DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	1	405

(2) HWY. 104 - HWY. 365 (PINE BLUFF & WHITE HALL) (S)

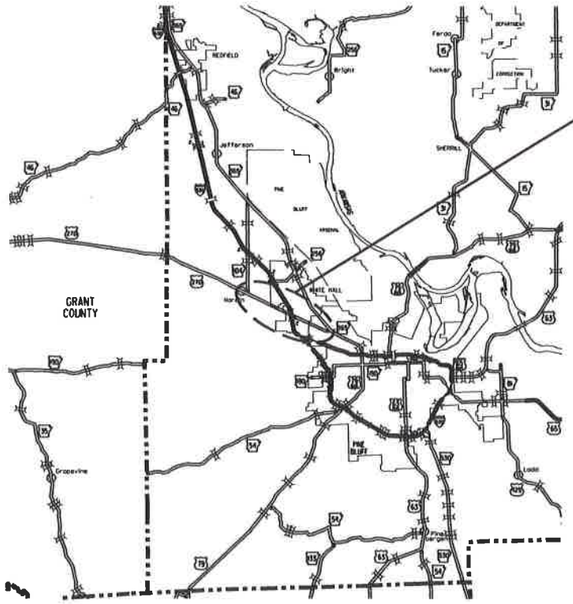
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 104 - HWY. 365
(PINE BLUFF & WHITE HALL) (S)

JEFFERSON COUNTY
ROUTE 270 SECTION 11
ROUTE 365S SECTION 14S

JOB 020626

FED. AID PROJ. ACNHPP-0035(49)



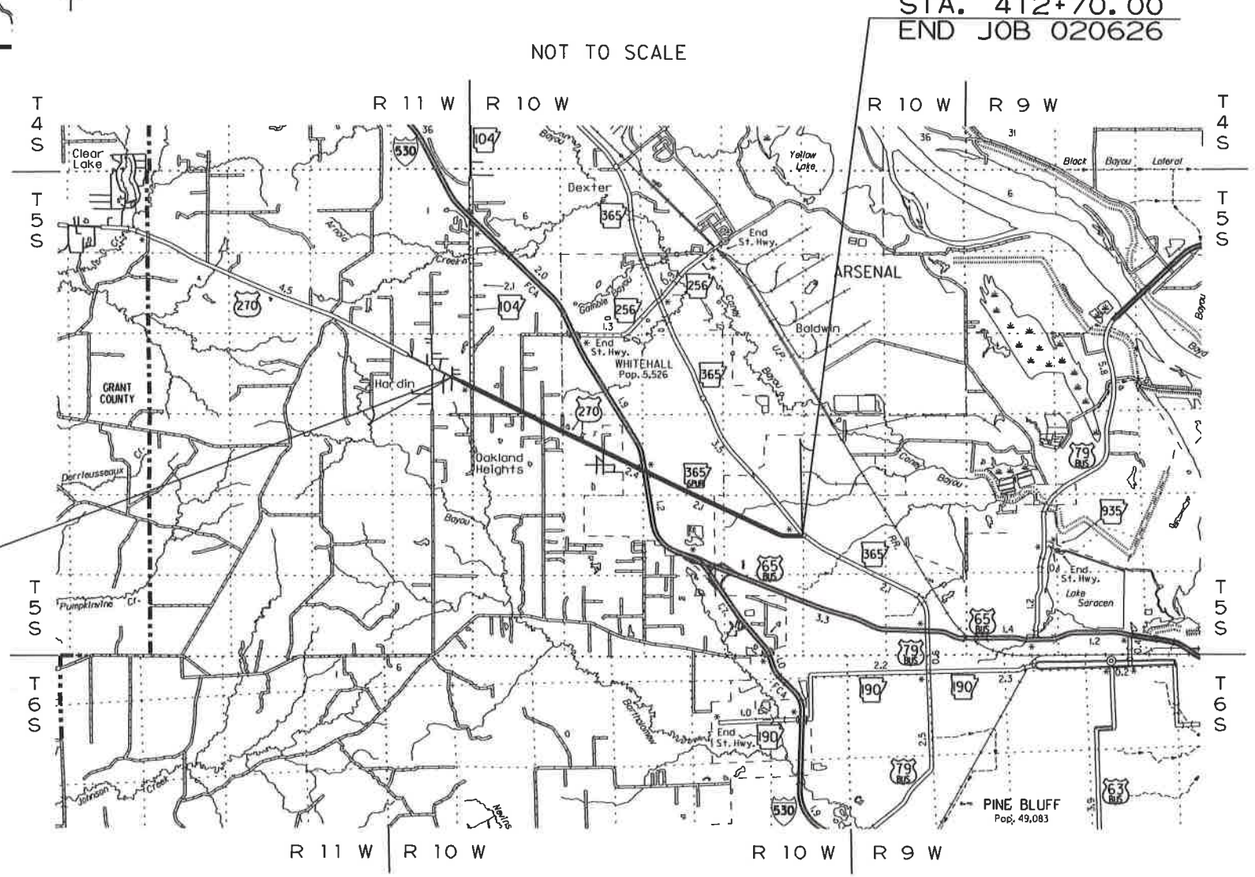
VICINITY MAP



ARK. HWY. DIST. NO. 2

NOT TO SCALE

STA. 412+70.00
END JOB 020626



STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

DESIGN TRAFFIC DATA

DESIGN YEAR	2043
2023 ADT	12000
2043 ADT	13000
2043 DHV	1430
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	11%
DESIGN SPEED	45 MPH

N

APPROVED

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 14276
JARED D. WILEY

CHIEF ENGINEER - PRECONSTRUCTION

JUNE 28, 2023

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 34°16'45"	N 34°15'43"	N 34°14'56"
LONGITUDE	W 92°08'43"	W 92°06'19"	W 92°04'16"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF	PROJECT	25126.13	FEET OR	4.759	MILES
NET	ROADWAY	25126.13		4.759	MILES
NET	BRIDGES	0.00		0.000	MILES
NET	PROJECT	25126.13		4.759	MILES

HT39710 6/12/2023
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	2	405

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Smith, Trinity D.
Jun 15 2023 4:51 PM

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56 - 82		MAINTENANCE OF TRAFFIC DETAILS
83 - 94		PERMANENT PAVEMENT MARKING DETAILS
95 - 118		QUANTITIES
119 - 120		SUMMARY OF QUANTITIES AND REVISIONS
121 - 134		SURVEY CONTROL DETAILS
135 - 176		PLAN AND PROFILE SHEETS
177		SUMMARY OF TRAFFIC SIGNAL QUANTITIES
178		TRAFFIC SIGNAL NOTES
179		TRAFFIC SIGNAL STREET NAME SIGNS
180		SIGNALIZATION INTERCHANGE LAYOUT
181		TRAFFIC SIGNAL QUANTITIES - I-530 SB RAMP
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199 - 215		SIGNALIZATION PLAN SHEETS
216		TRAFFIC SIGNAL QUANTITIES - ROBIN RD.
217 - 231		SIGNALIZATION PLAN SHEETS
232 - 405		CROSS SECTIONS

NOTE: CROSS SECTIONS NOT NORMALLY INCLUDED IN PLANS SOLD TO PROSPECTIVE BIDDERS, BUT MAY BE HAD UPON REQUEST.

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55002	STANDARD DETAILS FOR CONCRETE RIPRAP	02-27-14

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CG-1	CURBING DETAILS	11-29-07
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-19-22
DR-2	DETAILS OF DRIVEWAYS & STREET TURNOUTS	05-19-22
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	08-22-02
FPC-9M	DETAILS OF DROP INLET (TYPE MO)	08-22-02
MB-1	MAILBOX DETAILS	11-18-04
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	11-16-17
SD-7	SPAN WIRE ASSEMBLY WOOD POLE	11-16-17
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	11-16-17
SE-3	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)	11-07-19
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
WF-2	WIRE FENCE WATER GAPS	04-20-79
WF-3	CHAIN LINK FENCE	11-17-10
WF-4	WIRE FENCE TYPE C AND D	08-22-02
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05
W-X003-1	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	05-10-66
W-X15	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	06-13-63
W-X153-1	DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS	05-10-66
R-100X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	02-08-63
R-115X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	08-14-63
R-200X-0	DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS	02-15-63

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INDEX OF SHEETS AND STANDARD DRAWINGS

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(2) GOVERNING SPECS. AND GENERAL NOTES

GOVERNING SPECIFICATIONS

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

NUMBER **TITLE**

ERRATA_____ ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__ REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__ SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__ SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__ SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____ CONTRACTOR'S LICENSE
100-4_____ DEPARTMENT NAME CHANGE
102-2_____ ISSUANCE OF PROPOSALS
105-4_____ MAINTENANCE DURING CONSTRUCTION
107-2_____ RESTRAINING CONDITIONS
108-1_____ LIQUIDATED DAMAGES
108-2_____ WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____ PROTECTION OF WATER QUALITY AND WETLANDS
210-1_____ UNCLASSIFIED EXCAVATION
303-1_____ AGGREGATE BASE COURSE
306-1_____ QUALITY CONTROL AND ACCEPTANCE
400-1_____ TACK COATS
400-4_____ DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____ PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____ LIQUID ANTI-STRIP ADDITIVE
400-7_____ TRACKLESS TACK
404-3_____ DESIGN OF ASPHALT MIXTURES
410-1_____ CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____ DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4_____ EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
501-2_____ CEMENT
502-1_____ WELDED WIRE REINFORCEMENT
505-1_____ PORTLAND CEMENT CONCRETE DRIVEWAY
600-2_____ INCIDENTAL CONSTRUCTION
603-1_____ LANE CLOSURE NOTIFICATION
604-1_____ RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3 TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1_____ CONCRETE DITCH PAVING
606-1_____ PIPE CULVERTS FOR SIDE DRAINS
620-1_____ MULCH COVER
621-1_____ FILTER SOCKS
632-1_____ CONCRETE ISLAND
633-1_____ CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1_____ CURBING
700-2_____ TRAFFIC CONTROL FACILITIES
800-1_____ STRUCTURES
802-4_____ CEMENT
804-2_____ REINFORCING STEEL FOR STRUCTURES
JOB 020626__ ACTUATED CONTROLLER
JOB 020626__ AIRPORT CLEARANCE REQUIREMENTS
JOB 020626__ ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 020626__ BIDDING REQUIREMENTS AND CONDITIONS
JOB 020626__ BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 020626__ BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 020626__ BUY AMERICA - CONSTRUCTION MATERIALS
JOB 020626__ CABINET DRAWER ASSEMBLY
JOB 020626__ CARGO PREFERENCE ACT REQUIREMENTS
JOB 020626__ CLOSED LOOP TRAFFIC SYSTEM (E-NET AND FIBER)
JOB 020626__ COLD MILLING – COUNTY PROPERTY
JOB 020626__ COMMUNICATIONS CABLE - FIBER
JOB 020626__ CONSTRUCTION PROJECT INFORMATION SIGN
JOB 020626__ CULVERT CLEAN OUT
JOB 020626__ DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 020626__ DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 020626__ EDGE CARD VIDEO PROCESSOR
JOB 020626__ ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB 020626__ ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB 020626__ ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 020626__ EXTENSION FOR PIPE CULVERTS
JOB 020626__ FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 020626__ JOINT TAPE
JOB 020626__ LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
JOB 020626__ LED LUMINAIRE ASSEMBLY (BUG U0 TYPE)
JOB 020626__ LED TRAFFIC SIGNAL HEAD
JOB 020626__ LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 020626__ LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES

GOVERNING SPECIFICATIONS - CONTINUED

NUMBER **TITLE**

JOB 020626__ MAINTENANCE OF TRAFFIC
JOB 020626__ MANDATORY ELECTRONIC CONTRACT
JOB 020626__ MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 020626__ NESTING SITES OF MIGRATORY BIRDS
JOB 020626__ PARTNERING REQUIREMENTS
JOB 020626__ PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 020626__ PLASTIC PIPE
JOB 020626__ PORTABLE DATA TERMINAL
JOB 020626__ PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 020626__ PRICE ADJUSTMENT FOR FUEL
JOB 020626__ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 020626__ RELOCATION OF TRAFFIC SIGNAL HEAD
JOB 020626__ REMOVAL OF TRAFFIC SIGNAL EQUIPMENT
JOB 020626__ RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 020626__ RETROREFLECTIVE BACKPLATES
JOB 020626__ SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 020626__ SHORING FOR CULVERTS
JOB 020626__ SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 020626__ SOIL STABILIZATION
JOB 020626__ STORM WATER POLLUTION PREVENTION PLAN
JOB 020626__ STREET NAME SIGN (MAST ARM MOUNTED)
JOB 020626__ SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 020626__ SYSTEM LOCAL CONTROLLER
JOB 020626__ SYSTEM LOCAL CONTROLLER (FIBER)
JOB 020626__ TOTAL SOLAR ECLIPSE
JOB 020626__ UTILITY ADJUSTMENTS
JOB 020626__ VALUE ENGINEERING
JOB 020626__ VIDEO DETECTOR (COLOR)
JOB 020626__ VIDEO DETECTOR ROTATION
JOB 020626__ WARM MIX ASPHALT
JOB 020626__ WELLHEAD PROTECTION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Smith, Trinity D.
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GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
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 LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
9. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
10. THE EXISTING ASPHALT 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 OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.

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GOVERNING SPECIFICATIONS AND GENERAL NOTES

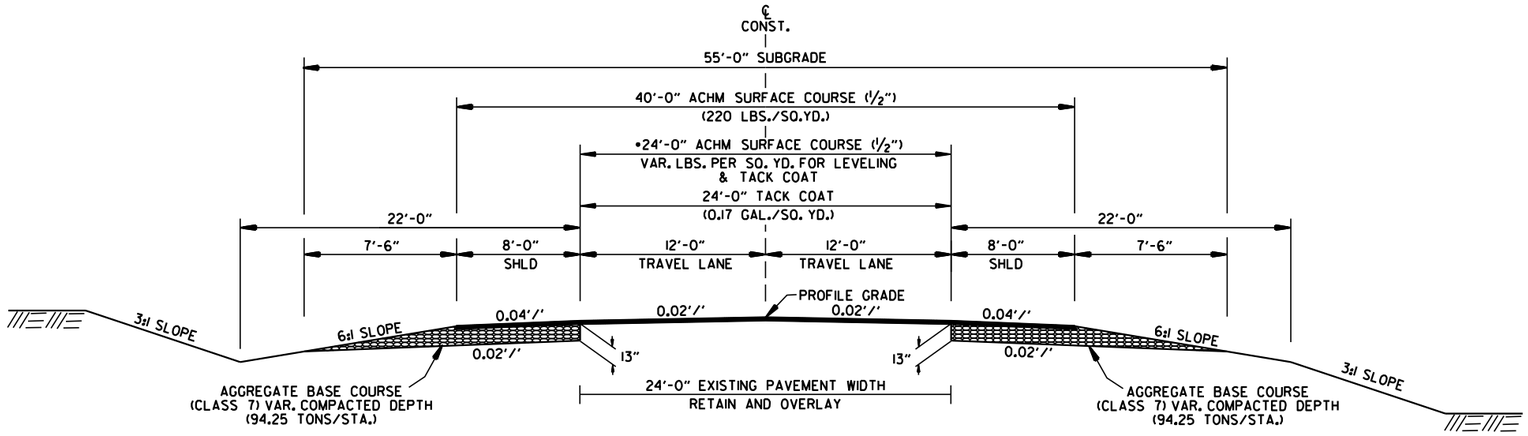
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				6	ARK.			
				JOB NO.		020626	4	405

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HWY. 270
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN
STA. 161+43.87 TO STA. 166+55.87

NOTES:

THE THICKNESS OF AGGREGATE 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.

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

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

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

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TYPICAL SECTIONS OF IMPROVEMENT

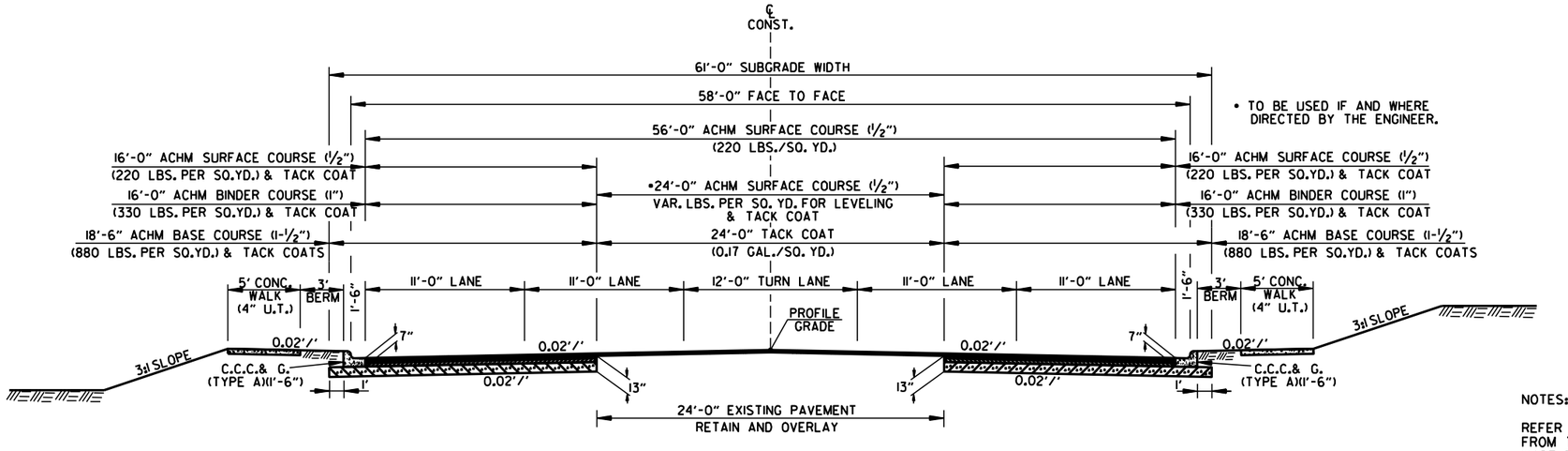
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	5	405

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HWY. 270
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN - 24' EXISTING PAVEMENT
STA. 166+55.87 TO STA. 298+00.00
STA. 307+00.00 TO STA. 360+50.00

NOTES:

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

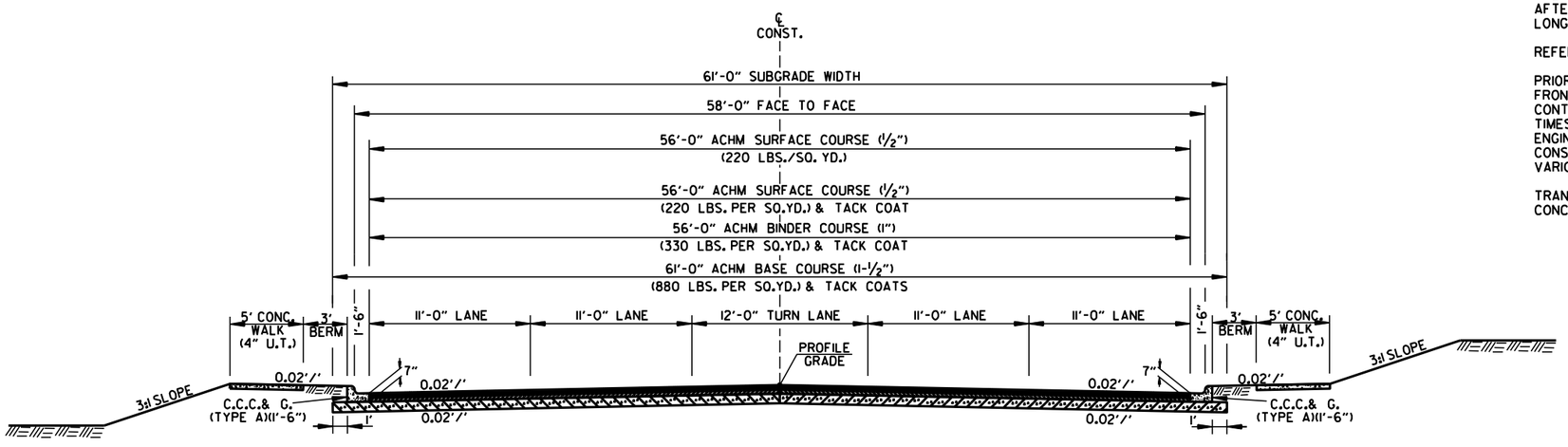
ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

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

REFER TO PLAN SHEETS FOR SIDEWALK LOCATIONS.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.



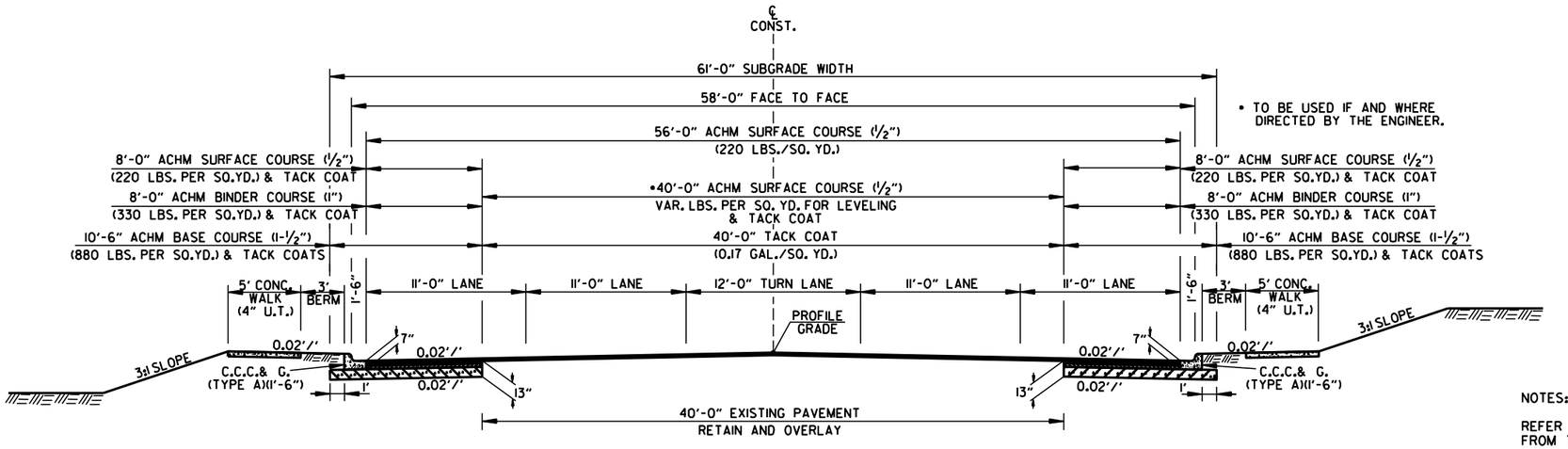
HWY. 270
TYPICAL SECTION OF IMPROVEMENT
FULL DEPTH
STA. 298+00.00 TO STA. 307+00.00

HT39710 8/18/2022
RD20626.DGN

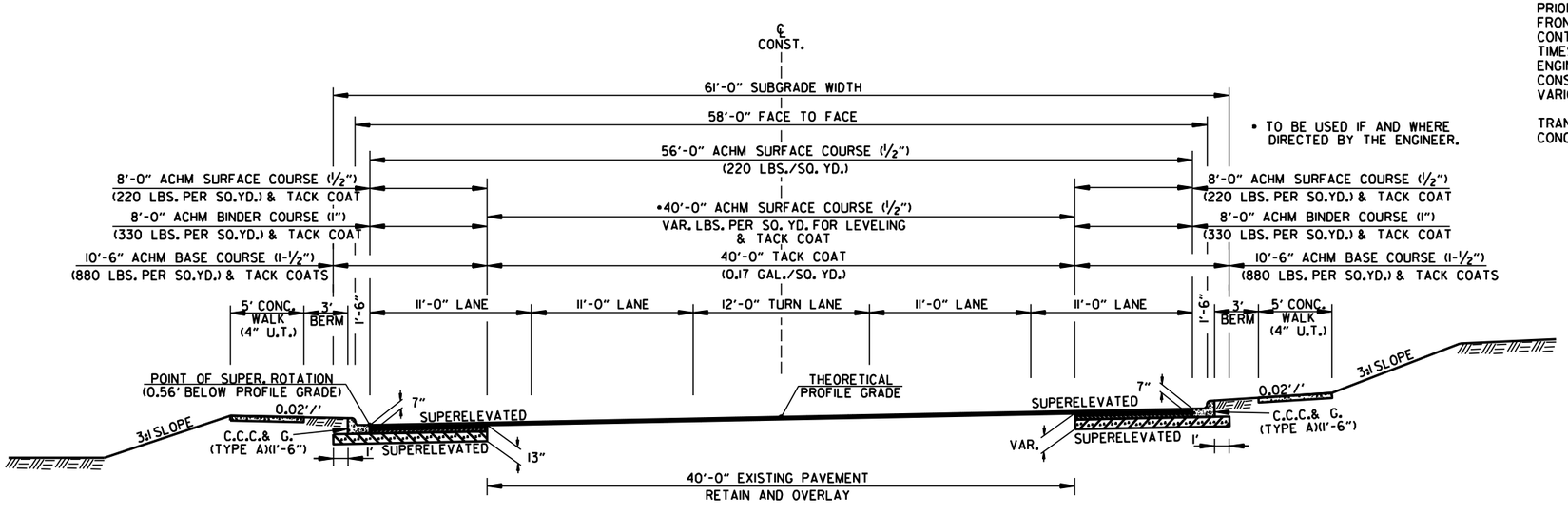
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) TYPICAL SECTIONS OF IMPROVEMENT



HWY. 270
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN - 40' EXISTING PAVEMENT
STA. 360+50.00 TO STA. 412+70.00



HWY. 270
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN - 40' EXISTING PAVEMENT
SUPERELEVATED

NOTES:

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

ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

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

REFER TO PLAN SHEETS FOR SIDEWALK LOCATIONS.

PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HT39710 8/18/2022
R020626.DGN

TYPICAL SECTIONS OF IMPROVEMENT

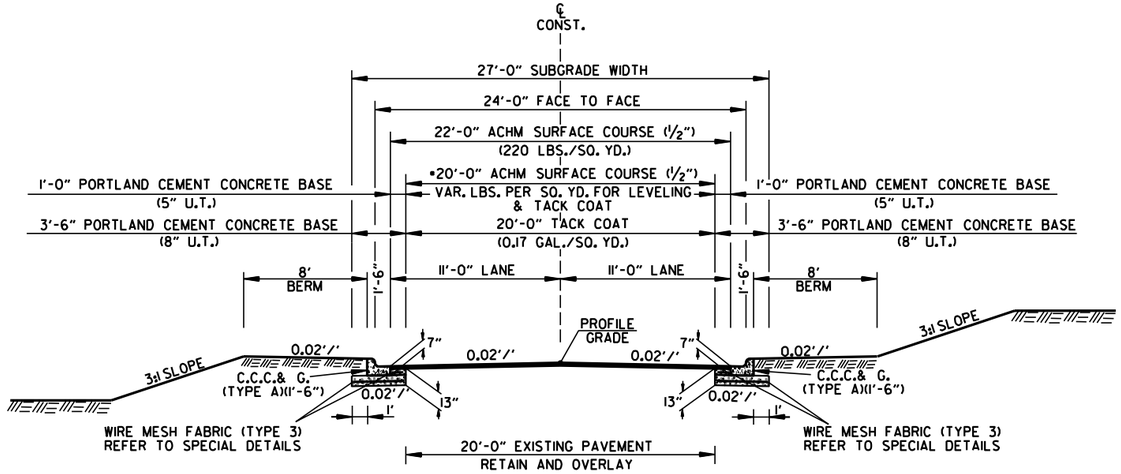
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				6	ARK.			
				JOB NO.		020626	7	405

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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HWY. 104
TYPICAL SECTION OF IMPROVEMENT
STA. 704+50.35 TO STA. 705+12.95

NOTES:

THE THICKNESS OF AGGREGATE 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.

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

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R020626.DGN

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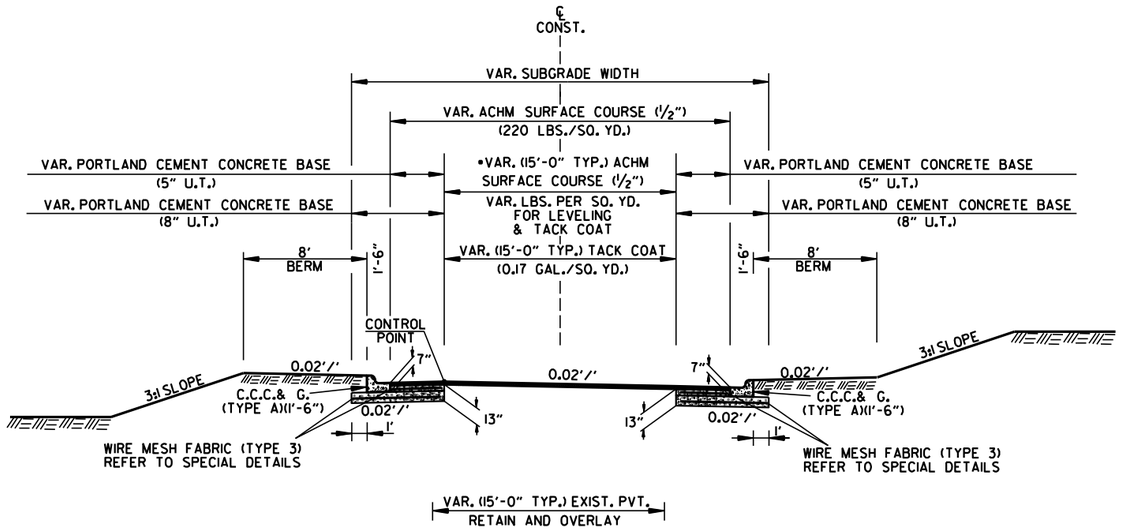
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				6	ARK.			
				JOB NO.		020626	8	405

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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I-530 N.B. AND S.B. RAMPS
TYPICAL SECTION OF IMPROVEMENT

NOTES:

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

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R020626.DGN

TYPICAL SECTIONS OF IMPROVEMENT

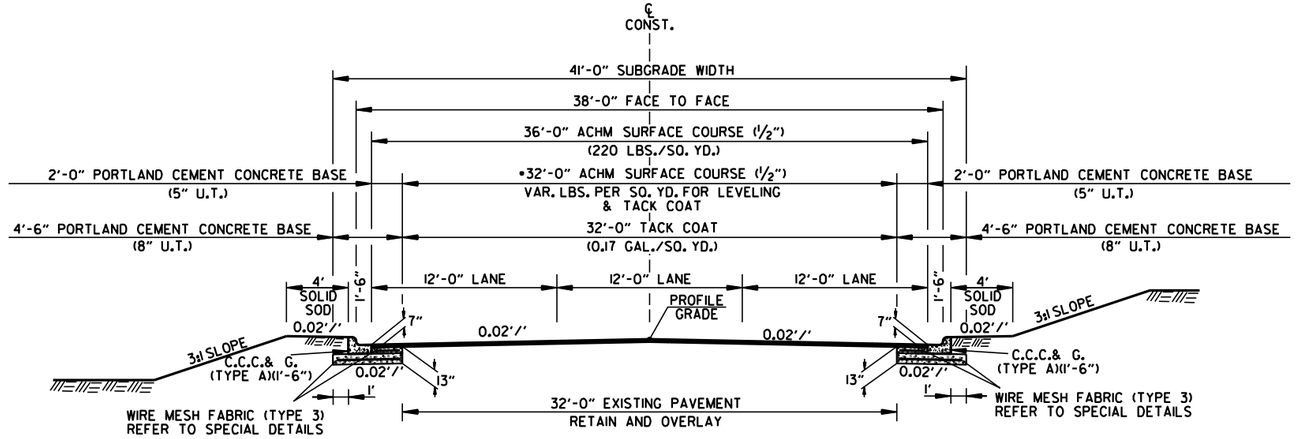
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				JOB NO.		020626	9	405

(2) TYPICAL SECTIONS OF IMPROVEMENT

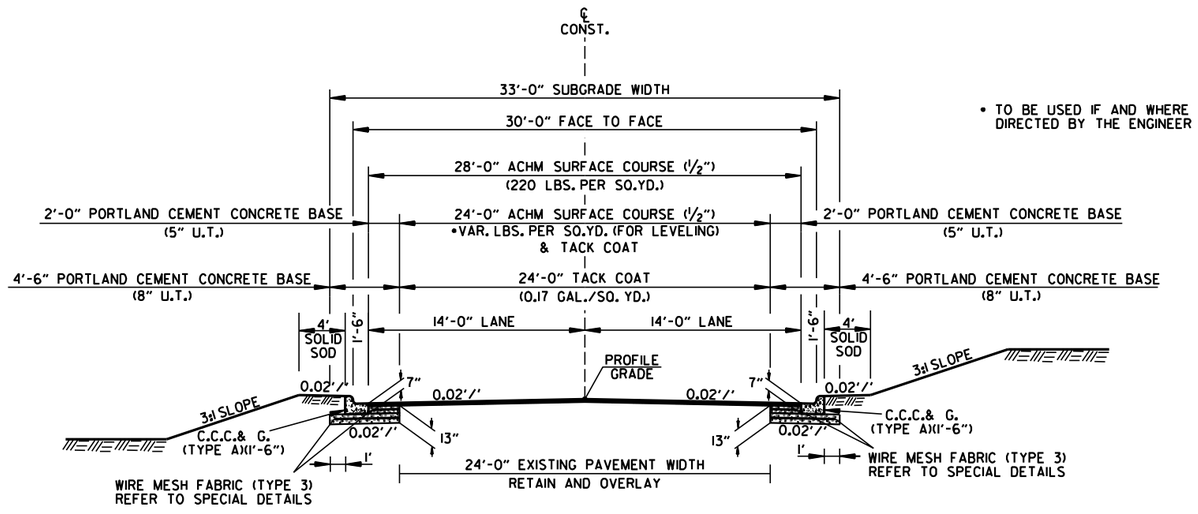
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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ROBIN RD.
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN - 32' EXISTING PAVEMENT



• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HOSPITALITY DR.
TYPICAL SECTION OF IMPROVEMENT
NOTCH AND WIDEN - 24' EXISTING PAVEMENT

NOTES:

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

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R020626.DGN

TYPICAL SECTIONS OF IMPROVEMENT

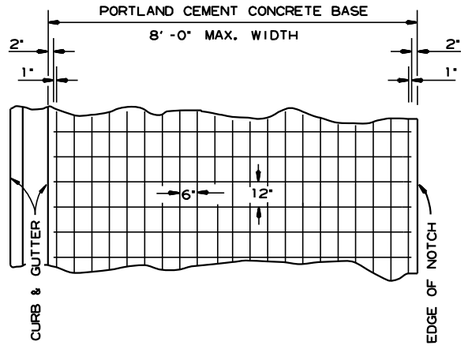
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				JOB NO.		020626	10	405

(2) SPECIAL DETAILS



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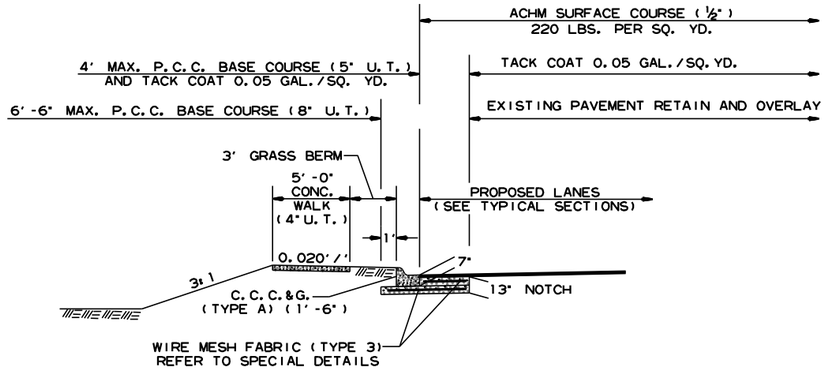


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

NOTES:

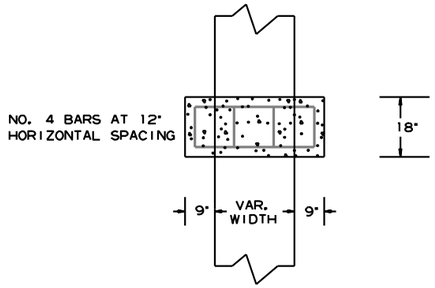
1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (8" U.T. AND 5" U.T.)

DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)



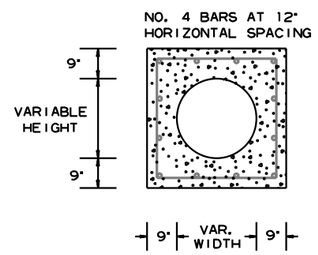
P.C.C. BASE WIDENING DETAIL

P.C.C. BASE WIDENING TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

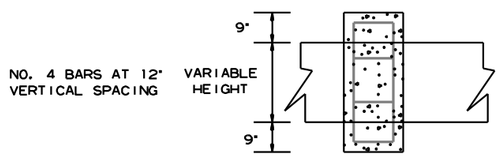


TOP VIEW

MIN 3" COVER

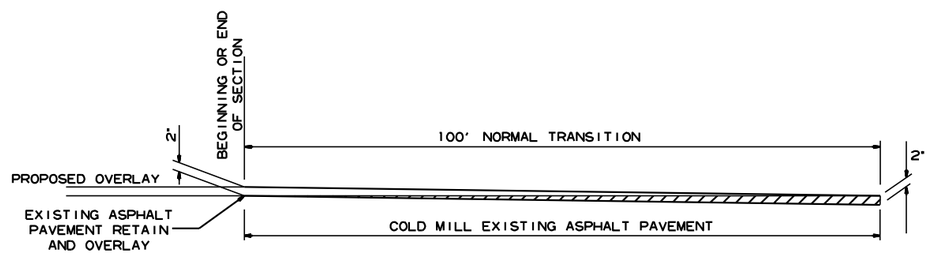


FRONT VIEW



SIDE VIEW

PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL



DETAIL FOR TRANSITIONS

HT39710 8/18/2022
R020626.DGN

SPECIAL DETAILS

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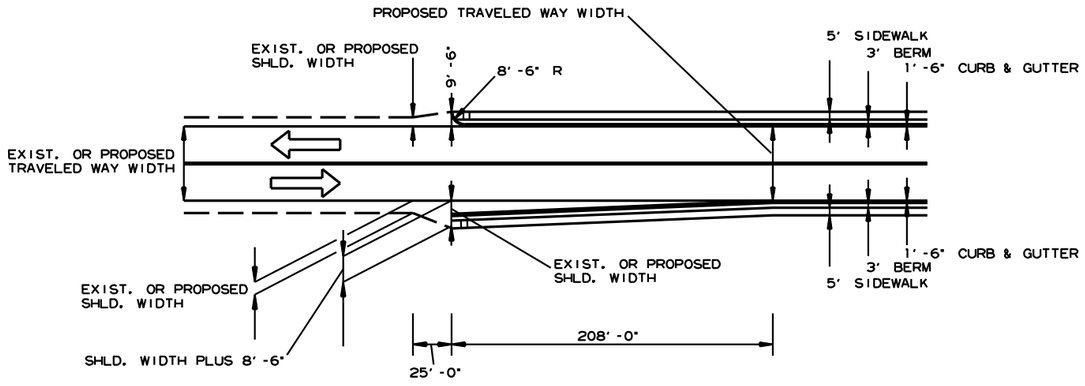
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6	ARK.			
JOB NO.		020626	11	405

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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TRANSITION FROM OPEN SHOULDER
TO CURB & GUTTER SECTION

HT39710 8/18/2022
R020626.DGN

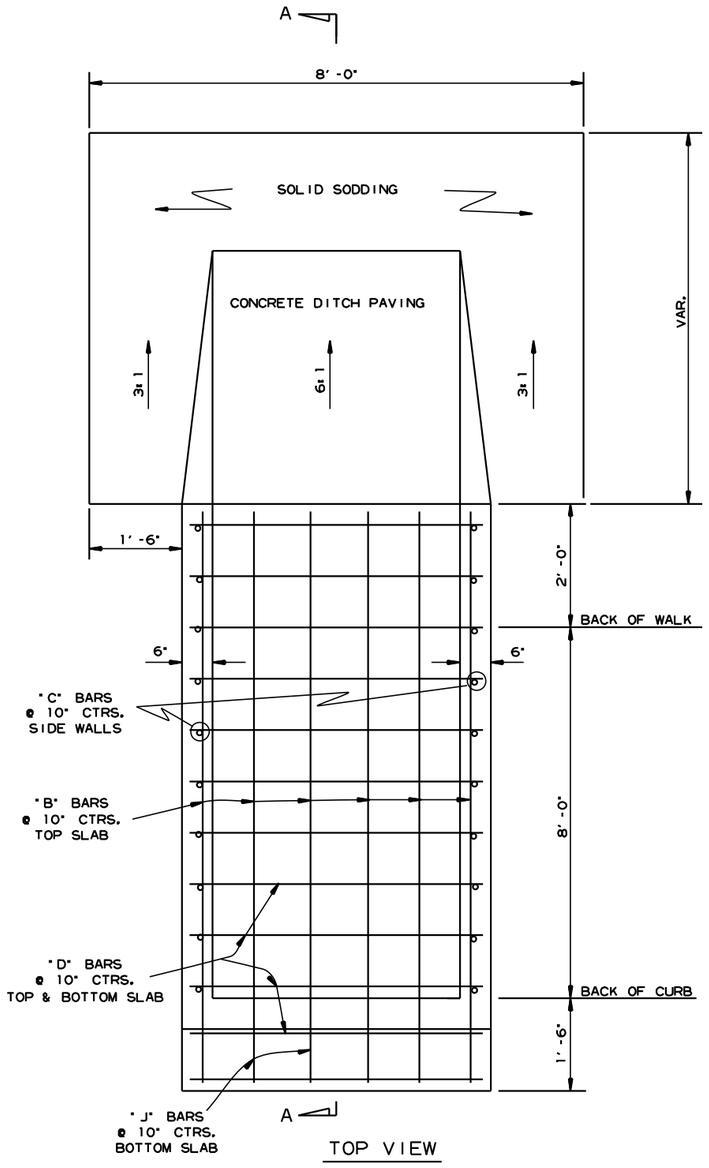
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(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

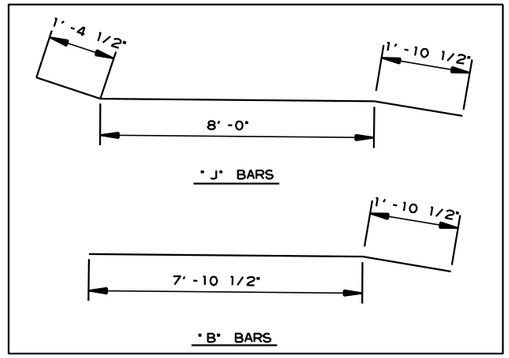
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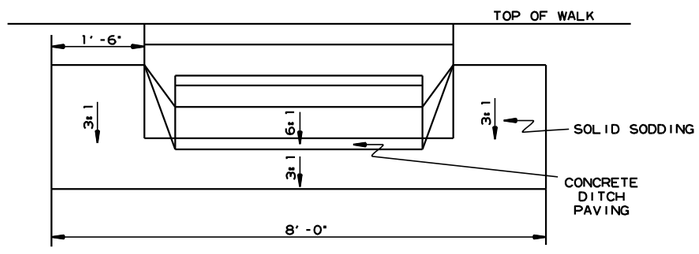
TOP VIEW

BAR DIAGRAM

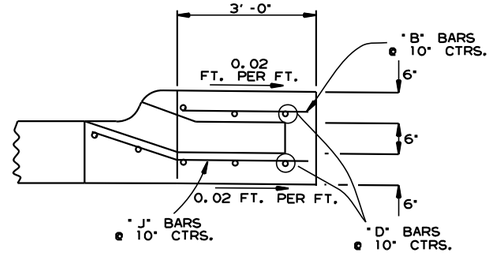


CLASS A CONC.	REINF. STEEL-RDWY. GRADE 60
CU. YDS.	POUND
2.53	207

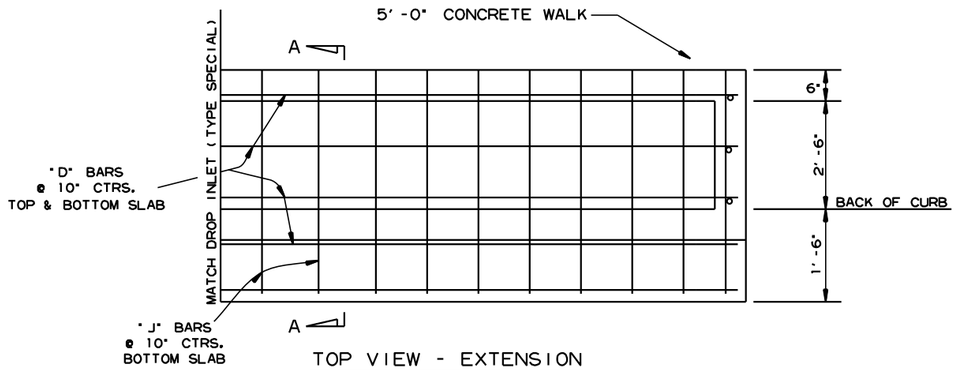
QUANTITIES FOR INFORMATION ONLY
DROP INLET (TYPE SPECIAL)



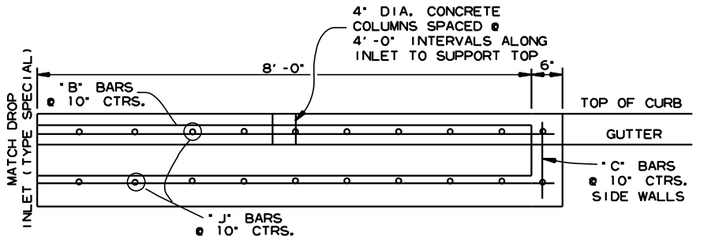
BACK VIEW



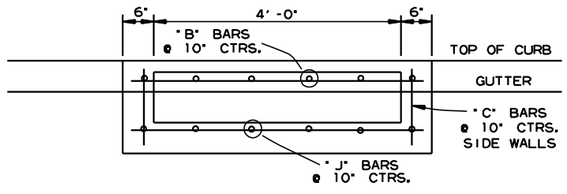
SECTION A-A - EXTENSION



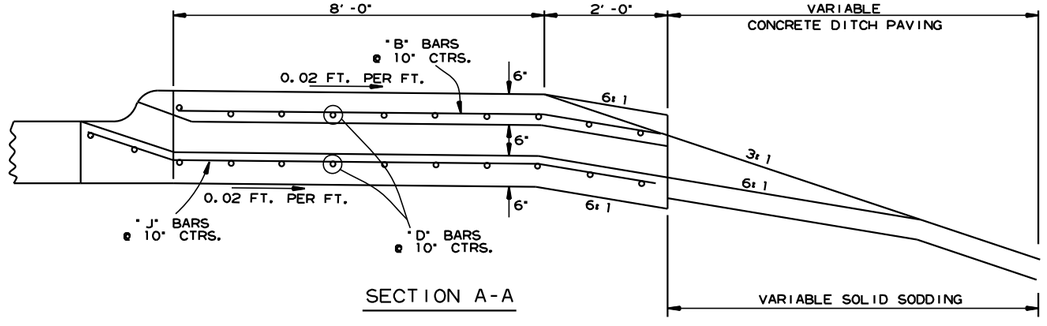
TOP VIEW - EXTENSION



FRONT VIEW - EXTENSION



FRONT VIEW



SECTION A-A

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
2. ALL REINF. BARS SHALL BE #4 AND HAVE 1 1/2" COVER.
3. DROP INLETS AND EXTENSIONS ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
4. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
5. 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.
6. CONCRETE DITCH PAVING & SOLID SODDING SHALL BE PAID FOR SEPARATELY.
7. CONSTRUCT EXTENSIONS UPSTREAM OF DROP INLET UNLESS OTHERWISE SPECIFIED.

DROP INLET (TYPE SPECIAL)

SPECIAL DETAILS

H139710 8/18/2022
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	13	405

(2) SPECIAL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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6.0" Radius, 1.3" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE " Arial;
" ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN

HT39710 8/18/2022
R020626.DGN

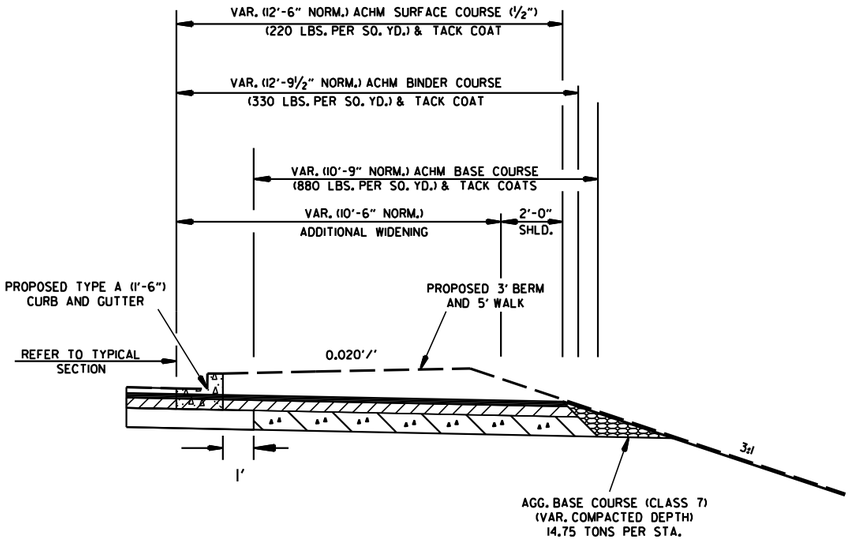
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(2) SPECIAL DETAILS

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH

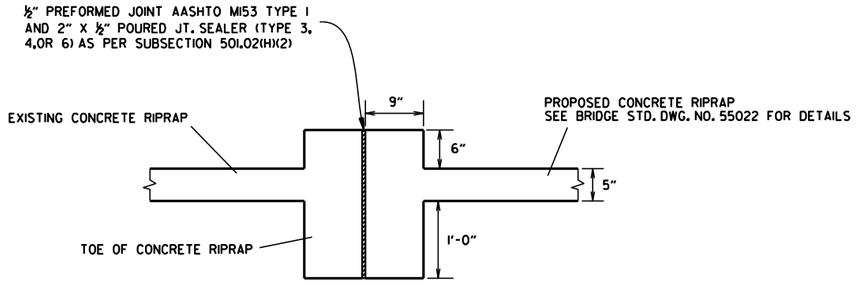
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ADDITIONAL WIDENING
FOR MAINTENANCE OF TRAFFIC
(STAGE I WIDENING ON RT.)

STA. 295+00.00 - STA. 311+00.00



CONCRETE RIPRAP SLAB
ADJOINING DETAIL

HT39710 8/18/2022
R020626.DGN

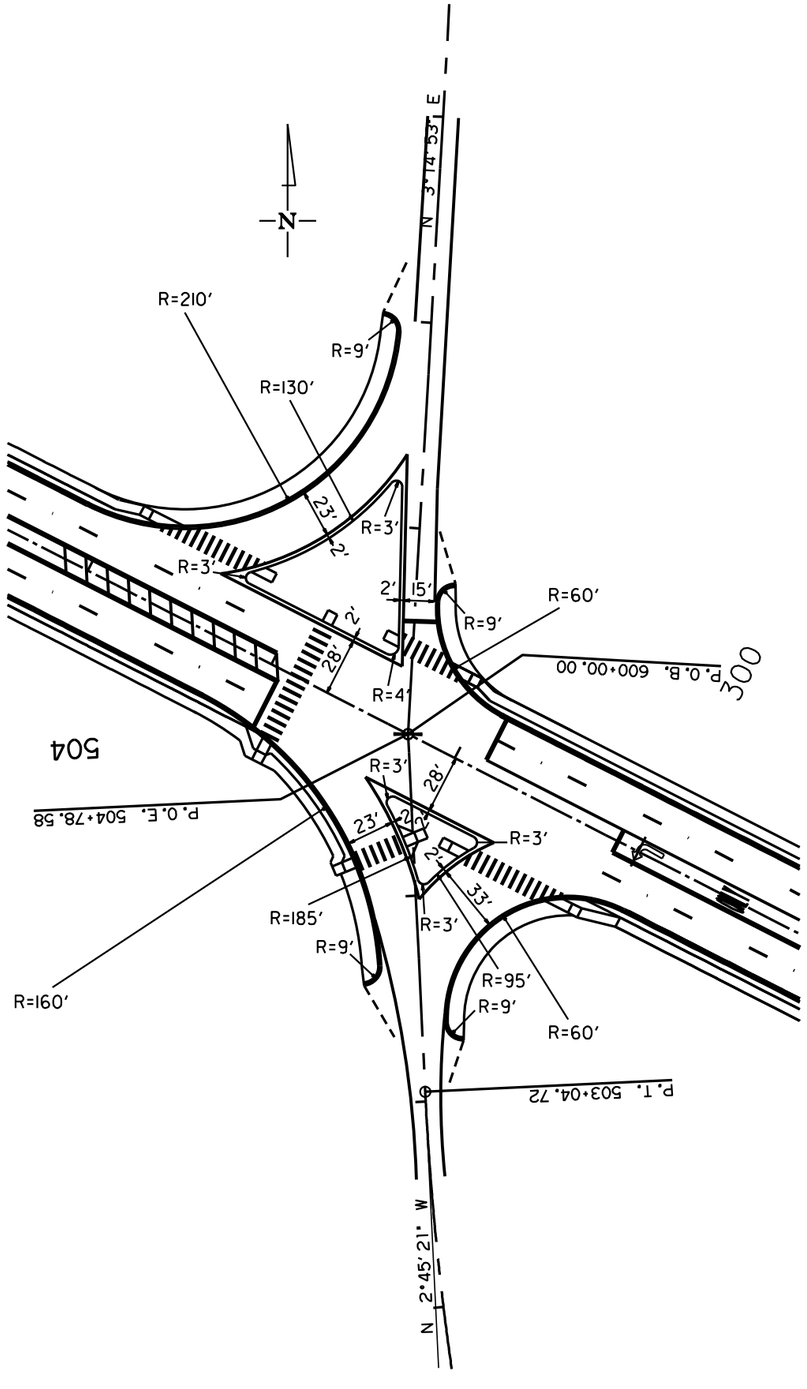
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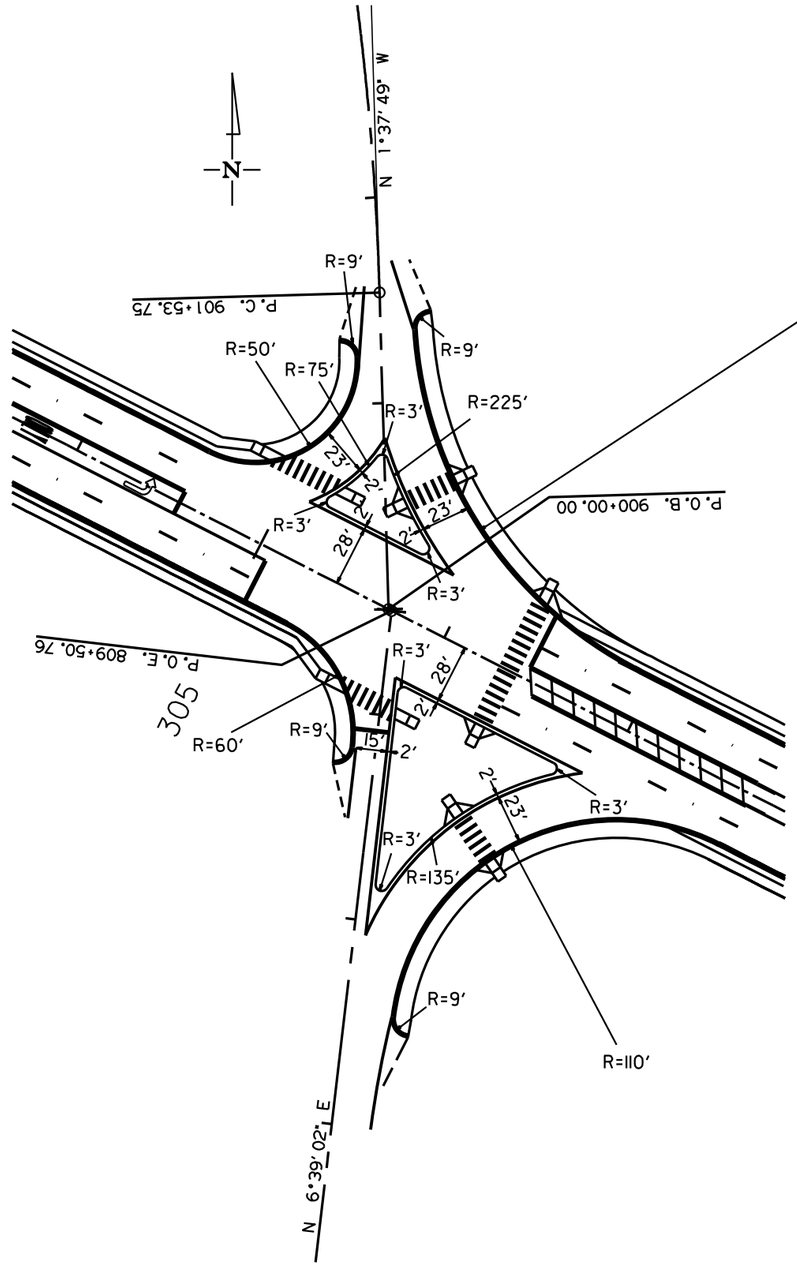
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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I-530 SOUTHBOUND RAMPS
AND ISLAND DETAILS



I-530 NORTHBOUND RAMPS
AND ISLAND DETAILS

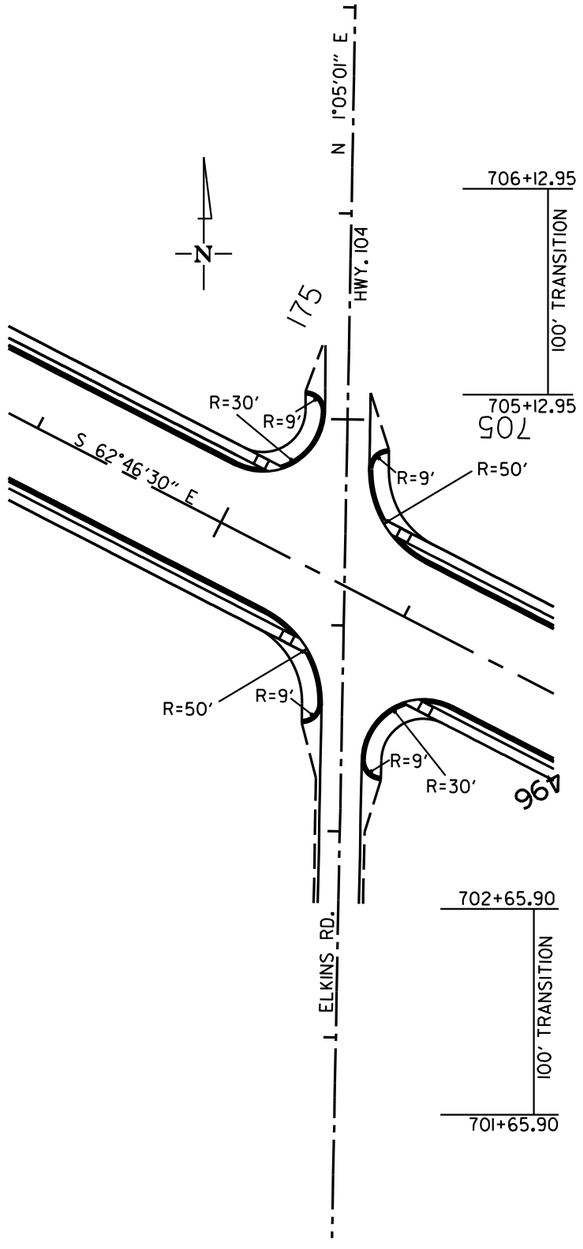
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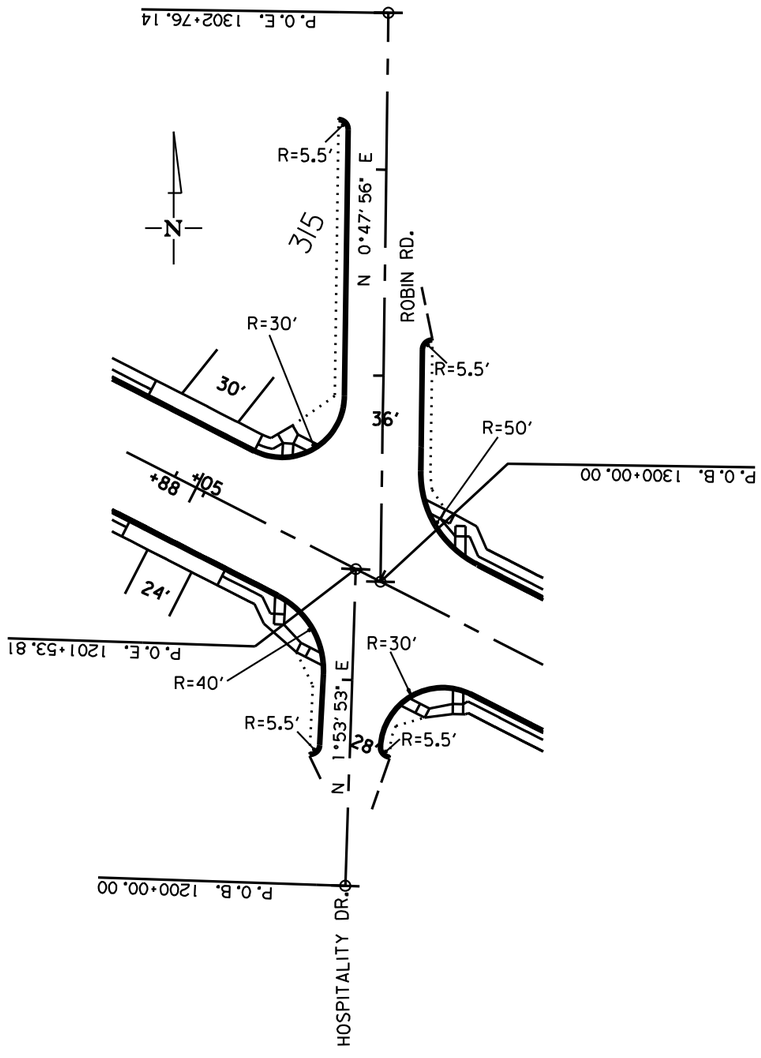
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(2) SPECIAL DETAILS

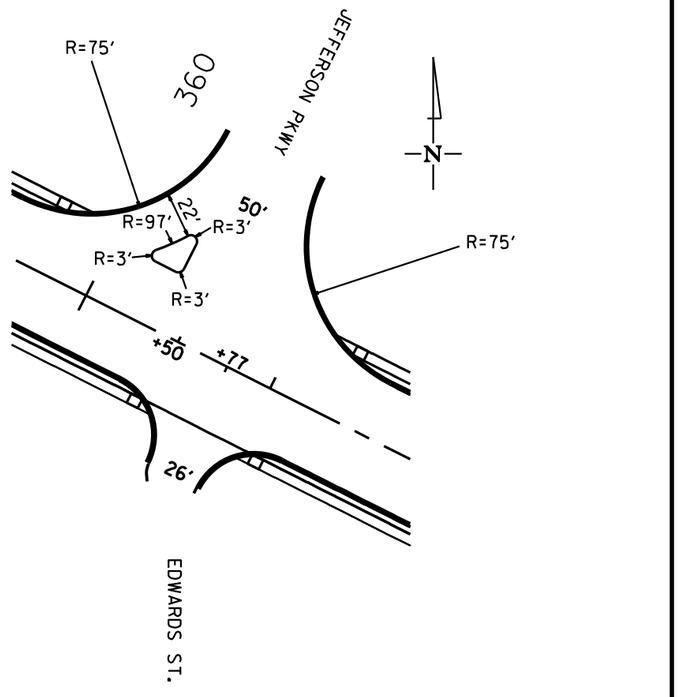
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:37 PM
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HWY. 104 AND ELKINS RD.
RADIUS DETAILS



HOSPITALITY DR. AND ROBIN RD.
RADIUS DETAILS



JEFFERSON PARKWAY
RADIUS DETAILS

HT39710 8/18/2022
R020626.DGN

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	17	405

SPECIAL DETAILS

Ellis, Rick
Aug 31 2020 02:58 PM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

TABULAR DATA BY: JSO DATE: 7/14/2020
CHECKED BY: BHS DATE: 8/31/2020

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
11'-0"	5'-0"	0'-9"	0'-8"	0	3:1	10'-0"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	15'-10 5/8"	15'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
5.98	602

WING	F1 BAR SIZE	F1 MAX SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	14	L Min	2'-10"				L -				L -	4	18	6	Min	4	18	2	13'-8"	4	18	10	L Min	4	6	16'-9"	6	18	10	Min				Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L 3'-4"	301
				L Max	7'-6"												2'-1"								Max 7'-3"							1'-8"				-									X 1'-3"	
				X Min	0'-9"	-	-	-	X -	-	-	-	X -												L Min 1'-4"										Max										
				X Max	1'-7"												Max								Max 1'-4"							2'-6"				-										
				Y Min	2'-2"				Y -				Y -												Y Min 2'-0"																					
				Y Max	6'-0"												12'-2"								Max 6'-0"																					
WING B	4	12	14	L Min	2'-10"				L -				L -	4	18	6	Min	4	18	2	13'-8"	4	18	10	L Min	4	6	16'-9"	6	18	10	Min				Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L 3'-4"	301
				L Max	7'-6"												2'-1"								Max 7'-3"							1'-8"				-									X 1'-3"	
				X Min	0'-9"	-	-	-	X -	-	-	-	X -												L Min 1'-4"										Max										
				X Max	1'-7"												Max								Max 1'-4"							2'-6"				-										
				Y Min	2'-2"				Y -				Y -												Y Min 2'-0"																					
				Y Max	6'-0"												12'-2"								Max 6'-0"																					

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	"k1", "k2" & "h" SIZE	"k1", "k2" & "h" NO. REQ'D	"k1", "k2" & "h" LENGTH
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																													
		0												Max				Max									Max				Max				LONG	"k1"			
																																					"k2"			
														Min				Min									Min				Min				SHORT				
																																					"h"			Y

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	REINFORCING STEEL (GR 60) (Includes HDWL) LBS.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL 'd' LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL									"h" HDWL BARS			
---	---	---	---	---	---	---	---	---	---	---	---	---	---
HD	LBS									SIZE	Y	LENGTH	NO. REQD
3"	44									4	0'-11"	1'-11"	12

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
TOTAL	
0.10	59

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	2	10	5	12	12	6	11'-0"	7'-0"	42.00	7	9	56	10'-8"	5	6	84	10'-8"	4	6.5	154	6'-8"	4	9	15	4	9	15	4	12	10

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
42.00	4015

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0ft - 154.0 ft
4	>154.0ft - 192.0 ft
5	>192.0ft - 230.0 ft
6	>230.0ft - 268.0 ft
7	>268.0ft - 306.0 ft
8	>306.0ft -344.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 248+30

SPECIAL DETAILS

Ver. Lui7 b020626_cl.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	18	405

ⓘ SPECIAL DETAILS

Aug 31 2020 2:56 PM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

TABULAR DATA BY: JSO DATE: 7/14/2020
CHECKED BY: BHS DATE: 8/31/2020

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
11'-0"	5'-0"	0'-9"	0'-8"	0	3:1	10'-0"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	15'-10 5/8"	15'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
6.52	602

| WING | F1 BAR SIZE | F1 MAX SPACING | F1 NO. REQ'D | F1 LENGTHS VARY | | | F2 BAR SIZE | F2 SPACING | F2 NO. REQ'D | F2 LENGTHS | | F3 BAR SIZE | F3 SPACING | F3 NO. REQ'D | F3 LENGTHS | | F4 BAR SIZE | F4 SPACING | F4 NO. REQ'D | F4 LENGTHS VARY | F5 BAR SIZE | F5 SPACING | F5 NO. REQ'D | F5 LENGTHS | | F6 BAR SIZE | F6 SPACING | F6 NO. REQ'D | F6 LENGTHS VARY | | | F7 BAR SIZE | F7 NO. REQ'D | F7 LENGTHS | | F8 BAR SIZE | F8 SPACING | F8 NO. REQ'D | F8 LENGTHS VARY | | F9 BAR SIZE | F9 SPACING | F9 NO. REQ'D | F9 LENGTHS | | F10 BAR SIZE | F10 NO. REQ'D | F10 LENGTHS | | F11 BAR SIZE | F11 NO. REQ'D | F11 LENGTHS | | F12 BAR SIZE | F12 SPACING | F12 NO. REQ'D | F12 LENGTHS | | REINF. STEEL QTY. PER WING (LBS) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	19	405

① SPECIAL DETAILS

Aug 31 2020 2:56 PM

Charles R. Ellis

DocuSigned by:

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

TABULAR DATA BY: BHS DATE: 7/28/2020
CHECKED BY: JSO DATE: 8/31/2020

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
11'-0"	5'-0"	0'-9"	0'-8"	0	3:1	10'-0"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	15'-10 5/8"	15'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
5.98	602

WING	F1 BAR SIZE	F1 MAX SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY			F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY			F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS			F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	14	L	Min	2'-10"					L	-				L	-	4	18	6	Min		4	18	2	13'-8"	4	18	10	L	Min	3'-3"			4	6	16'-9"	6	18	10	Min					Min		4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	301
					Max	7'-6"															2'-1"									Max	7'-3"									1'-8"				Max	-									X	1'-3"	
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-	4	18	6									X	Min	1'-4"																									
					Max	1'-7"															Max									Max	1'-4"																									
				Y	Min	2'-2"					Y	-				Y	-				12'-2"									Min	2'-0"									2'-6"				Min	-											
					Max	6'-0"																									Max	6'-0"																									
WING B	4	12	14	L	Min	2'-10"					L	-				L	-	4	18	6	Min		4	18	2	13'-8"	4	18	10	L	Min	3'-3"			4	6	16'-9"	6	18	10	Min					Min		4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	301
					Max	7'-6"															2'-1"									Max	7'-3"									1'-8"				Max	-									X	1'-3"	
				X	Min	0'-9"	-	-	-	X	-	-	-	-	X	-	4	18	6									X	Min	1'-4"																									
					Max	1'-7"															Max									Max	1'-4"																									
				Y	Min	2'-2"					Y	-				Y	-				12'-2"									Min	2'-0"									2'-6"				Min	-											
					Max	6'-0"																									Max	6'-0"																									

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h" BAR	"k1", "k2" & "h" SIZE	"k1", "k2" & "h" NO. REQ'D	"k1", "k2" & "h" LENGTH
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																													
														Max				Max									Max							LONG	"k1"			
																																					"k2"			
														Min				Min									Min							SHORT				
																																				"h"			Y

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL 'd' LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL									"h" HDWL BARS																						
HD	LBS									SIZE		Y		LENGTH		NO. REQD																
3"	44									4		0'-11"		1'-11"		12																

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
TOTAL	
0.10	59

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	2	10	5	12	12	6	11'-0"	7'-0"	46.00	7	9	61	10'-8"	5	6	92	10'-8"	4	6.5	168	6'-8"	4	9	15	4	9	15	4	12	10

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
46.00	4393

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0ft - 154.0 ft
4	>154.0ft - 192.0 ft
5	>192.0ft - 230.0 ft
6	>230.0ft - 268.0 ft
7	>268.0ft - 306.0 ft
8	>306.0ft -344.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

SHEET 1 OF 3
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 249+80

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	20	405

① SPECIAL DETAILS

Aug 31 2020 2:57 PM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

TABULAR DATA BY: BHS DATE: 7/28/2020
CHECKED BY: JSO DATE: 8/31/2020

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) OUTLET	REINFORCING STEEL (Includes apron and laps if required) OUTLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
11'-0"	5'-0"	0'-9"	0'-8"	0	3:1	10'-0"	1'-0"	5'-10"	1'-8"	30	②	2'-2"	2'-11 3/4"	②	0'-11 1/4"	②	14'-0"	②	15'-10 5/8"	②	9.47	904

WING	F1 BAR SIZE	F1 MAX SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	14	L Min	2'-10"				L -				L -	4	18	6	Min	4	18	2	13'-8"	4	18	10	L Min	3'-3"	4	6	16'-9"	6	18	10	Min	-	-	-	Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	301
				L Max	7'-6"												2'-1"								Max	7'-3"							1'-8"				Max									
				X Min	0'-9"				X -				X -												X Min	1'-4"																		X	1'-3"	
				X Max	1'-7"												Max								Max	1'-4"							Max				Max									
				Y Min	2'-2"				Y -				Y -				12'-2"								Y Min	2'-0"							2'-6"													
				Y Max	6'-0"																				Y Max	6'-0"																					
② WING B	4	12	23	L Min	7'-9"				L -				L -				Min	4	18	10	22'-3"	4	18	15	L Min	7'-5"	4	8	25'-4"	6	18	17	Min	-	-	-	Min	-	-	-	-	-	-	6	12	10	L	3'-4"	603
				L Max	-												-								Max	-							2'-8"				Max									
				X Min	1'-8"				X -				X -												X Min	1'-4"																		X	1'-3"	
				X Max	-												Max								Max	-							Max													
				Y Min	6'-2"				Y -				Y -												Y Min	6'-2"																					
				Y Max	-												-								Max	-							-													

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																														CU. YDS.	LBS.
														Max				Max									Max				Max			LONG	"k1"					
																																					"k2"					
														Min				Min									Min				Min			SHORT								
																																				"h"					
																																							Y			

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINF. STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINF. STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINF. STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	44	4	0'-11"	1'-11"	12

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)
CU. YDS.	LBS.
TOTAL	
0.10	59

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

② See Sheet 3 of 3 for details of shared wing wall

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 3
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
STA 249+80

SPECIAL DETAILS

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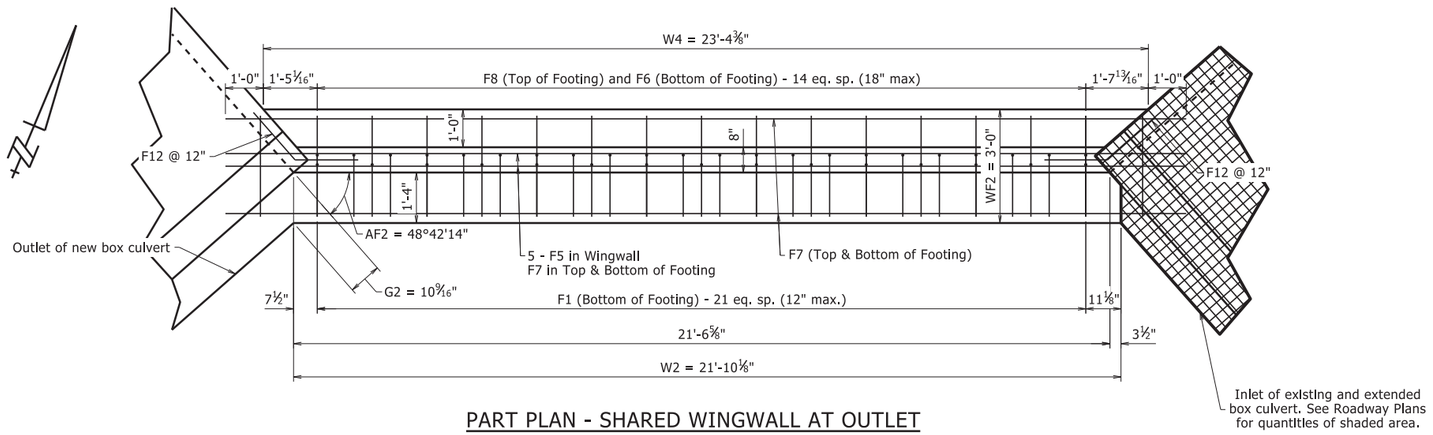
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				6	ARK.			
				JOB NO.		020626	21	405

1 SPECIAL DETAILS

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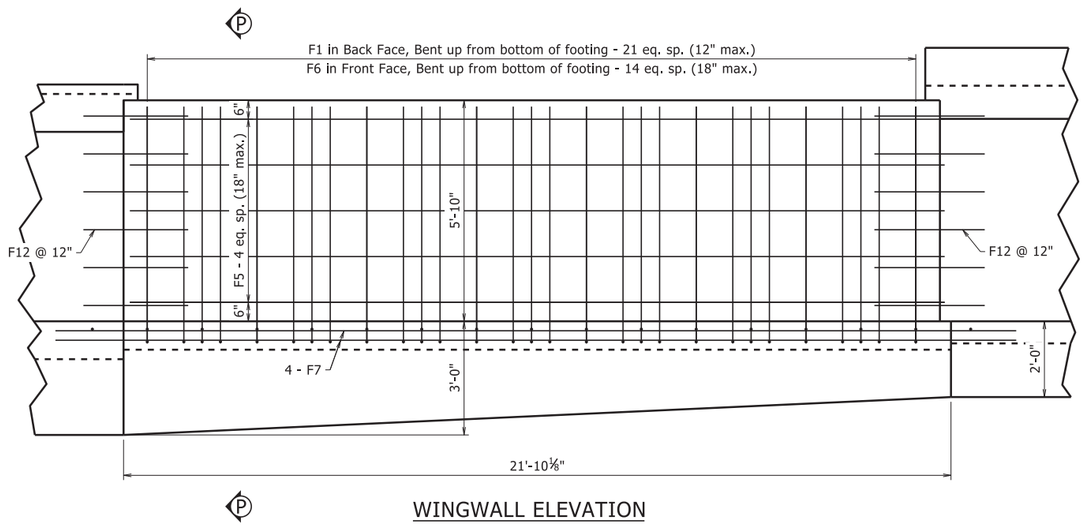
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

DRAWN BY: JSO DATE: 7/14/2020
CHECKED BY: BHS DATE: 8/31/2020



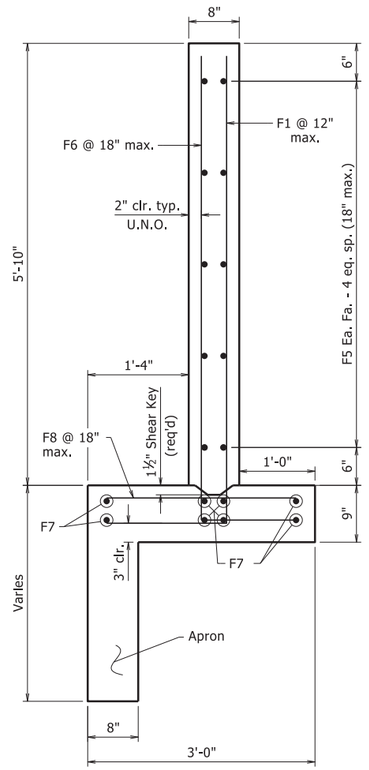
PART PLAN - SHARED WINGWALL AT OUTLET

½" = 1'-0"



WINGWALL ELEVATION

½" = 1'-0"



SECTION P-P

1" = 1'-0"

SHEET 3 OF 3
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
STA 249+80

SPECIAL DETAILS

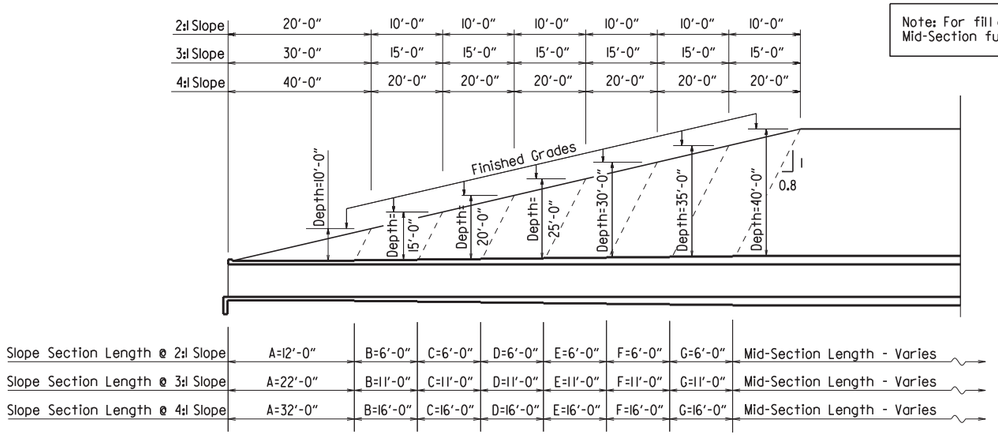
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				6	ARK.			
				JOB NO.		020626	22	405

SPECIAL DETAILS

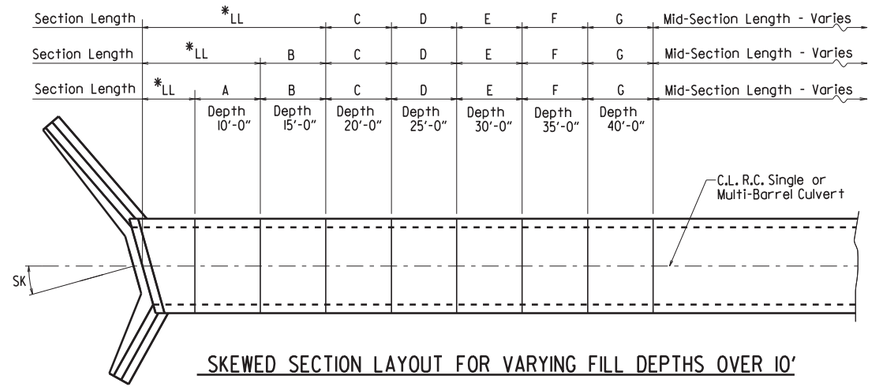
Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

*LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.



LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

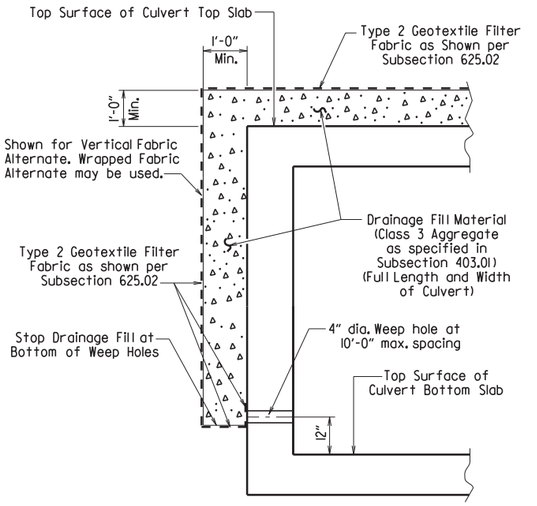


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'

STATE OF ARKANSAS
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No. 9235
CHARLES R. ELLIS

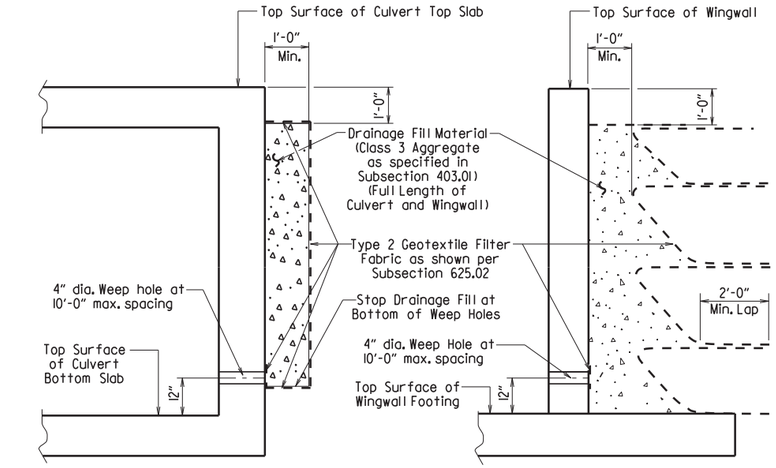
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CULVERT DRAINAGE DETAIL FOR ROCK FILL

This detail shall be used when rock fill is specified for embankment construction.

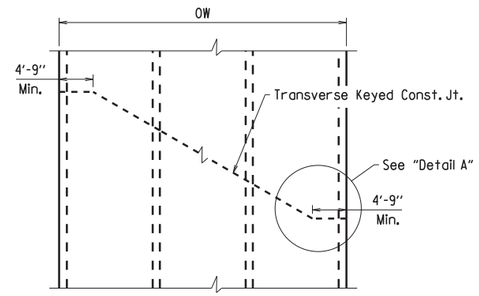


For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

VERTICAL FABRIC ALTERNATE
(Shown for Culvert, Similar for Wingwall)

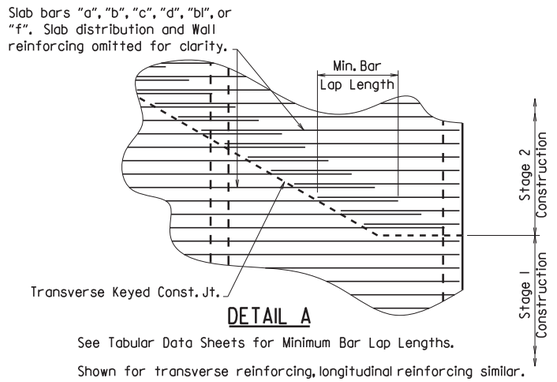
WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

WINGWALL & CULVERT DRAINAGE DETAIL



SKEWED TRANSVERSE JOINT DETAIL

This detail shall be used to construct a skewed transverse joint only for Multi-Barrel Culverts and only when required by the Maintenance of Traffic Plans. Otherwise, transverse joints should be made normal to the centerline of the barrel.



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Fifth Edition (2010) with 2010 interim revisions.

LIVE LOADING: HL-93

All concrete shall be Class S with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have ¾" chamfers.

Reinforcing Steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Reinforcing Steel Tolerances: The tolerances for reinforcing steel shall meet those listed in 'Manual of Standard Practice' published by Concrete Reinforcing Steel Institute (CRSI) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CRSI Manual shall be minus zero to plus 1/2 inch.

Excavation and backfilling shall be in accordance with the requirements of Section 801.

Membrane Waterproofing shall conform to the requirements of Section 815. Membrane Waterproofing shall be Type C and as directed by the Engineer applied to all construction joints in the top slab and the sidewalls of R.C. Box culverts and to the construction joint between wingwalls and R.C. Box culvert walls.

Weep Holes in box culvert walls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. The drain opening shall be 4" diameter and shall be placed 12" above the top of the bottom slab.

Weep Holes in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

The barrel components of the culvert may be constructed using continuous pours. For longer culvert construction, the Contractor may use multiple pours with transverse construction joints spaced a minimum of 50 feet apart unless superseded by stage construction or site constraints as approved by the Engineer. Construction joints between footings and walls shall be made only where shown in the Plans. Joints shall be keyed and shall be normal to the centerline of barrel except as noted. Reinforcing shall be continuous through joints unless noted otherwise. Reinforcing through stage construction joints shall provide the minimum bar lap length shown on the Tabular Data Sheets. All longitudinal construction joints shall be submitted to the Engineer for approval.

Membrane Waterproofing, Weep Holes, Geotextile Filter Fabric, and Drainage Fill Material will not be paid for directly but shall be considered subsidiary to Class S Concrete.

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a tine finish shall be applied in accordance with subsection 802.19 for Class S Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert substitution is not allowed.

SHEET 1 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

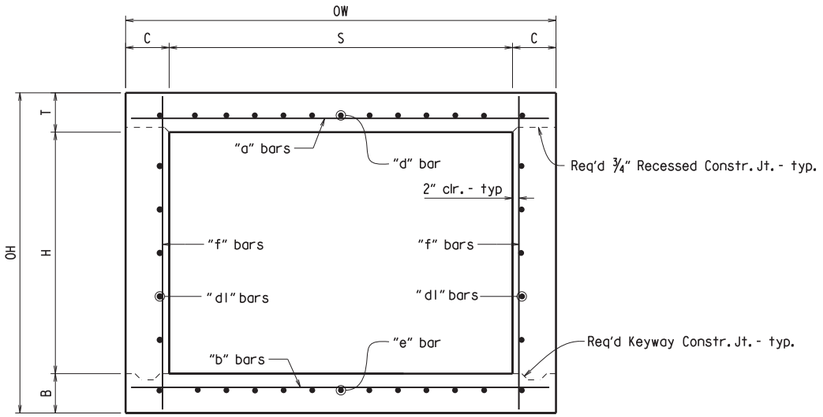
SPECIAL DETAILS

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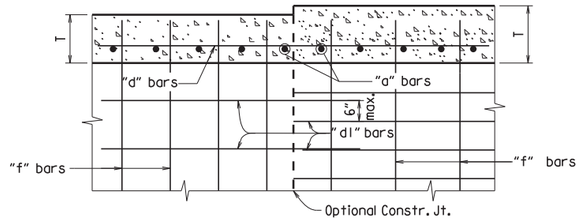
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				6	ARK.			
				JOB NO.		020626	23	405

(1) SPECIAL DETAILS

Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



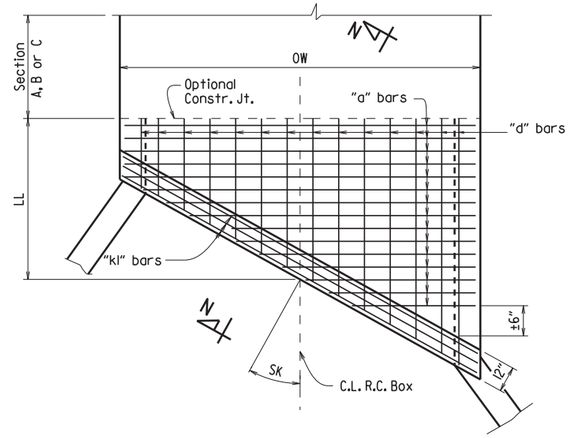
TYPICAL SECTION M-M



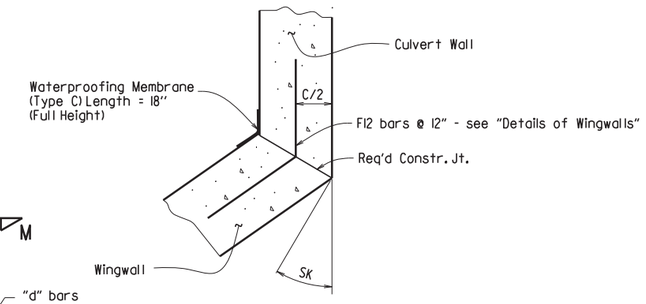
Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

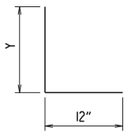


TOP SLAB REINFORCEMENT

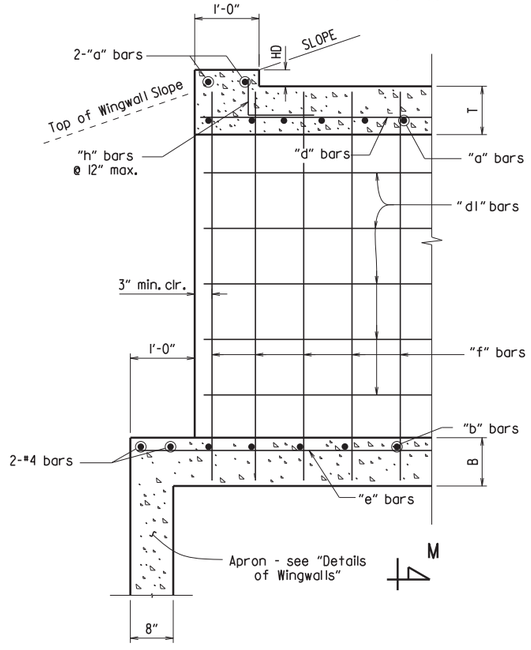


WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.

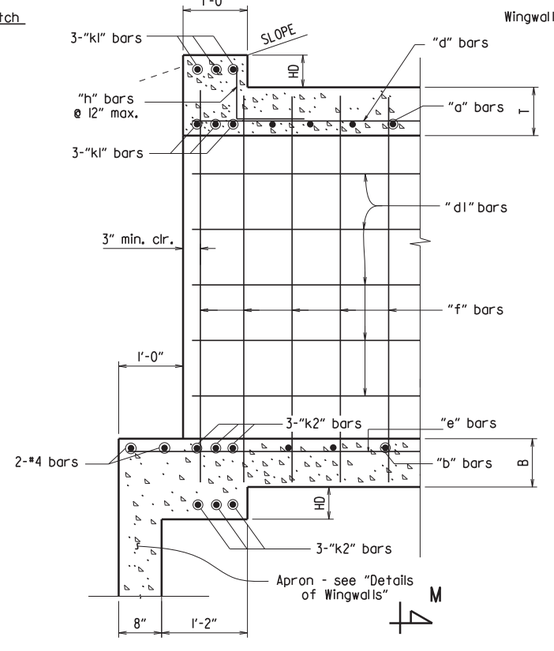


"h" bars sketch



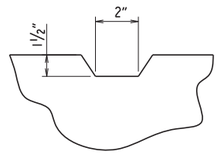
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



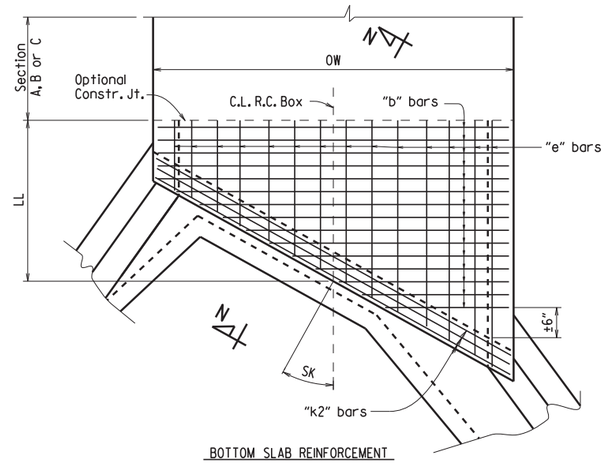
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

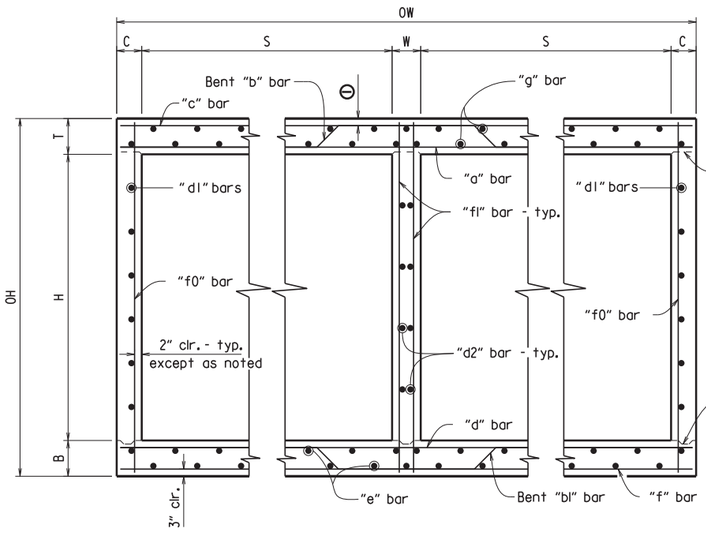
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				6	ARK.			
				JOB NO.		020626	24	405

① SPECIAL DETAILS

① 2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

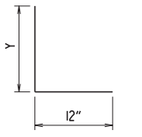
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



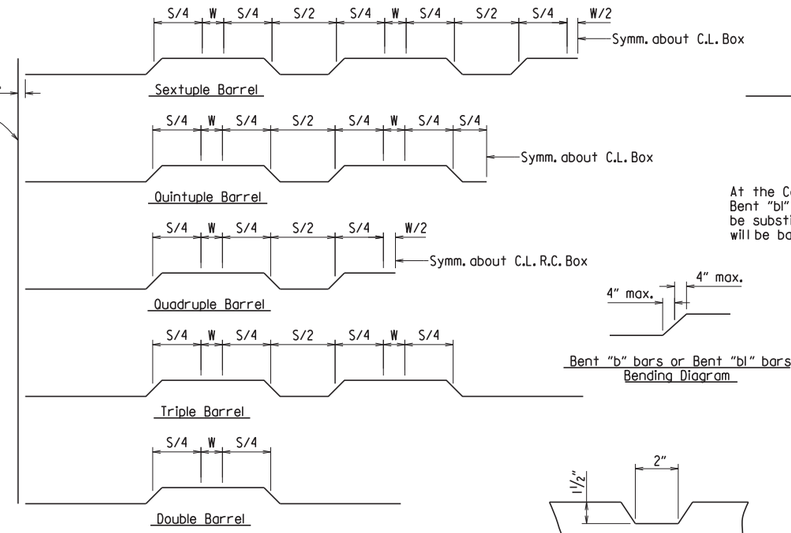
TYPICAL SECTION M-M

Top Slab
Straight "c" bars shall alternate with Bent "b" bars in top.
Straight "a" bars shall alternate with Bent "b" bars in bottom.

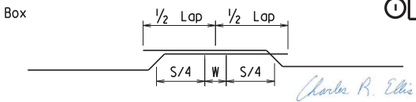
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



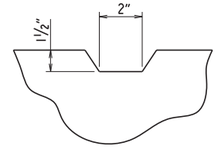
Bent "b" bars or Bent "b1" bars sketch



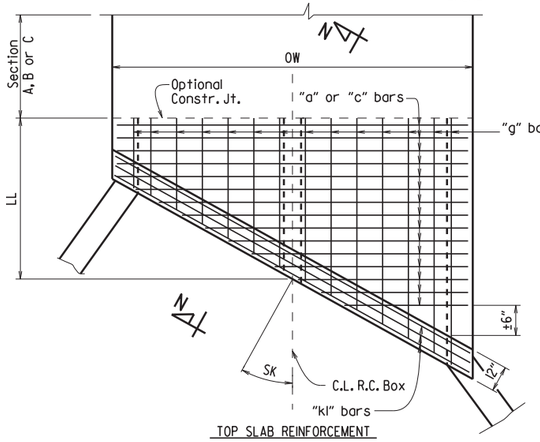
Lap Detail
For Bent "b" bars and Bent "b1" bars

At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

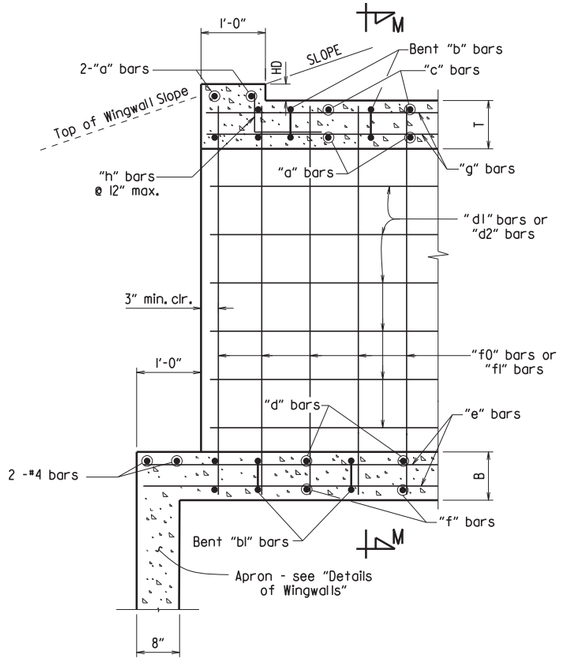
Bent "b" bars or Bent "b1" bars
Bending Diagram



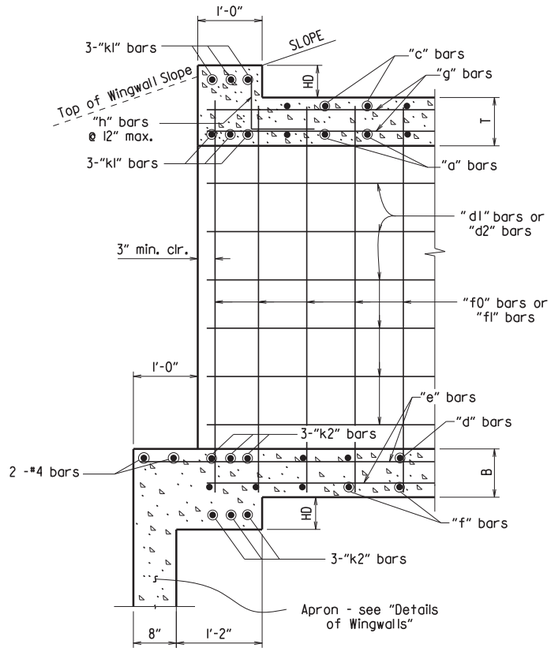
TYPICAL KEYWAY DETAIL
(All Construction Joints)



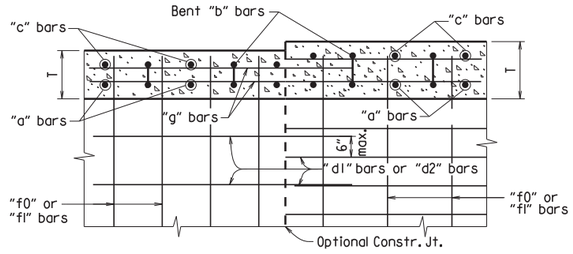
TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



PART LONGITUDINAL SECTION
(Non-Skewed Ends)

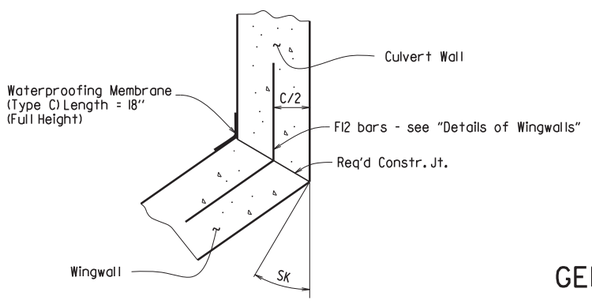


PART LONGITUDINAL SECTION N-N
(Skewed Ends)

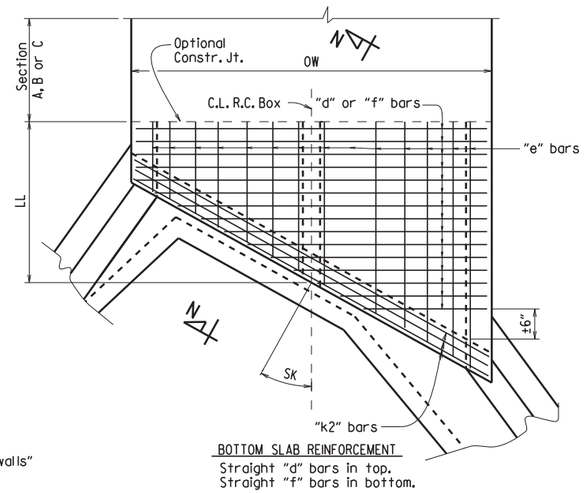


Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS
TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT
See "Details of Wingwalls" for additional information and wingwall details.



BOTTOM SLAB REINFORCEMENT
Straight "d" bars in top.
Straight "f" bars in bottom.

SKEWED END SECTION DETAILS

Aug 31 2020 2:37 PM
Charles R. Ellis
DocuSigned by:
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

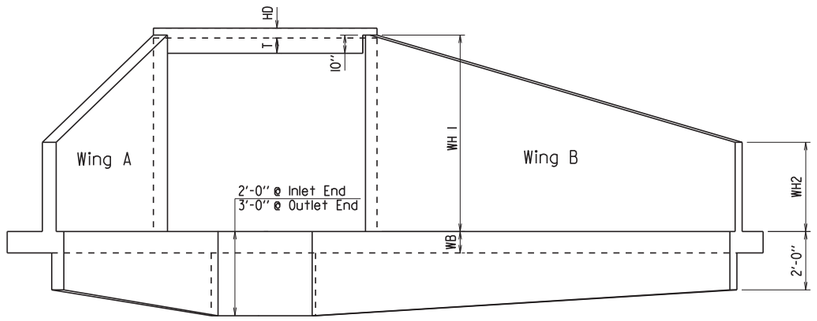
DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

V 1.17 D020626_culvert.dgn

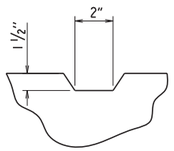
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				6	ARK.			
				JOB NO.		020626	25	405

SPECIAL DETAILS



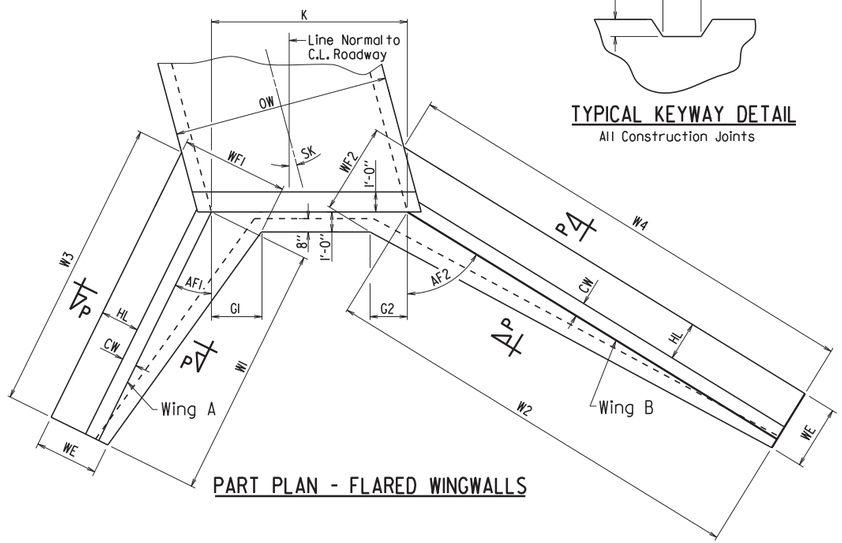
END ELEVATION

Flared Wingwalls Shown

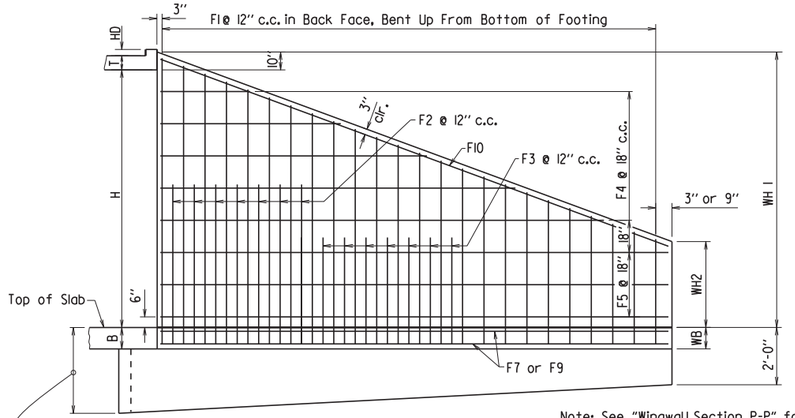


TYPICAL KEYWAY DETAIL

All Construction Joints



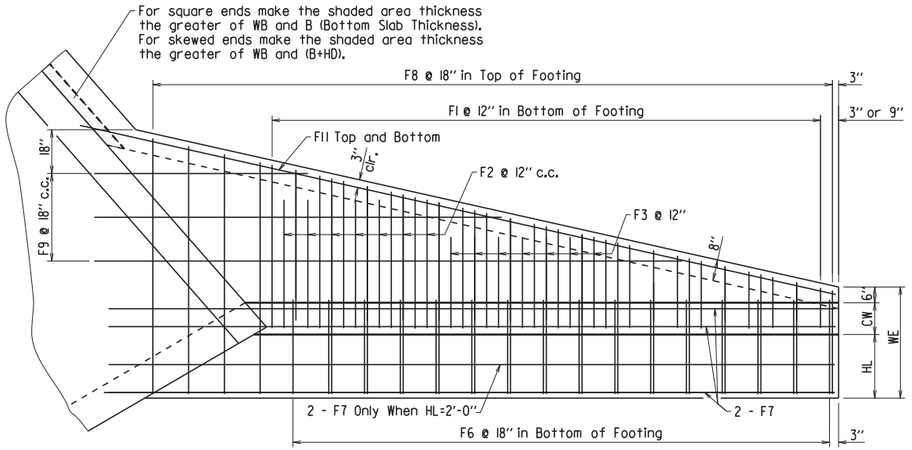
PART PLAN - FLARED WINGWALLS



WINGWALL ELEVATION

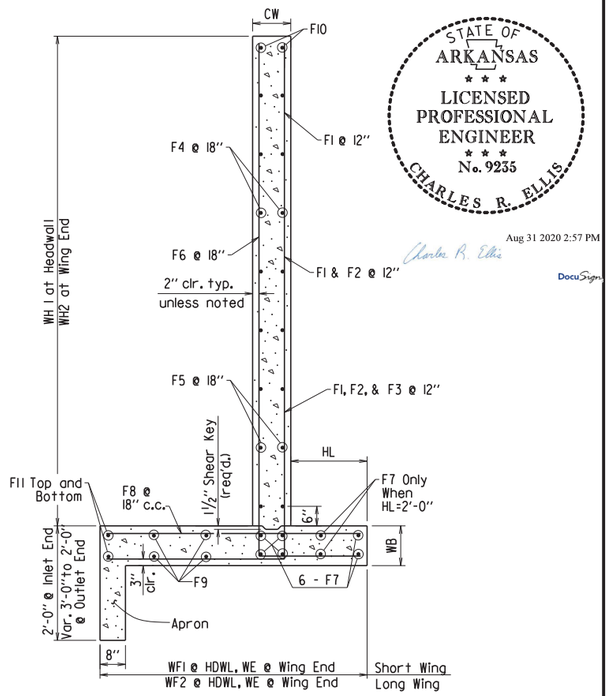
Showing Back Face Reinforcement

Note: See "Wingwall Section P-P" for additional details and reinforcing.

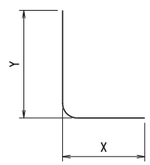


PLAN - FLARED WINGWALLS

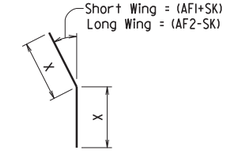
Showing Footing Reinforcement



WINGWALL SECTION P-P

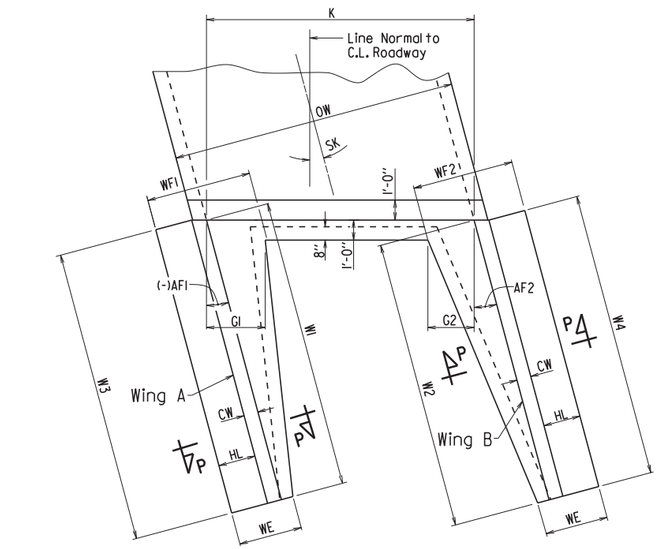


F1, F2, F3, & F6 BARS

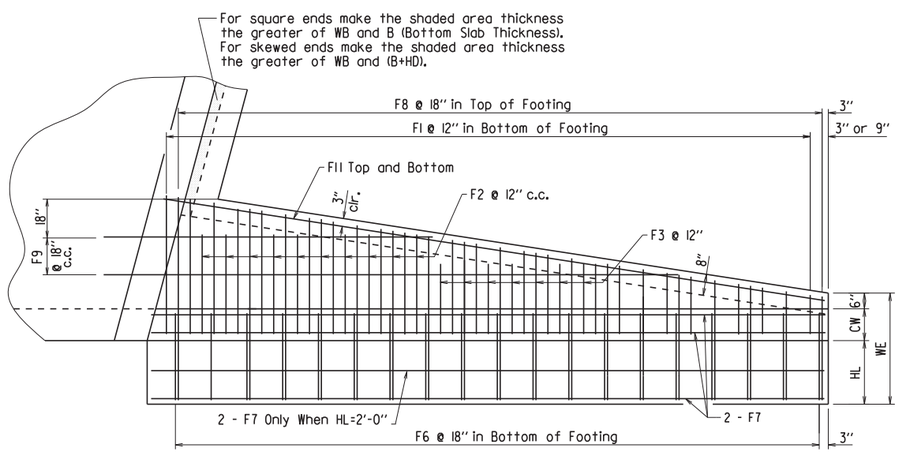


①F12 BAR

①F12 is a straight bar for parallel wingwalls

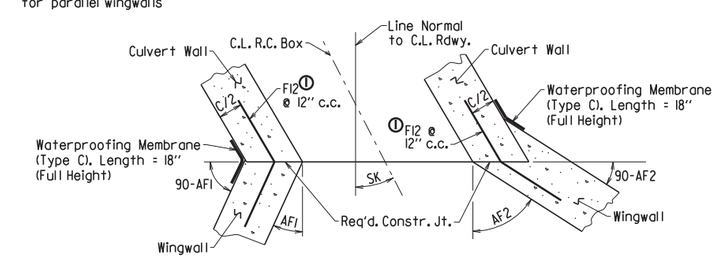


PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement



CONSTRUCTION JOINTS

Flared Wingwalls Shown

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

Aug 31 2020 2:57 PM

Charles R. Ellis

DocuSign

SHEET 4 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF WINGWALLS
SPECIAL DETAILS

LRFD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	26	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:37 PM

STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

EXIST. R/W
PROP. R/W
S 62°28'15" E
S 62°46'30" E
S 62°01'56" E
C.L. HWY. 270
C.L. HWY. 104/ELKINS RD.
T.C.E.
PI168+21.30
PT169+42.95
PI168+82.13
PC180+23.55
PI181+72.11
PT183+20.68
702+65.90
701+65.90

LEGEND

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

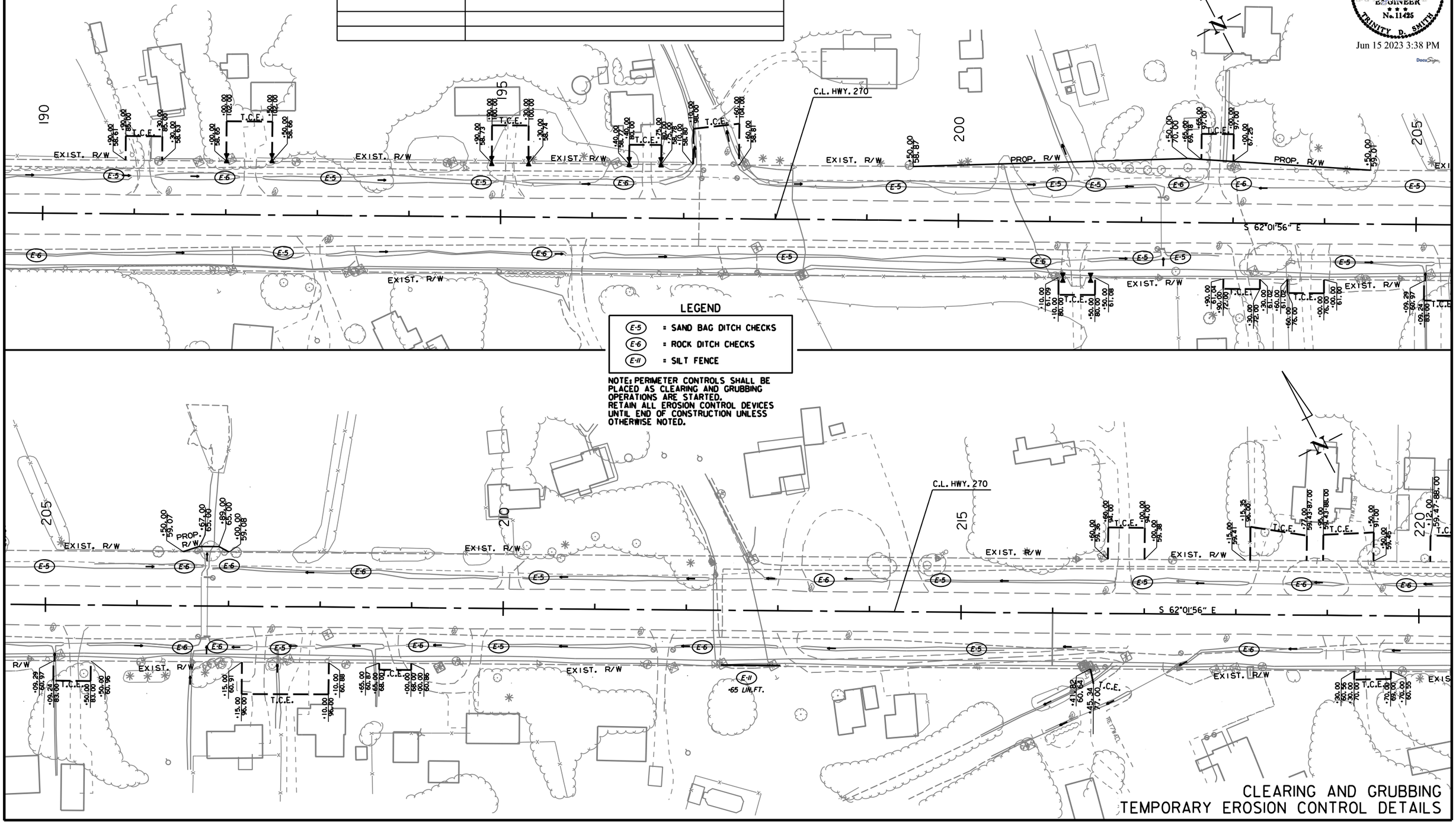
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6	ARK.			
JOB NO.		020626	27	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:38 PM
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LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

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R020626.DGN

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	28	405

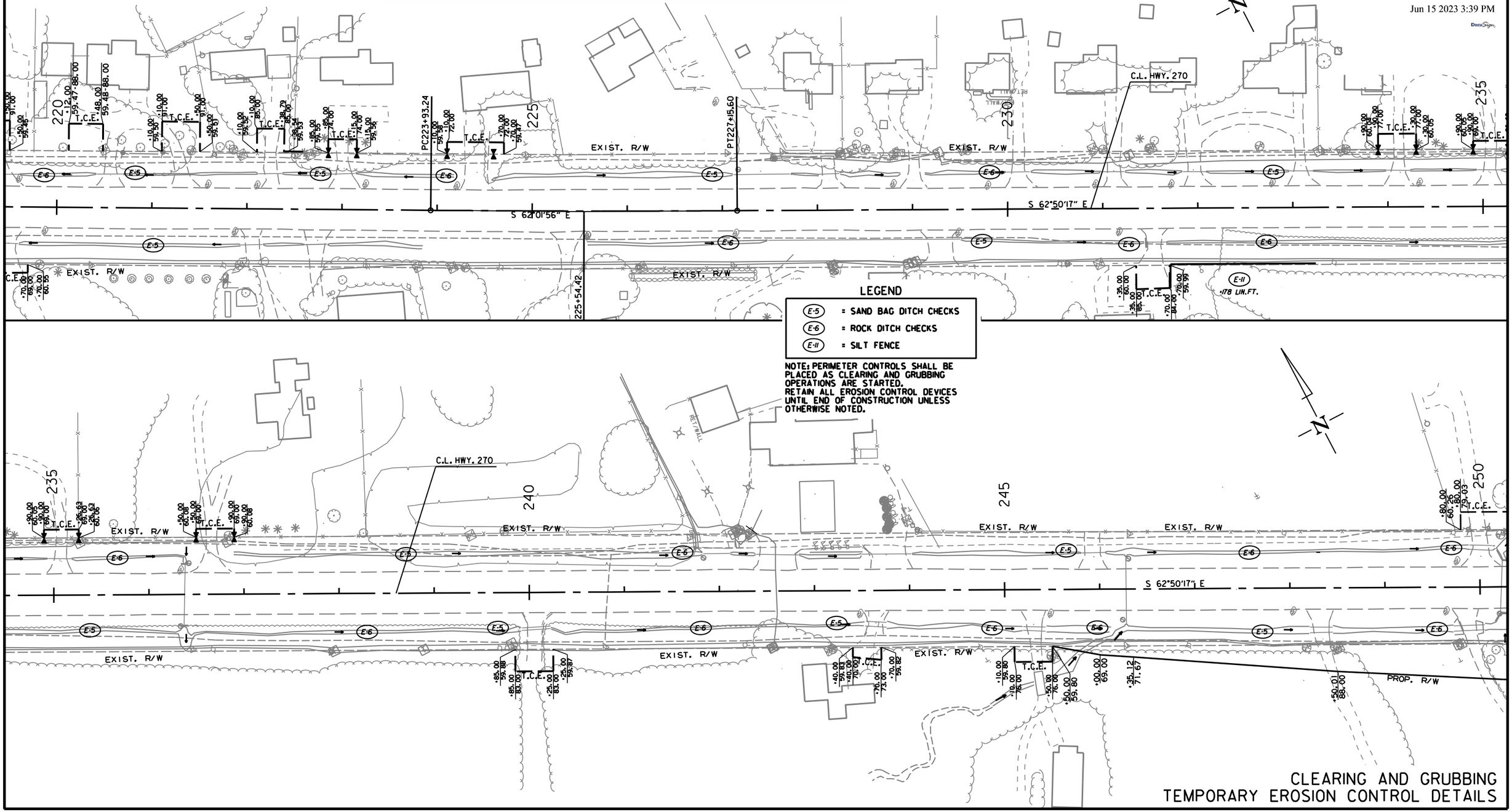
(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:39 PM



NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	29	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:39 PM

DocuSigned

C.L. HWY. 270

EXIST. R/W

PROP. R/W

T.C.E.

S 62°50'17" E

S 62°17'05" E

PC266+43.68

PT268+65.04

PC278+21.18

PT279+56.60

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
R020626.DGN

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	30	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:39 PM

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PT280+92.02

C.L. HWY. 270

T.C.E.

EXIST. R/W

S 62°57'42" E

LEGEND

E-5 = SAND BAG DITCH CHECKS

E-6 = ROCK DITCH CHECKS

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

C.L. I-530 S.B. EXIT

C.L. I-530 N.B. ENTRANCE

C.L. HWY. 270

C.L. I-530 S.B. ENTRANCE

C.L. I-530 N.B. EXIT

EXIST. C/A

RET. WALL

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
RD20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	31	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:40 PM

DocuSign

C.L. ROBIN RD.
C.L. HWY. 270
C.L. HOSPITALITY DR.
PROP. R/W
EXIST. R/W
T.C.E.
P.O.E. 1302.76
P.O.E. 1300.00
P.O.E. 1201.53
P.O.E.
N 0°47'56" E
S 62°57'42" E
S 63°14'04" E
PC334+73.53
PI335+82.57
PI335+28.05
310
315
320
325
330
335
340
E-5
E-6

LEGEND

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

NONE START
NONE END
26695A

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:40 PM
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LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

340 345 350 355 360 365 370

C.L. HWY. 270

EXIST. R/W

PROP. R/W

T.C.E.

S 63°14'04" E

E-11 145 LIN.FT.

E-11 520 LIN.FT. PROP. R/W

RET/WALL

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	33	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:40 PM

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C.L. HWY. 270

S 63°14'04" E

PROP. R/W

T.C.E.

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-11	= SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

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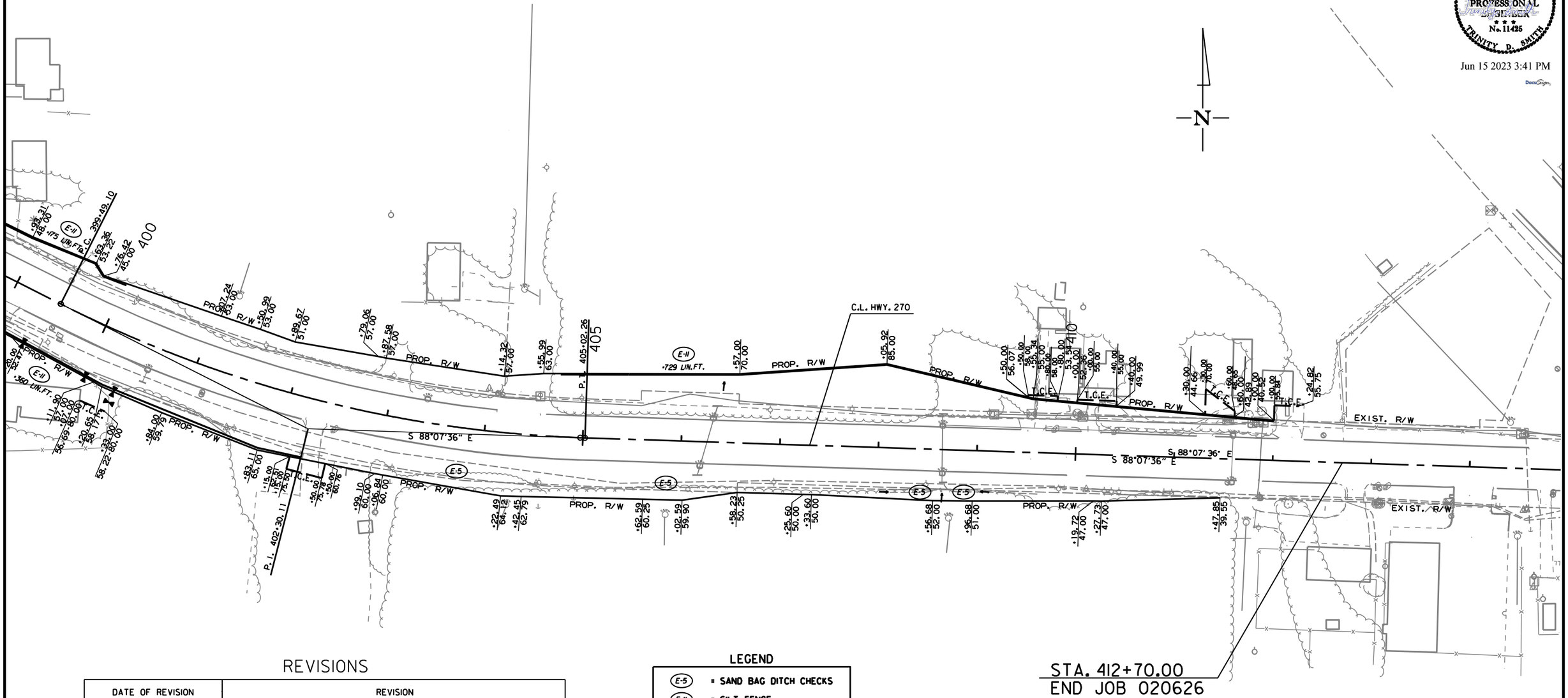
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JOB NO.		020626	34	405

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:41 PM

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-II	= SILT FENCE

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:41 PM

DocuSign

STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

160 165 170 175 180 185 190

EXIST. R/W
PROP. R/W
CONST. LIMITS
T.C.E.
C.L. HWY. 270
C.L. HWY. 104/ELKINS RD.
ELKINS RD.
PC168+21.30
PT169+42.95
PI168+82.13
PI181+72.11
PC180+23.55
PT183+20.68
702+65.90
701+65.90
100' TRANSITION
S 62°28'15" E
S 62°46'30" E
S 62°01'56" E
20'
16'
E-11 .69 LIN.FT.
E-11 .995 LIN.FT.
E-11 .160 LIN.FT.

LEGEND

E-11 = SILT FENCE
E-13 = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
R020626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

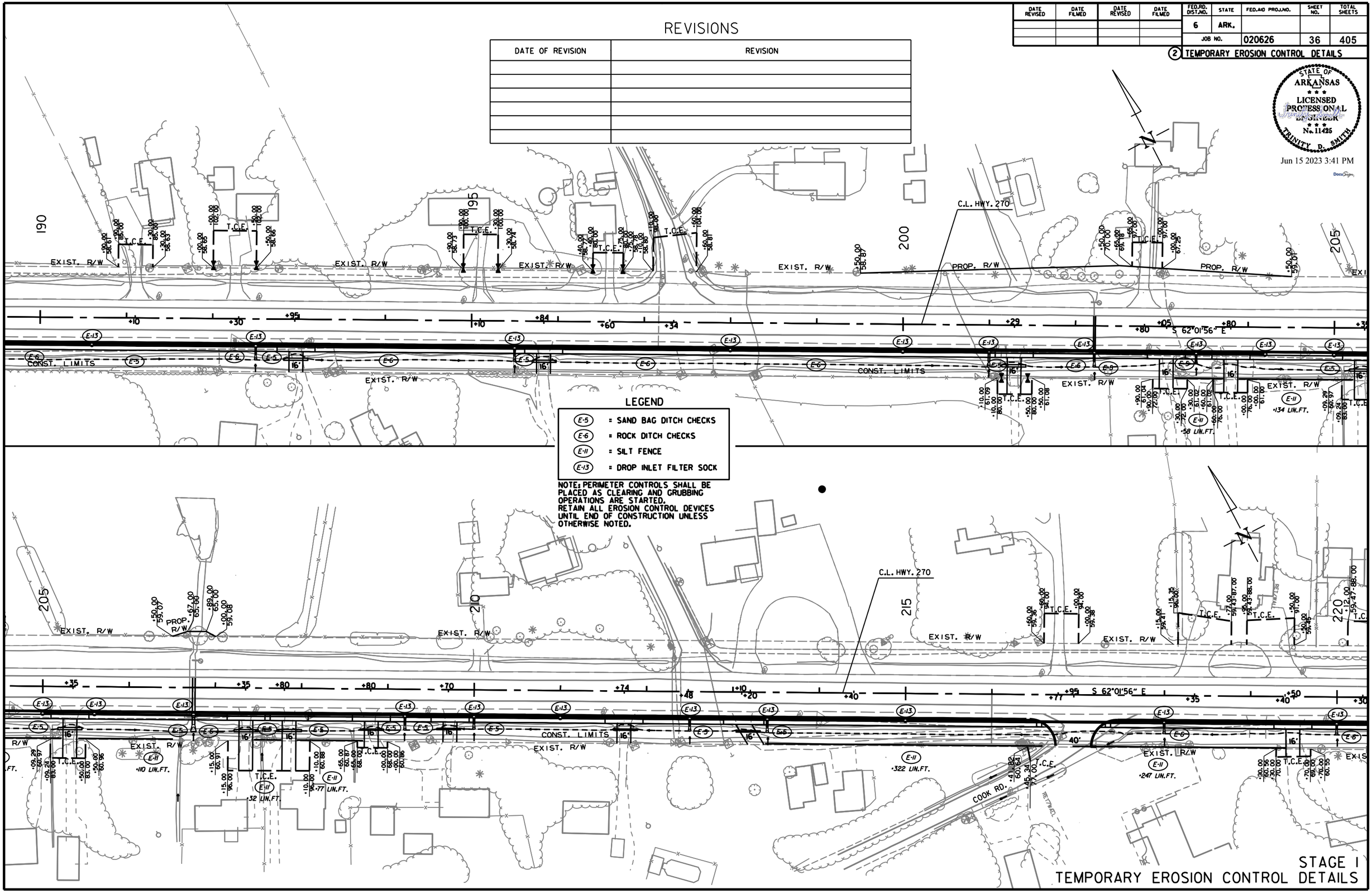
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6	ARK.			
JOB NO.		020626	36	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:41 PM
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STAGE I
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		020626	37	405

(2) TEMPORARY EROSION CONTROL DETAILS

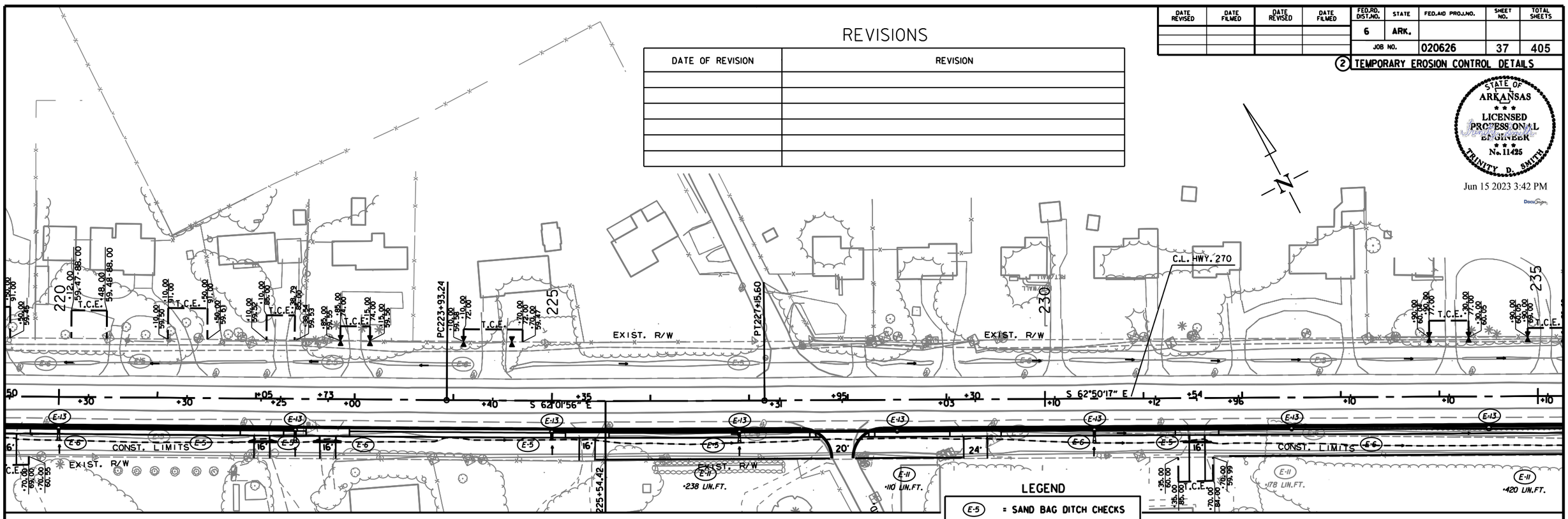
REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:42 PM

DocuSign



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

STAGE I
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	38	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:42 PM

DocuSign

C.L. HWY. 270

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

S 62°50'17" E

S 62°17'05" E

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

CLARK RD.

PC266+43.68

PT268+65.04

PC278+2.18

PI279+56.60

535 LIN.FT.

95 LIN.FT.

130 LIN.FT.

75 LIN.FT.

268 LIN.FT.

110 LIN.FT.

HT39710 8/18/2022
R020626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	39	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:42 PM

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LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

P.T. 280+92.02
C.L. HWY. 270
P.C. 285+85.00
T.C.E.
P.T. 290+40.00
EXIST. R/W
S 62°57'42" E
CONST. LIMITS
(E-11) 110 LIN.FT.
P.C. 300+80.00
P.T. 300+88.00
T.C.E.
P.C. 305+15.00
P.T. 305+88.00
C.L. I-530 S.B. EXIT
P.O.B. 600+00.00
P.T. 503+04.72
P.O.E. 504+78.58
C.L. I-530 S.B. ENTRANCE
C.L. I-530 N.B. ENTRANCE
P.O.B. 900+00.00
P.C. 901+53.79
P.O.E. 809+50.76
C.L. I-530 N.B. EXIT
EXIST. C/A
CLAUD RD.
RET. WALL
(E-11) 76 LIN.FT.
(E-11) 93 LIN.FT.

STAGE I
TEMPORARY EROSION CONTROL DETAILS

HT 39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	40	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:43 PM

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C.L. ROBIN RD.
C.L. HWY. 270
C.L. HOSPITALITY DR.
PROP. R/W
EXIST. R/W
CONST. LIMITS
T.C.E.
P.O.B. 1300+00.00
P.O.E. 1302+76.14
N 0°47'55" E 276.14'
S 62°57'42" E
S 63°14'04" E
PC334+73.53
PI335+82.57
PI335+28.05
CANDY AVE.
START
END

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

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HT39710 8/18/2022
RO20626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	41	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:43 PM

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LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

C.L. HWY. 270

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

CARRIAGE CT.

EDWARDS ST.

OXFORD DR.

S 63°14'04" E

HT39710 8/18/2022
R020626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	42	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:43 PM

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LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

C.L. HWY. 270

PROP. R/W

CONST. LIMITS

CAMBRIDGE DR.

OAKROAD DR.

SIDNEY ST.

S 63°14'04" E

P.C. 399+49.10

HT39710 8/18/2022
R020626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

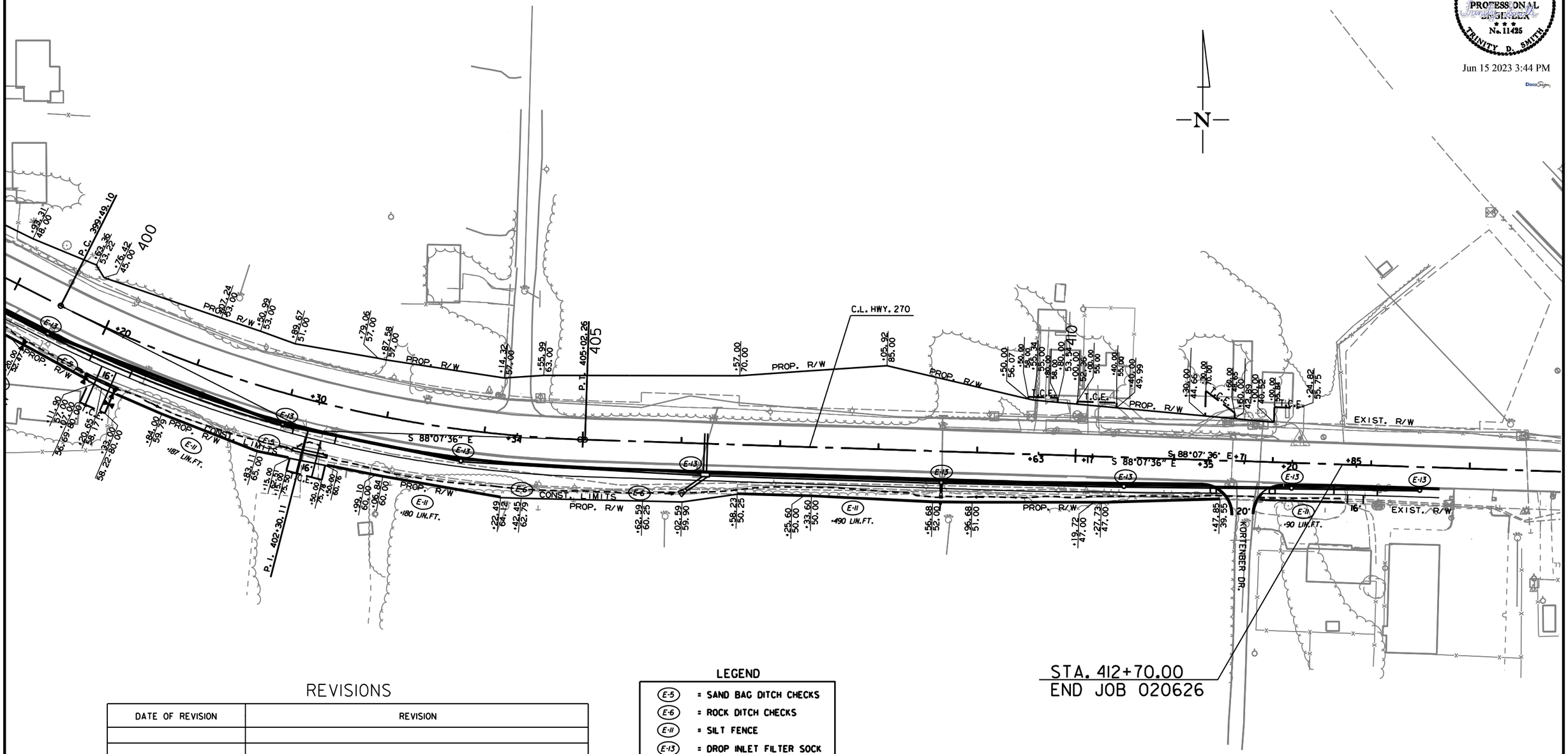
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	43	405

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:44 PM

DocuSign



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
R020626.DGN

STAGE I
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	44	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:44 PM

STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

720' TAPER
100' TRANSITION
208' TRANSITION
25'
C.L. HWY. 270
TODD LYNN DR.
CONST. LIMITS
EXIST. R/W
PROP. R/W
T.C.E.
E-11 *193 LIN.FT.
E-11 *69 LIN.FT.
E-11 *995 LIN.FT.
E-11 *85 LIN.FT.
E-11 *285 LIN.FT.
E-11 *160 LIN.FT.
PC168+21.30
PT169+42.95
PI168+82.13
PI180+72.11
PC180+23.55
PT183+20.68
705+12.95
702+65.90
701+65.90
ELKINS RD.
HWY. 104

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

REVISIONS

DATE OF REVISION	REVISION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	45	405

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:44 PM
DocuSign

C.L. HWY. 270

EXIST. R/W

CONST. LIMITS

PROP. R/W

T.C.E.

STOKES RD.

MONK RD.

COOK RD.

RETWALL

S 62°01'56" E

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
RD20626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	46	405

(2) TEMPORARY EROSION CONTROL DETAILS

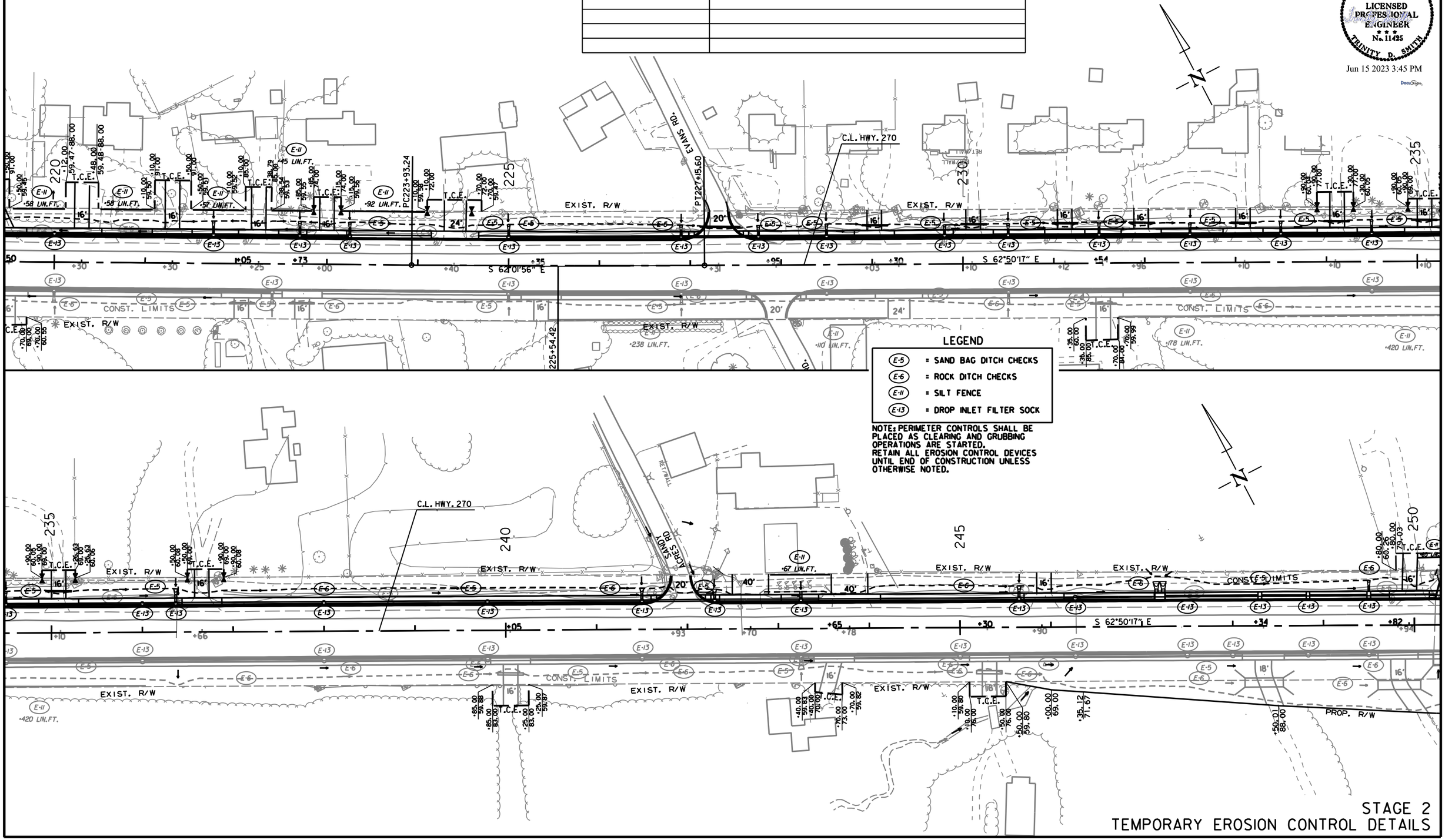
REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:45 PM

DocuSign



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
R020626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	47	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:45 PM

DocuSign

C.L. HWY. 270
ROLLING HILLS DR
CANEY BAYOU FORK
CLARK RD
EXIST. R/W
PROP. R/W
CONST. LIMITS
T.C.E.

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

HT39710 8/18/2022
R020626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	48	405

(2) TEMPORARY EROSION CONTROL DETAILS

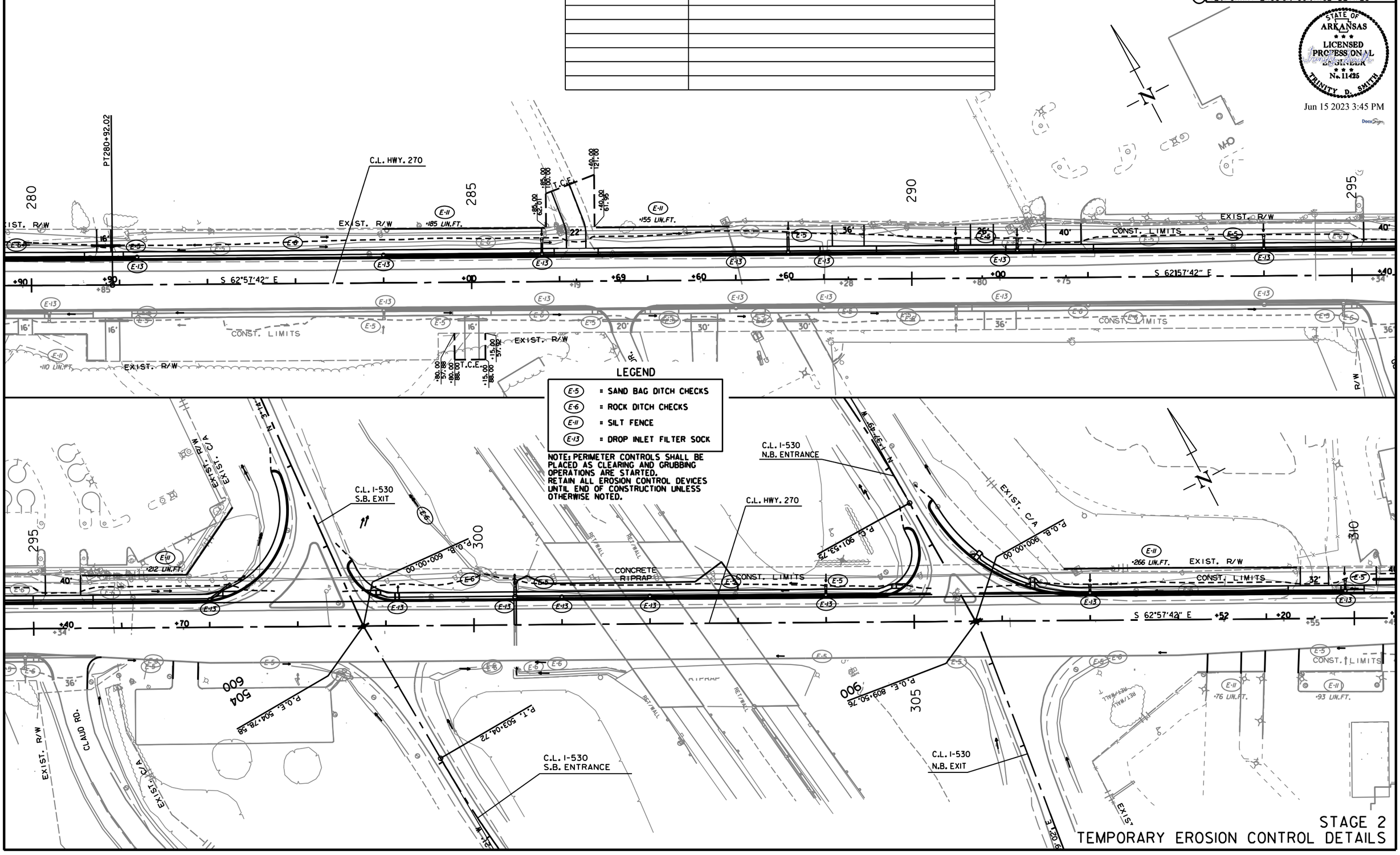
REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:45 PM

DocuSign



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
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- (E-13) = DROP INLET FILTER SOCK

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STAGE 2
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	49	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:46 PM

DocuSign

C.L. ROBIN RD.
PROP. R/W
ROBIN RD.
P.O.E. 1302.76 L.T.
P.O.B. 1300.00
C.L. HOSPITALITY DR.
P.O.E. 1201.53 L.T.
C.L. HWY. 270
EXIST. R/W
PROP. R/W
T.C.E.
CONST. LIMITS
T. LIMITS
EXIST. R/W
S 62°57'42" E
S 63°14'04" E
PC334+73.53
PI335+82.57
PI335+28.05
CANDY AVE
310
315
320
325
330
335
340

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

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HT39710 8/18/2022
RO20626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	50	405

2 TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:46 PM
DocuSign

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

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HT39710 8/18/2022
RO20626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	51	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:47 PM

DocuSigned

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

C.L. HWY. 270

CIMARRON DR.

JACKSON DR.

BETTY ST.

SIDNEY ST.

OAKWOOD DR.

CAMBRIDGE

S 63°14'04" E

PROP. R/W

CONST. LIMITS

T.C.E.

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

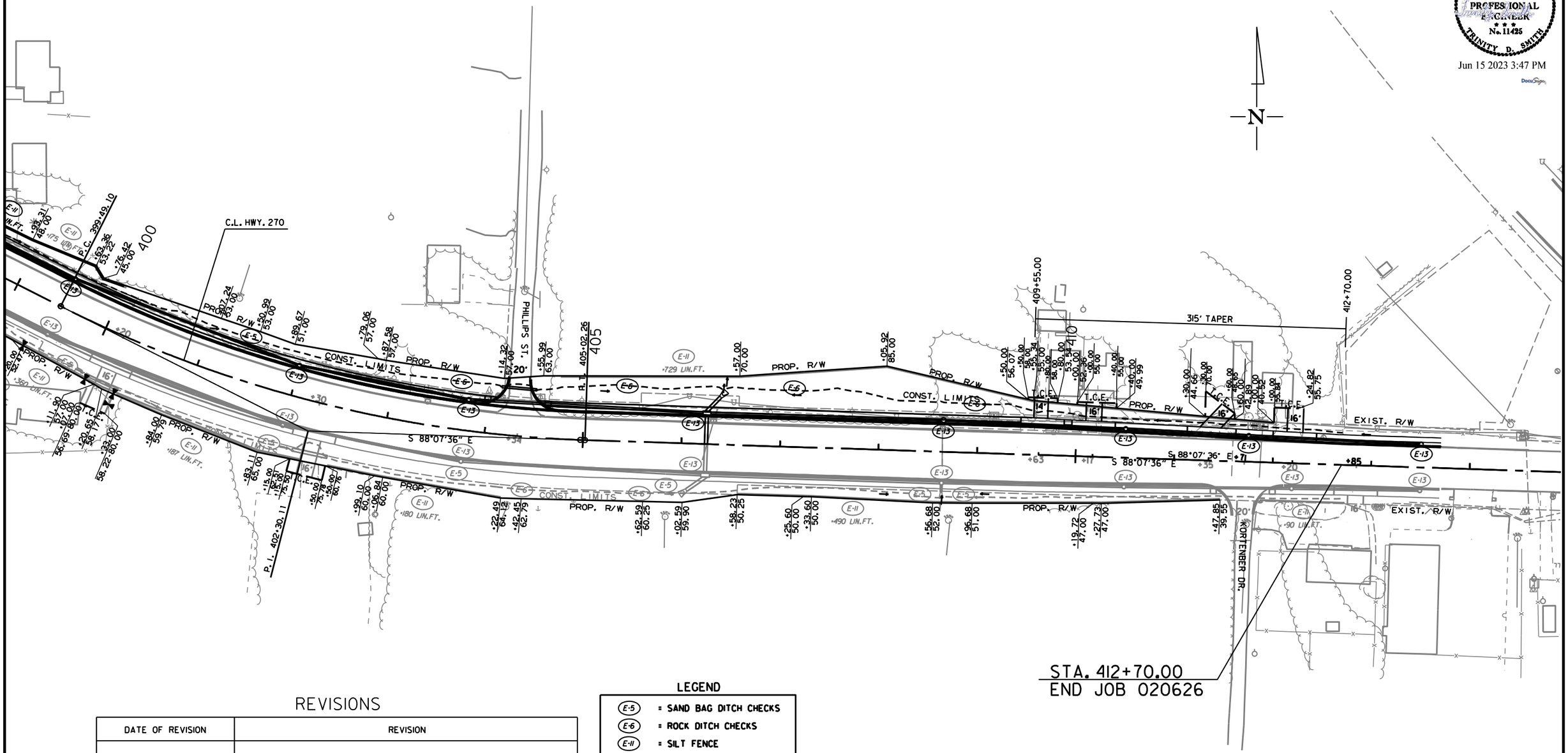
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	52	405

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:47 PM

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-11	= SILT FENCE
E-13	= DROP INLET FILTER SOCK

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HT39710 8/18/2022
R020626.DGN

STAGE 2
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	53	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:47 PM

DocuSign

LEGEND

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- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

C.L. HWY. 270
C.L. I-530 N.B. ENTRANCE
C.L. I-530 N.B. EXIT
C.L. I-530 S.B. EXIT
C.L. I-530 S.B. ENTRANCE
EXIST. R/W
CONST. LIMITS
CONCRETE RIPRAP
RET. WALL
EXIST. C/A
CLAUD RD.
P.T. 280+92.02
P.C. 901+53.75
P.O.B. 900+00.00
P.O.E. 809+50.75
P.O.B. 600+00.00
P.O.E. 504+78.58
P.T. 503+04.72
T.C.E.
S 62°57'42" E
N 37°41'49" W
N 37°41'49" E

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	54	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:48 PM
DocuSign

C.L. ROBIN RD.
PROP. R/W
ROBIN RD.
P.O.B. 1300+00.00
P.O.E. 1302+76.14
C.L. HWY. 270
EXIST. R/W
CONST. LIMITS
T.C.E.
C.L. HOSPITALITY DR.
PROP. R/W
P.O.E. 1201+53.81
PC334+73.53
PI335+82.57
PI335+28.05
GANDY AVE
S 62°57'42" E
S 63°14'04" E

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

H139710 8/18/2022
R020626.DGN

STAGE 3
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	55	405

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE OF REVISION	REVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-11) = SILT FENCE
- (E-13) = DROP INLET FILTER SOCK

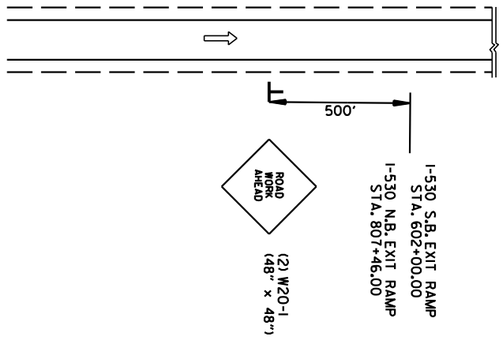
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED. RETAIN ALL EROSION CONTROL DEVICES UNTIL END OF CONSTRUCTION UNLESS OTHERWISE NOTED.

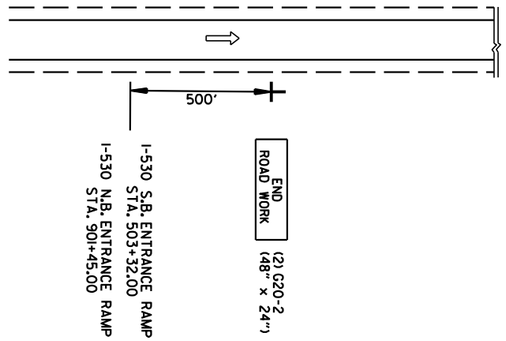
STAGE 4
TEMPORARY EROSION CONTROL DETAILS

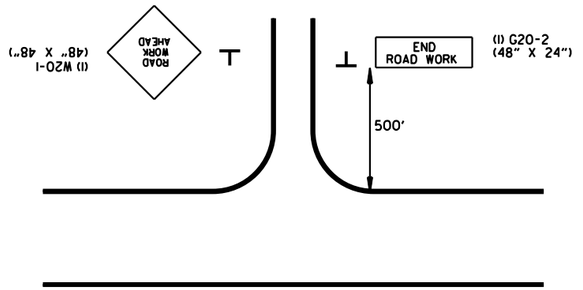
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	56	405

(2) MAINTENANCE OF TRAFFIC DETAILS



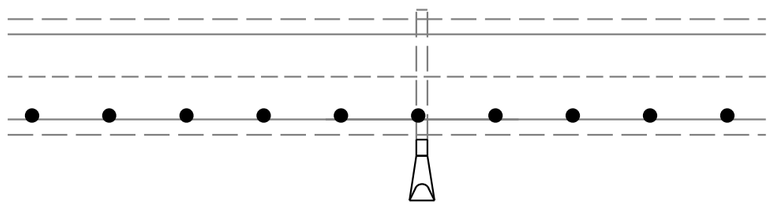


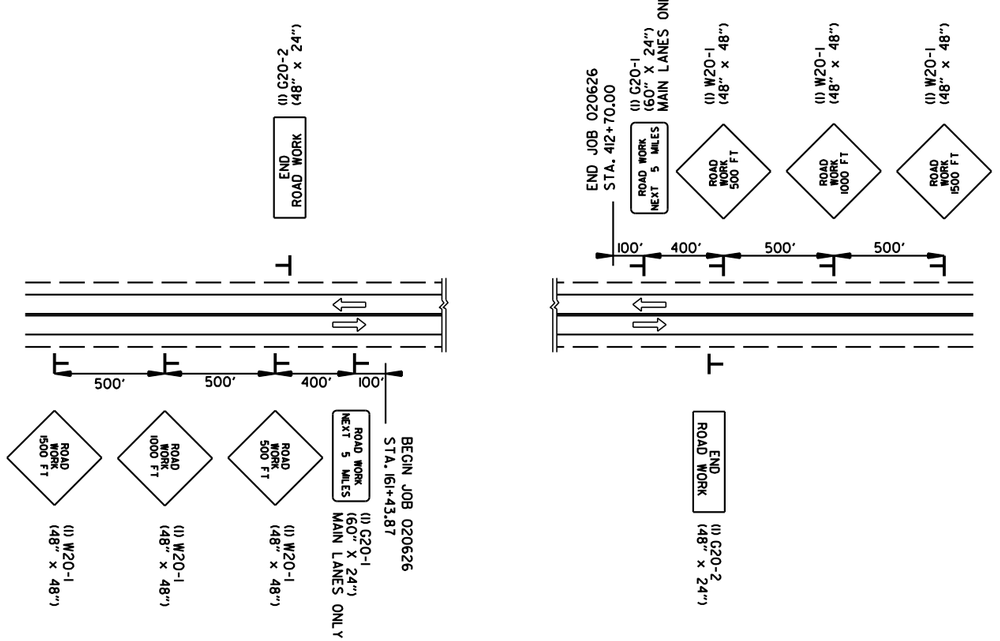


ADVANCE WARNING - SIDE ROADS (ALL STAGES)

STA. 160+68 LT. -	TODD LYNN DR.	STA. 338+00 RT. -	GANDY AVE.
STA. 161+20 RT. -	WORTHEN DR.	STA. 341+61 LT. -	HOMESTEAD DR.
STA. 175+54 LT. -	HWY. 104	STA. 342+35 RT. -	CARRIAGE CT. DR.
STA. 175+81 RT. -	ELKINS RD.	STA. 348+60 LT. -	HEARTWOOD ST.
STA. 197+34 LT. -	STOKES RD.	STA. 360+50 LT. -	JEFFERSON PKWY.
STA. 212+48 LT. -	MONK RD.	STA. 360+77 RT. -	EDWARDS ST.
STA. 216+75 RT. -	COOK RD.	STA. 366+20 RT. -	OXFORD DR.
STA. 227+31 LT. -	EVANS RD.	STA. 380+00 LT. -	CIMARRON DR.
STA. 227+95 RT. -	EVANS RD.	STA. 380+00 RT. -	CAMBRIDGE DR.
STA. 241+93 LT. -	SANDY ACRES RD.	STA. 387+00 LT. -	CIMARRON DR.
STA. 255+35 LT. -	ROLLING HILLS DR.	STA. 387+69 RT. -	OXFORD DR.
STA. 271+52 LT. -	CLARK RD.	STA. 391+65 LT. -	SIDNEY ST.
STA. 272+30 RT. -	CLARK RD.	STA. 392+25 RT. -	SIDNEY ST.
STA. 286+69 RT. -	HILLVIEW DR.	STA. 394+86 LT. -	JACKSON DR.
STA. 295+40 RT. -	CLAUD RD.	STA. 398+07 LT. -	BETTY ST.
STA. 315+87 LT. -	ROBIN RD.	STA. 404+34 LT. -	PHILLIPS ST.
STA. 316+00 RT. -	HOSPITALITY DR.	STA. 411+71 RT. -	KORTENBER DR.

NOTE: ALL STATIONS BASED OFF C.L. CONST.





ADVANCE WARNING (ALL STAGES)

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ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		020626	57	405

(2) MAINTENANCE OF TRAFFIC DETAILS

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CONSTRUCTION SEQUENCE

STAGE 1:

INSTALL ADVANCE WARNING SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS. INSTALL END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAILS. INSTALL ROAD WORK AHEAD (W20-1) AND END ROAD WORK (G20-2) SIGNS ON SIDE ROADS AS SHOWN IN THE ADVANCE WARNING DETAILS.

MAINTAIN TRAFFIC IN EXISTING LANES.

INSTALL CONSTRUCTION PAVEMENT MARKINGS, PRECAST CONCRETE BARRIERS, TRAFFIC DRUMS, AND TRAFFIC CONES AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS. INSTALL TRAFFIC DRUMS AT 50' O.C.

REMOVE ISLANDS AT STA. 299+00 RT., STA. 306+00 RT., AND STA. 360+25 LT.

APPLY LEVELING COURSE IF AND WHERE DIRECTED BY THE ENGINEER.

CONSTRUCT RT. OF HWY. 270 FOR THE FULL LENGTH OF JOB. CONSTRUCT TEMPORARY WIDENING ON RT. FROM STA. 295+00 TO STA. 311+00.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE I MAINTENANCE OF TRAFFIC DETAILS. CROSS DRAINS MAY BE REQUIRED TO BE CONSTRUCTED IN THEIR ENTIRETY DURING STAGE I TO MAINTAIN POSITIVE DRAINAGE. CONSTRUCT BOX CULVERTS AT STA. 248+34 RT. AND STA. 249+82 RT. CONSTRUCT BOX CULVERT EXTENSIONS AT STA. 250+30 RT., STA. 265+34 RT., AND STA. 340+60 RT.

STAGE 2:

RETAIN ADVANCE WARNING SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS. RETAIN END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAILS. RETAIN ROAD WORK AHEAD SIGN AS SHOWN ON ADVANCE WARNING DETAILS.

SHIFT TRAFFIC TO STAGE 2 CENTERLINE AS SHOWN. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC DRUMS, AND TRAFFIC CONES AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS. RELOCATE PRECAST CONCRETE BARRIER WALL. INSTALL TRAFFIC DRUMS AT 50' O.C.

REMOVE ISLANDS AT STA. 298+00 LT. AND STA. 305+50 LT.

CONSTRUCT LT. OF HWY. 270 FOR THE FULL LENGTH OF JOB. CONSTRUCT LT. AND RT. OF HWY. 104, I-530 S.B. EXIT RAMP, I-530 N.B. ENTRANCE RAMP, AND ROBIN RD. CONSTRUCT CONCRETE ISLAND AT STA. 360+25 LT.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC DETAILS. CONSTRUCT BOX CULVERT EXTENSIONS AT STA. 250+30 LT., STA. 265+34 LT., AND STA. 340+60 LT.

STAGE 3:

RETAIN ADVANCE WARNING SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS. RETAIN END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAILS. RETAIN ROAD WORK AHEAD SIGN AS SHOWN ON ADVANCE WARNING DETAILS.

MAINTAIN STAGE 2 CONSTRUCTION PAVEMENT MARKINGS FROM STA. 161+43.87 TO STA. 292+50.00 AND FROM STA. 311+50.00 TO STA. 412+70.00.

SHIFT TRAFFIC TO STAGE 3 CENTERLINE AS SHOWN. INSTALL CONSTRUCTION PAVEMENT MARKINGS, TRAFFIC DRUMS, AND TRAFFIC CONES AS SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC DETAILS. INSTALL TRAFFIC DRUMS AT 50' O.C.

REMOVE TEMPORARY WIDENING FROM STA. 295+00 TO STA. 311+00.

CONSTRUCT RT. OF HWY. 270 FROM STA. 295+00 TO STA. 311+00. CONSTRUCT LT. AND RT. OF I-530 S.B. ENTRANCE RAMP AND I-530 N.B. EXIT RAMP. CONSTRUCT CONCRETE ISLANDS AT STA. 298+00 LT. AND STA. 305+50 LT.

CONSTRUCT DRAINAGE STRUCTURES AS SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC DETAILS.

STAGE 4:

RETAIN ADVANCE WARNING SIGNS AT THE LOCATIONS LISTED ON THE ADVANCE WARNING DETAILS. RETAIN END ROAD WORK SIGNS AT THE END OF JOB AS SHOWN ON THE ADVANCE WARNING DETAILS. RETAIN ROAD WORK AHEAD SIGN AS SHOWN ON ADVANCE WARNING DETAILS.

MAINTAIN STAGE 3 CONSTRUCTION PAVEMENT MARKINGS.

CONSTRUCT CONCRETE ISLANDS AT STA. 299+00 RT. AND STA. 306+00 RT.

OVERLAY RAMPS WITH A 4" OVERLAY. THE OVERLAY TRANSITION WILL CONSIST OF A 150' LONG 0-2" MILLED TRANSITION TO TIE IN THE IST LIFT AND A 300' LONG 0-2" MILLED TRANSITION TO TIE IN THE 2ND LIFT.

MILL AND INLAY FROM STA. 412+70 TO STA. 417+22.

SHIFT TRAFFIC TO CONSTRUCTION CENTERLINE. APPLY FINAL 2" LIFT OF ACHM AND PLACE PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.

RIGHT SHOULDER CLOSED	(38) W21-5a (36" x 36")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
DO NOT PASS	(38) R4-1 (24" X 30")	ALL STAGES SPACED AT 1/4 MILE INTERVALS
BUMP	(8) W8-1 (30" X 30")	ALL STAGES TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

(1) R11-2 (48" X 30")

ROAD CLOSED

8' BARR. TYP. III LT.

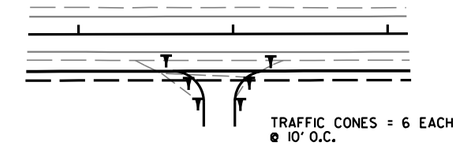
STAGE 2 - HWY. 270	STAGE 3 - HWY. 270
STA. 295+80 LT.	STA. 294+90 RT.
STA. 299+10 LT.	STA. 296+40 RT.
STA. 307+05 LT.	STA. 297+80 RT.
STA. 316+45 LT.	STA. 305+35 RT.

(1) R11-2 (48" X 30")

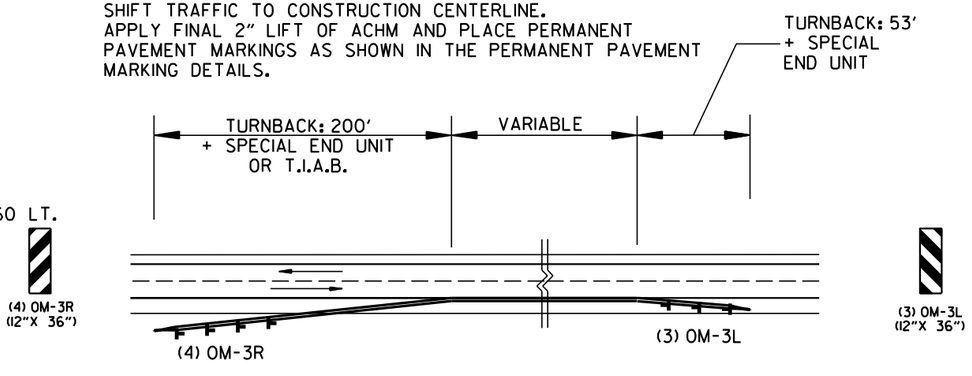
ROAD CLOSED

8' BARR. TYP. III RT.

STAGE 2 - HWY. 270	STAGE 3 - HWY. 270
STA. 294+90 LT.	STA. 296+00 RT.
STA. 296+35 LT.	STA. 297+10 RT.
STA. 304+60 LT.	STA. 299+90 RT.
STA. 309+00 LT.	STA. 307+65 RT.
STA. 317+30 LT.	



DRIVEWAY/TRAFFIC CONE DETAIL



REFER ALSO TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF PCCB TURNBACKS.

NOTE: OM-3L & OM-3R SIGNS SHALL BE EQUALLY SPACED ALONG P.C.C.B. TURNBACK.

DETAIL OF OBJECT MARKERS AT PRECAST CONCRETE BARRIER TURNBACKS

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MAINTENANCE OF TRAFFIC DETAILS

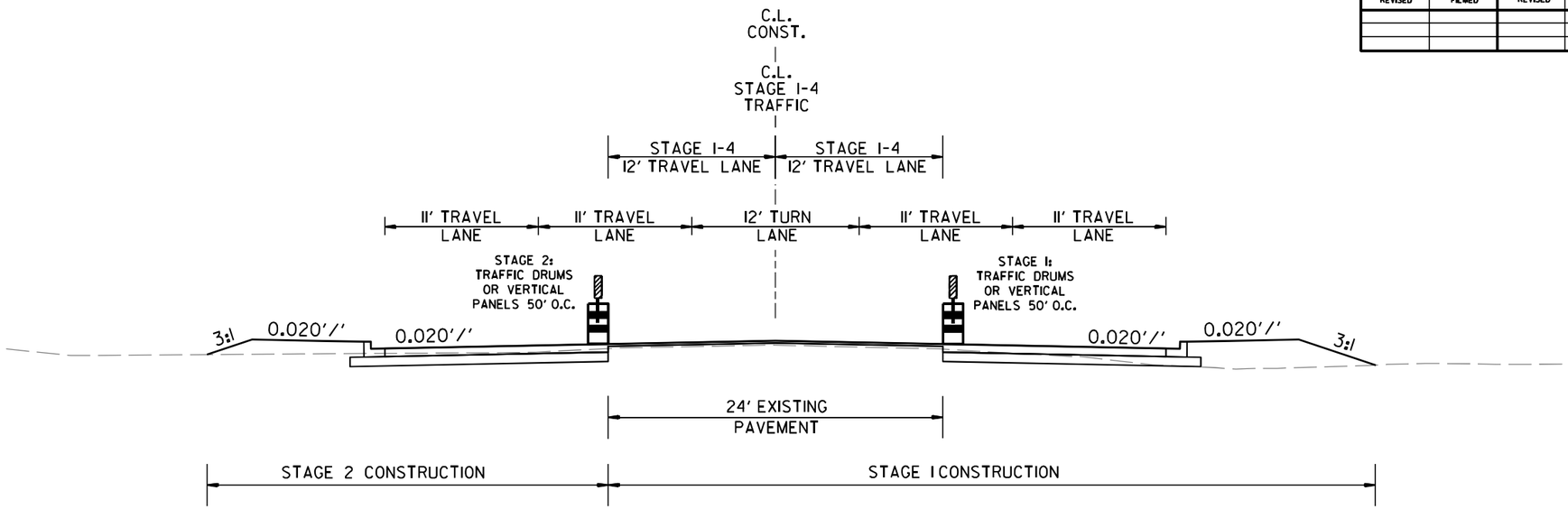
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	58	405

(2) MAINTENANCE OF TRAFFIC DETAILS

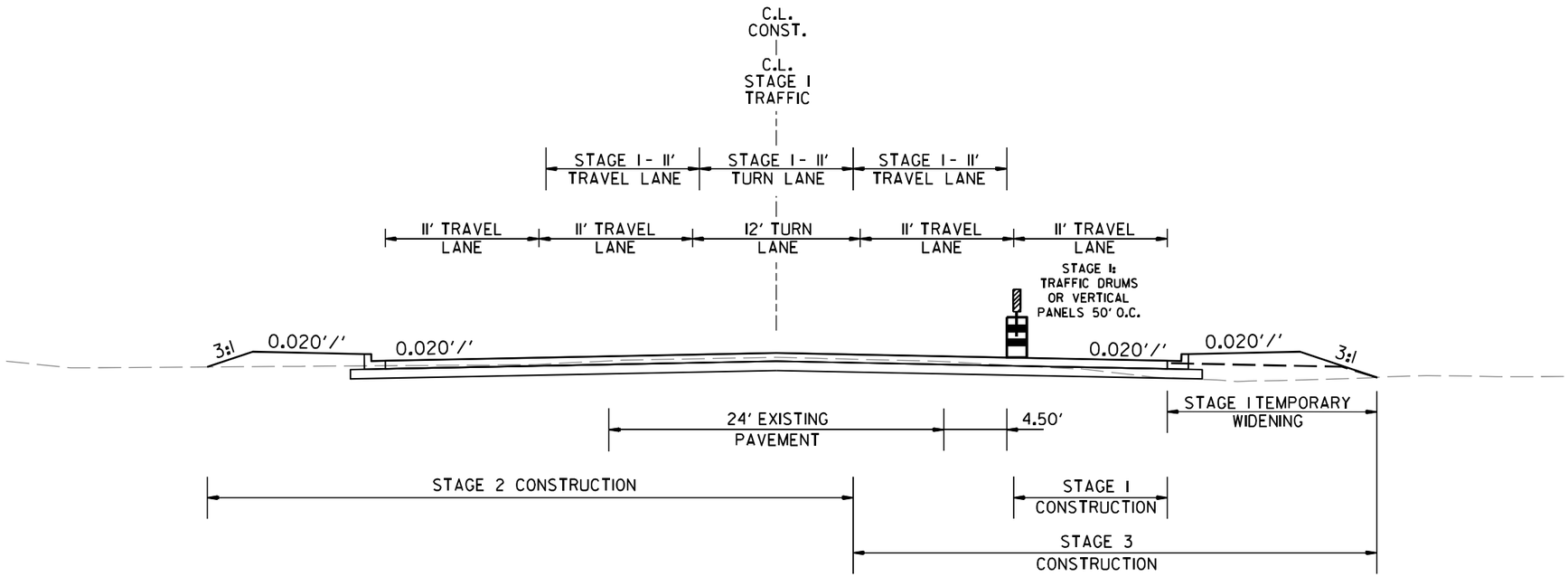
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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STAGE CONSTRUCTION
STAGE 1-4: STA. 161+43.87 - STA. 293+50.00
STA. 318+00.00 - STA. 360+50.00



STAGE CONSTRUCTION
STAGE 1: STA. 293+50.00 - STA. 310+90.00

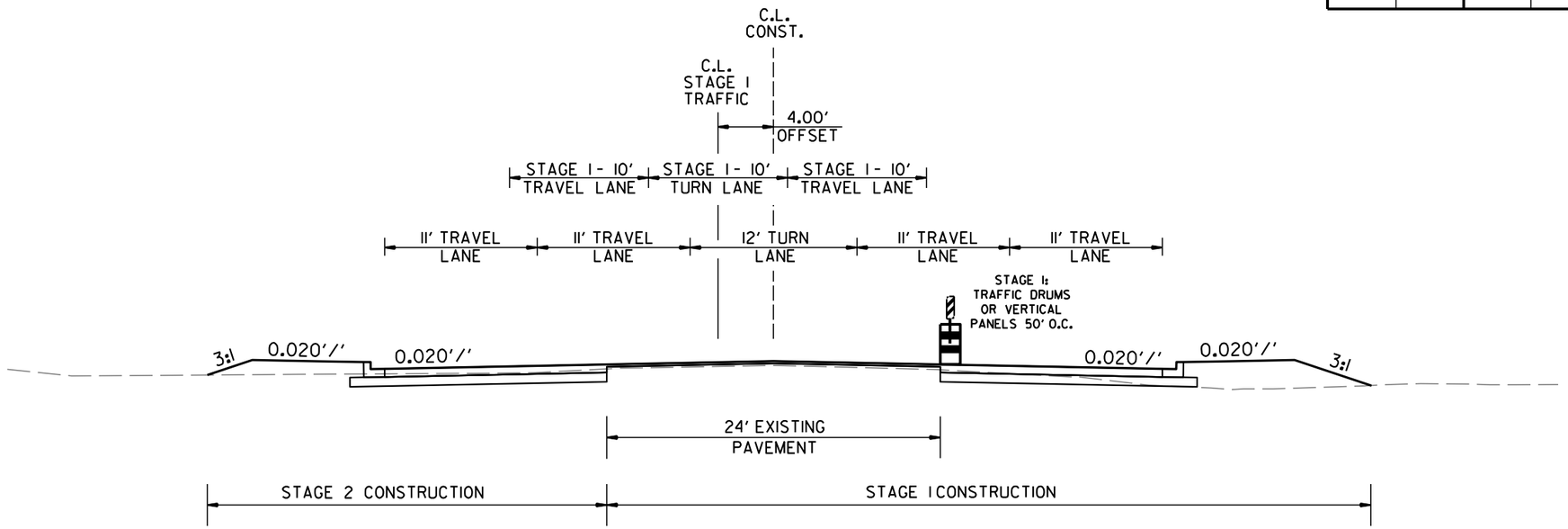
STAGE CONSTRUCTION
MAINTENANCE OF TRAFFIC DETAILS

HT39710 4/21/2023
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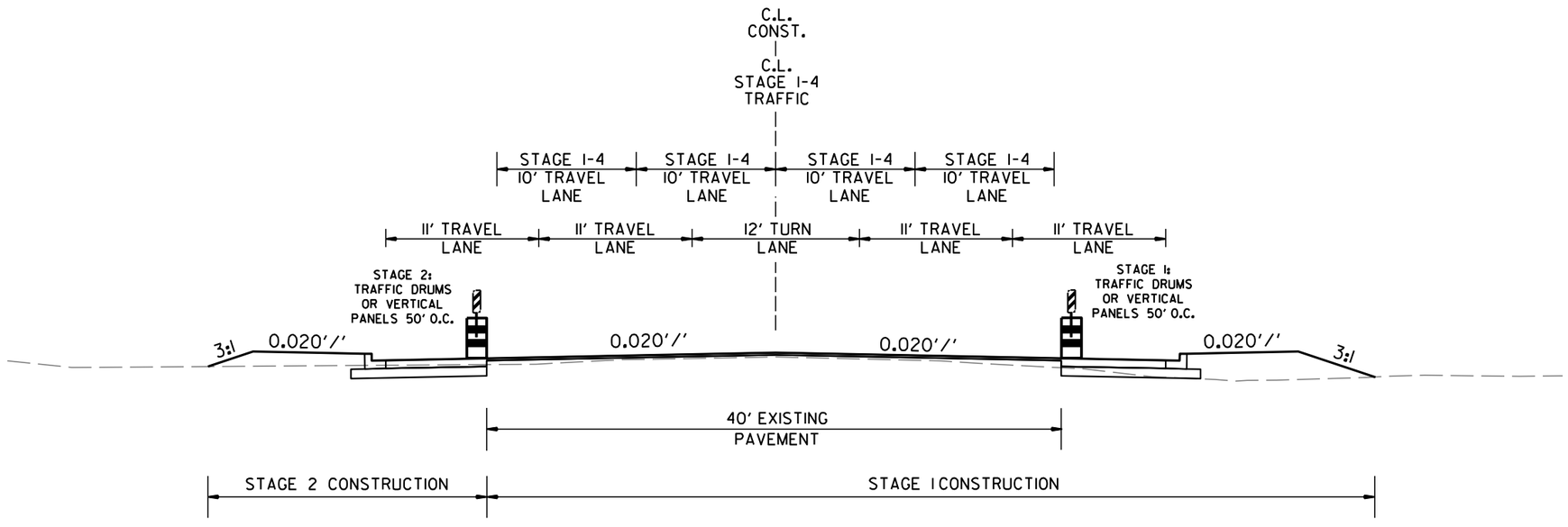
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				6	ARK.			
				JOB NO.		020626	59	405

(2) MAINTENANCE OF TRAFFIC DETAILS

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STAGE CONSTRUCTION
STAGE I: STA. 310+90.00 - STA. 318+00.00



STAGE CONSTRUCTION
STAGE I-4: STA. 360+50.00 - STA. 412+70.00

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STAGE CONSTRUCTION MAINTENANCE OF TRAFFIC DETAILS

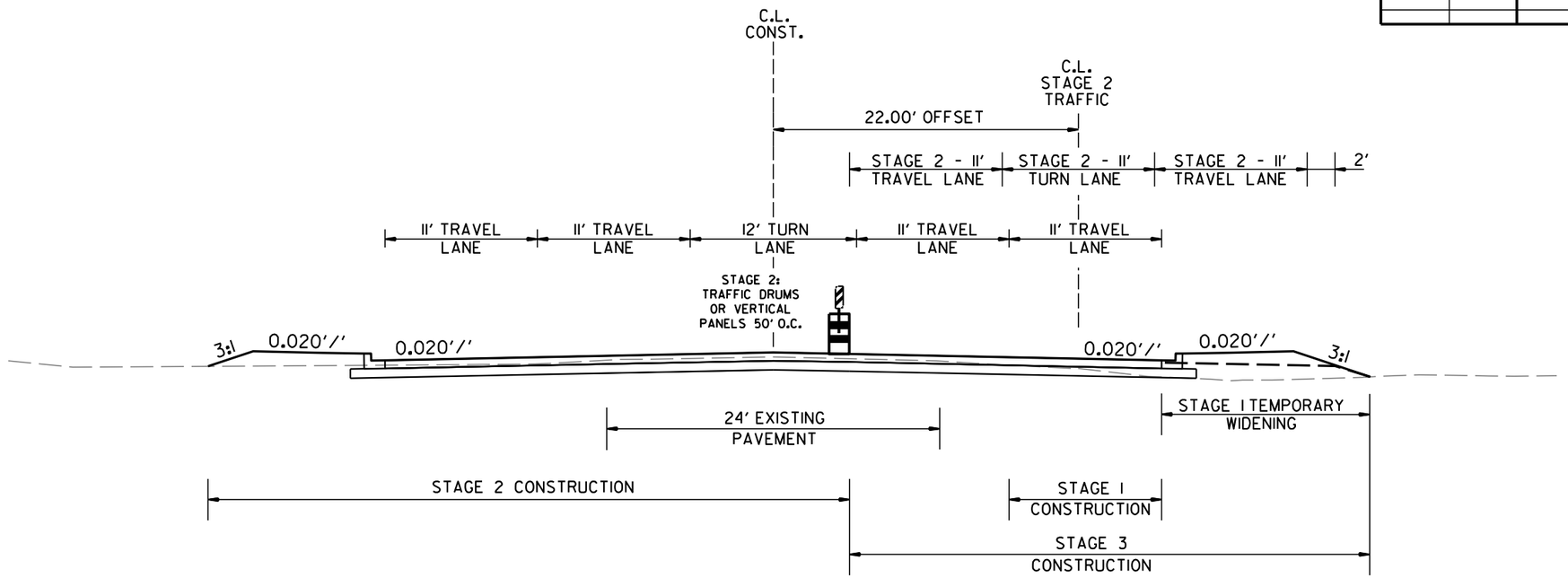
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				6	ARK.			
				JOB NO.		020626	60	405

(2) MAINTENANCE OF TRAFFIC DETAILS

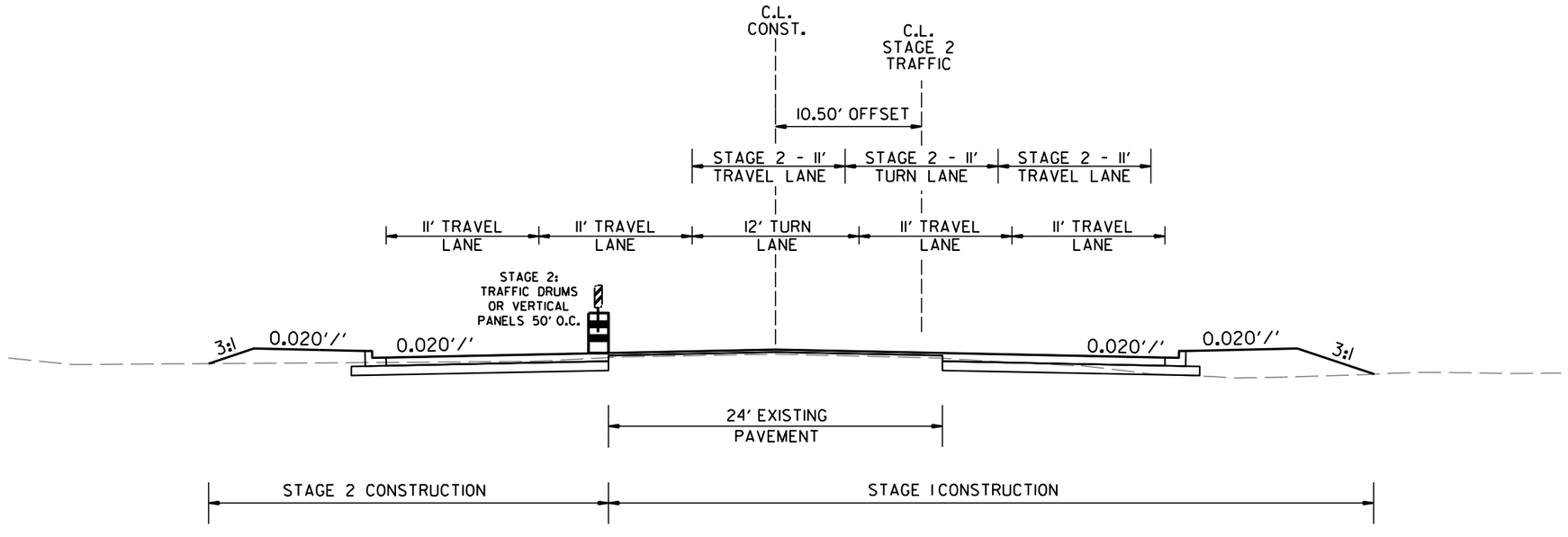
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STAGE CONSTRUCTION
STAGE 2: STA. 293+50.00 - STA. 310+90.00



STAGE CONSTRUCTION
STAGE 2: STA. 310+90.00 - STA. 318+00.00

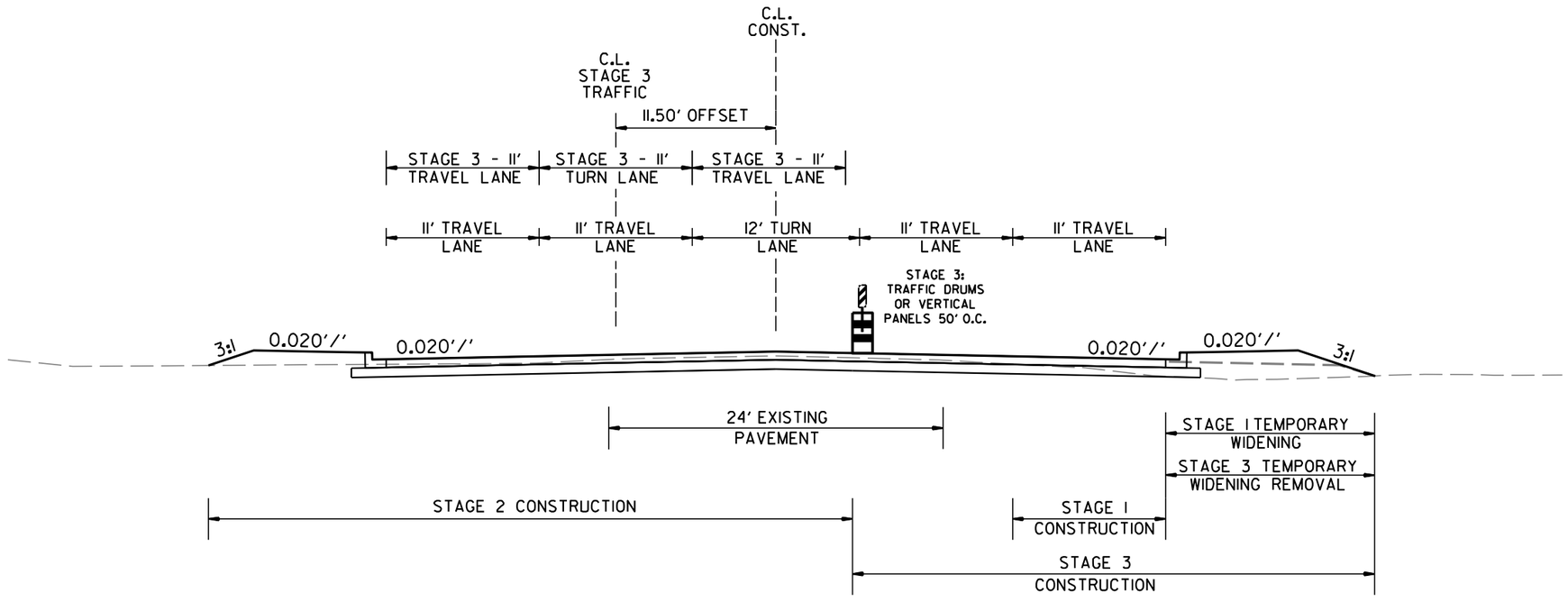
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STAGE CONSTRUCTION
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	61	405

(2) MAINTENANCE OF TRAFFIC DETAILS

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STAGE CONSTRUCTION
STAGES 3 AND 4: STA. 293+50.00 - STA. 310+90.00

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STAGE CONSTRUCTION
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	62	405

(2) MAINTENANCE OF TRAFFIC DETAILS

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STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

TRAFFIC DRUMS AT 50' O.C.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 270

720' TAPER

100' TRANSITION

25'

208' TRANSITION

100' TRANSITION

T.C.E.

EXIST. R/W

PROP. R/W

CONST. LIMITS

C.L. HWY. 104/ELKINS RD.

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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(2) MAINTENANCE OF TRAFFIC DETAILS

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TRAFFIC DRUMS AT 50' O.C.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

STOKES RD.

C.L. HWY. 270

S 62°01'56" E

CONST. LIMITS

EXIST. R/W

PROP. R/W

T.C.E.

TRAFFIC DRUMS AT 50' O.C.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

MONK RD.

C.L. HWY. 270

COOK RD.

PAVED PARKING

RETAIL

S 62°01'56" E

CONST. LIMITS

EXIST. R/W

PROP. R/W

T.C.E.

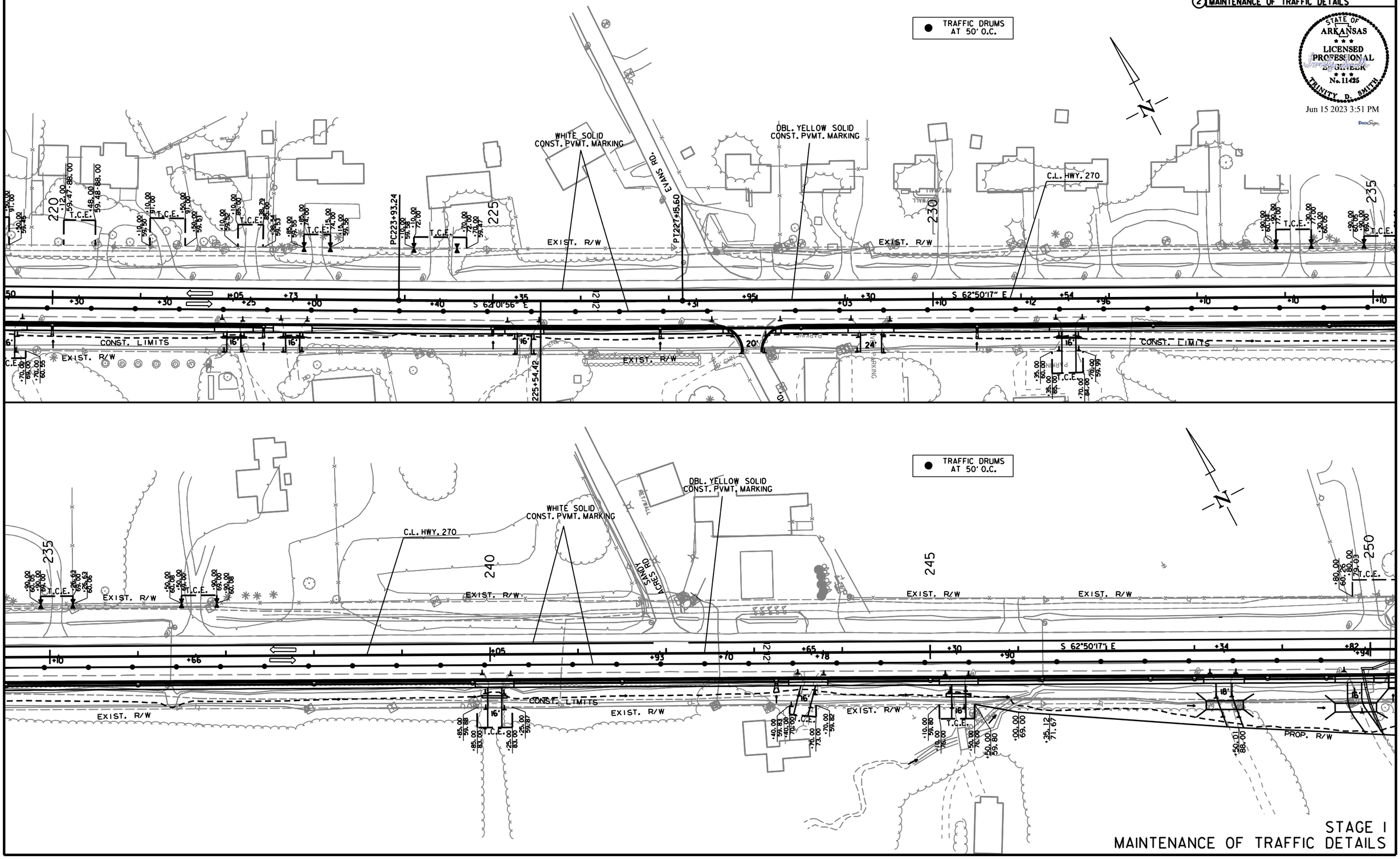
STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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(2) MAINTENANCE OF TRAFFIC DETAILS

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STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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(2) MAINTENANCE OF TRAFFIC DETAILS

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TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

CANEY BAYOU FORK

ROLLING HILLS DR

C.L. HWY. 270

WHITE SOLID CONST. PVMT. MARKING

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

PARKING

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 173 LIN. FT.
INSTALL TIAB - 2 EACH

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 173 LIN. FT.
INSTALL TIAB - 1 EACH

S 62°50'17" E

S 62°17'05" E

CLARK RD

PI267+54.36

PC266+43.68

PT268+65.04

PC278+21.18

PI279+56.60

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	66	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. HWY. 270
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
PT 280+92.02
T.C.E.
EXIST. R/W
CONST. LIMITS
150' STRIPING TAPER STAGE I
S 62°57'42" E
S 62°57'42" E
EXIST. R/W
CONST. LIMITS
EXIST. R/W
EXIST. R/W
PAVED PARKING
MILLVIEW DR.
280
285
290
295

TRAFFIC DRUMS AT 50' O.C.

C.L. I-530 N.B. ENTRANCE
C.L. I-530 S.B. EXIT
C.L. HWY. 270
WHITE SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. STAGE I TRAFFIC = 4.00' OFFSET
YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING
EXIST. R/W
EXIST. R/W
EXIST. C/A
EXIST. C/A
CLAUD RD.
200' TEMP. WIDENING TAPER STAGE I
DBL. YELLOW SOLID CONST. PVMT. MARKING
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING
C.L. I-530 S.B. ENTRANCE
C.L. I-530 N.B. EXIT
DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING
100' STRIPING TAPER STAGE I
270' TEMP. WIDENING TAPER STAGE I
CONST. LIMITS
PAVED PARKING
RET/WALL
300
305
310

STAGE I MAINTENANCE OF TRAFFIC DETAILS

HT 39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	67	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:52 PM

DocuSign

TRAFFIC DRUMS AT 50' O.C.

C.L. ROBIN RD.
WHITE SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
P.O.E. 1902+76.14
N 0°47'59" E
ROBIN RD.
PROP. R/W
WHITE SOLID CONST. PVMT. MARKING
P.O.B. 1900+00.00
C.L. HWY. 270
YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
PROP. R/W
150' STRIPING TAPER STAGE I
C.L. STAGE I TRAFFIC = 0.00' OFFSET
C.L. STAGE I TRAFFIC = 0.00' OFFSET
T.C.E.
EXIST. R/W
WHITE SOLID CONST. PVMT. MARKING
EXIST. R/W
310
315
320
325
CONST. LIMITS
40'
36'
28'
40'
30'
24'
40'
40'
40'
CONST. LIMITS
40'
270' TEMP. WIDENING TAPER STAGE I
EXIST. R/W
WHITE SOLID CONST. PVMT. MARKING
C.L. HOSPITALITY DR.
PROP. R/W
DBL. YELLOW SOLID CONST. PVMT. MARKING
T.C.E.
EXIST. R/W
DBL. YELLOW SOLID CONST. PVMT. MARKING
DBL. YELLOW SOLID CONST. PVMT. MARKING
S 62°57'42" E
PAVED PARKING
CONCRETE

TRAFFIC DRUMS AT 50' O.C.

C.L. HWY. 270
325
330
WHITE SOLID CONST. PVMT. MARKING
T.C.E.
EXIST. R/W
PC334+73.53
335
PI335+82.57
DBL. YELLOW SOLID CONST. PVMT. MARKING
EXIST. R/W
340
S 62°57'42" E
S 62°57'42" E
S 63°14'04" E
CONST. LIMITS
EXIST. R/W
EXIST. R/W
PI335+28.05
GANDY AVE.
PAVED PARKING
T.C.E.

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

H139710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	68	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:53 PM
DocuSign

TRAFFIC DRUMS AT 50' O.C.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 173 LIN. FT.
INSTALL TIAB - 1 EACH

HOMESTEAD DR.

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

HEARTWOOD ST.

C.L. HWY. 270

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

UNDER CONSTRUCTION

CARRIAGE CT.

PAVED PARKING

S 63°14'04" E

LEGEND

TRAFFIC DRUMS AT 50' O.C.

CONSTRUCTION PAVEMENT MARKING (ARROW)

CONSTRUCTION PAVEMENT MARKING (WORD)

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

JEFFERSON PKWY

DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING

3 TRAFFIC DRUMS

C.L. HWY. 270

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

WHITE SKIP LINE CONST. PVMT. MARKING

OXFORD DR.

EDWARDS ST.

200' STRIPING TAPER
STAGE I

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	69	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:53 PM

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TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

WHITE SKIP LINE CONST. PVMT. MARKING

C.L. HWY. 270

CIMARRON DR.

CAMBRIDGE DR.

JACKSON DR.

SIDNEY ST.

OXFORD DR.

BETTY ST.

PROP. R/W

CONST. LIMITS

T.C.E.

S 63°14'04" E

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	70	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:54 PM

DocuSign

TRAFFIC DRUMS AT 50' O.C.

N

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SKIP LINE CONST. PVMT. MARKING

PHILLIPS ST.

KORTENBER DR.

P.C. 399+49.10

P.I. 402+30.11

P.T. 405+02.26

C.L. HWY. 270

315' TAPER

120'

PROP. R/W

EXIST. R/W

PROP. CONST. LIMITS

CONST. LIMITS

S 88°07'36" E

T.C.E.

CONCRETE

PAVED PARKING

GATE

STA. 412+70.00
END JOB 020626

STAGE I
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	71	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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TRAFFIC DRUMS AT 50' O.C.

STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

TODD LYNN DR.
160+43.87
161+43.87
720' TAPER
100' TRANSITION
166+30.87
166+55.87
25'
208' TRANSITION
168+63.87
PCI68+21.30
WHITE SOLID CONST. PVMT. MARKING
PTI69+42.95
DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. HWY. 270
160
165
170
175
STEEL PIPE 3' TALL POR
TALL 3/8 LOCHAIN
EXIST. R/W
CONST. LIMITS
PROP. R/W
T.C.E.
36'
16'
20'
22'
S 62°28'15" E
S 62°46'30" E
CHAINLINK FENCE POR
CHAINLINK FENCE

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING
C.L. HWY. 270
705+12.95
100' TRANSITION
705
HWY. 10A
EXIST. R/W
CONST. LIMITS
T.C.E.
180
185
190
PCI80+23.55
PTI83+20.68
PTI81+72.11
S 62°46'30" E
S 62°01'56" E
ANTIQUE WELL
WHITE SOLID CONST. PVMT. MARKING
PROP. R/W
702+65.90
701+65.90
ELKINS RD.

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	72	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:54 PM

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 270

WHITE SOLID CONST. PVMT. MARKING

STOKES RD.

MONK RD.

COOK RD.

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

ABANDONED

POND

S 62°01'56" E

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	73	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:55 PM
DocuSigned by

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

EVANS RD.

C.L. HWY. 270

EXIST. R/W

CONST. LIMITS

WHITE SOLID CONST. PVMT. MARKING

PC223+93.24

PT227+15.60

S 62°50'17" E

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 270

SANDY ACRES RD.

EXIST. R/W

CONST. LIMITS

PROP. R/W

WHITE SOLID CONST. PVMT. MARKING

S 62°50'17" E

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	74	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:55 PM
DocuSign

TRAFFIC DRUMS AT 50' O.C.

RELOCATE PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 113 LIN. FT.
INSTALL TIAB - 1 EACH

DBL. YELLOW SOLID CONST. PVMT. MARKING

FANEY BAYOU FORK

ROLLING HILLS DR

C.L. HWY. 270

EXIST. R/W

PROP. R/W

CONST. LIMITS

T.C.E.

WHITE SOLID CONST. PVMT. MARKING

S 62°50'17" E

RELOCATE PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 133 LIN. FT.
INSTALL TIAB - 1 EACH

DBL. YELLOW SOLID CONST. PVMT. MARKING

TRAFFIC DRUMS AT 50' O.C.

C.L. HWY. 270

CLARK RD

S 62°17'05" E

PC266+43.68

PT268+65.04

PC278+21.18

PT279+56.60

WHITE SOLID CONST. PVMT. MARKING

HT39710 8/18/2022
R020626.DGN

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	75	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:55 PM

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TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 270

EXIST. R/W

CONST. LIMITS

TYPE III BARRICADE

WHITE SOLID CONST. PVMT. MARKING

C.L. STAGE 2 TRAFFIC = 0.00' OFFSET

450' STRIPING TAPER STAGE 2

C.L. I-530 N.B. ENTRANCE

C.L. I-530 S.B. EXIT

C.L. I-530 S.B. ENTRANCE

C.L. I-530 N.B. EXIT

CONCRETE RIPRAP

YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING

DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING

C.L. STAGE 2 TRAFFIC = 22.00' OFFSET

300' STRIPING TAPER STAGE 2

CLAUD RD.

EXIST. C/A

EXIST. R/W

WATER

RET. WALL

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	76	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:56 PM

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TRAFFIC DRUMS AT 50' O.C.

C.L. ROBIN RD.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

TYPE III BARRICADE

C.L. HWY. 270

EXIST. R/W

PROP. R/W

CONST. LIMITS

300' STRIPING TAPER STAGE 2

C.L. STAGE 2 TRAFFIC = 10.50' OFFSET

C.L. STAGE 2 TRAFFIC = 0.00' OFFSET

310' STRIPING TAPER STAGE 2

C.L. HOSPITALITY DR.

T.C.E.

