAT BETWEEN STOOLS

NOTE: This detail is not to be used for inlets in curb radius.
See STD–10 for detial of inlet top in curb radius.

| STANDARD DETAILS | TITLE | | STD–9A |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | TYPICAL DRAINAGE INLET<br>THROAT OPENING DETAIL<br>DETAIL WHERE IN CURB RADIUS | Issue Date<br>January, 2007 | Revision Date |



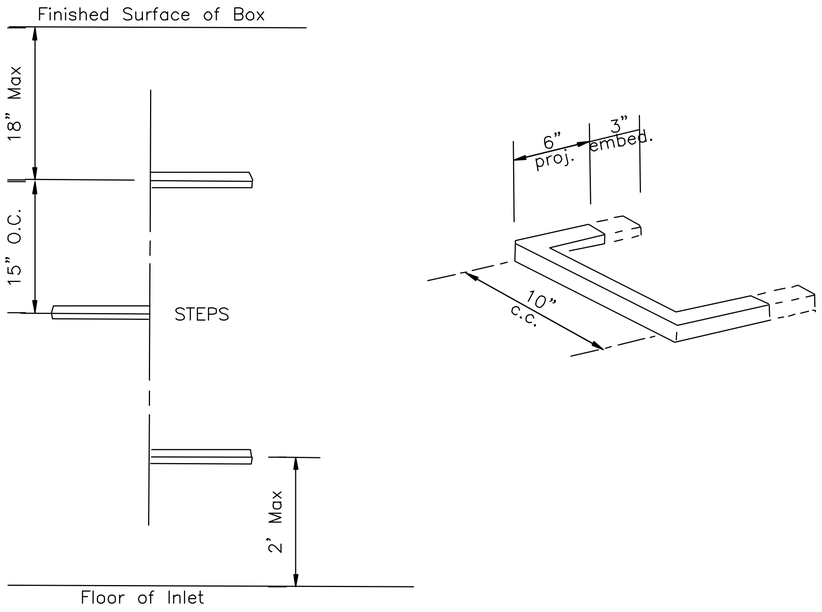

INLET THROAT IN RADIUS (SIDE VIEW)




INLET THROAT IN RADIUS (FRONT VIEW)

PLACE 4" DIA. STOOLS AT CENTERLINE OF INLET, THEN SPACE ADDITIONAL STOOLS EQUAL DISTANCE FROM CENTERLINE NOT TO EXCEED 3'.

| STANDARD DETAILS | TITLE | | STD–11 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | CURB INLET STEPS | Issue Date<br>January, 2007 | Revision Date |




A. Manhole steps: corrosion resistant, coated, and reinforced with steel per ASTM C–478. Steel reinforcing minimum 1/2" diameter.

B. Acceptable Manufacturers:

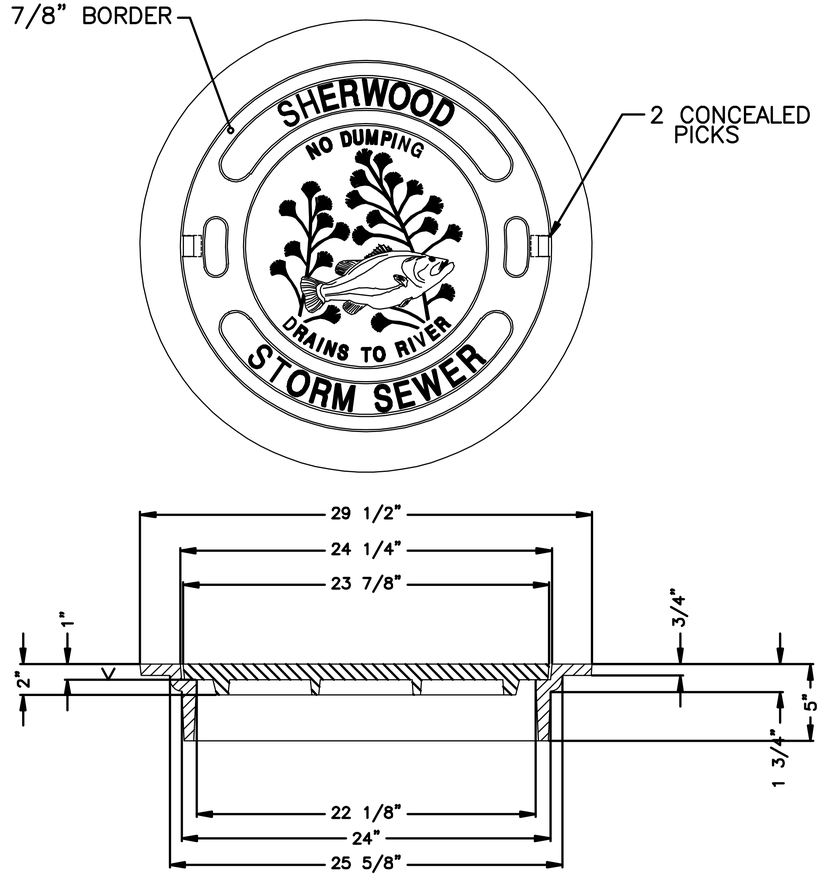
1. Utility Products Inc. Perma Step 100–2
2. ICM Inc. Polypropylene coated steps.
3. M.A Industries, Inc. Polypropylene coated steps. #PSI–PF
4. BOWCO, by H. Bowen Co.