DBL. YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING

P.O.E. 1302.76 L4

P.O.E. 1300.00 L3

P.O.E. 1201.53 L2

N 0°47'58" E

S 62°57'42" E

S 63°14'04" E

N 53°53'53" E

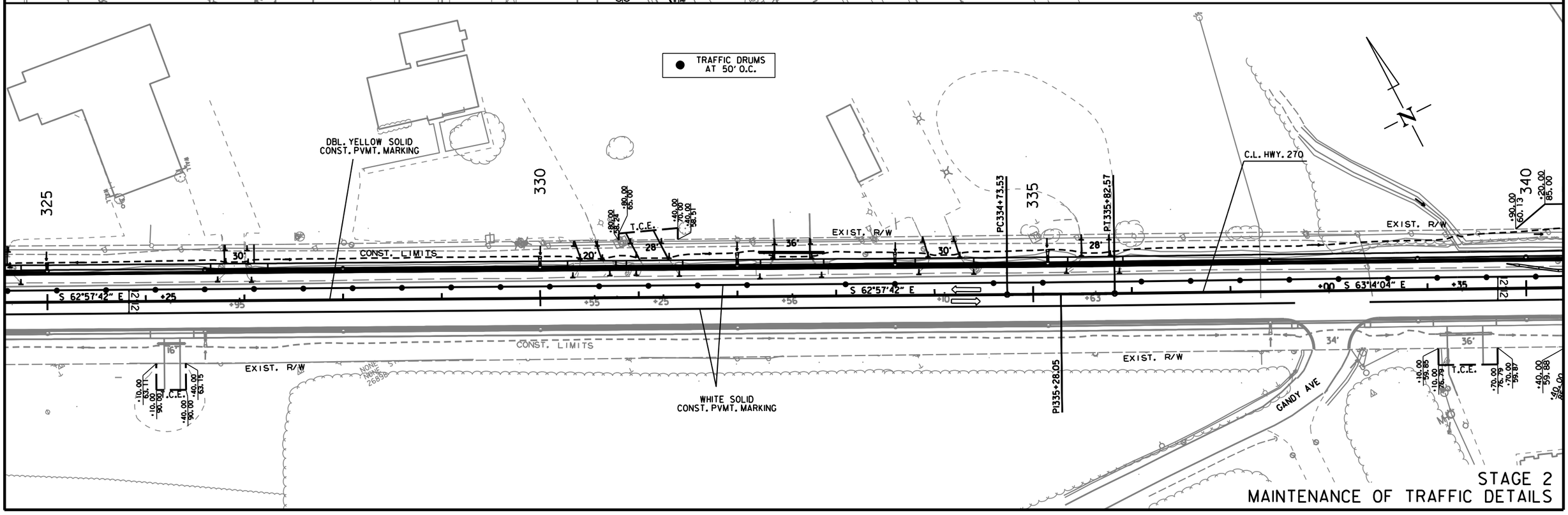
310 315 320 325 330 335 340

PC334+73.53

PI335+82.57

PI335+28.05

GANDY AVE.



STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	77	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:56 PM
DocuSign

TRAFFIC DRUMS AT 50' O.C.

RELOCATE PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT - 153 LIN. FT.
INSTALL TIAB - 1 EACH

HOMESTEAD DR.

PROP. R/W

EXIST. R/W

CONST. LIMITS

T.C.E.

DBL. YELLOW SOLID CONST. PVMT. MARKING

HEARTWOOD ST.

C.L. HWY. 270

S 63°14'04" E

WHITE SOLID CONST. PVMT. MARKING

CARRIAGE CT.

2 RAIL STE

RET/WALL

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

JEFFERSON PKWY

DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING

C.L. HWY. 270

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

EDWARDS ST.

200' STRIPING TAPER STAGE 2

OXFORD DR.

WHITE SKIP LINE CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
RD20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	78	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:56 PM

DocuSign

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

C.L. HWY. 270

CIMARRON DR.

PROP. R/W

CONST. LIMITS

T.C.E.

WHITE SKIP LINE CONST. PVMT. MARKING

S 63°14'04" E

CAMBRIDGE DR.

TRAFFIC DRUMS AT 50' O.C.

DBL. YELLOW SOLID CONST. PVMT. MARKING

SIDNEY ST.

JACKSON DR.

BETTY ST.

OXFORD DR.

POND

WHITE SOLID CONST. PVMT. MARKING

WHITE SKIP LINE CONST. PVMT. MARKING

S 63°14'04" E

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	79	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:57 PM

TRAFFIC DRUMS AT 50' O.C.

N

C.L. HWY. 270

P.C. 399+49.10

PROP. R/W

CONST. LIMITS

PROP. R/W

PHILLIPS ST.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

P.I. 405+92.26

405

400

410

315' TAPER

409+55.00

412+70.00

T.C.E.

PROP. R/W

CONST. LIMITS

EXIST. R/W

S 88°07'36" E

P.I. 402+30.11

WHITE SKIP LINE CONST. PVMT. MARKING

KORTENBER DR.

STA. 412+70.00
END JOB 020626

HT39710 8/18/2022
R020626.DGN

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	80	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:57 PM
DocuSign

NOTE:
STAGE 3 STRIPING IS THE SAME AS STAGE 2 STRIPING FROM STA. 161+43.87 - STA. 292+50.00 AND FROM STA. 311+50.00 TO STA. 412+70.00

TRAFFIC DRUMS AT 50' O.C.

PT 280+92.02

C.L. HWY. 270

S 62°57'42" E

EXIST. R/W

CONST. LIMITS

T.C.E.

C.L. STAGE 3 TRAFFIC = 0.00' OFFSET

350' STRIPING TAPER STAGE 3

450' STRIPING TAPER STAGE 3

C.L. STAGE 3 TRAFFIC = 11.50' OFFSET

C.L. I-530 S.B. EXIT

C.L. I-530 S.B. ENTRANCE

C.L. I-530 N.B. ENTRANCE

C.L. I-530 N.B. EXIT

DBL. YELLOW SOLID CONST. PVMT. MARKING

WHITE SOLID CONST. PVMT. MARKING

YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING

DBL. YELLOW SOLID WITH YELLOW SOLID HATCHING CONST. PVMT. MARKING

TYPE III BARRICADE

CONCRETE RIPRAP

RET. WALL

EXIST. C/A

CLAUD RD.

P.C. 504+78.58

P.T. 503+04.72

P.C. 900+00.00

P.C. 901+53.79

P.C. 809+50.79

P.T. 807+20.87

HT39710 8/18/2022
R020626.DGN

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	81	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:57 PM
DocuSign

NOTE:
STAGE 3 STRIPING IS THE SAME AS STAGE 2 STRIPING FROM STA. 161+43.87 - STA. 292+50.00 AND FROM STA. 311+00.00 TO STA. 412+70.00

TRAFFIC DRUMS AT 50' O.C.

C.L. ROBIN RD.

WHITE SOLID CONST. PVMT. MARKING

DBL. YELLOW SOLID CONST. PVMT. MARKING

PROP. R/W

P.O.E. 1902.76

P.O.E. 1300.00

C.L. HWY. 270

EXIST. R/W

CONST. LIMITS

C.L. STAGE 3 TRAFFIC = 10.50' OFFSET

450' STRIPING TAPER STAGE 3

YELLOW SOLID WITH YELLOW SKIP CONST. PVMT. MARKING

C.L. HOSPITALITY DR.

T.C.E.

S 62°57'42" E

S 63°14'04" E

NOTE:
STAGE 3 STRIPING IS THE SAME AS STAGE 2 STRIPING FROM STA. 161+43.87 - STA. 292+50.00 AND FROM STA. 311+00.00 TO STA. 412+70.00

PC334+73.53

PI335+82.57

PI335+28.05

GANDY AVE

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	82	405

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:58 PM
DocuSign

NOTE:
STAGE 4 STRIPING IS THE SAME AS STAGE 2 STRIPING FROM STA. 161+43.87 - STA. 292+50.00 AND FROM STA. 311+50.00 - STA. 412+70.00.
STAGE 4 STRIPING IS THE SAME AS STAGE 3 STRIPING FROM STA. 292+50.00 - STA. 311+50.00

HT39710 8/18/2022
R020626.DGN

STAGE 4
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	83	405

(2) PERMANENT PAVEMENT MARKING DETAILS

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:58 PM

TODD LYNN DR.
161+43.87
160+43.87
720' TAPER
168+63.87
100' TRANSITION
166+30.87
166+55.87
25'
208' TRANSITION
C.L. HWY. 270
PI168+21.30
PT169+42.95
T.C.E.
6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.
EXIST. R/W
PROP. R/W
CONST. LIMITS
S 62°28'15" E
S 62°46'30" E
6" THERMOPLASTIC WHITE SOLID
STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20
6" THERMOPLASTIC DBL. YELLOW SOLID
PI168+82.13
6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

706+12.95
100' TRANSITION
705+12.95
HWY. 104
ELKINS RD.
6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.
PI181+72.11
C.L. HWY. 270
S 62°46'30" E
S 62°01'36" E
PCI80+23.55
6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.
PTI83+20.68
702+65.90
701+65.90

PERMANENT PAVEMENT MARKING DETAILS

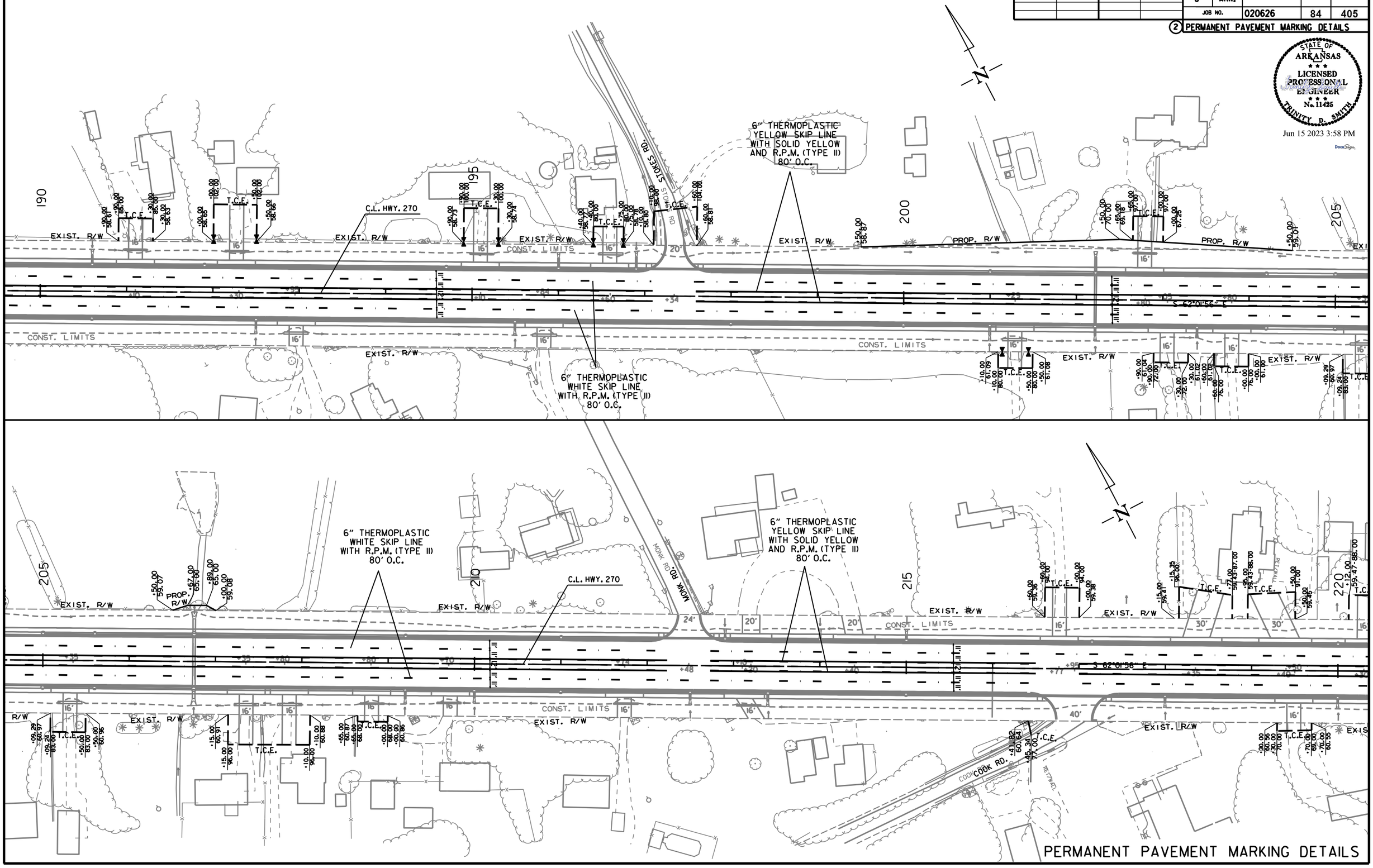
HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	84	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:58 PM
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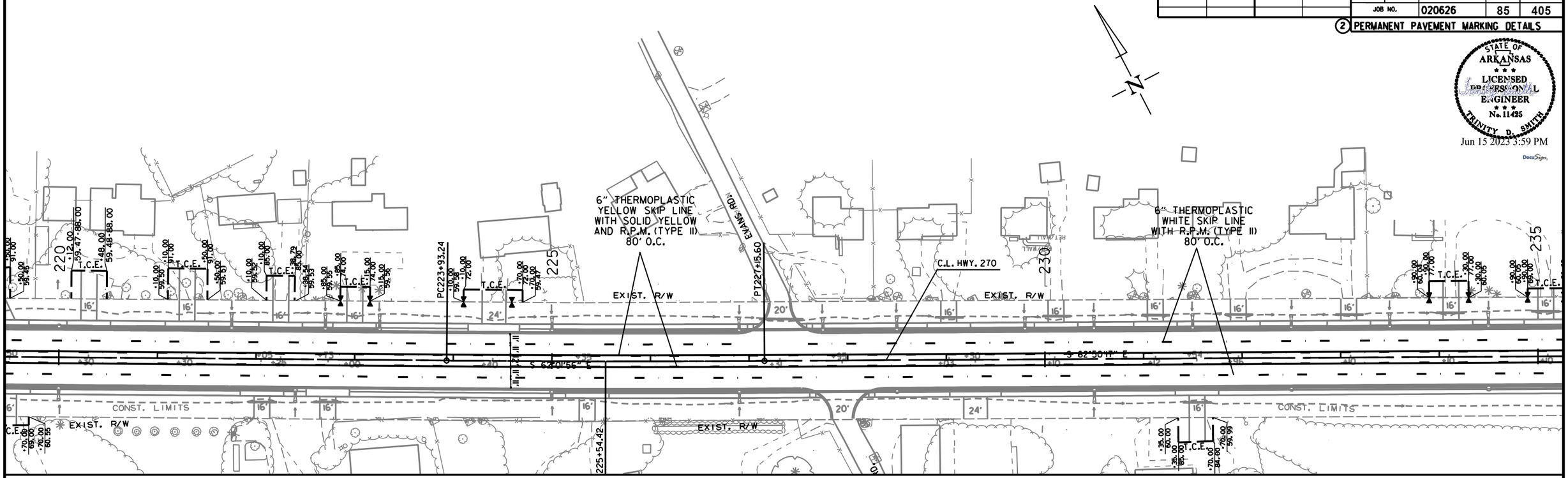
PERMANENT PAVEMENT MARKING DETAILS

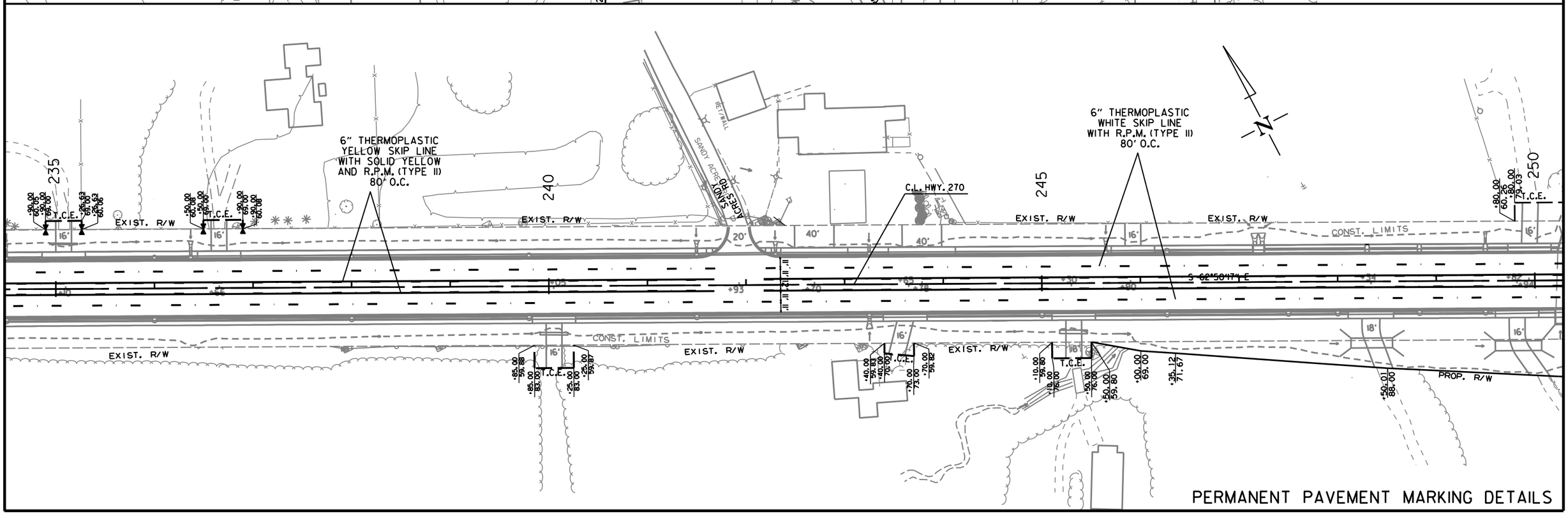
HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	85	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 3:59 PM
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HT39710 8/18/2022
RO20626.DGN

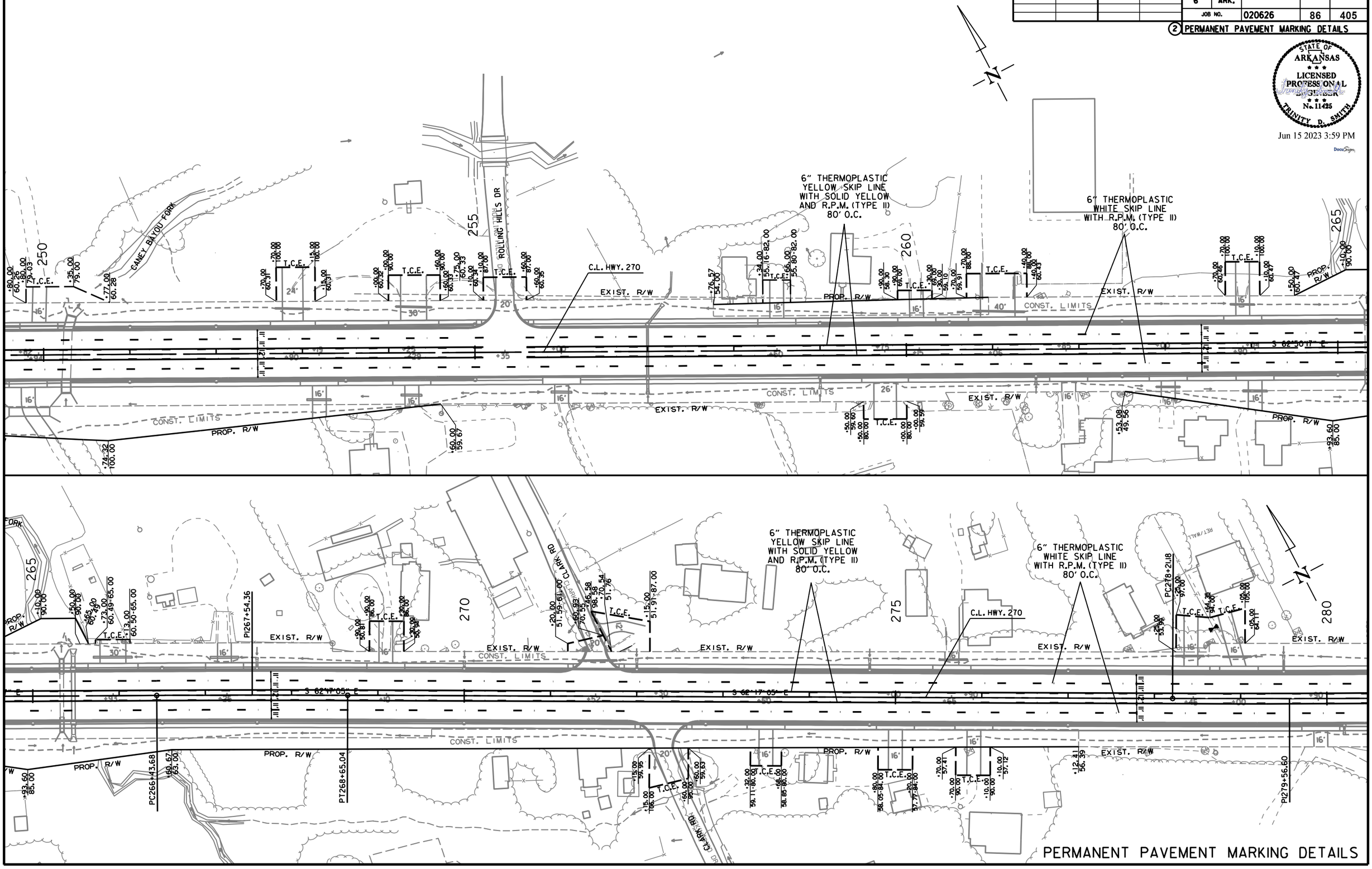
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	86	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	87	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 3:59 PM

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

PT 280+92.02

C.L. HWY. 270

EXIST. R/W

CONST. LIMITS

S 62°57'42" E

T.C.E.

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= THERMOPLASTIC PAVEMENT MARKING (WORD)

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

12" THERMOPLASTIC WHITE CROSSWALK

6" THERMOPLASTIC WHITE SOLID

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC DBL. YELLOW SOLID

12" THERMOPLASTIC WHITE STOP LINE

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC YELLOW SOLID HATCHING

6" THERMOPLASTIC DBL. YELLOW SOLID

6" THERMOPLASTIC WHITE SOLID

12" THERMOPLASTIC WHITE STOP LINE

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

12" THERMOPLASTIC WHITE CROSSWALK

12" THERMOPLASTIC WHITE STOP LINE

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC DBL. YELLOW SOLID

6" THERMOPLASTIC YELLOW SOLID HATCHING

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

P.C. 901+53.75

P.O.B. 900+00.00

P.O.E. 809+50.75

P.O.B. 600+00.00

P.O.E. 504+78.58

P.T. 503+04.72

EXIST. C/A

CONCRETE RIPRAP

RET. WALL

CLAUD RD.

EXIST. R/W

PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	88	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:00 PM
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LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= THERMOPLASTIC PAVEMENT MARKING (WORD)

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC DBL. YELLOW SOLID

12" THERMOPLASTIC WHITE CROSSWALK

C.L. HWY. 270

PROP. R/W

12" THERMOPLASTIC WHITE STOP LINE

6" THERMOPLASTIC WHITE SOLID

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

EXIST. R/W

CONST. LIMITS

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC WHITE SOLID

12" THERMOPLASTIC WHITE STOP LINE

12" THERMOPLASTIC WHITE CROSSWALK

6" THERMOPLASTIC DBL. YELLOW SOLID

T.C.E.

S 62°57'42" E

S 63°14'04" E

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

PC334+73.53

PI335+82.57

PI335+28.05

GANDY AVE

PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	89	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:00 PM

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

HOMESTEAD DR.

C.L. HWY. 270

HEARTWOOD ST.

CARRIAGE CT.

EXIST. R/W

CONST. LIMITS

PROP. R/W

T.C.E.

S 63°14'04" E

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

6" THERMOPLASTIC WHITE SOLID

6" THERMOPLASTIC DBL. YELLOW SOLID

8" THERMOPLASTIC WHITE SOLID PAVEMENT MARKING AROUND ISLAND

6" THERMOPLASTIC WHITE SKIP LINE

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

JEFFERSON PKWY.

EDWARDS ST.

OXFORD DR.

PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
RD20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	90	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:01 PM
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6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

C.L. HWY. 270

CIMARRON DR.

PROP. R/W

CONST. LIMITS

T.C.E.

S 63°14'04" E

6" THERMOPLASTIC YELLOW SKIP LINE WITH SOLID YELLOW AND R.P.M. (TYPE II) 80' O.C.

SIDNEY ST.

J. JACKSON DR.

6" THERMOPLASTIC WHITE SKIP LINE WITH R.P.M. (TYPE II) 80' O.C.

BETTY ST.

OXFORD DR.

P.C. 399+49.10

CAMBRIDGE

HT39710 8/18/2022
R020626.DGN

PERMANENT PAVEMENT MARKING DETAILS

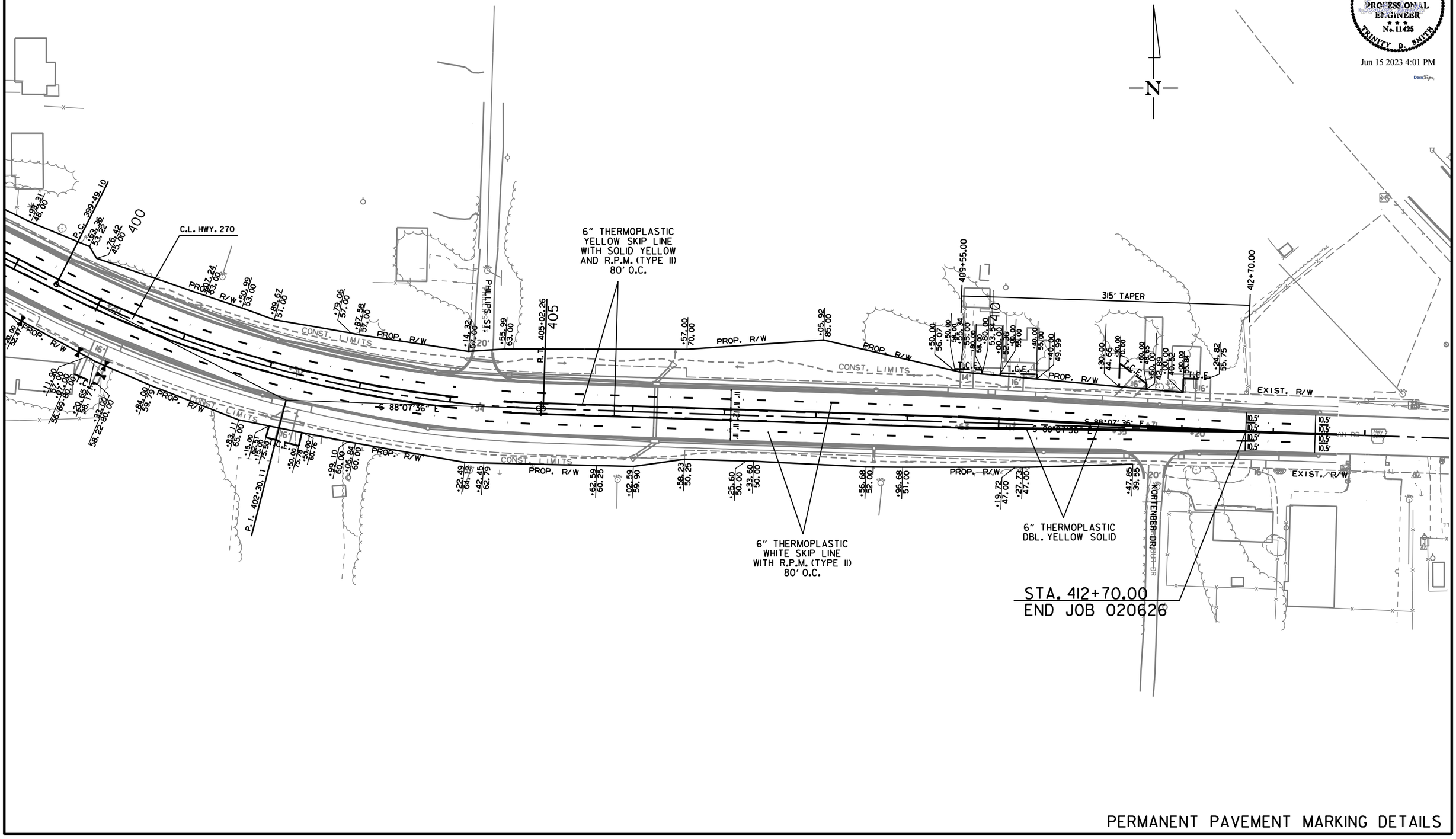
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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	91	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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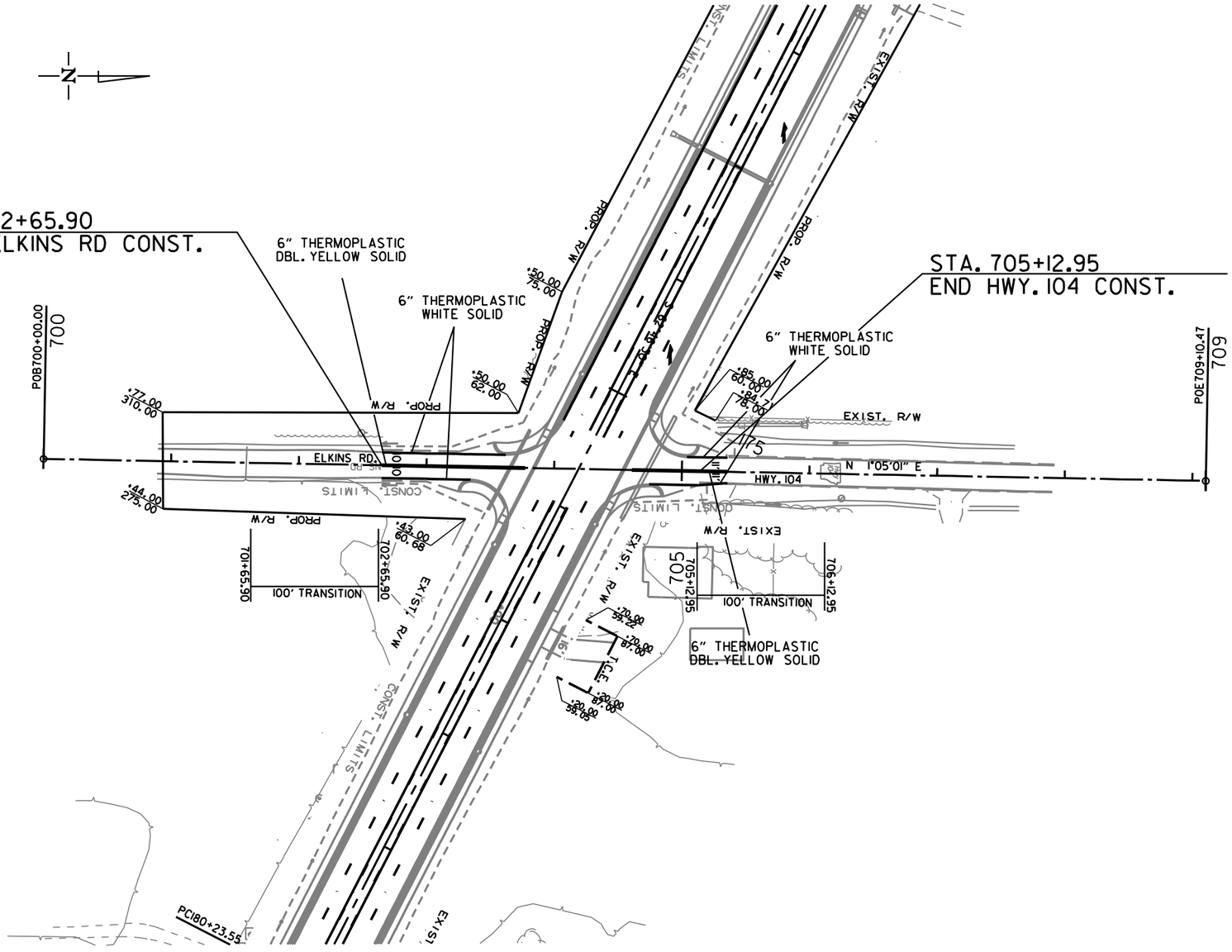
PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	92	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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HWY. 104/ELKINS RD.
PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
RD20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	93	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:02 PM

STA. 504+46.25
END I-530 S.B.
ENTRANCE RAMP CONST.

10" WHITE SOLID REFLECTORIZED PAINT ON ISLAND CURB

12" THERMOPLASTIC WHITE CROSSWALK

P.O.E. 504+78.58

504

600

505

P.I. 499+84.33

N 2°45'21" W

28°00'15" W

12" THERMOPLASTIC WHITE CROSSWALK

8" THERMOPLASTIC WHITE SOLID PAVEMENT MARKING AROUND ISLAND

605

EXIST. R/W

EXIST. C/A

10" WHITE SOLID REFLECTORIZED PAINT ON ISLAND CURB

STA. 602+00.00
END I-530 S.B.
EXIT RAMP CONST.

N 3°14'53" E

12" THERMOPLASTIC WHITE STOP LINE

6" THERMOPLASTIC WHITE SOLID

P.T. 503+04.72

P.O.B. 600+00.00

300

6" THERMOPLASTIC WHITE SOLID

8" THERMOPLASTIC WHITE SOLID PAVEMENT MARKING AROUND ISLAND

STA. 600+30.60
BEGIN I-530 S.B.
EXIT RAMP CONST.

STA. 503+30.00
BEGIN I-530 S.B.
ENTRANCE RAMP CONST.

LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= THERMOPLASTIC PAVEMENT MARKING (WORD)

910

P.I. 912+16.60

I-530 SOUTHBOUND RAMPS

805

12" THERMOPLASTIC WHITE CROSSWALK

STA. 809+20.89
END I-530 N.B.
EXIT RAMP CONST.

10" WHITE SOLID REFLECTORIZED PAINT ON ISLAND CURB

12" THERMOPLASTIC WHITE STOP LINE

305

P.O.E. 809+50.75

900

P.I. 802+69.87

N 6°39'02" E

P.T. 804+06.57

EXIST C/A

6" THERMOPLASTIC WHITE SOLID

8" THERMOPLASTIC WHITE SOLID PAVEMENT MARKING AROUND ISLAND

12" THERMOPLASTIC WHITE CROSSWALK

STA. 807+46.00
BEGIN I-530 N.B.
EXIT RAMP CONST.

10" WHITE SOLID REFLECTORIZED PAINT ON ISLAND CURB

12" THERMOPLASTIC WHITE CROSSWALK

P.C. 901+53.75

STA. 901+45.00
END I-530 N.B.
ENTRANCE RAMP CONST.

505

N 1°37'49" W

6" THERMOPLASTIC WHITE SOLID

P.O.B. 900+00.00

EXIST. C/A

8" THERMOPLASTIC WHITE SOLID PAVEMENT MARKING AROUND ISLAND

STA. 900+31.91
BEGIN I-530 N.B.
ENTRANCE RAMP CONST.

P.I. 904+83.72

P.I. 908+02.38

I-530 NORTHBOUND RAMPS
PERMANENT PAVEMENT MARKING DETAILS

HT39710 8/18/2022
R020626.DGN

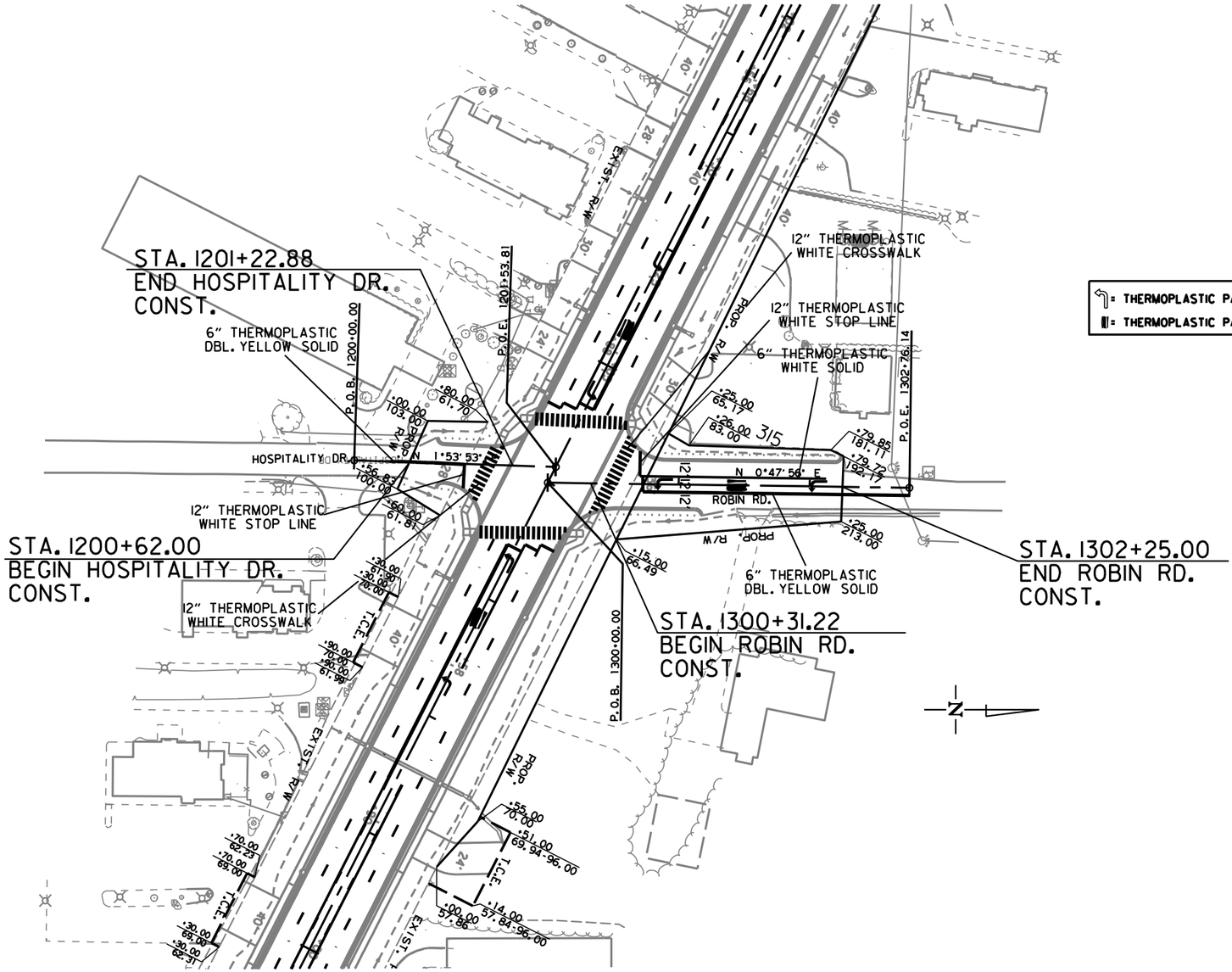
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	94	405

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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LEGEND

= THERMOPLASTIC PAVEMENT MARKING (ARROW)

= THERMOPLASTIC PAVEMENT MARKING (WORD)

HT39710 8/18/2022
R020626.DGN

HOSPITALITY DR./ROBIN RD.
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	95	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:03 PM
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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	VERTICAL PANELS	TRAFFIC DRUMS	TRAFFIC CONE	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	TEMP. IMPACT ATTEN.BARR. (RELOCATION)
			LIN. FT. - EACH					NO.	SQ. FT.	EACH		EACH		RIGHT	LEFT	LIN. FT.			EACH	
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	2	2	2	32.0											
W20-1	ROAD WORK 1000 FT.	48"x48"	2	2	2	2	2	2	32.0											
W20-1	ROAD WORK 500 FT.	48"x48"	2	2	2	2	2	2	32.0											
W20-1	ROAD WORK AHEAD	48"x48"	36	36	36	36	36	36	576.0											
G20-2	END ROAD WORK	48"x24"	38	38	38	38	38	38	304.0											
G20-1	ROAD WORK NEXT 5 MILES	60"x24"	2	2	2	2	2	2	20.0											
R11-2	ROAD CLOSED	48"x30"		9	8		9	9	90.0											
OM-3L	OBJECT MARKER	12"x36"	9	9			9	9	27.0											
OM-3R	OBJECT MARKER	12"x36"	12	12			12	12	36.0											
R4-1	DO NOT PASS	24"x30"	38	38	38	38	38	38	190.0											
W21-5a	RIGHT SHOULDER CLOSED	36"x36"	38	38	38	38	38	38	342.0											
W8-1	BUMP	30"x30"	8	8	8	8	8	8	50.0											
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	2	2	64.0											
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE									10.0										
	VERTICAL PANELS		504	478	60	17	504				504									
	TRAFFIC DRUMS		504	478	60	17	504					504								
	TRAFFIC CONES		669	722	30		722						722							
	TYPE III BARRICADE-RT. (8')			5	4		5							40						
	TYPE III BARRICADE-LT. (8')			4	4		4								32					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		519				519									519				
	RELOCATING PRECAST CONCRETE BARRIER			399			399										399			
	TEMPORARY IMPACT ATTENUATION BARRIER		4				4											4		
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		4				4												4	
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATE)			3			3													3
TOTALS:								**1795.0**		**10.0**	**504**	**504**	**722**	**40**	**32**	**519**	**399**	**4**	**4**	**3**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 4" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

HT39710 5/11/2023
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	96	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:03 PM

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CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	STAGE 4	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS		REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING		THERMOPLASTIC PAVEMENT MARKING						REFLECTORIZED PAINT PAVEMENT MARKING
								WORDS	ARROWS		TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6" WHITE	6" YELLOW	6" WHITE	6" YELLOW	8" WHITE	12" WHITE	WORDS	ARROWS	10" WHITE
	LIN. FT. - EACH					LIN. FT.		EACH		LIN. FT.	EACH				LIN. FT.				EACH		LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS	22125					22125															
CONSTRUCTION PAVEMENT MARKINGS	106121	108234	8626				222981														
CONSTRUCTION PAVEMENT MARKINGS (WORDS)	2	2						4													
CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	1	1							2												
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		12263	9765							22028											
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	131				812						943										
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	628	38	38		574							1278									
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")					4288								4288								
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					3988									3988							
THERMOPLASTIC PAVEMENT MARKING WHITE (6")					14453										14453						
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					65011											65011					
THERMOPLASTIC PAVEMENT MARKING WHITE (8")					1234												1234				
THERMOPLASTIC PAVEMENT MARKING WHITE (12")					1933													1933			
THERMOPLASTIC PAVEMENT MARKING (WORDS)					5														5		
THERMOPLASTIC PAVEMENT MARKING (ARROWS)					15															15	
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")					830																830
TOTALS:						**22125**	**222981**	**4**	**2**	**22028**	**943**	**1278**	**4288**	**3988**	**14453**	**65011**	**1234**	**1933**	**5**	**15**	**830**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

TOTALS:	22125	222981	4	2	22028	943	1278	4288	3988	14453	65011	1234	1933	5	15	830

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
161+00	164+00	MAIN LANES	3	3
168+00	186+00	MAIN LANES	18	18
187+00	213+00	MAIN LANES	26	26
214+00	287+00	MAIN LANES	73	73
294+00	295+00	MAIN LANES	1	1
298+50	301+50	MAIN LANES	3	3
303+00	305+00	MAIN LANES	2	2
306+50	309+50	MAIN LANES	3	3
315+50	319+50	MAIN LANES	4	4
335+00	341+00	MAIN LANES	6	6
344+00	345+00	MAIN LANES	1	1
355+00	359+00	MAIN LANES	4	4
362+50	412+70	MAIN LANES	51	51
TOTALS:			**195**	**195**

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	97	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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REMOVAL AND DISPOSAL OF ITEMS (BOX 1 OF 3)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	WALKS	SIGN FOUNDATIONS	BUILDINGS	SIGNS	BRICK POSTS	PLANTERS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH
161+50	162+00	MAIN LANES - LT.	132									
165+44	165+44	MAIN LANES - LT.				79						
170+00	170+00	MAIN LANES - LT. & RT.										
193+00	193+00	MAIN LANES - RT.				66						
202+22	202+22	MAIN LANES - LT. & RT.										
206+75	206+75	MAIN LANES - LT. & RT.										
224+45	224+45	MAIN LANES - LT.				150						
236+37	236+37	MAIN LANES - LT. & RT.										
242+70	242+70	MAIN LANES - LT.				184						
243+65	243+65	MAIN LANES - LT.				163						
249+76	249+76	MAIN LANES - RT.				12						
249+88	250+09	MAIN LANES - LT.									2	
250+00	250+00	MAIN LANES - RT.				10						
252+92	252+92	MAIN LANES - LT.				124						
254+30	254+30	MAIN LANES - LT.				156						
254+48	254+48	MAIN LANES - LT.						1		1		
259+24	259+27	MAIN LANES - LT.					7					
260+76	260+86	MAIN LANES - LT.	64									
261+10	261+10	MAIN LANES - LT.				290						
261+24	261+38	MAIN LANES - LT.	63									
261+29	261+29	MAIN LANES - LT.						1		1		
269+10	269+10	MAIN LANES - LT.				32						
269+20	269+30	MAIN LANES - LT.					4					
271+30	271+82	MAIN LANES - RT.							1			
273+80	273+80	MAIN LANES - RT.						1		1		
275+77	275+77	MAIN LANES - RT.						1		1		
287+47	287+49	MAIN LANES - RT.	17									
287+60	287+60	MAIN LANES - RT.				156						
287+78	287+79	MAIN LANES - RT.	8									
288+58	288+58	MAIN LANES - RT.				153						
288+58	288+61	MAIN LANES - RT.	8									
288+87	288+90	MAIN LANES - RT.	7									
289+00	289+00	MAIN LANES - LT. & RT.										
291+73	291+73	MAIN LANES - LT.				196						
295+14	295+14	MAIN LANES - LT.	19									
295+34	295+34	MAIN LANES - LT.				196						
295+53	295+54	MAIN LANES - LT.	21									
296+51	296+58	MAIN LANES - RT.	36									
296+86	296+97	MAIN LANES - RT.	39									
297+68	298+53	MAIN LANES - LT.	257									
298+77	299+13	MAIN LANES - RT.	104									
300+47	300+47	MAIN LANES - LT. & RT.										
305+34	305+70	MAIN LANES - LT.	110									
305+91	306+63	MAIN LANES - RT.	230									
308+22	308+34	MAIN LANES - RT.	40									
308+70	308+99	MAIN LANES - RT.	91									
308+30	309+36	MAIN LANES - RT.				333						
309+35	309+44	MAIN LANES - RT.	39									
309+54	309+54	MAIN LANES - LT.				178						
310+25	310+32	MAIN LANES - RT.	39									
310+44	310+44	MAIN LANES - LT.				144						
310+50	310+50	MAIN LANES - RT.				166						
310+67	310+74	MAIN LANES - RT.	39									
311+29	311+29	MAIN LANES - LT.				127						
311+79	311+87	MAIN LANES - RT.	40									
312+08	312+08	MAIN LANES - RT.				194						
312+27	312+48	MAIN LANES - RT.	85									
312+51	312+51	MAIN LANES - LT.				194						
312+70	312+70	MAIN LANES - RT.				194						
312+88	312+99	MAIN LANES - RT.	43									
313+06	313+06	MAIN LANES - RT.										1
313+11	313+18	MAIN LANES - LT.	42									
313+30	313+30	MAIN LANES - RT.				146						
313+40	313+40	MAIN LANES - LT.				120						
313+57	313+66	MAIN LANES - LT.	42									
313+81	313+81	MAIN LANES - RT.										1
314+25	314+25	MAIN LANES - RT.				163						
314+54	314+54	MAIN LANES - RT.										1
314+80	314+78	MAIN LANES - LT.	21									
315+05	315+05	MAIN LANES - RT.				126						
315+09	315+12	MAIN LANES - LT.	17									
316+46	316+46	MAIN LANES - RT.						1		1		
317+08	317+08	MAIN LANES - LT.						1		1		
SUBTOTALS (BOX 1 OF 3):			1653			4052	11	6	1	6	2	3

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	98	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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REMOVAL AND DISPOSAL OF ITEMS (BOX 2 OF 3)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	WALKS	SIGN FOUNDATIONS	BUILDINGS	SIGNS	BRICK POSTS	PLANTERS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH
317+16	317+39	MAIN LANES - RT.	61									
317+58	317+58	MAIN LANES - RT.				191						
317+82	317+96	MAIN LANES - RT.	58									
318+42	318+42	MAIN LANES - LT. & RT.										
319+75	319+75	MAIN LANES - RT.						1		1		
319+76	319+77	MAIN LANES - RT.	25									
320+00	320+00	MAIN LANES - RT.				139						
320+16	320+17	MAIN LANES - RT.	9									
320+37	320+47	MAIN LANES - LT.	28									
320+47	321+14	MAIN LANES - LT.				410						
320+71	320+85	MAIN LANES - LT.	49									
321+14	321+24	MAIN LANES - LT.	27									
331+25	331+25	MAIN LANES - LT.				131						
332+28	332+38	MAIN LANES - LT.	16									
332+56	332+56	MAIN LANES - LT.				185						
332+75	332+82	MAIN LANES - LT.	13									
334+10	334+10	MAIN LANES - LT.				151						
339+20	339+20	MAIN LANES - RT.	27					1		1		
339+35	339+35	MAIN LANES - RT.				123						
339+55	339+70	MAIN LANES - RT.	22									
340+50	340+50	MAIN LANES - RT.						1		1		
340+80	340+80	MAIN LANES - RT.						1		1		
342+16	342+24	MAIN LANES - RT.	40									
342+50	342+56	MAIN LANES - RT.	36									
343+77	343+77	MAIN LANES - LT.						1		1		
344+00	344+00	MAIN LANES - LT.				175						
345+00	345+05	MAIN LANES - LT.	55									
345+15	345+15	MAIN LANES - LT.				155						
345+30	345+40	MAIN LANES - LT.	68									
345+36	345+36	MAIN LANES - LT.										1
345+56	345+61	MAIN LANES - RT.	37									
345+90	345+93	MAIN LANES - RT.	35									
346+10	346+23	MAIN LANES - LT.	78									
346+23	346+23	MAIN LANES - LT.										1
346+45	346+45	MAIN LANES - LT.				194						
346+66	346+72	MAIN LANES - LT.	62									
348+25	348+42	MAIN LANES - LT.	41									
348+76	348+98	MAIN LANES - LT.	47									
350+43	350+54	MAIN LANES - LT.	50									
350+75	350+75	MAIN LANES - LT.				268						
350+93	351+05	MAIN LANES - LT.	55									
351+35	351+35	MAIN LANES - RT.				27						
351+80	351+91	MAIN LANES - LT.	58									
352+04	352+04	MAIN LANES - LT.				1003						
352+16	352+30	MAIN LANES - LT.	50									
352+52	352+60	MAIN LANES - RT.	33									
352+65	352+65	MAIN LANES - RT.				83						
352+86	352+92	MAIN LANES - RT.	34									
352+95	352+95	MAIN LANES - LT.				146						
353+92	353+92	MAIN LANES - LT.				187						
354+41	354+51	MAIN LANES - RT.	42									
354+62	354+62	MAIN LANES - RT.				80						
354+76	354+80	MAIN LANES - RT.	31									
354+83	354+83	MAIN LANES - LT.				134						
356+20	356+20	MAIN LANES - LT.				131						
358+08	358+08	MAIN LANES - LT.				195						
359+00	359+12	MAIN LANES - RT.	28									
359+20	359+20	MAIN LANES - RT.				127						
359+42	359+45	MAIN LANES - RT.	23									
359+53	360+26	MAIN LANES - LT.	121									
360+16	360+36	MAIN LANES - LT.			32							
360+76	363+00	MAIN LANES - LT.		301								
362+32	362+95	MAIN LANES - RT.		62								
362+73	362+73	MAIN LANES - RT.										1
363+12	363+12	MAIN LANES - LT.				84						
363+24	364+92	MAIN LANES - LT.		204								
363+38	366+06	MAIN LANES - RT.		268								
365+28	368+62	MAIN LANES - LT.		335								
366+35	368+11	MAIN LANES - RT.		185								
368+50	368+90	MAIN LANES - RT.		40								
SUBTOTALS (BOX 2 OF 3):			**1359**	**1395**	**32**	**4319**		**5**		**5**		**3**

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	99	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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REMOVAL AND DISPOSAL OF ITEMS (BOX 3 OF 3)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	WALKS	SIGN FOUNDATIONS	BUILDINGS	SIGNS	BRICK POSTS	PLANTERS
			LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH
368+86	369+67	MAIN LANES - LT.		80								
369+03	369+78	MAIN LANES - RT.		74								
369+78	371+00	MAIN LANES - LT.		122								
369+85	369+85	MAIN LANES - RT.				83						
369+98	370+16	MAIN LANES - RT.		18								
370+25	370+25	MAIN LANES - RT.				100						
370+35	371+05	MAIN LANES - RT.		70								
371+13	371+13	MAIN LANES - RT.				138						
371+23	374+49	MAIN LANES - LT.		326								
371+28	373+02	MAIN LANES - RT.		174								
373+28	374+47	MAIN LANES - RT.		119								
374+57	374+57	MAIN LANES - RT.				42						
374+74	377+16	MAIN LANES - LT.		242								
374+83	376+37	MAIN LANES - RT.		155								
376+57	377+28	MAIN LANES - RT.		71								
376+87	376+90	MAIN LANES - RT.					4					
377+38	378+75	MAIN LANES - LT.		138								
377+54	378+37	MAIN LANES - RT.		83								
378+46	378+46	MAIN LANES - RT.				52						
378+57	379+51	MAIN LANES - RT.		94								
378+96	379+63	MAIN LANES - LT.		67								
379+74	379+90	MAIN LANES - RT.		21								
380+10	382+08	MAIN LANES - LT.		251								
380+21	381+12	MAIN LANES - RT.		102								
380+62	380+62	MAIN LANES - LT.						1		1		
381+22	381+91	MAIN LANES - RT.		68								
382+04	382+54	MAIN LANES - RT.		50								
382+18	382+18	MAIN LANES - LT.				39						
382+27	382+44	MAIN LANES - LT.		60								
382+46	382+49	MAIN LANES - RT.					21					
382+52	382+52	MAIN LANES - LT.				30						
382+61	383+37	MAIN LANES - LT.		77								
382+63	382+63	MAIN LANES - RT.				51						
382+70	382+81	MAIN LANES - RT.		11								
382+88	382+88	MAIN LANES - RT.				45						
382+94	383+47	MAIN LANES - RT.		53								
383+52	383+89	MAIN LANES - LT.		38								
383+55	383+55	MAIN LANES - RT.				61						
383+64	383+91	MAIN LANES - RT.		27								
384+06	384+59	MAIN LANES - LT.		53								
384+07	384+61	MAIN LANES - RT.		54								
384+74	387+46	MAIN LANES - RT.		275								
384+79	384+94	MAIN LANES - LT.		11								
385+20	385+20	MAIN LANES - LT.				86						
385+28	387+00	MAIN LANES - LT.		180								
387+40	391+67	MAIN LANES - LT.		426								
387+81	389+92	MAIN LANES - RT.		216								
390+13	391+85	MAIN LANES - RT.		174								
392+05	393+46	MAIN LANES - LT.		140								
392+30	393+18	MAIN LANES - RT.		88								
393+37	394+59	MAIN LANES - RT.		122								
393+67	394+83	MAIN LANES - LT.		117								
394+83	395+69	MAIN LANES - RT.		103								
395+20	396+48	MAIN LANES - LT.		128								
395+70	395+70	MAIN LANES - RT.				28						
395+84	396+50	MAIN LANES - RT.		88								
396+68	398+07	MAIN LANES - LT.		138								
396+69	396+69	MAIN LANES - RT.				47						
396+92	397+38	MAIN LANES - RT.		47								
397+58	398+40	MAIN LANES - RT.		82								
398+41	404+11	MAIN LANES - LT.		562								
398+64	398+92	MAIN LANES - RT.		304								
399+18	402+17	MAIN LANES - RT.		751								
402+46	411+64	MAIN LANES - RT.		482								
404+61	409+44	MAIN LANES - LT.		36								
409+69	410+05	MAIN LANES - LT.		153								
410+25	411+22	MAIN LANES - LT.		98								
411+41	412+05	MAIN LANES - LT.		64								
411+90	412+66	MAIN LANES - RT.		76								
412+11	412+15	MAIN LANES - LT.					4					
412+31	413+70	MAIN LANES - LT.		139								
413+00	413+70	MAIN LANES - RT.		70								
SUBTOTALS (BOX 3 OF 3):				**7768**		**802**	**29**	**1**		**1**		
TOTALS:			**3012**	**9163**	**32**	**9173**	**40**	**12**	**1**	**12**	**2**	**6**

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	100	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 1 OF 3)

STATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS
		EACH	EACH
160+68	MAIN LANES - LT. & RT.	2	
161+20	MAIN LANES - RT.	1	
161+54	MAIN LANES - LT.	1	
163+52	MAIN LANES - LT.	1	
164+10	MAIN LANES - RT.	1	
165+44	MAIN LANES - LT.	1	
167+80	MAIN LANES - RT.	1	
169+80	MAIN LANES - LT.	1	
170+00	MAIN LANES - LT.	1	
171+24	MAIN LANES - LT.	1	
175+53	MAIN LANES - LT.	1	
175+81	MAIN LANES - RT.	1	
177+00	MAIN LANES - LT.	1	
180+15	MAIN LANES - LT.	1	
180+37	MAIN LANES - RT.	1	
183+10	MAIN LANES - RT.	1	
184+00	MAIN LANES - LT.	1	
185+00	MAIN LANES - LT.	1	
186+55	MAIN LANES - RT.	1	
188+00	MAIN LANES - RT.	1	
188+40	MAIN LANES - LT.	1	
191+10	MAIN LANES - LT.	1	
192+30	MAIN LANES - LT.	1	
192+95	MAIN LANES - RT.	1	
195+10	MAIN LANES - LT.	1	
195+84	MAIN LANES - RT.	1	
196+60	MAIN LANES - LT.	1	
201+29	MAIN LANES - RT.	1	
202+22	MAIN LANES	1	
202+80	MAIN LANES - LT.	1	
203+80	MAIN LANES - RT.	1	
205+35	MAIN LANES - RT.	1	
206+75	MAIN LANES	2	
207+35	MAIN LANES - RT.	1	
207+80	MAIN LANES - RT.	1	
208+80	MAIN LANES - RT.	1	
209+70	MAIN LANES - RT.	1	
210+00	MAIN LANES - LT.	1	
211+74	MAIN LANES - RT.	1	
212+65	MAIN LANES - LT.	1	
213+10	MAIN LANES - RT.	1	
213+20	MAIN LANES - LT.	1	
214+40	MAIN LANES - LT.	1	
216+75	MAIN LANES - LT.	1	
218+35	MAIN LANES - LT.	1	
219+00	MAIN LANES - RT.	1	
219+40	MAIN LANES - LT.	1	
219+50	MAIN LANES - RT.	1	
220+30	MAIN LANES - LT.	1	
222+05	MAIN LANES - RT.	1	
222+25	MAIN LANES - LT.	1	
222+73	MAIN LANES - RT.	1	
223+00	MAIN LANES - LT.	1	
227+31	MAIN LANES - LT.	1	
227+95	MAIN LANES - RT.	1	
229+03	MAIN LANES - LT.	1	
230+10	MAIN LANES - LT.	1	
231+12	MAIN LANES - LT.	1	
231+54	MAIN LANES - RT.	1	
231+96	MAIN LANES - LT.	1	
233+10	MAIN LANES - LT.	1	
234+10	MAIN LANES - LT.	1	
235+10	MAIN LANES - LT.	1	
236+37	MAIN LANES - LT. 24" X 66' R.C. PIPE	1	
236+37	MAIN LANES - LT. 5' PIPE	1	
240+05	MAIN LANES - RT.	1	
241+93	MAIN LANES - LT.	1	
242+70	MAIN LANES - LT.	1	
243+65	MAIN LANES - RT.	1	
SUBTOTALS (BOX 1 OF 3):		**71**	

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICAB_E.

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 2 OF 3)

STATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS
		EACH	EACH
243+78	MAIN LANES - LT.	1	
245+30	MAIN LANES - RT.	1	
245+90	MAIN LANES - LT.	1	
246+27	MAIN LANES - RT.	1	
248+34	MAIN LANES - RT.	1	
249+82	MAIN LANES - RT.	1	
250+00	MAIN LANES - LT	1	
252+35	MAIN LANES	1	
252+90	MAIN LANES - LT.	1	
253+19	MAIN LANES - RT.	1	
254+25	MAIN LANES - RT.	1	
256+00	MAIN LANES - RT.	1	
259+75	MAIN LANES - RT.	1	
260+15	MAIN LANES - LT.	1	
261+06	MAIN LANES - LT.	1	
261+85	MAIN LANES - RT.	1	
263+00	MAIN LANES - RT.	1	
263+90	MAIN LANES - LT.	1	
264+04	MAIN LANES - RT.	1	
265+93	MAIN LANES - LT.	1	
267+25	MAIN LANES - LT.	1	
269+10	MAIN LANES - LT.	1	
271+52	MAIN LANES - LT.	1	
274+25	MAIN LANES - LT.	1	
274+40	MAIN LANES - RT.	1	
275+65	MAIN LANES - LT.	1	
275+90	MAIN LANES - RT.	1	
278+45	MAIN LANES - LT.	1	
279+00	MAIN LANES - LT.	1	
279+90	MAIN LANES - RT.	1	
280+85	MAIN LANES - LT.	1	
280+90	MAIN LANES - RT.	1	
285+00	MAIN LANES - RT.	1	
286+19	MAIN LANES - LT.	1	
286+69	MAIN LANES - RT.	1	
287+60	MAIN LANES - RT.	1	
288+60	MAIN LANES - RT.	1	
289+00	MAIN LANES - LT. 6'	1	
289+00	MAIN LANES - RT. 6'	1	
290+80	MAIN LANES - LT.	1	
291+00	MAIN LANES - RT.	1	
291+75	MAIN LANES - LT.	1	
295+34	MAIN LANES - LT.	1	
296+70	MAIN LANES - RT.	1	
300+47	MAIN LANES	1	
308+50	MAIN LANES - RT.	1	
309+15	MAIN LANES - RT.	1	
310+45	MAIN LANES - LT.	1	
311+35	MAIN LANES - LT.	1	
312+05	MAIN LANES - RT.	1	
312+55	MAIN LANES - LT.	1	
312+70	MAIN LANES - RT.	1	
313+40	MAIN LANES - LT.	1	
313+75	MAIN LANES - RT.	2	1
315+05	MAIN LANES - RT.	1	
315+55	MAIN LANES - LT.	2	1
316+00	MAIN LANES - RT.	1	
317+58	MAIN LANES - RT.	1	
317+62	MAIN LANES - LT.	1	
318+42	MAIN LANES	1	
320+00	MAIN LANES - RT.	1	
320+59	MAIN LANES - LT.	1	
321+90	MAIN LANES - RT.	1	
322+29	MAIN LANES - LT.	1	
324+02	MAIN LANES - RT.	1	
324+45	MAIN LANES - LT.	1	
326+95	MAIN LANES - LT.	1	
330+55	MAIN LANES - LT.	1	
331+25	MAIN LANES - LT.	1	
332+56	MAIN LANES - LT.	1	
SUBTOTALS (BOX 2 OF 3):		**72**	**2**

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	101	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 3 OF 3)

STATION	DESCRIPTION	PIPE CULVERTS	DROP INLETS
		EACH	EACH
334+10	MAIN LANES - LT.	1	
335+63	MAIN LANES - LT.	1	
338+00	MAIN LANES - RT.	1	
339+35	MAIN LANES - RT.	1	
341+61	MAIN LANES - LT.	1	
342+35	MAIN LANES - RT.	1	
344+00	MAIN LANES - LT.	1	
345+15	MAIN LANES - LT.	1	
346+45	MAIN LANES - LT.	1	
348+60	MAIN LANES - LT.	1	
349+44	MAIN LANES - RT.	1	
350+75	MAIN LANES - LT.	1	
351+13	MAIN LANES - RT.	1	
352+04	MAIN LANES - LT.	1	
352+65	MAIN LANES - RT.	1	
352+95	MAIN LANES - LT.	1	
353+56	MAIN LANES - LT. 10'	1	
353+56	MAIN LANES - RT. 12'	1	
353+92	MAIN LANES - LT.	1	
354+62	MAIN LANES - RT.	1	
354+83	MAIN LANES - LT.	1	
356+35	MAIN LANES - RT.	1	
356+20	MAIN LANES - LT.	1	
357+31	MAIN LANES - RT.	1	
357+32	MAIN LANES - LT.	1	
358+08	MAIN LANES - LT.	1	
358+72	MAIN LANES - RT.	1	
359+20	MAIN LANES - RT.	1	
365+85	MAIN LANES - LT	2	1
365+85	MAIN LANES - RT.	2	1
368+15	MAIN LANES - RT.	1	
368+60	MAIN LANES - LT.	3	1
369+00	MAIN LANES RT.	1	
369+06	MAIN LANES - LT.	3	1
369+06	MAIN LANES - RT.	1	
369+75	MAIN LANES - LT.	1	
369+85	MAIN LANES - RT.	1	
371+10	MAIN LANES - LT.	1	
371+13	MAIN LANES - RT.	1	
372+10	MAIN LANES - LT.	2	2
373+14	MAIN LANES - RT.	1	
374+90	MAIN LANES - LT.	1	1
347+90	MAIN LANES - RT.	2	1
376+57	MAIN LANES - RT.	2	1
377+45	MAIN LANES - RT.	2	1
379+80	MAIN LANES - RT.	1	1
380+35	MAIN LANES - RT.	2	1
383+00	MAIN LANES - RT.	2	1
384+86	MAIN LANES - LT.	2	1
384+86	MAIN LANES - RT.	2	1
386+43	MAIN LANES - LT.	3	1
386+43	MAIN LANES - RT.	2	1
387+69	MAIN LANES - RT.	1	
388+78	MAIN LANES - LT.	2	1
388+78	MAIN LANES - RT.	1	1
398+00	MAIN LANES - LT.	1	1
398+00	MAIN LANES - RT.	2	1
399+00	MAIN LANES - RT.	1	
400+55	MAIN LANES - RT.	2	1
402+30	MAIN LANES - RT.	1	
403+40	MAIN LANES - LT.		1
404+34	MAIN LANES - LT.	1	
406+25	MAIN LANES - LT.	2	1
406+25	MAIN LANES - RT.	2	1
408+65	MAIN LANES - LT.	2	1
408+65	MAIN LANES - RT.	2	1
411+59	MAIN LANES - LT.	2	1
411+59	MAIN LANES - RT.	1	1
SUBTOTALS (BOX 3 OF 3):		92	29
TOTALS:		235	31

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

REMOVAL AND DISPOSAL OF FENCE & GATES

STATION	STATION	LOCATION	FENCE	GATES
			LIN. FT.	EACH
188+10	188+60	MAIN LANES - LT.	50	
192+00	192+50	MAIN LANES - LT.	50	
194+90	195+30	MAIN LANES - LT.	40	
196+40	196+75	MAIN LANES - LT.	35	
201+10	201+50	MAIN LANES - RT.	54	
206+50	207+00	MAIN LANES - LT.	50	
222+85	223+15	MAIN LANES - LT.	30	
224+10	224+55	MAIN LANES - LT.	45	
233+90	234+30	MAIN LANES - LT.	40	
234+90	235+27	MAIN LANES - LT.	37	
236+50	236+90	MAIN LANES - LT.	40	
242+80	242+90	MAIN LANES - LT.	10	
247+40	249+75	MAIN LANES - LT.	264	
252+97	254+60	MAIN LANES - RT.	163	
266+82	269+02	MAIN LANES - RT.	220	
278+61	278+79	MAIN LANES - LT.	18	
368+92	368+92	MAIN LANES - RT.	20	
379+03	379+64	MAIN LANES - LT.	61	
380+28	381+12	MAIN LANES - RT.	104	
384+75	385+44	MAIN LANES - RT.	98	
385+92	386+17	MAIN LANES - RT.	25	
396+58	398+00	MAIN LANES - LT.	186	
397+68	400+33	MAIN LANES - RT.	270	
398+76	399+53	MAIN LANES - LT.	92	
402+24	402+48	MAIN LANES - RT.		1
409+57	409+57	MAIN LANES - LT.	22	
TOTALS:			2024	1

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 1-MAIN LANES	13207	30258
ENTIRE	PROJECT	STAGE 2-MAIN LANES	9922	27888
295+00	310+90	STAGE 3-MAIN LANES	928	1603
ENTIRE	PROJECT	APPROACHES	220	7770
ENTIRE	PROJECT	TEMPORARY APPROACHES		3630
		HWY. 104/ELKINS RD.	59	50
		I-530 S.B. EXIT RAMP		50
		I-530 S.B. ENTRANCE RAMP		20
		I-530 N.B. ENTRANCE RAMP	25	5
		I-530 N.B. EXIT RAMP		35
		ROBIN RD./HOSPITALITY DR.		60
TOTALS:			24361	71369

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION
			TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	2500
		DIRECTED BY THE ENGINEER	
TOTAL:			2500

QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	102	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
178+00	34	16	37.60	92	8	26.80	6 RT	0-5	ND	NP	A-2-4(0)	BR/GR
178+00	34	16	37.50	92	8	26.90	16 RT	0-5	ND	NP	A-4(0)	BR/GR
178+00	34	16	37.40	92	8	27.00	30 RT	0-5	ND	NP	A-4(0)	BROWN
186+00	34	16	34.20	92	8	18.30	6 LT	0-5	ND	NP	A-4(0)	BR/GR
186+00	34	16	34.30	92	8	18.30	16 LT	0-5	ND	NP	A-4(0)	BR/GR
186+00	34	16	34.40	92	8	18.20	30 LT	0-5	ND	NP	A-4(0)	BR/GR
194+00	34	16	30.30	92	8	9.90	6 RT	0-5	40	27	A-6(9)	BROWN
194+00	34	16	30.20	92	8	10.00	16 RT	0-5	36	23	A-6(6)	RD/BR
194+00	34	16	30.10	92	8	10.00	30 RT	0-5	36	21	A-6(3)	BR/GR
202+00	34	16	26.80	92	8	1.60	6 LT	0-5	ND	NP	A-4(0)	BR/GR
202+00	34	16	26.90	92	8	1.50	10 LT	0-5	ND	NP	A-4(0)	BR/GR
202+00	34	16	27.00	92	8	1.50	30 LT	0-5	20	4	A-4(0)	BR/GR
210+00	34	16	22.90	92	7	53.10	6 RT	0-5	45	31	A-7-6(22)	BR/GR
210+00	34	16	22.90	92	7	53.20	14 RT	0-5	28	14	A-6(4)	BR/GR
210+00	34	16	22.80	92	7	53.20	30 RT	0-5	23	6	A-4(1)	BR/GR
218+00	34	16	19.40	92	7	44.60	6 LT	0-5	ND	NP	A-4(0)	BR/GR
218+00	34	16	19.40	92	7	44.60	14 LT	0-5	ND	NP	A-4(0)	BR/GR
218+00	34	16	19.50	92	7	44.50	30 LT	0-5	ND	NP	A-4(0)	BR/GR
226+00	34	16	15.50	92	7	36.10	6 RT	0-5	50	34	A-7-6(23)	RD/BR
226+00	34	16	15.40	92	7	36.20	14 RT	0-5	43	28	A-7-6(14)	RD/BR
226+00	34	16	15.30	92	7	36.30	30 RT	0-5	38	22	A-6(11)	BR/GR
234+00	34	16	12.10	92	7	27.50	6 LT	0-5	21	4	A-4(0)	RD/BR
234+00	34	16	12.10	92	7	27.50	14 LT	0-5	ND	NP	A-4(0)	BR/GR
234+00	34	16	12.20	92	7	27.50	30 LT	0-5	ND	NP	A-4(0)	RD/BR
242+00	34	16	8.20	91	7	19.10	6 RT	0-5	ND	NP	A-4(0)	RD/BR
242+00	34	16	8.10	92	7	19.10	14 RT	0-5	ND	NP	A-4(0)	RD/BR
242+00	34	16	8.10	92	7	19.20	30 RT	0-5	26	8	A-4(0)	RD/BR
251+00	34	16	4.30	92	7	9.30	6 LT	0-5	ND	NP	A-4(0)	BR/GR
251+00	34	16	4.40	92	7	9.30	14 LT	0-5	ND	NP	A-4(0)	BR/GR
251+00	34	16	4.40	92	7	9.20	30 LT	0-5	ND	NP	A-4(0)	BR/GR
258+00	34	16	5.70	92	7	13.30	6 RT	0-5	ND	NP	A-4(0)	BR/GR
258+00	34	16	1.00	92	7	2.30	16 RT	0-5	ND	NP	A-4(0)	GRAY
258+00	34	16	0.90	92	7	2.30	22 RT	0-5	21	6	A-4(0)	BR/GR
266+00	34	15	57.40	92	6	53.90	6 RT	0-5	ND	NP	A-4(0)	BR/GR
266+00	34	15	57.40	92	6	53.80	16 RT	0-5	ND	NP	A-4(0)	BR/GR
266+00	34	15	57.40	92	6	53.90	24 RT	0-5	ND	NP	A-4(0)	BR/GR
274+00	34	15	53.80	92	6	45.30	6 RT	0-5	49	27	A-7-6(18)	RD/BR
274+00	34	15	53.80	92	6	45.40	16 RT	0-5	ND	NP	A-4(0)	BR/GR
282+00	34	15	50.20	92	6	36.80	6 LT	0-5	ND	NP	A-2-4(0)	BROWN
282+00	34	15	50.40	92	6	36.70	16 LT	0-5	ND	NP	A-2-4(0)	BROWN
282+00	34	15	50.50	92	6	36.60	24 LT	0-5	ND	NP	A-2-4(0)	BROWN
290+00	34	15	48.70	92	6	33.10	6 RT	0-5	28	14	A-6(7)	RD/BR
290+00	34	15	46.50	92	6	28.30	16 RT	0-5	36	21	A-6(11)	RD/BR
290+00	34	15	46.40	92	6	28.30	30 RT	0-5	27	12	A-6(3)	RD/BR
310+00	34	15	37.90	92	6	7.00	12 LT	0-5	ND	NP	A-4(0)	BR/GR
310+00	34	15	37.90	92	6	7.00	30 LT	0-5	34	19	A-6(4)	BR/GR
319+00	34	15	33.40	92	5	57.60	12 RT	0-5	ND	NP	A-4(0)	GRAY
319+00	34	15	33.40	92	5	57.60	28 RT	0-5	ND	NP	A-4(0)	BR/GR
326+00	34	15	30.30	92	5	50.00	12 LT	0-5	39	22	A-6(5)	BR/GR
326+00	34	15	30.60	92	5	49.80	19 LT	0-5	35	21	A-6(7)	RD/BR
326+00	34	15	30.60	92	5	49.80	30 LT	0-5	42	27	A-7-6(15)	BR/GR
334+00	34	15	26.70	92	5	41.60	12 RT	0-5	ND	NP	A-4(0)	BR/GR
334+00	34	15	26.70	92	5	41.60	30 RT	0-5	25	11	A-6(4)	BR/GR
343+00	34	15	22.70	92	5	32.00	12 LT	0-5	ND	NP	A-4(0)	BROWN
343+00	34	15	23.10	92	5	31.80	30 LT	0-5	25	9	A-4(4)	BROWN
350+00	34	15	19.60	92	5	24.70	12 RT	0-5	ND	NP	A-4(0)	BR/GR
358+00	34	15	16.00	92	5	16.10	12 RT	0-5	ND	NP	A-4(0)	BR/GR
358+00	34	15	16.00	92	5	16.10	30 RT	0-5	23	8	A-4(2)	BR/GR
366+00	34	15	12.50	92	5	7.60	18 LT	0-5	21	14	A-6(5)	BR/GR
366+00	34	15	12.80	92	5	7.20	30 LT	0-5	ND	NP	A-4(0)	BROWN
374+00	34	15	8.90	92	4	59.20	18 RT	0-5	ND	NP	A-4(0)	BR/GR
382+00	34	15	5.50	92	4	50.70	18 LT	0-5	ND	NP	A-4(0)	GRAY
391+00	34	15	1.40	92	4	41.20	18 RT	0-5	29	15	A-6(6)	BR/GR
391+00	34	15	1.40	92	4	41.20	30 RT	0-5	24	8	A-4(1)	BR/GR
399+00	34	14	57.90	92	4	32.50	18 LT	0-5	23	7	A-4(2)	BR/GR
399+00	34	14	58.20	92	4	32.30	30 LT	0-5	21	5	A-4(2)	BROWN
406+00	34	14	56.20	92	4	24.80	18 RT	0-5	ND	NP	A-4(0)	BR/GR
406+00	34	14	56.20	92	4	24.80	30 RT	0-5	ND	NP	A-4(0)	BR/GR
414+00	34	14	56.00	92	4	14.60	18 RT	0-5	19	3	A-4(0)	BR/GR
414+00	34	14	56.40	92	4	14.60	30 LT	0-5	22	7	A-4(1)	BR/GR

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.
NP - NON-PLASTIC
ND - NOT DETERMINABLE

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				6	ARK.			
				JOB NO.		020626	103	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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EROSION CONTROL MATTING

STATION	STATION	LOCATION	LENGTH	CLASS 3
			LIN. FT.	SQ. YD.
262+50.00	267+00.00	MAIN LANES - RT.	450.00	400.00
370+00.00	375+00.00	MAIN LANES - LT.	500.00	444.44
381+00.00	385+00.00	MAIN LANES - RT.	400.00	355.56
388+10.00	390+00.00	MAIN LANES - RT.	190.00	168.89
TOTAL:				1368.89

NOTE: AVERAGE WIDTH = 8'-0"

BENCH MARKS

STATION	LOCATION	BENCH MARKS
		EACH
250+30	MAIN LANES - HEADWALL ON LT.	1
265+34	MAIN LANES - HEADWALL ON LT.	1
340+60	MAIN LANES - HEADWALL ON LT.	1
TOTAL:		3

NOTE: SHOWN FOR INFORMATION ONLY. BENCH MARKS SHALL BE FURNISHED AND PLACED BY STATE FORCES.

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	"B"	CONC. DITCH PAVING (TYPE A)	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	FEET	SQ. YD.	SQ. YD.	SQ. YD.	M. GAL.
246+60.00	247+80.00	MAIN LANES - LT.	120.00	6.33			84.40	53.33	0.67
265+20.00	266+50.00	MAIN LANES - LT.	130.00	6.33			91.43	57.78	0.73
316+40.00	319+00.00	MAIN LANES - LT.	260.00	6.33			182.87	115.56	1.46
339+35.00	342+00.00	MAIN LANES - LT.	265.00	6.33			186.38	117.78	1.48
385+00.00	386+40.00	MAIN LANES - RT.	140.00	6.33			98.47	62.22	0.78
TOTALS:							643.55	406.67	5.12

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

CONCRETE RIPRAP

STATION	STATION	LOCATION	LENGTH	CONCRETE RIPRAP	
			LIN. FT.	SQ.YD.	CU. YD.
300+48	303+00	LT. MAIN LANES	252	338	47
300+48	303+93	RT. MAIN LANES	345	458	64
TOTAL:					111

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL									
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	DROP INLET FILTER SOCK (12")	SILT FENCE	SEDIMENT BASIN	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
											(E-5)	(E-6)	(E-13)	(E-11)	(E-14)		
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	CLEARING AND GRUBBING						52.80	52.80	1077.1	2486	291		6389			447
ENTIRE	PROJECT	STAGE 1 - RT. MAIN LANES	10.40	20.80	10.40	1060.8	10.40	26.50	26.50	540.6	1452	129	3192	9488			579
ENTIRE	PROJECT	STAGE 2 - LT. MAIN LANES	10.50	21.00	10.50	1071.0	10.50	26.30	26.30	536.5	1936	123	3566	6401			498
ENTIRE	PROJECT	STAGE 3	1.00	2.00	1.00	102.0	1.00	1.60	1.60	32.6	198		207				17
																	9
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			5.48	10.96	5.48	559.0	5.48	26.80	26.80	546.7	1518	136	1741	5570	20000	20000	385
TOTALS:			27.38	54.76	27.38	2792.8	27.38	134.00	134.00	2733.5	7590	679	8706	27848	20000	20000	1935

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION
FILTER SOCKS.....23 LIN. FT./ 4' DIA. INLET
27 LIN. FT. / 5' DIA. INLET
30 LIN. FT. / 6' DIA. INLET

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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QUANTITIES

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				6	ARK.			
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(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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CONCRETE WALKS (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
166+55	167+55	RT. MAIN LANES	100	56
166+55	167+33	LT. MAIN LANES	78	43
167+77	169+58	LT. MAIN LANES	181	101
167+99	175+56	RT. MAIN LANES	757	421
170+02	171+02	LT. MAIN LANES	100	56
171+46	175+06	LT. MAIN LANES	360	200
175+80	176+75	LT. MAIN LANES	95	53
176+28	180+15	RT. MAIN LANES	387	215
177+18	179+94	LT. MAIN LANES	276	153
180+38	183+80	LT. MAIN LANES	342	190
180+59	182+82	RT. MAIN LANES	223	124
183+28	186+34	RT. MAIN LANES	306	170
184+26	184+70	LT. MAIN LANES	44	24
185+14	188+14	LT. MAIN LANES	300	167
188+22	192+75	RT. MAIN LANES	453	252
188+58	190+88	LT. MAIN LANES	230	128
191+32	192+04	LT. MAIN LANES	72	40
192+48	194+88	LT. MAIN LANES	240	133
193+19	195+62	RT. MAIN LANES	243	135
195+32	196+38	LT. MAIN LANES	106	59
196+06	201+07	RT. MAIN LANES	501	278
196+82	197+06	LT. MAIN LANES	24	13
197+62	202+56	LT. MAIN LANES	494	274
201+51	202+83	RT. MAIN LANES	132	73
203+00	212+18	LT. MAIN LANES	918	510
203+27	203+58	RT. MAIN LANES	31	17
204+02	205+10	RT. MAIN LANES	108	60
205+54	207+13	RT. MAIN LANES	159	88
207+57	207+64	RT. MAIN LANES	7	4
208+08	208+60	RT. MAIN LANES	52	29
209+04	209+50	RT. MAIN LANES	46	26
209+94	211+52	RT. MAIN LANES	158	88
211+96	212+90	RT. MAIN LANES	94	52
212+78	212+96	LT. MAIN LANES	18	10
213+36	216+64	RT. MAIN LANES	328	182
213+44	214+16	LT. MAIN LANES	72	40
214+64	216+55	LT. MAIN LANES	191	106
216+99	218+05	LT. MAIN LANES	106	59
217+25	219+28	RT. MAIN LANES	203	113
218+65	219+08	LT. MAIN LANES	43	24
219+70	220+08	LT. MAIN LANES	38	21
219+72	221+85	RT. MAIN LANES	213	118
220+52	221+08	LT. MAIN LANES	56	31
221+52	222+03	LT. MAIN LANES	51	28
222+29	222+51	RT. MAIN LANES	22	12
222+47	222+78	LT. MAIN LANES	31	17
222+95	225+13	RT. MAIN LANES	218	121
223+22	224+14	LT. MAIN LANES	92	51
224+66	227+03	LT. MAIN LANES	237	132
227+59	228+81	LT. MAIN LANES	122	68
228+23	229+04	RT. MAIN LANES	81	45
229+25	229+90	LT. MAIN LANES	65	36
229+56	231+32	RT. MAIN LANES	176	98
230+34	230+90	LT. MAIN LANES	56	31
231+34	231+74	LT. MAIN LANES	40	22
231+76	239+83	RT. MAIN LANES	807	448
232+18	232+86	LT. MAIN LANES	68	38
233+30	233+90	LT. MAIN LANES	60	33
234+34	234+86	LT. MAIN LANES	52	29
235+30	236+44	LT. MAIN LANES	114	63
236+88	241+65	LT. MAIN LANES	477	265
240+27	243+39	RT. MAIN LANES	312	173
242+21	242+36	LT. MAIN LANES	15	8
243+04	243+44	LT. MAIN LANES	40	22
243+83	245+08	RT. MAIN LANES	125	69
244+12	245+70	LT. MAIN LANES	158	88
245+54	248+10	RT. MAIN LANES	256	142
246+14	249+72	LT. MAIN LANES	358	199
SUBTOTAL (BOX 1 OF 3):				7174

CONCRETE WALKS (BOX 2 OF 3)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
248+56	249+60	RT. MAIN LANES	104	58
250+04	252+97	RT. MAIN LANES	293	163
250+16	252+64	LT. MAIN LANES	248	138
253+16	254+00	LT. MAIN LANES	84	47
253+41	254+05	RT. MAIN LANES	64	36
254+49	255+78	RT. MAIN LANES	129	72
254+58	255+07	LT. MAIN LANES	49	27
255+63	258+28	LT. MAIN LANES	265	147
256+22	259+49	RT. MAIN LANES	327	182
258+72	259+91	LT. MAIN LANES	119	66
260+02	261+65	RT. MAIN LANES	163	91
260+34	260+72	LT. MAIN LANES	38	21
261+40	263+68	LT. MAIN LANES	228	127
262+09	262+82	RT. MAIN LANES	73	41
263+26	263+82	RT. MAIN LANES	56	31
264+12	265+64	LT. MAIN LANES	152	84
264+26	272+04	RT. MAIN LANES	778	432
266+22	267+00	LT. MAIN LANES	78	43
267+44	268+87	LT. MAIN LANES	143	79
269+31	271+25	LT. MAIN LANES	194	108
271+80	275+43	LT. MAIN LANES	363	202
272+59	273+28	RT. MAIN LANES	69	38
273+72	274+78	RT. MAIN LANES	106	59
275+22	275+68	RT. MAIN LANES	46	26
275+87	278+23	LT. MAIN LANES	236	131
276+12	279+70	RT. MAIN LANES	358	199
278+63	278+78	LT. MAIN LANES	15	8
279+22	280+60	LT. MAIN LANES	138	77
280+14	280+68	RT. MAIN LANES	54	30
281+04	285+94	LT. MAIN LANES	490	272
281+12	284+78	RT. MAIN LANES	366	203
285+22	286+42	RT. MAIN LANES	120	67
286+44	288+96	LT. MAIN LANES	252	140
286+96	287+31	RT. MAIN LANES	35	19
287+89	288+31	RT. MAIN LANES	42	23
288+89	290+68	RT. MAIN LANES	179	99
289+60	290+53	LT. MAIN LANES	93	52
291+32	295+04	RT. MAIN LANES	372	207
291+07	291+41	LT. MAIN LANES	34	19
292+09	295+00	LT. MAIN LANES	291	162
295+68	297+10	LT. MAIN LANES	142	79
295+74	296+42	RT. MAIN LANES	68	38
296+98	298+11	RT. MAIN LANES	113	63
298+94	304+75	LT. MAIN LANES	581	323
299+88	305+54	RT. MAIN LANES	566	314
306+43	309+25	LT. MAIN LANES	282	157
307+39	308+18	RT. MAIN LANES	79	44
309+54	310+16	RT. MAIN LANES	62	34
309+85	310+11	LT. MAIN LANES	26	14
310+79	311+06	LT. MAIN LANES	27	15
310+84	311+70	RT. MAIN LANES	86	48
311+64	312+21	LT. MAIN LANES	57	32
312+89	313+06	LT. MAIN LANES	17	9
313+58	313+96	RT. MAIN LANES	38	21
313+74	314+59	LT. MAIN LANES	85	47
314+54	314+79	RT. MAIN LANES	25	14
315+17	315+28	LT. MAIN LANES	11	6
315+31	315+60	RT. MAIN LANES	29	16
316+37	318+64	LT. MAIN LANES	227	126
316+64	317+24	RT. MAIN LANES	60	33
319+16	320+26	LT. MAIN LANES	110	61
317+92	319+66	RT. MAIN LANES	174	97
320+34	321+56	RT. MAIN LANES	122	68
322+24	323+68	RT. MAIN LANES	144	80
324+36	326+03	RT. MAIN LANES	167	93
321+24	322+03	LT. MAIN LANES	79	44
322+54	324+16	LT. MAIN LANES	162	90
324+74	326+66	LT. MAIN LANES	192	107
326+47	337+66	RT. MAIN LANES	1119	622
327+24	330+27	LT. MAIN LANES	303	168
330+77	330+87	LT. MAIN LANES	10	6
331+44	332+23	LT. MAIN LANES	79	44
332+87	333+80	LT. MAIN LANES	93	52
334+39	335+35	LT. MAIN LANES	96	53
335+91	341+30	LT. MAIN LANES	539	299
338+36	339+05	RT. MAIN LANES	69	38
339+69	342+06	RT. MAIN LANES	237	132
SUBTOTAL (BOX 2 OF 3):				7513

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	105	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:06 PM

DocuSign

CONCRETE WALKS (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS
			LIN. FT.	SQ.YD.
341+92	343+62	LT. MAIN LANES	170	94
342+68	345+45	RT. MAIN LANES	277	154
344+30	344+90	LT. MAIN LANES	60	33
345+42	346+10	LT. MAIN LANES	68	38
346+03	349+11	RT. MAIN LANES	308	171
346+78	348+24	LT. MAIN LANES	146	81
348+94	350+39	LT. MAIN LANES	145	81
349+75	350+83	RT. MAIN LANES	108	60
351+07	351+77	LT. MAIN LANES	70	39
351+41	352+37	RT. MAIN LANES	96	53
352+29	352+70	LT. MAIN LANES	41	23
352+98	354+33	RT. MAIN LANES	135	75
353+18	353+65	LT. MAIN LANES	47	26
354+17	354+56	LT. MAIN LANES	39	22
354+91	356+13	RT. MAIN LANES	122	68
355+08	355+92	LT. MAIN LANES	84	47
356+48	357+03	LT. MAIN LANES	55	31
356+57	357+05	RT. MAIN LANES	48	27
357+57	358+50	RT. MAIN LANES	93	52
357+59	357+74	LT. MAIN LANES	15	8
358+42	359+72	LT. MAIN LANES	130	72
359+54	360+50	RT. MAIN LANES	96	53
361+06	361+95	RT. MAIN LANES	89	49
361+30	362+82	LT. MAIN LANES	152	84
362+35	363+00	RT. MAIN LANES	65	36
363+39	364+74	LT. MAIN LANES	135	75
363+47	365+92	RT. MAIN LANES	245	136
365+27	366+74	LT. MAIN LANES	147	82
366+52	367+96	RT. MAIN LANES	144	80
367+26	368+54	LT. MAIN LANES	128	71
368+62	368+79	RT. MAIN LANES	17	9
369+06	369+54	LT. MAIN LANES	48	27
369+19	369+67	RT. MAIN LANES	48	27
369+98	370+87	LT. MAIN LANES	89	49
370+47	370+91	RT. MAIN LANES	44	24
371+31	374+38	LT. MAIN LANES	307	171
371+35	372+92	RT. MAIN LANES	157	87
373+36	374+37	RT. MAIN LANES	101	56
374+90	375+43	LT. MAIN LANES	53	29
374+95	376+27	RT. MAIN LANES	132	73
375+87	377+00	LT. MAIN LANES	113	63
376+71	377+15	RT. MAIN LANES	44	24
377+44	378+60	LT. MAIN LANES	116	64
377+59	378+11	RT. MAIN LANES	52	29
378+55	379+22	RT. MAIN LANES	67	37
379+01	379+72	LT. MAIN LANES	71	39
379+66	379+80	RT. MAIN LANES	14	8
380+24	381+82	LT. MAIN LANES	158	88
380+35	381+00	RT. MAIN LANES	65	36
381+44	381+69	RT. MAIN LANES	25	14
382+13	382+31	RT. MAIN LANES	18	10
382+74	383+21	LT. MAIN LANES	47	26
383+15	383+34	RT. MAIN LANES	19	11
383+65	383+73	LT. MAIN LANES	8	4
384+17	384+51	LT. MAIN LANES	34	19
384+22	384+46	RT. MAIN LANES	24	13
384+90	387+40	RT. MAIN LANES	250	139
385+39	386+75	LT. MAIN LANES	136	76
387+27	391+35	LT. MAIN LANES	408	227
387+96	389+79	RT. MAIN LANES	183	102
390+23	391+95	RT. MAIN LANES	172	96
391+93	393+30	LT. MAIN LANES	137	76
392+53	393+07	RT. MAIN LANES	54	30
393+51	394+54	RT. MAIN LANES	103	57
393+74	394+56	LT. MAIN LANES	82	46
394+98	395+50	RT. MAIN LANES	52	29
395+12	396+32	LT. MAIN LANES	120	67
396+00	396+45	RT. MAIN LANES	45	25
396+76	397+80	LT. MAIN LANES	104	58
397+69	398+31	RT. MAIN LANES	62	34
398+32	404+01	LT. MAIN LANES	569	316
398+76	399+98	RT. MAIN LANES	122	68
400+41	402+11	RT. MAIN LANES	170	94
402+54	411+45	RT. MAIN LANES	891	495
404+60	409+42	LT. MAIN LANES	482	268
409+84	409+95	LT. MAIN LANES	11	6
410+39	411+12	LT. MAIN LANES	73	41
411+61	411+99	LT. MAIN LANES	38	21
411+95	412+63	RT. MAIN LANES	68	38
412+43	413+70	LT. MAIN LANES	127	71
413+07	413+70	RT. MAIN LANES	63	35
504+21	504+77	LT. I-530 S.B. ENTRANCE RAMP	56	37
900+08	900+66	RT. I 530 N.B. EXIT RAMP	58	36
808+29	808+57	RT. I-530 N.B. ENTRANCE RAMP	28	60
SUBTOTAL (BOX 3 OF 3):				**5606**
TOTAL:				**20293**

SOLID SODDING (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH	SOLID SODDING	WATER
			LIN. FT.	SQ.YD.	M. GAL.
166+55	167+55	RT. MAIN LANES	100	33	0.4
166+55	167+33	LT. MAIN LANES	78	26	0.3
167+77	169+58	LT. MAIN LANES	181	60	0.8
167+99	175+56	RT. MAIN LANES	757	252	3.2
170+02	171+02	LT. MAIN LANES	100	33	0.4
171+46	175+06	LT. MAIN LANES	360	120	1.5
175+80	176+75	LT. MAIN LANES	95	32	0.4
176+28	180+15	RT. MAIN LANES	387	129	1.6
177+18	179+94	LT. MAIN LANES	276	92	1.2
180+38	183+80	LT. MAIN LANES	342	114	1.4
180+59	182+82	RT. MAIN LANES	223	74	0.9
183+28	186+34	RT. MAIN LANES	306	102	1.3
184+26	184+70	LT. MAIN LANES	44	15	0.2
185+14	188+14	LT. MAIN LANES	300	100	1.3
188+22	192+75	RT. MAIN LANES	453	151	1.9
188+58	190+88	LT. MAIN LANES	230	77	1.0
191+32	192+04	LT. MAIN LANES	72	24	0.3
192+48	194+88	LT. MAIN LANES	240	80	1.0
193+19	195+62	RT. MAIN LANES	243	81	1.0
195+32	196+38	LT. MAIN LANES	106	35	0.4
196+06	201+07	RT. MAIN LANES	501	167	2.1
196+82	197+06	LT. MAIN LANES	24	8	0.1
197+62	202+56	LT. MAIN LANES	494	165	2.1
201+51	202+83	RT. MAIN LANES	132	44	0.6
203+00	212+18	LT. MAIN LANES	918	306	3.9
203+27	203+58	RT. MAIN LANES	31	10	0.1
204+02	205+10	RT. MAIN LANES	108	36	0.5
205+54	207+13	RT. MAIN LANES	159	53	0.7
207+57	207+64	RT. MAIN LANES	7	2	
208+08	208+60	RT. MAIN LANES	52	17	0.2
209+04	209+50	RT. MAIN LANES	46	15	0.2
209+94	211+52	RT. MAIN LANES	158	53	0.7
211+96	212+90	RT. MAIN LANES	94	31	0.4
212+78	212+96	LT. MAIN LANES	18	6	0.1
213+36	216+64	RT. MAIN LANES	328	109	1.4
213+44	214+16	LT. MAIN LANES	72	24	0.3
214+64	216+55	LT. MAIN LANES	191	64	0.8
216+99	218+05	LT. MAIN LANES	106	35	0.4
217+25	219+28	RT. MAIN LANES	203	68	0.9
218+65	219+08	LT. MAIN LANES	43	14	0.2
219+70	220+08	LT. MAIN LANES	38	13	0.2
219+72	221+85	RT. MAIN LANES	213	71	0.9
220+52	221+08	LT. MAIN LANES	56	19	0.2
221+52	222+03	LT. MAIN LANES	51	17	0.2
222+29	222+51	RT. MAIN LANES	22	7	0.1
222+47	222+78	LT. MAIN LANES	31	10	0.1
222+95	225+13	RT. MAIN LANES	218	73	0.9
223+22	224+14	LT. MAIN LANES	92	31	0.4
224+66	227+03	LT. MAIN LANES	237	79	1.0
227+59	228+81	LT. MAIN LANES	122	41	0.5
228+23	229+04	RT. MAIN LANES	81	27	0.3
229+25	229+90	LT. MAIN LANES	65	22	0.3
229+56	231+32	RT. MAIN LANES	176	59	0.7
230+34	230+90	LT. MAIN LANES	56	19	0.2
231+34	231+74	LT. MAIN LANES	40	13	0.2
231+76	239+83	RT. MAIN LANES	807	269	3.4
232+18	232+86	LT. MAIN LANES	68	23	0.3
233+30	233+90	LT. MAIN LANES	60	20	0.3
234+34	234+86	LT. MAIN LANES	52	17	0.2
235+30	236+44	LT. MAIN LANES	114	38	0.5
236+88	241+65	LT. MAIN LANES	477	159	2.0
240+27	243+39	RT. MAIN LANES	312	104	1.3
242+21	242+36	LT. MAIN LANES	15	5	0.1
243+04	243+44	LT. MAIN LANES	40	13	0.2
243+83	245+08	RT. MAIN LANES	125	42	0.5
244+12	245+70	LT. MAIN LANES	158	53	0.7
245+54	248+10	RT. MAIN LANES	256	85	1.1
246+14	249+72	LT. MAIN LANES	358	119	1.5
248+56	249+60	RT. MAIN LANES	104	35	0.4
250+04	252+97	RT. MAIN LANES	293	98	1.2
250+16	252+64	LT. MAIN LANES	248	83	1.0
253+16	254+00	LT. MAIN LANES	84	28	0.4
253+41	254+05	RT. MAIN LANES	64	21	0.3
SUBTOTALS (BOX 1 OF 3):				**4570**	**57.8**

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

SOLID SODDING (BOX 2 OF 3)

STATION	STATION	LOCATION	LENGTH	SOLID SODDING	WATER
			LIN. FT.	SQ.YD.	M. GAL.
254+49	255+78	RT. MAIN LANES	129	43	0.5
254+58	255+07	LT. MAIN LANES	49	16	0.2
255+63	258+28	LT. MAIN LANES	265	88	1.1
256+22	259+49	RT. MAIN LANES	327	109	1.4
258+72	259+91	LT. MAIN LANES	119	40	0.5
260+02	261+65	RT. MAIN LANES	163	54	0.7
260+34	260+72	LT. MAIN LANES	38	13	0.2
261+40	263+68	LT. MAIN LANES	228	76	1.0
262+09	262+82	RT. MAIN LANES	73	24	0.3
263+26	263+82	RT. MAIN LANES	56	19	0.2
264+12	265+64	LT. MAIN LANES	152	51	0.6
264+26	272+04	RT. MAIN LANES	778	259	3.3
266+22	267+00	LT. MAIN LANES	78	26	0.3
267+44	268+87	LT. MAIN LANES	143	48	0.6
269+31	271+25	LT. MAIN LANES	194	65	0.8
271+80	275+43	LT. MAIN LANES	363	121	1.5
272+59	273+28	RT. MAIN LANES	69	23	0.3
273+72	274+78	RT. MAIN LANES	106	35	0.4
275+22	275+68	RT. MAIN LANES	46	15	0.2
275+87	278+23	LT. MAIN LANES	236	79	1.0
276+12	279+70	RT. MAIN LANES	358	119	1.5
278+63	278+78	LT. MAIN LANES	15	5	0.1
279+22	280+60	LT. MAIN LANES	138	46	0.6
280+14	280+68	RT. MAIN LANES	54	18	0.2
281+04	285+94	LT. MAIN LANES	490	163	2.1
281+12	284+78	RT. MAIN LANES	366	122	1.5
285+22	286+42	RT. MAIN LANES	120	40	0.5
286+44	288+96	LT. MAIN LANES	252	84	1.1
286+96	287+31	RT. MAIN LANES	35	12	0.2
287+89	288+31	RT. MAIN LANES	42	14	0.2
288+89	290+68	RT. MAIN LANES	179	60	0.8
289+60	290+53	LT. MAIN LANES	93	31	0.4
291+32	295+04	RT. MAIN LANES	372	124	1.6
291+07	291+41	LT. MAIN LANES	34	11	0.1
292+09	295+00	LT. MAIN LANES	291	97	1.2
295+68	297+10	LT. MAIN LANES	142	47	0.6
295+74	296+42	RT. MAIN LANES	68	23	0.3
296+98	298+11	RT. MAIN LANES	113	38	0.5
298+94	304+75	LT. MAIN LANES	581	194	2.4
299+88	305+54	RT. MAIN LANES	566	189	2.4
306+43	309+25	LT. MAIN LANES	282	94	1.2
307+39	308+18	RT. MAIN LANES	79	26	0.3
309+54	310+16	RT. MAIN LANES	62	21	0.3
309+65	310+11	LT. MAIN LANES	26	9	0.1
310+79	311+06	LT. MAIN LANES	27	9	0.1
310+84	311+70	RT. MAIN LANES	86	29	0.4
311+64	312+21	LT. MAIN LANES	57	19	0.2
312+89	313+06	LT. MAIN LANES	17	6	0.1
313+58	313+96	RT. MAIN LANES	38	13	0.2
313+74	314+59	LT. MAIN LANES	85	28	0.4
314+54	314+79	RT. MAIN LANES	25	8	0.1
315+17	315+28	LT. MAIN LANES	11	4	0.1
315+31	315+60	RT. MAIN LANES	29	10	0.1
316+37	318+64	LT. MAIN LANES	227	76	1.0
316+64	317+24	RT. MAIN LANES	60	20	0.3
319+16	320+26	LT. MAIN LANES	110	37	0.5
317+92	319+66	RT. MAIN LANES	174	58	0.7
320+34	321+56	RT. MAIN LANES	122	41	0.5
322+24	323+68	RT. MAIN LANES	144	48	0.6
324+36	326+03	RT. MAIN LANES	167	56	0.7
321+24	322+03	LT. MAIN LANES	79	26	0.3
322+54	324+16	LT. MAIN LANES	162	54	0.7
324+74	326+66	LT. MAIN LANES	192	64	0.8
326+47	337+66	RT. MAIN LANES	1119	373	4.7
327+24	330+27	LT. MAIN LANES	303	101	1.3
330+77	330+87	LT. MAIN LANES	10	3	
331+44	332+23	LT. MAIN LANES	79	26	0.3
332+87	333+80	LT. MAIN LANES	93	31	0.4
334+39	335+35	LT. MAIN LANES	96	32	0.4
335+91	341+30	LT. MAIN LANES	539	180	2.3
338+36	339+05	RT. MAIN LANES	69	23	0.3
339+69	342+06	RT. MAIN LANES	237	79	1.0
341+92	343+62	LT. MAIN LANES	170	57	0.7
342+68	345+45	RT. MAIN LANES	277	92	1.2
344+30	344+90	LT. MAIN LANES	60	20	0.3
345+42	346+10	LT. MAIN LANES	68	23	0.3
346+03	349+11	RT. MAIN LANES	308	103	1.3
346+78	348+24	LT. MAIN LANES	146	49	0.6
348+94	350+39	LT. MAIN LANES	145	48	0.6
349+75	350+83	RT. MAIN LANES	108	36	0.5
351+07	351+77	LT. MAIN LANES	70	23	0.3
351+41	352+37	RT. MAIN LANES	96	32	0.4
SUBTOTALS (BOX 2 OF 3):				**4728**	**60.0**

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	106	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:06 PM

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SOLID SODDING (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH	SOLID SODDING	WATER
			LIN. FT.	SQ.YD.	M. GAL.
352+29	352+70	LT. MAIN LANES	41	14	0.2
352+98	354+33	RT. MAIN LANES	135	45	0.6
353+18	353+65	LT. MAIN LANES	47	16	0.2
354+17	354+56	LT. MAIN LANES	39	13	0.2
354+91	356+13	RT. MAIN LANES	122	41	0.5
355+08	355+92	LT. MAIN LANES	84	28	0.4
356+48	357+03	LT. MAIN LANES	55	18	0.2
356+57	357+05	RT. MAIN LANES	48	16	0.2
357+57	358+50	RT. MAIN LANES	93	31	0.4
357+59	357+74	LT. MAIN LANES	15	5	0.1
358+42	359+72	LT. MAIN LANES	130	43	0.5
359+54	360+50	RT. MAIN LANES	96	32	0.4
361+06	361+95	RT. MAIN LANES	89	30	0.4
361+30	362+82	LT. MAIN LANES	152	51	0.6
362+35	363+00	RT. MAIN LANES	65	22	0.3
363+39	364+74	LT. MAIN LANES	135	45	0.6
363+47	365+92	RT. MAIN LANES	245	82	1.0
365+27	366+74	LT. MAIN LANES	147	49	0.6
366+52	367+96	RT. MAIN LANES	144	48	0.6
367+26	368+54	LT. MAIN LANES	128	43	0.5
368+62	368+79	RT. MAIN LANES	17	6	0.1
369+06	369+54	LT. MAIN LANES	48	16	0.2
369+19	369+67	RT. MAIN LANES	48	16	0.2
369+98	370+87	LT. MAIN LANES	89	30	0.4
370+47	370+91	RT. MAIN LANES	44	15	0.2
371+31	374+38	LT. MAIN LANES	307	102	1.3
371+35	372+92	RT. MAIN LANES	157	52	0.7
373+36	374+37	RT. MAIN LANES	101	34	0.4
374+90	375+43	LT. MAIN LANES	53	18	0.2
374+95	376+27	RT. MAIN LANES	132	44	0.6
375+87	377+00	LT. MAIN LANES	113	38	0.5
376+71	377+15	RT. MAIN LANES	44	15	0.2
377+44	378+60	LT. MAIN LANES	116	39	0.5
377+59	378+11	RT. MAIN LANES	52	17	0.2
378+55	379+22	RT. MAIN LANES	67	22	0.3
379+01	379+72	LT. MAIN LANES	71	24	0.3
379+66	379+80	RT. MAIN LANES	14	5	0.1
380+24	381+82	LT. MAIN LANES	158	53	0.7
380+35	381+00	RT. MAIN LANES	65	22	0.3
381+44	381+69	RT. MAIN LANES	25	8	0.1
382+13	382+31	RT. MAIN LANES	18	6	0.1
382+74	383+21	LT. MAIN LANES	47	16	0.2
383+15	383+34	RT. MAIN LANES	19	6	0.1
383+65	383+73	LT. MAIN LANES	8	3	
384+18	384+32	LT. MAIN LANES	14	5	0.1
384+22	384+46	RT. MAIN LANES	24	8	0.1
384+90	387+40	LT. MAIN LANES	250	83	1.0
385+42	386+75	LT. MAIN LANES	133	44	0.6
387+27	391+35	LT. MAIN LANES	408	136	1.7
387+96	389+79	RT. MAIN LANES	183	61	0.8
390+23	391+95	RT. MAIN LANES	172	57	0.7
391+93	393+30	LT. MAIN LANES	137	46	0.6
392+53	393+07	RT. MAIN LANES	54	18	0.2
393+51	394+54	RT. MAIN LANES	103	34	0.4
393+74	394+56	LT. MAIN LANES	82	27	0.3
394+98	395+50	RT. MAIN LANES	52	17	0.2
395+12	396+32	LT. MAIN LANES	120	40	0.5
396+00	396+45	RT. MAIN LANES	45	15	0.2
396+76	397+80	LT. MAIN LANES	104	35	0.4
397+69	398+31	RT. MAIN LANES	62	21	0.3
398+32	404+01	LT. MAIN LANES	569	190	2.4
398+76	399+98	RT. MAIN LANES	122	41	0.5
400+41	402+11	RT. MAIN LANES	170	57	0.7
402+54	411+45	RT. MAIN LANES	891	297	3.7
404+60	409+42	LT. MAIN LANES	482	161	2.0
409+84	409+95	LT. MAIN LANES	11	4	0.1
410+39	411+12	LT. MAIN LANES	73	24	0.3
411+61	411+99	LT. MAIN LANES	38	13	0.2
411+95	412+63	RT. MAIN LANES	68	23	0.3
412+43	413+70	LT. MAIN LANES	127	42	0.5
413+07	413+70	RT. MAIN LANES	63	21	0.3
703+25	703+62	RT. ELKINS RD.	37	38	0.5
703+52	703+86	LT. ELKINS RD.	34	34	0.4
704+51	704+85	RT. HWY. 104	34	40	0.5
704+76	705+13	LT. HWY. 104	37	38	0.5
503+31	503+97	RT. I-530 S.B. ENTRANCE RAMP	66	95	1.2
503+60	504+77	LT. I-530 S.B. ENTRANCE RAMP	117	69	0.9
600+35	600+74	RT. I-530 S.B. EXIT RAMP	39	36	0.5
600+94	602+03	LT. I-530 S.B. EXIT RAMP	109	176	2.2
807+47	808+57	RT. I-530 N.B. EXIT RAMP	110	117	1.5
808+73	809+12	LT. I-530 N.B. EXIT RAMP	39	39	0.5
900+08	901+44	RT. I-530 N.B. ENTRANCE RAMP	136	112	1.4
900+75	901+31	LT. I-530 N.B. ENTRANCE RAMP	56	61	0.8
1200+62	1201+41	LT. HOSPITALITY DR.	79	49	0.6
1200+62	1200+96	RT. HOSPITALITY DR.	34	31	0.4
1300+10	1301+18	RT. ROBIN RD.	108	48	0.6
1300+65	1302+24	LT. ROBIN RD.	159	92	1.2
SUBTOTALS (BOX 3 OF 3):				**3874**	**49.2**
TOTALS:				**13172**	**167.0**

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")
			LIN. FT.
166+55	174+93	LT. MAIN LANES	850
166+55	175+39	RT. MAIN LANES	884
175+96	197+25	LT. MAIN LANES	2148
176+42	216+71	RT. MAIN LANES	4078
197+44	212+36	LT. MAIN LANES	1530
212+60	227+22	LT. MAIN LANES	1500
217+15	227+84	RT. MAIN LANES	1107
227+41	241+83	LT. MAIN LANES	1480
228+04	272+21	RT. MAIN LANES	4455
242+03	255+25	LT. MAIN LANES	1360
255+45	271+43	LT. MAIN LANES	1636
271+63	296+85	LT. MAIN LANES	2560
272+41	286+60	RT. MAIN LANES	1457
286+78	295+23	RT. MAIN LANES	883
295+56	298+13	RT. MAIN LANES	276
299+11	304+58	LT. MAIN LANES	547
300+06	305+29	RT. MAIN LANES	523
306+32	315+17	LT. MAIN LANES	885
307+64	315+60	RT. MAIN LANES	796
316+38	322+20	LT. MAIN LANES	601
316+64	337+85	RT. MAIN LANES	2140
322+36	341+48	LT. MAIN LANES	1950
341+74	348+42	LT. MAIN LANES	706
342+50	360+68	RT. MAIN LANES	1856
348+76	360+26	LT. MAIN LANES	1212
360+76	379+90	LT. MAIN LANES	1976
360+88	366+11	RT. MAIN LANES	561
366+35	379+98	RT. MAIN LANES	1401
380+06	386+93	LT. MAIN LANES	725
380+18	387+59	RT. MAIN LANES	779
387+09	391+53	LT. MAIN LANES	482
387+79	392+14	RT. MAIN LANES	473
391+75	394+75	LT. MAIN LANES	338
392+36	411+64	RT. MAIN LANES	1966
394+94	397+98	LT. MAIN LANES	342
398+14	404+20	LT. MAIN LANES	644
404+41	413+70	LT. MAIN LANES	948
411+78	413+70	RT. MAIN LANES	211
703+25	703+61	RT. ELKINS RD.	76
703+52	704+05	LT. ELKINS RD.	71
704+31	704+86	RT. HWY. 104	71
704+77	705+13	LT. HWY. 104	76
503+31	503+92	RT. I-530 S.B. ENTRANCE RAMP	138
503+60	504+81	LT. I-530 S.B. ENTRANCE RAMP	144
600+10	600+74	RT. I-530 S.B. EXIT RAMP	85
601+02	602+04	LT. I-530 S.B. EXIT RAMP	220
807+45	808+57	RT. I-530 N.B. EXIT RAMP	226
808+73	809+40	LT. I-530 N.B. EXIT RAMP	89
900+03	901+45	RT. I-530 N.B. ENTRANCE RAMP	157
900+78	901+32	LT. I-530 N.B. ENTRANCE RAMP	119
1200+62	1201+40	LT. HOSPITALITY DR.	91
1200+62	1200+95	RT. HOSPITALITY DR.	70
1300+08	1301+18	RT. ROBIN RD.	124
1300+62	1302+25	LT. ROBIN RD.	202
TOTAL:			**50225**

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ.YD.
298+00	HWY. 270/I-530 S.B. EXIT RAMP	B	345
299+00	HWY. 270/I-530 S.B. ENTRANCE RAMP	B	96
305+50	HWY. 270/I-530 N.B. ENTRANCE RAMP	B	116
306+00	HWY. 270/I-530 N.B. EXIT RAMP	B	416
360+25	HWY. 270/JEFFERSON PKWY.	B	25
TOTAL:			**998**

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE D)	* 4' CHAIN LINK FENCE	* 5' CHAIN LINK FENCE	* 16'-0" GATES
			LIN. FT.			EACH
188+10	188+60	MAIN LANES - LT.		50		1
192+00	192+50	MAIN LANES - LT.		50		1
194+90	195+30	MAIN LANES - LT.		40		1
196+40	196+75	MAIN LANES - LT.		35		1
201+10	201+50	MAIN LANES - RT.			40	1
222+85	223+15	MAIN LANES - LT.			30	1
224+10	224+55	MAIN LANES - LT.			45	1
233+90	234+30	MAIN LANES - LT.			50	1
234+90	235+27	MAIN LANES - LT.			37	1
236+50	236+90	MAIN LANES - LT.			50	1
247+40	249+75	MAIN LANES - LT.	228			
278+61	278+79	MAIN LANES - LT.		18		
380+28	381+12	MAIN LANES - RT.		84		
384+75	385+44	MAIN LANES - RT.		116		
385+92	386+17	MAIN LANES - RT.		30		
396+58	397+90	MAIN LANES - LT.		146		
397+68	400+33	MAIN LANES - RT.			294	1
TOTALS:			**228**	**569**	**546**	**11**

* DENOTES ALTERNATE BID ITEM.

H139710 8/18/2022
RD20626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	107	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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WHEELCHAIR RAMPS (BOX 1 OF 2)

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
166+56	RT. MAIN LANES		3.3
166+56	LT. MAIN LANES		5.6
175+04	LT. MAIN LANES		6.3
175+54	RT. MAIN LANES		7.3
175+82	LT. MAIN LANES		7.3
176+30	RT. MAIN LANES		6.3
197+04	LT. MAIN LANES		6.3
197+64	LT. MAIN LANES		6.3
212+16	LT. MAIN LANES		6.3
212+80	LT. MAIN LANES		6.3
216+55	RT. MAIN LANES		6.3
217+35	RT. MAIN LANES		6.3
227+01	LT. MAIN LANES		6.3
227+61	LT. MAIN LANES		6.3
227+64	RT. MAIN LANES		6.3
228+24	RT. MAIN LANES		6.3
241+63	LT. MAIN LANES		6.3
242+22	LT. MAIN LANES		6.3
255+05	LT. MAIN LANES		6.3
255+65	LT. MAIN LANES		6.3
271+23	LT. MAIN LANES		6.3
271+82	LT. MAIN LANES		6.3
272+01	RT. MAIN LANES		6.3
272+61	RT. MAIN LANES		6.3
286+40	RT. MAIN LANES		6.3
286+98	RT. MAIN LANES		6.3
295+03	RT. MAIN LANES		6.3
295+76	RT. MAIN LANES		6.3
297+15	LT. MAIN LANES		8.8
297+77	LT. MAIN LANES		4.8
298+15	LT. MAIN LANES		3.3
298+15	RT. MAIN LANES		6.2
298+46	LT. MAIN LANES		4.0
298+73	RT. MAIN LANES		5.8
298+92	LT. MAIN LANES		6.8
299+01	RT. MAIN LANES		10.2
299+15	RT. MAIN LANES		6.9
299+85	RT. MAIN LANES		7.8
304+77	LT. MAIN LANES		7.4
305+32	LT. MAIN LANES		6.9
305+47	LT. MAIN LANES		10.0
305+56	RT. MAIN LANES		7.4
305+72	LT. MAIN LANES		10.0
306+04	RT. MAIN LANES		6.7
306+34	LT. MAIN LANES		6.7
306+35	RT. MAIN LANES		10.0
306+38	RT. MAIN LANES		10.0
306+72	RT. MAIN LANES		10.0
315+29	LT. MAIN LANES	17.6	
315+64	RT. MAIN LANES		7.2
315+81	RT. MAIN LANES		7.2
316+14	LT. MAIN LANES		7.8
316+25	LT. MAIN LANES		7.2
316+46	RT. MAIN LANES		7.2
316+62	RT. MAIN LANES		6.7
322+00	LT. MAIN LANES		6.3
322+56	LT. MAIN LANES		6.3
337+64	RT. MAIN LANES		6.3
338+38	RT. MAIN LANES		6.3
341+28	LT. MAIN LANES		6.3
341+94	LT. MAIN LANES		6.3
342+04	RT. MAIN LANES		6.3
342+70	RT. MAIN LANES		6.3
348+22	LT. MAIN LANES		6.3
348+96	LT. MAIN LANES		6.3
359+70	LT. MAIN LANES		8.3
360+48	RT. MAIN LANES		6.3
361+08	RT. MAIN LANES		6.3
361+31	LT. MAIN LANES		8.3
365+90	RT. MAIN LANES		6.3
366+54	RT. MAIN LANES		6.3
SUBTOTALS (BOX 1 OF 2):		**17.6**	**472.5**

WHEELCHAIR RAMPS (BOX 2 OF 2)

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
379+70	LT. MAIN LANES		6.3
379+77	RT. MAIN LANES		6.3
380+25	LT. MAIN LANES		6.3
380+37	RT. MAIN LANES		6.3
386+73	LT. MAIN LANES		6.3
387+29	LT. MAIN LANES		6.3
387+38	RT. MAIN LANES		6.3
388+00	RT. MAIN LANES		6.3
391+33	LT. MAIN LANES		6.3
391+93	RT. MAIN LANES		6.3
391+95	LT. MAIN LANES		6.3
392+56	RT. MAIN LANES		6.3
394+54	LT. MAIN LANES		6.3
395+14	LT. MAIN LANES		6.3
397+78	LT. MAIN LANES		6.3
398+34	LT. MAIN LANES		6.3
404+00	LT. MAIN LANES		6.3
404+62	LT. MAIN LANES		6.3
411+44	RT. MAIN LANES		6.3
411+97	RT. MAIN LANES		6.3
SUBTOTALS (BOX 2 OF 2):			**126.0**
TOTALS:		**17.6**	**598.5**

CULVERT CLEAN OUT

STATION	LOCATION	EACH
250+30	MAIN LANES	1
265+34	MAIN LANES	1
340+60	MAIN LANES	1
TOTAL:		**3**

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	3810
ENGINEER	
TOTAL:	**3810**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
* ENTIRE PROJECT TO BE USED IF AND			13000	52
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			**13000**	**52**

* NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

UNDERDRAINS SHALL BE STUBBED INTO THE PROPOSED DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TO BE INCLUDED IN THE UNIT PRICE BID FOR 4" PIPE UNDERDRAIN.

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)	MAILBOX SUPPORTS (DOUBLE)
	EACH		
ENTIRE PROJECT	127	117	5
TOTALS:	**127**	**117**	**5**

H139710 R020626.DGN 8/18/2022

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	108	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:07 PM

DocuSigned by:

STRUCTURES (BOX 1 OF 5)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS III) 30"	(CLASS IV) 24"	(CLASS IV) 36"	(CLASS IV) 48"	(CLASS V) 36"	(CLASS V) 60"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	42"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	48"	60"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	24"	30"	36"	42"	DROP INLETS TYPE C	TYPE SPECIAL	MO	EXT. 4'	EXT. 8'	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.								EACH										EACH						EACH						SQ.YD.	M.GAL.	
167+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									204										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
167+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									196																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
169+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									96																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
169+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									96																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
170+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET	76													1												1					8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
170+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET W/FES	18													1												1					8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
171+50	CONSTRUCT TYPE SPECIAL INLET ON LT.																									1							SPECIAL DETAILS
171+50	CONSTRUCT TYPE SPECIAL INLET ON RT.																									1							SPECIAL DETAILS
173+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET	60																									1	1					FPC-9E, FPC-9M, FCC-1
173+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET W/FES	14													1												1	1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
175+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									196																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
176+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									296																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
176+50	CONSTRUCT INLET ON RT. AND PIPE OUTLET									146																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
178+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
178+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									146																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
180+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									246																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
180+70	CONSTRUCT INLET ON RT. AND PIPE OUTLET									266																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
182+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									156																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
182+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									162										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
183+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									244										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
183+60	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									236																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
186+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									166																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
186+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									178										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
187+70	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									296										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
187+70	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									296										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
190+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									134										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
190+60	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									186																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
191+90	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									276																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
192+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									304										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
194+70	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									126																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
195+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									254										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
196+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									96										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
196+90	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									218										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
198+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									196																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
199+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										196																1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
200+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									96																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
201+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET										118																1							FPC-9E, FPC-9M, FCC-1, PCM-1
201+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET										128										1						1					8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
202+22	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET W/FES	14													1												1	1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
202+22	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET	68													1												1	1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
203+40	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									118										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
204+20	CONSTRUCT INLET ON LT. AND PIPE OUTLET									194																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
204+20	CONSTRUCT INLET ON RT. AND PIPE OUTLET									76																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
205+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									112																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
205+60	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									112																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
206+75	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES				12												1										1					17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
206+75	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET				68												1										1					17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
209+20	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									242																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
209+20	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									250										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
210+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									82										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
211+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									176																	1	1						FPC-9E, FPC-9M, FCC-1, PCM-1
211+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									96																	1							FPC-9E, FPC-9M, FCC-1, PCM-1
212+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									152										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
212+90	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									190										1							1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
213+40	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									94										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
214+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									110										1							1					5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
SUBTOTALS (BOX 1 OF 5):		**250**			**80**					**7708**	**442**				**5**		**2**			**18**	**1**					**2**	**54**	**30**				**172**	**2.10**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	109	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:07 PM

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STRUCTURES (BOX 2 OF 5)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS III) 30"	(CLASS IV) 24"	(CLASS IV) 36"	(CLASS IV) 48"	(CLASS V) 36"	(CLASS V) 60"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	42"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	48"	60"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	24"	30"	36"	42"	DROP INLETS TYPE C	TYPE SPECIAL	EXT. MO	EXT. 4'	EXT. 8'	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.								EACH					EACH					EACH					EACH						SQ.YD.	M.GAL.	
215+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									100										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
215+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									156																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
217+15	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									212																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
218+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									302										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
220+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									262																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
220+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									200										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
221+75	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									180										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
222+40	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									240										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
222+70	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									100										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
223+25	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									60										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
225+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									192										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
225+00	CONSTRUCT INLET ON RT. W/OPENING IN BACK AND PIPE OUTLET									186																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
226+90	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									88										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
226+90	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									160										1							1		1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
227+75	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									76										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
228+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									132										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
228+50	CONSTRUCT INLET ON RT. W/EXT. W/OPENING IN BACK AND PIPE OUTLET									196																	1		1				FPC-9E, FPC-9M, PCC-1, PCM-1
229+80	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									70										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
230+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									102										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
230+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									202										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
231+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									102										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
232+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									100										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
232+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										196																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
233+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									102										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
234+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									154										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
234+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET											146															1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
236+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									34																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
236+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET											196															1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
236+37	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										168										1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
238+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										176																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
238+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET											176															1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
239+80	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										166																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
239+80	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												166														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
241+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										82										1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
241+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												172														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
242+30	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET										96										1						1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
243+25	CONSTRUCT INLET ON LT. W/EXT. W/OPENING IN BACK AND PIPE OUTLET										236																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
243+25	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET												172												1		1	1			17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
245+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												122														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
245+65	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET											64									1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
246+27	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET												86														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
246+27	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												118														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
247+20	CONSTRUCT INLET ON LT. W/EXT. AND DBL. PIPE INLET W/FES AND DBL. PIPE OUTLET													216											2	1		1			25	0.32	FES-1, FES-2, FPC-9E, PCC-1, PCM-1
247+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												46														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
248+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET												78														1						FPC-9E, FPC-9M, PCC-1, PCM-1
248+30	CONSTRUCT INLET ON LT. AND DBL. PIPE OUTLET													100											1								FPC-9E, PCC-1, PCM-1
248+83	CONSTRUCT INLET ON LT. AND DBL. PIPE OUTLET													128											1								FPC-9E, PCC-1, PCM-1
248+83	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												64														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
249+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND DBL. PIPE OUTLET									6				148						1					1			1			5	0.06	FES-1, FES-2, FPC-9E, PCC-1, PCM-1
249+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												74														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
251+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									64																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
251+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									68																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
252+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									96																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
252+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									96																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
253+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
253+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
255+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
255+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
SUBTOTALS (BOX 2 OF 5):										**4642**	**1120**	**582**	**1098**	**592**						**20**	**4**		**1**	**2**	**4**		**54**	**42**	**2**		**174**	**2.13**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT 39710 8/18/2022
RO20626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	110	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:08 PM

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STRUCTURES (BOX 3 OF 5)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS III) 30"	(CLASS IV) 24"	(CLASS IV) 36"	(CLASS IV) 48"	(CLASS V) 36"	(CLASS V) 60"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	42"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	48"	60"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	24"	30"	36"	42"	DROP INLETS TYPE C	TYPE SPECIAL	TYPE MO	EXT. 4'	EXT. 8'	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.													EACH					EACH					EACH						SQ.YD.	M.GAL.	
257+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES			22											1												1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
257+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET			70											1												1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
259+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									146																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
259+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									252										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
260+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
261+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									98										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
262+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									246																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
262+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									246																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
265+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									32																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
265+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									30																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
265+47	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES					18												1								1					29	0.37	FES-1, FES-2, FPC-9E, PCC-1
265+47	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET					72												1								1					29	0.37	FES-1, FES-2, FPC-9E, PCC-1
266+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET	98																									1	1					FPC-9E, FPC-9M, PCC-1
266+50	CONSTRUCT INLET ON RT. AND PIPE OUTLET	98																									1						FPC-9E, FPC-9M, PCC-1
267+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										110										1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
267+60	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										108																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
270+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									2	236									1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
270+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										236																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
272+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									202										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
272+80	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									276																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
274+70	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									272										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
274+70	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									186																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
277+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									226																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
277+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									226																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
279+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									258										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
280+20	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									322										1							1		1		5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
281+20	CONSTRUCT INLET ON LT. AND PIPE OUTLET									166																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
284+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									176																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
284+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									178										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
285+80	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									216																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
285+80	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									216																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
288+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									96																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
288+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									96																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
289+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET										196																1						FPC-9E, FPC-9M, PCC-1, PCM-1
289+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									146																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
290+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										154											1						1	1					
291+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										302											1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
292+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										196																1	1					
294+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										304											1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
294+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET											86															1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
294+90	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										6	106										1						1	1					
296+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									6		196								1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
297+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES										22											1						1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
298+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										6	242										1						1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
299+13	CONSTRUCT TYPE SPECIAL INLET ON LT.																									1								SPECIAL DETAILS
300+47	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET W/FES		10													1											1		1		8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
300+47	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET	8	60												1												1		1		8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
301+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										50																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
301+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET										50																1						FPC-9E, FPC-9M, PCC-1, PCM-1
302+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										96																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
302+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET										96																1						FPC-9E, FPC-9M, PCC-1, PCM-1
303+50	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									150										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
304+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									200										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
305+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									150										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
307+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									298										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
307+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									252										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
309+90	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									240										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
309+90	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									238										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
310+90	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									212										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
310+90	CONSTRUCT INLET ON RT. AND PIPE OUTLET									282																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
313+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									96																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
313+75	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									94										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
SUBTOTALS (BOX 3 OF 5):		**204**	**70**	**92**		**90**				**6724**	**2168**	**630**			**3**	**1**		**2**		**18**	**7**				**2**	**1**	**59**	**39**	**3**		**220**	**2.72**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	111	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:08 PM

DocuSign

STRUCTURES (BOX 4 OF 5)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS III) 30"	(CLASS IV) 24"	(CLASS IV) 36"	(CLASS IV) 48"	(CLASS V) 36"	(CLASS V) 60"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	42"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	48"	60"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	24"	30"	36"	42"	DROP INLETS TYPE C	TYPE SPECIAL	EXT. MO	EXT. 4'	EXT. 8'	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.								EACH										EACH					EACH						SQ.YD.	M.GAL.	
314+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									46																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
314+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									78										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
314+70	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									70										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
315+24	CONSTRUCT INLET ON LT. AND PIPE OUTLET									174																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
315+40	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									162										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
317+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET										138																1						FPC-9E, FPC-9M, PCC-1, PCM-1
317+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET										144										1						1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
318+42	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET W/FES			14											1												1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
318+42	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET			68											1												1	1			8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
319+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										104																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
320+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										154																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
321+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									156										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
321+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									204										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
323+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									152										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
323+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
325+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									198										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
325+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									196																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
326+60	CONSTRUCT INLET ON LT. AND PIPE OUTLET									136																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
326+60	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									144										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
328+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
328+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
330+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									200										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
330+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
332+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									162										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
332+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									156																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
333+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									156										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
333+60	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									152																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
335+15	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									228										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
335+15	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										222																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
337+40	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										146																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
337+40	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									4	146									1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
338+90	CONSTRUCT INLET ON LT. AND PIPE OUTLET										106																1						FPC-9E, FPC-9M, PCC-1, PCM-1
338+90	CONSTRUCT INLET ON RT. AND PIPE OUTLET										106																1						FPC-9E, FPC-9M, PCC-1, PCM-1
340+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										54																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
340+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										54																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
342+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									132																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
342+20	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									152																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
342+80	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									84										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
344+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									228										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
344+50	CONSTRUCT INLET ON RT. AND PIPE OUTLET									166																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
345+70	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									118										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
347+00	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									238										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
347+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									200										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
349+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									180										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
349+40	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									206																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
350+75	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									6	122									1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
351+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									180										1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
352+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET										160										1						1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
353+25	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES											12										1					1				13	0.16	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
353+56	CONSTRUCT INLET ON LT. AND PIPE OUTLET											26															1						FPC-9E, FPC-9M, PCC-1, PCM-1
353+56	EXTEND R.C. PIPE CULVERT 8' LT. AND 8' RT. AND CONSTRUCT INLET ON RT. AND PIPE INLET W/FES		26													1											1				13	0.16	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1
354+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									104										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
355+50	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									132										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
355+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									4	122									1							1	1			5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
356+75	CONSTRUCT INLET ON LT. AND PIPE INLET W/FES AND PIPE OUTLET									202										1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
356+75	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									4	122									1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
358+00	CONSTRUCT INLET ON RT. AND PIPE INLET W/FES AND PIPE OUTLET									4	196									1							1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
358+70	CONSTRUCT INLET ON LT. W/OPENING IN BACK AND PIPE OUTLET									48																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
359+20	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									226																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
360+00	CONSTRUCT INLET ON RT. W/EXT. W/OPENING IN BACK AND PIPE OUTLET										146																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
SUBTOTALS (BOX 4 OF 5):			**26**	**82**						**6122**	**2242**	**38**			**2**	**1**				**27**	**2**	**1**					**60**	**31**			**193**	**2.34**	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT39710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	112	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:08 PM

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STRUCTURES (BOX 5 OF 5)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 24"	(CLASS III) 30"	(CLASS IV) 24"	(CLASS IV) 36"	(CLASS IV) 48"	(CLASS V) 36"	(CLASS V) 60"	SIDE DRAIN 12"	PIPE CULVERT STORM DRAIN ALTERNATES 1 & 2 18"	24"	30"	36"	42"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24"	30"	36"	48"	60"	FLARED END SECTION ALTERNATES FOR PIPE CULVERT ALTERNATES 18"	24"	30"	36"	42"	DROP INLETS TYPE C	TYPE SPECIAL	TYPE MO	EXT. 4'	EXT. 8'	YARD DRAINS	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.								EACH					EACH					EACH					EACH						SQ.YD.	M.GAL.	
361+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
361+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										196																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
363+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
363+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										196																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
365+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
365+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										196																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
367+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									176																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
367+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										176																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
369+30	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									126																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
369+30	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										126																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
370+60	CONSTRUCT INLET ON LT. AND PIPE OUTLET									140																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
370+60	CONSTRUCT INLET ON RT. AND PIPE OUTLET										140																1						FPC-9E, FPC-9M, PCC-1, PCM-1
372+10	CONSTRUCT INLET ON LT. AND DBL. PIPE OUTLET W/FES EACH						36											2								1					45	0.57	FES-1, FES-2, FPC-9E, PCC-1
372+10	CONSTRUCT INLET ON RT. AND DBL. PIPE INLET W/FES EACH AND DBL. PIPE OUTLET						154											2								1					45	0.57	FES-1, FES-2, FPC-9E, PCC-1
373+50	CONSTRUCT INLET ON LT. AND PIPE OUTLET									130																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
373+50	CONSTRUCT INLET ON RT. AND PIPE OUTLET										130																1						FPC-9E, FPC-9M, PCC-1, PCM-1
375+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
375+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										146																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
376+90	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									186																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
376+90	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										186																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
379+15	CONSTRUCT INLET ON LT. AND PIPE OUTLET									222																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
379+15	CONSTRUCT INLET ON RT. AND PIPE OUTLET										222																1						FPC-9E, FPC-9M, PCC-1, PCM-1
380+80	CONSTRUCT INLET ON LT. AND PIPE OUTLET									216																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
380+80	CONSTRUCT INLET ON RT. AND PIPE OUTLET										142																1						FPC-9E, FPC-9M, PCC-1, PCM-1
382+25	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										206																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
383+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									122																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
384+25	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										214																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
384+35	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET											162															1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
386+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET												42				1										1	1				17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
386+43	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET												12														1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
386+43	CONSTRUCT INLET ON RT. AND PIPE OUTLET				60																		1				1						FPC-9E, FPC-9M, PCC-1
386+60	CONSTRUCT INLET ON LT. AND PIPE OUTLET W/FES												10										1				1					17	0.21	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
387+60	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										96																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
388+10	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET										170										1						1	1				8	0.10	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
390+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									286																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
390+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									216																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
393+00	CONSTRUCT INLET ON LT. AND PIPE OUTLET									246																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
393+00	CONSTRUCT INLET ON RT. AND PIPE OUTLET									246																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
394+40	CONSTRUCT INLET ON LT. AND PIPE OUTLET									176																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
394+40	CONSTRUCT INLET ON RT. AND PIPE OUTLET									176																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
396+20	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									126																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
396+20	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									176																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
397+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									196																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
398+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									146																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
399+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									240																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
399+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									252																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
402+00	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									172																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
402+00	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									182																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
403+80	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										236																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
403+80	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET										242																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
406+25	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET W/FES						20										1									1		1			17	0.21	FES-1, FES-2, FPC-9E, PCC-1
406+25	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET						84										1									1		1			17	0.21	FES-1, FES-2, FPC-9E, PCC-1
408+65	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET										234																1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
408+65	CONSTRUCT INLET ON RT. W/EXT. AND PIPE INLET W/FES AND PIPE OUTLET									6	234										1						1	1				5	0.06	FES-1, FES-2, FPC-9E, FPC-9M, PCC-1, PCM-1
410+50	CONSTRUCT INLET ON LT. AND PIPE OUTLET									182																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
410+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									182																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
411+75	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									122																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
412+20	CONSTRUCT INLET ON RT. AND PIPE OUTLET									166																	1						FPC-9E, FPC-9M, PCC-1, PCM-1
413+50	CONSTRUCT INLET ON LT. W/EXT. AND PIPE OUTLET									172																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
413+50	CONSTRUCT INLET ON RT. W/EXT. AND PIPE OUTLET									126																	1	1					FPC-9E, FPC-9M, PCC-1, PCM-1
* ENTIRE PROJECT TO BE USED AS DIRECTED BY THE ENGINEER									1200																					12			FPC-9, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
SUBTOTALS (BOX 5 OF 5):					60		104	190	1200	6042	3290	162	64				3		4	1	1		1		4		56	42		12	171	2.14	
TOTALS:		454	96	174	140	90	104	190	1200	31238	9262	1412	1162	592	10	2	5	2	4	84	15	1	2	2	10	3	283	184	5	12	930	11.43	

BASIS OF ESTIMATE:
WATER ..... 12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STRUCTURES UNDER 20'-0"

STATION	DESCRIPTION	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL.EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	
248+34	CONSTRUCT 10' X 5' X 42' R.C. BOX CULVERT RT. SIDE DRAIN	10	5	42	54.70	5337	34	20	0.25	SPECIAL DETAILS, RCB-1, RCB-2
249+82	CONSTRUCT 10' X 5' X 46' R.C. BOX CULVERT RT. SIDE DRAIN	10	5	46	61.65	6017	35	20	0.25	SPECIAL DETAILS, RCB-1, RCB-2
250+30	EXTEND EXISTING 10' X 5' X 57' R.C. BOX CULVERT 15' LT. ON 15° SKEW AND 16' RT.	10	5	31	50.29	5443	43	20	0.25	R-100X-0, R-115X-0, W-X003-1, W-X15, W-X153-1, RCB-1, RCB-2, RCB-3
265+34	EXTEND EXISTING 4' X 4' X 50' R.C. BOX CULVERT 18' LT. AND 18' RT.	4	4	36	22.75	2218	17	15	0.19	R-100X-0, W-X003-1, RCB-1, RCB-2, RCB-3
340+60	EXTEND EXISTING DBL. 6' X 3' X 56' R.C. BOX CULVERT 18' LT. AND 19' RT.	6	3	37	42.01	6561	26	16	0.20	R-200X-0, W-X003-1, RCB-1, RCB-2, RCB-3
TOTALS:					**231.40**	**25576**	**155**	**91**	**1.14**	

BASIS OF ESTIMATE:
WATER..... 12.6 GAL. / SQ. YD. OF SOLID SODDING

HT39710 8/18/2022
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	113	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:08 PM

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DRIVEWAYS & TURNOUTS (BOX 1 OF 4)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS					STANDARD DRAWINGS
										18"	24"	30"	36"	42"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.					
160+68	LT	MAIN LANES - TODD LYNN DR.	36				202.26	22.25	82.59		46				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
161+20	RT	MAIN LANES	20				91.18	10.03	37.23	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
161+54	LT	MAIN LANES	16				74.51	8.20	30.42		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
162+29	LT	MAIN LANES	16				73.44	8.08	29.99		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
163+52	LT	MAIN LANES	16				69.17	7.61	28.24		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
164+10	RT	MAIN LANES	16				63.84	7.02	26.07	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
165+44	LT	MAIN LANES	16			62.06					28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
167+55	LT	MAIN LANES	16	167+33	167+77	39.11	42.93	4.72	17.53						PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
167+80	RT	MAIN LANES	16	167+58	168+02	39.11	36.94	4.06	15.08	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
169+80	LT	MAIN LANES	16	169+58	170+02	39.11	80.87	8.90	33.02		40				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
171+24	LT	MAIN LANES	16	171+02	171+46	39.11	60.46	6.65	24.69		40				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
175+53	LT	MAIN LANES - HWY. 104									72				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
175+81	RT	MAIN LANES - ELKINS RD.								70					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
177+00	LT	MAIN LANES	16	176+78	177+22	39.11	72.71	8.00	29.69	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
180+15	LT	MAIN LANES	16	179+93	180+37	39.11	36.55	4.02	14.92	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
180+37	RT	MAIN LANES	16	180+15	180+59		43.54	4.79	17.78						DR-1
183+10	RT	MAIN LANES	16	182+88	183+32	39.11	42.04	4.71	17.49	20					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
184+00	LT	MAIN LANES	16	183+78	184+22	39.11	78.77	8.66	32.16	32					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
185+00	LT	MAIN LANES	16	184+78	185+22	39.11	102.84	11.31	41.99	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
186+55	RT	MAIN LANES	16	186+33	186+77	39.11	42.67	4.69	17.42	36					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
188+00	RT	MAIN LANES	16	187+78	188+22	39.11	51.48	5.66	21.02	34					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
188+40	LT	MAIN LANES	16	188+18	188+62	39.11	63.96	7.04	26.12	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
191+10	LT	MAIN LANES	16	190+88	191+32	39.11	84.43	9.29	34.48	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
192+30	LT	MAIN LANES	16	192+08	192+52	39.11	114.65	12.61	46.82	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
192+95	RT	MAIN LANES	16	192+73	193+17	39.11	42.35	4.66	17.29		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
195+10	LT	MAIN LANES	16	194+88	195+32	39.11	110.22	12.12	45.01	32					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
195+84	RT	MAIN LANES	16	195+62	196+06	39.11	41.55	4.57	16.97		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
196+60	LT	MAIN LANES	16	196+38	196+82	39.11	75.54	8.31	30.85	34					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
197+34	LT	MAIN LANES - STOKES RD.	20				202.91	22.32	82.85						DR-2
201+29	RT	MAIN LANES	16	201+07	201+51	39.11	74.67	8.21	30.49		30				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
202+80	LT	MAIN LANES	16	202+58	203+02	39.11	104.89	11.54	42.83		38				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
203+05	RT	MAIN LANES	16	202+83	203+27	39.11	60.44	6.65	24.68						DR-1
203+80	RT	MAIN LANES	16	203+58	204+02	39.11	67.56	7.43	27.59						DR-1
205+35	RT	MAIN LANES	16	205+13	205+57	39.11	80.00	8.80	32.67		30				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
207+35	RT	MAIN LANES	16	207+13	207+57	39.11	103.11	11.34	42.10		32				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
207+80	RT	MAIN LANES	16	207+58	208+02	39.11	103.11	11.34	42.10		30				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
208+80	RT	MAIN LANES	16	208+58	209+02	39.11	53.33	5.87	21.78	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
209+70	RT	MAIN LANES	16	209+48	209+92	39.11	41.51	4.57	16.95	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
211+74	RT	MAIN LANES	16	211+52	211+96	39.11	41.37	4.55	16.89	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
212+48	LT	MAIN LANES - MONK RD.	24				122.00	13.42	49.82						DR-2
213+10	RT	MAIN LANES	16	212+88	213+32	39.11	41.30	4.54	16.86	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
213+20	LT	MAIN LANES	20	212+96	213+44	42.67	48.33	5.32	19.73						DR-1
214+40	LT	MAIN LANES	20	214+16	214+64	42.67	48.42	5.33	19.77						DR-1
216+77	LT	MAIN LANES	16	216+55	216+99	39.11	99.56	10.95	40.65	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
216+95	RT	MAIN LANES - COOK RD.	40				273.38	30.07	111.63						DR-2
218+35	LT	MAIN LANES	30	218+06	218+64	51.56	183.17	20.15	74.79						DR-1
219+40	LT	MAIN LANES	30	219+11	219+69	51.56	174.50	19.20	71.25						DR-1
219+50	RT	MAIN LANES	16	219+28	219+72	39.11	56.25	6.19	22.97						DR-1
220+30	LT	MAIN LANES	16	220+08	220+52	39.11	89.78	9.88	36.66						DR-1
221+30	LT	MAIN LANES	16	221+08	221+52	39.11	85.33	9.39	34.84						DR-1
222+05	RT	MAIN LANES	16	221+83	222+27	39.11	40.78	4.49	16.65	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
222+25	LT	MAIN LANES	16	222+03	222+47	39.11	85.33	9.39	34.84						DR-1
222+73	RT	MAIN LANES	16	222+51	222+95	39.11	40.73	4.48	16.63	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
223+00	LT	MAIN LANES	16	222+78	223+22	39.11	64.87	7.14	26.49						DR-1
224+40	LT	MAIN LANES	24	224+14	224+66	46.22	914.85	100.63	373.56						DR-1
225+35	RT	MAIN LANES	16	225+13	225+57	39.11	41.37	4.55	16.89						DR-1
227+31	LT	MAIN LANES - EVANS RD.	20				138.51	15.24	56.56	42					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
227+95	RT	MAIN LANES - EVANS RD.	20				108.71	11.96	44.39						DR-2
229+03	LT	MAIN LANES	16	228+81	229+25	39.11	39.93	4.39	16.30	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
229+30	RT	MAIN LANES	24	229+04	229+56	46.22	60.05	6.61	24.52						DR-1
230+10	LT	MAIN LANES	16	229+88	230+32	39.11	39.95	4.39	16.31	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
231+12	LT	MAIN LANES	16	230+90	231+34	39.11	39.98	4.40	16.33	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
231+54	RT	MAIN LANES	16	231+32	231+76	39.11	82.70	9.10	33.77	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
231+96	LT	MAIN LANES	16	231+74	232+18	39.11	40.64	4.47	16.59	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
233+10	LT	MAIN LANES	16	232+88	233+32	39.11	40.04	4.40	16.35	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
234+10	LT	MAIN LANES	16	233+88	234+32	39.11	69.33	7.63	28.31	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
235+10	LT	MAIN LANES	16	234+88	235+32	39.11	55.09	6.06	22.50	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
236+66	LT	MAIN LANES	16	236+44	236+88	39.11	55.11	6.06	22.50						DR-1
240+05	RT	MAIN LANES	16	239+83	240+27	39.11	80.00	8.80	32.67			30			PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
241+93	LT	MAIN LANES - SANDY ACRES RD.	20				108.71	11.96	44.39						DR-2
242+70	LT	MAIN LANES	40	242+36	243+04	161.11									DR-1
SUBTOTALS (BOX 1 OF 4):						**2381.35**	**6101.30**	**671.17**	**2491.32**	**990**	**526**	**30**			

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

** FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	114	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:09 PM

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DRIVEWAYS & TURNOUTS (BOX 2 OF 4)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS					STANDARD DRAWINGS
										18"	24"	30"	36"	42"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.					
243+65	RT	MAIN LANES	16	243+43	243+87	39.11	58.97	6.49	24.08						DR-1
243+78	LT	MAIN LANES	40	243+44	244+12	161.20									DR-1
245+30	RT	MAIN LANES	16	245+08	245+52	39.11	67.08	7.38	27.39					32	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
245+90	LT	MAIN LANES	16	245+68	246+12	39.11	40.30	4.43	16.46						DR-1
248+34	RT	MAIN LANES	18	248+11	248+57	40.89	134.82	14.83	55.05						DR-1
249+82	RT	MAIN LANES	16	249+60	250+04	39.11	105.49	11.60	43.08						DR-1
249+94	LT	MAIN LANES	16	249+72	250+16	39.11	92.36	10.16	37.71						DR-2
252+90	LT	MAIN LANES	24	252+64	253+16	46.22	166.64	18.33	68.04	52					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
253+19	RT	MAIN LANES	16	252+97	253+41	39.11	62.76	6.90	25.63		40				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
254+25	RT	MAIN LANES	16	254+03	254+47	39.11	47.09	5.18	19.23		34				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
254+29	LT	MAIN LANES	30	254+00	254+58	51.56	174.97	19.25	71.45	52					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
255+35	LT	MAIN LANES - ROLLING HILLS DR.	20				162.44	17.87	66.33						DR-2
256+00	RT	MAIN LANES	16	255+78	256+22	39.11	39.36	4.33	16.07		32				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
258+50	LT	MAIN LANES	16	258+28	258+72		79.13	8.70	32.31						DR-1
259+75	RT	MAIN LANES	26	259+48	260+02	48.00	121.33	13.35	49.54						DR-1
260+15	LT	MAIN LANES	16	259+93	260+37	39.11	55.43	6.10	22.63						DR-1
261+06	LT	MAIN LANES	40	260+72	261+40	282.53				50					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
261+85	RT	MAIN LANES	16	261+63	262+07	39.11	21.42	2.36	8.75						DR-1
263+00	RT	MAIN LANES	16	262+78	263+22	39.11	36.64	4.03	14.96	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
263+90	LT	MAIN LANES	16	263+68	264+12	39.11	111.70	12.29	45.61	34					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
264+04	RT	MAIN LANES	16	263+82	264+26	39.11	62.22	6.84	25.41		34				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
265+93	LT	MAIN LANES	30	265+64	266+22	51.56	91.63	10.08	37.42		54				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
267+25	LT	MAIN LANES	16	267+03	267+47	39.11	40.85	4.49	16.68		28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
269+10	LT	MAIN LANES	16	268+88	269+32	39.11	85.37	9.39	34.86						DR-1
271+52	LT	MAIN LANES - CLARK RD.	20				245.91	27.05	100.41	44					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
271+52	LT	MAIN LANES - CLARK RD.	12				70.29	7.73	28.70	28					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
272+30	RT	MAIN LANES - CLARK RD.	20				111.76	12.29	45.64						DR-2
273+50	RT	MAIN LANES	16	273+28	273+72	39.11	75.54	8.31	30.85						DR-1
275+00	RT	MAIN LANES	16	274+78	275+22	39.11	82.65	9.09	33.75						DR-1
275+65	LT	MAIN LANES	16	275+43	275+87	39.11	27.68	3.04	11.30	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
275+90	RT	MAIN LANES	16	275+68	276+12	39.11	92.44	10.17	37.75						DR-1
278+45	LT	MAIN LANES	16	278+23	278+67	39.11	101.49	11.16	41.44	34					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
279+00	LT	MAIN LANES	16	278+78	279+22	39.11	115.61	12.72	47.21	38					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
279+90	RT	MAIN LANES	16	279+68	280+12	39.11	33.07	3.64	13.50						DR-1
280+85	LT	MAIN LANES	16	280+63	281+07	39.11	46.12	5.07	18.83	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
280+90	RT	MAIN LANES	16	280+68	281+12	39.11	87.57	9.63	35.76	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
285+00	RT	MAIN LANES	16	284+78	285+22	39.11	88.89	9.78	36.30		30				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
286+19	LT	MAIN LANES	22	285+94	286+44	44.44	132.76	14.60	54.21						DR-1
286+69	RT	MAIN LANES - HILLVIEW DR.	20				108.71	11.96	44.39		30				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
287+60	RT	MAIN LANES	30	287+31	287+89	121.19					42				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
288+60	RT	MAIN LANES	30	288+31	288+89	131.86					44				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
289+28	LT	MAIN LANES	36	288+96	289+60	56.89	96.00	10.56	39.20						DR-1
290+80	LT	MAIN LANES	26	290+53	291+07	48.00	69.33	7.63	28.31						DR-1
291+00	RT	MAIN LANES	36	290+68	291+32	144.89									DR-1
291+75	LT	MAIN LANES	40	291+41	292+09	166.35									DR-1
295+34	LT	MAIN LANES	40	295+00	295+68	162.66					52				PCC-1, PCM-1, PCP 1, PCP 2, PCP 3, DR 1
295+40	RT	MAIN LANES - CLAUD RD.	36				161.87	17.81	66.10						DR-2
296+70	RT	MAIN LANES	28	296+42	296+98	49.78	59.52	6.55	24.30	42					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
308+52	RT	MAIN LANES	40	308+18	308+86	163.42									DR-1
309+20	RT	MAIN LANES	40	308+86	309+54	164.04									DR-1
309+55	LT	MAIN LANES	32	309+25	309+85	53.33	77.65	8.54	31.71						DR-1
310+45	LT	MAIN LANES	40	310+11	310+79	155.95				48					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
310+50	RT	MAIN LANES	40	310+16	310+84	164.84									DR-1
311+35	LT	MAIN LANES	30	311+06	311+64	125.33				42					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
312+02	RT	MAIN LANES	36	311+70	312+34	151.49									DR-1
312+55	LT	MAIN LANES	40	312+21	312+89	166.97				54					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
312+68	RT	MAIN LANES	40	312+34	313+02	166.17									DR-1
313+30	RT	MAIN LANES	28	313+02	313+58	130.67									DR-1
313+40	LT	MAIN LANES	40	313+06	313+74	172.62				54					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
314+25	RT	MAIN LANES	30	313+96	314+54	131.56									DR-1
314+88	LT	MAIN LANES	30	314+59	315+17	51.56	93.33	10.27	38.11						DR-1
315+05	RT	MAIN LANES	24	314+79	315+31	110.49									DR-1
317+58	RT	MAIN LANES	40	317+24	317+92	204.04									DR-1
318+90	LT	MAIN LANES	24	318+64	319+16	46.22	173.33	19.07	70.78						DR-1
320+00	RT	MAIN LANES	40	319+66	320+34	198.22									DR-1
320+51	LT	MAIN LANES	22	320+26	320+76	170.30									DR-1
321+00	LT	MAIN LANES	20	320+76	321+24	157.09									DR-1
321+90	RT	MAIN LANES	40	321+56	322+24	60.44	111.11	12.22	45.37	54					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
322+29	LT	MAIN LANES	16				148.05	16.29	60.45						DR-2
324+02	RT	MAIN LANES	40	323+68	324+36	60.44	115.56	12.71	47.19	52					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
324+45	LT	MAIN LANES	30	324+16	324+74	51.56	65.30	7.18	26.66						DR-1
326+25	RT	MAIN LANES	16	326+03	326+47	39.11	92.39	10.16	37.73	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
326+95	LT	MAIN LANES	30	326+66	327+24	51.56	64.17	7.06	26.20						DR-1
330+55	LT	MAIN LANES	20	330+31	330+79	42.67	48.40	5.32	19.76						DR-1
331+25	LT	MAIN LANES	28	330+97	331+53	155.15									DR-1
SUBTOTALS (BOX 2 OF 4):						**5731.01**	**4654.50**	**511.99**	**1900.60**	**818**	**420**			**32**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

'* FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	115	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:09 PM

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DRIVEWAYS & TURNOUTS (BOX 3 OF 4)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS					STANDARD DRAWINGS
										18"	24"	30"	36"	42"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.					
332+56	LT	MAIN LANES	36	332+24	332+88	143.29				46					PCC-1, PCM 1, PCP 1, PCP 2, PCP 3, DR-1
334+10	LT	MAIN LANES	30	333+81	334+39	128.93									DR-1
335+63	LT	MAIN LANES	28	335+35	335+91	49.78	70.72	7.78	28.88						DR-1
338+00	RT	MAIN LANES - GANDY AVE.	34				155.23	17.08	63.39						DR-2
339+35	RT	MAIN LANES	36	339+03	339+67	214.01					48				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
341+61	LT	MAIN LANES - HOMESTEAD DR.	26				206.07	22.67	84.15		44				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
342+35	RT	MAIN LANES - CARRIAGE CT. DR.	26				167.68	18.44	68.47						DR-2
344+00	LT	MAIN LANES	40	343+66	344+34	221.46									DR-1
345+15	LT	MAIN LANES	24	344+89	345+41	157.34									DR-1
345+75	RT	MAIN LANES	30	345+46	346+04	51.56	75.07	8.26	30.65						DR-1
346+45	LT	MAIN LANES	40	346+11	346+79	271.20									DR-1
348+60	LT	MAIN LANES - HEARTWOOD ST.	34				202.34	22.26	82.62	42					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
349+44	RT	MAIN LANES	36	349+12	349+76	56.89	186.40	20.50	76.11						DR-1
350+75	LT	MAIN LANES	40	350+41	351+09	159.73				50					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
351+13	RT	MAIN LANES	30	350+84	351+42	51.56	150.00	16.50	61.25						DR-1
352+04	LT	MAIN LANES	24	351+78	352+30	147.55					40				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
352+65	RT	MAIN LANES	30	352+36	352+94	123.83									DR-1
352+95	LT	MAIN LANES	20	352+71	353+19	138.23					44				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
353+92	LT	MAIN LANES	24	353+66	354+18	147.55									DR-1
354+62	RT	MAIN LANES	30	354+33	354+91	118.23									DR-1
354+83	LT	MAIN LANES	24	354+57	355+09	105.95									DR-1
356+20	LT	MAIN LANES	28	355+92	356+48	177.34									DR-1
356+35	RT	MAIN LANES	16	356+13	356+57	39.11	44.44	4.89	18.15						DR-1
357+31	RT	MAIN LANES	24	357+05	357+57	46.22	98.64	10.85	40.28						DR-1
357+32	LT	MAIN LANES	28	357+04	357+60	49.78	93.33	10.27	38.11	42					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
358+08	LT	MAIN LANES	40	357+74	358+42	160.44									DR-1
358+72	RT	MAIN LANES	16	358+50	358+94	39.11	49.78	5.48	20.33						DR-1
359+20	RT	MAIN LANES	30	358+91	359+49	122.16									DR-1
360+50	LT	MAIN LANES - JEFFERSON PKWY.	50				680.58	74.86	277.90						DR-2
360+77	RT	MAIN LANES - EDWARDS ST.	26				175.88	19.35	71.82						DR-2
362+15	RT	MAIN LANES	12	361+95	362+35	35.56	16.61	1.83	6.78						DR-1
363+12	LT	MAIN LANES	28	362+84	363+40	49.78	90.22	9.92	36.84						DR-1
363+24	RT	MAIN LANES	20	363+00	363+48	42.67	27.71	3.05	11.31						DR-1
365+00	LT	MAIN LANES	24	364+74	365+26	46.22	33.33	3.67	13.61						DR-1
366+20	RT	MAIN LANES - OXFORD DR.	24				131.76	14.49	53.80						DR-2
367+00	LT	MAIN LANES	24	366+74	367+26	46.22	34.88	3.84	14.24						DR-1
368+15	RT	MAIN LANES	12	367+95		35.56	28.00	3.08	11.43						DR-1
368+42	RT	MAIN LANES	12		368+62	35.56	28.00	3.08	11.43						DR-1
368+80	LT	MAIN LANES	24	368+54	369+06	46.22	86.00	9.46	35.12						DR-1
369+00	RT	MAIN LANES	12	368+80	369+20	35.56	28.01	3.08	11.44						DR-1
369+77	LT	MAIN LANES	16	369+55	369+99	39.11	64.87	7.14	26.49						DR-1
369+85	RT	MAIN LANES	12	369+65	370+05	76.29									DR-1
370+25	RT	MAIN LANES	12	370+05	370+45	84.88									DR-1
371+10	LT	MAIN LANES	16	370+88	371+32	39.11	90.67	9.97	37.02	36					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
371+13	RT	MAIN LANES	16	370+91	371+35	144.00					28				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
373+14	RT	MAIN LANES	16	372+92	373+36	39.11	47.95	5.27	19.58						DR-1
374+64	LT	MAIN LANES	24	374+38	374+90	46.22	86.64	9.53	35.38	34					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
374+66	RT	MAIN LANES	30	374+37	374+95	51.56	41.87	4.61	17.10						DR-1
375+65	LT	MAIN LANES	16	375+43	375+87	39.11	42.67	4.69	17.42						DR-1
376+49	RT	MAIN LANES	16	376+27	376+71	39.11	22.28	2.45	9.10						DR-1
377+30	LT	MAIN LANES	16	377+08	377+52	39.11	19.24	2.12	7.86						DR-1
377+38	RT	MAIN LANES	16	377+16	377+60	39.11	22.26	2.45	9.09						DR-1
378+33	RT	MAIN LANES	16	378+11	378+55	61.33									DR-1
378+80	LT	MAIN LANES	16	378+58	379+02	39.11	15.29	1.68	6.24						DR-1
379+40	RT	MAIN LANES	16	379+18	379+62	39.11	27.68	3.04	11.30						DR-1
380+00	LT	MAIN LANES - CIMARRON	26				148.15	16.30	60.49						DR-2
380+08	RT	MAIN LANES - CAMBRIDGE DR.	20				114.69	12.62	46.83						DR-2
381+22	RT	MAIN LANES	16	381+00	381+44	39.11	22.20	2.44	9.07						DR-1
381+91	RT	MAIN LANES	16	381+69	382+13	39.11	27.16	2.99	11.09						DR-1
382+06	LT	MAIN LANES	20	381+82	382+30	42.67	53.29	5.86	21.76						DR-1
382+52	RT	MAIN LANES	16	382+30	382+74	73.51									DR-1
382+55	LT	MAIN LANES	16	382+33	382+77	55.43									DR-1
383+00	RT	MAIN LANES	12	382+80	383+20	64.05									DR-1
383+45	LT	MAIN LANES	16	383+23	383+67	39.11	19.02	2.09	7.77						DR-1
383+55	RT	MAIN LANES	16	383+33	383+77	39.11	43.79	4.82	17.88	28					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
383+96	LT	MAIN LANES	16	383+74	384+18	39.11	20.60	2.27	8.41						DR-1
384+00	RT	MAIN LANES	16	383+78	384+22	39.11	48.23	5.31	19.69	30					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
384+53	RT	MAIN LANES	14	384+32	384+74	37.33	19.12	2.10	7.81						DR-1
384+70	RT	MAIN LANES	16	384+48	384+92	39.11	55.09	6.06	22.50	32					PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
384+95	LT	MAIN LANES	14	384+74		37.33	19.12	2.10	7.81						DR-1
SUBTOTALS (BOX 3 OF 4):						**4694.96**	**3932.56**	**432.60**	**1605.80**	**340**	**204**				

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

** FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

H139710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	116	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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DRIVEWAYS & TURNOUTS (BOX 4 OF 4)

STATION	SIDE	LOCATION	WIDTH	**MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS					STANDARD DRAWINGS
										18"	24"	30"	36"	42"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.					
385+20	LT	MAIN LANES	16		385+42	90.75									DR 1
387+06	LT	MAIN LANES - CIMARRON DR.	26				253.51	27.89	103.52						DR-2
387+69	RT	MAIN LANES - OXFORD DR.	20				123.11	13.54	50.27	36					DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
390+00	RT	MAIN LANES	16	389+78	390+22	39.11	23.47	2.58	9.58						DR-1
391+65	LT	MAIN LANES - SIDNEY ST.	22				227.14	24.99	92.75						DR-2
392+25	RT	MAIN LANES - SIDNEY ST.	22				137.68	15.14	56.22						DR-2
393+29	RT	MAIN LANES	16	393+07	393+51	39.11	16.41	1.81	6.70						DR-1
393+53	LT	MAIN LANES	16	393+31	393+75	39.11	67.57	7.43	27.59						DR-1
394+75	RT	MAIN LANES	16	394+53	394+97	39.11	18.26	2.01	7.46						DR-1
394+86	LT	MAIN LANES - JACKSON DR.	20				169.75	18.67	69.31						DR-2
395+70	RT	MAIN LANES	20	395+46	395+94	42.67	25.07	2.76	10.24						DR-1
396+54	LT	MAIN LANES	12	396+34	396+74	35.56	21.81	2.40	8.91						DR-1
396+69	RT	MAIN LANES	12	396+49	396+89	50.81									DR-1
397+10	RT	MAIN LANES	12	396+90	397+30		28.45	3.13	11.62						DR-1
397+50	RT	MAIN LANES	12	397+30	397+70	35.56	34.76	3.82	14.19						DR-1
398+07	LT	MAIN LANES - BETTY ST.	20				108.71	11.96	44.39						DR-2
398+55	RT	MAIN LANES	16	398+33	398+77	39.11	82.22	9.04	33.57						DR-1
400+20	RT	MAIN LANES	16	399+98	400+42	39.11	75.57	8.31	30.86		34				PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
402+30	RT	MAIN LANES	16	402+08	402+52	39.11	67.72	7.45	27.65				36		PCC-1, PCM-1, PCP-1, PCP-2, PCP-3, DR-1
404+34	LT	MAIN LANES - PHILLIPS ST.	20				115.82	12.74	47.29		40				DR-2, PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
409+63	LT	MAIN LANES	14	409+42	409+84	37.33	31.94	3.51	13.04						DR-1
410+17	LT	MAIN LANES	16	409+95	410+39	39.11	32.27	3.55	13.18						DR-1
411+35	LT	MAIN LANES	16	411+13	411+57	39.11	56.75	6.24	23.17						DR-1
411+71	RT	MAIN LANES - KORTENBER DR.	20				108.71	11.96	44.39						DR-2
412+20	LT	MAIN LANES	16	411+98	412+42	39.11	42.97	4.73	17.55						DR-1
412+85	RT	MAIN LANES	16	412+63	413+07	39.11	15.73	1.73	6.42						DR-1
* ENTIRE PROJECT TEMPORARY DRIVES									3630.00						
SUBTOTALS (BOX 4 OF 4):						**722.89**	**1885.40**	**207.39**	**4399.87**	**36**	**74**		**36**		
TOTALS:						**13530.21**	**16573.76**	**1823.15**	**10397.59**	**2184**	**1224**	**30**	**36**	**32**	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

* QUANTITY ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

'* FOR INFORMATION ONLY

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
NOTE: FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	117	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE			
				AVG. WID.	5" U.T.	AVG. WID.	8" U.T.
			FEET	FEET	SQ. YD.	FEET	SQ. YD.
600+30.60	602+00.00	I-530 SOUTHBOUND EXIT RAMP	169.4	VAR.	288.67	VAR.	373.11
503+30.00	504+46.25	I-530 SOUTHBOUND ENTRANCE RAMP	116.25	VAR.	318.44	VAR.	402.67
900+31.91	901+45.00	I-530 NORTHBOUND ENTRANCE RAMP	113.09	VAR.	350.67	VAR.	436.22
807+46.00	809+20.89	I-530 NORTHBOUND EXIT RAMP	174.89	VAR.	372.44	VAR.	450.44
704+50.35	705+12.95	HWY. 104	62.60	VAR.	27.82	VAR.	62.60
1200+67.00	1201+22.88	HOSPITALITY DR. - LT. & RT.	55.88	4.00	24.84	9.00	55.88
1300+31.22	1301+13.00	ROBIN RD. - RT.	81.78	4.00	36.35	9.00	81.78
1300+31.22	1302+20.00	ROBIN RD. - LT.	188.78	4.00	83.90	9.00	188.78
TOTALS:					**1503.13**		**2051.48**

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	125
TOTAL:	**125**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	125	250
TOTALS:	**125**	**250**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC....25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

JOINT TAPE (24")

STATION	STATION	LOCATION	LIN. FT.
602+00.00	605+20.00	I-530 S.B. EXIT RAMP	320
496+00.00	503+30.00	I-530 S.B. ENTRANCE RAMP	730
803+55.00	807+46.00	I-530 N.B. EXIT RAMP	391
901+45.00	909+15.00	I-530 N.B. ENTRANCE RAMP	770
TOTAL:			**2211**

*LENGTH IS ESTIMATED AS 15' SECTIONS ON 15' SPACING

PAVEMENT REPAIR OVER CULVERTS (CONCRETE)

STATION	LOCATION	WIDTH	LENGTH	CU.YD.
		FEET		
170+00	MAIN LANES	8.50	24	7.9
173+00	MAIN LANES	8.50	24	7.9
202+22	MAIN LANES	8.50	24	7.9
206+75	MAIN LANES	9.67	24	9.0
257+00	MAIN LANES	8.50	24	7.9
265+47	MAIN LANES	10.83	24	10.0
300+47	MAIN LANES	8.50	36	11.8
318+42	MAIN LANES	8.50	24	7.9
372+10	MAIN LANES	22.00	40	34.0
386+43	MAIN LANES	9.67	40	14.9
406+25	MAIN LANES	9.67	40	14.9
TOTAL:				**134.1**

AVG. DEPTH = 12.5"

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
160+43.87	161+43.87	MAIN LANES	24.00	266.67
412+70.00	415+50.00	MAIN LANES	42.00	1306.67
415+50.00	417+22.00	MAIN LANES	VAR.	1155.56
605+20.00	606+70.00	I-530 S.B. EXIT RAMP - 0-2" MILLED TRANSITION (1ST LIFT)	15.00	250.00
605+20.00	608+20.00	I-530 S.B. EXIT RAMP - 0-2" MILLED TRANSITION (2ND LIFT)	15.00	500.00
493+00.00	496+00.00	I-530 S.B. ENTRANCE RAMP - 0-2" MILLED TRANSITION (2ND LIFT)	15.00	500.00
494+50.00	496+00.00	I-530 S.B. ENTRANCE RAMP - 0-2" MILLED TRANSITION (1ST LIFT)	15.00	250.00
909+15.00	910+65.00	I-530 N.B. ENTRANCE RAMP - 0-2" MILLED TRANSITION (1ST LIFT)	15.00	250.00
909+15.00	912+15.00	I-530 N.B. ENTRANCE RAMP - 0-2" MILLED TRANSITION (2ND LIFT)	15.00	500.00
800+55.00	803+55.00	I-530 N.B. EXIT RAMP - 0-2" MILLED TRANSITION (2ND LIFT)	15.00	500.00
802+05.00	803+55.00	I-530 N.B. EXIT RAMP - 0-2" MILLED TRANSITION (1ST LIFT)	15.00	250.00
TOTAL:				**5728.90**

NOTE: AVERAGE MILLING DEPTH 1".

NOTE: COORDINATE COLD MILLING STOCKPILE LOCATIONS WITH DISTRICT ENGINEER.
STOCKPILE LOCATIONS SHALL BE NO FUTHER THAN FIVE MILES FROM THE JOB SITE.

HT39710 5/11/2023
R020626.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	118	405

(2) QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT						ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																												
160+43.87	161+43.87	TRANSITION - MAIN LANES	100.00	165.00	165.00																				40.00	444.44	220.00	48.89	48.89
161+43.87	166+55.87	LANE TAPER - MAIN LANES	512.00	188.50	965.12	45.52	2589.58	129.48				129.48	11.38	647.40	880.00	284.86	11.38	647.40	330.00	106.82	11.38	647.40	220.00	71.21	51.38	2922.95	220.00	321.52	392.73
166+55.87	168+63.87	OPEN SHOULDER TO C.C.C.&G. TRANSITION - MAIN LANES	208.00			109.52	2531.13	126.56				126.56	32.38	748.34	880.00	329.27	27.38	632.78	330.00	104.41	27.38	632.78	220.00	69.61	51.38	1187.45	220.00	130.62	200.23
168+63.87	298+00.00	24' NOTCH AND WIDEN - MAIN LANES	12936.13			138.00	198353.99	9917.70				9917.70	37.00	53181.87	880.00	2340.02	32.00	45995.13	330.00	7589.20	32.00	45995.13	220.00	5059.46	56.00	80491.48	220.00	8854.06	13913.52
298+00.00	307+00.00	FULL DEPTH - MAIN LANES	900.00			234.00	23400.00	1170.00				1170.00	61.00	6100.00	880.00	2684.00	56.00	5600.00	330.00	924.00	56.00	5600.00	220.00	616.00	56.00	5600.00	220.00	616.00	1232.00
307+00.00	360+50.00	24' NOTCH AND WIDEN - MAIN LANES	5350.00			138.00	82033.33	4101.67				4101.67	37.00	21994.44	880.00	9677.35	32.00	19022.22	330.00	3138.67	32.00	19022.22	220.00	2092.44	56.00	33288.89	220.00	3661.78	5754.22
360+50.00	409+55.00	40' NOTCH AND WIDEN - MAIN LANES	4905.00			74.00	40330.00	2016.50				2016.50	21.00	11445.00	880.00	5035.80	16.00	8720.00	330.00	1438.80	16.00	8720.00	220.00	959.20	56.00	30520.00	220.00	3357.20	4316.40
409+55.00	412+70.00	LANE TAPER - MAIN LANES	315.00			46.00	1610.00	80.50				80.50	14.00	490.00	880.00	215.60	9.00	315.00	330.00	51.98	9.00	315.00	220.00	34.65	49.00	1715.00	220.00	188.65	223.30
412+70.00	415+50.00	MILL & INLAY - MAIN LANES	280.00						42.00	1306.67	222.13	222.13													42.00	1306.67	220.00	143.73	143.73
415+50.00	417+22.00	MILL & INLAY - MAIN LANES	172.00						VAR.	1155.56	196.45	196.45													VAR.	1155.56	220.00	127.11	127.11
701+65.00	702+65.00	TRANSITION - ELKINS RD.	100.00	55.00	55.00				20.00	222.22	37.78	37.78													20.00	222.22	220.00	24.44	24.44
702+65.00	703+87.97	ELKINS RD.	122.97	VAR.	66.32				20.00	273.27	46.46	46.46													VAR.	415.33	220.00	45.69	45.69
704+50.35	705+12.95	HWY. 104	62.60	VAR.	15.25				20.00	139.11	23.65	23.65	9.00	62.60	880.00	27.54	4.00	27.82	330.00	4.59	4.00	27.82	220.00	3.06	VAR.	249.11	220.00	27.40	30.46
705+12.95	706+12.95	TRANSITION - HWY. 104	100.00	VAR.	15.25				20.00	222.22	37.78	37.78													VAR.	244.88	220.00	26.94	26.94
600+30.60	602+00.00	I-530 SOUTHBOUND EXIT RAMP	169.40	VAR.	27.63				VAR.	855.56	145.45	145.45	VAR.	373.11	880.00	164.17	VAR.	288.67	330.00	47.63	VAR.	288.67	220.00	31.75	VAR.	1144.22	220.00	125.86	157.61
503+30.00	504+46.25	I-530 SOUTHBOUND ENTRANCE RAMP	116.25	VAR.	27.63				VAR.	509.44	86.60	86.60	VAR.	402.67	880.00	177.17	VAR.	318.44	330.00	52.54	VAR.	318.44	220.00	35.03	VAR.	827.89	220.00	91.07	126.10
900+31.91	901+45.00	I-530 NORTHBOUND ENTRANCE RAMP	113.09	VAR.	27.63				VAR.	494.22	84.02	84.02	VAR.	436.22	880.00	191.64	VAR.	350.67	330.00	57.86	VAR.	350.67	220.00	38.57	VAR.	844.89	220.00	92.94	131.51
007+46.00	009+20.09	I-530 NORTHBOUND EXIT RAMP	174.09	VAR.	27.63				VAR.	902.70	153.47	153.47	VAR.	450.44	880.00	190.19	VAR.	372.44	330.00	61.45	VAR.	372.44	220.00	40.97	VAR.	1275.22	220.00	140.27	101.24
1200+62.00	1201+22.88	HOSPITALITY DR.	60.88						24.00	162.35	27.60	27.60													28.00	189.40	220.00	20.83	20.83
1300+31.22	1302+25.00	ROBIN RD.	193.78						32.00	689.00	117.13	117.13													36.00	775.12	220.00	85.26	85.26
ADDITIONAL FOR LEVELING																													
160+43.87	298+00.00	MAIN LANES	13756.13			24.00	36683.01	1834.15	24.00	36683.01	6236.11	8070.26									24.00	36683.01	VAR.	3457.00					3457.00
307+00.00	360+50.00	MAIN LANES	5350.00			24.00	14266.67	713.33	24.00	14266.67	2425.33	3138.66									24.00	14266.67	VAR.	1210.00					1210.00
360+50.00	413+70.00	MAIN LANES	5320.00			40.00	23644.44	1182.22	40.00	23644.44	4019.55	5201.77									40.00	23644.44	VAR.	4611.00					4611.00
702+65.00	703+87.97	ELKINS RD.	122.97						20.00	273.27	46.46	46.46									20.00	273.27	VAR.	13.86					13.86
704+50.35	705+12.95	HWY. 104	62.60						20.00	139.11	23.65	23.65									20.00	139.11	VAR.	1.98					1.98
ADDITIONAL FOR MAINTENANCE OF TRAFFIC																													
295+00.00	297+00.00	TAPER - TEMPORARY WIDENING	200.00	19.50	39.00	17.15	381.11	19.06				19.06	5.38	119.56	880.00	52.61	6.40	142.22	330.00	23.47	6.25	138.89	220.00	15.28					15.28
297+00.00	308+00.00	TEMPORARY WIDENING	1100.00	19.50	214.50	34.29	4191.00	209.55				209.55	10.75	1313.89	880.00	578.11	12.79	1563.22	330.00	257.93	12.50	1527.78	220.00	168.06					168.06
308+00.00	311+00.00	TAPER - TEMPORARY WIDENING	300.00	19.50	58.50	17.15	571.67	28.58				28.58	5.38	179.33	880.00	78.91	6.40	213.33	330.00	35.20	6.25	208.33	220.00	22.92					22.92
ADDITIONAL FOR OVERLAY - I-530 RAMPS																													
602+00.00	605+20.00	I-530 S.B. EXIT RAMP - OVERLAY	320.00	26.25	84.00	25.00	888.89	44.44	25.00	888.89	151.11	195.55									25.00	888.89	220.00	97.78	25.00	888.89	220.00	97.78	195.56
605+20.00	606+70.00	I-530 S.B. EXIT RAMP - OVERLAY TRANSITION (1ST LIFT)	150.00						15.00	250.00	42.50	42.50									15.00	250.00	220.00	27.50					27.50
605+20.00	608+20.00	I-530 S.B. EXIT RAMP - OVERLAY TRANSITION (2ND LIFT)	300.00			15.00	500.00	25.00				25.00													15.00	500.00	220.00	55.00	55.00
493+00.00	496+00.00	I-530 S.B. ENTRANCE RAMP - OVERLAY TRANSITION (2ND LIFT)	300.00			15.00	500.00	25.00				25.00													15.00	500.00	220.00	55.00	55.00
494+50.00	496+00.00	I-530 S.B. ENTRANCE RAMP - OVERLAY TRANSITION (1ST LIFT)	150.00						15.00	250.00	42.50	42.50									15.00	250.00	220.00	27.50					27.50
496+00.00	503+30.00	I-530 S.B. ENTRANCE RAMP - OVERLAY	730.00	26.25	191.63	25.00	2027.78	101.39	25.00	2027.78	344.72	446.11									25.00	2027.78	220.00	223.06	25.00	2027.78	220.00	223.06	446.12
901+45.00	909+15.00	I-530 N.B. ENTRANCE RAMP - OVERLAY	770.00	26.25	202.13	25.00	2138.89	106.94	25.00	2138.89	363.61	470.55									25.00	2138.89	220.00	235.28	25.00	2138.89	220.00	235.28	470.56
909+15.00	910+65.00	I-530 N.B. ENTRANCE RAMP - OVERLAY TRANSITION (1ST LIFT)	150.00						15.00	250.00	42.50	42.50									15.00	250.00	220.00	27.50					27.50
909+15.00	912+15.00	I-530 N.B. ENTRANCE RAMP - OVERLAY TRANSITION (2ND LIFT)	300.00			15.00	500.00	25.00				25.00													15.00	500.00	220.00	55.00	55.00
800+55.00	803+55.00	I-530 N.B. EXIT RAMP - OVERLAY TRANSITION (2ND LIFT)	300.00			15.00	500.00	25.00				25.00													15.00	500.00	220.00	55.00	55.00
802+05.00	803+55.00	I-530 N.B. EXIT RAMP - OVERLAY TRANSITION (1ST LIFT)	150.00						15.00	250.00	42.50	42.50									15.00	250.00	220.00	27.50					27.50
803+55.00	807+46.00	I-530 N.B. EXIT RAMP - OVERLAY	391.00	26.25	102.64	34.00	1477.11	73.86	34.00	1477.11	251.11	324.97									34.00	1477.11	220.00	162.48	34.00	1477.11	220.00	162.48	324.96
LS:					**2284.86**		**439118.60**	**21955.93**		**89471.57**	**15210.17**	**37166.10**		**97944.87**		**43095.74**		**84209.34**		**13894.55**		**166704.74**		**19380.65**		**173353.39**		**19068.86**	**38449.51**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.5% MIN. AGGR.....3.5% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR 70-22, 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

HT39710 5/11/2023
R020626.DGN

SUMMARY OF QUANTITIES (BOX 1 OF 2)

	ITEM NUMBER	ITEM		QUANTITY	UNIT
	201	CLEARING		195	STATION
	201	GRUBBING		195	STATION
	202	REMOVAL AND DISPOSAL OF CURB		3012	LIN. FT.
	202	REMOVAL AND DISPOSAL OF CURB AND GUTTER		9163	LIN. FT.
	202	REMOVAL AND DISPOSAL OF FENCE		2024	LIN. FT.
	202	REMOVAL AND DISPOSAL OF GATES		1	EACH
	202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS		32	SQ. YD.
	202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS		9173	SQ. YD.
	202	REMOVAL AND DISPOSAL OF WALKS		40	SQ. YD.
	202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS		12	EACH
	202	REMOVAL AND DISPOSAL OF DROP INLETS		31	EACH
	202	REMOVAL AND DISPOSAL OF PIPE CULVERTS		235	EACH
	202	REMOVAL AND DISPOSAL OF BUILDINGS		1	EACH
	202	REMOVAL AND DISPOSAL OF SIGNS		12	EACH
	202	REMOVAL AND DISPOSAL OF PLANTERS		6	EACH
	202	REMOVAL AND DISPOSAL OF BRICK POSTS		2	EACH
	SP, SS, & 210	UNCLASSIFIED EXCAVATION		24361	CU. YD.
	SP & 210	COMPACTED EMBANKMENT		71369	CU. YD.
	SP & 210	SOIL STABILIZATION		2500	TON
	SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)		12682	TON
	SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)		1503	SQ. YD.
	SP, SS, & 309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)		2051	SQ. YD.
	SS & 401	TACK COAT		37416	GAL.
	SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		41588	TON
	SP, SS, & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")		1508	TON
	SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		13311	TON
	SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")		584	TON
	SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		38179	TON
	SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		95	TON
	SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		1999	TON
	SP & 412	COLD MILLING ASPHALT PAVEMENT		5729	SQ. YD.
	SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		125	TON
	SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY		125	TON
	SP, SS, & 505	PORTLAND CEMENT CONCRETE DRIVEWAY		13530.21	SQ. YD.
	601	MOBILIZATION		1.00	LUMP SUM
	SP & 602	FURNISHING FIELD OFFICE		1	EACH
	SP, SS, & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
	SS & 604	SIGNS		1795	SQ. FT.
	SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE		10	EACH
	SS & 604	BARRICADES		72	LIN. FT.
	SS & 604	TRAFFIC DRUMS		504	EACH
	SS & 604	TRAFFIC CONE		722	EACH
	SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		519	LIN. FT.
	SS & 604	RELOCATING PRECAST CONCRETE BARRIER		399	LIN. FT.
	604	CONSTRUCTION PAVEMENT MARKINGS		222981	LIN. FT.
	604	CONSTRUCTION PAVEMENT MARKINGS (WORDS)		4	EACH
	604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)		2	EACH
	604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		22028	LIN. FT.
	604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		22125	LIN. FT.
	SS & 604	VERTICAL PANELS		504	EACH
	SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)		644	SQ. YD.
	SP	CULVERT CLEAN OUT		3	EACH
*	SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	31238	LIN. FT.
*	SS & 606	18" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	31238	LIN. FT.
	SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		454	LIN. FT.
*	SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	9262	LIN. FT.
*	SS & 606	24" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	9262	LIN. FT.
	SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		174	LIN. FT.
	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		96	LIN. FT.
*	SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	1412	LIN. FT.
*	SS & 606	30" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	1412	LIN. FT.
*	SS & 606	35" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	1162	LIN. FT.
*	SS & 606	35" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	1162	LIN. FT.
	SS & 606	35" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		140	LIN. FT.
	SS & 606	35" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		104	LIN. FT.
	SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1)	592	LIN. FT.
	SS & 606	42" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2)	592	LIN. FT.
	SS & 606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)		90	LIN. FT.
	SS & 606	60" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)		190	LIN. FT.
	SS & 606	12" SIDE DRAIN		1200	LIN. FT.
	SP, SS, & 606	18" SIDE DRAIN		2184	LIN. FT.
	SP, SS, & 606	24" SIDE DRAIN		1224	LIN. FT.
	SP, SS, & 606	30" SIDE DRAIN		30	LIN. FT.
	SP, SS, & 606	36" SIDE DRAIN		36	LIN. FT.
	SP, SS, & 606	42" SIDE DRAIN		32	LIN. FT.
*	SS & 606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)	84	EACH
*	SS & 606	18" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)	84	EACH
	SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		10	EACH
*	SS & 606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)	15	EACH
*	SS & 606	24" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)	15	EACH
	SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		2	EACH
*	SS & 606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)	1	EACH
*	SS & 606	30" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)	1	EACH
	SS & 606	35" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		5	EACH
*	SS & 606	35" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)	2	EACH
*	SS & 606	35" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)	2	EACH
	SS & 606	42" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	(ALTERNATE NO. 1)	2	EACH
	SS & 606	42" FLARED END SECTIONS FOR CORRUGATED STEEL PIPE CULVERTS	(ALTERNATE NO. 2)	2	EACH
	SS & 606	48" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		2	EACH
	SS & 606	60" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		4	EACH
	SS & 606	SELECTED PIPE BEDDING		3810	CU. YD.
	SS & 609	DROP INLETS (TYPE C)		10	EACH
	SS & 609	DROP INLETS (TYPE MO)		283	EACH
	SS & 609	DROP INLETS (TYPE SPECIAL)		3	EACH
	SS & 609	DROP INLET EXTENSIONS (4')		184	EACH
	SS & 609	DROP INLET EXTENSIONS (8')		5	EACH
	SS & 609	YARD DRAINS		12	EACH
	SS & 611	4" PIPE UNDERDRAINS		13000	LIN. FT.
	SS & 611	UNDERDRAIN OUTLET PROTECTORS		52	EACH
	SS & 615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)		134.1	CU. YD.
	SS & 619	WIRE FENCE (TYPE D)		228	LIN. FT.
*	SS & 619	4' STEEL CHAIN LINK FENCE	(ALTERNATE NO. 1)	569	LIN. FT.
*	SS & 619	4' ALUMINUM CHAIN LINK FENCE	(ALTERNATE NO. 2)	569	LIN. FT.
*	SS & 619	5' STEEL CHAIN LINK FENCE	(ALTERNATE NO. 1)	546	LIN. FT.
*	SS & 619	5' ALUMINUM CHAIN LINK FENCE	(ALTERNATE NO. 2)	546	LIN. FT.
*	SS & 619	16' STEEL GATES	(ALTERNATE NO. 1)	11	EACH
*	SS & 619	16' ALUMINUM GATES	(ALTERNATE NO. 2)	11	EACH
	620	LIME		55	TON
	620	SEEDING		27.38	ACRE
	SS & 620	MULCH COVER		161.38	ACRE
	620	WATER		5711.0	M. GAL.
	621	TEMPORARY SEEDING		134.00	ACRE
	621	SILT FENCE		27848	LIN. FT.
	621	SAND BAG DITCH CHECKS		7590	BAG
	621	SEDIMENT BASIN		20000	CU. YD.
	621	OBLITERATION OF SEDIMENT BASIN		20000	CU. YD.
	621	SEDIMENT REMOVAL AND DISPOSAL		1935	CU. YD.
	621	ROCK DITCH CHECKS		679	CU. YD.
	SS & 621	FILTER SOCK (12")		8706	LIN. FT.
	623	SECOND SEEDING APPLICATION		27.38	ACRE
	624	SOLID SODDING		14600	SQ. YD.
	626	EROSION CONTROL MATTING (CLASS 3)		1369	SQ. YD.
	SP, SS, & 632	CONCRETE ISLAND		998	SQ. YD.
	SP, SS, & 633	CONCRETE WALKS		20293	SQ. YD.
	SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")		50225	LIN. FT.
	635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
	637	MAILBOXES		127	EACH
	637	MAILBOX SUPPORTS (SINGLE)		117	EACH
	637	MAILBOX SUPPORTS (DOUBLE)		5	EACH
	SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 2)		18	SQ. YD.
	SP, SS, & 641	WHEELCHAIR RAMPS (TYPE 3)		599	SQ. YD.

* DENOTES ALTERNATE BID ITEMS.

SUMMARY OF QUANTITIES

Jun 15 2023 4:11 PM

STATE OF ARKANSAS
TERRY D. SMITH
LICENSED PROFESSIONAL ENGINEER
No. 11435

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		119	405
				JOB NO.	020626			

② SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 2 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER-FIBER (8 PHASES)	3	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	3	EACH
SP & 701	ON-STREET MASTER CONTROLLER, E-NET	1	EACH
SP & 701	ON-STREET MASTER CONTROLLER - FIBER	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	6	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	200	LIN. FT.
SP	PORTABLE DATA TERMINAL	1	EACH
SP	CELLULAR MODEM	2	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	4	EACH
SP	WIC FIBER ENCLOSURE	3	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	46	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	8	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	30	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	20	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	7034	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	3502	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	278	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	835	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	2388	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	420	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	397	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1543	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)	2130	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	200	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	210	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2254	LIN. FT.
710	NON-METALLIC CONDUIT (3")	1694	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	10	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	12	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	3	EACH
SS &713	SPAN WIRE ASSEMBLY	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-22')	1	EACH
SS & 714	TRAFFIS SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-26')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	11	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	14	EACH
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	830	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	14453	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")	1234	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	1933	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	65011	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	5	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	15	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	4288	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	3988	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2221	EACH
SP	18" STREET NAME SIGN	8	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	4	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	4	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	3	EACH
733	VIDEO DETECTOR RELOCATION	16	EACH
SP	VIDEO DETECTOR ROTATION	10	EACH
SP & 733	VIDEO DETECTOR (CLR)	32	EACH
733	VIDEO CABLE	8738	LIN. FT.
733	VIDEO MONITOR (CLR)	6	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	20	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	6	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	155	CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	231.40	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	25576	POUND
SS & 816	CONCRETE RIPRAP	111	CU. YD.
SP	JOINT TAPE (24")	2211	LIN. FT.

REVISIONS

DATE	REVISION	SHEET NUMBER

SUMMARY OF QUANTITIES AND REVISIONS

Jun 15 2023 4:11 PM

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11435
TIMOTHY D. SMITH

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.
				6

STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
ARK.		120	405

JOB NO. 020626

(2) SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	121	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SURVEY CONTROL COORDINATES

Project Name: s020626
Date: 3/8/2017
Coordinate System: ARKANSAS STATE PLANE - SOUTH ZONE BASED ON GPS CONTROL, 350024 - 350024A
350025 - 350025A, 350033 - 350033A, 350034 - 350034A
PROJECTED TO GROUND.
Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	1902748.0199	1262088.6303	343.837	CTL	AHTD STD. MON. STAMPED PN: 1
2	1902103.0058	1263234.6046	342.620	CTL	AHTD STD. MON. STAMPED PN: 2
3	1901399.0335	1264479.2144	352.457	CTL	AHTD STD. MON. STAMPED PN: 3
4	1900893.4959	1265386.7967	366.923	CTL	AHTD STD. MON. STAMPED PN: 4
5	1900550.3274	1266027.0746	367.491	CTL	AHTD STD. MON. STAMPED PN: 5
6	1900166.1800	1266723.1488	352.865	CTL	AHTD STD. MON. STAMPED PN: 6
7	1899838.3888	1267392.4715	349.863	CTL	AHTD STD. MON. STAMPED PN: 7
8	1899452.4082	1268141.3512	340.736	CTL	AHTD STD. MON. STAMPED PN: 8
9	1899083.8224	1268843.9559	341.069	CTL	AHTD STD. MON. STAMPED PN: 9
10	1898656.9495	1269672.3721	343.165	CTL	AHTD STD. MON. STAMPED PN: 10
11	1898294.6735	1270366.5045	344.986	CTL	AHTD STD. MON. STAMPED PN: 11
12	1897871.1470	1271173.1119	331.283	CTL	AHTD STD. MON. STAMPED PN: 12
13	1897289.6812	1272268.2586	321.266	CTL	AHTD STD. MON. STAMPED PN: 13
14	1896451.4345	1273846.9075	330.660	CTL	AHTD STD. MON. STAMPED PN: 14
15	1896120.4057	1274455.2323	322.738	CTL	AHTD STD. MON. STAMPED PN: 15
16	1895651.0476	1275396.9105	306.930	CTL	AHTD STD. MON. STAMPED PN: 16
17	1895225.5681	1276227.3334	290.252	CTL	AHTD STD. MON. STAMPED PN: 17
18	1894780.3396	1277094.5262	290.078	CTL	AHTD STD. MON. STAMPED PN: 18
19	1894398.2506	1277839.2614	284.966	CTL	AHTD STD. MON. STAMPED PN: 19
20	1893999.3662	1278602.9957	303.191	CTL	AHTD STD. MON. STAMPED PN: 20
21	1893816.7233	1279136.1786	317.650	CTL	AHTD STD. MON. STAMPED PN: 21
22	1893355.7377	1279850.7681	304.529	CTL	AHTD STD. MON. STAMPED PN: 22
23	1892969.9555	1280541.7224	298.335	CTL	AHTD STD. MON. STAMPED PN: 23
24	1892651.2569	1281221.5360	299.322	CTL	AHTD STD. MON. STAMPED PN: 24
25	1892381.7385	1281757.6099	303.677	CTL	AHTD STD. MON. STAMPED PN: 25
26	1892020.7941	1282462.5580	299.191	CTL	AHTD STD. MON. STAMPED PN: 26
27	1891640.2031	1283207.3939	297.784	CTL	AHTD STD. MON. STAMPED PN: 27
28	1891131.7814	1284171.4009	278.441	CTL	AHTD STD. MON. STAMPED PN: 28
29	1890850.2536	1284769.6683	281.877	CTL	AHTD STD. MON. STAMPED PN: 29
30	1890522.4348	1285531.5254	277.642	CTL	AHTD STD. MON. STAMPED PN: 30
31	1890256.7053	1286087.4450	278.555	CTL	AHTD STD. MON. STAMPED PN: 31
32	1889895.1584	1286658.8351	269.531	CTL	AHTD STD. MON. STAMPED PN: 32
33	1889563.5262	1287319.4295	264.777	CTL	AHTD STD. MON. STAMPED PN: 33
34	1889212.9368	1288013.3158	267.967	CTL	AHTD STD. MON. STAMPED PN: 34
35	1888925.2314	1288577.1928	262.463	CTL	AHTD STD. MON. STAMPED PN: 35
36	1888648.9067	1289247.5219	268.294	CTL	AHTD STD. MON. STAMPED PN: 36
37	1888297.6097	1290878.6997	257.611	CTL	AHTD STD. MON. STAMPED PN: 37
100	1902473.4233	1262517.2174	346.754	GPS	AHTD GPS #350024
101	1901764.4093	1263997.0277	347.529	GPS	AHTD GPS #350024A
102	1897691.8629	1271448.6900	327.098	GPS	AHTD GPS #350033
103	1896846.8019	1273092.9430	324.057	GPS	AHTD GPS #350033A
104	1892707.5200	1280960.6982	318.892	GPS	AHTD GPS #350025
105	1890977.4516	1281199.3338	291.651	GPS	AHTD GPS #350025A
106	1888313.4805	1289853.6524	261.560	GPS	AHTD GPS #350034
107	1888258.5687	1291530.1945	259.637	GPS	AHTD GPS #350034A
900	1896871.7121	1267043.3013	323.552	TBM	AHTD STD. MON. STAMPED PN: 900
901	1890586.7468	1280800.6668	281.623	TBM	AHTD STD. MON. STAMPED PN: 901
997	1894516.2101	1267048.2368	301.220	BM	NGS 2ND ORDER BM P 80
998	1888564.8747	1280798.5986	269.355	BM	NGS 2ND ORDER BM R 80
999	1886127.5606	1294648.6232	235.295	BM	NGS 1ST ORDER BM P 288
1800	1903684.6200	1260499.6270	364.505	CTL	AHTD STD. MON. STAMPED PN: 18
1900	1903141.8334	1261485.8060	344.707	CTL	AHTD STD. MON. STAMPED PN: 19

*Note - Rebar and Cap - Standard - 5/8" Rebar with 2" Aluminum Cap stamped
*(standard markings common to all caps), or as indicated
(other markings indicated in the point description of the individual point).
ALL DISTANCES ARE GROUND.
USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.
A PROJECT CAF OF 0.9999133926 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.
THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.
GRID DISTANCE = GROUND DISTANCE X CAF.
GRID COORDINATES ARE STORED UNDER FILE NAME s020626gi.CTL
HORIZONTAL DATUM: NAD 83 (2011)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT.