C. Capable of supporting minimum 300 lb. load.

D. Non–Slip textured treads.

E. Required in all structures 3'–0" deep or greater.

| STANDARD DETAILS | TITLE | | STD–12 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | TYPE 1<br>RING AND COVER<br>NON–TRAFFIC | Issue Date<br>January, 2007 | Revision Date |

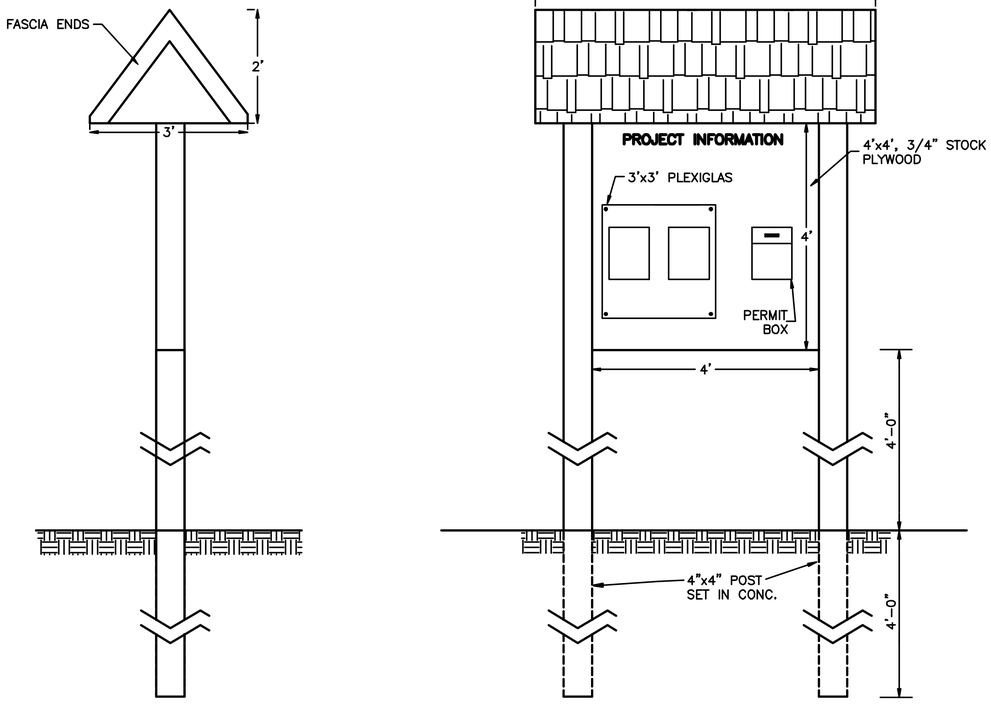



NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACES.

ITEM:
1. #2018–A (ENVIRONMENTAL) AS MANUFACTURED BY DEETER FOUNDARY, INC. OR EAST JORDAN 2750A MANHOLE COVER (275–24) WITH ABOVE LETTERING, OR APPROVED EQUAL PER ENGINEER.

| | |
|---|---|
| MATERIAL: | CAST GRAY IRON ASTM A–48, CLASS 35B |
| FINISH: | NO PAINT |
| WEIGHT: | COVER 140 LBS.<br>FRAME 133 LBS. |

| STANDARD DETAILS | TITLE | | STD–18 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | PROJECT KIOSK<br>FOR SUBDIVISIONS | Issue Date<br>January, 2007 | Revision Date |



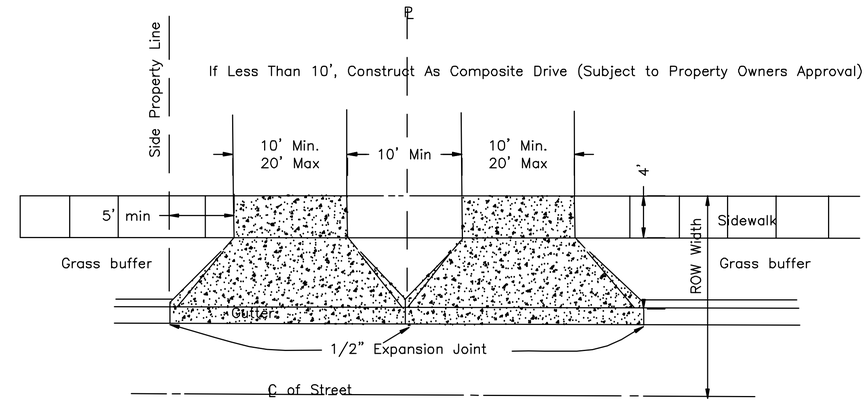

ROOF: 1/2" BOARD SHEATHING
RAFTERS ON 24" C–C (2"x4" HORIZONTAL)

SHINGLES: 3–TAB SQUARE BUTT (100 LB)
OR ROLL ROOFING ( MINERAL SURFACED)
ROOFING FELT (15–LB)

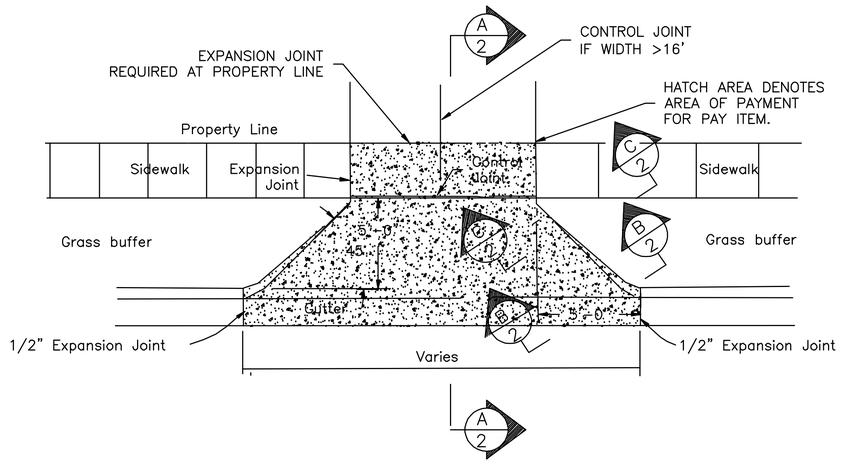
PAINT: (ALL EXPOSED WOOD SHALL BE PAINTED)
LIGHT GREY, DARK ROOF
INCLUDING UNDER EAVES.