REFERENCE POINTS (1500 SERIES) ARE TO BE USED TO ESTABLISH CONTROL
IF THE PRIMARY CONTROL POINTS LISTED ABOVE HAVE BEEN DESTROYED.
REFERENCE POINTS ARE NOT TO BE USED FOR VERTICAL CONTROL

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0302-SOUTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 350024 - 350024A
350025 - 350025A, 350033 - 350033A, 350034 - 350034A
CONVERGENCE ANGLE: 00 04 01.53 LEFT AT PN:17 LT:N 34-16-04.84 LG:W092-07-11.55
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

HWY. 270

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	POB	150+00.00	1899847.7168	1267438.2100
8001	PC	168+21.30	1899005.9115	1269053.2988
8003	PT	169+42.95	1898949.9727	1269161.3214
8004	PC	180+23.55	1898455.6158	1270122.2047
8006	PT	183+20.68	1898317.9741	1270385.5292
8007	PC	223+93.24	1896408.0422	1273982.4605
8009	PT	227+15.60	1896258.8688	1274268.2296
8010	PC	266+43.68	1894465.6745	1277763.1209
8012	PT	268+65.04	1894363.6728	1277959.5781
8013	PC	278+21.18	1893918.9916	1278806.0212
8015	PT	280+92.02	1893794.4506	1279046.5239
8016	PC	334+73.53	1891348.1005	1283839.8495
8018	PT	335+82.57	1891298.7629	1283937.0911
8019	PC	399+49.10	1888431.6484	1289621.4876
8021	PT	405+02.26	1888295.9092	1290153.2597
8022	POE	417+50.00	1888255.1221	1291400.3300

HWY. 104

POINT NO.	TYPE	STATION	NORTHING	EASTING
8023	POB	700+00.00	1898245.1997	1269708.6951
8024	POE	709+10.47	1899155.5116	1269725.9135

I-530 S.B. EXIT RAMP

POINT NO.	TYPE	STATION	NORTHING	EASTING
8025	POB	600+00.00	1892984.1562	1280634.1972
8045	POE	608+29.43	1893812.2560	1280681.1928

I-530 S.B. ENTRANCE RAMP

POINT NO.	TYPE	STATION	NORTHING	EASTING
8046	POB	488+98.26	1891486.1095	1281077.7031
8047	PC	489+49.87	1891537.1709	1281070.2088
8049	PT	494+41.23	1892001.7269	1280917.6779
8050	PC	496+73.52	1892206.8117	1280808.6134
8052	PT	503+04.72	1892810.5030	1280642.5560
8025	POE	504+78.58	1892984.1561	1280634.1972

I-530 N.B. ENTRANCE RAMP

POINT NO.	TYPE	STATION	NORTHING	EASTING
8030	POB	900+00.00	1892668.1487	1281253.3763
8031	PC	901+53.75	1892821.8347	1281249.0022
8033	PT	908+02.38	1893444.1635	1281086.8638
8053	PC	910+13.17	1893631.0061	1280989.2863
8055	PT	914+77.73	1894064.7686	1280826.1838
8056	POE	915+59.56	1894144.2919	1280806.8881

I-530 N.B. EXIT RAMP

POINT NO.	TYPE	STATION	NORTHING	EASTING
8035	POB	800+00.00	1891720.8332	1281183.3452
8036	PC	801+32.71	1891853.4933	1281179.7201
8038	PT	804+06.57	1892126.8486	1281191.8587
8039	POE	809+50.76	1892667.3797	1281254.8829

HOSPITALITY DR.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8040	POB	1200+00.00	1892052.0103	1282154.3224
8042	POE	1201+53.81	1892205.7360	1282159.4164

ROBIN RD.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8043	POB	1300+00.00	1892199.5996	1282171.4396
8044	POE	1302+76.14	1892475.7101	1282175.2902

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R020626.DGN

SURVEY CONTROL DETAILS

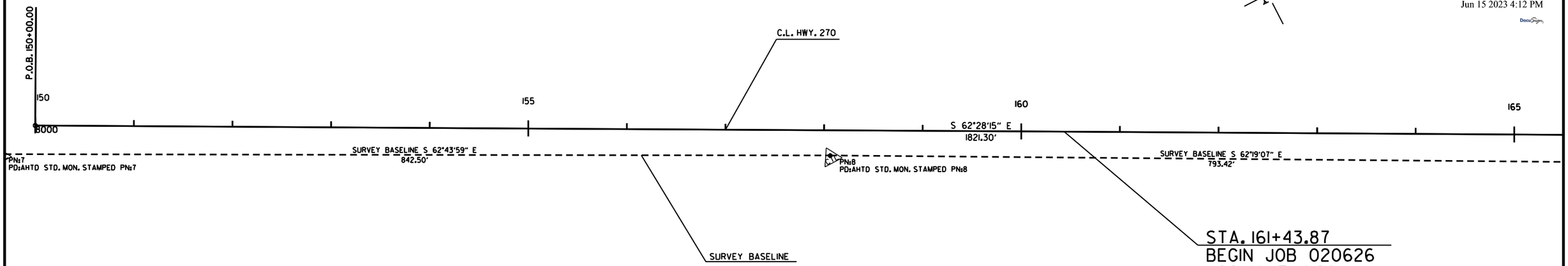
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				6	ARK.			
				JOB NO.		020626	122	405

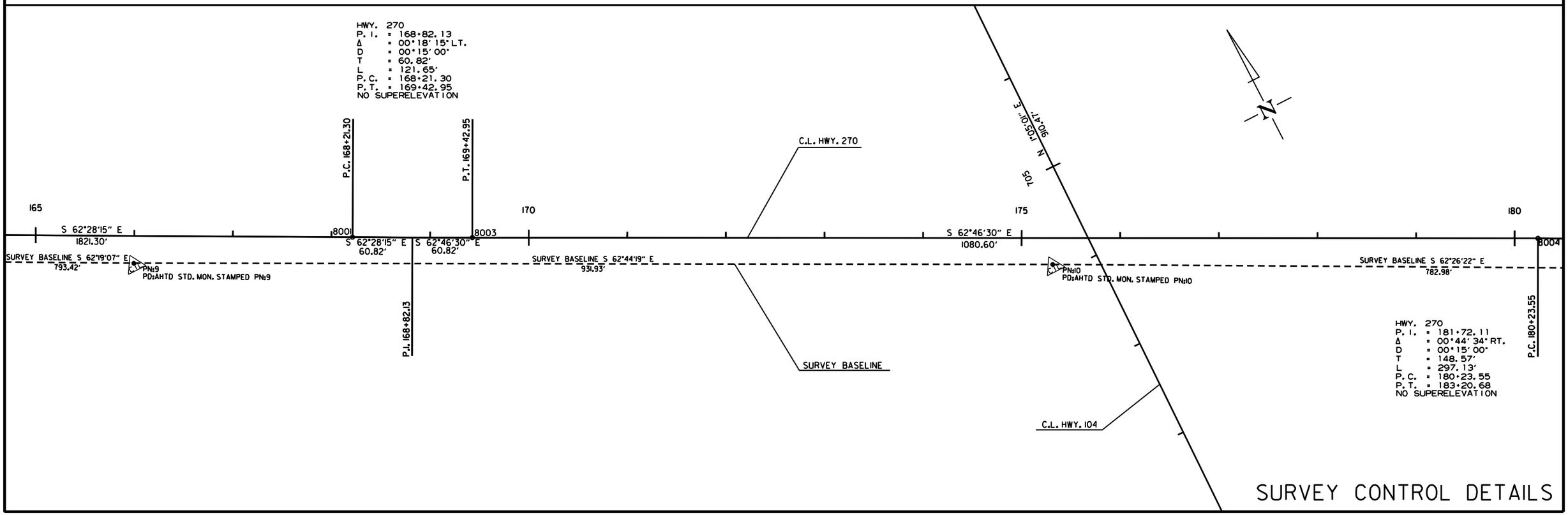
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:12 PM

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SURVEY CONTROL DETAILS

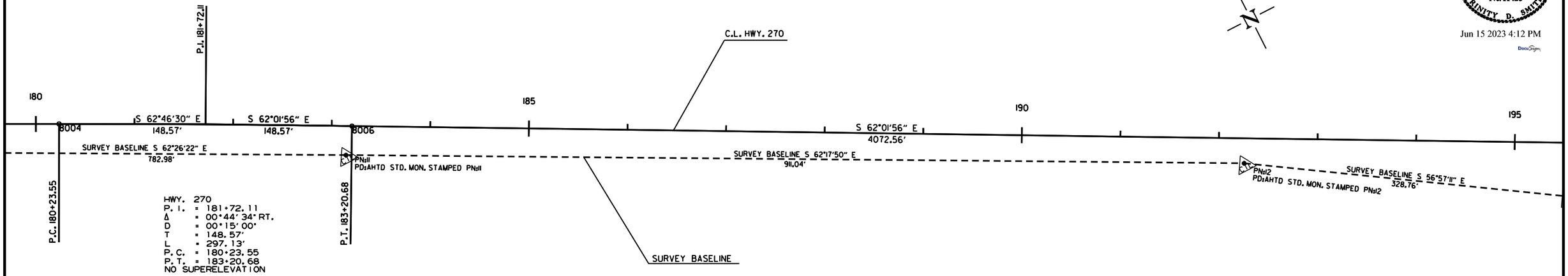
HT39710 8/18/2022
R020626.DGN

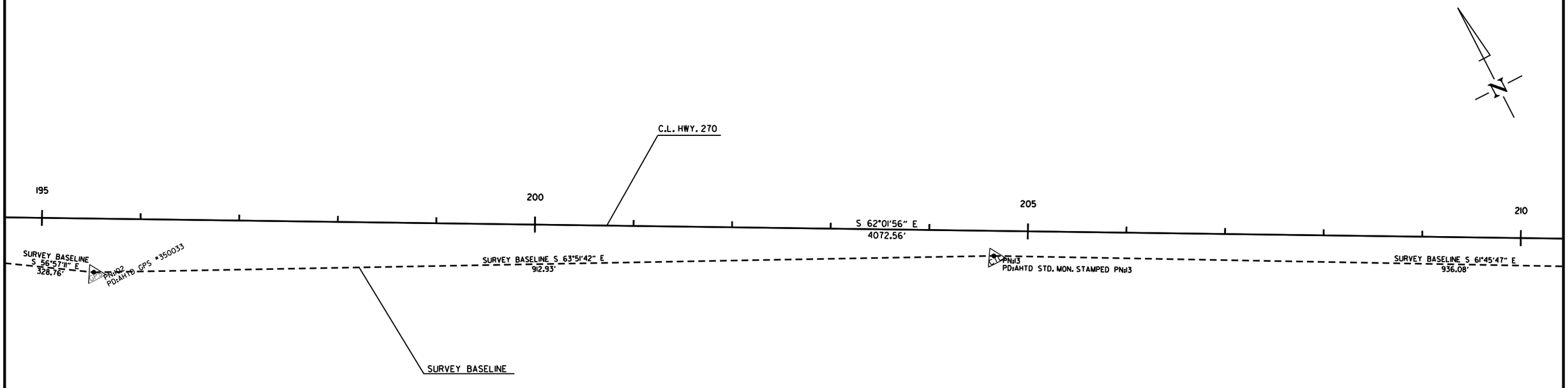
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				6	ARK.			
				JOB NO.		020626	123	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HT39710 8/18/2022
RO20626.DGN

SURVEY CONTROL DETAILS

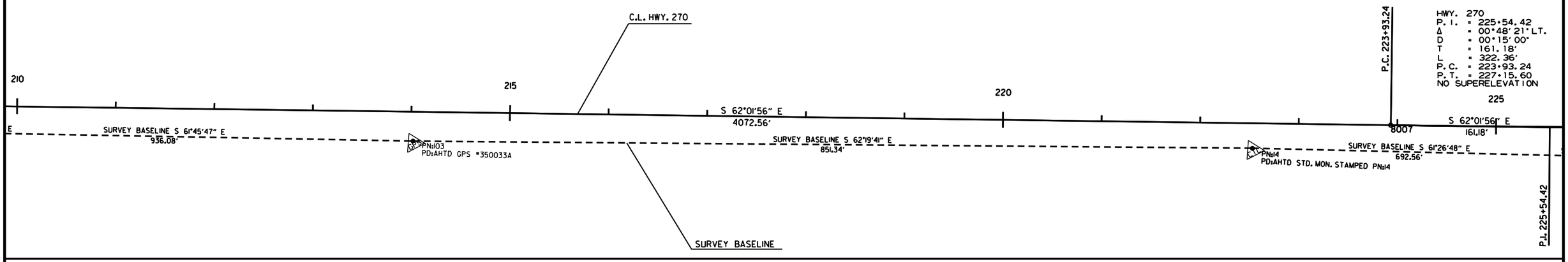
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				6	ARK.			
				JOB NO.		020626	124	405

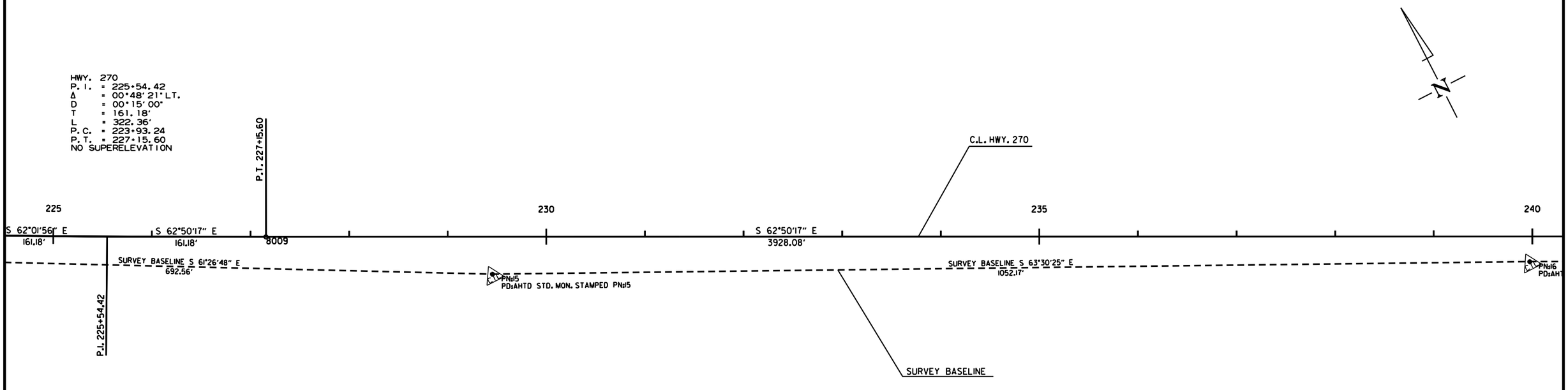
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SURVEY CONTROL DETAILS

HT39710 8/18/2022
R020626.DGN

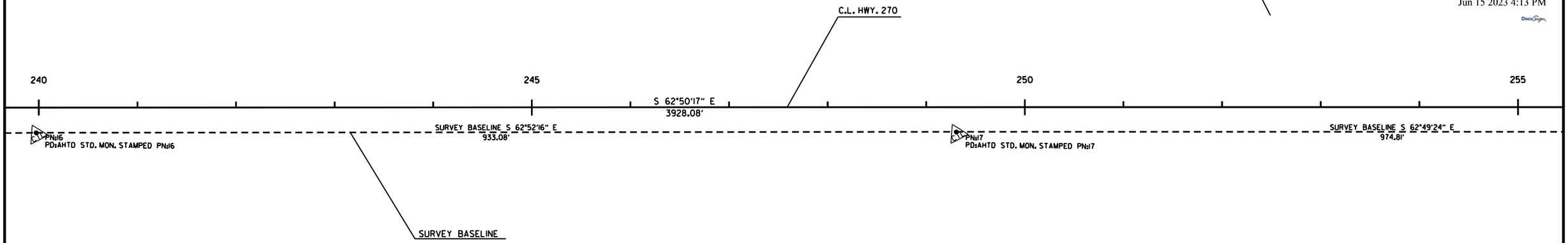
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				6	ARK.			
				JOB NO.		020626	125	405

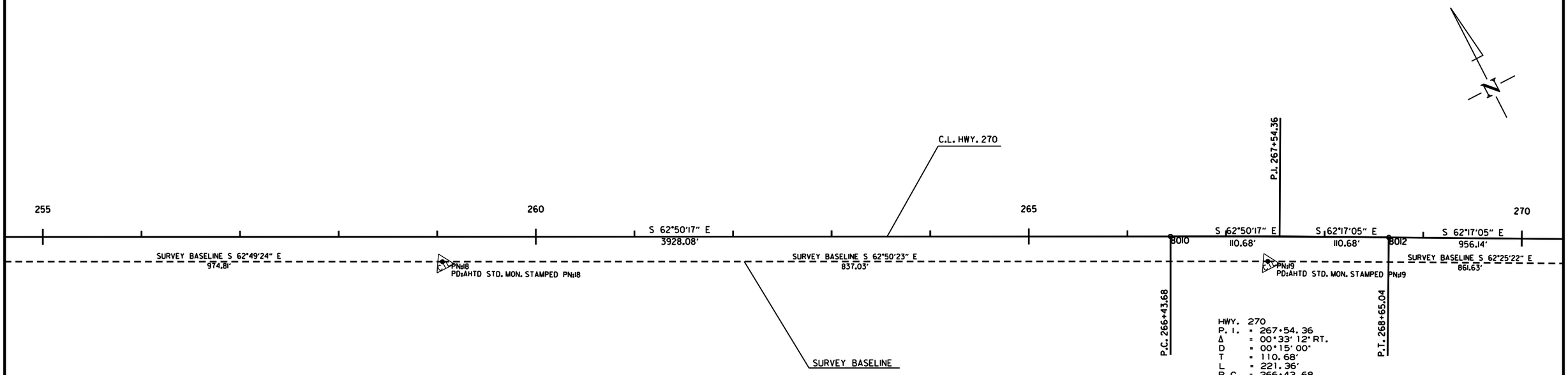
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	126	405

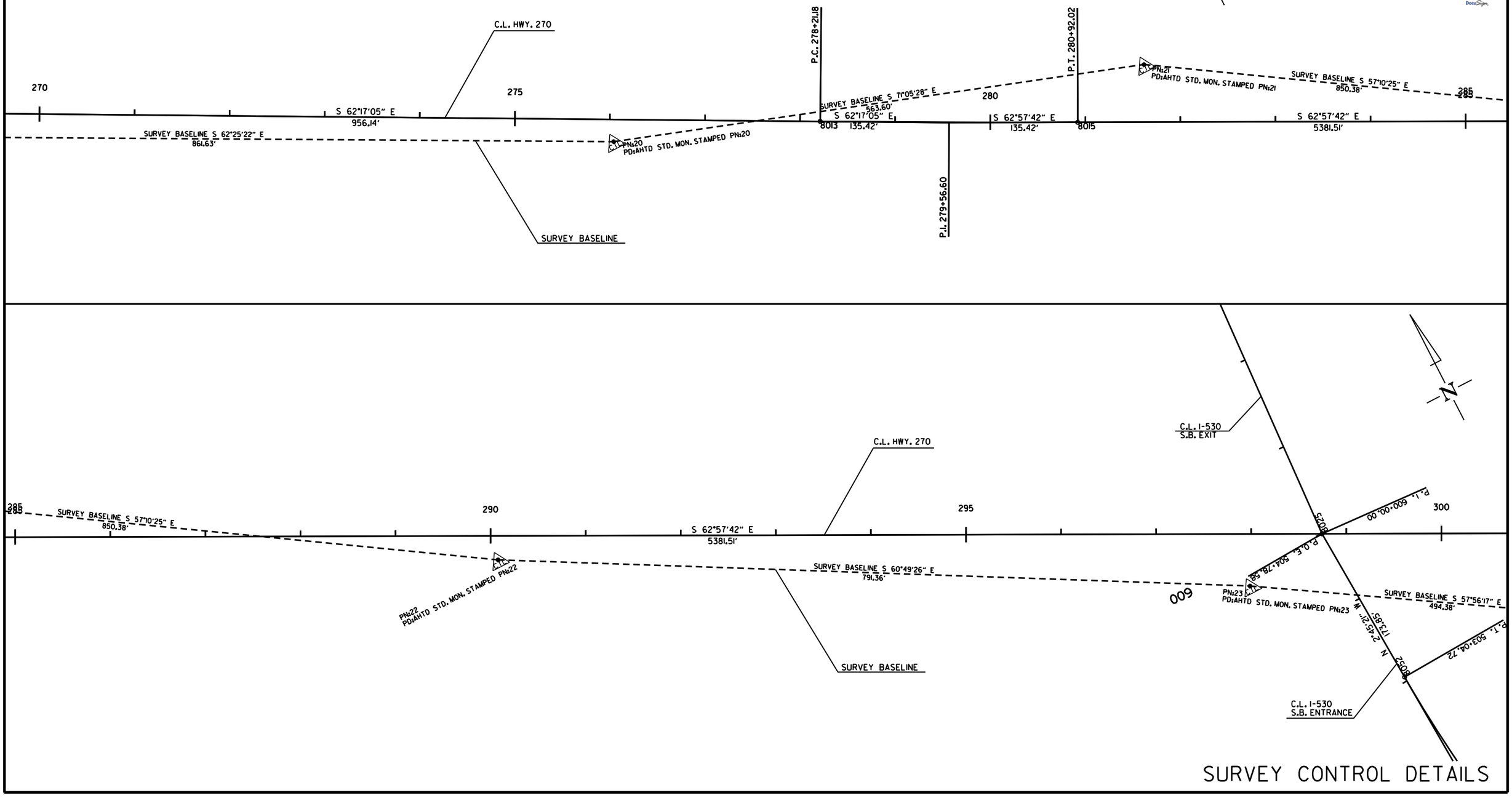
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:13 PM

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HWY. 270
P. I. = 279+56.60
Δ = 00°40' 38" LT.
D = 00°15' 00"
T = 135.42'
L = 270.84'
P. C. = 278+21.18
P. T. = 280+92.02
NO SUPERELEVATION



SURVEY CONTROL DETAILS

H139710 8/18/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	127	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:13 PM
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C.L. I-530 N.B. ENTRANCE
P.C. 901+53.75
803.75' N 1°37'49" W
P.O.B. 900+00.00
P.I.
300
305
803.30
803.59
310
C.L. HWY. 270
S 62°57'42" E
5381.51'
315
SURVEY BASELINE S 62°53'13" E
791.98'
1300+00.00
PN:25
PD:AHTD STD. MON. STAMPED PN:25
SURVEY BASELINE S 77°49'40" E
266.84'
P.O.E. 809+50.76
PN:24
PD:AHTD STD. MON. STAMPED PN:24
SURVEY BASELINE S 57°56'17" E
494.38'
P.I. 503+04.72
PN:04
PD:AHTD GPS #350025
N 6°39'02" E
541.19'
C.L. I-530 N.B. EXIT
C.L. I-530 S.B. ENTRANCE
SURVEY BASELINE
SURVEY BASELINE

804.4
N 0°47'55" E
216.49'
C.L. ROBIN RD.
P.O.E. 1201+53.81
804.5
804.2
315
320
325
330
S 62°57'42" E
5381.51'
C.L. HWY. 270
SURVEY BASELINE S 62°53'13" E
791.98'
P.O.B. 1300+00.00
PN:26
PD:AHTD STD. MON. STAMPED PN:26
SURVEY BASELINE S 62°56'03" E
836.44'
PN:27
PD:AHTD STD. MON. STAMPED PN:27
SURVEY BASELINE S 62°11'33" E
1089.86'
N 1°53'57" E
153.81'
804.0
C.L. HOSPITALITY DR.
P.O.B. 1200+00.00
SURVEY BASELINE

SURVEY CONTROL DETAILS

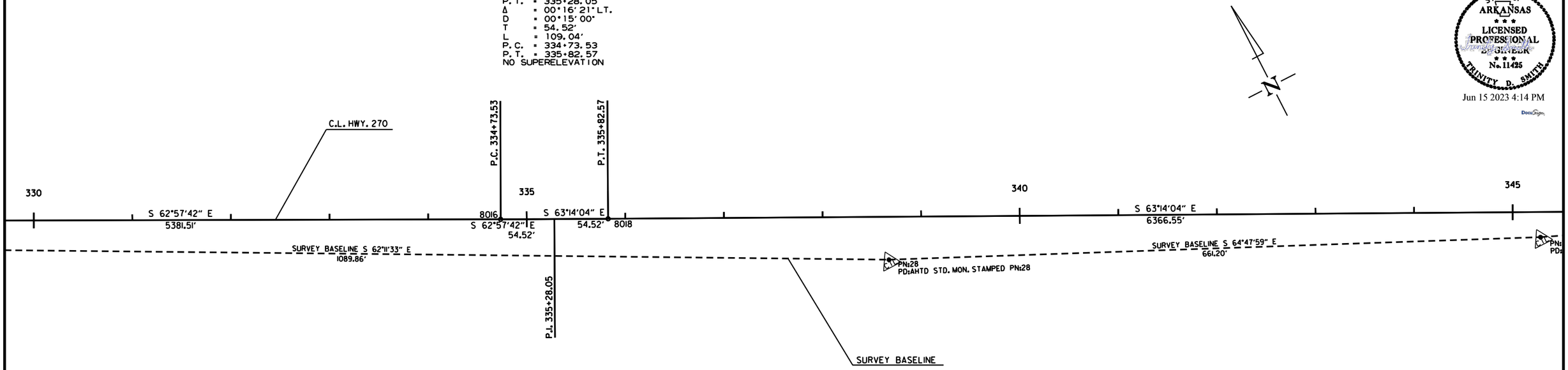
HT39710 8/18/2022
RO20626.DGN

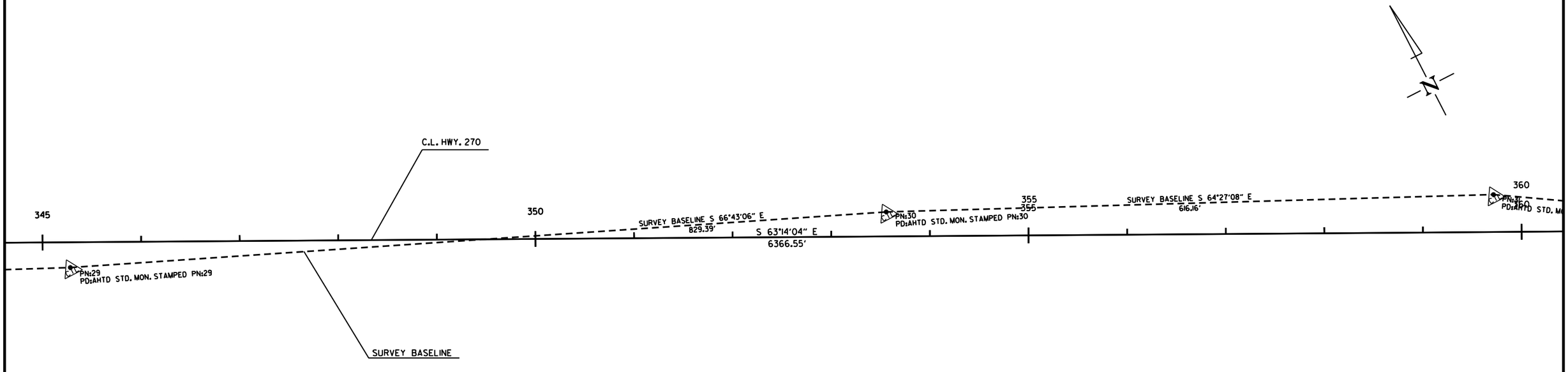
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				6	ARK.			
				JOB NO.		020626	128	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL SURVEYOR
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:14 PM
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HWY. 270
P.I. = 335+28.05
Δ = 00°16'21" LT.
D = 00°15'00"
T = 54.52'
L = 109.04'
P.C. = 334+73.53
P.T. = 335+82.57
NO SUPERELEVATION





HT39710 8/18/2022
RO20626.DGN

SURVEY CONTROL DETAILS

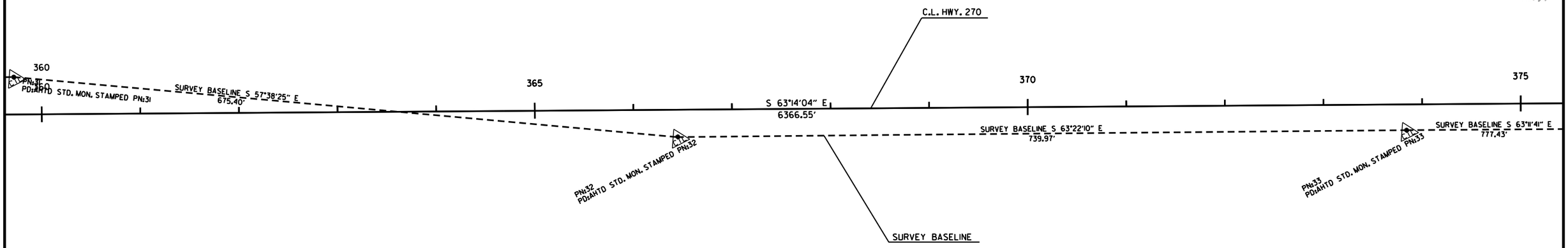
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	129	405

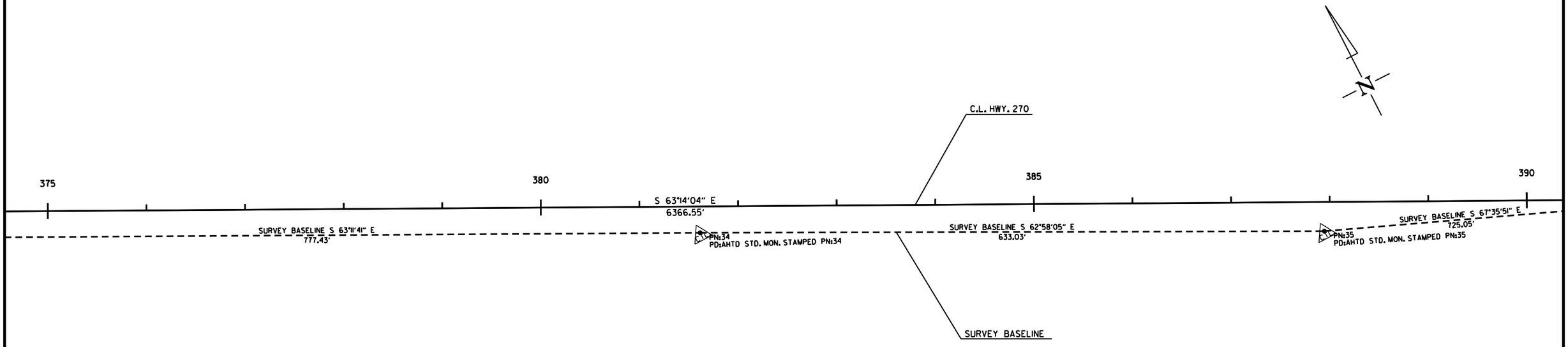
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

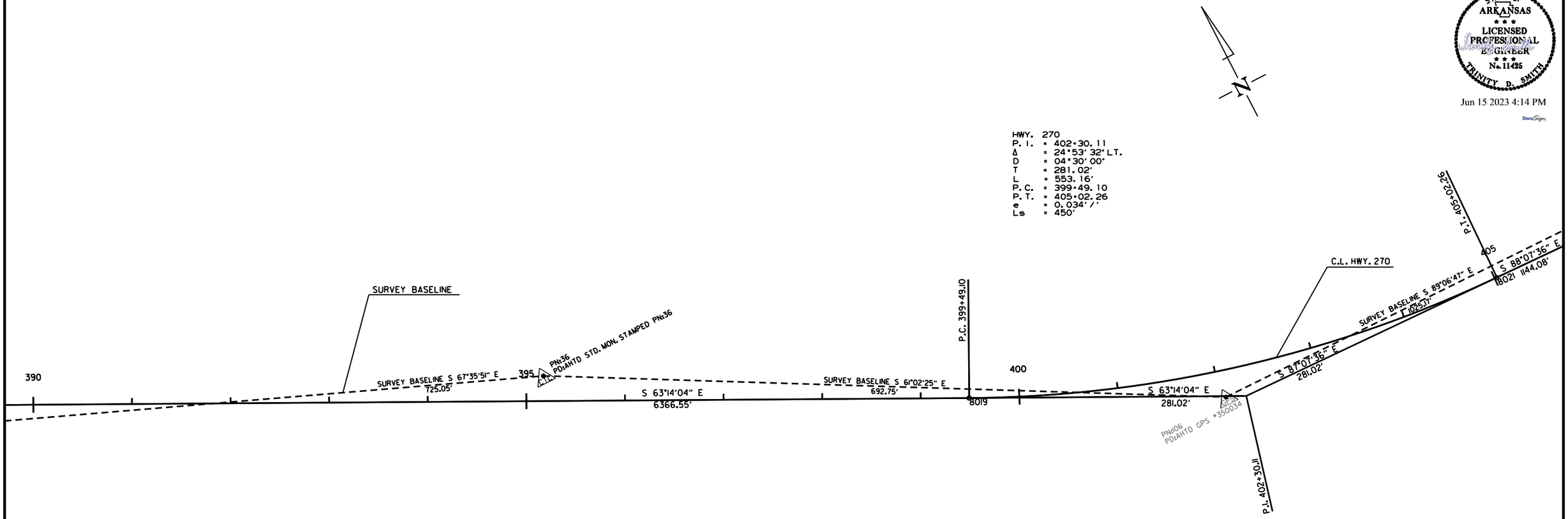
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6	ARK.			
JOB NO.		020626	130	405

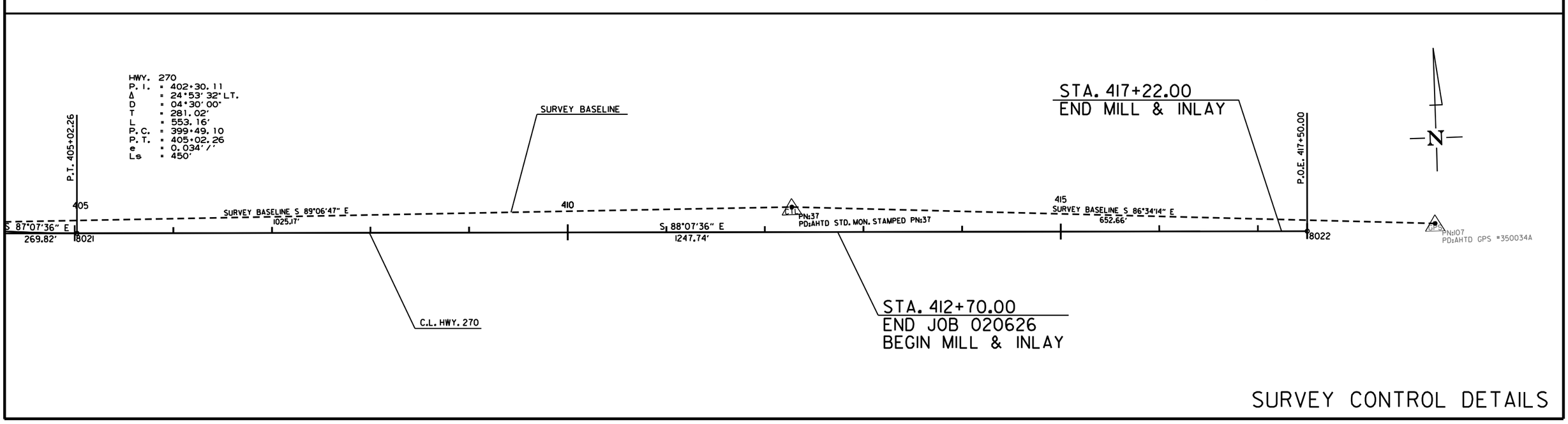
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

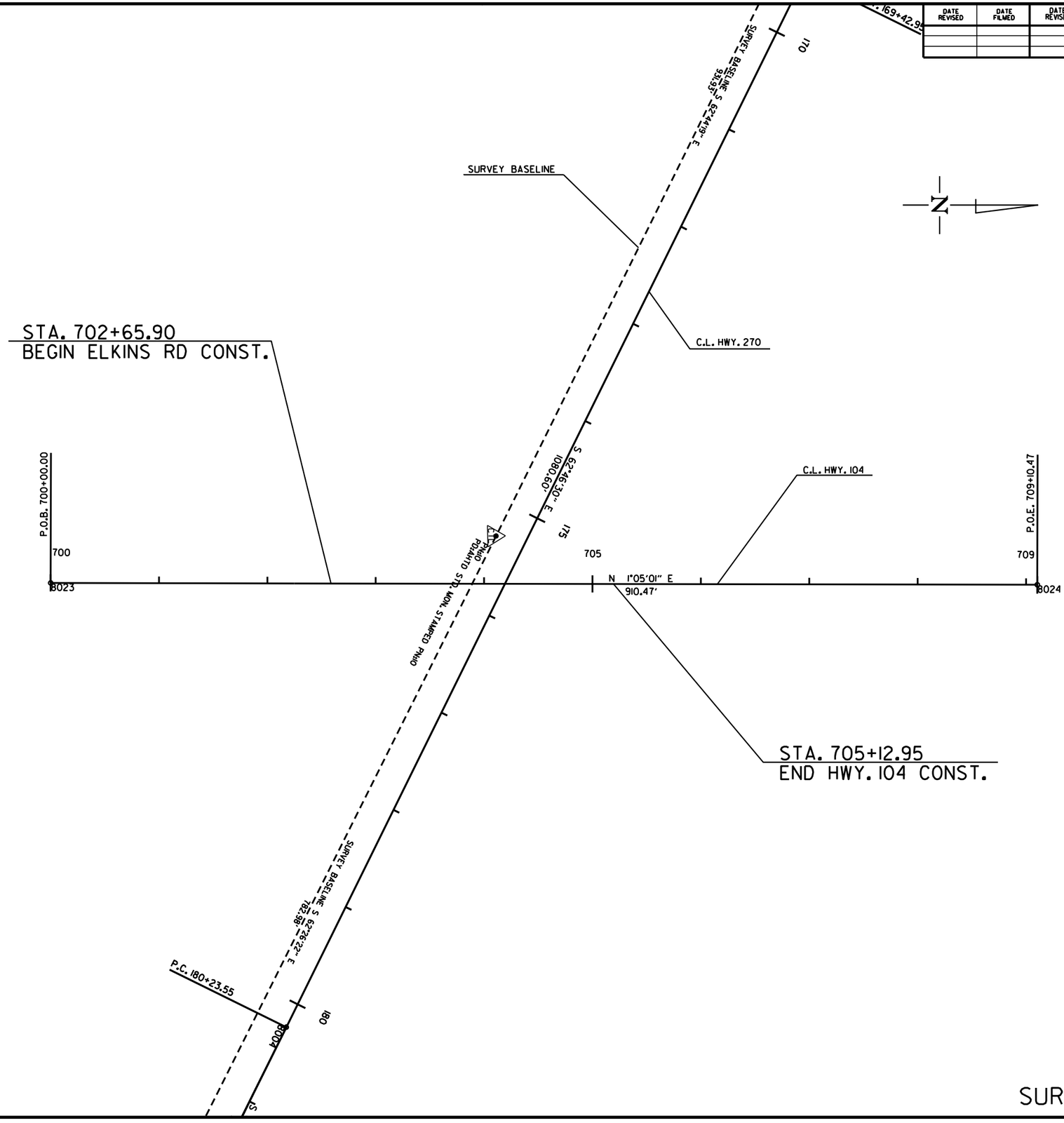
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6	ARK.			
JOB NO.		020626	131	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
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HWY. 104
SURVEY CONTROL DETAILS

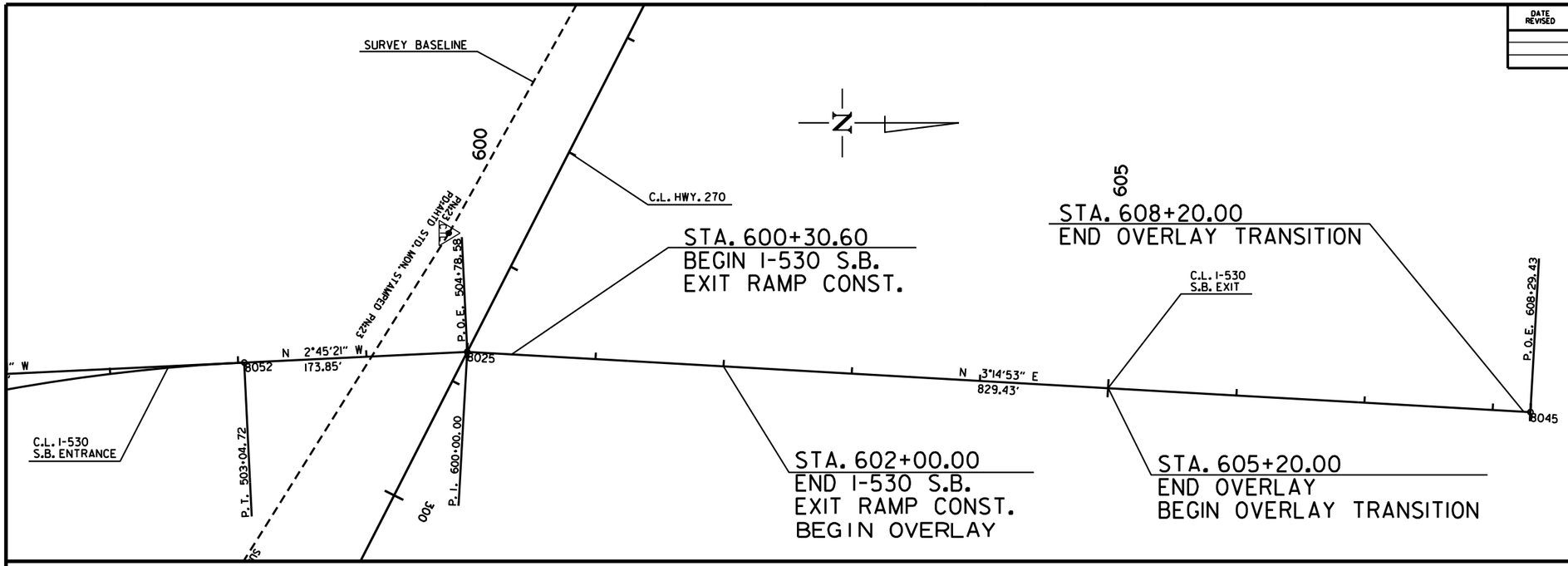
HT39710 8/18/2022
R020626.DGN

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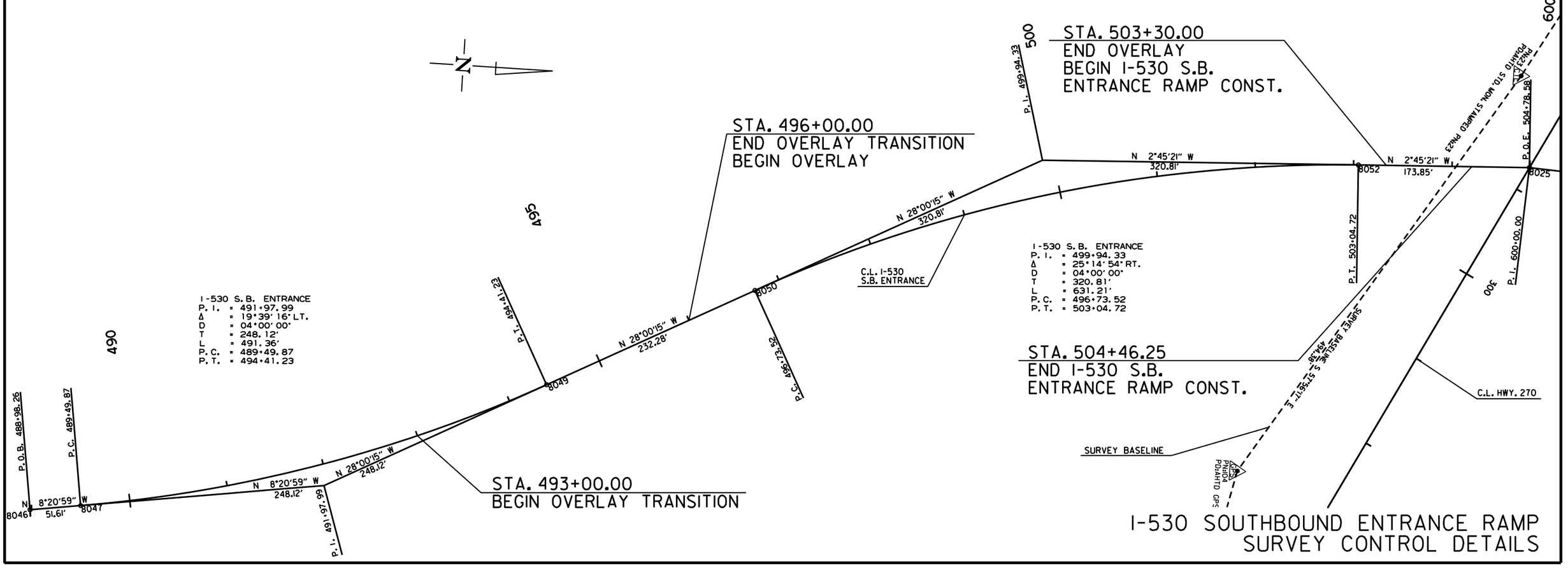
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	132	405

(2) SURVEY CONTROL DETAILS

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I-530 SOUTHBOUND EXIT RAMP



I-530 SOUTHBOUND ENTRANCE RAMP
SURVEY CONTROL DETAILS

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				6	ARK.			
				JOB NO.		020626	133	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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TRINITY D. SMITH

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SURVEY BASELINE
S 17°19'30" E
2684.77'
POINT OF BEGINNING
P.O.B. 809+50.76
PK NAIL
PUDAHTD STD. MON. STAMPED PK2.4H

C.L. HWY. 270

STA. 900+31.91
BEGIN I-530 N.B.
ENTRANCE RAMP CONST.

P.O.B. 900+00.00

8039 8030 N 1°37'49" W 153.75'

P.C. 901+53.75

8031

I-530 N.B. ENTRANCE
P.I. = 904+83.72
Δ = 25°56'43" LT.
D = 04°00'00"
T = 329.97'
L = 648.63'
P.C. = 901+53.75
P.T. = 908+02.38

N 1°37'49" W 329.97'

N 27°34'32" W 329.97'

P.I. 904+83.72

STA. 901+45.00
END I-530 N.B.
ENTRANCE RAMP CONST.
BEGIN OVERLAY

C.L. I-530
N.B. ENTRANCE

P.T. 908+02.38

8033

STA. 909+15.00
END OVERLAY
BEGIN OVERLAY TRANSITION

STA. 912+15.00
END OVERLAY TRANSITION

N 27°34'32" W 210.79'

8053

P.C. 910+13.17

P.I. 912+46.60

N 27°34'32" W 233.43'

N 13°38'20" W 233.43'

I-530 N.B. ENTRANCE
P.I. = 912+46.60
Δ = 13°56'13" RT.
D = 03°00'00"
T = 233.43'
L = 464.56'
P.C. = 910+13.17
P.T. = 914+77.73

8055 N 13°38'20" W 81.83'

P.T. 914+77.73

P.O.E. 915+59.56

8056

C.L. I-530
S.B. EXIT

P.O.E. 608+29.43

8045

905 910 915

I-530 NORTHBOUND ENTRANCE RAMP

C.L. I-530
S.B. ENTRANCE

P.C. 489+

N 8°20'59" W 248.12'

N 28°00'15" W 248.12'

8°20'59" W 51.61'

8047

P.I. 491+97.98

STA. 803+55.00
END OVERLAY TRANSITION
BEGIN OVERLAY

STA. 807+46.00
END OVERLAY
BEGIN I-530 N.B.
EXIT RAMP CONST.

P.O.B. 800+00.00

800

P.I. 802+69.87

SURVEY BASELINE

N 1°33'55" W 132.71'

8035

N 1°33'55" W 137.16'

8036

N 6°39'02" E 137.16'

805

8038

SURVEY BASELINE S 00°45'36" W 1673.95'

STA. 800+55.00
BEGIN OVERLAY TRANSITION

P.C. 801+32.71

P.T. 804+06.57

I-530 N.B. EXIT
P.I. = 802+69.87
Δ = 08°12'57" RT.
D = 03°00'00"
T = 137.16'
L = 273.86'
P.C. = 801+32.71
P.T. = 804+06.57

C.L. I-530
N.B. EXIT

N 6°39'02" E 544.19'

STA. 809+20.89
END I-530 N.B.
EXIT RAMP CONST.

8039 8030 N 1°37'49" W 153.75'

8031

P.C. 901+53.75

P.O.E. 809+50.76
PK NAIL
PUDAHTD STD. MON. STAMPED PK2.4H

SURVEY BASELINE S 17°19'30" E 2684.77'

C.L. HWY. 270

305

P.O.B. 900+00.00

C.L. I-530
N.B. ENTRANCE

I-530 NORTHBOUND EXIT RAMP
SURVEY CONTROL DETAILS

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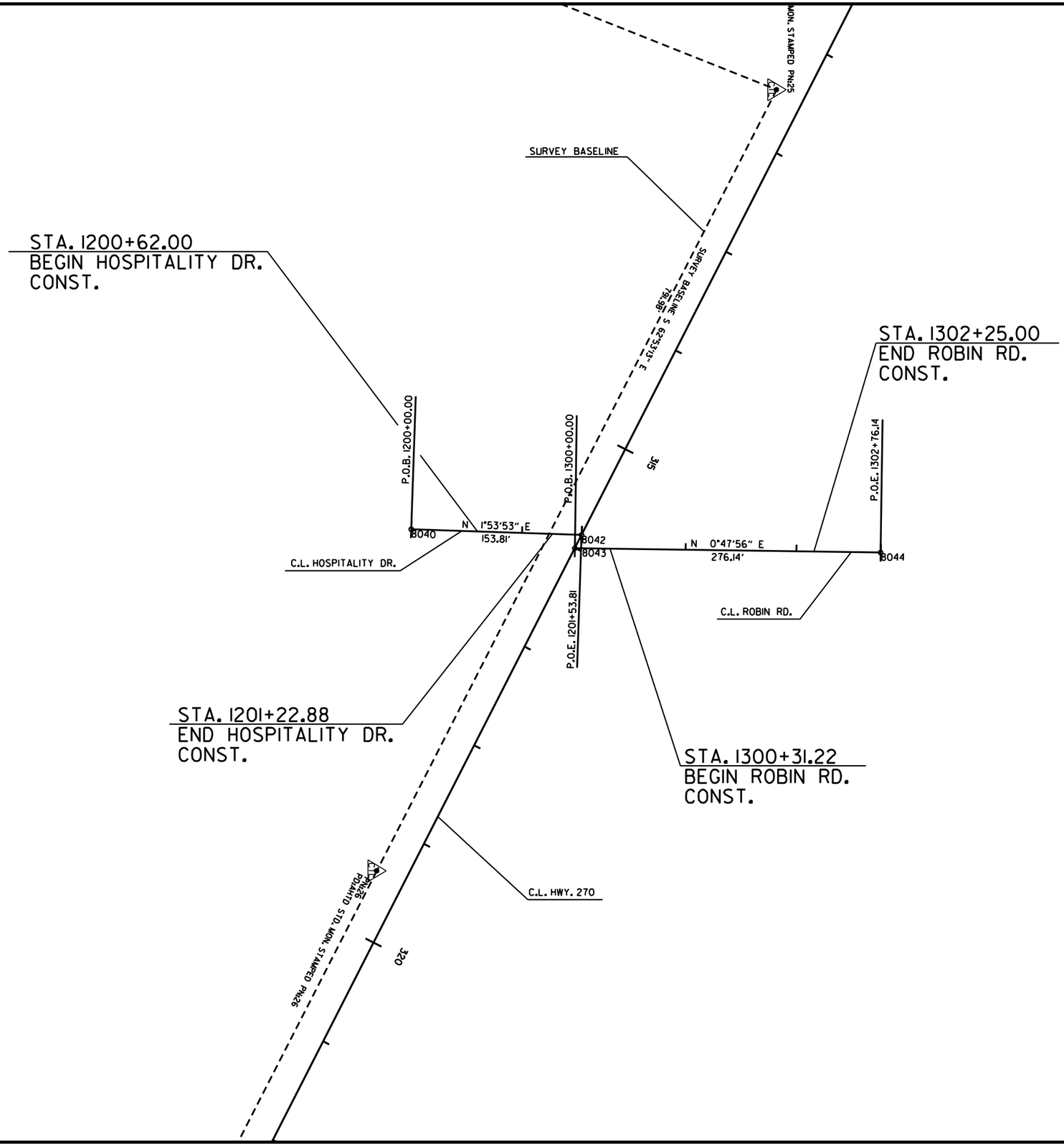
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	134	405

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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HOSPITALITY DR./ROBIN RD.
SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	135	405

(2) PLAN AND PROFILE SHEETS

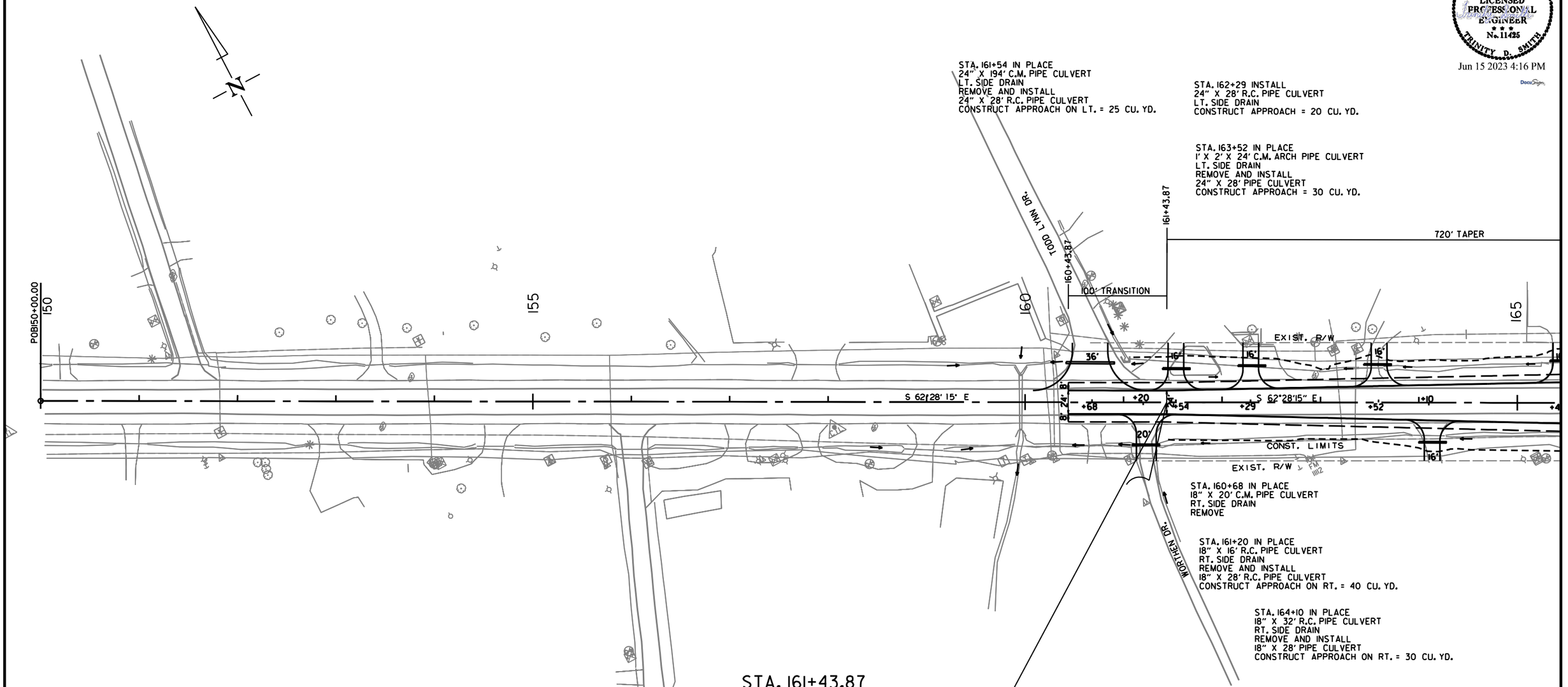
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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STA. 160+68 IN PLACE
24" X 70' C.M. PIPE CULVERT
REMOVE AND INSTALL
24" X 46' R.C. PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 50 CU. YD.

STA. 161+54 IN PLACE
24" X 194' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 25 CU. YD.

STA. 162+29 INSTALL
24" X 28' R.C. PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH = 20 CU. YD.

STA. 163+52 IN PLACE
1' X 2' X 24' C.M. ARCH PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH = 30 CU. YD.



STA. 160+68 IN PLACE
18" X 20' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 161+20 IN PLACE
18" X 16' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 40 CU. YD.

STA. 164+10 IN PLACE
18" X 32' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 30 CU. YD.

STA. 161+43.87
BEGIN JOB 020626
LOG MILE 4.20

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HWY. 270

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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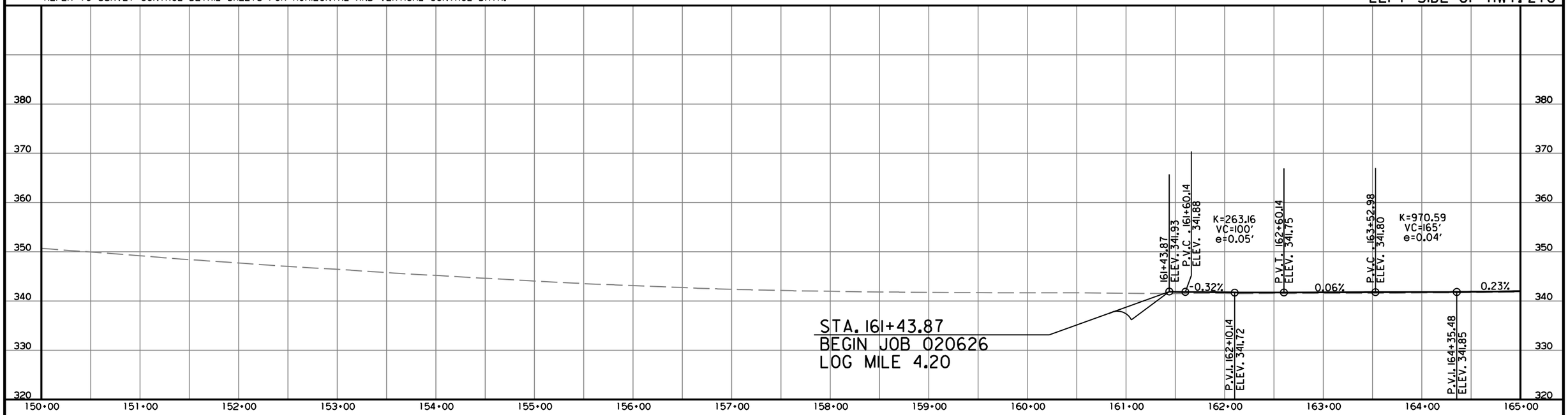
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	136	405

(2) PLAN AND PROFILE SHEETS

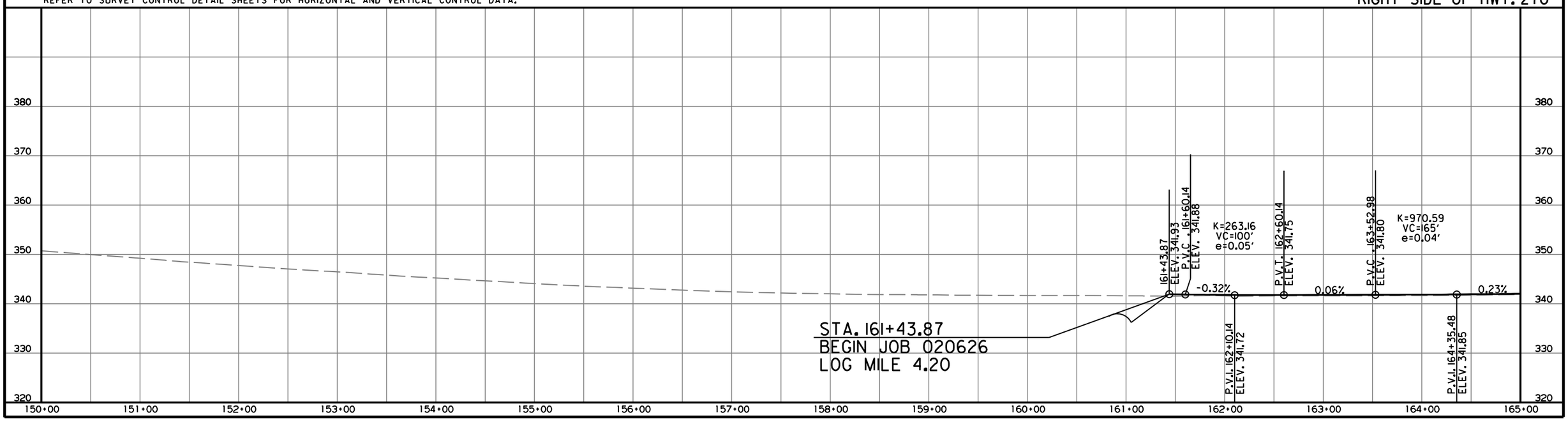
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



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(2) PLAN AND PROFILE SHEETS

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STA. 165+44 IN PLACE
1' X 2' X 24' R.C. ARCH PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH = 35 CU. YD.

STA. 166+56 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 5.6 SQ. YD.

STA. 167+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 7' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 169+00 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 167+55
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 169+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 170+00 LT.
DROP INLET H = 6'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 169+80 IN PLACE
18" X 20' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 40' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 95 CU. YD.

STA. 170+00 IN PLACE
18" X 78' R.C. PIPE CULVERT
WITH HDWLS LT. AND RT.
REMOVE

STA. 170+00 CONSTRUCT
DROP INLET ON LT.
AND 24" X 16' INLET W/ F.E.S.
AND 24" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 170+00 RT.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
DA = 11.5 ACRES 050 = 22.3 CFS
24" R.C. PIPE (CLASS III)(TYPE 3) = 76 LIN. FT.
24" F.E.S. = 1 EACH

STA. 171+24 IN PLACE
18" X 20' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 40' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 80 CU. YD.

STA. 171+50 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 173+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 173+00 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 60 LIN. FT.

STA. 175+04 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 175+53 IN PLACE
18" X 60' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 72' PIPE CULVERT

STA. 175+82 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 7.3 SQ. YD.

STA. 176+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 296' OUTLET
CONNECT TO DROP INLET @ STA. 173+00 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 177+00 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 178+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 176+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

HWY. 104 TIE-IN
@ LT. E.O.P. HWY. 270
ELEV.=344.62
C.L. HWY. 270 STA. 175+53.69 =
C.L. HWY. 104 STA. 704+50.35
Δ = 26°00'00"

HWY. 270
P.I. = 181+72.11
Δ = 00°44'34" RT.
D = 00°15'00"
T = 148.57'
L = 297.13'
P.C. = 180+23.55
P.T. = 183+20.68
NO SUPERELEVATION

720' TAPER
208' TRANSITION
100' TRANSITION
EXIST. R/W
PROP. R/W
CONST. LIMITS
EXIST. L.T. R/W
T.C.E.
HWY. 104
S 62°28'15" E
S 62°46'30" E
165
170
175
180
705
706

STA. 166+56 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 3.3 SQ. YD.

STA. 167+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 169+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 167+80 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

HWY. 270
P.I. = 168+82.13
Δ = 00°18'15" LT.
D = 00°15'00"
T = 60.82'
L = 121.65'
P.C. = 168+21.30
P.T. = 169+42.95
NO SUPERELEVATION

STA. 169+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 170+00 RT.
DROP INLET H = 6'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 170+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 17' OUTLET W/ F.E.S.
DROP INLET H = 6'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 18 LIN. FT.
24" F.E.S. = 1 EACH

C.L. HWY. 270 STA. 175+81.17 =
C.L. ELKINS RD. STA. 703+87.97
Δ = 26°00'00"

ELKINS RD. TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=344.71

STA. 171+50 CONSTRUCT
DROP INLET TYPE SPECIAL ON RT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 173+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 13' OUTLET W/ F.E.S.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 14 LIN. FT.
24" F.E.S. = 1 EACH

STA. 175+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 173+00 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 175+54 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.3 SQ. YD.

STA. 175+81 IN PLACE
18" X 60' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 70' PIPE CULVERT

STA. 176+30 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 176+50 CONSTRUCT
DROP INLET ON RT.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 175+00 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 178+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 176+50 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ELKINS RD.
CONST. LIMITS
PROP. R/W
EXIST. R/W
702+65.90
701+65.90
100' TRANSITION
PC180+23.55
PI168+82.13
PT169+42.95
PC168+21.30
PT175+81.17
PC175+53.69
PC176+50.00
PC178+00.00
PC709+10.47

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HWY. 270

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	138	405

(2) PLAN AND PROFILE SHEETS

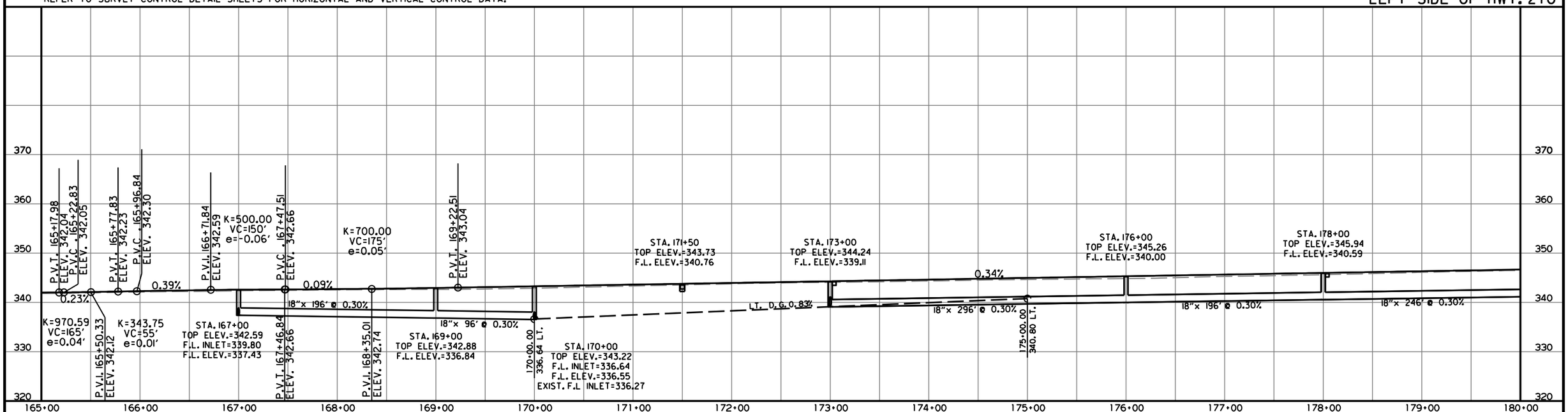
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:17 PM

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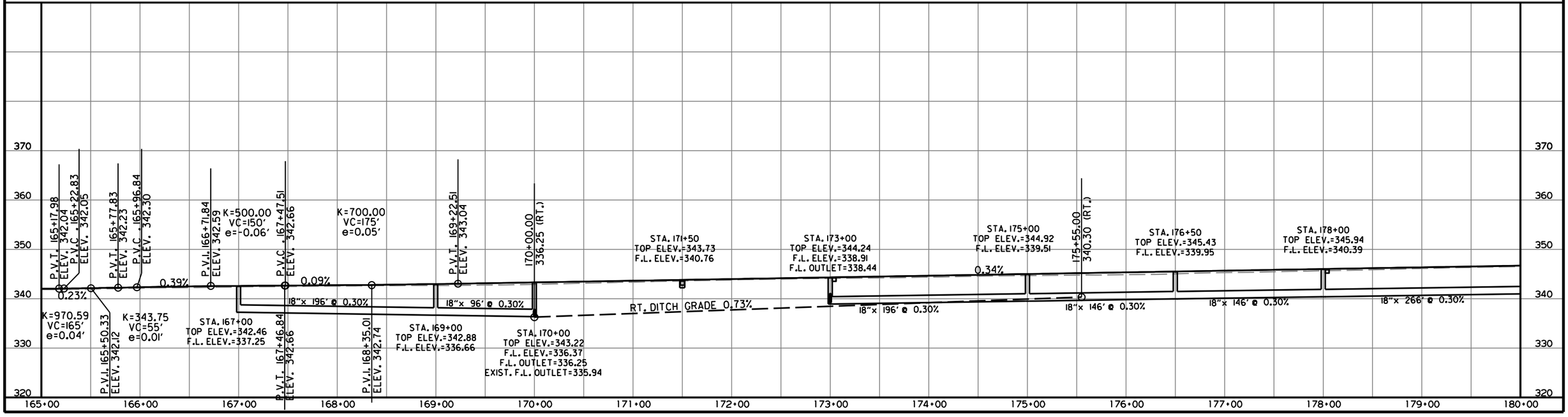
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	139	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:17 PM

DocuSigned

HWY. 270
P.I. = 181+72.11
Δ = 00°44' 34" RT.
D = 00°15' 00"
T = 148.57'
L = 297.13'
P.C. = 180+23.55
P.T. = 183+20.68
NO SUPERELEVATION

STA. 180+15 IN PLACE
18" X 20' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 180+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 178+00 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 182+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 183+60 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 183+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 186+00 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 184+00 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 32' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 185+00 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 30' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 55 CU. YD.

STA. 186+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 187+70 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 187+70 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 9' INLET W/ F.E.S.
AND 18" X 286' OUTLET
CONNECT TO DROP INLET @ STA. 190+60 LT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 188+40 IN PLACE
14" X 26' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 30 CU. YD.

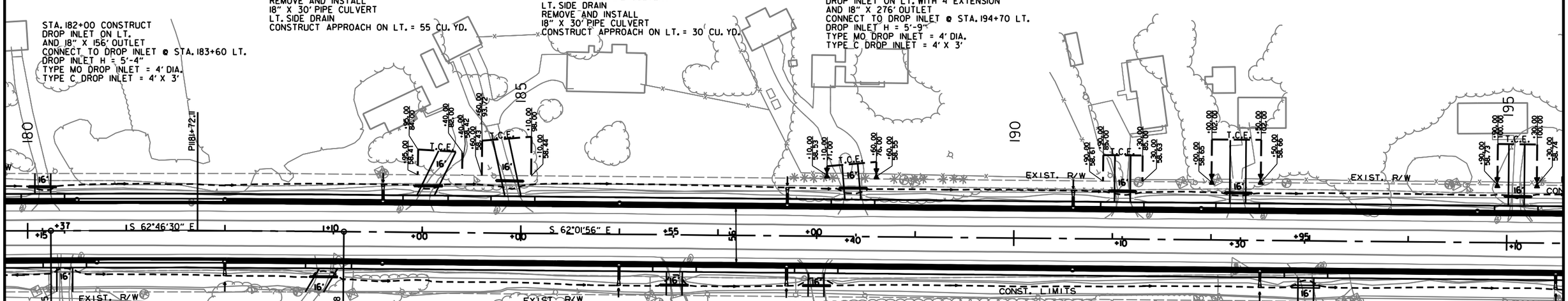
STA. 190+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 191+90 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 191+10 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 30' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 191+90 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 276' OUTLET
CONNECT TO DROP INLET @ STA. 194+70 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 192+30 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
LT. DRAIN SIDE
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 194+70 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 196+00 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'



STA. 180+37 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT = 5 CU. YD.

STA. 180+70 CONSTRUCT
DROP INLET ON RT.
AND 18" X 266' OUTLET
CONNECT TO DROP INLET @ STA. 178+00 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 182+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 183+60 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 183+10 IN PLACE
18" X 26' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

STA. 183+60 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 186+00 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 186+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 11' INLET W/ F.E.S.
AND 18" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 187+70 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 186+55 IN PLACE
18" X 22' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 40 CU. YD.

STA. 187+70 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 10' INLET W/ F.E.S.
AND 18" X 286' OUTLET
CONNECT TO DROP INLET @ STA. 190+60 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
188+10	188+60	LT.	50
192+00	192+50	LT.	50
194+90	195+30	LT.	40

STA. 188+00 IN PLACE
18" X 30' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 34' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 35 CU. YD.

STA. 190+60 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 192+50 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 192+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 296' OUTLET
CONNECT TO DROP INLET @ STA. 195+50 RT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 192+95 IN PLACE
24" X 23' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0" GATES
188+10	188+60	LT.	4'	50	1
192+00	192+50	LT.	4'	50	1
194+90	195+30	LT.	4'	40	1

8/18/2022

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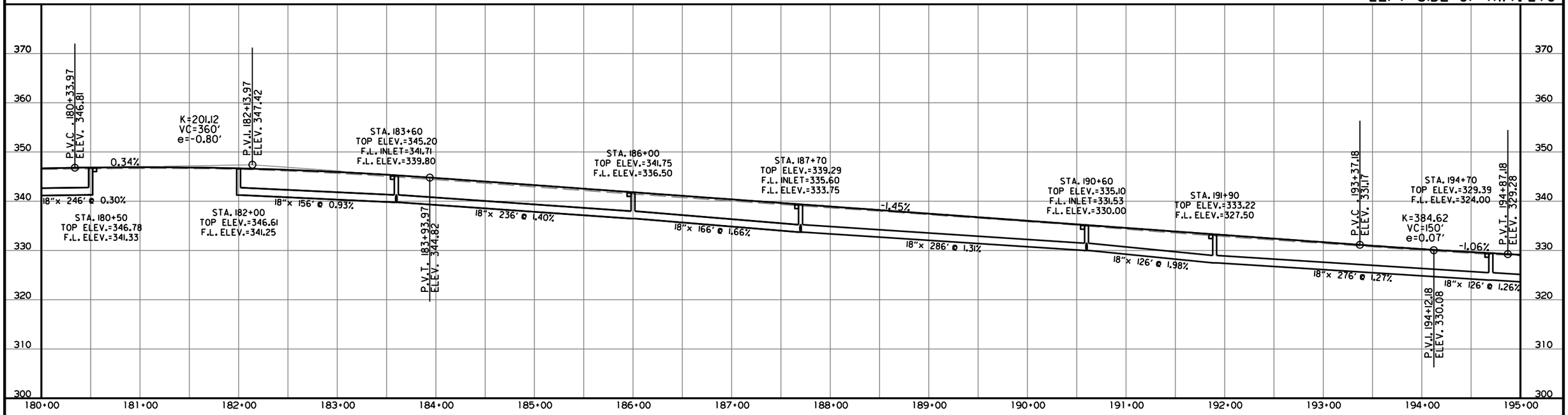
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	140	405

(2) PLAN AND PROFILE SHEETS

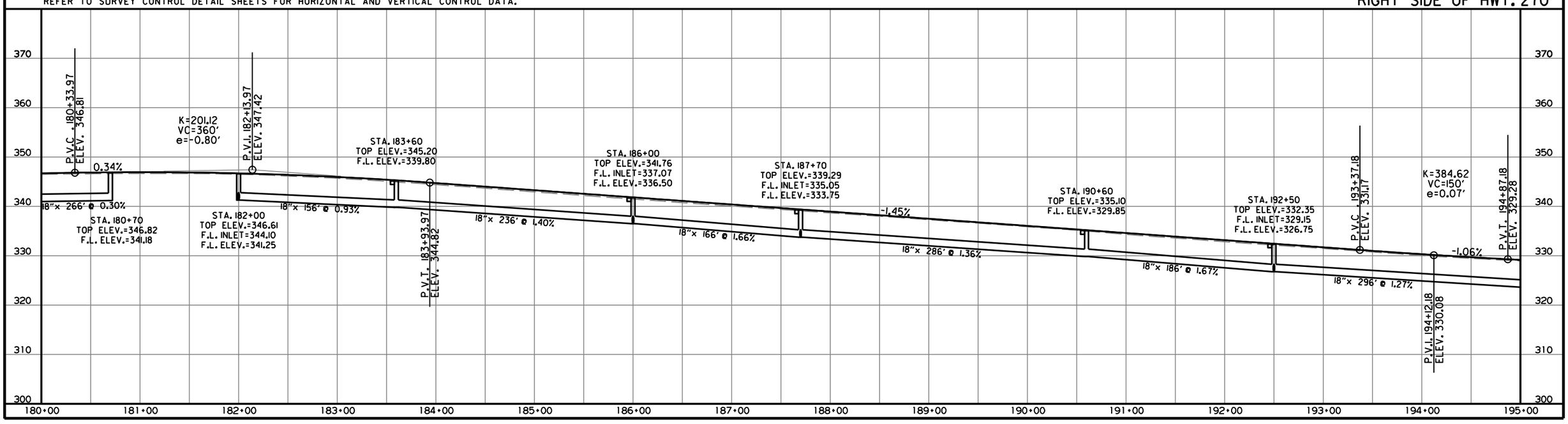
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	141	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
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ALL STORM SEWER PIPES SHALL EITHER BE R.C. PIPE CULVERTS (ALTERNATE NO. 1) OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 195+10 IN PLACE
18" X 24' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 32' PIPE CULVERT
LT. SIDE DRAIN
APPROACH ON LT. = 60 CU. YD.

STA. 196+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 9' INLET W/ F.E.S.
AND 18" X 86' OUTLET
CONNECT TO DROP INLET @ STA. 196+90 LT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 196+60 IN PLACE
24" X 26' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 34" R.C. PIPE CULVERT
CONSTRUCT APPROACH ON LT. -

STA. 196+90 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 11' INLET W/ F.E.S.
AND 18" X 206' OUTLET
CONNECT TO DROP INLET @ STA. 199+00 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 197+04 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 197+34
CONSTRUCT TURNOUT ON LT. = 120 CU. YD.

STA. 197+64 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 199+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 201+00 LT.
DROP INLET H = 6'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 201+00 CONSTRUCT
DROP INLET ON LT.
AND 24" X 118' OUTLET
CONNECT TO DROP INLET @ STA. 202+22 LT.
DROP INLET H = 6'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 202+22 IN PLACE
24" X 58' R.C. PIPE CULVERT
WITH HDWLS. LT. AND RT.
REMOVE

STA. 202+22 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 14' OUTLET W/ F.E.S.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS III)(TYPE 3) = 14 LIN. FT.
24" F.E.S. = 1 EACH

STA. 202+80 IN PLACE
18" X 20' PLASTIC PIPE
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 38' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 85 CU. YD.

STA. 204+20 CONSTRUCT
DROP INLET ON LT.
AND 18" X 194' OUTLET
CONNECT TO DROP INLET @ STA. 202+22 LT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 205+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 112' OUTLET
CONNECT TO DROP INLET @ STA. 206+75 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 206+75 CONSTRUCT
DROP INLET ON LT.
AND 36" X 12' OUTLET W/ F.E.S.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS IV)(TYPE 3) = 12 LIN. FT.
36" F.E.S. = 1 EACH

STA. 209+20 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 242' OUTLET
CONNECT TO DROP INLET @ STA. 206+75 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

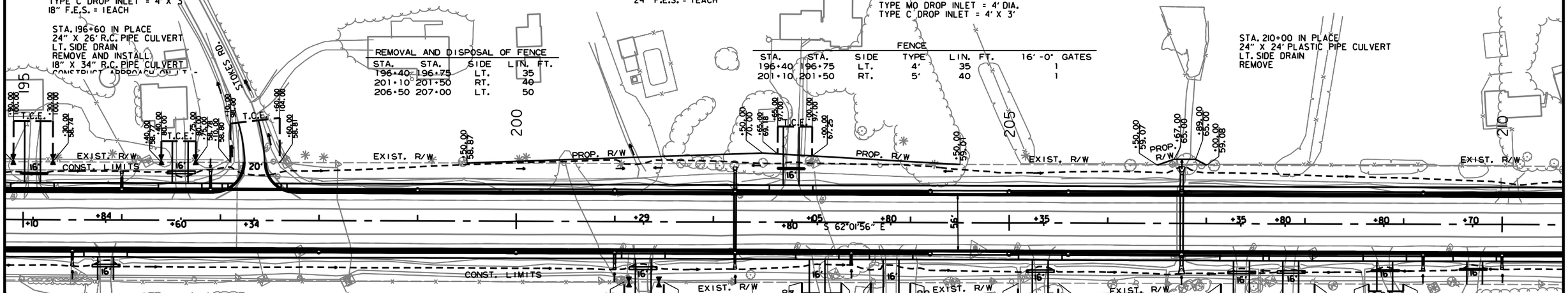
STA. 210+00 IN PLACE
24" X 24' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
196+40	196+75	LT.	35
201+10	201+50	RT.	40
206+50	207+00	LT.	50

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0" GATES
196+40	196+75	LT.	4'	35	1
201+10	201+50	RT.	5'	40	1



STA. 195+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 7' INLET W/ F.E.S.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 198+00 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 195+84 IN PLACE
24" X 22' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

STA. 198+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 200+00 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 200+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 201+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 201+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 10' INLET W/F.E.S.
AND 24" X 118' OUTLET
CONNECT TO DROP INLET @ STA. 202+22 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 201+29 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 30 CU. YD.

STA. 202+22 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 8' INLET W/ F.E.S.
AND 24" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 202+22 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
DA = 7.6 ACRES 050 = 11.6 CFS
24" R.C. PIPE (CLASS III)(TYPE 3) = 68 LIN. FT.
24" F.E.S. = 1 EACH

STA. 203+05
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

STA. 203+40 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 114' OUTLET
CONNECT TO DROP INLET @ STA. 202+22 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 203+80 IN PLACE
18" X 41' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 20 CU. YD.

STA. 204+20 CONSTRUCT
DROP INLET ON RT.
AND 18" X 76' OUTLET
CONNECT TO DROP INLET @ STA. 203+40 RT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 205+35 IN PLACE
24" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 205+60 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 112' OUTLET
CONNECT TO DROP INLET @ STA. 206+75 RT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 206+75 IN PLACE
DBL. 24" X 66' R.C. PIPE CULVERT
WITH HDWLS. LT. AND RT.
REMOVE

STA. 206+75 CONSTRUCT
DROP INLET ON RT.
AND 36" X 7' INLET W/ F.E.S.
AND 36" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 206+75 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
DA = 18.4 ACRES 050 = 29.6 CFS
36" R.C. PIPE (CLASS IV)(TYPE 3) = 68 LIN. FT.
36" F.E.S. = 1 EACH

STA. 207+35 IN PLACE
24" X 16' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 32' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 55 CU. YD.

STA. 207+80 IN PLACE
30" X 20' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 30' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 70 CU. YD.

STA. 208+80 IN PLACE
18" X 24' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 25 CU. YD.

STA. 209+20 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 242' OUTLET
CONNECT TO DROP INLET @ STA. 206+75 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 209+70 IN PLACE
18" X 22' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 15 CU. YD.

STA. 210+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 76' OUTLET
CONNECT TO DROP INLET @ STA. 209+20 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

8/18/2022

R020626.DGN

HWY. 270

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	142	405

(2) PLAN AND PROFILE SHEETS

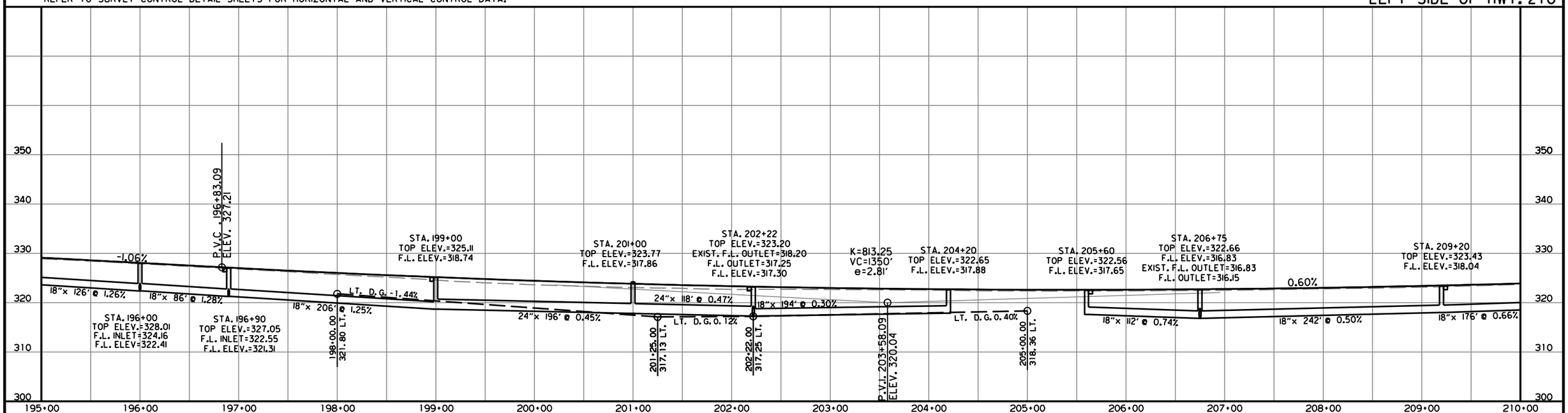
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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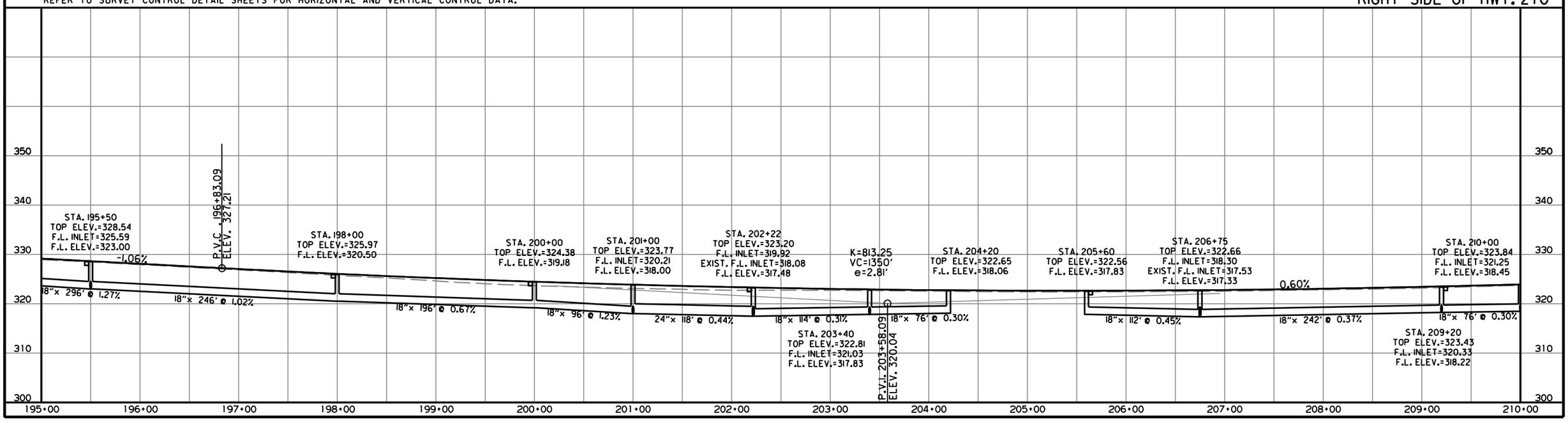
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



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(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:19 PM
DocuSign

STA. 211+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 209+20 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 212+16 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 212+48
CONSTRUCT TURNOUT ON LT. = 10 CU. YD.

STA. 212+65 IN PLACE
18" X 58' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 212+80 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 212+90 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 211+00 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 213+20 IN PLACE
18" X 36' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 10 CU. YD.

STA. 214+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 212+90 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 214+40 IN PLACE
18" X 41' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 215+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 214+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 216+77 IN PLACE
18" X 19' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 45 CU. YD.

STA. 217+15 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 212' OUTLET
CONNECT TO DROP INLET @ STA. 215+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 218+35 IN PLACE
18" X 39' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 95 CU. YD.

STA. 219+40 IN PLACE
18" X 41' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 95 CU. YD.

STA. 220+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 282' OUTLET
CONNECT TO DROP INLET @ STA. 217+15 LT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
222+85	223+15	LT.	30
224+10	224+55	LT.	45

STA. 220+30 IN PLACE
18" X 27' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 60 CU. YD.

STA. 221+30
CONSTRUCT APPROACH ON LT. = 45 CU. YD.

STA. 221+75 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 220+00 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 222+25 IN PLACE
18" X 25' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 40 CU. YD.

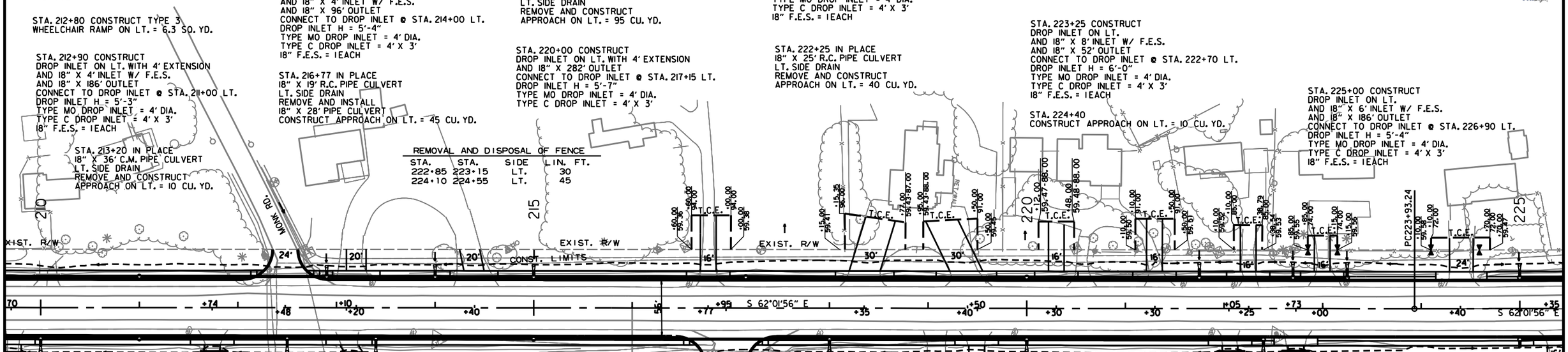
STA. 222+70 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 92' OUTLET
CONNECT TO DROP INLET @ STA. 221+75 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 223+00 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 20 CU. YD.

STA. 223+25 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 52' OUTLET
CONNECT TO DROP INLET @ STA. 222+70 LT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 224+40
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 225+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 226+90 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH



FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0" GATES
222+85	223+15	LT.	5'	30	1
224+10	224+55	LT.	5'	45	1

HWY. 270
P.I. = 225+54.42
Δ = 00°48'21" LT.
D = 00°15'00"
T = 161.18'
L = 322.36'
P.C. = 223+93.24
P.T. = 227+15.60
NO SUPERELEVATION

STA. 211+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 210+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 211+74 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 10 CU. YD.

STA. 212+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 211+00 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 213+10 IN PLACE
18" X 24' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 15 CU. YD.

STA. 213+40 CONSTRUCT
DROP INLET ON RT.
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 86' OUTLET
CONNECT TO DROP INLET @ STA. 212+20 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 215+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 213+40 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 216+55 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 216+95
CONSTRUCT TURNOUT ON RT. = 85 CU. YD.

STA. 217+35 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 218+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 296' OUTLET
CONNECT TO DROP INLET @ STA. 215+00 RT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 219+00 IN PLACE
18" X 23' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 219+50 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 220+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 218+00 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 222+05 IN PLACE
18" X 23' STEEL PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 10 CU. YD.

STA. 222+40 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 220+00 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 222+73 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 10 CU. YD.

STA. 225+00 CONSTRUCT
DROP INLET ON RT.
W/OPENING IN BACK
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 226+90 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

8/18/2022
R020626.DGN

HWY. 270

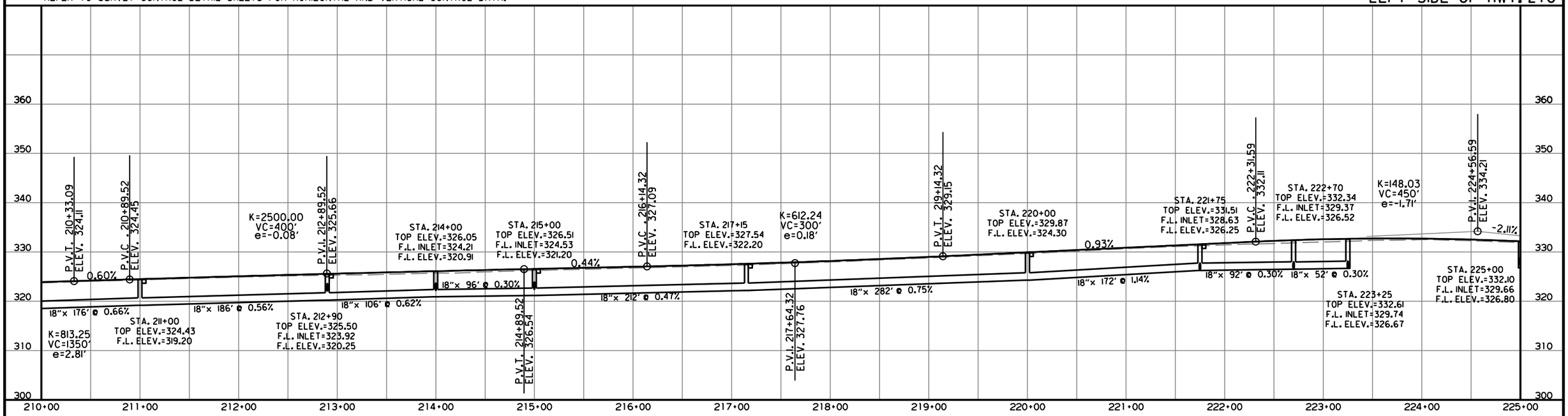
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:19 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	144	405

(2) PLAN AND PROFILE SHEETS

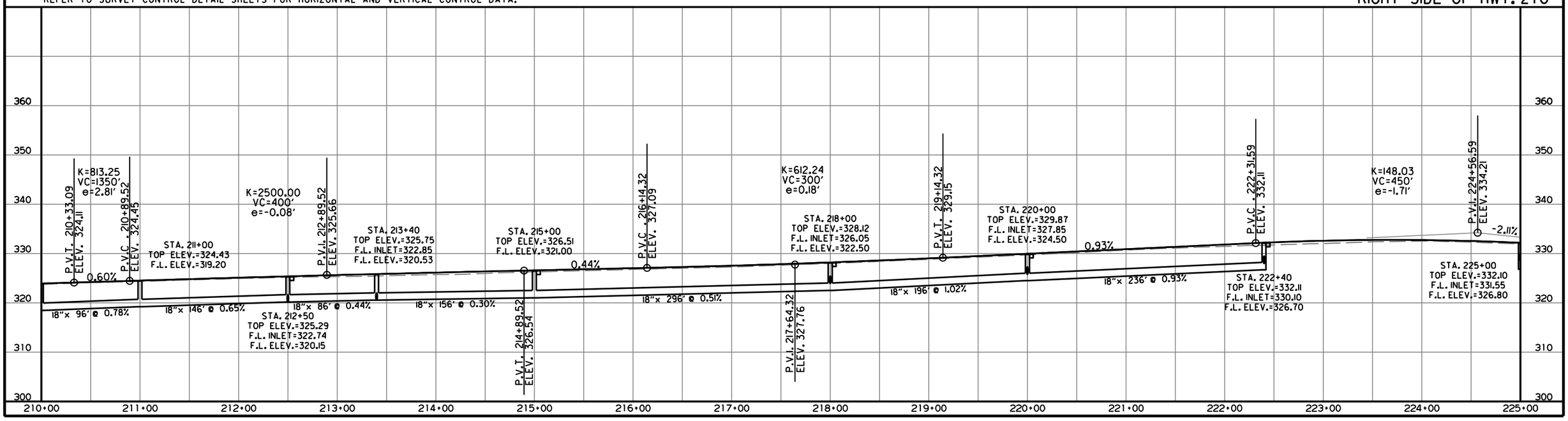
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	145	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:20 PM

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STA. 226+90 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 82' OUTLET
CONNECT TO DROP INLET @ STA. 227+75 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 227+01 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 227+31 IN PLACE
18" X 59' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 42' PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 15 CU. YD.

STA. 227+61 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 227+75 CONSTRUCT
DROP INLET ON LT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 72' OUTLET
CONNECT TO DROP INLET @ STA. 228+50 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

HWY. 270
P.I. = 225+54.42
Δ = 00°48'21" LT.
D = 00°15'00"
T = 161.18'
L = 322.36'
P.C. = 223+93.24
P.T. = 227+15.60
NO SUPERELEVATION

STA. 228+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 229+80 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 229+03 IN PLACE
18" X 20' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 229+80 CONSTRUCT
DROP INLET ON LT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 66' OUTLET
CONNECT TO DROP INLET @ STA. 230+50 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 230+10 IN PLACE
18" X 25' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 230+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 231+50 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 231+12 IN PLACE
18" X 27' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 10 CU. YD

STA. 231+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 232+50 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 231+96 IN PLACE
24" X 24' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
233+90	234+30	LT.	40
234+90	235+27	LT.	37
236+50	236+90	LT.	40

STA. 232+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 233+50 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 233+10 IN PLACE
18" X 25' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 233+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 234+50 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 234+10 IN PLACE
18" X 25' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 234+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 236+00 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 235+10 IN PLACE
18" X 25' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 236+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 34' OUTLET
CONNECT TO DROP INLET @ STA. 236+37 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 236+37 IN PLACE
24" X 66' R.C. PIPE CULVERT
WITH HDWLS LT. AND RT.
REMOVE HDWLS AND REMOVE
5' PIPE ON LT. AND PLUG AND ABANDON
CONSTRUCT DROP INLET ON LT.
WITH 4' EXTENSION
AND 24" X 8' INLET W/F.E.S.
AND 24" X 160' OUTLET
CONNECT TO DROP INLET @ STA. 238+00 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 236+66
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 238+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 239+80 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 239+80 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 241+50 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

EVANS RD.

EXIST. R/W

CONST. LIMITS

T.C.E.

S 62°01'56" E

S 62°50'17" E

PI225+54.42

PT227+15.60

STA. 225+35
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 226+90 CONSTRUCT
DROP INLET ON RT. WITH 8' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 228+50 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 227+64 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 227+95 IN PLACE
18" X 202' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON RT. = 5 CU. YD.

STA. 228+24 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 228+50 CONSTRUCT
DROP INLET ON RT. WITH 8' EXTENSION
W/OPENING IN BACK
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 230+50 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 229+30
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 230+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 232+50 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 231+54 IN PLACE
18" X 22' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 30 CU. YD.

STA. 232+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 234+50 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0" GATES
233+90	234+30	LT.	5'	50	1
234+90	235+27	LT.	5'	37	1
236+50	236+90	LT.	5'	50	1

STA. 234+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 30" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 236+00 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 236+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 30" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 238+00 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 238+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 30" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 239+80 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 239+80 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 241+50 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

8/18/2022

R020626.DGN

HWY. 270

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	146	405

(2) PLAN AND PROFILE SHEETS

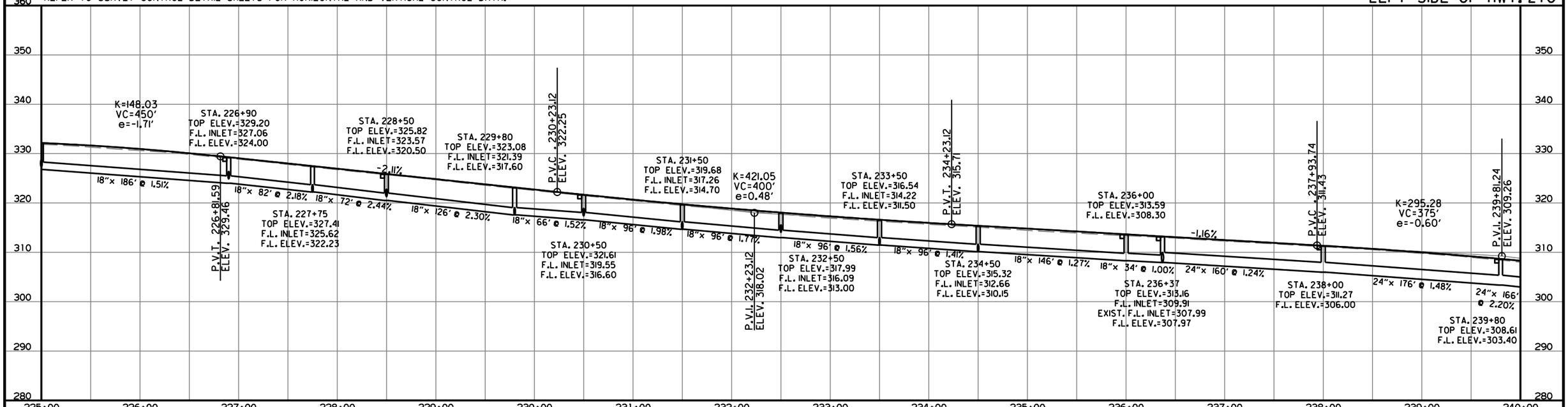
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:20 PM

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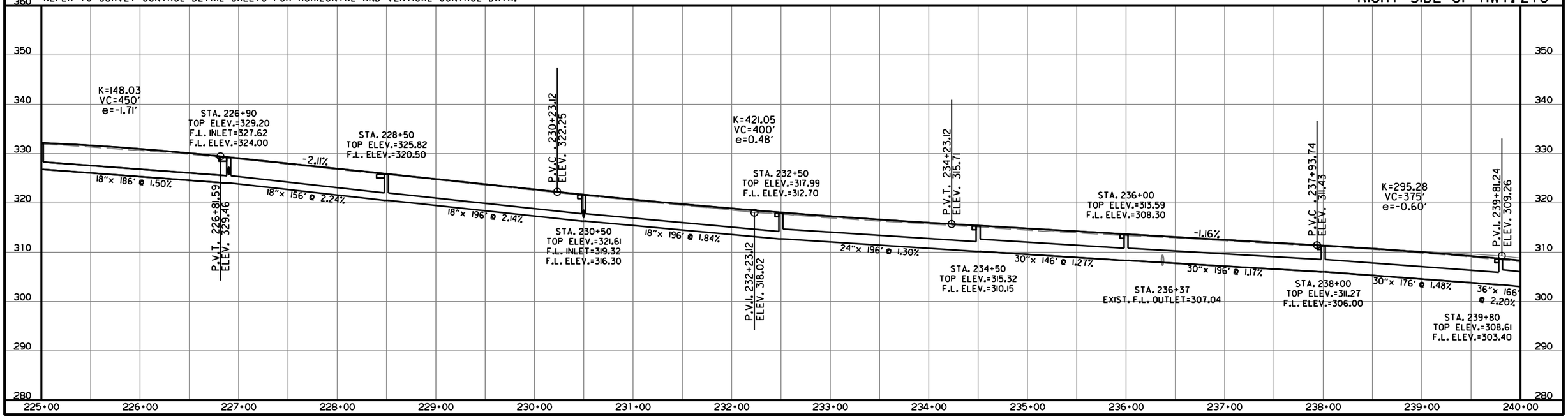
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	147	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 241+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 6' INLET W/ F.E.S.
AND 24" X 76' OUTLET
CONNECT TO DROP INLET @ STA. 242+30 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 241+63 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 241+93 IN PLACE
24" X 28' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON LT. = 5 CU. YD.

STA. 242+22 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 242+30 CONSTRUCT
DROP INLET ON LT.
AND 24" X 4' INLET W/ F.E.S.
AND 24" X 92' OUTLET
CONNECT TO DROP INLET @ STA. 243+25 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 242+70 IN PLACE
24" X 45' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD. UNCL. EXC.

STA. 243+25 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
W/OPENING IN THE BACK
AND 24" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 245+65 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 243+78 IN PLACE
24" X 52' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 245+65 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 6' INLET W/ F.E.S.
AND 24" X 58' OUTLET
CONNECT TO DROP INLET @ STA. 246+27 LT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 245+90 IN PLACE
24" X 25' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 10 CU. YD.

STA. 246+27 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 36" X 85' OUTLET
CONNECT TO DROP INLET @ STA. 247+20 LT.
DROP INLET H = 6'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 246+27 IN PLACE
36" X 70' R.C. PIPE CULVERT
WITH F.E.S. LT. AND RT.
REMOVE 6' LT. AND 6' RT.
PLUG AND ABANDON

STA. 247+20 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND DBL. 42" X 4' PIPE INLET W/FES
AND DBL. 42" X 103' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 248+30 LT.
DROP INLET H = 6'-4"
TYPE C DROP INLET = 12' X 8'

STA. 248+30 CONSTRUCT
DROP INLET ON LT.
AND DBL. 42" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 248+83 LT.
DROP INLET H = 6'-4"
TYPE C DROP INLET = 4' X 8'

STA. 248+83 CONSTRUCT
DROP INLET ON LT.
AND DBL. 42" X 64' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 249+50 LT.
DROP INLET H = 6'-8"
TYPE C DROP INLET = 4' X 8'

STA. 249+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' PIPE INLET W/FES
AND DBL. 42" X 73' OUTLET
CONNECT TO BOX CULVERT @ STA. 250+30 LT.
DROP INLET H = 7'-4"
TYPE C DROP INLET = 4' X 8'

STA. 249+94 IN PLACE
DBL. 36" X 24' C.M. PIPE CULVERTS
LT. SIDE DRAIN
REMOVE
CONSTRUCT APPROACH ON LT. = 140 CU. YD.

STA. 250+30 IN PLACE
10' X 5' X 57' R.C. BOX CULVERT
WITH 3:1 WINGS LT. AND RT.
RETAIN AND EXTEND 15' LT. ON A 15° SKEW
AND 16' RT. WITH 2:1 WINGS LT. 3:1 WINGS RT.
TO A COMPLETED LENGTH OF 88'
050 = 66 CFS D.A. = 140 ACRES

STA. 251+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 64' OUTLET
CONNECT TO BOX CULVERT @ STA. 250+30 LT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 252+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 251+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 252+90 IN PLACE
18" X 28' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 52' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 160 CU. YD.

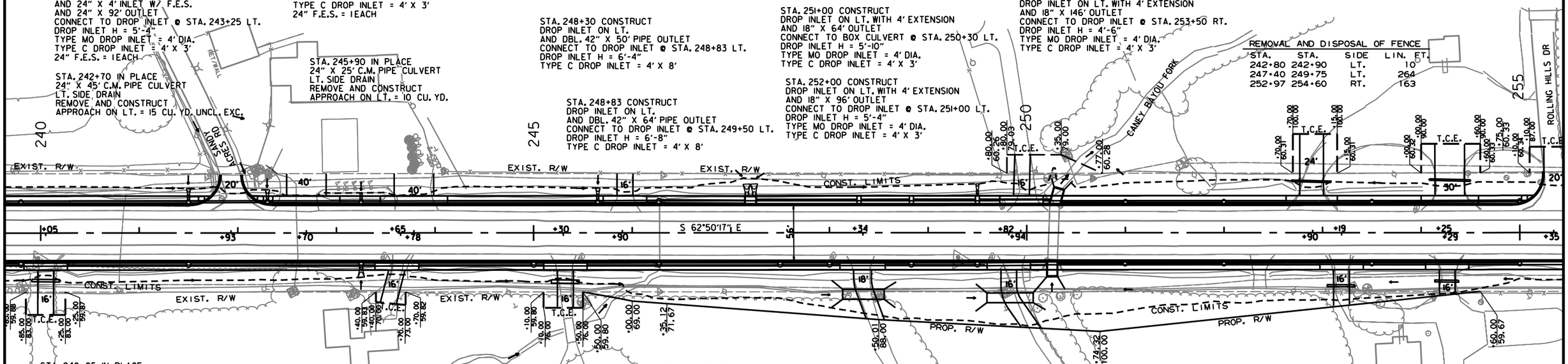
STA. 253+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 252+00 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 254+29 INSTALL
18" X 52' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 150 CU. YD.

STA. 255+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 253+50 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
242+80	242+90	LT.	10
247+40	249+75	LT.	264
252+97	254+60	RT.	163



STA. 240+05 IN PLACE
24" X 30' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
30" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 241+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 243+25 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 243+25 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 2' INLET W/ F.E.S.
AND 36" X 170' OUTLET
CONNECT TO DROP INLET @ STA. 245+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" F.E.S. = 1EACH

STA. 243+65 IN PLACE
30" X 22' C.M. PIPE CULVERT
24" X 22' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 245+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 246+27 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 245+30 IN PLACE
DBL. 30" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
42" X 32' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 75 CU. YD.

STA. 246+27 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 118' OUTLET
CONNECT TO DROP INLET @ STA. 247+50 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 247+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 46' OUTLET
CONNECT TO DROP INLET @ STA. 248+00 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 248+00 CONSTRUCT
DROP INLET ON RT.
AND 36" X 78' OUTLET
CONNECT TO DROP INLET @ STA. 248+83 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 248+34 IN PLACE
DBL. 3.5' X 3.5' X 24' C.M. ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
10' X 5' X 42' R.C. BOX CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 245 CU. YD.

STA. 248+83 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 64' OUTLET
CONNECT TO DROP INLET @ STA. 249+50 RT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 249+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 74' OUTLET
CONNECT TO R.C. BOX CULVERT @ STA. 250+30 RT.
DROP INLET H = 6'-1"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 249+82 IN PLACE
DBL. 4.5' X 3.5' X 28' C.M. ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
10' X 5' X 46' R.C. BOX CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 350 CU. YD.

STA. 251+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 68' OUTLET
CONNECT TO BOX CULVERT @ STA. 250+30 RT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 252+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 251+00 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 252+35 IN PLACE
18" X 16' C.M. PIPE CULVERT
REMOVE

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
247+40	249+75	LT.	D	228

STA. 253+19 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 40' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 75 CU. YD.

STA. 253+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 252+00 RT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 254+25 IN PLACE
18" X 24' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 255+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 253+50 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

8/18/2022

R020626.DGN

HWY. 270

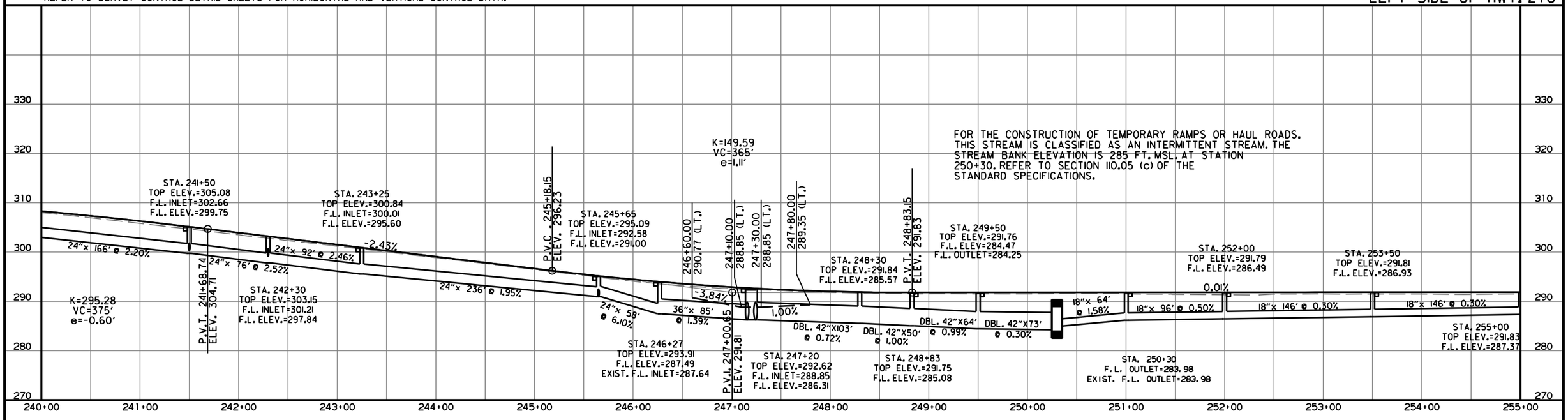
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	148	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:21 PM
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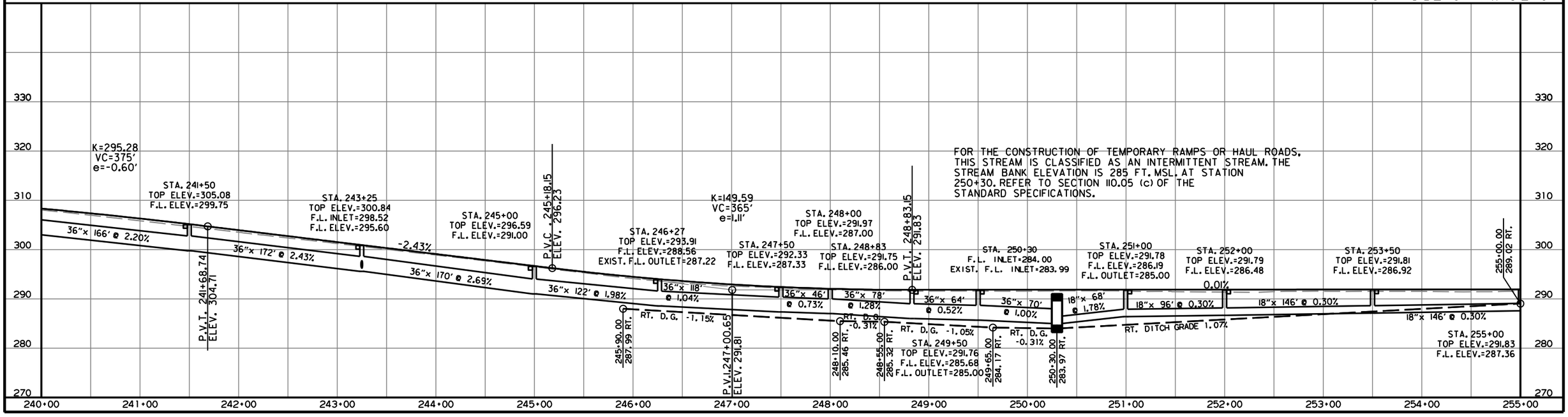
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



9/2/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	149	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 255+05 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 255+35
CONSTRUCT TURNOUT ON LT. = 85 CU. YD.

STA. 255+65 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 257+00 CONSTRUCT
DROP INLET ON LT. AND
24" X 22' PIPE OUTLET W/F.E.S.
ON 40° RT. FWD. SKEW
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS IV)(TYPE 3) = 22 LIN. FT.
24" F.E.S. = 1EACH

STA. 258+50
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 259+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 260+50 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 260+15 IN PLACE
18" X 22' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 260+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 262+50 LT.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 261+06 IN PLACE
18" X 59' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 50' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 90 CU. YD.

STA. 262+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 265+00 LT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 263+90 IN PLACE
18" X 25' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 34' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 110 CU. YD.

STA. 265+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 32' OUTLET
CONNECT TO BOX CULVERT @ STA. 265+34 LT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 265+34 IN PLACE
4' X 4' X 50' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 18' LT. AND RT.
TO A COMPLETED LENGTH OF 86'
Q50 = 225 CFS D.A. = 50 ACRES

STA. 265+47 CONSTRUCT
DROP INLET ON LT.
AND 48" X 18' OUTLET W/F.E.S.
DROP INLET H = 7'-5"
TYPE C DROP INLET = 6' X 4'
Q50 = 225 CFS D.A. = 50 ACRES
48" R.C. PIPE (CLASS IV)(TYPE 3) = 18 LIN. FT.
48" F.E.S. = 1EACH

STA. 265+93 IN PLACE
24" X 41' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 54' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 80 CU. YD.

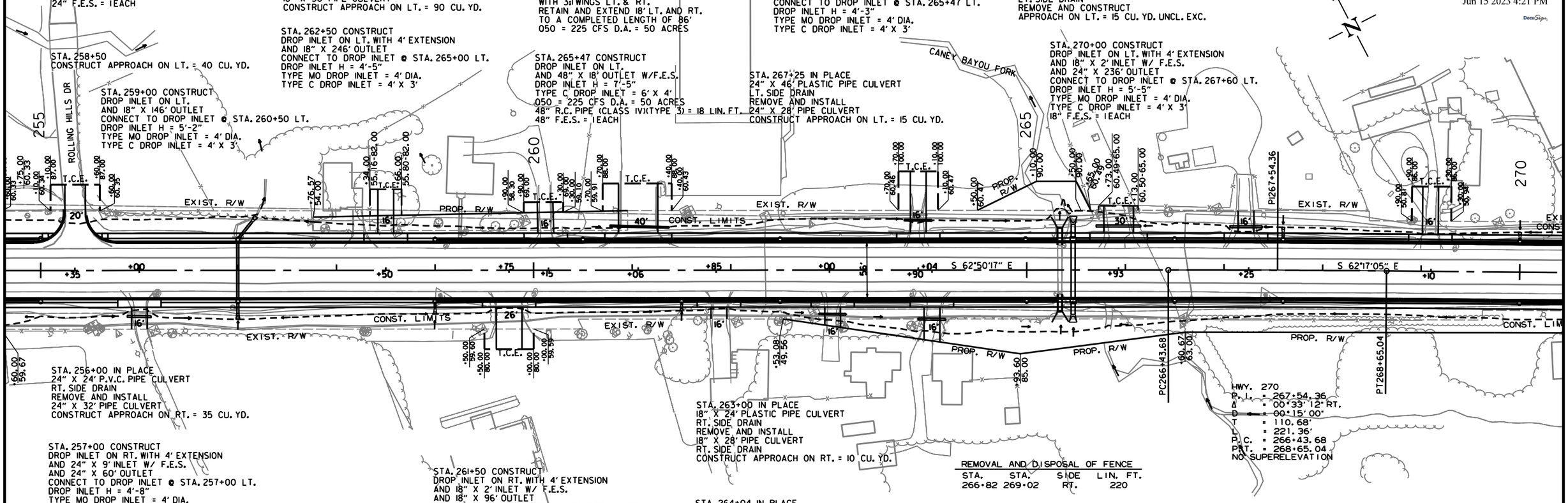
STA. 266+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 98' OUTLET
CONNECT TO DROP INLET @ STA. 265+47 LT.
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 267+25 IN PLACE
24" X 46' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 267+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 4' INLET W/ F.E.S.
AND 24" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 266+50 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 269+10 IN PLACE
24" X 26' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD. UNCL. EXC.

STA. 270+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 2' INLET W/ F.E.S.
AND 24" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 267+60 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH



STA. 256+00 IN PLACE
24" X 24' P.V.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 32' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 35 CU. YD.

STA. 257+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 9' INLET W/ F.E.S.
AND 24" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 257+00 LT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
DA = 5 ACRES Q50 = 12 CFS
24" R.C. PIPE (CLASS III)(TYPE 3) = 70 LIN. FT.
24" F.E.S. = 1EACH

STA. 259+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 261+50 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 259+75 IN PLACE
18" X 40' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

ALL STORM SEWER PIPES SHALL EITHER BE R.C. PIPE CULVERTS (ALTERNATE NO. 1) OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 261+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 262+50 RT.
DROP INLET H = 5'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 261+85 IN PLACE
18" X 24' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 262+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 265+00 LT.
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 263+00 IN PLACE
18" X 24' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 10 CU. YD.

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
266+82	269+02	RT.	220

STA. 264+04 IN PLACE
18" X 25' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 265+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 30' OUTLET
CONNECT TO BOX CULVERT @ STA. 265+34 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 265+47 CONSTRUCT
DROP INLET ON RT.
AND 48" X 12' INLET W/F.E.S.
AND 48" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 265+47 LT.
DROP INLET H = 7'-1"
TYPE C DROP INLET = 6' X 4'
Q50 = 225 CFS D.A. = 50 ACRES
48" R.C. PIPE (CLASS III)(TYPE 3) = 72 LIN. FT.
48" F.E.S. = 1EACH

HWY. 270
P.I. = 267+54.36
Δ = 00°33'12" RT.
D = 00°15'00"
T = 110.68'
L = 221.36'
P.C. = 266+43.68
P.T. = 268+65.04
NO SUPERELEVATION

STA. 266+50 CONSTRUCT
DROP INLET ON RT.
AND 24" X 98' OUTLET
CONNECT TO DROP INLET @ STA. 265+47 RT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 267+60 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 266+50 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 270+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 267+60 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

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HWY. 270

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	150	405

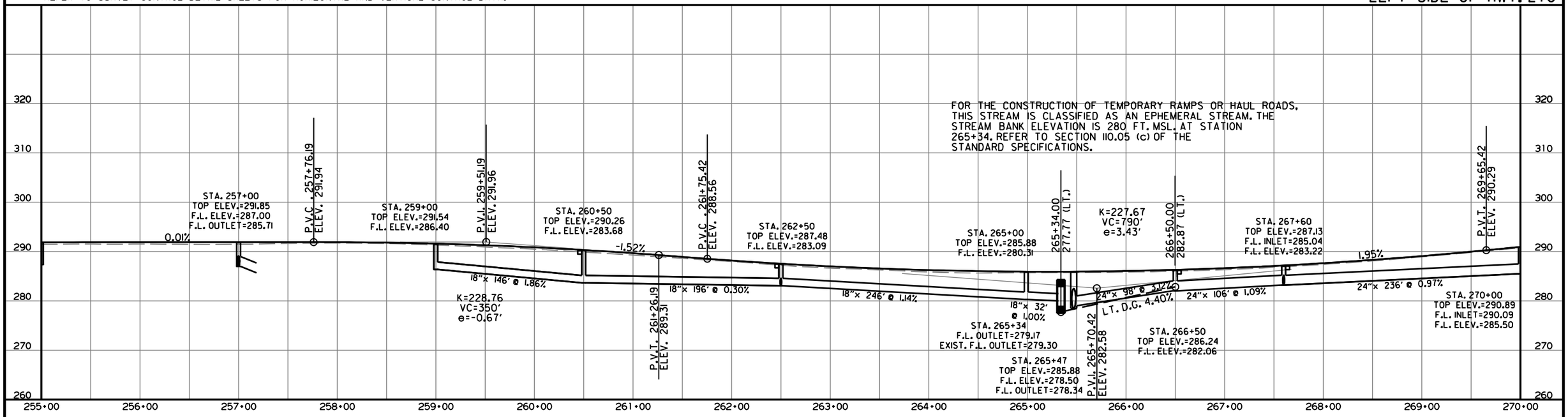
(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:21 PM

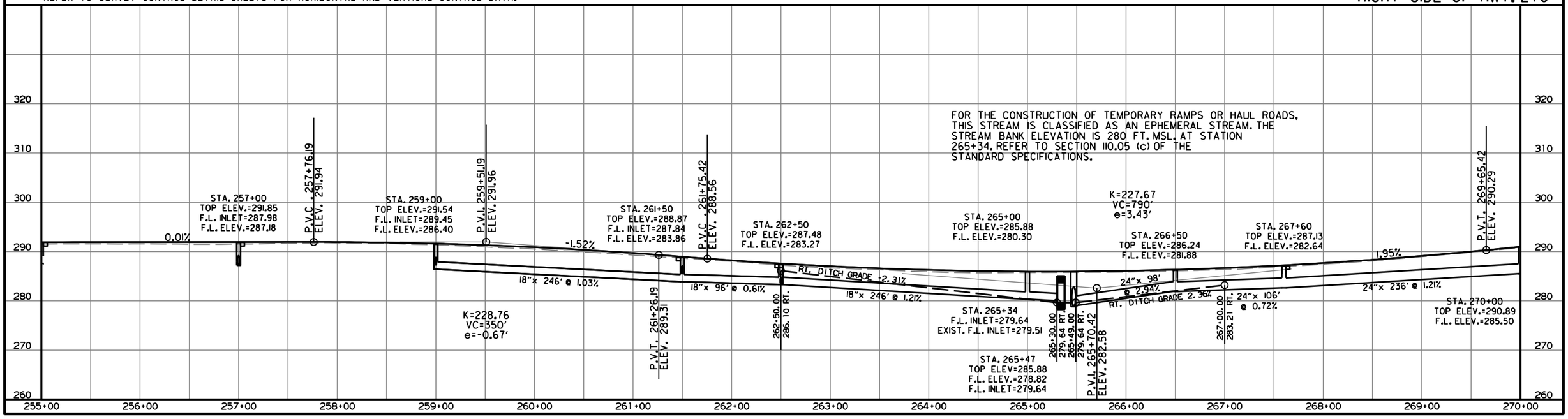
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	151	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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STA. 271+23 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 271+52 IN PLACE
18" X 55' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 44' PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 15 CU. YD.
AND CONSTRUCT APPROACH ON RT.
OFF OF CLARK RD. = 10 CU. YD.
AND 18" X 28' SIDE DRAIN

STA. 271+82 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 272+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 270+00 LT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 274+25 IN PLACE
18" X 25' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 274+70 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 266' OUTLET
CONNECT TO DROP INLET @ STA. 272+00 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 275+65 IN PLACE
18" X 25' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 277+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 226' OUTLET
CONNECT TO DROP INLET @ STA. 274+70 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 278+45 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 34' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 65 CU. YD.

STA. 279+00 IN PLACE
18" X 24' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 38' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 85 CU. YD.

STA. 279+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 12' INLET W/ F.E.S.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 277+00 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

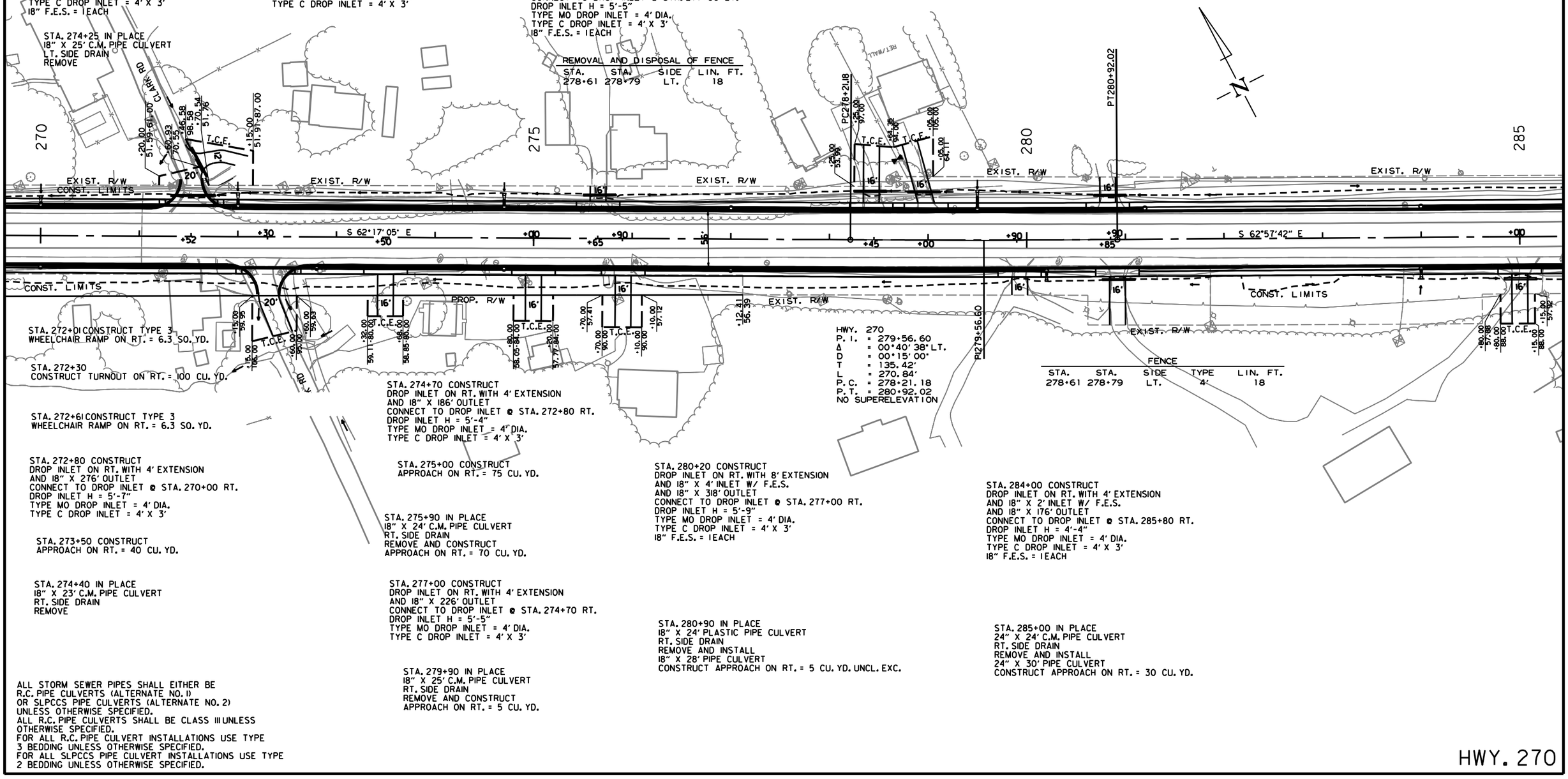
REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
278+61	278+79	LT.	18

STA. 280+85 IN PLACE
12" X 24' STEEL PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 281+20 CONSTRUCT
DROP INLET ON LT.
AND 18" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 279+50 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 284+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 285+80 LT.
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'



STA. 272+01 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 272+30
CONSTRUCT TURNOUT ON RT. = 100 CU. YD.

STA. 272+61 CONSTRUCT TYPE 3 WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 272+80 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 276' OUTLET
CONNECT TO DROP INLET @ STA. 270+00 RT.
DROP INLET H = 5'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 273+50 CONSTRUCT
APPROACH ON RT. = 40 CU. YD.

STA. 274+40 IN PLACE
18" X 23' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 274+70 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 272+80 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 275+00 CONSTRUCT
APPROACH ON RT. = 75 CU. YD.

STA. 275+90 IN PLACE
18" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 70 CU. YD.

STA. 277+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 226' OUTLET
CONNECT TO DROP INLET @ STA. 274+70 RT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 279+90 IN PLACE
18" X 25' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 280+20 CONSTRUCT
DROP INLET ON RT. WITH 8' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 318' OUTLET
CONNECT TO DROP INLET @ STA. 277+00 RT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 280+90 IN PLACE
18" X 24' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 284+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 285+80 RT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 285+00 IN PLACE
24" X 24' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 30' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 30 CU. YD.

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

8/18/2022

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HWY. 270

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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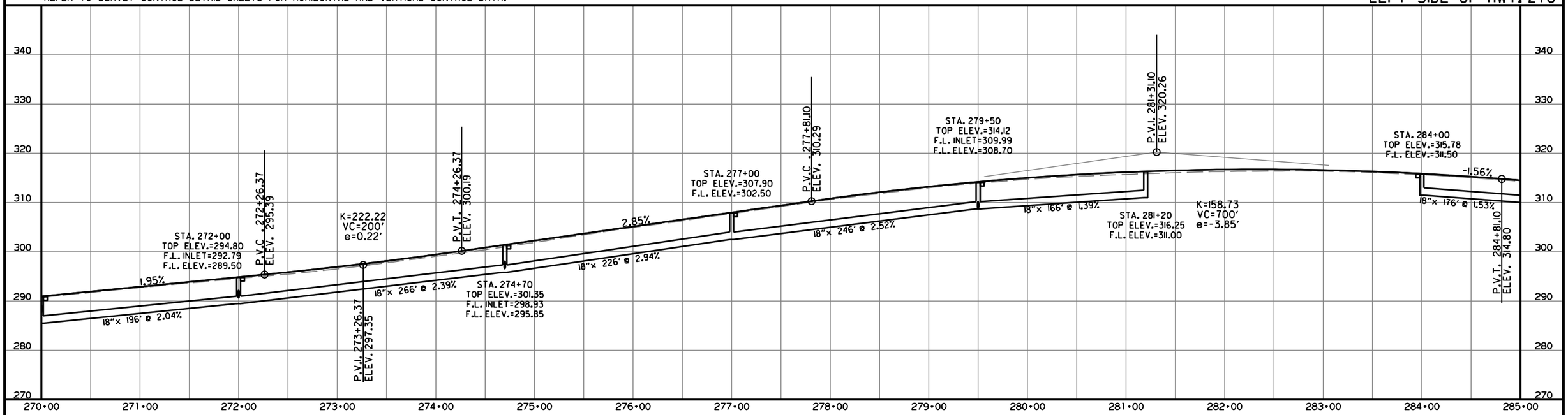
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	152	405

(2) PLAN AND PROFILE SHEETS

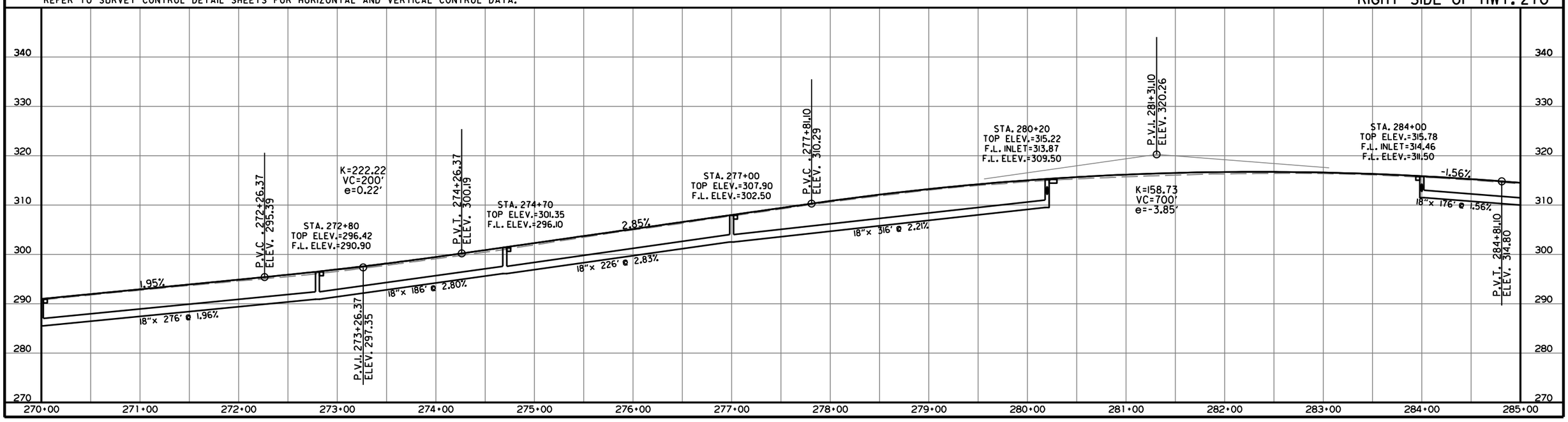
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	153	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 285+80 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 10' INLET
AND 24" X 276' OUTLET
CONNECT TO DROP INLET @ STA. 288+60 LT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 286+19 IN PLACE
18" X 32' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 135 CU. YD.

STA. 288+60 CONSTRUCT
DROP INLET ON LT.
AND 24" X 14' INLET
AND 24" X 188' OUTLET
CONNECT TO DROP INLET @ STA. 290+50 LT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 289+00 IN PLACE
24" X 62' R.C. PIPE CULVERT
WITH HDWLS LT. AND RT.
REMOVE 6' LT. AND 6' RT.
PLUG AND ABANDON

STA. 289+28 CONSTRUCT
APPROACH ON LT. = 155 CU. YD.

STA. 290+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 6' INLET W/ F.E.S.
AND 24" X 66' OUTLET
CONNECT TO DROP INLET @ STA. 291+20 LT.
DROP INLET H = 4'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 290+80 IN PLACE
18" X 38' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH = 30 CU. YD.

STA. 291+75 IN PLACE
18" X 56' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 294+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 8' INLET W/ F.E.S.
AND 24" X 296' OUTLET
CONNECT TO DROP INLET @ STA. 297+00 LT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 295+34 IN PLACE
24" X 56' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 52' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 45 CU. YD.

STA. 297+00 CONSTRUCT
DROP INLET ON LT.
AND 24" X 22' OUTLET W/ F.E.S.
DROP INLET H = 3'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 297+15 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 8.8 SQ. YD.

STA. 297+77 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 4.8 SQ. YD.

STA. 299+13 CONSTRUCT
DROP INLET TYPE SPECIAL ON LT.
DROP INLET H = 1'-0"
TYPE SPECIAL DROP INLET = 4' X 8'

STA. 298+15 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 3.3 SQ. YD.

STA. 298+46 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 4.0 SQ. YD.

STA. 298+92 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.8 SQ. YD.

S.B. EXIT RAMP TIE-IN
@ LT. E.O.P. HWY. 270
ELEV.=298.19

C.L. HWY. 270 STA. 298+62.17 =
C.L. S.B. EXIT RAMP STA. 600+30.60
Δ= 66°00'00"

285 290 295 300

EXIST. R/W
CONST. LIMITS
EXIST. C/L
N 3°55'41" E
P.O.E. 600+30.60
00°00'00" P.O.B.
S 62°57'42" E
T.C.E.
EXIST. R/W
HILLVIEW DR.
CLAUD RD.
EXIST. R/W
P.O.E. 504+78.58
504 600
N 2°49'21" E
503+04.72

STA. 285+80 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 216' OUTLET
CONNECT TO DROP INLET @ STA. 288+00 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 286+40 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 286+69 IN PLACE
24" X 50' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 30' R.C. PIPE CULVERT
CONSTRUCT TURNOUT ON RT. = 20 CU. YD.

STA. 286+98 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 287+60 IN PLACE
18" X 46' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 42' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 35 CU. YD.

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 288+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 289+00 RT.
DROP INLET H = 4'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 288+60 IN PLACE
18" X 45' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 44' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 40 CU. YD.

STA. 289+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 290+50 RT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 290+50 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 24" X 7' PIPE INLET
AND 24" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 292+00 RT.
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 291+00 IN PLACE
24" X 70' PLASTIC PIPE
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH = 45 CU. YD.

STA. 292+00 CONSTRUCT
DROP INLET ON RT. W/4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 294+00 RT.
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 294+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 30" X 86' OUTLET
CONNECT TO DROP INLET @ STA. 294+90 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 294+90 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 6' INLET
AND 30" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 296+00 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 295+03 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 295+40
CONSTRUCT TURNOUT ON RT. = 50 CU. YD.

STA. 295+76 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 296+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 30" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 298+00 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
18" F.E.S. = 1EACH

STA. 296+70 IN PLACE
24" X 50' R.C. PIPE CULVERT W/ F.E.S.
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 42' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 35 CU. YD.

STA. 298+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 6' INLET W/ F.E.S.
AND 30" X 242' OUTLET
CONNECT TO DROP INLET @ STA. 300+47 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
24" F.E.S. = 1EACH

C.L. HWY. 270 STA. 298+90.54 =
C.L. S.B. ENTRANCE RAMP STA. 504+46.25
Δ= 60°00'00"

S.B. ENTRANCE RAMP TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=298.05

STA. 298+15 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.2 SQ. YD.

STA. 298+73 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 5.8 SQ. YD.

STA. 299+01 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 10.2 SQ. YD.

STA. 299+15 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.9 SQ. YD.

STA. 299+85 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.8 SQ. YD.

8/18/2022
R020626.DGN

HWY. 270

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

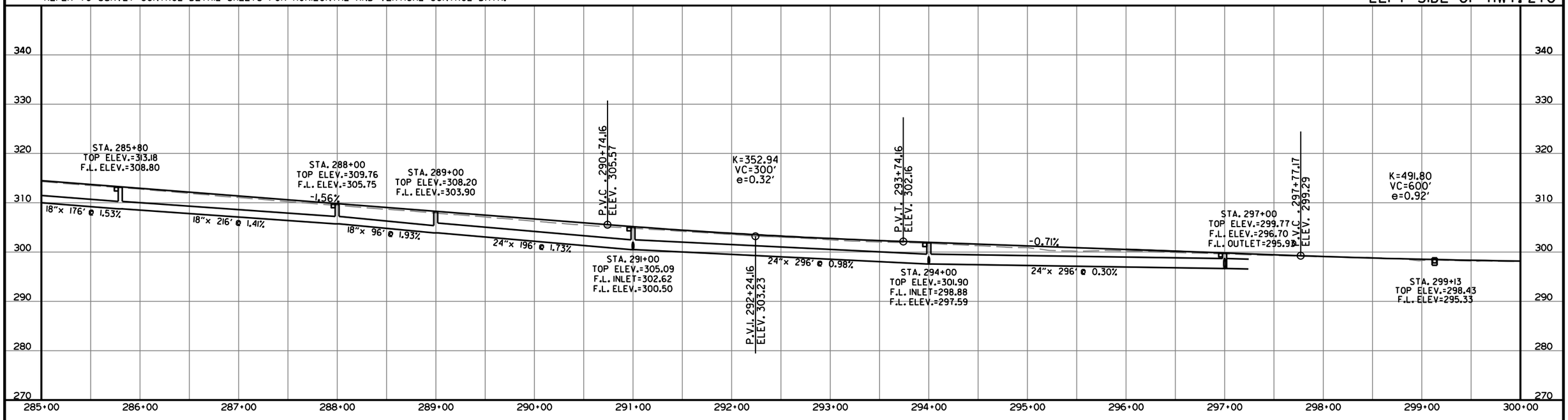
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	154	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:22 PM
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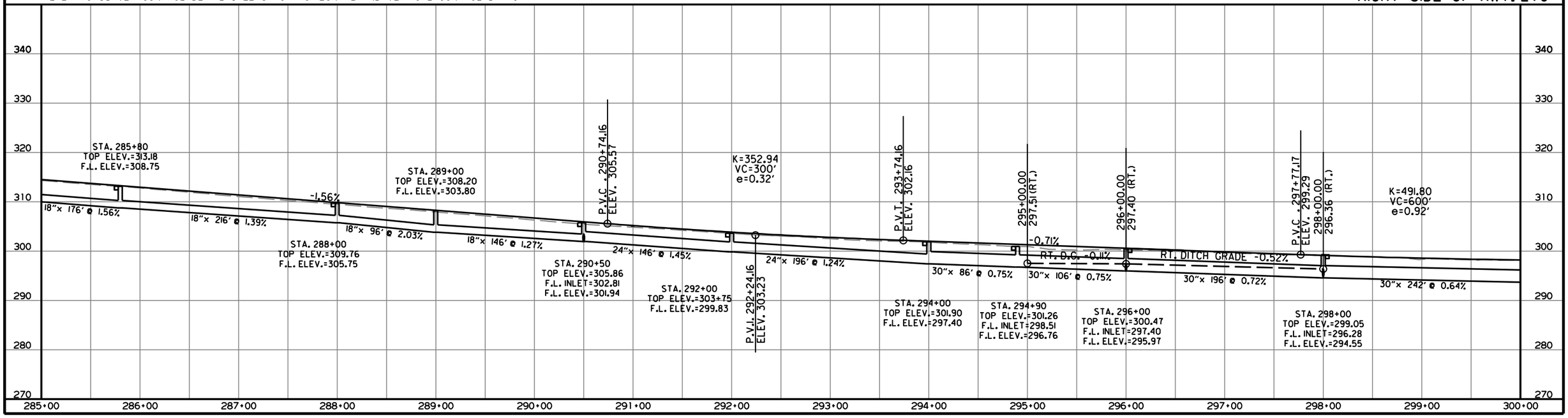
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	155	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:23 PM
DocuSign

STA. 300+47 CONSTRUCT
DROP INLET ON LT. WITH 8' EXTENSION
AND 30" X 10' OUTLET W/ F.E.S.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 10 LIN. FT.
30" F.E.S. = 1EACH

STA. 300+47 IN PLACE
18" X 72' R.C. PIPE CULVERT
WITH HDWLS LT. AND RT.
REMOVE

STA. 300+48 LT. TO STA. 303+00 LT.
CONCRETE RIPRAP = 47 CU. YD.

STA. 301+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 24" X 50' OUTLET
CONNECT TO DROP INLET @ STA. 300+47 LT.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 302+00 CONSTRUCT
DROP INLET ON LT. W/4' EXTENSION
AND 24" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 301+00 LT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE R.C. PIPE CULVERTS (ALTERNATE NO. 1) OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 304+00 CONSTRUCT
DROP INLET ON LT. W/ 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 302+00 LT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 304+77 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 7.4 SQ. YD.

STA. 305+32 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.9 SQ. YD.

STA. 305+47 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 10.0 SQ. YD.

STA. 305+72 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 10.0 SQ. YD.

STA. 306+34 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.7 SQ. YD.

STA. 307+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 296' OUTLET
CONNECT TO DROP INLET @ STA. 304+00 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 309+55
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 309+90 CONSTRUCT
DROP INLET ON LT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 307+50 LT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 310+45 IN PLACE
18" X 38' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 48' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 310+90 CONSTRUCT
DROP INLET ON LT.
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 206' OUTLET
CONNECT TO DROP INLET @ STA. 313+00 LT.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 311+35 IN PLACE
18" X 27' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 42' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 25 CU. YD.

STA. 312+55 IN PLACE
18" X 44' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 54' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 45 CU. YD.

STA. 313+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 314+00 LT.
DROP INLET H = 4'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

N.B. ENTRANCE RAMP TIE-IN
@ LT. E.O.P. HWY. 270
ELEV.=299.83

C.L. HWY. 270 STA. 305+54.36 =
C.L. N.B. ENTRANCE RAMP STA. 900+31.91
Δ = 60°00'00"

EXIST. C/A

P.O.E. 901+53.73

P.O.E. 900+00.00

S 62°57'42" E

EXIST. R/W

CONST. LIMITS

CONCRETE RIPRAP

CONST. LIMITS

PROP. R/W

P.O.E. 1302+76.14

N 56°48'40" E 1320.69

STA. 313+40 IN PLACE
18" X 64' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 54' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 45 CU. YD.

STA. 314+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 46' OUTLET
CONNECT TO DROP INLET @ STA. 314+50 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 314+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' R.C. PIPE INLET W/F.E.S.
AND 18" X 70' R.C. PIPE OUTLET
CONNECT TO DROP INLET @ STA. 315+24 LT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 314+88 CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

N.B. EXIT RAMP TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=300.27

C.L. HWY. 270 STA. 305+81.77 =
C.L. N.B. EXIT RAMP STA. 809+20.89
Δ = 70°00'00"

P.O.E. 809+50.78

STA. 300+48 RT. TO STA. 303+93 RT.
CONCRETE RIPRAP = 64 CU. YD.

STA. 301+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 50' OUTLET
CONNECT TO DROP INLET @ STA. 300+47 RT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 302+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 301+00 RT.
DROP INLET H = 3'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 303+50 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 302+00 RT.
DROP INLET H = 3'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 305+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 303+50 RT.
DROP INLET H = 3'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 305+56 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.4 SQ. YD.

STA. 306+04 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.7 SQ. YD.

STA. 306+35 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 10.0 SQ. YD.

STA. 306+38 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 10.0 SQ. YD.

STA. 306+72 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 10.0 SQ. YD.

STA. 307+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 305+00 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 308+52 IN PLACE
24" X 60' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 15 CU. YD.

N 39°20'55.9" W 1320.69

EXIST. C/A

P.T. 804+06.57

STA. 309+20 IN PLACE
24" X 56' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 20 CU. YD.

STA. 309+90 CONSTRUCT
DROP INLET ON RT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 307+50 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 310+50
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

STA. 310+90 CONSTRUCT
DROP INLET ON RT.
AND 18" X 282' OUTLET
CONNECT TO DROP INLET @ STA. 313+75 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 312+02 IN PLACE
24" X 50' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 20 CU. YD.

STA. 312+68 IN PLACE
24" X 46' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 20 CU. YD.

STA. 313+30
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 313+75 IN PLACE
DROP INLET ON RT.
WITH 2' X 2' GRATE OPENING
REMOVE INLET AND CONNECTING PIPES

STA. 313+75 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 92' OUTLET
CONNECT TO DROP INLET @ STA. 314+70 RT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 314+25
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 314+70 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 66' OUTLET
CONNECT TO DROP INLET @ STA. 315+40 RT.
DROP INLET H = 4'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 315+05 IN PLACE
18" X 29' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 20 CU. YD.

P.O.E. 1201+52.81

CONST. LIMITS

EXIST. R/W

8/18/2022

R020626.DGN

HWY. 270 - HWY. 365S

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:23 PM
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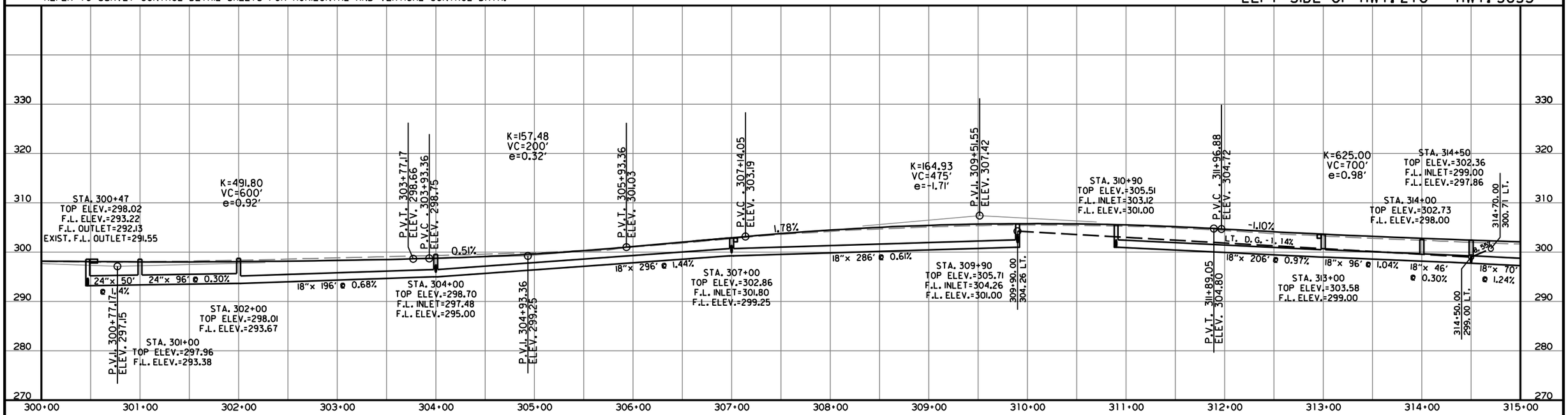
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	156	405

(2) PLAN AND PROFILE SHEETS

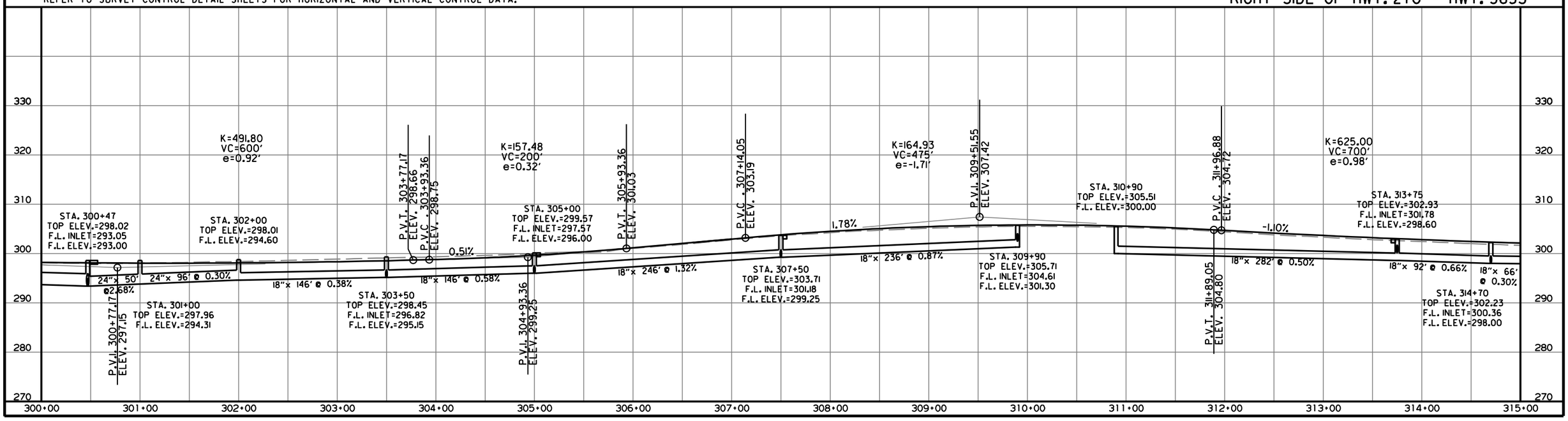
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 270 - HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 270 - HWY. 365S



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	157	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:24 PM
DocuSigned

STA. 315+24 CONSTRUCT
DROP INLET ON LT.
AND 18" X 174' OUTLET
CONNECT TO DROP INLET @ STA. 317+00 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 315+29 CONSTRUCT TYPE 2
WHEELCHAIR RAMP ON LT. = 17.6 SQ. YD.

STA. 315+55 IN PLACE
DROP INLET ON LT.
WITH 4.5' X 3.5' GRATE OPENING
REMOVE INLET AND CONNECTING PIPES

STA. 316+14 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 7.8 SQ. YD.

STA. 316+25 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 7.2 SQ. YD.

STA. 317+00 CONSTRUCT
DROP INLET ON LT.
AND 24" X 138' OUTLET
CONNECT TO DROP INLET @ STA. 318+42 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 317+62 IN PLACE
18" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE

STA. 318+42 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 14' OUTLET W/ F.E.S.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" R.C. PIPE (CLASS IV)(TYPE 3) = 14 LIN. FT.
24" F.E.S. = 1EACH

STA. 318+42 IN PLACE
24" X 62' R.C. PIPE CULVERT
WITH HDWLS LT. AND RT.
REMOVE

STA. 318+90 CONSTRUCT
APPROACH ON LT. = 140 CU. YD.

STA. 320+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 154' OUTLET
CONNECT TO DROP INLET @ STA. 318+42 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 320+51IN PLACE
18" X 100' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 55 CU. YD.

STA. 321+00
CONSTRUCT APPROACH ON LT. = 75 CU. YD.

STA. 321+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 10' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 320+00 LT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 322+00 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 322+29 IN PLACE
12" X 24' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON LT. = 75 CU. YD.

STA. 322+56 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 323+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 321+50 LT.
DROP INLET H = 3'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 324+45 IN PLACE
18" X 40' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 325+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 323+00 LT.
DROP INLET H = 3'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 326+60 CONSTRUCT
DROP INLET ON LT.
AND 18" X 136' OUTLET
CONNECT TO DROP INLET @ STA. 328+00 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 326+95 IN PLACE
18" X 30' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 328+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 330+00 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 330+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 332+00 LT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

ROBIN RD. TIE-IN
@ LT. E.O.P. HWY. 270
ELEV.=301.08

C.L. HWY. 270 STA. 315+86.59 =
C.L. ROBIN RD. STA. 1300+31.22
Δ = 64°00'00"

C.L. HWY. 270 STA. 316+00.03 =
C.L. HOSPITALITY DR. STA. 1201+22.88
Δ = 64°00'00"

HOSPITALITY DR. TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=301.02

STA. 315+40 CONSTRUCT
DROP INLET ON RT.
AND 18" X 6' R.C. PIPE INLET W/F.E.S.
AND 18" X 156' R.C. PIPE OUTLET
CONNECT TO DROP INLET @ STA. 317+00 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 315+64 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.2 SQ. YD.

STA. 315+81 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.2 SQ. YD.

STA. 316+00 IN PLACE
18" X 52' STEEL PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON RT. = 60 CU. YD.

STA. 316+46 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 7.2 SQ. YD.

STA. 316+62 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.7 SQ. YD.

STA. 317+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 6' INLET W/ F.E.S.
AND 24" X 138' OUTLET
CONNECT TO DROP INLET @ STA. 318+42 RT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 317+58 IN PLACE
24" X 62' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 40 CU. YD.

STA. 318+42 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 8' INLET W/ F.E.S.
AND 24" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 318+42 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
DA = 9 ACRES 050 = 18.8 CFS
24" R.C. PIPE (CLASS IV)(TYPE 3) = 68 LIN. FT.
24" F.E.S. = 1EACH

STA. 319+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 104' OUTLET
CONNECT TO DROP INLET @ STA. 318+42 RT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 320+00 IN PLACE
24" X 56' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 50 CU. YD.

STA. 321+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 319+50 RT.
DROP INLET H = 3'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 321+90 IN PLACE
18" X 60' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 54' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 70 CU. YD.

STA. 323+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 321+50 RT.
DROP INLET H = 3'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 324+02 IN PLACE
18" X 60' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 52' R.C. PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 55 CU. YD.

STA. 325+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 323+00 RT.
DROP INLET H = 2'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 326+25 INSTALL
18" X 28' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 326+60 CONSTRUCT
DROP INLET ON RT.
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 136' OUTLET
CONNECT TO DROP INLET @ STA. 328+00 RT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 328+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 330+00 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 330+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 332+00 RT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

EXIST. R/W
CONST. LIMITS
PROP. R/W
T.C.E.
S 62°57'42" E
HWY. 365S

9/22/2022
R020626.DGN

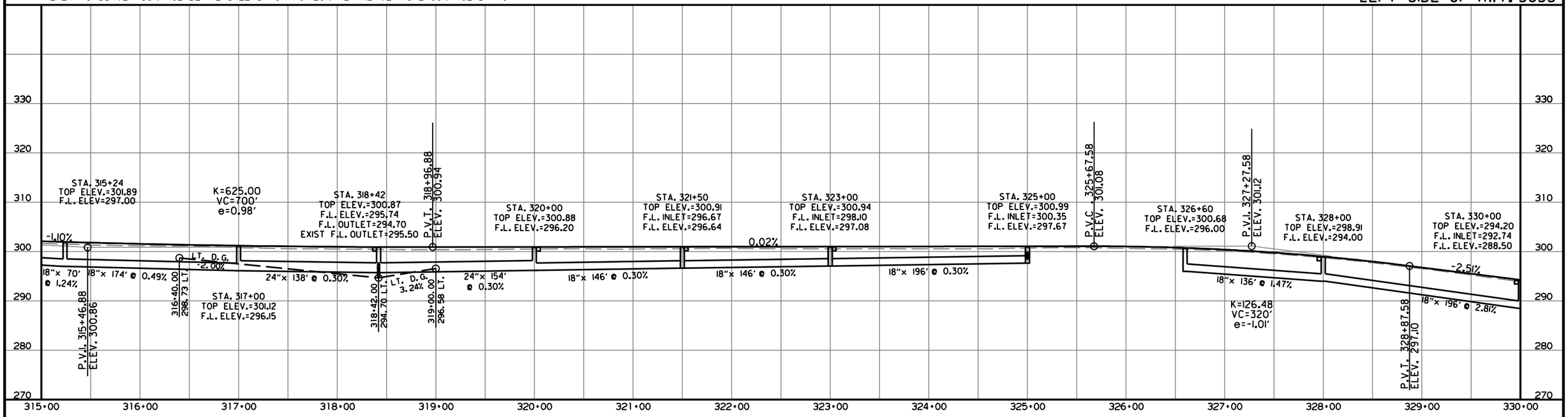
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	158	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:24 PM
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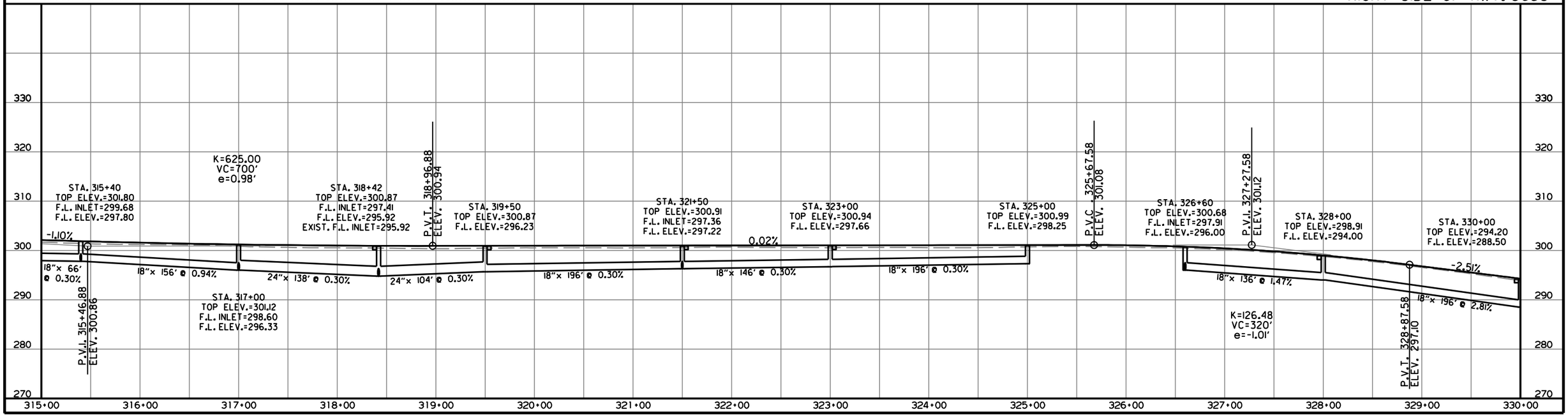
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	159	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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STA. 330+55 IN PLACE
18" X 38' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 331+25 IN PLACE
18" X 40' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 332+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 333+60 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 332+56 IN PLACE
18" X 72' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 46' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.

STA. 333+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 152' OUTLET
CONNECT TO DROP INLET @ STA. 335+15 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 334+10 IN PLACE
24" X 35' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.

STA. 335+15 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 222' OUTLET
CONNECT TO DROP INLET @ STA. 337+40 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 335+63 IN PLACE
18" X 36' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 10 CU. YD.

STA. 337+40 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 338+90 LT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 338+90 CONSTRUCT
DROP INLET ON LT.
AND 24" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 340+00 LT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 340+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 54' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 LT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 340+60 IN PLACE
DBL. 6' X 3' X 56' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 18' LT. AND 19' RT.
WITH 3:1 WINGS LT. & RT.
TO A COMPLETED LENGTH OF 93'
050 = 210 CFS D.A. = 50 ACRES

STA. 341+28 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 341+61 IN PLACE
18" X 76' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 44' PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 65 CU. YD.

STA. 341+94 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 342+20 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 152' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 LT.
DROP INLET H = 3'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 344+00 IN PLACE
18" X 40' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 344+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 226' OUTLET
CONNECT TO DROP INLET @ STA. 342+20 LT.
DROP INLET H = 3'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

HWY. 270
P. I. = 335+28.05
Δ = 00°16'21" LT.
D = 00°15'00"
T = 54.52'
L = 109.04'
P.C. = 334+73.53
P.T. = 335+82.57
NO SUPERELEVATION

330 335 340 345

PC334+73.53 PI335+82.57 PI335+28.05

EXIST. R/W CONST. LIMITS T.C.E. PROP. R/W HOMESTEAD DR. GANDY AVE CARRIAGE CT DR.

S 62°57'42" E S 63°14'04" E

STA. 332+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 333+60 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 333+60 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 152' OUTLET
CONNECT TO DROP INLET @ STA. 335+15 RT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 335+15 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 222' OUTLET
CONNECT TO DROP INLET @ STA. 337+40 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 337+40 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 4' INLET W/ F.E.S.
AND 24" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 338+90 RT.
DROP INLET H = 3'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 337+64 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 338+00 IN PLACE
2' X 1.5' X 64' C.M. ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON RT. = 10 CU. YD.

STA. 338+38 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 338+90 CONSTRUCT
DROP INLET ON RT.
AND 24" X 106' OUTLET
CONNECT TO DROP INLET @ STA. 340+00 RT.
DROP INLET H = 3'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 339+35 IN PLACE
18" X 48' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 48' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 45 CU. YD.

STA. 340+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 54' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 RT.
DROP INLET H = 3'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 342+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 132' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 RT.
DROP INLET H = 3'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 342+04 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 342+35 IN PLACE
18" X 60' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
TURNOUT ON RT. = 40 CU. YD.

STA. 342+70 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 342+80 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 76' OUTLET
CONNECT TO DROP INLET @ STA. 342+00
DROP INLET H = 3'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 344+50 CONSTRUCT
DROP INLET ON RT.
AND 18" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 342+80 RT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

8/18/2022

R020626.DGN

HWY. 365S

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

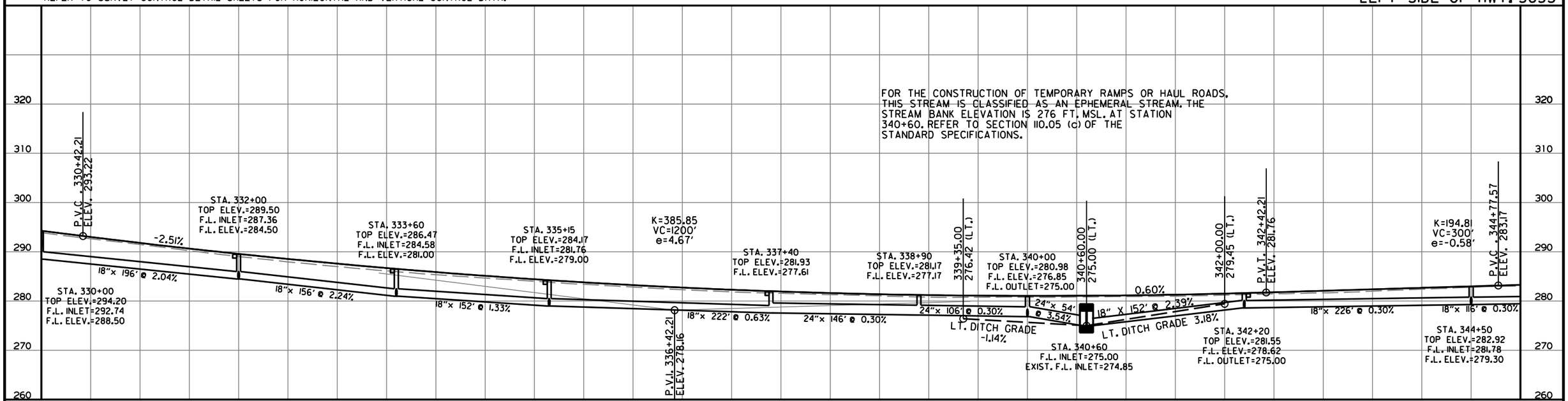
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	160	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:25 PM
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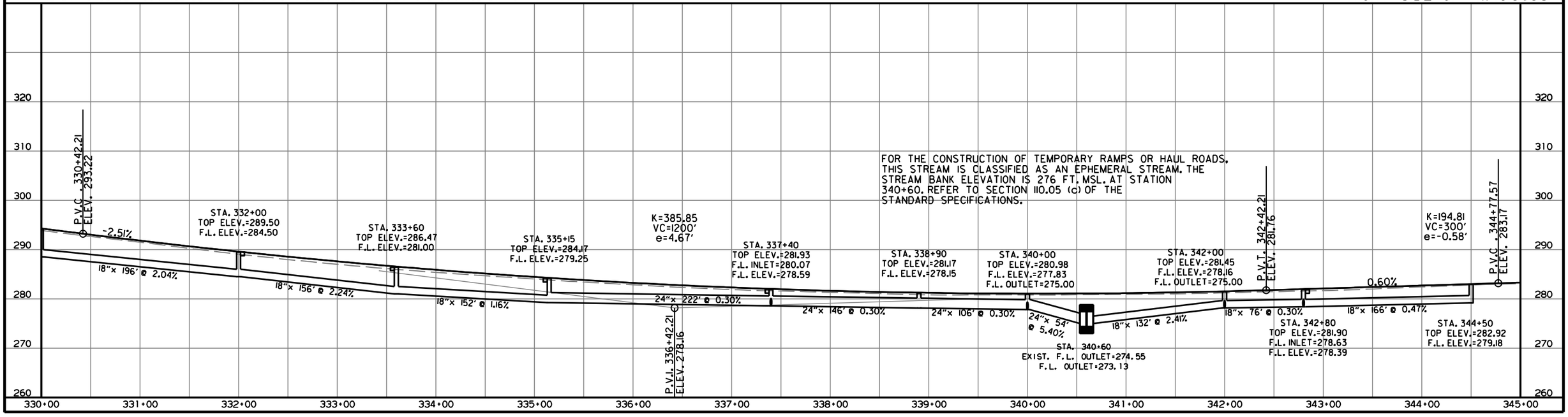
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	161	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:25 PM
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STA. 345+15 IN PLACE
18" X 30' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 10 CU. YD. UNCL. EXC.

STA. 345+70 CONSTRUCT
DROP INLET ON LT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 116' OUTLET
CONNECT TO DROP INLET @ STA. 344+50 LT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 346+45 IN PLACE
18" X 48' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 45 CU. YD. UNCL. EXC.

STA. 347+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 349+40 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 348+22 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 348+60 IN PLACE
18" X 68' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 42' PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 20 CU. YD.
= 5 CU. YD. UNC. EXC.

STA. 348+96 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 349+40 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 206' OUTLET
CONNECT TO DROP INLET @ STA. 351+50 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 350+75 IN PLACE
24" X 56' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 50' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 50 CU. YD.

STA. 351+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 353+25 LT.
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 352+04 IN PLACE
24" X 34' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 40' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 55 CU. YD.

STA. 352+95 IN PLACE
24" X 25' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 44' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 105 CU. YD.

STA. 353+25 CONSTRUCT
DROP INLET ON LT.
AND 30" X 12' OUTLET W/F.E.S.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 353+56 CONSTRUCT
DROP INLET ON LT.
AND 30" X 26' OUTLET
CONNECT TO DROP INLET @ STA. 353+25 LT.
DROP INLET H = 6'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 353+92 IN PLACE
24" X 34' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 35 CU. YD.

STA. 354+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 8' INLET W/F.E.S.
AND 18" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 355+50 LT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 354+83 IN PLACE
24" X 34' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 355+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 10' INLET W/ F.E.S.
AND 18" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 356+75 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 356+20 IN PLACE
24" X 30' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 50 CU. YD.

STA. 356+75 CONSTRUCT
DROP INLET ON LT.
AND 18" X 10' INLET W/F.E.S.
AND 18" X 192' OUTLET
CONNECT TO DROP INLET @ STA. 358+70 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

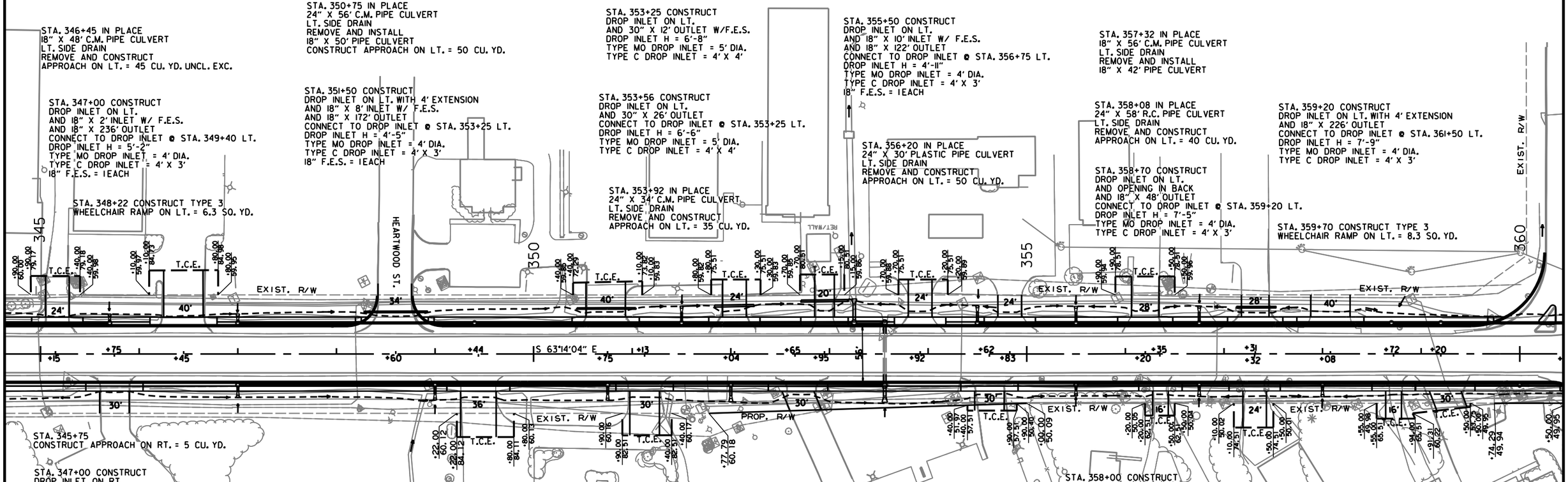
STA. 357+32 IN PLACE
18" X 56' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 42' PIPE CULVERT

STA. 358+08 IN PLACE
24" X 58' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 40 CU. YD.

STA. 358+70 CONSTRUCT
DROP INLET ON LT.
AND OPENING IN BACK
AND 18" X 48' OUTLET
CONNECT TO DROP INLET @ STA. 359+20 LT.
DROP INLET H = 7'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 359+20 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 226' OUTLET
CONNECT TO DROP INLET @ STA. 361+50 LT.
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 359+70 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 8.3 SQ. YD.



STA. 345+75
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 347+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/ F.E.S.
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 349+00 RT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 349+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 8' INLET W/ F.E.S.
AND 18" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 350+75 RT.
DROP INLET H = 4'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 349+44 IN PLACE
18" X 40' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 55 CU. YD.

STA. 350+75 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/F.E.S.
AND 24" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 352+00 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 351+13 IN PLACE
18" X 40' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 65 CU. YD.

STA. 352+00 CONSTRUCT
DROP INLET ON RT.
AND 24" X 8' INLET W/F.E.S.
AND 24" X 152' OUTLET
CONNECT TO DROP INLET @ STA. 353+56 RT.
DROP INLET H = 4'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 352+65 IN PLACE
18" X 46' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 353+56 IN PLACE
30" X 66' R.C. PIPE CULVERT
W/HDWLS LT. AND RT.
REMOVE HDWLS AND REMOVE
10' LT. AND 12' RT. OF PIPE
EXTEND 8' LT. AND 8' RT. AND CONNECT
TO DROP INLETS @ STA. 353+56 LT.
AND STA. 353+56 RT.
CONSTRUCT DROP INLET ON RT.
AND 30" X 10' INLET W/ F.E.S.
DROP INLET H = 6'-2"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
30" R.C. PIPE (CLASS III(TYPE 3) = 26 LIN. FT.
30" F.E.S. = 1EACH

STA. 354+62 IN PLACE
18" X 44' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 355+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 4' INLET W/F.E.S.
AND 24" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 356+75 RT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 356+35 IN PLACE
18" X 28' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 356+75 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/F.E.S.
AND 24" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 358+00 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 357+31 IN PLACE
18" X 30' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 15 CU. YD.

STA. 358+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 4' INLET W/F.E.S.
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 360+00 RT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

STA. 358+72 IN PLACE
18" X 19' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 359+20 IN PLACE
18" X 50' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 360+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND OPENING IN BACK
AND 24" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 361+50 RT.
DROP INLET H = 6'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

8/18/2022

R020626.DGN

HWY. 365S

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	162	405

(2) PLAN AND PROFILE SHEETS

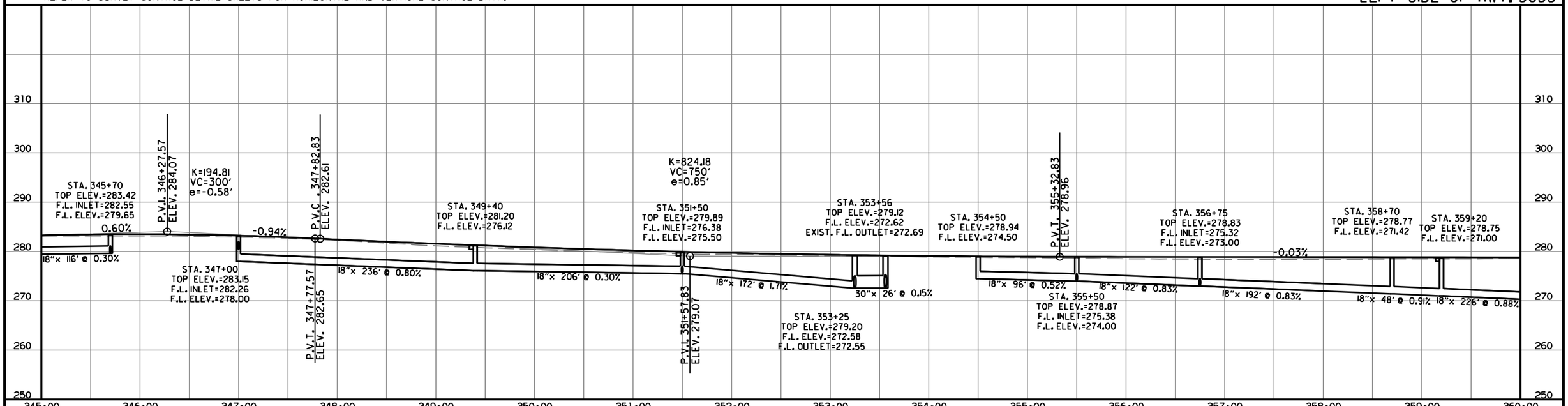
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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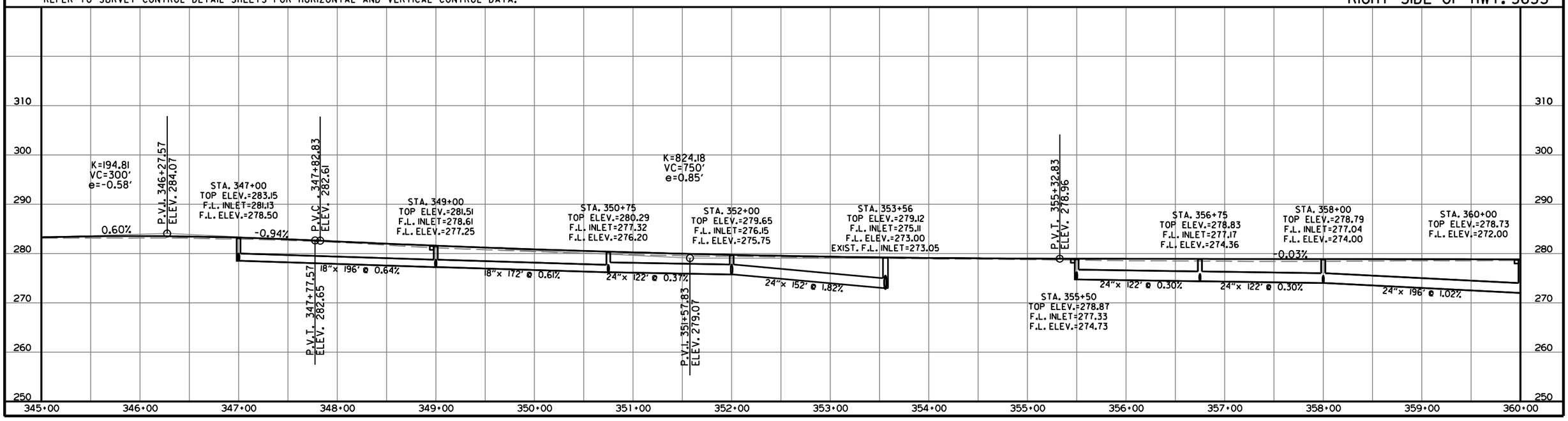
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	163	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
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STA. 360+50
CONSTRUCT TURNOUT ON LT. = 15 CU. YD.

STA. 361+31 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 8.3 SQ. YD.

STA. 361+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 363+50 LT.
DROP INLET H = 8'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 363+12
CONSTRUCT APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 363+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 365+50 LT.
DROP INLET H = 8'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 365+00
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 365+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 367+50 LT.
DROP INLET H = 8'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 365+85 IN PLACE
DROP INLET ON LT.
AND 24" X 274' R.C. PIPE
REMOVE INLET AND PIPE

STA. 367+00
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 367+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 369+30 LT.
DROP INLET H = 6'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 368+60 IN PLACE
DROP INLET ON LT.
AND 18" X 42' CLAY PIPE
REMOVE INLET AND CONNECTING PIPE

STA. 368+80
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 369+06 IN PLACE
DROP INLET ON LT.
AND 18" X 296' CLAY PIPE
REMOVE INLET AND CONNECTING PIPE

STA. 369+30 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 370+60 LT.
DROP INLET H = 5'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 369+75 IN PLACE
18" X 20' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 15 CU. YD.

STA. 370+60 CONSTRUCT
DROP INLET ON LT.
AND 24" X 140' OUTLET
CONNECT TO DROP INLET @ STA. 372+10 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 371+10 IN PLACE
18" X 28' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 70 CU. YD.

STA. 372+10 CONSTRUCT
DROP INLET ON LT.
AND 60" X 20' OUTLET W/ F.E.S.
ON 25° LT. FWD. SKEW
AND 60" X 16' OUTLET W/ F.E.S.
ON 25° LT. FWD. SKEW
OUTLET @ STA. 372+25 LT.
DROP INLET H = 7'-3"
050=310 CFS. D.A.=76.8 ACRES
TYPE C DROP INLET = 18' X 5'
60" R.C. PIPE (CLASS V)(TYPE 3) = 36 LIN. FT.
60" F.E.S. = 2 EACH

STA. 372+10 IN PLACE
DBL. DROP INLET ON LT.
AND DBL. 50" X 16' C.M. PIPE OUTLETS
W/F.E.S. EACH
REMOVE

STA. 373+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 130' OUTLET
CONNECT TO DROP INLET @ STA. 372+10 LT
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

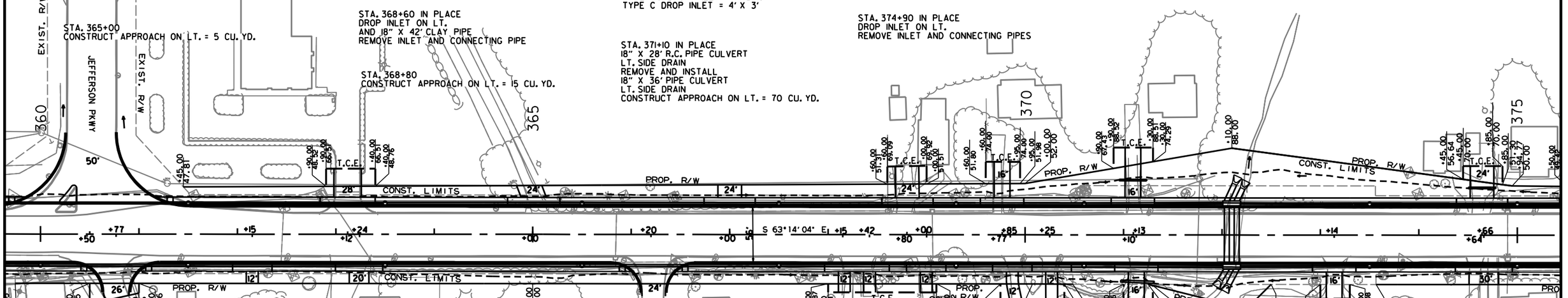
STA. 374+64 INSTALL
18" X 34' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT APPROACH ON LT. = 40 CU. YD.

STA. 374+90 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
368+92	368+92	RT.	20

STA. 375+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 373+50 LT
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'



STA. 360+48 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 360+77
CONSTRUCT TURNOUT ON RT. = 5 CU. YD.

STA. 361+08 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 361+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 363+50 RT.
DROP INLET H = 7'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 362+15
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 363+24
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 363+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 365+50 RT.
DROP INLET H = 9'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 365+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 367+50 RT.
DROP INLET H = 7'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 365+85 IN PLACE
DROP INLET ON RT.
AND 18" X 46' R.C. PIPE
REMOVE INLET AND PIPE

STA. 365+90 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 366+20
CONSTRUCT TURNOUT ON RT. = 5 CU. YD.

STA. 366+54 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 367+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 369+30 RT.
DROP INLET H = 6'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 368+15 IN PLACE
20" X 40' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 368+42
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 369+00 IN PLACE
18" X 16' PLASTIC PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 369+06 IN PLACE
18" X 46' CLAY PIPE
REMOVE

STA. 369+30 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 370+60 RT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 369+85 IN PLACE
18" X 61' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 10 CU. YD.

STA. 370+25
CONSTRUCT APPROACH ON RT. = 10 CU. YD.

STA. 370+60 CONSTRUCT
DROP INLET ON RT.
AND 24" X 140' OUTLET
CONNECT TO DROP INLET @ STA. 372+10 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 371+13 IN PLACE
24" X 25' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
24" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 50 CU. YD.

STA. 372+10 CONSTRUCT
DROP INLET ON RT.
AND 60" X 14' INLET W/ F.E.S.
ON 30° LT. FWD. SKEW
AND 60" X 20' INLET W/ F.E.S.
ON 30° LT. FWD. SKEW
AND DBL. 60" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 372+10 LT.
DROP INLET H = 7'-0"
TYPE C DROP INLET = 18' X 5'
60" R.C. PIPE (CLASS V)(TYPE 3) = 154 LIN. FT.
60" F.E.S. = 2 EACH

STA. 372+10 IN PLACE
DBL. DROP INLET ON RT.
AND DBL. 50" X 12' C.M. PIPE INLET
W/F.E.S. EACH
AND DBL. 60" X 48' C.M. PIPE OUTLET
REMOVE

STA. 373+14 IN PLACE
18" X 19' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON RT. = 5 CU. YD.

STA. 373+50 CONSTRUCT
DROP INLET ON RT.
AND 18" X 130' OUTLET
CONNECT TO DROP INLET @ STA. 372+10 RT
DROP INLET H = 4'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 374+66
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 374+90 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 375+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 373+50 RT
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

5/23/2023

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HWY. 365S

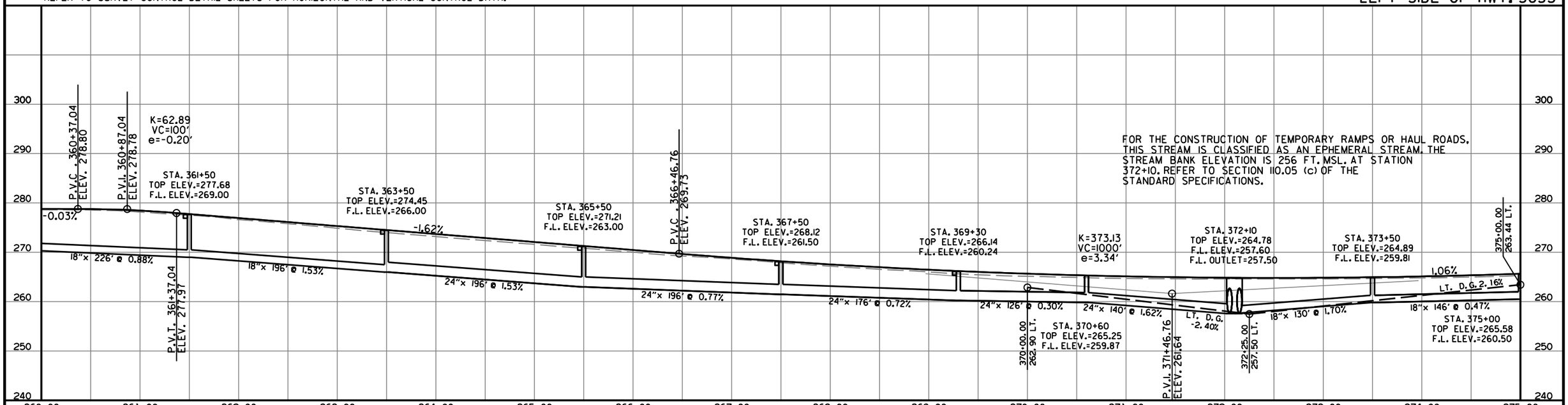
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	164	405

(2) PLAN AND PROFILE SHEETS

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

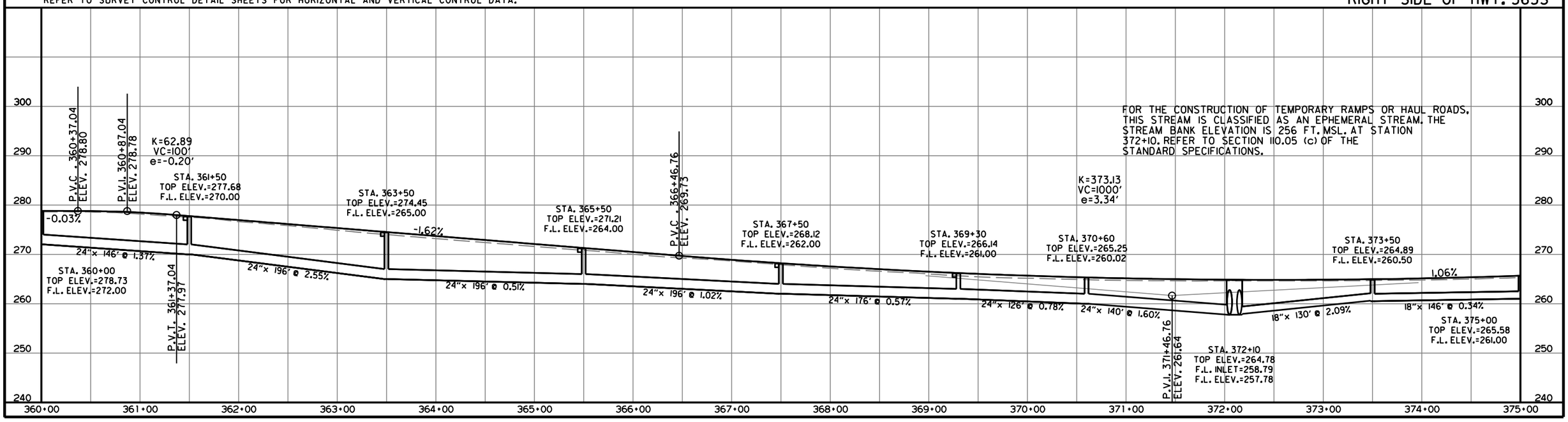
LEFT SIDE OF HWY. 365S



FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS, THIS STREAM IS CLASSIFIED AS AN EPHEMERAL STREAM. THE STREAM BANK ELEVATION IS 256 FT. MSL. AT STATION 372+10. REFER TO SECTION 110.05 (c) OF THE STANDARD SPECIFICATIONS.

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



FOR THE CONSTRUCTION OF TEMPORARY RAMPS OR HAUL ROADS, THIS STREAM IS CLASSIFIED AS AN EPHEMERAL STREAM. THE STREAM BANK ELEVATION IS 256 FT. MSL. AT STATION 372+10. REFER TO SECTION 110.05 (c) OF THE STANDARD SPECIFICATIONS.

8/18/2022

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	165	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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ALL STORM SEWER PIPES SHALL EITHER BE R.C. PIPE CULVERTS (ALTERNATE NO. 1) OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 375+65
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 376+90 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 375+00 LT
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 377+30
CONSTRUCT APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 378+80
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 379+15 CONSTRUCT
DROP INLET ON LT.
AND 18" X 222' OUTLET
CONNECT TO DROP INLET @ STA. 376+90 LT
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 379+70 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 380+00
CONSTRUCT TURNOUT ON LT. = 5 CU. YD.

STA. 380+25 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 380+80 CONSTRUCT
DROP INLET ON LT.
AND 18" X 216' OUTLET
CONNECT TO DROP INLET @ STA. 383+00 LT
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 382+06
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 382+52
CONSTRUCT APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 383+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 121' OUTLET
CONNECT TO DROP INLET @ STA. 384+25 LT
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
379+03	379+64	LT.	61
380+28	381+12	RT.	104
384+75	385+44	RT.	98
385+92	386+17	RT.	25

STA. 383+45
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 383+96
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 384+25 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 214' OUTLET
CONNECT TO DROP INLET @ STA. 386+43 LT
DROP INLET H = 6'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 384+53
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 384+86 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
380+28	381+12	RT.	4'	84
384+75	385+44	RT.	4'	116
385+92	386+17	RT.	4'	30

STA. 384+95
CONSTRUCT APPROACH ON LT. = 5 CU. YD.

STA. 385+20
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 386+43 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 386+43 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 36" X 12' OUTLET
CONNECT TO DROP INLET @ STA. 386+60 LT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

STA. 386+60 CONSTRUCT
DROP INLET ON LT.
AND 36" X 10' OUTLET W/F.E.S.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 6' DIA.
TYPE C DROP INLET = 5' X 4'
36" F.E.S. = 1EACH

STA. 386+73 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 387+06
CONSTRUCT TURNOUT ON LT. = 160 CU. YD.

STA. 387+29 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 387+60 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 96' OUTLET
CONNECT TO DROP INLET @ STA. 386+60 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 388+78 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 376+49
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 376+57 IN PLACE
DROP INLET ON RT.
WITH 2' X 2' GRATE OPENING
REMOVE INLET AND CONNECTING PIPES

STA. 376+90 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 186' OUTLET
CONNECT TO DROP INLET @ STA. 375+00 RT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 377+38
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 377+45 IN PLACE
DROP INLET ON RT.
WITH 2' X 2' GRATE OPENING
REMOVE INLET AND CONNECTING PIPES

STA. 378+33
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 379+15 CONSTRUCT
DROP INLET ON RT.
AND 18" X 222' OUTLET
CONNECT TO DROP INLET @ STA. 376+90 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 379+40
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

STA. 379+77 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 379+80 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 380+08
CONSTRUCT TURNOUT ON RT. = 5 CU. YD. UNCL. EXC.
= 5 CU. YD.

STA. 380+35 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 380+37 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 380+80 CONSTRUCT
DROP INLET ON RT.
AND 18" X 142' OUTLET
CONNECT TO DROP INLET @ STA. 382+25 RT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 381+22
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.
= 5 CU. YD.

STA. 381+91
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.
= 5 CU. YD.

STA. 382+25 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 206' OUTLET
CONNECT TO DROP INLET @ STA. 384+35 RT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 382+55
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.
= 15 CU. YD.

STA. 383+00 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES
CONSTRUCT APPROACH ON RT. = 15 CU. YD.
= 5 CU. YD. UNCL. EXC.

STA. 383+55 INSTALL
18" X 28' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 20 CU. YD.
= 5 CU. YD. UNCL. EXC.

STA. 384+00 INSTALL
18" X 30' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 25 CU. YD.
= 5 CU. YD. UNCL. EXC.

STA. 384+35 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 30" X 162' OUTLET
CONNECT TO DROP INLET @ STA. 386+00 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 384+70 INSTALL
18" X 32' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 45 CU. YD.
= 5 CU. YD. UNCL. EXC.

STA. 384+86 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 386+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 4' INLET W/F.E.S.
AND 36" X 38' OUTLET
CONNECT TO DROP INLET @ STA. 386+43 RT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" F.E.S. = 1EACH

STA. 386+43 CONSTRUCT
DROP INLET ON RT.
AND 36" X 60' OUTLET
CONNECT TO DROP INLET @ STA. 386+43 LT.
DROP INLET H = 5'-6"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'
36" R.C. PIPE (CLASS IV)(TYPE 3) = 60 LIN. FT.

STA. 386+00 INSTALL
WATER GAP ON RT.

STA. 386+43 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 387+38 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 387+69 IN PLACE
12" X 30' R.C. PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
18" X 36' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT TURNOUT ON RT. = 20 CU. YD.

STA. 388+00 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 388+10 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 6' INLET W/F.E.S.
AND 24" X 164' OUTLET
CONNECT TO DROP INLET @ STA. 386+43 RT.
DROP INLET H = 5'-4"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
24" F.E.S. = 1EACH

STA. 388+78 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 390+00
CONSTRUCT APPROACH ON RT. = 5 CU. YD. UNCL. EXC.

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HWY. 365S

STATE OF ARKANSAS
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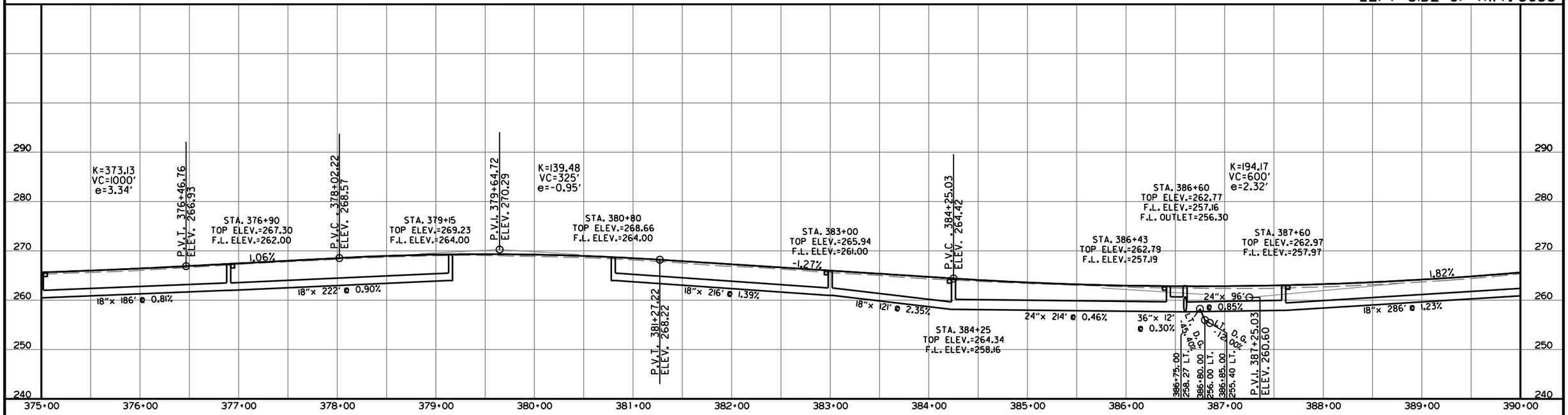
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	166	405

(2) PLAN AND PROFILE SHEETS

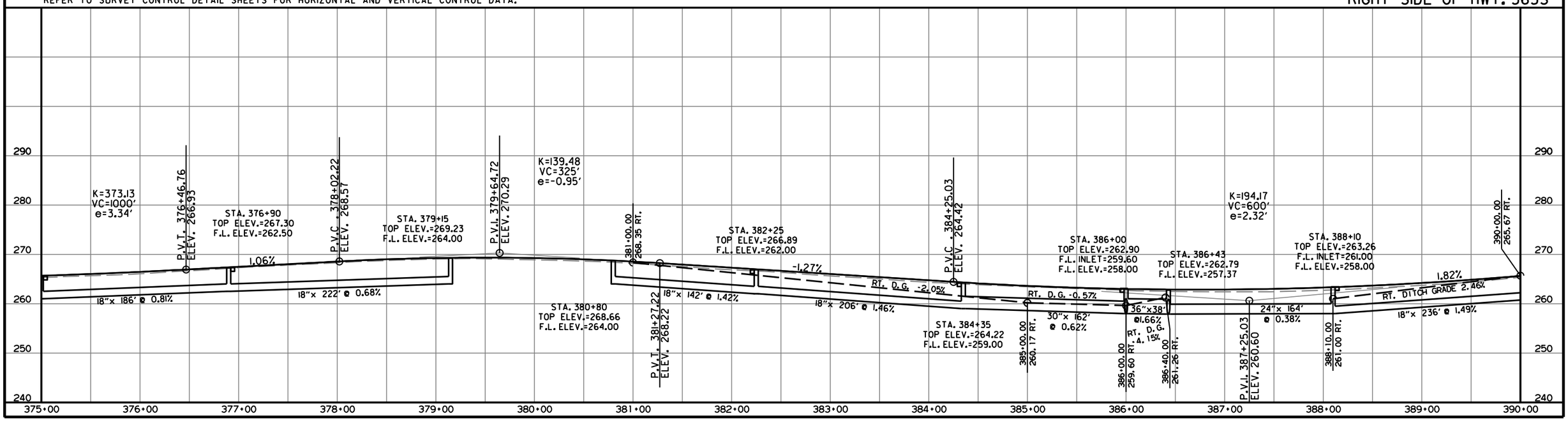
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	167	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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ALL STORM SEWER PIPES SHALL EITHER BE R.C. PIPE CULVERTS (ALTERNATE NO. 1) OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2) UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 390+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 286' OUTLET
CONNECT TO DROP INLET @ STA. 387+60 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 391+33 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 391+65
CONSTRUCT TURNOUT ON LT. = 20 CU. YD. UNCL. EXC.

STA. 391+95 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 393+00 CONSTRUCT
DROP INLET ON LT.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 390+50 LT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 393+53
CONSTRUCT APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 394+40 CONSTRUCT
DROP INLET ON LT.
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 396+20 LT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 394+54 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 394+86
CONSTRUCT TURNOUT ON LT. = 5 CU. YD. UNCL. EXC.

STA. 395+14 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 396+20 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 397+50 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 396+54
CONSTRUCT APPROACH ON LT. = 5 CU. YD. UNCL. EXC.

STA. 397+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 196' OUTLET
CONNECT TO DROP INLET @ STA. 399+50 LT.
DROP INLET H = 6'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 397+78 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 398+00 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 398+07
CONSTRUCT TURNOUT ON LT. = 5 CU. YD.

STA. 398+34 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 399+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 240' OUTLET
CONNECT TO DROP INLET @ STA. 402+00 LT.
DROP INLET H = 5'-5"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 402+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 403+80 LT.
DROP INLET H = 6'-1"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 403+40 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 403+80 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 236' OUTLET
CONNECT TO DROP INLET @ STA. 406+25 LT.
DROP INLET H = 7'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 404+00 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

STA. 404+34 IN PLACE
30" X 36' R.C. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
24" X 40' PIPE CULVERT
LT. SIDE DRAIN
CONSTRUCT TURNOUT ON LT. = 25 CU. YD.

STA. 404+62 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON LT. = 6.3 SQ. YD.

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.	GATE
396+58	398+00	LT.	186	
397+68	400+33	RT.	270	
398+76	399+53	LT.	92	
402+24	402+48	RT.		1

HWY. 270
P. I. = 402+30.11
Δ = 24°53'32" LT.
D = 04°30'00"
T = 281.02'
L = 553.16'
P. C. = 399+49.10
P. T. = 405+02.26
e = 0.034'/'
Ls = 450'

STA. 390+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 216' OUTLET
CONNECT TO DROP INLET @ STA. 388+30 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 391+93 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 392+25
CONSTRUCT TURNOUT ON RT. = 5 CU. YD.

STA. 392+56 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 393+00 CONSTRUCT
DROP INLET ON RT.
AND 18" X 246' OUTLET
CONNECT TO DROP INLET @ STA. 390+50 RT.
DROP INLET H = 4'-11"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 393+29
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 394+40 CONSTRUCT
DROP INLET ON RT.
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 396+20 RT.
DROP INLET H = 4'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 394+75
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 395+70
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 396+20 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 176' OUTLET
CONNECT TO DROP INLET @ STA. 398+00 RT.
DROP INLET H = 5'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 396+69
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 397+10
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 397+50
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 398+00 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 398+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 146' OUTLET
CONNECT TO DROP INLET @ STA. 399+50 RT.
DROP INLET H = 6'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 398+55
CONSTRUCT APPROACH ON RT. = 20 CU. YD.

STA. 399+00 IN PLACE
18" X 30' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 399+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 252' OUTLET
CONNECT TO DROP INLET @ STA. 402+00 RT.
DROP INLET H = 6'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 400+20 INSTALL
24" X 34' PIPE CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH = 60 CU. YD.

STA. 400+55 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 402+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 182' OUTLET
CONNECT TO DROP INLET @ STA. 403+80 RT.
DROP INLET H = 8'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 402+30 IN PLACE
36" X 30' PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
36" X 36' PIPE CULVERT
CONSTRUCT APPROACH ON RT. = 80 CU. YD.

STA. 403+80 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 242' OUTLET
CONNECT TO DROP INLET @ STA. 406+25 RT.
DROP INLET H = 7'-7"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.	16'-0" GATES
396+58	398+00	LT.	4'	146	
397+68	400+33	RT.	5'	294	1

SIDNEY ST.
JACKSON DR.
BETTY ST.
PHILLIPS ST.
PROP. R/W
CONST. LIMITS
T.C.E.
P. C. 399+49.10
P. I. 402+30.11
S 63°14'04" E
S 88°01'36" E

8/18/2022

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HWY. 365S

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	168	405

(2) PLAN AND PROFILE SHEETS

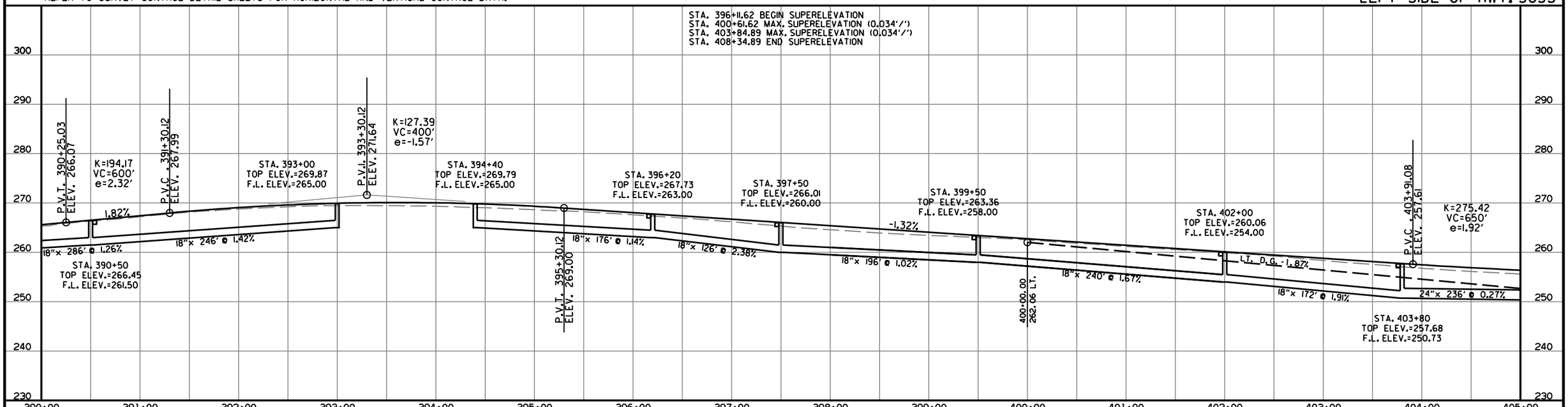
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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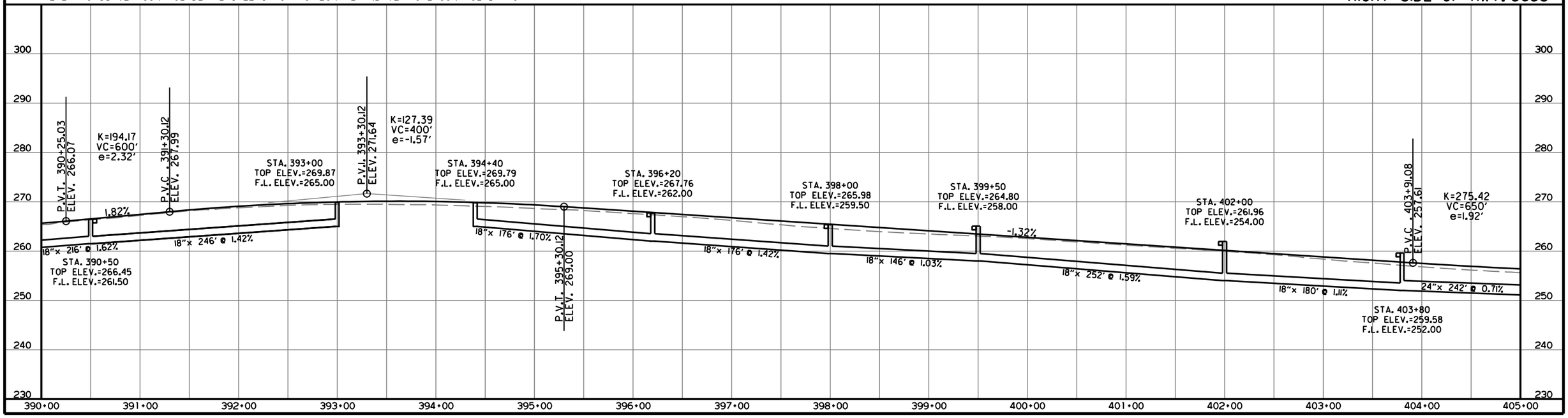
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



8/18/2022

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	169	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STA. 406+25 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 406+25 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 36" X 20' OUTLET W/ F.E.S.
ON 40° LT. FWD. SKEW
OUTLET @ STA. 406+44 LT.
DROP INLET H = 5'-5"
TYPE C DROP INLET = 8' X 4'
36" R.C. PIPE (CLASS V)(TYPE 3) = 20 LIN. FT.
36" F.E.S. = 1EACH

STA. 408+65 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

HWY. 270
P.I. = 402+30.11
Δ = 24°53'32" LT.
D = 04°30'00"
T = 281.02'
L = 553.16'
P.C. = 399+49.10
P.T. = 405+02.26
e = 0.034'/'
Ls = 450'

STA. 408+65 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 234' OUTLET
CONNECT TO DROP INLET @ STA. 406+25 LT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 409+63
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 410+17
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

REMOVAL AND DISPOSAL OF FENCE

STA.	STA.	SIDE	LIN. FT.
409+57	409+57	LT.	22

STA. 410+50 CONSTRUCT
DROP INLET ON LT.
AND 18" X 182' OUTLET
CONNECT TO DROP INLET @ STA. 408+65 LT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

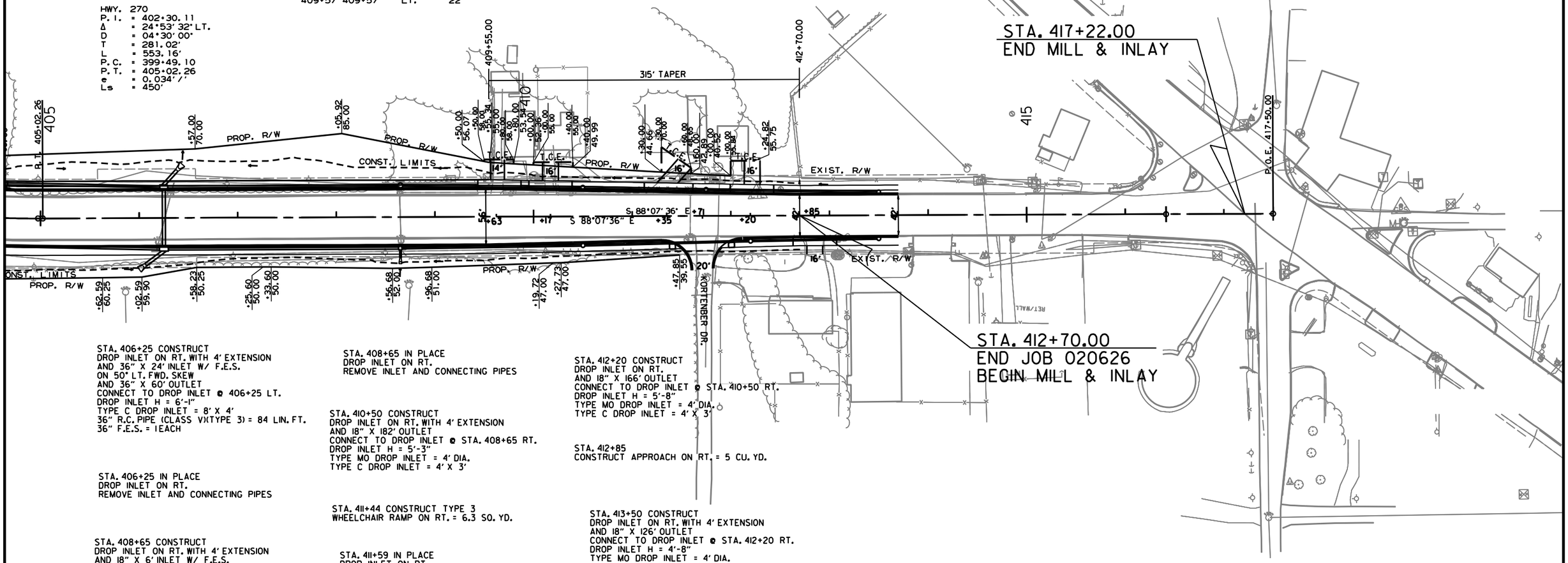
STA. 411+35
CONSTRUCT APPROACH ON LT. = 15 CU. YD.

STA. 411+59 IN PLACE
DROP INLET ON LT.
REMOVE INLET AND CONNECTING PIPES

STA. 411+75 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 122' OUTLET
CONNECT TO DROP INLET @ STA. 410+50 LT.
DROP INLET H = 5'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 412+20
CONSTRUCT APPROACH ON LT. = 10 CU. YD.