KIOSK TO BE PLACED ON PROJECT
AS DIRECTED BY THE CITY ENGINEER.
OR AS SHOWN ON PLANS.

| STANDARD DETAILS | TITLE | | STD–30 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | RESIDENTIAL DRIVEWAY<br>DETAILS | Issue Date<br>January, 2007 | Revision Date |




PLAN–PARALLEL DRIVE




Sidewalk at Property Line

NOTE:

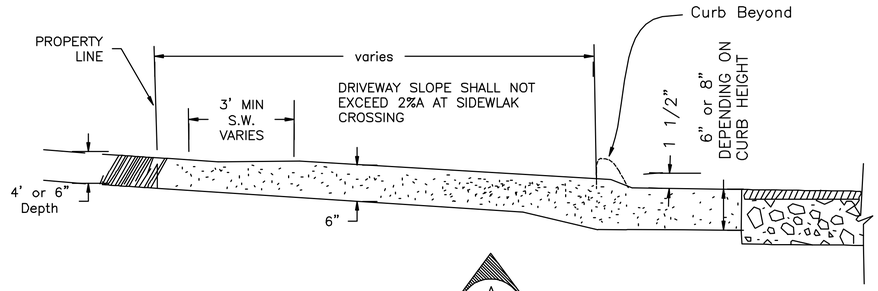
1. CONTROL JOINTS REQUIRED IN ALL DRIVEWAYS AT 12'–0" O.C. EACH WAY OR SPACED EQUAL TO THE WIDTH OF DRIVEWAY WHICHEVER IS LESS.

2. SECTIONS ARE ON PW–31.

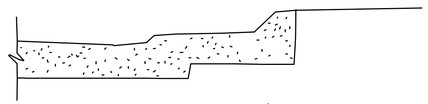
3. GRASS BUFFER TO BE 5' WIDE UNLESS APPROVED BY CITY TO BE MODIFIED. GRASS BUFFER MAY BE REDUCED TO MINIMUM 36" WITH CITY APPROVAL.

4. DRIVEWAY GRADES SHALL BE DESIGNED BY ENGINEER TO KEEP STORMWATER IN STREET, 2% MINIMUM SLOPE AT SIDEWALK CROSSING, MAXIMUM % OF GRADE CHANGE IS 16.

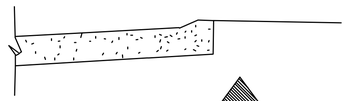
| STANDARD DETAILS | TITLE | | STD–31 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | RESIDENTIAL DRIVEWAY<br>DETAILS | Issue Date<br>January, 2007 | Revision Date |




SECTION A/2



SECTION B/2



SECTION C/2

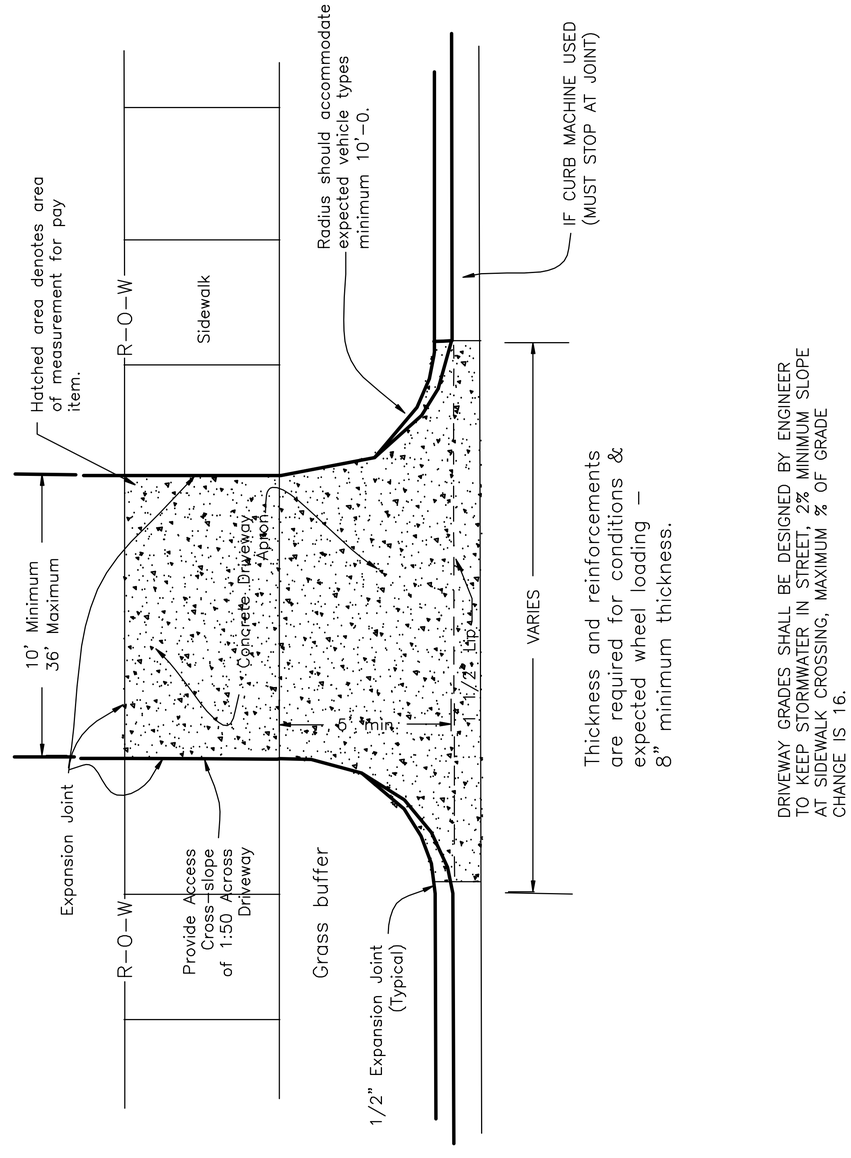
1. Driveway Grade Not To Exceed City Ordinance Requirements Stated in Section 31–210. Field Adjustment May Be Required At Certain Locations To Insure Proper Relation Between Driveway and Street Grades.