STA. 413+50 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 172' OUTLET
CONNECT TO DROP INLET @ STA. 411+75 LT.
DROP INLET H = 4'-9"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'



STA. 406+25 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 24' INLET W/ F.E.S.
ON 50° LT. FWD. SKEW
AND 36" X 60' OUTLET
CONNECT TO DROP INLET @ 406+25 LT.
DROP INLET H = 6'-1"
TYPE C DROP INLET = 8' X 4'
36" R.C. PIPE (CLASS V)(TYPE 3) = 84 LIN. FT.
36" F.E.S. = 1EACH

STA. 406+25 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 408+65 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 24" X 234' OUTLET
CONNECT TO DROP INLET @ STA. 406+25 RT.
DROP INLET H = 4'-6"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

ALL STORM SEWER PIPES SHALL EITHER BE
R.C. PIPE CULVERTS (ALTERNATE NO. 1)
OR SLPCCS PIPE CULVERTS (ALTERNATE NO. 2)
UNLESS OTHERWISE SPECIFIED.
ALL R.C. PIPE CULVERTS SHALL BE CLASS III UNLESS
OTHERWISE SPECIFIED.
FOR ALL R.C. PIPE CULVERT INSTALLATIONS USE TYPE
3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR ALL SLPCCS PIPE CULVERT INSTALLATIONS USE TYPE
2 BEDDING UNLESS OTHERWISE SPECIFIED.

STA. 408+65 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 410+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 182' OUTLET
CONNECT TO DROP INLET @ STA. 408+65 RT.
DROP INLET H = 5'-3"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 411+44 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 411+59 IN PLACE
DROP INLET ON RT.
REMOVE INLET AND CONNECTING PIPES

STA. 411+71
CONSTRUCT TURNOUT ON RT. = 5 CU. YD.

STA. 411+97 CONSTRUCT TYPE 3
WHEELCHAIR RAMP ON RT. = 6.3 SQ. YD.

STA. 412+20 CONSTRUCT
DROP INLET ON RT.
AND 18" X 166' OUTLET
CONNECT TO DROP INLET @ STA. 410+50 RT.
DROP INLET H = 5'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

STA. 412+85
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

STA. 413+50 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 126' OUTLET
CONNECT TO DROP INLET @ STA. 412+20 RT.
DROP INLET H = 4'-8"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

8/18/2022

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HWY. 365S

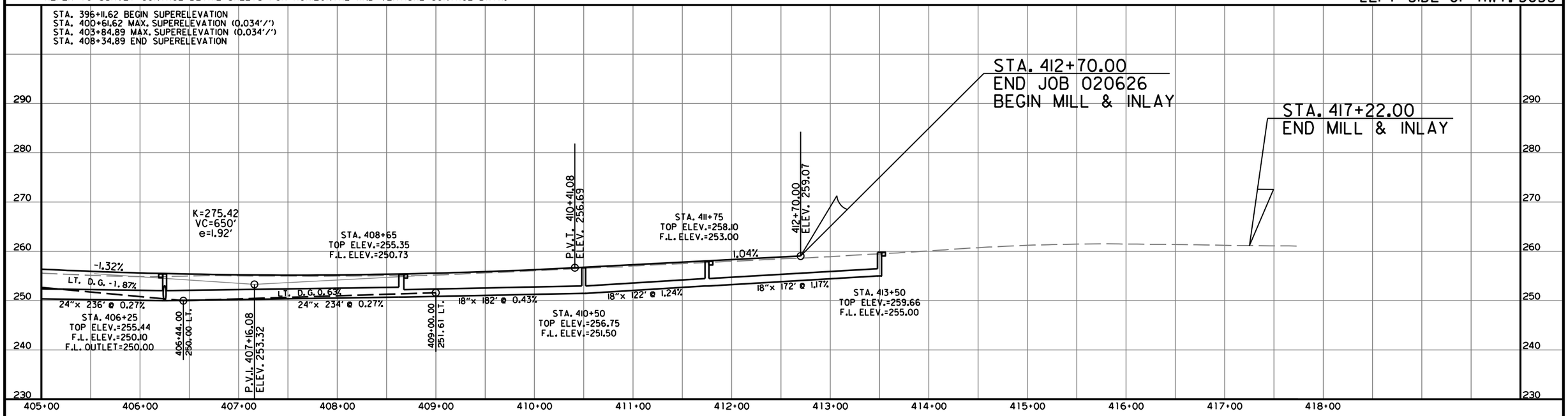
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				6	ARK.			
				JOB NO.		020626	170	405

(2) PLAN AND PROFILE SHEETS

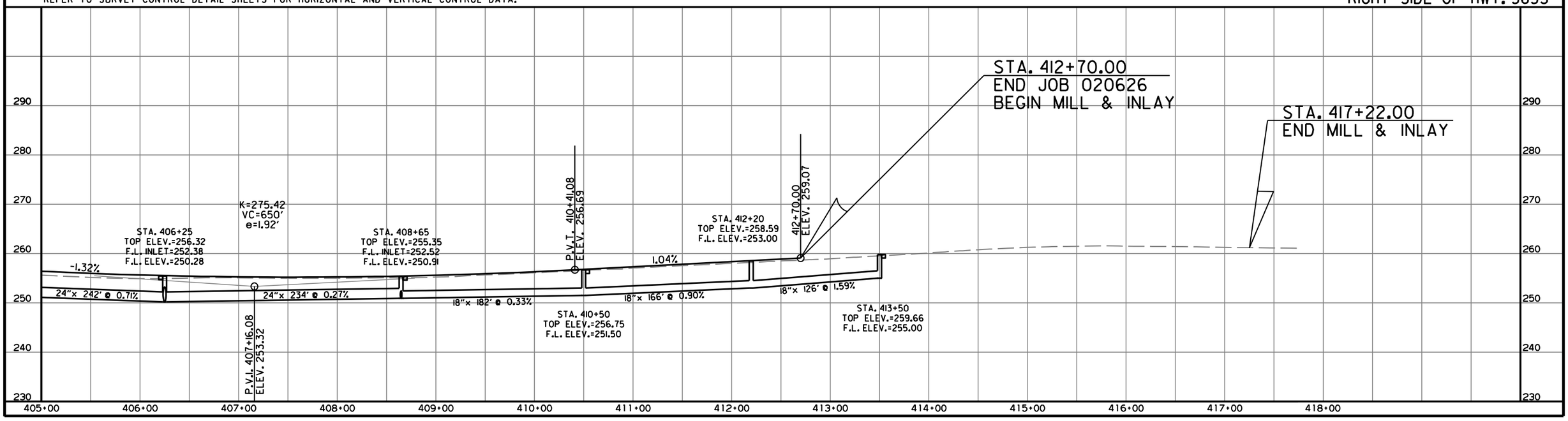
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

LEFT SIDE OF HWY. 365S



REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

RIGHT SIDE OF HWY. 365S



8/18/2022

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(2) PLAN AND PROFILE SHEETS

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ELKINS RD. TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=344.71

C.L. HWY. 270 STA. 175+81.17 =
C.L. ELKINS RD. STA. 703+87.97
Δ = 26°00'00"

STA. 705+12.95
END HWY. 104 CONST.

STA. 702+65.90
BEGIN ELKINS RD CONST.

HWY. 104 TIE-IN
@ LT. E.O.P. HWY. 270
ELEV.=344.62

C.L. HWY. 270 STA. 175+53.69 =
C.L. HWY. 104 STA. 704+50.35
Δ = 26°00'00"

ELKINS RD./HWY. 104

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

P.V.C. 702+65.90
ELEV. 340.61
K=23.53
VC=100'
e=0.53'
P.V.I. 703+65.90
ELEV. 343.58
P.V.I. 703+87.97
ELEV. 344.71
P.V.I. 703+15.90
ELEV. 341.03
0.85%
5.10%
P.V.I. 704+50.35
ELEV. 344.62
P.V.C. 704+51.87
ELEV. 344.59
P.V.I. 704+76.87
ELEV. 344.11
K=32.47
VC=50'
e=0.10'
-1.94%
-0.40%
P.V.T. 705+01.87
ELEV. 344.01
P.V.I. 705+12.95
ELEV. 343.96

6/15/2023
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LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:29 PM
DocuSign

C.L. HWY. 270 STA. 298+62.17 =
C.L. S.B. EXIT RAMP STA. 600+30.60
Δ = 66°00'00"
S.B. EXIT RAMP TIE-IN
℄ LT. E.O.P. HWY. 270
ELEV.=298.19

EXIST. R/W
EXIST. C/A

P.O.E. 504+78.58

N 2°45'21" W

P.T. 503+04.72

CONST. LIMITS

P.O.B. 600+00.00

N 3°14'53" E

P.O.E. 608+29.43

STA. 602+00.00
END I-530 S.B.
EXIT RAMP CONST.
BEGIN OVERLAY

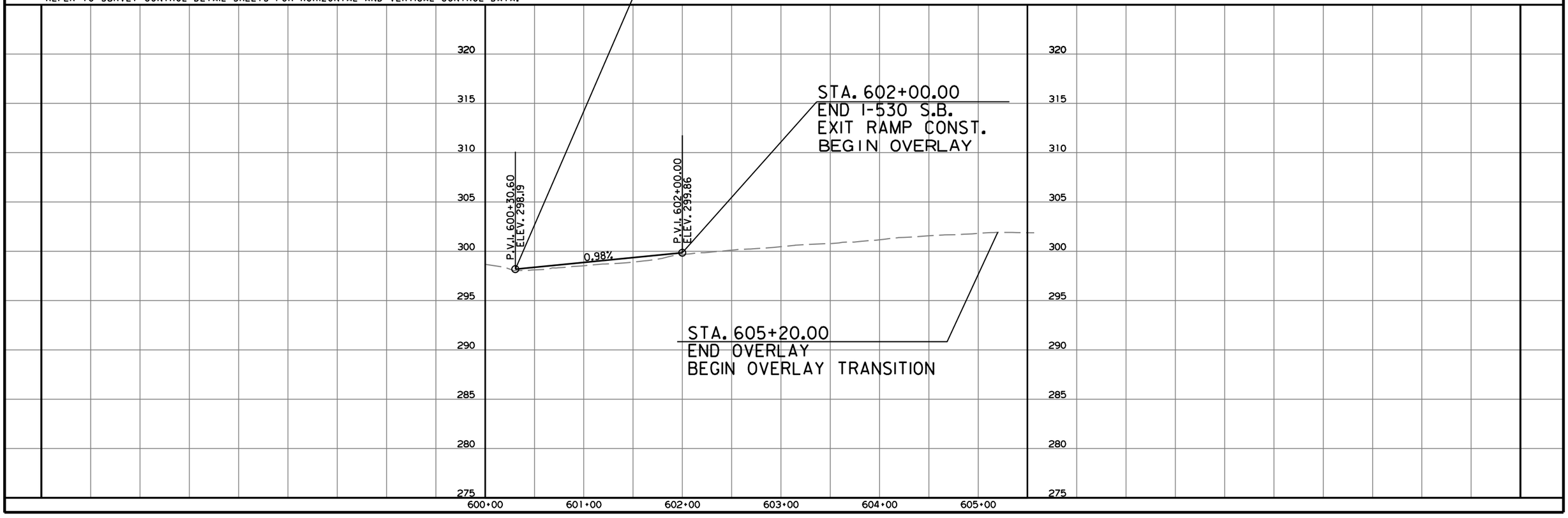
STA. 605+20.00
END OVERLAY
BEGIN OVERLAY TRANSITION

STA. 608+20.00
END OVERLAY TRANSITION

STA. 600+30.60
BEGIN I-530 S.B.
EXIT RAMP CONST.

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

I-530 SOUTHBOUND EXIT RAMP



6/15/2023

R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	173	405

(2) PLAN AND PROFILE SHEETS

I-530 S.B. ENTRANCE
P. I. = 499+94.33
Δ = 25°14'54" RT.
D = 04°00'00"
T = 320.81'
L = 631.21'
P. C. = 496+73.52
P. T. = 503+04.72

STA. 496+00.00
END OVERLAY TRANSITION
BEGIN OVERLAY

STA. 493+00.00
BEGIN OVERLAY TRANSITION

STA. 503+30.00
END OVERLAY
BEGIN I-530 S.B.
ENTRANCE RAMP CONST.

STA. 504+46.25
END I-530 S.B.
ENTRANCE RAMP CONST.

P.I. 802+69.87
P.T. 494+41.23
P.C. 496+73.52
P.I. 499+94.33
P.T. 503+04.72
P.O.E. 504+78.58
P.O.B. 600+00.00

N 28°00' 15" W
N 2°45'21" W
N 3°14'53" E

495
500
504
600
805
300

28'
10'
30'

EXIST. R/W
EXIST. C/A
CONST. LIMITS
BKT/WALL

C.L. HWY. 270 STA. 298+90.54 =
C.L. S.B. ENTRANCE RAMP STA. 504+46.25
Δ = 60°00'00"
S.B. ENTRANCE RAMP TIE-IN
@ RT. E.O.P. HWY. 270
ELEV.=298.05

I-530 SOUTHBOUND ENTRANCE RAMP

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
Jun 15 2023 4:30 PM

320 315 310 305 300 295 290 285 280 275

STA. 503+30.00
END OVERLAY
BEGIN I-530 S.B.
ENTRANCE RAMP CONST.

P.V.I. 503+30.00
ELEV. 298.47
P.V.I. 503+79.38
ELEV. 298.50
P.V.I. 504+46.25
ELEV. 298.05
0.06%
-0.64%

STA. 504+46.25
END I-530 S.B.
ENTRANCE RAMP CONST.

500+00 501+00 502+00 503+00 504+00 505+00

6/15/2023
R020626.DGN

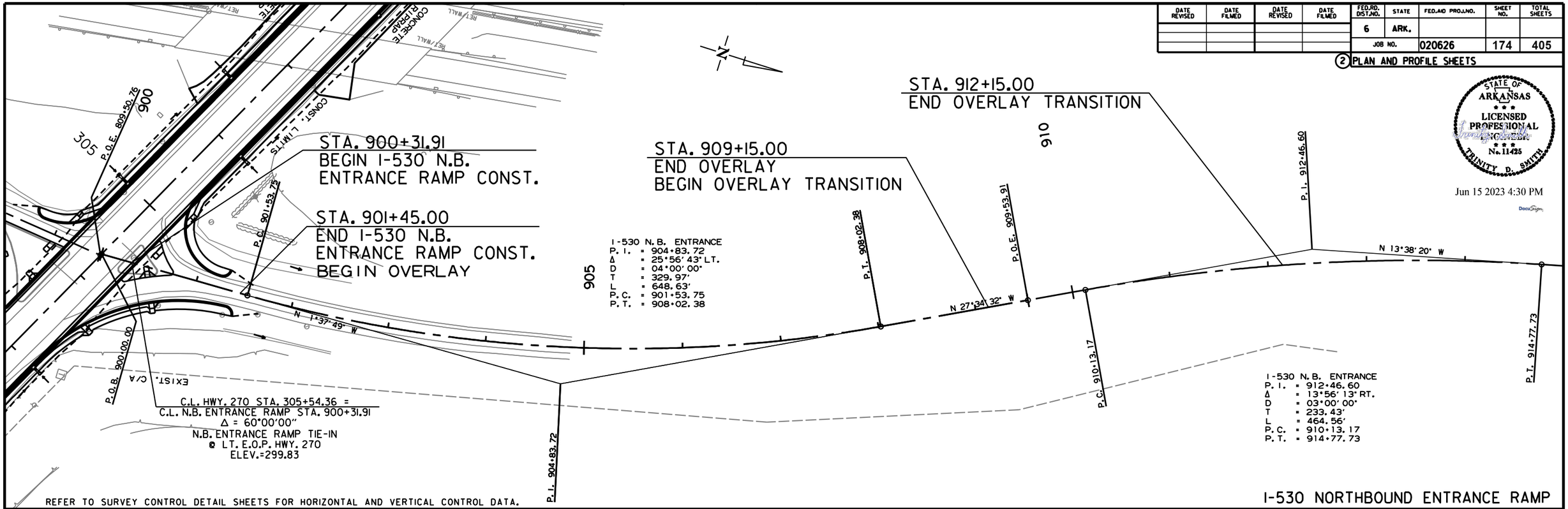
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	174	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	175	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:31 PM
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I-530 NORTHBOUND EXIT RAMP

N

805

STA. 803+55.00
END OVERLAY TRANSITION
BEGIN OVERLAY

STA. 809+20.89
END I-530 N.B.
EXIT RAMP CONST.

P.O.B. 800+00.00
P.I. 801+91.99
P.I. 802+69.87
N 1°33' 55" W
P.C. 801+32.71
P.T. 804+06.57
N 6°39' 02" E

I-530 N.B. EXIT
P. I. = 802+69.87
Δ = 08°12' 57" RT.
D = 03°00' 00"
T = 137.16'
L = 273.86'
P.C. = 801+32.71
P.T. = 804+06.57

STA. 800+55.00
BEGIN OVERLAY TRANSITION

STA. 807+46.00
END OVERLAY
BEGIN I-530 N.B.
EXIT RAMP CONST.

C.L. HWY. 270 STA. 305+81.77 =
C.L. N.B. EXIT RAMP STA. 809+20.89
Δ = 70°00'00"
N.B. EXIT RAMP TIE-IN
℄ RT. E.O.P. HWY. 270
ELEV.=300.27

305
900
P.O.E. 809+50.76
P.C. 901+53.75
N 1°37' 49" W
CONST. LIMITS
EXIST. C/A
RET/WALL
P.O.B. 900+00.00
P.I. 904+83.72
S 62°51' 42" E

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

STA. 807+46.00
END OVERLAY
BEGIN I-530 N.B.
EXIT RAMP CONST.

K=14.58
VC=35'
e=0.11'

P.V.I. 807+46.00
ELEV. 302.63
-0.98%
P.V.I. 808+03.86
ELEV. 302.06
-1.55%
P.V.C. 808+82.39
ELEV. 300.84
0.85%
P.V.T. 809+17.39
ELEV. 300.72
P.V.I. 809+20.89
ELEV. 300.75
P.V.I. 808+99.89
ELEV. 300.57

STA. 809+20.89
END I-530 N.B.
EXIT RAMP CONST.

325 320 315 310 305 300 295 290 285 280

800+00 801+00 802+00 803+00 804+00 805+00 806+00 807+00 808+00 809+00 810+00

6/15/2023
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	176	405

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HOSPITALITY DR. TIE-IN
℄ RT. E.O.P. HWY. 270
ELEV.=301.02
C.L. HWY. 270 STA. 316+00.03 =
C.L. HOSPITALITY DR. STA. 1201+22.88
Δ = 64°00'00"

ROBIN RD. TIE-IN
℄ LT. E.O.P. HWY. 270
ELEV.=301.08
C.L. HWY. 270 STA. 315+86.59 =
C.L. ROBIN RD. STA. 1300+31.22
Δ = 64°00'00"

STA. 1201+22.88
END HOSPITALITY DR.
CONST.

STA. 1200+62.00
BEGIN HOSPITALITY DR.
CONST.

STA. 1300+31.22
BEGIN ROBIN RD.
CONST.

STA. 1302+25.00
END ROBIN RD.
CONST.

HOSPITALITY DR.

ROBIN RD.

N 1°53'53" E

N 0°47'56" E

P.O.B. 1200+00.00

P.O.E. 1201+53.81

P.O.B. 1300+00.00

P.O.E. 1302+76.14

EXIST. R/W

PROP. R/W

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

HOSPITALITY DR./ROBIN RD.

STA. 1200+62.00
BEGIN HOSPITALITY DR.
CONST.

STA. 1201+22.88
END HOSPITALITY DR.
CONST.

P.V.I. 1200+62.00
ELEV. 301.72
P.V.I. 1200+79.42
ELEV. 301.59
P.V.I. 1201+22.88
ELEV. 301.02
-1.32%
-0.73%

K=11.68
VC=25'
e=-0.07'

K=29.79
VC=70'
e=0.21'

P.V.I. 1300+31.22
ELEV. 301.08
P.V.C. 1300+59.93
ELEV. 301.36
P.V.I. 1300+72.43
ELEV. 301.48
P.V.C. 1300+85.02
ELEV. 301.33
P.V.T. 1301+55.02
ELEV. 301.34
P.V.I. 1302+25.00
ELEV. 302.16
0.97%
-1.17%
1.18%

P.V.T. 1300+84.93
ELEV. 301.33
P.V.I. 1301+20.02
ELEV. 300.92

STA. 1300+31.22
BEGIN ROBIN RD.
CONST.

STA. 1302+25.00
END ROBIN RD.
CONST.

320 315 310 305 300 295 290 285 280

1200+00 1201+00 1202+00 1300+00 1301+00 1302+00 1303+00

6/15/2023

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				6	ARK.			
				JOB NO.		020626	177	405

(2) SUMMARY OF TRAFFIC SIGNAL QUANTITIES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	HWY. 270 AT I-530 SB RAMP	HWY. 270 AT I-530 NB RAMP	HWY. 270 AT ROBIN RD.	TOTAL JOB QUANTITY	UNIT
SP & 701	ON-STREET MASTER CONTROLLER, E-NET		1		1	EACH
SP & 701	ON-STREET MASTER CONTROLLER - FIBER		1		1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER-FIBER (8 PHASES)	1	1	1	3	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	1	1	3	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	2	2	2	6	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	50	100	50	200	LIN. FT.
SP	PORTABLE DATA TERMINAL		1		1	EACH
SP	CELLULAR MODEM		2		2	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	2	1	4	EACH
SP	WIC FIBER ENCLOSURE	1	1	1	3	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	14	14	18	46	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	2	4	8	EACH
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	12	12	6	30	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	6	8	20	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2186	2182	2666	7034	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	873	1130	1499	3502	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)			278	278	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	276	282	277	835	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	780	839	769	2388	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	110	210	420	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	146	161	90	397	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	376	402	765	1543	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)		2130		2130	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	60	60	80	200	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	70	70	70	210	LIN. FT.
710	NON-METALLIC CONDUIT (2")	110	2084	60	2254	LIN. FT.
710	NON-METALLIC CONDUIT (3")	489	570	635	1694	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	1		4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	4	5	1	10	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	4	7	12	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)		2	1	3	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	1	1	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')			1	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')			1	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1			1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')			1	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')			1	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')		1		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-22')	1			1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-26')		1		1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	2	4	8	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	4	3	11	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	2	1	1	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.33	0.33	0.34	1.00	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	4	6	14	EACH
SP	18" STREET NAME SIGN	1	1	6	8	EACH
733	VIDEO DETECTOR RELOCATION	6	7	3	16	EACH
SP	VIDEO DETECTOR ROTATION	4	3	3	10	EACH
SP & 733	VIDEO DETECTOR (CLR)	10	10	12	32	EACH
733	VIDEO CABLE	2315	3299	3124	8738	LIN. FT.
733	VIDEO MONITOR (CLR)	2	2	2	6	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	6	6	8	20	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	2	2	2	6	EACH

DATE: 05-15-2023 FILE NAME: t020626_job.dgn

LOCATION: HWY. 104 - HWY. 365
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	178	405

(2) TRAFFIC SIGNAL NOTES

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:
   - A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.
   - B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS. A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.
   - C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.
   - D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY ITS MANAGEMENT SECTION-MAINTENANCE DIVISION.
   - E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.
   - F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
7. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/ COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO 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.
16. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.
18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.
19. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.
20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
21. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.
22. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
23. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
    EXAMPLES FOR CONDUIT IN SIDE CABINET: "TO POLE A AND B" OR "TO POLE C"
    EXAMPLES FOR CONDUIT IN PULL BOX: "TO POLE A" OR "TO TRAFFIC CABINET"
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
28. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
29. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
30. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.
32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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LOCATION: HWY. 104 - HWY. 365
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE: 05-15-2023 FILE NAME: t020626_job.dgn

TRAFFIC SIGNAL NOTES (REVISED 11-03-2022).DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	179	405

(2) TRAFFIC SIGNAL STREET NAME SIGNS

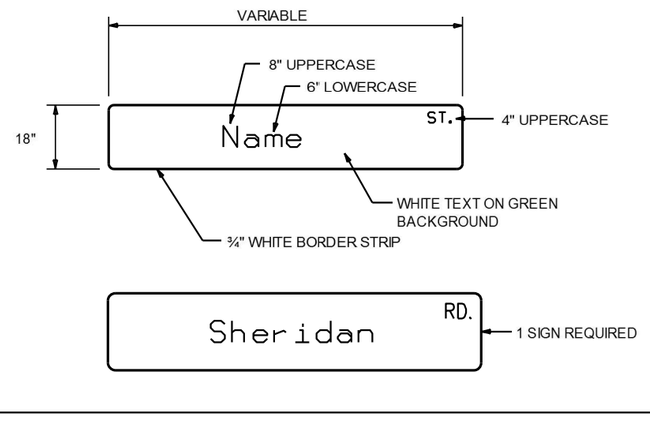
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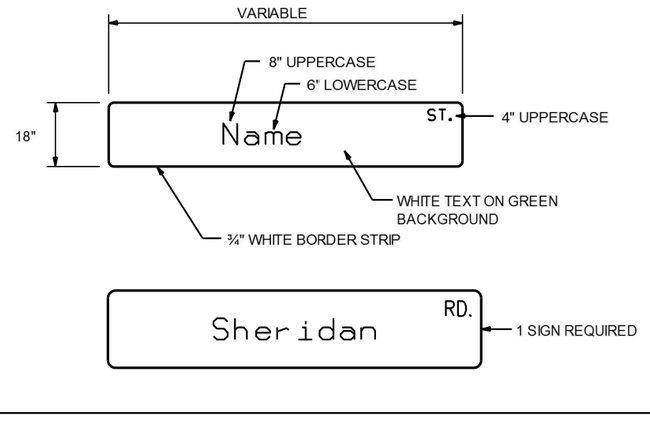
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OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNT

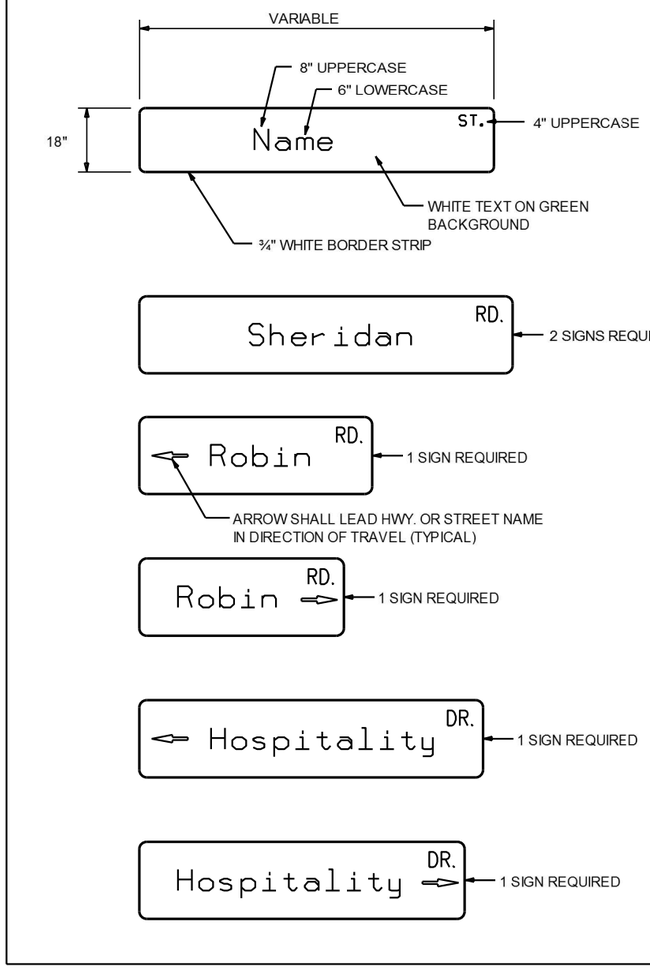
HIGHWAY 270 AND I-530 SB RAMP INTERSECTION



HIGHWAY 270 AND I-530 NB RAMP INTERSECTION



HIGHWAY 270 AND ROBIN RD. INTERSECTION



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.

DATE: 03-07-2023 FILE NAME: t020626_job.dgn

LOCATION:	HWY. 104 - HWY. 365			
CITY:	WHITE HALL			
COUNTY:	JEFFERSON			
DISTRICT:	02	SCALE: N/A	DRAWN BY:	GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	180	405

(2) SIGNALIZATION INTERCHANGE LAYOUT

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SCALE IN FEET
0 50 100 200

LOCATION:	HWY. 270/I-530 INTERCHANGE
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=100' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	181	405

(2) TRAFFIC SIGNAL QUANTITIES - I-530 SB RAMP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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STAGE 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	50	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	804	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	70	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.17	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1219	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

STAGE 1:
INSTALL ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH ALL ASSOCIATED ITEMS SHOWN ON THE STAGE 1 TEMPORARY SIGNAL PLANS. REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 1 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	5	EACH
733	VIDEO DETECTOR RELOCATION	2	EACH
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGE 2:
RELOCATE TRAFFIC SIGNAL HEADS 1,2, 3, 4, AND 5. RELOCATE VIDEO DETECTORS V1, AND V6. ROTATE VIDEO DETECTOR V2, V4. AND V5. TO ACCOMMODATE STAGE 2 MAINTENANCE OF TRAFFIC.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 2 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 3 AND 4 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	7	EACH
733	VIDEO DETECTOR RELOCATION	4	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 3 AND 4:
RELOCATE TRAFFIC SIGNAL HEADS 1, 2, 3, 4, 5, 6, AND 7. RELOCATE VIDEO DETECTORS V1, V2, V5, AND V6. ROTATE VIDEO DETECTOR V4. TO ACCOMMODATE STAGE 3 AND 4 MAINTENANCE OF TRAFFIC.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 3 AND 4 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER-FIBER (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	WIC FIBER ENCLOSURE	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2186	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	69	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	276	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	690	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	100	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	106	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	376	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	90	LIN. FT.
710	NON-METALLIC CONDUIT (3")	489	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (38')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-22')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	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	0.16	LUMP SUM
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1096	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
THE TEMPORARY SIGNAL INSTALLATION FOR STAGES 3 - 4 SHALL REMAIN IN OPERATION UNTIL THE PERMANENT TRAFFIC SIGNAL IS COMPLETED AND OPERATIONAL INSTALL THE PERMANENT TRAFFIC SIGNAL WITH ALL ASSOCIATED EQUIPMENT. REMOVE THE TEMPORARY TRAFFIC SIGNAL AND COMPONENTS THAT WERE IN USE FOR STAGES 1 - 4 TEMPORARY TRAFFIC CONTROL. THE QUANTITIES FOR COMMUNICATION CABLE, FIBER (6 CHANNEL), NON-METALLIC CONDUIT (2"), AND CONCRETE PULL BOX (TYPE 3) ARE ACCOUNTED IN THE TRAFFIC SIGNAL QUANTITES BOX THAT IS SHOWN ON SHEET 196, TRAFFIC SIGNAL QUANTITIES - I-530 NB RAMPS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

DATE: 05-15-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

HWY. 270/I-530 INTERCHANGE SB RAMPS
POLE DIMENSIONS

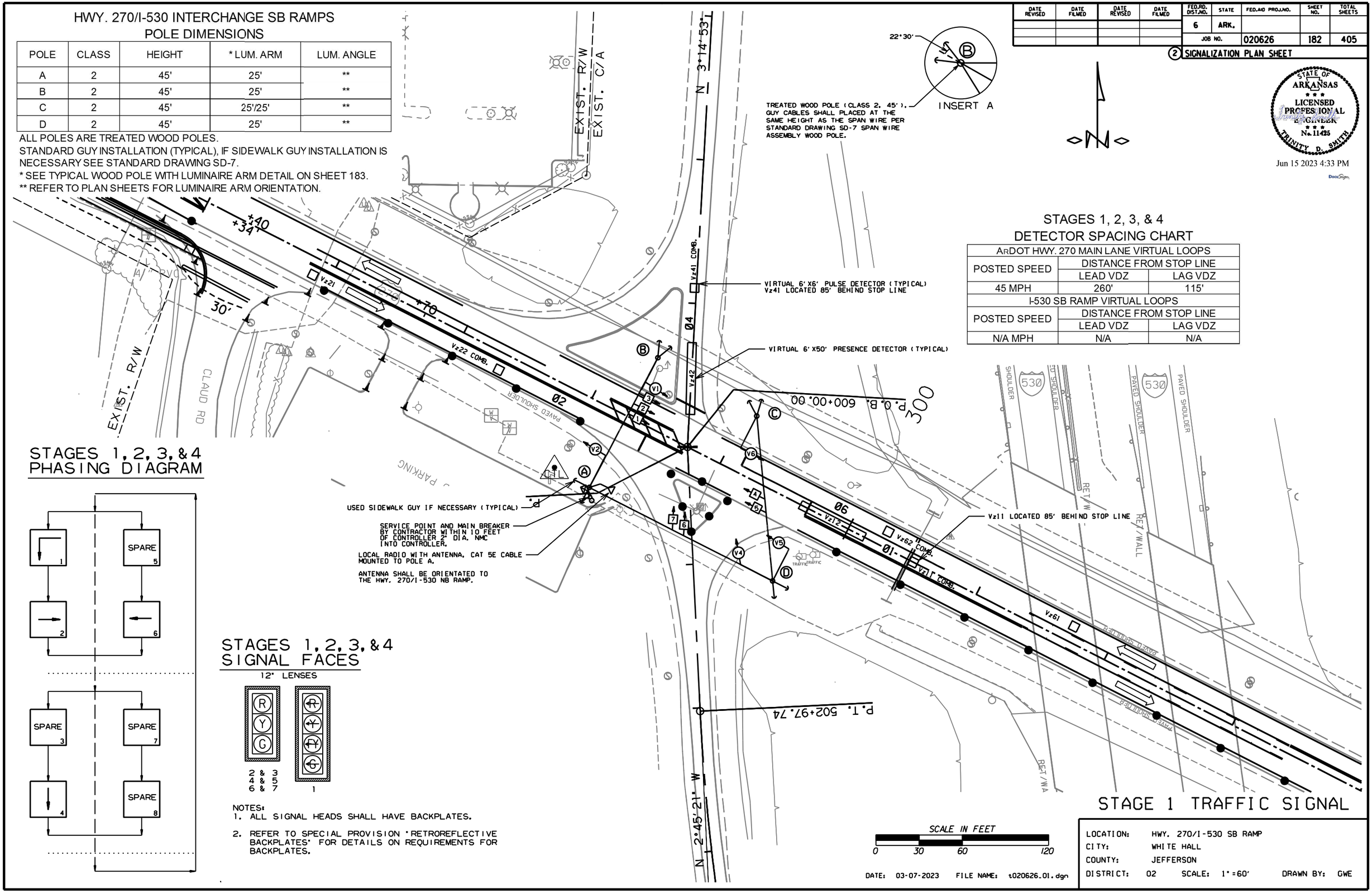
POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	25'/25'	**
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 183.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	182	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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STAGES 1, 2, 3, & 4
DETECTOR SPACING CHART

ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
I-530 SB RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
N/A MPH	N/A	N/A

STAGES 1, 2, 3, & 4
PHASING DIAGRAM

STAGES 1, 2, 3, & 4
SIGNAL FACES

12" LENSES

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGE 1 TRAFFIC SIGNAL

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	183	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

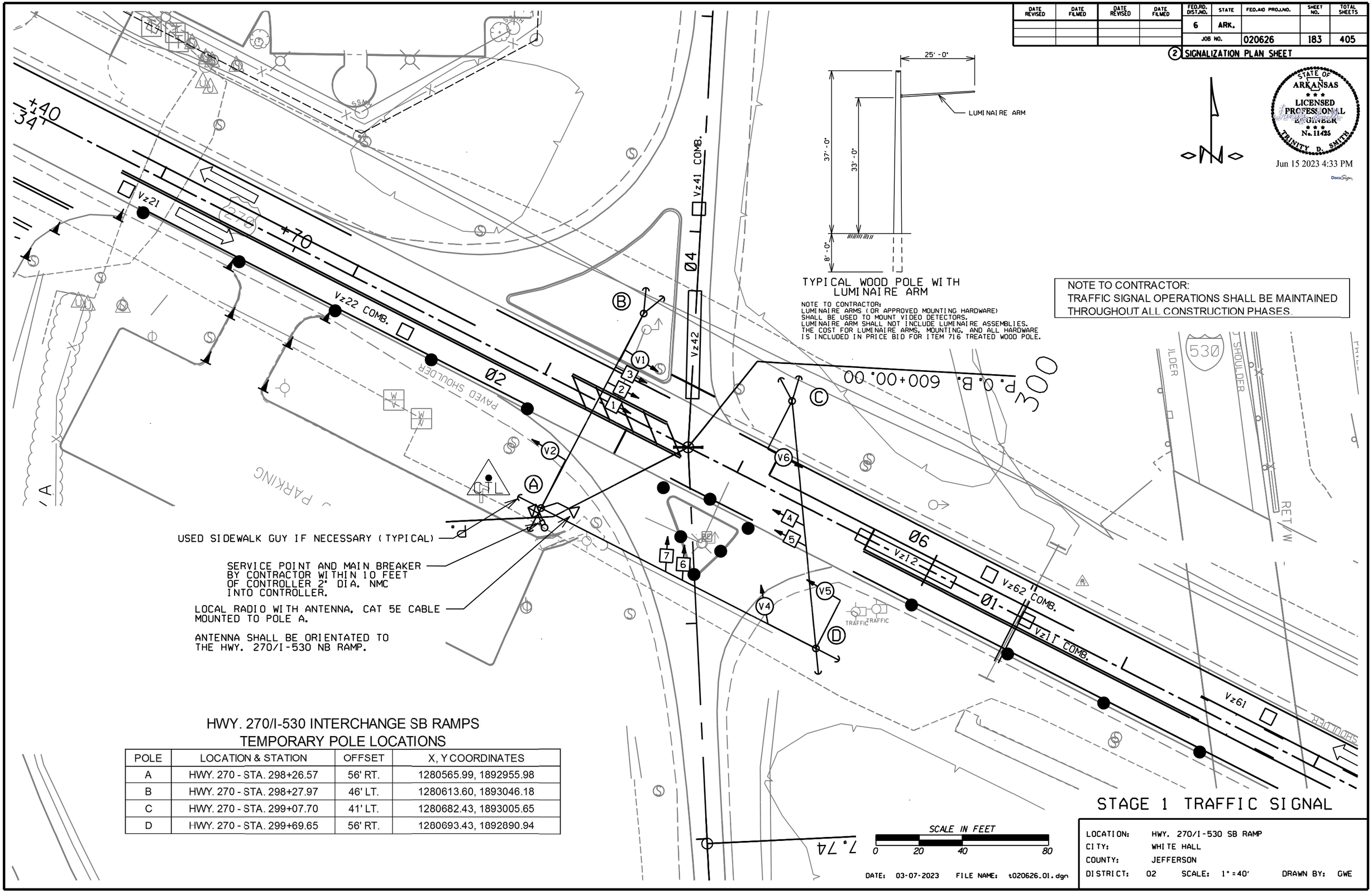
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TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.



HWY. 270/I-530 INTERCHANGE SB RAMPS
TEMPORARY POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 298+26.57	56' RT.	1280565.99, 1892955.98
B	HWY. 270 - STA. 298+27.97	46' LT.	1280613.60, 1893046.18
C	HWY. 270 - STA. 299+07.70	41' LT.	1280682.43, 1893005.65
D	HWY. 270 - STA. 299+69.65	56' RT.	1280693.43, 1892890.94

STAGE 1 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=40' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	184	405

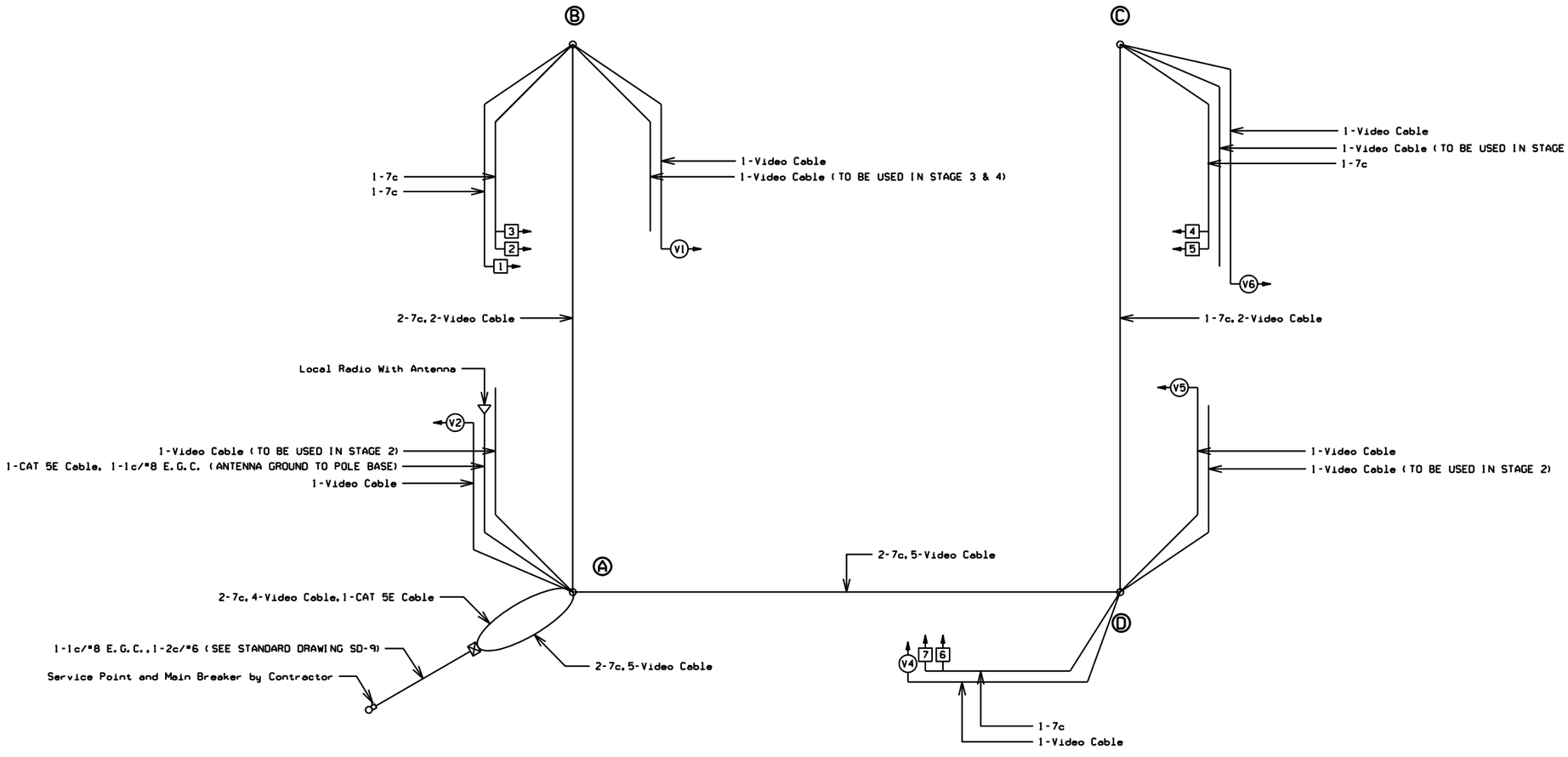
(2) SIGNALIZATION PLAN SHEET

STAGE 1 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

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LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	185	405

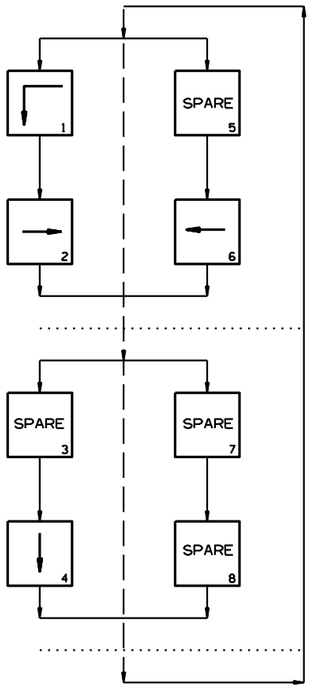
(2) SIGNALIZATION PLAN SHEET

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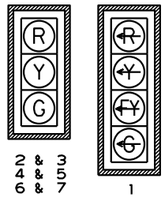
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STAGES 1, 2, 3, & 4 PHASING DIAGRAM



STAGES 1, 2, 3, & 4 SIGNAL FACES

12" LENSES



NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1, 2, 3, & 4 DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/I-530 SB RAMP DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41	SB ADVANCE	COMB.			9	V4	4	4		CAMERA V4	23"
Vz42	SB NEAR	LOCAL			10	V12	4			CAMERA V4	23"
Vz61	WB ADVANCE	LOCAL			3	V6	6	6		CAMERA V6	23"
Vz62	WB NEAR	COMB.			4	14	6			CAMERA V1	23"
					SPARE 7-8, AND 11-16						

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

STAGES 1, 2, 3, & 4 INTERVAL CHART

SIGNAL FACES	HWY. 270/I-530 INTERCHANGE SB RAMP							FLASH SEQUENCE
	1+6	CLR.	2+6	CLR.	4	CLR.		
1	~~←G~~	*	~~←FY~~	***	~~←R~~	~~←R~~		~~←R~~
2 & 3	G	**	G	**	R	R		R
4 & 5	R	R	G	Y	R	R		R
6 & 7	R	R	R	R	G	Y		R

* 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

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	186	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:34 PM
DocuSign

EXIST. R/W
EXIST. C/A
EXIST. R/W
EXIST. C/A
CLAUD RD
295
40'
+40
+34
30'
+70
Vz21
Vz22 COMB.
02
Ø4
Vz41 COMB.
N 3°14'53" W
P.O.B. 600+00.00
300
Vz42
P.O.E. 504+81.66
N 2°45'21" W
P.T. 502+97.74
Vz12
Ø6
Ø1
Vz62 COMB.
Vz11 COMB.
Vz61
530
530
RET/WALL
RET/WALL
RET/WALL
CONST. LIMITS

STAGE 2 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION:	HWY. 270/I-530 SB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT:	02	SCALE: 1"=60'	DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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6	ARK.			
JOB NO.		020626	187	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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+40
34
+70
P.O.B. 600+00.00
300
P.O.E. 504+81.66
7.74
EXIST. C/A
RET. WALL
530
Vz21
Vz22 COMB.
Vz41 COMB.
Vz42
Vz12
Vz62 COMB.
Vz11 COMB.
Ø1
Ø2
Ø4
Ø6
A
B
C
D
V1
V2
V4
V5
V6
1
2
3
4
5
6
7

STAGE 2 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/I-530 SB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT: 02	SCALE: 1"=40'	DRAWN BY: GWE	

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	188	405

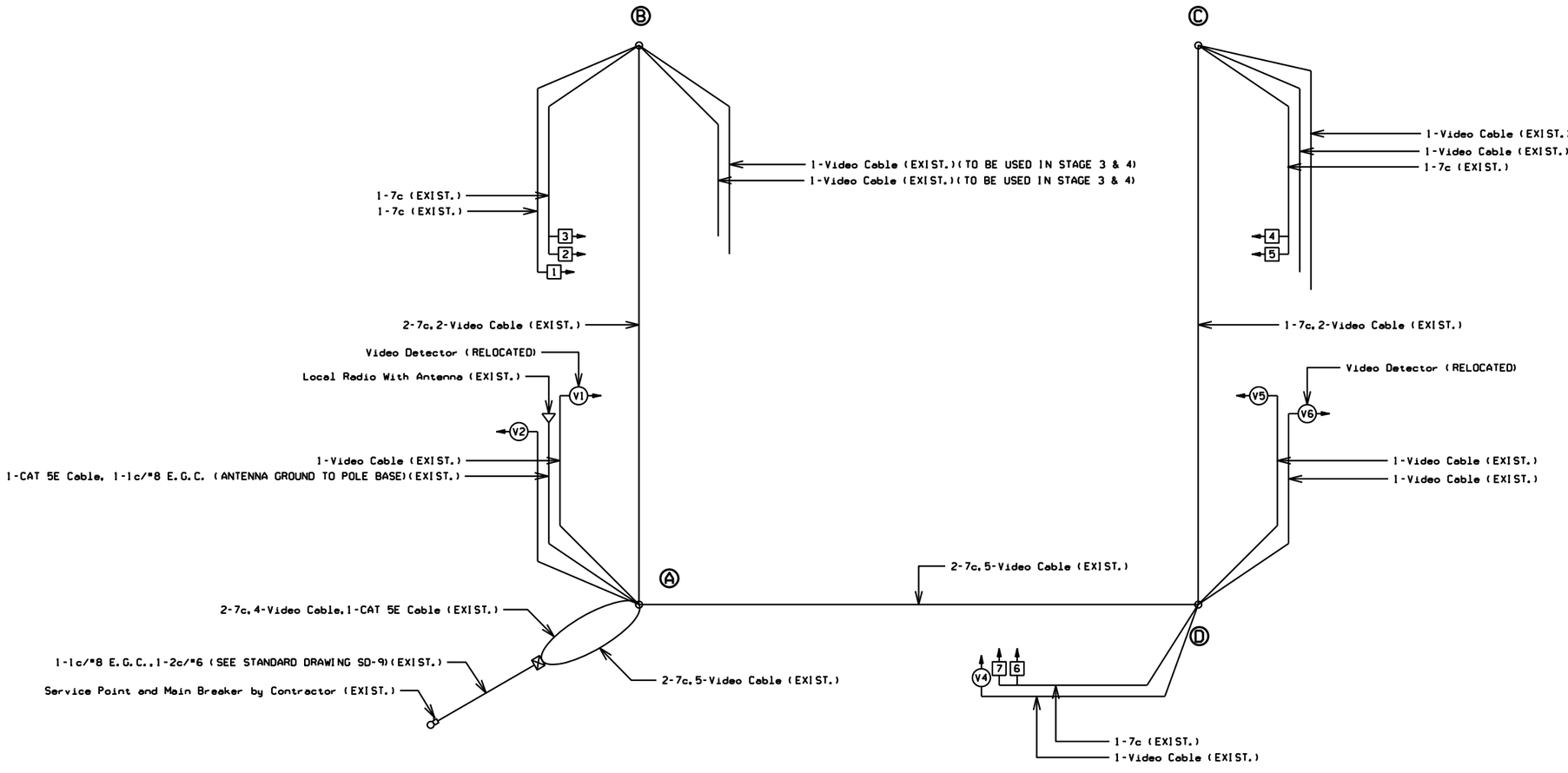
(2) SIGNALIZATION PLAN SHEET

STAGE 2 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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LOCATION:	HWY. 270/I-530 SB RAMP
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT:	02
SCALE:	N/A
DRAWN BY:	GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	189	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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EXIST. R/W
EXIST. C/A
295
40'
+40
+34
30'
+10
28'
Ø2
Ø4
Ø6
Ø1
Vz21
Vz22 COMB.
Vz41 COMB.
Vz42
Vz12
Vz62 COMB.
Vz11 COMB.
Vz61
P.O.B. 600+00.00
P.O.E. 504+81.66
P.T. 502+97.74
N 3°14'53" E
N 2°45'21" W
300
CLAUD RD
CONST. LIMITS
RET. WALL
530

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STAGE 3 TRAFFIC SIGNAL

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	190	405

(2) SIGNALIZATION PLAN SHEET

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STAGE 3 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/I-530 SB RAMP
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=40' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	191	405

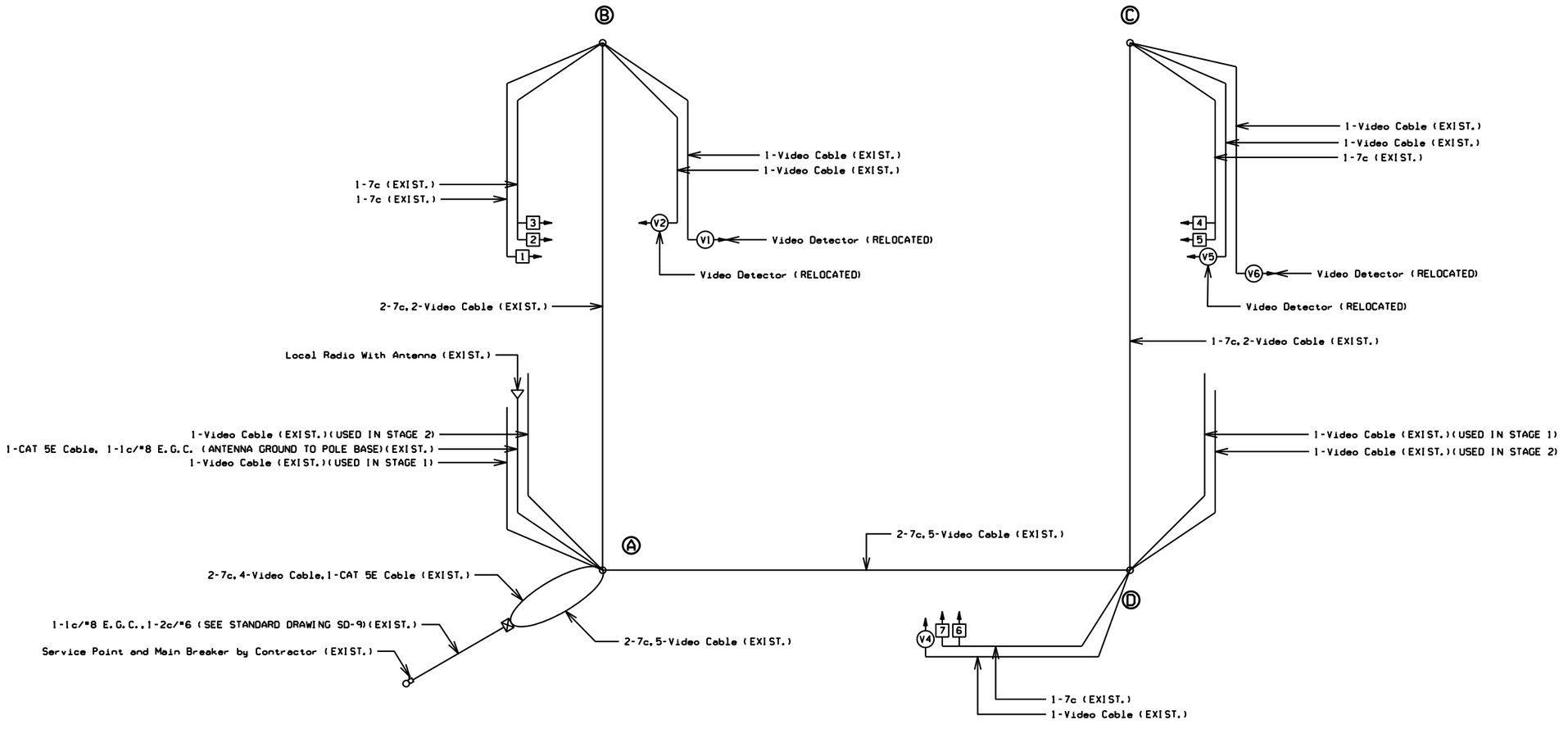
(2) SIGNALIZATION PLAN SHEET

STAGES 3 AND 4 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

STATE OF ARKANSAS
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LOCATION:	HWY. 270/I-530 SB RAMP
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT:	02
SCALE:	N/A
DRAWN BY:	GWE

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	192	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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EXIST. R/W
EXIST. C/A
EXIST. R/W
CLAUD RD
295
40'
+40
+34
30'
28'
Vz21
Vz22 COMB.
Vz41 COMB.
Vz42
04
02
P.O.B. 600+00.00
300
P.O.E. 504+81.66
P.I. 502+97.74
N 3°14'53" W
N 2°45'21" W
06
Vz12
Vz62 COMB.
01
Vz11 COMB.
Vz61
530
530
RET. WALL
RET. WALL
RET. WALL
CONST. LIMITS
CONST. LIMITS
A
B
C
D
1
2
3
4
5
6
7
V1
V2
V4
V5
V6

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STAGE 4 TRAFFIC SIGNAL

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	193	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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STAGE 4 TRAFFIC SIGNAL

LOCATION:	HWY. 270/I-530 SB RAMP
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=40' DRAWN BY: GWE

SCALE IN FEET
0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

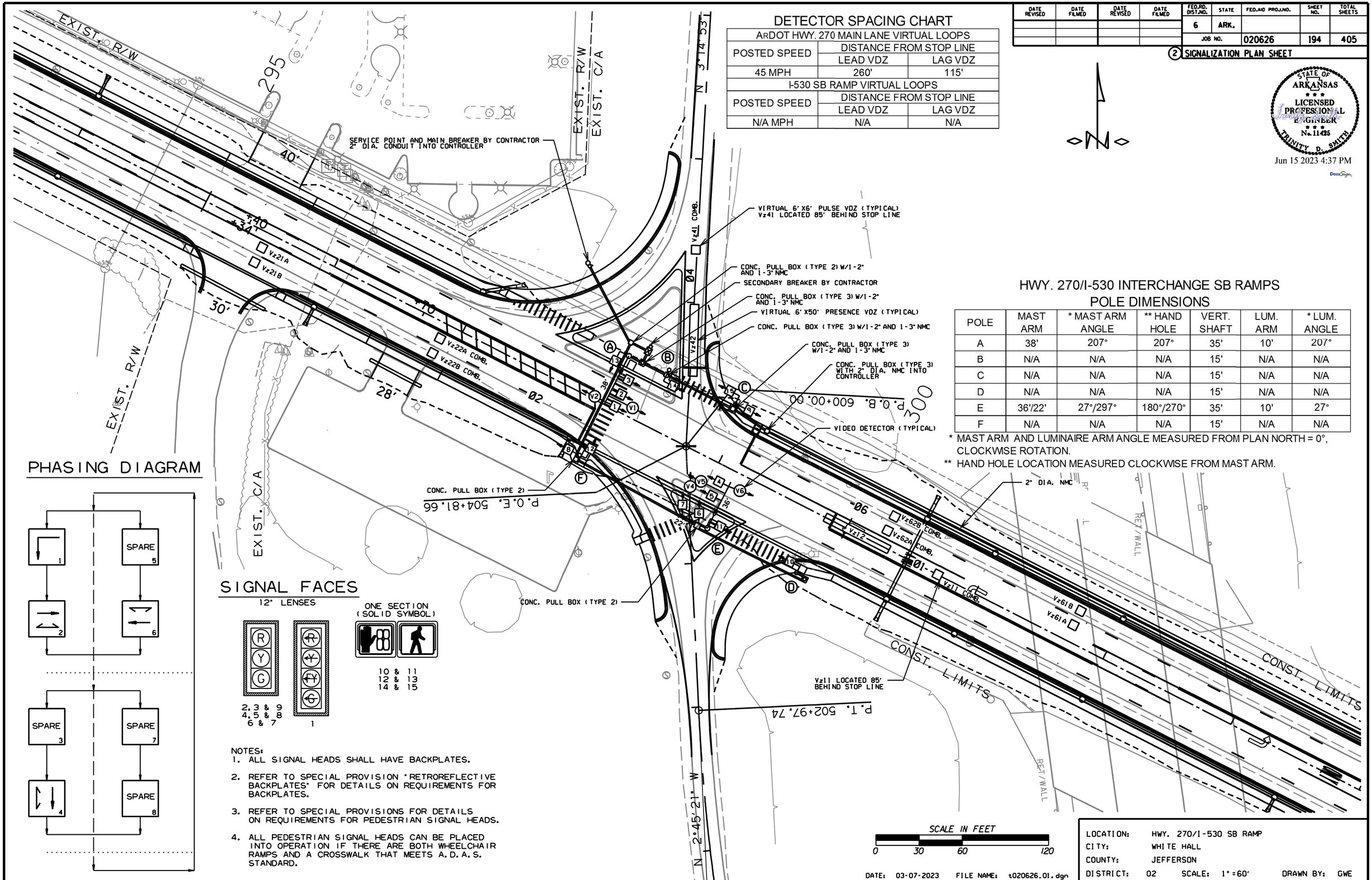
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				6	ARK.			
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(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
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DETECTOR SPACING CHART

ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
I-530 SB RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
N/A MPH	N/A	N/A



HWY. 270/I-530 INTERCHANGE SB RAMPS POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	38'	207°	207°	35'	10'	207°
B	N/A	N/A	N/A	15'	N/A	N/A
C	N/A	N/A	N/A	15'	N/A	N/A
D	N/A	N/A	N/A	15'	N/A	N/A
E	36'/22'	27°/297°	180°/270°	35'	10'	27°
F	N/A	N/A	N/A	15'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.

** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

PHASING DIAGRAM

SIGNAL FACES

12" LENSES

ONE SECTION (SOLID SYMBOL)

10 & 11
12 & 13
14 & 15

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 MEETS A.D.A.S. STANDARD.

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION:	HWY. 270/I-530 SB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT:	02	SCALE: 1"=60'	DRAWN BY: GWE

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	195	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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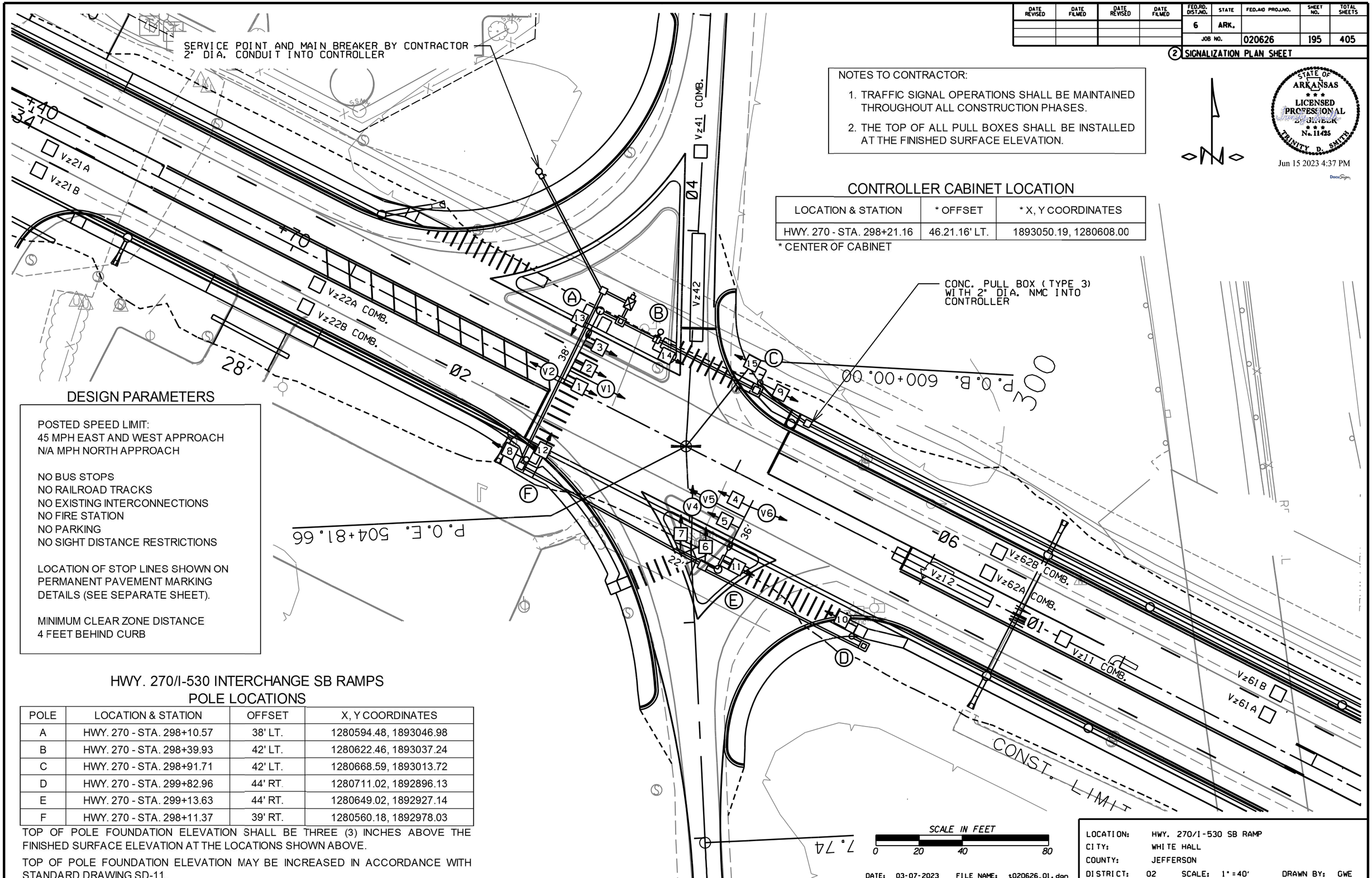
NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT THE FINISHED SURFACE ELEVATION.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 270 - STA. 298+21.16	46.21.16' LT.	1893050.19, 1280608.00

* CENTER OF CABINET



DESIGN PARAMETERS

POSTED SPEED LIMIT:
45 MPH EAST AND WEST APPROACH
N/A MPH NORTH APPROACH

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HWY. 270/I-530 INTERCHANGE SB RAMPS POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 298+10.57	38' LT.	1280594.48, 1893046.98
B	HWY. 270 - STA. 298+39.93	42' LT.	1280622.46, 1893037.24
C	HWY. 270 - STA. 298+91.71	42' LT.	1280668.59, 1893013.72
D	HWY. 270 - STA. 299+82.96	44' RT.	1280711.02, 1892896.13
E	HWY. 270 - STA. 299+13.63	44' RT.	1280649.02, 1892927.14
F	HWY. 270 - STA. 298+11.37	39' RT.	1280560.18, 1892978.03

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

LOCATION:	HWY. 270/I-530 SB RAMP
CITY:	WHITE HALL
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DISTRICT: 02	SCALE: 1"=40' DRAWN BY: GWE

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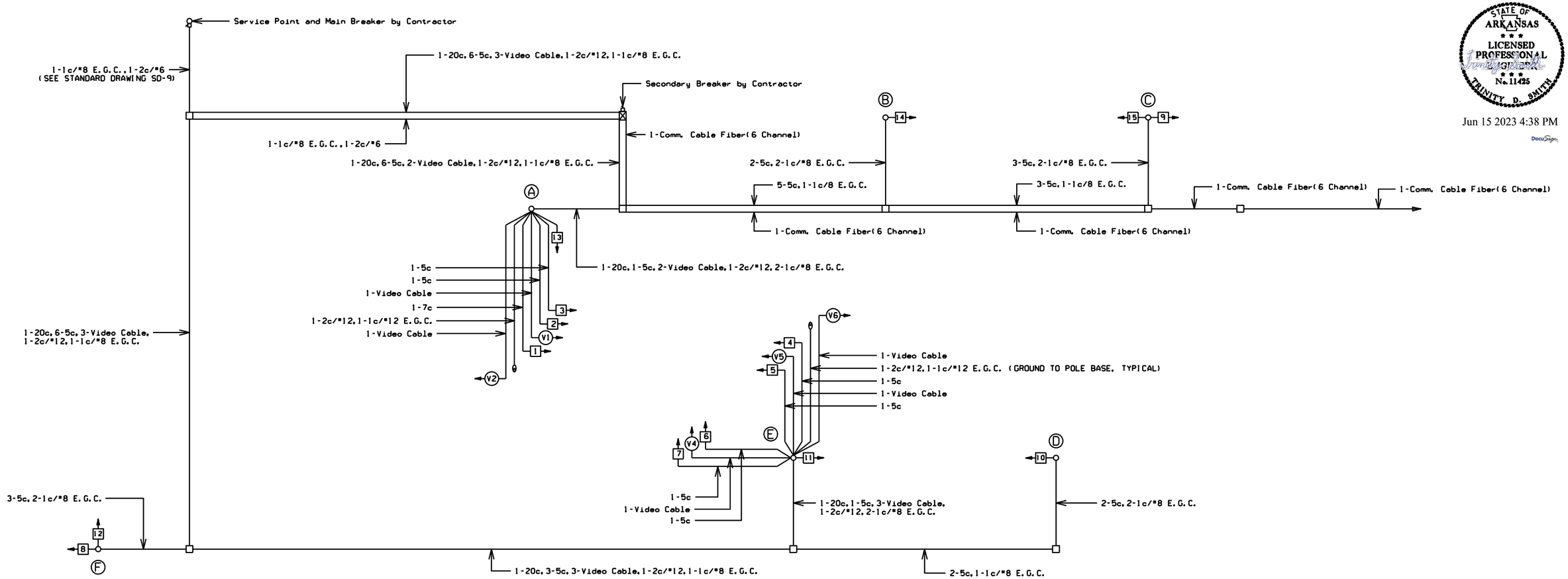
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				6	ARK.			
				JOB NO.		020626	196	405

(2) SIGNALIZATION PLAN SHEET

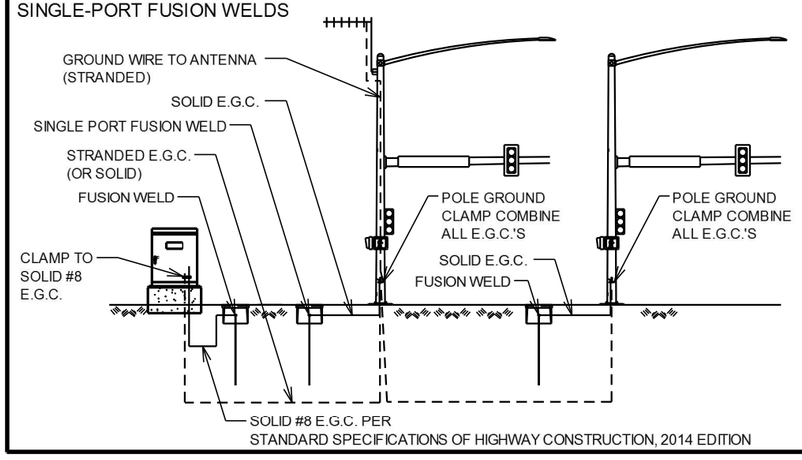
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

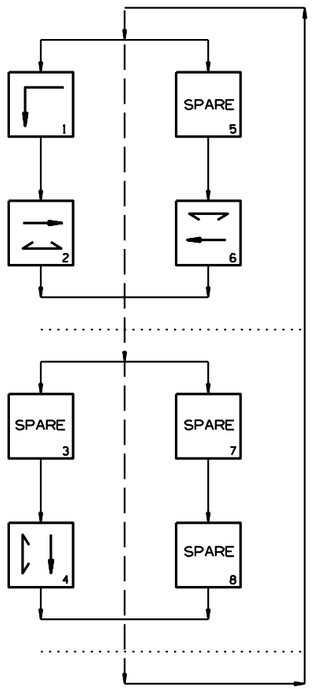
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(2) SIGNALIZATION PLAN SHEET

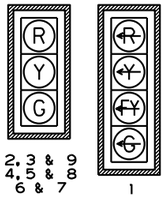
STATE OF ARKANSAS
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TRINITY D. SMITH
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PHASING DIAGRAM

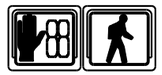


SIGNAL FACES

12" LENSES



ONE SECTION
(SOLID SYMBOL)



10 & 11
12 & 13
14 & 15

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 MEETS A.D.A.S. STANDARD.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/I-530 SB RAMP DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM DETECTOR NUMBERS		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	74"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	74"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	46"
Vz41	SB ADVANCE	COMB.			9	V4	4	4		CAMERA V4	37"
Vz42	SB NEAR	LOCAL			10	V12	4			CAMERA V4	37"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6	6		CAMERA V6	74"
Vz62 A&B	WB NEAR	COMB.			4	14	6			CAMERA V1	74"
PB2 A&B	I-530 SB ON & OFF RAMP	PED.				P2	2				
PB4 A&B	HWY. 270 W. LEG	PED.				P4	4				
					SPARE 7-8, AND 11-16						

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

INTERVAL CHART

SIGNAL FACES	HWY. 270/I-530 INTERCHANGE SB RAMP 1+6	CLR.	2+6	CLR.	4	CLR.		FLASH SEQUENCE
1	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
2,3 & 9	G	**	G	**	R	R		R
4,5 & 8	R	R	G	Y	R	R		R
6 & 7	R	R	R	R	G	Y		R
10 & 11	DW	DW	W	FDW	DW	DW		BLK
12 & 13	DW	DW	DW	DW	W	FDW		BLK
14 & 15	W	FDW	W	FDW	DW	DW		BLK

* 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

DATE: 03-07-2023 FILE NAME: t020626_01.dgn

LOCATION: HWY. 270/I-530 SB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

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				6	ARK.			
				JOB NO.		020626	198	405

(2) TRAFFIC SIGNAL QUANTITIES - I-530 NB RAMP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ON-STREET MASTER CONTROLLER, E-NET	1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	100	LIN. FT.
SP	CELLULAR MODEM	1	EACH
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1049	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	140	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	70	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.17	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	4	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	2156	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

STAGE 1:
INSTALL ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH ALL ASSOCIATED ITEMS SHOWN ON THE STAGE 1 TEMPORARY SIGNAL PLANS. REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 1 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 2 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	5	EACH
733	VIDEO DETECTOR RELOCATION	3	EACH
SP	VIDEO DETECTOR ROTATION	2	EACH

STAGE 2:
RELOCATE TRAFFIC SIGNAL HEADS 1, 2, 3, 4, AND 5. RELOCATE VIDEO DETECTORS V1, V5, AND V6. ROTATE VIDEO DETECTORS V2, AND V4. TO ACCOMMODATE STAGE 2 MAINTENANCE OF TRAFFIC.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 2 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 3 AND 4 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	7	EACH
733	VIDEO DETECTOR RELOCATION	4	EACH
SP	VIDEO DETECTOR ROTATION	1	EACH

STAGE 3:
RELOCATE TRAFFIC SIGNAL HEADS 1, 2, 3, 4, 5, 6, AND 7. RELOCATE VIDEO DETECTORS V1, V2, V5, AND V6. ROTATE VIDEO DETECTOR V4 TO ACCOMMODATE STAGE 3 AND 4 MAINTENANCE OF TRAFFIC.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 3 AND 4 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	ON-STREET MASTER CONTROLLER - FIBER	1	EACH
SP & 701	SYSTEM LOCAL CONTROLLER-FIBER (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	PORTABLE DATA TERMINAL	1	EACH
SP	CELLULAR MODEM	1	EACH
SP	WIC FIBER ENCLOSURE	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	6	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2182	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	81	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	202	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	699	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	110	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	121	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	402	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)	2130	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	2064	LIN. FT.
710	NON-METALLIC CONDUIT (3")	570	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	5	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (50')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36'-26')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	2	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	4	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.16	LUMP SUM
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO CABLE	1143	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	3	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
THE TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR STAGE 3 AND 4 SHALL REMAIN IN OPERATION UNTIL THE PERMANENT TRAFFIC SIGNAL IS COMPLETED AND OPERATIONAL. INSTALL THE PERMANENT TRAFFIC SIGNAL WITH ALL ASSOCIATED EQUIPMENT. UTILIZE THE SERVICE POINT ASSEMBLY (2 CIRCUITS) INSTALLED IN STAGE 1, AND REMOVE THE TEMPORARY TRAFFIC SIGNAL AND COMPONENTS THAT WERE IN USE FOR STAGE 3 AND 4 TEMPORARY TRAFFIC CONTROL.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE: 05-15-2023 FILE NAME: t100626_02.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	199	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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HWY. 270/I-530 INTERCHANGE NB RAMPS
POLE DIMENSIONS

POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'	**
B	2	45'	25'	**
C	2	45'	25'/25'	**
D	2	45'	25'	**

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 200.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

STAGES 1, 2, 3, AND 4
DETECTOR SPACING CHART

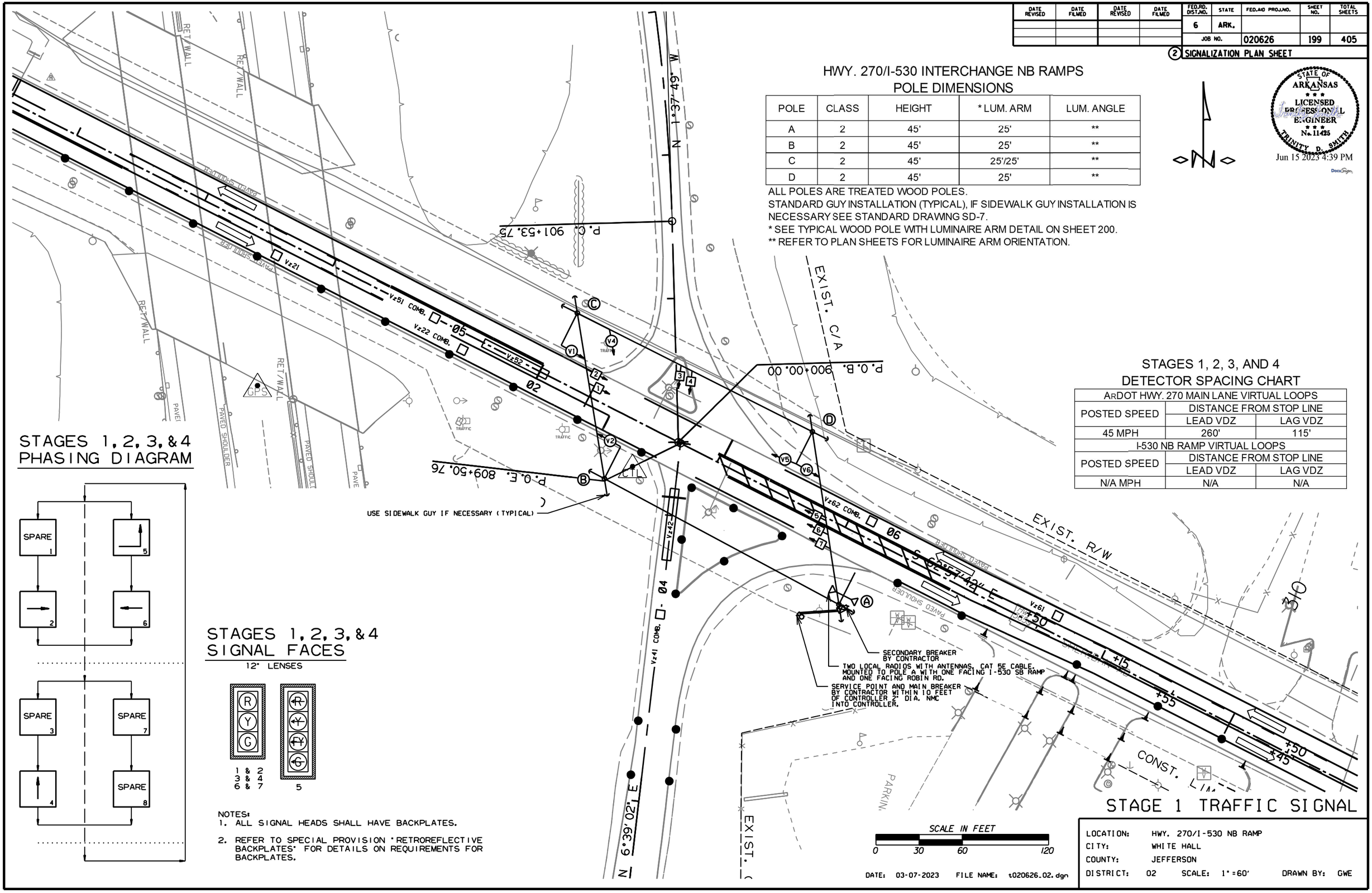
ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
I-530 NB RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
N/A MPH	N/A	N/A

STAGES 1, 2, 3, & 4
PHASING DIAGRAM

STAGES 1, 2, 3, & 4
SIGNAL FACES

12" LENSES

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.



STAGE 1 TRAFFIC SIGNAL

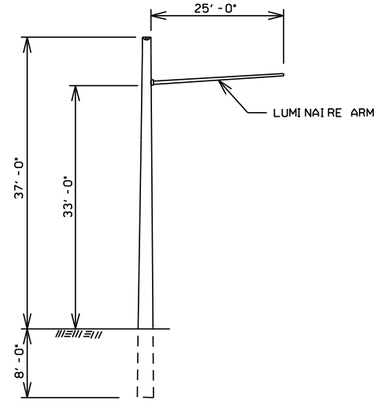
LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE
DATE: 03-07-2023 FILE NAME: t020626_02.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	200	405

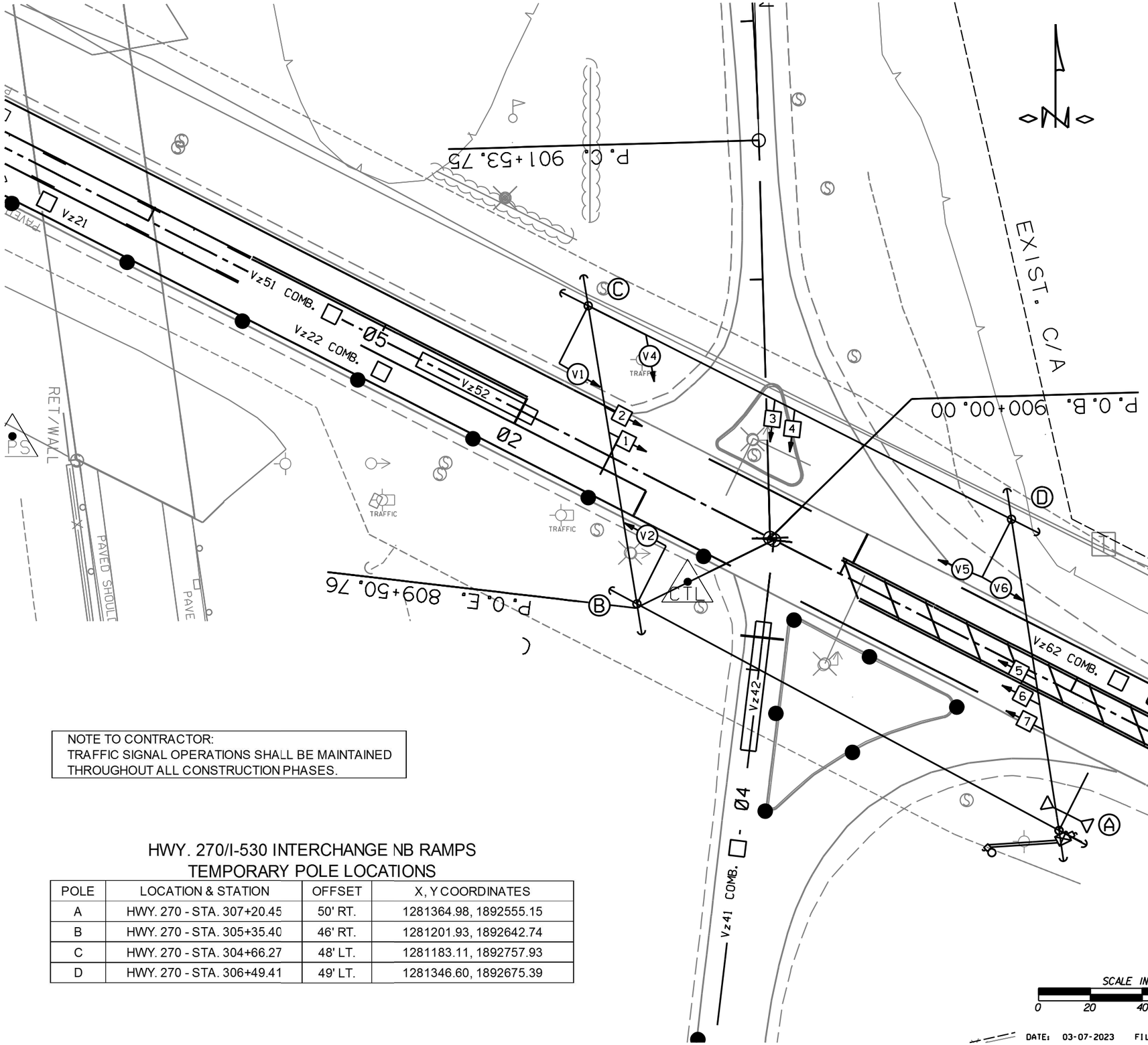
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TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.



NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

HWY. 270/I-530 INTERCHANGE NB RAMPS
TEMPORARY POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 307+20.45	50' RT.	1281364.98, 1892555.15
B	HWY. 270 - STA. 305+35.40	46' RT.	1281201.93, 1892642.74
C	HWY. 270 - STA. 304+66.27	48' LT.	1281183.11, 1892757.93
D	HWY. 270 - STA. 306+49.41	49' LT.	1281346.60, 1892675.39

STAGE 1 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

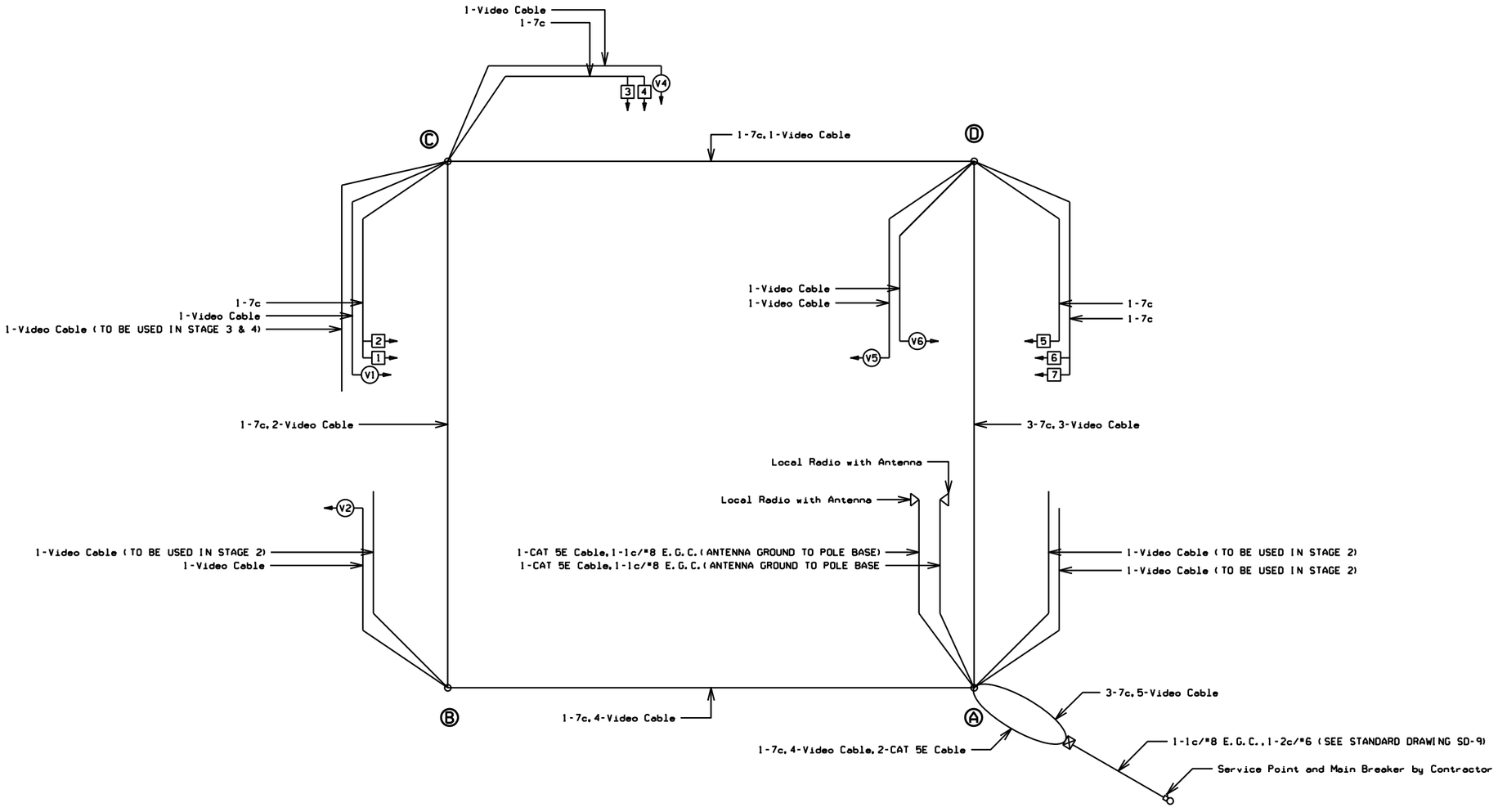
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	201	405

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STAGE 1 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

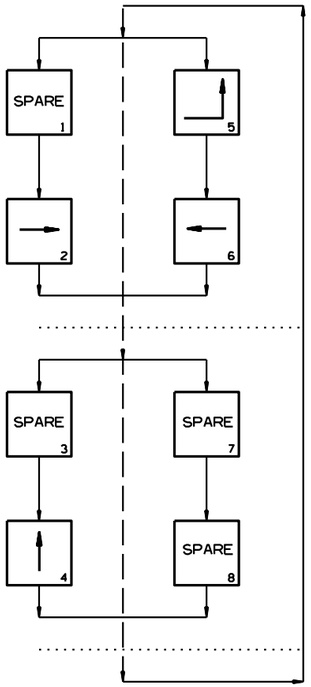
LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	202	405

(2) SIGNALIZATION PLAN SHEET

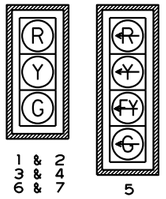
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STAGES 1, 2, 3, & 4 PHASING DIAGRAM



STAGES 1, 2, 3, & 4 SIGNAL FACES

12" LENSES



NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1, 2, 3, AND 4 DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/I-530 NB RAMP DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21	EB NEAR	LOCAL			5	V2	2			CAMERA V2	23"
Vz22	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41	SB ADVANCE	COMB.			9	V6	4	4		CAMERA V4	23"
Vz42	SB NEAR	LOCAL			10	V14	4			CAMERA V4	23"
Vz51	WB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	WB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
					SPARE: 1 & 2, 11-16						

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

STAGES 1, 2, 3, AND 4 INTERVAL CHART

	HWY. 270/I-530 NB RAMP							FLASH
SIGNAL FACES	2+5	CLR.	2+6	CLR.	4	CLR.		SEQUENCE
1 & 2	R	R	G	Y	R	R		R
3 & 4	R	R	R	R	G	Y		R
5	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
6 & 7	G	**	G	**	R	R		R

* 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

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	203	405

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STAGE 2 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/I-530 NB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT: 02	SCALE: 1"=60'	DRAWN BY: GWE	

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	204	405

(2) SIGNALIZATION PLAN SHEET

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No. 11425
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CONST. LIMITS
P.C. 901+53.75
EXIST. C/A
P.O.B. 900+00.00
EXIST. R/W
CONST. LIMITS
S 62°57'42" E
P.O.E. 809+50.76
RET/WALL
TRAFFIC
Vz21
Vz51 COMB.
Vz22 COMB.
Vz52
Vz42
Vz62 COMB.
Vz41 COMB.
Vz61
Ø5
Ø2
Ø4
Ø6
305
530
V1
V2
V3
V4
V5
V6
A
B
C
D
1
2
3
4
5
6
7
+50
1+15

STAGE 2 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION:	HWY. 270/I-530 NB RAMP				
CITY:	WHITE HALL				
COUNTY:	JEFFERSON				
DISTRICT:	02	SCALE:	1"=40'	DRAWN BY:	GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

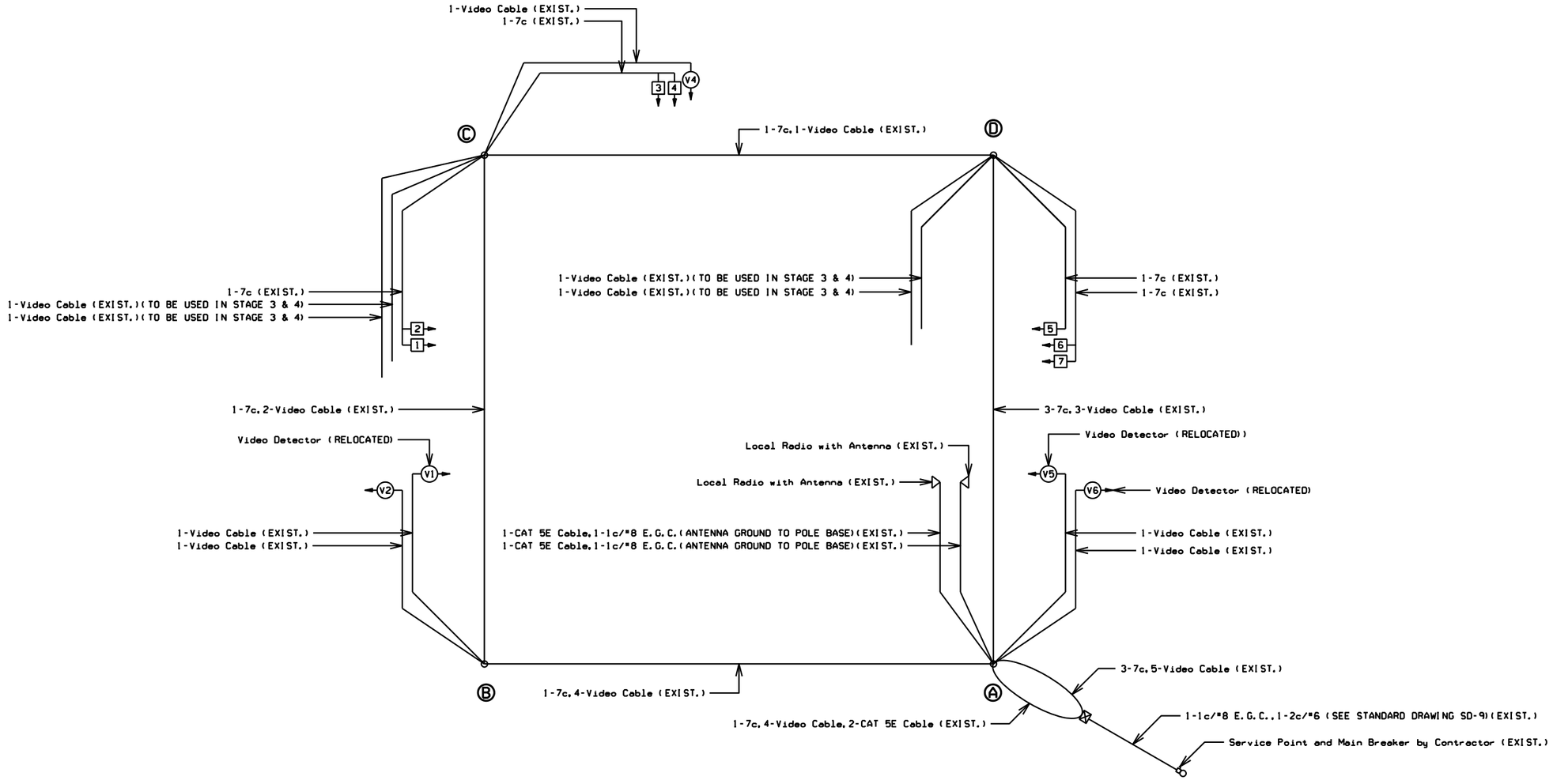
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	205	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 2 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	206	405

(2) SIGNALIZATION PLAN SHEET

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LICENSED PROFESSIONAL ENGINEER
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STAGE 3 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/I-530 NB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT:	02	SCALE: 1"=60'	DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	207	405

(2) SIGNALIZATION PLAN SHEET

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CONST. LIMITS

P.C. 901+53.75

EXIST. C/A

P.O.B. 900+00.00

Vz21

Vz51 COMB.

Vz22 COMB.

Vz52

05

02

V1 V2 V4

1 2

3 4

RET/WALL

TRAFFIC

P.O.E. 809+50.76

B

305

Vz42

04

Vz41 COMB.

530

V5 V6

5 6 7

Vz62 COMB.

D

EXIST. R/W

CONST. LIMITS

62°57'42" E

06

Vz61

A

+50

+15

RET/WALL

RET/WALL

STAGE 3 TRAFFIC SIGNAL

SCALE IN FEET

0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION:	HWY. 270/I-530 NB RAMP		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT:	02	SCALE: 1"=40'	DRAWN BY: GWE

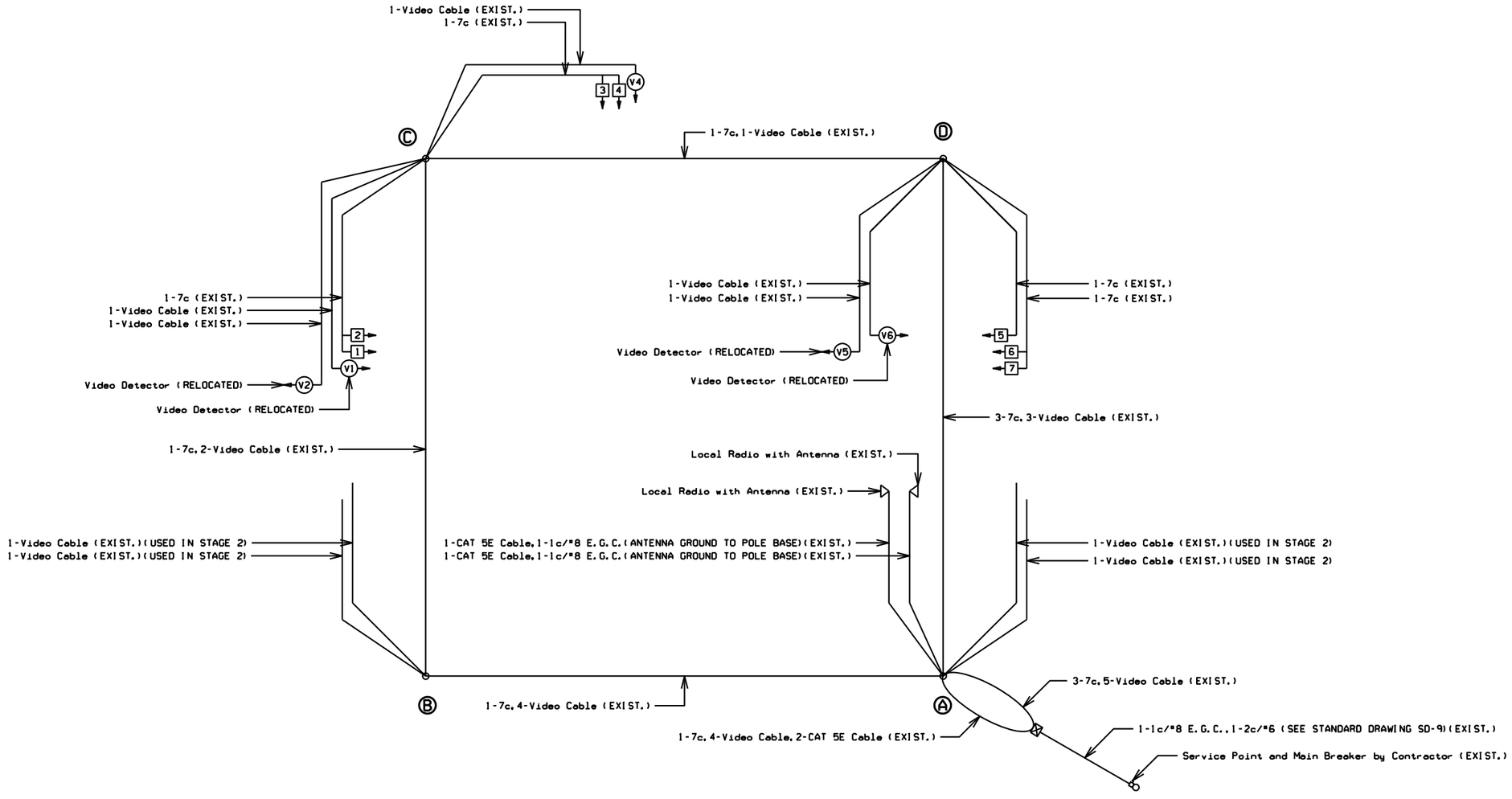
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				6	ARK.			
				JOB NO.		020626	208	405

(2) SIGNALIZATION PLAN SHEET

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No. 11425
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STAGE 3 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	209	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 4 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/I-530 NB RAMP
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=60' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	210	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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CONST. LIMITS
P.C. 901+53.75
Vz21
Vz51 COMB.
Vz22 COMB.
05
Vz52
V2
V1
V4
2
1
3
4
EXIST. C/A
P.O.B. 900+00.00
RET/WALL
TRAFFIC
P.O.E. 809+50.76
305
530
V5
V6
5
6
7
Vz42
Vz62 COMB.
EXIST. R/W
CONST. LIMITS
Ø4
Vz41 COMB.
62°57'42" E
Ø5
Vz61
+50
SHEETDAM
+15
STAGE 4 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

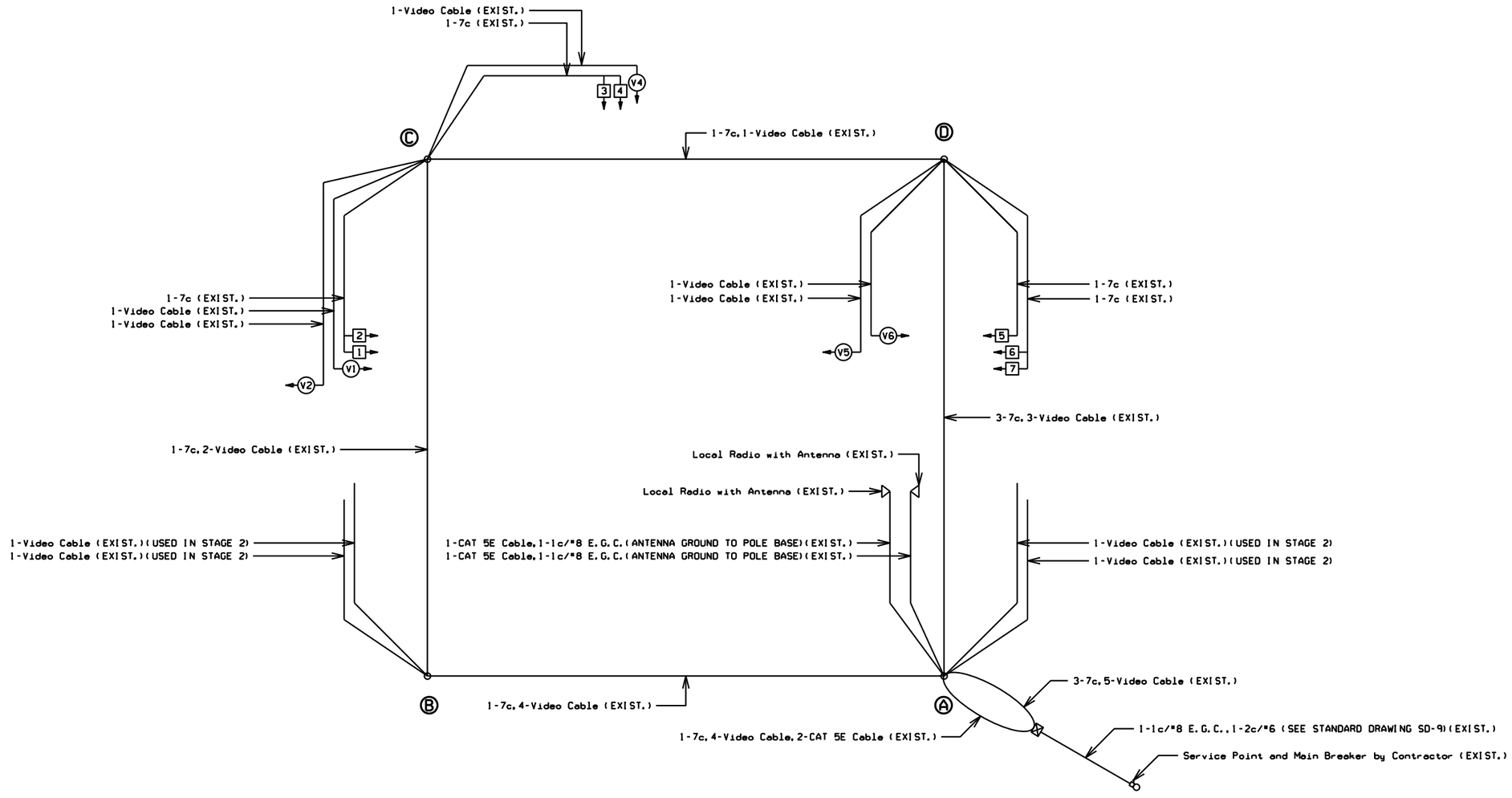
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	211	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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STAGE 4 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		060626	212	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:43 PM
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DETECTOR SPACING CHART

ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
I-530 NB RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
N/A MPH	N/A	N/A

DESIGN PARAMETERS

POSTED SPEED LIMIT:
45 MPH EAST AND WEST APPROACH
N/A MPH SOUTH APPROACH

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

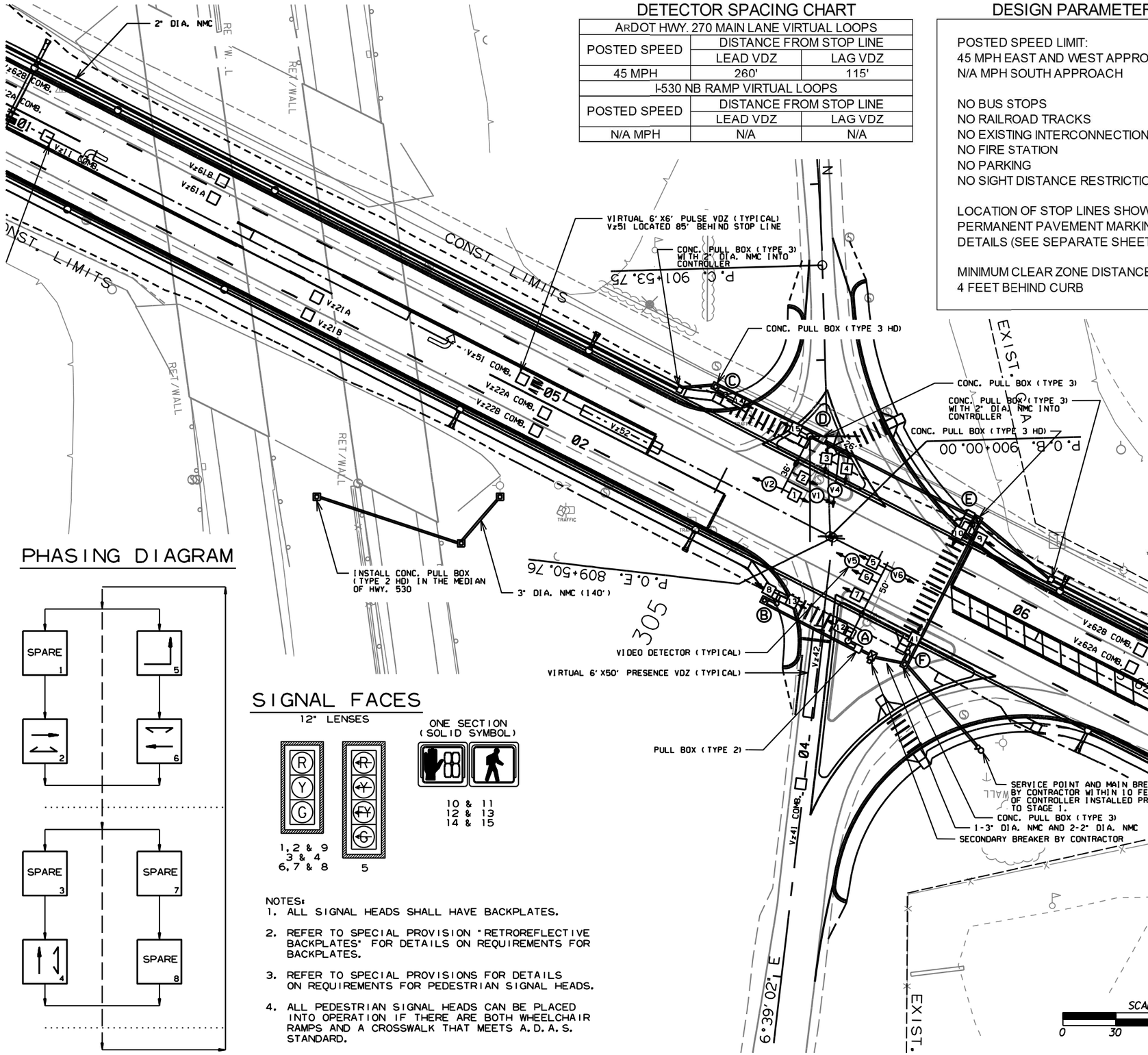
LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HWY. 270/I-530 INTERCHANGE NB RAMPS POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	50'	27°	270°	35'	15'	27°
B	N/A	N/A	N/A	15'	N/A	N/A
C	N/A	N/A	N/A	15'	N/A	N/A
D	36'/26'	117°/207°	270°/180°	35'	15'	207°
E	N/A	N/A	N/A	15	N/A	N/A
F	N/A	N/A	N/A	15'	N/A	N/A

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

1, 2 & 9
3 & 4
6, 7 & 8

5

ONE SECTION (SOLID SYMBOL)

10 & 11
12 & 13
14 & 15

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 MEETS A.D.A.S. STANDARD.

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	213	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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CONC. PULL BOX (TYPE 3 HD)
2" DIA. NMC
CONC. PULL BOX (TYPE 3)
2" DIA. NMC
1-2" DIA. NMC AND 1-3" DIA. NMC
1-2" DIA. NMC AND 1-3" DIA. NMC
CONST. LIMITS
P.C. 901+53.75
EXIST. C/A
P.O.B. 900+00.00
Vz21A
Vz21B
Vz51 COMB.
Vz22A COMB.
Vz22B COMB.
Vz52
05
02
RET/WALL
TRAFFIC
INSTALL CONC. PULL BOX (TYPE 2 HD) IN THE MEDIAN OF HWY. 530
3" DIA. NMC (140')
P.O.E. 809+50.76
305
CONC. PULL BOX (TYPE 3 HD) WITH 1-2" DIA. NMC AND 1-3" DIA. NMC INTO CONTROLLER
2" DIA. NMC
CONC. PULL BOX (TYPE 3)
2" DIA. NMC
06
Vz62B COMB.
Vz62A COMB.
S 62°57'42" E
+50
Vz61B
Vz61A
+15
EXIST. R/W
CONST. LIMITS
WALL
Vz42
Vz41 COMB.
04
CONC. PULL BOX (TYPE 3)
1-3" DIA. NMC AND 2-2" DIA. NMC

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT THE FINISHED SURFACE ELEVATION.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y CCORDINATES
HWY. 270 - STA. 306+21.76	49.58' RT.	1281277.24, 18926002.31

* CENTER OF CABINET

HWY. 270/I-530 INTERCHANGE NB RAMPS POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 306+05.76	48' RT.	1281263.63, 1892608.87
B	HWY. 270 - STA. 305+60.10	48' RT.	1281223.12, 1892629.93
C	HWY. 270 - STA. 304+80.28	45' LT.	1281194.03, 1892748.50
D	HWY 270 - STA. 305+33.78	45' LT.	1281241.97, 1892724.76
E	HWY. 270 - STA. 306+30.95	47' LT.	1281329.34, 1892682.18
E	HWY. 270 - STA. 306+38.82	42' LT.	1281334.20, 1892674.40

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

SCALE IN FEET
0 20 40 80

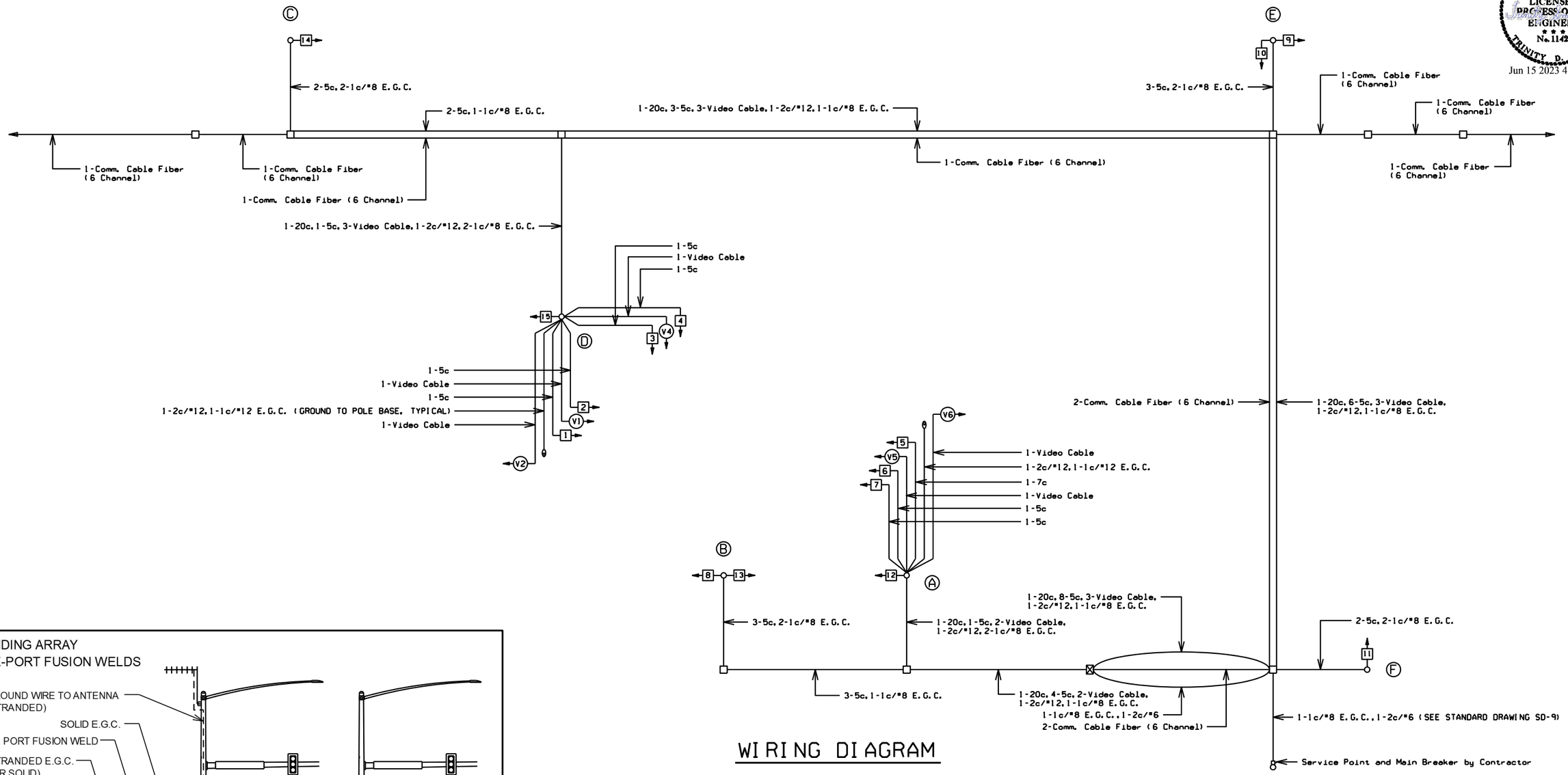
DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=40' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	214	405

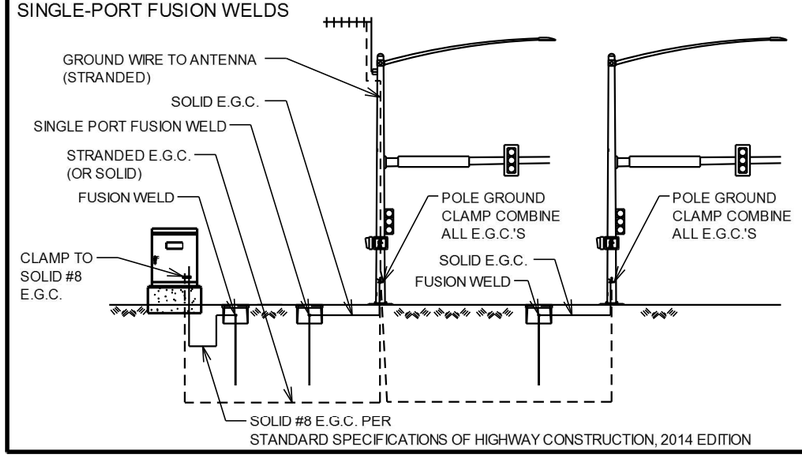
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
Jun 15 2023 4:44 PM
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WIRING DIAGRAM

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

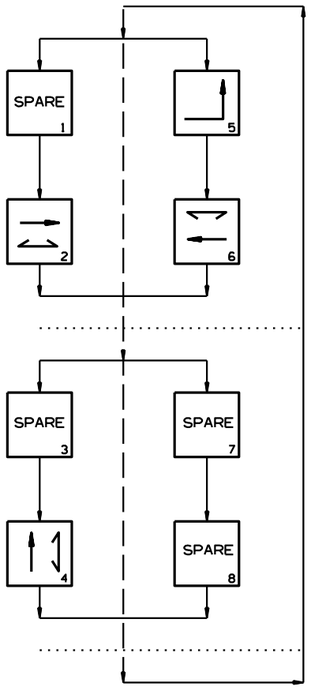
DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	215	405

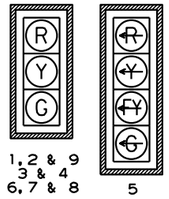
(2) SIGNALIZATION PLAN SHEET

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



1, 2 & 9
3 & 4
6, 7 & 8

5

ONE SECTION
(SOLID SYMBOL)



10 & 11
12 & 13
14 & 15

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 MEETS A.D.A.S. STANDARD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/I-530 NB RAMP DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
							LOCAL		MASTER SYSTEM		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. IRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	DETECTOR NUMBERS		
Vz21 A&B	EB NEAR	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	37"
Vz41	SB ADVANCE	COMB.			9	V6	4	4		CAMERA V4	37"
Vz42	SB NEAR	LOCAL			10	V14	4			CAMERA V4	37"
Vz51	WB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	74"
Vz52	WB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	74"
Vz61 A&B	EB ADVANCE	LOCAL			3	V6	6			CAMERA V6	46"
Vz62 A&B	EB NEAR	COMB.			4	V14	6	6		CAMERA V1	74"
PB6 A&B	I-530 NB ON & OFF RAMP	PED.				P6	6				
PB8 A&B	HWY. 270 E. LEG	PED.				P8	8				
					SPARE: 1-2, AND 11-16						

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

INTERVAL CHART

SIGNAL FACES	HWY. 270/I-530 NB RAMP 2+5	CLR.	2+6	CLR.	4	CLR.		FLASH SEQUENCE
1,2 & 9	R	R	G	**	R	R		R
3 & 4	R	R	R	R	G	Y		R
5	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
6,7 & 8	G	**	G	**	R	R		R
10 & 11	DW	DW	DW	DW	W	FDW		BLK
12 & 13	W	FDW	W	FDW	DW	DW		BLK
14 & 15	DW	DW	W	FDW	DW	DW		BLK

* 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

DATE: 03-07-2023 FILE NAME: t020626_02.dgn

LOCATION: HWY. 270/I-530 NB RAMP
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	216	405

(2) TRAFFIC SIGNAL QUANTITIES - ROBIN RD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 1 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	E-NET CABLE (EXTERIOR CAT 5E)	50	LIN. FT.
SP	LOCAL RADIO (E-NET 5.8) WITH ANTENNA	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	8	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	1349	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	90	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
709	GALVANIZED STEEL CONDUIT (3")	70	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	1	EACH
SS & 713	SPAN WIRE ASSEMBLY	1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.17	LUMP SUM
716	TREATED WOOD POLE (CLASS 2, 45')	6	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	1872	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

STAGE 1:
INSTALL ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH ALL ASSOCIATED ITEMS SHOWN ON THE STAGE 1 TEMPORARY SIGNAL PLANS. REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGE 1 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

STAGE 2 - 4 TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	RELOCATION OF TRAFFIC SIGNAL HEAD	6	EACH
733	VIDEO DETECTOR RELOCATION	3	EACH
SP	VIDEO DETECTOR ROTATION	3	EACH

STAGES 2 - 4:
RELOCATE TRAFFIC SIGNAL HEADS 1, 2, 3, 6, 7, AND 8. RELOCATE VIDEO DETECTORS V1, V5, AND V6. ROTATE VIDEO DETECTORS V2, V4, AND V8. TO ACCOMMODATE STAGES 2 - 4 MAINTENANCE OF TRAFFIC.
MAINTAIN THIS TRAFFIC SIGNAL CONFIGURATION AS SHOWN ON THE STAGES 2 - 4 TRAFFIC SIGNAL PLANS.
(REFER TO MAINTENANCE OF TRAFFIC DETAILS.)

TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER-FIBER (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	WIC FIBER ENCLOSURE	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	10	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	2	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	8	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	2666	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	150	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	278	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	277	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	679	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	210	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	50	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	765	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	40	LIN. FT.
710	NON-METALLIC CONDUIT (2")	40	LIN. FT.
710	NON-METALLIC CONDUIT (3")	635	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3 HD)	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (30')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	4	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	3	EACH
SP	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	0.17	LUMP SUM
SP	18" STREET NAME SIGN	6	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	1252	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH

PERMANENT TRAFFIC SIGNAL:
THE TEMPORARY SIGNAL INSTALLATION FOR STAGES 2 - 4 SHALL REMAIN IN OPERATION UNTIL THE PERMANENT TRAFFIC SIGNAL IS COMPLETED AND OPERATIONAL INSTALL THE PERMANENT TRAFFIC SIGNAL WITH ALL ASSOCIATED EQUIPMENT. UTILIZE THE SERVICE POINT ASSEMBLY (2 CIRCUITS) INSTALLED IN STAGE 1, AND REMOVE THE TEMPORARY TRAFFIC SIGNAL AND COMPONENTS THAT WERE IN USE FOR STAGES 2 - 4 TEMPORARY TRAFFIC CONTROL. THE QUANTITIES FOR COMMUNICATION CABLE, FIBER (6 CHANNEL), NON-METALLIC CONDUIT (2"), AND CONCRETE PULL BOX (TYPE 3) ARE ACCOUNTED IN THE TRAFFIC SIGNAL QUANTITES BOX THAT IS SHOWN ON SHEET 196, TRAFFIC SIGNAL QUANTITIES - I-530 NB RAMPS.
(REFER TO PERMANENT TRAFFIC SIGNAL PLANS.)

DATE: 05-15-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	217	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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HWY. 270/ROBIN RD. AND HOSPITALITY DR.
POLE DIMENSIONS

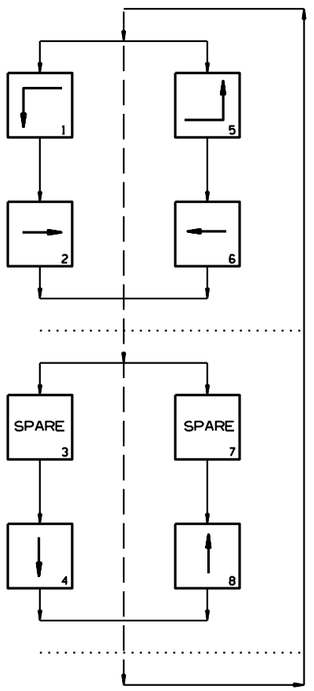
POLE	CLASS	HEIGHT	* LUM. ARM	LUM. ANGLE
A	2	45'	25'/25'	**
B	2	45'	N/A	N/A
C	2	45'	25'	**
D	2	45'	25'	**
E	2	45'	25'/25'	**
F	2	45'	N/A	N/A

ALL POLES ARE TREATED WOOD POLES.
STANDARD GUY INSTALLATION (TYPICAL), IF SIDEWALK GUY INSTALLATION IS NECESSARY SEE STANDARD DRAWING SD-7.
* SEE TYPICAL WOOD POLE WITH LUMINAIRE ARM DETAIL ON SHEET 218.
** REFER TO PLAN SHEETS FOR LUMINAIRE ARM ORIENTATION.

STAGES 1, 2, 3, AND 4
DETECTOR SPACING CHART

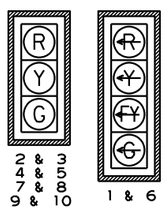
ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
ROBIN RD. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

STAGES 1, 2, 3, & 4
PHASING DIAGRAM



STAGES 1, 2, 3, & 4
SIGNAL FACES

12" LENSES



NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

P.O.E. 1302+76.14
CONC. PULL BOX (TYPE 2 HD)
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 FEEET OF CONTROLLER 2" DIA. NMC INTO CONTROLLER
USE SIDEWALK GUY IF NECESSARY (TYPICAL)
LOCAL RADIO WITH ANTENNA, CAT 5E CABLE, MOUNTED TO POLE A FACE TO I-530 NB RAMP
PROP. R/W
EXIST. R/W
3/5
Ø4
Vz41 COMB.
Vz71 COMB.
56" E
Vz42
Vz72
Vz21
Vz51 COMB.
Vz22 COMB.
Vz52
Ø5
Ø2
+35
+05
+55
+70
+30
+40
+25
+88
36'
28'
30'
24'
CONCRETE
PAVED PARKING
P.O.E. 1201+53.81
P.O.B. 1300+00.00
P.O.B. 1200+00.00
1°53'53" E
Vz82
Vz81 COMB.
Ø8
Ø1
Vz11 COMB.
Vz62 COMB.
Vz12
+62
40'
T.C.E.
Ø6
Vz61
320
+00
+59
+00
40'
SCALE IN FEET
0 30 60 120

STAGE 1 TRAFFIC SIGNAL

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE
DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	218	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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CONC. PULL BOX (TYPE 2 HD)

SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITHIN 10 FEEET OF CONTROLLER 2" DIA. NMC INTO CONTROLLER

USE SIDEWALK GUY IF NECESSARY (TYPICAL)

LOCAL RADIO WITH ANTENNA, CAT 5E CABLE. MOUNTED TO POLE A FACE TO I-530 NB RAMP

PROP. R/W

315

56" E

Vz41 COMB.

Vz71 COMB.

PROP. R/W

DRIVE

Ø4

Vz42

Vz72

L +70

L +30

L +40

Ø2

L +25

Vz21

Vz22 COMB.

Vz51 COMB.

Ø5

+88

Vz52

28'

EXIST. R/W

30'

24'

P.O.E. 1201+53.8

1°53'53" E

Vz82

PROP. R/W

N

Ø8

Vz81 COMB.

P.O.B. 1200+00.00

T.C.E.

Vz12

LØ1

Vz11 COMB.

Vz62 COMB.

+62

Ø6

Vz61

40'

T.C.E.

PAVED PARKING

CONCRETE PARKING

TRAFFIC

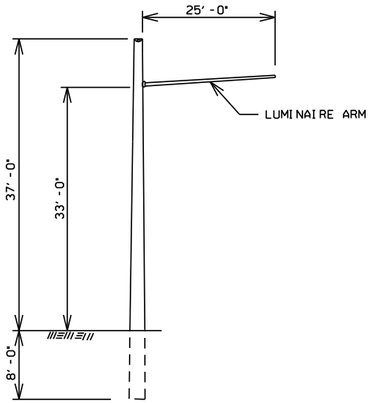
V1 V2 V3 V4 V5 V6 V8

A B C D E F

1 2 3 4 5 6 7 8 9 10

HWY. 270/ROBIN RD. AND HOSPITALITY DR.
TEMPORARY POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 315+19.64	56' LT.	1282124.76, 1892285.77
B	HWY. 270 - STA. 316+22.98	62' LT.	1282219.86, 1892244.79
C	HWY. 270 - STA. 316+70.64	43' LT.	1282253.39, 1892205.62
D	HWY. 270 - STA. 315+75.92	44' RT.	1282218.84, 1892126.32
E	HWY. 270 - STA. 315+60.70	51' RT.	1282113.01, 1892172.43
F	HWY. 270 - STA. 315+23.63	48' RT.	1282081.30, 1892191.84



TYPICAL WOOD POLE WITH LUMINAIRE ARM

NOTE TO CONTRACTOR:
LUMINAIRE ARMS (OR APPROVED MOUNTING HARDWARE) SHALL BE USED TO MOUNT VIDEO DETECTORS. LUMINAIRE ARM SHALL NOT INCLUDE LUMINAIRE ASSEMBLIES. THE COST FOR LUMINAIRE ARMS, MOUNTING, AND ALL HARDWARE IS INCLUDED IN PRICE BID FOR ITEM 716 TREATED WOOD POLE.

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 20 40 80

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=40' DRAWN BY: GWE

STAGE 1 TRAFFIC SIGNAL

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

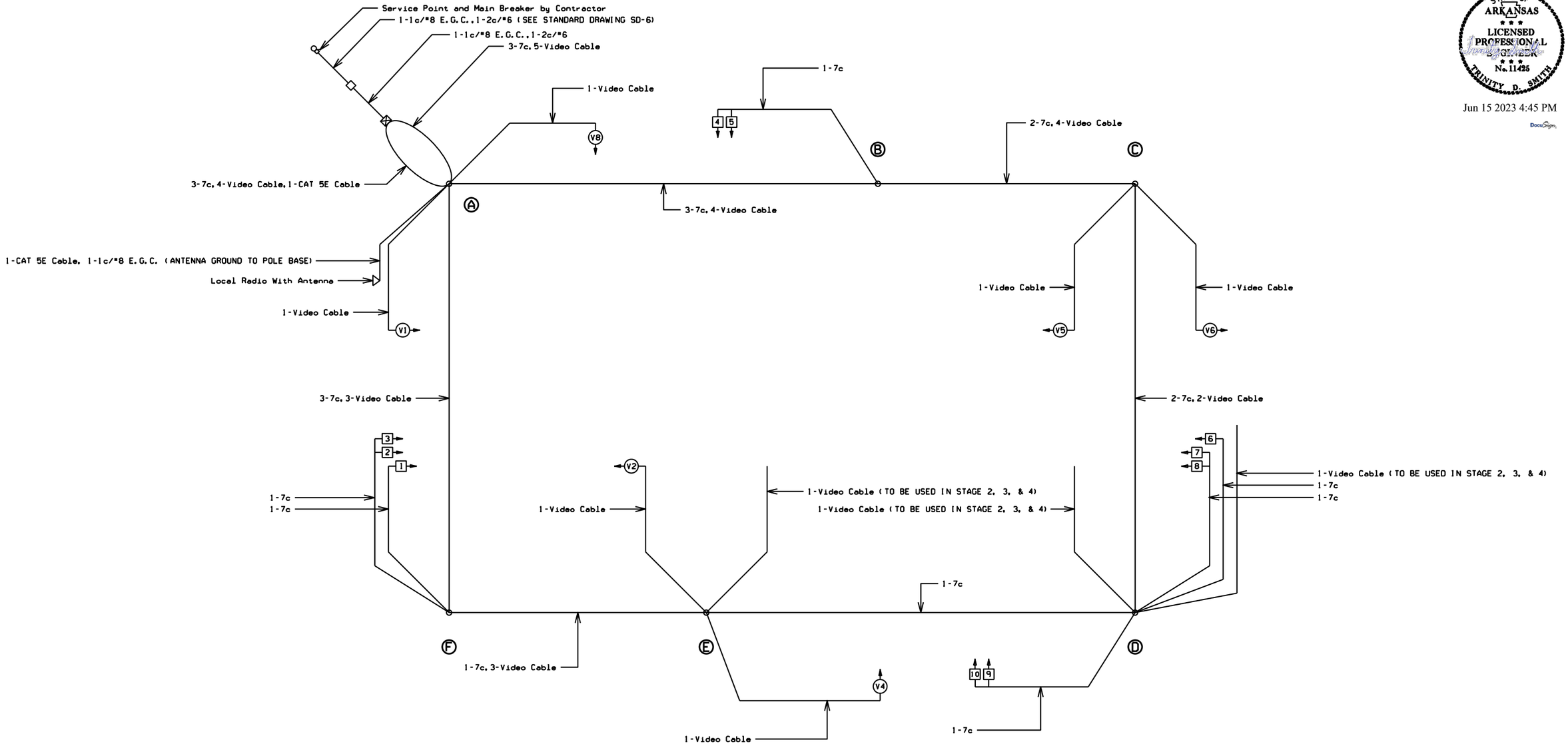
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	219	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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STAGE 1 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	220	405

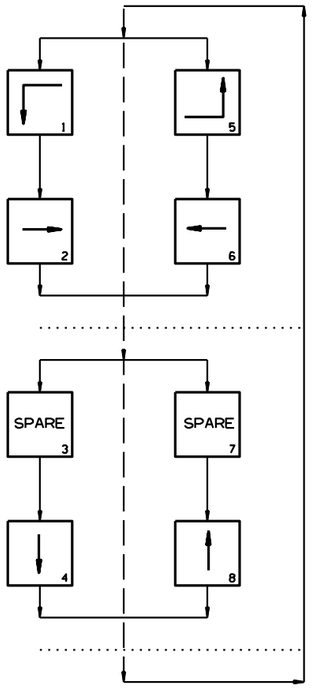
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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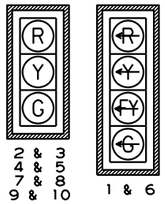
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STAGES 1, 2, 3, & 4 PHASING DIAGRAM



STAGES 1, 2, 3, & 4 SIGNAL FACES

12" LENSES



2 & 3
4 & 5
7 & 8
9 & 10

1 & 6

NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.

STAGES 1, 2, 3, AND 4 DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/ROBIN RD. AND HOSPITALITY DR. 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. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	23"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	23"
Vz21	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	23"
Vz22	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	23"
Vz41	SB ADVANCE	LOCAL			13	V4	4			CAMERA V4	23"
Vz42	SB NEAR	COMB.			14	V12	4	4		CAMERA V4	23"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	23"
Vz52	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	23"
Vz61	WB ADVANCE	LOCAL			3	V6	6			CAMERA V6	23"
Vz62	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	23"
Vz71	SB LEFT TURN FAR	COMB.			15	V15	7	7		CAMERA V4	23"
Vz72	SB LEFT TURN	LOCAL			16	V7	7			CAMERA V4	23"
Vz81	NB ADVANCE	LOCAL			11	V8	8			CAMERA V8	23"
Vz82	NB NEAR	COMB.			12	V16	8	8		CAMERA V8	23"
					SPARE 9 & 10						

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

STAGES 1, 2, 3, AND 4 INTERVAL CHART

SIGNAL FACES	HWY. 270/ROBIN RD. AND HOSPITALITY DR. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	4+8	CLR.		FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~		~~R~~
2 & 3	R	R	G	**	R	R	G	**	R	R		R
4 & 5	R	R	R	R	R	R	R	R	G	Y		R
6	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~		~~R~~
7 & 8	R	R	R	R	G	**	G	**	R	R		R
9 & 10	R	R	R	R	R	R	R	R	G	Y		R

* 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

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	221	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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P.O.E. 1302+76.14

P.O.E. 1201+53.81

P.O.B. 1300+00.00

P.O.B. 1200+00.00

PROP. R/W

EXIST. R/W

T.C.E.

3/5

1°53'53" E

Ø1 Ø2 Ø4 Ø5 Ø6 Ø8

Vz21 Vz22 COMB. Vz51 COMB. Vz52 Vz41 COMB. Vz71 COMB. Vz42 Vz72 Vz82 Vz81 COMB. Vz12 Vz11 COMB. Vz62 COMB. Vz61

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

STAGE 2 TRAFFIC SIGNAL

SCALE IN FEET
0 30 60 120

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: 1"=60' DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	222	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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STAGE 2 TRAFFIC SIGNAL

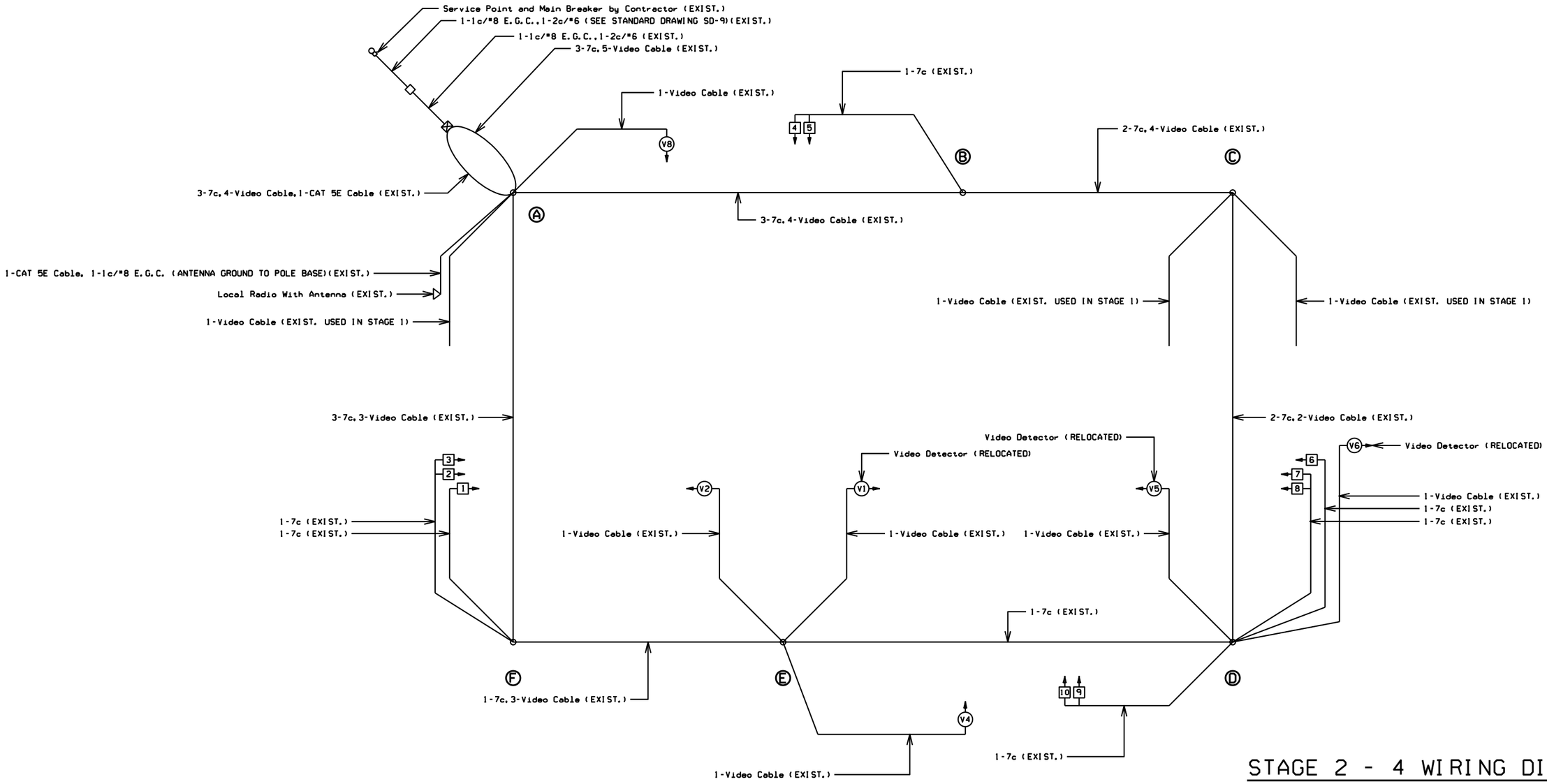
SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=40' DRAWN BY: GWE
DATE: 03-07-2023	FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	223	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 2 - 4 WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.				
CITY:	WHITE HALL				
COUNTY:	JEFFERSON				
DISTRICT:	02	SCALE:	N/A	DRAWN BY:	GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	224	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 3 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=60' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	225	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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STAGE 3 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT: 02	SCALE: 1"=40'	DRAWN BY:	GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	226	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE4 TRAFFIC SIGNAL

NOTE TO CONTRACTOR:
TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=60' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	227	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
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STAGE 4 TRAFFIC SIGNAL

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT: 02	SCALE: 1"=40'	DRAWN BY:	GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	228	405

(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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HWY. 270/ROBIN RD. AND HOSPITALITY DR.
POLE DIMENSIONS

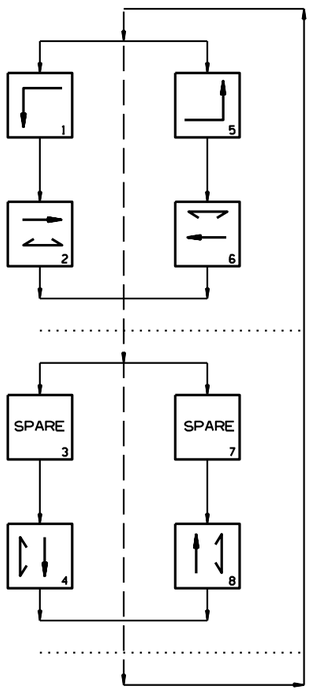
POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	48'	207°	90°	35'	15'	207°
B	N/A	N/A	N/A	6'	N/A	N/A
C	30'	297°	180°	35'	10'	297°
D	N/A	N/A	N/A	15'	N/A	N/A
E	40'	27°	180°	35'	10'	27°
F	N/A	N/A	N/A	15'	N/A	N/A
G	32'	117°	90°	35'	15'	117°

* MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

DETECTOR SPACING CHART

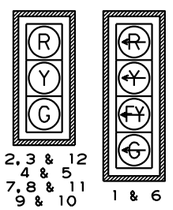
ARDOT HWY. 270 MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
45 MPH	260'	115'
ROBIN RD. MAIN LANE VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
30 MPH	85'	N/A

PHASING DIAGRAM



SIGNAL FACES

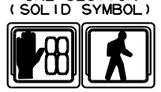
12" LENSES



2, 3 & 12
4 & 5
7, 8 & 11
9 & 10

1 & 6

ONE SECTION (SOLID SYMBOL)



13 & 14
15 & 16
17 & 18
19 & 20

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 MEETS A.D.A.S. STANDARD.

SCALE IN FEET
0 30 60 120

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY:	WHITE HALL
COUNTY:	JEFFERSON
DISTRICT: 02	SCALE: 1"=60' DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	229	405

(2) SIGNALIZATION PLAN SHEET

NOTES TO CONTRACTOR:

1. TRAFFIC SIGNAL OPERATIONS SHALL BE MAINTAINED THROUGHOUT ALL CONSTRUCTION PHASES.
2. THE TOP OF ALL PULL BOXES SHALL BE INSTALLED AT THE FINISHED SURFACE ELEVATION.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 270 - STA. 315+25.41	53.36' LT.	1282128.91, 1892281.21

* CENTER OF CABINET

DESIGN PARAMETERS

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

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

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB

HWY. 270/ROBIN RD. AND HOSPITALITY DR.
POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 270 - STA. 315+24.65	47' LT.	1282125.20, 1892275.60
B	HWY. 270 - STA. 316+10.79	47' LT.	1282202.16, 1892236.91
C	HWY. 270 - STA. 316+28.81	38' LT.	1282213.92, 1892220.31
D	HWY. 270 - STA. 316+66.00	41' RT.	1282211.49, 1892133.73
E	HWY. 270 - STA. 316+44.78	51' RT.	1282188.03, 1892134.45
F	HWY. 270 - STA. 315+79.03	51' RT.	1282129.26, 1892163.95
G	HWY. 270 - STA. 315+59.94	37' RT.	1282118.75, 1892185.35

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.

SCALE IN FEET
0 20 40 80

LOCATION:	HWY. 270/ROBIN RD. AND HOSPITALITY DR.		
CITY:	WHITE HALL		
COUNTY:	JEFFERSON		
DISTRICT:	02	SCALE: 1" = 40'	DRAWN BY: GWE

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

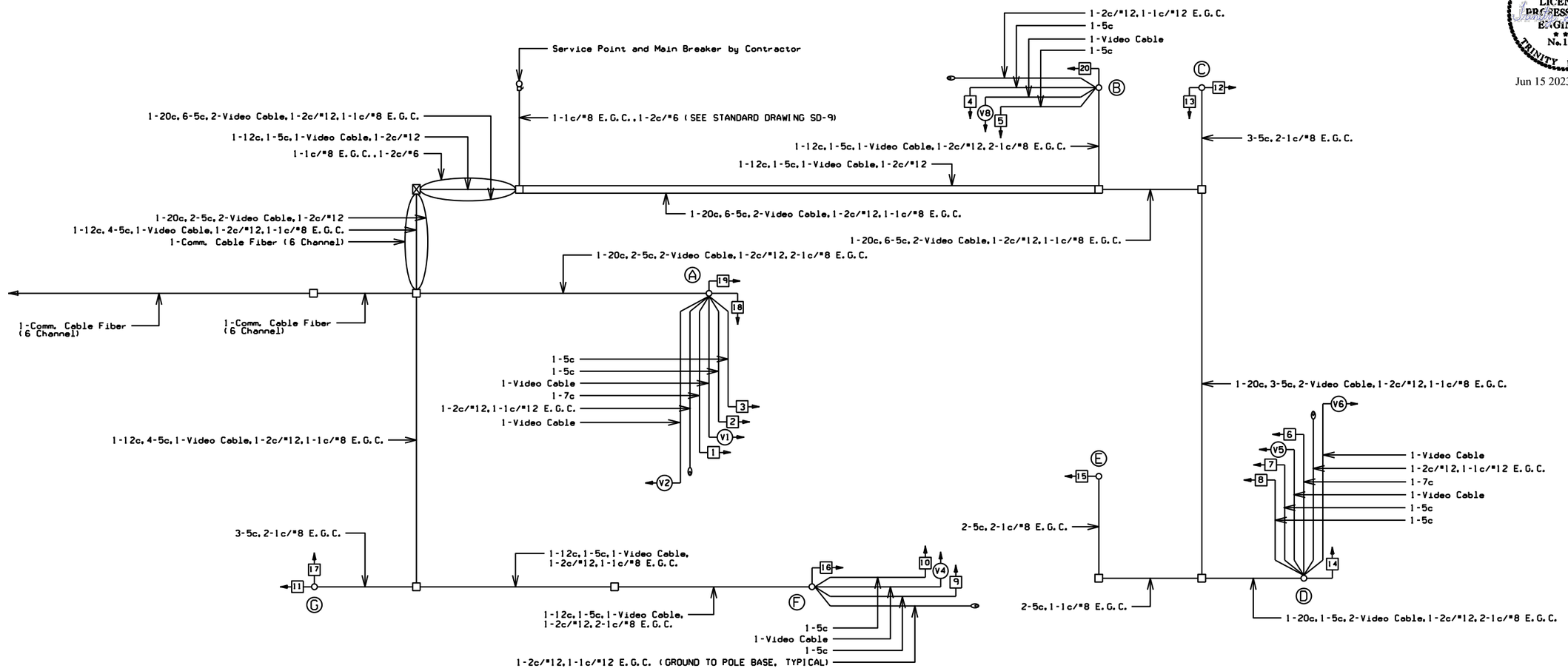
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				6	ARK.			
				JOB NO.		020626	230	405

(2) SIGNALIZATION PLAN SHEET

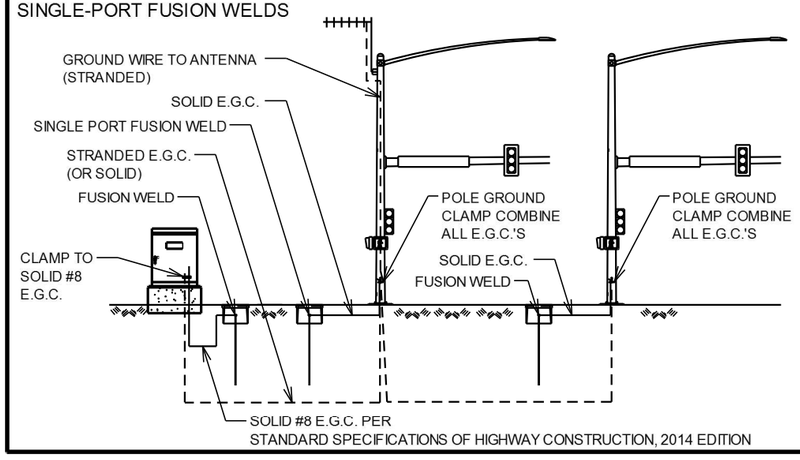
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:50 PM

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GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY RD.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	231	405

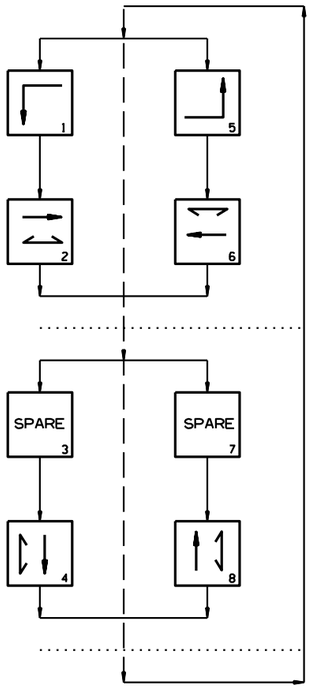
(2) SIGNALIZATION PLAN SHEET

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Jun 15 2023 4:50 PM

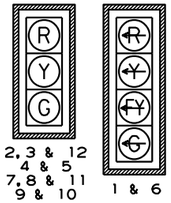
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PHASING DIAGRAM



SIGNAL FACES

12" LENSES



2, 3 & 12
4 & 5
7, 8 & 11
9 & 10

1 & 6

ONE SECTION
(SOLID SYMBOL)



13 & 14
15 & 16
17 & 18
19 & 20

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 MEETS A.D.A.S. STANDARD.

DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 020626											
HWY. 270/ROBIN RD. AND HOSPITALITY DR. 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. #			
Vz11	WB LEFT TURN FAR	COMB.			1	V9	1	1		CAMERA V1	74"
Vz12	WB LEFT TURN	LOCAL			2	V1	1			CAMERA V1	74"
Vz21 A&B	EB ADVANCE	LOCAL			5	V2	2			CAMERA V2	74"
Vz22 A&B	EB NEAR	COMB.			6	V10	2	2		CAMERA V5	74"
Vz41	SB ADVANCE	LOCAL			13	V4	4			CAMERA V4	37"
Vz42	SB NEAR	COMB.			14	V12	4	4		CAMERA V4	37"
Vz51	EB LEFT TURN FAR	COMB.			7	V13	5	5		CAMERA V5	74"
Vz52	EB LEFT TURN	LOCAL			8	V5	5			CAMERA V5	74"
Vz61 A&B	WB ADVANCE	LOCAL			3	V6	6			CAMERA V6	74"
Vz62 A&B	WB NEAR	COMB.			4	V14	6	6		CAMERA V1	74"
Vz71	SB LEFT TURN FAR	COMB.			15	V15	7	7		CAMERA V4	37"
Vz72	SB LEFT TURN	LOCAL			16	V7	7			CAMERA V4	37"
Vz81	NB ADVANCE	LOCAL			11	V8	8			CAMERA V8	37"
Vz82	NB NEAR	COMB.			12	V16	8	8		CAMERA V8	37"
PB2 A&B	HOSPITALITY DR. S. LEG	PED.				P2	2				
PB4 A&B	HWY. 270 W. LEG	PED.				P4	4				
PB6 A&B	ROBIN RD. N. LEG	PED.				P6	6				
PB8 A&B	HWY. 270 E. LEG	PED.				P8	8				
					SPARE 9 & 10						

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

INTERVAL CHART

SIGNAL FACES	HWY. 270/ROBIN RD. AND HOSPITALITY DR. 1+5	CLR.	1+6	CLR.	2+5	CLR.	2+6	CLR.	4+8	CLR.	FLASH SEQUENCE
1	~~G~~	*	~~G~~	*	~~FY~~	***	~~FY~~	***	~~R~~	~~R~~	~~R~~
2,3 & 12	R	R	G	**	R	R	G	**	R	R	R
4 & 5	R	R	R	R	R	R	R	R	G	Y	R
6	~~G~~	*	~~FY~~	***	~~G~~	*	~~FY~~	***	~~R~~	~~R~~	~~R~~
7,8 & 11	R	R	R	R	G	**	G	**	R	R	R
9 & 10	R	R	R	R	R	R	R	R	G	Y	R
13 & 14	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
15 & 16	DW	DW	DW	DW	W	FDW	W	FDW	DW	DW	BLK
17 & 18	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	BLK
19 & 20	DW	DW	W	FDW	DW	DW	W	FDW	DW	DW	BLK

* 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

DATE: 03-07-2023 FILE NAME: t020626_03.dgn

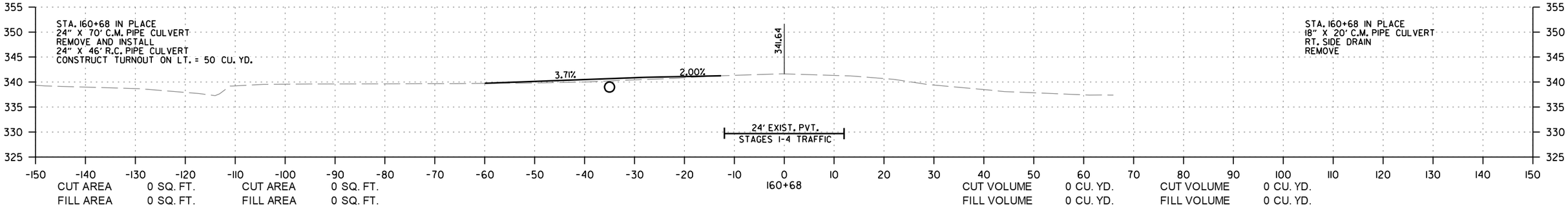
LOCATION: HWY. 270/ROBIN RD. AND HOSPITALITY DR.
CITY: WHITE HALL
COUNTY: JEFFERSON
DISTRICT: 02 SCALE: N/A DRAWN BY: GWE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	232	405

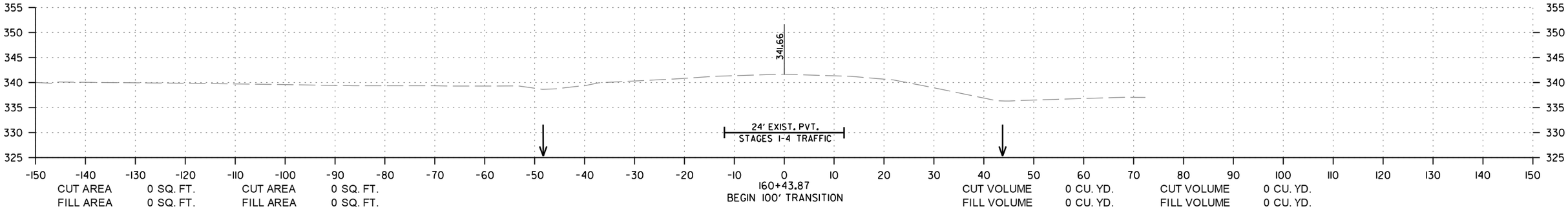
(2) CROSS SECTIONS

STAGE 1 STAGE 2

STA. 160+68 IN PLACE
24" X 70' C.M. PIPE CULVERT
REMOVE AND INSTALL
24" X 46' R.C. PIPE CULVERT
CONSTRUCT TURNOUT ON LT. = 50 CU. YD.



CUT AREA 0 SQ. FT. CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT.



CUT AREA 0 SQ. FT. CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

STAGE 1 STAGE 2

STA. 160+68 IN PLACE
18" X 20' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

CUT VOLUME 0 CU. YD. CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

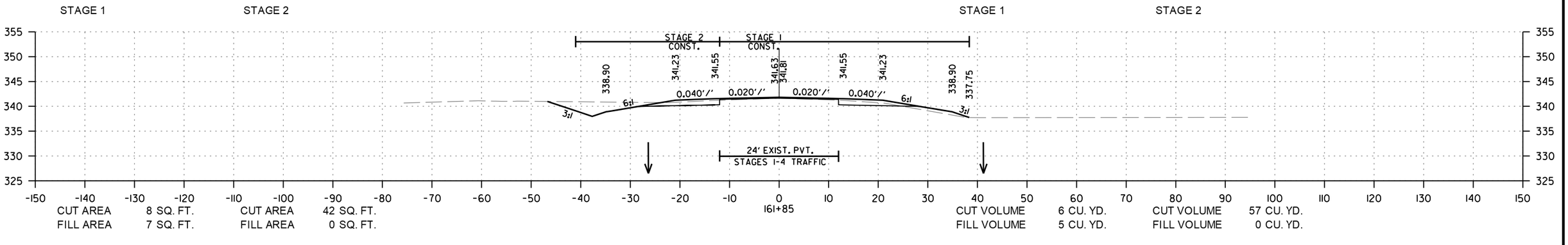
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FILL VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

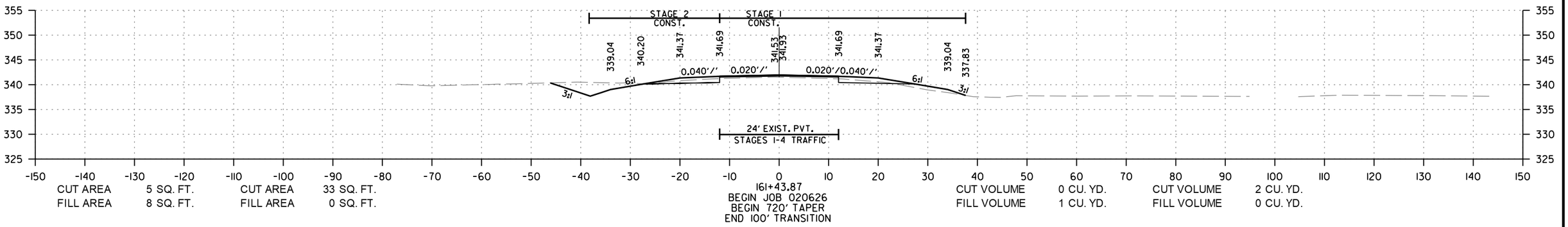
HWY. 270
STA. 160+43.87 TO STA. 160+68

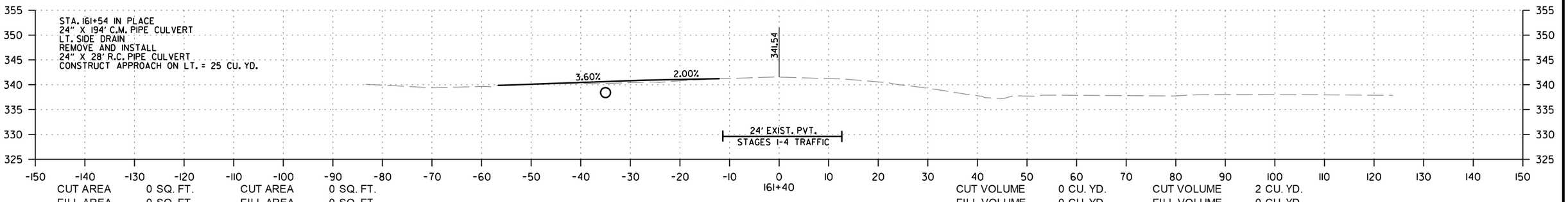
HT39710 9/2/2022
R020626.DGN

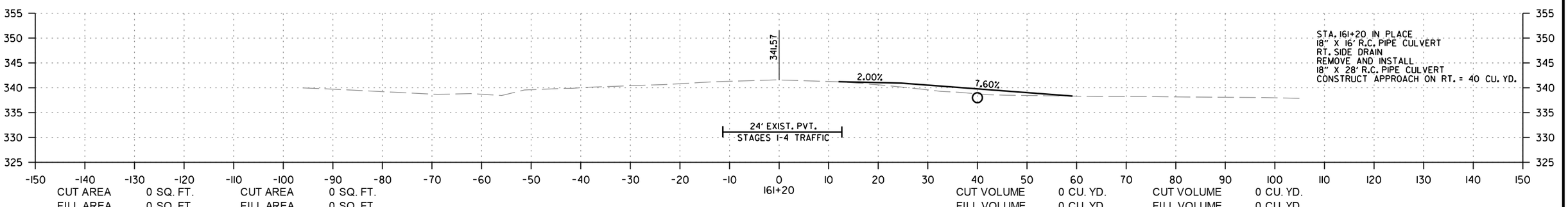
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				6	ARK.			
				JOB NO.		020626	233	405

(2) CROSS SECTIONS







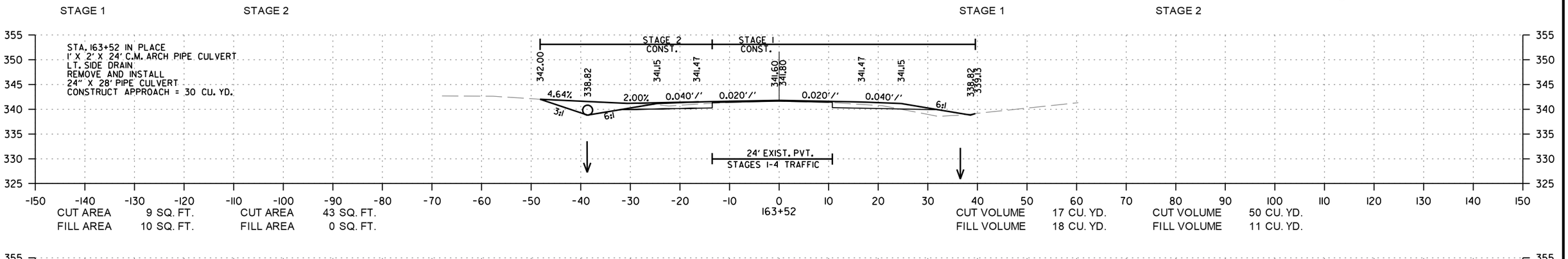


HWY. 270
STA. 160+44 TO STA. 161+85

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	234	405

(2) CROSS SECTIONS

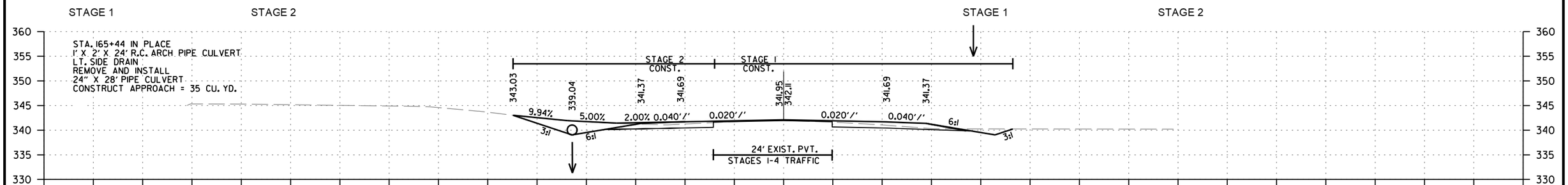


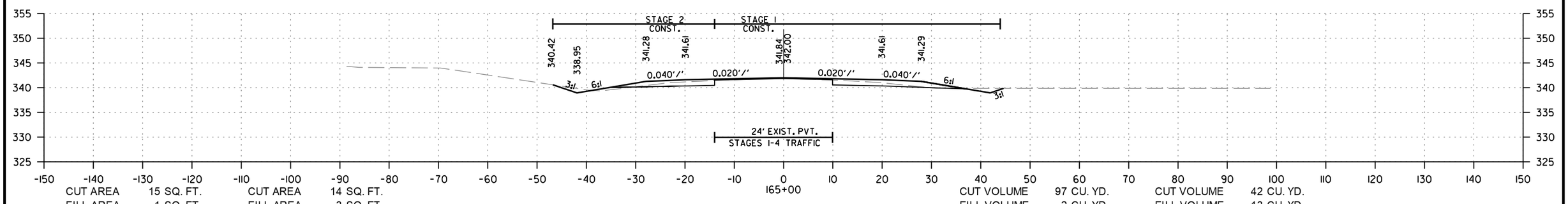
HWY. 270
STA. 162+00 TO STA. 163+52

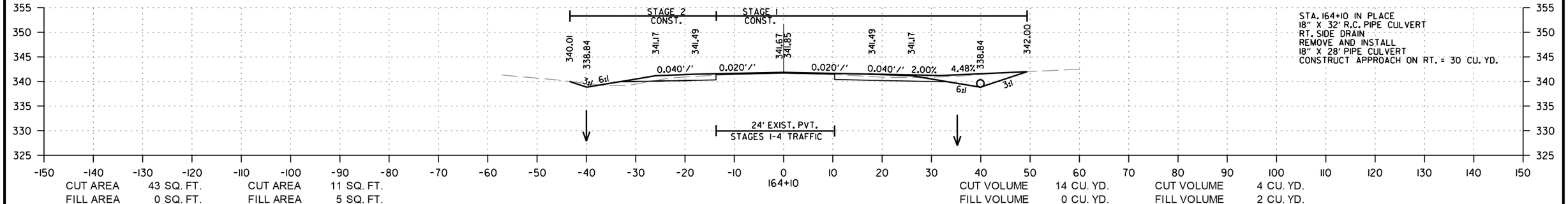
HT39710 9/2/2022
R020626.DGN

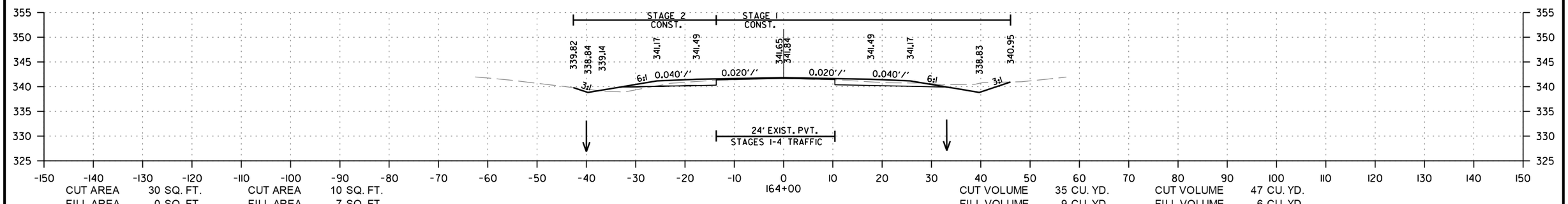
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				6	ARK.			
				JOB NO.		020626	235	405

(2) CROSS SECTIONS







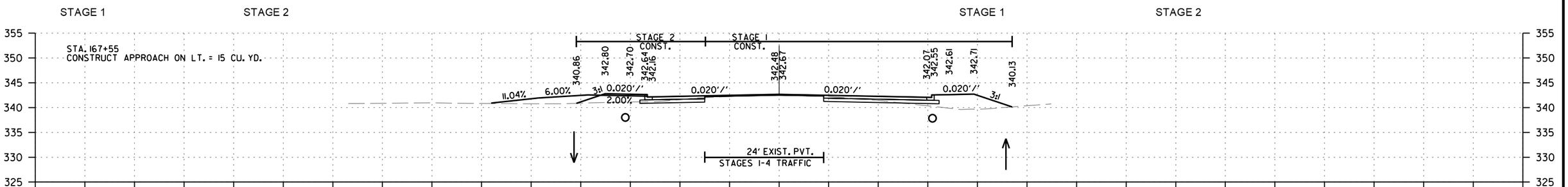


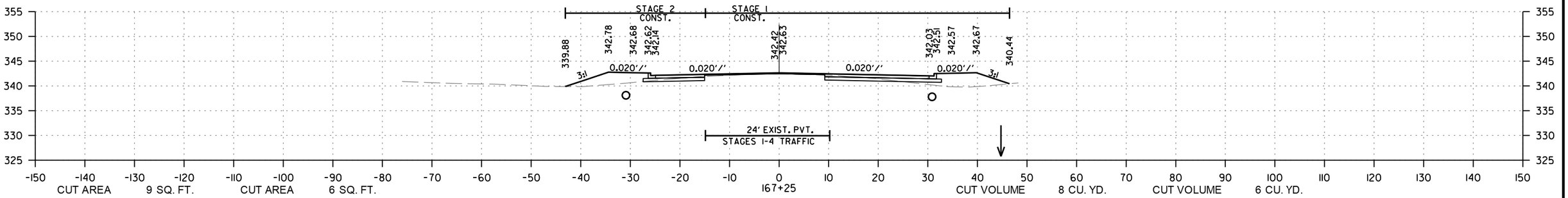
HWY. 270
STA. 164+00 TO STA. 165+44

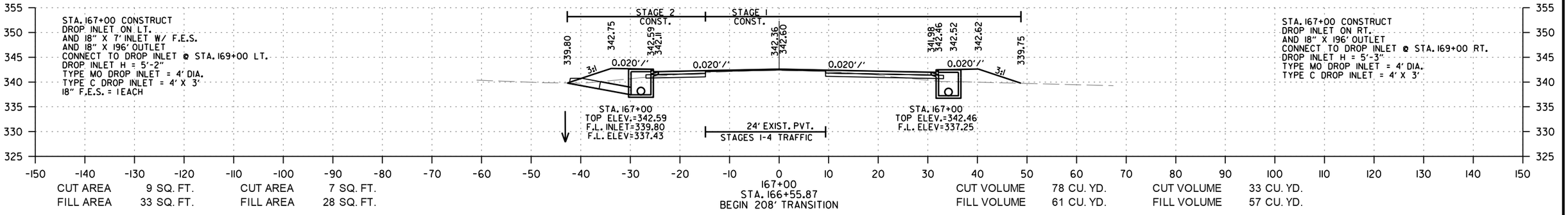
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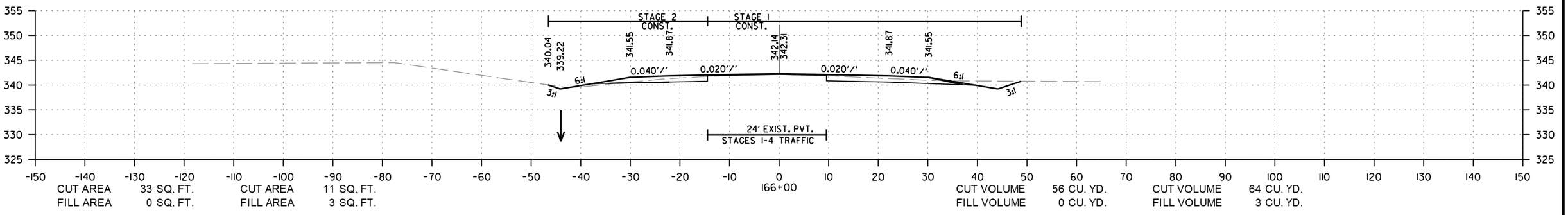
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				6	ARK.			
				JOB NO.		020626	236	405

(2) CROSS SECTIONS







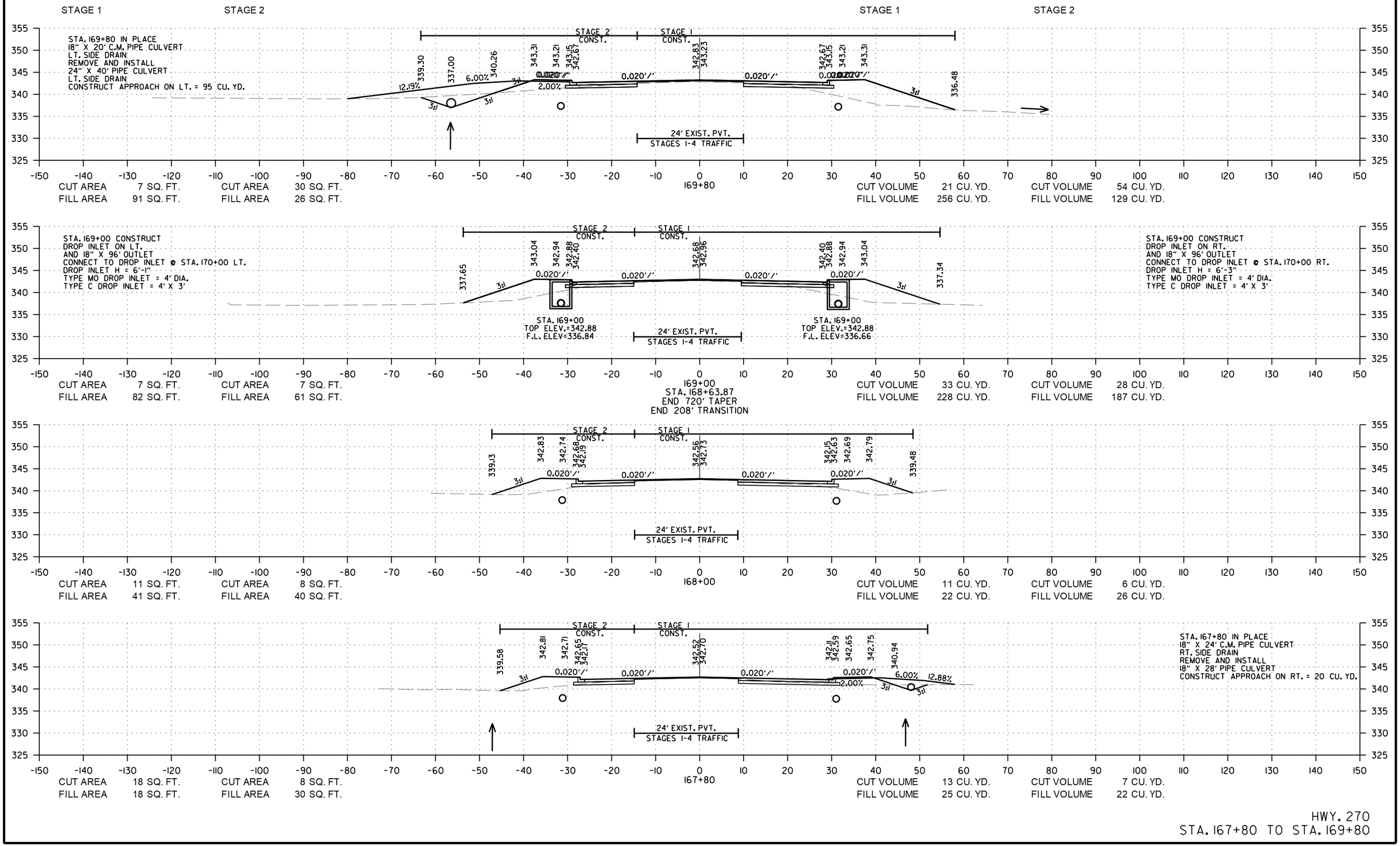


HWY. 270
STA. 166+00 TO STA. 167+55

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	237	405

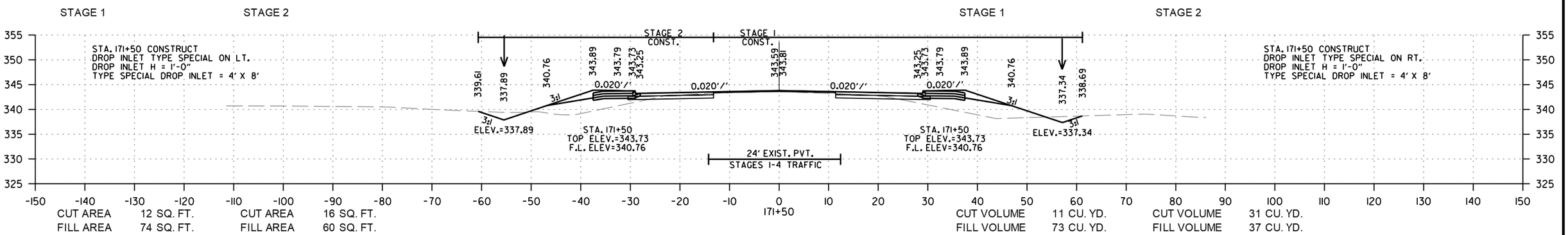
(2) CROSS SECTIONS



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R020626.DGN

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				6	ARK.			
				JOB NO.		020626	238	405

(2) CROSS SECTIONS

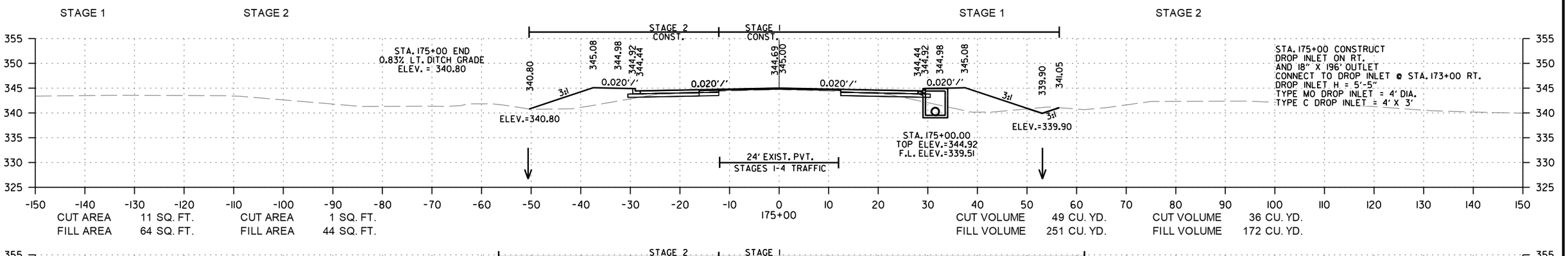


HWY. 270
STA. 170+00 TO STA. 171+50

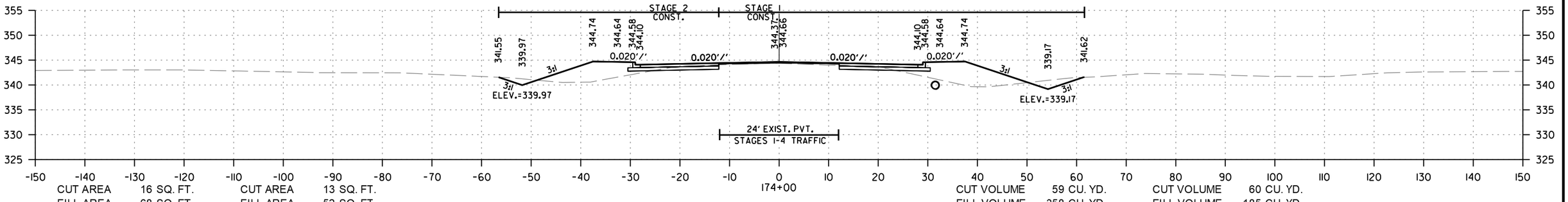
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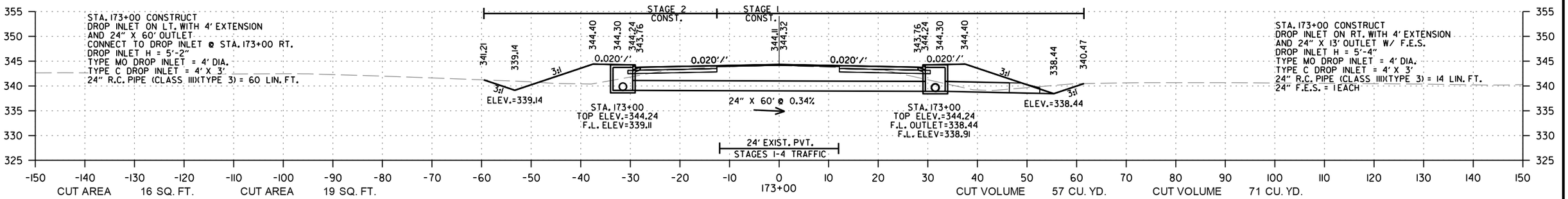
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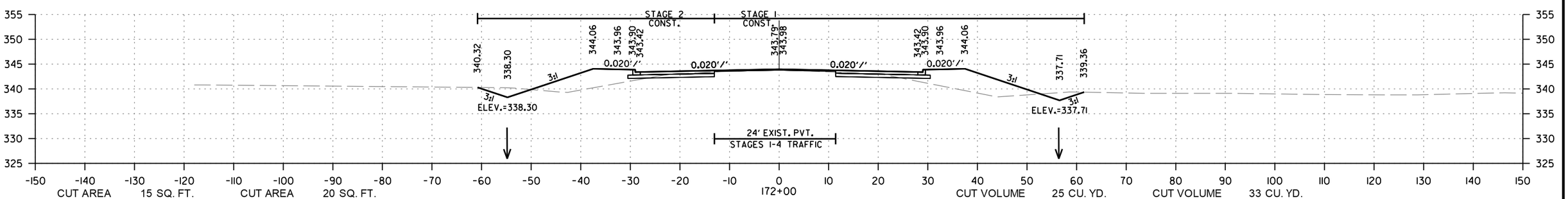
CUT AREA 11 SQ. FT. CUT AREA 1 SQ. FT. CUT VOLUME 49 CU. YD. CUT VOLUME 36 CU. YD.
FILL AREA 64 SQ. FT. FILL AREA 44 SQ. FT. FILL VOLUME 251 CU. YD. FILL VOLUME 172 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 13 SQ. FT. CUT VOLUME 59 CU. YD. CUT VOLUME 60 CU. YD.
FILL AREA 68 SQ. FT. FILL AREA 52 SQ. FT. FILL VOLUME 258 CU. YD. FILL VOLUME 185 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 19 SQ. FT. CUT VOLUME 57 CU. YD. CUT VOLUME 71 CU. YD.
FILL AREA 71 SQ. FT. FILL AREA 48 SQ. FT. FILL VOLUME 263 CU. YD. FILL VOLUME 189 CU. YD.



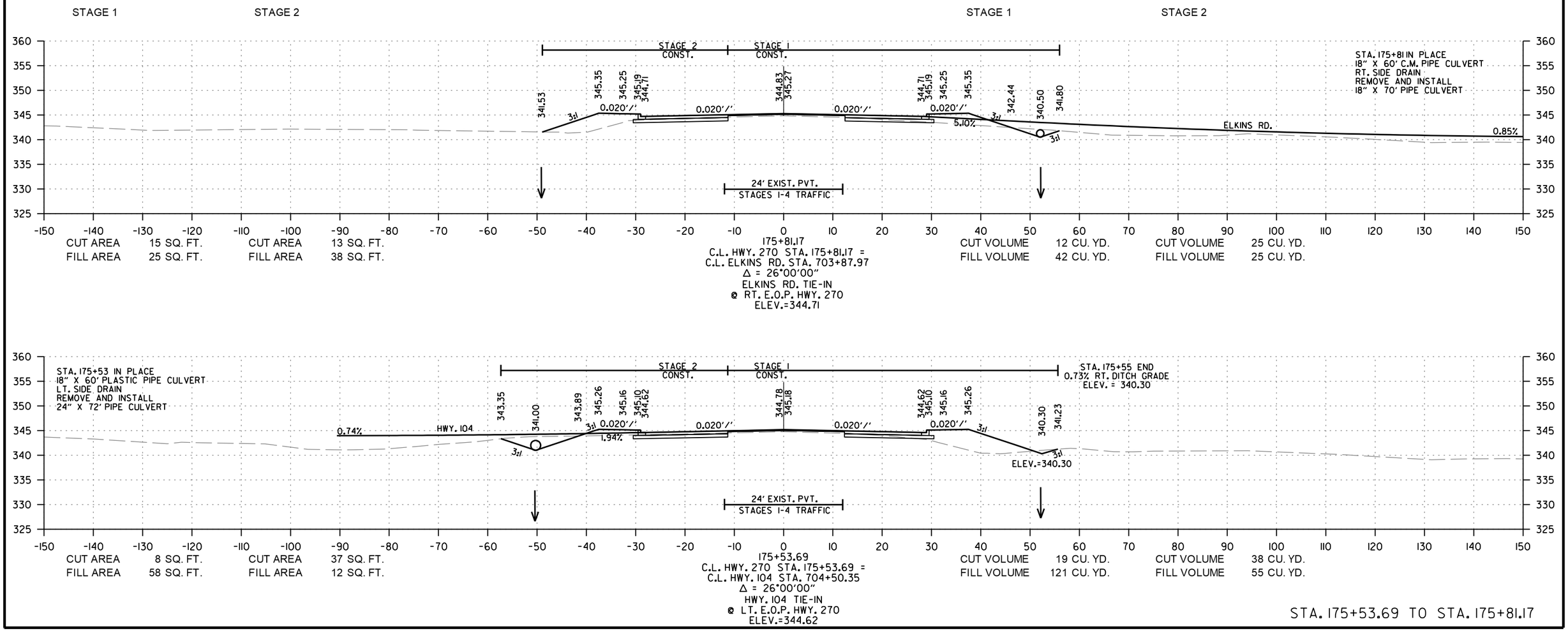
CUT AREA 15 SQ. FT. CUT AREA 20 SQ. FT. CUT VOLUME 25 CU. YD. CUT VOLUME 33 CU. YD.
FILL AREA 71 SQ. FT. FILL AREA 53 SQ. FT. FILL VOLUME 135 CU. YD. FILL VOLUME 105 CU. YD.

HWY. 270
STA. 172+00 TO STA. 175+00

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	240	405

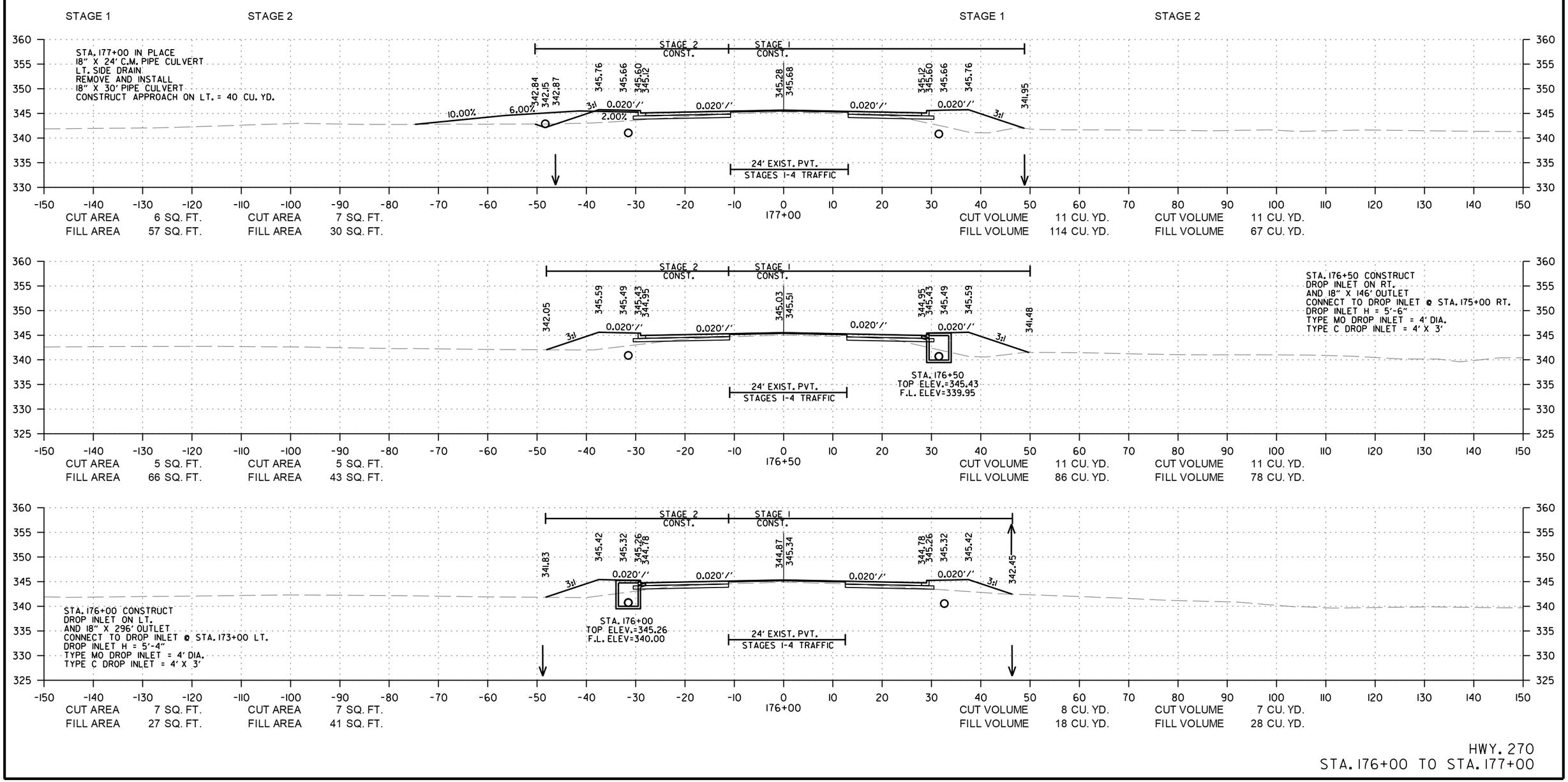
(2) CROSS SECTIONS



HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	241	405

(2) CROSS SECTIONS

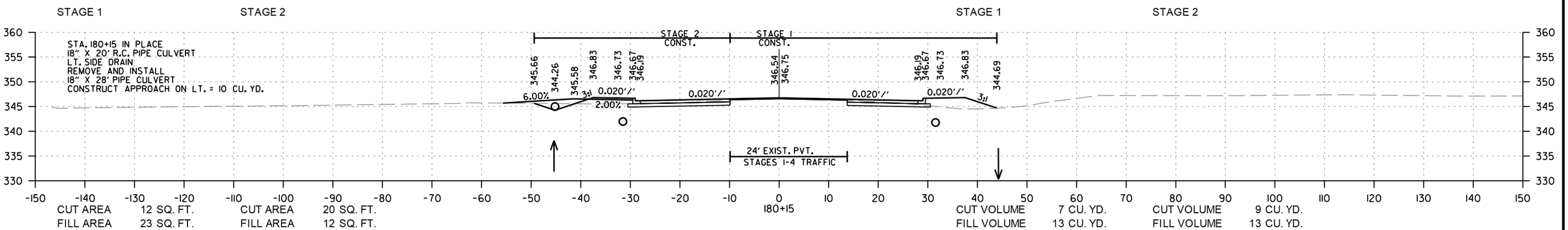


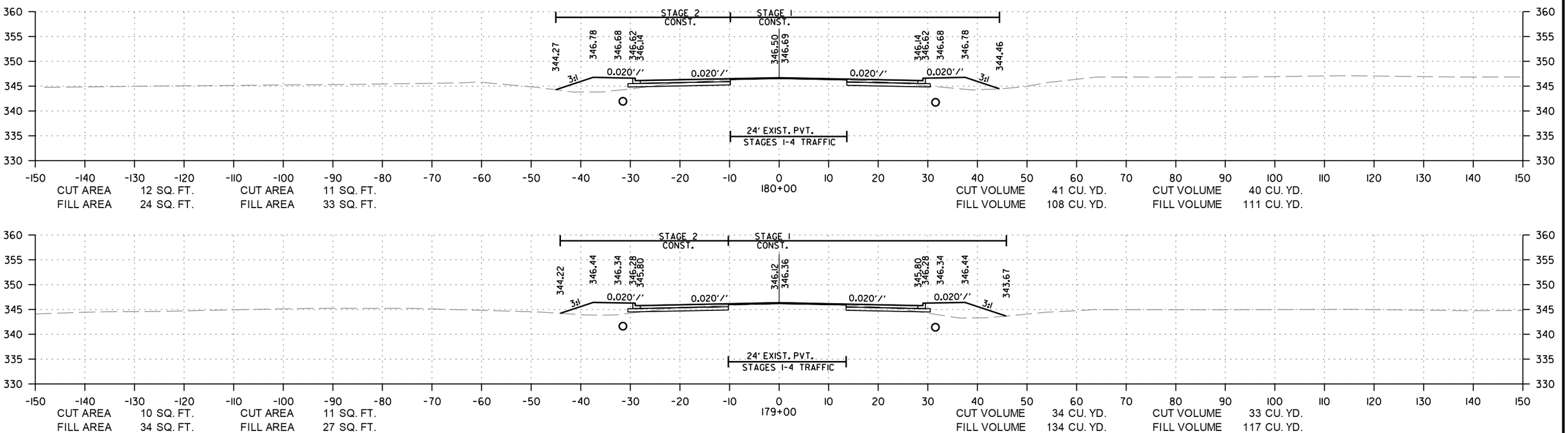
HWY. 270
STA. 176+00 TO STA. 177+00

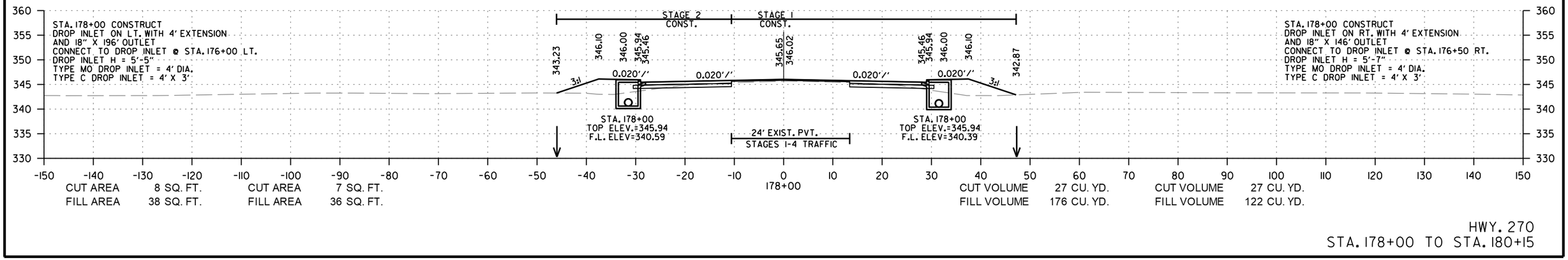
HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	242	405

(2) CROSS SECTIONS





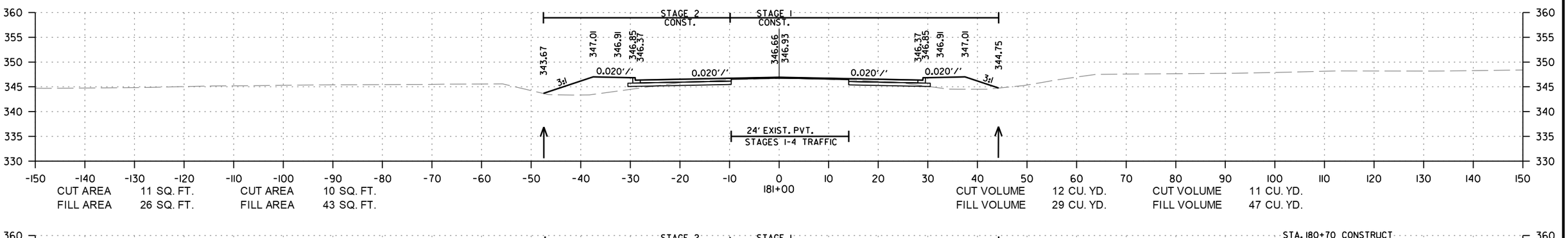


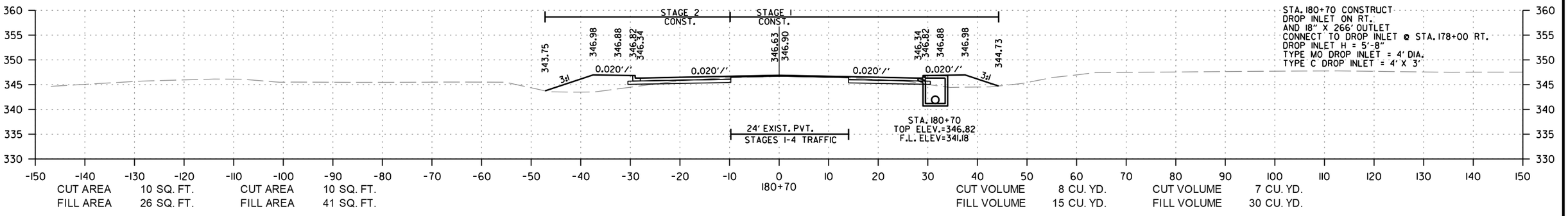
HT39710 9/2/2022
R020626.DGN

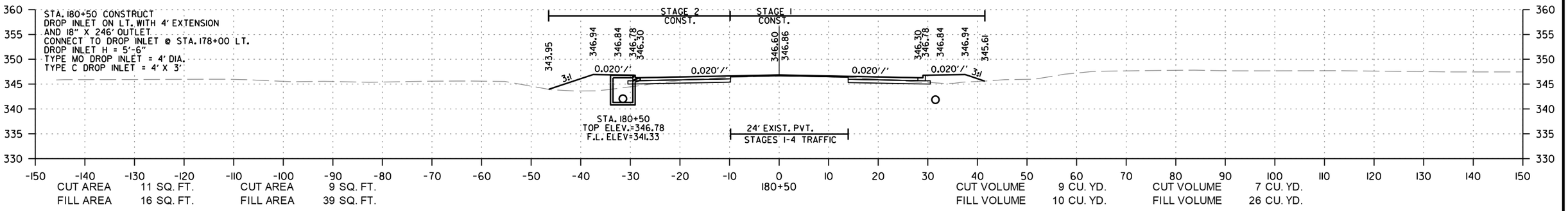
HWY. 270
STA. 178+00 TO STA. 180+15

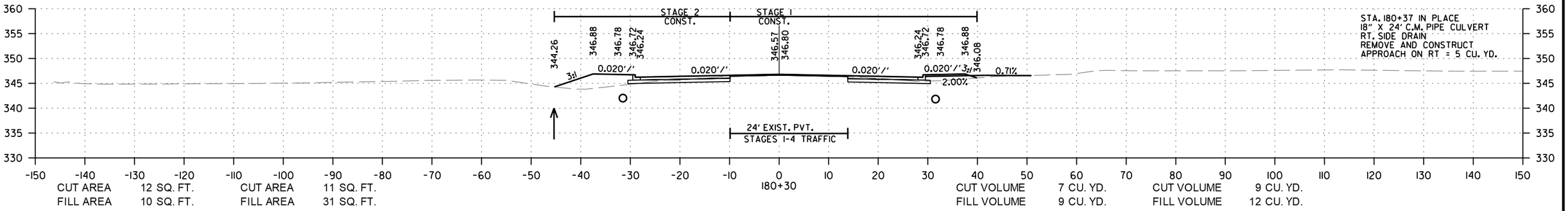
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	243	405

(2) CROSS SECTIONS









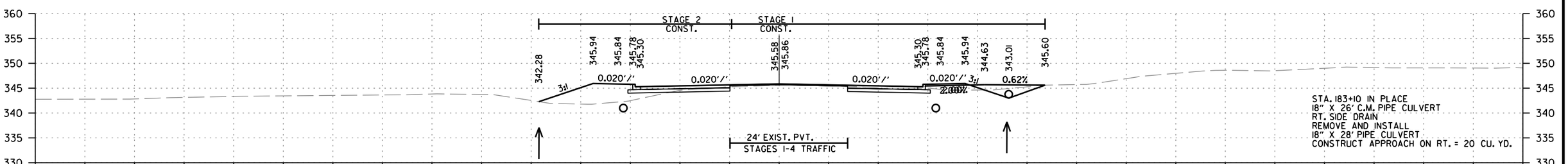
HWY. 270
STA. 180+30 TO STA. 181+00

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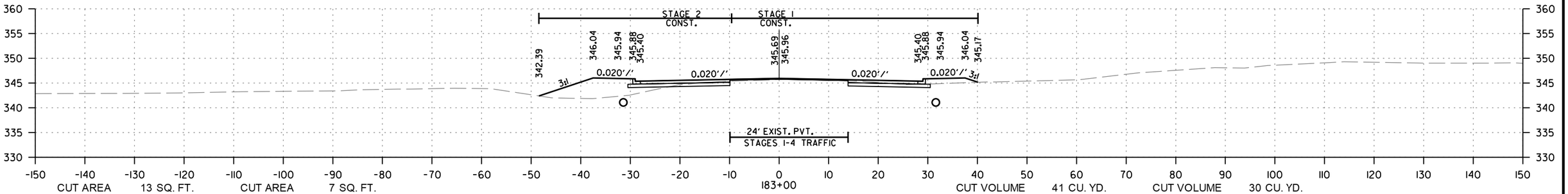
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	244	405

(2) CROSS SECTIONS

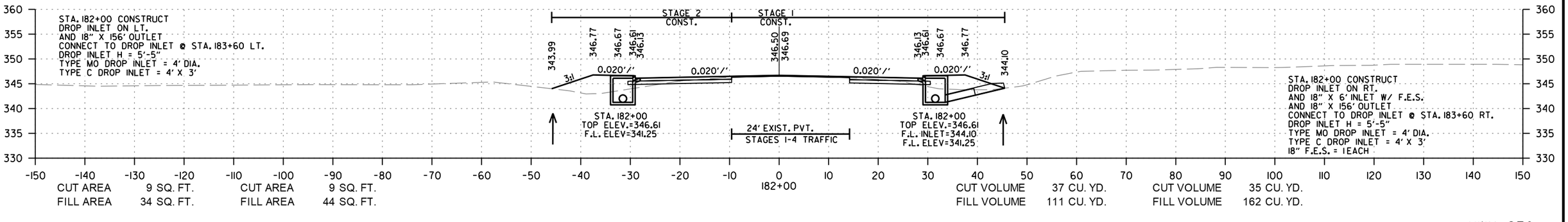
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 25 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 7 CU. YD. CUT VOLUME 3 CU. YD.
FILL AREA 12 SQ. FT. FILL AREA 59 SQ. FT. FILL VOLUME 4 CU. YD. FILL VOLUME 22 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 41 CU. YD. CUT VOLUME 30 CU. YD.
FILL AREA 9 SQ. FT. FILL AREA 58 SQ. FT. FILL VOLUME 81 CU. YD. FILL VOLUME 190 CU. YD.



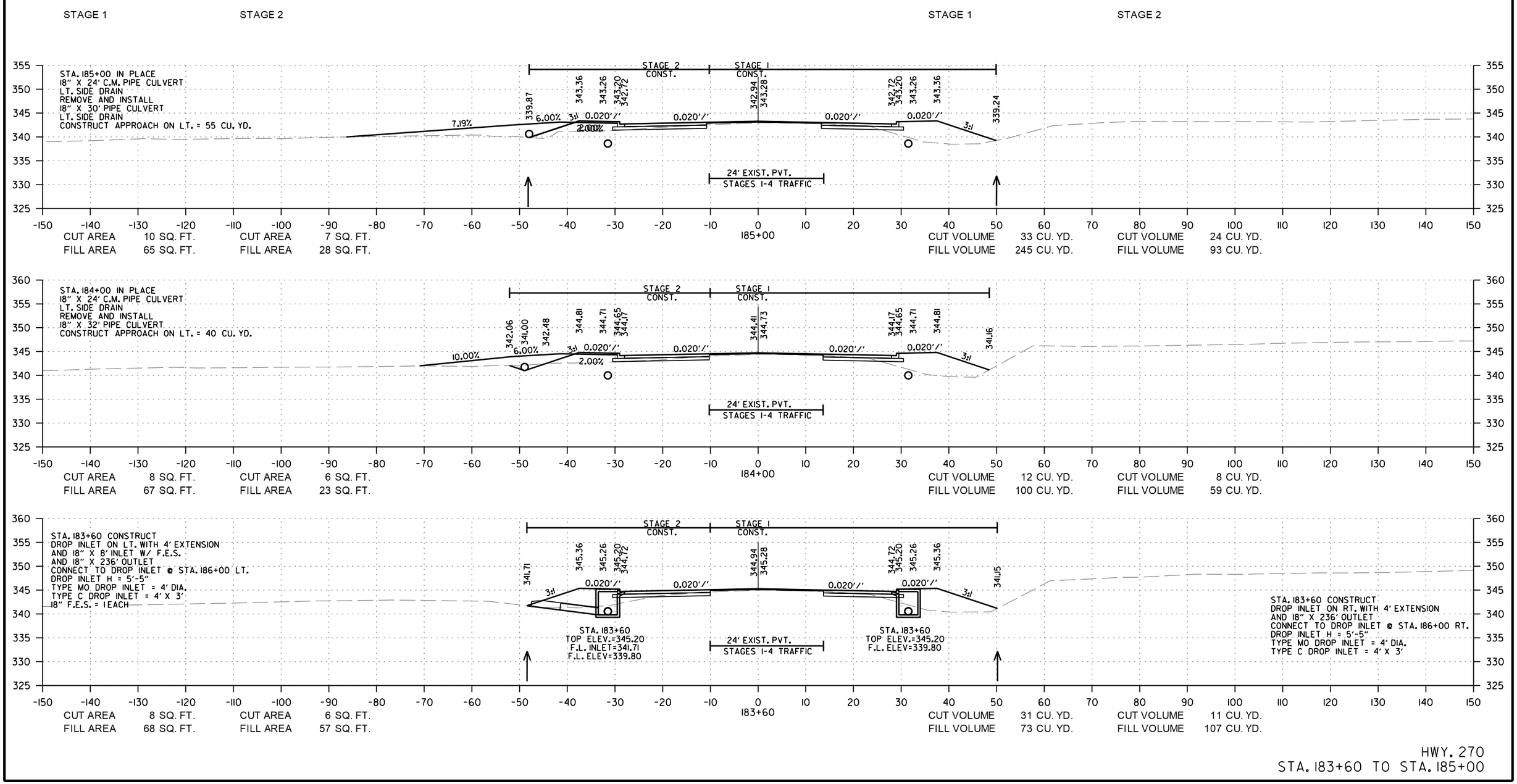
CUT AREA 9 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 37 CU. YD. CUT VOLUME 35 CU. YD.
FILL AREA 34 SQ. FT. FILL AREA 44 SQ. FT. FILL VOLUME 111 CU. YD. FILL VOLUME 162 CU. YD.