2. Driveways Shall Be Constructed To Property Line With Concrete Where Sidewalk Exists. Asphalt Permitted Where Sidewalk Does Not Exist.

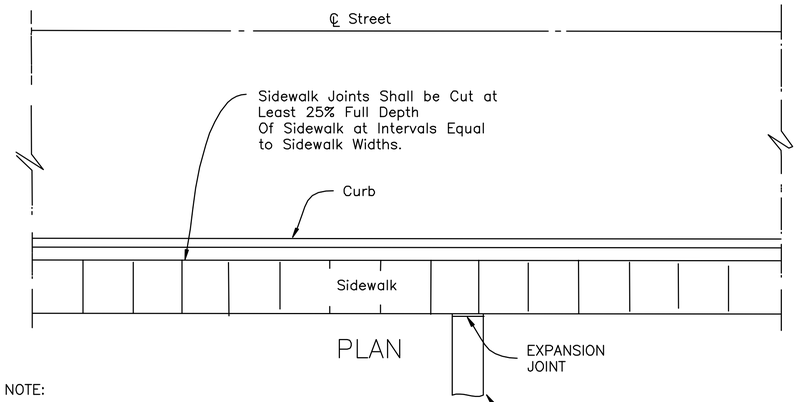
3. Driveway Apron Shall Be Constructed Monolithically With Gutter Section, Unless Dowled Into Gutter Section With 1/2" Dowels 18" Long at 12" on Center and Approved by Engineer.

4. DRIVEWAY GRADES SHALL BE DESIGNED BY ENGINEER TO KEEP STORMWATER IN STREET, 2% MINIMUM SLOPE AT SIDEWALK CROSSING, MAXIMUM % OF GRADE CHANGE IS 16.

| STANDARD DETAILS | TITLE | | STD–34 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | RADIUS DRIVEWAY DETAIL<br>FOR COMMERCIAL DRIVEWAYS<br>(SIDEWALK AWAY FROM CURB) | Issue Date<br>January, 2007 | Revision Date |

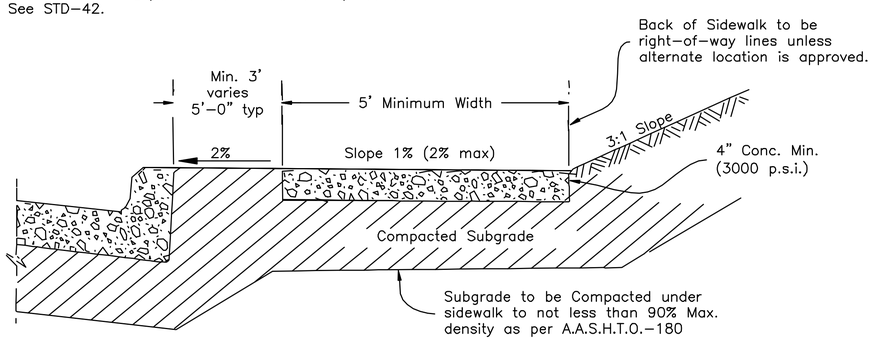


| STANDARD DETAILS | TITLE | | STD–41 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | SIDEWALK DETAILS | Issue Date<br>January, 2007 | Revision Date |



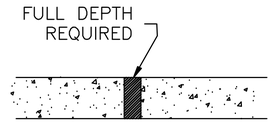

NOTE:

(1).1/2" Expansion Joint Spacing at 60" Or adjacent to Structures and Drives.
(2).Sidewalk Expansion Material is Note Required Between Sidewalk and Curb Unless Noted on Plans.
(3).Dowel bars with Expansion Joint Material required at inlets. See STD–42.



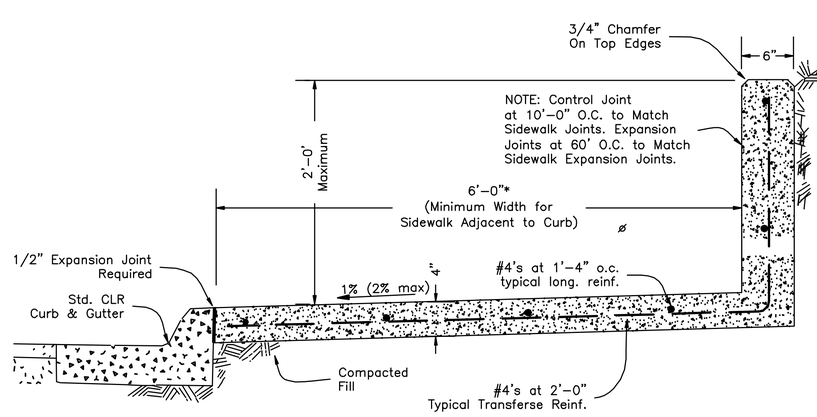

SECTION

Expansion joint shall be installed between public and private sidewalk, buildings, driveways or other structures.




EXPANSION DETAIL

| STANDARD DETAILS | TITLE | | STD–44 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | SIDEWALK ADJACENT<br>(CUT SECTION) | Issue Date<br>January, 2007 | Revision Date |




* Minimum Width For Sidewalk Adjacent to Curb On State Or U.S. Highway is 6'–0"

NOTES: Weep holes not required in turnup wall. If height exceeds 2'–0", then this detail is not used. Reatining walls with footing required where height of turnup exceeds 2'–0". Handrail or fencing required where height of turnup exceeds 2'–0".

| STANDARD DETAILS<br>CITY OF SHERWOOD<br>ARKANSAS | TITLE<br>ACCESS RAMP DETAIL<br>(GENERAL NOTES &<br>RAMP CRITERIA) | | STD–48 |
|---|---|---|---|
| | | Issue Date<br>January, 2007 | Revision Date |

(A) THE SLOPE OF THE RAMP SHALL NOT EXCEED 1:12 (8.33%). CONTRACTORS SHOULD FORM RAMPS AT A GRADE LOWER THAN 8.33% TO ALLOW ROOM FOR CONSTRUCTION TOLERANCES. POURING AND FINISHING RAMPS WITHOUT THE AID OF A DIGITAL LEVEL IN CHECKING GRADES IS DISCOURAGED, BECAUSE CONTRACTORS WILL BE REQUIRED TO REMOVE ANY RAMP WITH GRADES EXCEEDING REQUIREMENTS SHOWN IN STANDARD DETAILS. RAMP SURFACE SHALL BE COURSE BROOMED TRANSVERSE TO THE SLOPE. GROOVES/JOINTS ARE NOT TO BE INSTALLED IN THE RAMP SURFACE.