HWY. 270
STA. 182+00 TO STA. 183+10

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	245	405

(2) CROSS SECTIONS

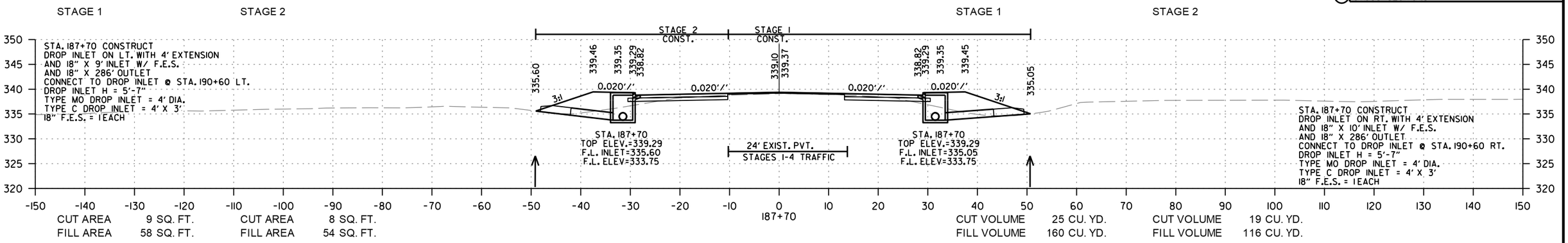


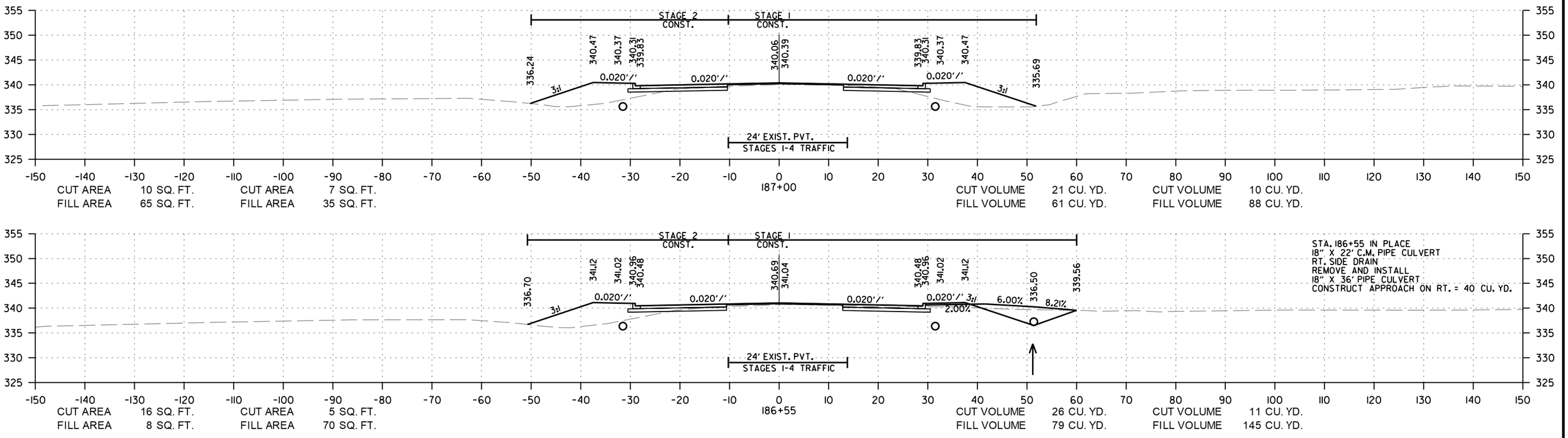
HWY. 270
STA. 183+60 TO STA. 185+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	246	405

(2) CROSS SECTIONS



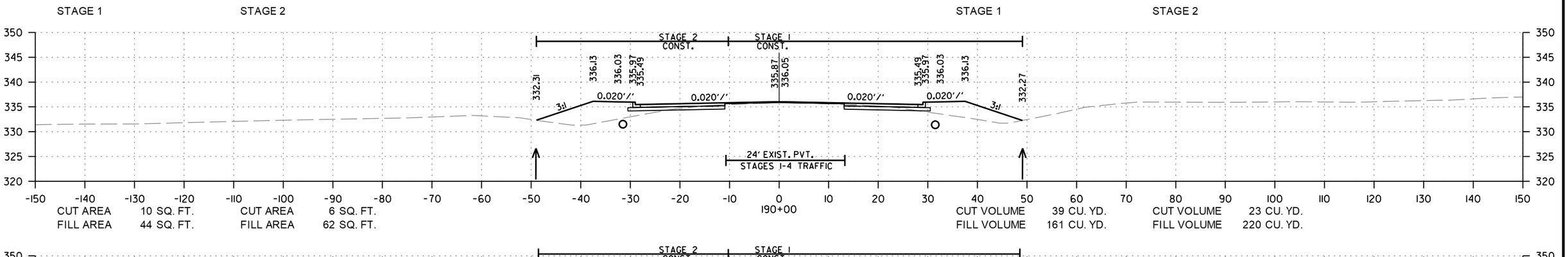


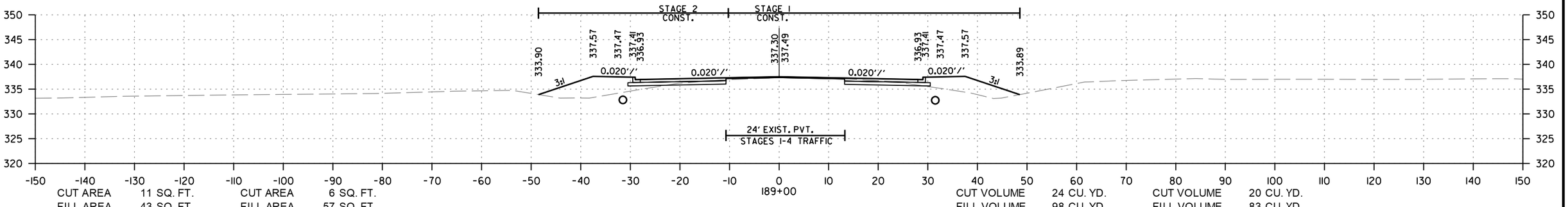
HWY. 270
STA. 186+00 TO STA. 187+70

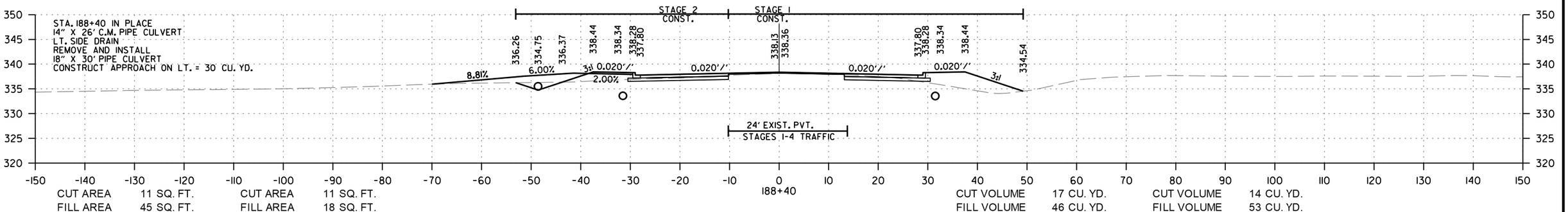
HT39710 9/2/2022
R020626.DGN

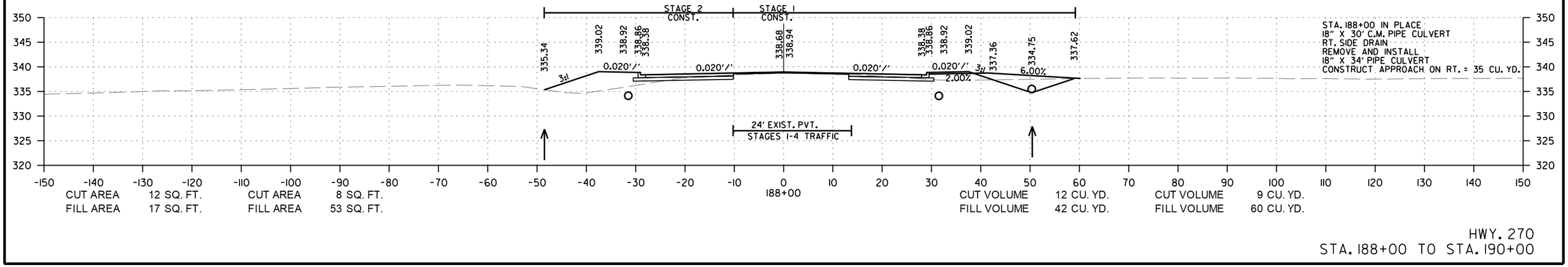
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	247	405

(2) CROSS SECTIONS









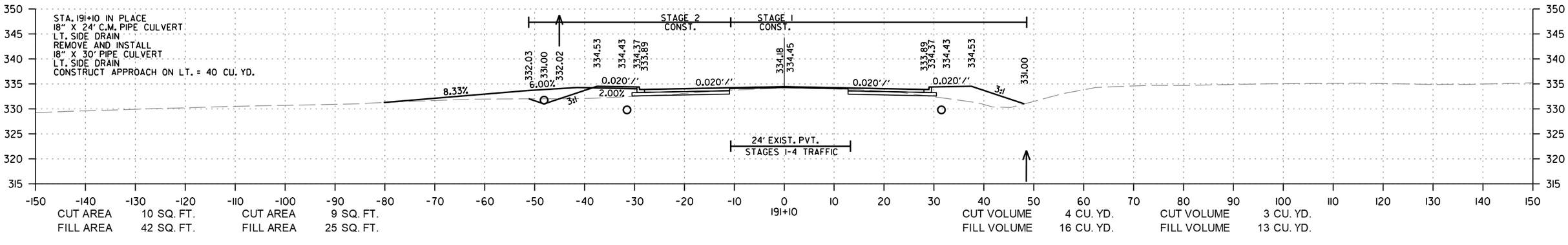
HT39710 9/2/2022
R020626.DGN

HWY. 270
STA. 188+00 TO STA. 190+00

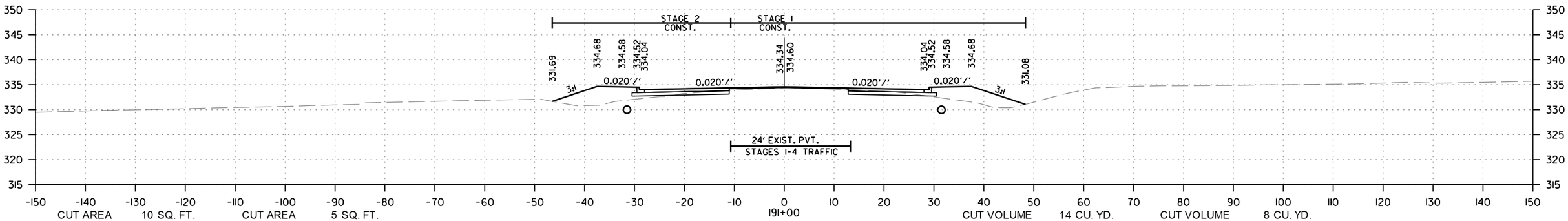
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	248	405

(2) CROSS SECTIONS

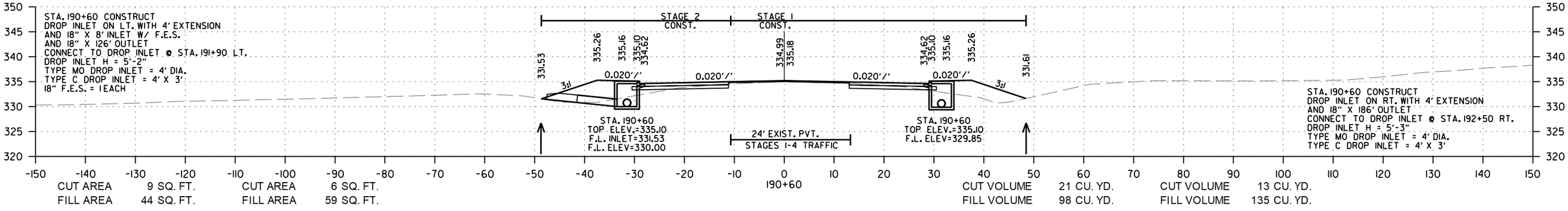
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 10 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 4 CU. YD. CUT VOLUME 3 CU. YD.
FILL AREA 42 SQ. FT. FILL AREA 25 SQ. FT. FILL VOLUME 16 CU. YD. FILL VOLUME 13 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 5 SQ. FT. CUT VOLUME 14 CU. YD. CUT VOLUME 8 CU. YD.
FILL AREA 42 SQ. FT. FILL AREA 45 SQ. FT. FILL VOLUME 64 CU. YD. FILL VOLUME 77 CU. YD.



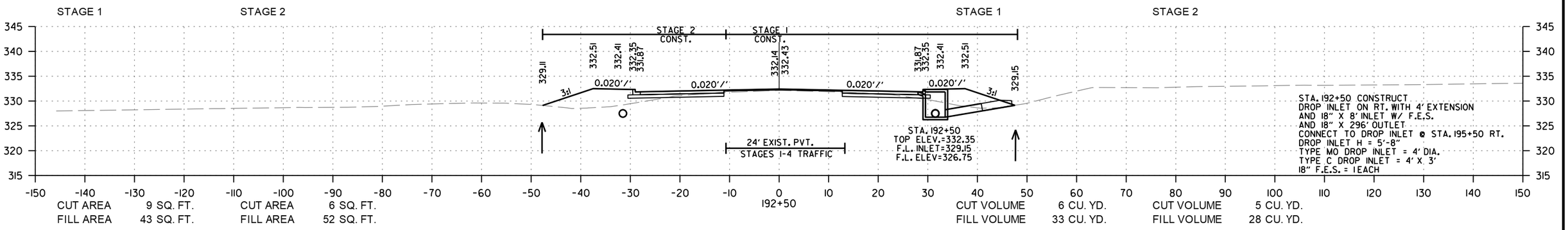
CUT AREA 9 SQ. FT. CUT AREA 6 SQ. FT. CUT VOLUME 21 CU. YD. CUT VOLUME 13 CU. YD.
FILL AREA 44 SQ. FT. FILL AREA 59 SQ. FT. FILL VOLUME 98 CU. YD. FILL VOLUME 135 CU. YD.

HWY. 270
STA. 190+60 TO STA. 191+10

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R020626.DGN

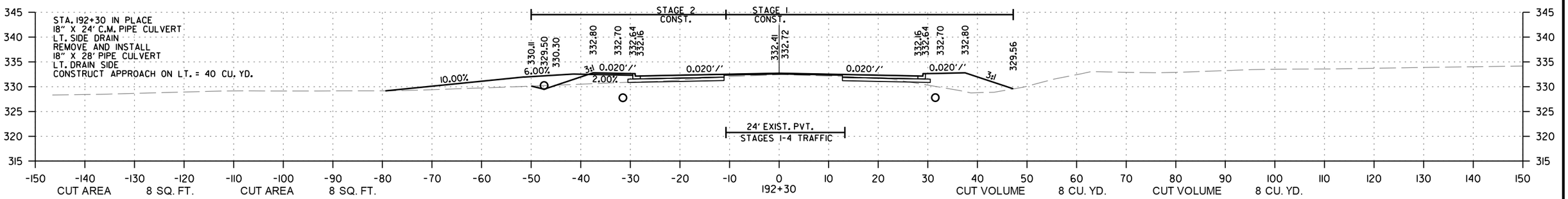
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	249	405

(2) CROSS SECTIONS



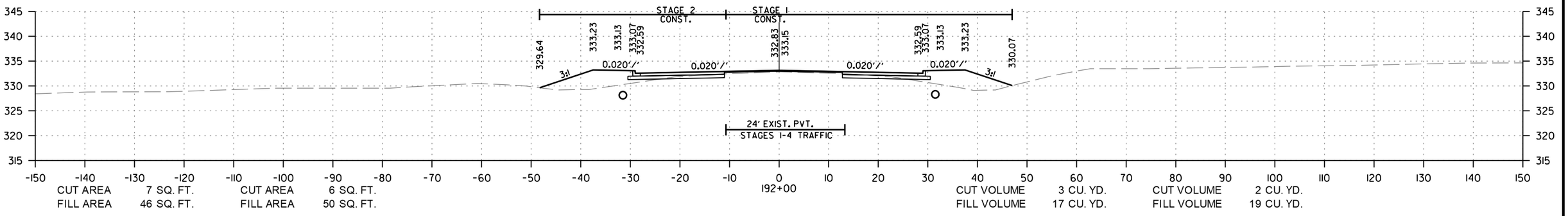
CUT AREA	9 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	6 CU. YD.
FILL AREA	43 SQ. FT.	FILL AREA	52 SQ. FT.	FILL VOLUME	33 CU. YD.

CUT VOLUME	5 CU. YD.		
FILL VOLUME	28 CU. YD.		



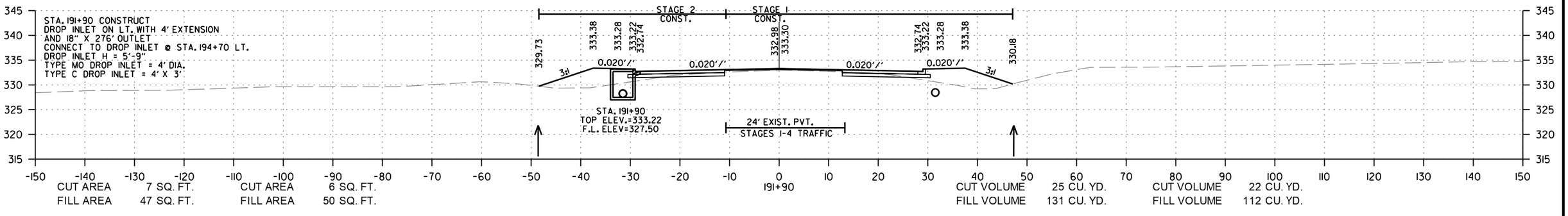
CUT AREA	8 SQ. FT.	CUT AREA	8 SQ. FT.	CUT VOLUME	8 CU. YD.
FILL AREA	45 SQ. FT.	FILL AREA	23 SQ. FT.	FILL VOLUME	51 CU. YD.

CUT VOLUME	8 CU. YD.		
FILL VOLUME	40 CU. YD.		



CUT AREA	7 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	3 CU. YD.
FILL AREA	46 SQ. FT.	FILL AREA	50 SQ. FT.	FILL VOLUME	17 CU. YD.

CUT VOLUME	2 CU. YD.		
FILL VOLUME	19 CU. YD.		



CUT AREA	7 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	25 CU. YD.
FILL AREA	47 SQ. FT.	FILL AREA	50 SQ. FT.	FILL VOLUME	131 CU. YD.

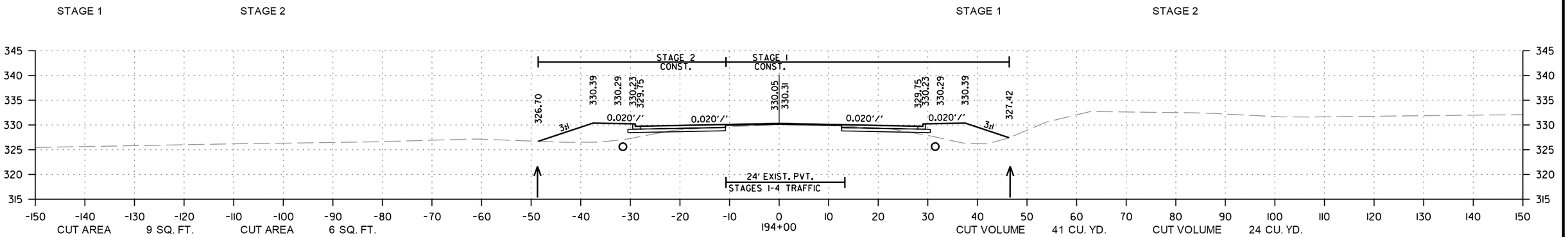
CUT VOLUME	22 CU. YD.		
FILL VOLUME	112 CU. YD.		

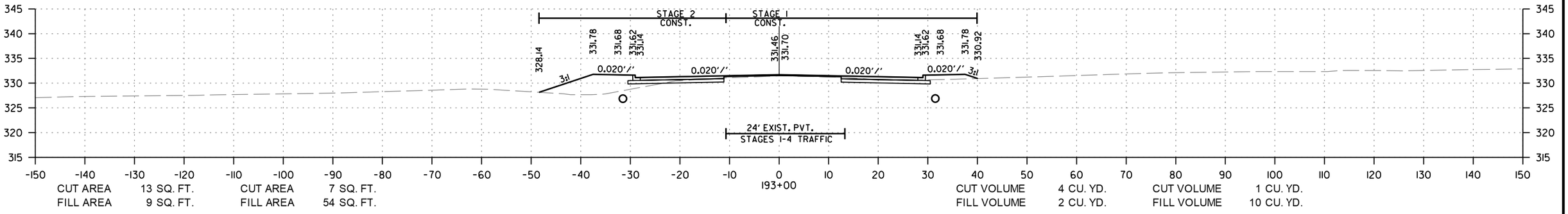
HWY. 270
STA. 191+90 TO STA. 192+50

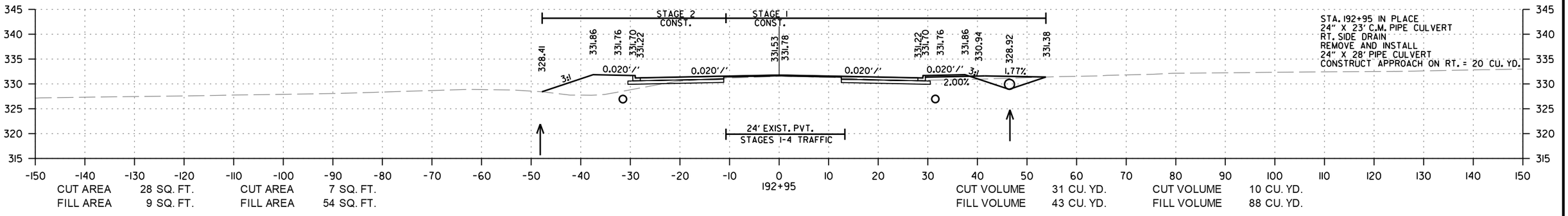
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	250	405

(2) CROSS SECTIONS







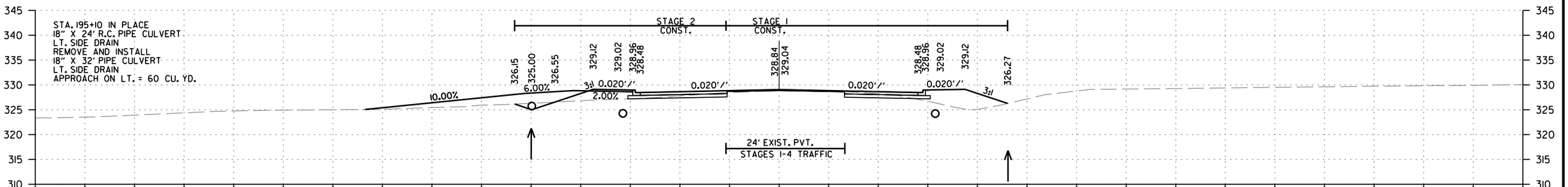
HT39710 9/2/2022
R020626.DGN

HWY. 270
STA. 192+95 TO STA. 194+00

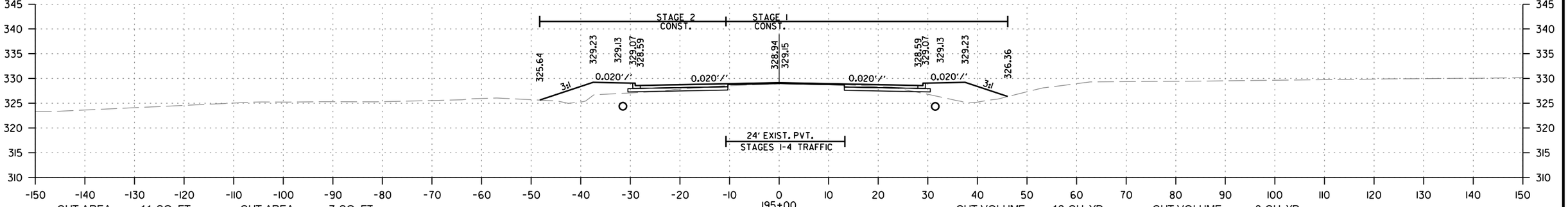
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	251	405

(2) CROSS SECTIONS

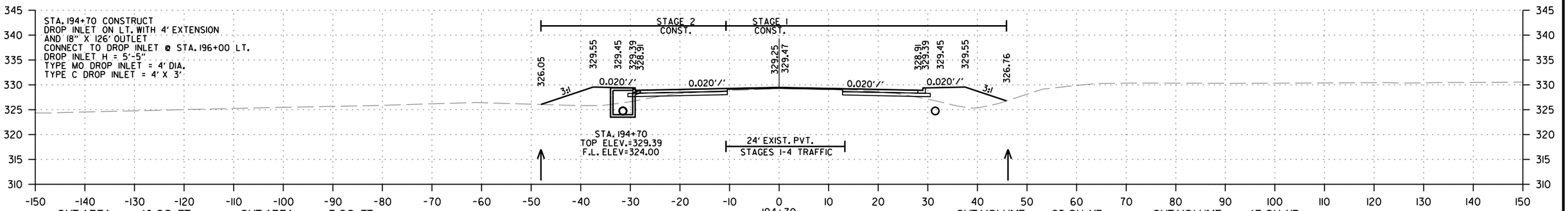
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 11 SQ. FT. CUT AREA 13 SQ. FT. CUT VOLUME 4 CU. YD. CUT VOLUME 4 CU. YD.
FILL AREA 44 SQ. FT. FILL AREA 23 SQ. FT. FILL VOLUME 16 CU. YD. FILL VOLUME 12 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 12 CU. YD. CUT VOLUME 8 CU. YD.
FILL AREA 44 SQ. FT. FILL AREA 39 SQ. FT. FILL VOLUME 49 CU. YD. FILL VOLUME 49 CU. YD.



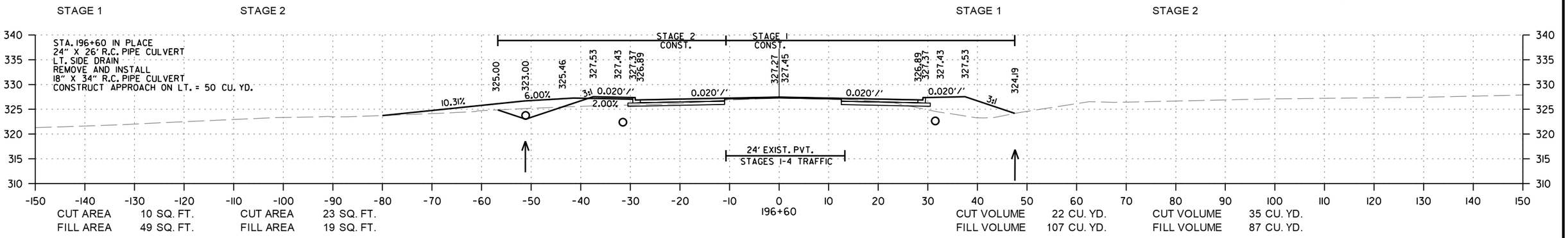
CUT AREA 10 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 25 CU. YD. CUT VOLUME 17 CU. YD.
FILL AREA 45 SQ. FT. FILL AREA 49 SQ. FT. FILL VOLUME 119 CU. YD. FILL VOLUME 131 CU. YD.

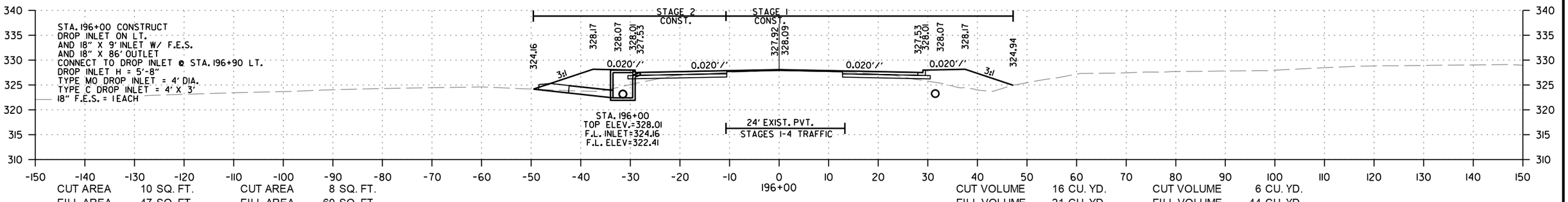
HWY. 270
STA. 194+70 TO STA. 195+10

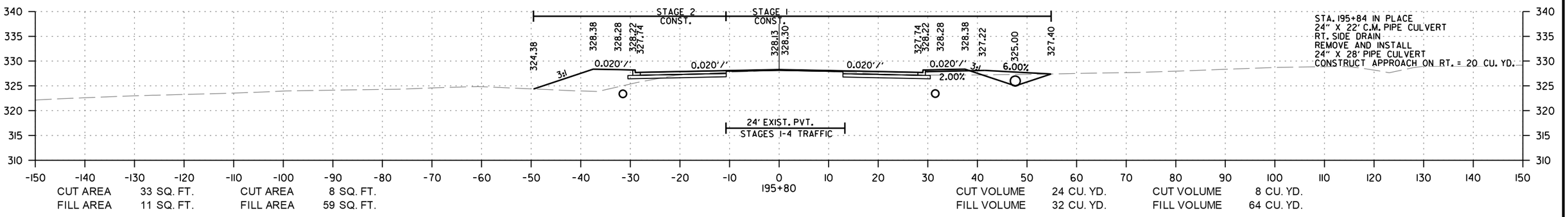
HT39710 9/2/2022
RO20626.DGN

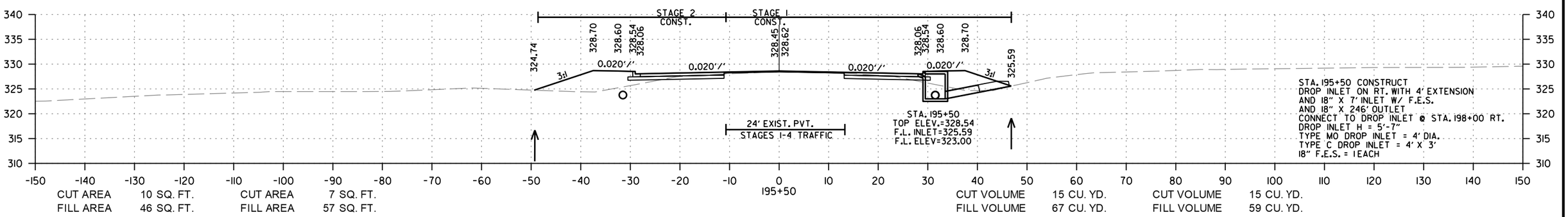
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	252	405

(2) CROSS SECTIONS









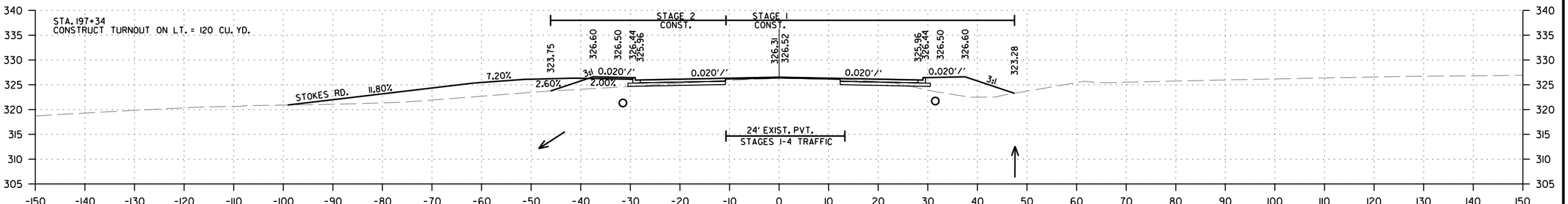
HWY. 270
STA. 195+50 TO STA. 196+60

HT39710 9/2/2022
R020626.DGN

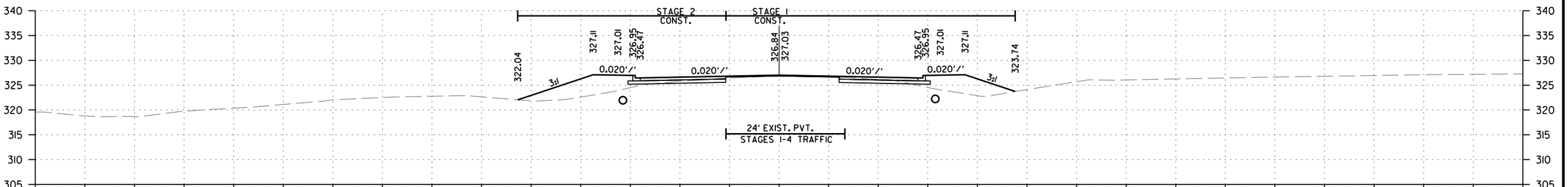
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	253	405

(2) CROSS SECTIONS

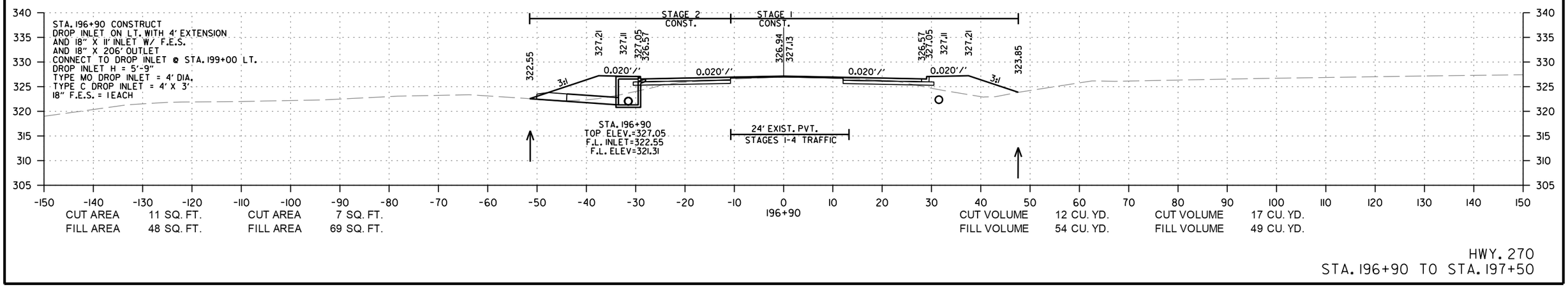
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 10 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 19 CU. YD. CUT VOLUME 14 CU. YD.
FILL AREA 49 SQ. FT. FILL AREA 26 SQ. FT. FILL VOLUME 90 CU. YD. FILL VOLUME 82 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 4 CU. YD. CUT VOLUME 3 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 63 SQ. FT. FILL VOLUME 18 CU. YD. FILL VOLUME 24 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 12 CU. YD. CUT VOLUME 17 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 69 SQ. FT. FILL VOLUME 54 CU. YD. FILL VOLUME 49 CU. YD.

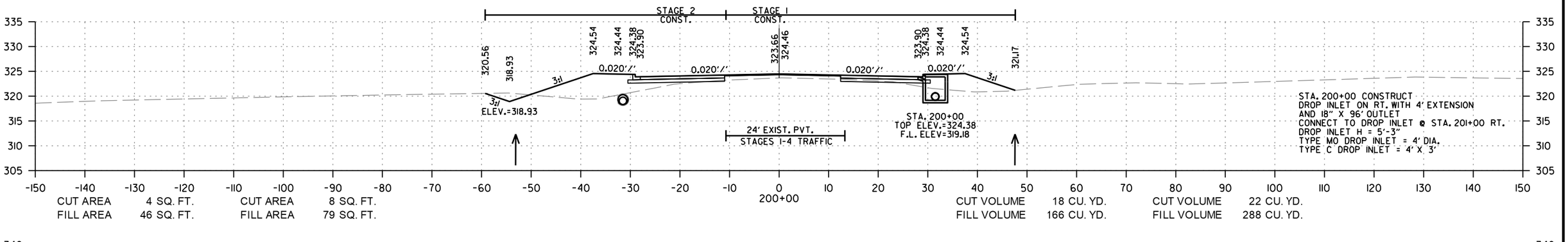
HWY. 270
STA. 196+90 TO STA. 197+50

HT39710 9/2/2022
RO20626.DGN

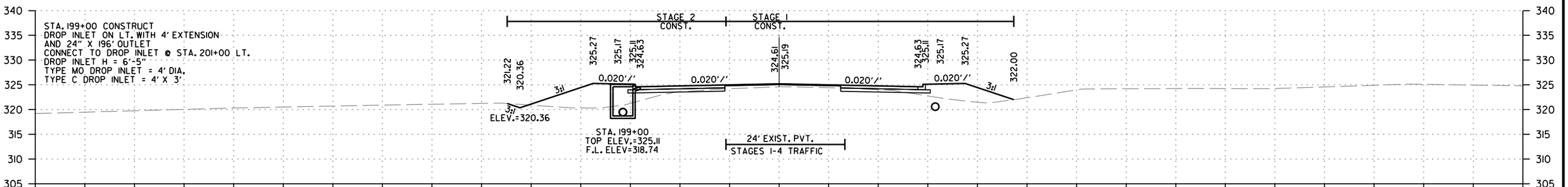
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	254	405

(2) CROSS SECTIONS

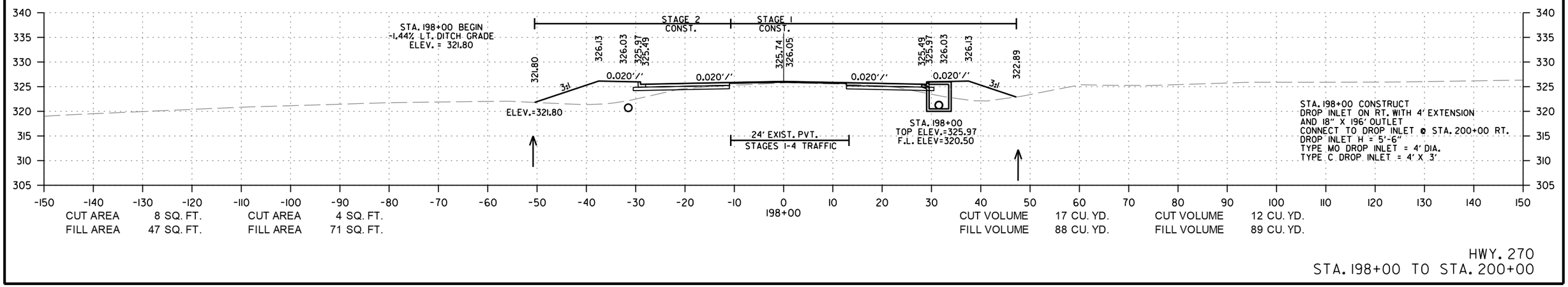
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 4 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 18 CU. YD. CUT VOLUME 22 CU. YD.
FILL AREA 46 SQ. FT. FILL AREA 79 SQ. FT. FILL VOLUME 166 CU. YD. FILL VOLUME 288 CU. YD.



CUT AREA 6 SQ. FT. CUT AREA 4 SQ. FT. CUT VOLUME 27 CU. YD. CUT VOLUME 15 CU. YD.
FILL AREA 44 SQ. FT. FILL AREA 77 SQ. FT. FILL VOLUME 168 CU. YD. FILL VOLUME 273 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 4 SQ. FT. CUT VOLUME 17 CU. YD. CUT VOLUME 12 CU. YD.
FILL AREA 47 SQ. FT. FILL AREA 71 SQ. FT. FILL VOLUME 88 CU. YD. FILL VOLUME 89 CU. YD.

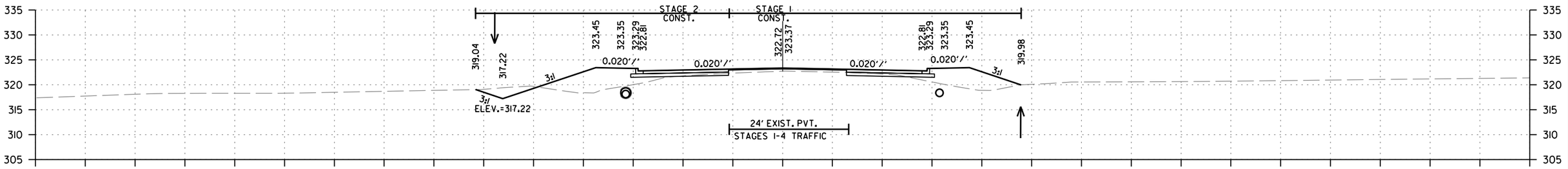
HWY. 270
STA. 198+00 TO STA. 200+00

HT39710 9/2/2022
RO20626.DGN

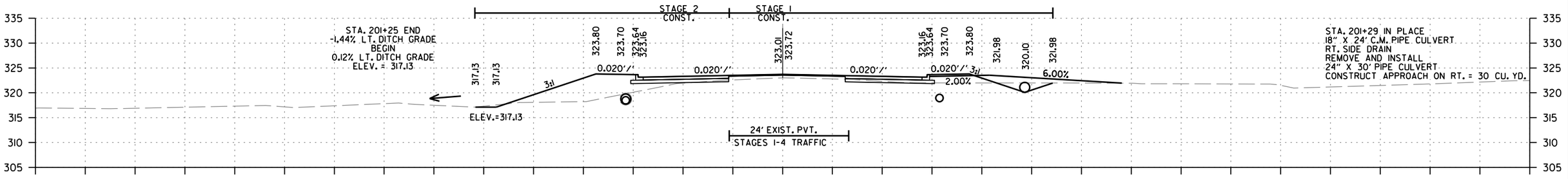
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	255	405

(2) CROSS SECTIONS

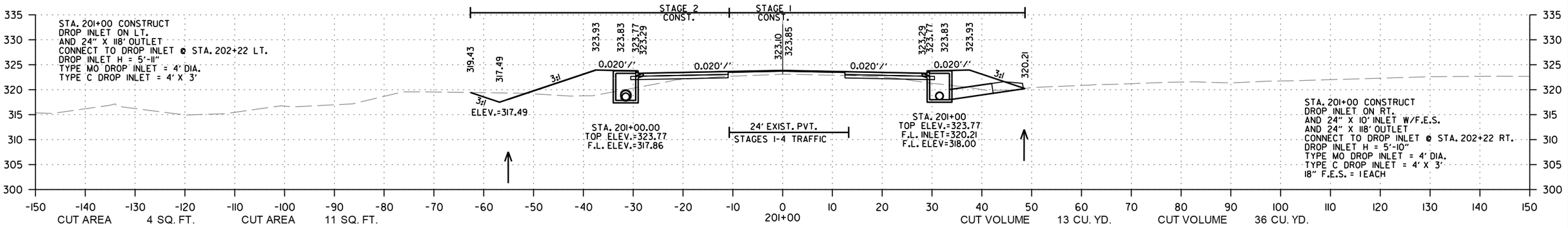
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 5 SQ. FT. CUT AREA 17 SQ. FT. CUT VOLUME 28 CU. YD. CUT VOLUME 26 CU. YD.
FILL AREA 55 SQ. FT. FILL AREA 68 SQ. FT. FILL VOLUME 102 CU. YD. FILL VOLUME 219 CU. YD.



CUT AREA 15 SQ. FT. CUT AREA 2 SQ. FT. CUT VOLUME 9 CU. YD. CUT VOLUME 6 CU. YD.
FILL AREA 18 SQ. FT. FILL AREA 90 SQ. FT. FILL VOLUME 31 CU. YD. FILL VOLUME 78 CU. YD.



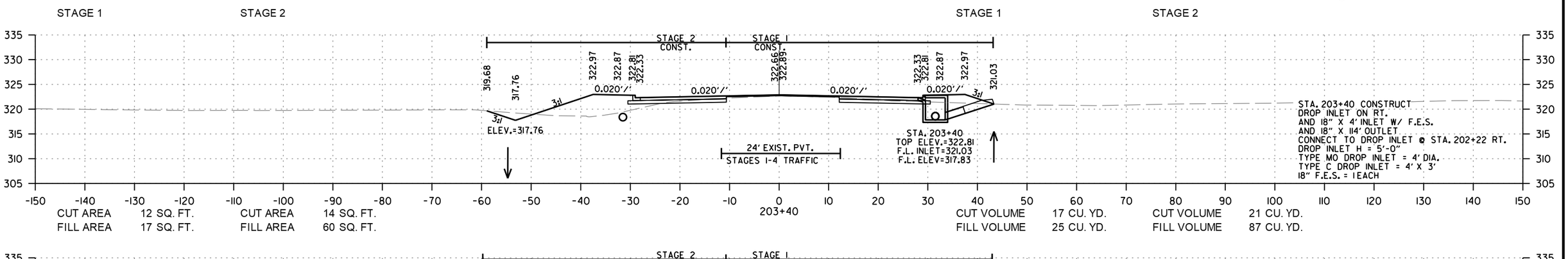
CUT AREA 4 SQ. FT. CUT AREA 11 SQ. FT. CUT VOLUME 13 CU. YD. CUT VOLUME 36 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 78 SQ. FT. FILL VOLUME 174 CU. YD. FILL VOLUME 292 CU. YD.

HWY. 270
STA. 201+00 TO STA. 202+00

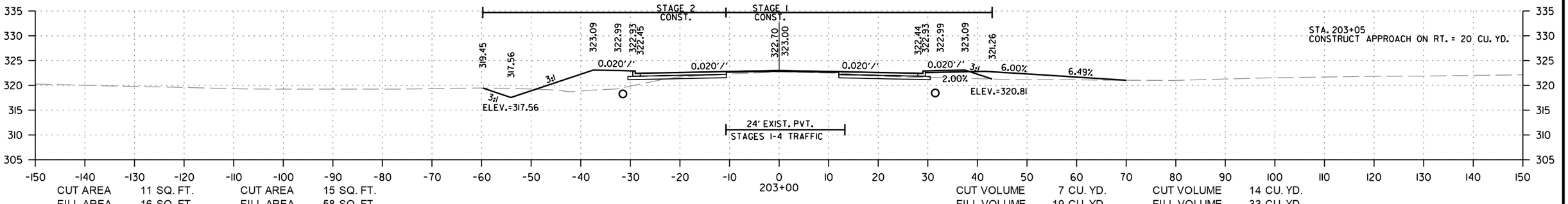
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	256	405

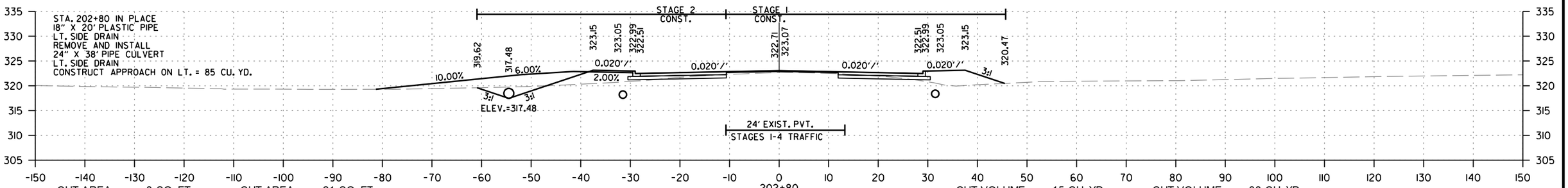
(2) CROSS SECTIONS



CUT AREA	12 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	17 CU. YD.	CUT VOLUME	21 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	60 SQ. FT.	FILL VOLUME	25 CU. YD.	FILL VOLUME	87 CU. YD.



CUT AREA	11 SQ. FT.	CUT AREA	15 SQ. FT.	CUT VOLUME	7 CU. YD.	CUT VOLUME	14 CU. YD.
FILL AREA	16 SQ. FT.	FILL AREA	58 SQ. FT.	FILL VOLUME	19 CU. YD.	FILL VOLUME	33 CU. YD.



CUT AREA	8 SQ. FT.	CUT AREA	21 SQ. FT.	CUT VOLUME	15 CU. YD.	CUT VOLUME	38 CU. YD.
FILL AREA	34 SQ. FT.	FILL AREA	32 SQ. FT.	FILL VOLUME	105 CU. YD.	FILL VOLUME	115 CU. YD.

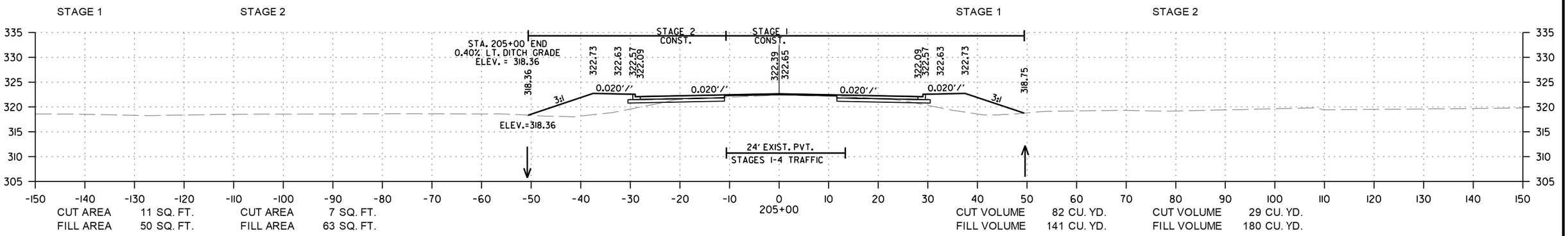
CUT AREA	6 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	5 CU. YD.	CUT VOLUME	12 CU. YD.
FILL AREA	63 SQ. FT.	FILL AREA	75 SQ. FT.	FILL VOLUME	48 CU. YD.	FILL VOLUME	58 CU. YD.

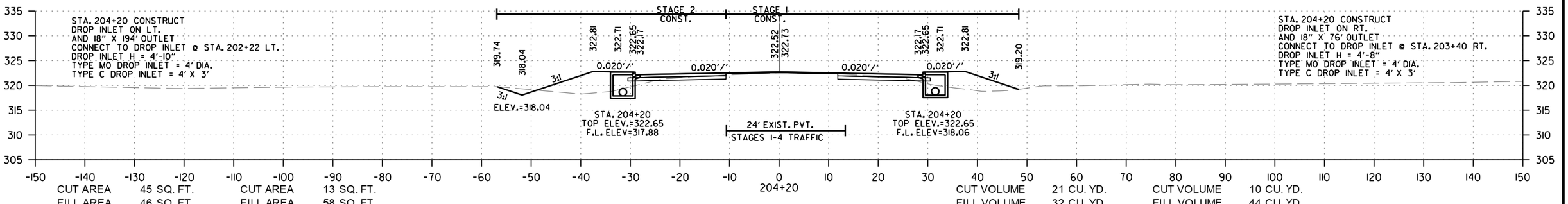
HT39710 9/2/2022
R020626.DGN

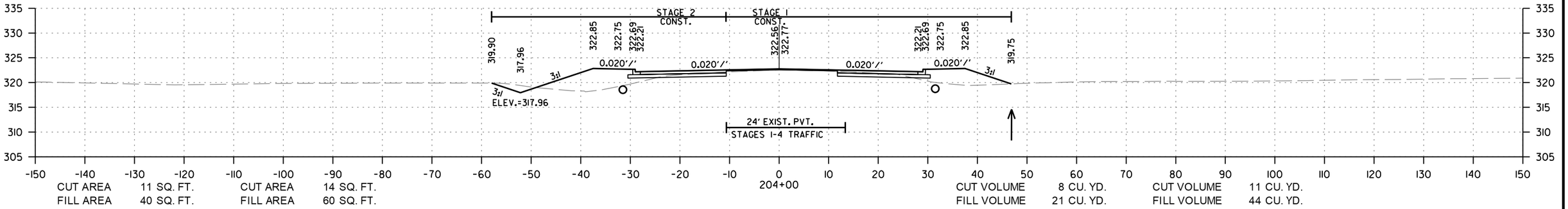
HWY. 270
STA. 202+22 TO STA. 203+40

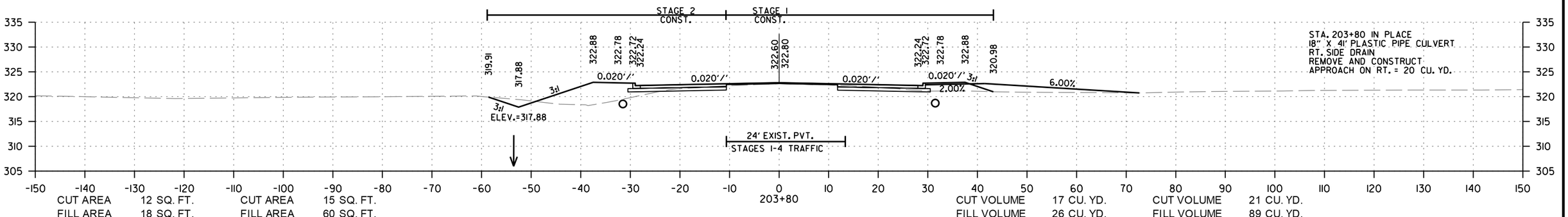
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	257	405

(2) CROSS SECTIONS









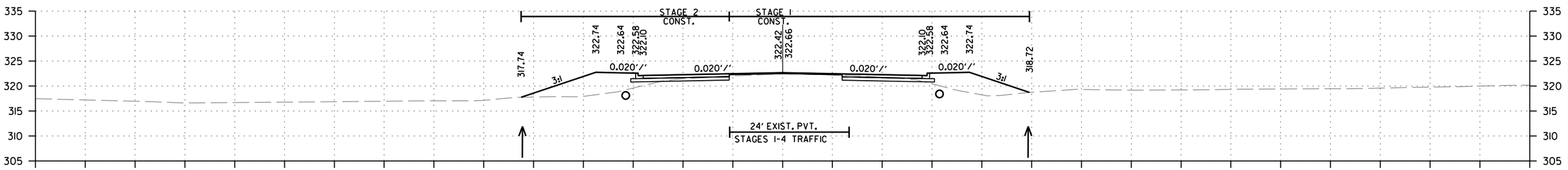
HWY. 270
STA. 203+80 TO STA. 205+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	258	405

(2) CROSS SECTIONS

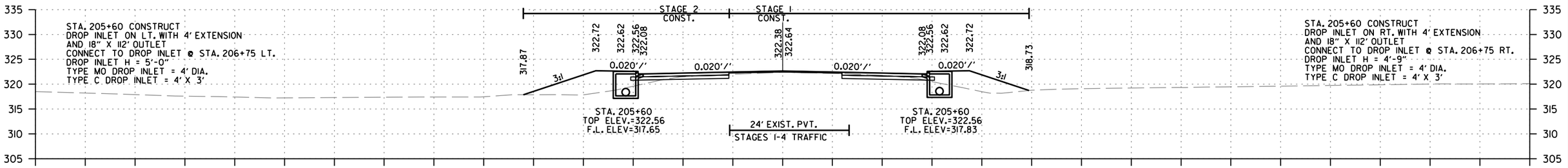
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 53 SQ. FT. FILL AREA 68 SQ. FT.

206+00

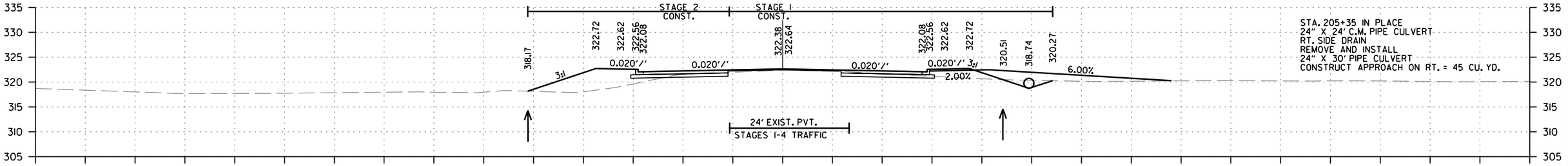
CUT VOLUME 17 CU. YD. CUT VOLUME 11 CU. YD.
FILL VOLUME 76 CU. YD. FILL VOLUME 100 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 49 SQ. FT. FILL AREA 67 SQ. FT.

205+60

CUT VOLUME 15 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 32 CU. YD. FILL VOLUME 61 CU. YD.



CUT AREA 21 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 19 SQ. FT. FILL AREA 64 SQ. FT.

205+35

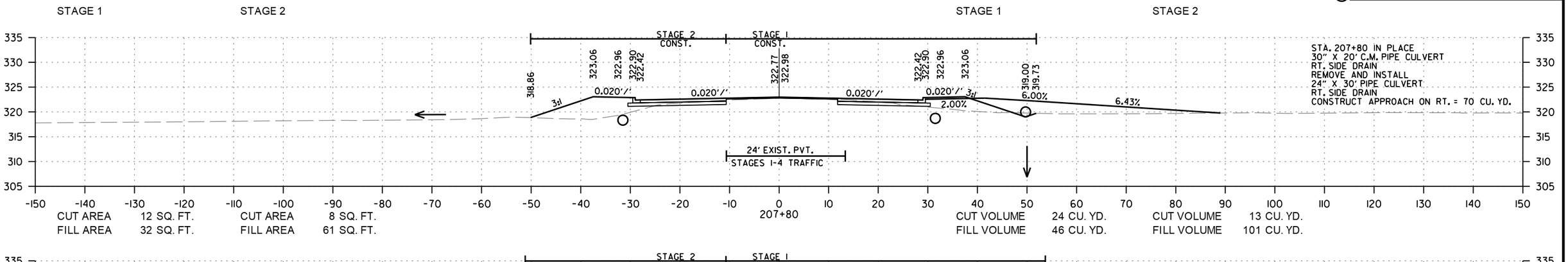
CUT VOLUME 20 CU. YD. CUT VOLUME 9 CU. YD.
FILL VOLUME 45 CU. YD. FILL VOLUME 83 CU. YD.

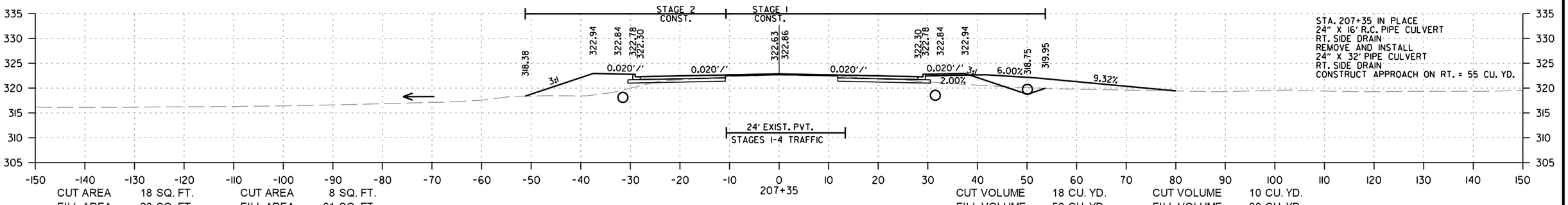
HWY. 270
STA. 205+35 TO STA. 206+00

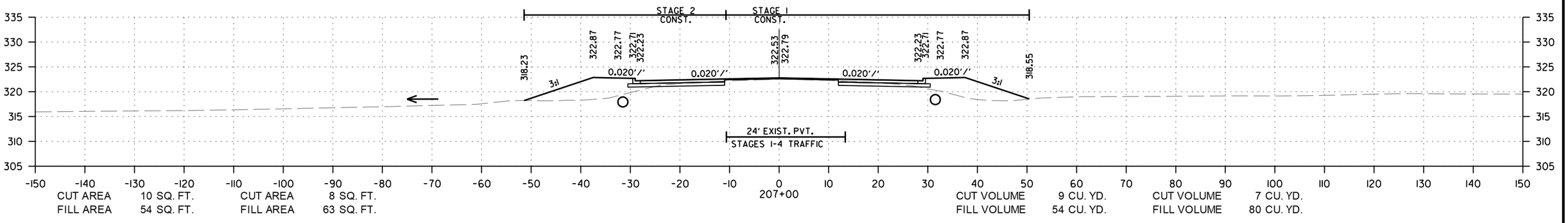
HT39710 9/2/2022
R020626.DGN

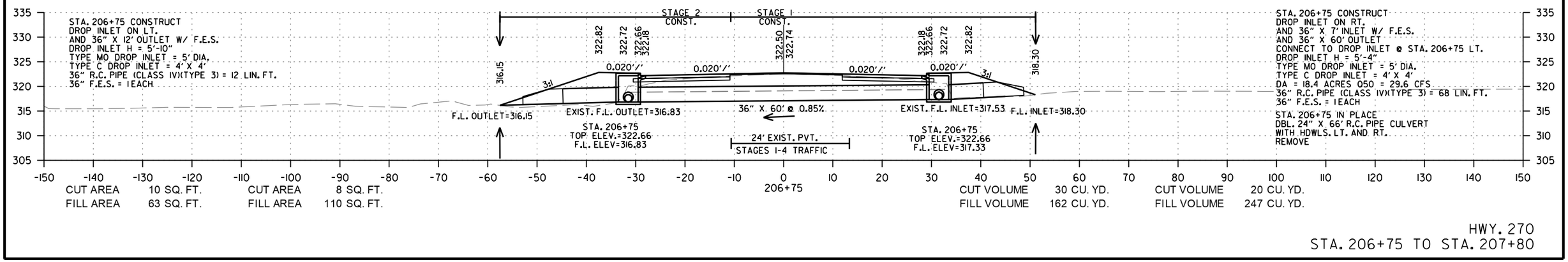
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	259	405

(2) CROSS SECTIONS







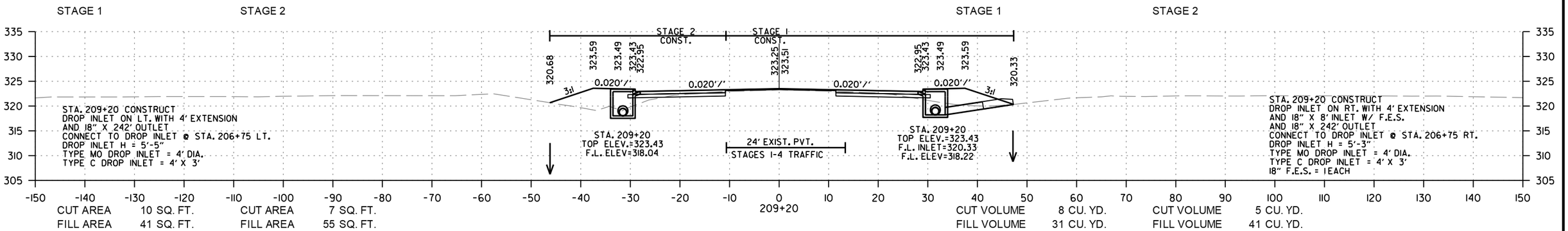


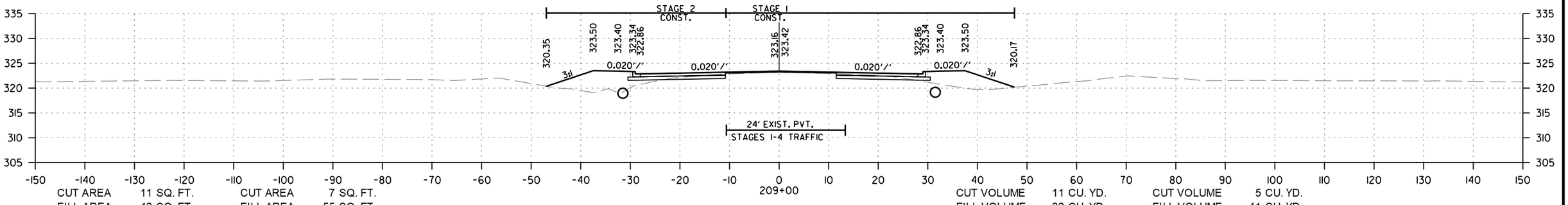
HWY. 270
STA. 206+75 TO STA. 207+80

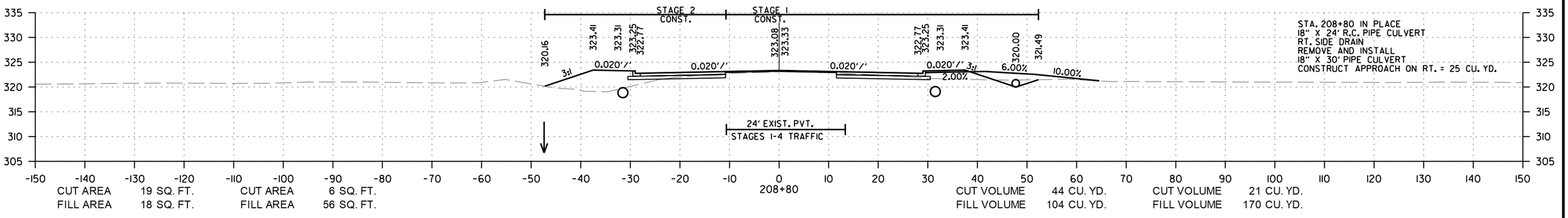
HT39710 9/2/2022
R020626.DGN

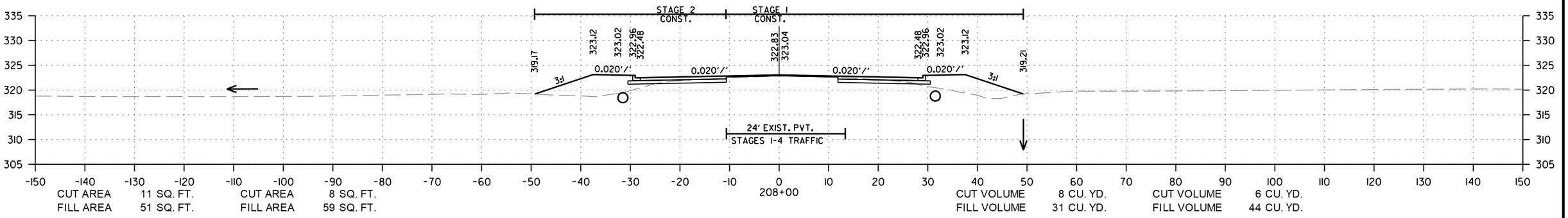
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	260	405

(2) CROSS SECTIONS







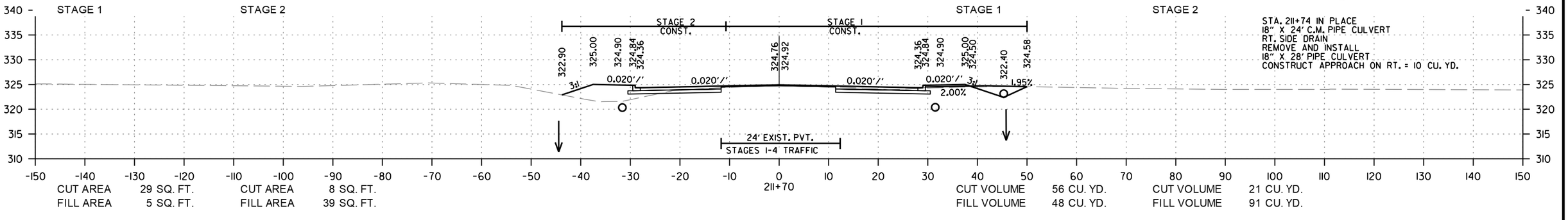


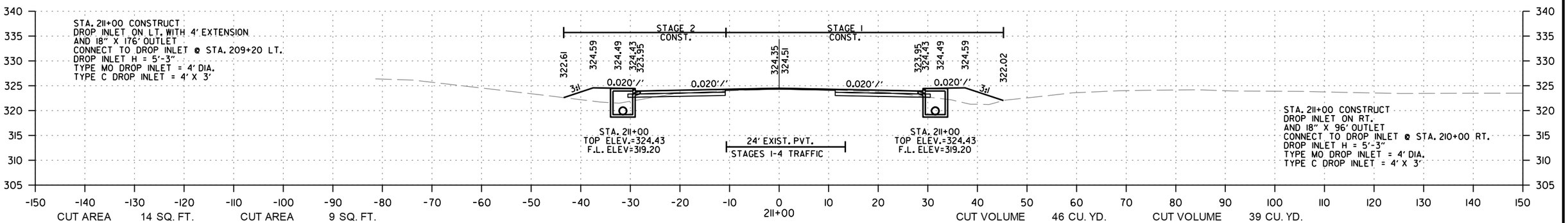
HWY. 270
STA. 208+00 TO STA. 209+20

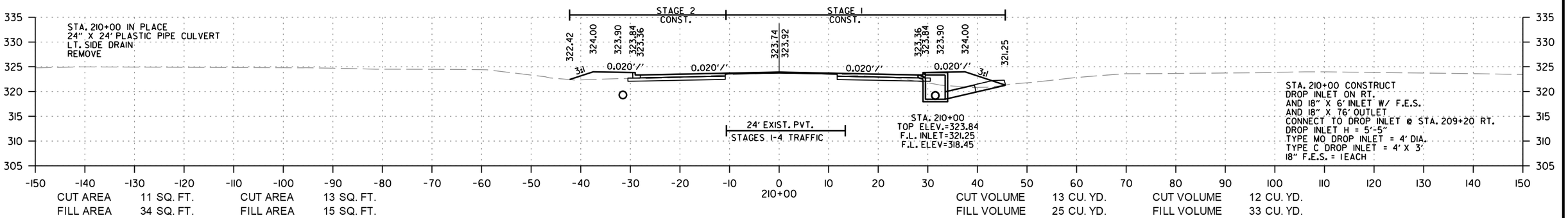
HT39710 9/2/2022
R020626.DGN

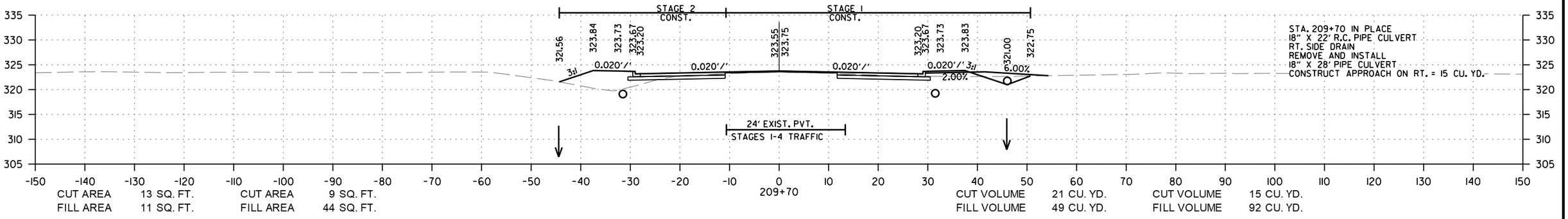
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	261	405

(2) CROSS SECTIONS







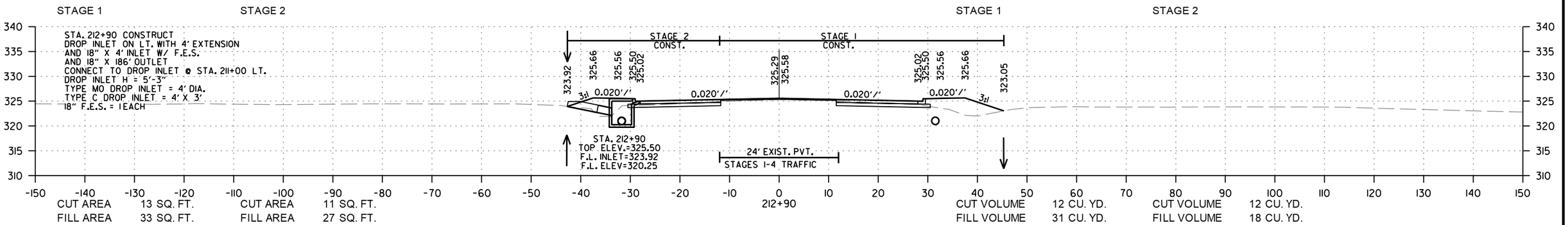


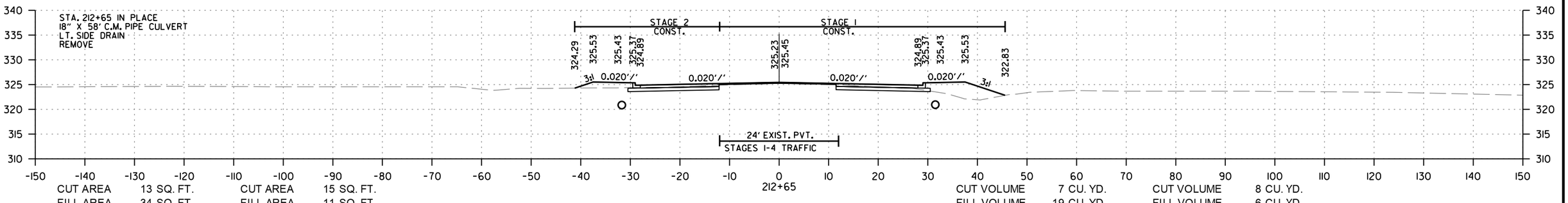
HWY. 270
STA. 209+70 TO STA. 211+70

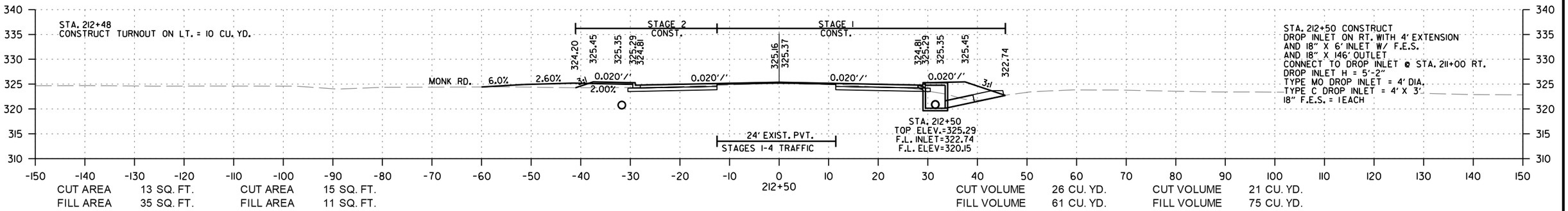
HT39710 9/2/2022
R020626.DGN

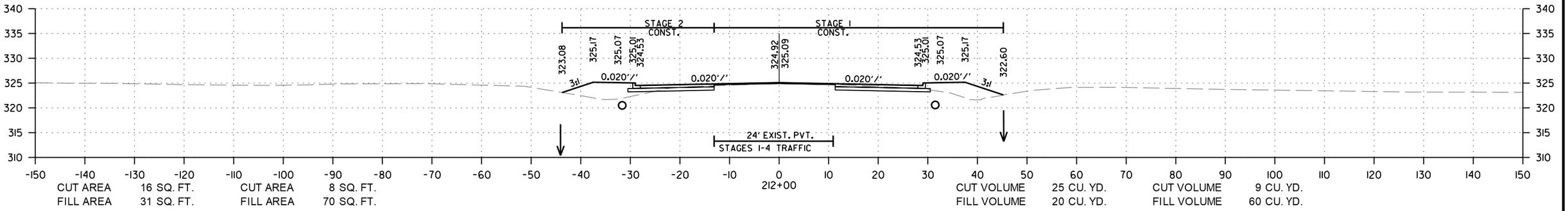
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	262	405

(2) CROSS SECTIONS







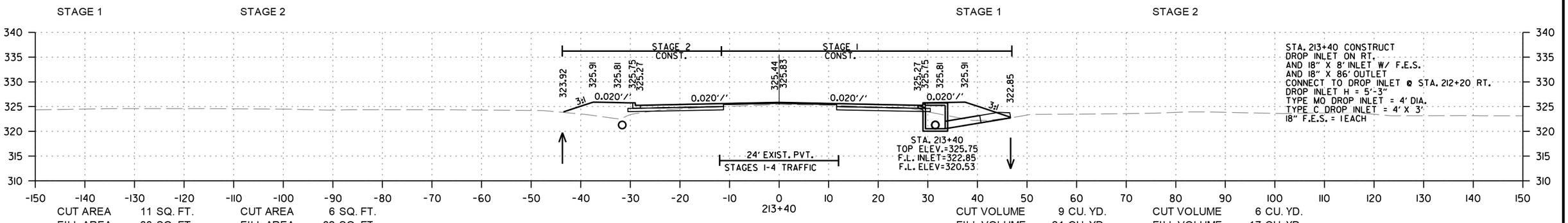


HWY. 270
STA. 212+00 TO STA. 212+90

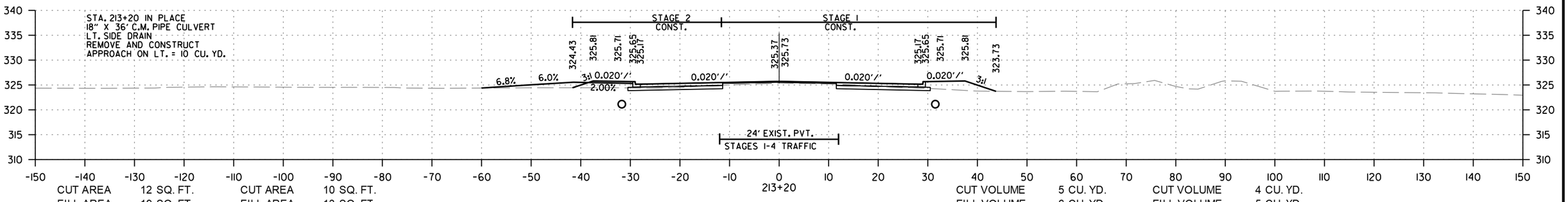
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	263	405

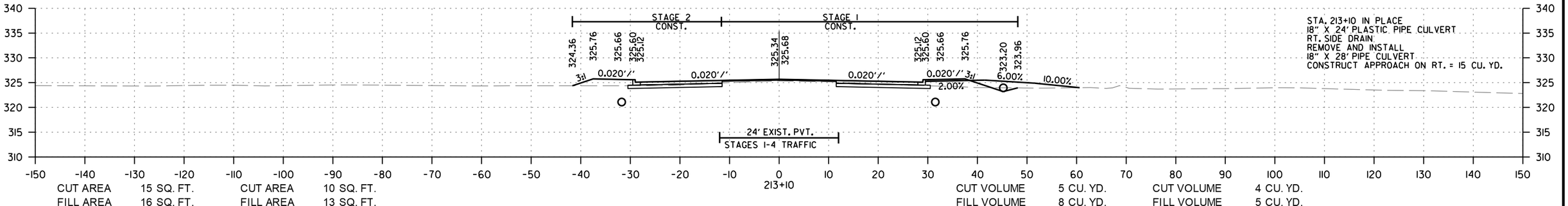
(2) CROSS SECTIONS



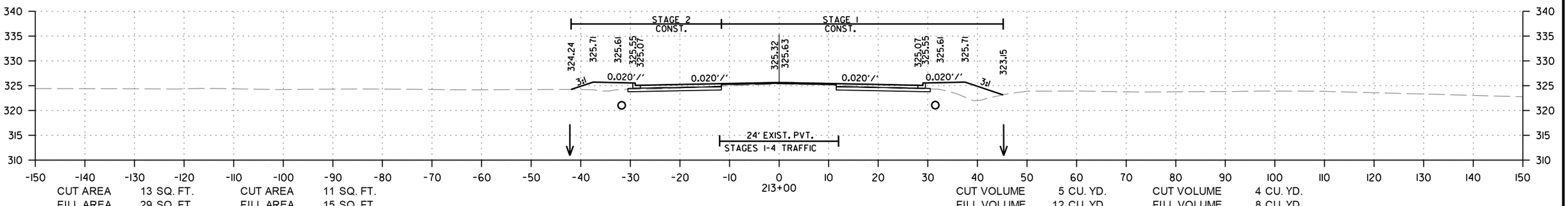
CUT AREA 11 SQ. FT. CUT AREA 6 SQ. FT. CUT VOLUME 9 CU. YD. CUT VOLUME 6 CU. YD.
FILL AREA 38 SQ. FT. FILL AREA 32 SQ. FT. FILL VOLUME 21 CU. YD. FILL VOLUME 17 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 4 CU. YD.
FILL AREA 19 SQ. FT. FILL AREA 13 SQ. FT. FILL VOLUME 6 CU. YD. FILL VOLUME 5 CU. YD.



CUT AREA 15 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 4 CU. YD.
FILL AREA 16 SQ. FT. FILL AREA 13 SQ. FT. FILL VOLUME 8 CU. YD. FILL VOLUME 5 CU. YD.



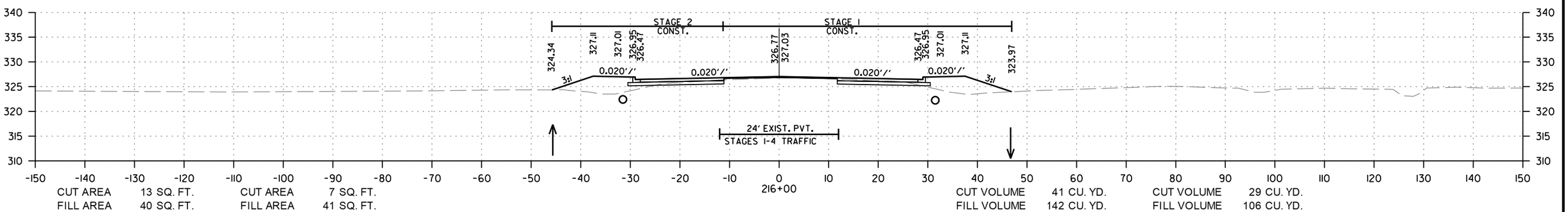
CUT AREA 13 SQ. FT. CUT AREA 11 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 4 CU. YD.
FILL AREA 29 SQ. FT. FILL AREA 15 SQ. FT. FILL VOLUME 12 CU. YD. FILL VOLUME 8 CU. YD.

HWY. 270
STA. 213+00 TO STA. 213+40

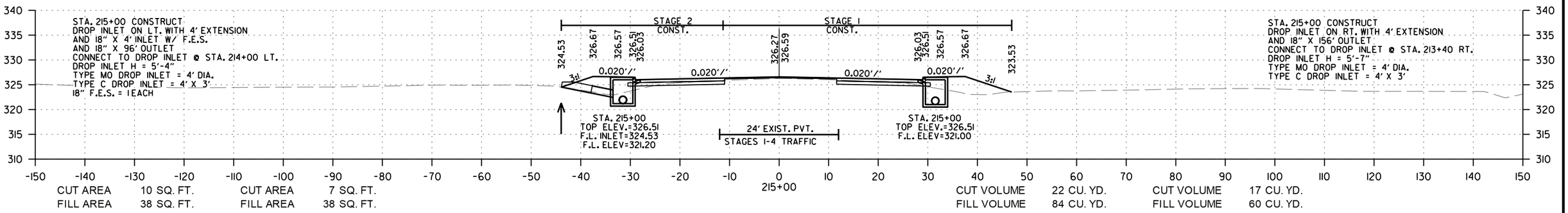
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	264	405

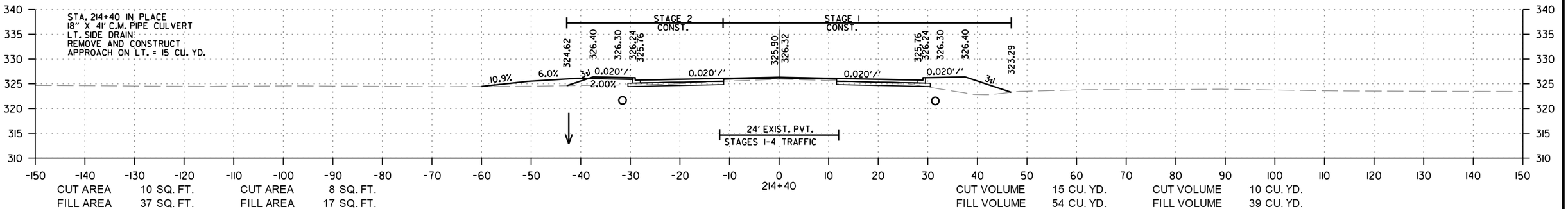
(2) CROSS SECTIONS



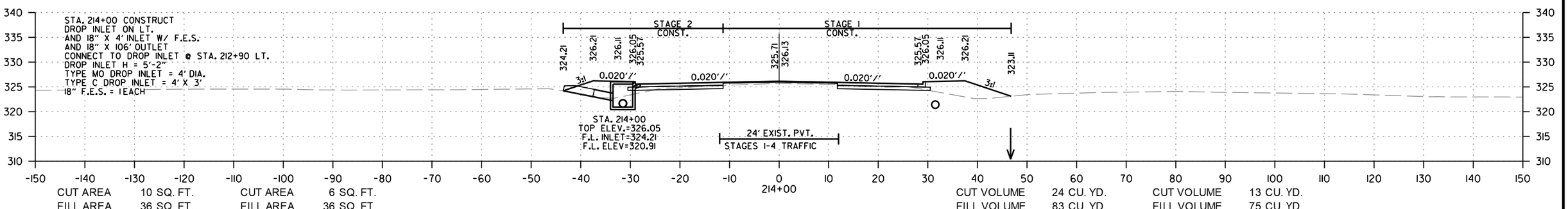
CUT AREA	13 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	41 CU. YD.	CUT VOLUME	29 CU. YD.
FILL AREA	40 SQ. FT.	FILL AREA	41 SQ. FT.	FILL VOLUME	142 CU. YD.	FILL VOLUME	106 CU. YD.



CUT AREA	10 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	22 CU. YD.	CUT VOLUME	17 CU. YD.
FILL AREA	38 SQ. FT.	FILL AREA	38 SQ. FT.	FILL VOLUME	84 CU. YD.	FILL VOLUME	60 CU. YD.



CUT AREA	10 SQ. FT.	CUT AREA	8 SQ. FT.	CUT VOLUME	15 CU. YD.	CUT VOLUME	10 CU. YD.
FILL AREA	37 SQ. FT.	FILL AREA	17 SQ. FT.	FILL VOLUME	54 CU. YD.	FILL VOLUME	39 CU. YD.



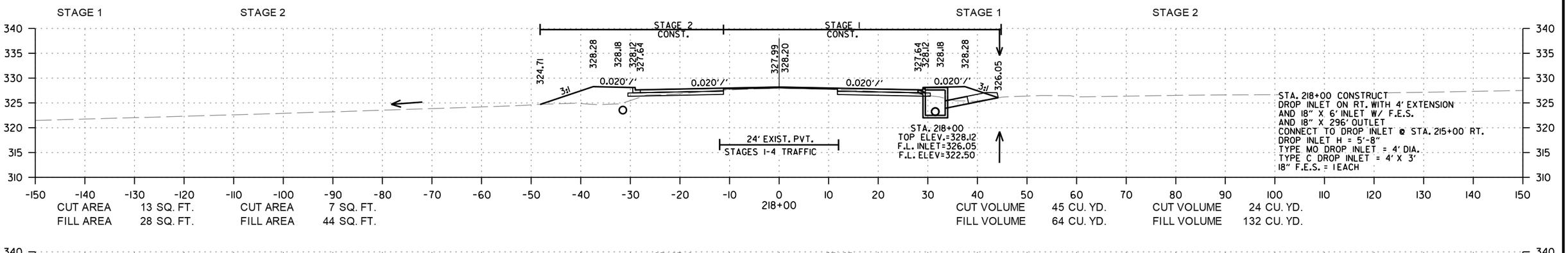
CUT AREA	10 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	24 CU. YD.	CUT VOLUME	13 CU. YD.
FILL AREA	36 SQ. FT.	FILL AREA	36 SQ. FT.	FILL VOLUME	83 CU. YD.	FILL VOLUME	75 CU. YD.

HWY. 270
STA. 214+00 TO STA. 216+00

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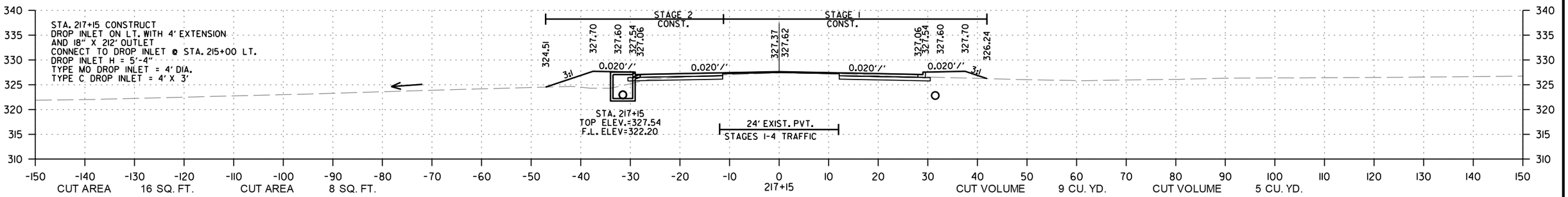
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	265	405

(2) CROSS SECTIONS



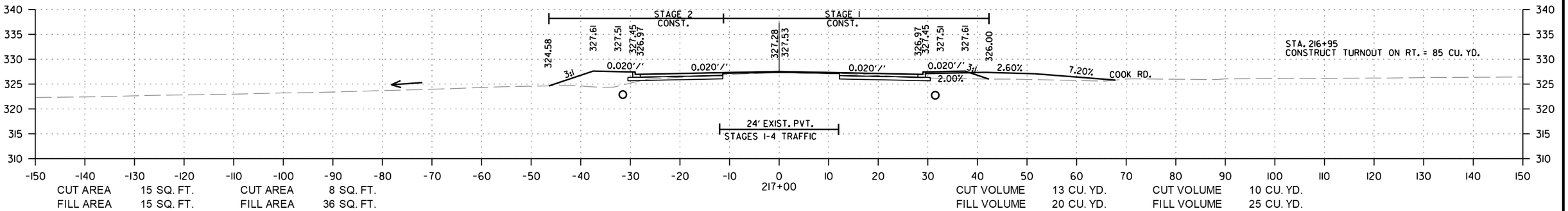
CUT AREA 13 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 28 SQ. FT. FILL AREA 44 SQ. FT.

CUT VOLUME 45 CU. YD. CUT VOLUME 24 CU. YD.
FILL VOLUME 64 CU. YD. FILL VOLUME 132 CU. YD.



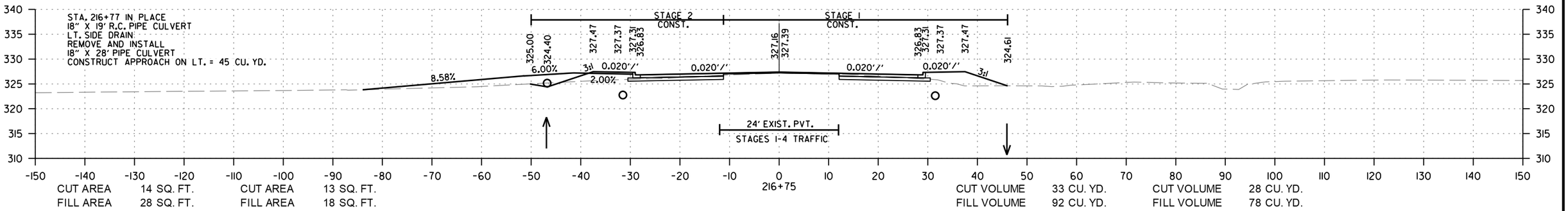
CUT AREA 16 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 12 SQ. FT. FILL AREA 39 SQ. FT.

CUT VOLUME 9 CU. YD. CUT VOLUME 5 CU. YD.
FILL VOLUME 7 CU. YD. FILL VOLUME 21 CU. YD.



CUT AREA 15 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 15 SQ. FT. FILL AREA 36 SQ. FT.

CUT VOLUME 13 CU. YD. CUT VOLUME 10 CU. YD.
FILL VOLUME 20 CU. YD. FILL VOLUME 25 CU. YD.



CUT AREA 14 SQ. FT. CUT AREA 13 SQ. FT.
FILL AREA 28 SQ. FT. FILL AREA 18 SQ. FT.

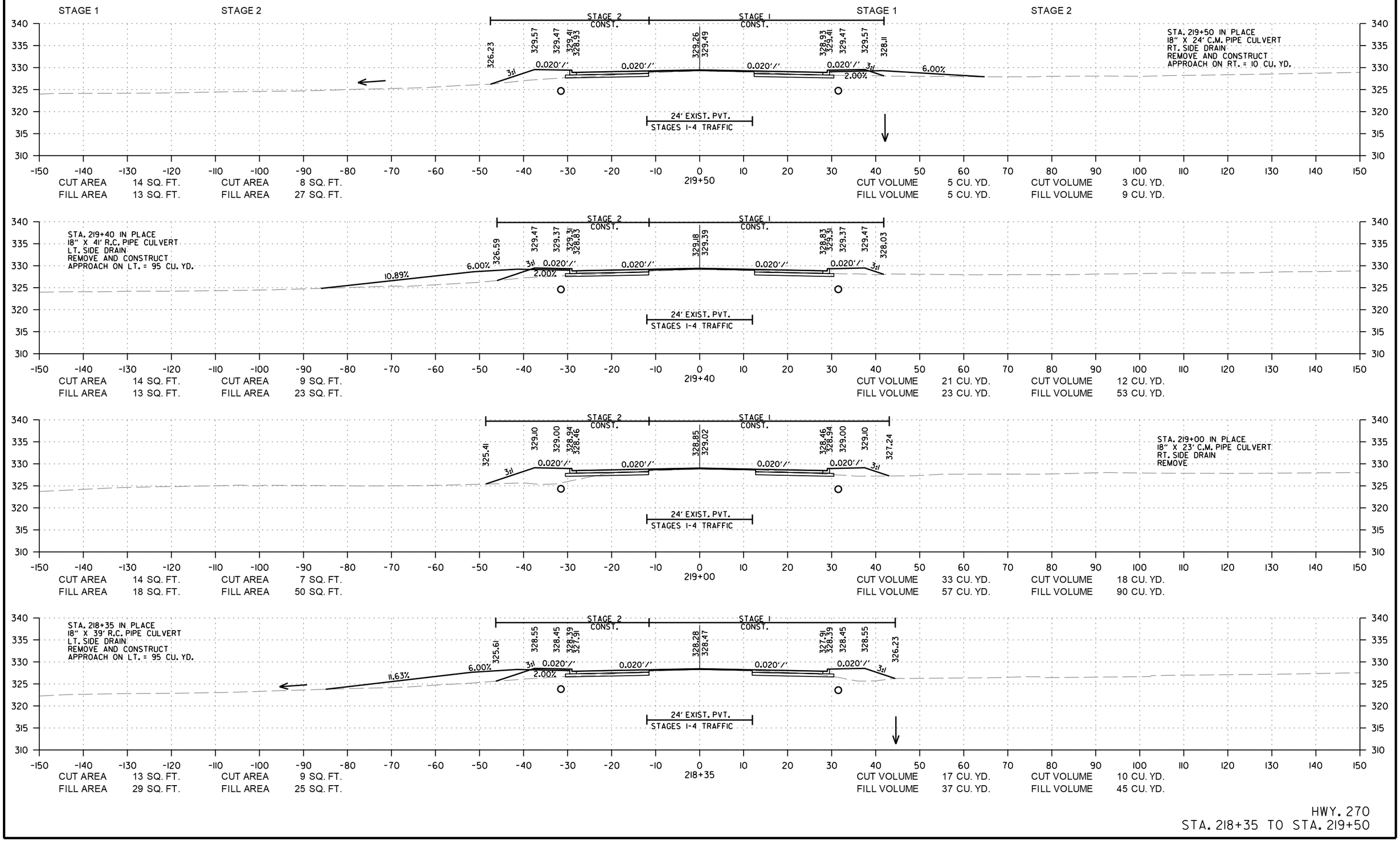
CUT VOLUME 33 CU. YD. CUT VOLUME 28 CU. YD.
FILL VOLUME 92 CU. YD. FILL VOLUME 78 CU. YD.

HWY. 270
STA. 216+75 TO STA. 218+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	266	405

(2) CROSS SECTIONS



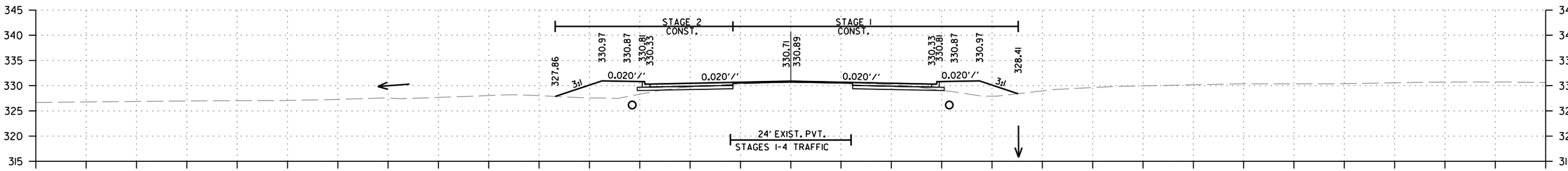
HWY. 270
STA. 218+35 TO STA. 219+50

HT39710 9/2/2022
R020626.DGN

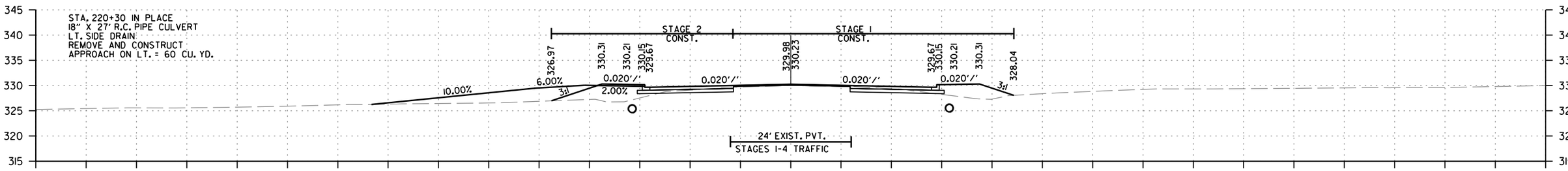
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	267	405

(2) CROSS SECTIONS

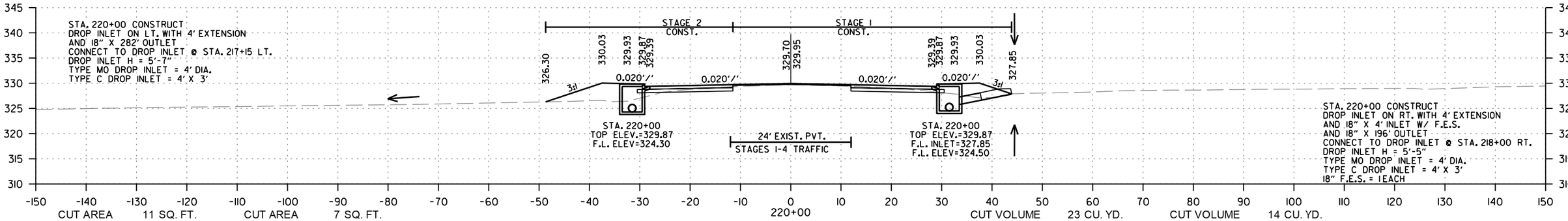
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 14 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 33 CU. YD. CUT VOLUME 20 CU. YD.
FILL AREA 30 SQ. FT. FILL AREA 42 SQ. FT. FILL VOLUME 78 CU. YD. FILL VOLUME 106 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 13 CU. YD. CUT VOLUME 8 CU. YD.
FILL AREA 30 SQ. FT. FILL AREA 40 SQ. FT. FILL VOLUME 32 CU. YD. FILL VOLUME 49 CU. YD.



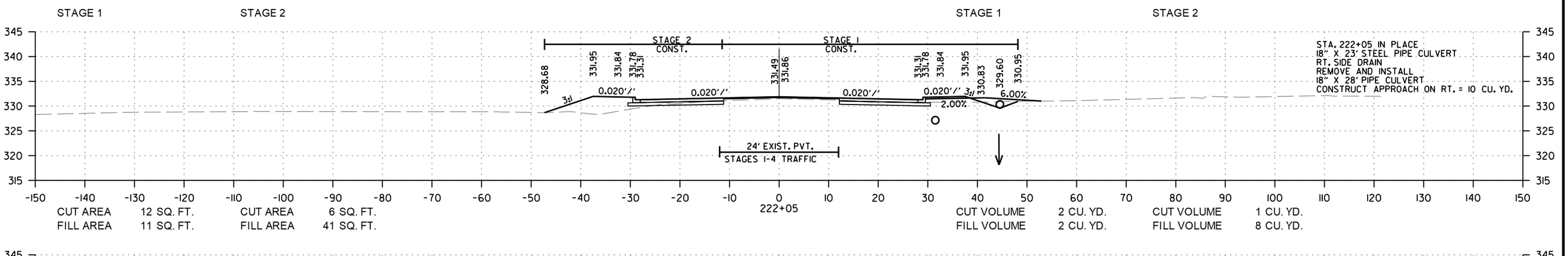
CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 23 CU. YD. CUT VOLUME 14 CU. YD.
FILL AREA 27 SQ. FT. FILL AREA 48 SQ. FT. FILL VOLUME 38 CU. YD. FILL VOLUME 69 CU. YD.

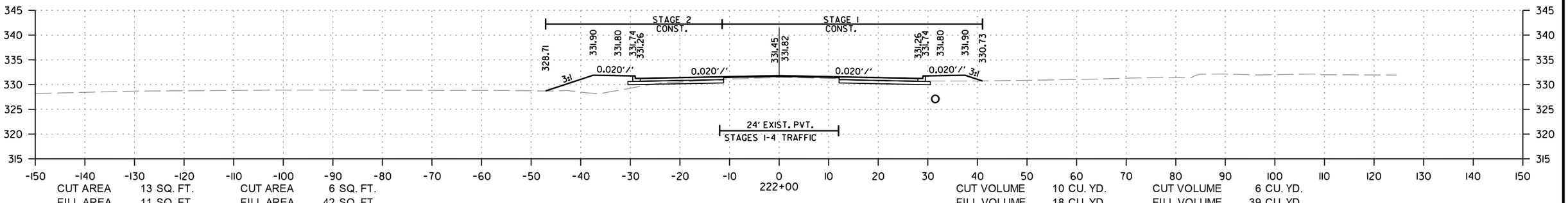
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R020626.DGN

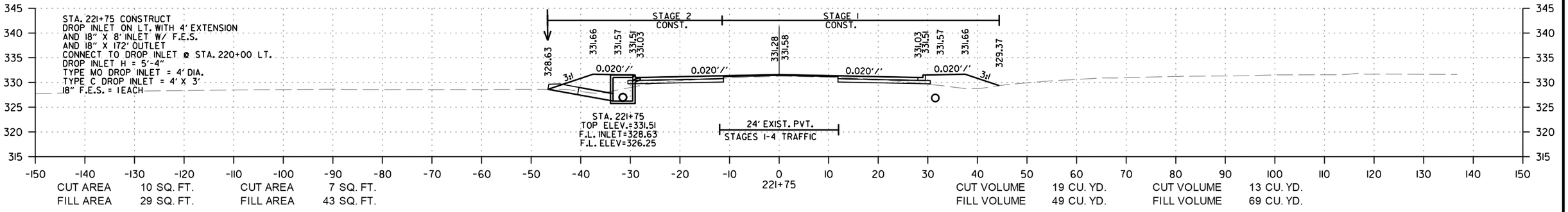
HWY. 270
STA. 220+00 TO STA. 221+00

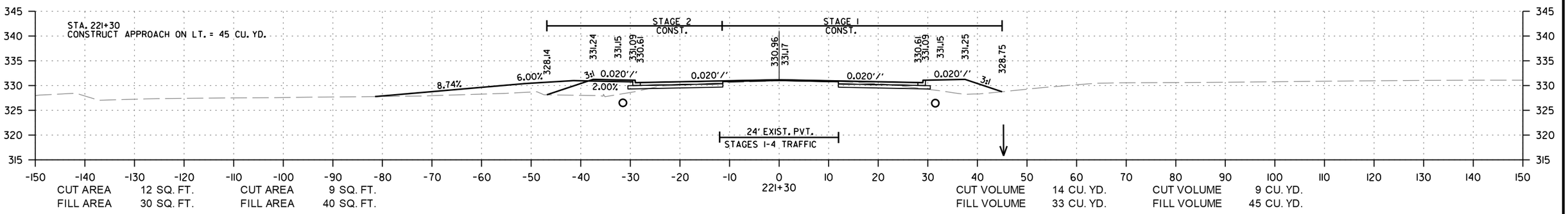
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	268	405

(2) CROSS SECTIONS







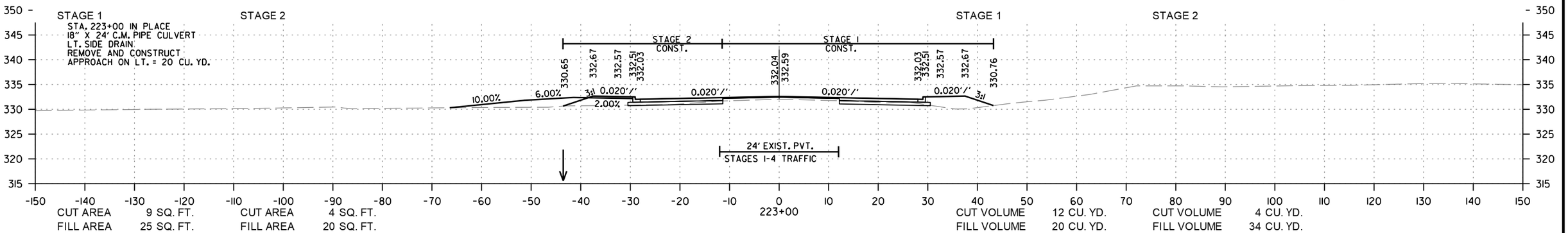


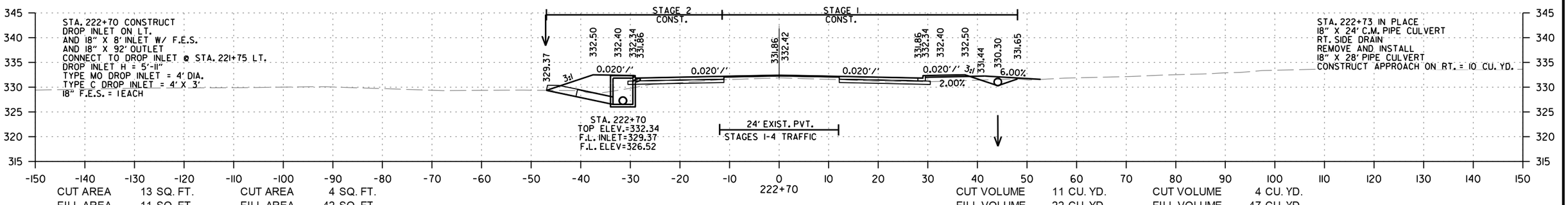
HWY. 270
STA. 221+30 TO STA. 222+05

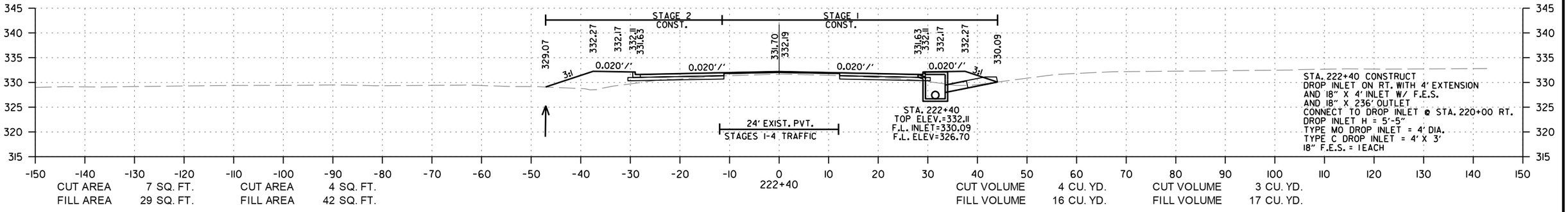
HT39710 9/2/2022
R020626.DGN

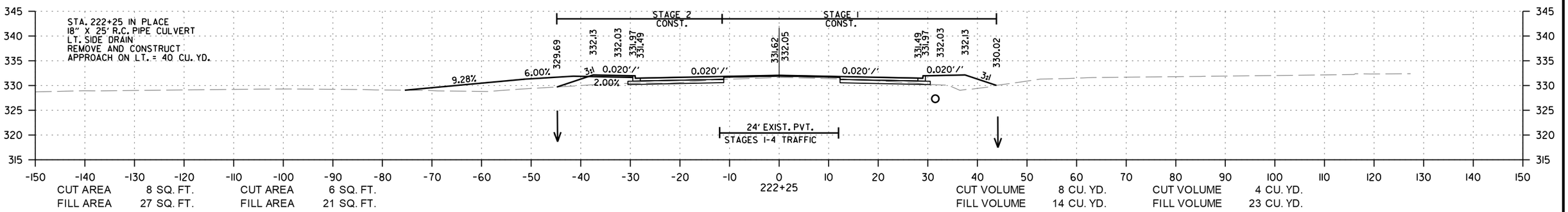
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	269	405

(2) CROSS SECTIONS







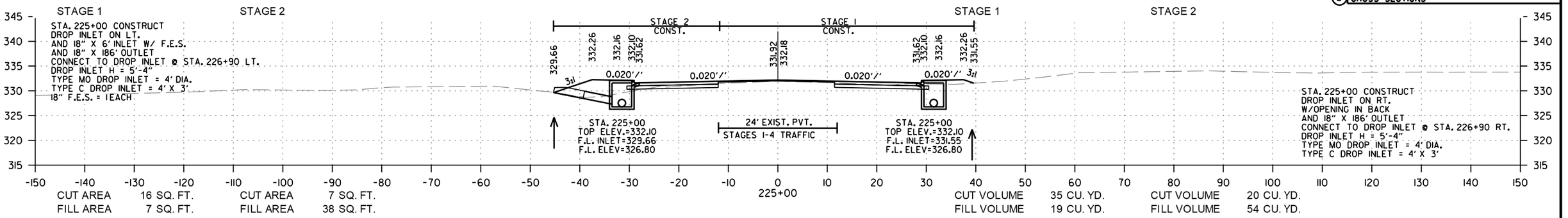


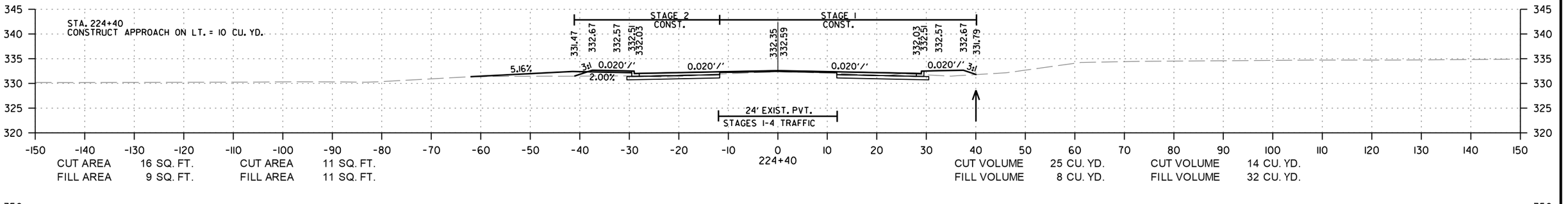
HWY. 270
STA. 222+25 TO STA. 223+00

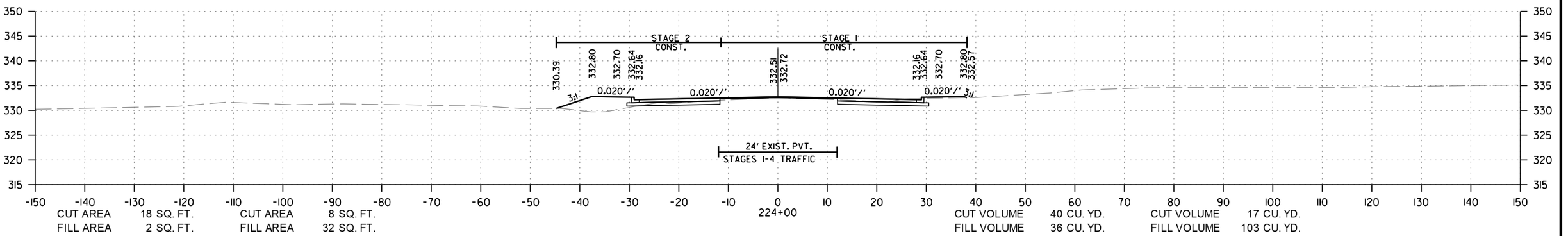
HT39710 9/2/2022
R020626.DGN

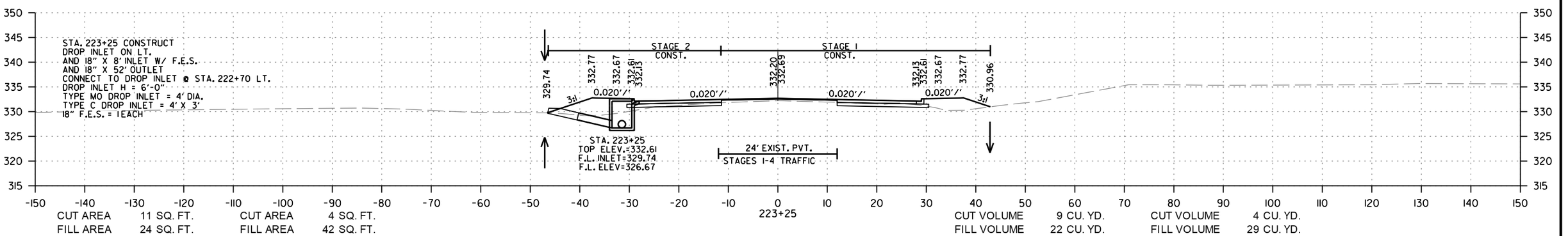
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	270	405

(2) CROSS SECTIONS







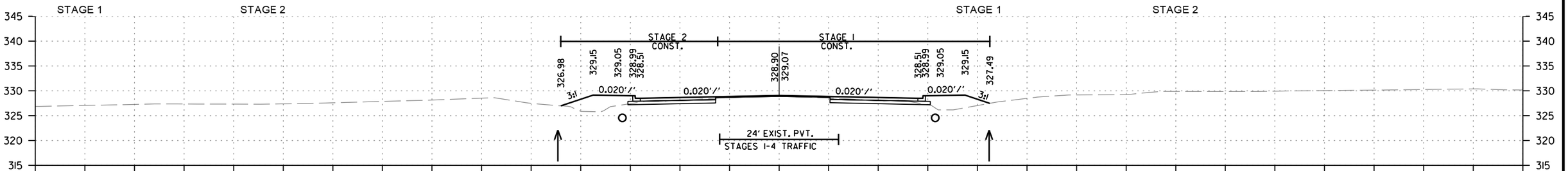


HWY. 270
STA. 223+25 TO STA. 225+00

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R020626.DGN

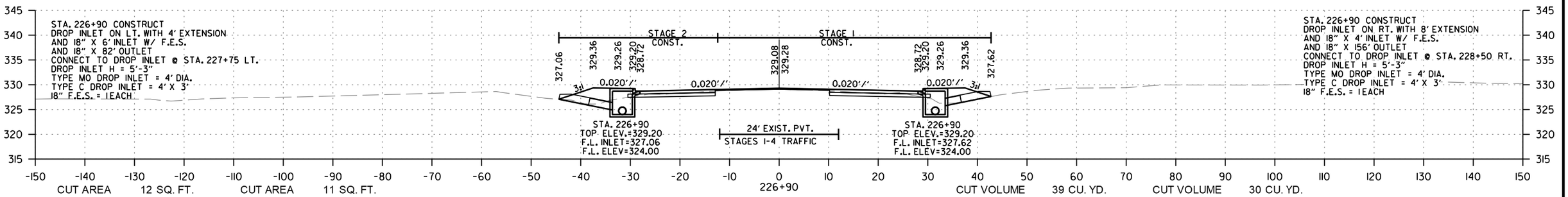
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	271	405

(2) CROSS SECTIONS



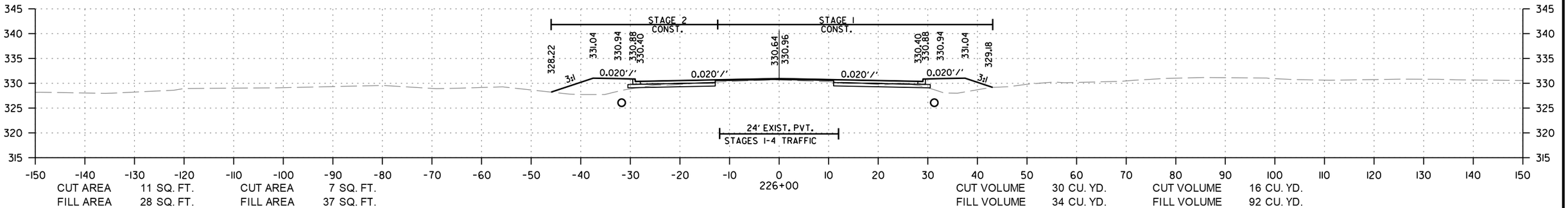
CUT AREA 13 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 27 SQ. FT. FILL AREA 30 SQ. FT.

CUT VOLUME 5 CU. YD. CUT VOLUME 4 CU. YD.
FILL VOLUME 10 CU. YD. FILL VOLUME 11 CU. YD.



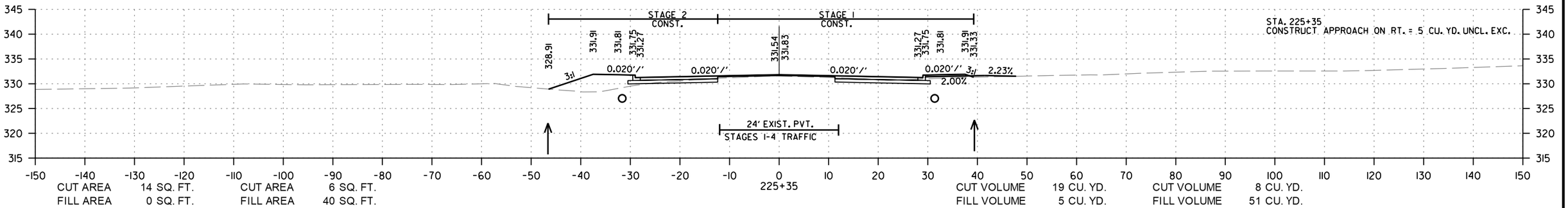
CUT AREA 12 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 28 SQ. FT. FILL AREA 30 SQ. FT.

CUT VOLUME 39 CU. YD. CUT VOLUME 30 CU. YD.
FILL VOLUME 93 CU. YD. FILL VOLUME 111 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 28 SQ. FT. FILL AREA 37 SQ. FT.

CUT VOLUME 30 CU. YD. CUT VOLUME 16 CU. YD.
FILL VOLUME 34 CU. YD. FILL VOLUME 92 CU. YD.



CUT AREA 14 SQ. FT. CUT AREA 6 SQ. FT.
FILL AREA 0 SQ. FT. FILL AREA 40 SQ. FT.

CUT VOLUME 19 CU. YD. CUT VOLUME 8 CU. YD.
FILL VOLUME 5 CU. YD. FILL VOLUME 51 CU. YD.

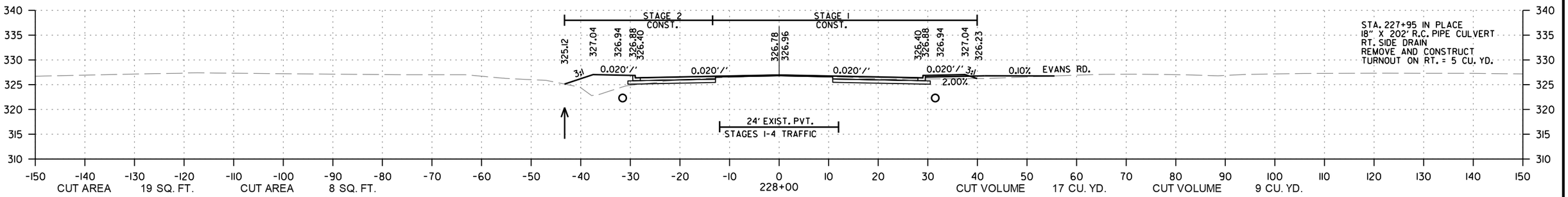
HWY. 270
STA. 225+35 TO STA. 227+00

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	272	405

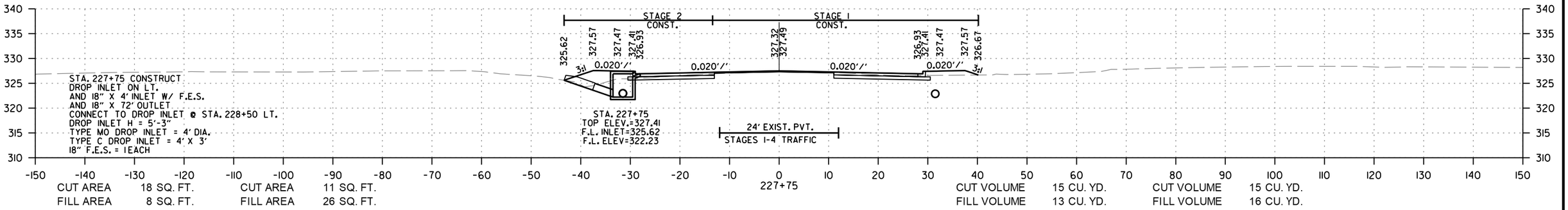
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



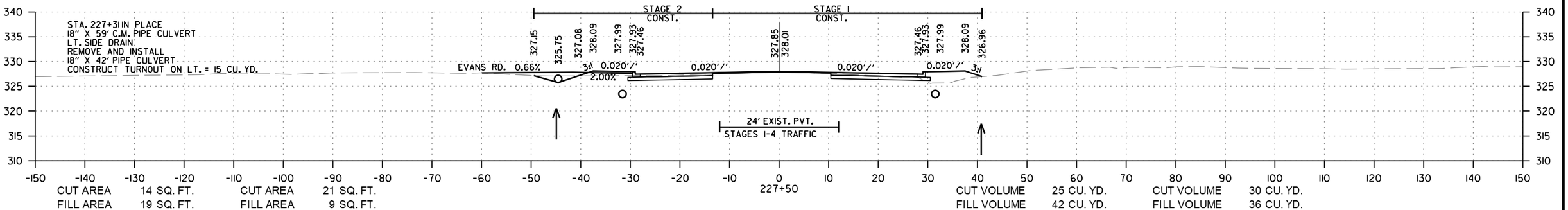
CUT AREA 19 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 7 SQ. FT. FILL AREA 35 SQ. FT.

CUT VOLUME 17 CU. YD. CUT VOLUME 9 CU. YD.
FILL VOLUME 7 CU. YD. FILL VOLUME 28 CU. YD.



CUT AREA 18 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 8 SQ. FT. FILL AREA 26 SQ. FT.

CUT VOLUME 15 CU. YD. CUT VOLUME 15 CU. YD.
FILL VOLUME 13 CU. YD. FILL VOLUME 16 CU. YD.



CUT AREA 14 SQ. FT. CUT AREA 21 SQ. FT.
FILL AREA 19 SQ. FT. FILL AREA 9 SQ. FT.

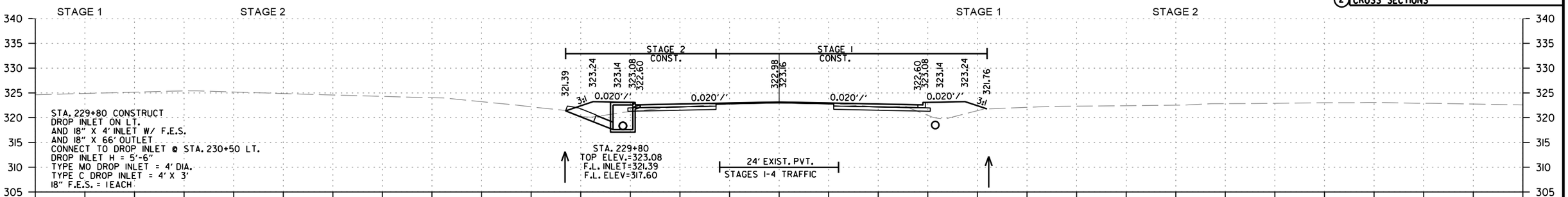
CUT VOLUME 25 CU. YD. CUT VOLUME 30 CU. YD.
FILL VOLUME 42 CU. YD. FILL VOLUME 36 CU. YD.

HWY. 270
STA. 227+50 TO STA. 228+12

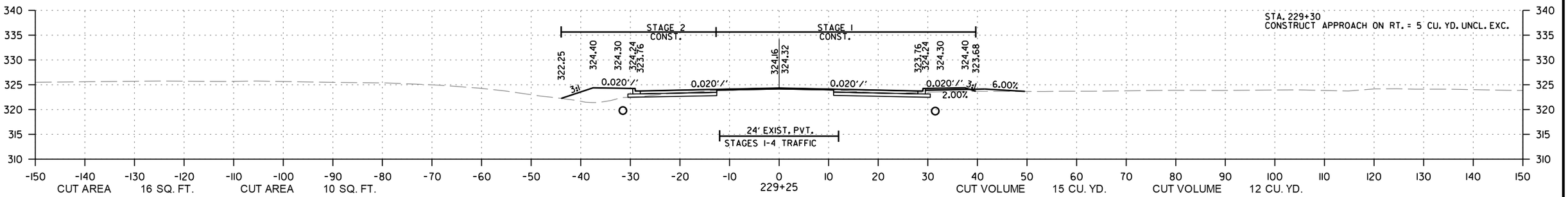
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	273	405

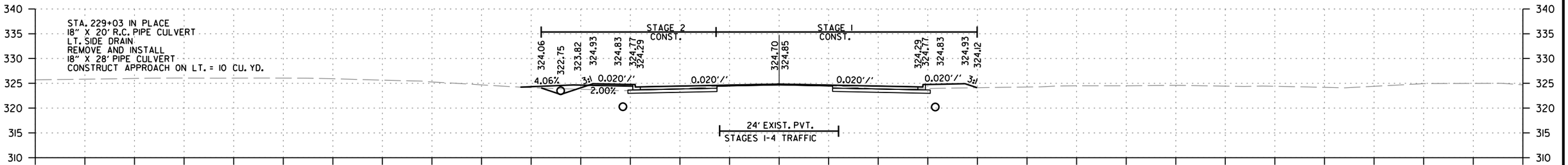
(2) CROSS SECTIONS



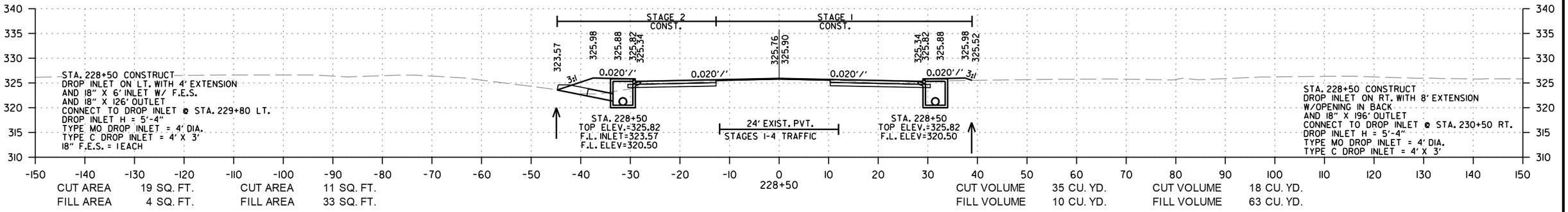
CUT AREA 13 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 30 CU. YD. CUT VOLUME 19 CU. YD.
FILL AREA 29 SQ. FT. FILL AREA 29 SQ. FT. FILL VOLUME 36 CU. YD. FILL VOLUME 58 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 15 CU. YD. CUT VOLUME 12 CU. YD.
FILL AREA 7 SQ. FT. FILL AREA 28 SQ. FT. FILL VOLUME 7 CU. YD. FILL VOLUME 19 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 17 SQ. FT. CUT VOLUME 32 CU. YD. CUT VOLUME 26 CU. YD.
FILL AREA 8 SQ. FT. FILL AREA 12 SQ. FT. FILL VOLUME 11 CU. YD. FILL VOLUME 42 CU. YD.



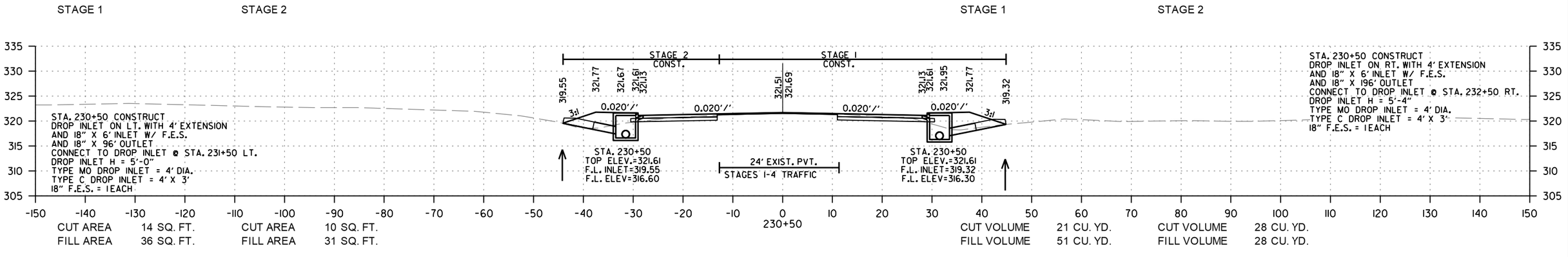
CUT AREA 19 SQ. FT. CUT AREA 11 SQ. FT. CUT VOLUME 35 CU. YD. CUT VOLUME 18 CU. YD.
FILL AREA 4 SQ. FT. FILL AREA 33 SQ. FT. FILL VOLUME 10 CU. YD. FILL VOLUME 63 CU. YD.

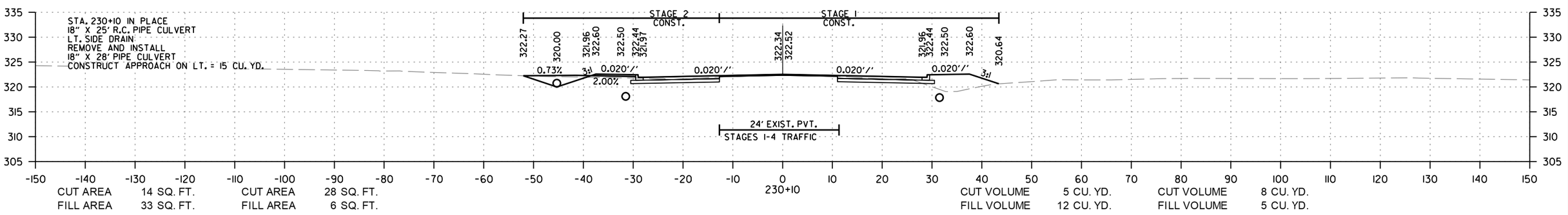
HWY. 270
STA. 228+50 TO STA. 229+80

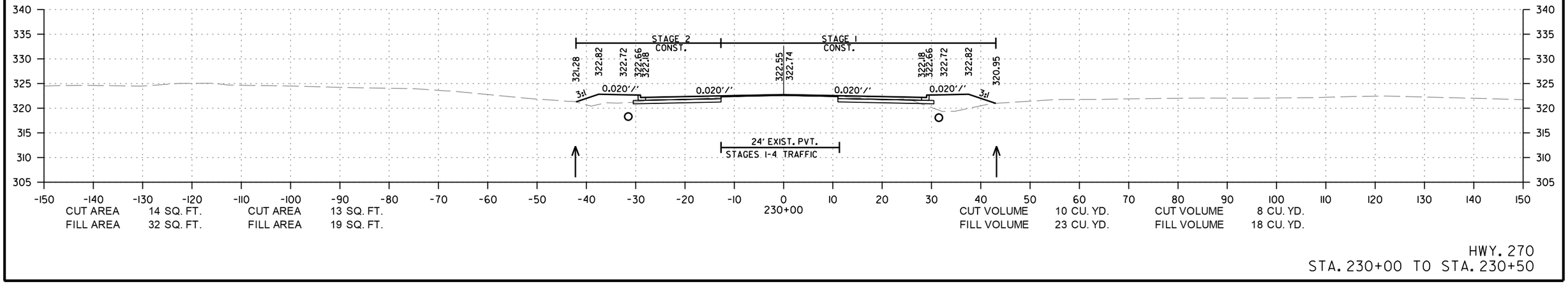
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	274	405

(2) CROSS SECTIONS





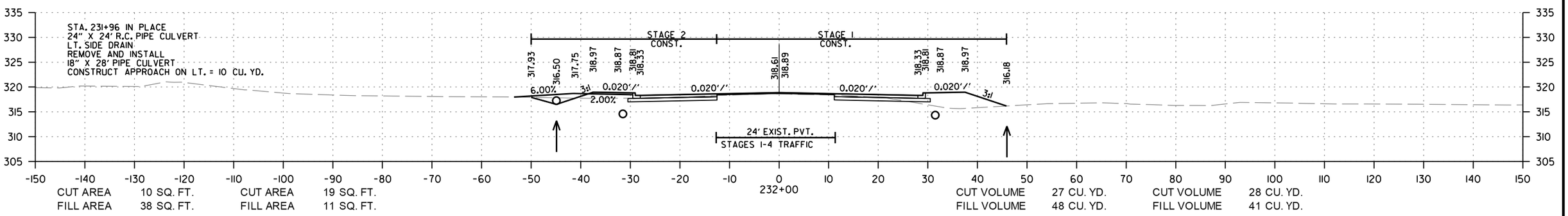


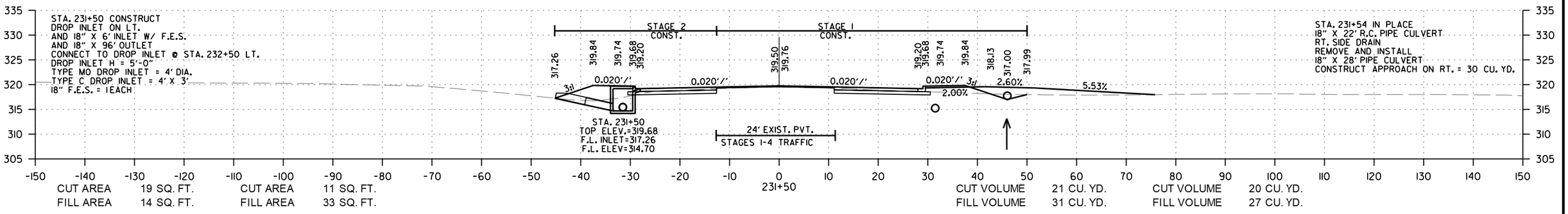
HWY. 270
STA. 230+00 TO STA. 230+50

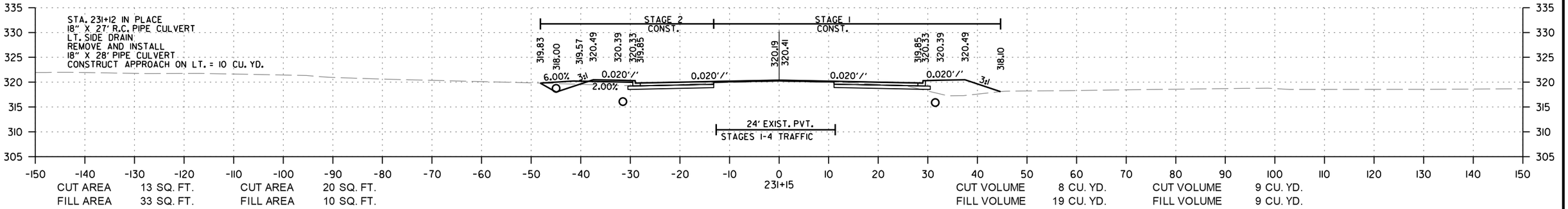
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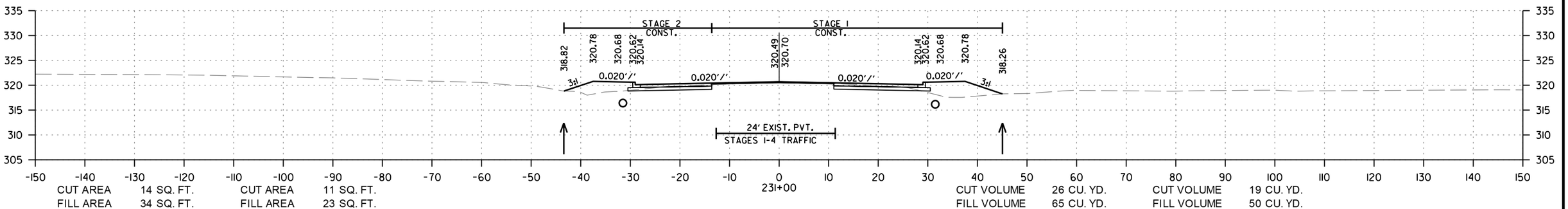
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	275	405

(2) CROSS SECTIONS







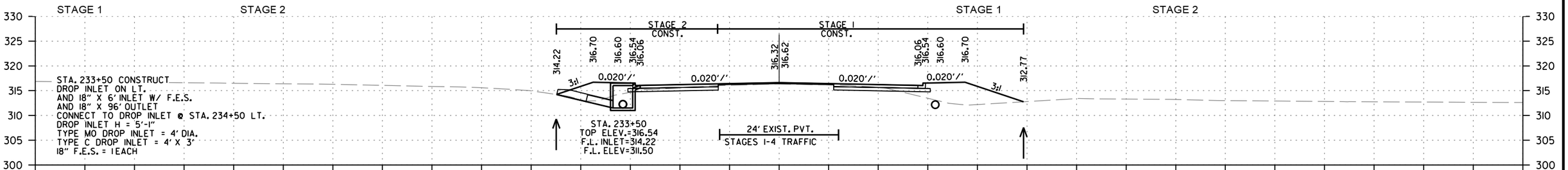


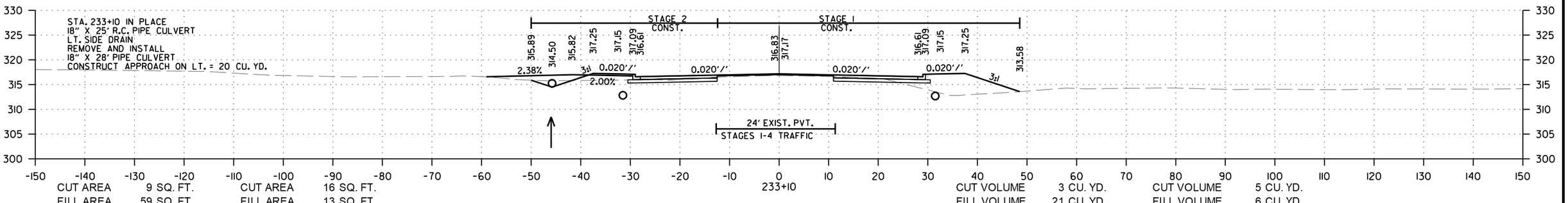
HWY. 270
STA. 231+00 TO STA. 232+00

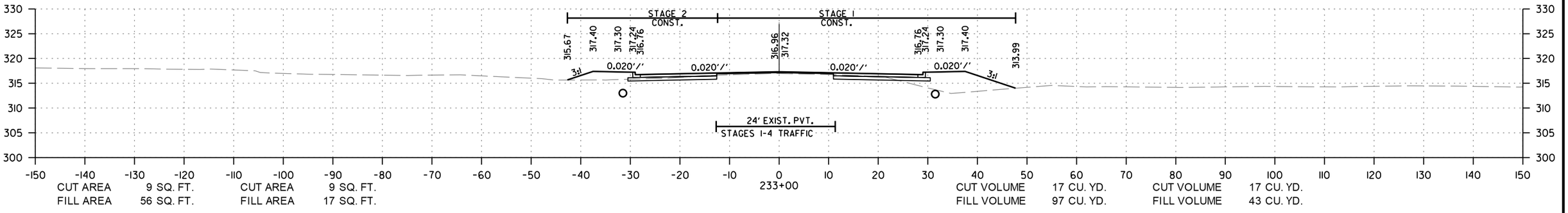
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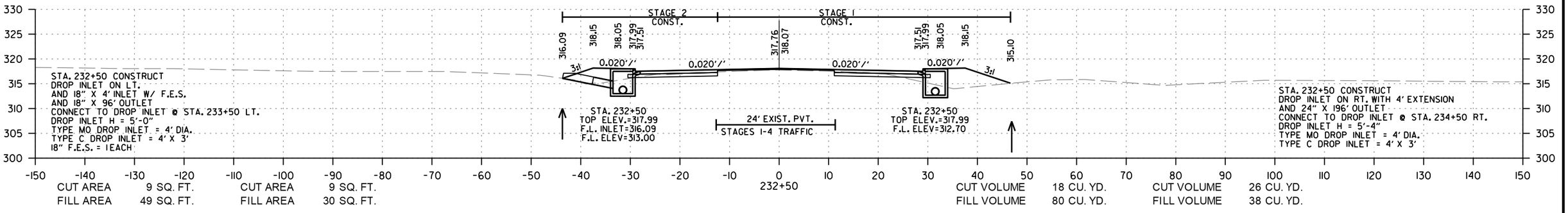
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	276	405

(2) CROSS SECTIONS







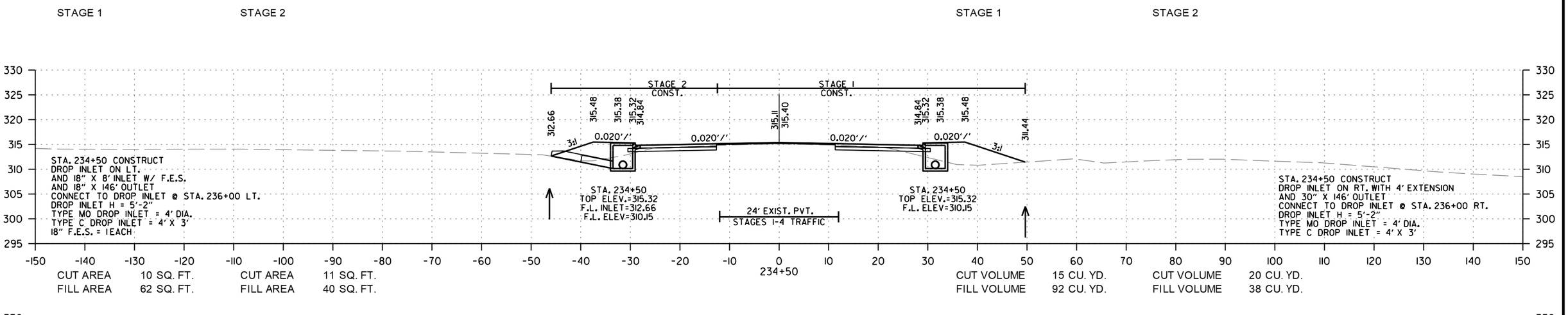


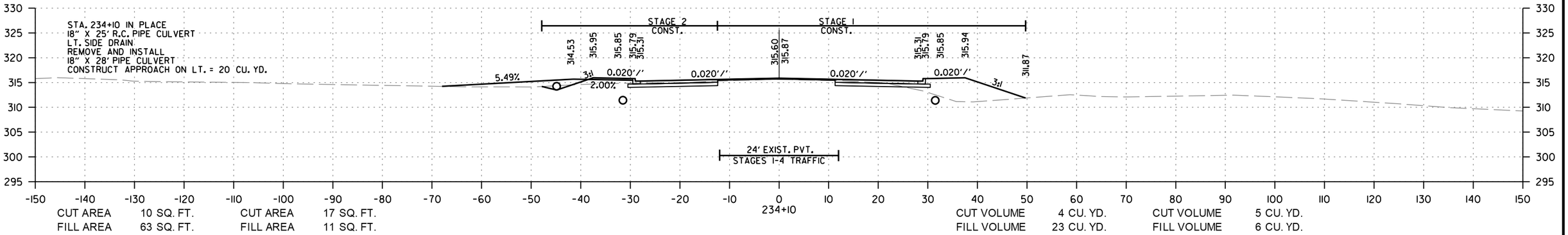
HWY. 270
STA. 232+50 TO STA. 233+50

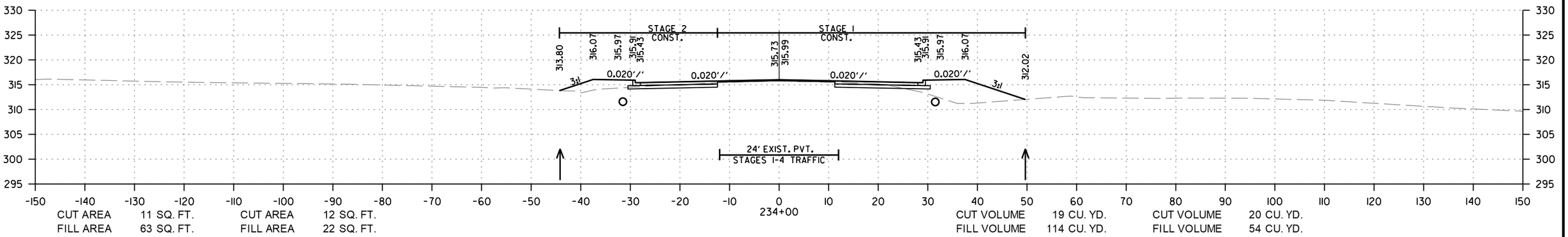
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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	277	405

(2) CROSS SECTIONS





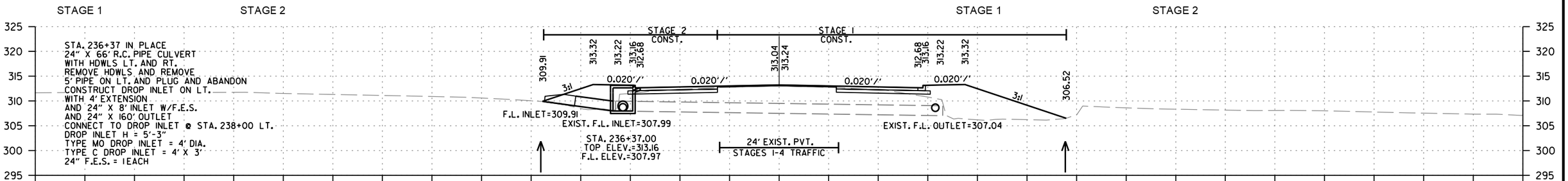


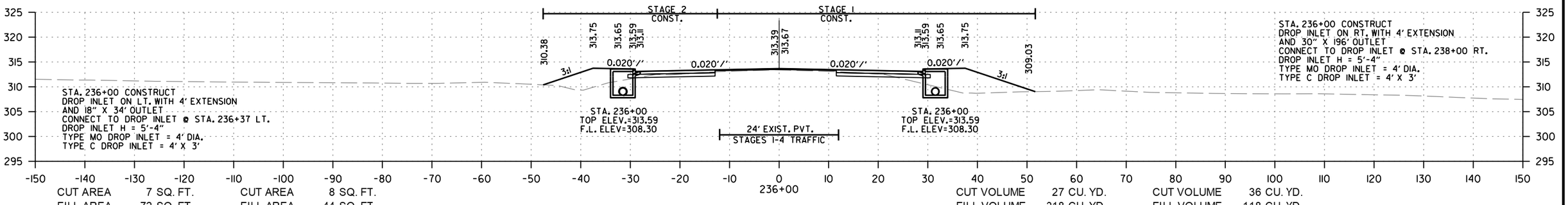
HWY. 270
STA. 234+00 TO STA. 234+50

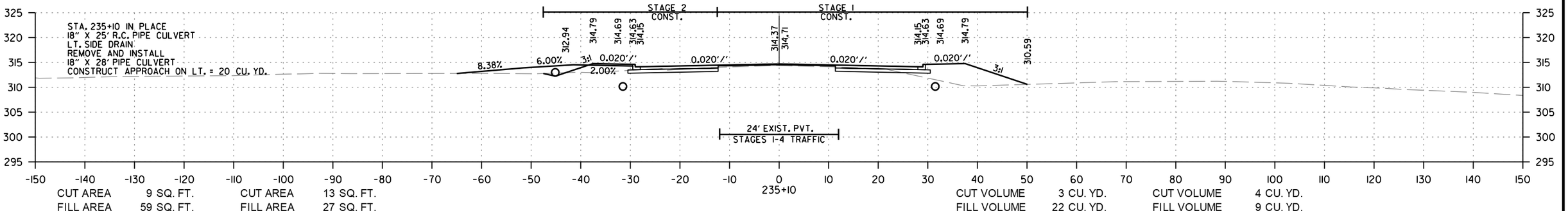
HT39710 9/2/2022
RO20626.DGN

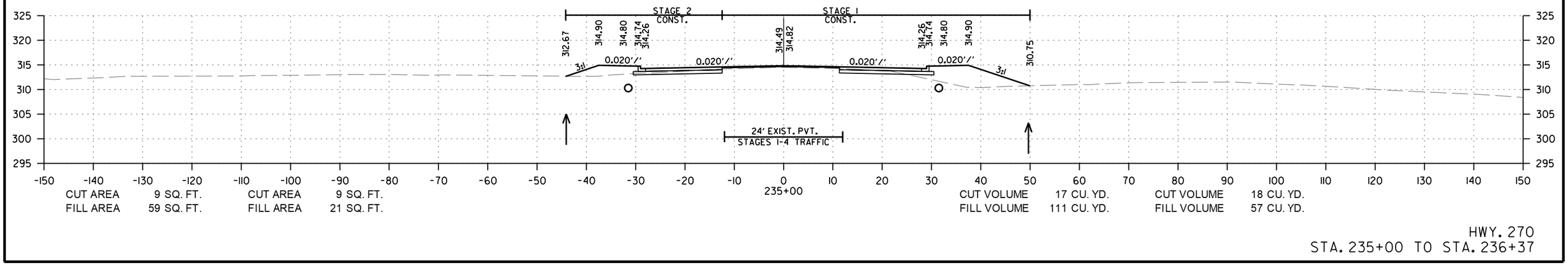
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	278	405

(2) CROSS SECTIONS







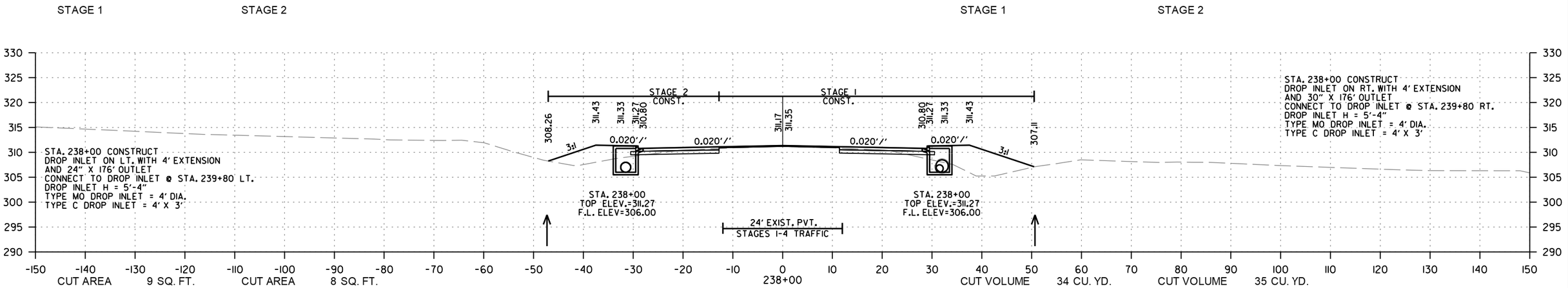


HWY. 270
STA. 235+00 TO STA. 236+37

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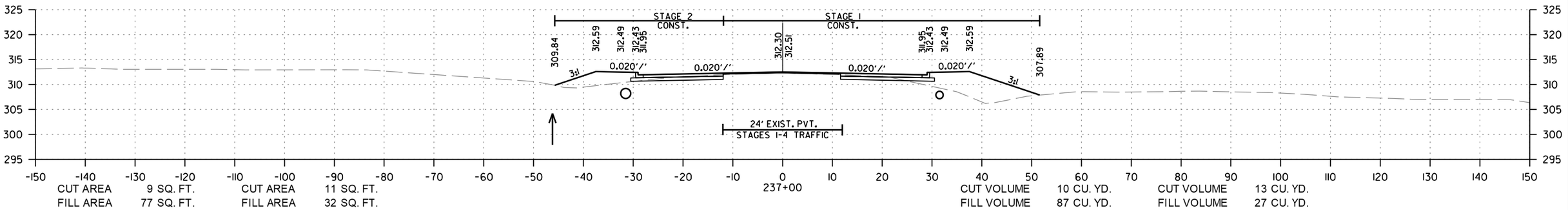
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	279	405

(2) CROSS SECTIONS



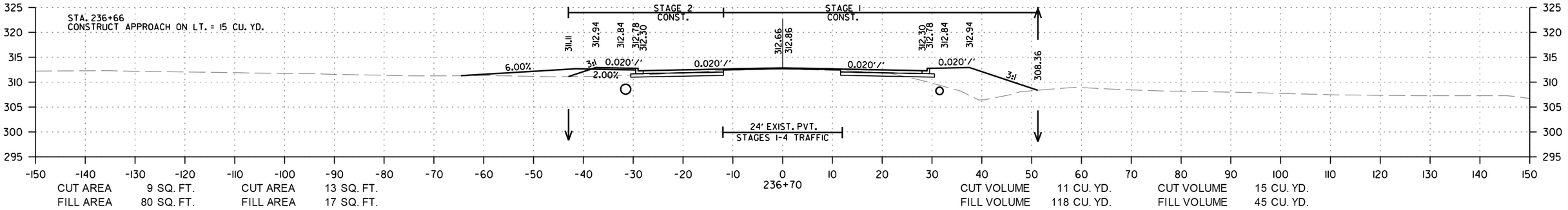
CUT AREA 9 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 75 SQ. FT. FILL AREA 41 SQ. FT.

CUT VOLUME 34 CU. YD. CUT VOLUME 35 CU. YD.
FILL VOLUME 282 CU. YD. FILL VOLUME 135 CU. YD.



CUT AREA 9 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 77 SQ. FT. FILL AREA 32 SQ. FT.

CUT VOLUME 10 CU. YD. CUT VOLUME 13 CU. YD.
FILL VOLUME 87 CU. YD. FILL VOLUME 27 CU. YD.



CUT AREA 9 SQ. FT. CUT AREA 13 SQ. FT.
FILL AREA 80 SQ. FT. FILL AREA 17 SQ. FT.

CUT VOLUME 11 CU. YD. CUT VOLUME 15 CU. YD.
FILL VOLUME 118 CU. YD. FILL VOLUME 45 CU. YD.

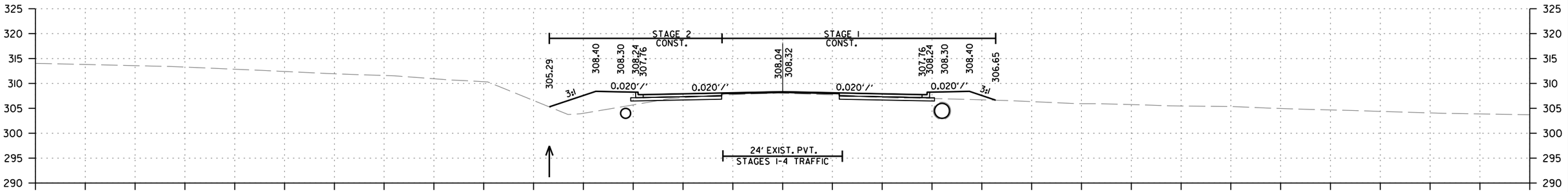
HWY. 270
STA. 236+70 TO STA. 238+00

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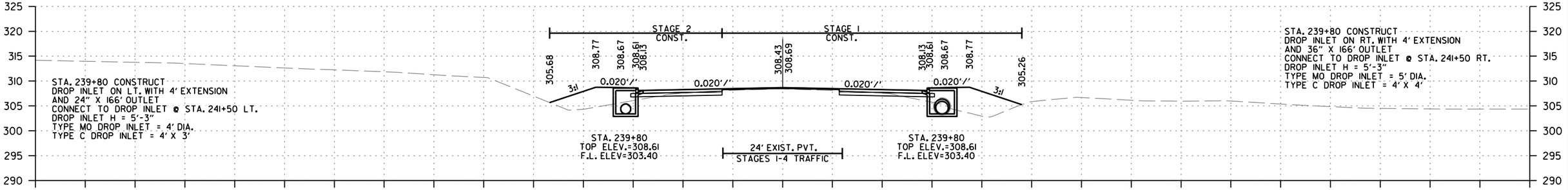
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	280	405

(2) CROSS SECTIONS

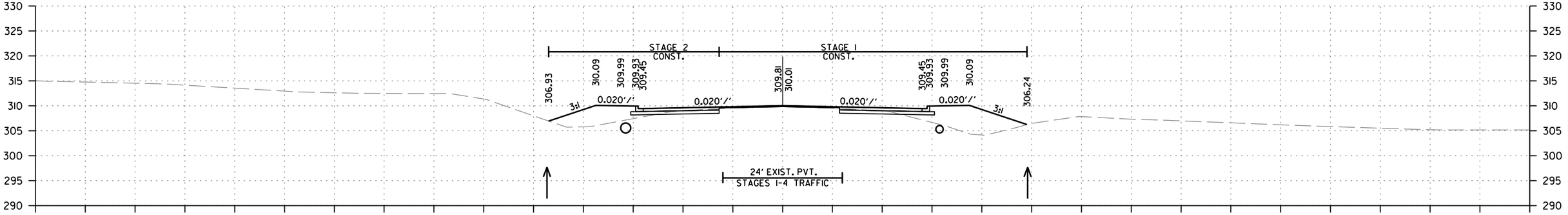
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 11 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 7 CU. YD. CUT VOLUME 5 CU. YD.
FILL AREA 16 SQ. FT. FILL AREA 51 SQ. FT. FILL VOLUME 30 CU. YD. FILL VOLUME 38 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 25 CU. YD. CUT VOLUME 23 CU. YD.
FILL AREA 66 SQ. FT. FILL AREA 51 SQ. FT. FILL VOLUME 209 CU. YD. FILL VOLUME 137 CU. YD.



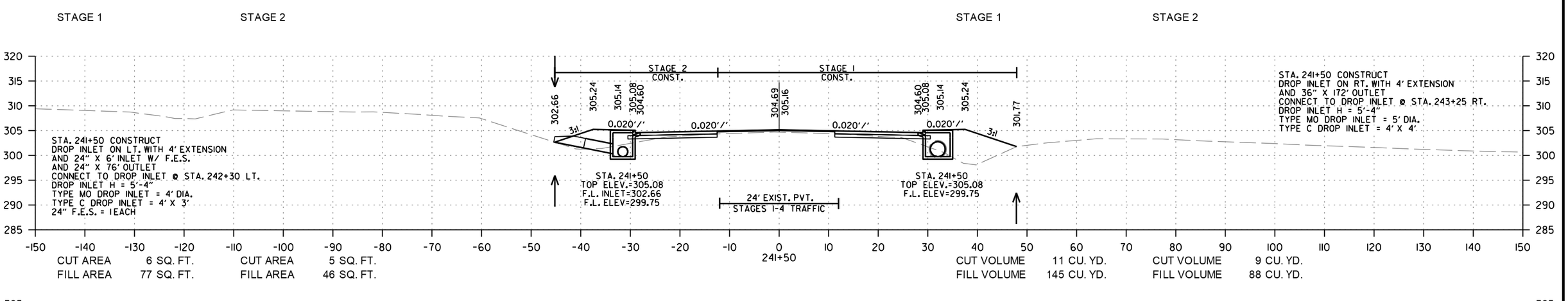
CUT AREA 8 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 32 CU. YD. CUT VOLUME 34 CU. YD.
FILL AREA 76 SQ. FT. FILL AREA 50 SQ. FT. FILL VOLUME 283 CU. YD. FILL VOLUME 152 CU. YD.

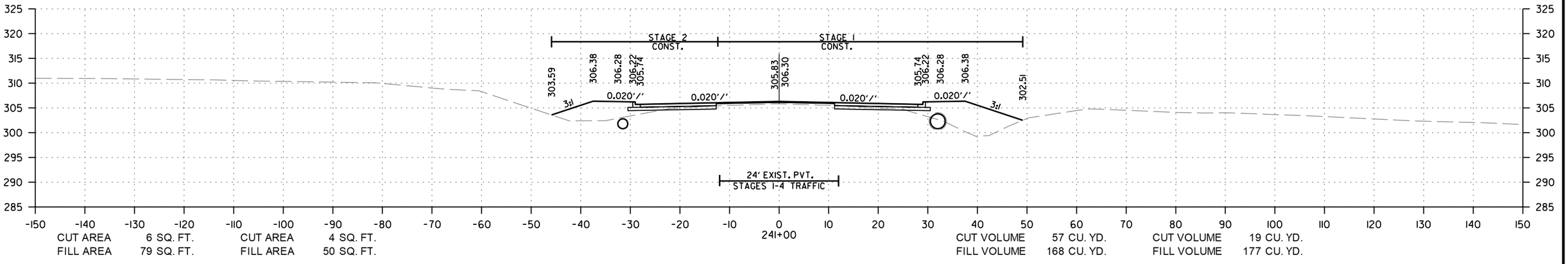
HWY. 270
STA. 239+00 TO STA. 240+00

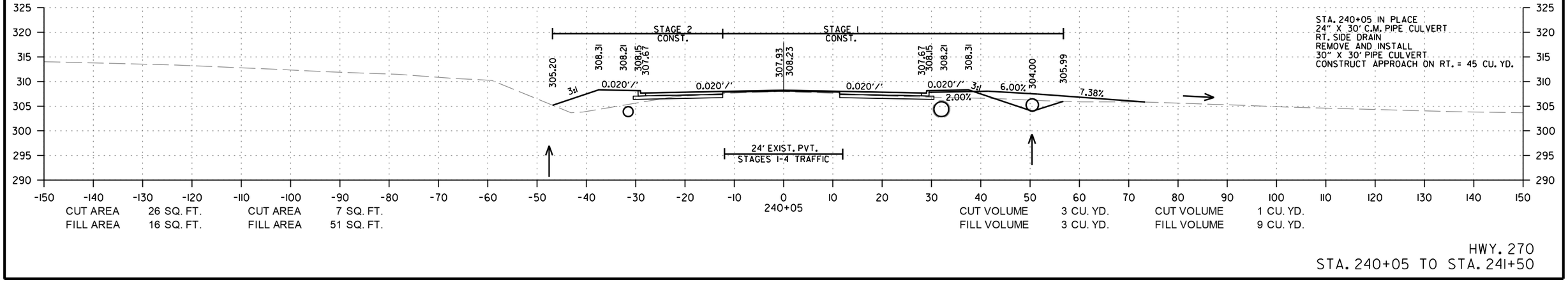
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	281	405

(2) CROSS SECTIONS





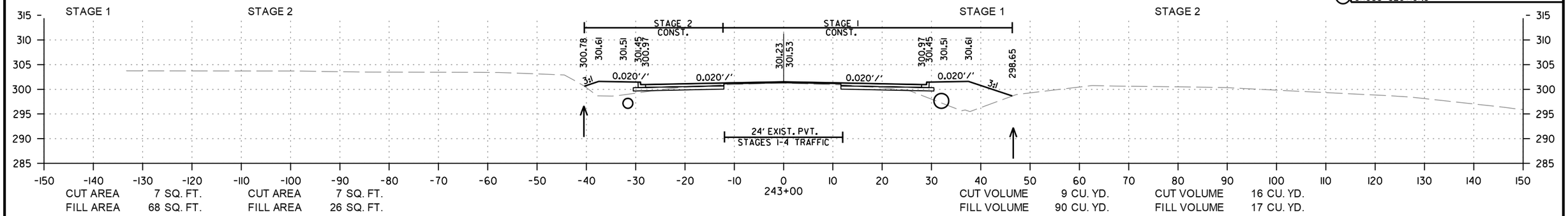


HWY. 270
STA. 240+05 TO STA. 241+50

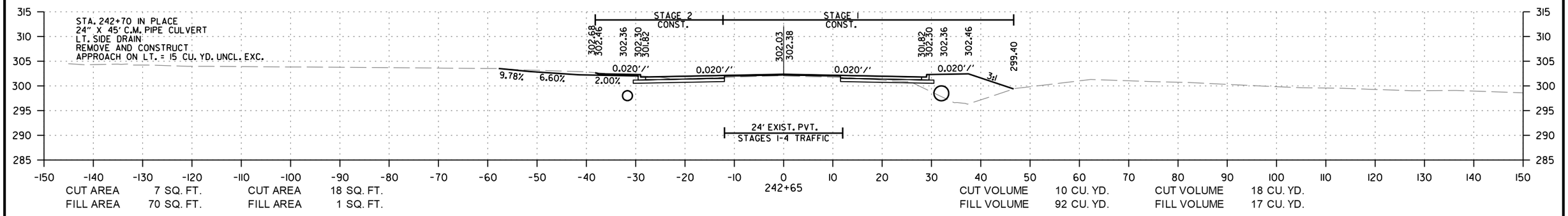
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	282	405

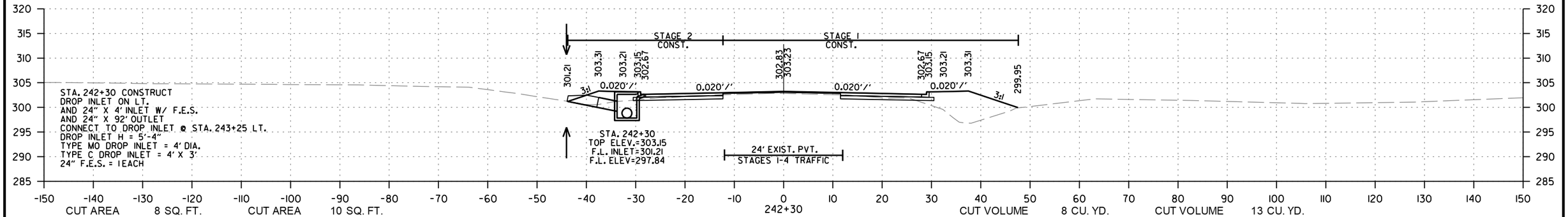
(2) CROSS SECTIONS



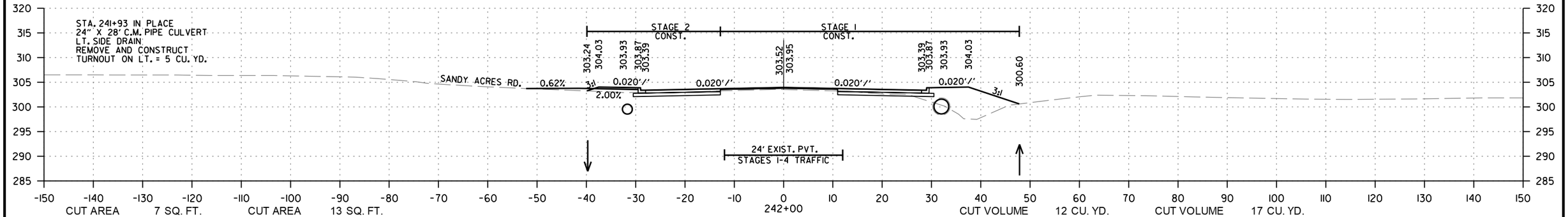
CUT AREA	7 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	9 CU. YD.	CUT VOLUME	16 CU. YD.
FILL AREA	68 SQ. FT.	FILL AREA	26 SQ. FT.	FILL VOLUME	90 CU. YD.	FILL VOLUME	17 CU. YD.



CUT AREA	7 SQ. FT.	CUT AREA	18 SQ. FT.	CUT VOLUME	10 CU. YD.	CUT VOLUME	18 CU. YD.
FILL AREA	70 SQ. FT.	FILL AREA	1 SQ. FT.	FILL VOLUME	92 CU. YD.	FILL VOLUME	17 CU. YD.



CUT AREA	8 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	8 CU. YD.	CUT VOLUME	13 CU. YD.
FILL AREA	72 SQ. FT.	FILL AREA	25 SQ. FT.	FILL VOLUME	77 CU. YD.	FILL VOLUME	19 CU. YD.



CUT AREA	7 SQ. FT.	CUT AREA	13 SQ. FT.	CUT VOLUME	12 CU. YD.	CUT VOLUME	17 CU. YD.
FILL AREA	67 SQ. FT.	FILL AREA	9 SQ. FT.	FILL VOLUME	133 CU. YD.	FILL VOLUME	51 CU. YD.

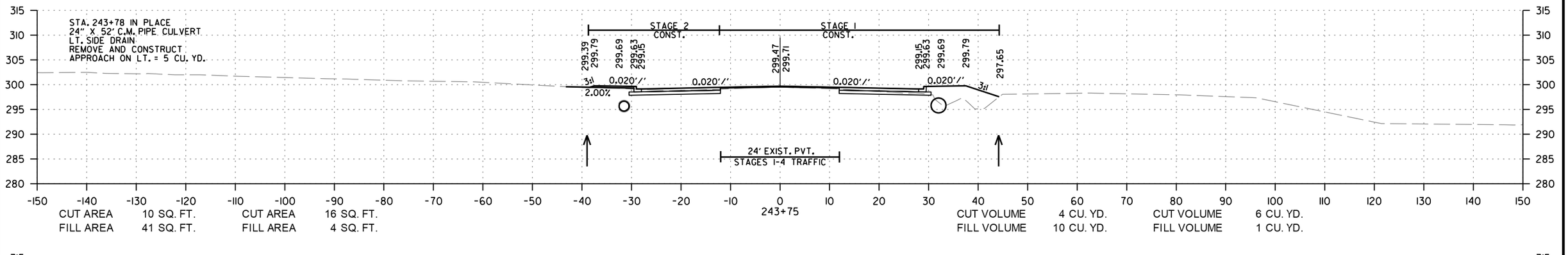
HWY. 270
STA. 242+00 TO STA. 243+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	283	405

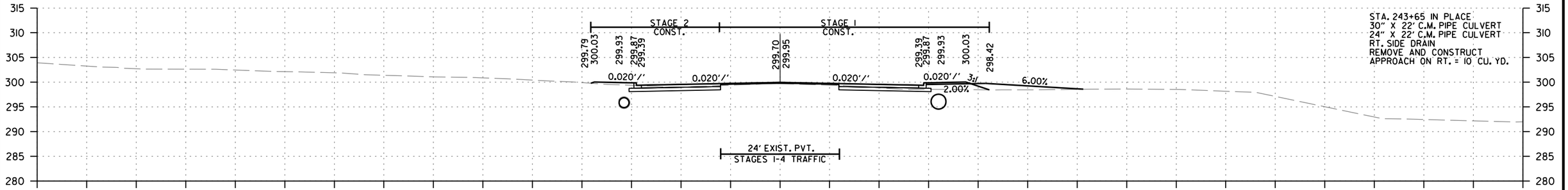
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



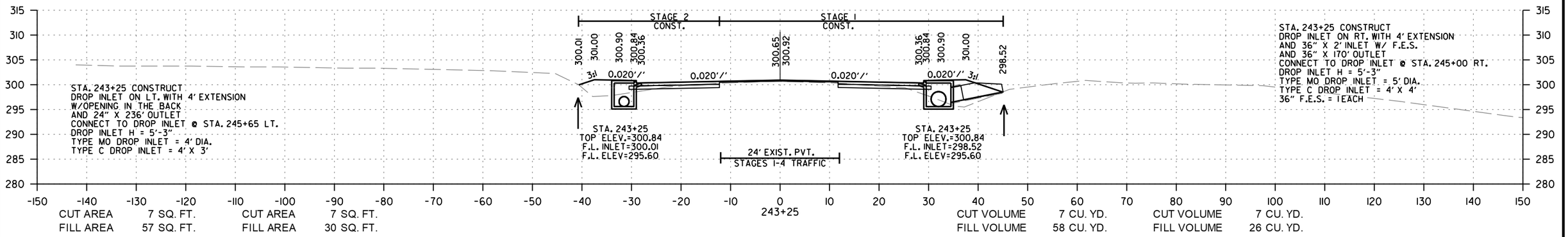
CUT AREA 10 SQ. FT. CUT AREA 16 SQ. FT.
FILL AREA 41 SQ. FT. FILL AREA 4 SQ. FT.

CUT VOLUME 4 CU. YD. CUT VOLUME 6 CU. YD.
FILL VOLUME 10 CU. YD. FILL VOLUME 1 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 16 SQ. FT.
FILL AREA 15 SQ. FT. FILL AREA 4 SQ. FT.

CUT VOLUME 13 CU. YD. CUT VOLUME 17 CU. YD.
FILL VOLUME 53 CU. YD. FILL VOLUME 25 CU. YD.



CUT AREA 7 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 57 SQ. FT. FILL AREA 30 SQ. FT.

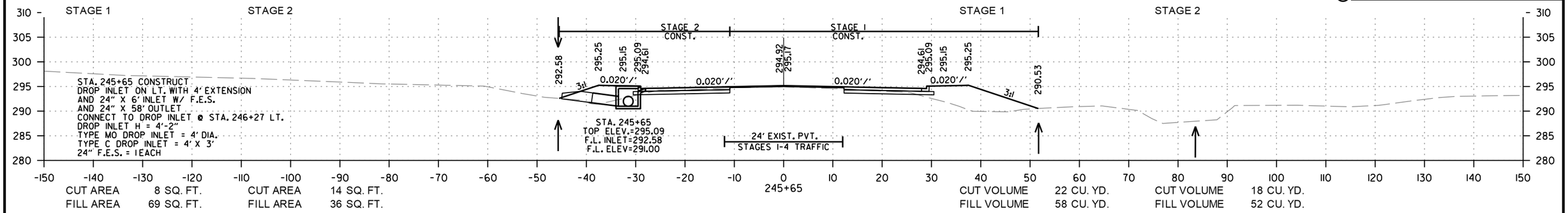
CUT VOLUME 7 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 58 CU. YD. FILL VOLUME 26 CU. YD.

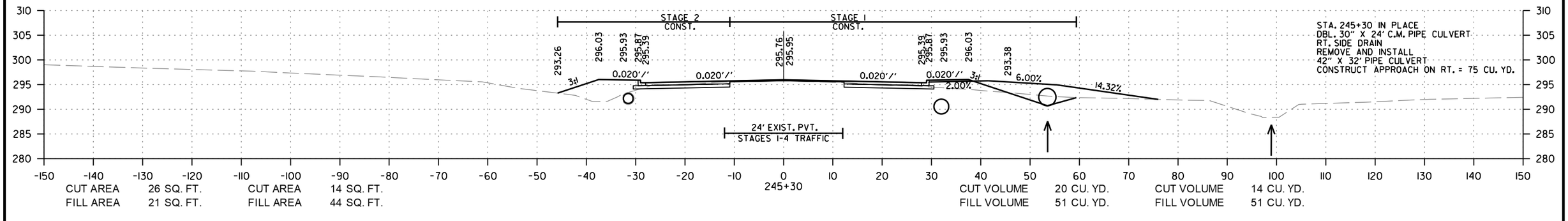
HWY. 270
STA. 243+25 TO STA. 243+75

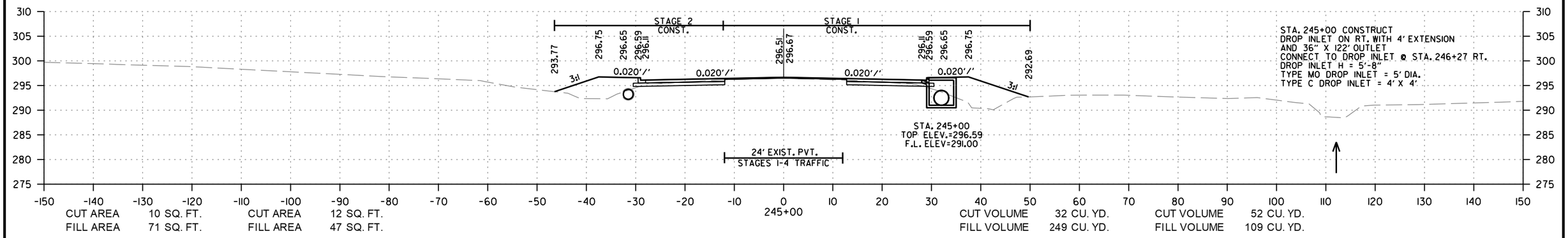
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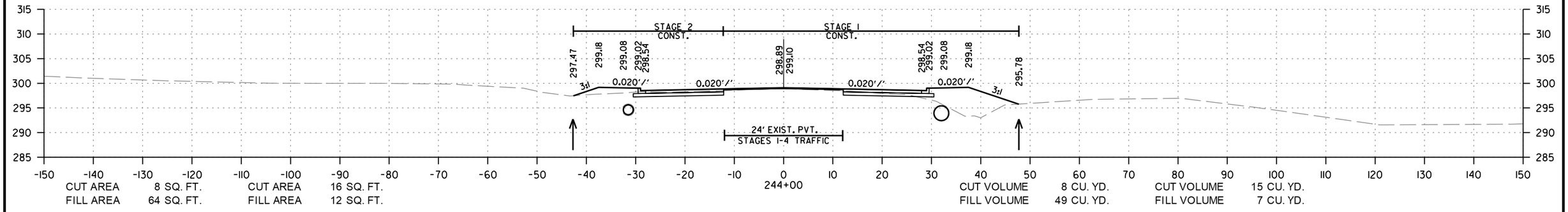
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	284	405

(2) CROSS SECTIONS







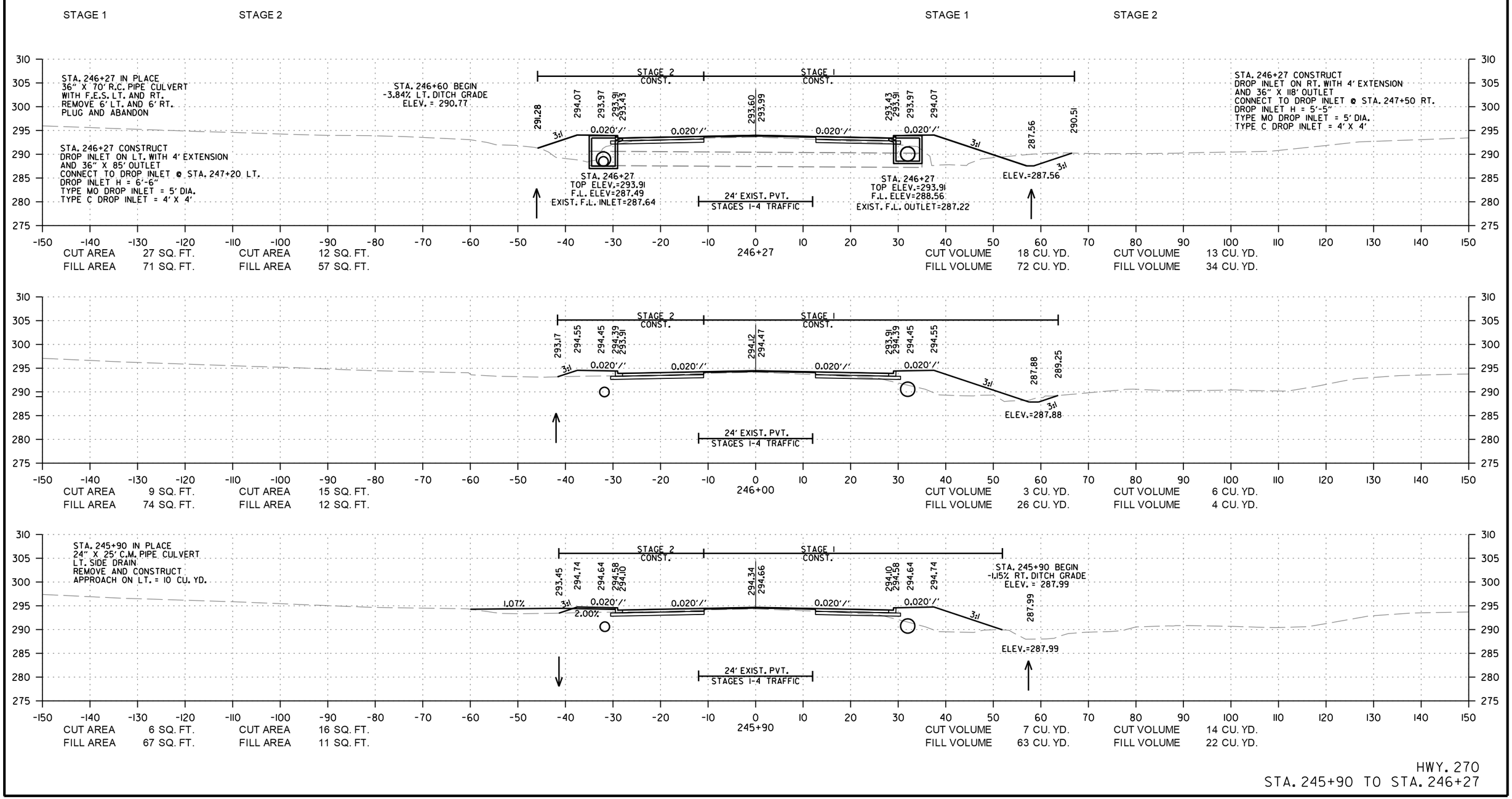


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HWY. 270
STA. 244+00 TO STA. 245+65

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	285	405

(2) CROSS SECTIONS



HWY. 270
STA. 245+90 TO STA. 246+27

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	286	405

(2) CROSS SECTIONS

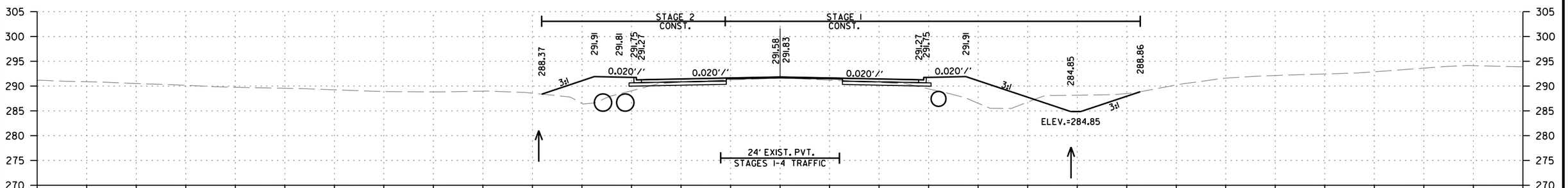
HWY. 270
STA. 247+20 TO STA. 248+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	287	405

(2) CROSS SECTIONS

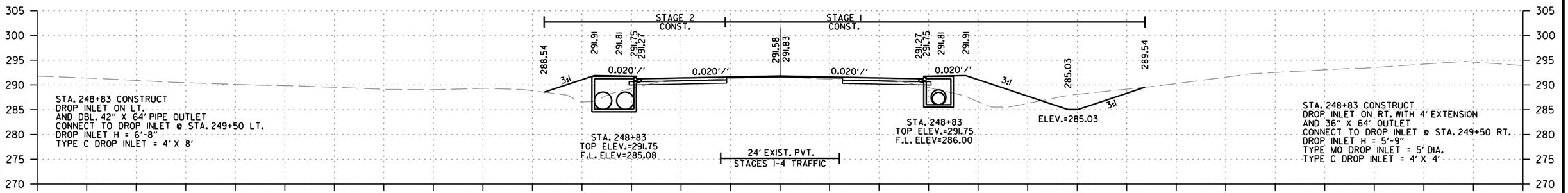
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 47 SQ. FT. CUT AREA 10 SQ. FT.
FILL AREA 73 SQ. FT. FILL AREA 59 SQ. FT.

249+00

CUT VOLUME 28 CU. YD. CUT VOLUME 6 CU. YD.
FILL VOLUME 46 CU. YD. FILL VOLUME 36 CU. YD.



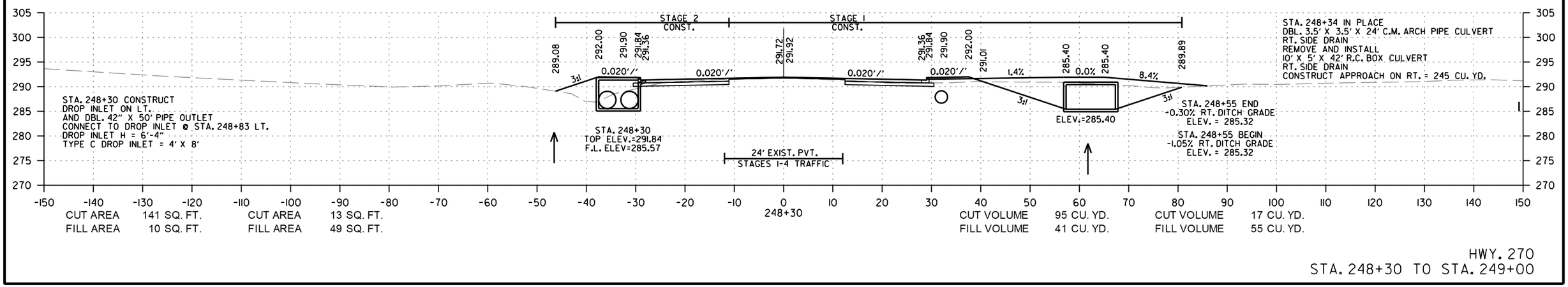
STA. 248+83 CONSTRUCT
DROP INLET ON LT.
AND DBL. 42" X 64' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 249+50 LT.
DROP INLET H = 6'-8"
TYPE C DROP INLET = 4' X 8'

STA. 248+83 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 36" X 64' OUTLET
CONNECT TO DROP INLET @ STA. 249+50 RT.
DROP INLET H = 5'-9"
TYPE MO DROP INLET = 5' DIA.
TYPE C DROP INLET = 4' X 4'

CUT AREA 43 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 74 SQ. FT. FILL AREA 56 SQ. FT.

248+83

CUT VOLUME 95 CU. YD. CUT VOLUME 23 CU. YD.
FILL VOLUME 142 CU. YD. FILL VOLUME 102 CU. YD.



STA. 248+30 CONSTRUCT
DROP INLET ON LT.
AND DBL. 42" X 50' PIPE OUTLET
CONNECT TO DROP INLET @ STA. 248+83 LT.
DROP INLET H = 6'-4"
TYPE C DROP INLET = 4' X 8'

STA. 248+34 IN PLACE
DBL. 3.5' X 3.5' X 24' C.M. ARCH PIPE CULVERT
RT. SIDE DRAIN
REMOVE AND INSTALL
10' X 5' X 42' R.C. BOX CULVERT
RT. SIDE DRAIN
CONSTRUCT APPROACH ON RT. = 245 CU. YD.

STA. 248+55 END
-0.30% RT. DITCH GRADE
ELEV. = 285.32

STA. 248+55 BEGIN
-1.05% RT. DITCH GRADE
ELEV. = 285.32

CUT AREA 141 SQ. FT. CUT AREA 13 SQ. FT.
FILL AREA 10 SQ. FT. FILL AREA 49 SQ. FT.

248+30

CUT VOLUME 95 CU. YD. CUT VOLUME 17 CU. YD.
FILL VOLUME 41 CU. YD. FILL VOLUME 55 CU. YD.