(B) THE MINIMUM THICKNESS OF RAMPS, SIDEWALKS AND LANDING AREAS SHALL BE 4 INCHES. CONCRETE TO BE MINIMUM 3000 p.s.i.. EXPOSED AGGREGATE CONCRETE SHALL NOT BE USED ON SURFACE RAMPS. WIRE REINFORCEMENT IS NOT REQUIRED IN RAMPS OR SIDEWALKS UNLESS SPECIFICALLY STATED IN DESIGN PLANS.

(C) THE MAXIMUM RAMP AND LANDING CROSS–SLOPE SHALL BE 2.0% UNLESS THE STREET GRADE EXCEEDS 2.0%, THEN THE CROSS–SLOPE OF THE RAMP SHALL MATCH THE STREET RUNNING GRADE. DO NOT PROVIDE TRANSITIONAL WARPS IN THE GUTTER, RAMP SURFACE OR LANDING AREA. THE STREET RUNNING GRADE IS MEASURED DIRECTLY IN FRONT OF THE RAMP WITH A 4 FOOT DIGITAL LEVEL AND IS THE GRADE OF THE STREET PERPENDICULAR TO THE RAMP RUNNING SLOPE WHERE THE ASPHALT ABUTS THE GUTTER.

(D) GUTTER SHALL NOT EXCEED 5.0% DIRECTLY IN FRONT OF A CURB RAMP. NO LIP OR VERTICLE SEPARATION SHALL BE INSTALLED BETWEEN THE GUTTER AND THE RAMP.

(E) THE MINIMUM RAMP WIDTH SHALL BE 4 FEET. A THREE FOOT WIDE RAMP IS ACCEPTABLE ONLY IN THE CASE OF AN OBSTRUCTION AND WITH CITY OF SHERWOOD ENGINEERS WRITTEN APPROVAL. CURB RAMPS, SIDEWALKS, MEDIAN CUTS AND CROSSWALKS SHALL BE ALIGNED UNLESS NOT POSSIBLE TO AID IMPAIRED USERS.

(F) RAMP SIDE FLARES SHALL NOT EXCEED 10.0% RELATIVE TO THE STREET. (EXAMPLE: IF THE STREET SLOPE IS 5.0% THEN THE SIDE FLARE SLOPE MAY BE UP TO 15.0% ON THE LOW SIDE TO ALLOW THE THE FLARE TO MATCH CURB HEIGHT IN A REASONABLE DISTANCE. THE SIDE FLARE SLOPE ON THE HIGH SIDE OF THE RAMP WOULD REMAIN AT 10.0% OR LESS GRADE SINCE IT WILL MATCH CURB HEIGHT QUICKLY).

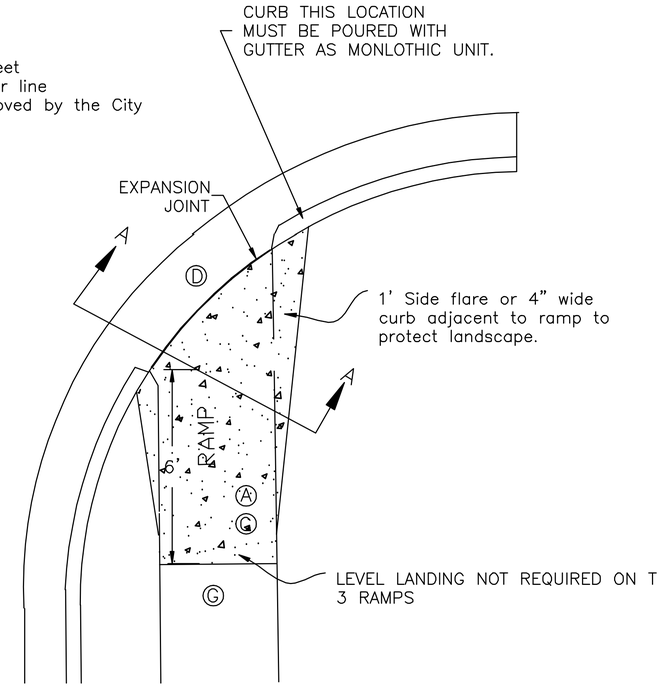
(G) A MINIMUM 3 FOOT LONG SIDEWALK TRANSITION SHALL BE PROVIDED WHEN MATCHING CURB RAMP/LEVEL LANDING TO EXISTING SIDEWALKS WITH CROSS SLOPE EXCEEDING 2.0%. ADDITIONAL TRANSITION LENGTH MAY BE REQUIRED WHEN MATCHING TO EXISTING SIDEWALK WITH SEVERE CROSS SLOPE.

(H) MEDIAN CUTS: SHALL BE 6 FEET WIDE FOR TWO–WAY PEDESTRIAN TRAFFIC ALIGNED WITH CROSSING. MEDIAN CUT CROSS SLOPE SHALL BE MAXIMUM 2.0% OR MATCH STREET GRADE WHEN ROADWAY SLOPE EXCEEDS 2.0%.

| | | |
|---|---|---|
| FIRST CHOICE | TYPE 1 | CORNER LOCATIONS WITH WALK ADJACENT TO CURB BOTH NEW CONSTRUCTION AND ALTERATIONS |
| | TYPE 2 | CORNER LOCATIONS WITH WALK OFFSET FROM CURB A DISTANCE INSUFFICIENT TO ALLOW REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS) |
| | TYPE 3 | CORNER LOCATIONS WITH WALK OFFSET FROM CURB A DISTANCE SUFFICIENT TO ALLOW REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS) |
| | TYPE 4 | TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS) |
| SECOND | TYPE 5 | TANGENT LOCATIONS (ALTERATIONS ONLY) |

| STANDARD DETAILS<br>CITY OF SHERWOOD<br>ARKANSAS | TITLE<br>ACCESS RAMP DETAIL<br>TYPE 3 EXPANSION JOINT | | STD–51 |
|---|---|---|---|
| | | Issue Date<br>January, 2007 | Revision Date |

Ramp must cross street perpendicular to center line unless otherwise approved by the City of Sherwood Engineer.