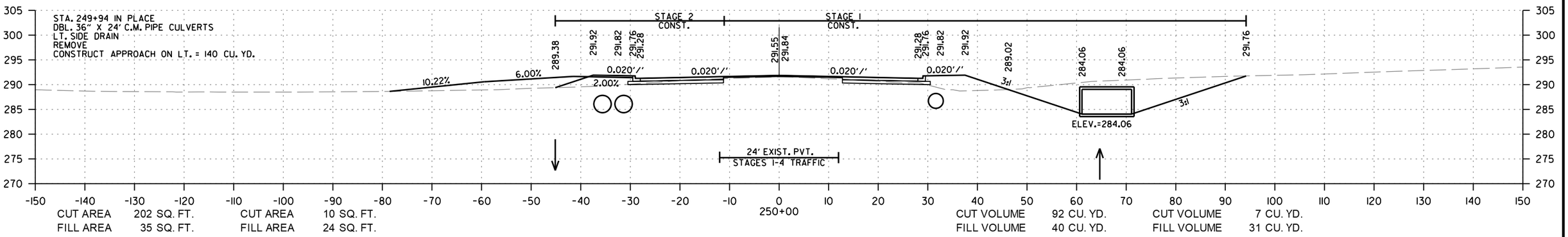
HWY. 270
STA. 248+30 TO STA. 249+00

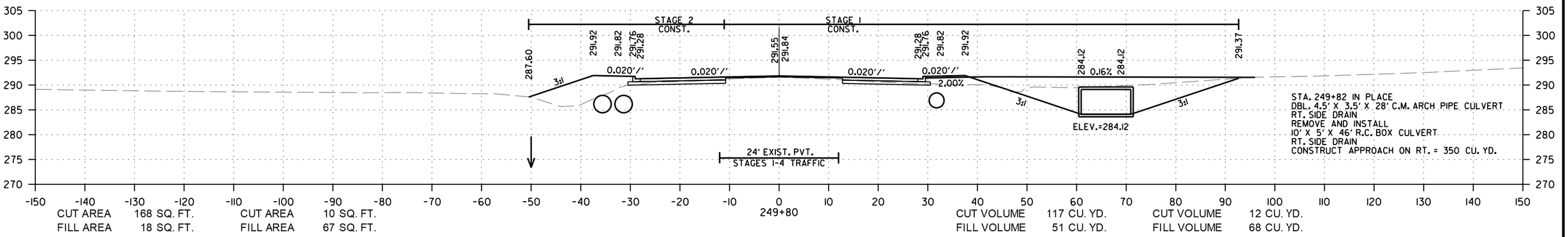
HT39710 9/2/2022
RO20626.DGN

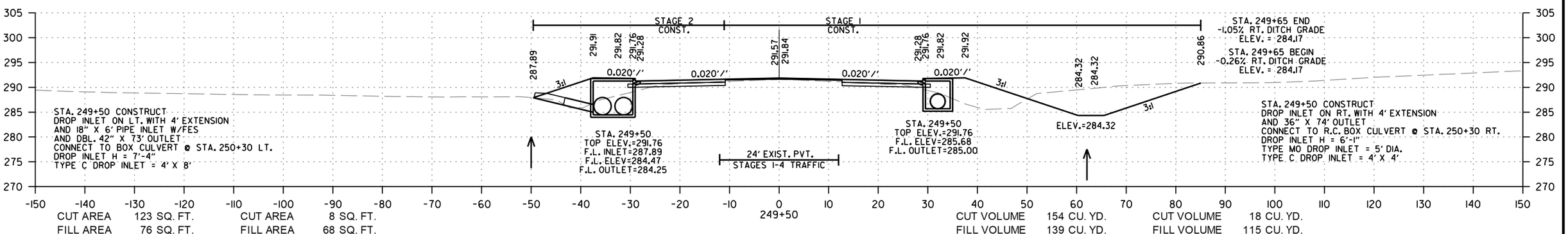
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	288	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2







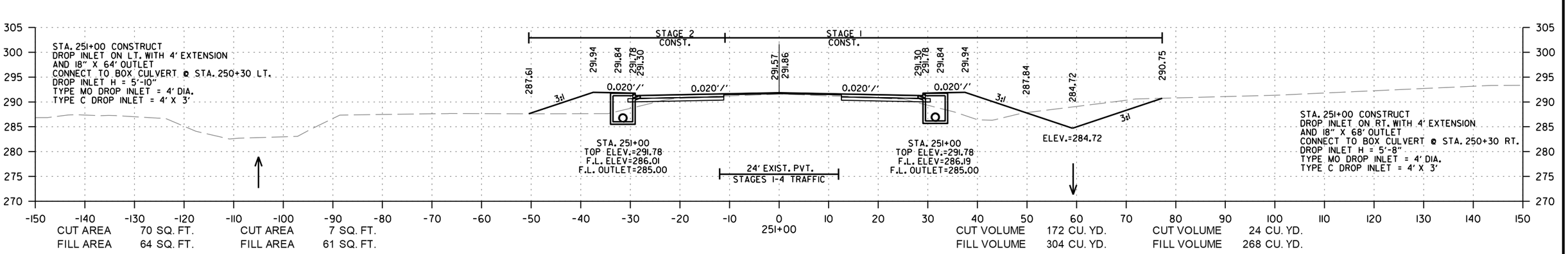
HWY. 270
STA. 249+50 TO STA. 250+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	289	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



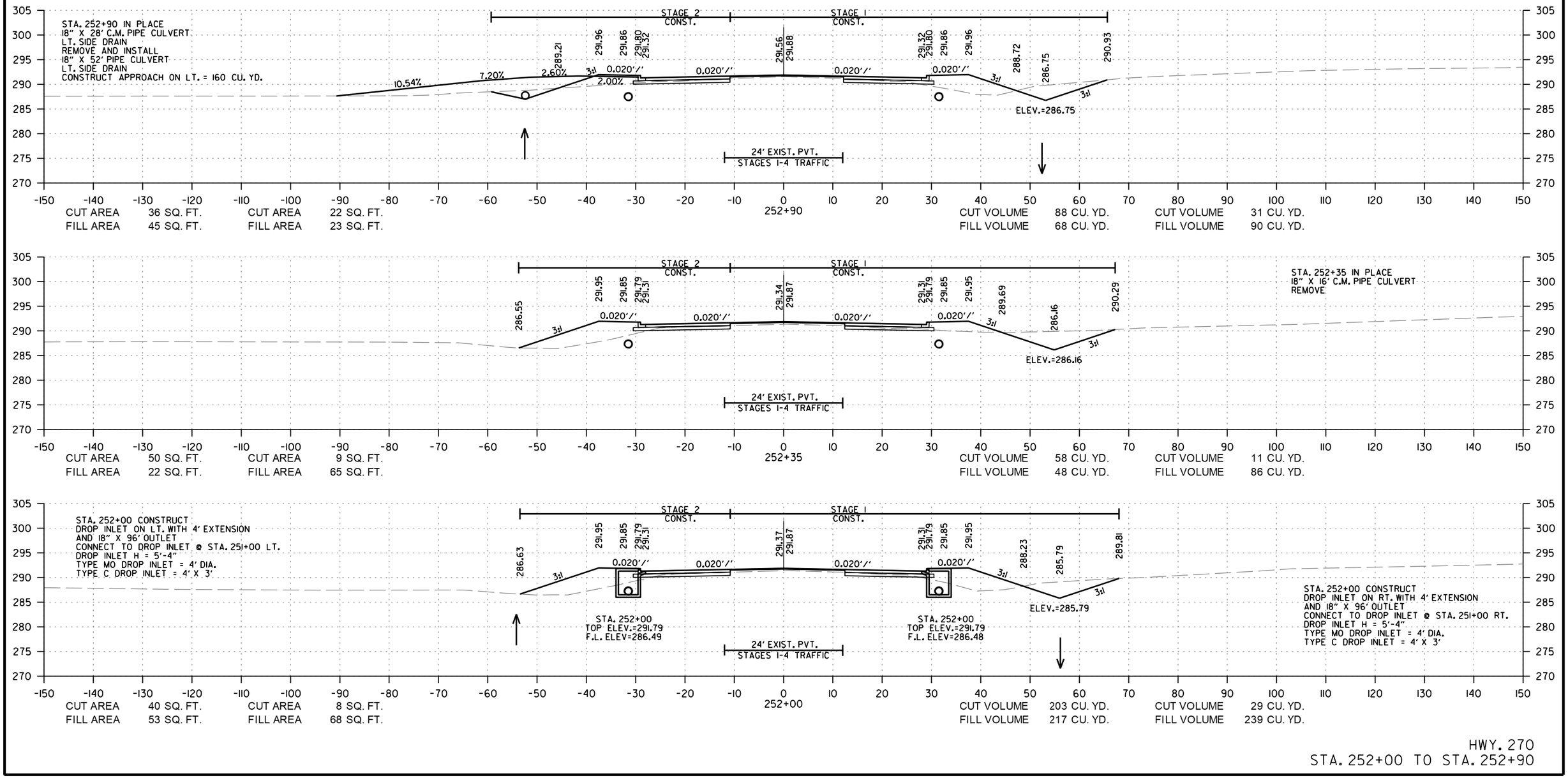
HWY. 270
STA. 250+30 TO STA. 251+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	290	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2

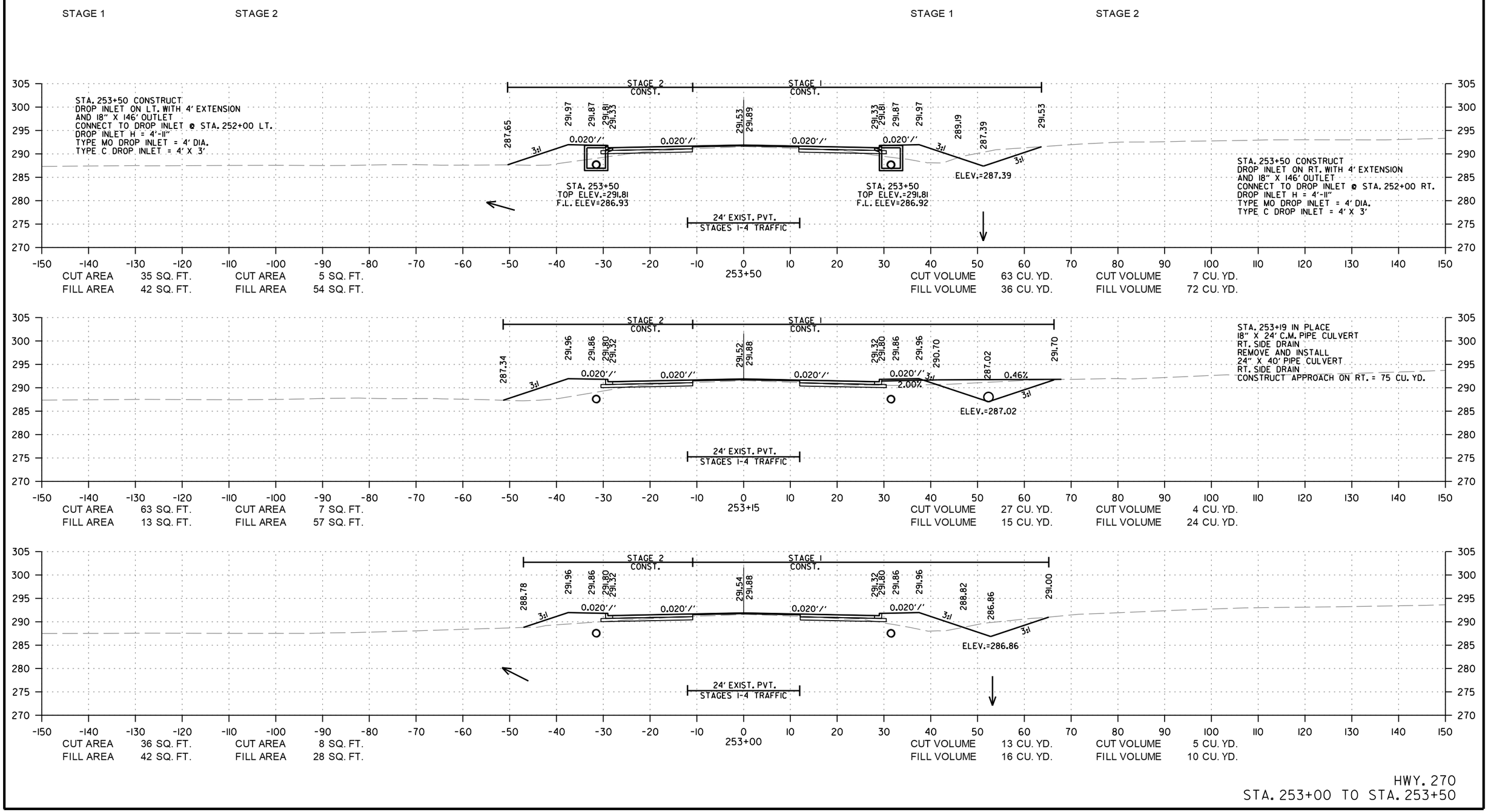


HWY. 270
STA. 252+00 TO STA. 252+90

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	291	405

(2) CROSS SECTIONS



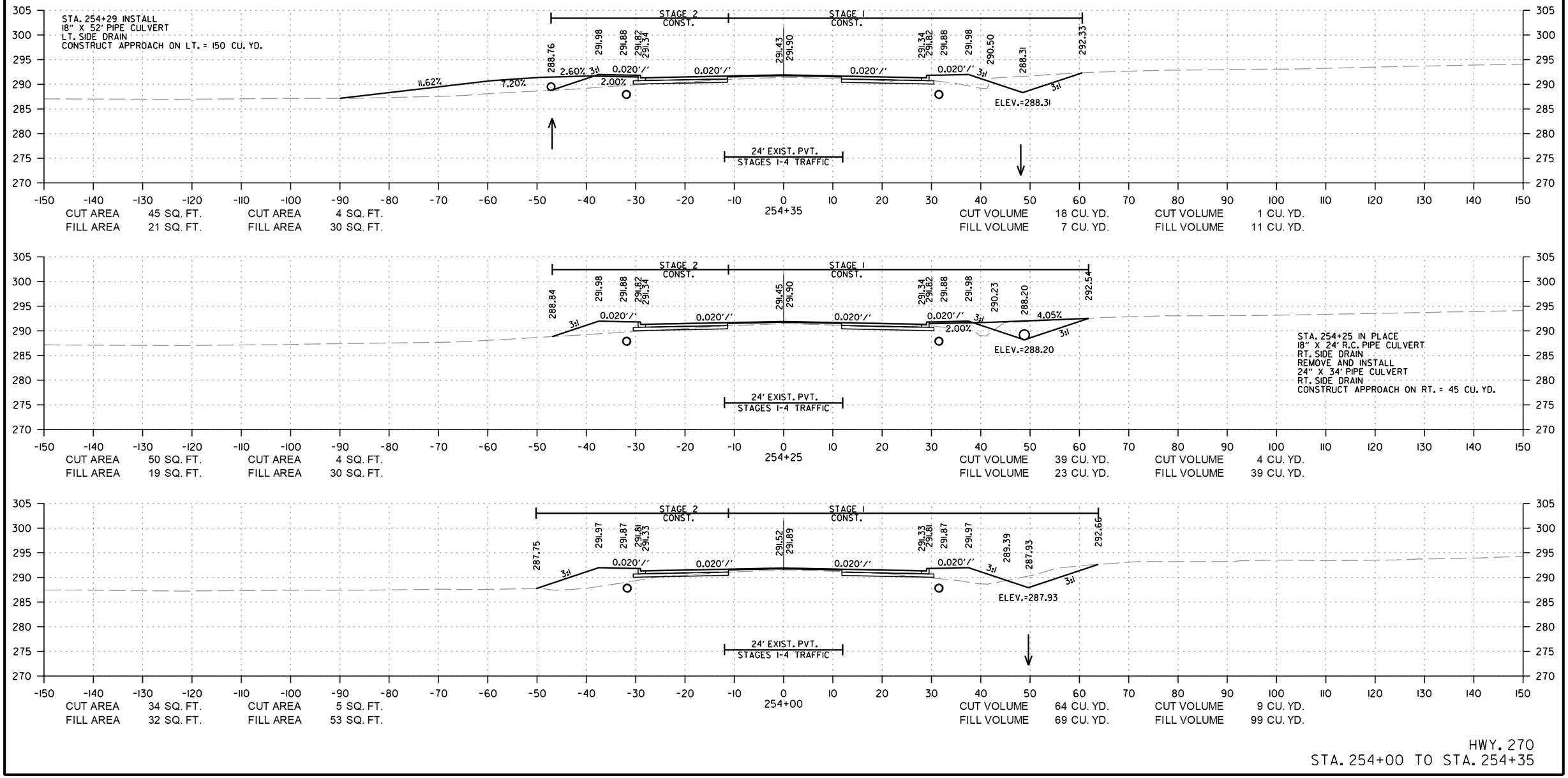
HWY. 270
STA. 253+00 TO STA. 253+50

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	292	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2

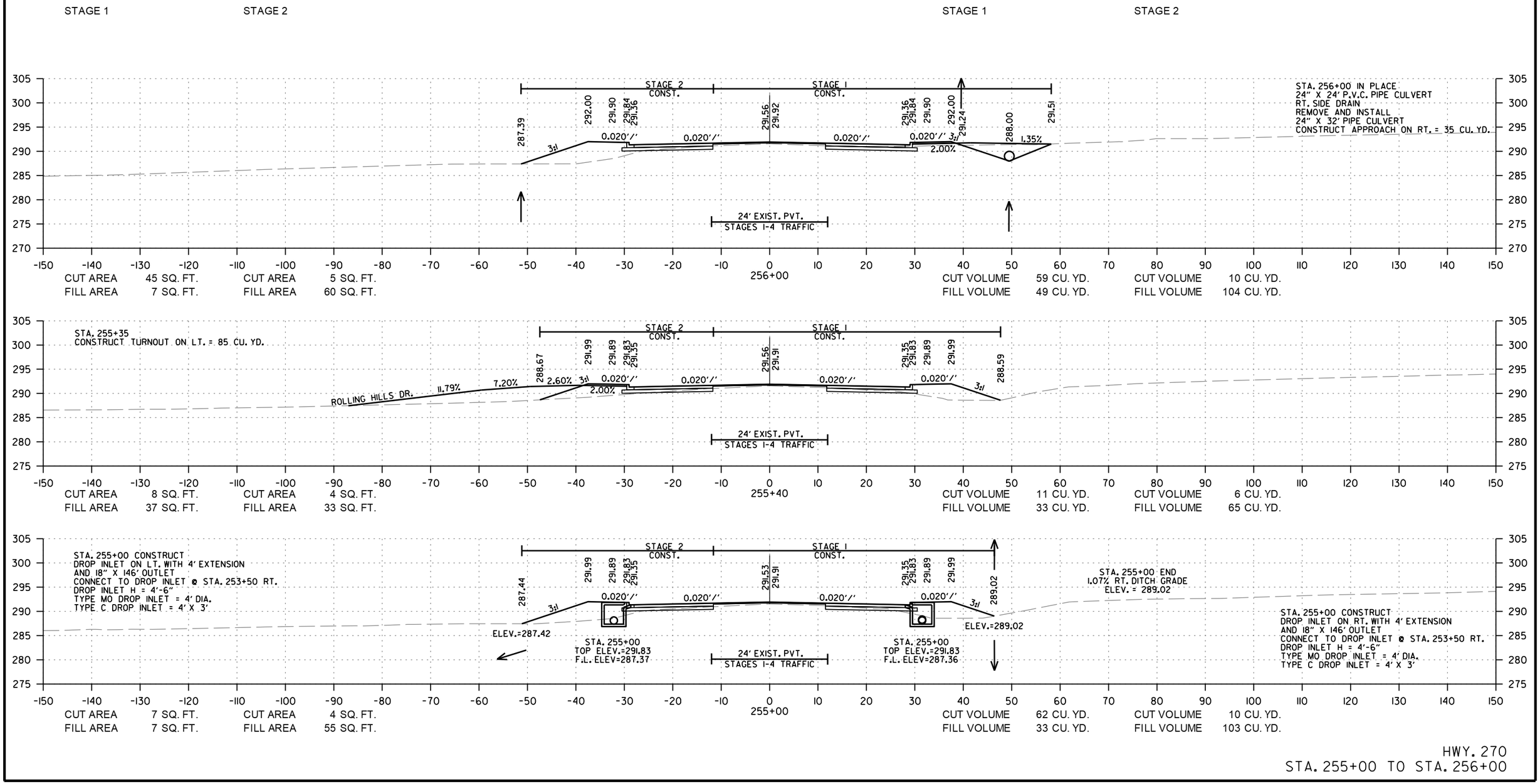


HWY. 270
STA. 254+00 TO STA. 254+35

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	293	405

(2) CROSS SECTIONS



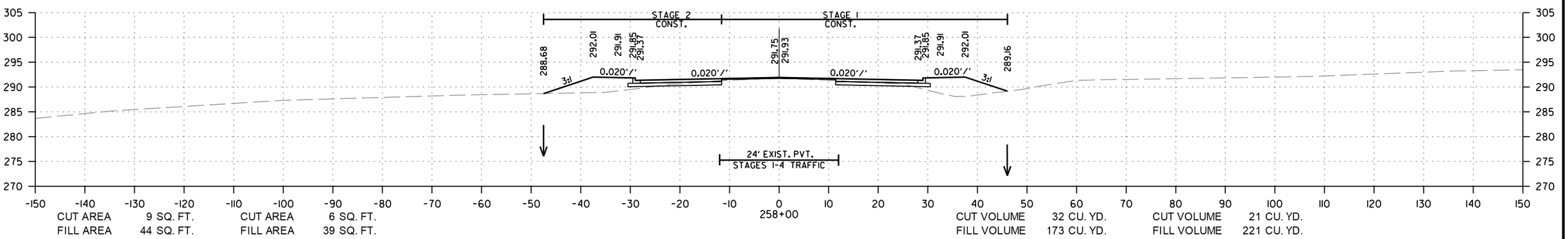
HWY. 270
STA. 255+00 TO STA. 256+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	294	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2

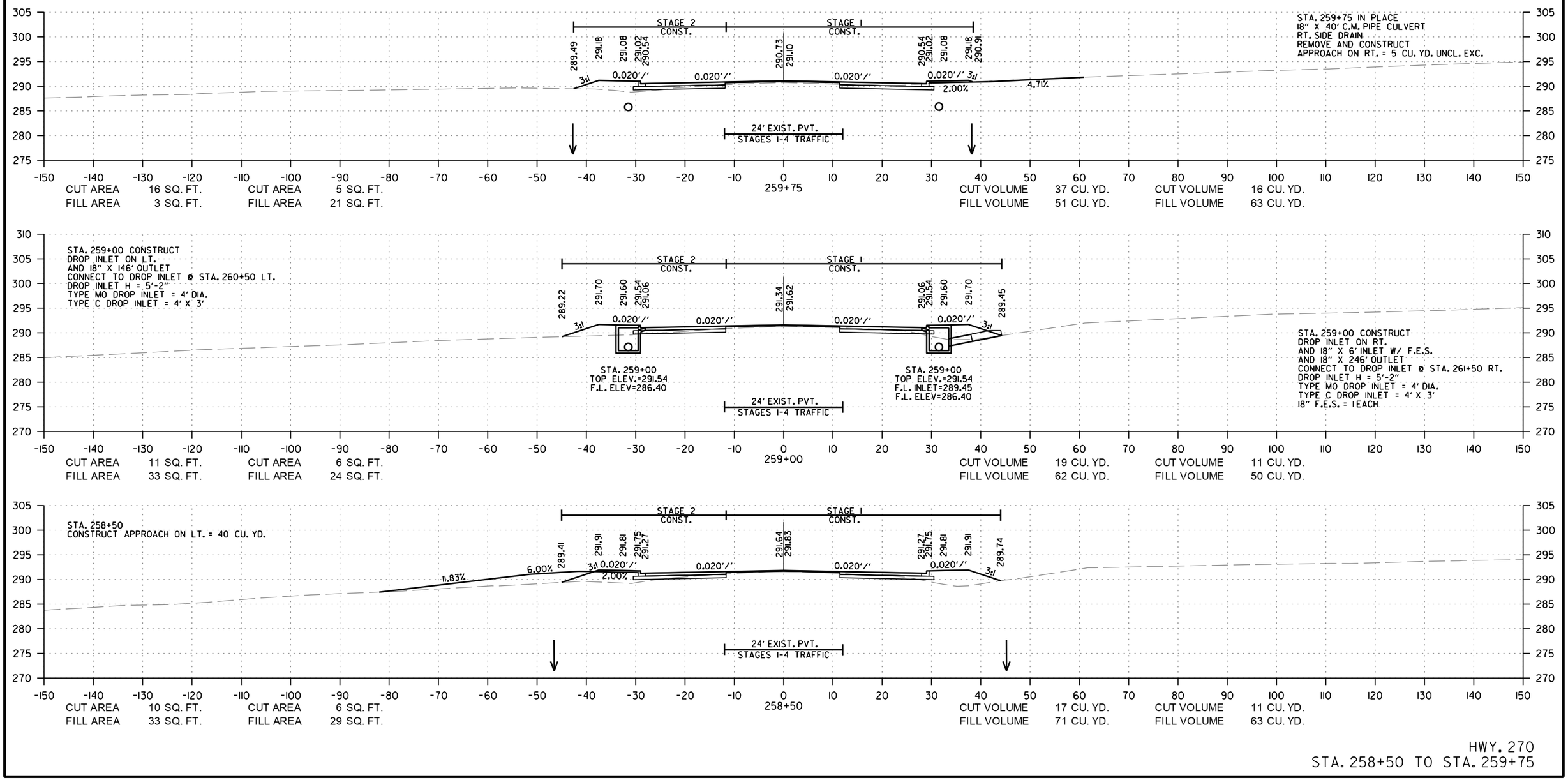


HWY. 270
STA. 257+00 TO STA. 258+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	295	405

(2) CROSS SECTIONS

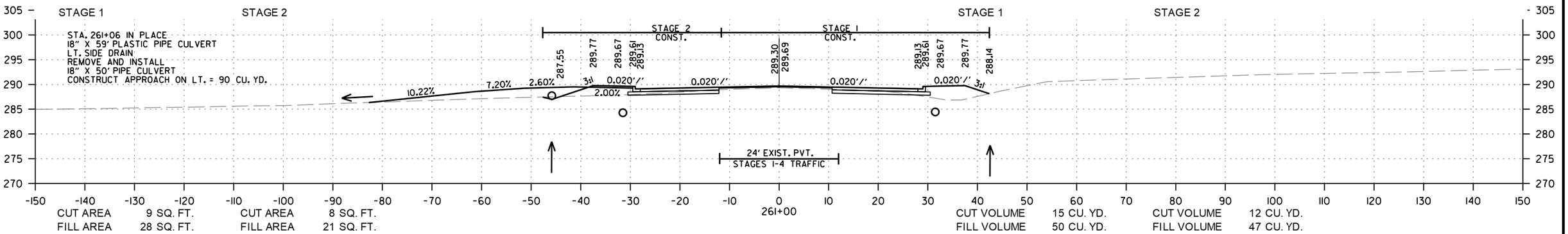


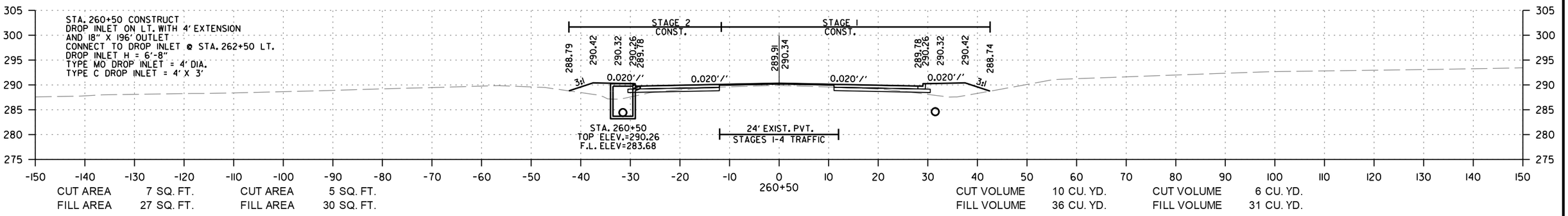
HWY. 270
STA. 258+50 TO STA. 259+75

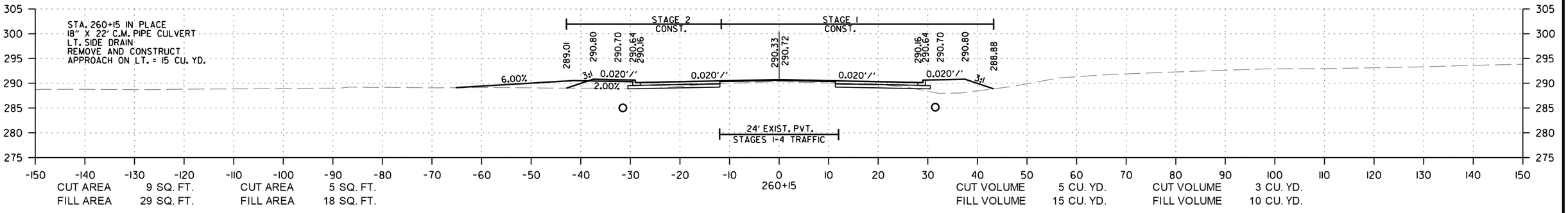
H139710 9/2/2022
R020626.DGN

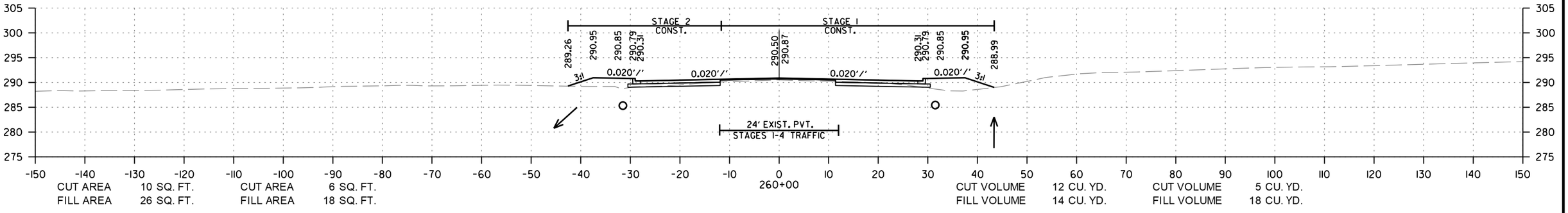
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	296	405

(2) CROSS SECTIONS







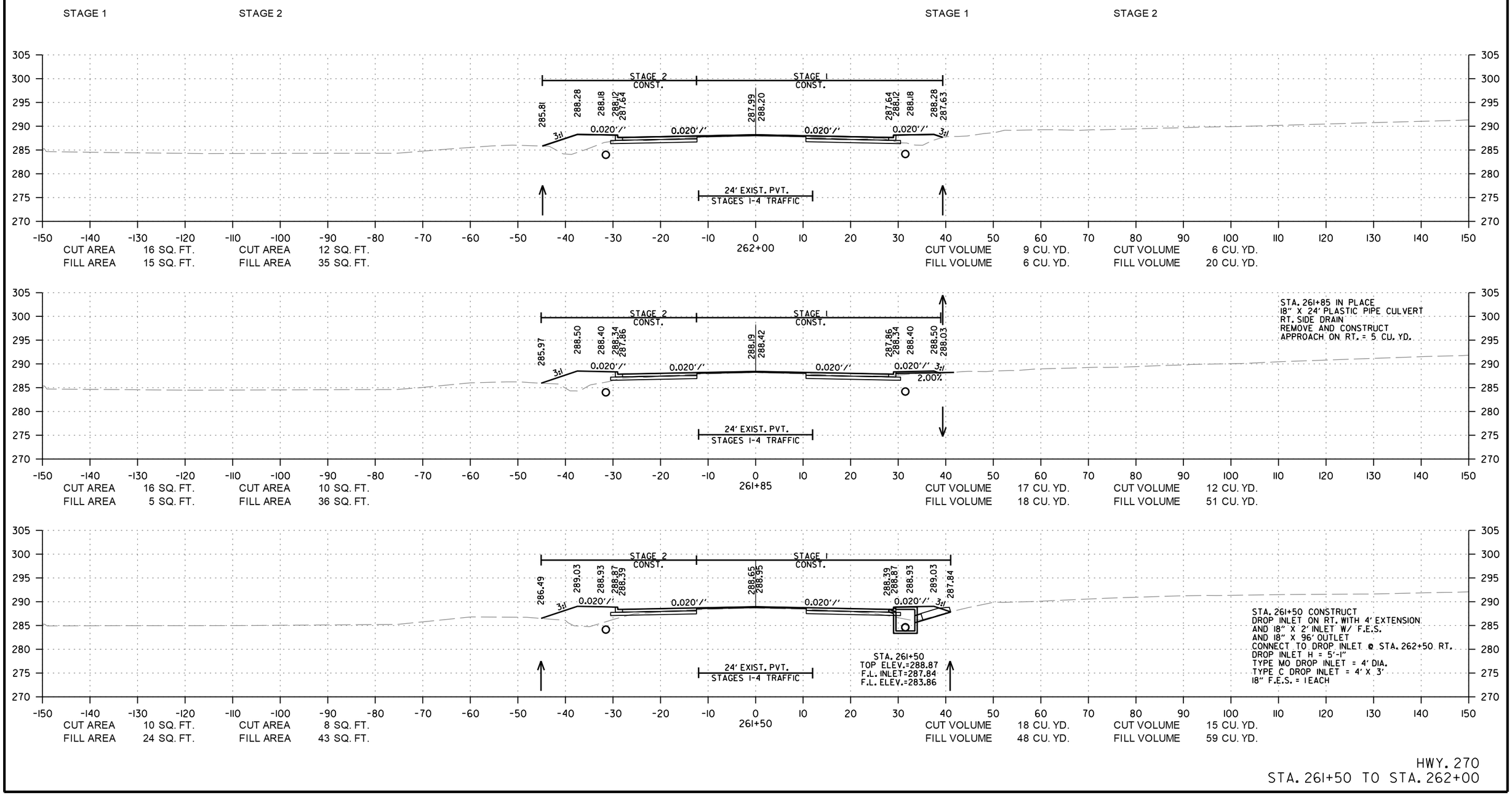


HWY. 270
STA. 260+00 TO STA. 261+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	297	405

(2) CROSS SECTIONS

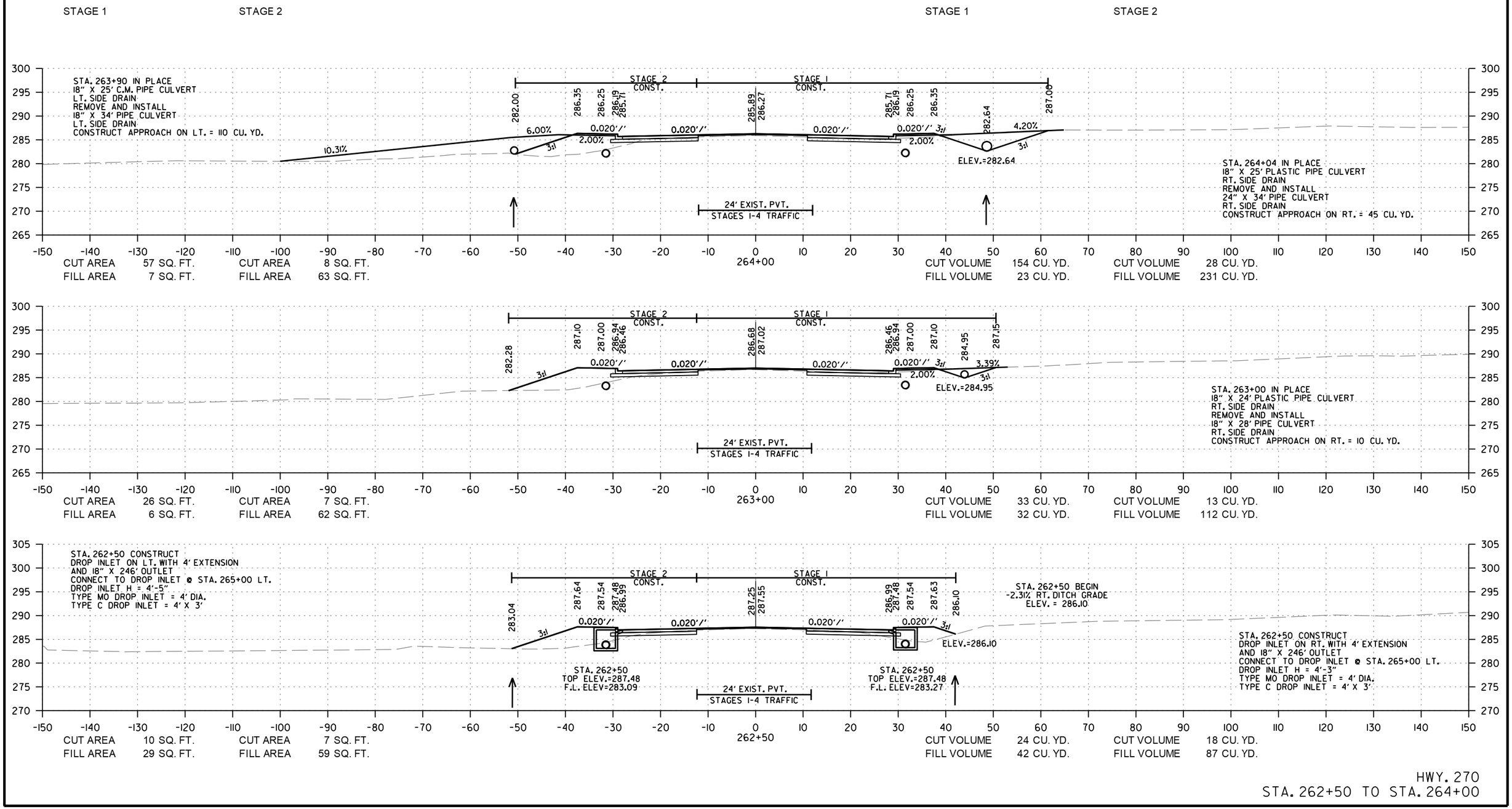


HWY. 270
STA. 261+50 TO STA. 262+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	298	405

(2) CROSS SECTIONS

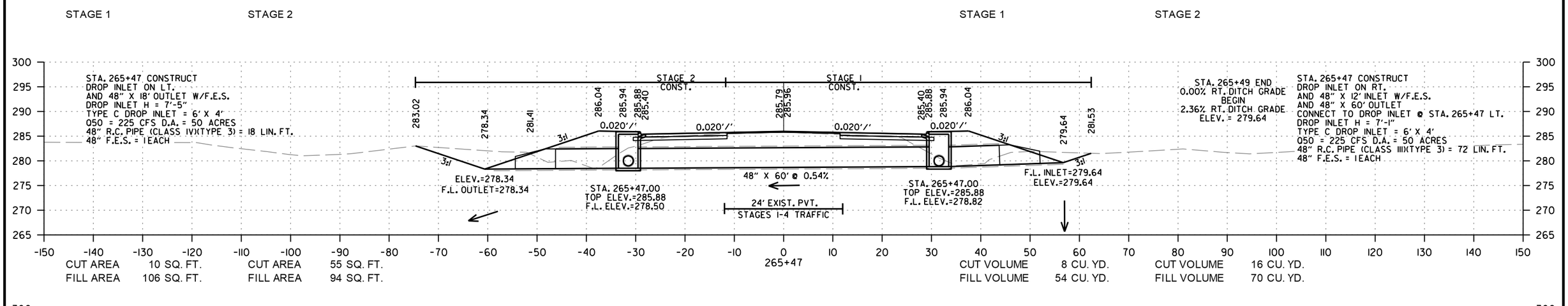


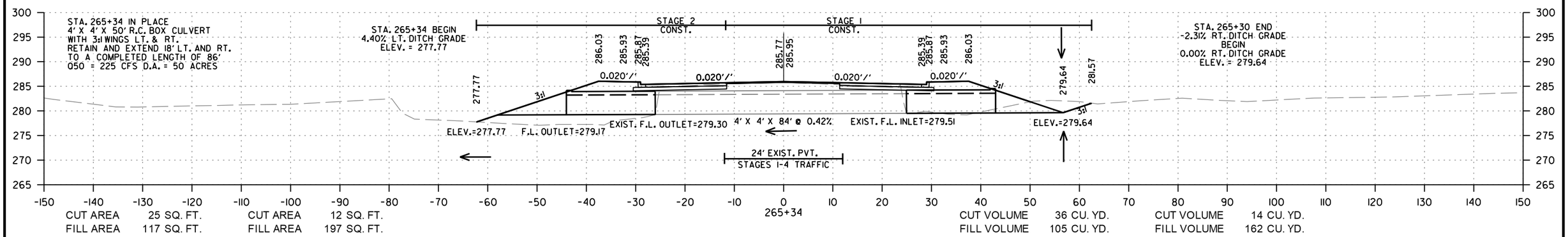
HWY. 270
STA. 262+50 TO STA. 264+00

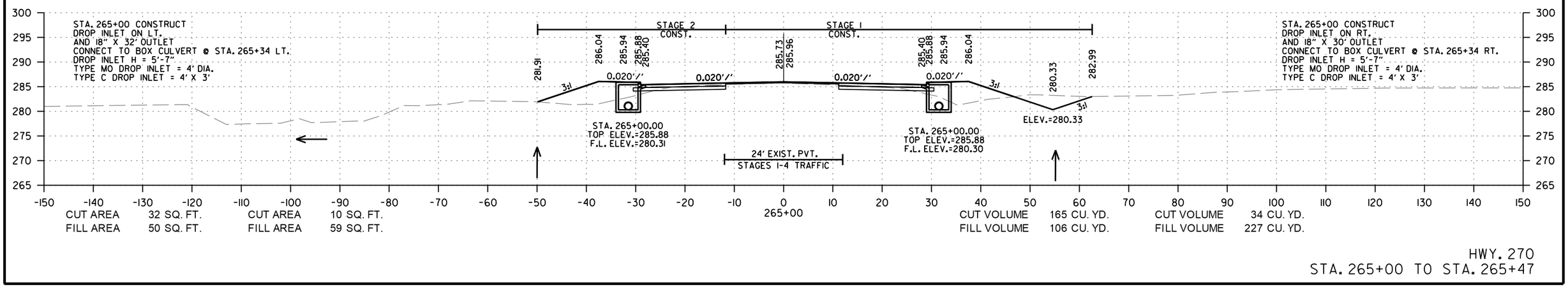
H139710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	299	405

(2) CROSS SECTIONS





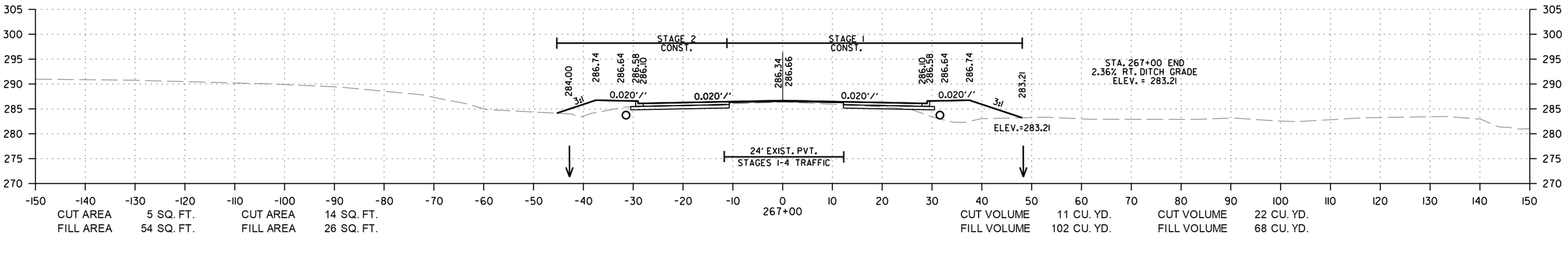


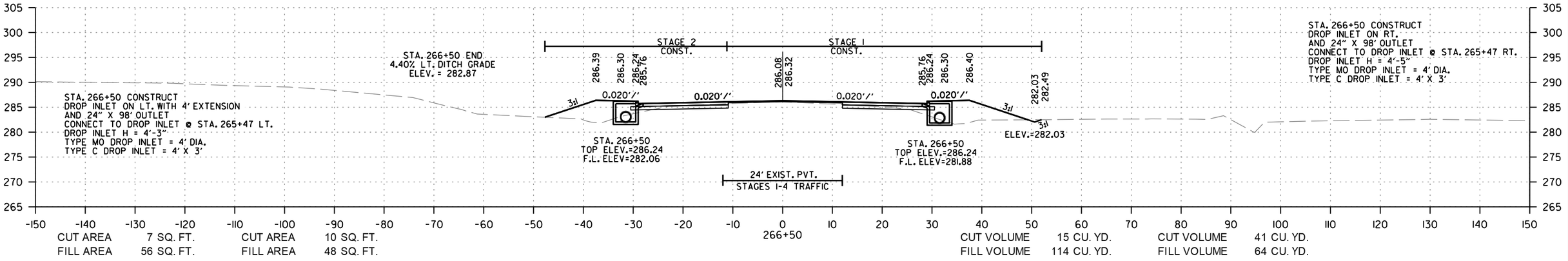
HWY. 270
STA. 265+00 TO STA. 265+47

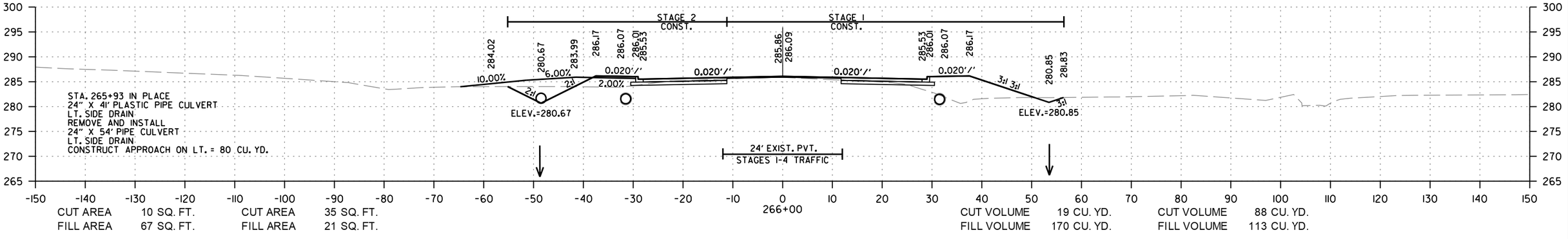
HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	300	405

(2) CROSS SECTIONS







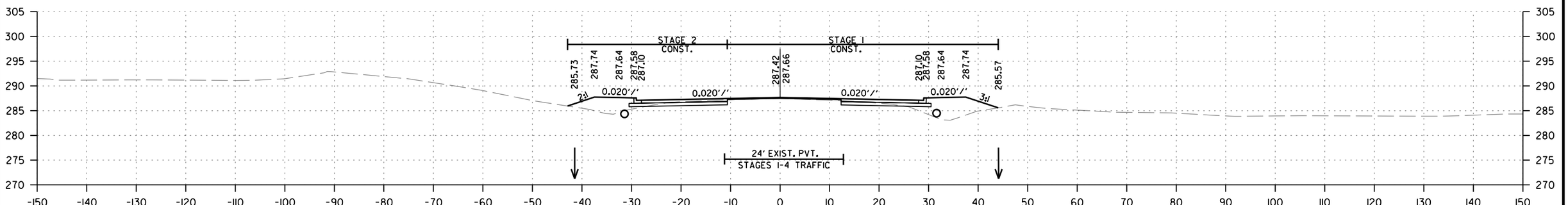
HWY. 270
STA. 266+00 TO STA. 267+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	301	405

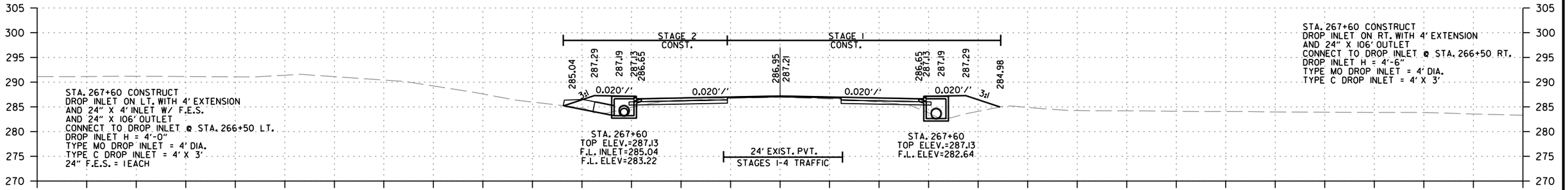
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



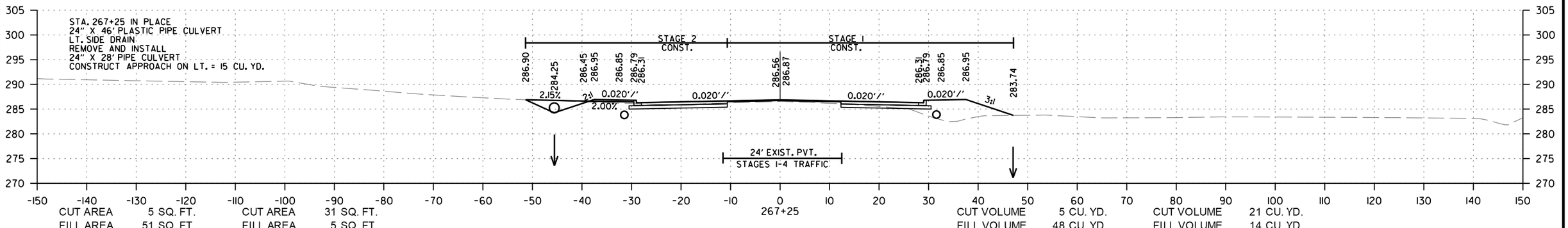
CUT AREA 7 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 46 SQ. FT. FILL AREA 30 SQ. FT.

CUT VOLUME 9 CU. YD. CUT VOLUME 18 CU. YD.
FILL VOLUME 66 CU. YD. FILL VOLUME 46 CU. YD.



CUT AREA 6 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 44 SQ. FT. FILL AREA 32 SQ. FT.

CUT VOLUME 7 CU. YD. CUT VOLUME 28 CU. YD.
FILL VOLUME 61 CU. YD. FILL VOLUME 24 CU. YD.



CUT AREA 5 SQ. FT. CUT AREA 31 SQ. FT.
FILL AREA 51 SQ. FT. FILL AREA 5 SQ. FT.

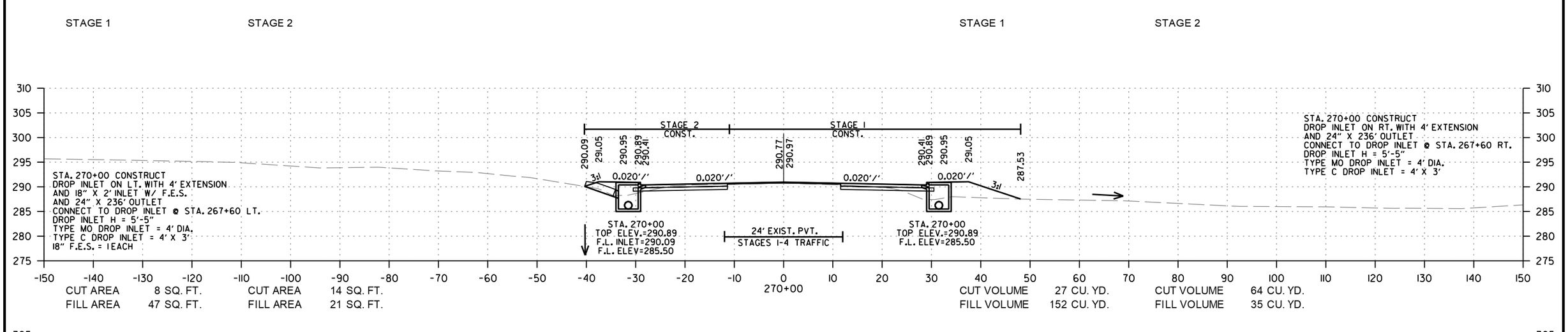
CUT VOLUME 5 CU. YD. CUT VOLUME 21 CU. YD.
FILL VOLUME 48 CU. YD. FILL VOLUME 14 CU. YD.

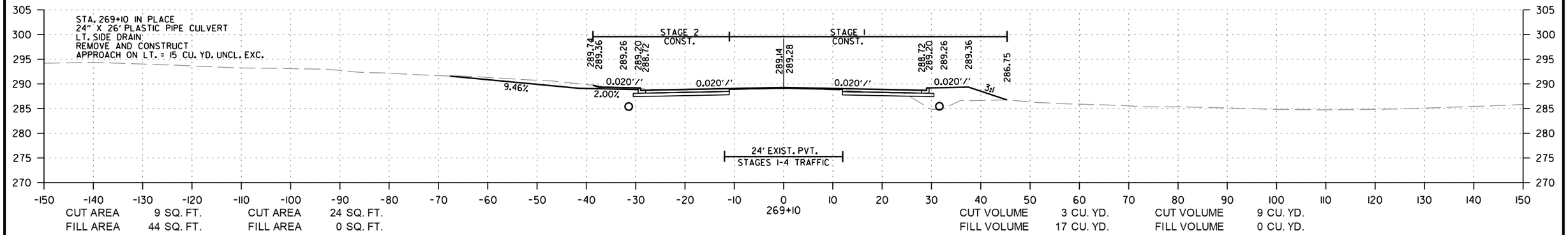
HWY. 270
STA. 267+25 TO STA. 268+00

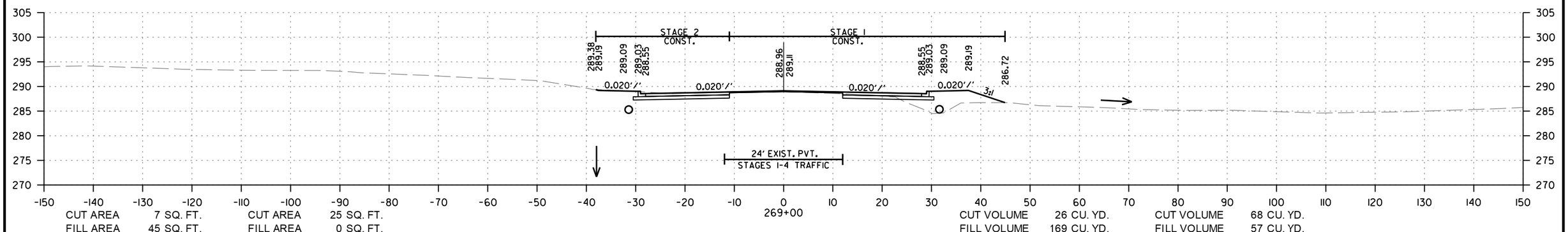
HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	302	405

(2) CROSS SECTIONS







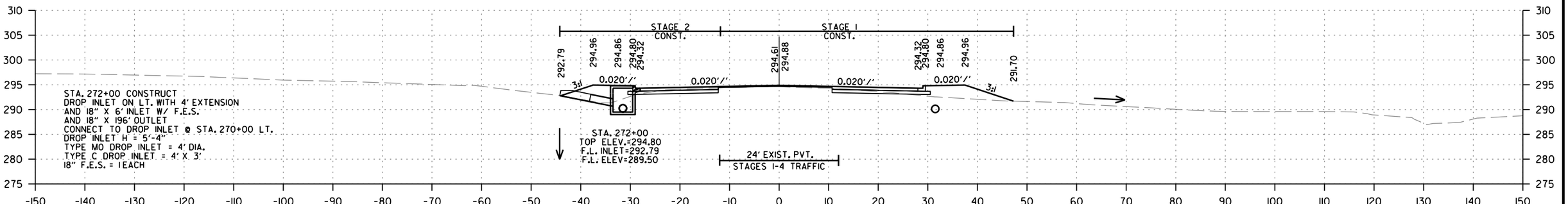
HWY. 270
STA. 269+00 TO STA. 270+00

HT39710 9/2/2022
RO20626.DGN

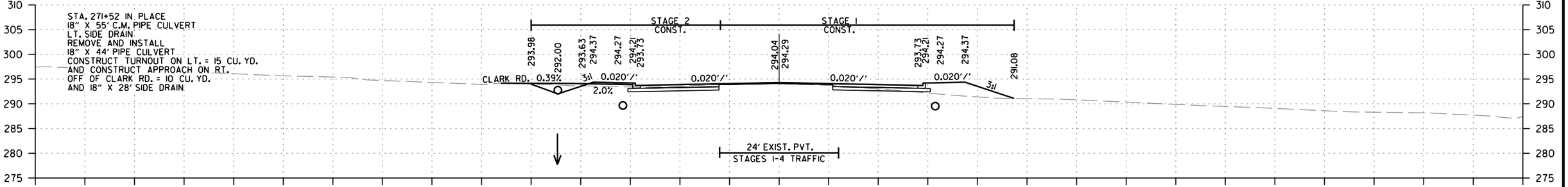
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	303	405

(2) CROSS SECTIONS

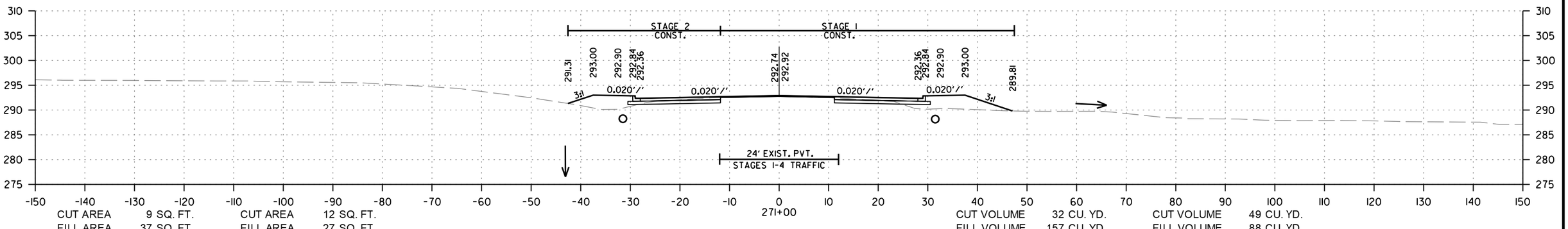
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 7 SQ. FT. CUT AREA 13 SQ. FT. CUT VOLUME 8 CU. YD. CUT VOLUME 22 CU. YD.
FILL AREA 33 SQ. FT. FILL AREA 35 SQ. FT. FILL VOLUME 37 CU. YD. FILL VOLUME 23 CU. YD.



CUT AREA 7 SQ. FT. CUT AREA 26 SQ. FT. CUT VOLUME 21 CU. YD. CUT VOLUME 50 CU. YD.
FILL AREA 33 SQ. FT. FILL AREA 7 SQ. FT. FILL VOLUME 92 CU. YD. FILL VOLUME 44 CU. YD.



CUT AREA 9 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 32 CU. YD. CUT VOLUME 49 CU. YD.
FILL AREA 37 SQ. FT. FILL AREA 27 SQ. FT. FILL VOLUME 157 CU. YD. FILL VOLUME 88 CU. YD.

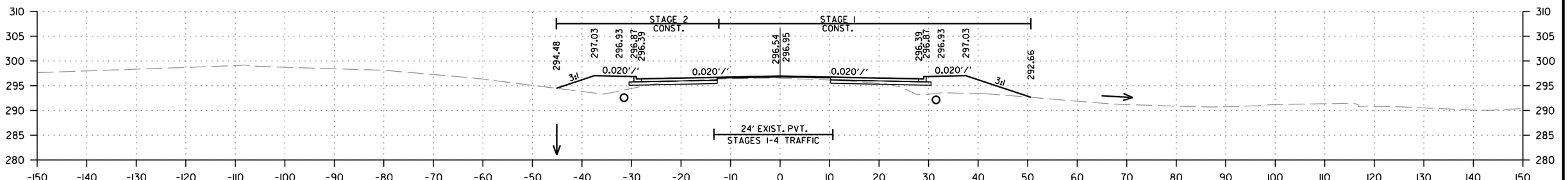
HWY. 270
STA. 271+00 TO STA. 272+00

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	304	405

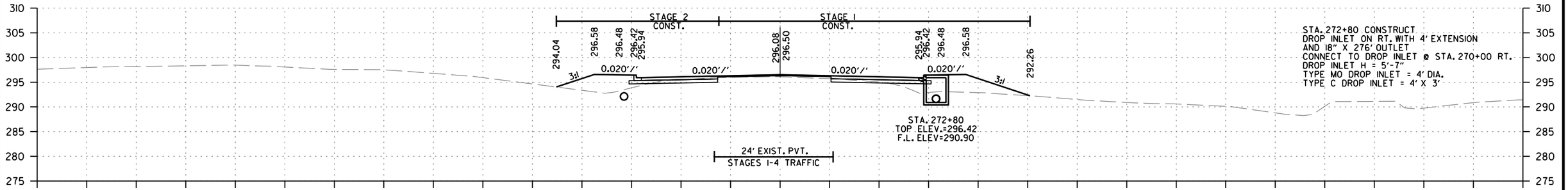
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



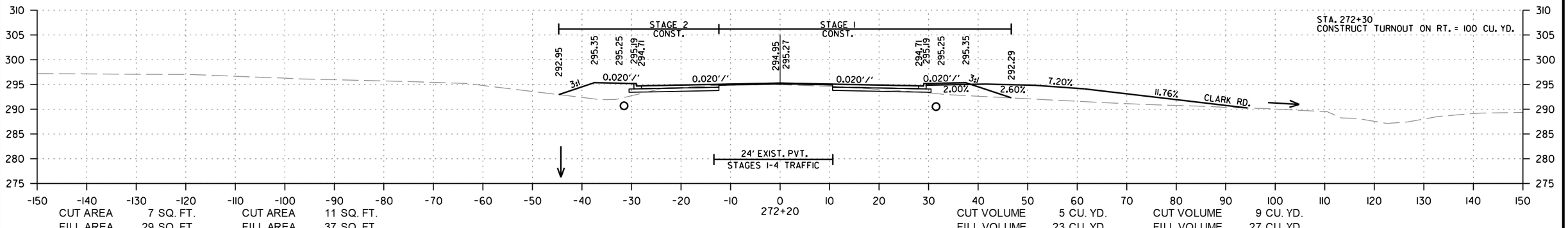
CUT AREA 5 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 3 CU. YD. CUT VOLUME 6 CU. YD.
FILL AREA 57 SQ. FT. FILL AREA 39 SQ. FT. FILL VOLUME 43 CU. YD. FILL VOLUME 29 CU. YD.

273+00



CUT AREA 4 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 13 CU. YD. CUT VOLUME 22 CU. YD.
FILL AREA 58 SQ. FT. FILL AREA 40 SQ. FT. FILL VOLUME 97 CU. YD. FILL VOLUME 86 CU. YD.

272+80



CUT AREA 7 SQ. FT. CUT AREA 11 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 9 CU. YD.
FILL AREA 29 SQ. FT. FILL AREA 37 SQ. FT. FILL VOLUME 23 CU. YD. FILL VOLUME 27 CU. YD.

272+20

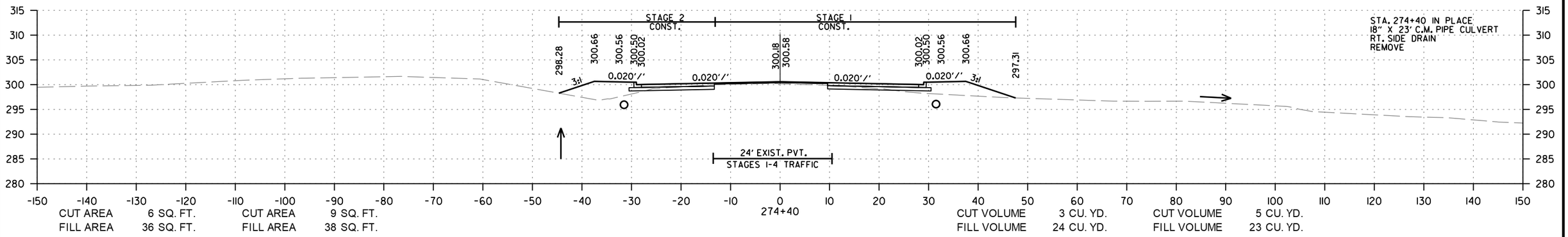
HWY. 270
STA. 272+20 TO STA. 273+00

HT39710 9/2/2022
RO20626.DGN

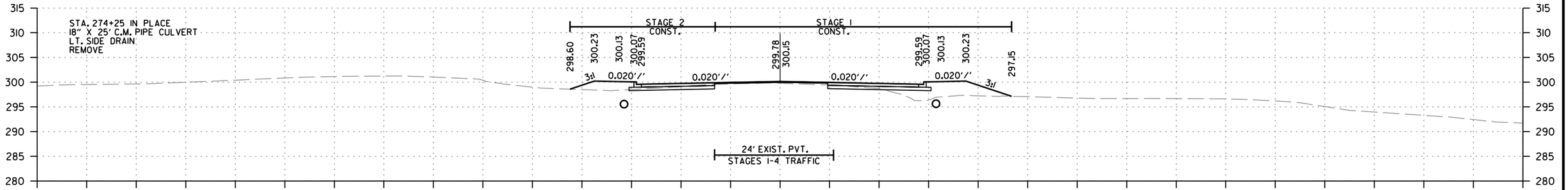
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	305	405

(2) CROSS SECTIONS

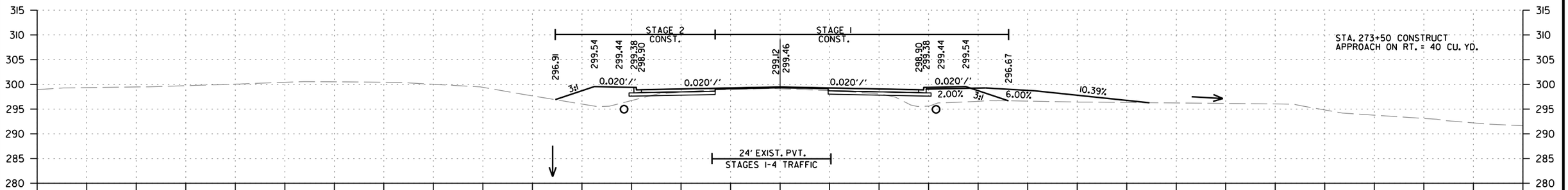
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 6 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 3 CU. YD. CUT VOLUME 5 CU. YD.
FILL AREA 36 SQ. FT. FILL AREA 38 SQ. FT. FILL VOLUME 24 CU. YD. FILL VOLUME 23 CU. YD.



CUT AREA 5 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 0 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 18 SQ. FT. FILL VOLUME 49 CU. YD. FILL VOLUME 0 CU. YD.



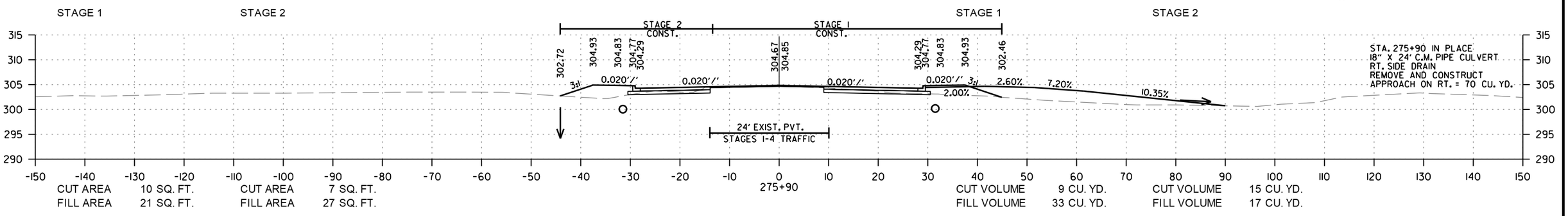
CUT AREA 5 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 18 CU. YD. CUT VOLUME 30 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 44 SQ. FT. FILL VOLUME 196 CU. YD. FILL VOLUME 154 CU. YD.

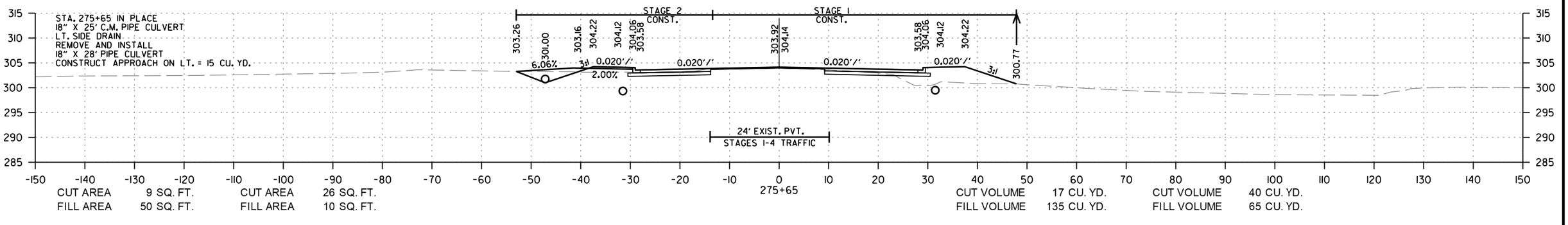
HWY. 270
STA. 274+00 TO STA. 274+40

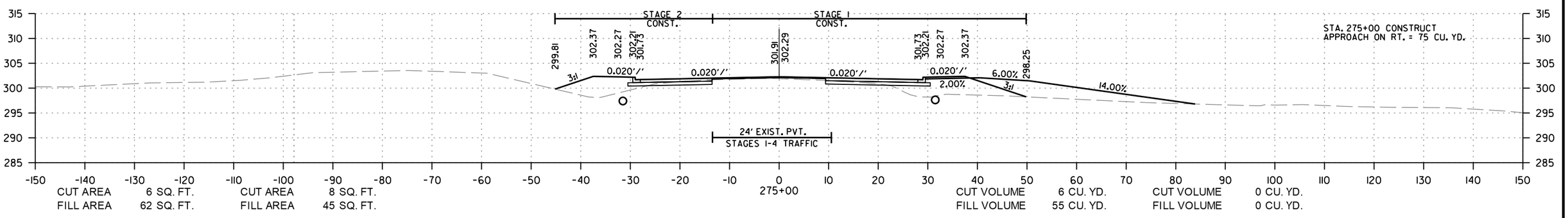
HT39710 9/2/2022
RO20626.DGN

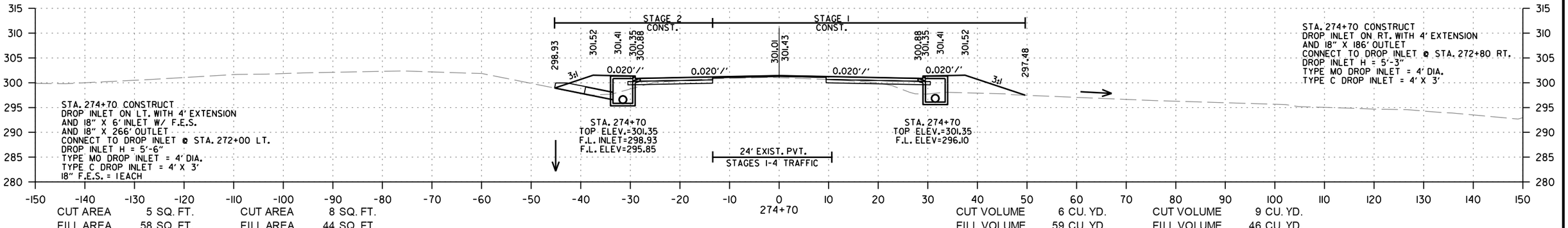
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	306	405

(2) CROSS SECTIONS







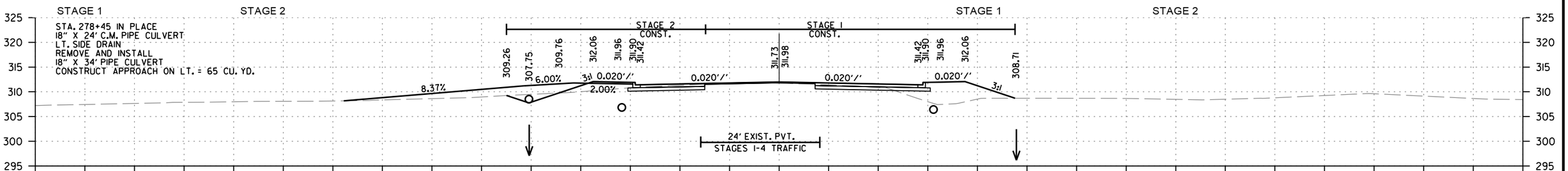


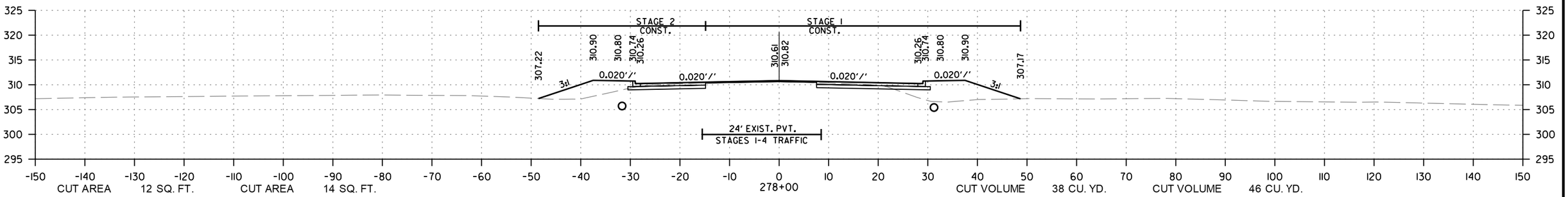
HWY. 270
STA. 274+70 TO STA. 275+90

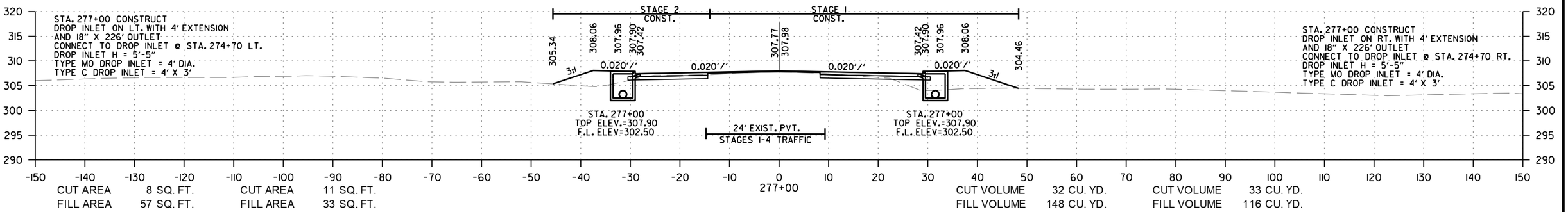
HT39710 9/2/2022
R020626.DGN

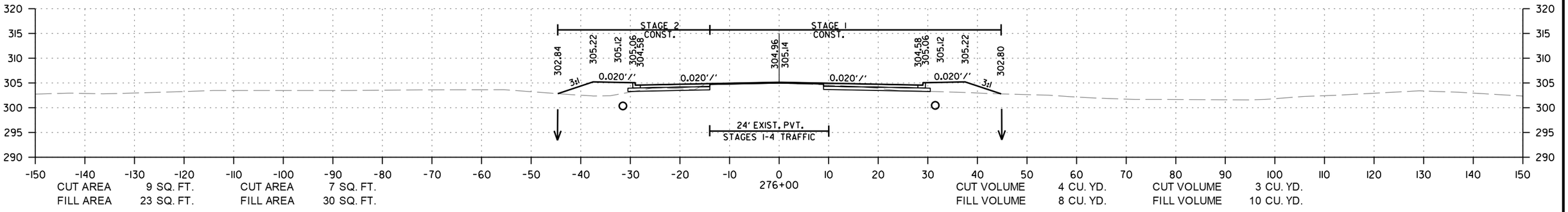
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	307	405

(2) CROSS SECTIONS









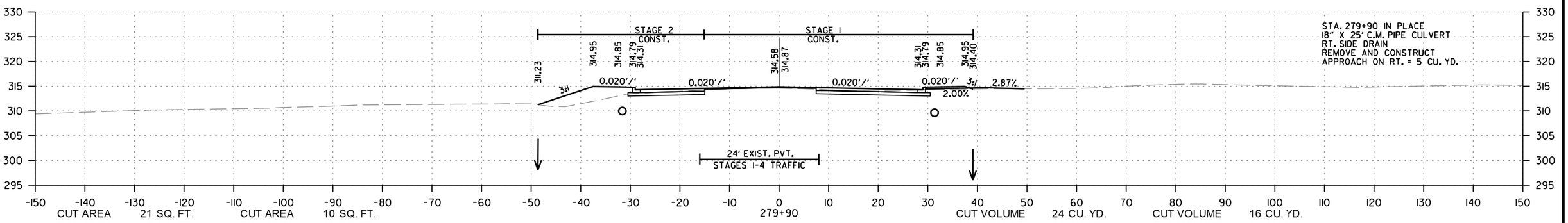
HWY. 270
STA. 276+00 TO STA. 278+45

HT39710 9/2/2022
R020626.DGN

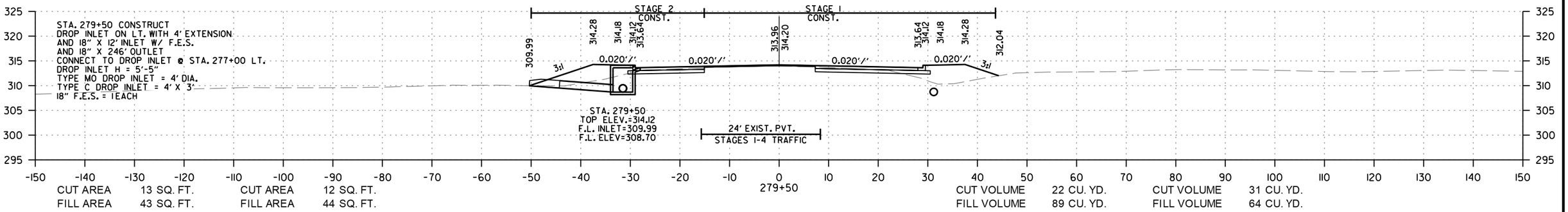
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	308	405

(2) CROSS SECTIONS

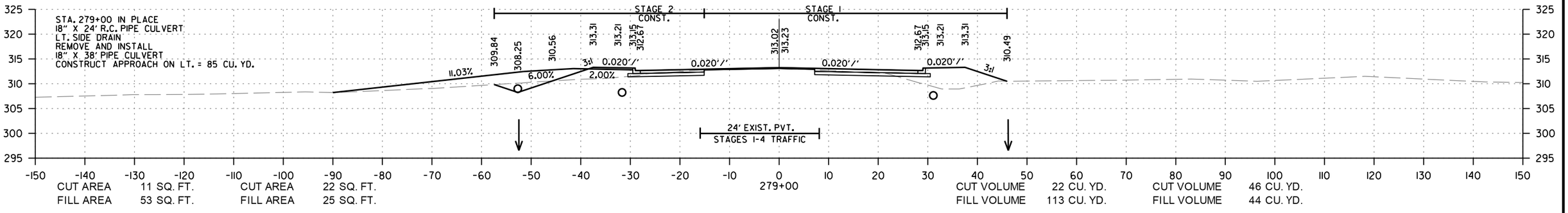
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 21 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 24 CU. YD. CUT VOLUME 16 CU. YD.
FILL AREA 5 SQ. FT. FILL AREA 38 SQ. FT. FILL VOLUME 35 CU. YD. FILL VOLUME 61 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 22 CU. YD. CUT VOLUME 31 CU. YD.
FILL AREA 43 SQ. FT. FILL AREA 44 SQ. FT. FILL VOLUME 89 CU. YD. FILL VOLUME 64 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 22 SQ. FT. CUT VOLUME 22 CU. YD. CUT VOLUME 46 CU. YD.
FILL AREA 53 SQ. FT. FILL AREA 25 SQ. FT. FILL VOLUME 113 CU. YD. FILL VOLUME 44 CU. YD.

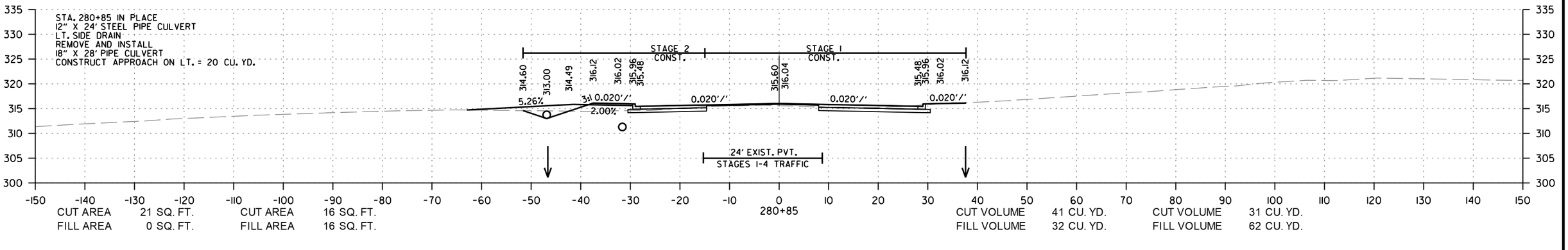
HWY. 270
STA. 279+00 TO STA. 279+90

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	309	405

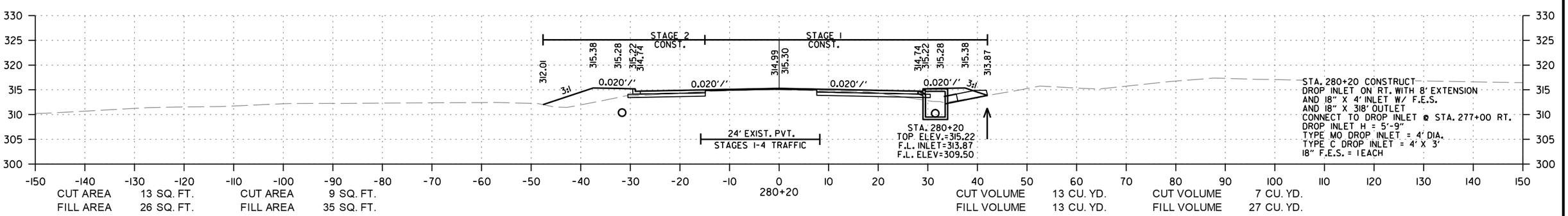
(2) CROSS SECTIONS

STA. 280+85 IN PLACE
12" X 24' STEEL PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND INSTALL
18" X 28' PIPE CULVERT
CONSTRUCT APPROACH ON LT. = 20 CU. YD.



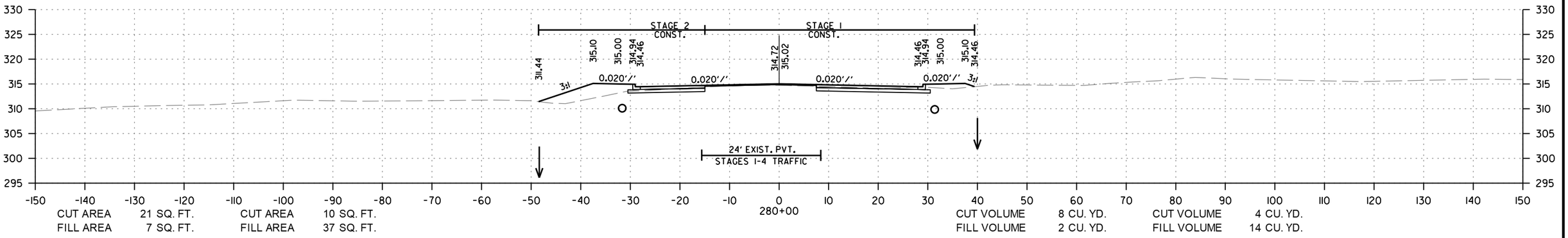
CUT AREA	21 SQ. FT.	CUT AREA	16 SQ. FT.	CUT VOLUME	41 CU. YD.
FILL AREA	0 SQ. FT.	FILL AREA	16 SQ. FT.	FILL VOLUME	32 CU. YD.

CUT VOLUME	31 CU. YD.		
FILL VOLUME	62 CU. YD.		



CUT AREA	13 SQ. FT.	CUT AREA	9 SQ. FT.	CUT VOLUME	13 CU. YD.
FILL AREA	26 SQ. FT.	FILL AREA	35 SQ. FT.	FILL VOLUME	13 CU. YD.

CUT VOLUME	7 CU. YD.		
FILL VOLUME	27 CU. YD.		



CUT AREA	21 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	8 CU. YD.
FILL AREA	7 SQ. FT.	FILL AREA	37 SQ. FT.	FILL VOLUME	2 CU. YD.

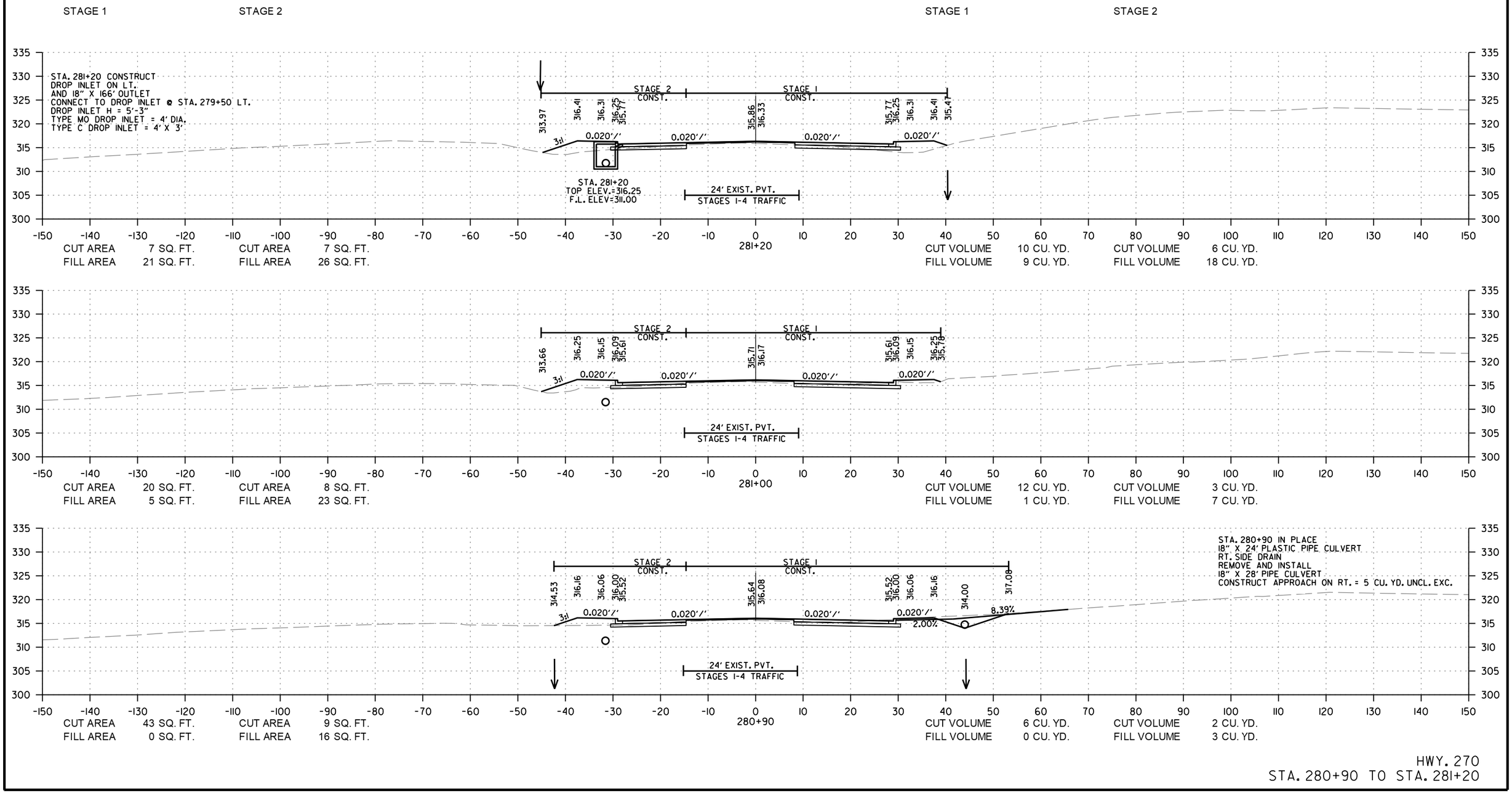
CUT VOLUME	4 CU. YD.		
FILL VOLUME	14 CU. YD.		

HWY. 270
STA. 280+00 TO STA. 280+85

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	310	405

(2) CROSS SECTIONS



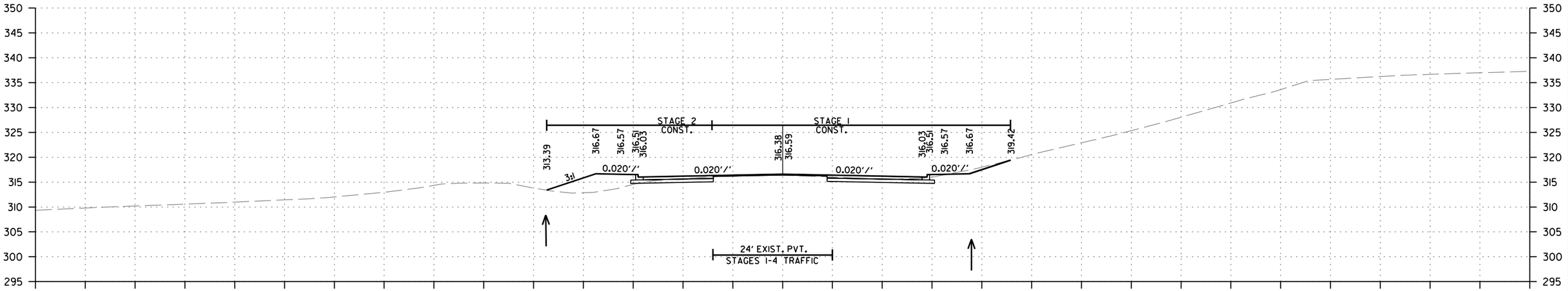
HWY. 270
STA. 280+90 TO STA. 281+20

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	311	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2

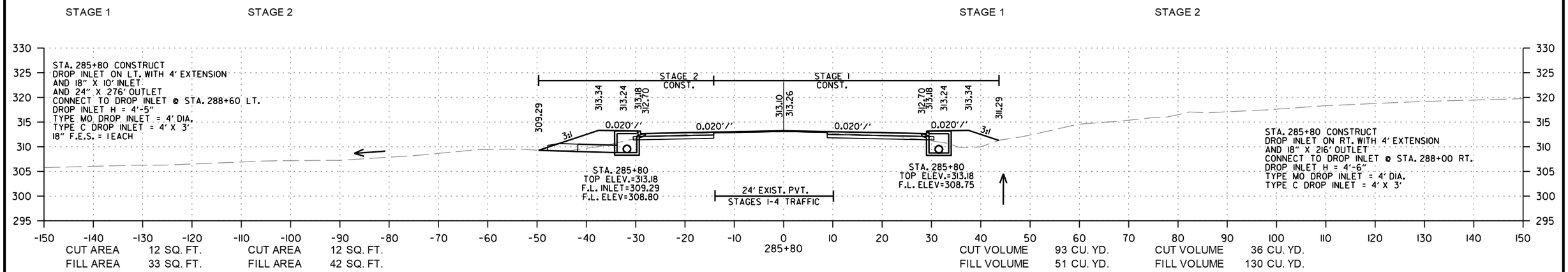


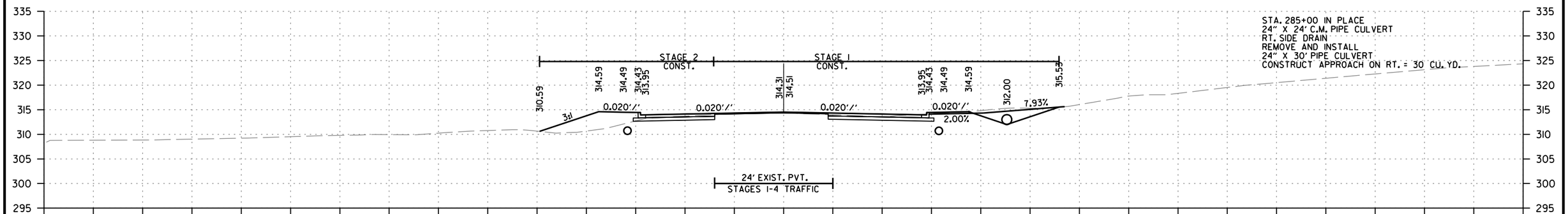
HWY. 270
STA. 282+00 TO STA. 283+00

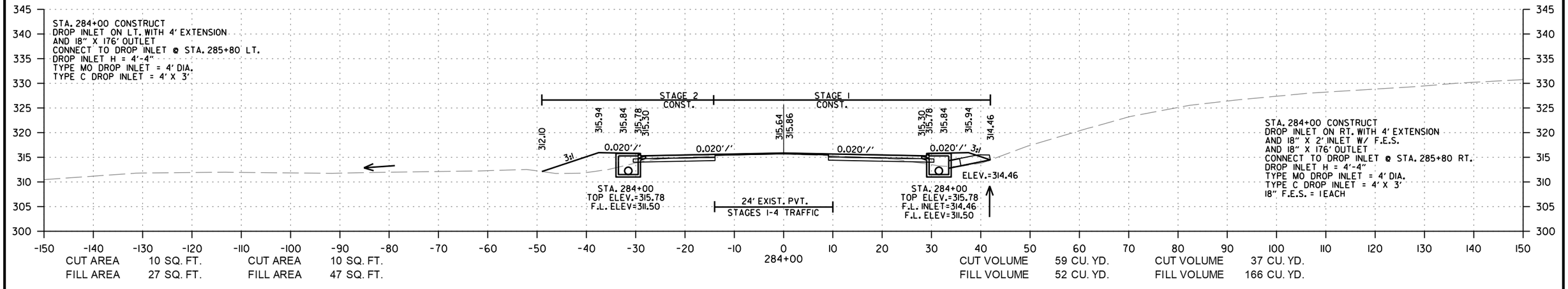
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	312	405

(2) CROSS SECTIONS





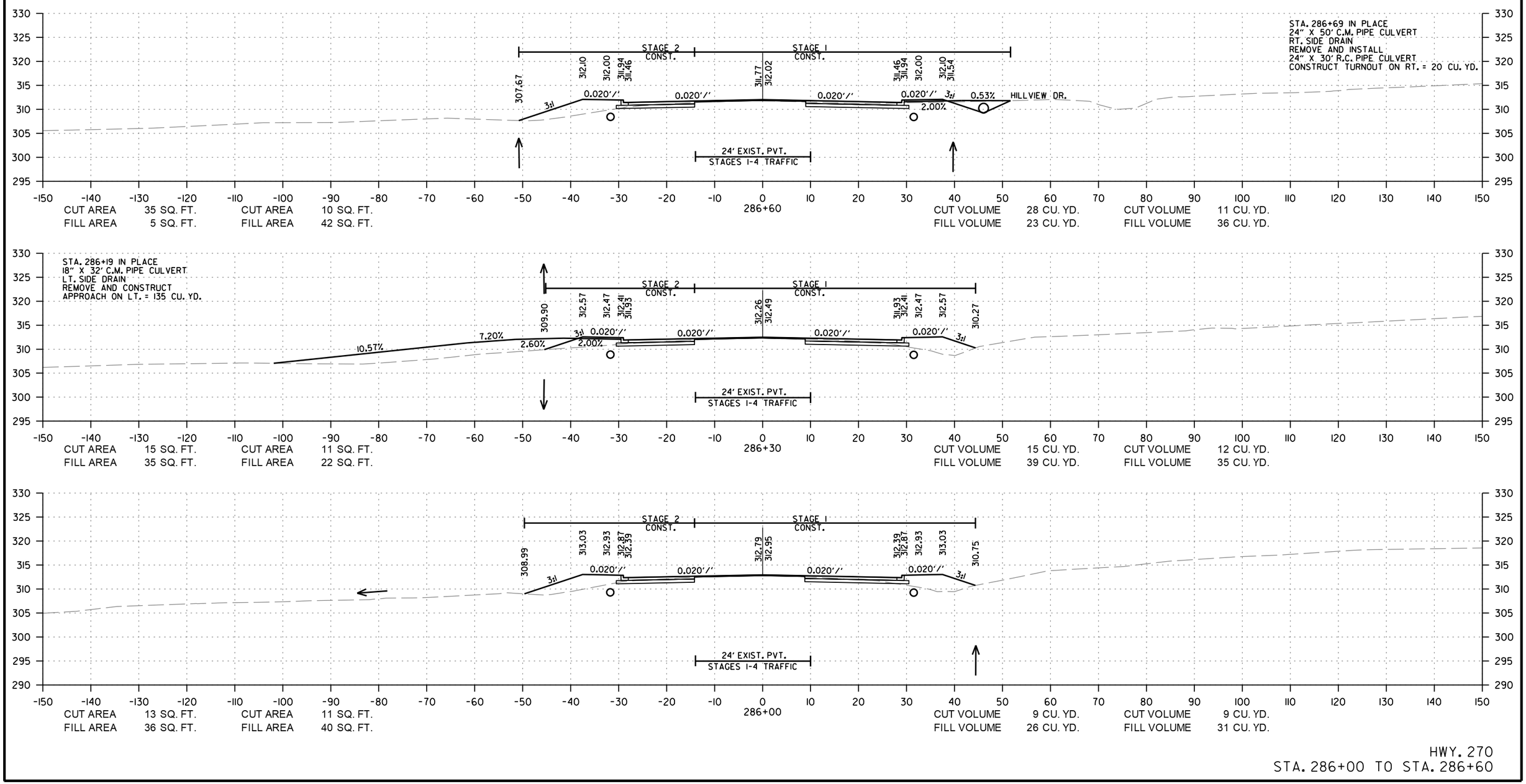


HWY. 270
STA. 284+00 TO STA. 285+80

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	313	405

(2) CROSS SECTIONS



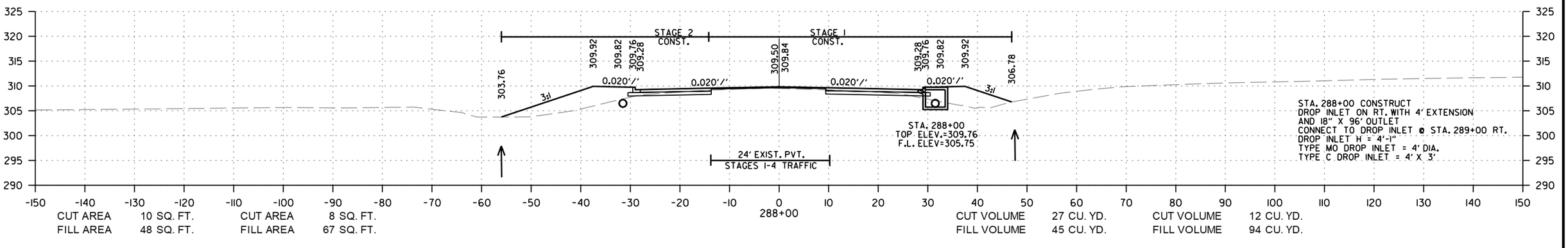
HWY. 270
STA. 286+00 TO STA. 286+60

HT39710 9/2/2022
R020626.DGN

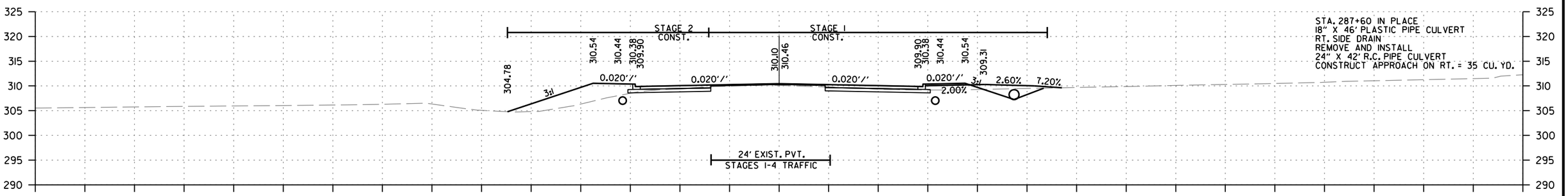
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	314	405

(2) CROSS SECTIONS

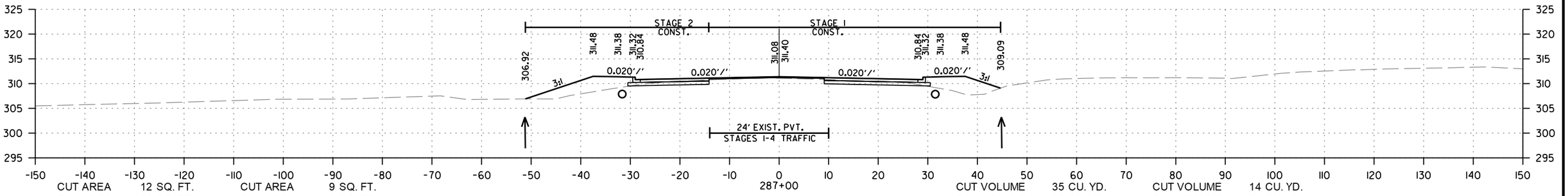
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 10 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 27 CU. YD. CUT VOLUME 12 CU. YD.
FILL AREA 48 SQ. FT. FILL AREA 67 SQ. FT. FILL VOLUME 45 CU. YD. FILL VOLUME 94 CU. YD.



CUT AREA 26 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 43 CU. YD. CUT VOLUME 20 CU. YD.
FILL AREA 13 SQ. FT. FILL AREA 59 SQ. FT. FILL VOLUME 54 CU. YD. FILL VOLUME 115 CU. YD.



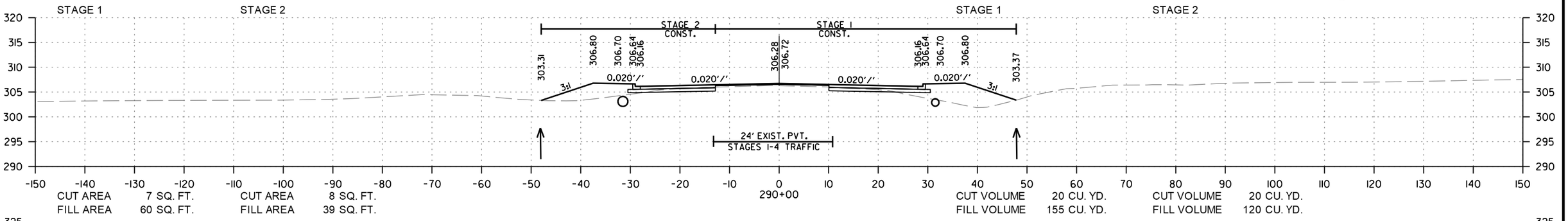
CUT AREA 12 SQ. FT. CUT AREA 9 SQ. FT. CUT VOLUME 35 CU. YD. CUT VOLUME 14 CU. YD.
FILL AREA 36 SQ. FT. FILL AREA 44 SQ. FT. FILL VOLUME 30 CU. YD. FILL VOLUME 64 CU. YD.

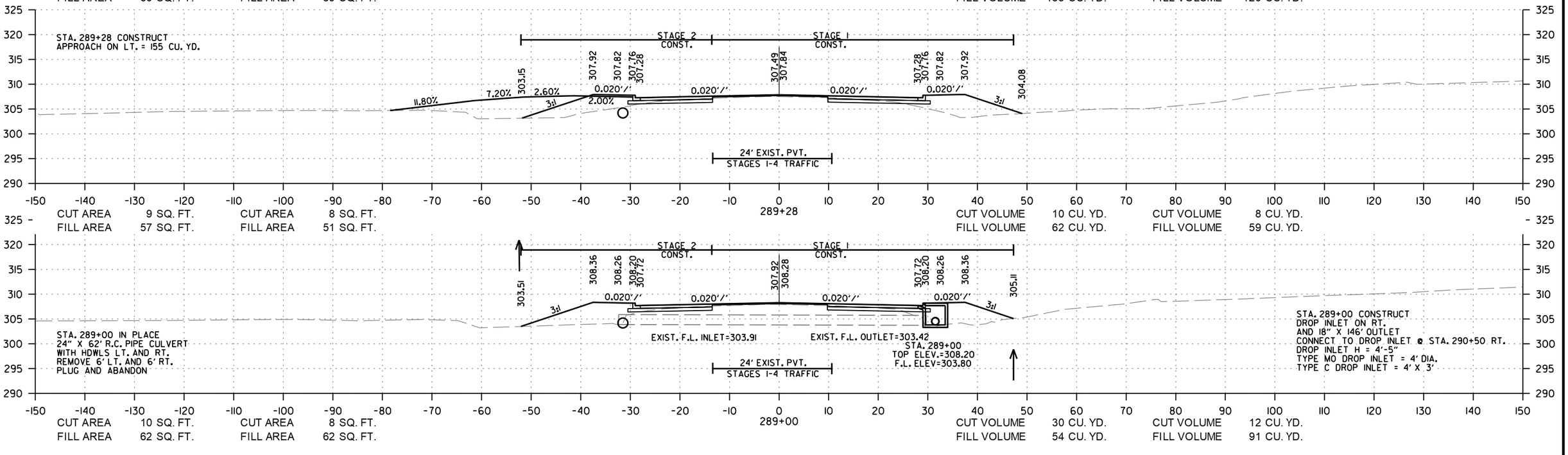
HWY. 270
STA. 287+00 TO STA. 288+00

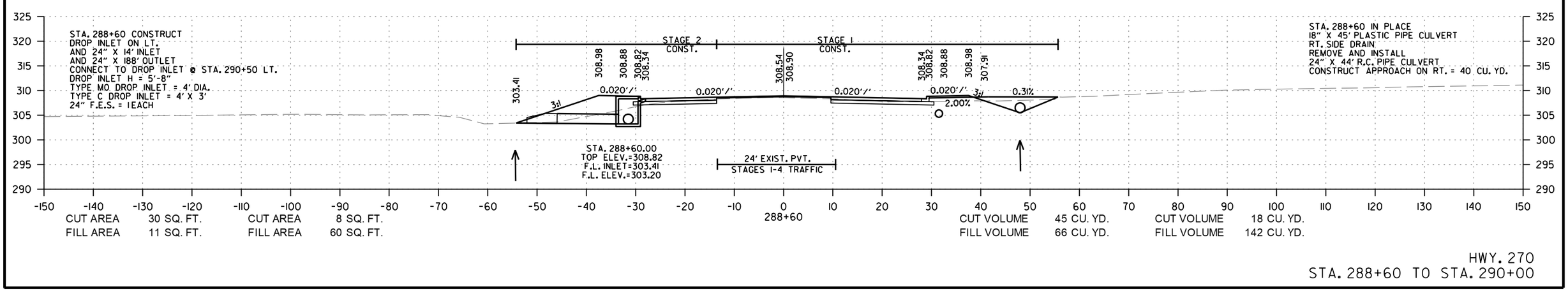
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	315	405

(2) CROSS SECTIONS







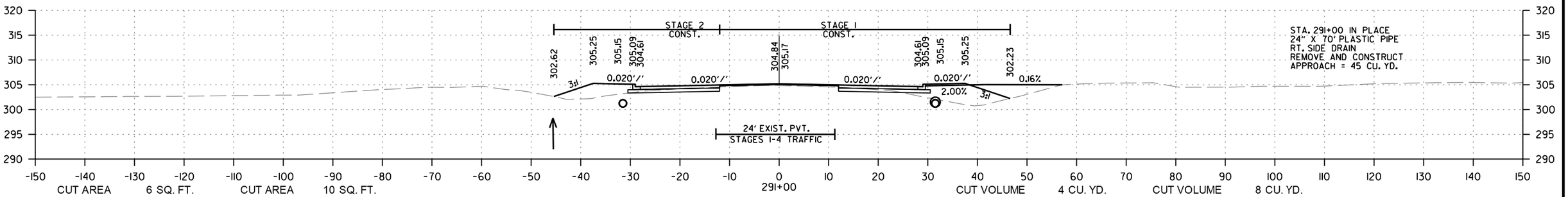
HWY. 270
STA. 288+60 TO STA. 290+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	316	405

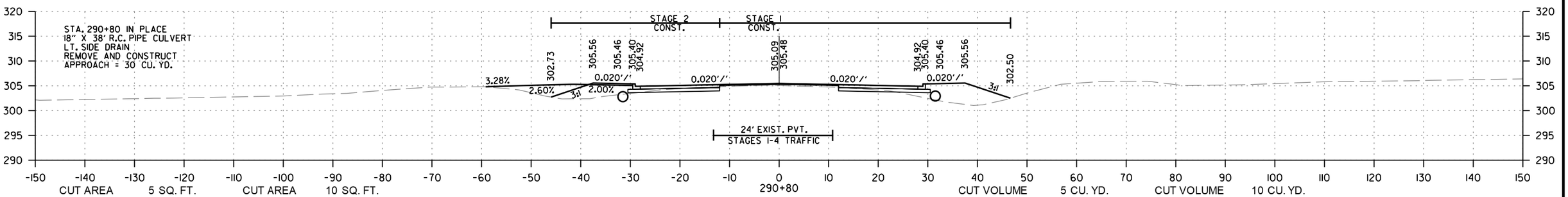
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



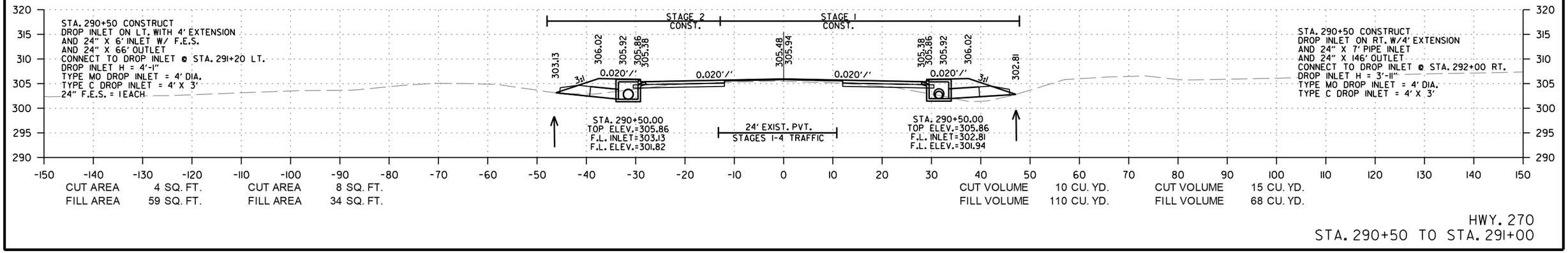
CUT AREA 6 SQ. FT. CUT AREA 10 SQ. FT.
FILL AREA 52 SQ. FT. FILL AREA 31 SQ. FT.

CUT VOLUME 4 CU. YD. CUT VOLUME 8 CU. YD.
FILL VOLUME 39 CU. YD. FILL VOLUME 15 CU. YD.



CUT AREA 5 SQ. FT. CUT AREA 10 SQ. FT.
FILL AREA 55 SQ. FT. FILL AREA 9 SQ. FT.

CUT VOLUME 5 CU. YD. CUT VOLUME 10 CU. YD.
FILL VOLUME 63 CU. YD. FILL VOLUME 24 CU. YD.



CUT AREA 4 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 59 SQ. FT. FILL AREA 34 SQ. FT.

CUT VOLUME 10 CU. YD. CUT VOLUME 15 CU. YD.
FILL VOLUME 110 CU. YD. FILL VOLUME 68 CU. YD.

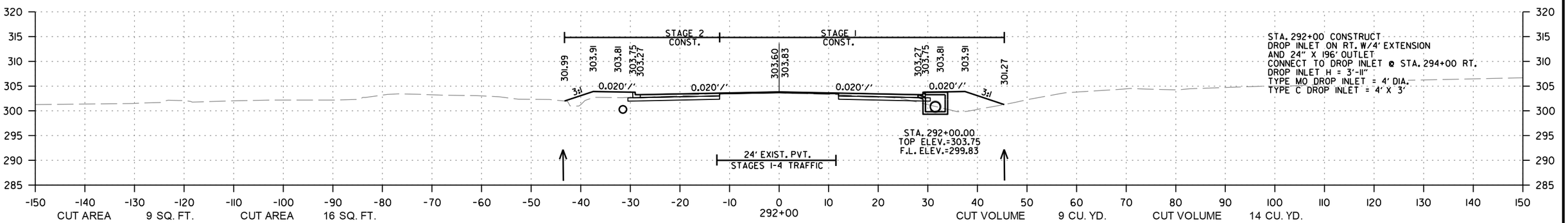
HWY. 270
STA. 290+50 TO STA. 291+00

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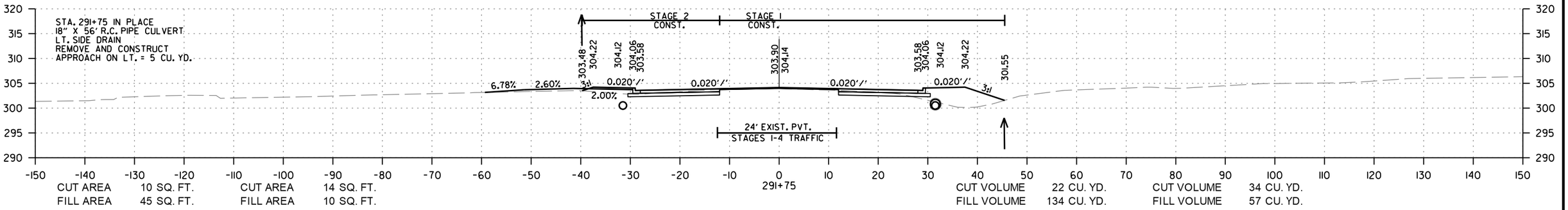
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	317	405

(2) CROSS SECTIONS

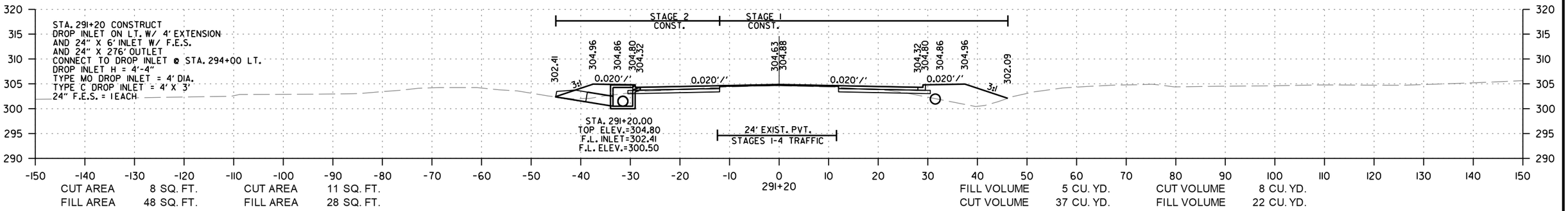
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA	9 SQ. FT.	CUT AREA	16 SQ. FT.	CUT VOLUME	9 CU. YD.	CUT VOLUME	14 CU. YD.
FILL AREA	44 SQ. FT.	FILL AREA	17 SQ. FT.	FILL VOLUME	41 CU. YD.	FILL VOLUME	12 CU. YD.



CUT AREA	10 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	22 CU. YD.	CUT VOLUME	34 CU. YD.
FILL AREA	45 SQ. FT.	FILL AREA	10 SQ. FT.	FILL VOLUME	134 CU. YD.	FILL VOLUME	57 CU. YD.



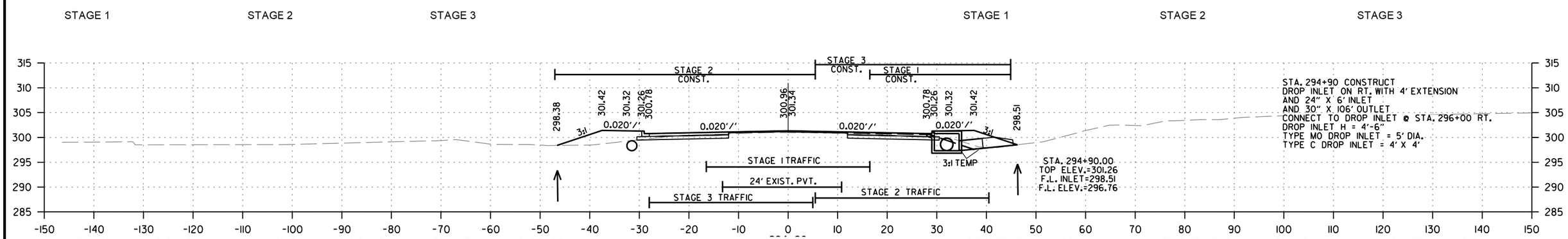
CUT AREA	8 SQ. FT.	CUT AREA	11 SQ. FT.	FILL VOLUME	5 CU. YD.	CUT VOLUME	8 CU. YD.
FILL AREA	48 SQ. FT.	FILL AREA	28 SQ. FT.	CUT VOLUME	37 CU. YD.	FILL VOLUME	22 CU. YD.

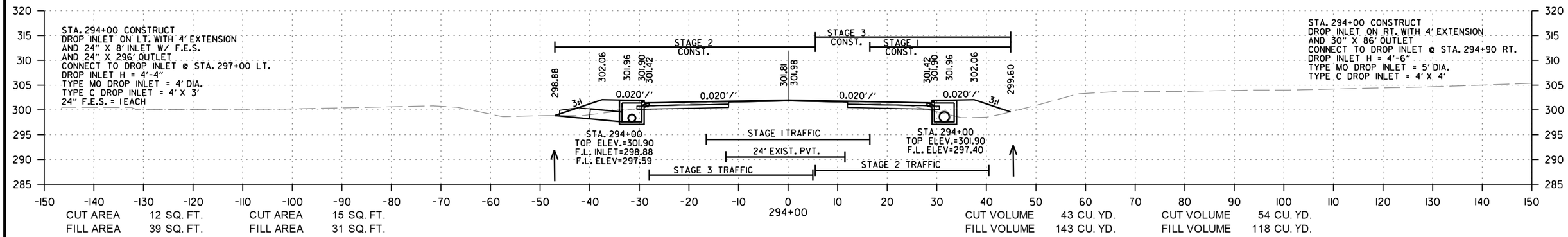
HT39710 9/2/2022
R020626.DGN

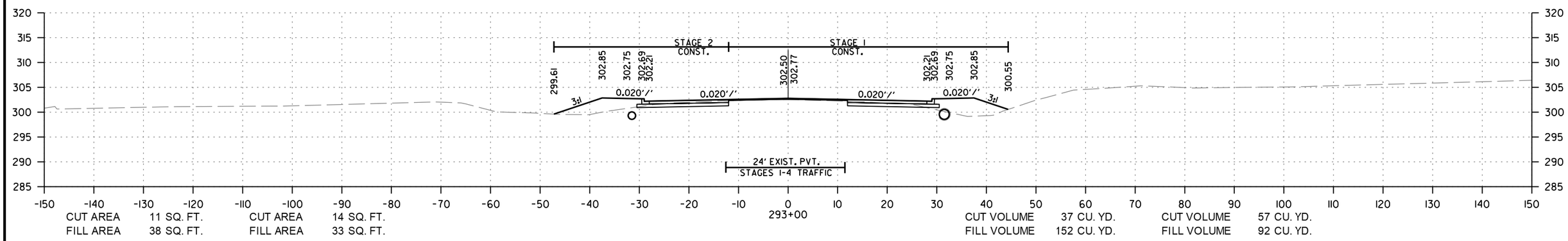
HWY. 270
STA. 291+20 TO STA. 292+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	318	405

(2) CROSS SECTIONS





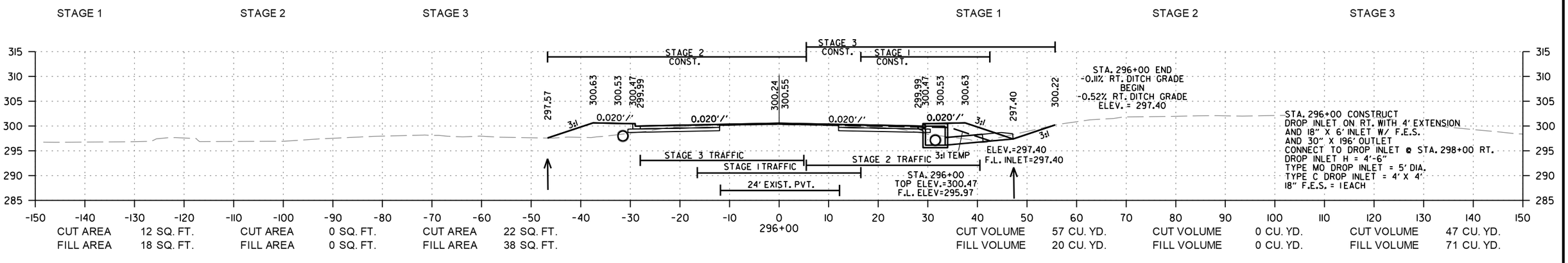


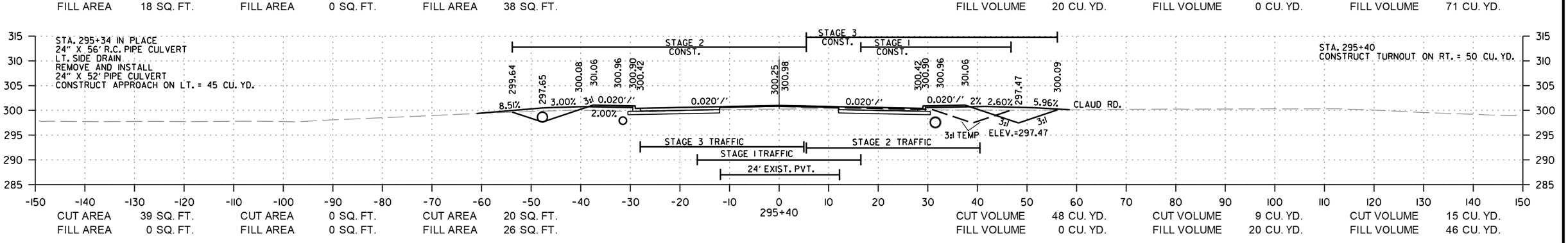
HWY. 270
STA. 293+00 TO STA. 294+90

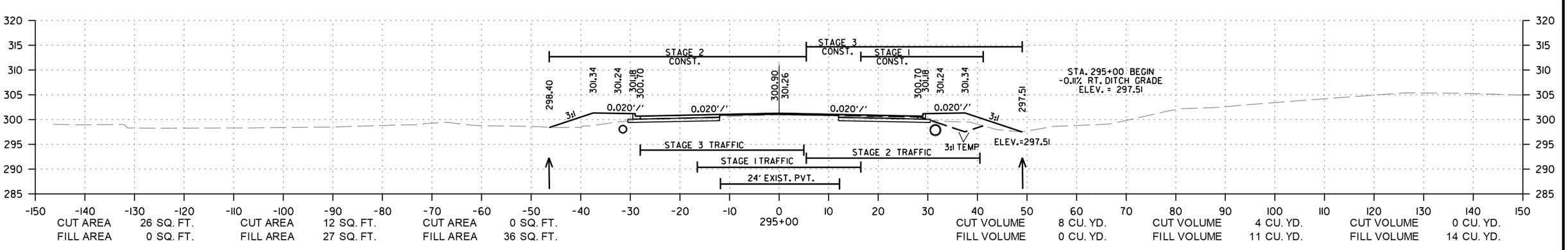
HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	319	405

(2) CROSS SECTIONS





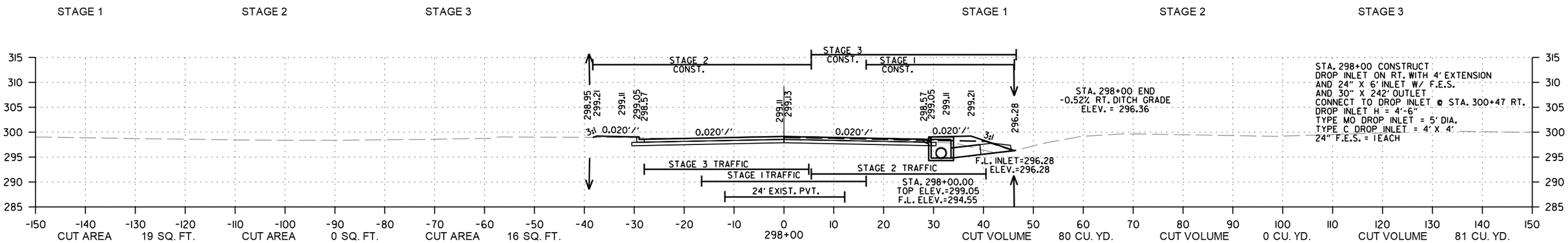


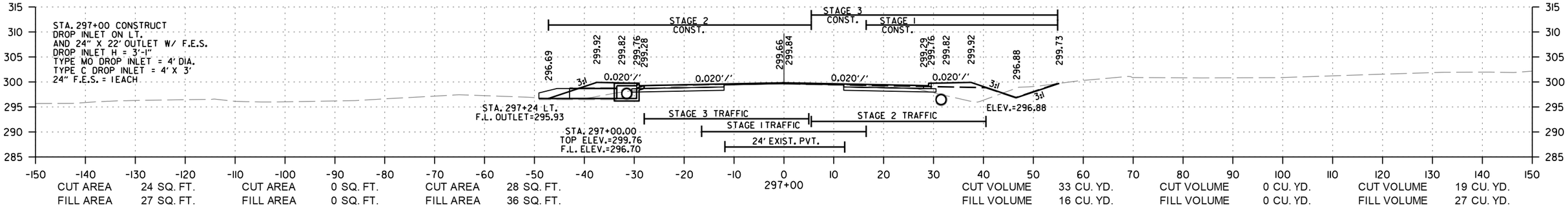
HT39710 9/2/2022
R020626.DGN

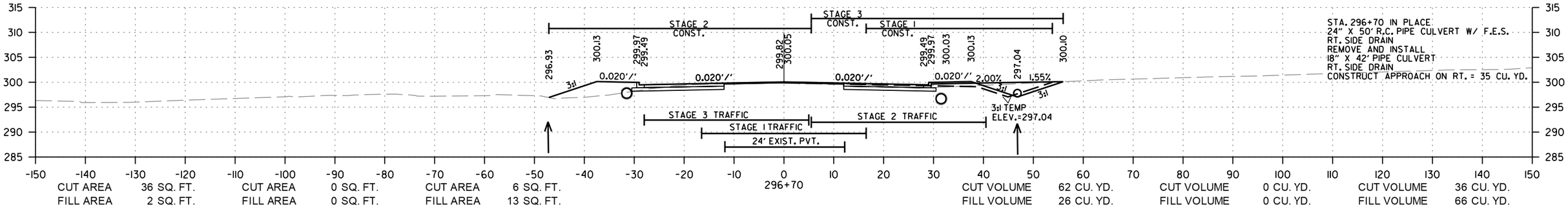
HWY. 270
STA. 295+00 TO STA. 296+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	320	405

(2) CROSS SECTIONS





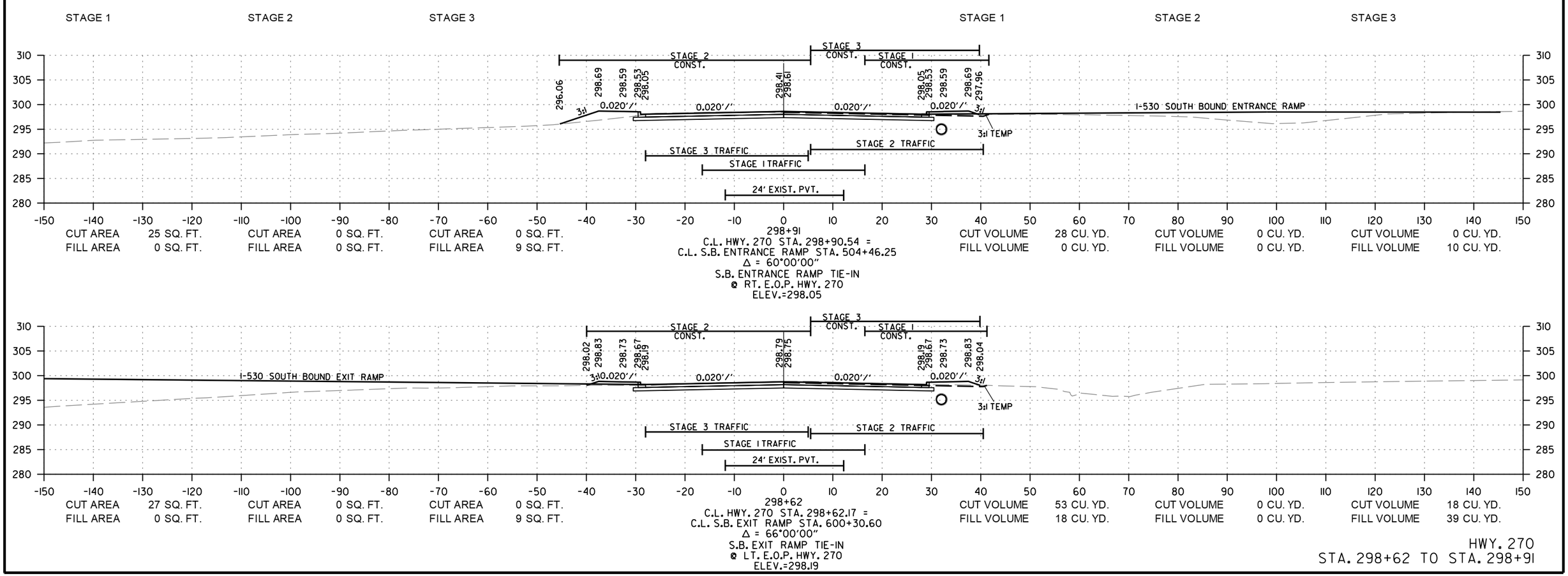


HWY. 270
STA. 296+70 TO STA. 298+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	321	405

(2) CROSS SECTIONS

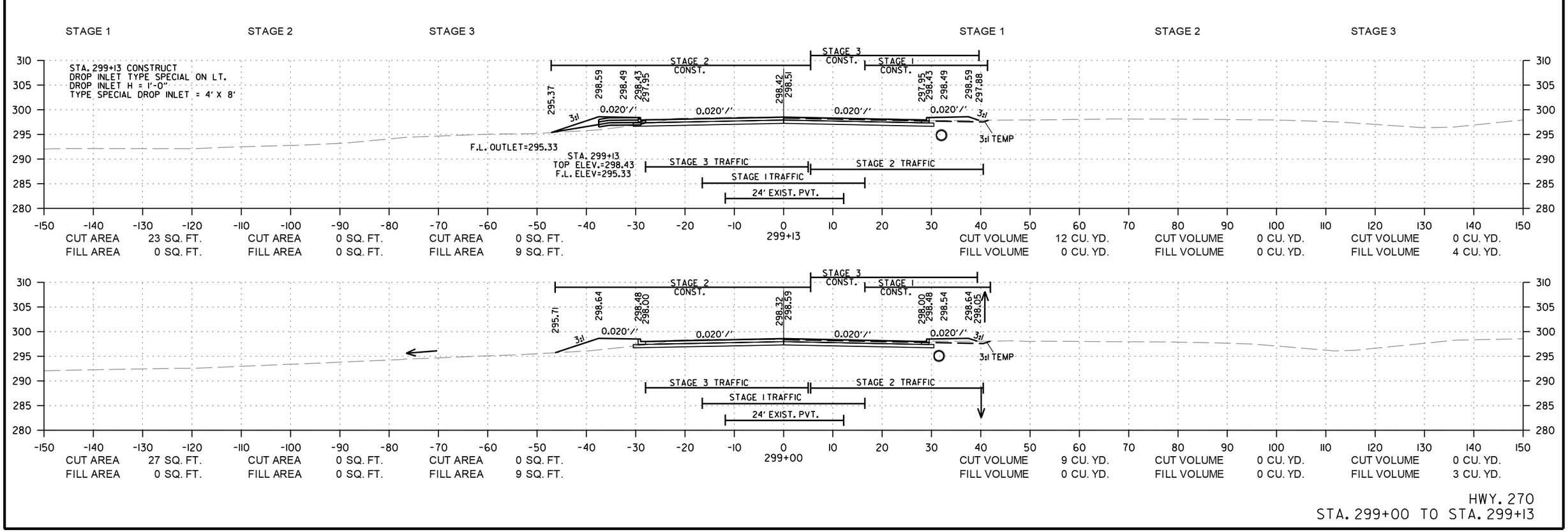


HWY. 270
STA. 298+62 TO STA. 298+91

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	322	405

(2) CROSS SECTIONS

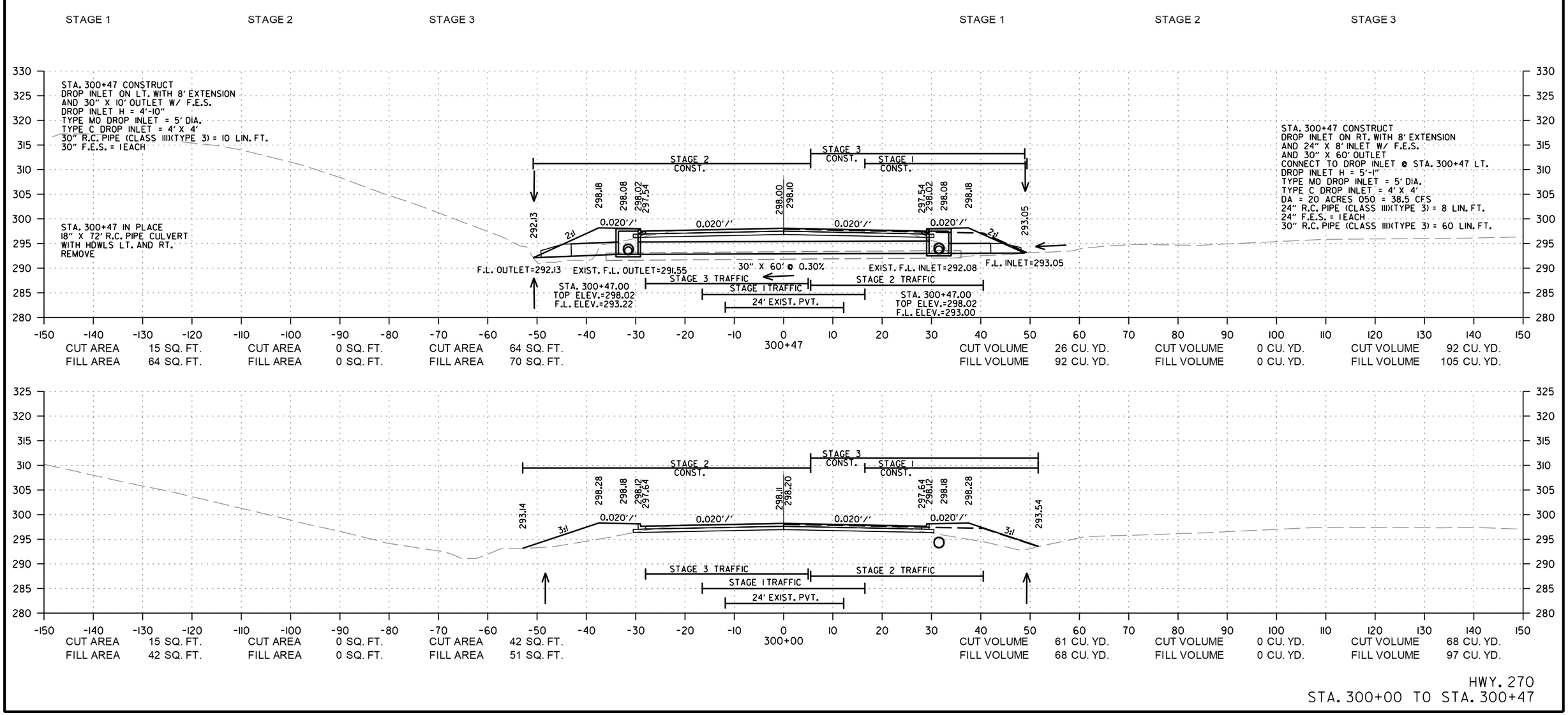


HWY. 270
STA. 299+00 TO STA. 299+13

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	323	405

(2) CROSS SECTIONS

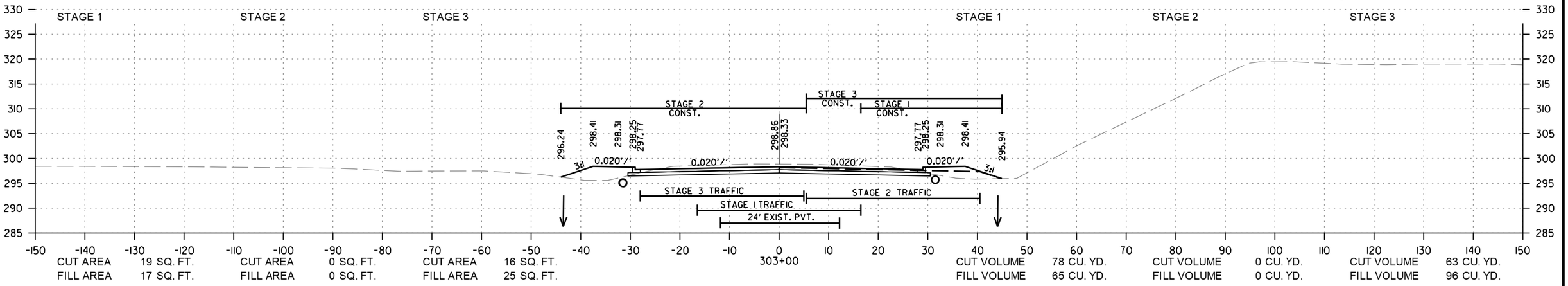


HWY. 270
STA. 300+00 TO STA. 300+47

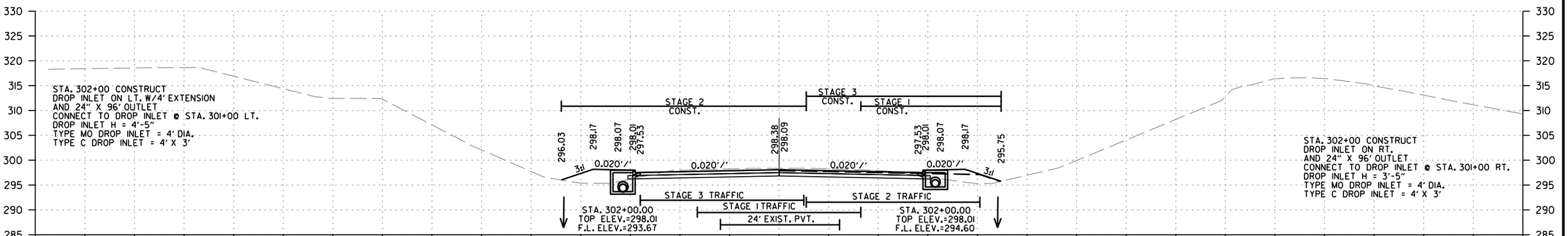
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	324	405

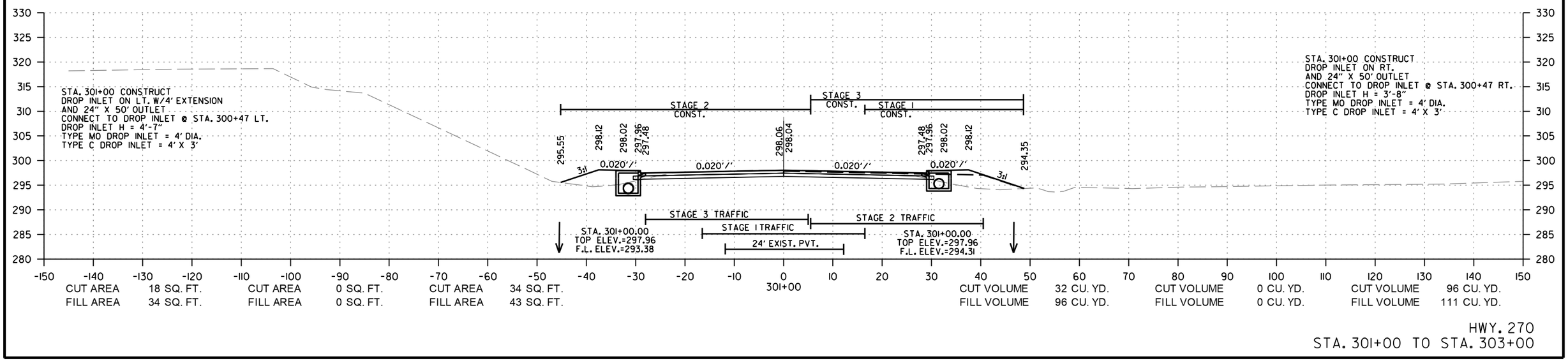
(2) CROSS SECTIONS



CUT AREA	19 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	16 SQ. FT.	CUT VOLUME	78 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	63 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	25 SQ. FT.	FILL VOLUME	65 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	96 CU. YD.



CUT AREA	23 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	18 SQ. FT.	CUT VOLUME	76 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	96 CU. YD.
FILL AREA	18 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	27 SQ. FT.	FILL VOLUME	96 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	130 CU. YD.



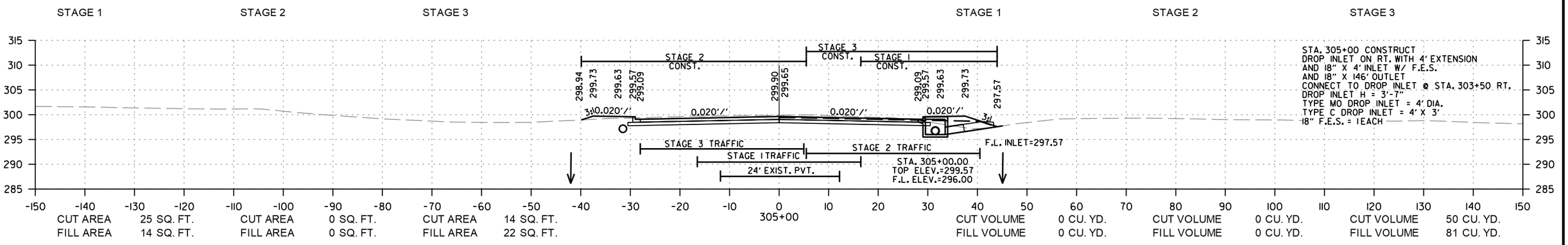
CUT AREA	18 SQ. FT.	CUT AREA	0 SQ. FT.	CUT AREA	34 SQ. FT.	CUT VOLUME	32 CU. YD.	CUT VOLUME	0 CU. YD.	CUT VOLUME	96 CU. YD.
FILL AREA	34 SQ. FT.	FILL AREA	0 SQ. FT.	FILL AREA	43 SQ. FT.	FILL VOLUME	96 CU. YD.	FILL VOLUME	0 CU. YD.	FILL VOLUME	111 CU. YD.

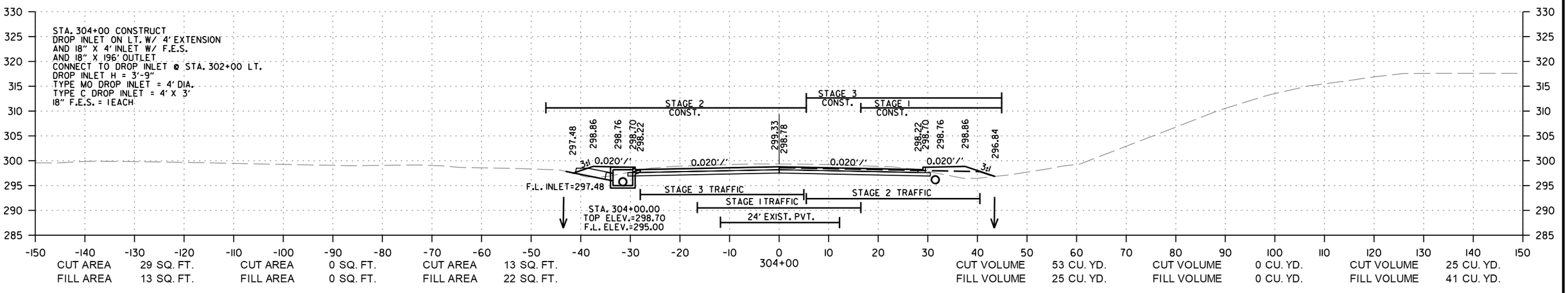
HWY. 270
STA. 301+00 TO STA. 303+00

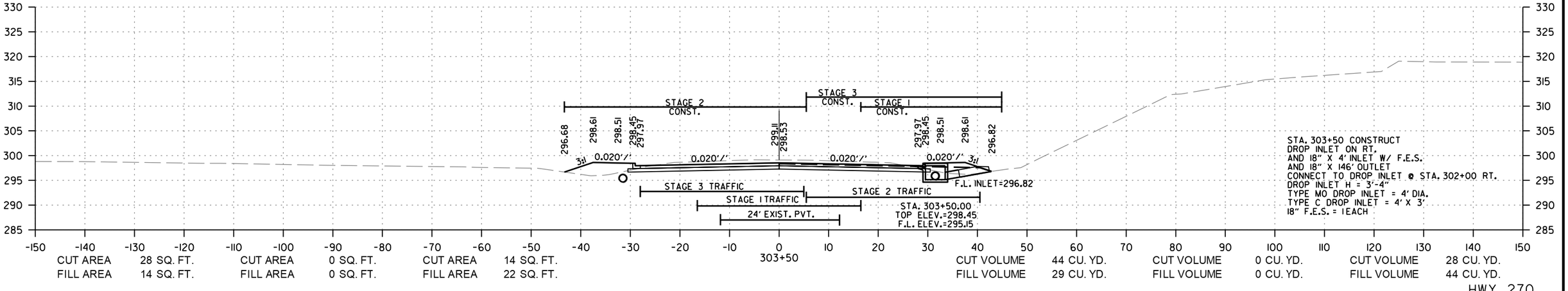
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	325	405

(2) CROSS SECTIONS





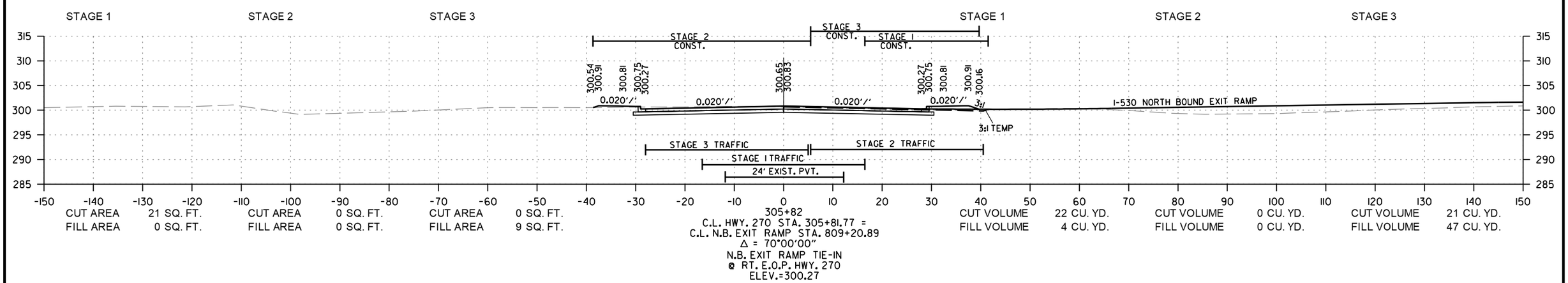


HWY. 270
STA. 303+50 TO STA. 305+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	326	405

(2) CROSS SECTIONS

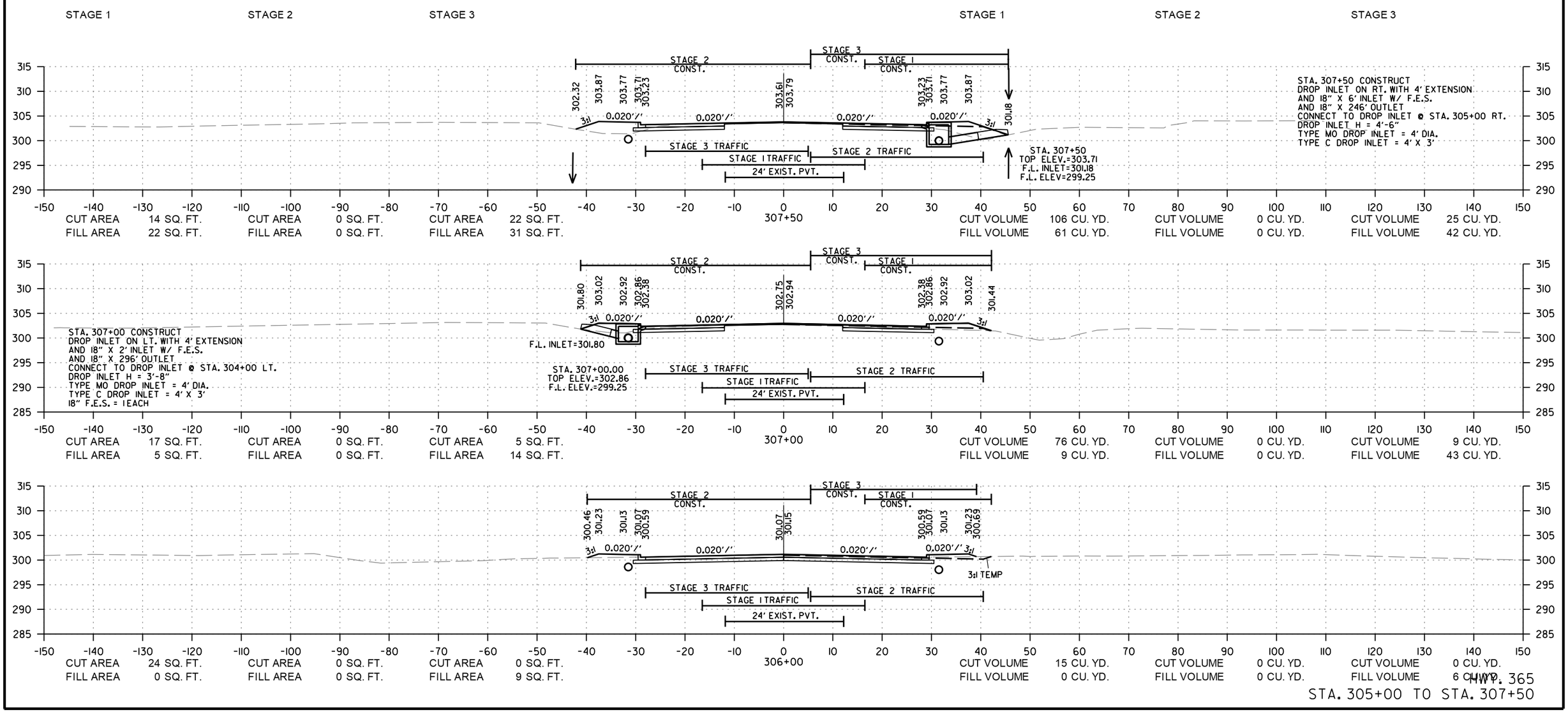


HWY. 270
STA. 305+54 TO STA. 305+82

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	327	405

(2) CROSS SECTIONS

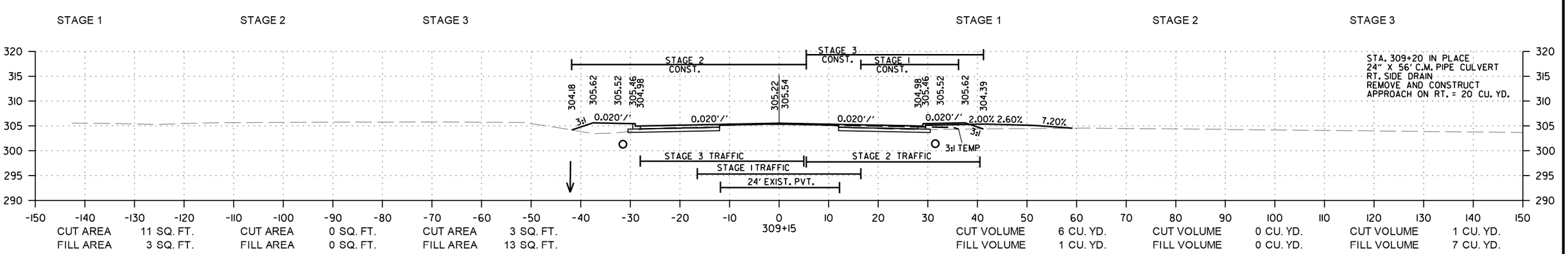


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R020626.DGN

HWY. 365
STA. 305+00 TO STA. 307+50

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	328	405

(2) CROSS SECTIONS

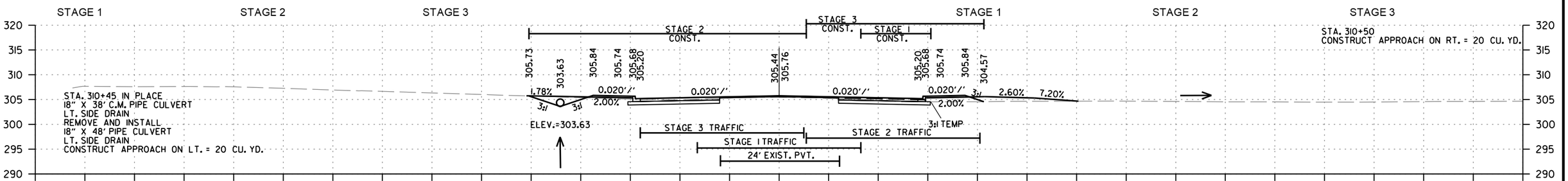


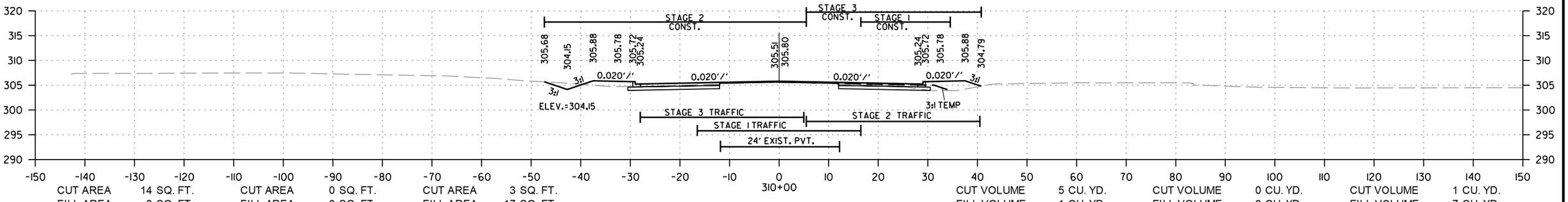
HWY. 365
STA. 308+00 TO STA. 309+15

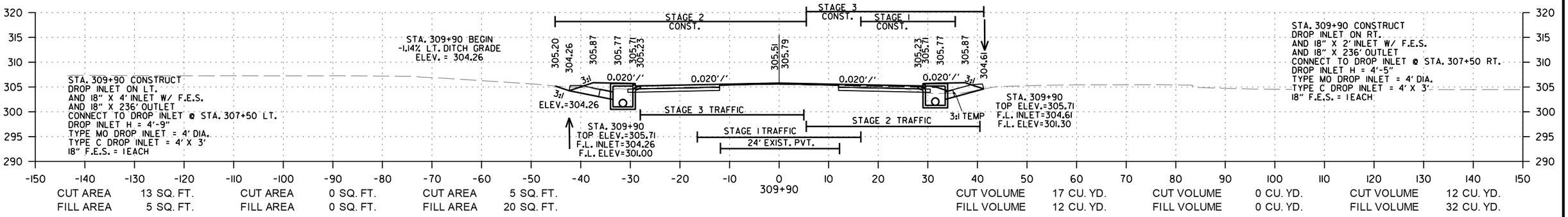
HT39710 9/2/2022
R020626.DGN

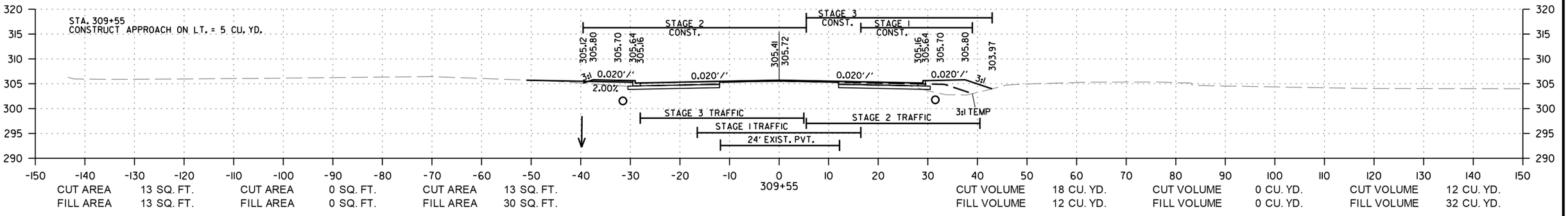
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	329	405

(2) CROSS SECTIONS







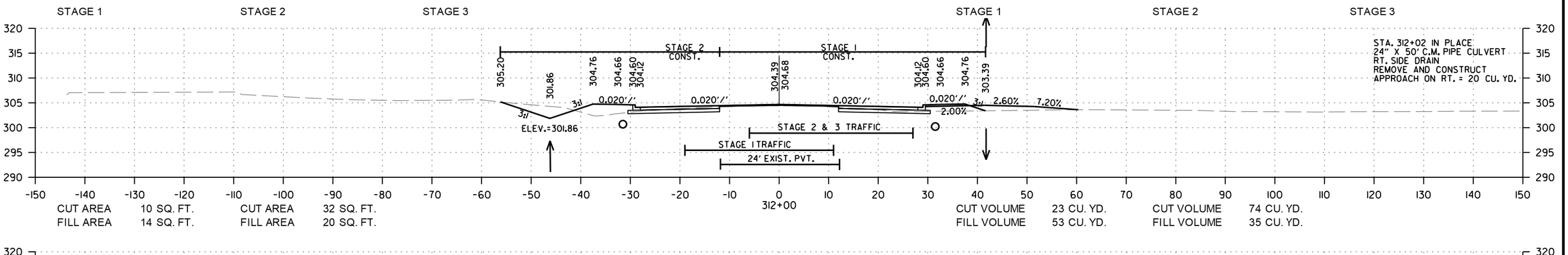


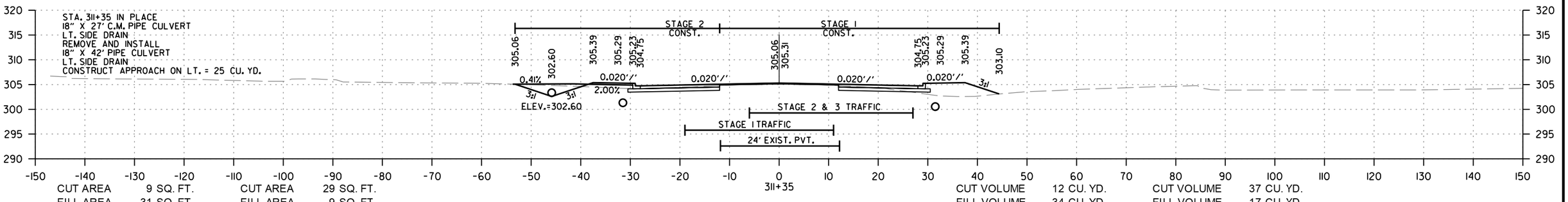
HWY. 365
STA. 309+55 TO STA. 310+45

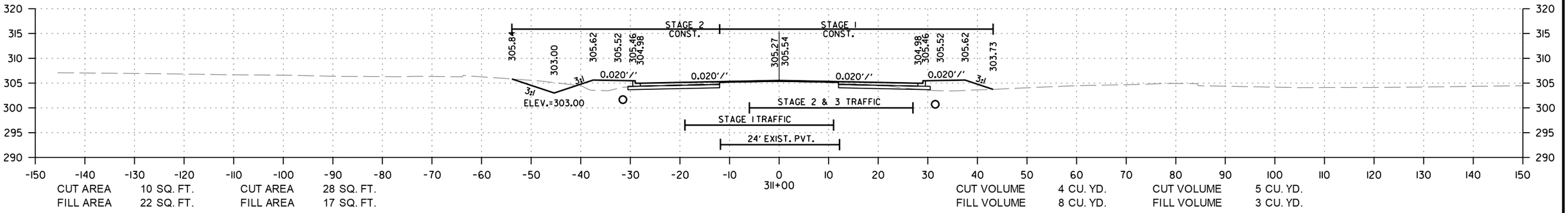
HT39710 9/2/2022
R020626.DGN

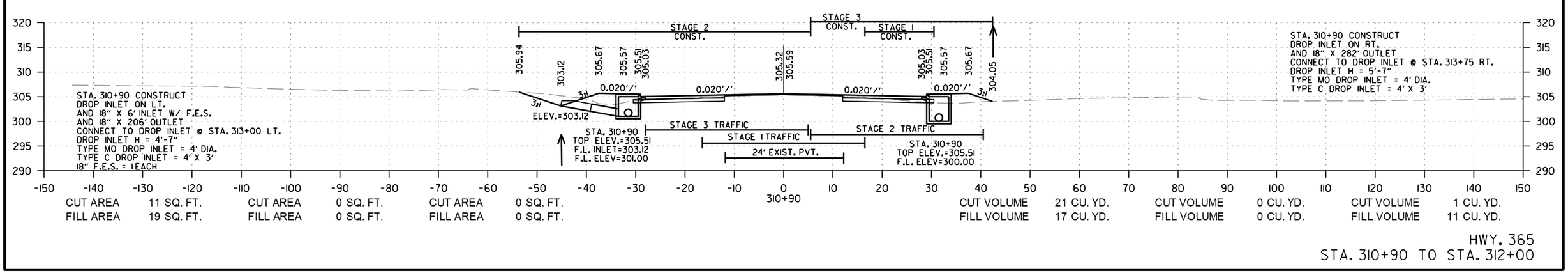
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	330	405

(2) CROSS SECTIONS







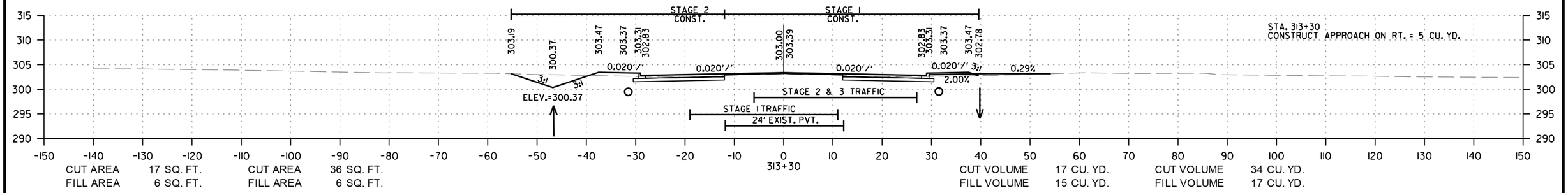


HWY. 365
STA. 310+90 TO STA. 312+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	331	405

(2) CROSS SECTIONS

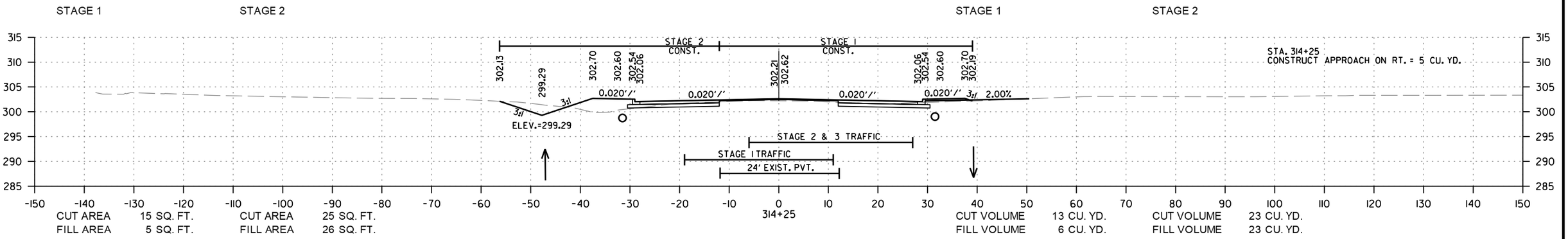


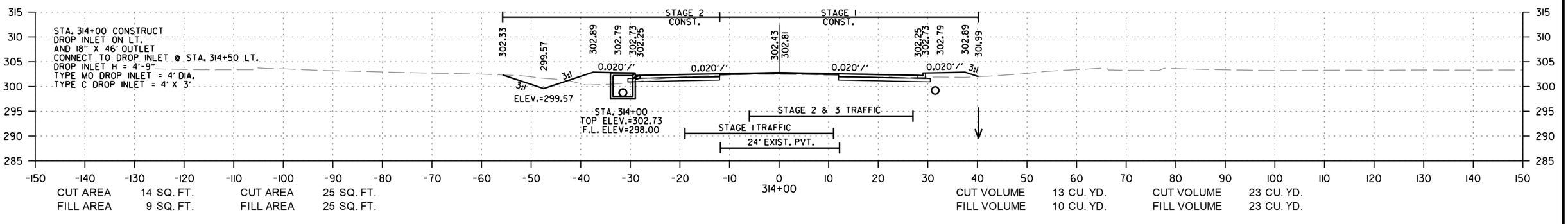
HWY. 365
STA. 312+55 TO STA. 313+30

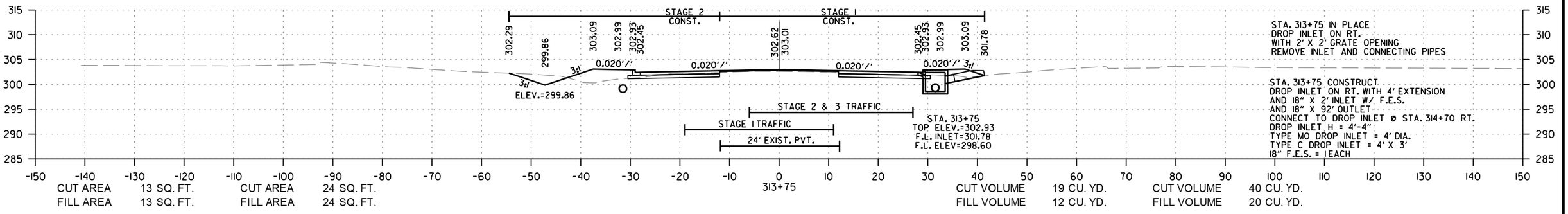
HT39710 9/2/2022
R020626.DGN

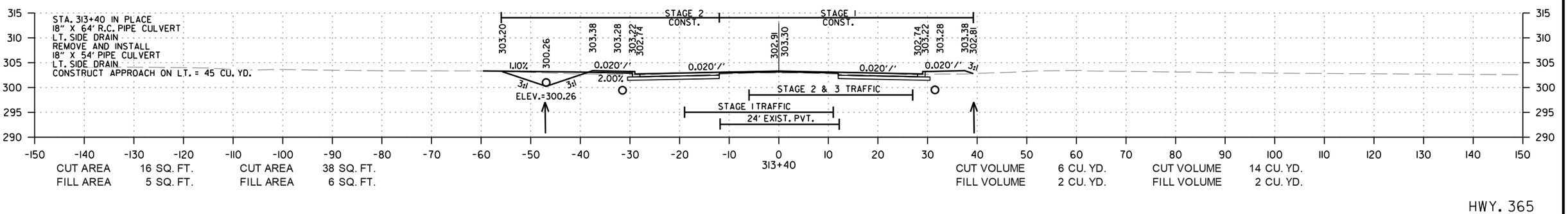
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	332	405

(2) CROSS SECTIONS









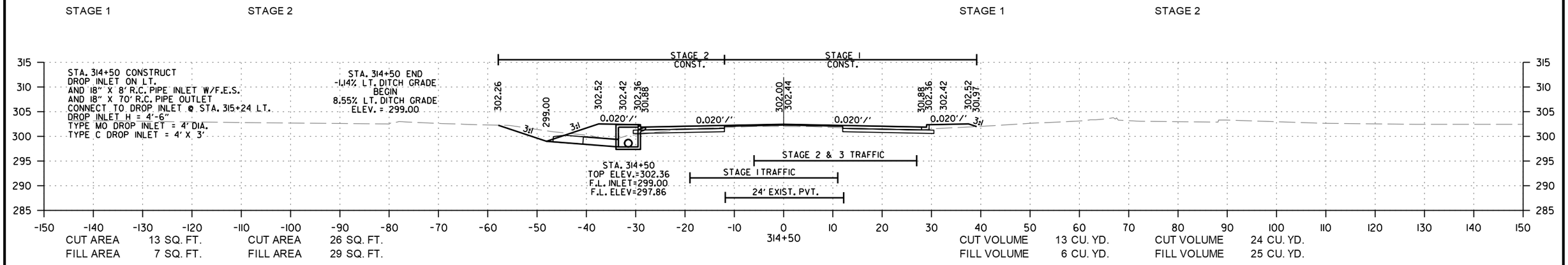
HWY. 365
STA. 313+40 TO STA. 314+25

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	333	405

(2) CROSS SECTIONS



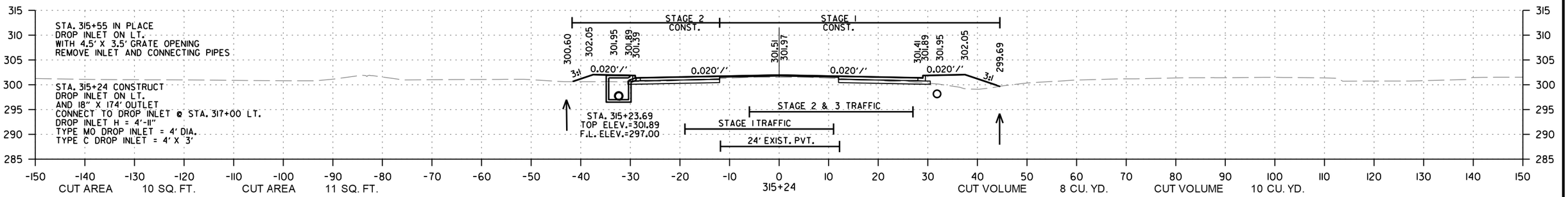
HWY. 365
STA. 314+50 TO STA. 314+50

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	334	405

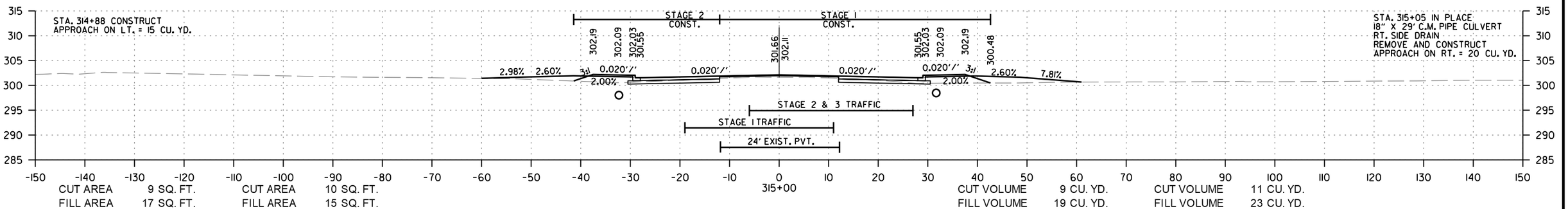
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



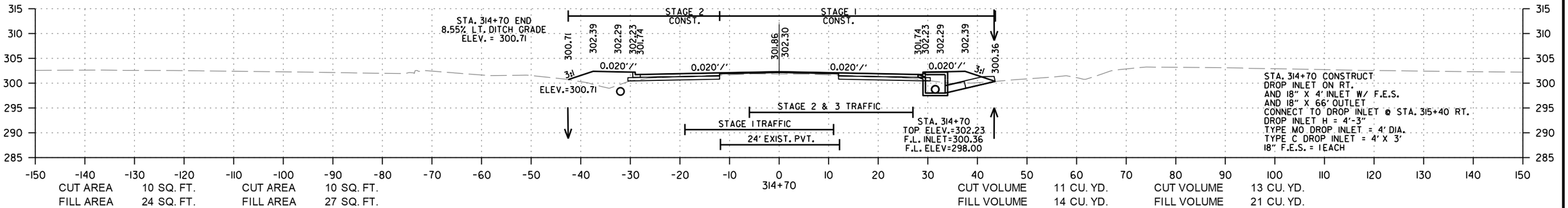
CUT AREA	10 SQ. FT.	CUT AREA	11 SQ. FT.	CUT VOLUME	8 CU. YD.
FILL AREA	27 SQ. FT.	FILL AREA	14 SQ. FT.	FILL VOLUME	20 CU. YD.

CUT VOLUME	10 CU. YD.
FILL VOLUME	12 CU. YD.



CUT AREA	9 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	9 CU. YD.
FILL AREA	17 SQ. FT.	FILL AREA	15 SQ. FT.	FILL VOLUME	19 CU. YD.

CUT VOLUME	11 CU. YD.
FILL VOLUME	23 CU. YD.



CUT AREA	10 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	11 CU. YD.
FILL AREA	24 SQ. FT.	FILL AREA	27 SQ. FT.	FILL VOLUME	14 CU. YD.

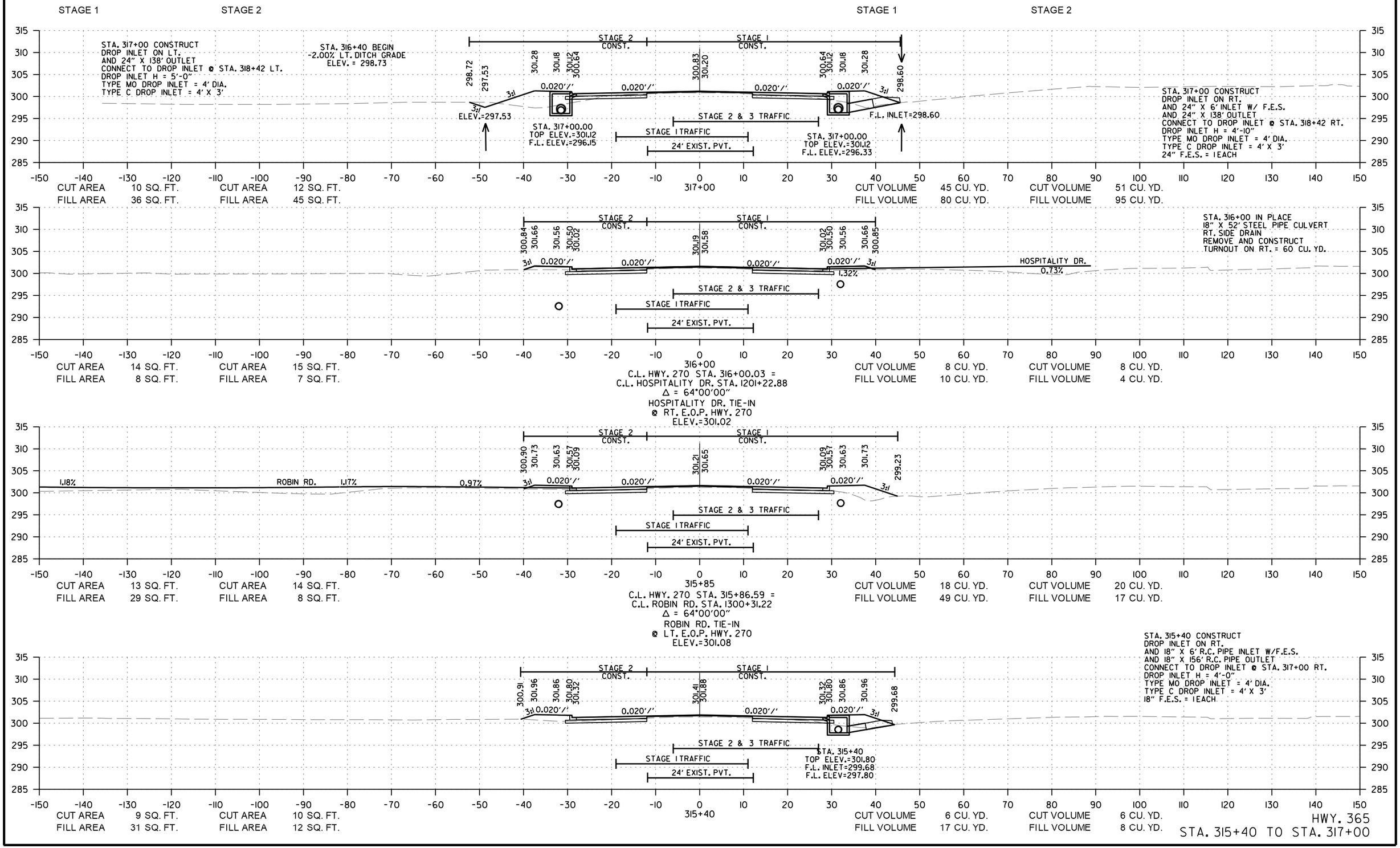
CUT VOLUME	13 CU. YD.
FILL VOLUME	21 CU. YD.

HWY. 365
STA. 314+70 TO STA. 315+24

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	335	405

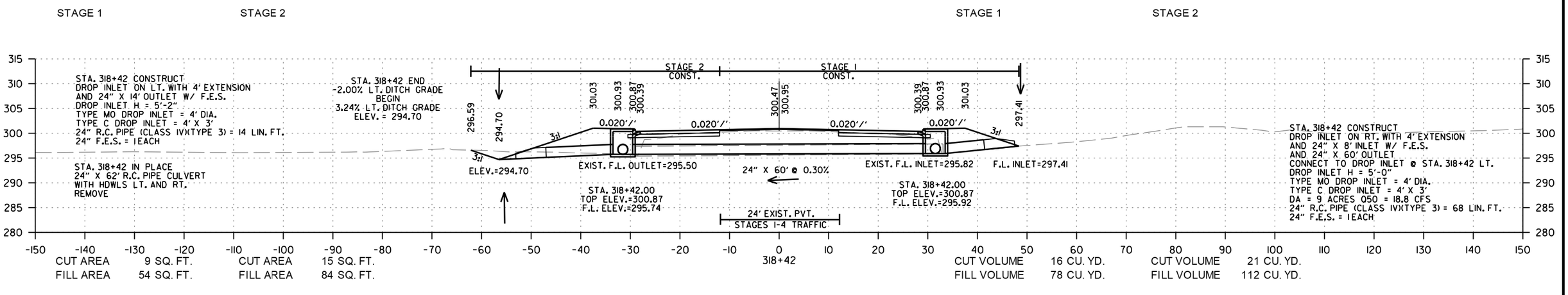
(2) CROSS SECTIONS

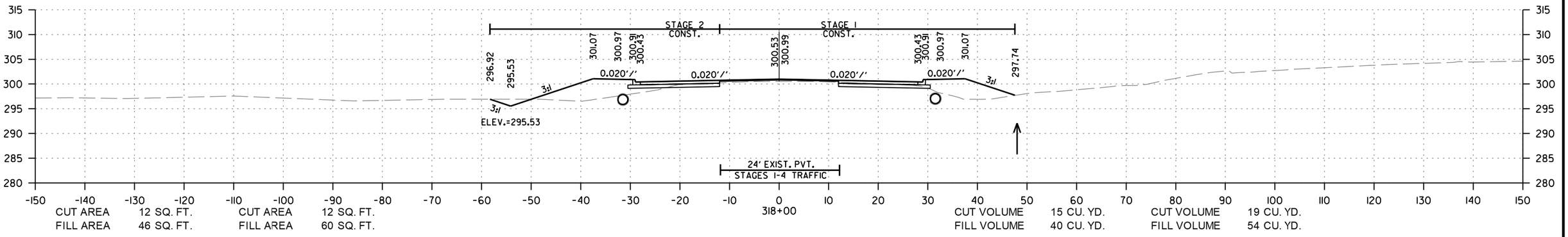


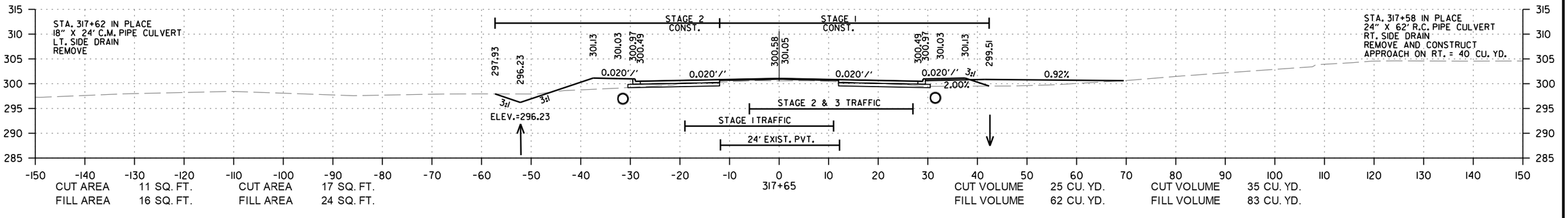
HT 39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	336	405

(2) CROSS SECTIONS





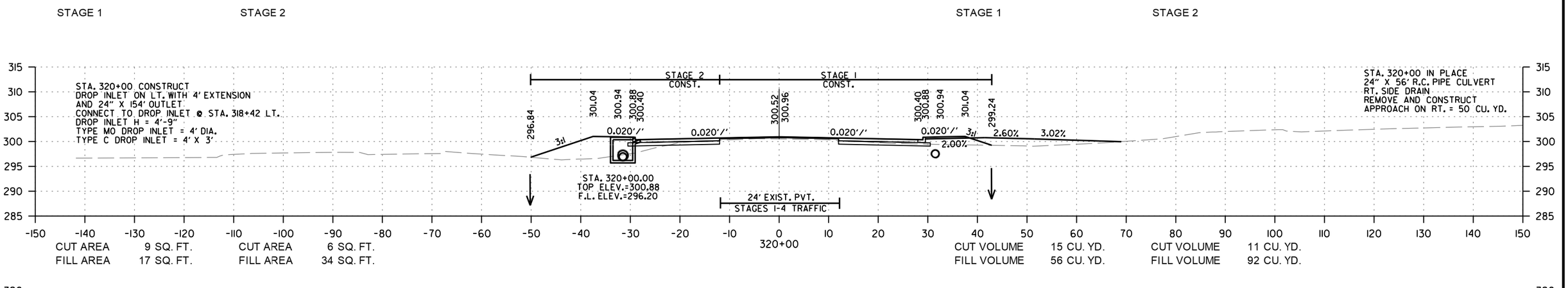


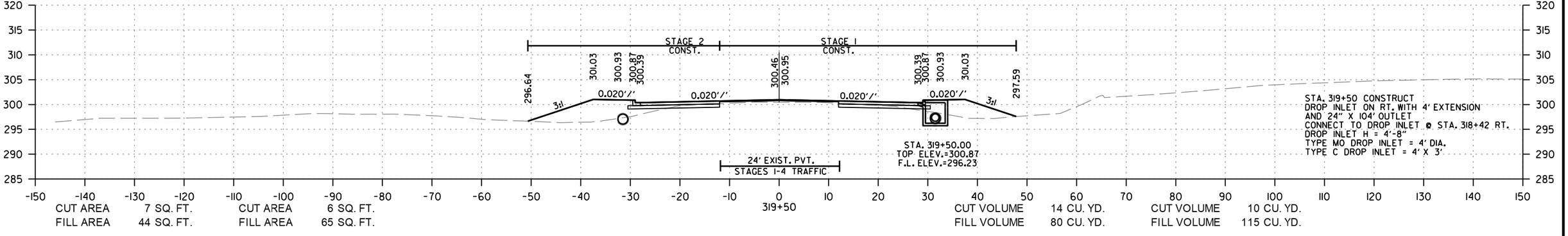
HWY. 365
STA. 317+65 TO STA. 318+42

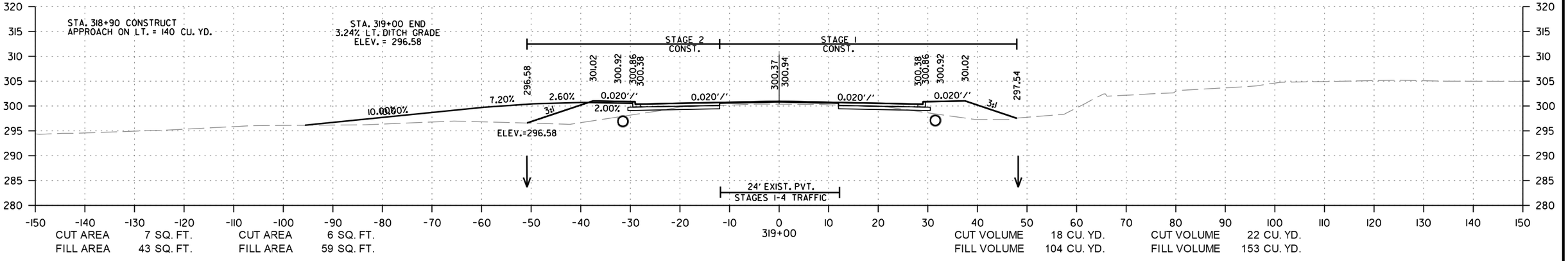
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	337	405

(2) CROSS SECTIONS







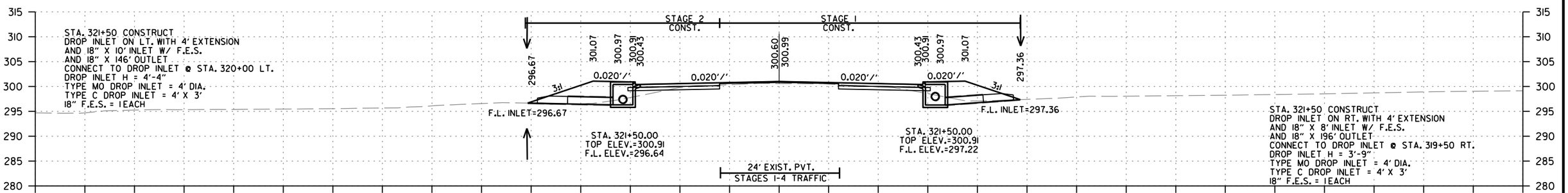
HWY. 365
STA. 319+00 TO STA. 320+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	338	405

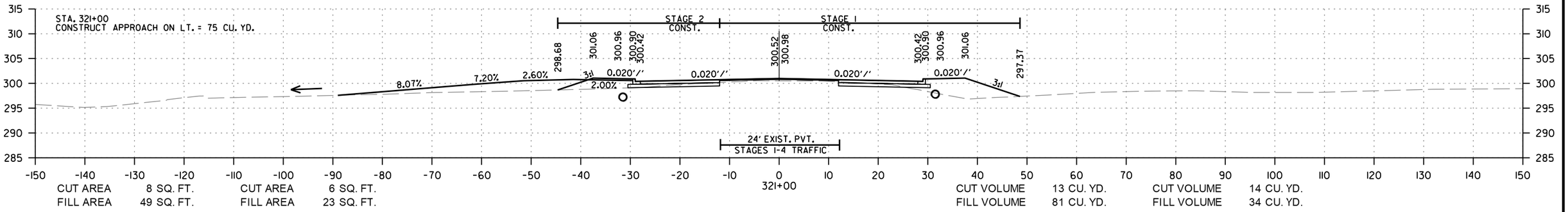
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



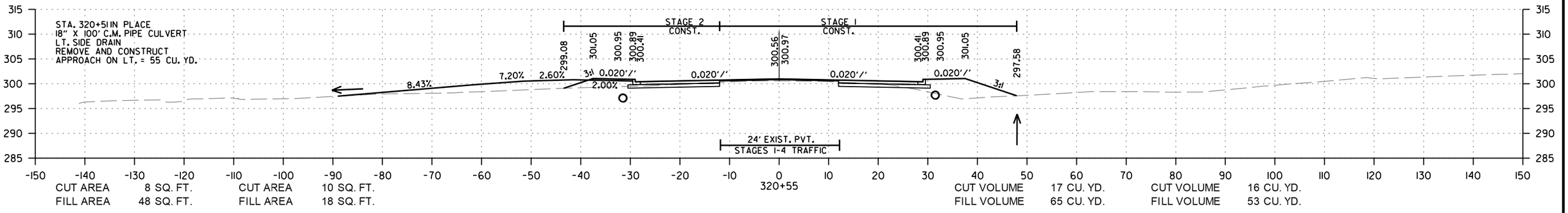
CUT AREA	9 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	15 CU. YD.
FILL AREA	47 SQ. FT.	FILL AREA	64 SQ. FT.	FILL VOLUME	89 CU. YD.

CUT VOLUME	11 CU. YD.		
FILL VOLUME	81 CU. YD.		



CUT AREA	8 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	13 CU. YD.
FILL AREA	49 SQ. FT.	FILL AREA	23 SQ. FT.	FILL VOLUME	81 CU. YD.

CUT VOLUME	14 CU. YD.		
FILL VOLUME	34 CU. YD.		



CUT AREA	8 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	17 CU. YD.
FILL AREA	48 SQ. FT.	FILL AREA	18 SQ. FT.	FILL VOLUME	65 CU. YD.

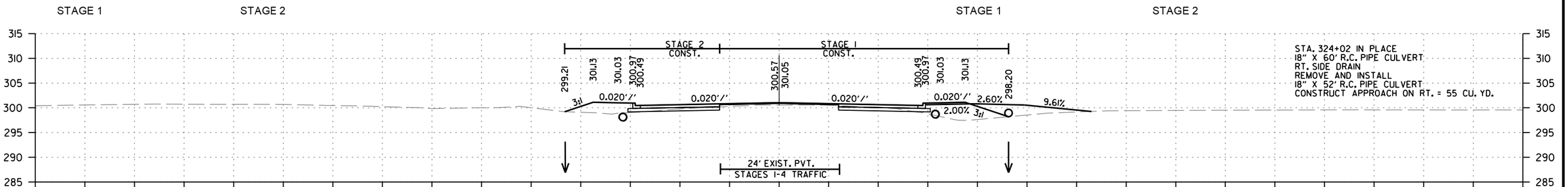
CUT VOLUME	16 CU. YD.		
FILL VOLUME	53 CU. YD.		

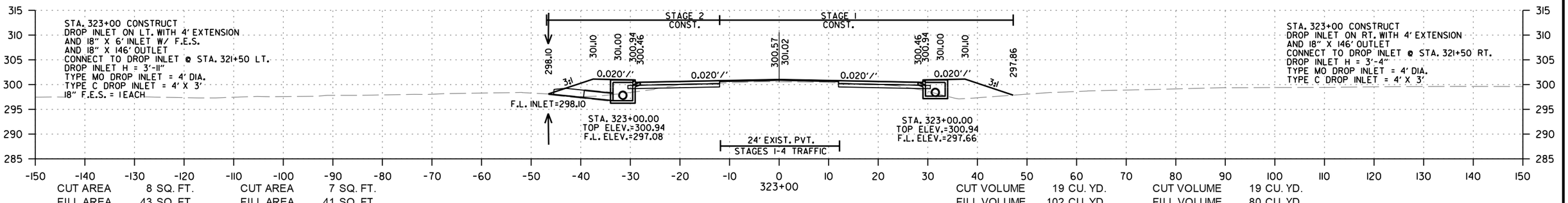
HWY. 365
STA. 320+55 TO STA. 321+50

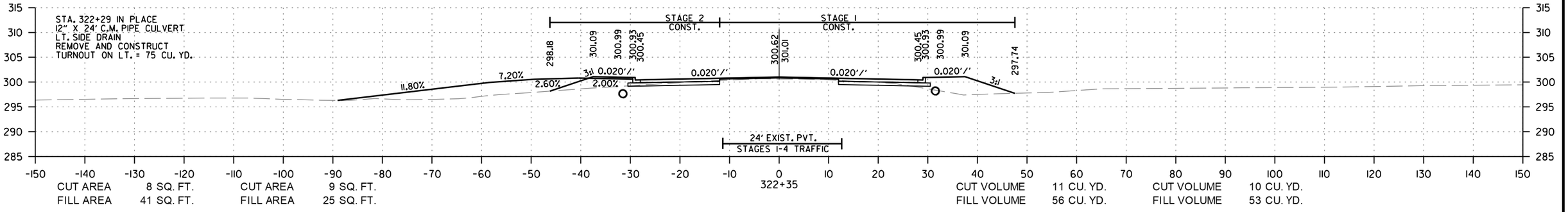
HT39710 9/2/2022
R020626.DGN

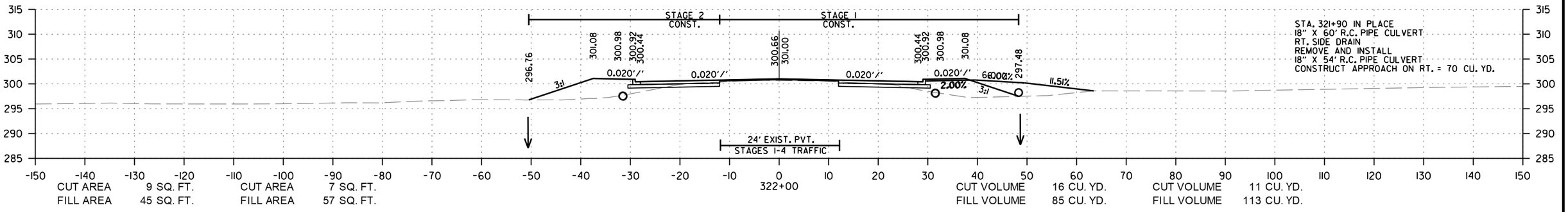
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	339	405

(2) CROSS SECTIONS







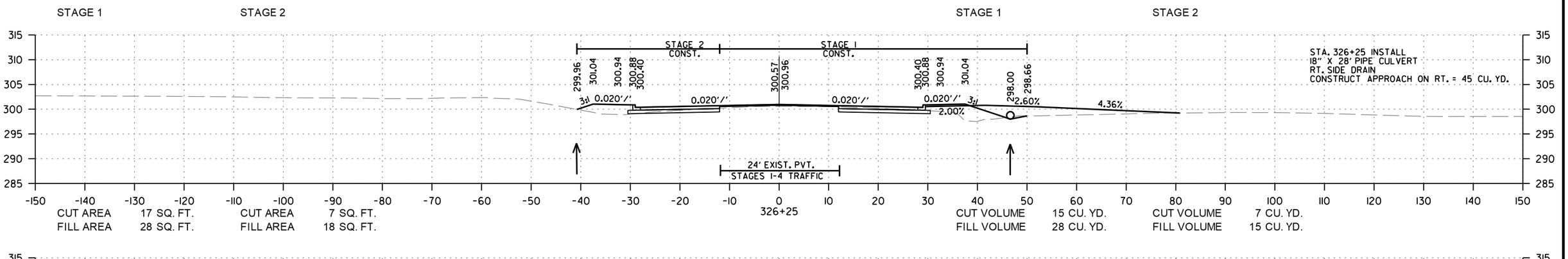


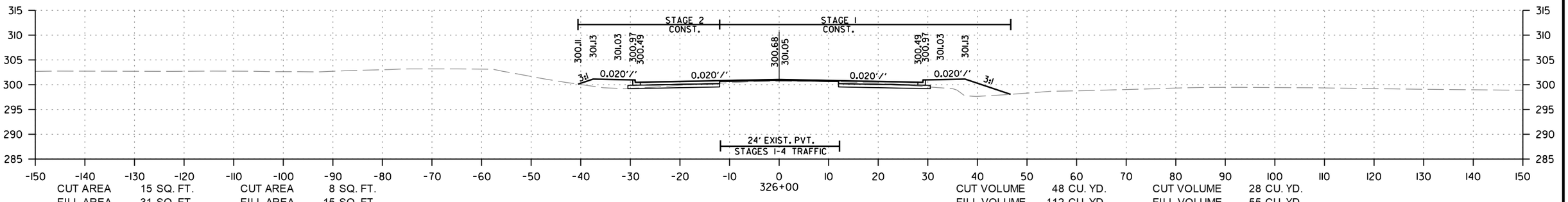
HWY. 365
STA. 322+00 TO STA. 324+00

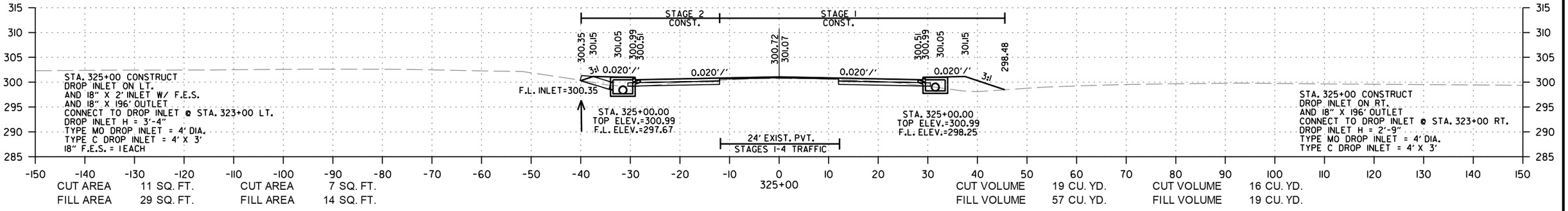
HT39710 9/2/2022
R020626.DGN

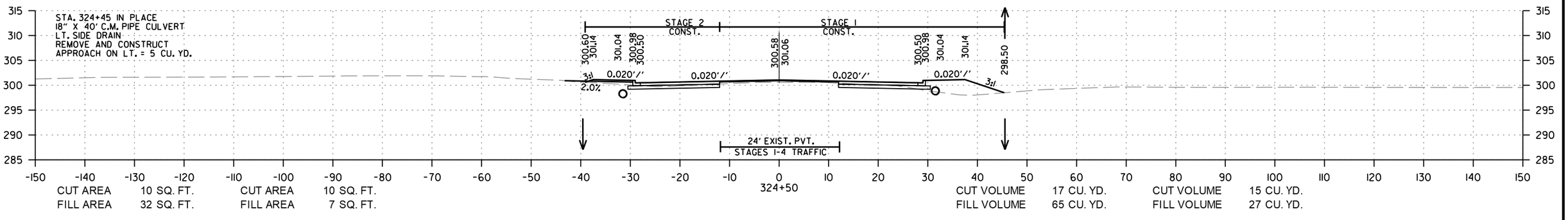
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	340	405

(2) CROSS SECTIONS









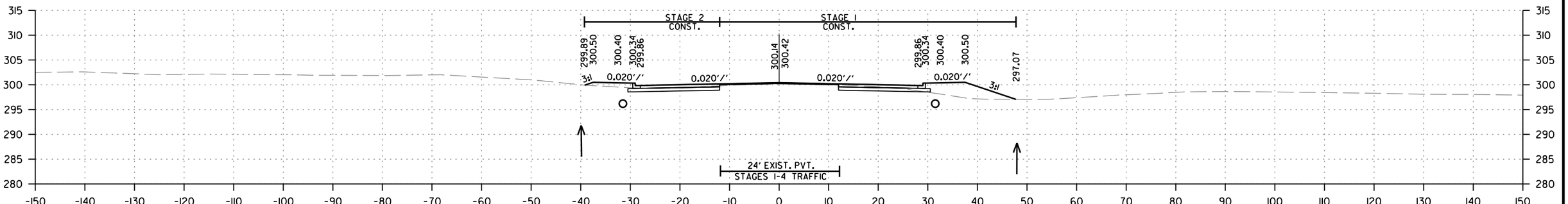
HWY. 365
STA. 324+50 TO STA. 326+25

HT39710 9/2/2022
R020626.DGN

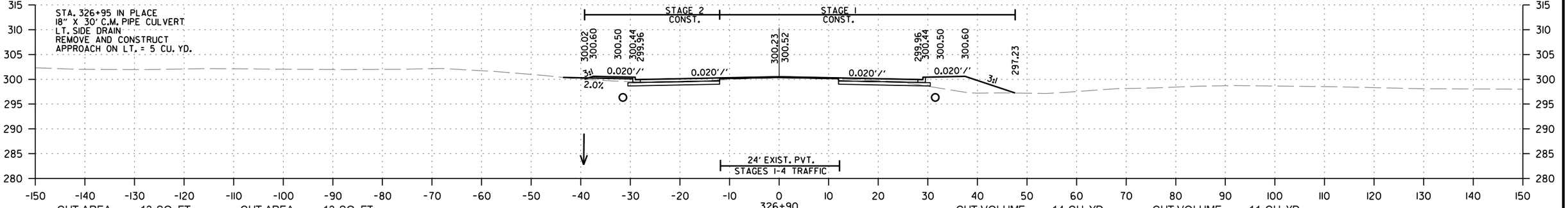
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	341	405

(2) CROSS SECTIONS

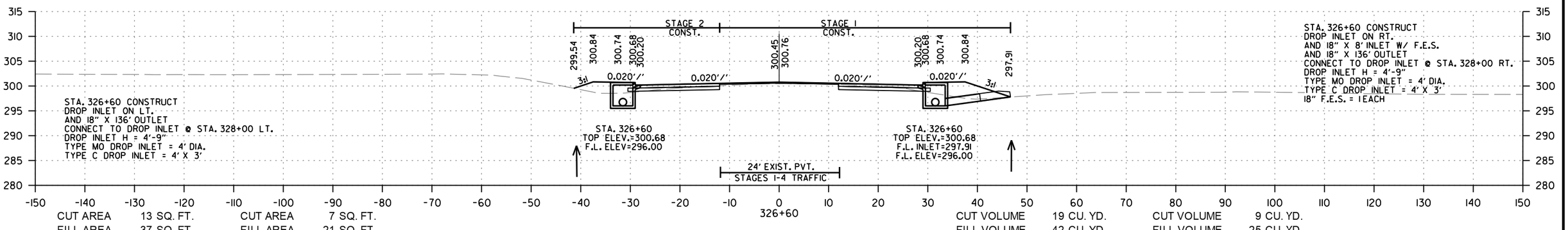
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 13 SQ. FT. CUT AREA 13 SQ. FT. CUT VOLUME 5 CU. YD. CUT VOLUME 5 CU. YD.
FILL AREA 36 SQ. FT. FILL AREA 7 SQ. FT. FILL VOLUME 13 CU. YD. FILL VOLUME 3 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 13 SQ. FT. CUT VOLUME 14 CU. YD. CUT VOLUME 11 CU. YD.
FILL AREA 36 SQ. FT. FILL AREA 7 SQ. FT. FILL VOLUME 40 CU. YD. FILL VOLUME 16 CU. YD.



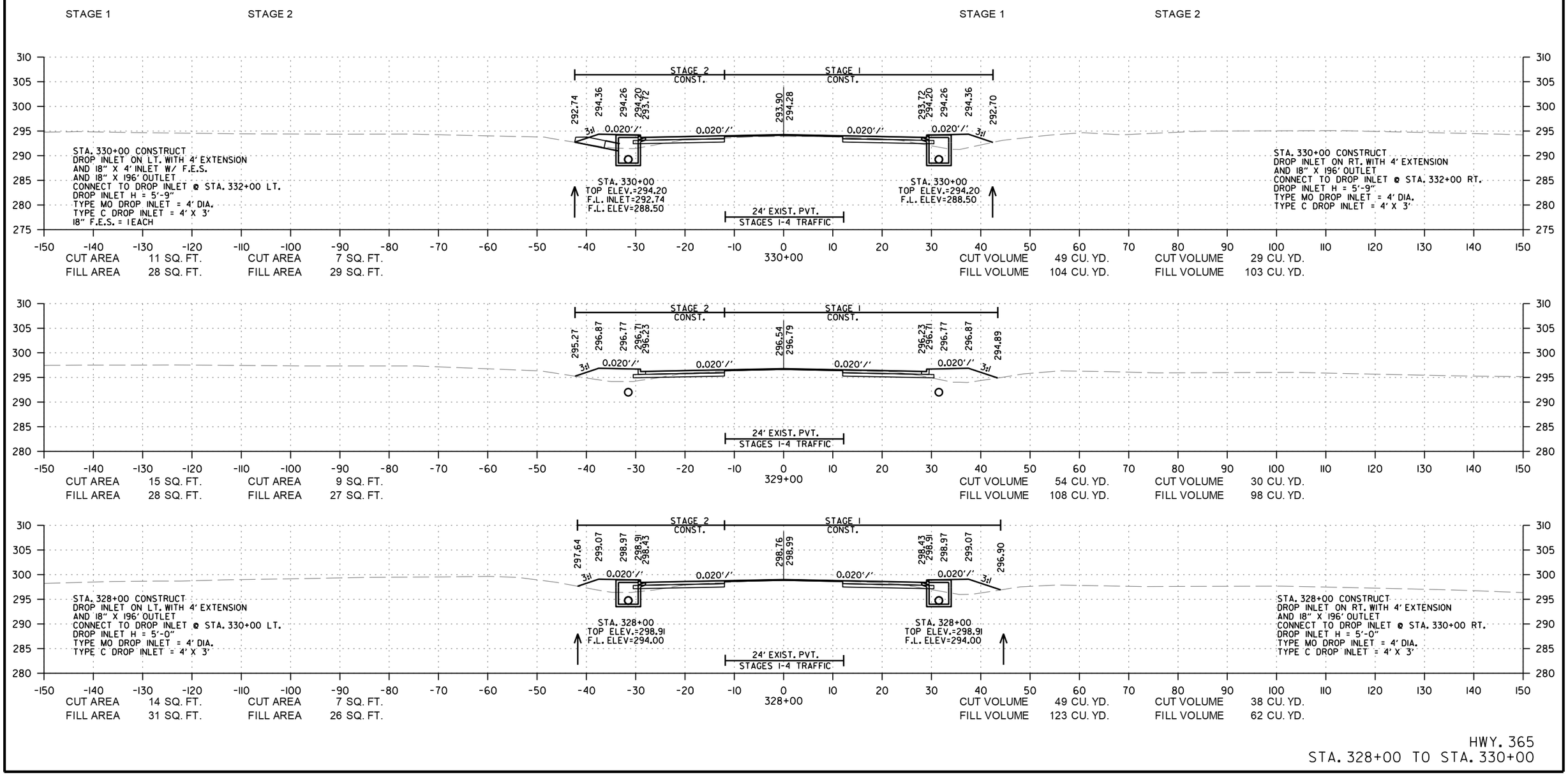
CUT AREA 13 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 19 CU. YD. CUT VOLUME 9 CU. YD.
FILL AREA 37 SQ. FT. FILL AREA 21 SQ. FT. FILL VOLUME 42 CU. YD. FILL VOLUME 25 CU. YD.

HWY. 365
STA. 326+60 TO STA. 327+00

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RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	342	405

(2) CROSS SECTIONS



HWY. 365
STA. 328+00 TO STA. 330+00

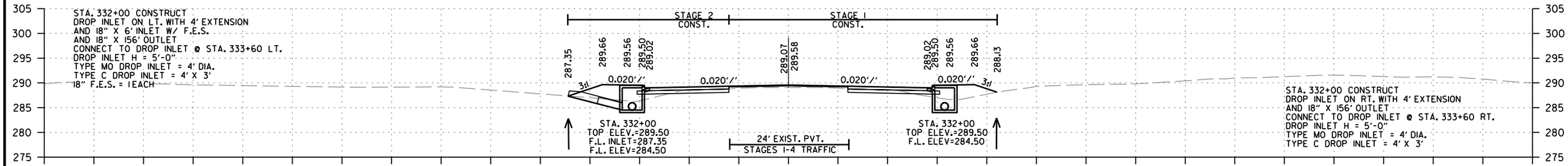
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	343	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2

STA. 332+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 18" X 6' INLET W/ F.E.S.
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 333+60 LT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1EACH

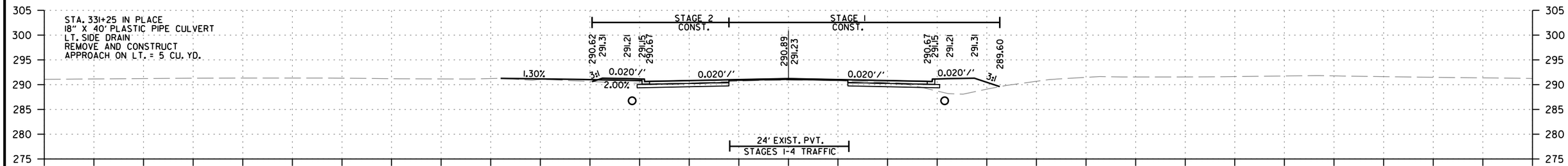


STA. 332+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 18" X 156' OUTLET
CONNECT TO DROP INLET @ STA. 333+60 RT.
DROP INLET H = 5'-0"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

CUT AREA	8 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	26 CU. YD.
FILL AREA	29 SQ. FT.	FILL AREA	37 SQ. FT.	FILL VOLUME	82 CU. YD.

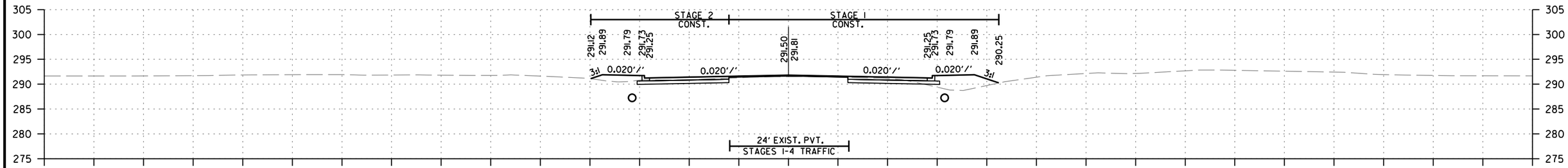
CUT VOLUME	29 CU. YD.
FILL VOLUME	62 CU. YD.

STA. 331+25 IN PLACE
18" X 40' PLASTIC PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.



CUT AREA	11 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	11 CU. YD.
FILL AREA	30 SQ. FT.	FILL AREA	8 SQ. FT.	FILL VOLUME	28 CU. YD.

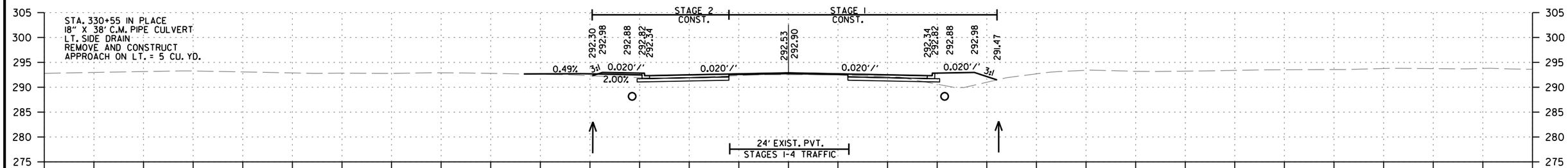
CUT VOLUME	13 CU. YD.
FILL VOLUME	9 CU. YD.



CUT AREA	13 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	20 CU. YD.
FILL AREA	29 SQ. FT.	FILL AREA	11 SQ. FT.	FILL VOLUME	47 CU. YD.

CUT VOLUME	23 CU. YD.
FILL VOLUME	15 CU. YD.

STA. 330+55 IN PLACE
18" X 38' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 5 CU. YD.



CUT AREA	12 SQ. FT.	CUT AREA	14 SQ. FT.	CUT VOLUME	23 CU. YD.
FILL AREA	27 SQ. FT.	FILL AREA	8 SQ. FT.	FILL VOLUME	57 CU. YD.

CUT VOLUME	21 CU. YD.
FILL VOLUME	37 CU. YD.

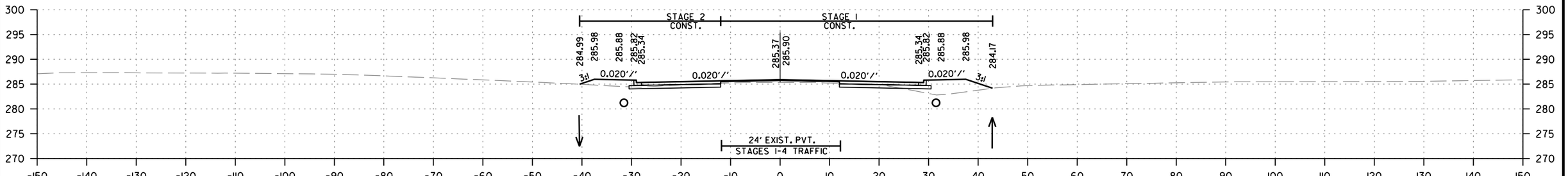
HWY. 365
STA. 330+55 TO STA. 332+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	344	405

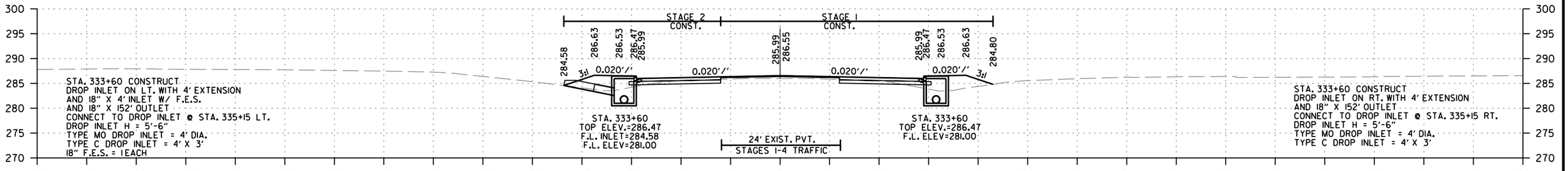
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



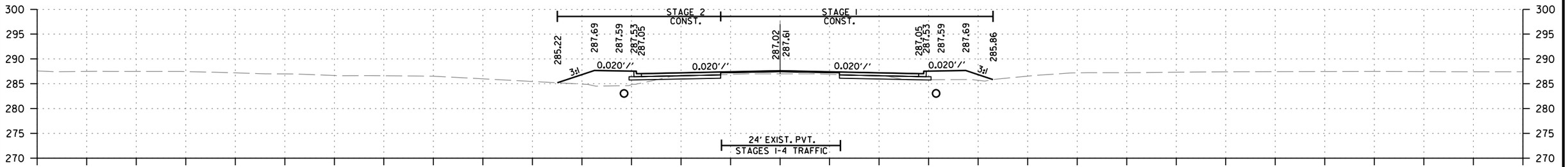
334+00

CUT AREA 7 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 10 CU. YD. CUT VOLUME 14 CU. YD.
FILL AREA 31 SQ. FT. FILL AREA 12 SQ. FT. FILL VOLUME 46 CU. YD. FILL VOLUME 31 CU. YD.



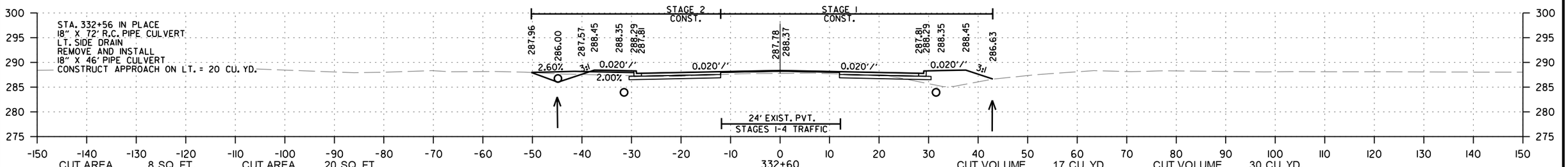
333+60

CUT AREA 7 SQ. FT. CUT AREA 8 SQ. FT. CUT VOLUME 16 CU. YD. CUT VOLUME 17 CU. YD.
FILL AREA 31 SQ. FT. FILL AREA 31 SQ. FT. FILL VOLUME 56 CU. YD. FILL VOLUME 75 CU. YD.



333+00

CUT AREA 8 SQ. FT. CUT AREA 7 SQ. FT. CUT VOLUME 12 CU. YD. CUT VOLUME 20 CU. YD.
FILL AREA 19 SQ. FT. FILL AREA 37 SQ. FT. FILL VOLUME 39 CU. YD. FILL VOLUME 34 CU. YD.



332+60

CUT AREA 8 SQ. FT. CUT AREA 20 SQ. FT. CUT VOLUME 17 CU. YD. CUT VOLUME 30 CU. YD.
FILL AREA 33 SQ. FT. FILL AREA 9 SQ. FT. FILL VOLUME 68 CU. YD. FILL VOLUME 51 CU. YD.

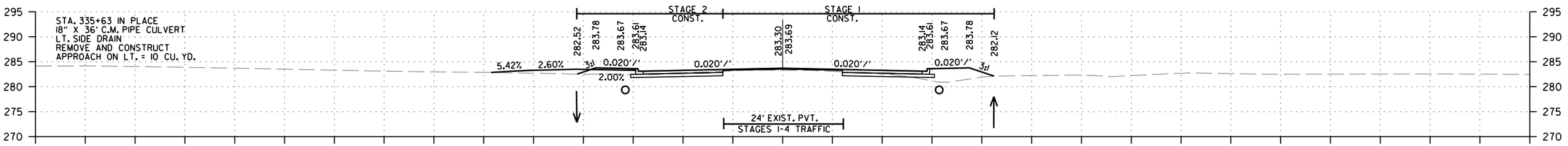
HWY. 365
STA. 332+60 TO STA. 334+00

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	345	405

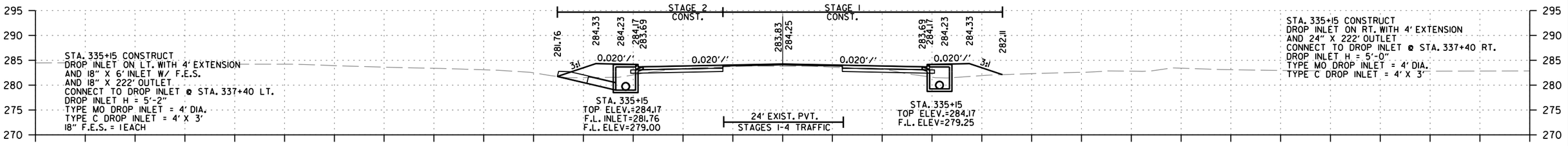
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



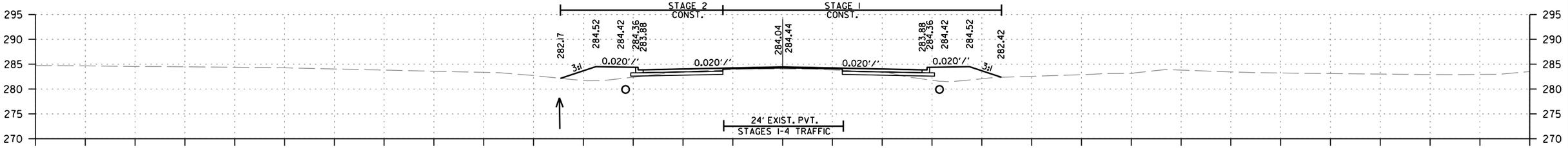
CUT AREA 7 SQ. FT. CUT AREA 13 SQ. FT.
FILL AREA 26 SQ. FT. FILL AREA 12 SQ. FT.

CUT VOLUME 12 CU. YD. CUT VOLUME 19 CU. YD.
FILL VOLUME 48 CU. YD. FILL VOLUME 36 CU. YD.



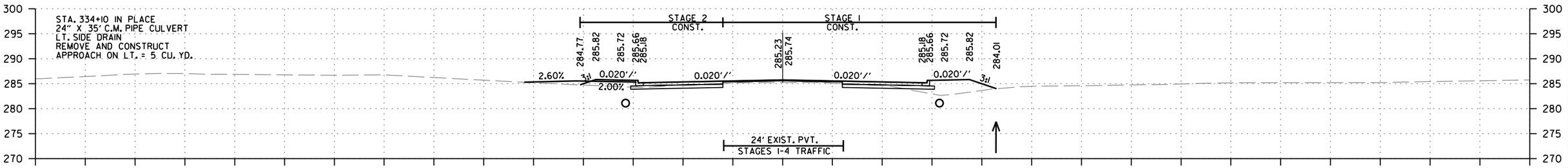
CUT AREA 7 SQ. FT. CUT AREA 10 SQ. FT.
FILL AREA 32 SQ. FT. FILL AREA 32 SQ. FT.

CUT VOLUME 4 CU. YD. CUT VOLUME 5 CU. YD.
FILL VOLUME 18 CU. YD. FILL VOLUME 17 CU. YD.



CUT AREA 7 SQ. FT. CUT AREA 10 SQ. FT.
FILL AREA 33 SQ. FT. FILL AREA 30 SQ. FT.

CUT VOLUME 23 CU. YD. CUT VOLUME 33 CU. YD.
FILL VOLUME 106 CU. YD. FILL VOLUME 69 CU. YD.



CUT AREA 7 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 31 SQ. FT. FILL AREA 12 SQ. FT.

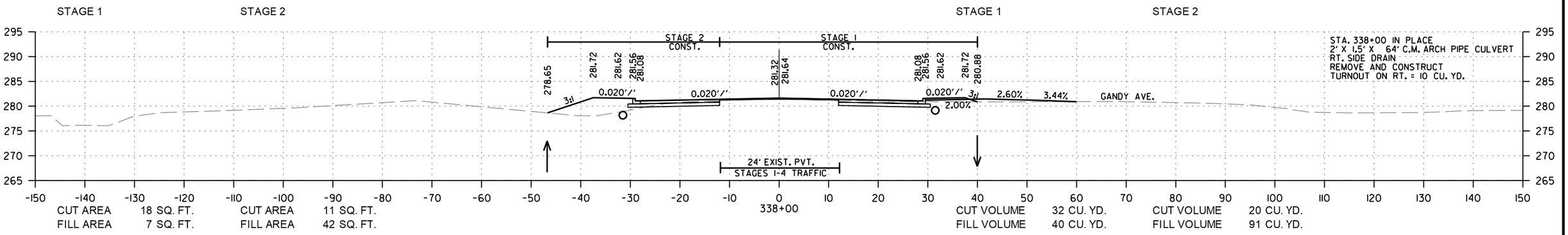
CUT VOLUME 3 CU. YD. CUT VOLUME 4 CU. YD.
FILL VOLUME 11 CU. YD. FILL VOLUME 4 CU. YD.

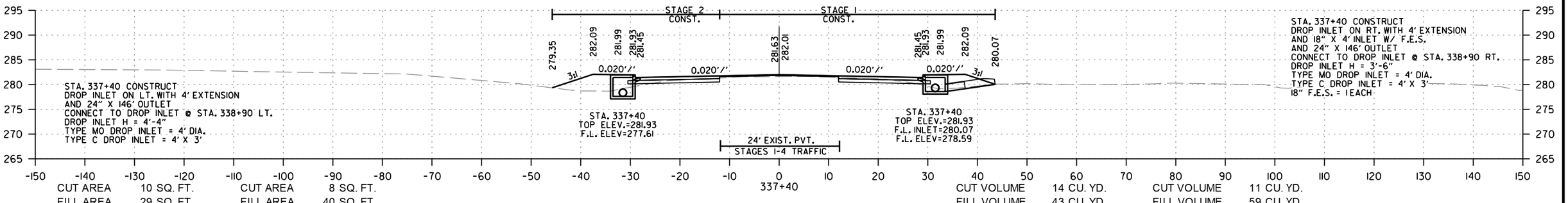
HWY. 365
STA. 334+10 TO STA. 335+60

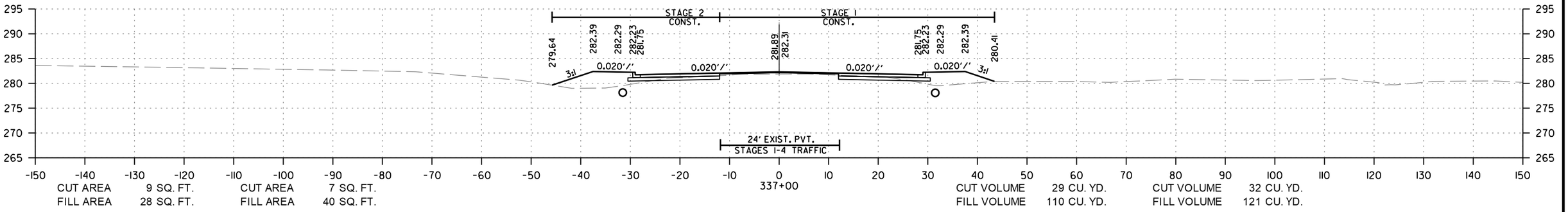
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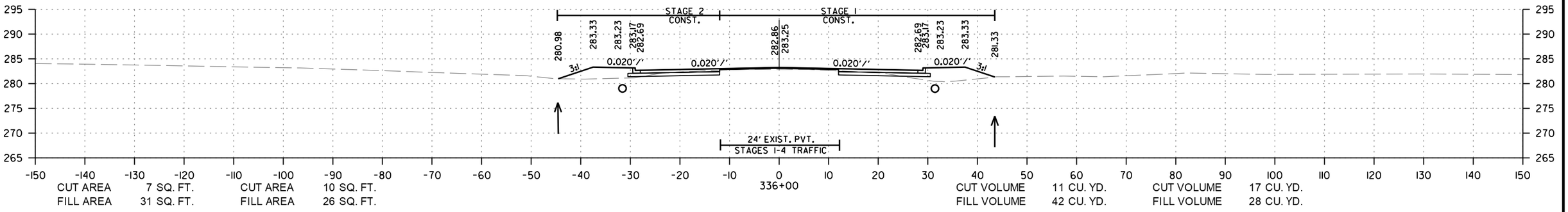
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	346	405

(2) CROSS SECTIONS









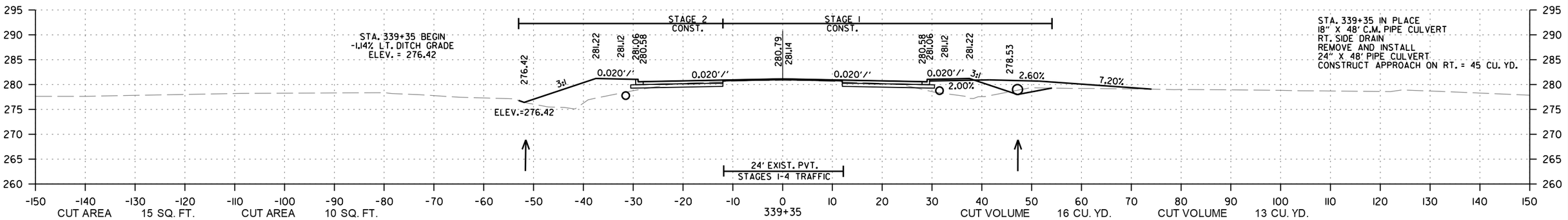
HWY. 365
STA. 336+00 TO STA. 338+00

HT39710 9/2/2022
R020626.DGN

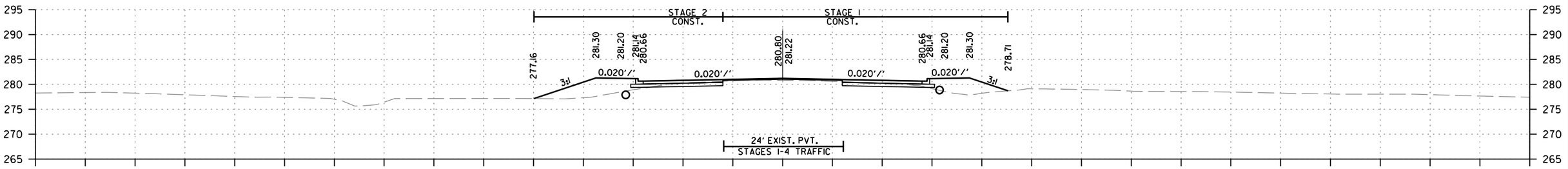
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	347	405

(2) CROSS SECTIONS

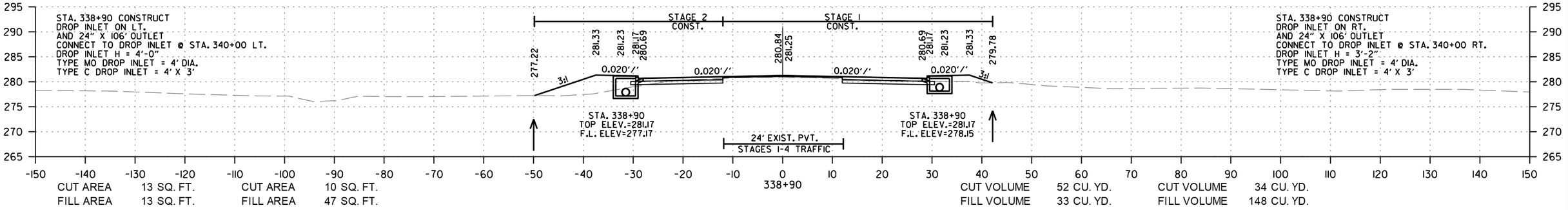
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 15 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 16 CU. YD. CUT VOLUME 13 CU. YD.
FILL AREA 41 SQ. FT. FILL AREA 67 SQ. FT. FILL VOLUME 49 CU. YD. FILL VOLUME 75 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 4 CU. YD. CUT VOLUME 4 CU. YD.
FILL AREA 35 SQ. FT. FILL AREA 48 SQ. FT. FILL VOLUME 9 CU. YD. FILL VOLUME 18 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 52 CU. YD. CUT VOLUME 34 CU. YD.
FILL AREA 13 SQ. FT. FILL AREA 47 SQ. FT. FILL VOLUME 33 CU. YD. FILL VOLUME 148 CU. YD.

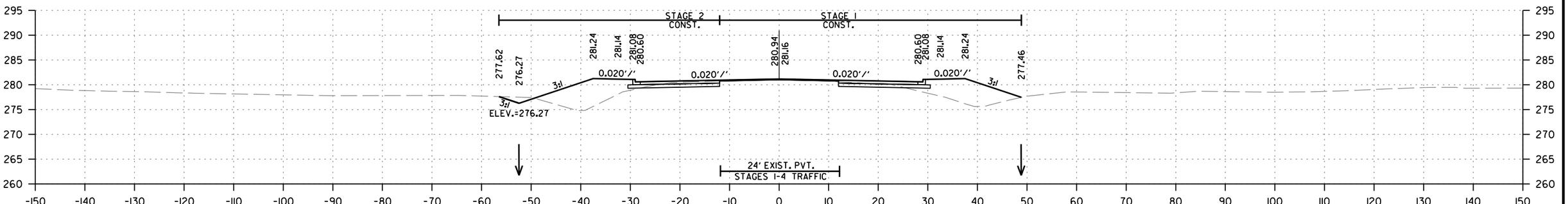
HWY. 365
STA. 338+90 TO STA. 339+35

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



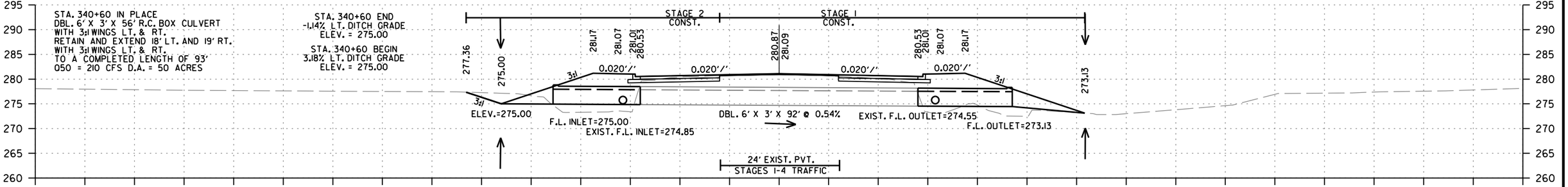
CUT AREA 9 SQ. FT. CUT AREA 18 SQ. FT.
FILL AREA 66 SQ. FT. FILL AREA 70 SQ. FT.

CUT VOLUME 14 CU. YD. CUT VOLUME 33 CU. YD.
FILL VOLUME 164 CU. YD. FILL VOLUME 143 CU. YD.

STA. 340+60 IN PLACE
DBL. 6' X 3' X 56' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
RETAIN AND EXTEND 18' LT. AND 19' RT.
WITH 3:1 WINGS LT. & RT.
TO A COMPLETED LENGTH OF 93'
050 = 210 CFS D.A. = 50 ACRES

STA. 340+60 END
-1.14% LT. DITCH GRADE
ELEV. = 275.00

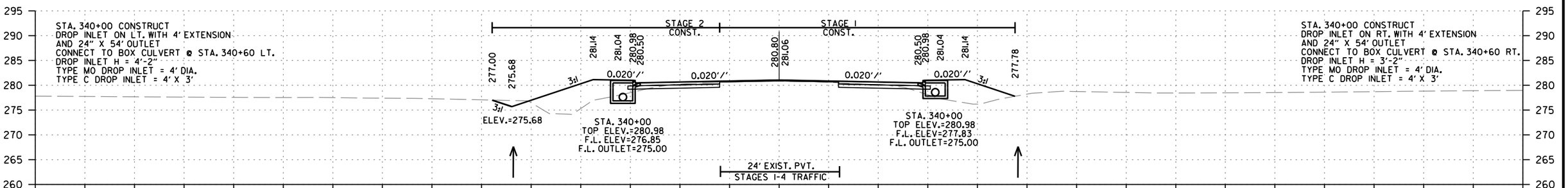
STA. 340+60 BEGIN
3.18% LT. DITCH GRADE
ELEV. = 275.00



CUT AREA 9 SQ. FT. CUT AREA 27 SQ. FT.
FILL AREA 156 SQ. FT. FILL AREA 124 SQ. FT.

CUT VOLUME 21 CU. YD. CUT VOLUME 47 CU. YD.
FILL VOLUME 238 CU. YD. FILL VOLUME 223 CU. YD.

STA. 340+00 CONSTRUCT
DROP INLET ON LT. WITH 4' EXTENSION
AND 24" X 54' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 LT.
DROP INLET H = 4'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'



STA. 340+00 CONSTRUCT
DROP INLET ON RT. WITH 4' EXTENSION
AND 24" X 54' OUTLET
CONNECT TO BOX CULVERT @ STA. 340+60 RT.
DROP INLET H = 3'-2"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'

CUT AREA 9 SQ. FT. CUT AREA 15 SQ. FT.
FILL AREA 58 SQ. FT. FILL AREA 77 SQ. FT.

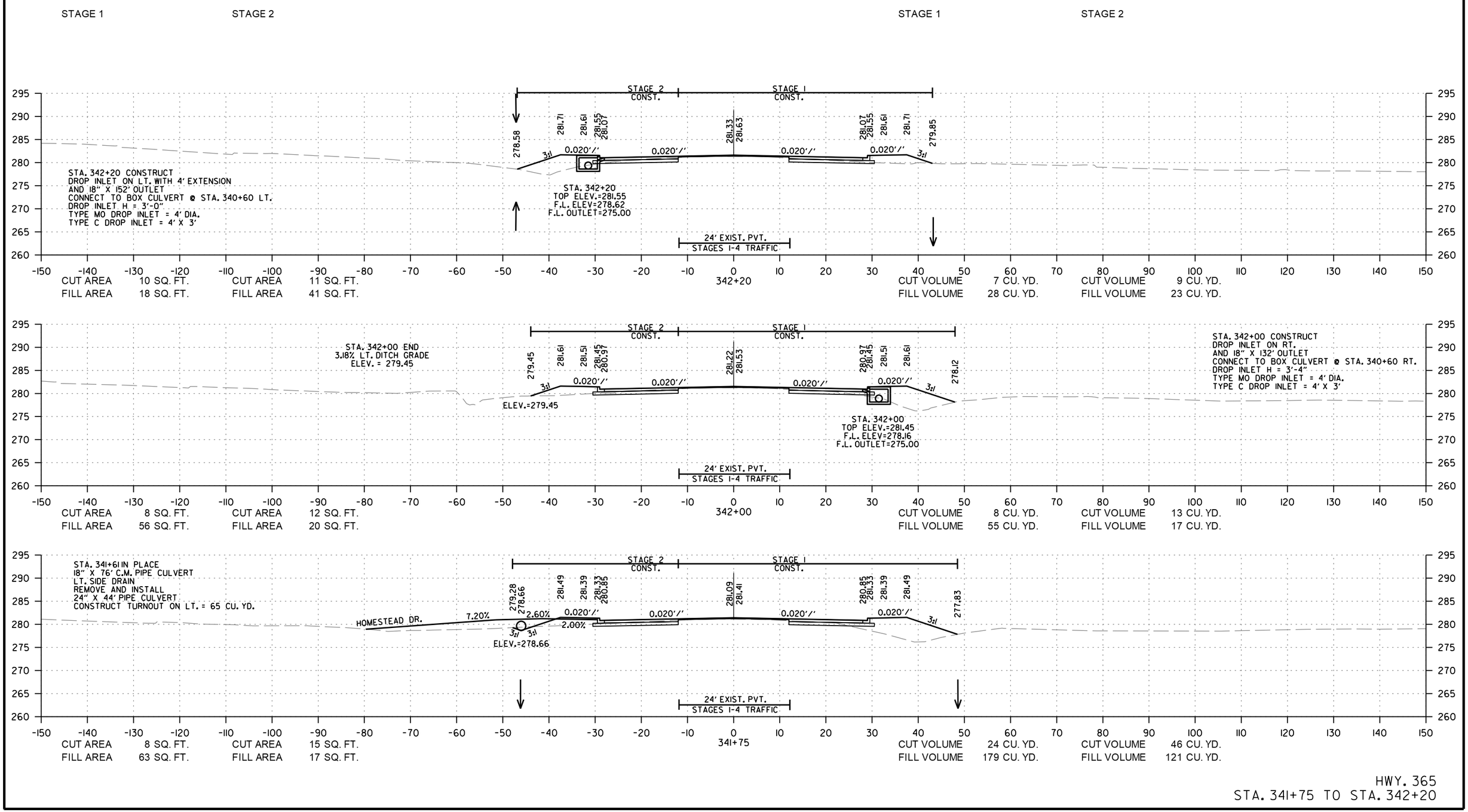
CUT VOLUME 29 CU. YD. CUT VOLUME 31 CU. YD.
FILL VOLUME 120 CU. YD. FILL VOLUME 174 CU. YD.

HWY. 365
STA. 340+00 TO STA. 341+00

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RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	349	405

(2) CROSS SECTIONS



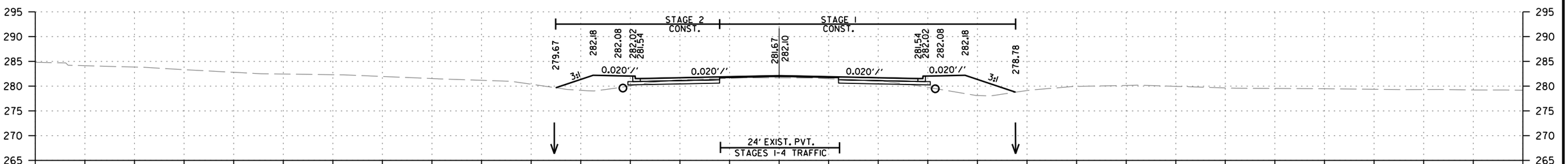
HWY. 365
STA. 341+75 TO STA. 342+20

H139710 9/2/2022
RO20626.DGN

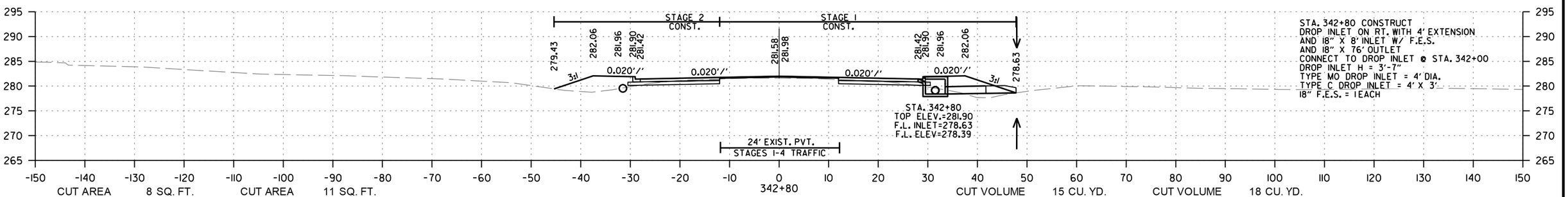
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	350	405

(2) CROSS SECTIONS

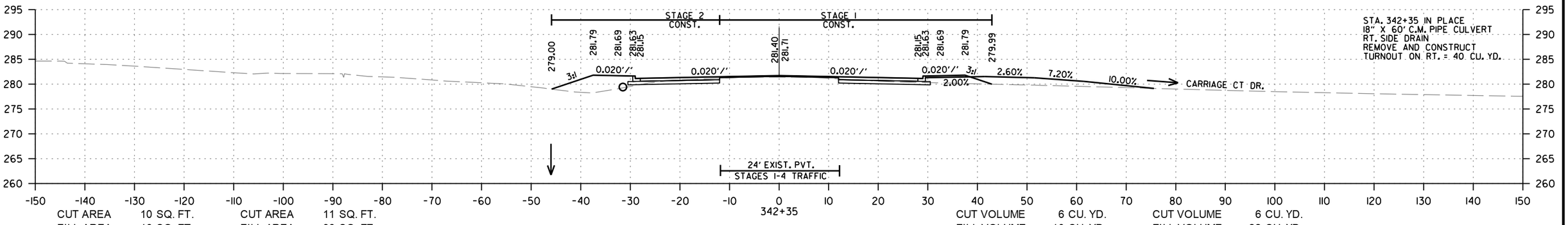
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 8 SQ. FT. CUT AREA 11 SQ. FT. 343+00 CUT VOLUME 6 CU. YD. CUT VOLUME 8 CU. YD.
FILL AREA 46 SQ. FT. FILL AREA 32 SQ. FT. FILL VOLUME 34 CU. YD. FILL VOLUME 25 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 11 SQ. FT. 342+80 CUT VOLUME 15 CU. YD. CUT VOLUME 18 CU. YD.
FILL AREA 46 SQ. FT. FILL AREA 34 SQ. FT. FILL VOLUME 52 CU. YD. FILL VOLUME 60 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 11 SQ. FT. 342+35 CUT VOLUME 6 CU. YD. CUT VOLUME 6 CU. YD.
FILL AREA 16 SQ. FT. FILL AREA 38 SQ. FT. FILL VOLUME 10 CU. YD. FILL VOLUME 22 CU. YD.

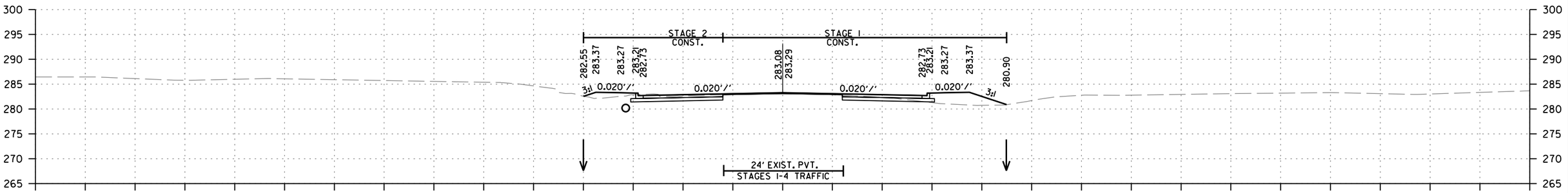
HWY. 365
STA. 342+35 TO STA. 343+00

HT39710 9/2/2022
R020626.DGN

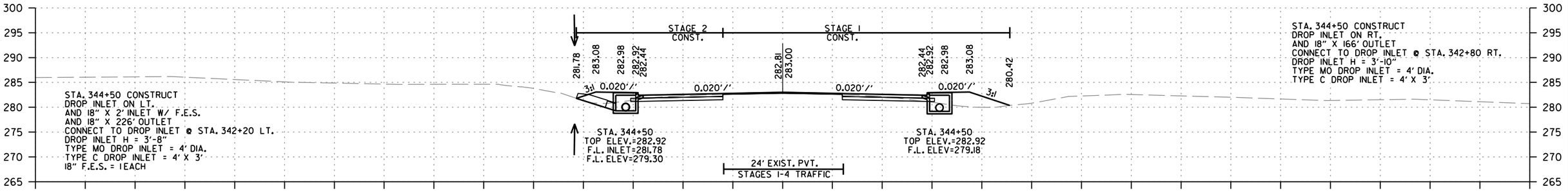
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				6	ARK.			
				JOB NO.		020626	351	405

(2) CROSS SECTIONS

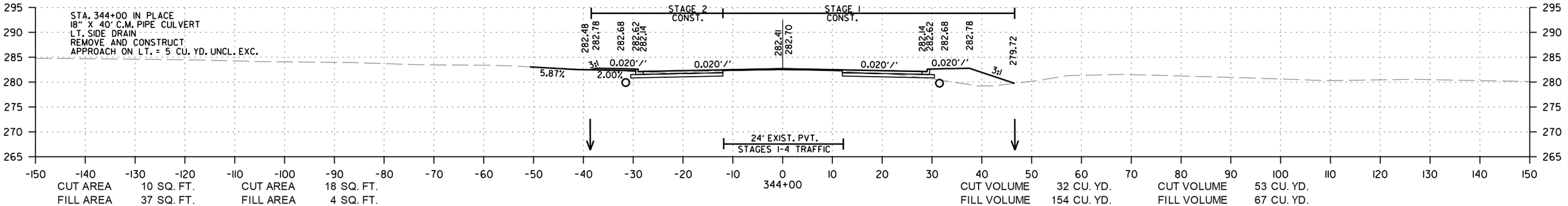
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 10 SQ. FT. CUT AREA 21 SQ. FT. CUT VOLUME 20 CU. YD. CUT VOLUME 34 CU. YD.
FILL AREA 28 SQ. FT. FILL AREA 8 SQ. FT. FILL VOLUME 56 CU. YD. FILL VOLUME 26 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 16 SQ. FT. CUT VOLUME 19 CU. YD. CUT VOLUME 31 CU. YD.
FILL AREA 32 SQ. FT. FILL AREA 20 SQ. FT. FILL VOLUME 65 CU. YD. FILL VOLUME 22 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 18 SQ. FT. CUT VOLUME 32 CU. YD. CUT VOLUME 53 CU. YD.
FILL AREA 37 SQ. FT. FILL AREA 4 SQ. FT. FILL VOLUME 154 CU. YD. FILL VOLUME 67 CU. YD.

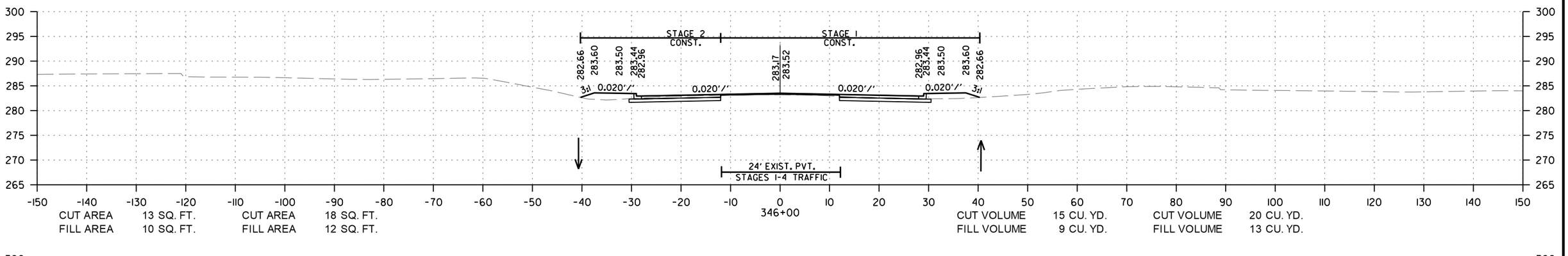
HWY. 365
STA. 344+00 TO STA. 345+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	352	405

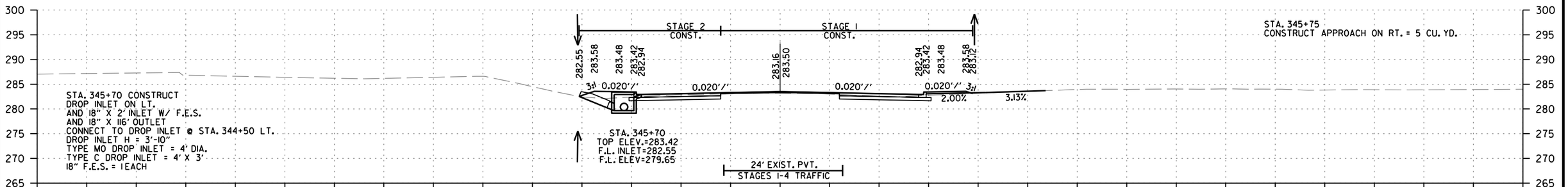
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 13 SQ. FT. CUT AREA 18 SQ. FT.
FILL AREA 10 SQ. FT. FILL AREA 12 SQ. FT.

CUT VOLUME 15 CU. YD. CUT VOLUME 20 CU. YD.
FILL VOLUME 9 CU. YD. FILL VOLUME 13 CU. YD.

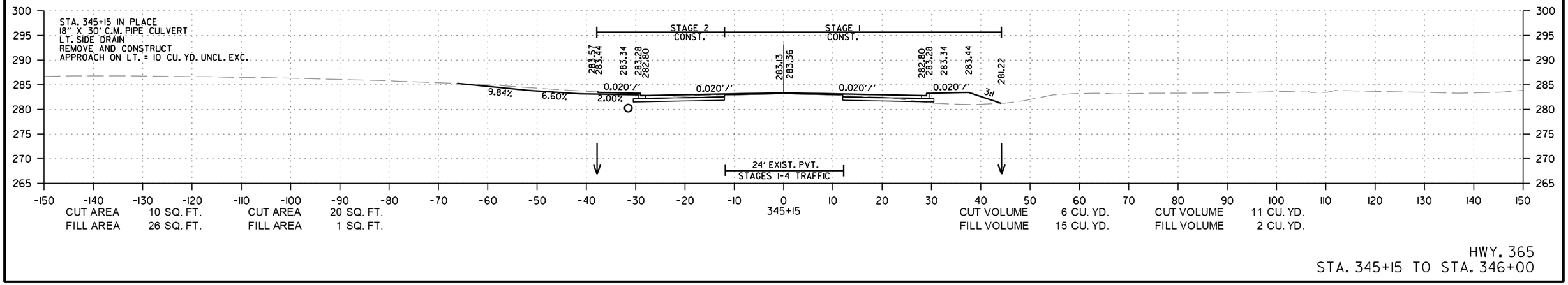


STA. 345+70 CONSTRUCT
DROP INLET ON LT.
AND 18" X 2' INLET W/ F.E.S.
AND 18" X 116' OUTLET
CONNECT TO DROP INLET @ STA. 344+50 LT.
DROP INLET H = 3'-10"
TYPE MO DROP INLET = 4' DIA.
TYPE C DROP INLET = 4' X 3'
18" F.E.S. = 1 EACH

STA. 345+75
CONSTRUCT APPROACH ON RT. = 5 CU. YD.

CUT AREA 15 SQ. FT. CUT AREA 18 SQ. FT.
FILL AREA 5 SQ. FT. FILL AREA 12 SQ. FT.

CUT VOLUME 25 CU. YD. CUT VOLUME 38 CU. YD.
FILL VOLUME 31 CU. YD. FILL VOLUME 13 CU. YD.



STA. 345+15 IN PLACE
18" X 30' C.M. PIPE CULVERT
LT. SIDE DRAIN
REMOVE AND CONSTRUCT
APPROACH ON LT. = 10 CU. YD. UNCL. EXC.

CUT AREA 10 SQ. FT. CUT AREA 20 SQ. FT.
FILL AREA 26 SQ. FT. FILL AREA 1 SQ. FT.

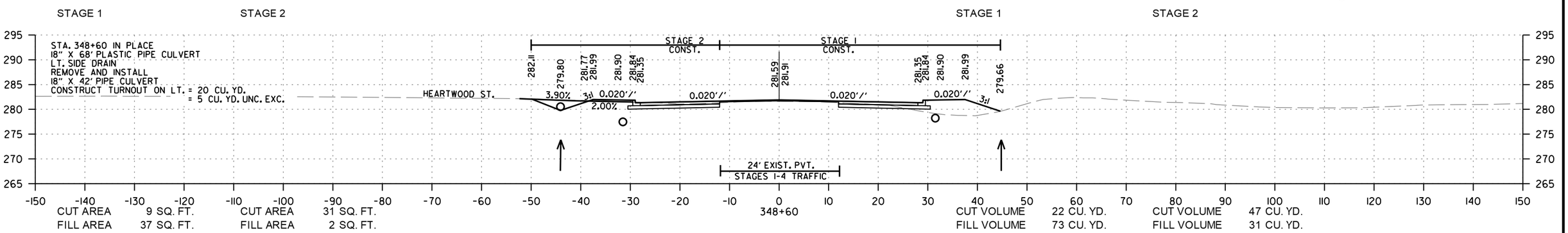
CUT VOLUME 6 CU. YD. CUT VOLUME 11 CU. YD.
FILL VOLUME 15 CU. YD. FILL VOLUME 2 CU. YD.

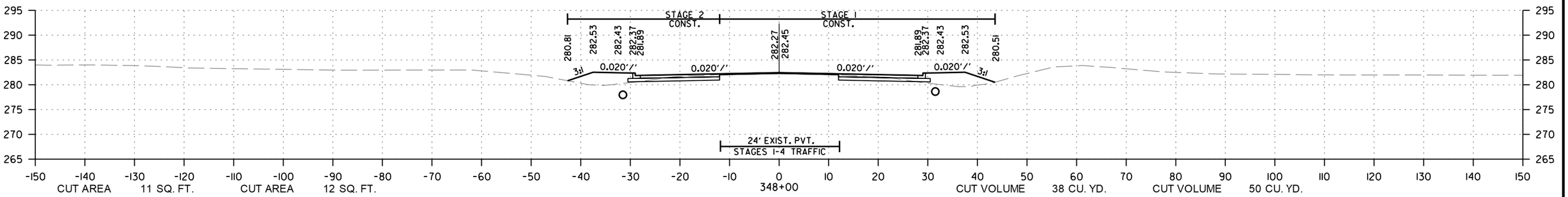
HWY. 365
STA. 345+15 TO STA. 346+00

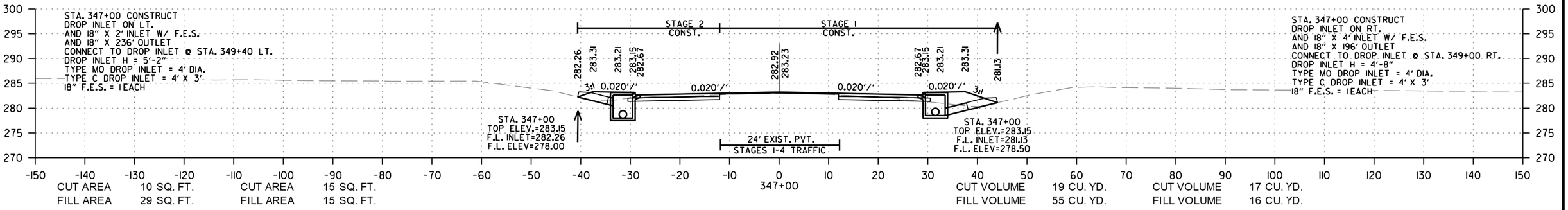
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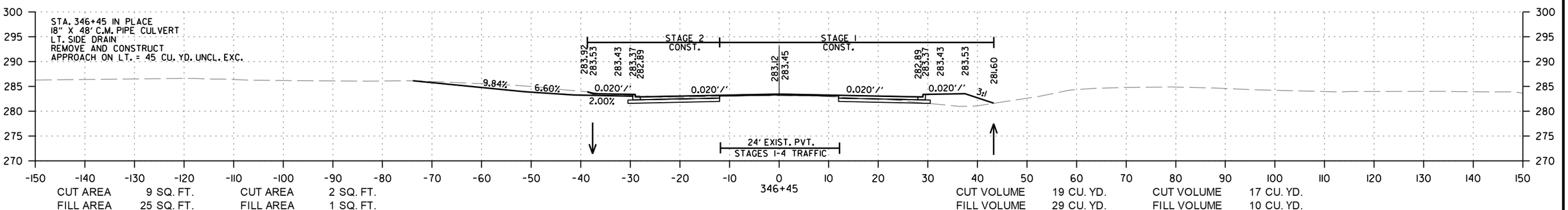
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	353	405

(2) CROSS SECTIONS







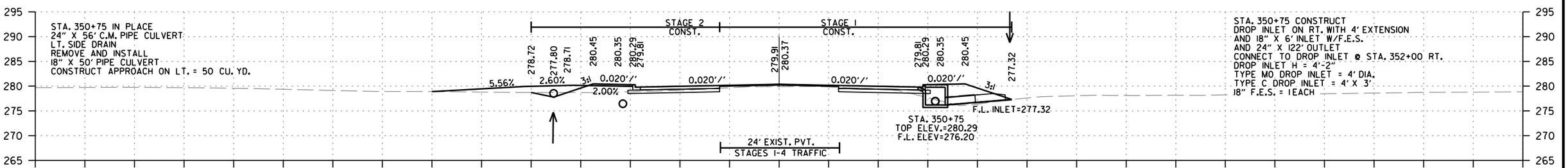


HWY. 365
STA. 346+45 TO STA. 348+60

HT39710 9/2/2022
R020626.DGN

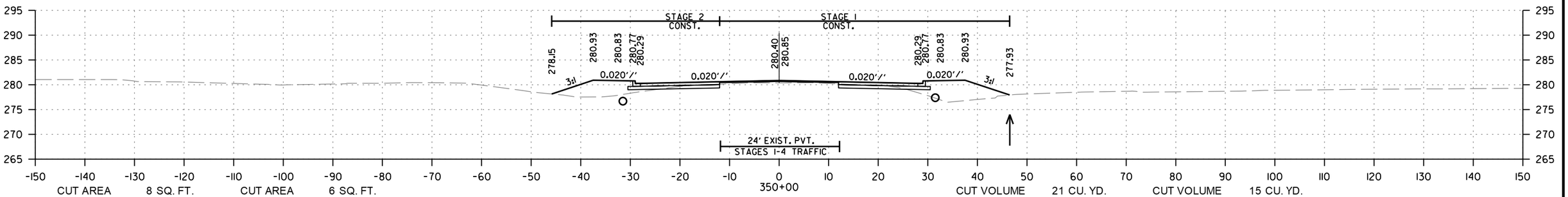
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	354	405

(2) CROSS SECTIONS



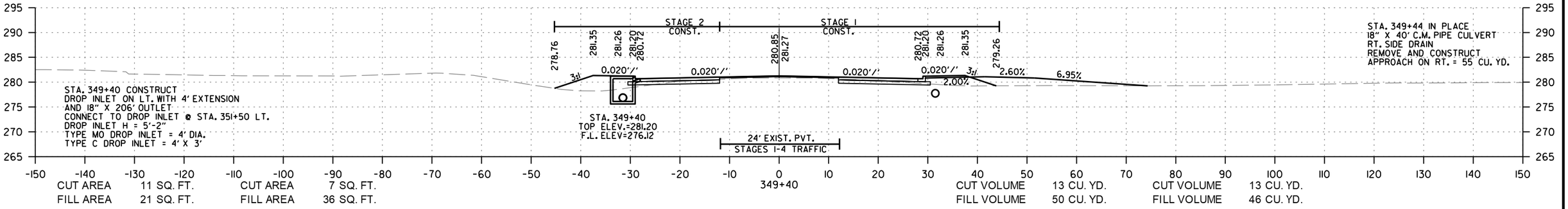
CUT AREA	9 SQ. FT.	CUT AREA	12 SQ. FT.	CUT VOLUME	24 CU. YD.
FILL AREA	47 SQ. FT.	FILL AREA	17 SQ. FT.	FILL VOLUME	137 CU. YD.

CUT VOLUME	25 CU. YD.		
FILL VOLUME	79 CU. YD.		



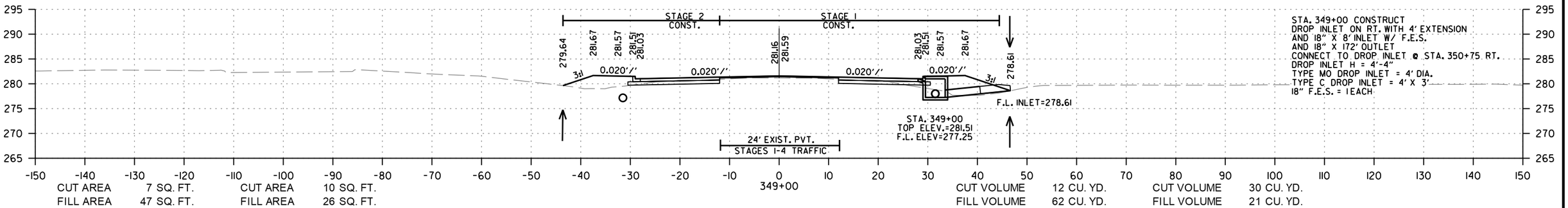
CUT AREA	8 SQ. FT.	CUT AREA	6 SQ. FT.	CUT VOLUME	21 CU. YD.
FILL AREA	52 SQ. FT.	FILL AREA	40 SQ. FT.	FILL VOLUME	81 CU. YD.

CUT VOLUME	15 CU. YD.
FILL VOLUME	84 CU. YD.



CUT AREA	11 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	13 CU. YD.
FILL AREA	21 SQ. FT.	FILL AREA	36 SQ. FT.	FILL VOLUME	50 CU. YD.

CUT VOLUME	13 CU. YD.
FILL VOLUME	46 CU. YD.



CUT AREA	7 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	12 CU. YD.
FILL AREA	47 SQ. FT.	FILL AREA	26 SQ. FT.	FILL VOLUME	62 CU. YD.

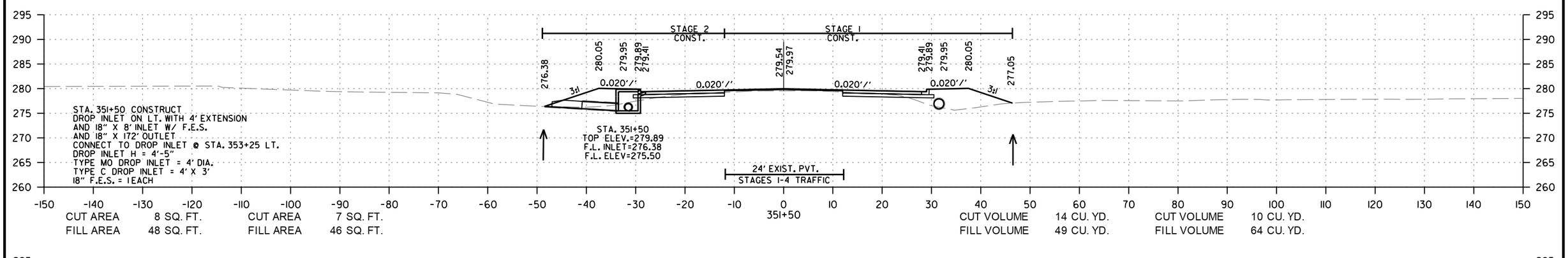
CUT VOLUME	30 CU. YD.
FILL VOLUME	21 CU. YD.

HWY. 365
STA. 349+00 TO STA. 350+75

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	355	405

(2) CROSS SECTIONS



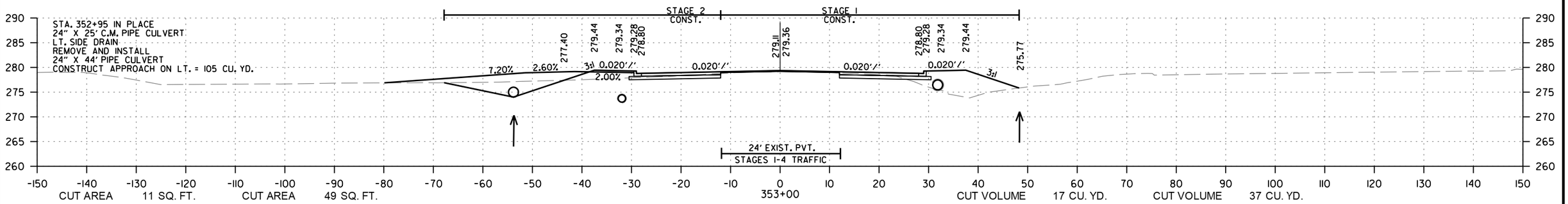
HWY. 365
STA. 351+00 TO STA. 351+50

H139710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	356	405

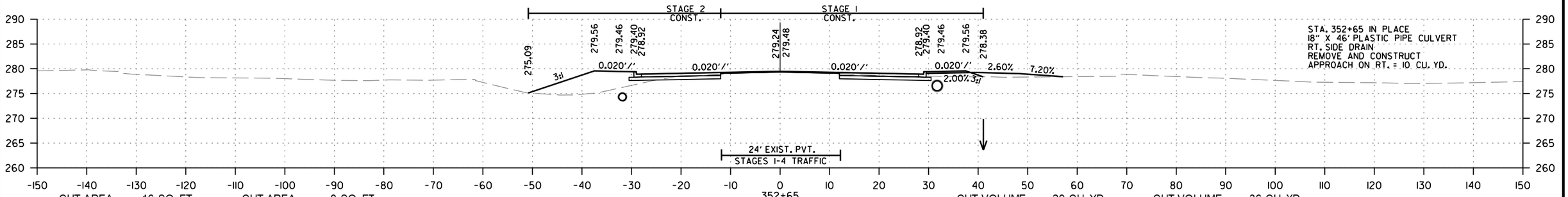
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



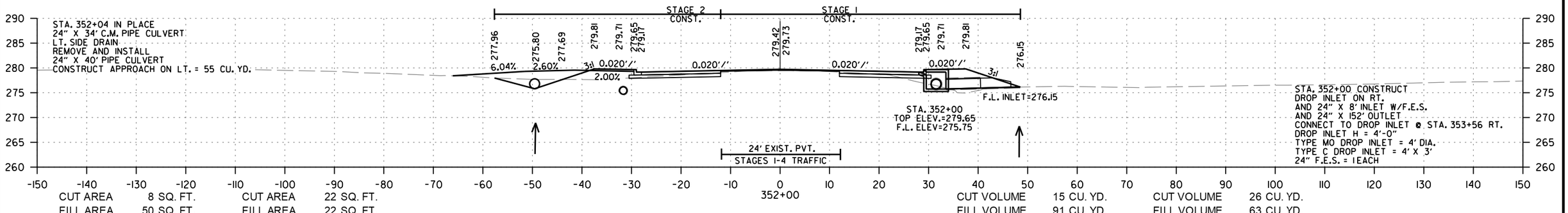
CUT AREA 11 SQ. FT. CUT AREA 49 SQ. FT.
FILL AREA 61 SQ. FT. FILL AREA 19 SQ. FT.

CUT VOLUME 17 CU. YD. CUT VOLUME 37 CU. YD.
FILL VOLUME 46 CU. YD. FILL VOLUME 53 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 8 SQ. FT.
FILL AREA 10 SQ. FT. FILL AREA 63 SQ. FT.

CUT VOLUME 29 CU. YD. CUT VOLUME 36 CU. YD.
FILL VOLUME 72 CU. YD. FILL VOLUME 102 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 22 SQ. FT.
FILL AREA 50 SQ. FT. FILL AREA 22 SQ. FT.

CUT VOLUME 15 CU. YD. CUT VOLUME 26 CU. YD.
FILL VOLUME 91 CU. YD. FILL VOLUME 63 CU. YD.

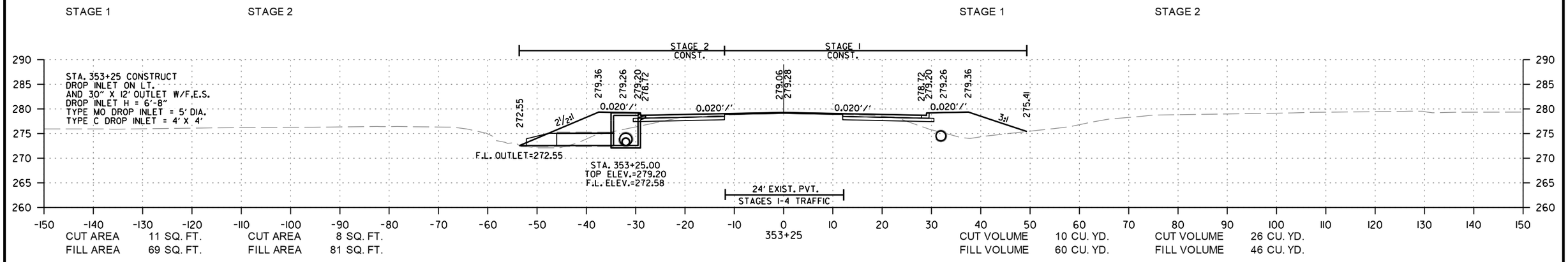
HWY. 365
STA. 352+00 TO STA. 353+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	357	405

(2) CROSS SECTIONS



STA. 353+25 TO STA. 353+25

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	358	405

(2) CROSS SECTIONS

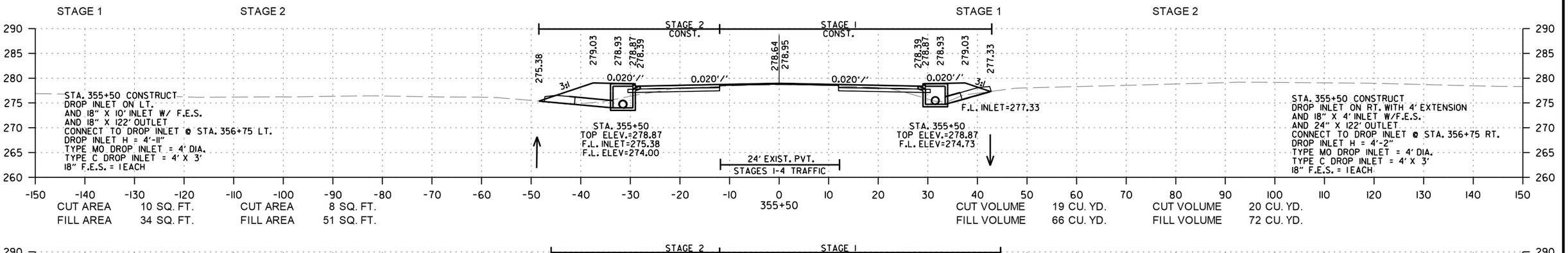
STAGE 1 STAGE 2 STAGE 1 STAGE 2

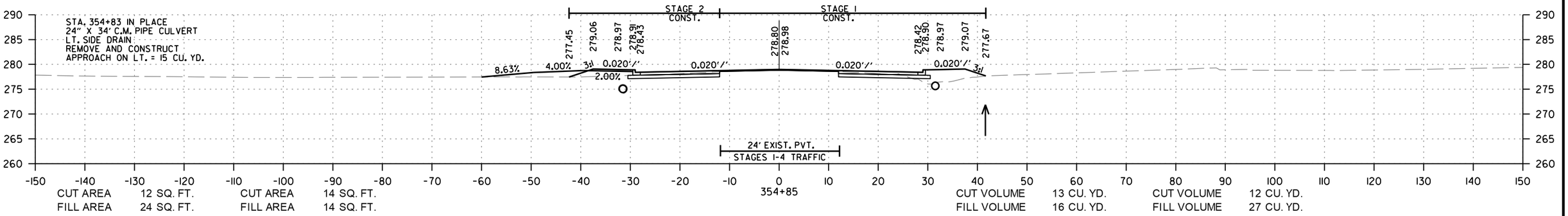
HWY. 365
STA. 353+56 TO STA. 354+50

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	359	405

(2) CROSS SECTIONS



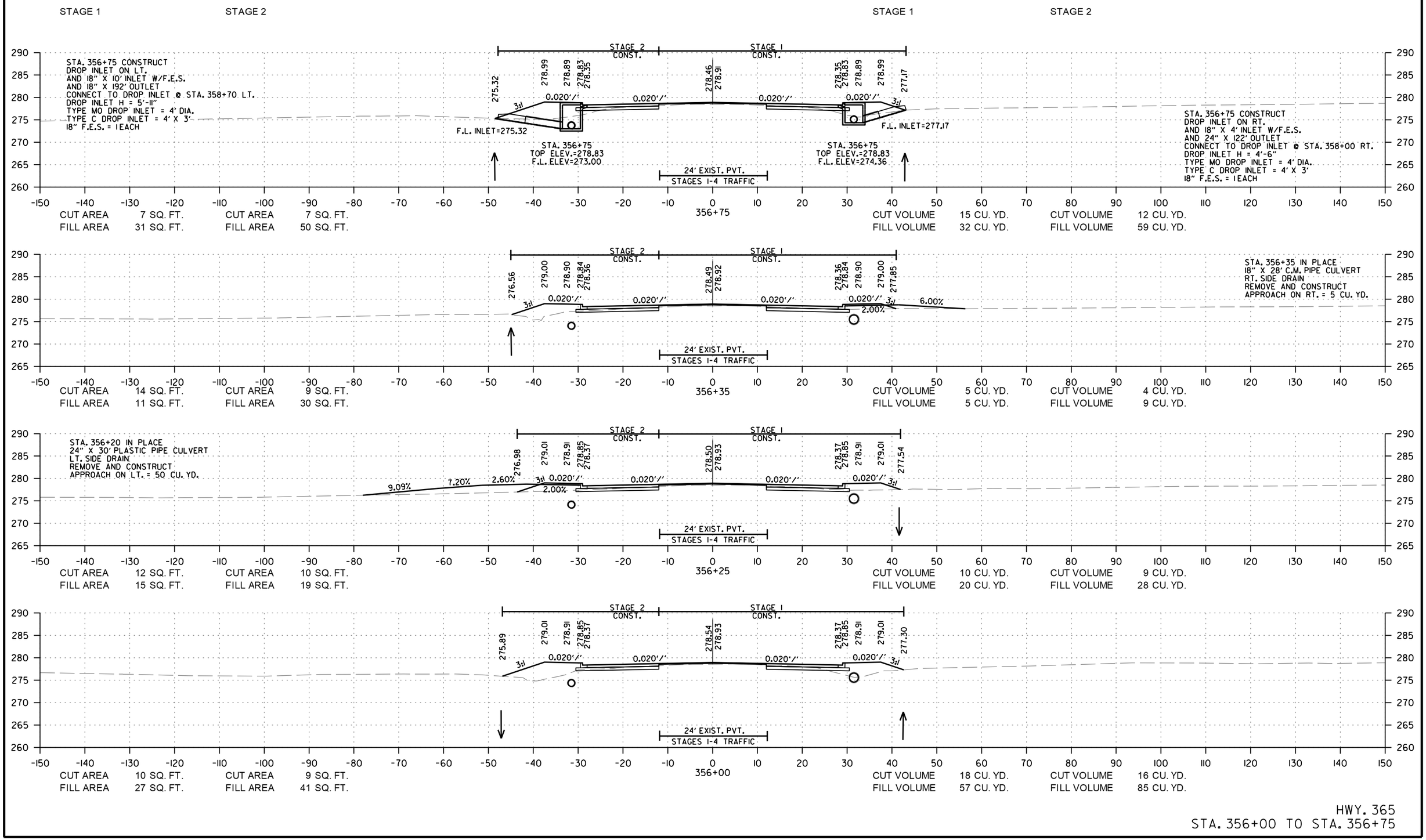


HWY. 365
STA. 354+60 TO STA. 355+50

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	360	405

(2) CROSS SECTIONS

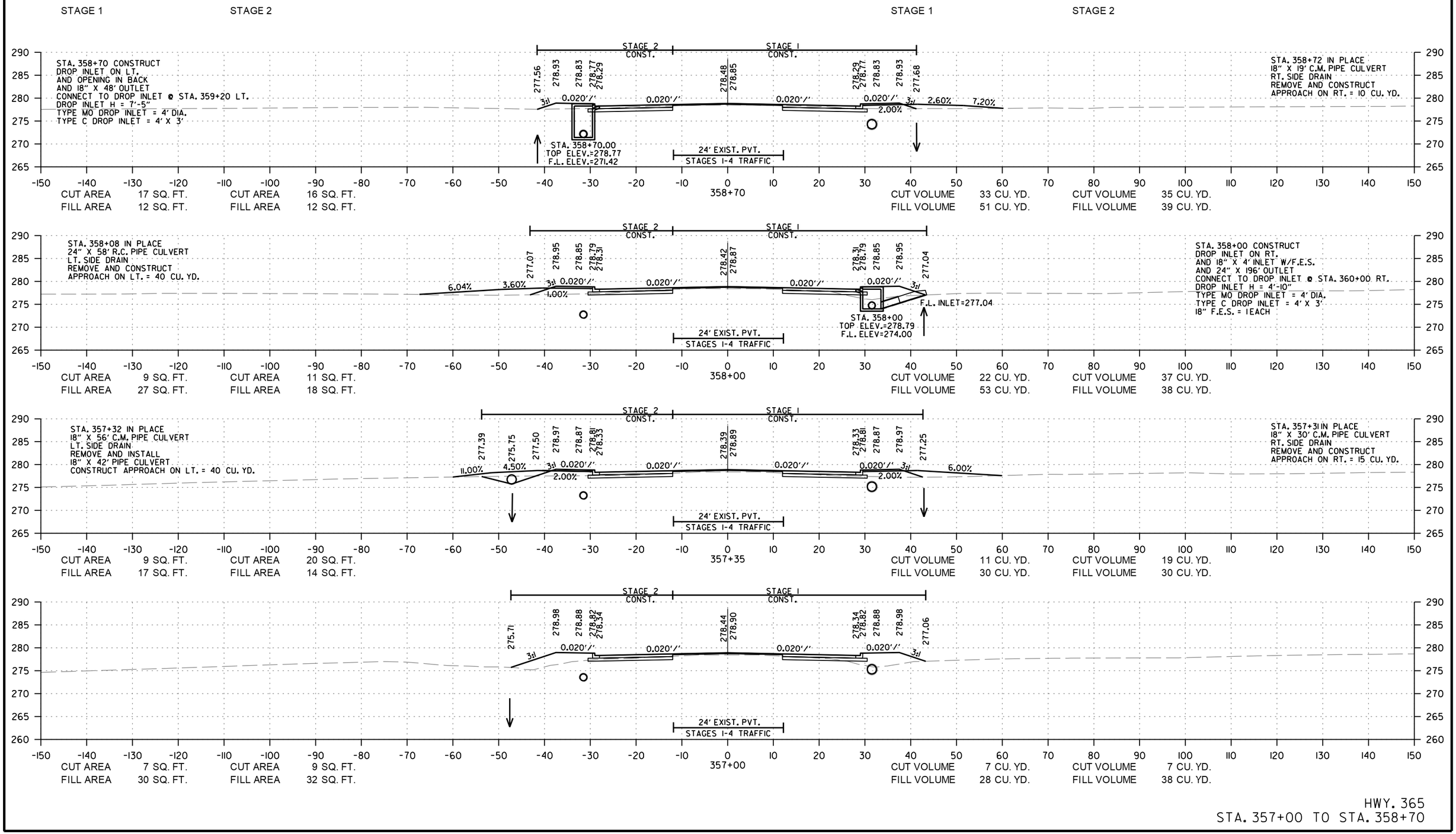


HWY. 365
STA. 356+00 TO STA. 356+75

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	361	405

(2) CROSS SECTIONS



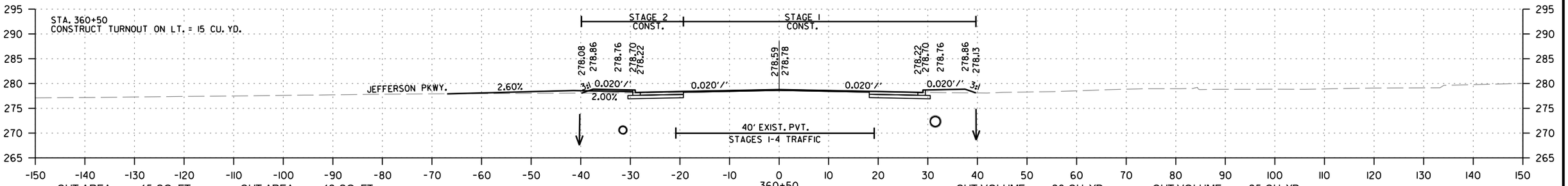
HWY. 365
STA. 357+00 TO STA. 358+70

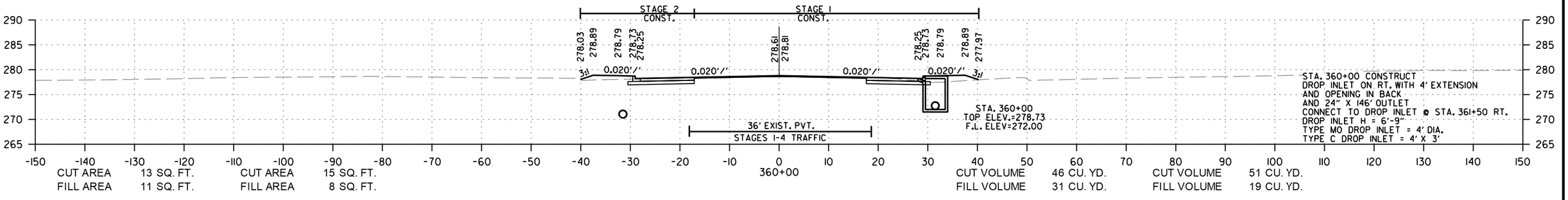
HT39710 9/2/2022
R020626.DGN

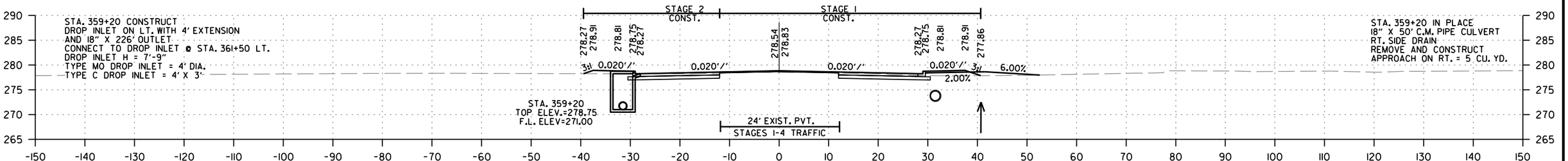
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	362	405

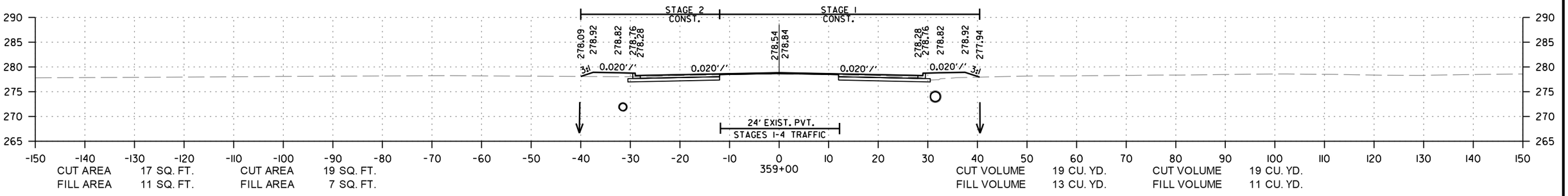
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2







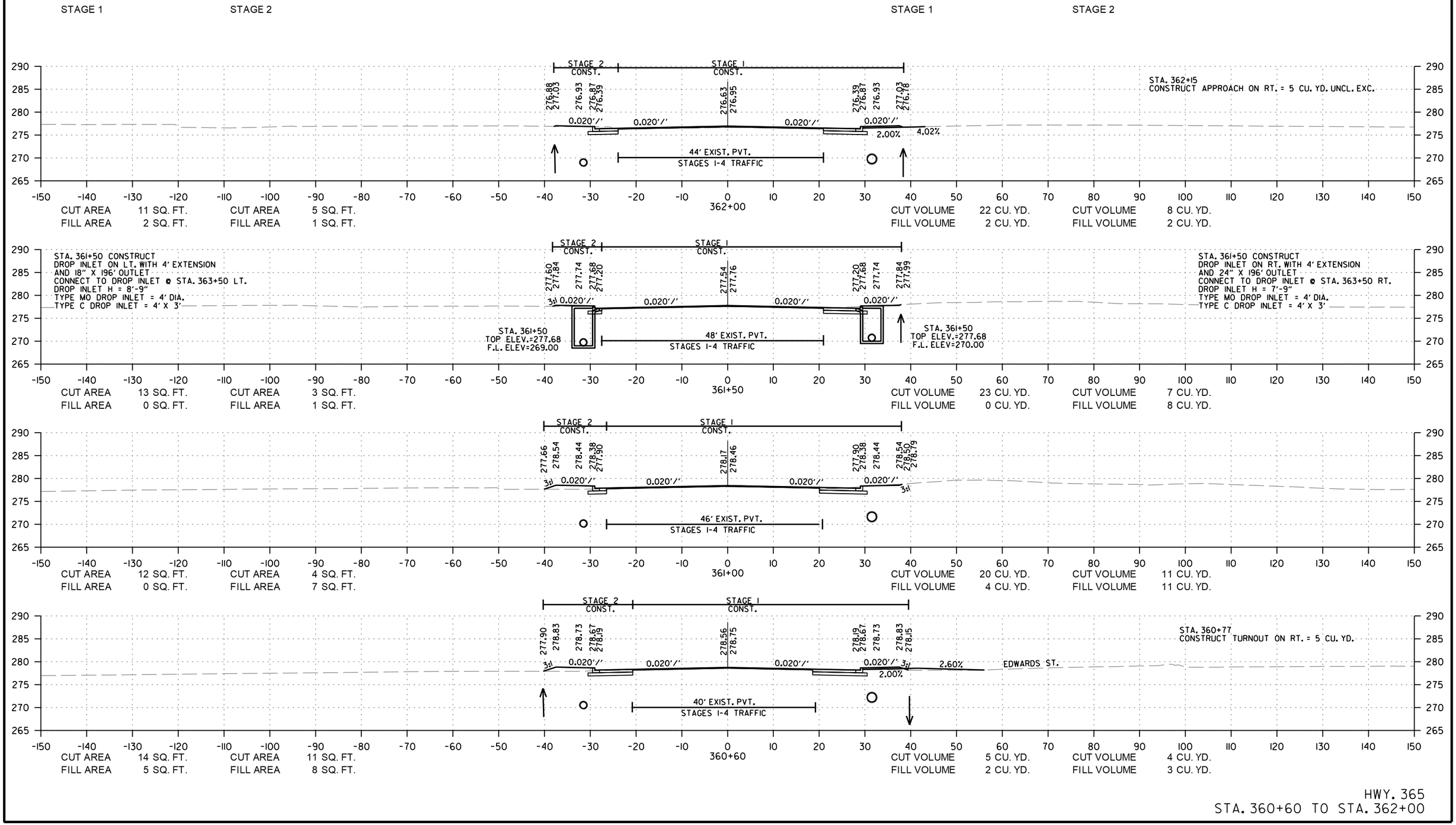


HWY. 365
STA. 359+00 TO STA. 360+50

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	363	405

(2) CROSS SECTIONS

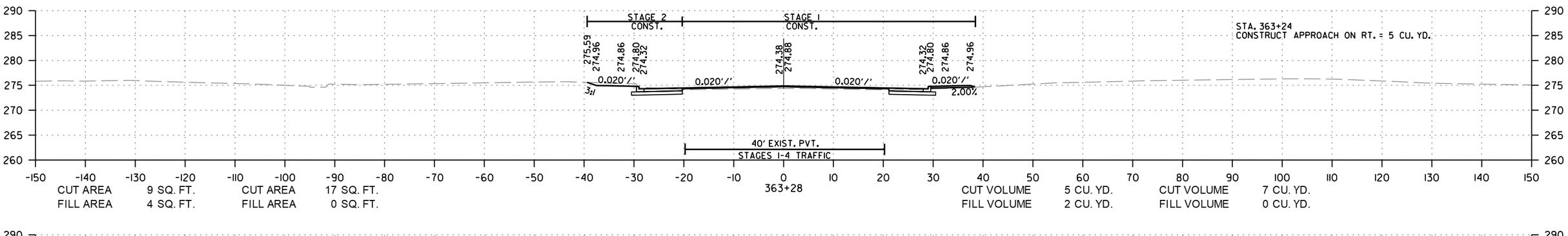


HWY. 365
STA. 360+60 TO STA. 362+00

H139710 9/2/2022
R020626.DGN

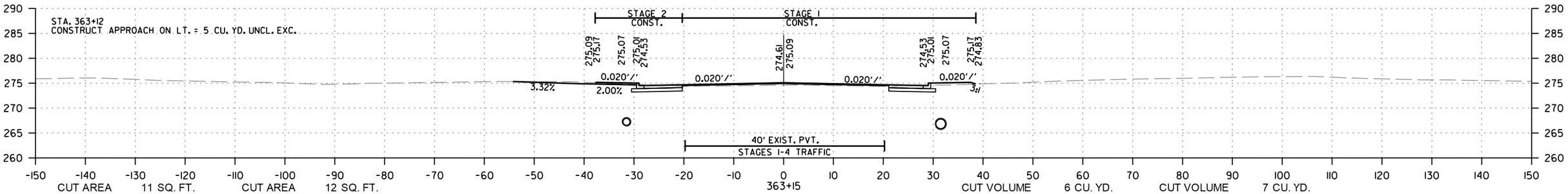
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	364	405

(2) CROSS SECTIONS



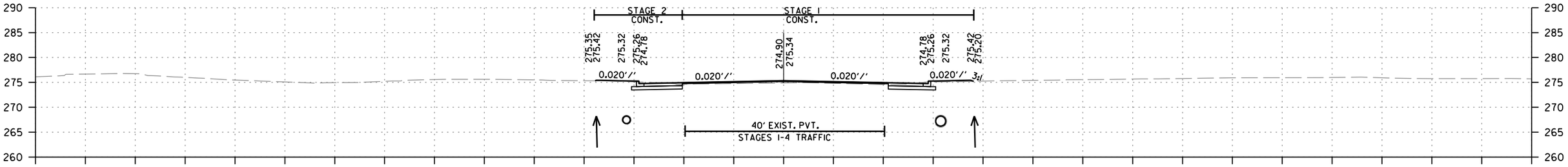
CUT AREA 9 SQ. FT. CUT AREA 17 SQ. FT.
FILL AREA 4 SQ. FT. FILL AREA 0 SQ. FT.

CUT VOLUME 5 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 2 CU. YD. FILL VOLUME 0 CU. YD.



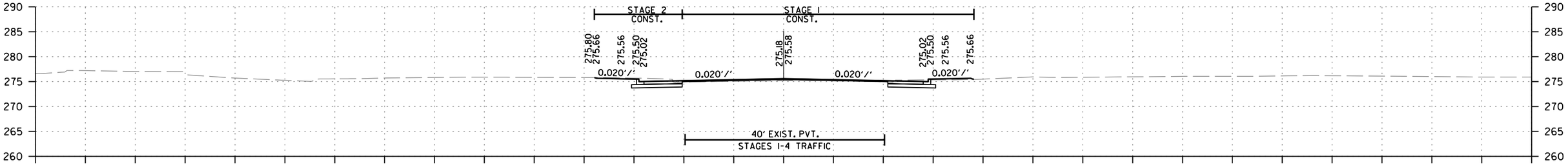
CUT AREA 11 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 3 SQ. FT. FILL AREA 1 SQ. FT.

CUT VOLUME 6 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 1 CU. YD. FILL VOLUME 1 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 13 SQ. FT.
FILL AREA 2 SQ. FT. FILL AREA 1 SQ. FT.

CUT VOLUME 7 CU. YD. CUT VOLUME 8 CU. YD.
FILL VOLUME 1 CU. YD. FILL VOLUME 0 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 17 SQ. FT.
FILL AREA 2 SQ. FT. FILL AREA 0 SQ. FT.

CUT VOLUME 39 CU. YD. CUT VOLUME 34 CU. YD.
FILL VOLUME 6 CU. YD. FILL VOLUME 1 CU. YD.

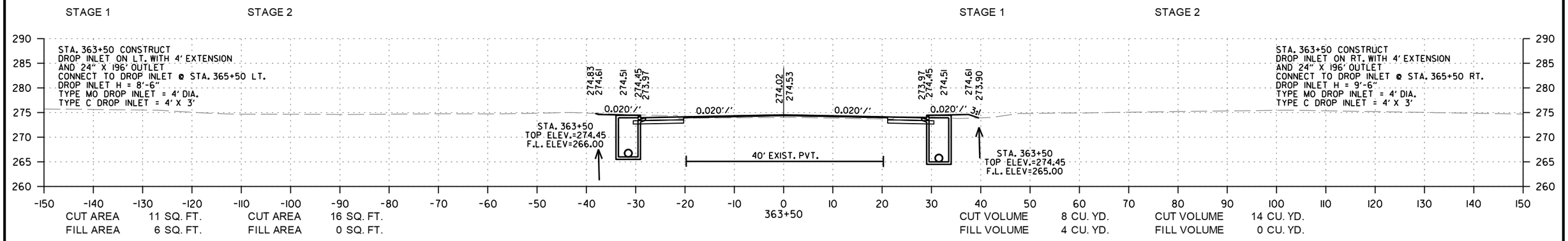
HWY. 365
STA. 362+85 TO STA. 363+28

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	365	405

(2) CROSS SECTIONS



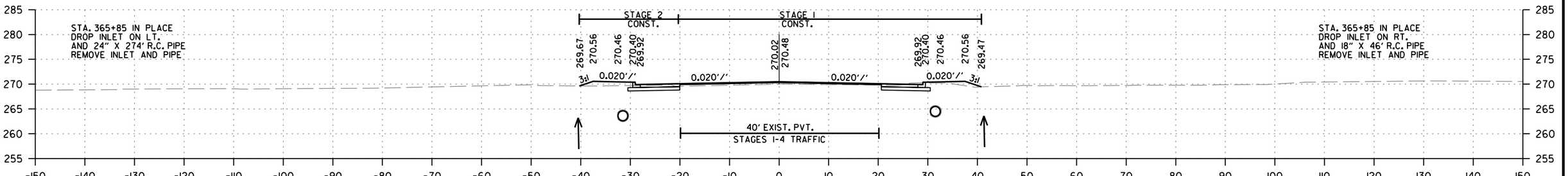
HWY. 365
STA. 363+50 TO STA. 363+50

HT39710 9/2/2022
R020626.DGN

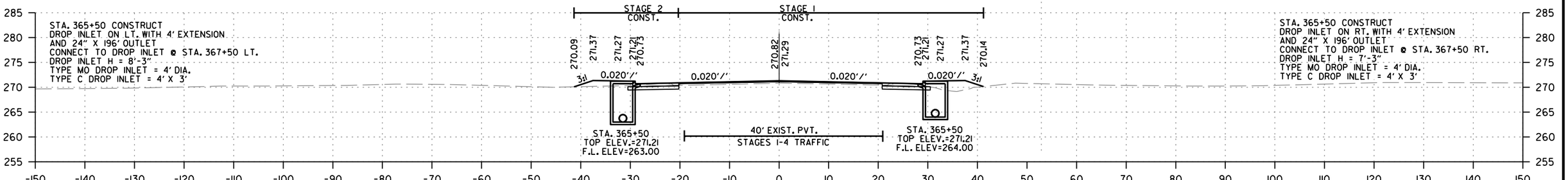
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	366	405

(2) CROSS SECTIONS

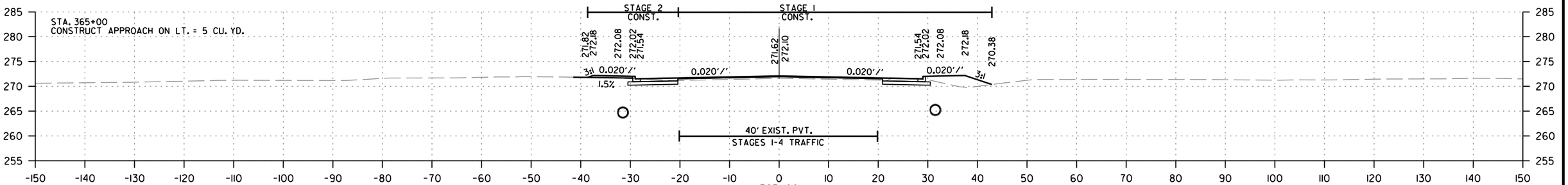
STAGE 1 STAGE 2 STAGE 1 STAGE 2



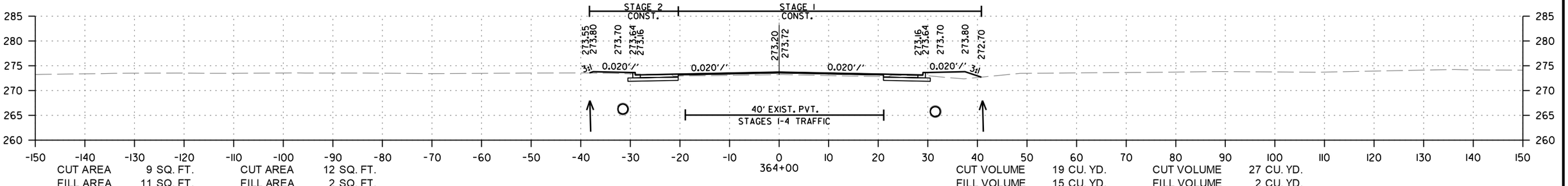
CUT AREA 12 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 20 CU. YD. CUT VOLUME 19 CU. YD.
FILL AREA 5 SQ. FT. FILL AREA 8 SQ. FT. FILL VOLUME 20 CU. YD. FILL VOLUME 17 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 19 CU. YD. CUT VOLUME 19 CU. YD.
FILL AREA 17 SQ. FT. FILL AREA 11 SQ. FT. FILL VOLUME 33 CU. YD. FILL VOLUME 13 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 10 SQ. FT. CUT VOLUME 37 CU. YD. CUT VOLUME 41 CU. YD.
FILL AREA 19 SQ. FT. FILL AREA 3 SQ. FT. FILL VOLUME 55 CU. YD. FILL VOLUME 10 CU. YD.



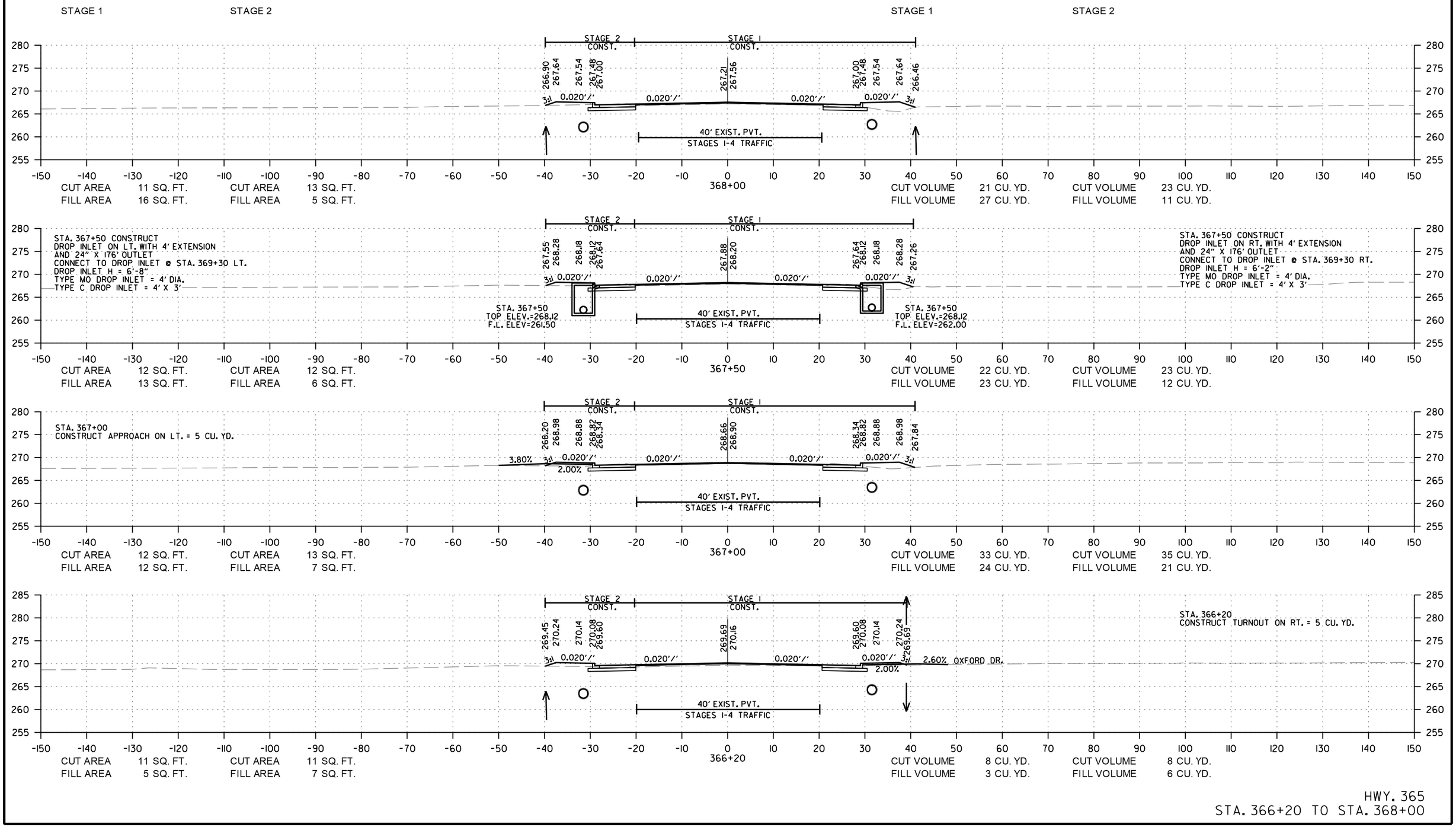
CUT AREA 9 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 19 CU. YD. CUT VOLUME 27 CU. YD.
FILL AREA 11 SQ. FT. FILL AREA 2 SQ. FT. FILL VOLUME 15 CU. YD. FILL VOLUME 2 CU. YD.

HWY. 365
STA. 364+00 TO STA. 366+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	367	405

(2) CROSS SECTIONS

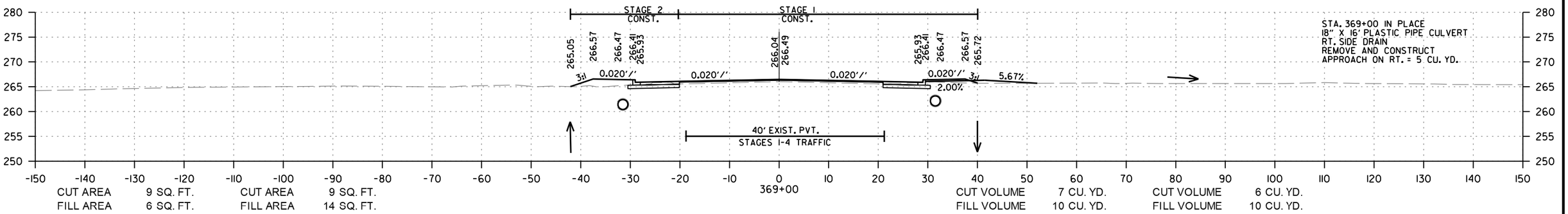


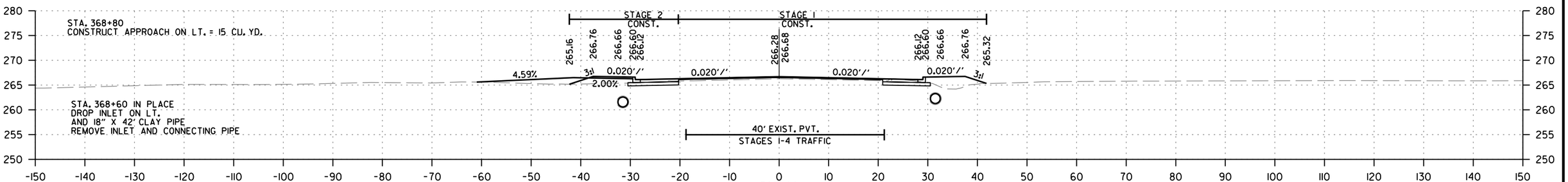
HWY. 365
STA. 366+20 TO STA. 368+00

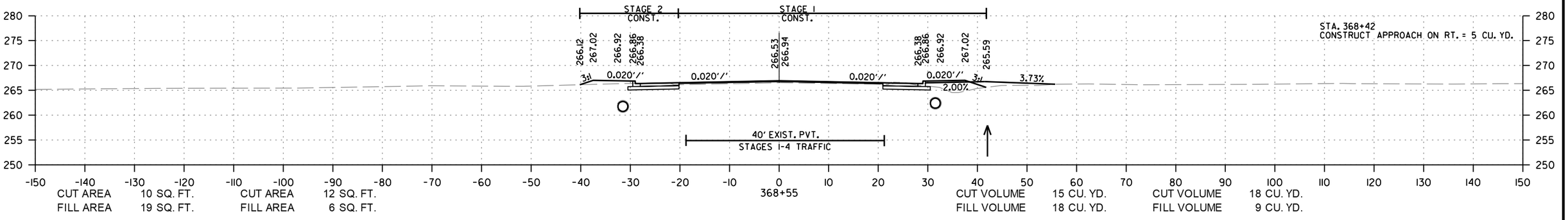
HT39710 9/2/2022
R020626.DGN

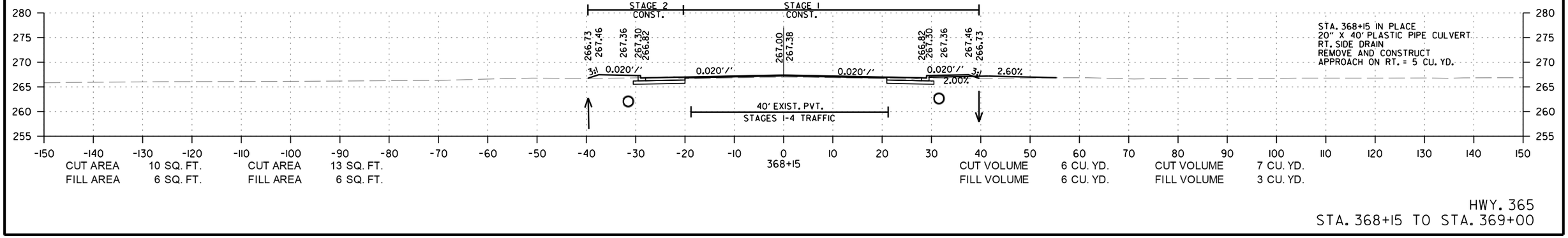
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	368	405

(2) CROSS SECTIONS







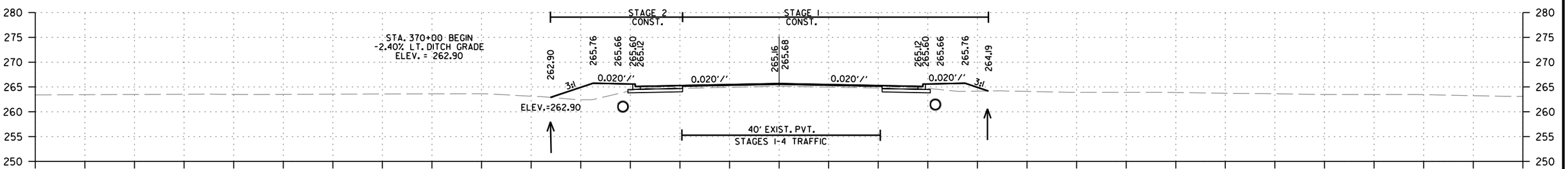


HT39710 9/2/2022
R020626.DGN

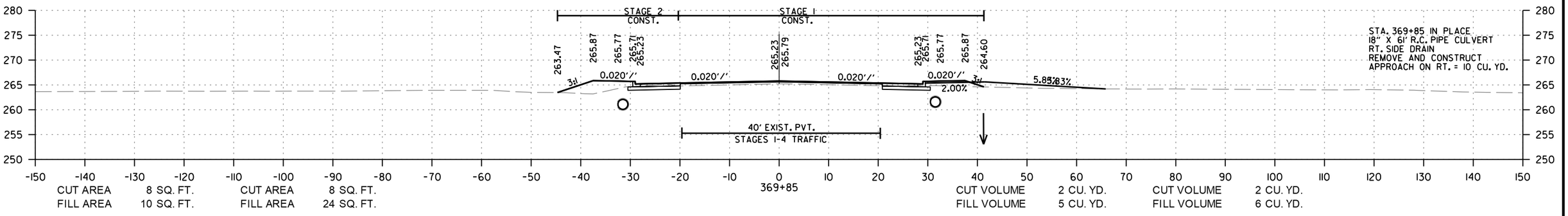
HWY. 365
STA. 368+15 TO STA. 369+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	369	405

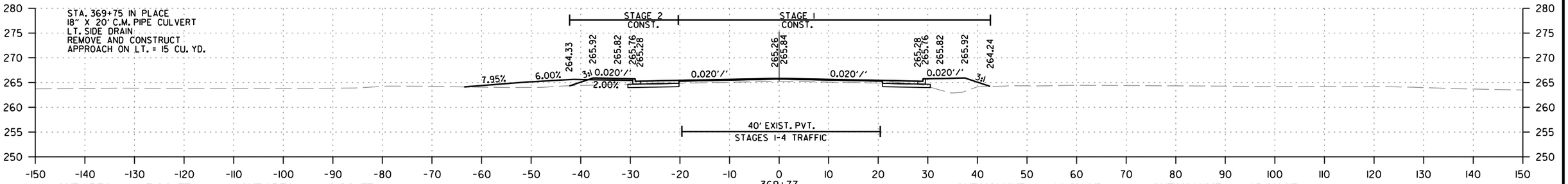
(2) CROSS SECTIONS



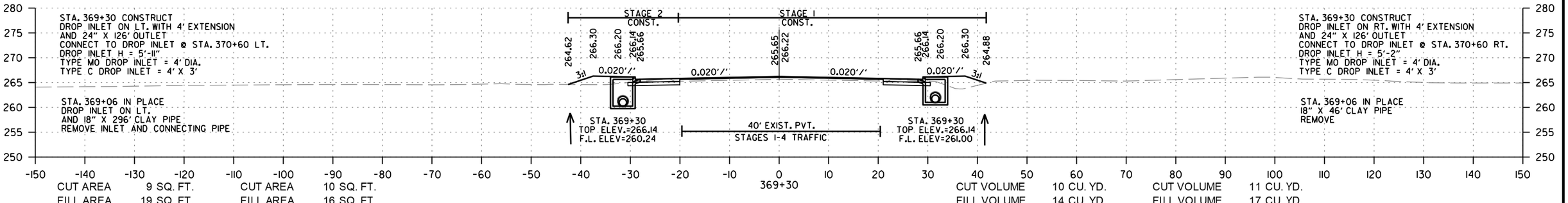
CUT AREA	9 SQ. FT.	CUT AREA	9 SQ. FT.	CUT VOLUME	5 CU. YD.	CUT VOLUME	5 CU. YD.
FILL AREA	14 SQ. FT.	FILL AREA	33 SQ. FT.	FILL VOLUME	7 CU. YD.	FILL VOLUME	16 CU. YD.



CUT AREA	8 SQ. FT.	CUT AREA	8 SQ. FT.	CUT VOLUME	2 CU. YD.	CUT VOLUME	2 CU. YD.
FILL AREA	10 SQ. FT.	FILL AREA	24 SQ. FT.	FILL VOLUME	5 CU. YD.	FILL VOLUME	6 CU. YD.



CUT AREA	7 SQ. FT.	CUT AREA	8 SQ. FT.	CUT VOLUME	14 CU. YD.	CUT VOLUME	15 CU. YD.
FILL AREA	25 SQ. FT.	FILL AREA	13 SQ. FT.	FILL VOLUME	38 CU. YD.	FILL VOLUME	26 CU. YD.



CUT AREA	9 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	10 CU. YD.	CUT VOLUME	11 CU. YD.
FILL AREA	19 SQ. FT.	FILL AREA	16 SQ. FT.	FILL VOLUME	14 CU. YD.	FILL VOLUME	17 CU. YD.

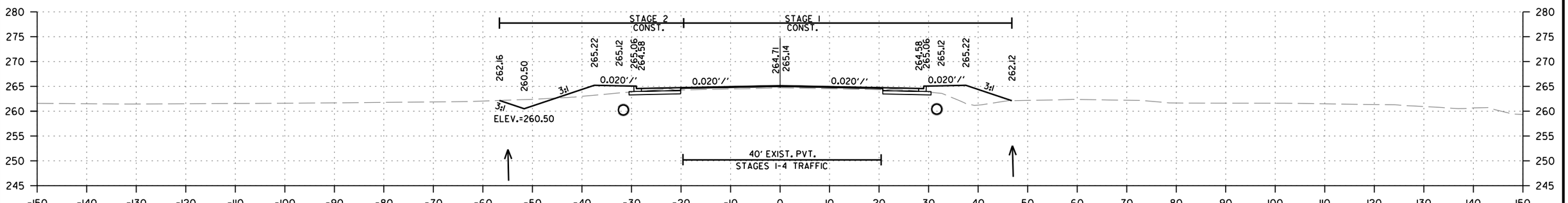
HWY. 365
STA. 369+30 TO STA. 370+00

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	370	405

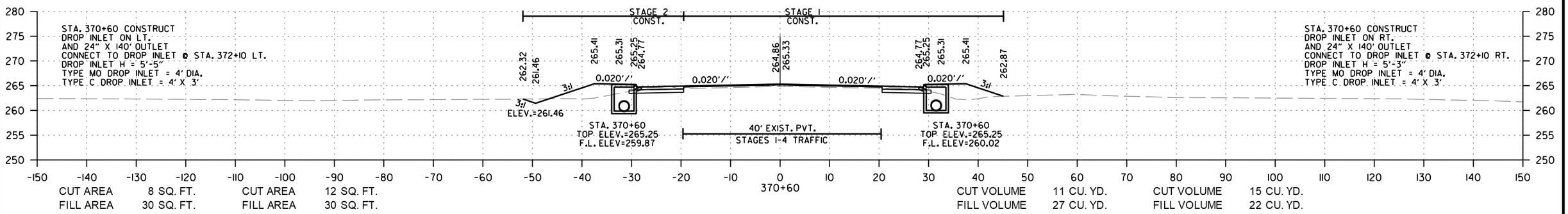
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



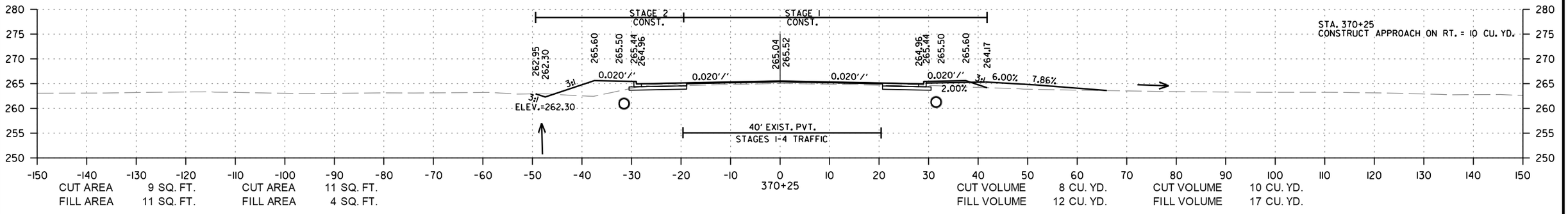
CUT AREA 8 SQ. FT. CUT AREA 19 SQ. FT.
FILL AREA 36 SQ. FT. FILL AREA 20 SQ. FT.

CUT VOLUME 12 CU. YD. CUT VOLUME 23 CU. YD.
FILL VOLUME 49 CU. YD. FILL VOLUME 37 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 30 SQ. FT. FILL AREA 30 SQ. FT.

CUT VOLUME 11 CU. YD. CUT VOLUME 15 CU. YD.
FILL VOLUME 27 CU. YD. FILL VOLUME 22 CU. YD.



CUT AREA 9 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 11 SQ. FT. FILL AREA 4 SQ. FT.

CUT VOLUME 8 CU. YD. CUT VOLUME 10 CU. YD.
FILL VOLUME 12 CU. YD. FILL VOLUME 17 CU. YD.

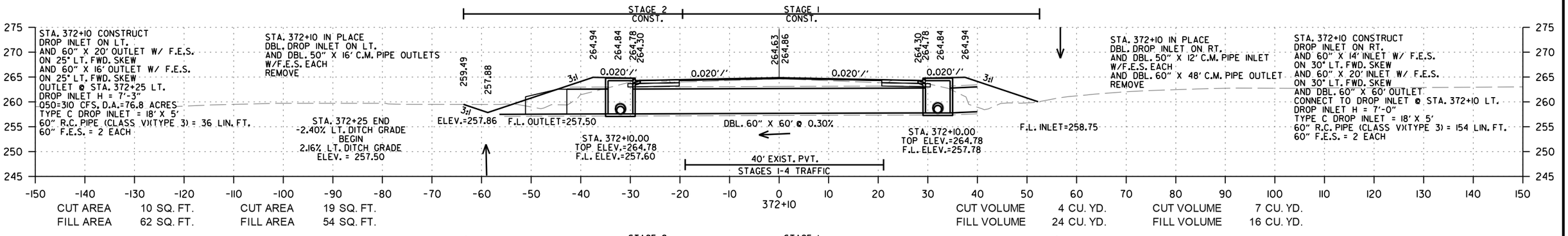
HWY. 365
STA. 370+25 TO STA. 371+00

HT39710 9/2/2022
R020626.DGN

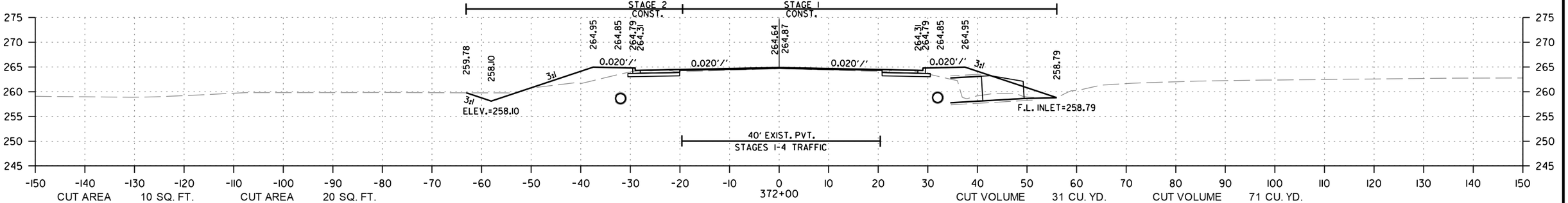
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	371	405

(2) CROSS SECTIONS

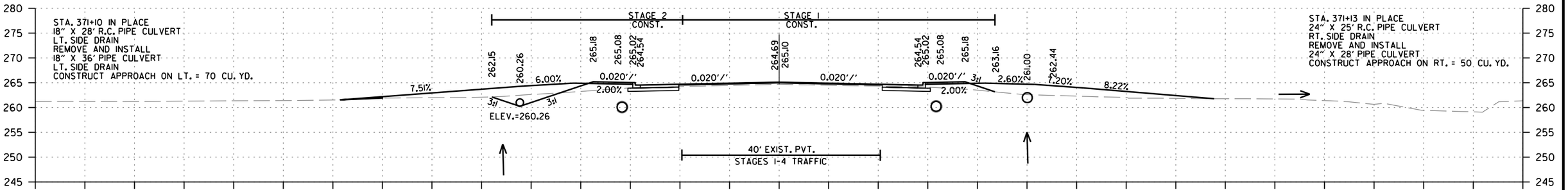
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA	10 SQ. FT.	CUT AREA	19 SQ. FT.	CUT VOLUME	4 CU. YD.	CUT VOLUME	7 CU. YD.
FILL AREA	62 SQ. FT.	FILL AREA	54 SQ. FT.	FILL VOLUME	24 CU. YD.	FILL VOLUME	16 CU. YD.



CUT AREA	10 SQ. FT.	CUT AREA	20 SQ. FT.	CUT VOLUME	31 CU. YD.	CUT VOLUME	71 CU. YD.
FILL AREA	70 SQ. FT.	FILL AREA	31 SQ. FT.	FILL VOLUME	140 CU. YD.	FILL VOLUME	80 CU. YD.



CUT AREA	9 SQ. FT.	CUT AREA	23 SQ. FT.	CUT VOLUME	3 CU. YD.	CUT VOLUME	8 CU. YD.
FILL AREA	14 SQ. FT.	FILL AREA	17 SQ. FT.	FILL VOLUME	9 CU. YD.	FILL VOLUME	7 CU. YD.

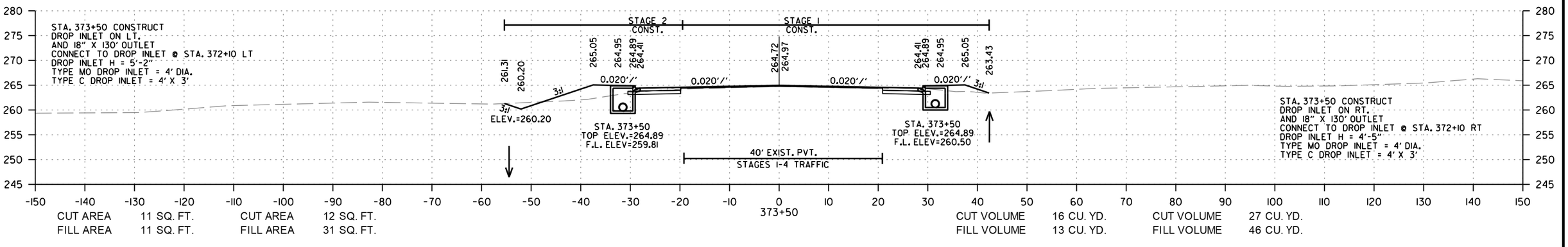
HWY. 365
STA. 371+10 TO STA. 372+10

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R020626.DGN

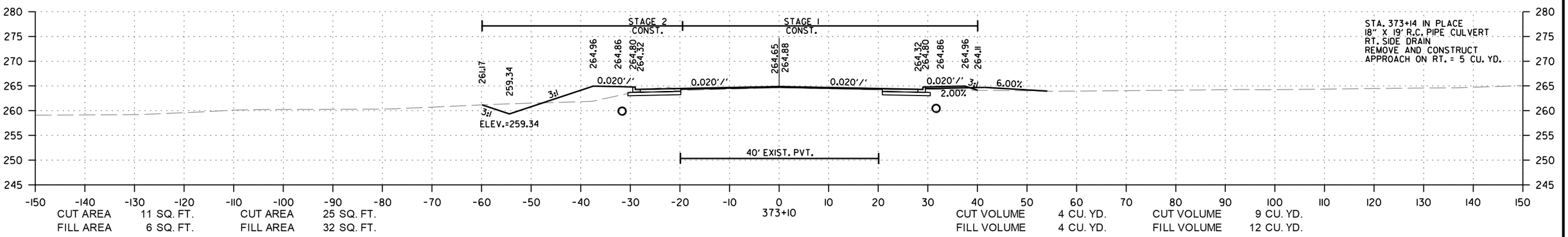
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	372	405

(2) CROSS SECTIONS

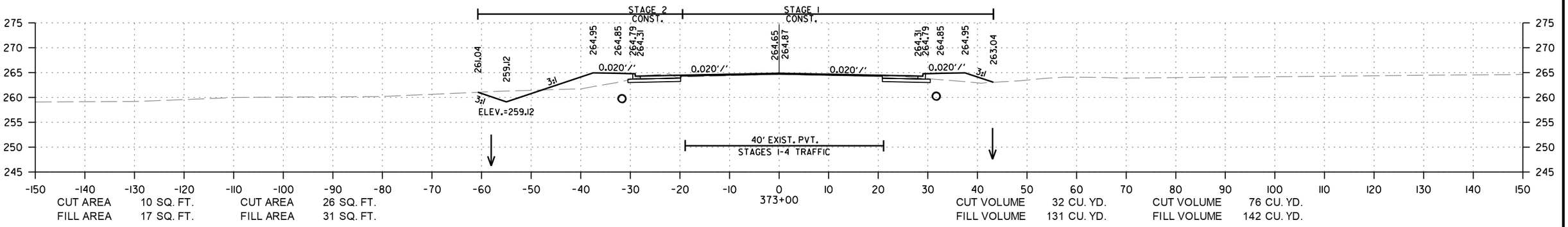
STAGE 1 STAGE 2 STAGE 1 STAGE 2



CUT AREA 11 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 16 CU. YD. CUT VOLUME 27 CU. YD.
FILL AREA 11 SQ. FT. FILL AREA 31 SQ. FT. FILL VOLUME 13 CU. YD. FILL VOLUME 46 CU. YD.



CUT AREA 11 SQ. FT. CUT AREA 25 SQ. FT. CUT VOLUME 4 CU. YD. CUT VOLUME 9 CU. YD.
FILL AREA 6 SQ. FT. FILL AREA 32 SQ. FT. FILL VOLUME 4 CU. YD. FILL VOLUME 12 CU. YD.



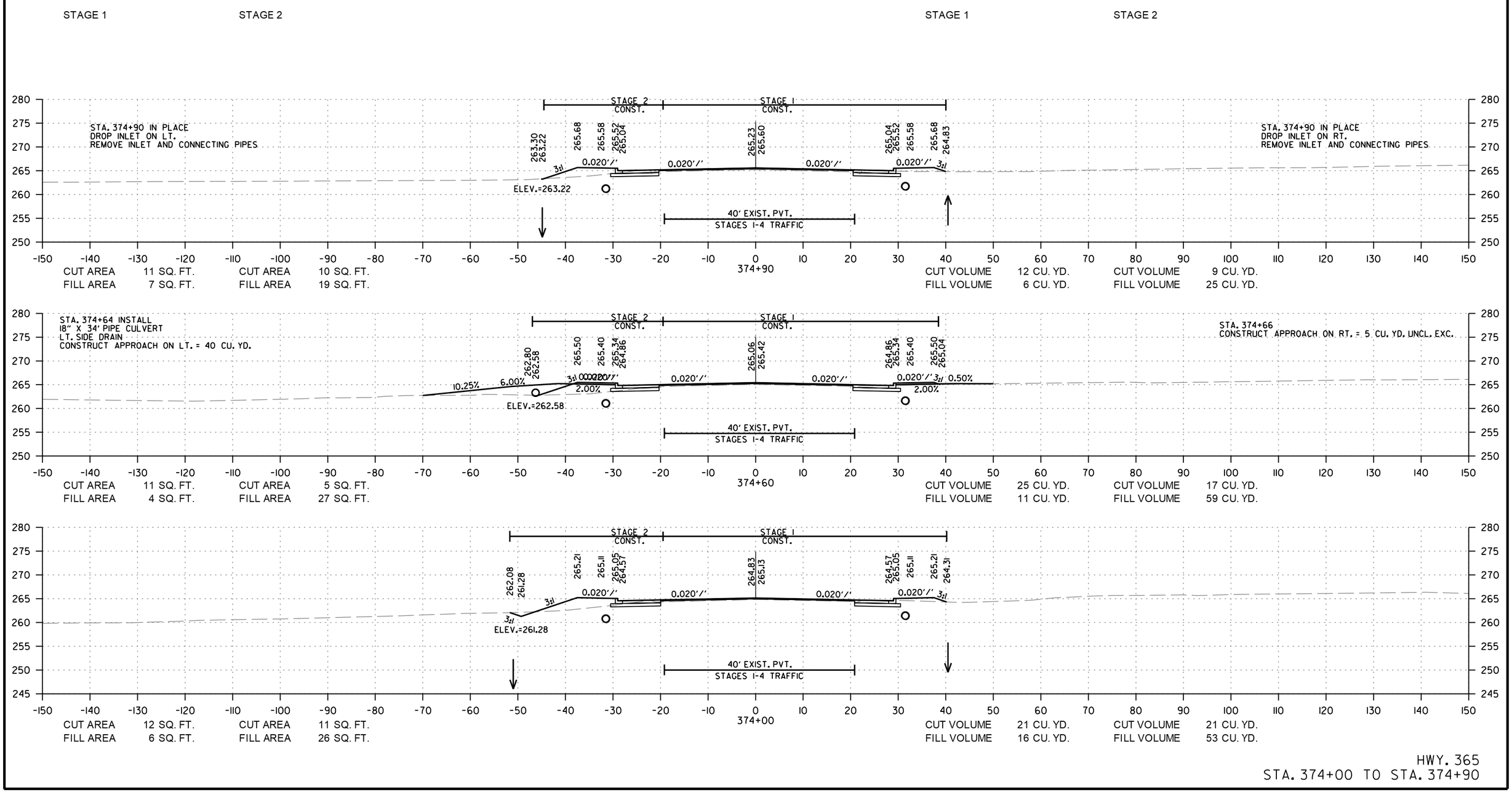
CUT AREA 10 SQ. FT. CUT AREA 26 SQ. FT. CUT VOLUME 32 CU. YD. CUT VOLUME 76 CU. YD.
FILL AREA 17 SQ. FT. FILL AREA 31 SQ. FT. FILL VOLUME 131 CU. YD. FILL VOLUME 142 CU. YD.

HWY. 365
STA. 373+00 TO STA. 373+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	373	405

(2) CROSS SECTIONS

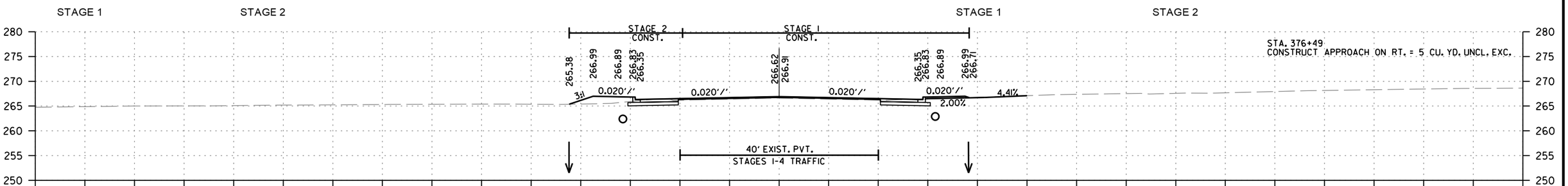


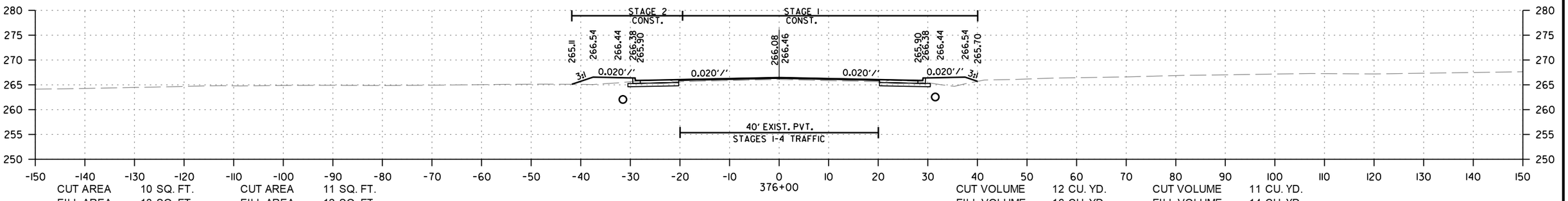
HWY. 365
STA. 374+00 TO STA. 374+90

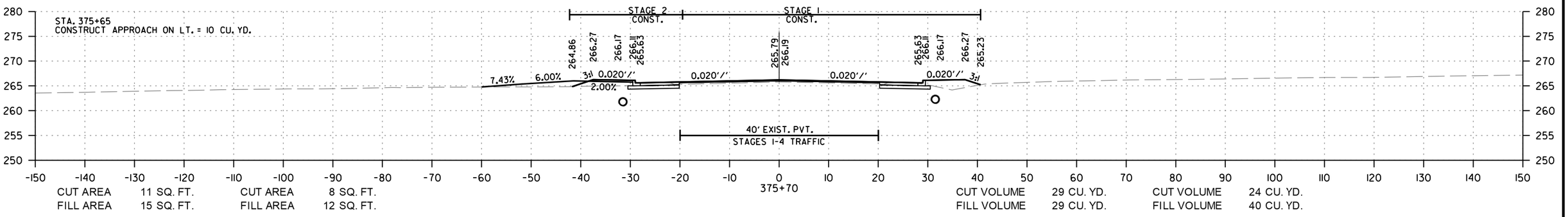
HT39710 9/2/2022
R020626.DGN

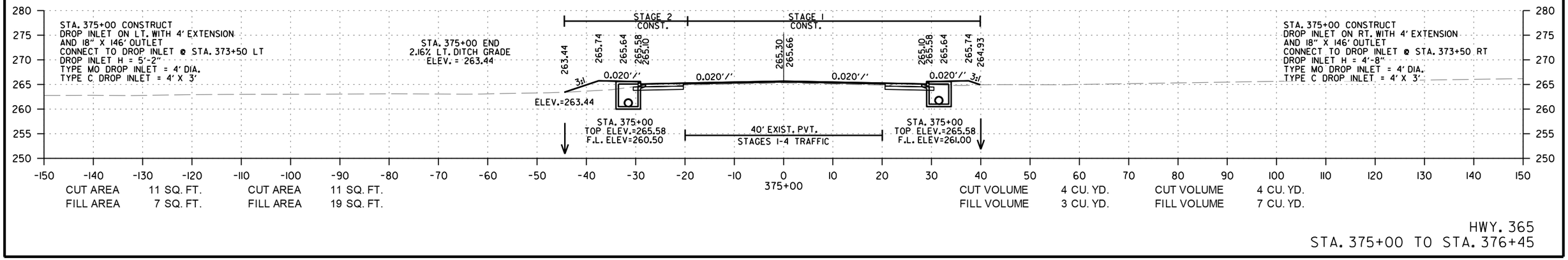
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	374	405

(2) CROSS SECTIONS







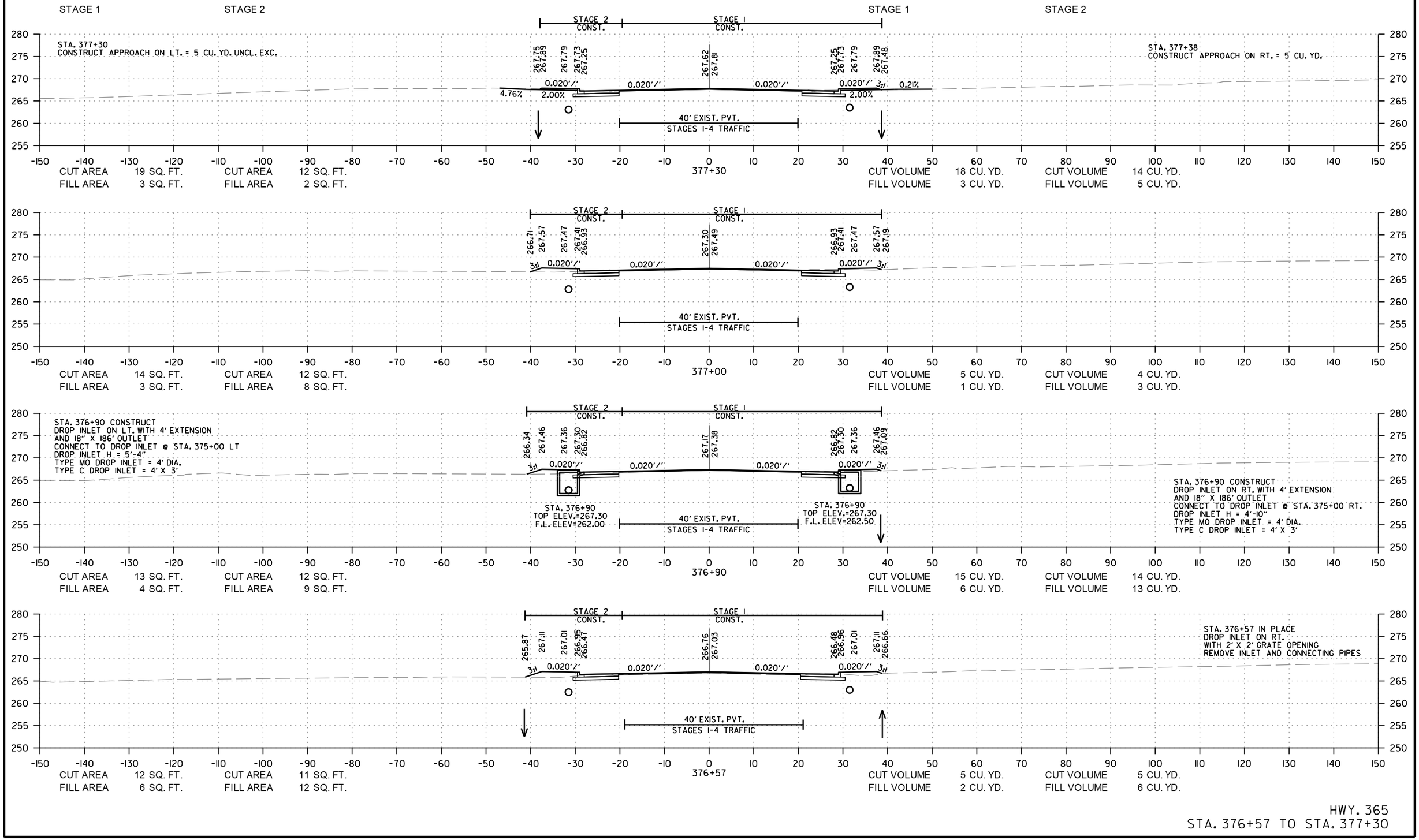


HWY. 365
STA. 375+00 TO STA. 376+45

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	375	405

(2) CROSS SECTIONS



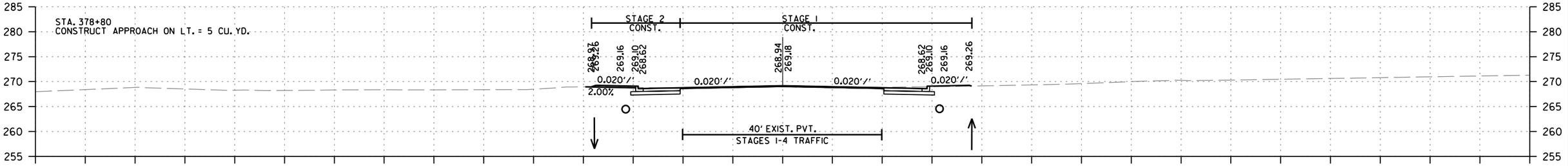
HWY. 365
STA. 376+57 TO STA. 377+30

HT39710 9/2/2022
R020626.DGN

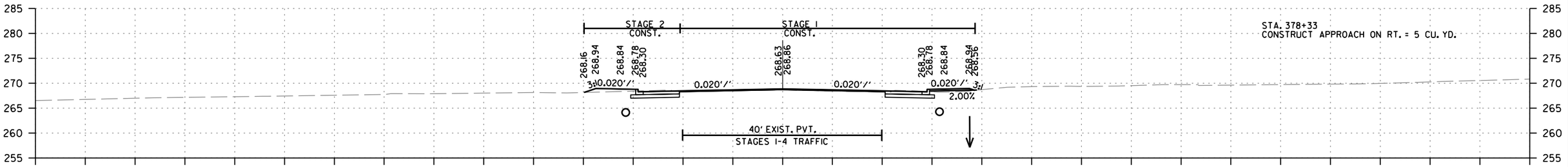
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	376	405

(2) CROSS SECTIONS

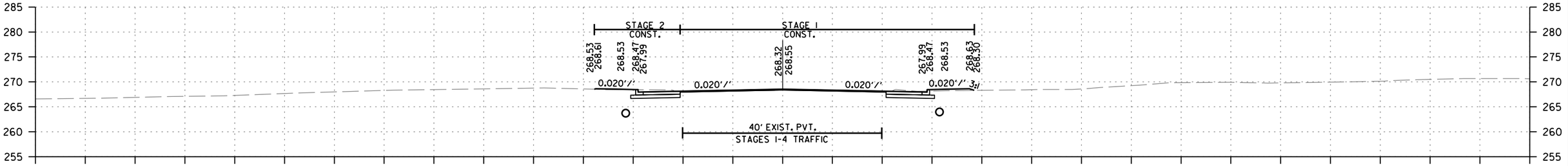
STAGE 1 STAGE 2 STAGE 1 STAGE 2



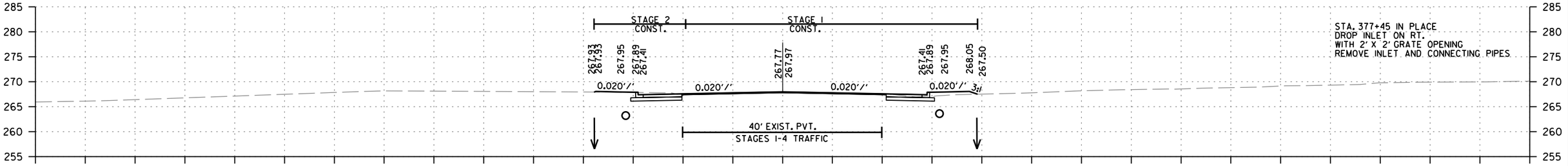
CUT AREA 14 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 22 CU. YD. CUT VOLUME 21 CU. YD.
FILL AREA 1 SQ. FT. FILL AREA 2 SQ. FT. FILL VOLUME 5 CU. YD. FILL VOLUME 6 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 12 SQ. FT. CUT VOLUME 15 CU. YD. CUT VOLUME 16 CU. YD.
FILL AREA 5 SQ. FT. FILL AREA 5 SQ. FT. FILL VOLUME 5 CU. YD. FILL VOLUME 4 CU. YD.



CUT AREA 13 SQ. FT. CUT AREA 15 SQ. FT. CUT VOLUME 23 CU. YD. CUT VOLUME 30 CU. YD.
FILL AREA 3 SQ. FT. FILL AREA 1 SQ. FT. FILL VOLUME 9 CU. YD. FILL VOLUME 1 CU. YD.



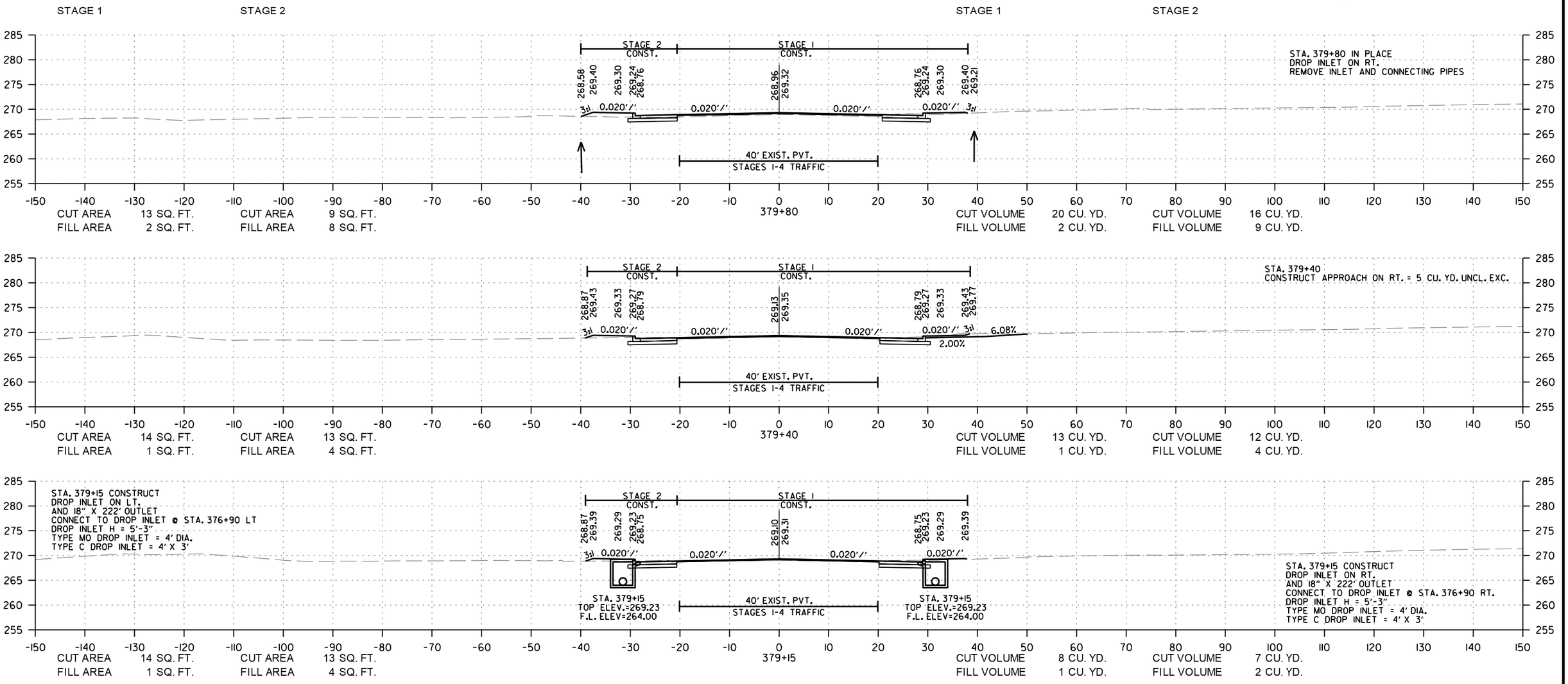
CUT AREA 9 SQ. FT. CUT AREA 15 SQ. FT. CUT VOLUME 8 CU. YD. CUT VOLUME 8 CU. YD.
FILL AREA 6 SQ. FT. FILL AREA 1 SQ. FT. FILL VOLUME 2 CU. YD. FILL VOLUME 1 CU. YD.

HWY. 365
STA. 377+45 TO STA. 378+80

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	377	405

(2) CROSS SECTIONS



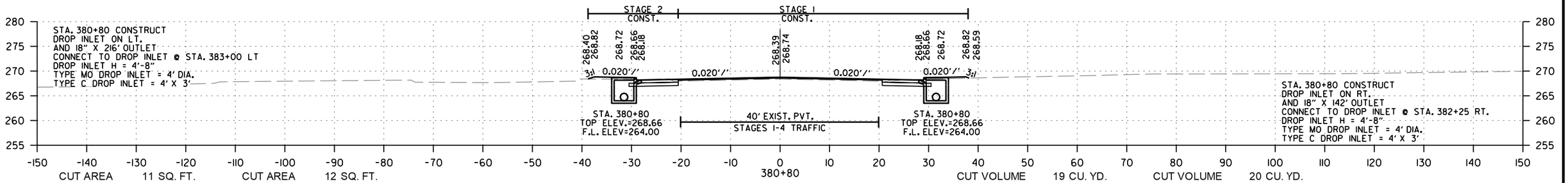
HWY. 365
STA. 379+00 TO STA. 379+80

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	378	405

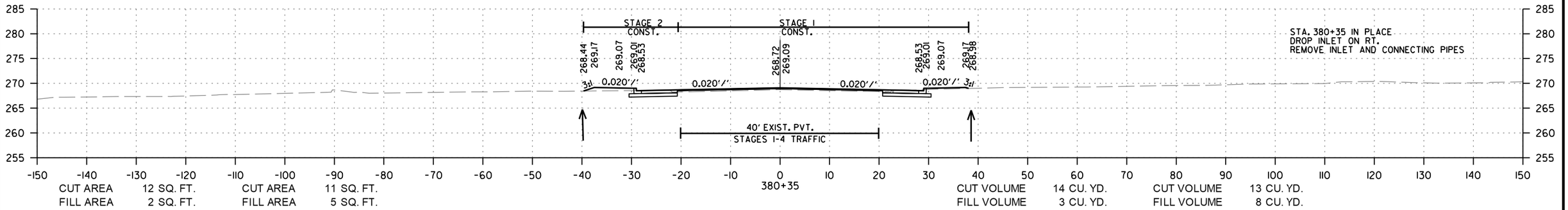
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



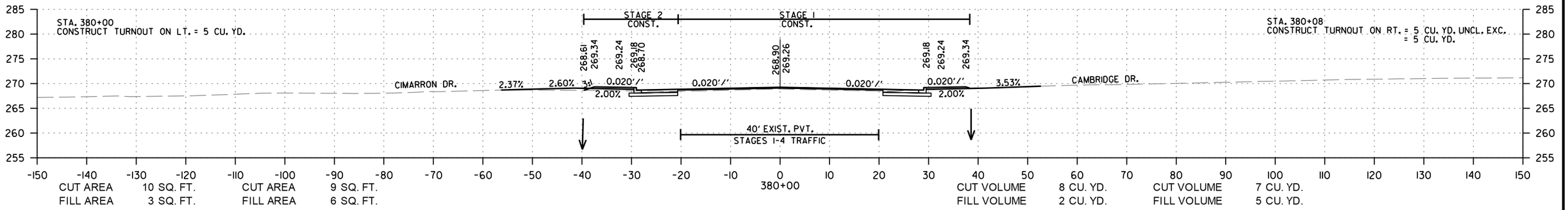
CUT AREA 11 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 2 SQ. FT. FILL AREA 3 SQ. FT.

CUT VOLUME 19 CU. YD. CUT VOLUME 20 CU. YD.
FILL VOLUME 3 CU. YD. FILL VOLUME 7 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 2 SQ. FT. FILL AREA 5 SQ. FT.

CUT VOLUME 14 CU. YD. CUT VOLUME 13 CU. YD.
FILL VOLUME 3 CU. YD. FILL VOLUME 8 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 9 SQ. FT.
FILL AREA 3 SQ. FT. FILL AREA 6 SQ. FT.

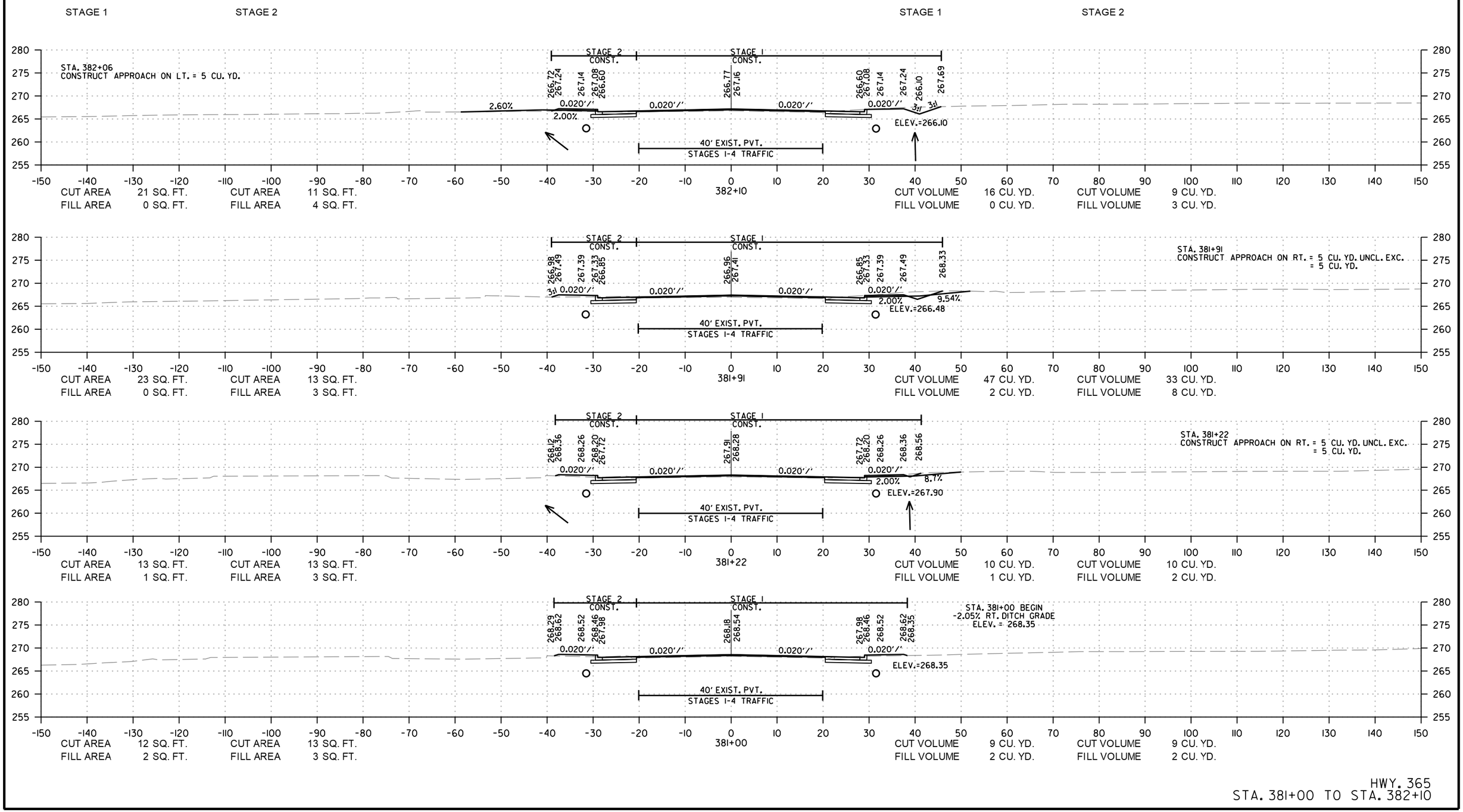
CUT VOLUME 8 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 2 CU. YD. FILL VOLUME 5 CU. YD.

HWY. 365
STA. 380+00 TO STA. 381+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	379	405

(2) CROSS SECTIONS

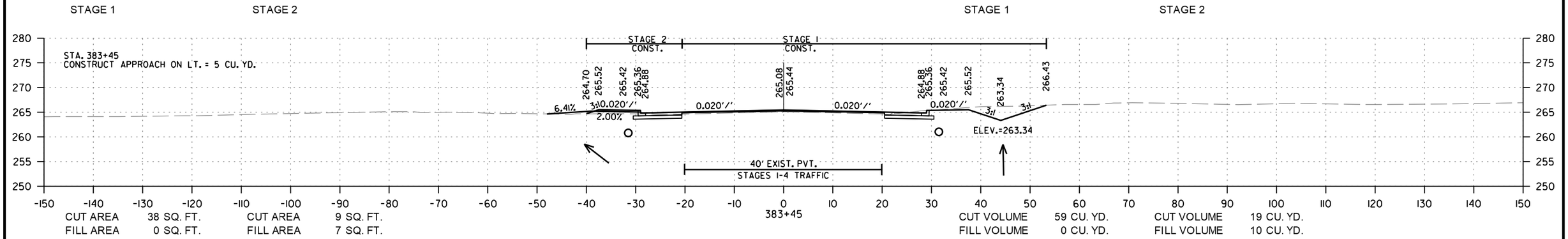


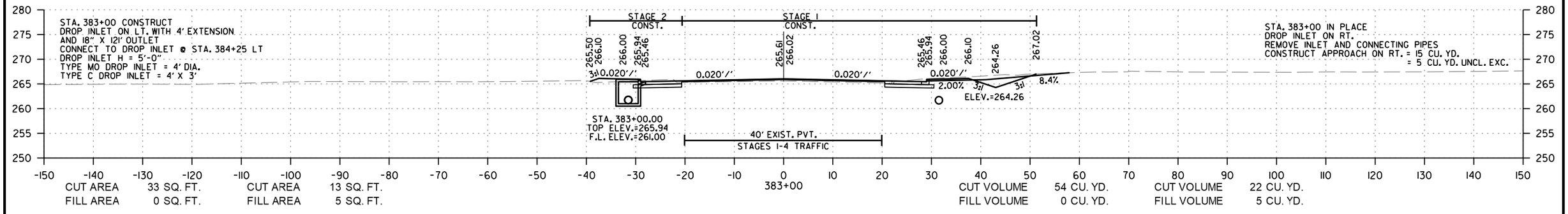
HT39710 9/2/2022
R020626.DGN

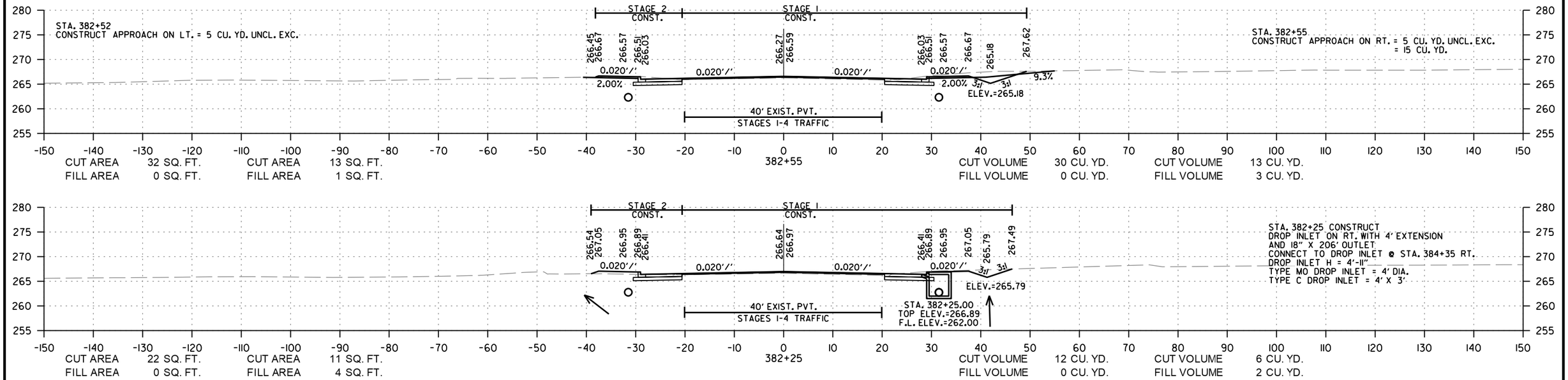
HWY. 365
STA. 381+00 TO STA. 382+10

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	380	405

(2) CROSS SECTIONS





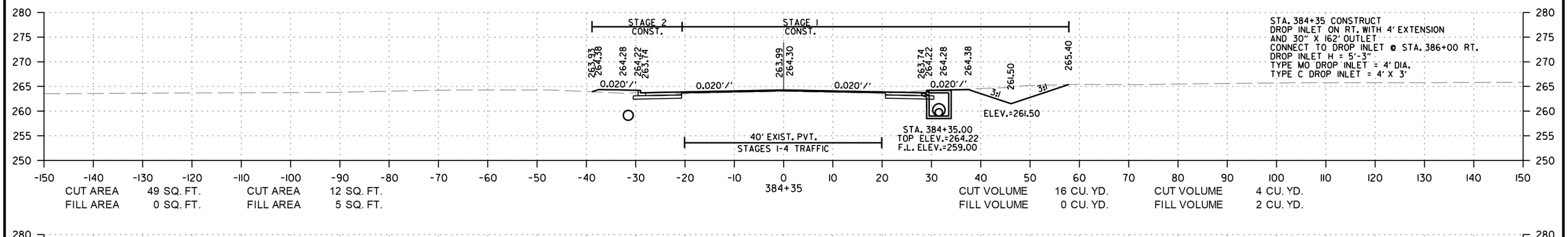


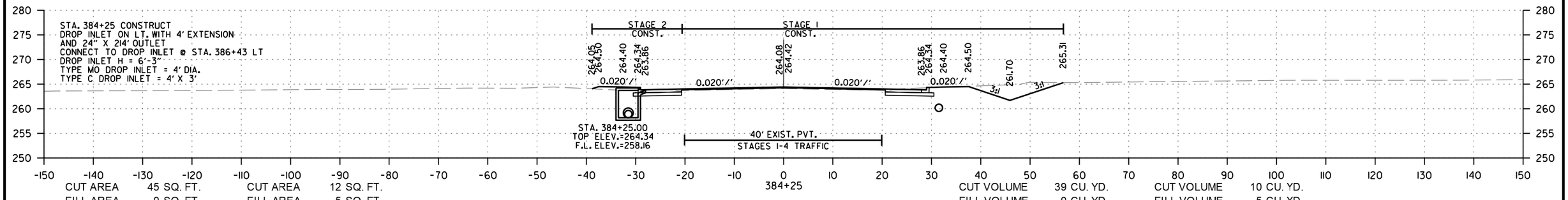
HWY. 365
STA. 382+25 TO STA. 383+45

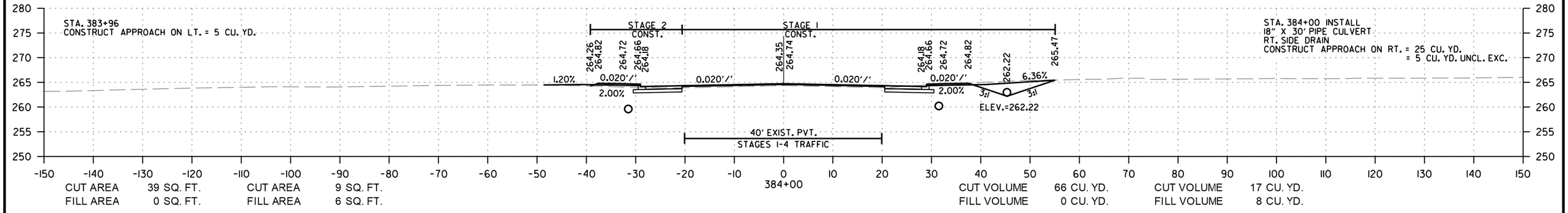
HT39710 9/2/2022
R020626.DGN

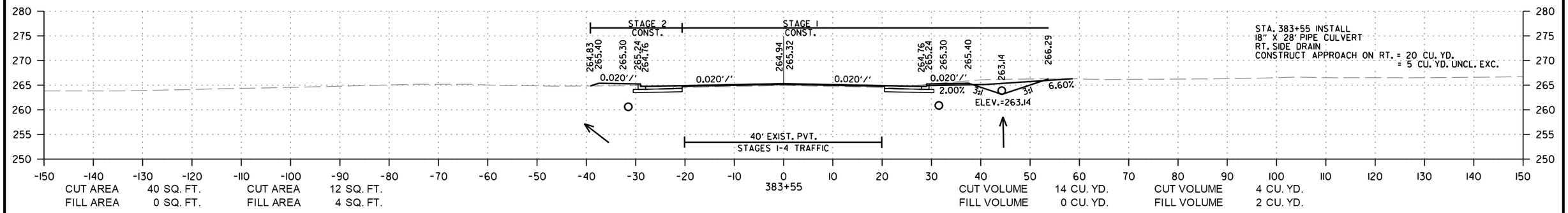
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	381	405

(2) CROSS SECTIONS









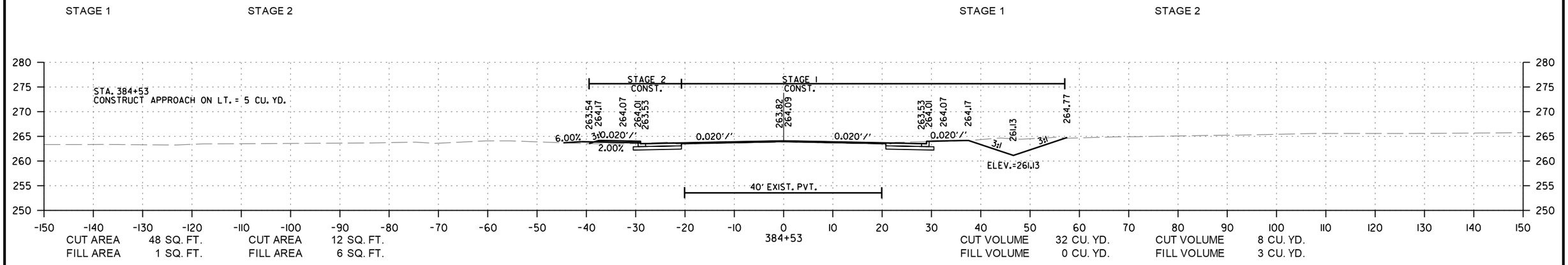
HWY. 365
STA. 383+55 TO STA. 384+35

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	382	405

(2) CROSS SECTIONS

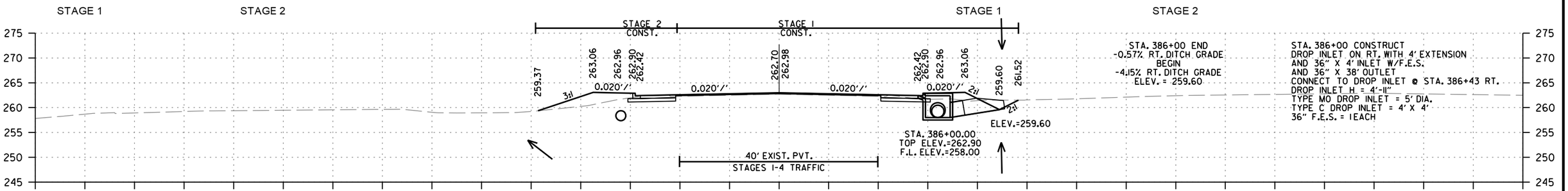


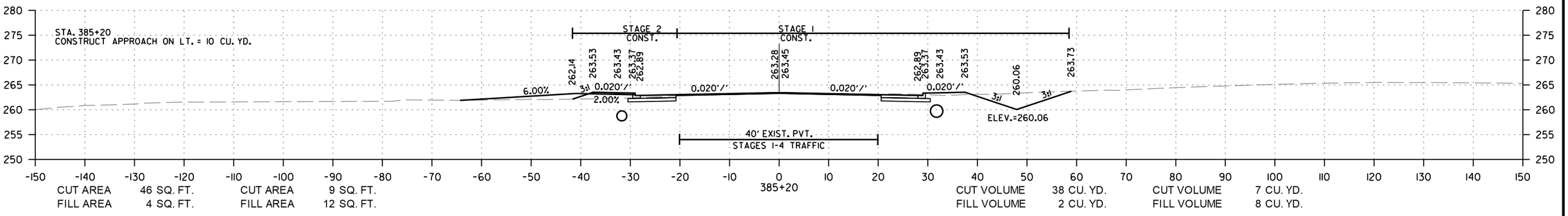
HWY. 365
STA. 384+53 TO STA. 384+53

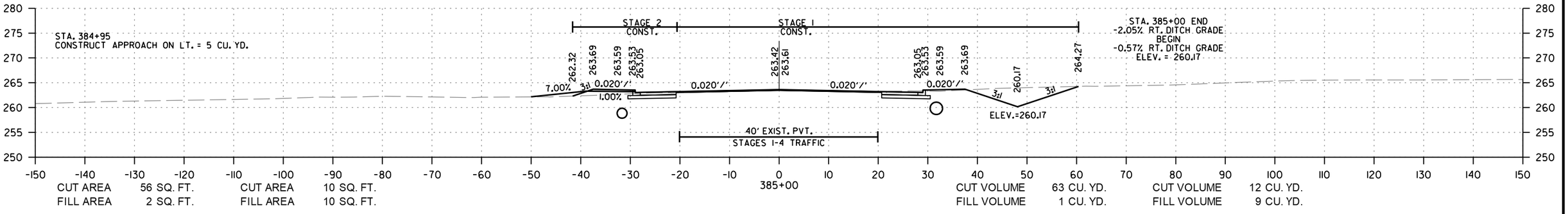
HT39710 9/2/2022
R020626.DGN

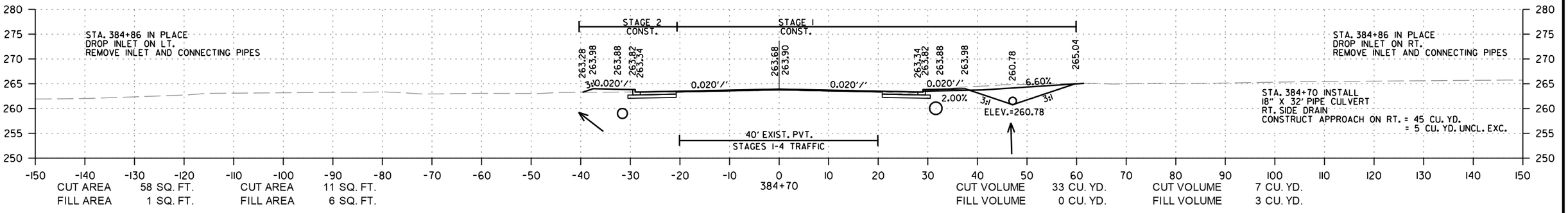
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	383	405

(2) CROSS SECTIONS







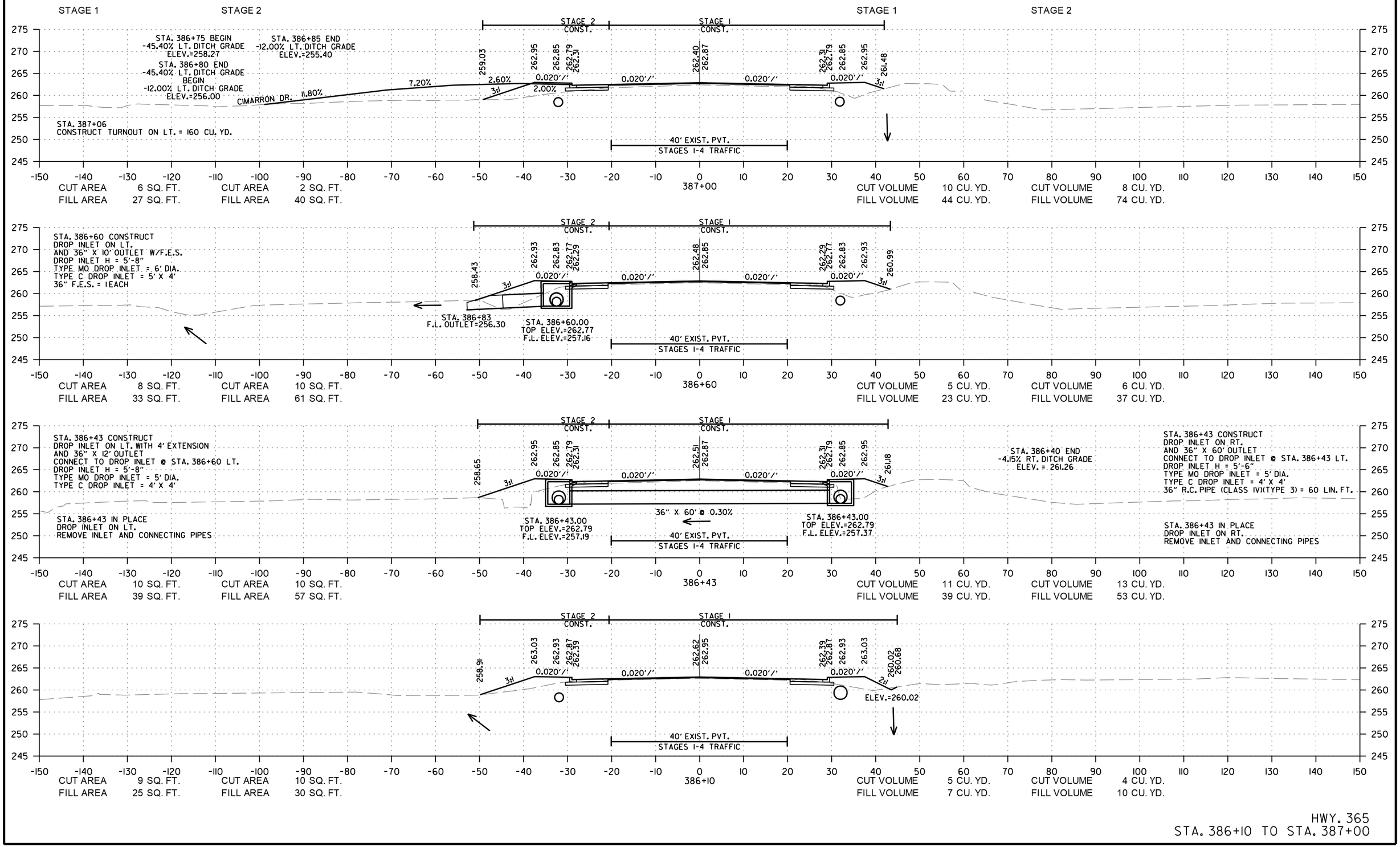


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HWY. 365
STA. 384+70 TO STA. 386+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	384	405

(2) CROSS SECTIONS

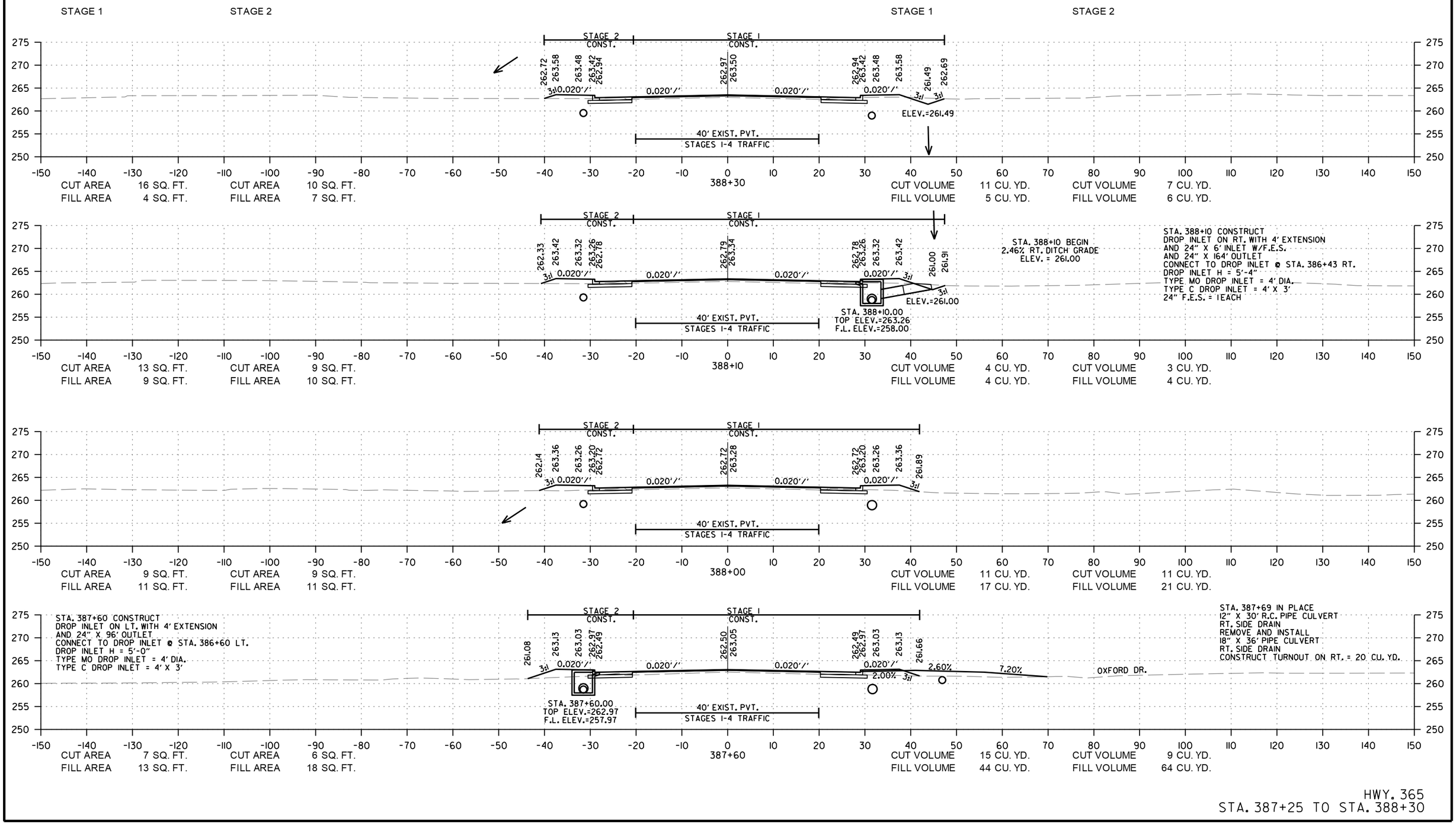


HWY. 365
STA. 386+10 TO STA. 387+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	385	405

(2) CROSS SECTIONS



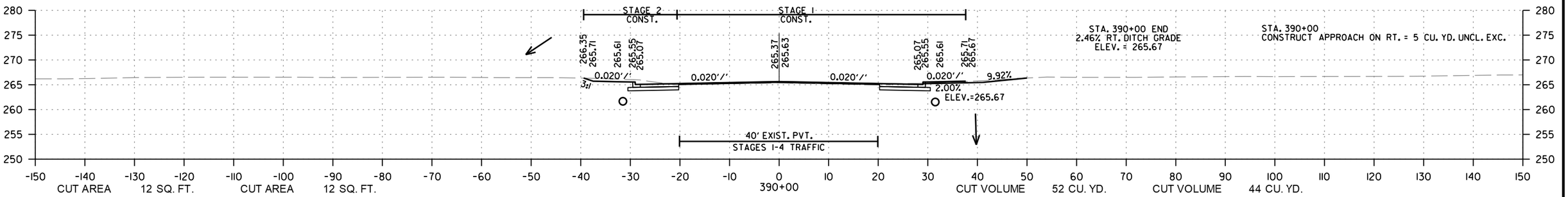
HT39710 9/2/2022
R020626.DGN

HWY. 365
STA. 387+25 TO STA. 388+30

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	386	405

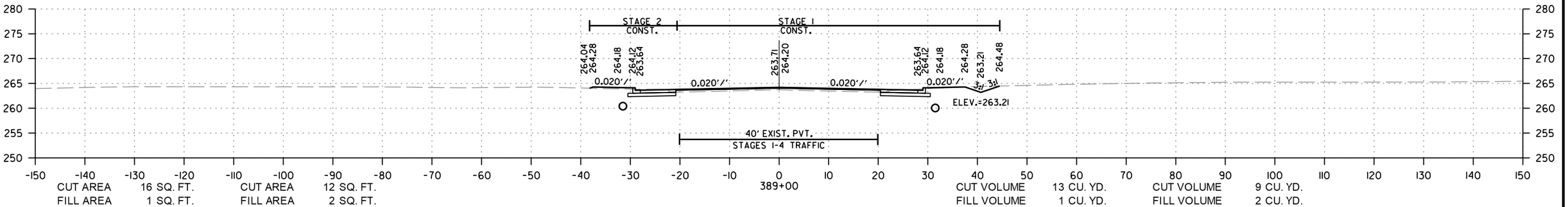
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



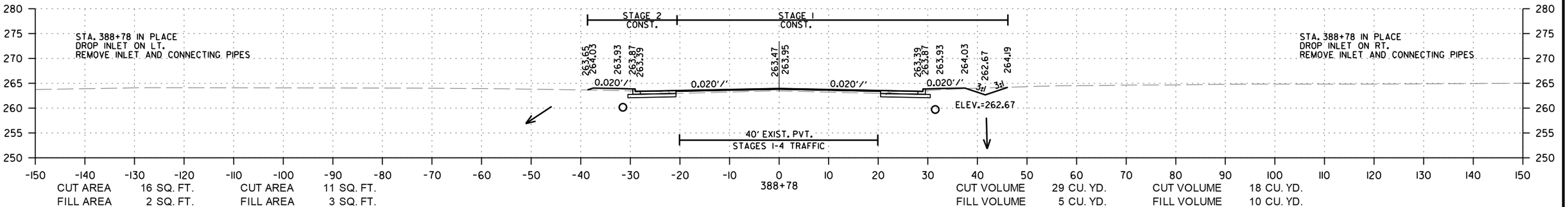
CUT AREA 12 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 1 SQ. FT. FILL AREA 8 SQ. FT.

CUT VOLUME 52 CU. YD. CUT VOLUME 44 CU. YD.
FILL VOLUME 3 CU. YD. FILL VOLUME 20 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 12 SQ. FT.
FILL AREA 1 SQ. FT. FILL AREA 2 SQ. FT.

CUT VOLUME 13 CU. YD. CUT VOLUME 9 CU. YD.
FILL VOLUME 1 CU. YD. FILL VOLUME 2 CU. YD.



CUT AREA 16 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 2 SQ. FT. FILL AREA 3 SQ. FT.

CUT VOLUME 29 CU. YD. CUT VOLUME 18 CU. YD.
FILL VOLUME 5 CU. YD. FILL VOLUME 10 CU. YD.

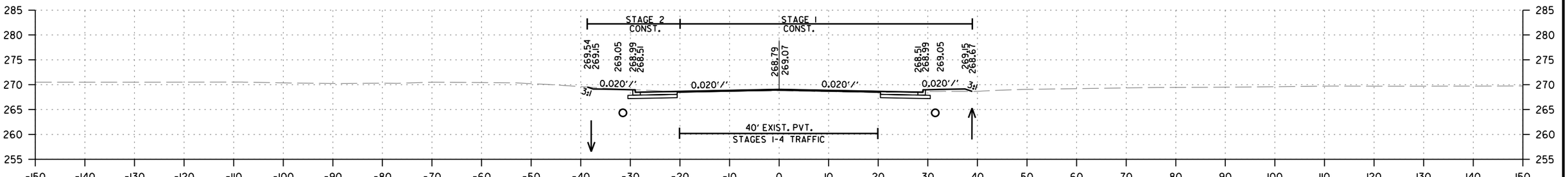
HWY. 365
STA. 388+78 TO STA. 390+00

HT39710 9/2/2022
R020626.DGN

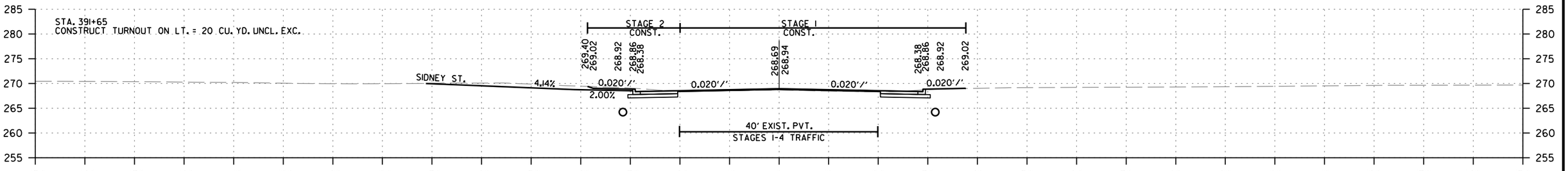
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	387	405

(2) CROSS SECTIONS

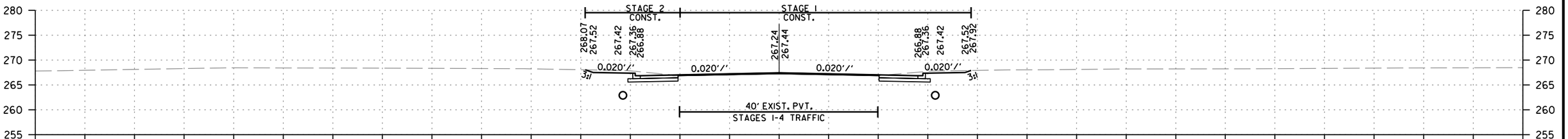
STAGE 1 STAGE 2 STAGE 1 STAGE 2



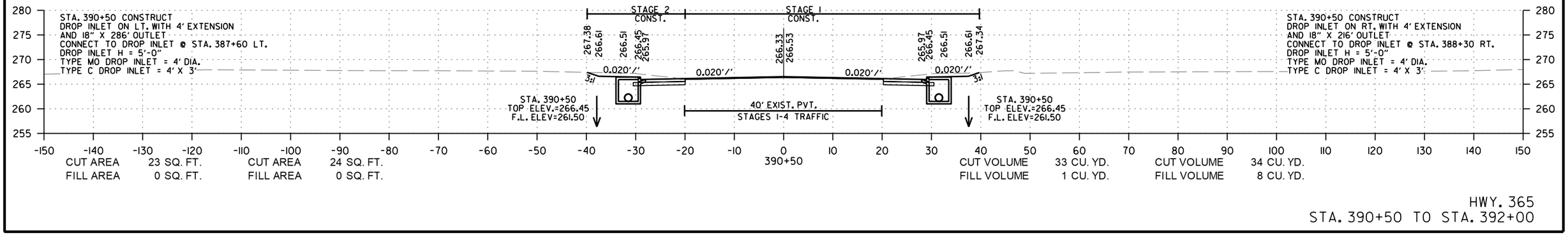
CUT AREA 12 SQ. FT. CUT AREA 15 SQ. FT. 392+00 CUT VOLUME 4 CU. YD. CUT VOLUME 6 CU. YD.
FILL AREA 4 SQ. FT. FILL AREA 0 SQ. FT. FILL VOLUME 1 CU. YD. FILL VOLUME 0 CU. YD.



CUT AREA 12 SQ. FT. CUT AREA 17 SQ. FT. 391+90 CUT VOLUME 52 CU. YD. CUT VOLUME 62 CU. YD.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT. FILL VOLUME 1 CU. YD. FILL VOLUME 0 CU. YD.



CUT AREA 19 SQ. FT. CUT AREA 20 SQ. FT. 391+00 CUT VOLUME 39 CU. YD. CUT VOLUME 41 CU. YD.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT. FILL VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



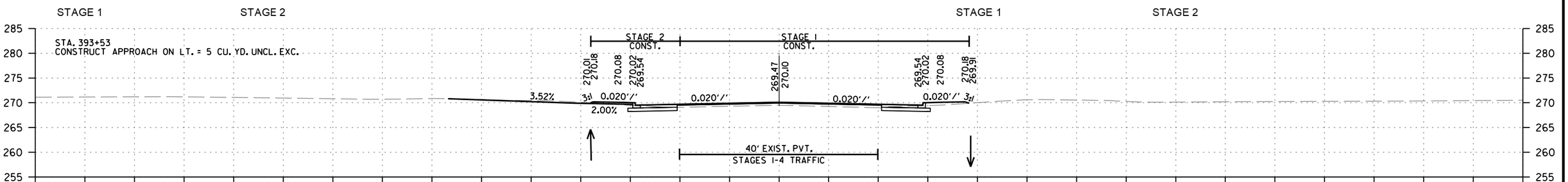
CUT AREA 23 SQ. FT. CUT AREA 24 SQ. FT. 390+50 CUT VOLUME 33 CU. YD. CUT VOLUME 34 CU. YD.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT. FILL VOLUME 1 CU. YD. FILL VOLUME 8 CU. YD.

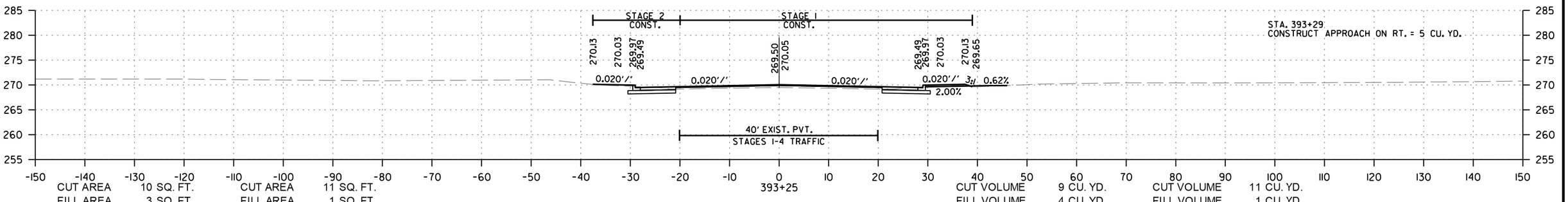
HWY. 365
STA. 390+50 TO STA. 392+00

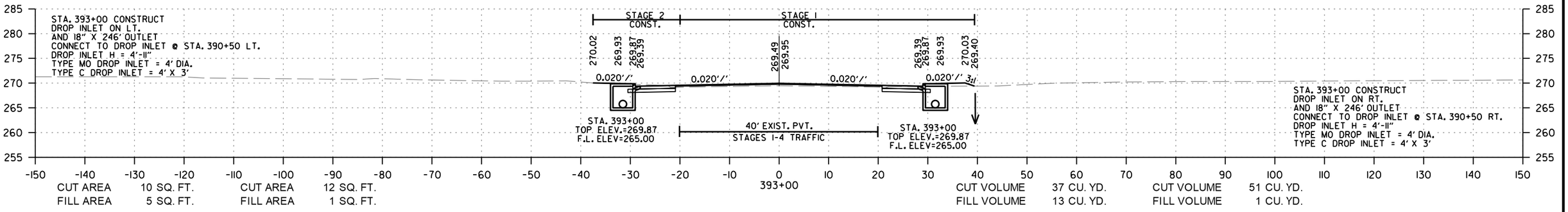
HT39710 9/2/2022
R020626.DGN

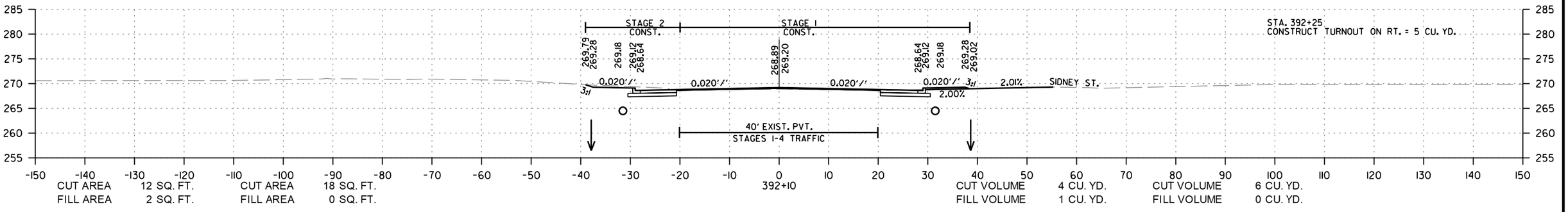
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	388	405

(2) CROSS SECTIONS







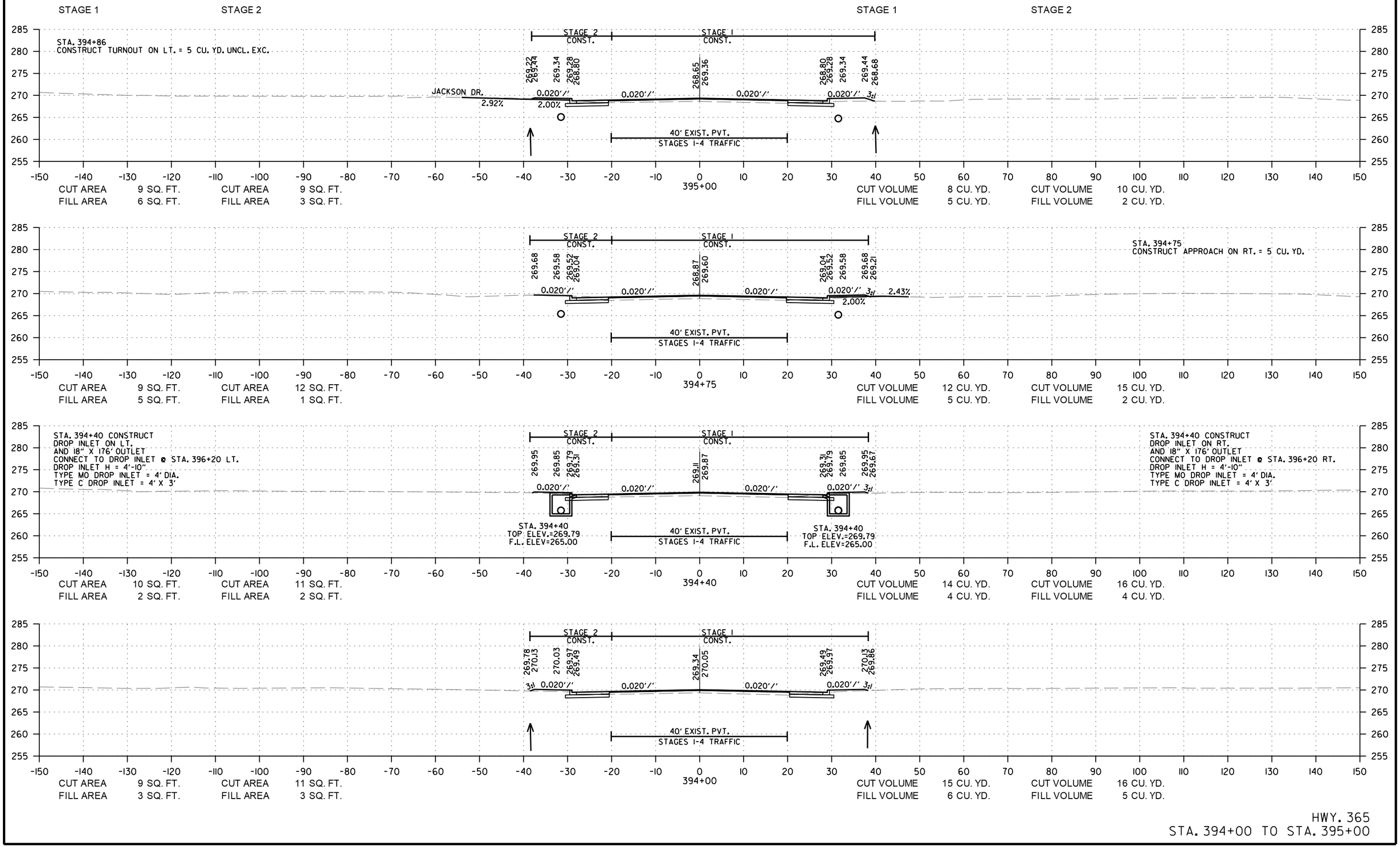


HWY. 365
STA. 392+10 TO STA. 393+55

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R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	389	405

(2) CROSS SECTIONS

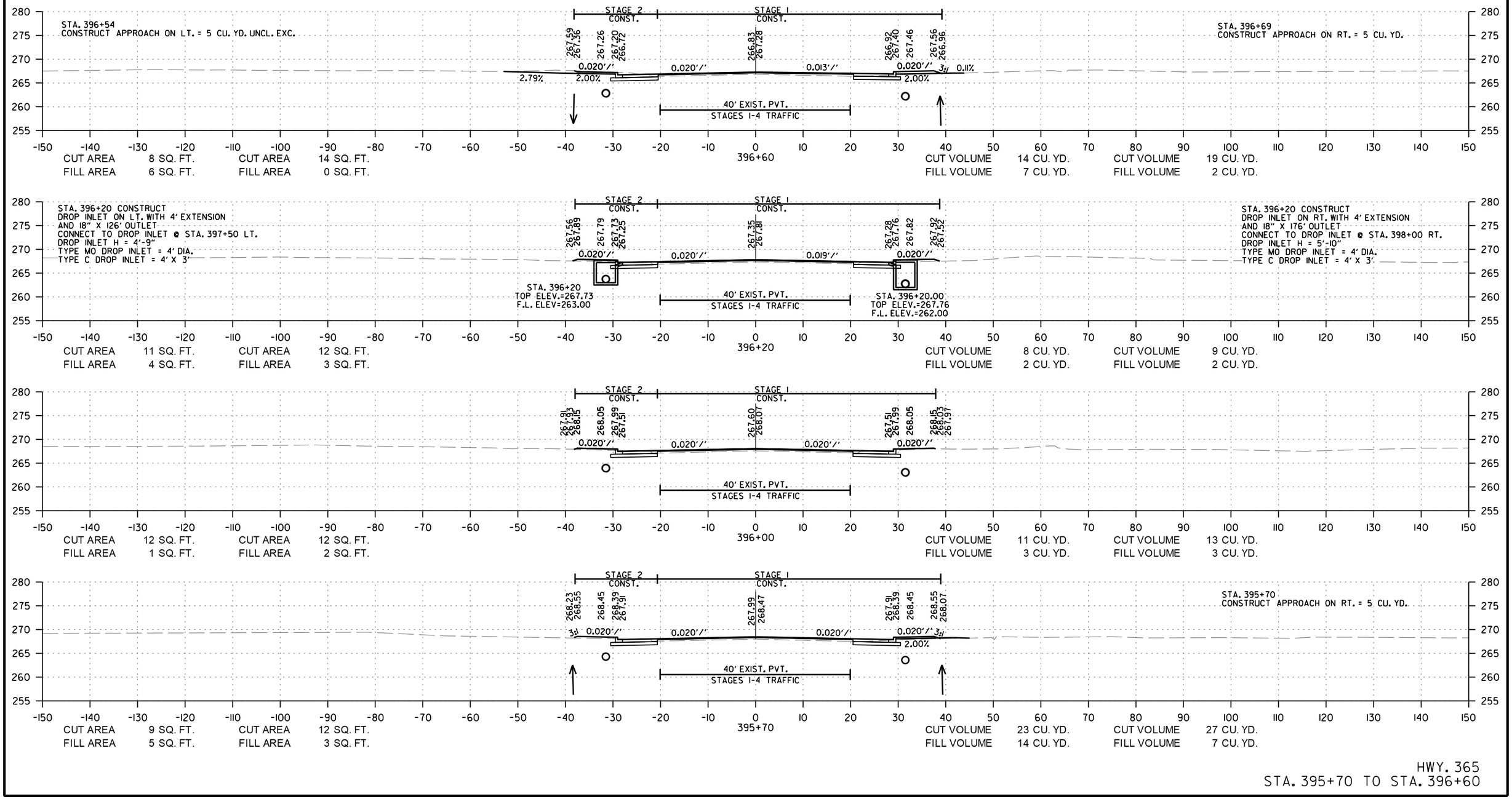


HWY. 365
STA. 394+00 TO STA. 395+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	390	405

(2) CROSS SECTIONS

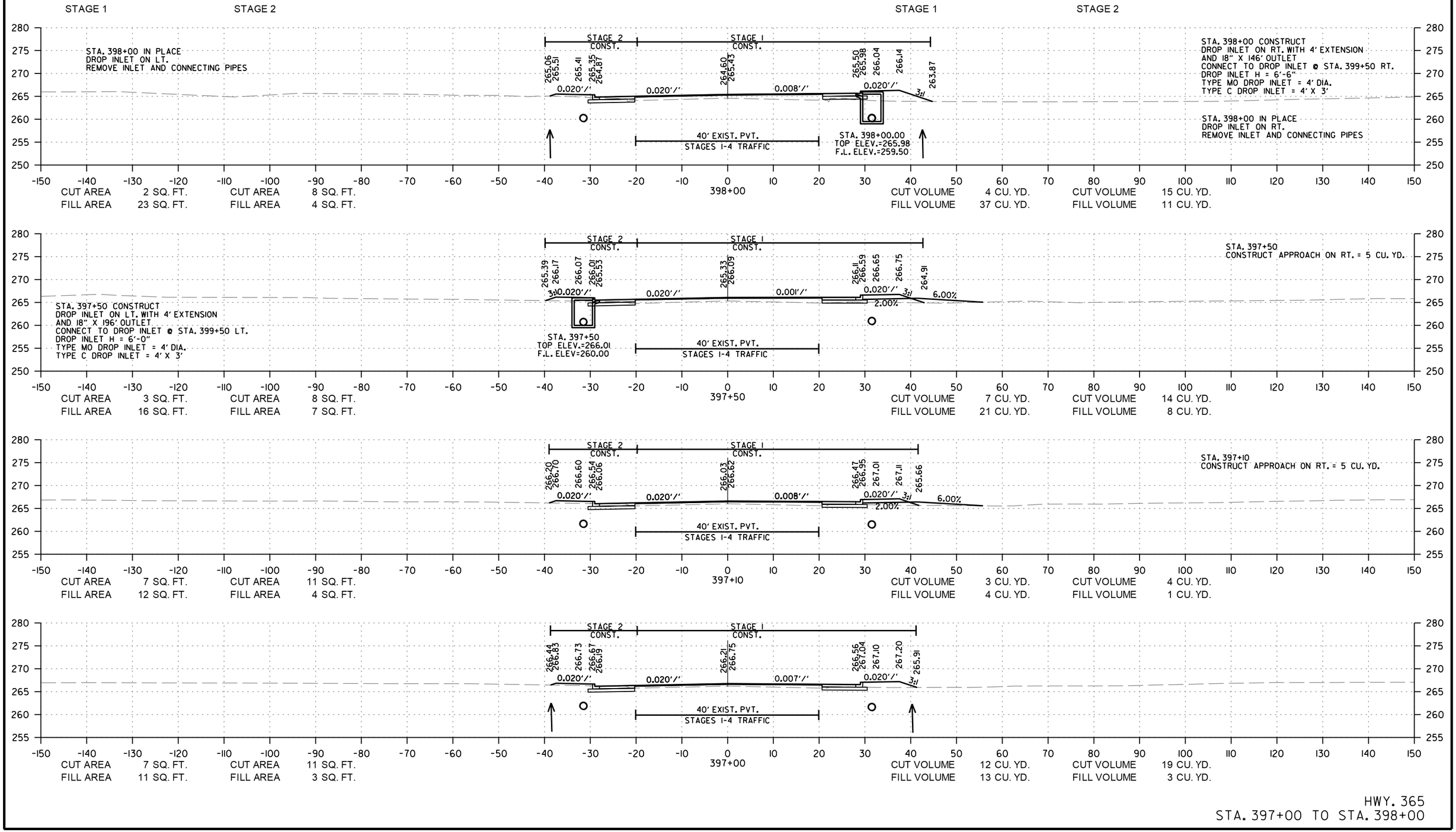


HWY. 365
STA. 395+70 TO STA. 396+60

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	391	405

(2) CROSS SECTIONS

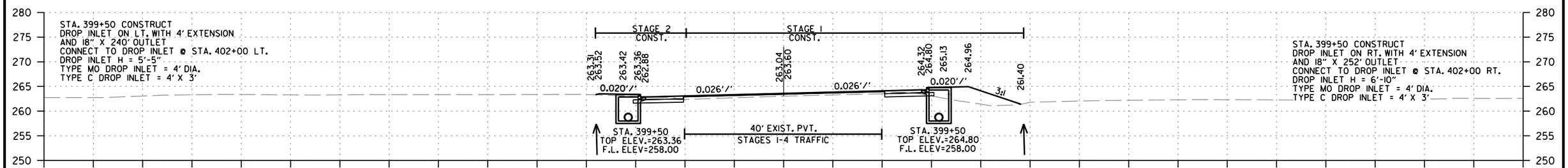


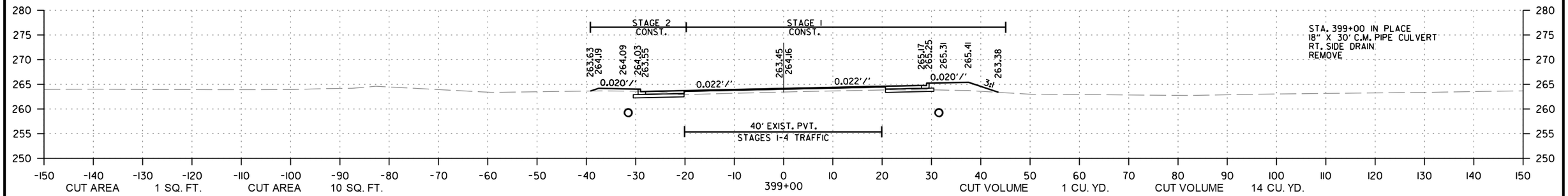
HWY. 365
STA. 397+00 TO STA. 398+00

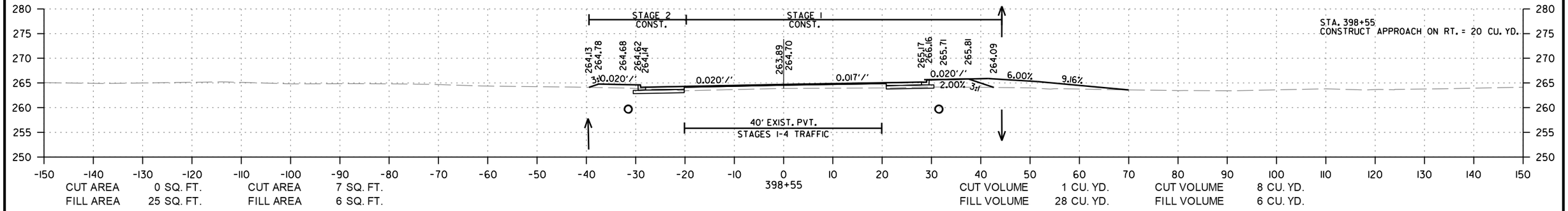
HT39710 9/2/2022
R020626.DGN

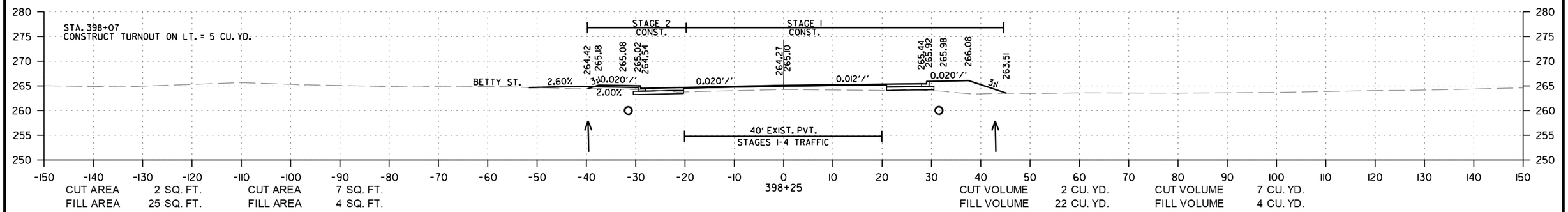
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	392	405

(2) CROSS SECTIONS









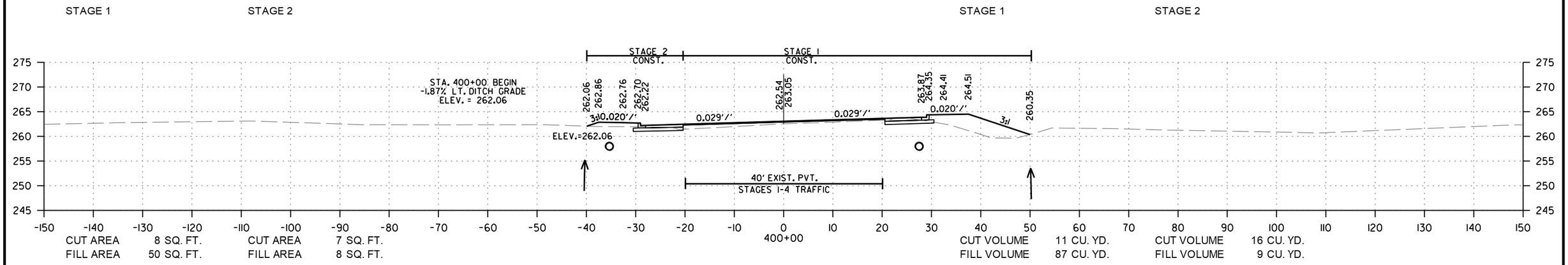
HWY. 365
STA. 398+25 TO STA. 399+50

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	393	405

(2) CROSS SECTIONS



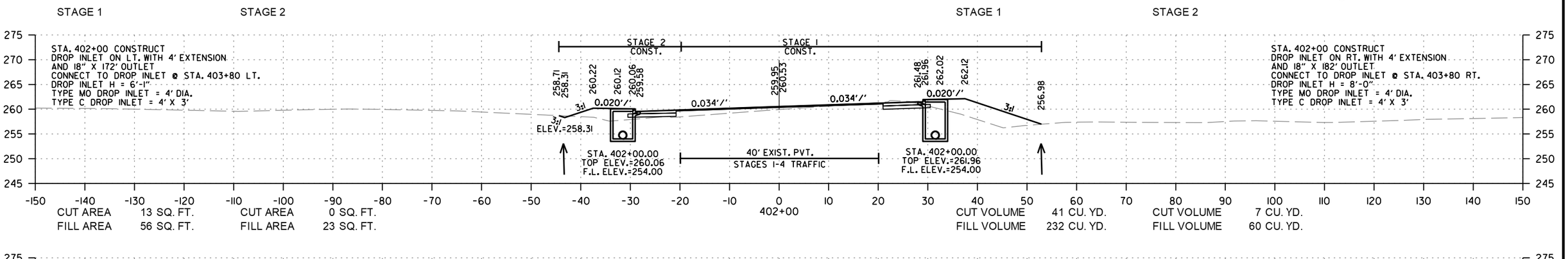
CUT AREA	8 SQ. FT.	CUT AREA	7 SQ. FT.	CUT VOLUME	11 CU. YD.	CUT VOLUME	16 CU. YD.
FILL AREA	50 SQ. FT.	FILL AREA	8 SQ. FT.	FILL VOLUME	87 CU. YD.	FILL VOLUME	9 CU. YD.

HWY. 365
STA. 400+00 TO STA. 400+00

HT39710 9/2/2022
R020626.DGN

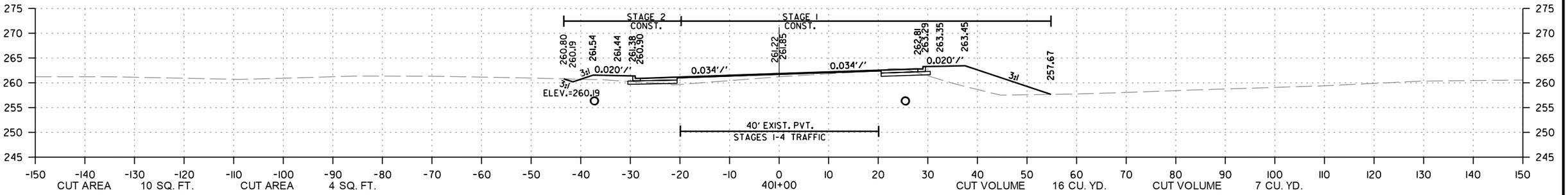
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	394	405

(2) CROSS SECTIONS



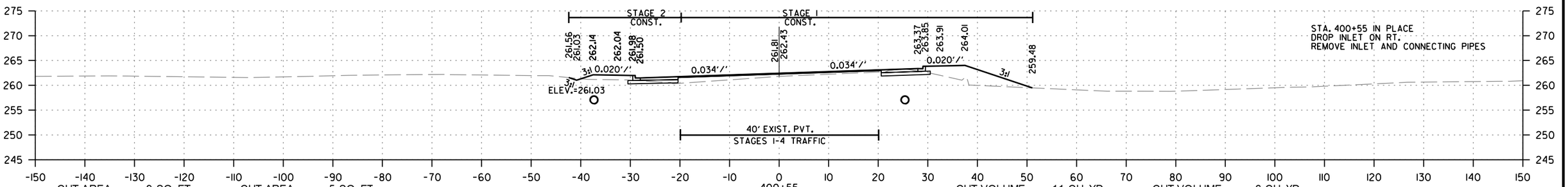
CUT AREA 13 SQ. FT. CUT AREA 0 SQ. FT.
FILL AREA 56 SQ. FT. FILL AREA 23 SQ. FT.

CUT VOLUME 41 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 232 CU. YD. FILL VOLUME 60 CU. YD.



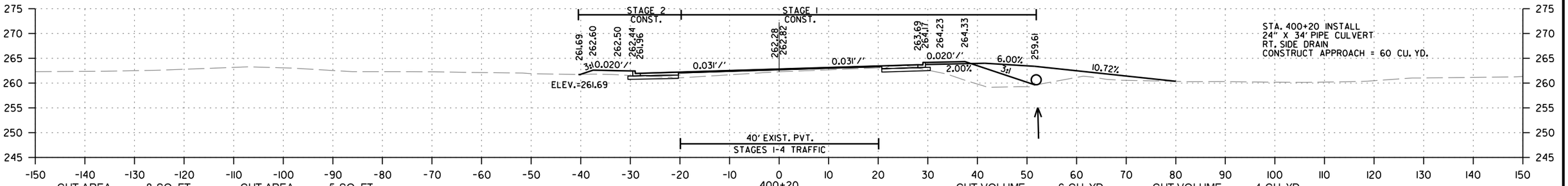
CUT AREA 10 SQ. FT. CUT AREA 4 SQ. FT.
FILL AREA 69 SQ. FT. FILL AREA 9 SQ. FT.

CUT VOLUME 16 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 93 CU. YD. FILL VOLUME 15 CU. YD.



CUT AREA 9 SQ. FT. CUT AREA 5 SQ. FT.
FILL AREA 43 SQ. FT. FILL AREA 9 SQ. FT.

CUT VOLUME 11 CU. YD. CUT VOLUME 6 CU. YD.
FILL VOLUME 65 CU. YD. FILL VOLUME 11 CU. YD.



CUT AREA 8 SQ. FT. CUT AREA 5 SQ. FT.
FILL AREA 57 SQ. FT. FILL AREA 8 SQ. FT.

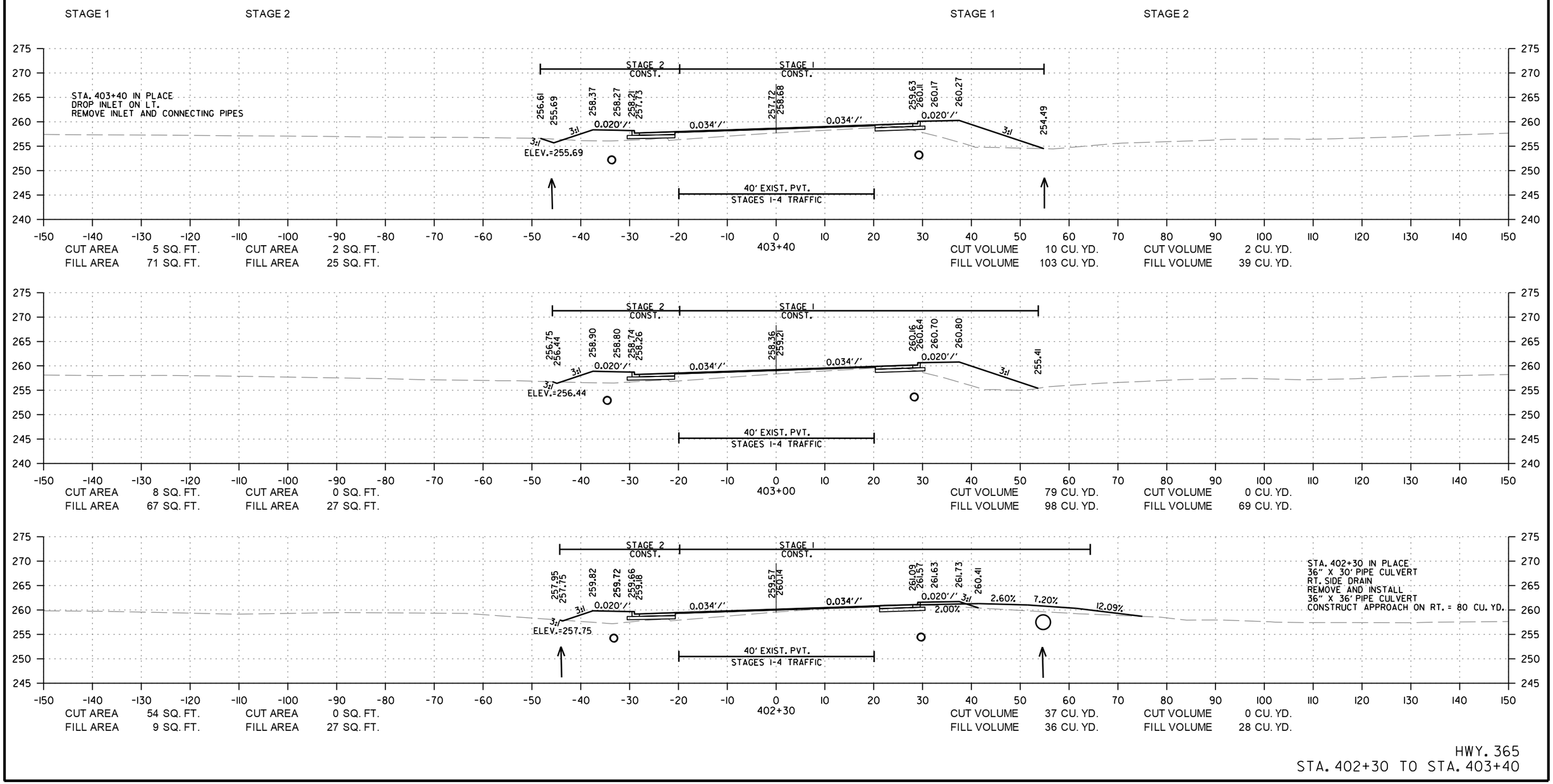
CUT VOLUME 6 CU. YD. CUT VOLUME 4 CU. YD.
FILL VOLUME 40 CU. YD. FILL VOLUME 6 CU. YD.

HWY. 365
STA. 400+20 TO STA. 402+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	395	405

(2) CROSS SECTIONS



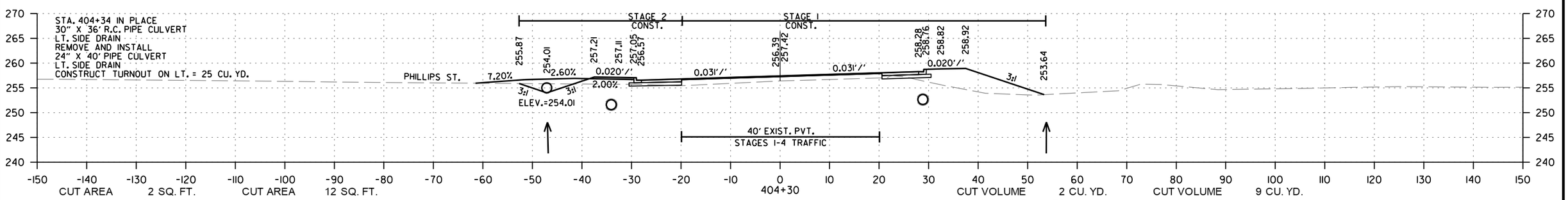
HWY. 365
STA. 402+30 TO STA. 403+40

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	396	405

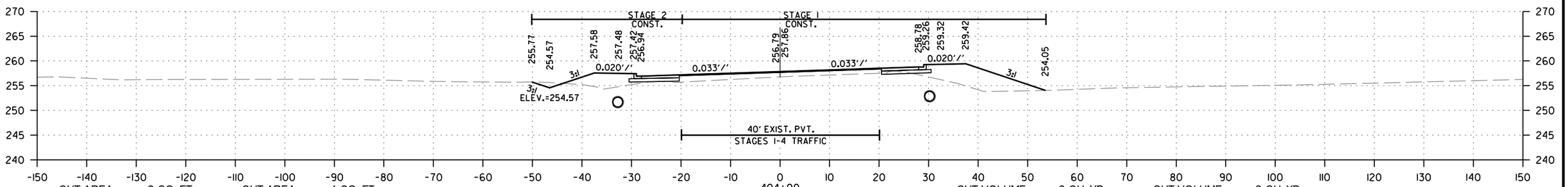
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



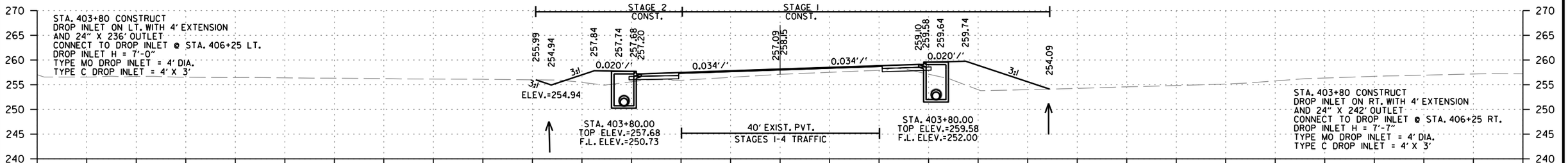
CUT AREA	2 SQ. FT.	CUT AREA	12 SQ. FT.	CUT VOLUME	2 CU. YD.
FILL AREA	69 SQ. FT.	FILL AREA	14 SQ. FT.	FILL VOLUME	78 CU. YD.

CUT VOLUME	9 CU. YD.		
FILL VOLUME	25 CU. YD.		



CUT AREA	2 SQ. FT.	CUT AREA	4 SQ. FT.	CUT VOLUME	2 CU. YD.
FILL AREA	72 SQ. FT.	FILL AREA	31 SQ. FT.	FILL VOLUME	55 CU. YD.

CUT VOLUME	2 CU. YD.		
FILL VOLUME	22 CU. YD.		



CUT AREA	3 SQ. FT.	CUT AREA	3 SQ. FT.	CUT VOLUME	6 CU. YD.
FILL AREA	77 SQ. FT.	FILL AREA	29 SQ. FT.	FILL VOLUME	109 CU. YD.

CUT VOLUME	4 CU. YD.		
FILL VOLUME	40 CU. YD.		

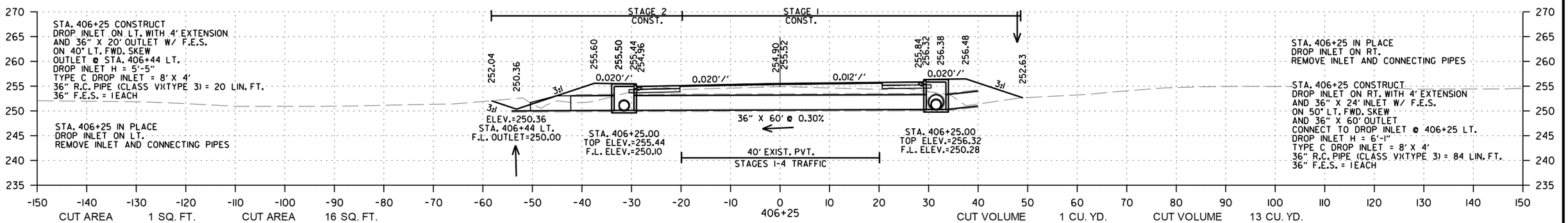
HWY. 365
STA. 403+80 TO STA. 404+30

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	397	405

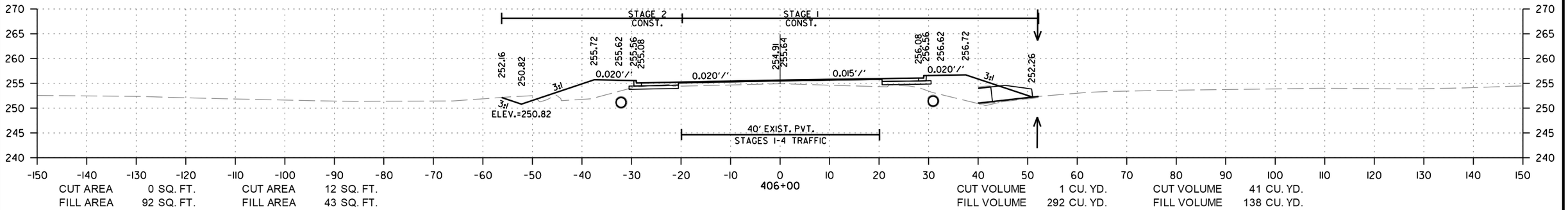
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



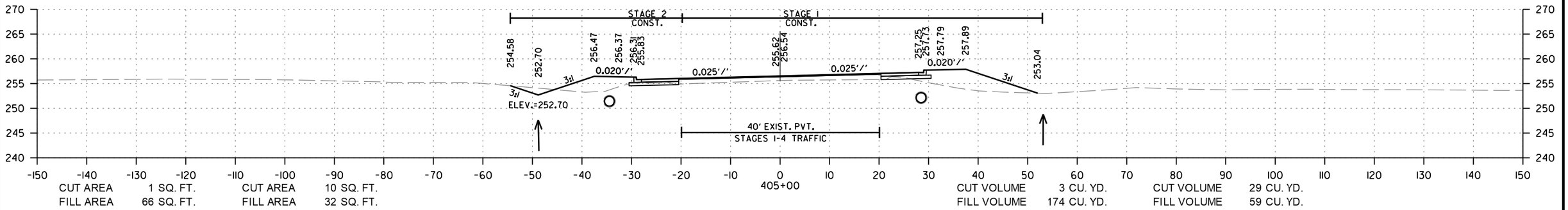
CUT AREA	1 SQ. FT.	CUT AREA	16 SQ. FT.	CUT VOLUME	1 CU. YD.
FILL AREA	54 SQ. FT.	FILL AREA	44 SQ. FT.	FILL VOLUME	68 CU. YD.

CUT VOLUME	13 CU. YD.		
FILL VOLUME	40 CU. YD.		



CUT AREA	0 SQ. FT.	CUT AREA	12 SQ. FT.	CUT VOLUME	1 CU. YD.
FILL AREA	92 SQ. FT.	FILL AREA	43 SQ. FT.	FILL VOLUME	292 CU. YD.

CUT VOLUME	41 CU. YD.		
FILL VOLUME	138 CU. YD.		



CUT AREA	1 SQ. FT.	CUT AREA	10 SQ. FT.	CUT VOLUME	3 CU. YD.
FILL AREA	66 SQ. FT.	FILL AREA	32 SQ. FT.	FILL VOLUME	174 CU. YD.

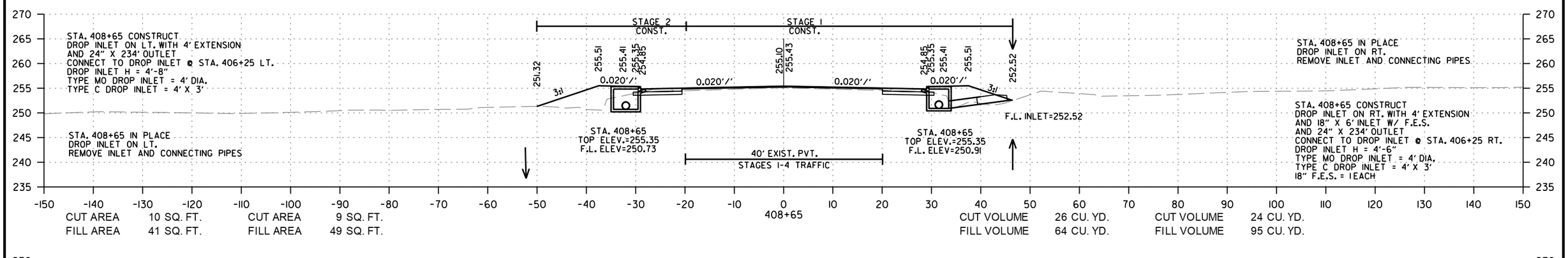
CUT VOLUME	29 CU. YD.		
FILL VOLUME	59 CU. YD.		