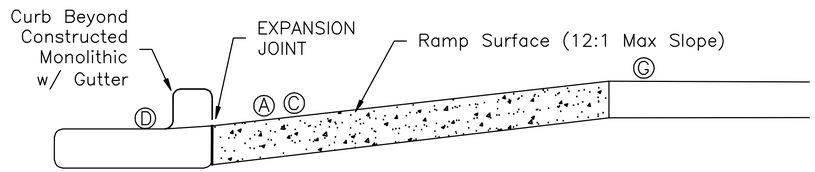



LEGEND
Ⓐ SEE NOTE "A" ON STD–48
Ⓒ SEE NOTE "C" ON STD–48
Ⓓ SEE NOTE "D" ON STD–48
Ⓖ SEE NOTE "G" ON STD–48

DENOTES ACCESS RAMP UNIT PAY AREA

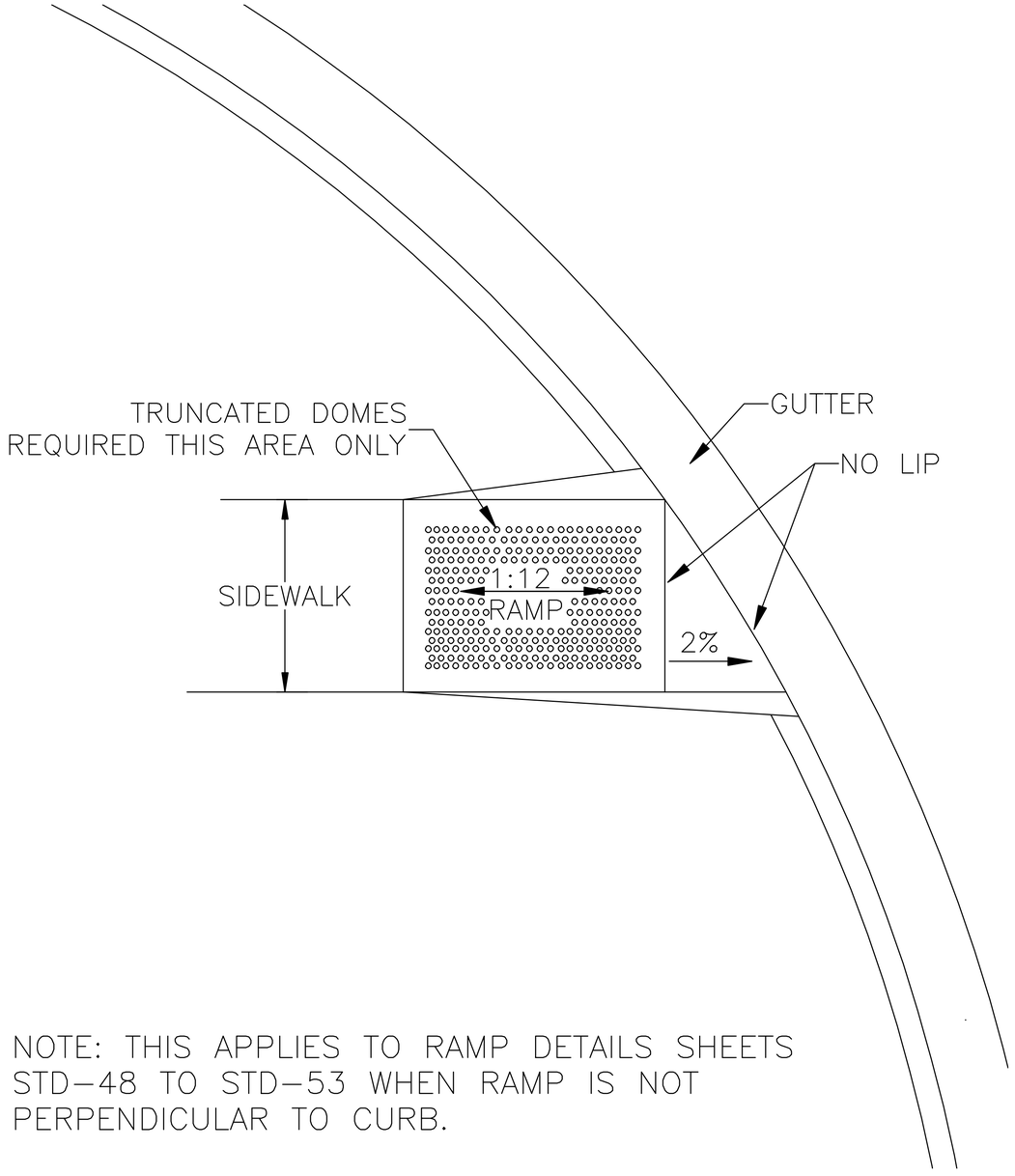
TYPE 3 RAMP
PLAN

EXPANSION JOINT
ALTERNATE 1



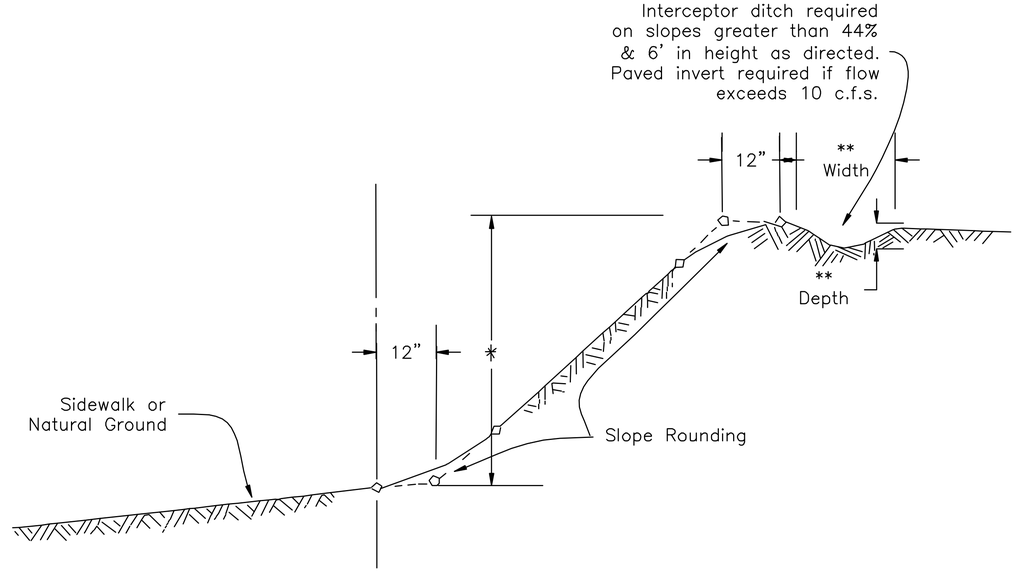

SECTION A–A

| STANDARD DETAILS | TITLE | | STD–53A |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | HANDICAP RAMP<br>IN RADIUS | Issue Date<br>January, 2007 | Revision Date |




NOTE: THIS APPLIES TO RAMP DETAILS SHEETS STD–48 TO STD–53 WHEN RAMP IS NOT PERPENDICULAR TO CURB.

| STANDARD DETAILS | TITLE | | STD–61 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | SLOPE ROUNDING<br>DETAIL | Issue Date<br>January, 2007 | Revision Date |



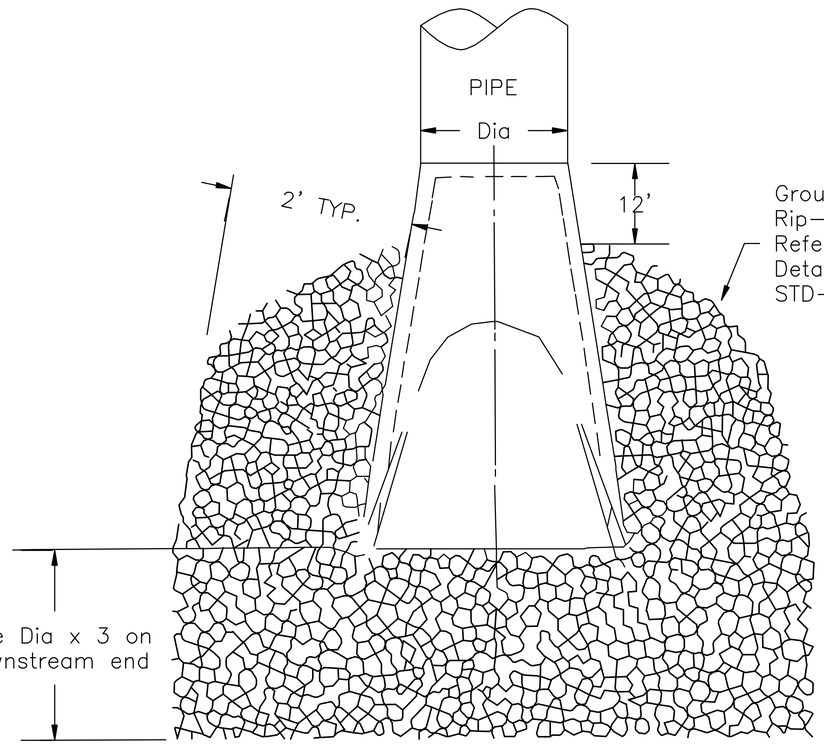

SLOPE ROUNDING

(TYPICAL ON ALL CUT OR FILL SLOPES)

* Maximum height 15'–0" unless midheight 10' terraces utilized according to Section 29 of Little Rock Code of Ordinances.

** INTERCEPTOR DITCH SIZE SHALL BE DETERMINED BY ENGINEER

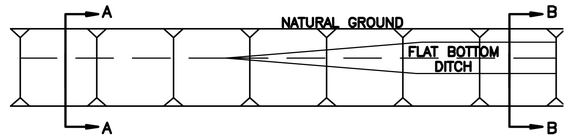
| STANDARD DETAILS | TITLE | | STD–62 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | FLARED END SECTION<br>RIP RAP PLACEMENT<br>DOWNSTREAM END | Issue Date<br>January, 2007 | Revision Date |



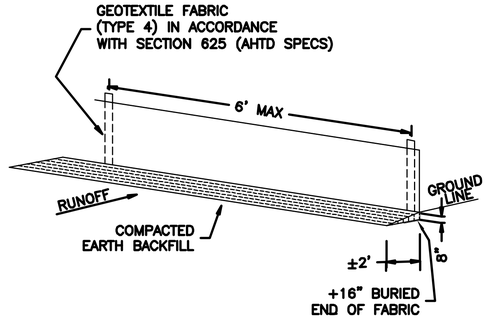

| STANDARD DETAILS | TITLE | | STD–63 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | TEMPORARY EROSION<br>CONTROL DEVICES | Issue Date<br>January, 2007 | Revision Date |

**GENERAL NOTES**

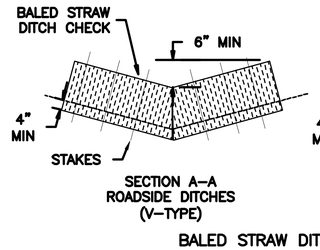
1. STRAW BALES SHALL BE INSTALLLED SO BINDINGS ARE ORIENTED AROUND SIDES RATHER THAN ALONG TOPS AND BOTTOMS OF BALES. BALES SHALL BE A MINIMUM OF 30" IN LENGTH.
2. STRAW BALES SHALL BE KEYED INTO SOIL A MINUM OF 4" AND NO CAPS SHALL BE LEFT BETWEEN BALES.



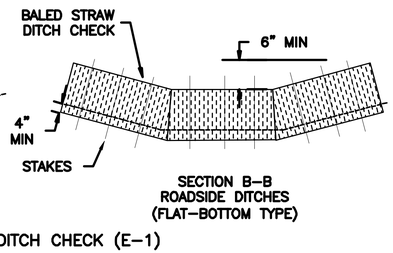

BALED STRAW DITCH CHECK (E–1)



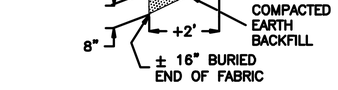

SILT FENCE (E–11)

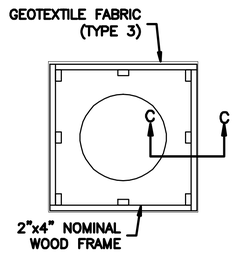



SECTION A–A
ROADSIDE DITCHES
(V–TYPE)

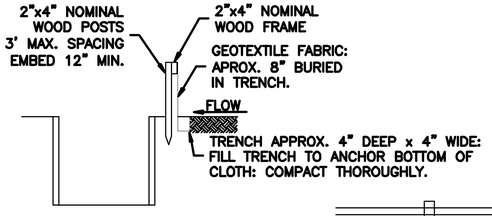



SECTION B–B
ROADSIDE DITCHES
(FLAT–BOTTOM TYPE)



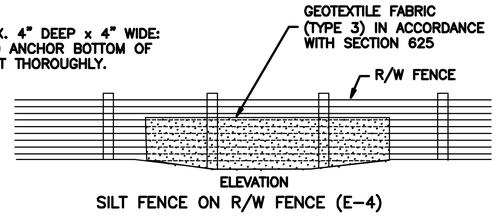




PLAN



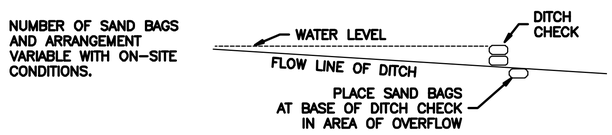

SECTION C–C

DROP INLET SILT FENCE (E–7)



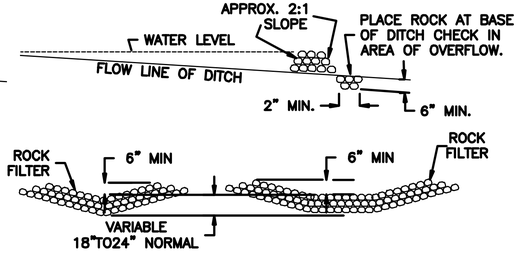

ELEVATION

SILT FENCE ON R/W FENCE (E–4)




SECTION A–A SECTION B–B

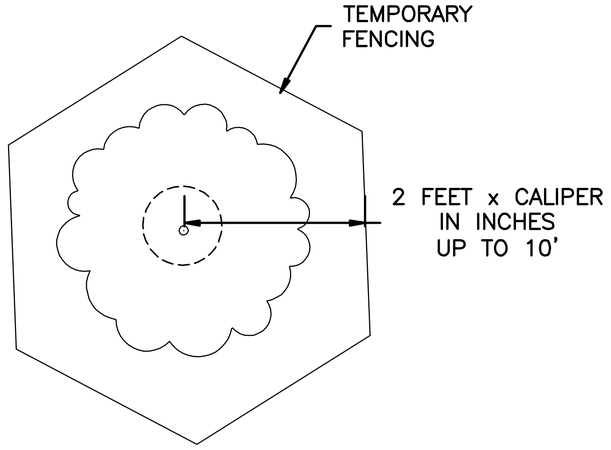
SAND BAG DITCH CHECK (E–5)

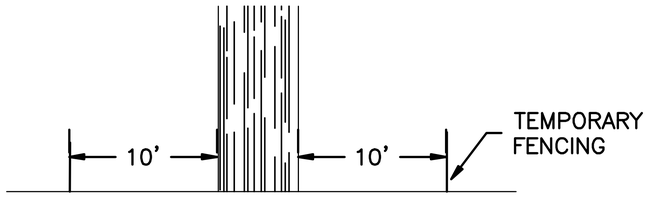



SECTION A–A SECTION B–B

ROCK DITCH CHECK (E–5)

| STANDARD DETAILS | TITLE | | STD-66 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | TREE PROTECTION | Issue Date<br>January, 2007 | Revision Date |




NO FILL WITHIN
10' OF TRUNK OF
TREE

NOTE: TEMPORARY FENCING SHALL BE PLACED PRIOR TO CONSTRUCTION IN AREA.

| STANDARD DETAILS | TITLE | | STD-67 |
|---|---|---|---|
| CITY OF SHERWOOD<br>ARKANSAS | SHERWOOD STANDARD<br>STREET SIGNS | Issue Date<br>January, 2007 | Revision Date<br>June 11, 2007 |




White Border
White 12" Letters
White 12" Logo
Green 18" Sign

18" High Sign with 12" Letters
with LOGO and Border

Standard Street Sign for Intersections for the City of Sherwood
Approved by the Street Com. April 11,2006

# Major Intersection Sign




9" High Sign with 6" Letters
with LOGO and Border

White Border
White 6" Letters
White 6" Logo
Green 9" Sign

Standard Street Sign for the City of Sherwood
Approved by the Street Com. April 11,2006

# Standard Street Sign