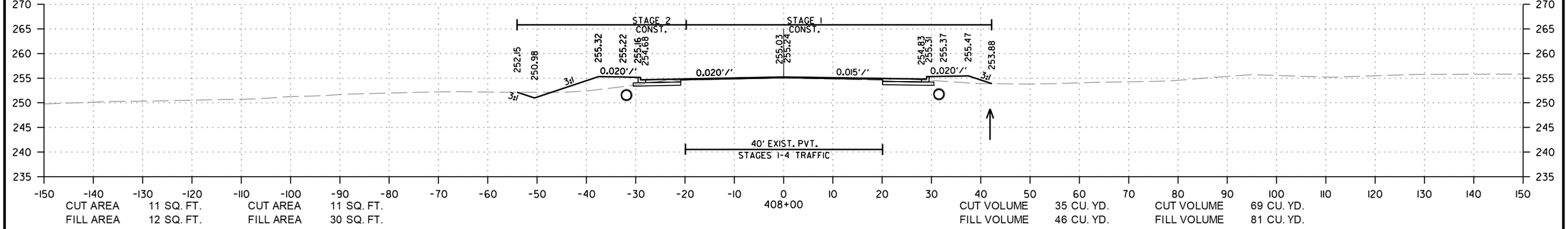
HWY. 365
STA. 405+00 TO STA. 406+25

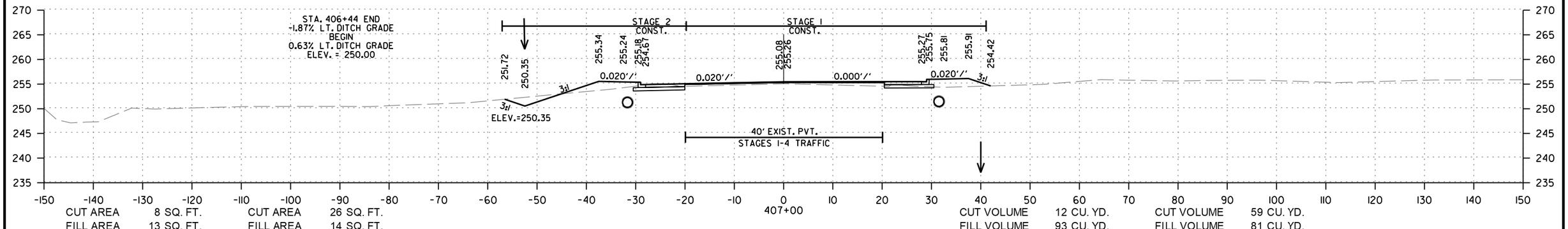
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	398	405

(2) CROSS SECTIONS







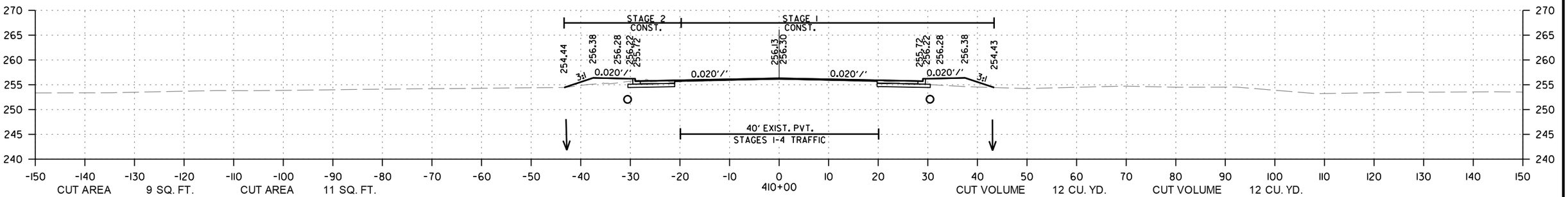
HWY. 365
STA. 407+00 TO STA. 408+65

HT39710 9/2/2022
RO20626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	399	405

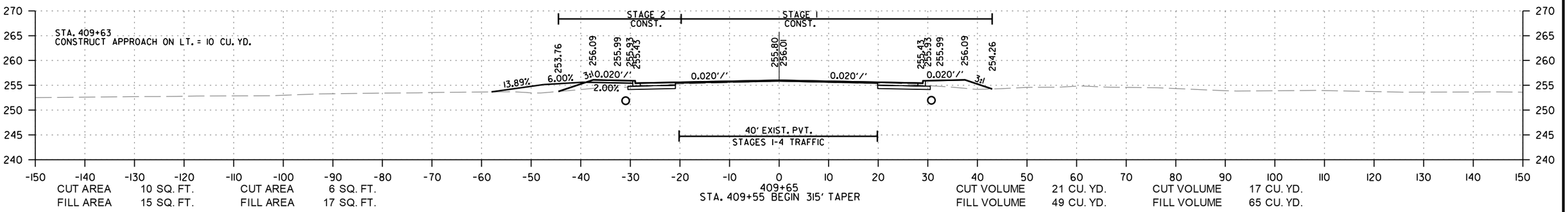
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



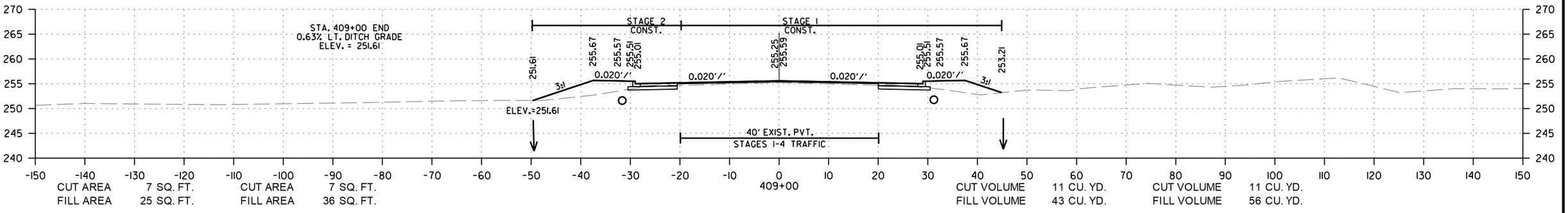
CUT AREA 9 SQ. FT. CUT AREA 11 SQ. FT.
FILL AREA 17 SQ. FT. FILL AREA 11 SQ. FT.

CUT VOLUME 12 CU. YD. CUT VOLUME 12 CU. YD.
FILL VOLUME 21 CU. YD. FILL VOLUME 18 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 6 SQ. FT.
FILL AREA 15 SQ. FT. FILL AREA 17 SQ. FT.

CUT VOLUME 21 CU. YD. CUT VOLUME 17 CU. YD.
FILL VOLUME 49 CU. YD. FILL VOLUME 65 CU. YD.



CUT AREA 7 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 25 SQ. FT. FILL AREA 36 SQ. FT.

CUT VOLUME 11 CU. YD. CUT VOLUME 11 CU. YD.
FILL VOLUME 43 CU. YD. FILL VOLUME 56 CU. YD.

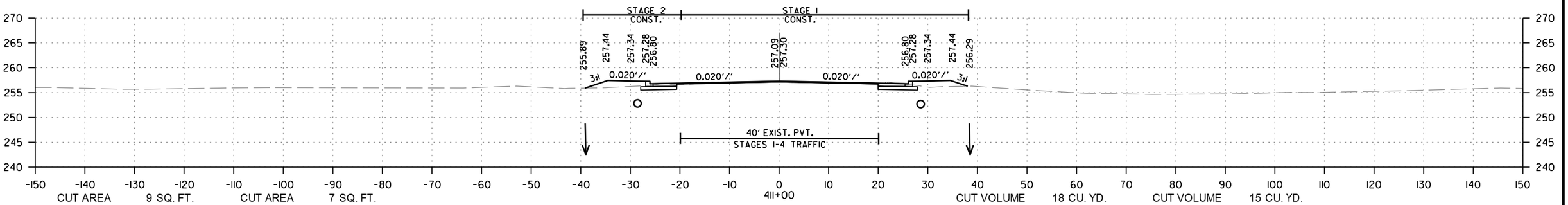
HWY. 365
STA. 409+00 TO STA. 410+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	400	405

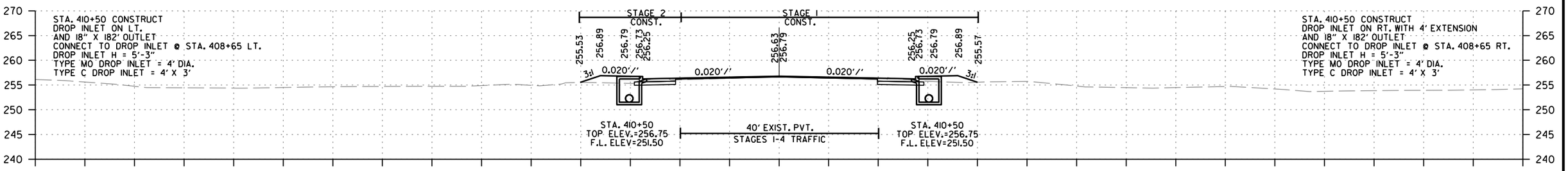
(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



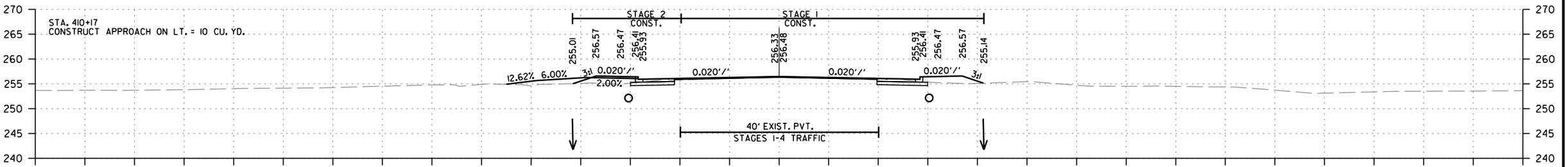
CUT AREA 9 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 11 SQ. FT. FILL AREA 13 SQ. FT.

CUT VOLUME 18 CU. YD. CUT VOLUME 15 CU. YD.
FILL VOLUME 21 CU. YD. FILL VOLUME 25 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 9 SQ. FT.
FILL AREA 12 SQ. FT. FILL AREA 14 SQ. FT.

CUT VOLUME 11 CU. YD. CUT VOLUME 9 CU. YD.
FILL VOLUME 14 CU. YD. FILL VOLUME 16 CU. YD.



CUT AREA 10 SQ. FT. CUT AREA 7 SQ. FT.
FILL AREA 14 SQ. FT. FILL AREA 15 SQ. FT.

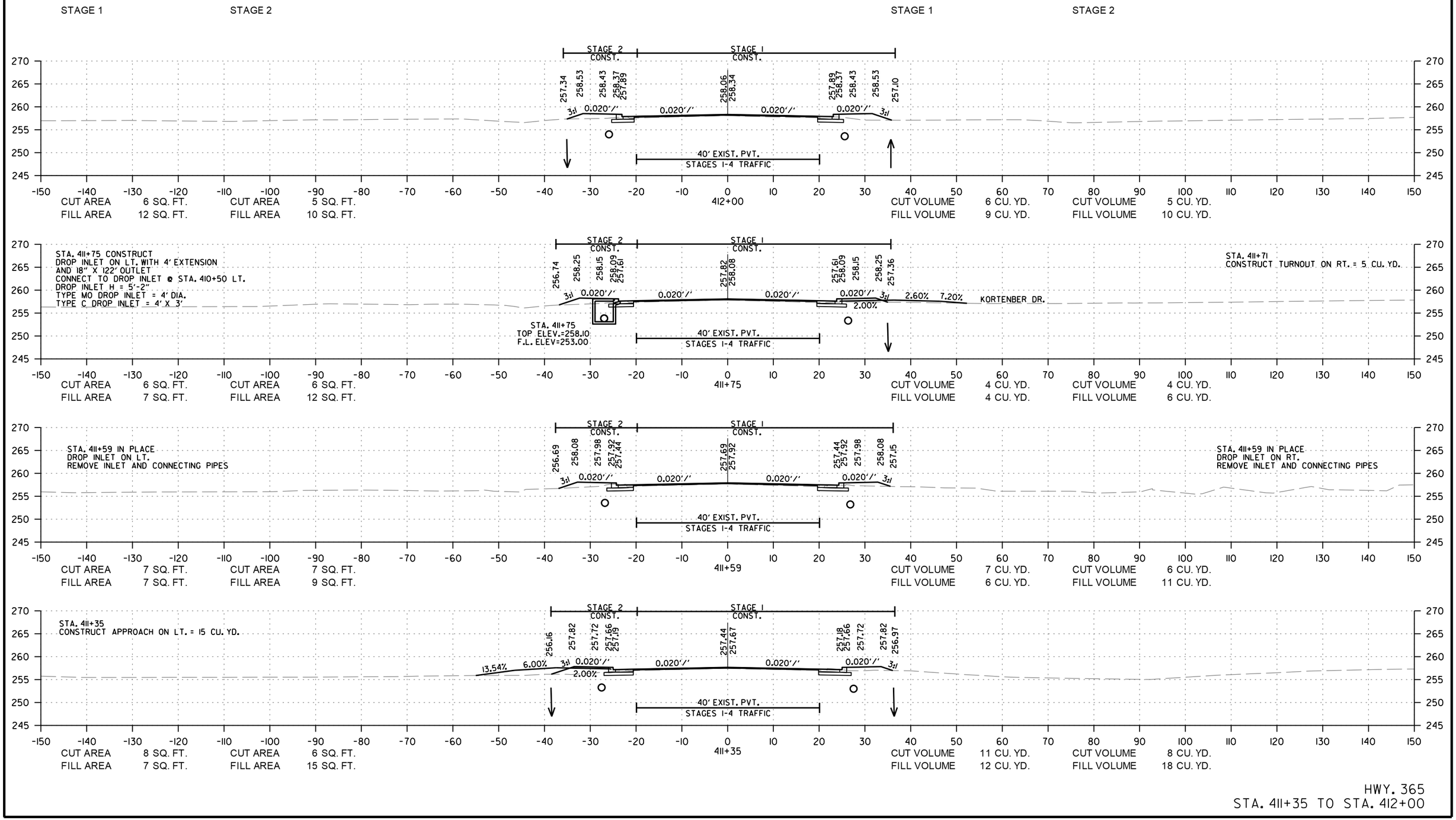
CUT VOLUME 7 CU. YD. CUT VOLUME 7 CU. YD.
FILL VOLUME 11 CU. YD. FILL VOLUME 9 CU. YD.

HWY. 365
STA. 410+20 TO STA. 411+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	401	405

(2) CROSS SECTIONS



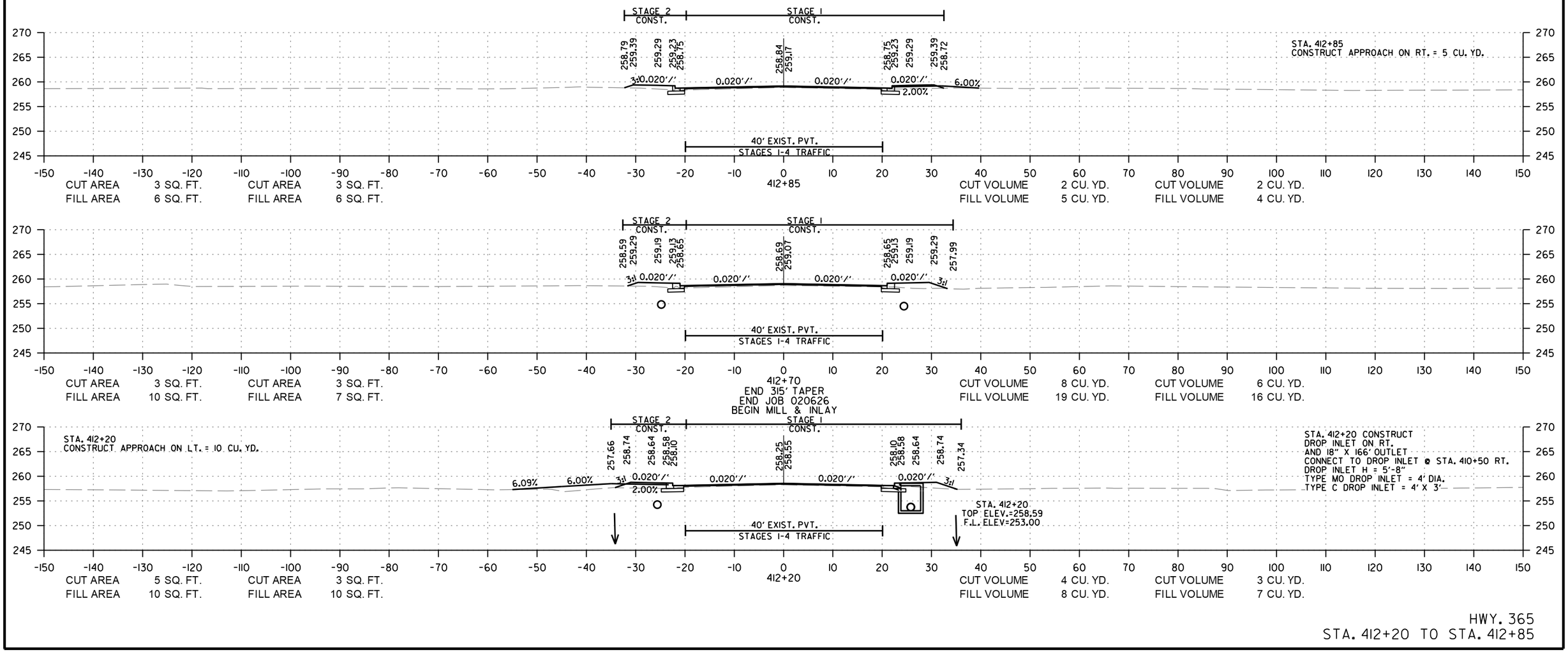
HWY. 365
STA. 411+35 TO STA. 412+00

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	402	405

(2) CROSS SECTIONS

STAGE 1 STAGE 2 STAGE 1 STAGE 2



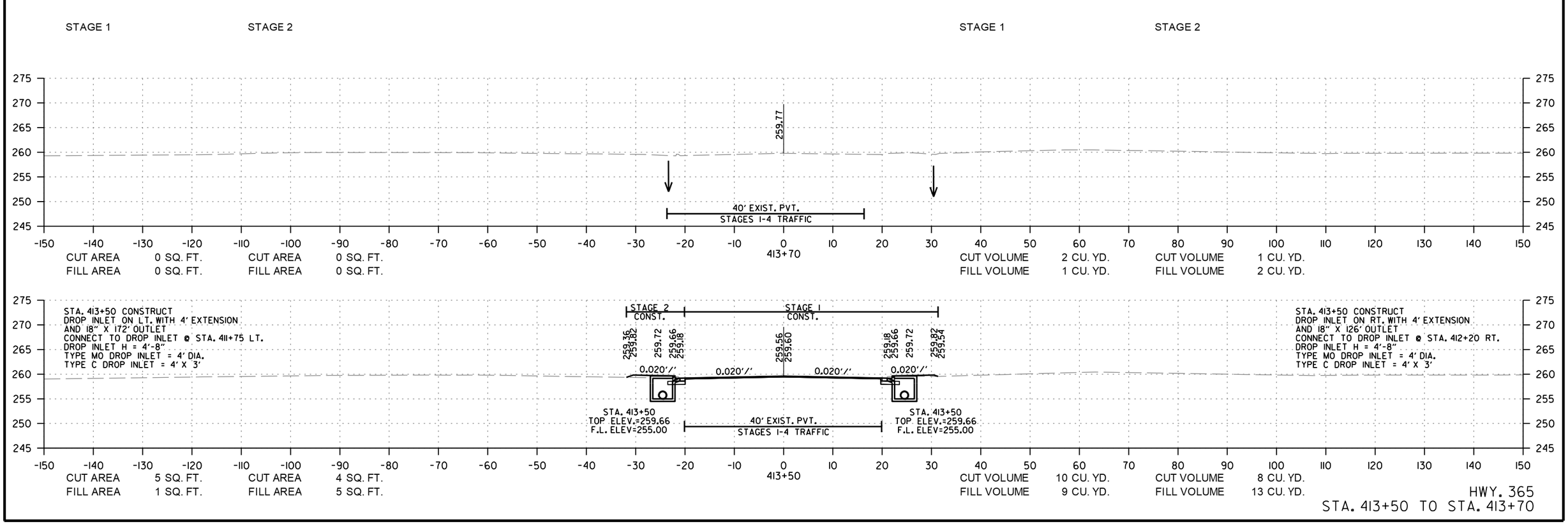
HWY. 365
STA. 412+20 TO STA. 412+85

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	403	405

(2) CROSS SECTIONS

STA. 417+22
END MILL AND INLAY



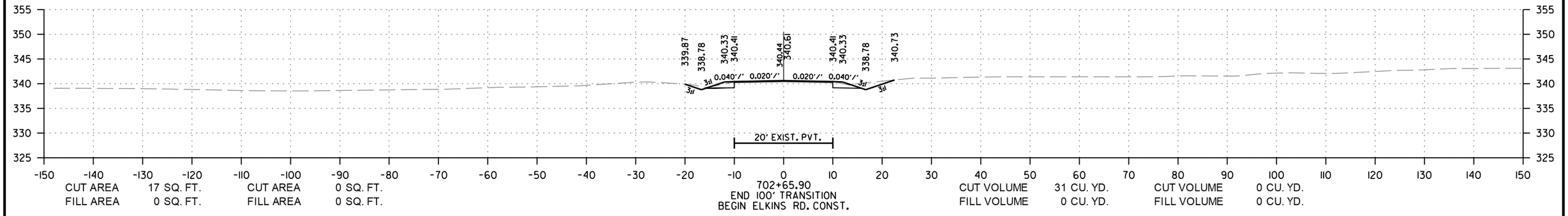
HWY. 365
STA. 413+50 TO STA. 413+70

HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020626	404	405

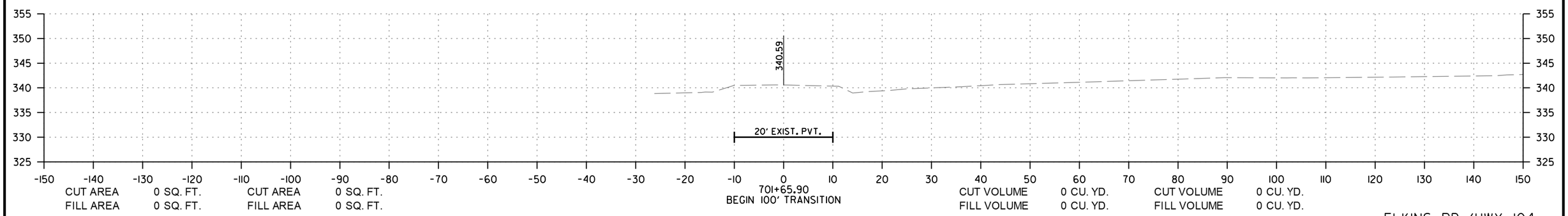
(2) CROSS SECTIONS



CUT AREA 17 SQ. FT. CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

702+65.90
END 100' TRANSITION
BEGIN ELKINS RD. CONST.

CUT VOLUME 31 CU. YD. CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.



CUT AREA 0 SQ. FT. CUT AREA 0 SQ. FT.
FILL AREA 0 SQ. FT. FILL AREA 0 SQ. FT.

701+65.90
BEGIN 100' TRANSITION

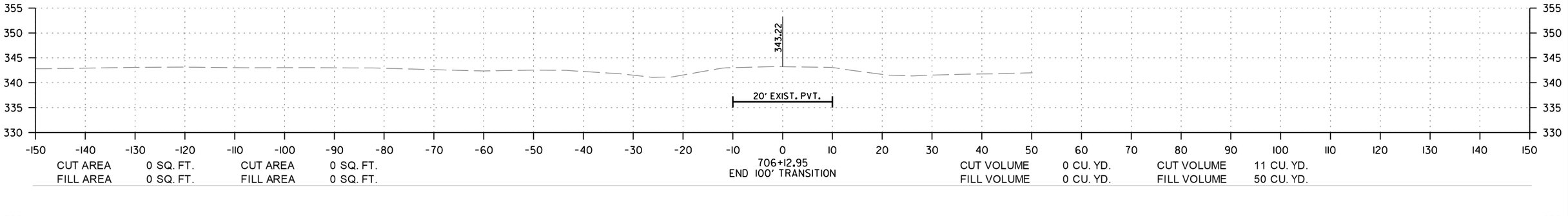
CUT VOLUME 0 CU. YD. CUT VOLUME 0 CU. YD.
FILL VOLUME 0 CU. YD. FILL VOLUME 0 CU. YD.

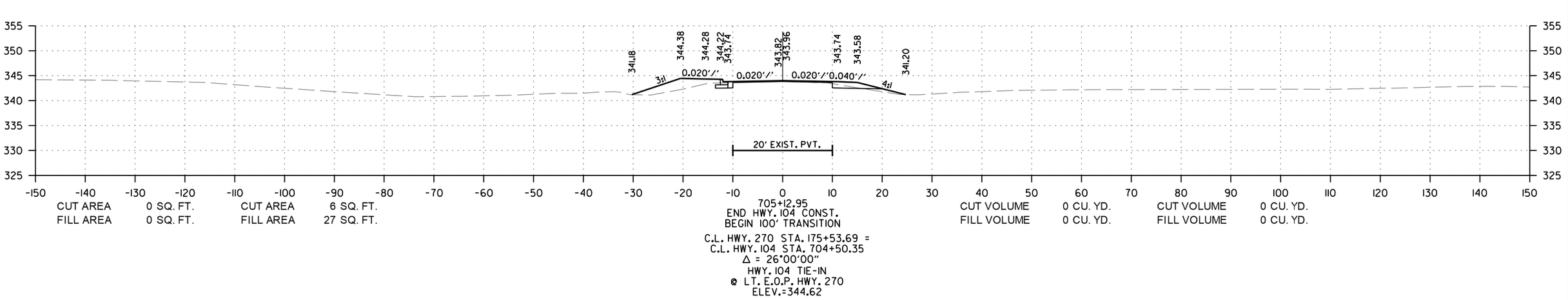
ELKINS RD./HWY. 104
STA. 701+65.90 TO STA. 702+65.90

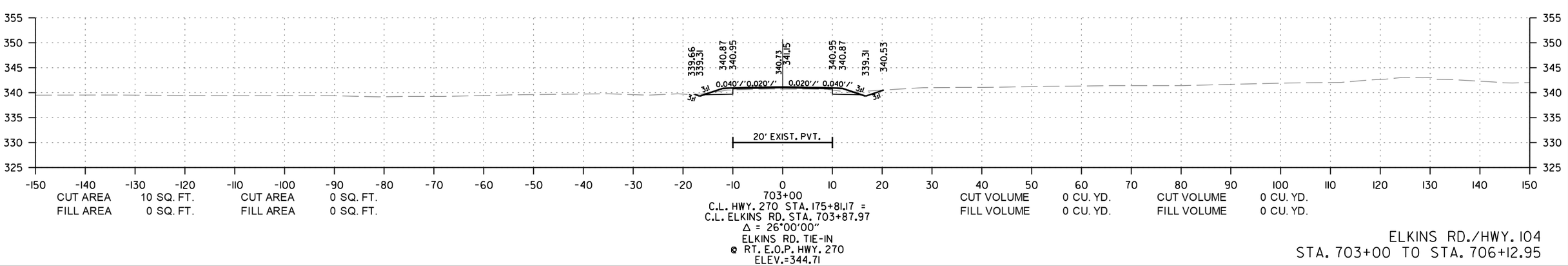
HT39710 9/2/2022
R020626.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020626	405	405

(2) CROSS SECTIONS







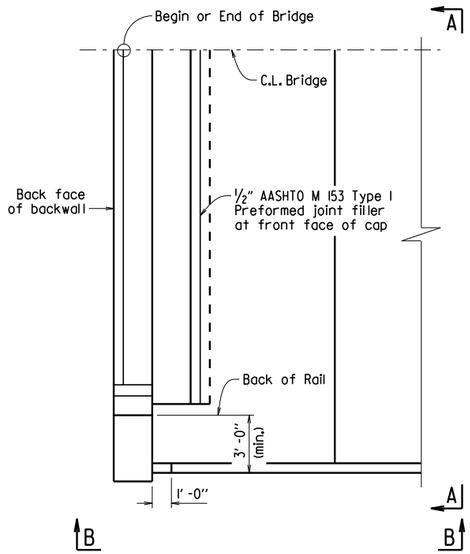
ELKINS RD./HWY. 104
STA. 703+00 TO STA. 706+12.95

HT39710 9/2/2022
RO20626.DGN

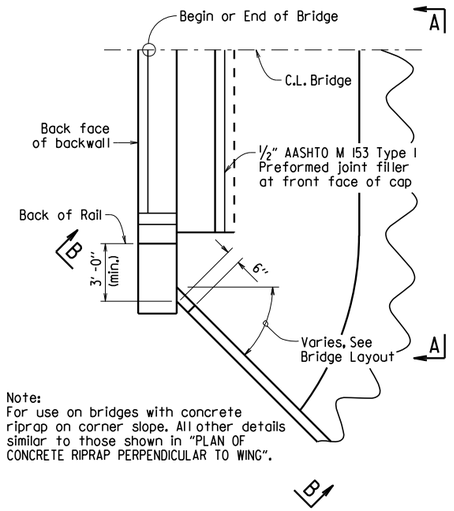
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① CONCRETE RIPRAP 55002

Note:
Sloped surfaces of concrete riprap to be marked off into blocks (construction joints optional) with an approved grooving tool, spacing the grooved lines about 5' apart.



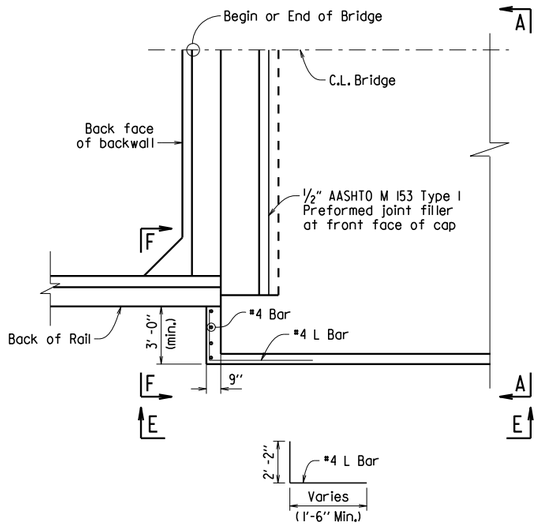
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO WING
¼" = 1'-0"



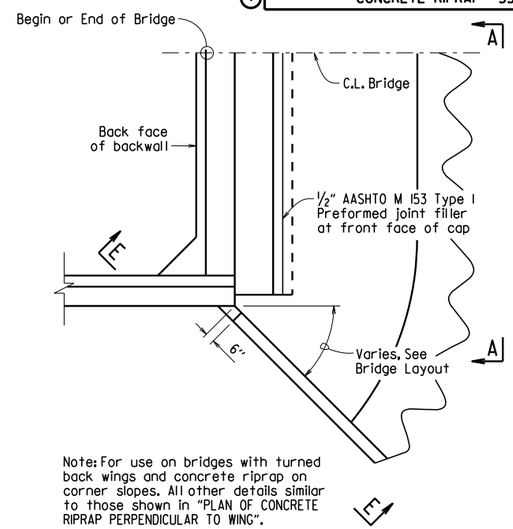
Note:
For use on bridges with concrete riprap on corner slope. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE TO WING
¼" = 1'-0"

Note:
For use on bridges with turned back wings. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".



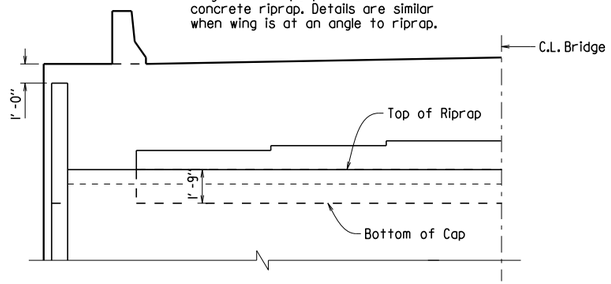
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO TURNED BACK WING
¼" = 1'-0"



Note: For use on bridges with turned back wings and concrete riprap on corner slopes. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

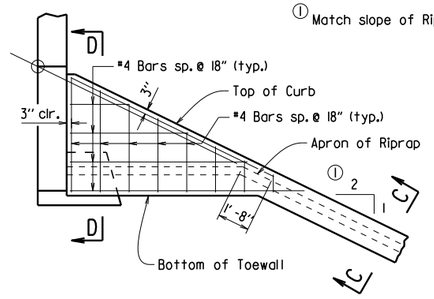
PLAN OF CONCRETE RIPRAP
AT ANGLE FROM TURNED BACK WING
¼" = 1'-0"

Note:
Wing is shown perpendicular to concrete riprap. Details are similar when wing is at an angle to riprap.

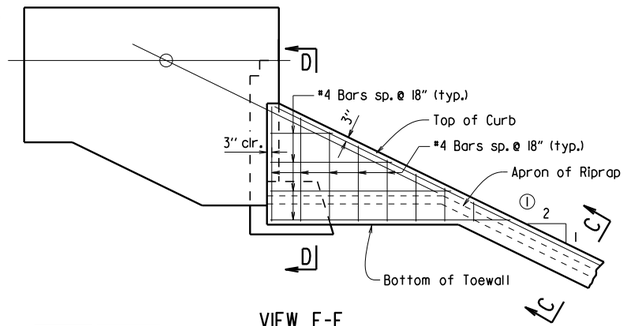


VIEW A-A
¼" = 1'-0"

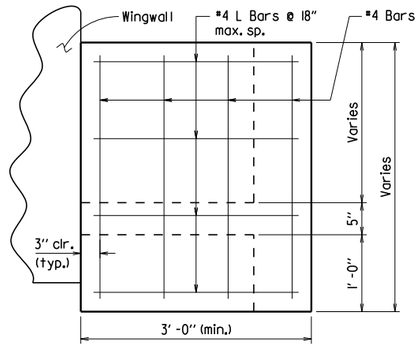
① Match slope of Riprap Apron.



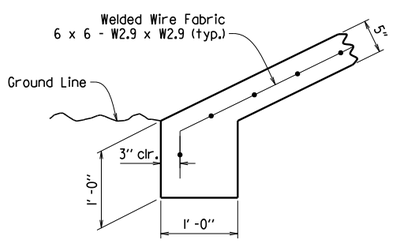
VIEW B-B
¼" = 1'-0"



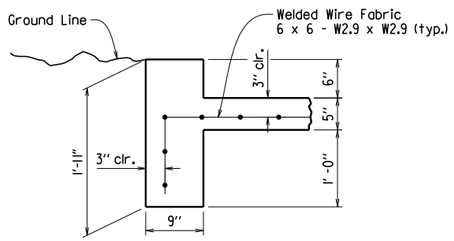
VIEW E-E
¼" = 1'-0"



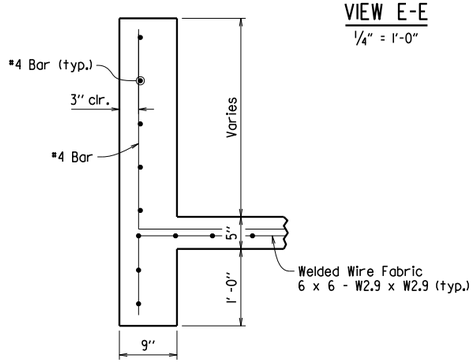
VIEW F-F
1" = 1'-0"



TOE OF CONCRETE RIPRAP
1" = 1'-0"



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

GENERAL NOTES

All concrete shall be Class A with a minimum compressive strength, f'c = 2,100 psi.

Welded wire fabric shall conform to AASHTO M55 or M221.

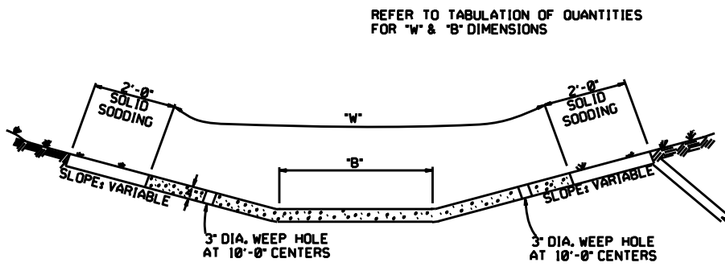
STANDARD DETAILS FOR CONCRETE RIPRAP

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

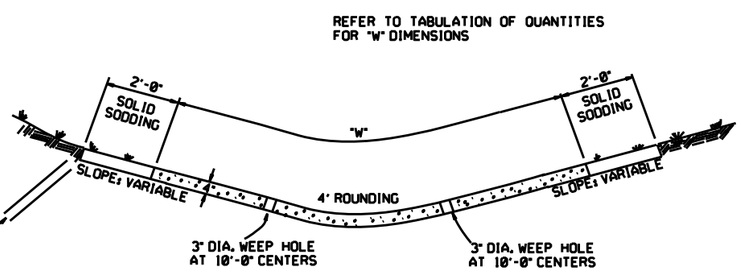
DRAWN BY: ACP DATE: 2/27/2014 FILENAME: b55002.dgn
CHECKED BY: BEF DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: Std. DATE: ---

DRAWING NO. 55002



TYPE A

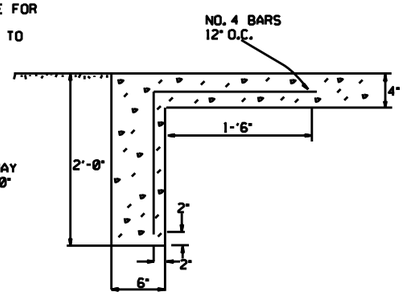
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



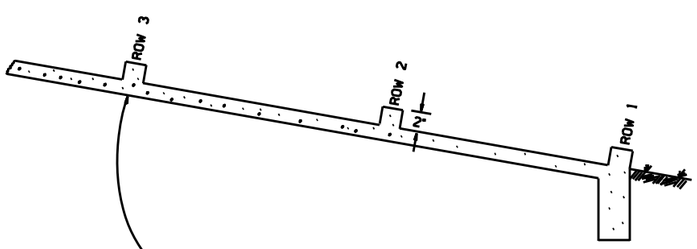
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."

TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

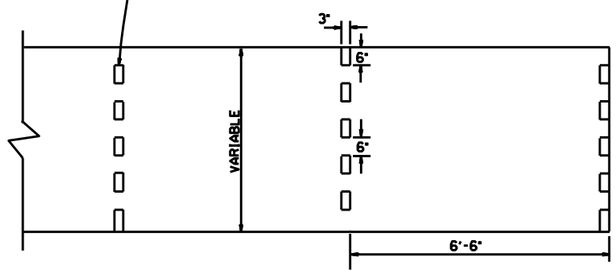


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

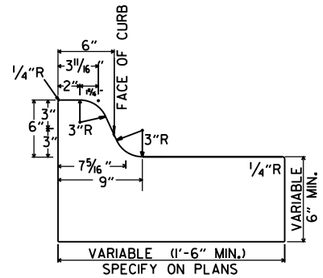
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

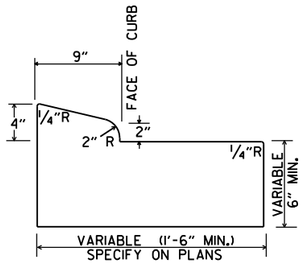
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

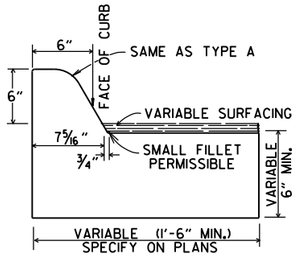
STANDARD DRAWING CDP-1



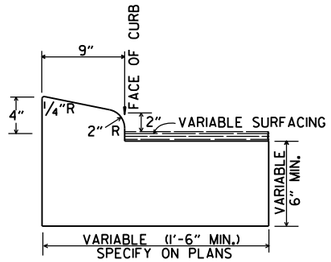
TYPE A



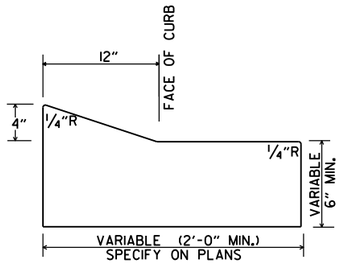
TYPE B-1



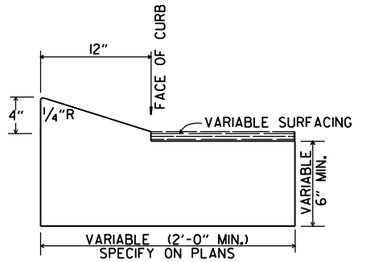
TYPE C



TYPE B-2

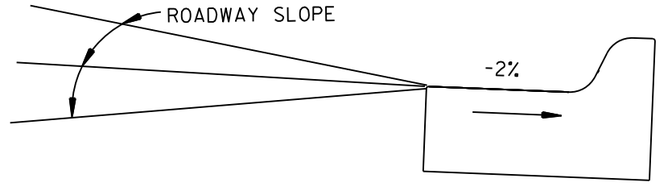


TYPE E-1



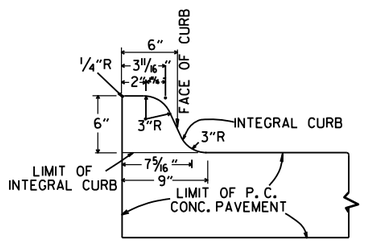
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

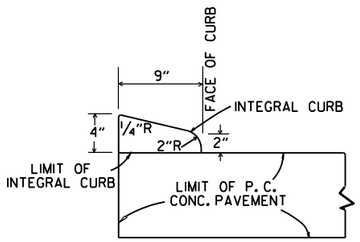


DETAIL OF GUTTER SLOPE

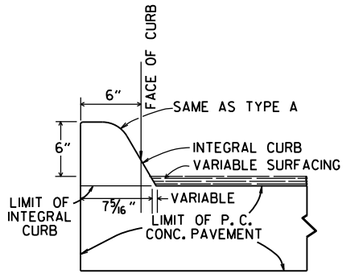
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

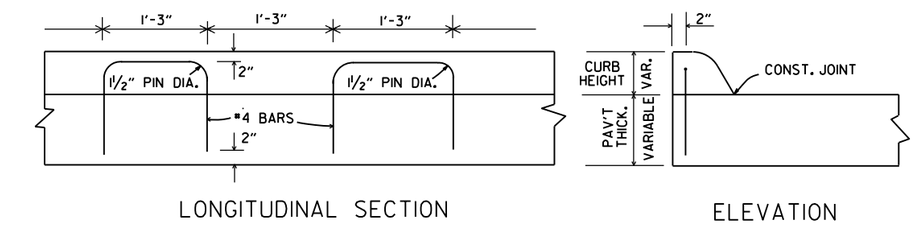


TYPE B



TYPE C

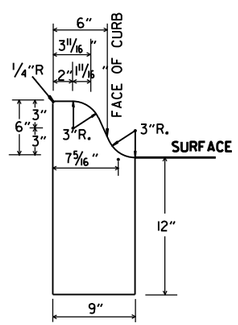
INTEGRAL CURB



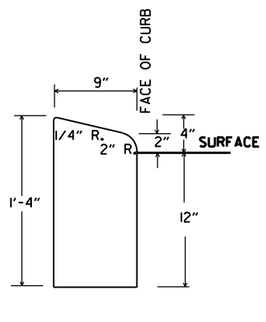
LONGITUDINAL SECTION

ELEVATION

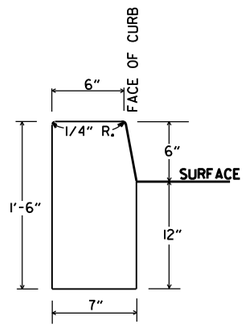
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



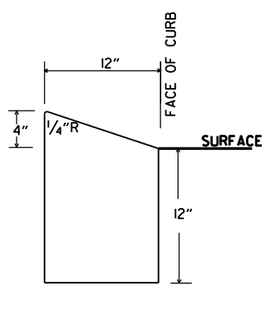
TYPE A



TYPE B

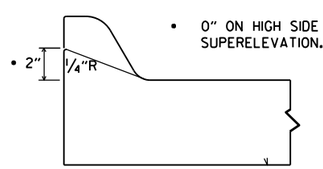


TYPE D



TYPE E

CONCRETE CURB



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

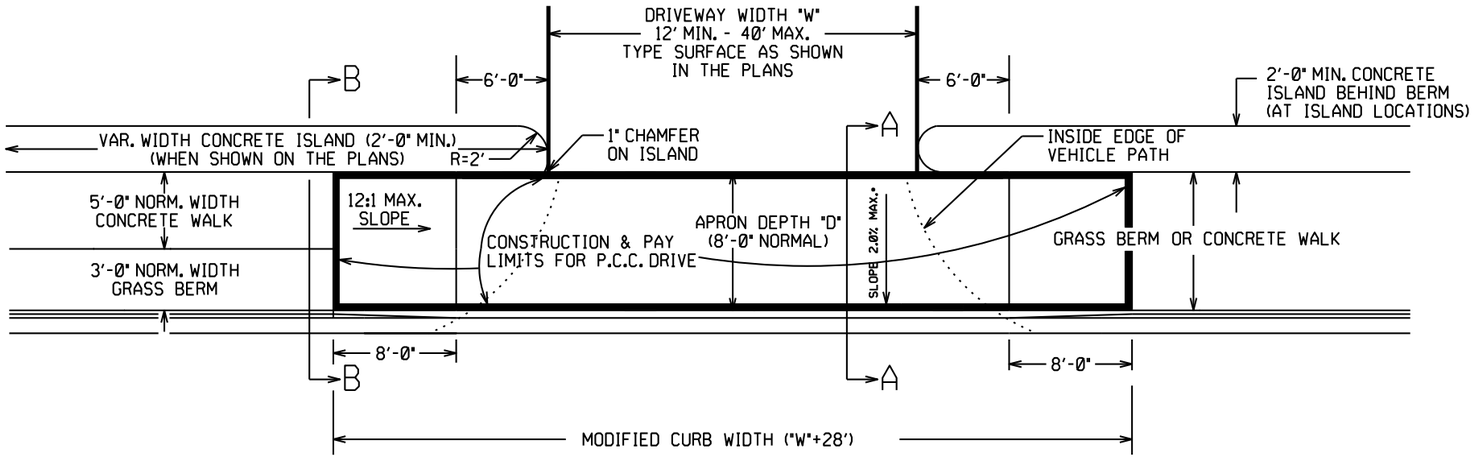
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	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	512-10-2-72

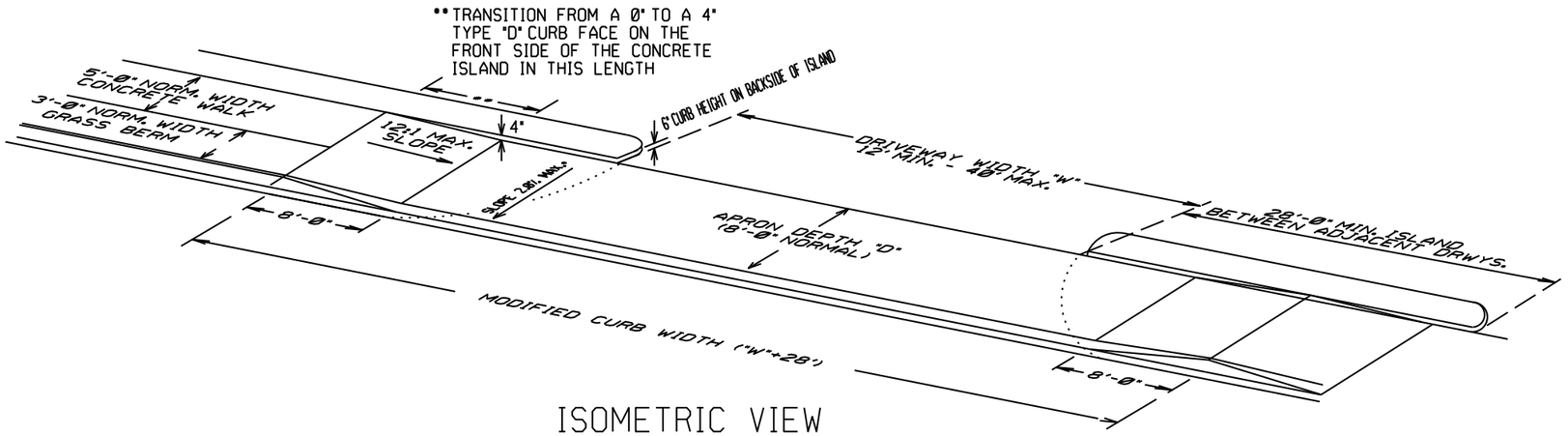
ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

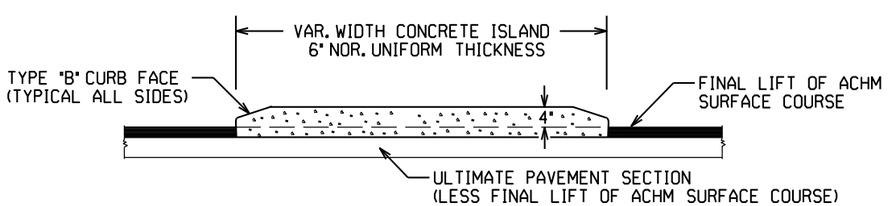
STANDARD DRAWING CG-1



PLAN VIEW



ISOMETRIC VIEW

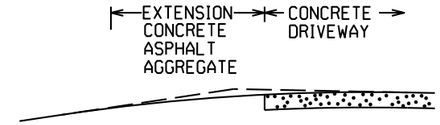


CURBED ISLANDS FOR CHANNELIZATION

CONCRETE ISLAND NOTES:

1. REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".

2. TRANSVERSE EXPANSION JOINTS, NOT LESS THAN 1/2" WIDE, SHALL BE PLACED AT MINIMUM INTERVAL OF 45'. TRANSVERSE JOINT SHALL BE CONSTRUCTED USING A JOINT FILLER COMPLYING WITH AASHTO M213.



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

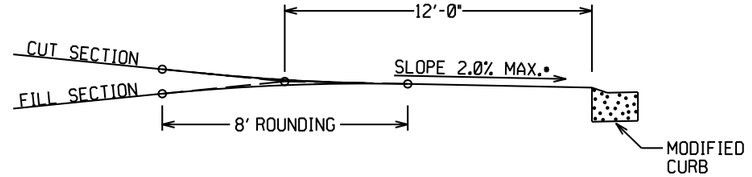
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE (1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

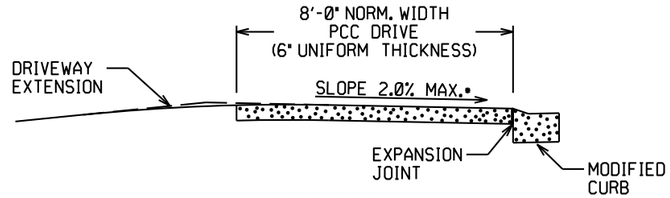
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

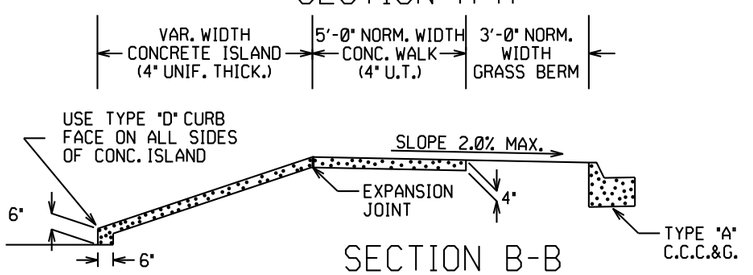


DRIVEWAY VERTICAL ALIGNMENT DETAILS

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



SECTION A-A



SECTION B-B

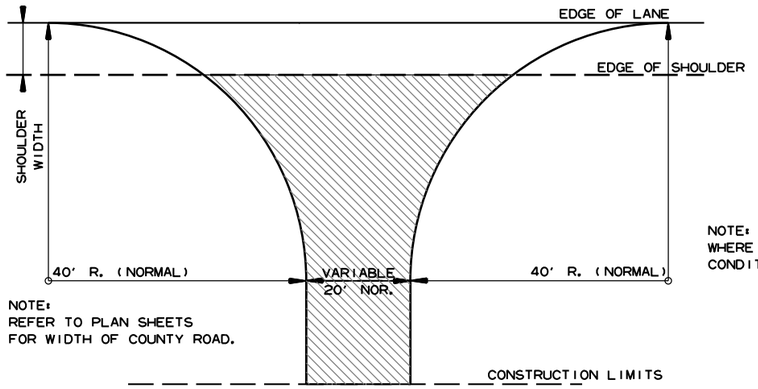
CURBED ISLAND BEHIND WALK

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

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

STANDARD DRAWING DR-1

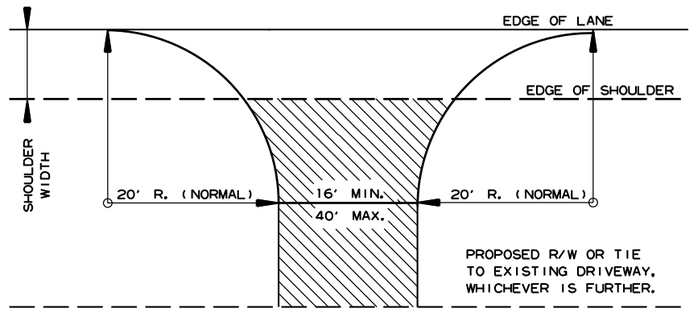


NOTE:
REFER TO PLAN SHEETS
FOR WIDTH OF COUNTY ROAD.

NOTE: TURNOUTS SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH, UNLESS OTHERWISE
SPECIFIED IN PLANS.

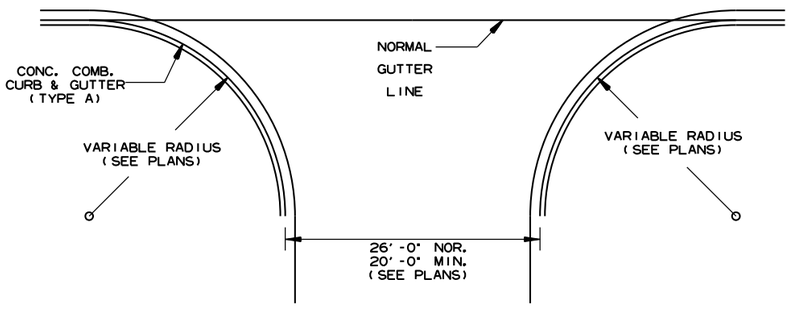
DETAIL FOR COUNTY ROAD TURNOUTS OPEN SHOULDER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

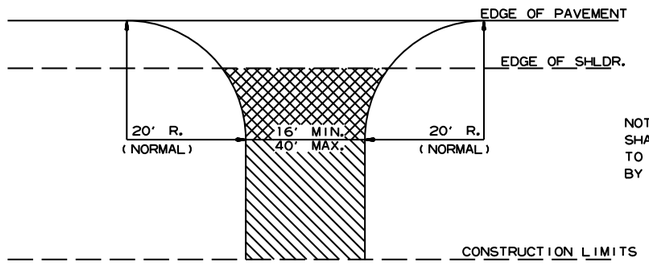
ACHM SURFACE COURSE (1/2")
(220 LBS. PER SQ. YD.) AND
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT OR
GRAVEL DRIVE EXISTING; OR 6"
CONCRETE IF CONCRETE DRIVE
EXISTING.

DETAIL FOR DRIVEWAY TURNOUTS OPEN SHOULDER SECTION (ARTERIALS)



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

DETAIL OF TURNOUTS, ASPHALT STREETS, COUNTY ROADS & STATE HIGHWAYS CURB & GUTTER SECTION



NOTE: TURNOUTS AND PRIVATE DRIVES SHALL BE MODIFIED WHERE NECESSARY TO MEET LOCAL CONDITIONS AS DIRECTED BY THE ENGINEER.

ASPHALT CONCRETE HOT MIX SURFACE
COURSE (220 LBS. PER SQ. YD.)
AGGREGATE BASE COURSE (CLASS 7)
7" COMP. DEPTH IF ASPHALT DRIVE EXIST OR
6" CONCRETE IF CONCRETE DRIVE EXIST.

AGGREGATE BASE COURSE (CLASS 7)
9" COMP. DEPTH OR CONFORM
TO EXISTING DRIVEWAY

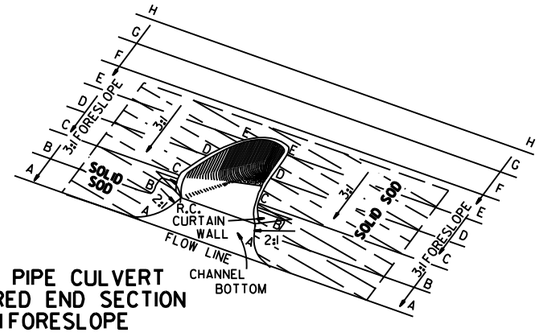
DETAIL FOR DRIVEWAY TURNOUTS (COLLECTORS)

DATE REV	DATE FILMED	DESCRIPTION
5-19-22		ISSUED

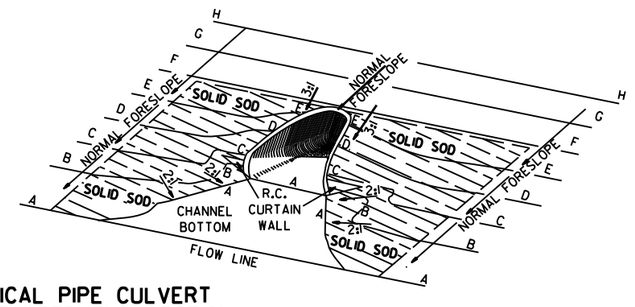
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & STREET TURNOUTS

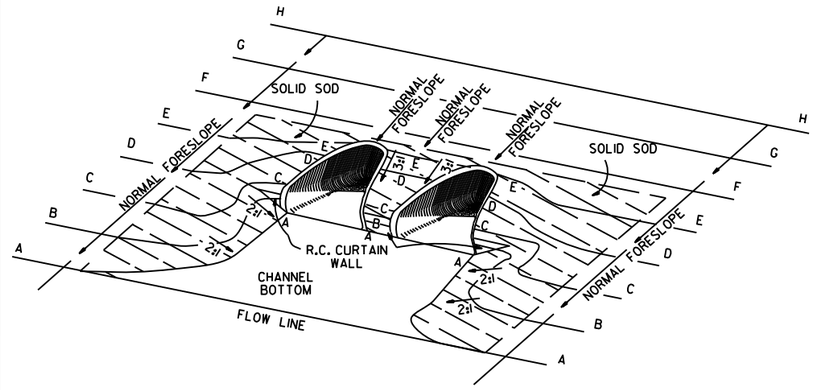
STANDARD DRAWING DR-2



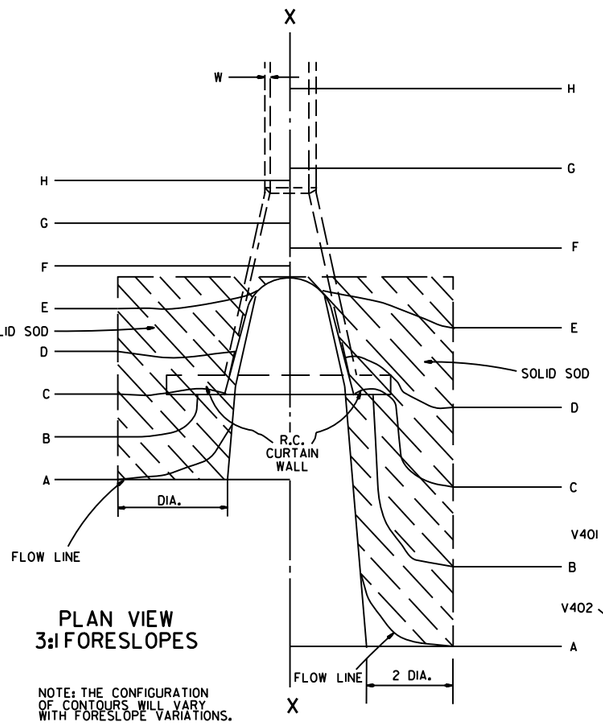
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



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

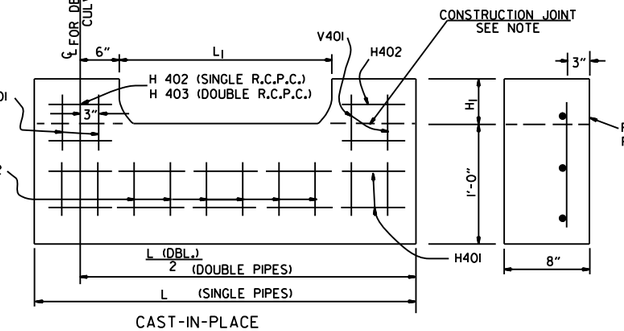
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

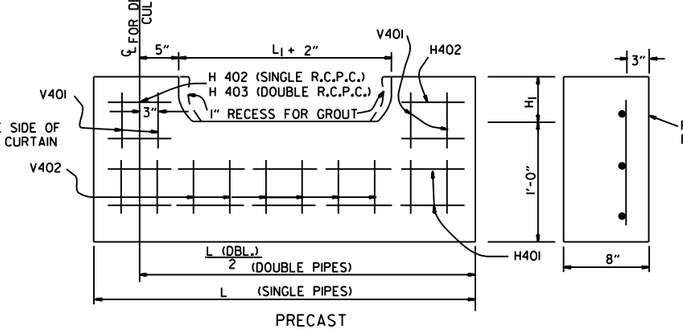
PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	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

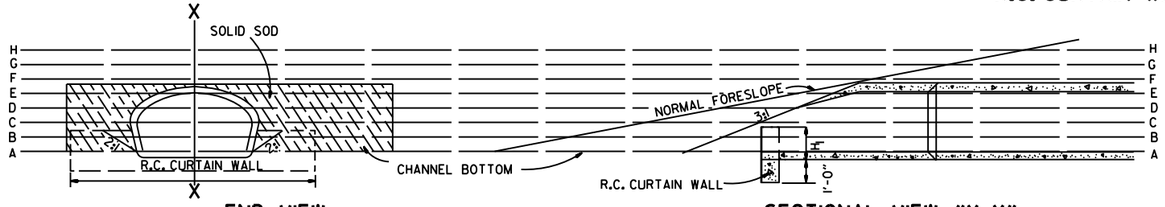
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



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



END VIEW

SECTIONAL VIEW "X-X"

REINFORCING STEEL SCHEDULE

PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 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. 3:1	4:1	6:1	DOUBLE R.C.P.C. 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.

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

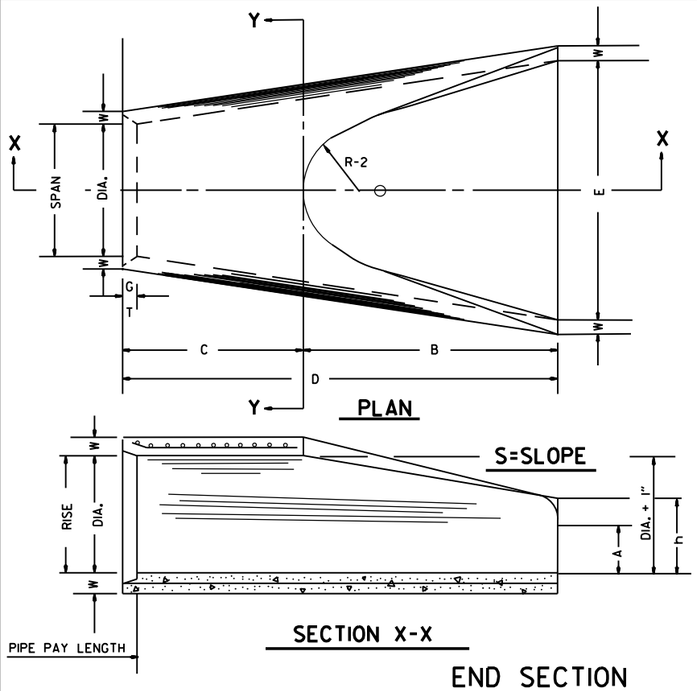
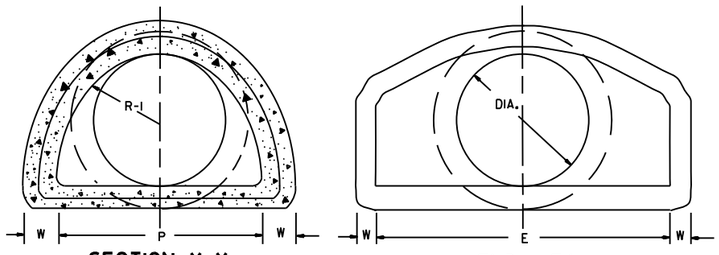


TABLE OF DIMENSIONS

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"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 15/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4 5/8"
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	3:1	37"	47 13/16"	24 5/16"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"

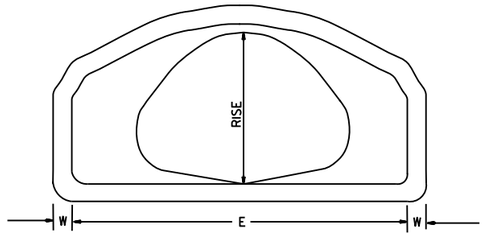


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

ARCH PIPE

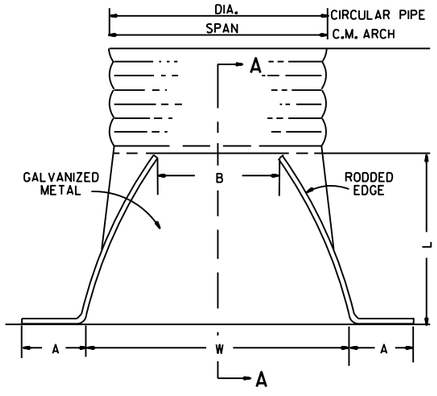
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 11/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 11/16"	20"	3"	2½:1
36	43¾	44	26⅜	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54 5/16"	22"	3½"	2½:1
42	51⅛	51	31 5/16	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70 5/16"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/16"	24"	5"	2¼:1

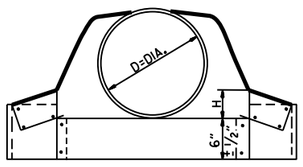
• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



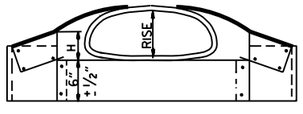
END VIEW
CONCRETE ARCH PIPE

END SECTION FOR REINFORCED CONCRETE PIPE CULVERTS





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

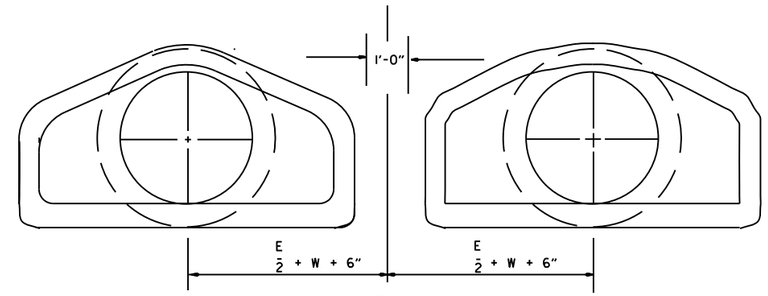
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

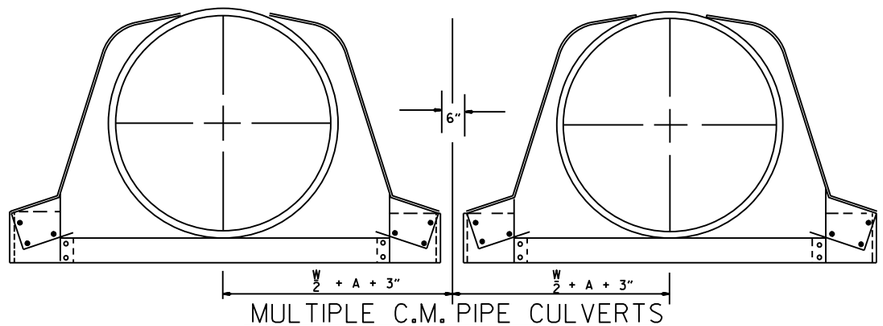
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	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



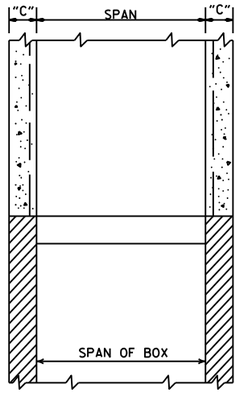
MULTIPLE C.M. PIPE CULVERTS

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

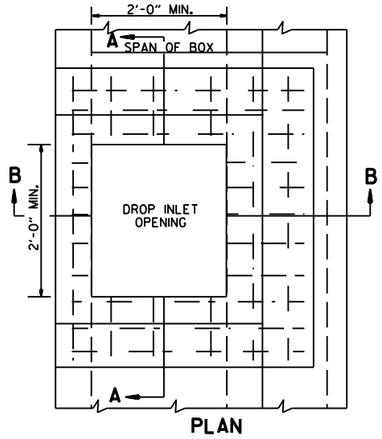
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

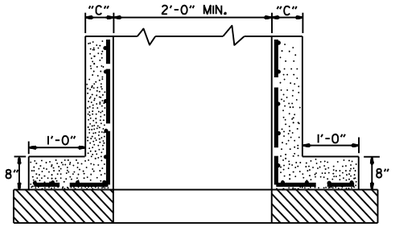
STANDARD DRAWING FES-2



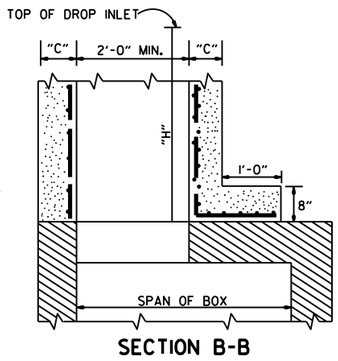
SECTION B-B



PLAN

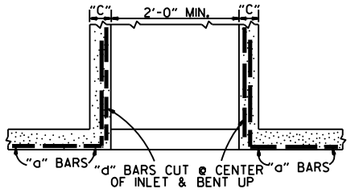


SECTION A-A

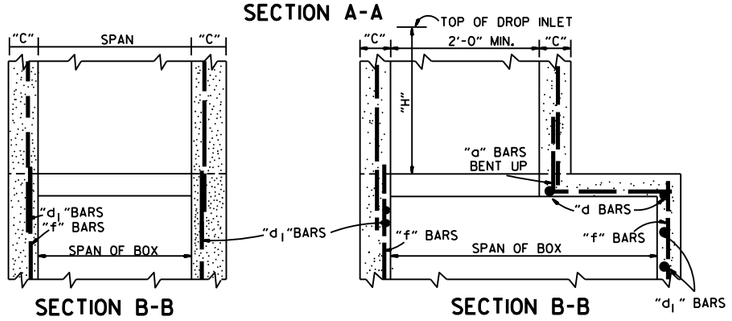


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



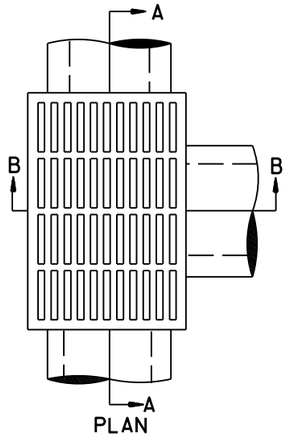
SECTION A-A



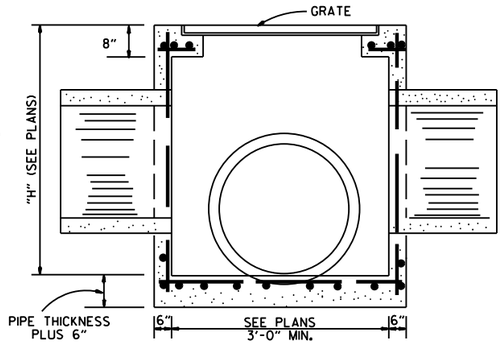
SECTION B-B SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.

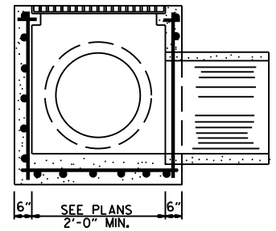


PLAN



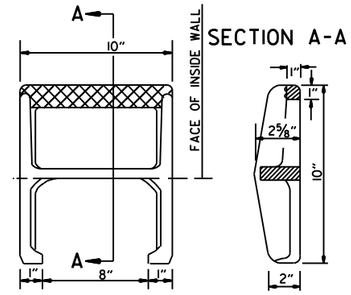
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE DROP INLET TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.



SECTION B-B

DROP INLET (TYPE E)

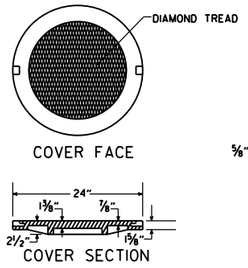


APPROX. WEIGHT = 11 LBS. (CAST IRON)

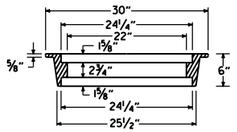
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



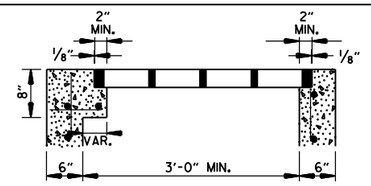
COVER SECTION



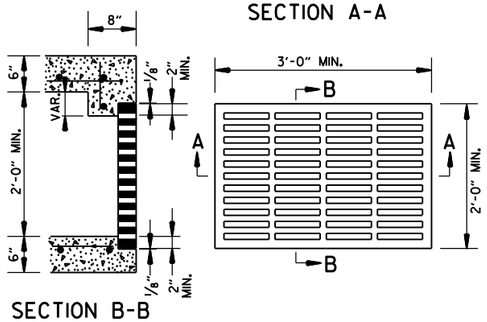
RING SECTION

APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



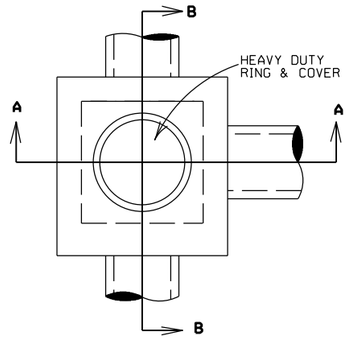
SECTION A-A



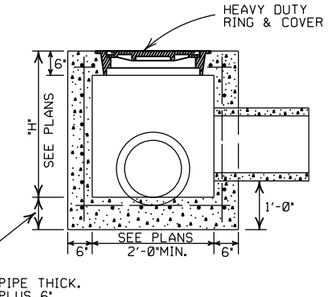
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

GRATE FOR TYPE E DROP INLET

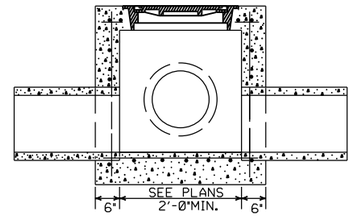


PLAN



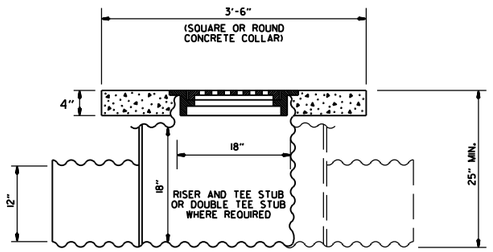
SECTION A-A

NOTE: REINF. BARS TO BE #4 BARS ON 6" CTRS. WITH 1½" MIN. COVER. THIS TYPE JUNCTION BOX TO BE USED WHERE NOT SUBJECTED TO TRAFFIC.

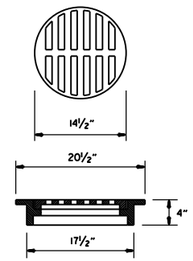


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. 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.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. 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.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL, DELETED DI(TYPE D), REPLACED RING & COVER W/HEAVY DUTY RING & COVER, ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
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 & JUNCTION BOXES

STANDARD DRAWING FPC-9

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.

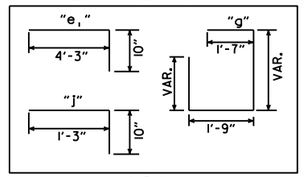
DROP INLET EXTENSION

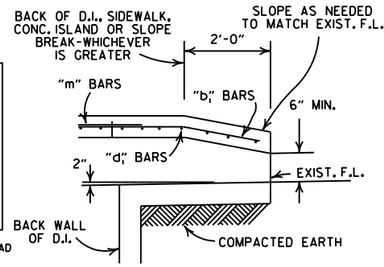
4'-0" CLASS A CONC. CU. YDS.	4'-0" REINF. STEEL POUNDS	8'-0" CLASS A CONC. CU. YDS.	8'-0" REINF. STEEL POUNDS
0.58	38	0.87	72
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.			
0.04	3		

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

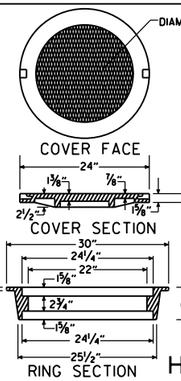
BAR DIAMETER





BACK OPENING

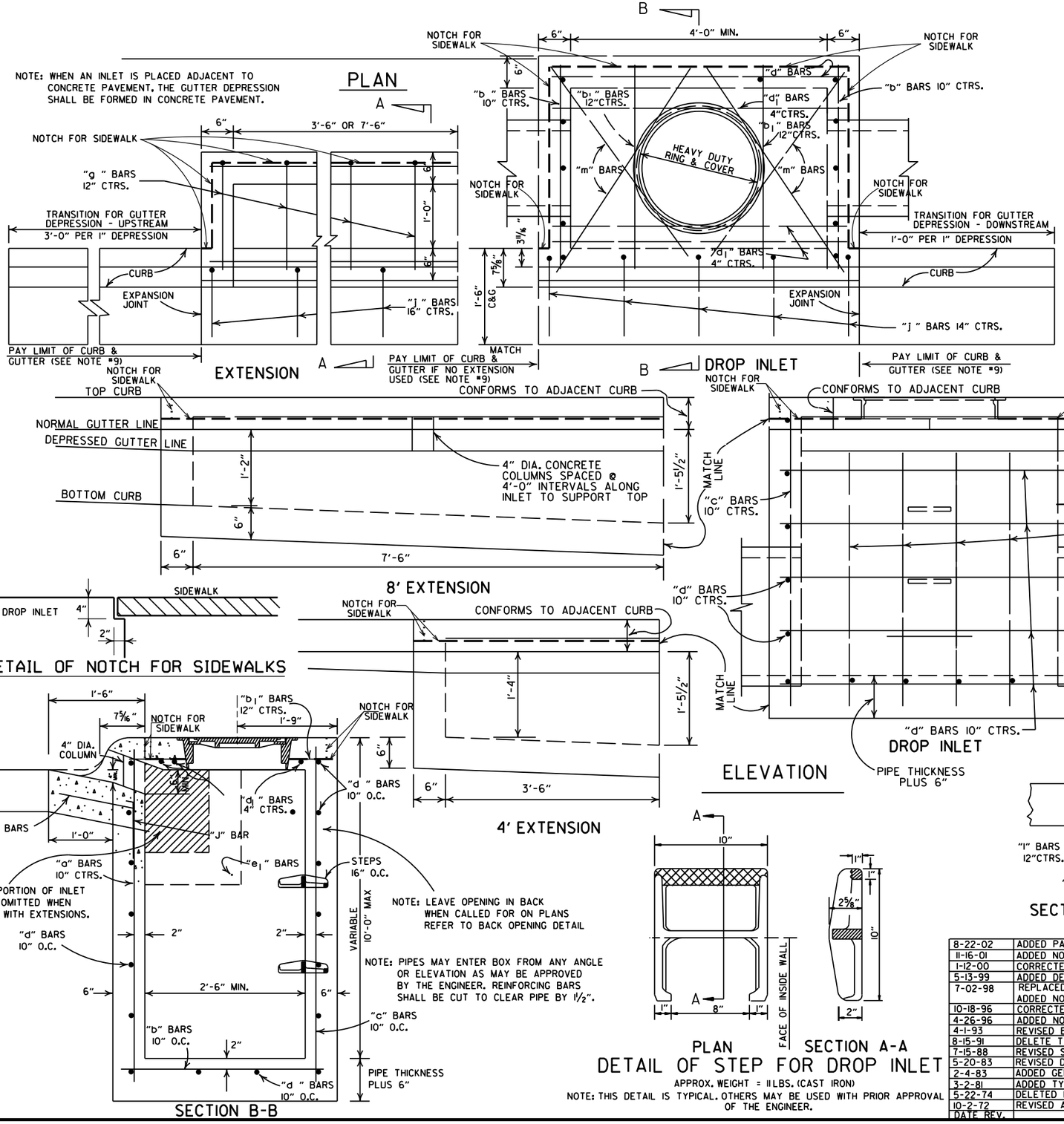
WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).



APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

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"×2" 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.



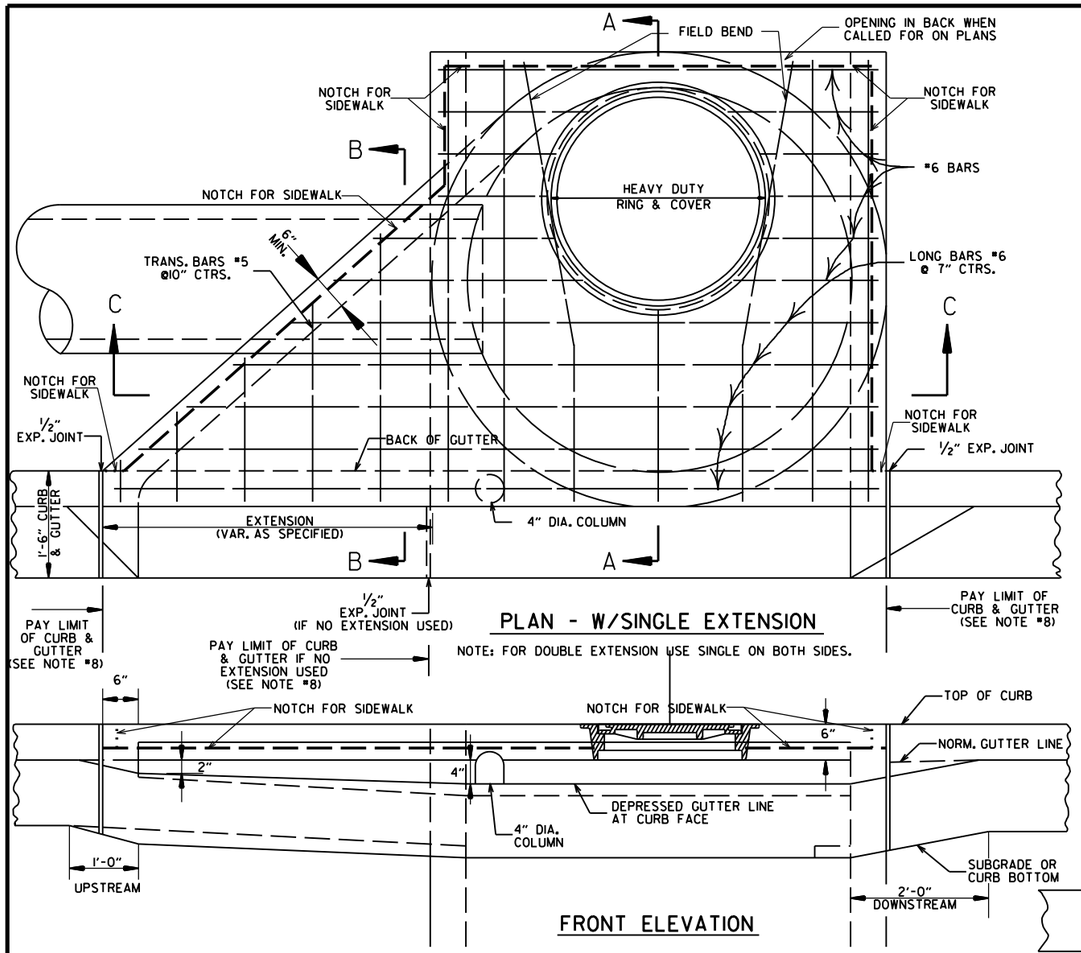
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13; REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER 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	

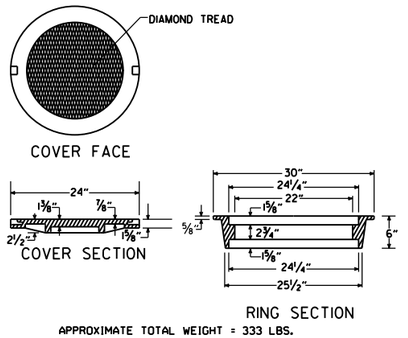
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

(TYPE C)

STANDARD DRAWING FPC-9E

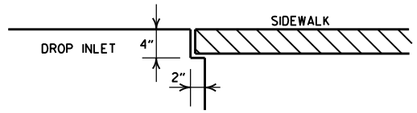




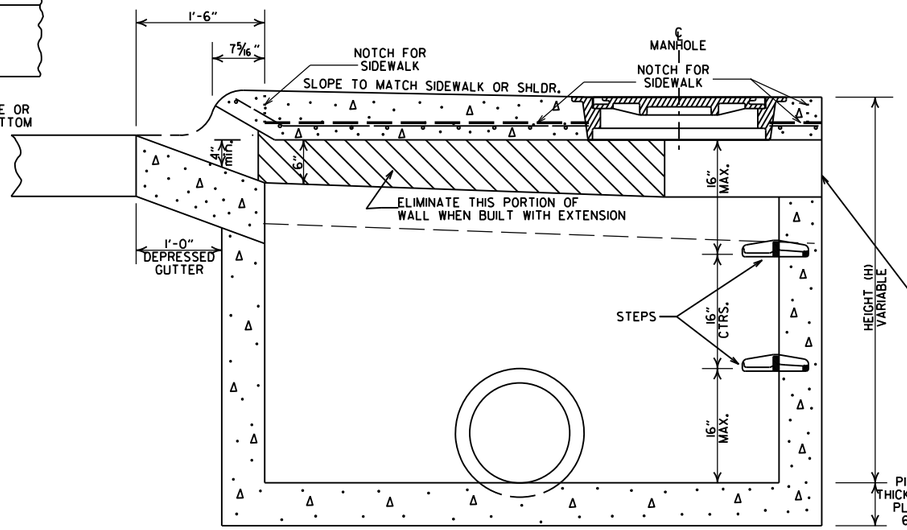
APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER

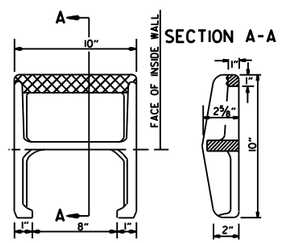
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



SECTION A-A



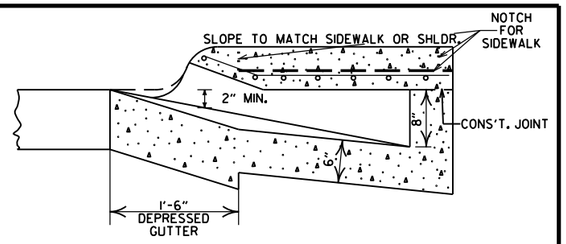
SECTION A-A

APPROX. WEIGHT = 11LBS. (CAST IRON)

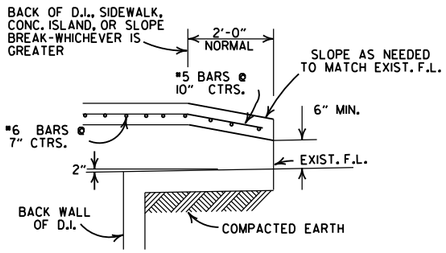
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



SECTION B-B



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 MO).

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. 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.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
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.

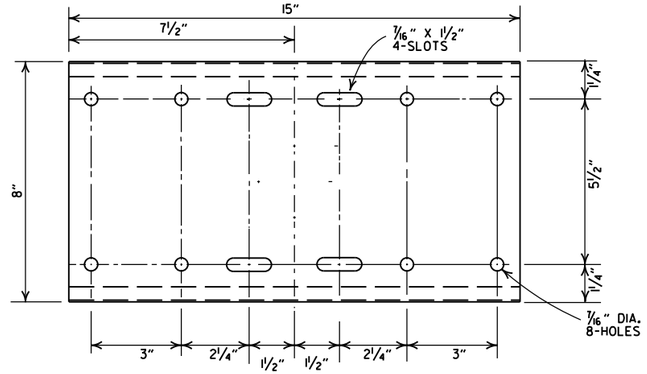
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
1-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET	
4-26-96	ADDED NOTE 11, ADJ. OPENING DIMENSION	
10-12-95	CORRECTED #6 BAR SPACING	
7-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
2-2-95	TYPE C TO MO (OPEN, BACK DETAIL)	
11-3-94	REVISED GENERAL NOTES	11-3-94
4-1-93	REV. BACK OPEN. DETAIL & NOTE	4-1-93
8-16-91	REVISED NOTES 11,12 & ADDED BK.OPEN DETAIL	8-15-91
11-30-89	ADDED NOTE NO. 12	11-30-89
5-23-89	ADDED NOTE & MINIMUM WALL THICKNESS	513-5-23-89
7-15-88	ADDED EXTEND NOTE TO SECTION A-A	629-7-15-88
1-14-87	MODIFIED WALL THICKNESS	783-1-14-87
6-12-87	ISSUED	4-6-12-87

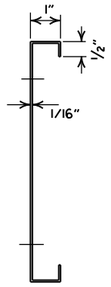
ARKANSAS STATE HIGHWAY COMMISSION

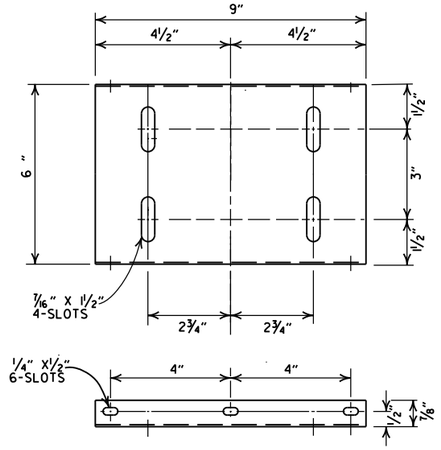
DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M

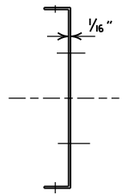


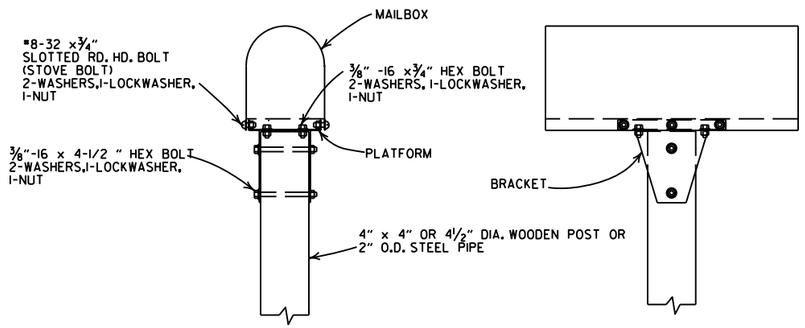
SHELF



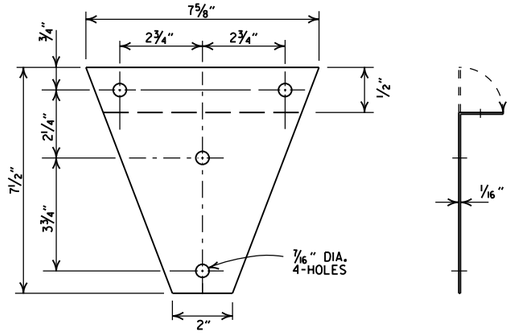


PLATFORM





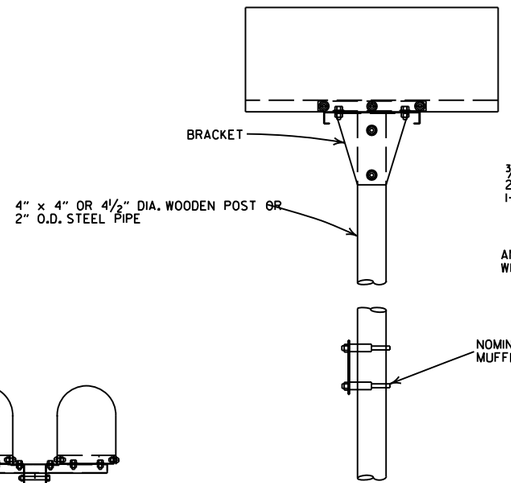
SINGLE INSTALLATION



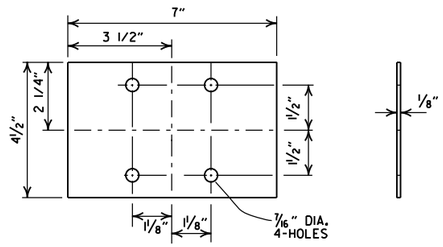
BRACKET

GENERAL NOTES

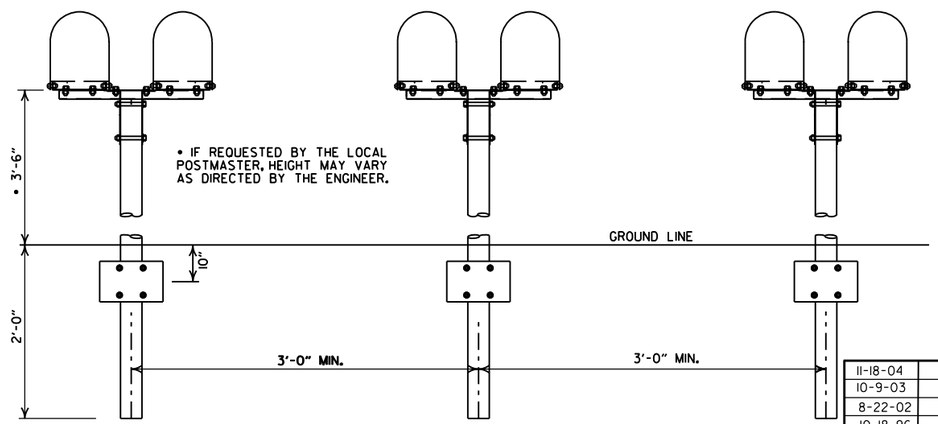
1. MAILBOX POSTS MAY BE WOOD OR METAL. WOOD POSTS SHALL BE PRESSURE TREATED FOR GROUND CONTACT IN ACCORDANCE WITH SECTION 637.02 OF THE STANDARD SPECIFICATIONS.
2. ANTI-TWIST PLATES SHALL BE USED ONLY ON METAL POSTS.
3. MAILBOX SHELF, BRACKET & PLATFORM SHALL BE GALVANIZED OR PAINTED STEEL, HOWEVER TREATED WOOD MAY BE USED WITH WOODEN POSTS. THE WOODEN SHELF, BRACKET & PLATFORM SHALL BE A MINIMUM OF ¾" THICK AND SHALL BE ASSEMBLED WITH BOLTS OF THE APPROPRIATE LENGTH WITH SIX 8 X¾" FLATHEAD WOOD SCREWS USED TO ATTACH THE MAILBOX TO THE PLATFORM.
4. THE MAILBOX SHELF AND PLATFORM THAT IS SHOWN IS FOR STANDARD SIZE MAILBOXES. THE SHELF AND PLATFORM SIZE SHALL BE MODIFIED TO FIT MAILBOXES OF A DIFFERENT SIZE.
5. METAL PIPE FOR MAILBOX SUPPORT SHALL BE 2" OUTSIDE DIAMETER STEEL WITH A WALL THICKNESS OF 0.145" AND A WEIGHT OF 2.72 LBS PER FT. OUTSIDE DIAMETER AND WEIGHT SHALL HAVE A TOLERANCE OF +/- 5% ACCORDING TO AASHTO M 181.
6. MAILBOX SUPPORT SYSTEM DIFFERING FROM THOSE SHOWN MAY BE USED, PROVIDED THEY ARE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR MAILBOX SUPPORTS.



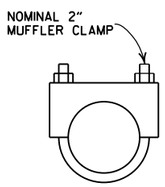
DOUBLE INSTALLATION



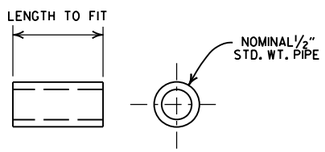
ANTI-TWIST PLATE



SPACING FOR MULTIPLE POST INSTALLATION



CLAMP



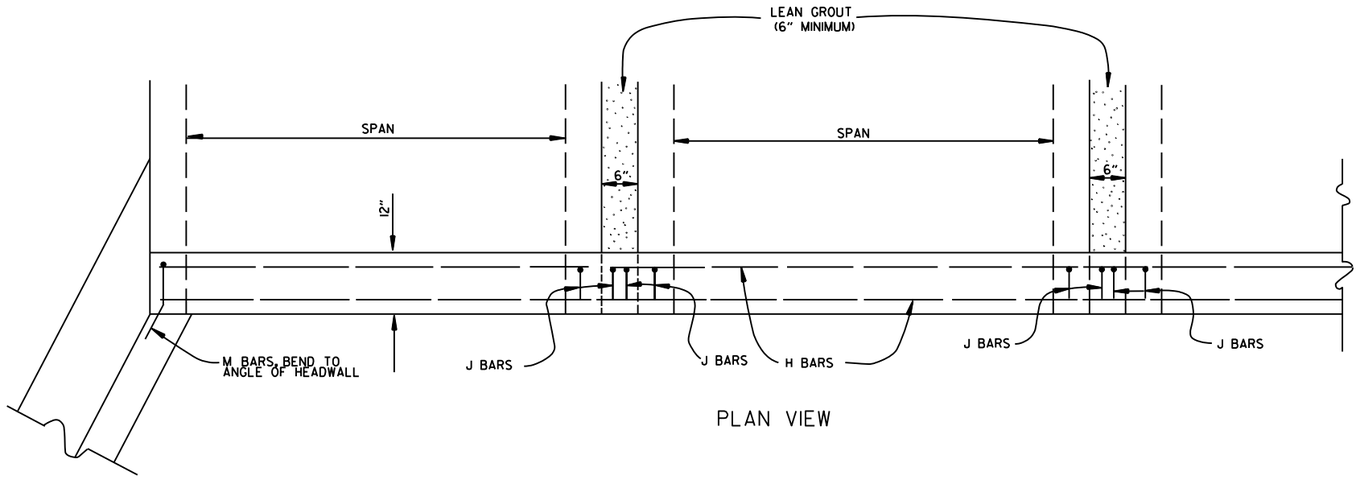
SPACER

DATE	FILMED	REVISION
11-18-04		REVISED NOTES
10-9-03		REVISED NOTE 6
8-22-02		REVISED NOTE 6
10-18-96		CORRECTED AASHTO
10-1-92		CORRECTED SPELLING
9-26-91		NEW PHONE NUMBER
8-15-91		ADDED NOTE
11-30-89		ADJUSTED HEIGHT & ADDED NOTE
2-16-89		DELETED SLOTS FROM SHELF & PLTF
11-17-88	10-1-92	ADJUSTED DIMENSIONS OF STEEL POSTS
7-15-88	20-7-15-88	ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

MAILBOX DETAILS

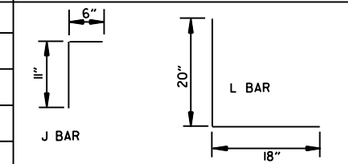
STANDARD DRAWING MB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	•	
I	•	#4	•	
J	•	#4	1'-5"	
L	•	#4	3'-2"	
M	•	#4	1'-8"	



• NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING. STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

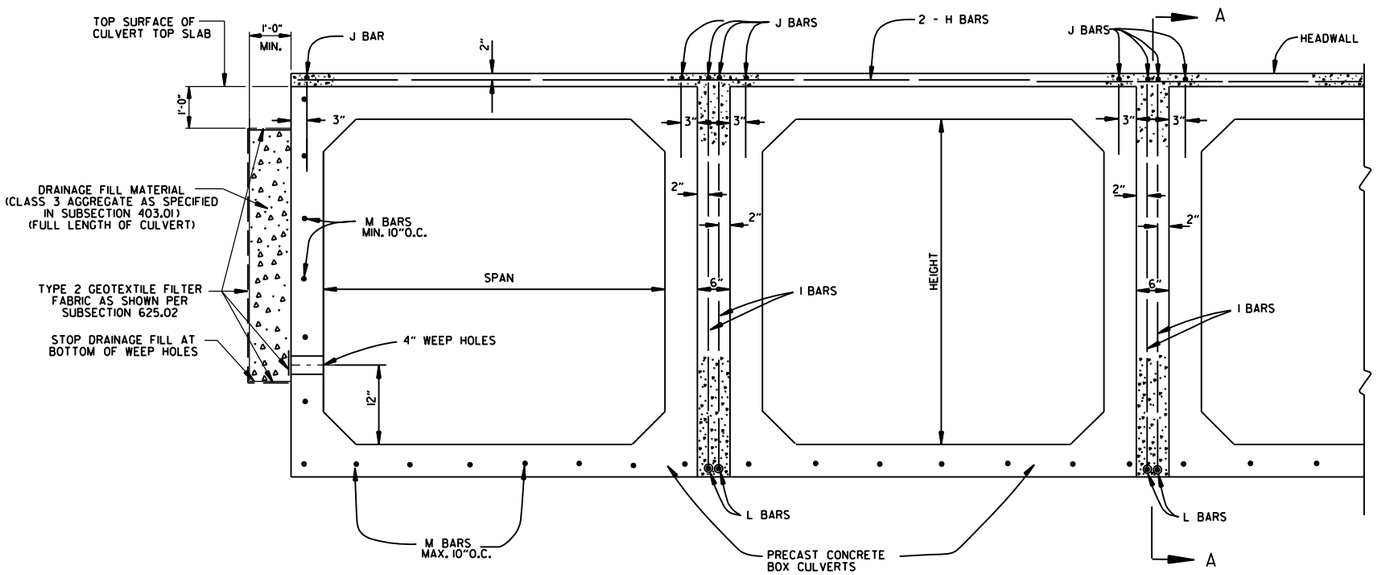
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

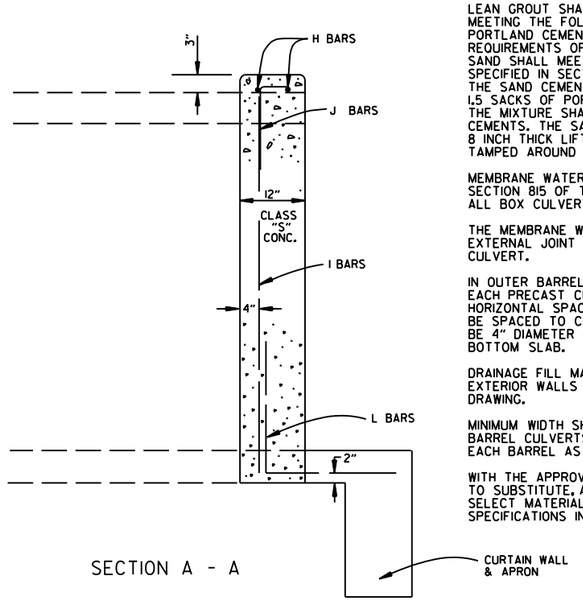
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
1-28-15	REVISED GEOTEXTILE FABRIC PLACEMENT	
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
11-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED; JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

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	31⅜	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.

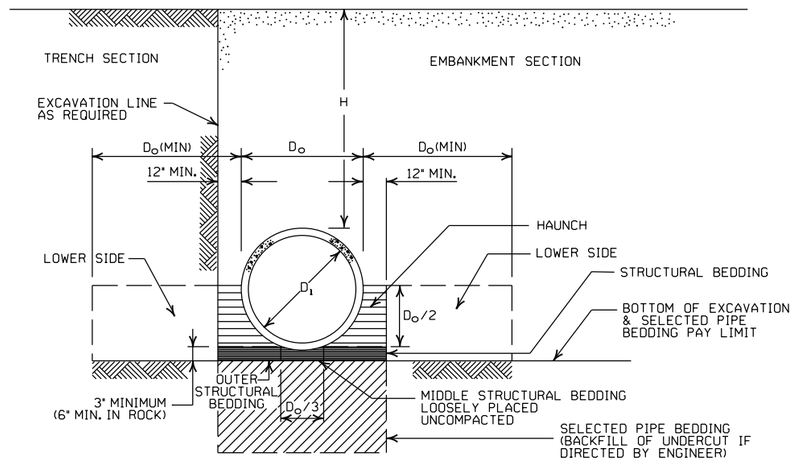
- LEGEND -

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	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

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. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL 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 METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

CORRUGATED METAL PIPE ARCHES

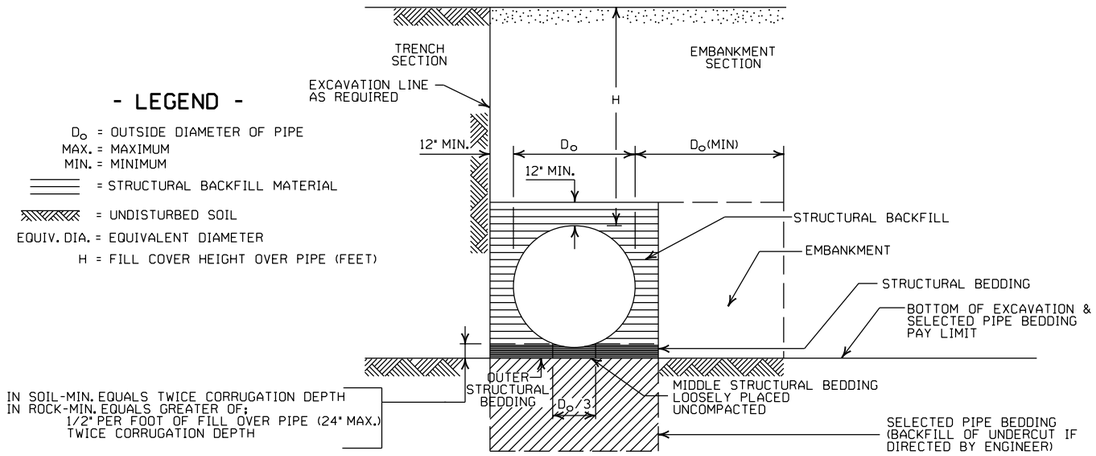
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	
				INSTALLATION	INSTALLATION			INSTALLATION	INSTALLATION	
				TYPE 1	TYPE 1			TYPE 1	TYPE 1	
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2	15		0.060	2	15	
18	21x15	3	0.064	2	15		0.060	2	15	
21	24x18	3	0.064	2.25	15		0.060	2.25	15	
24	28x20	3	0.064	2.5	15		0.075	2.5	15	
30	35x24	3	0.079	3	12		0.075	3	12	
36	42x29	3½	0.079	3	12		0.105	3	12	
42	49x33	4	0.079	3	12		0.105	3	12	
48	57x38	5	0.109	3	13		0.135	3	13	
54	64x43	6	0.109	3	14		0.135	3	14	
60	71x47	7	0.138	3	15		0.164	3	15	
66	77x52	8	0.168	3	15					
72	83x57	9	0.168	3	15					
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL 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. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
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. 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."
9. 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 AS STRUCTURAL BACKFILL), 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."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL 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 HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

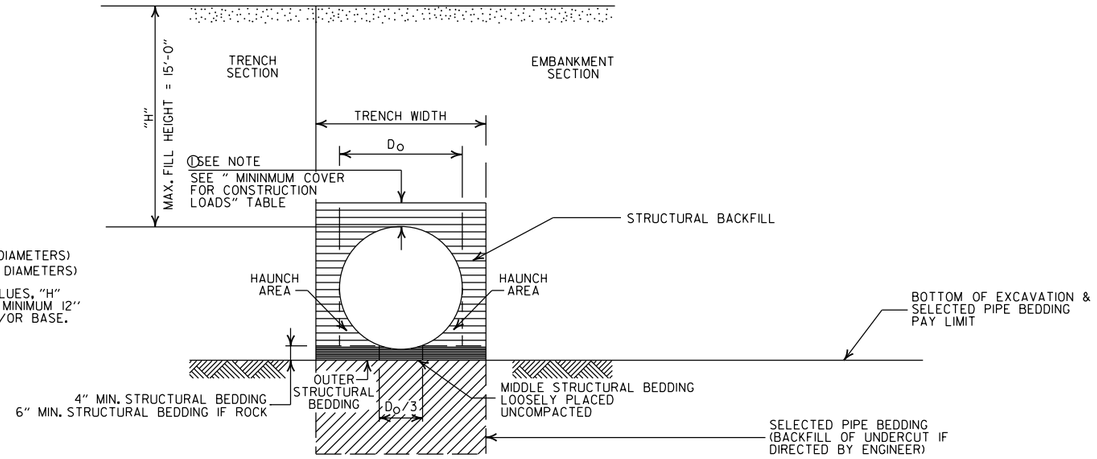
①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

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. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. 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.
5. 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."
6. 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 STRUCTURAL BACKFILL), 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."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL 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 PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

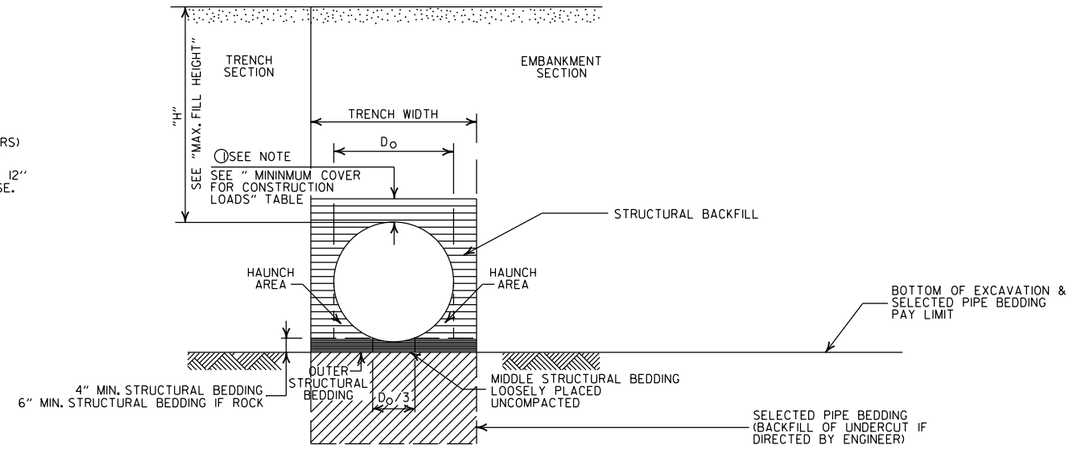
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

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. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. 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.
5. 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."
6. 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 STRUCTURAL BACKFILL), 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."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

INSTALLATION TYPE	**MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	*SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4) OR TYPE 1 INSTALLATION MATERIAL

*SM3 WILL NOT BE ALLOWED.

** STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL 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 POLYPROPYLENE PIPE.

MULTIPLE INSTALLATION OF POLYPROPYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"
60"	5'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

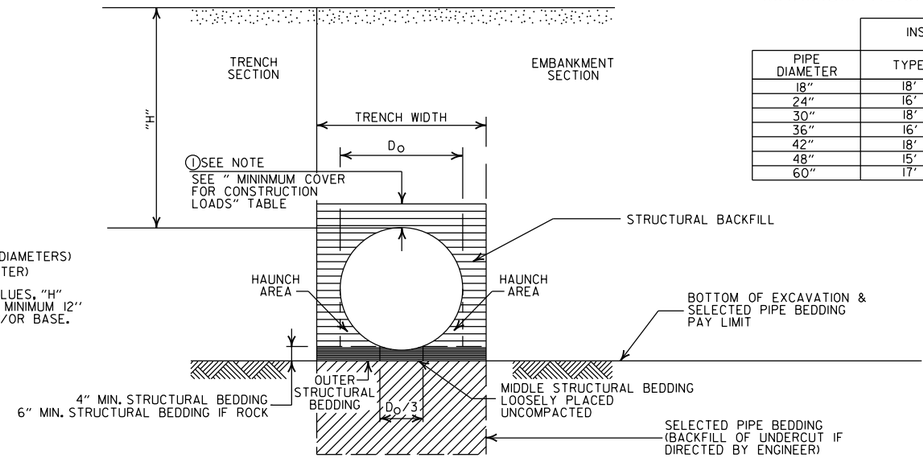
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

①NOTE:
12" MIN. (18" - 42" DIAMETERS)
24" MIN. (60" DIAMETER)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H"

PIPE DIAMETER	INSTALLATION TYPE	
	TYPE 1	TYPE 2
18"	18'	14'
24"	16'	12'
30"	18'	14'
36"	16'	12'
42"	18'	13'
48"	15'	11'
60"	17'	12'



MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-150.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

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. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M330, TYPE S, INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012) WITH 2013 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. 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.
5. 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."
6. 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 STRUCTURAL BACKFILL), 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."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. POLYPROPYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR POLYPROPYLENE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN SECTION 26.4.2.4 AND 30.4.2 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS 3RD EDITION (2010) WITH 2012 INTERIMS. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

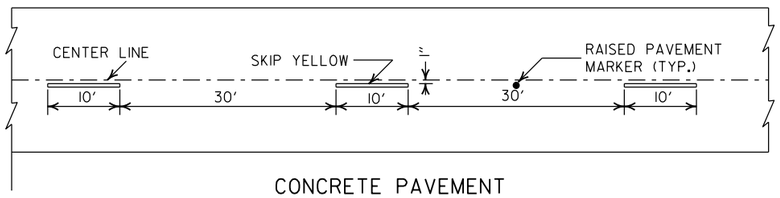
= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

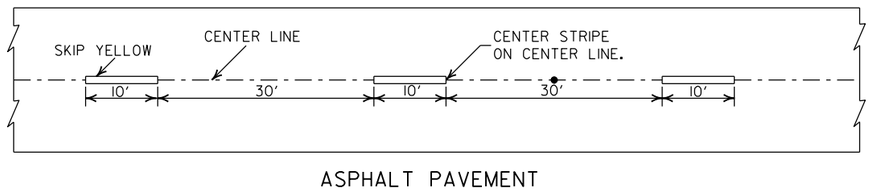
ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

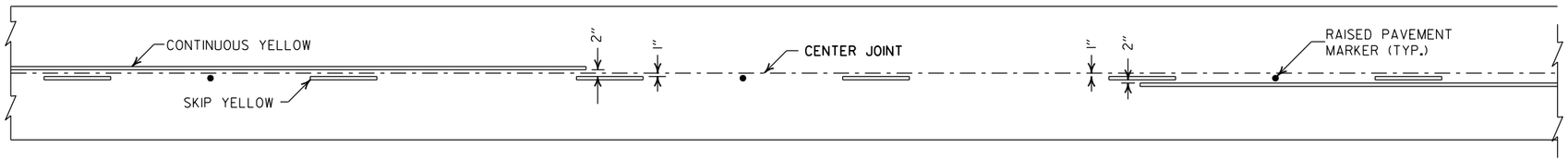


CONCRETE PAVEMENT

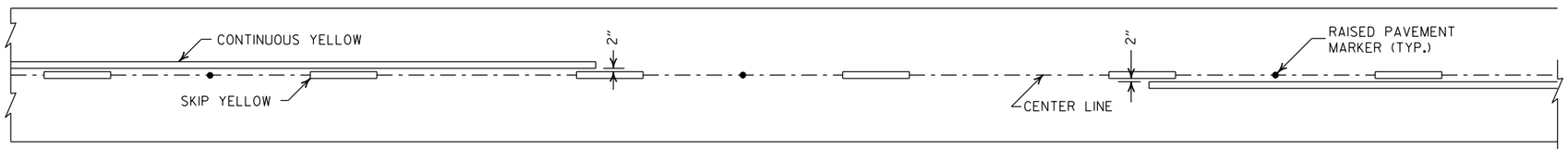


ASPHALT PAVEMENT

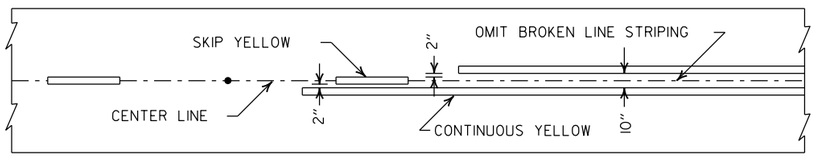
BROKEN LINE STRIPING



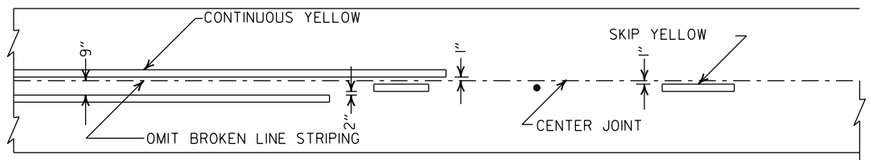
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

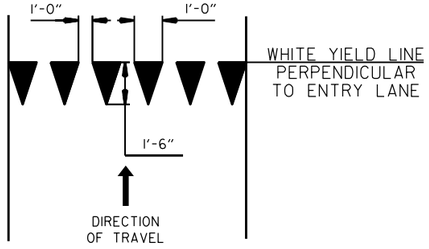


ASPHALT PAVEMENT

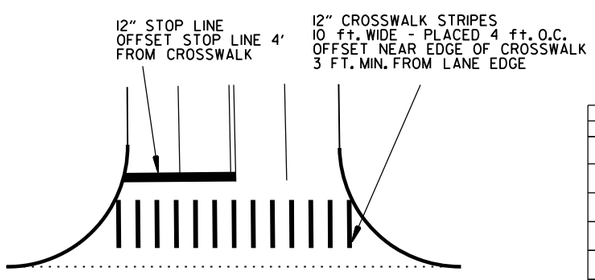


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

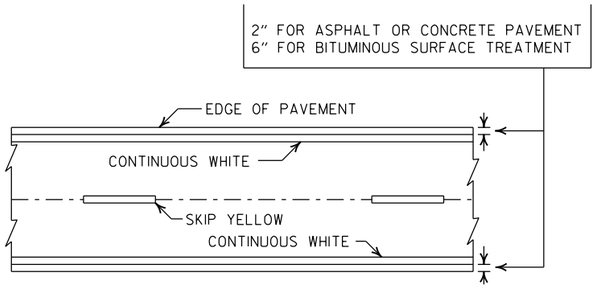


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

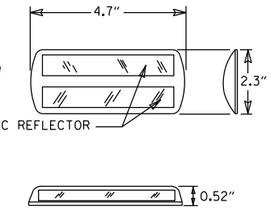
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



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

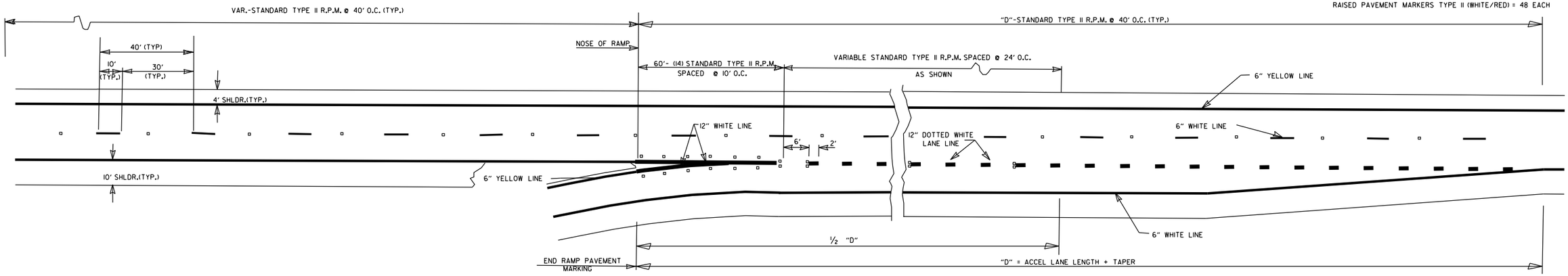
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

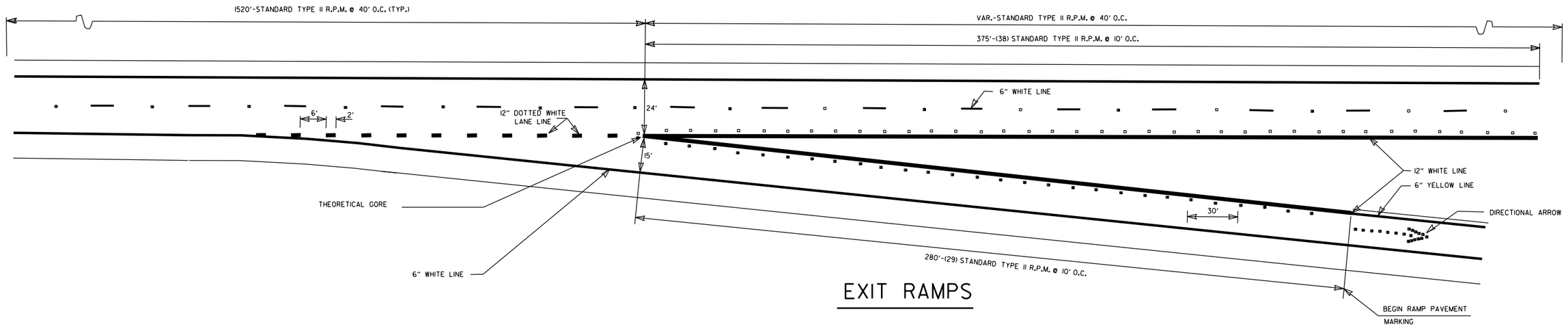
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

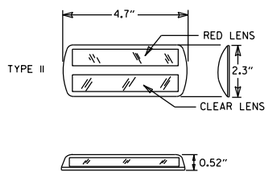
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

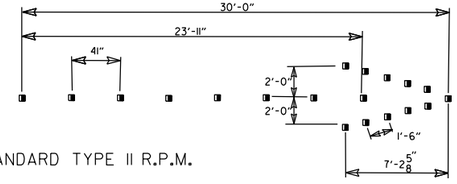


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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.

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

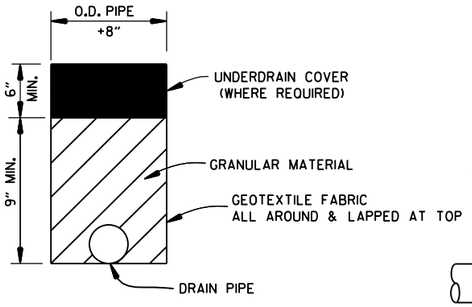
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

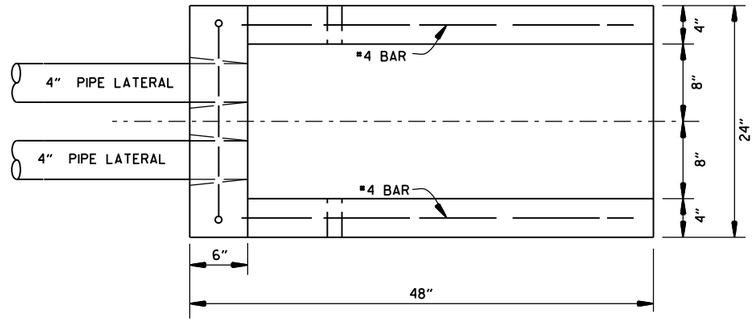
STANDARD DRAWING PM-2

NOTE:

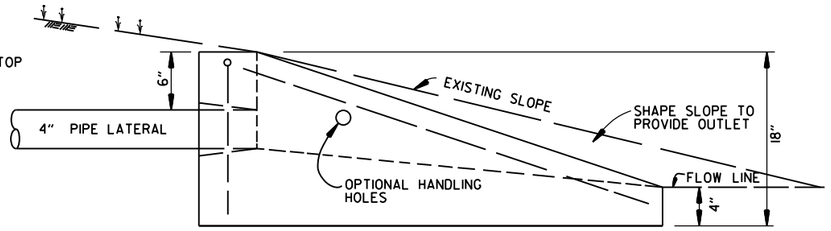
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

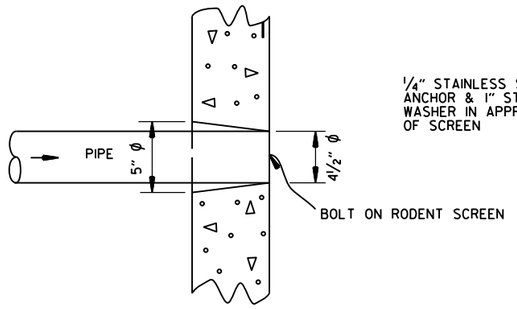




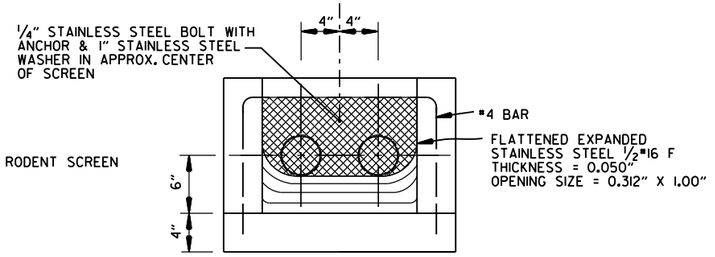
PLAN VIEW



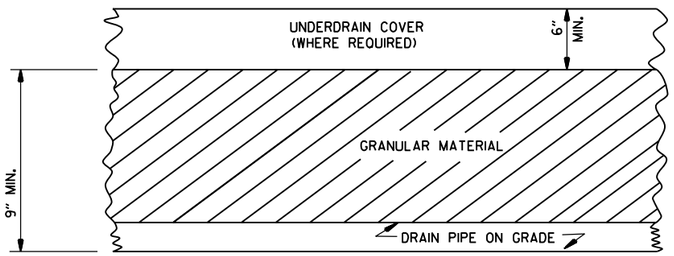
SIDE VIEW



DETAIL OF HOLE
FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

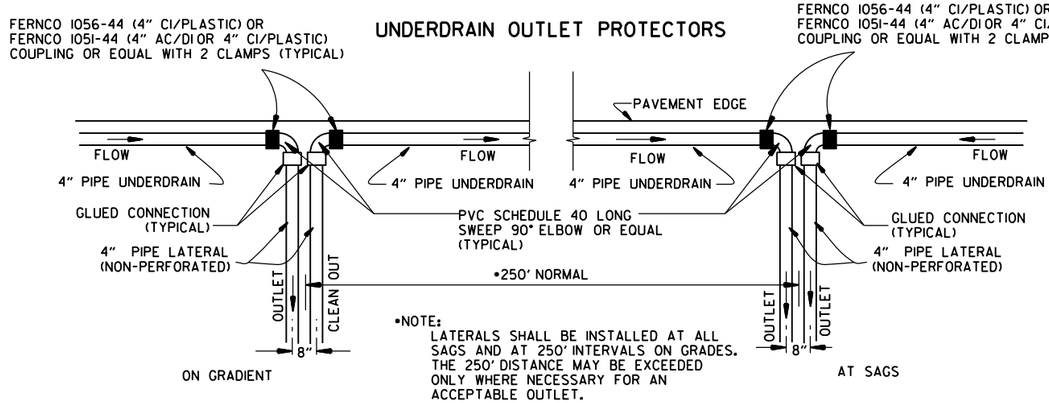
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS
WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

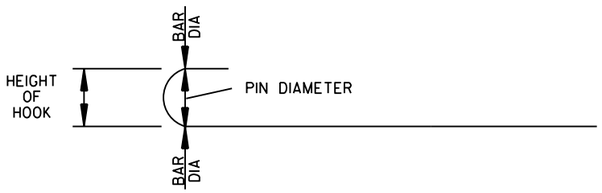
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

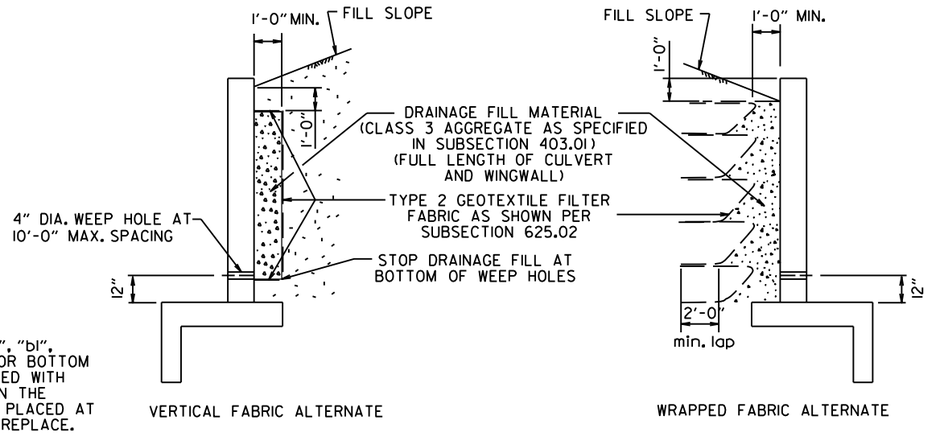
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

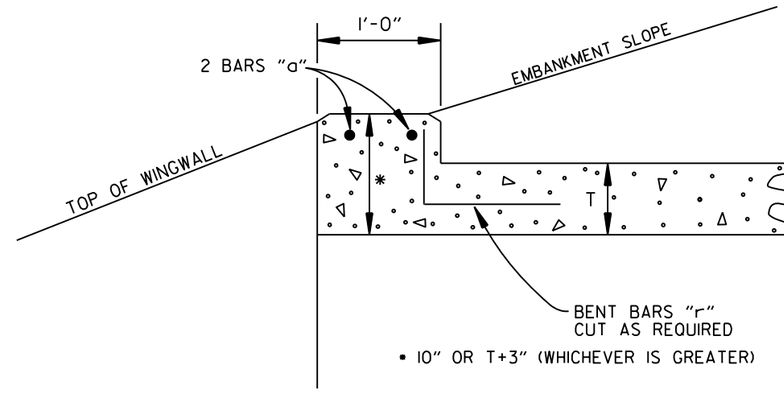
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

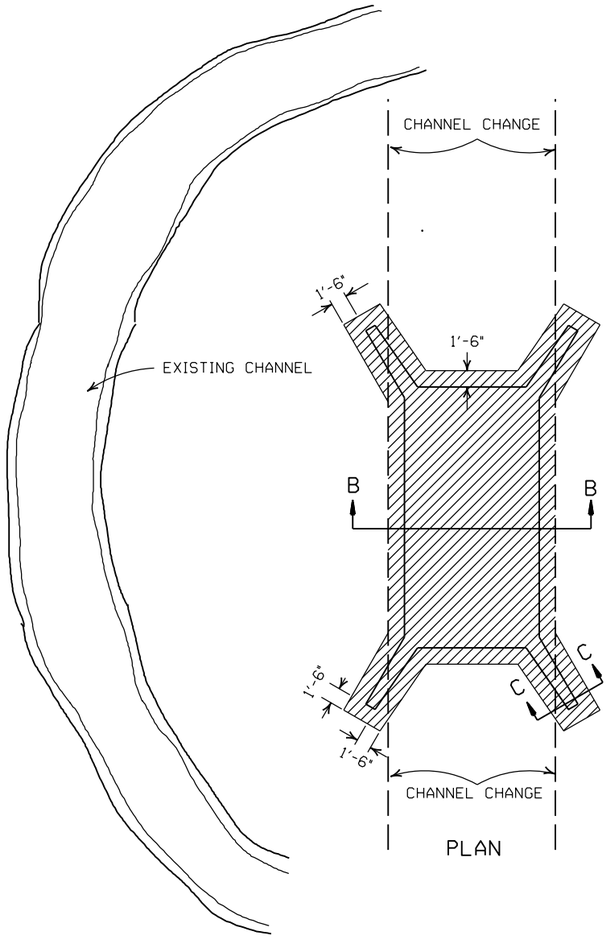
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

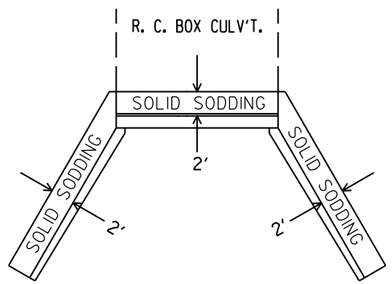
ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



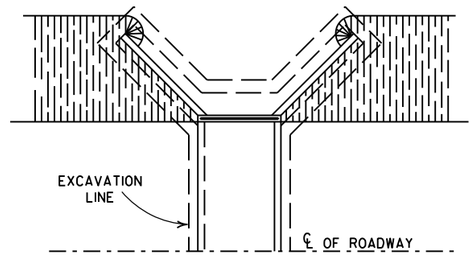
PLAN



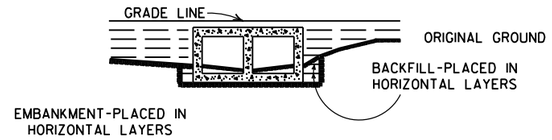
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

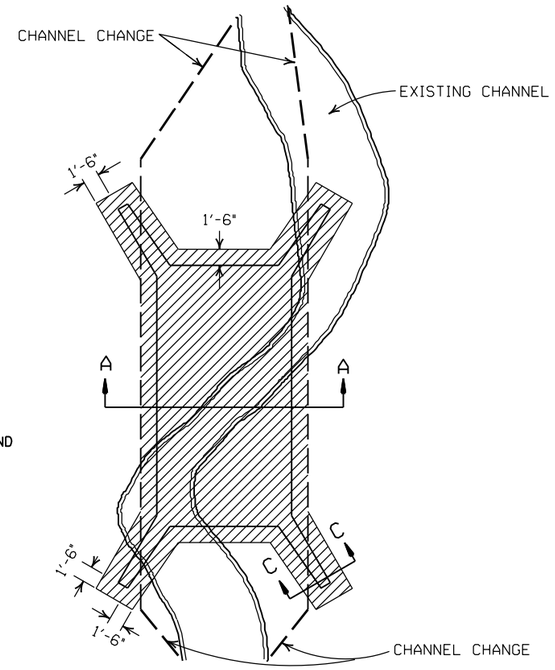


PLAN

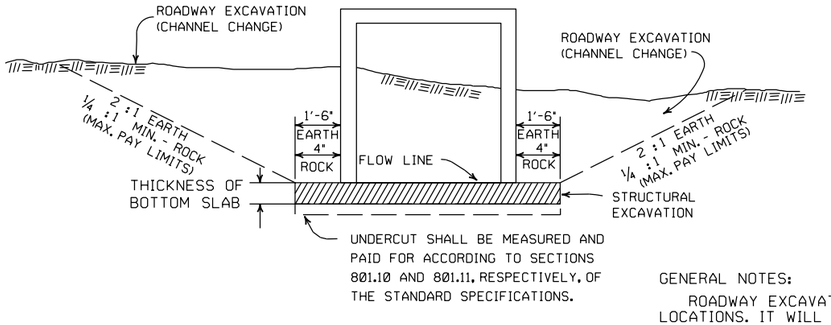


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

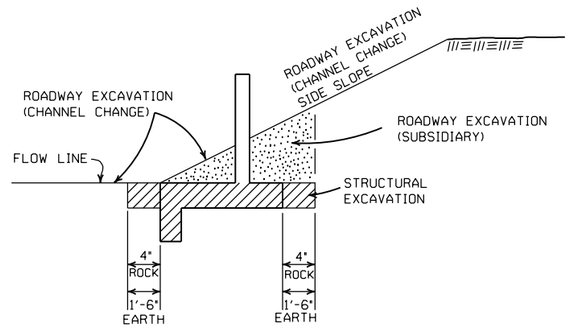


PLAN

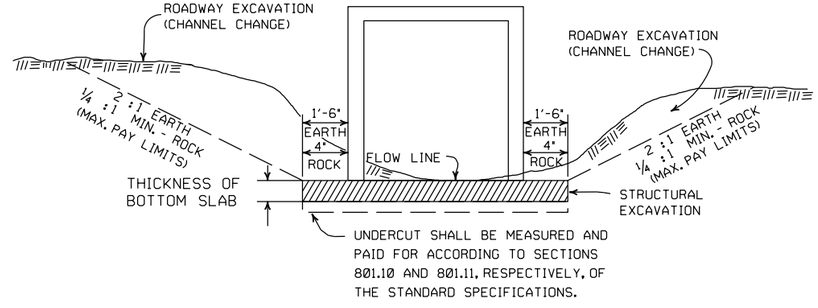


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

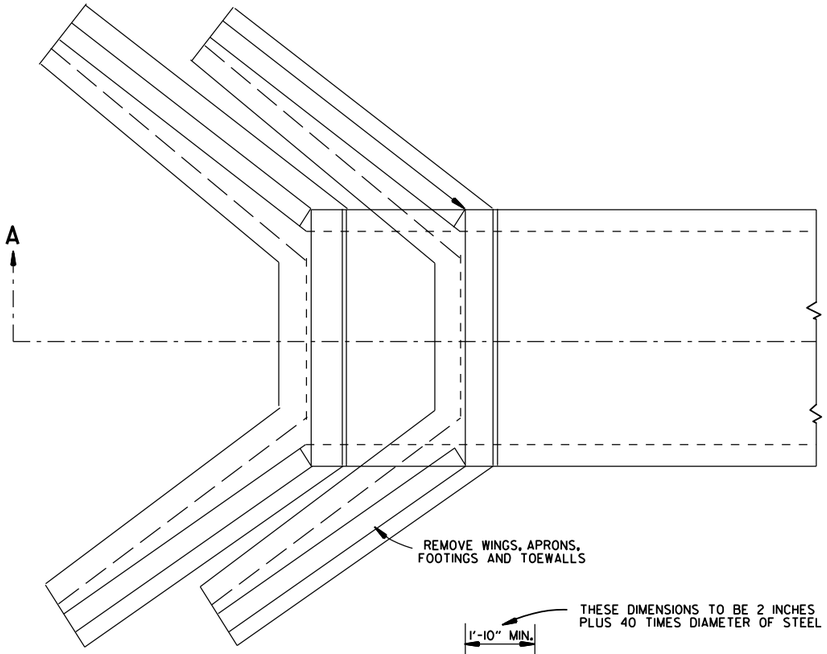
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

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EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

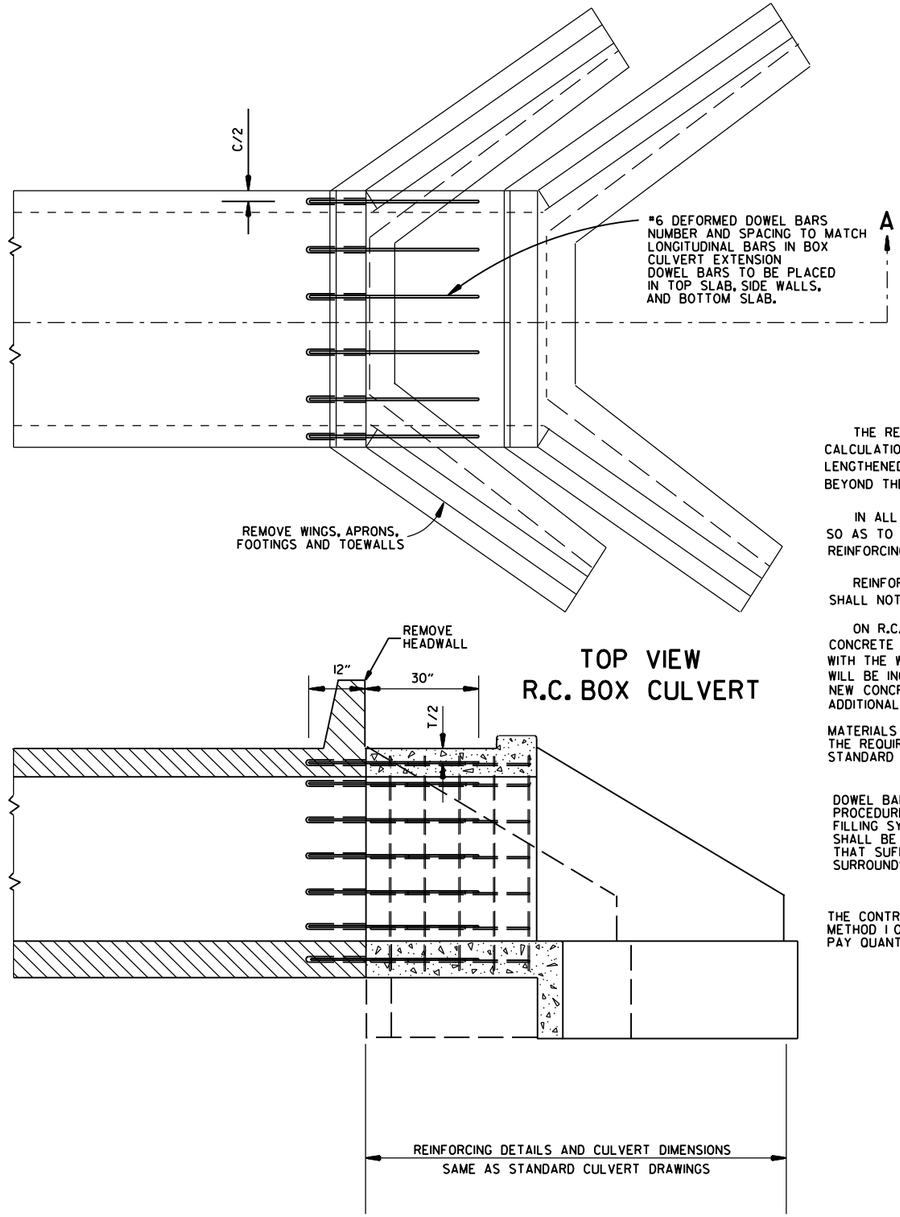
STANDARD DRAWING RCB-2



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 1



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 2

GENERAL NOTES

	USE FOR METHOD
THE RESIDENT ENGINEER WILL MAKE INDIVIDUAL CALCULATIONS OF QUANTITIES FOR EACH STRUCTURE LENGTHENED, MAKING NO ALLOWANCE FOR OVERBREAKAGE BEYOND THE LINES INDICATED.	1
IN ALL INSTANCES CONCRETE SHALL BE REMOVED SO AS TO PERMIT FULL 40 DIAMETER SPLICE OF REINFORCING STEEL.	1
REINFORCING STEEL REMOVED FROM EXISTING STRUCTURE SHALL NOT BE REUSED IN CONSTRUCTING EXTENSION.	1&2
ON R.C. BOX CULVERTS THAT HAVE AN EXISTING CONCRETE APRON; THE CONCRETE APRON SHALL BE REMOVED WITH THE WINGS. THE COST OF REMOVING ALL OLD CONCRETE WILL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR NEW CONCRETE OF THE CLASS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.	1&2
MATERIALS FOR SECURING DOWEL BARS SHALL MEET THE REQUIREMENTS OF SECTION 507.02 OF THE STANDARD SPECIFICATIONS.	2
DOWEL BARS SHALL BE INSTALLED AS FOLLOWS: THE DRILLING PROCEDURE SHALL BE APPROVED BY THE ENGINEER. THE FILLING SYSTEM SHALL BE APPROVED BY THE ENGINEER. AND SHALL BE AN INJECTION-TYPE SYSTEM WHICH WILL INSURE THAT SUFFICIENT MATERIAL IS INJECTED SO IT COMPLETELY SURROUNDS THE BARS AND FILLS THE HOLES.	2
THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER METHOD 1 OR METHOD 2. REGARDLESS OF WHICH METHOD IS USED, PAY QUANTITIES WILL BE CALCULATED BASED ON METHOD 1.	1&2

NOTE:
NO PART OF THIS STANDARD IS TO BE USED FOR ANY DETAILS RELATIVE TO NEW CONSTRUCTION.

SEE STANDARD DRAWING LISTED IN TABULATION OF STRUCTURES FOR ALL NEW CONSTRUCTION DETAILS.

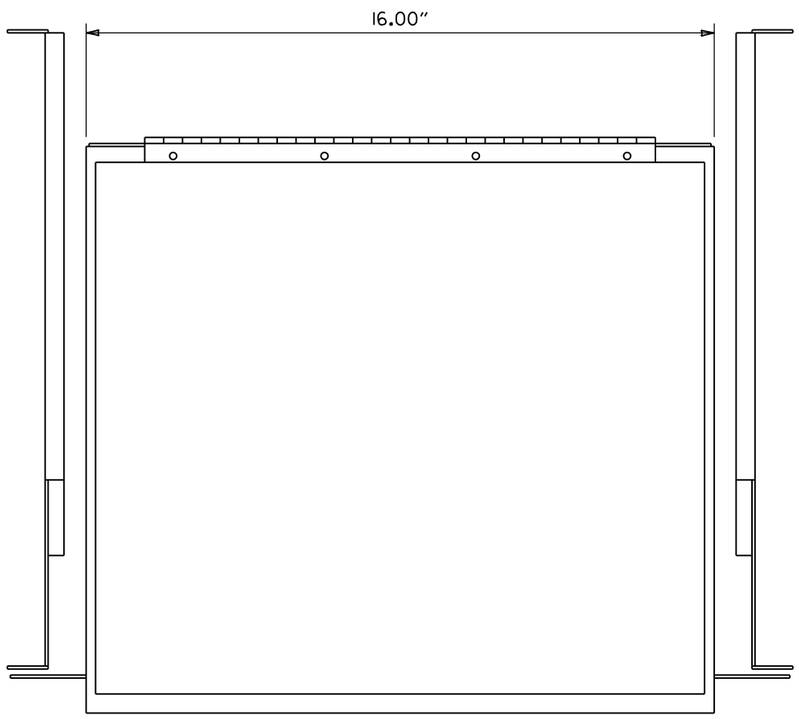
DATE	REVISION	DATE FILM
10-12-95	CHANGED DRAWING # FROM 144-A	
4-1-93	ADDED GENERAL NOTE	
10-1-92	ADDED ALT. METHOD OF EXTENSION	
11-30-89	REDRAWN	
1-4-83	ELIMINATED CONCRETE CLASS	
12-20-56	RETRACED	

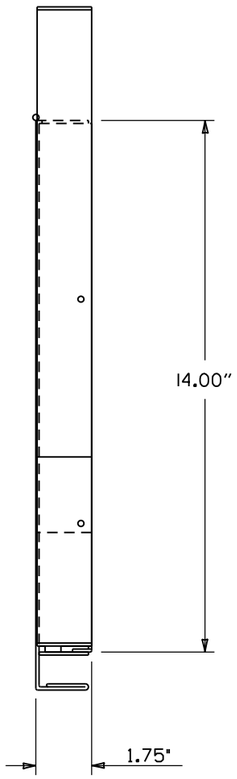
ARKANSAS STATE HIGHWAY COMMISSION

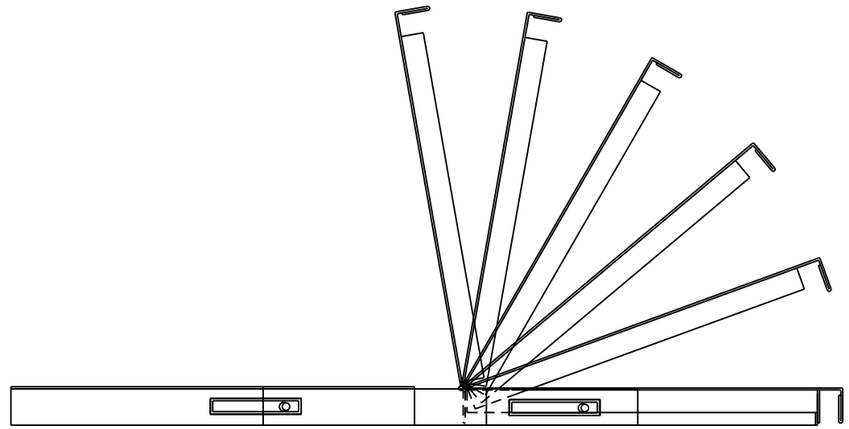
METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS

STANDARD DRAWING RCB-3

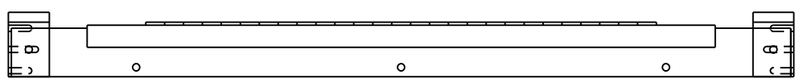
DRAWER PLAN VIEW



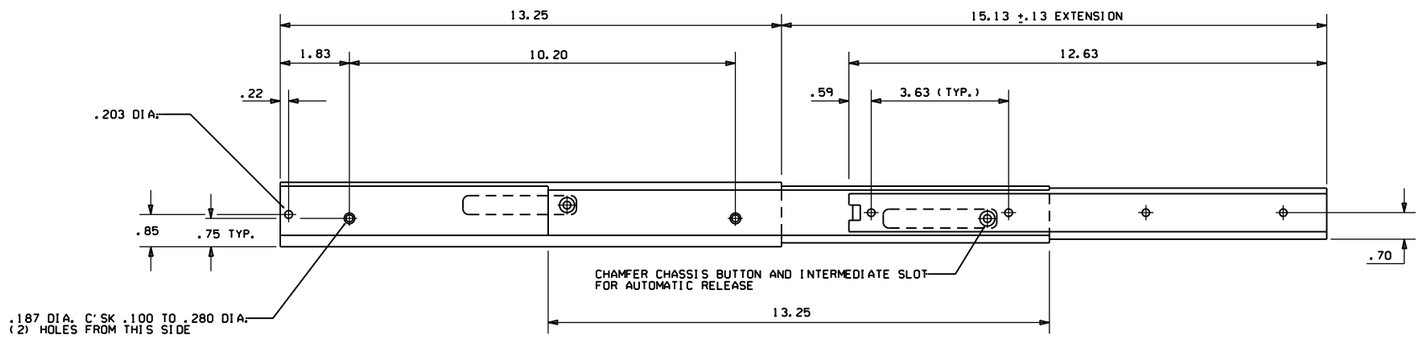




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

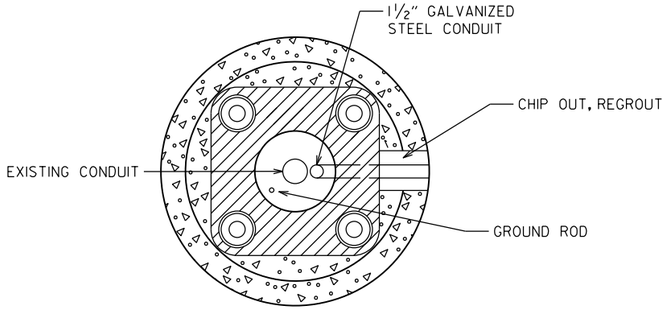
DATE	REVISION	DATE FILM
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

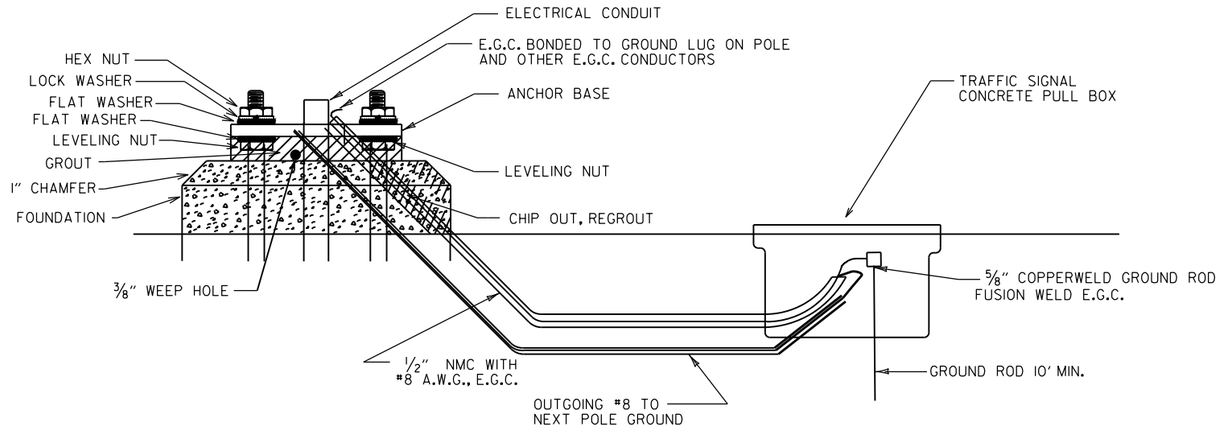
CONTROLLER CABINET UTILITY DRAWER

STANDARD DRAWING SD-5

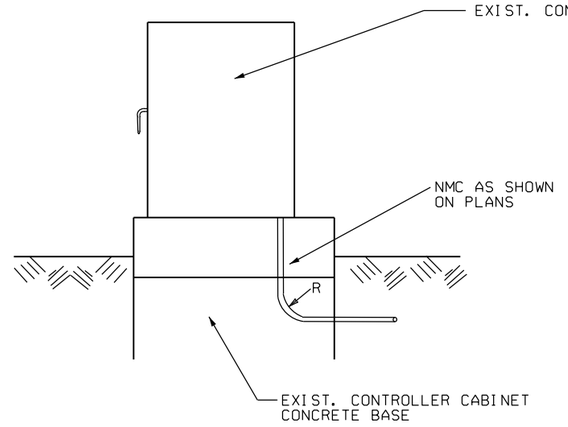
CONDUIT ENTRY TO EXISTING POLE BASE



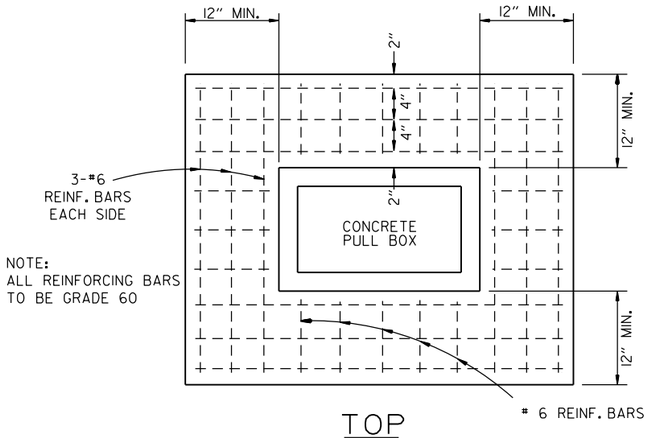
ANCHOR BASE



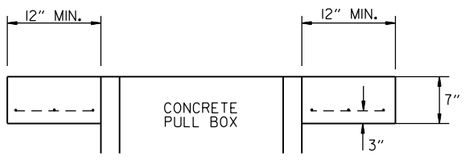
CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

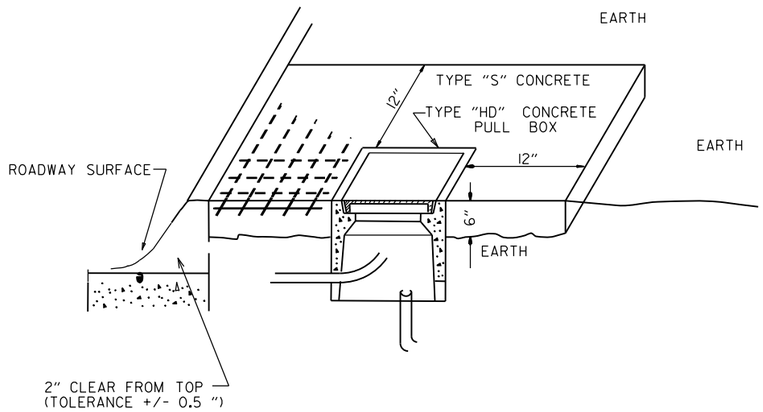


TOP



ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



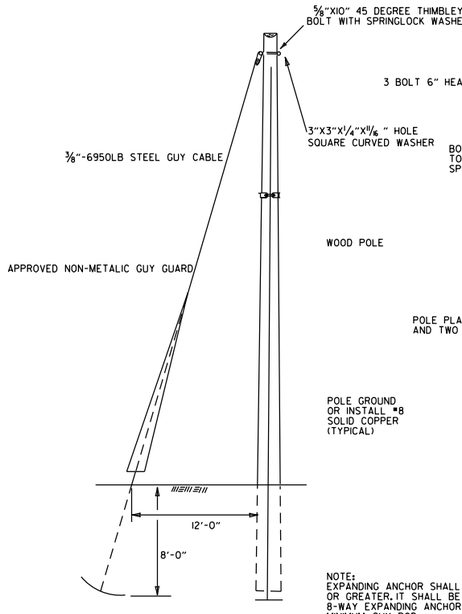
NOTE:
ALL TYPE 1 AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

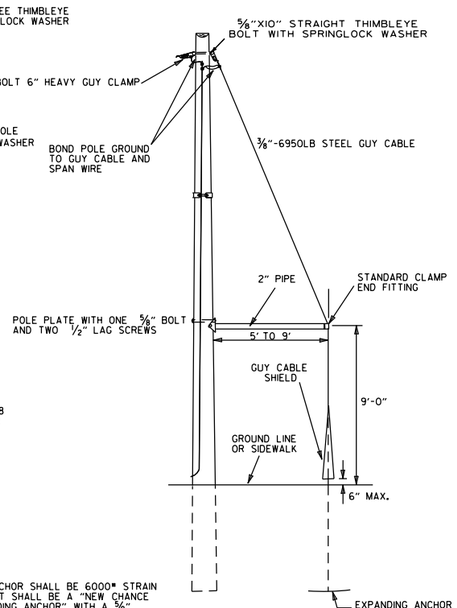
ARKANSAS STATE HIGHWAY COMMISSION

HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6



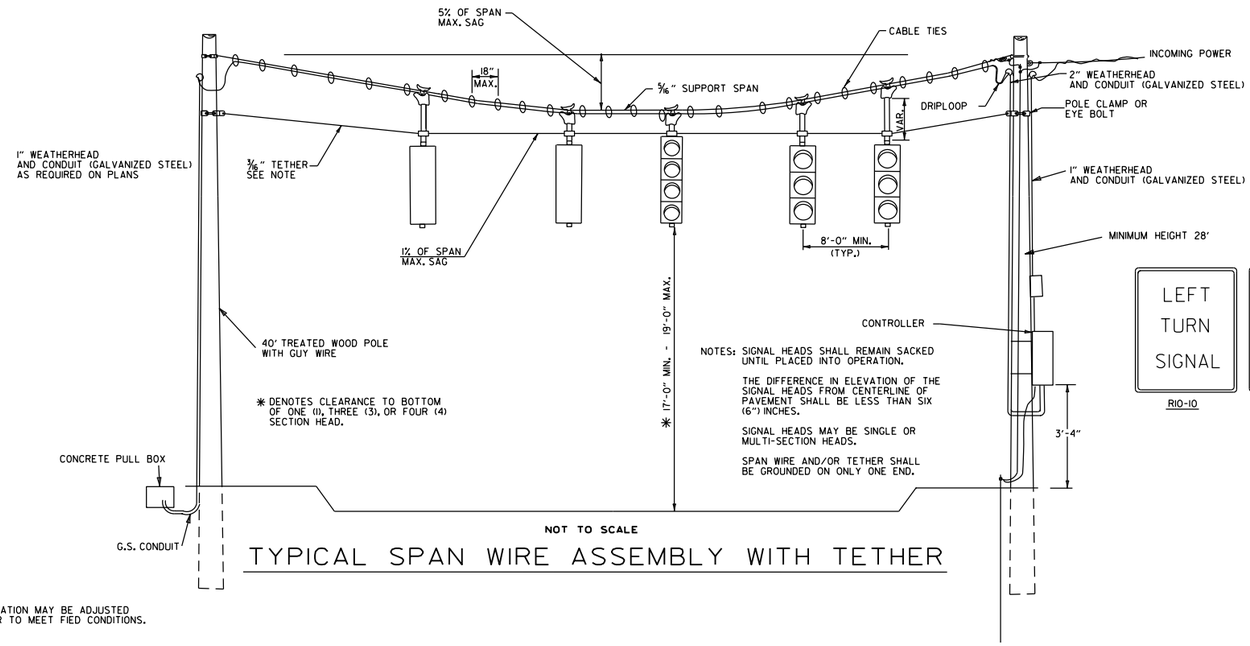
STANDARD GUY INSTALLATION



SIDEWALK GUY INSTALLATION

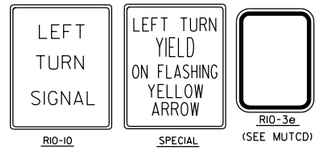
NOTE:
EXPANDING ANCHOR SHALL BE 6000# STRAIN OR GREATER. IT SHALL BE A "NEW CHANCE 8-WAY EXPANDING ANCHOR", WITH A ⅝" MINIMUM GUY ROD.

NOTE:
CONDUIT INSTALLATION MAY BE ADJUSTED BY THE ENGINEER TO MEET FIED CONDITIONS.



NOT TO SCALE

TYPICAL SPAN WIRE ASSEMBLY WITH TETHER

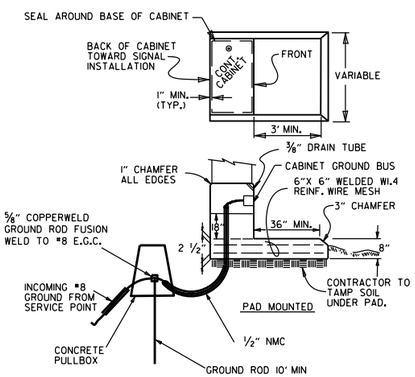


NOTES:
SPAN WIRE POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

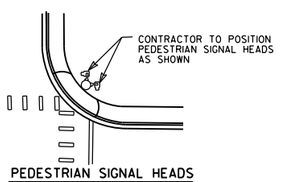
SPAN WIRE ASSEMBLIES WILL REQUIRE TETHER UNLESS OTHERWISE NOTED ON PLAN SHEETS.

CABLE TIES SHALL BE SUITABLE FOR OUTSIDE USE (BLACK).

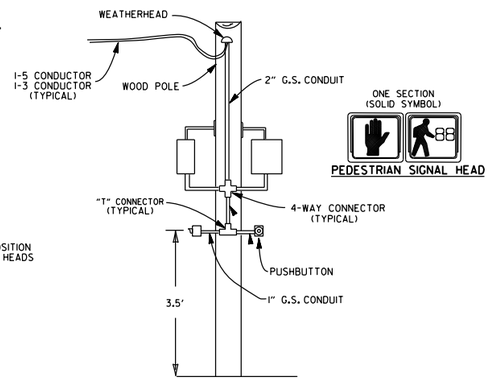
THE CONTROLLER POWER SUPPLY GROUND BUSS SHALL BE BONDED TO THE FOUNDATION GROUND ROD WITH A #8 A.W.G. SOLID COPPER WIRE. ON EXISTING FOUNDATIONS WITH NO GROUND ROD, CONTRACTOR SHALL INSTALL A 10' X ⅝" COPPERWELD GROUND ROD.



CONCRETE BASE MOUNTED CABINET DETAILS

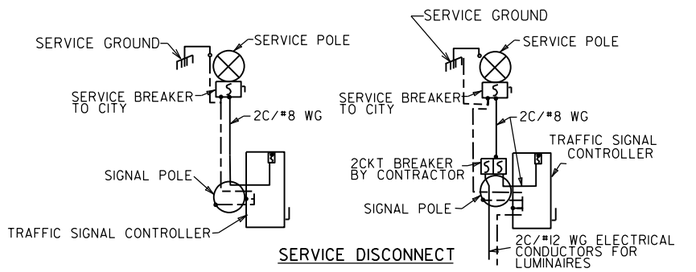


PEDESTRIAN SIGNAL HEADS



WOODEN POLE INSTALLATION OF PED HEADS

PEDESTRIAN SIGNAL HEAD



SERVICE DISCONNECT

NO LUMINAIRE WITH LUMINAIRE

NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

NOTES:

EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)", TO BE USED AS A LEFT TURN INDICATION ONLY, SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

ALL SIGN BLANK SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH A THICKNESS OF 0.100 INCH.

ALL SIGN FACE SHALL BE CONSTRUCTED OF HIGH INTENSITY SHEETING (TYPE III) WITH SILKSCREEN LEGEND AND BORDER.

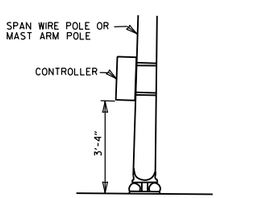
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATIONS IN FLASH SEQUENCE.

CABINET NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED

MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

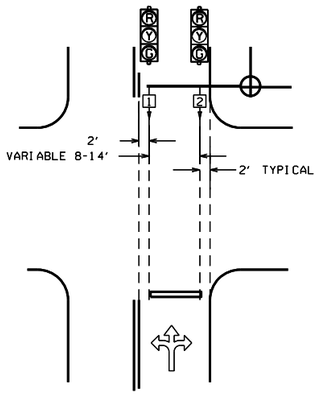
DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED SPAN WIRE SUPPORT POLE DETAIL, ADDED PEDESTRIAN SIGNAL HEAD DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED PEDESTRIAN SIGN & GROUNDING	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REV. CABINET ORIENTATION & SIGNAL OPERATION	
05-22-02	REV. TYP. SPAN WIRE ASSEMBLY	
12-27-99	REVISED	
11-18-98	REVISION TO NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

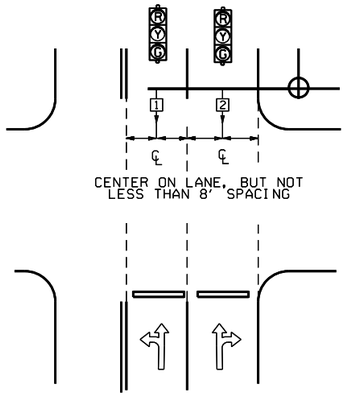
SPAN WIRE ASSEMBLY WOOD POLE

STANDARD DRAWING SD-7

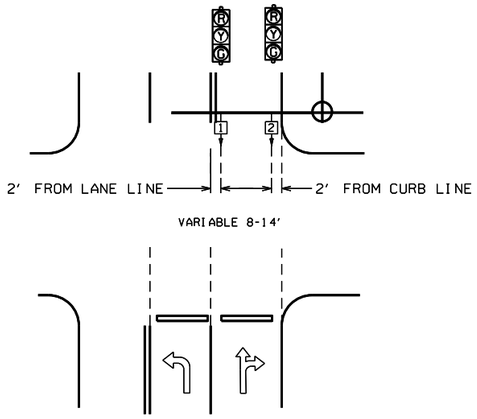
(A)



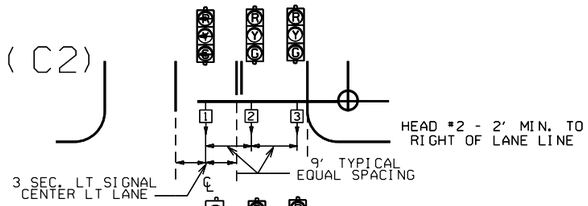
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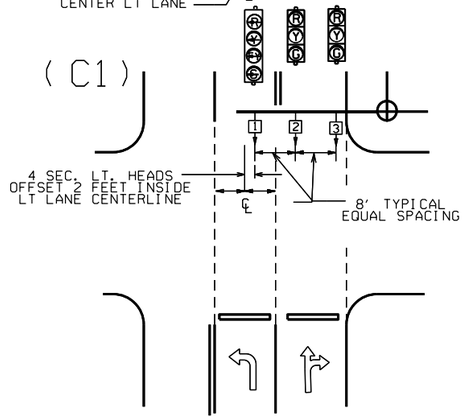
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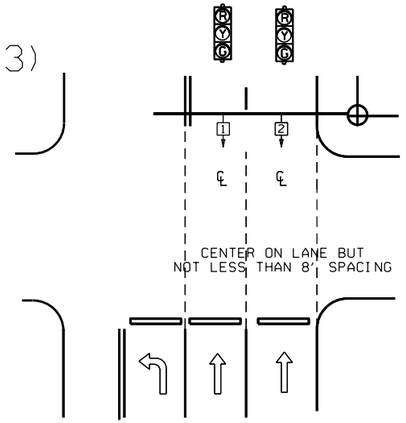
(C2)



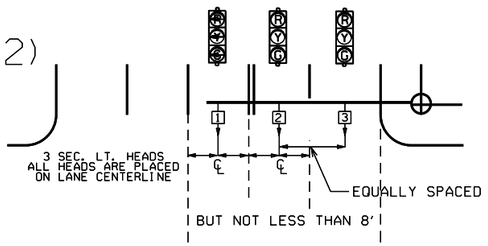
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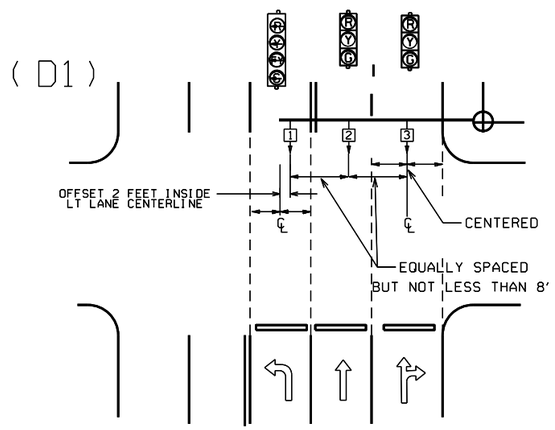
(C3)



(D2)

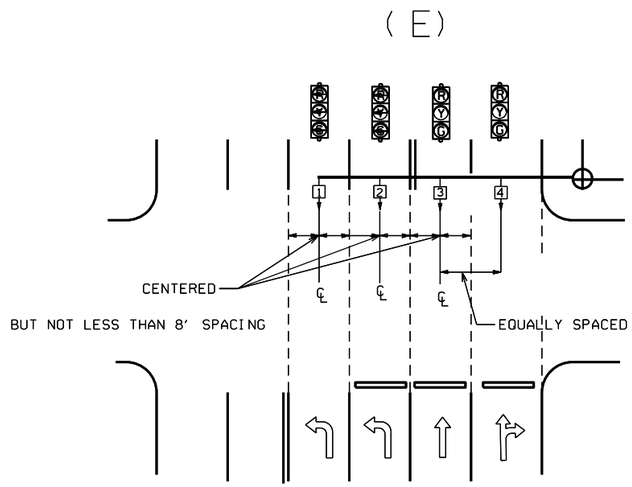


(D1)



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

(E)



℄ = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

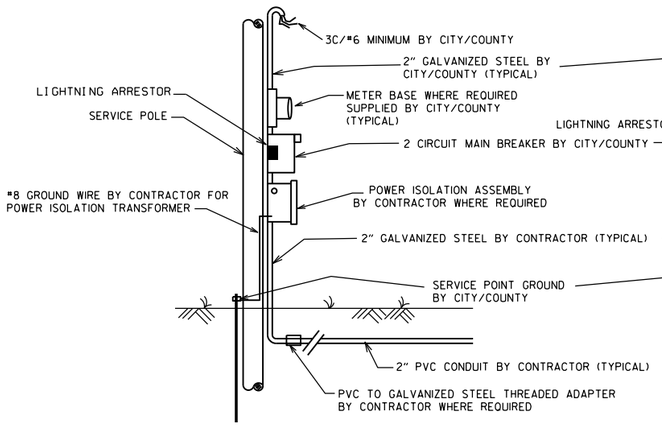
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

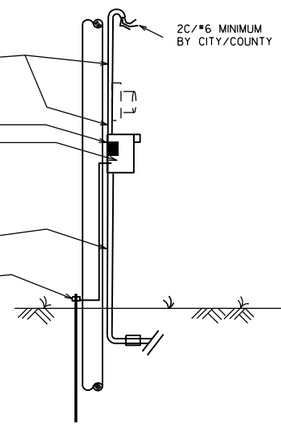
STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY



WITHOUT POWER ISOLATION ASSEMBLY



NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES:
MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

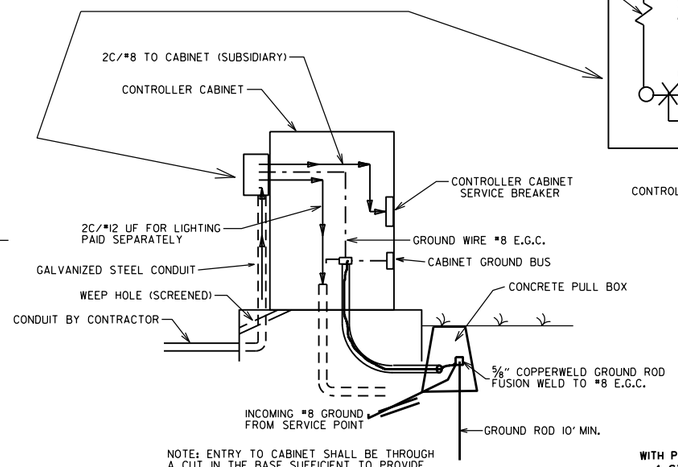
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT. WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

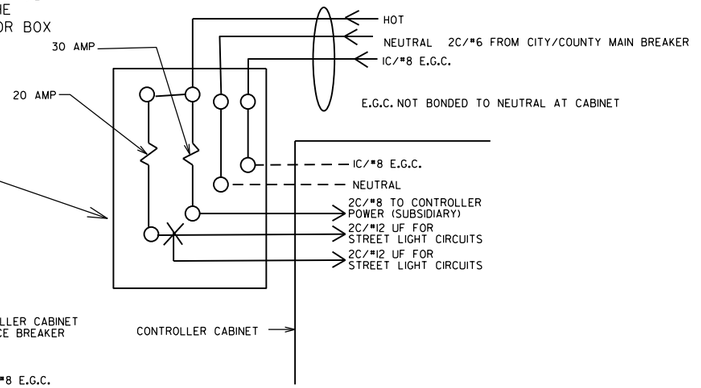
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



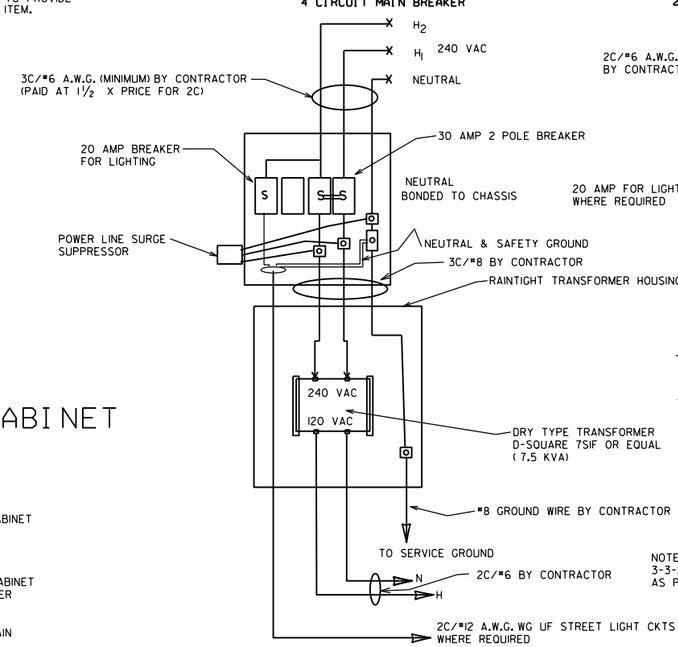
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



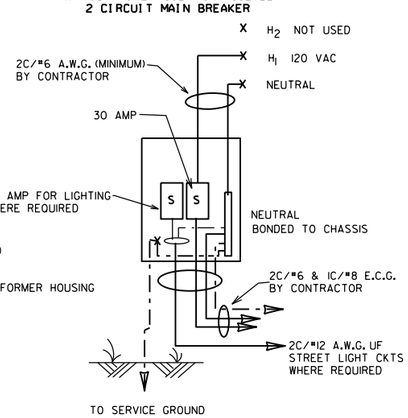
MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

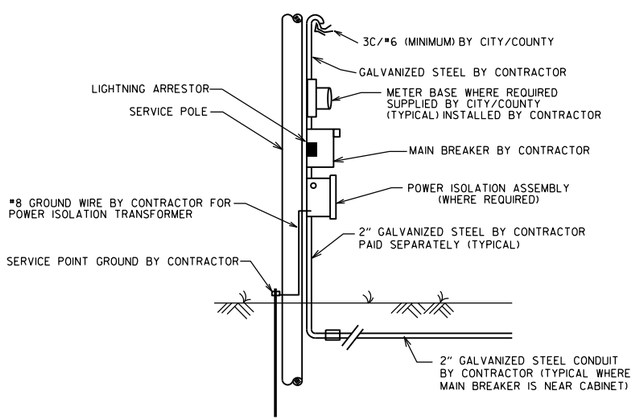


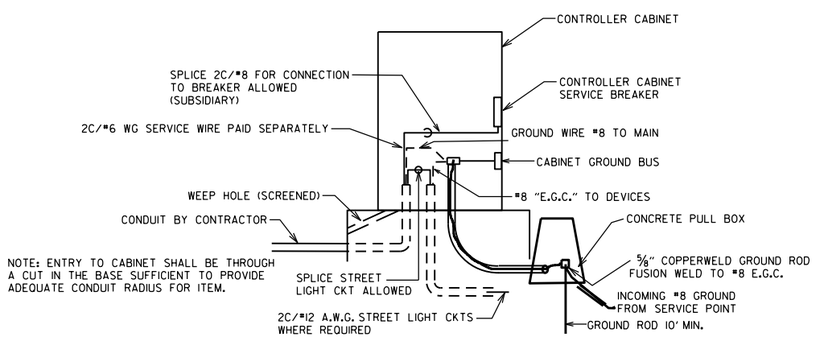
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.G.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
11-07-19	REVISED	
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., 1-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., 1-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209. ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

3. MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY II FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH MAST ARMS LESS THAN 60' AND ON ROUTES WHERE THE SPEED LIMITS OF 45 MPH AND LESS WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE THE SPEED LIMIT IS 45 MPH AND LESS AND MAST ARMS LESS THAN 60'.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.):
DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT.
ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) - VARIABLE ARM LENGTH (MAX. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

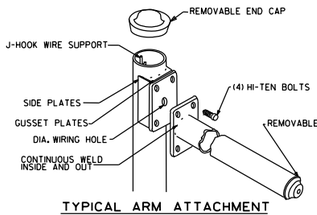
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE - HAND HOLES SHALL BE 4 IN. X 6 IN. FOR STANDARD, AND 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACCUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDED A HAND HOLE WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

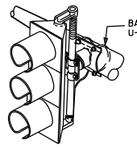
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

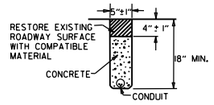
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



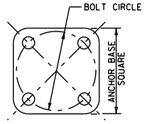
TYPICAL ARM ATTACHMENT



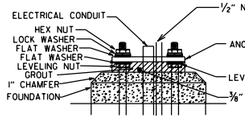
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.

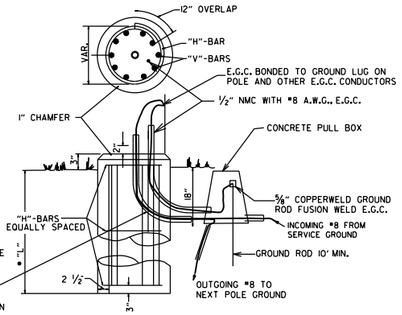


TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE





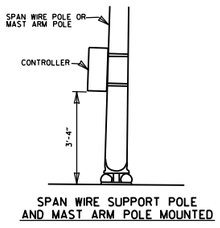
THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

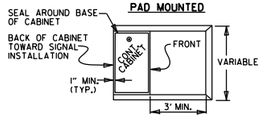
TYPICAL FOUNDATION DETAILS

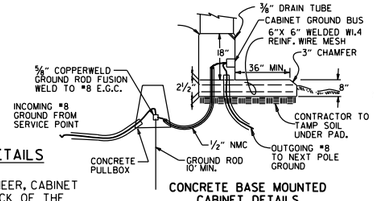
POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL		
			VERTICAL	HORIZONTAL	O.C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44"
2' TO 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42"
OVER 12' TO 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66"
OVER 20' TO 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88"
OVER 35' TO 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56"
OVER 50' TO 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74"
TWINS TO 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76"
TWINS OVER 20' TO 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76"
TWINS OVER 44' TO 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76"
TWINS OVER 50' TO 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED





CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

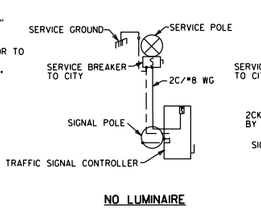
NOTE:
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

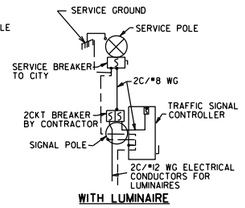
9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.



NO LUMINAIRE



WITH LUMINAIRE

SERVICE DISCONNECT
NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES

* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANUFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

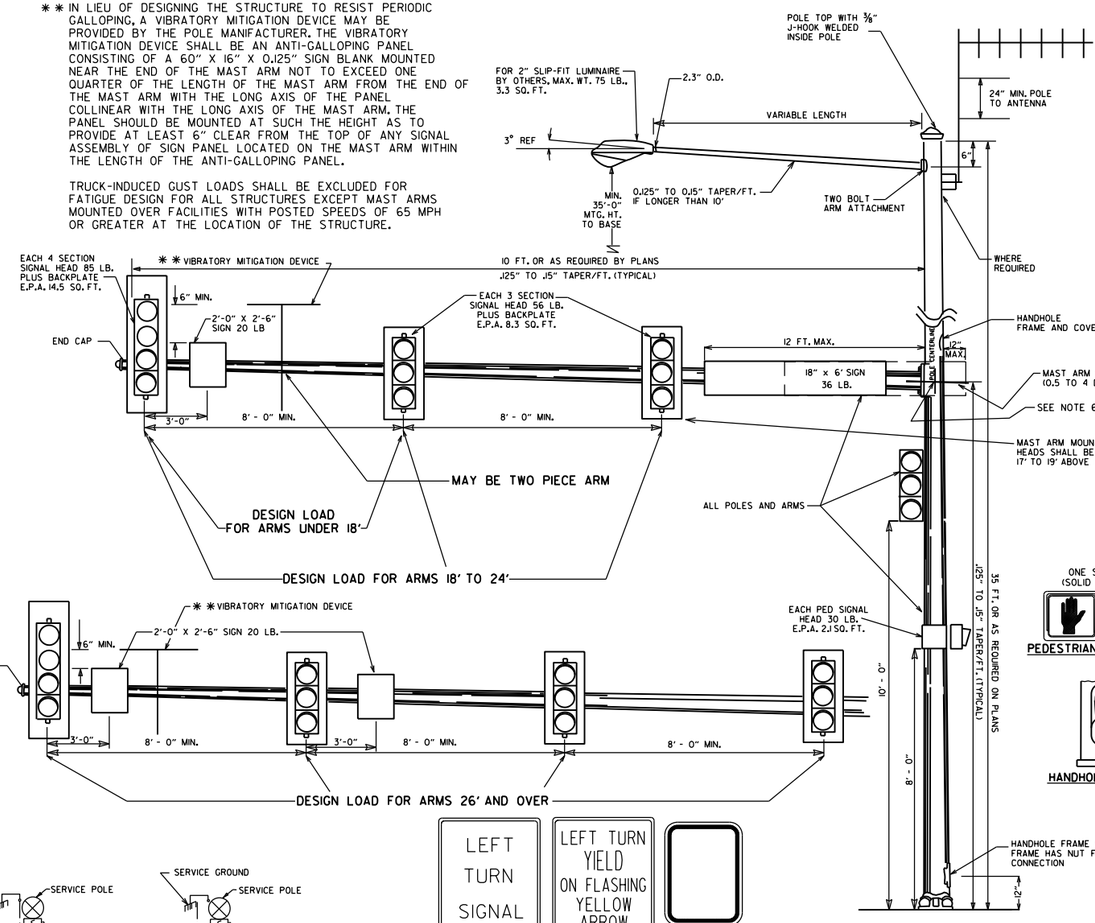
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.

SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD. AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATION IN FLASH SEQUENCE.

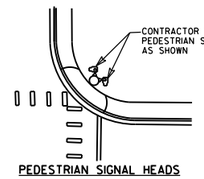
SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.



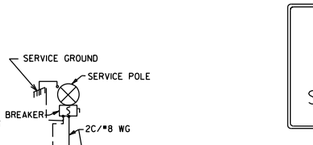
PEDESTRIAN SIGNAL HEAD

HANDHOLE TERMINAL

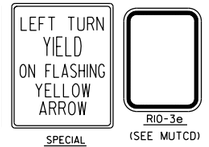
HANDHOLE FRAME AND COVER, FRAME HAS NUT FOR GROUND CONNECTION



PEDESTRIAN SIGNAL HEADS



R10-10



SPECIAL

R10-3e
(SEE MUTCD)

DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-21-11	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

STEEL POLE WITH MAST ARM

STANDARD DRAWING SD-11

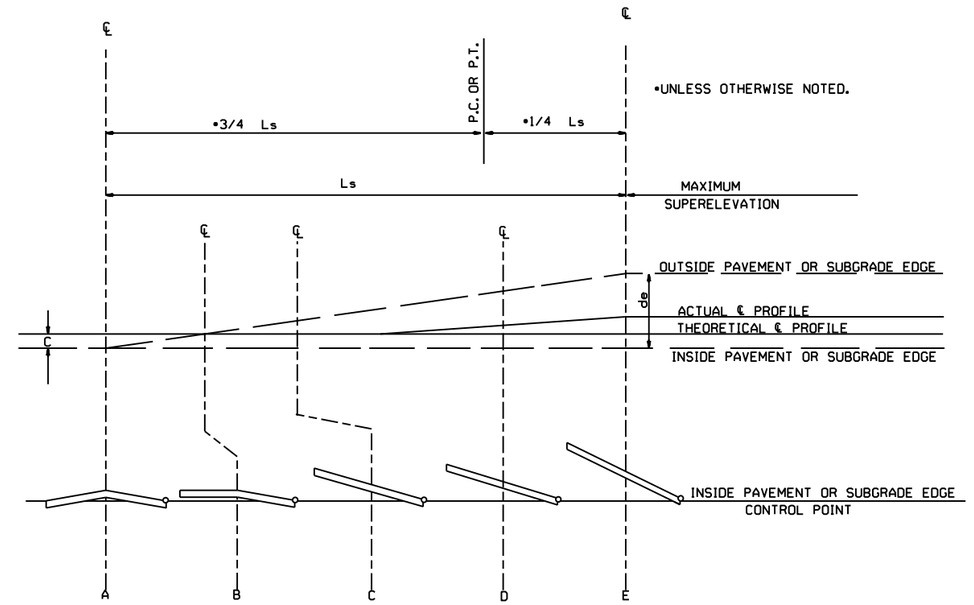
SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC (4% MAXIMUM)

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	35 MPH e	35 MPH Ls (FT) MINIMUM	35 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	DEGREE OF CURVE	45 MPH e	45 MPH Ls (FT) MINIMUM	45 MPH Ls (FT) DESIRABLE
0° 15'	NC			0° 15'	NC			0° 15'	NC			0° 15'	NC		
0° 30'				0° 30'				0° 30'				0° 30'			
0° 45'				0° 45'				0° 45'				0° 45'			
1° 00'				1° 00'				1° 00'				1° 00'	RC	90	125
1° 15'				1° 15'				1° 15'				1° 15'			
1° 30'				1° 30'				1° 30'	RC	84	100	1° 30'	0.022	95	
1° 45'				1° 45'				1° 45'				1° 45'	0.024	99	
2° 00'				2° 00'	RC	78	100	2° 00'	0.022	88		2° 00'	0.026	104	
2° 15'	RC	72	100	2° 15'				2° 15'	0.024	92	125	2° 15'			
2° 30'				2° 30'	0.022	82		2° 30'	0.026	97		2° 30'	0.028	108	150
2° 45'				2° 45'				2° 45'				2° 45'	0.030	113	
3° 00'				3° 00'	0.024	86	125	3° 00'				3° 00'			
3° 15'	0.022	75		3° 15'				3° 15'	0.028	101		3° 15'	0.032	117	
3° 30'				3° 30'				3° 30'				3° 30'			
3° 45'	0.024	79		3° 45'	0.026	90		3° 45'	0.030	105		3° 45'	0.034	122	
4° 00'				4° 00'				4° 00'				4° 00'			
4° 15'				4° 15'				4° 15'	0.032	109		4° 15'			
4° 30'				4° 30'	0.028	94		4° 30'				4° 30'	0.036	126	
4° 45'	0.026	83		4° 45'				4° 45'				4° 45'			
5° 00'				5° 00'	0.030	98		5° 00'	0.034	113		5° 00'	0.038	131	
5° 30'				5° 30'				5° 30'				5° 30'			
6° 00'				6° 00'	0.032	101		6° 00'	0.036	118	150	6° 00'	0.040	135	
6° 30'	0.028	86		6° 30'				6° 30'							
7° 00'				7° 00'			150	7° 00'	0.038	122					
7° 30'	0.030	90		7° 30'	0.034	105		7° 30'							
8° 00'				8° 00'				8° 00'	0.040	126					
8° 30'	0.032	93		8° 30'	0.036	109									
9° 00'				9° 00'											
9° 30'				9° 30'											
10° 00'	0.034	97		10° 00'	0.038	113									
10° 30'				10° 30'											
11° 00'				11° 00'											
11° 30'			125	11° 30'	0.040	117									
12° 00'	0.036	100													
12° 30'															
13° 00'															
13° 30'															
14° 00'	0.038	104													
14° 30'															
15° 00'															
15° 30'															
16° 00'															
16° 30'	0.040	108	150												

D MAX = 22° 45' | D MAX = 15° 15' | D MAX = 10° 30' | D MAX = 8° 00'

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

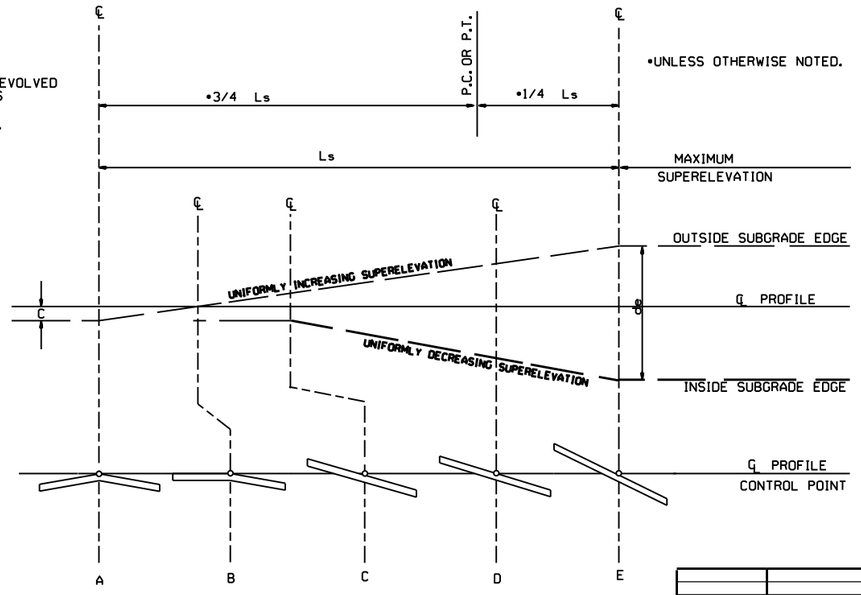
GENERAL NOTES

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



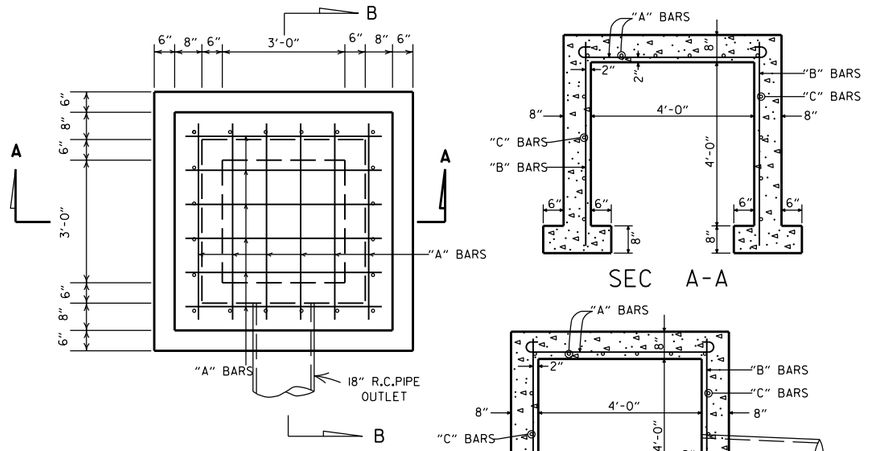
STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

11-07-19	ISSUED	
DATE	REVISION	DATE FILMED

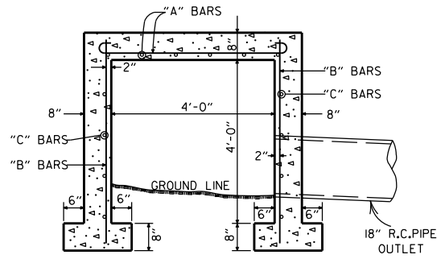
ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)

STANDARD DRAWING SE-3



SEC A-A



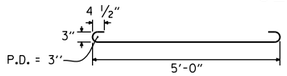
SEC B-B

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

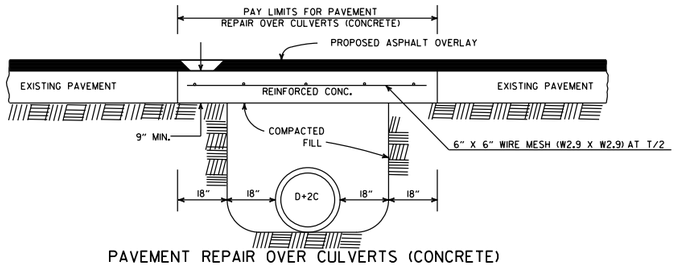
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

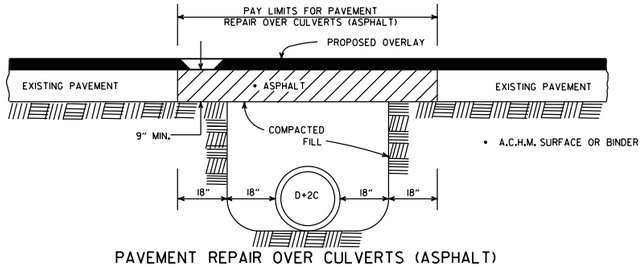
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX



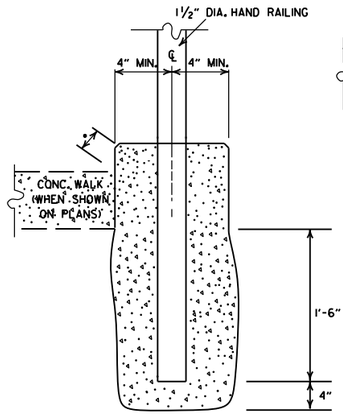
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



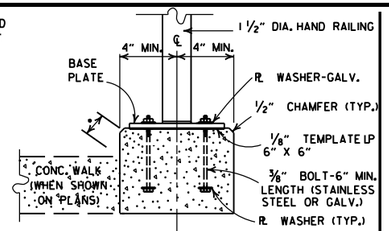
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

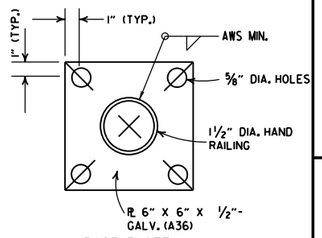
• A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

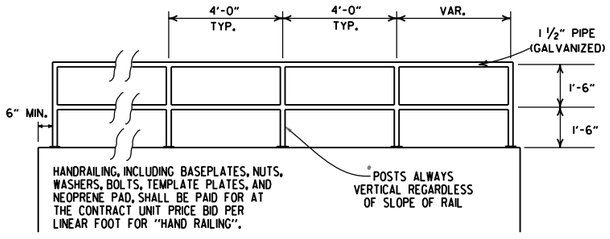


POST CONNECTION TO WALL

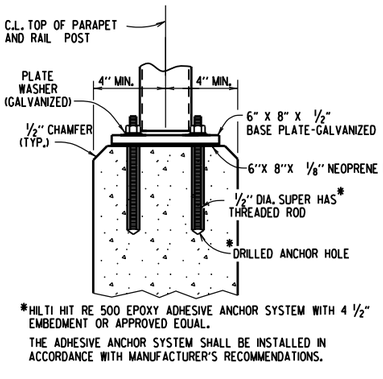


BASE PLATE

POST CONNECTION DETAILS



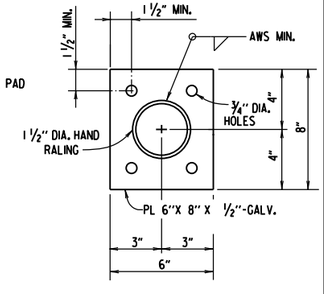
HAND RAILING SHALL CONFORM TO SECTION 633.



*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.

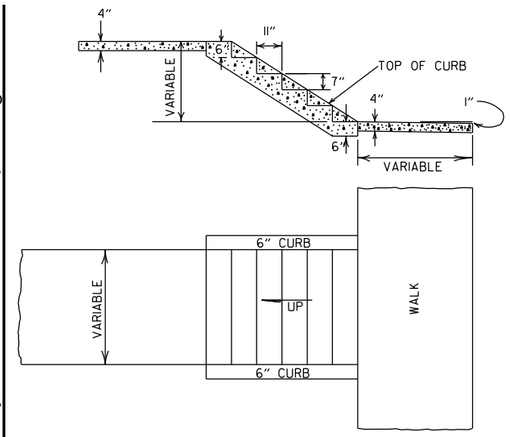
POST CONNECTION TO WALL



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	
4-26-94	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

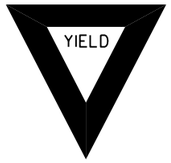
STANDARD DRAWING SI - 1

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



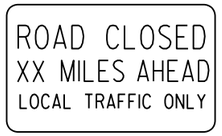
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



48"X30"

R11-3A



60"X30"

R11-4



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



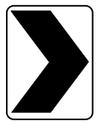
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



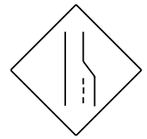
STD. 36"X36"
SPECIAL 48"X48"

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



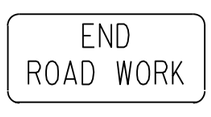
STD. 36"X36"
FWY. 48"X48"

G20-1



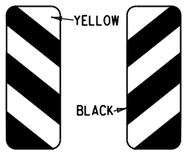
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9



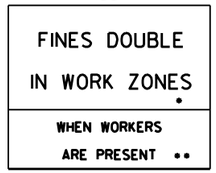
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

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.

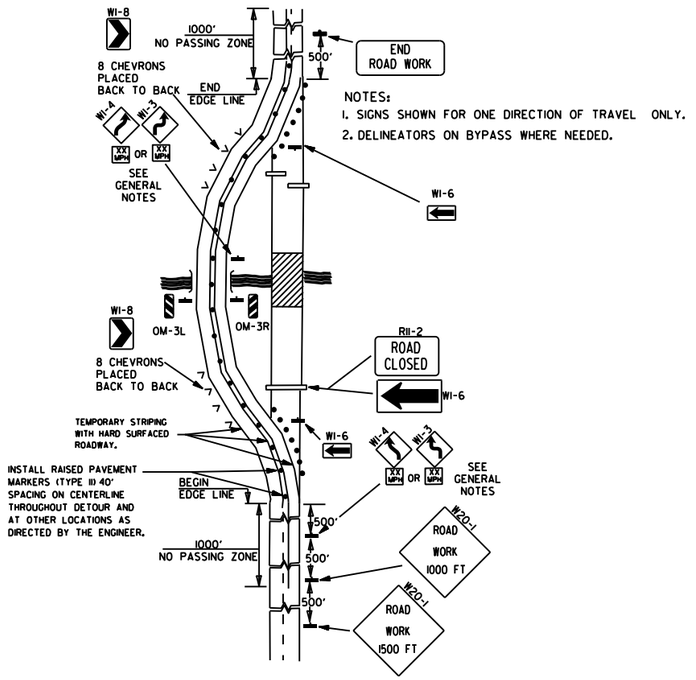
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

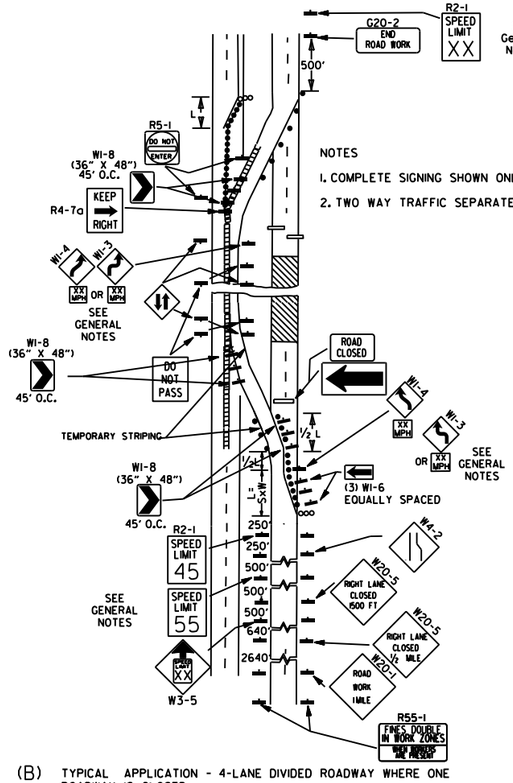
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



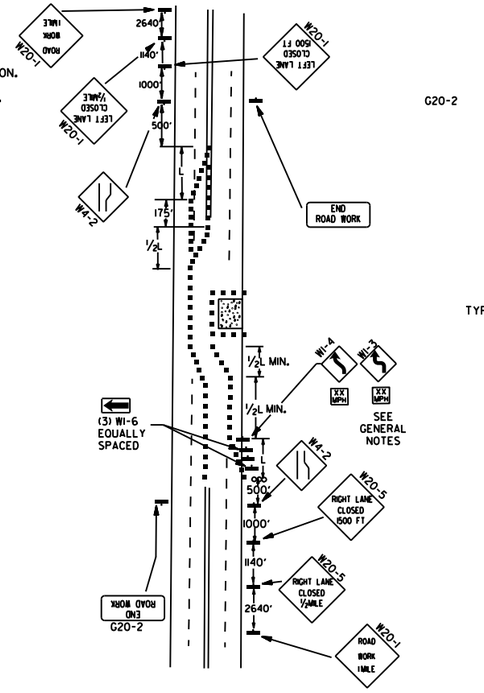
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

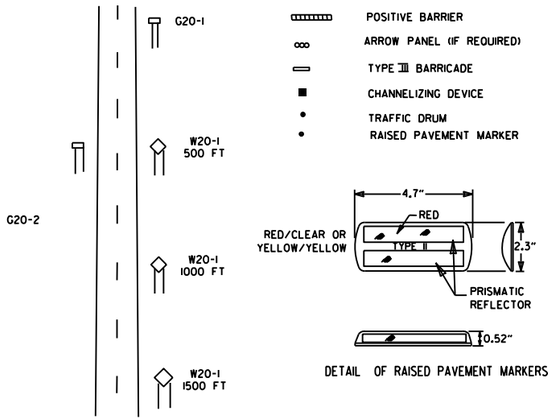


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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.



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

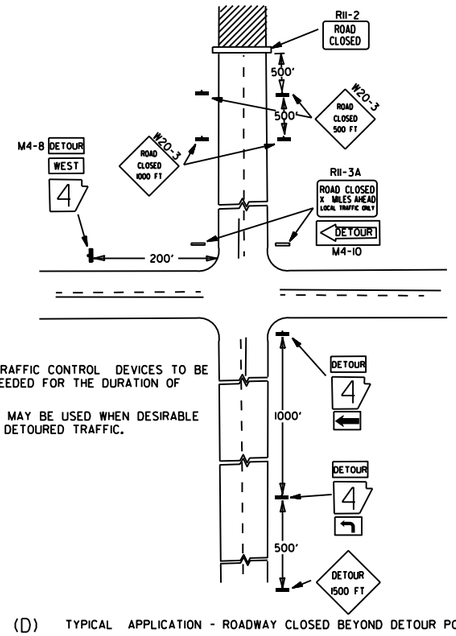
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

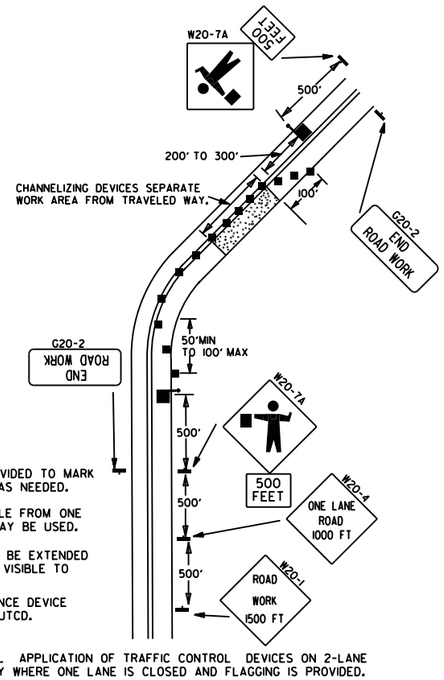
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON 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 R2-145MPH 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 R2-155MPH 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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



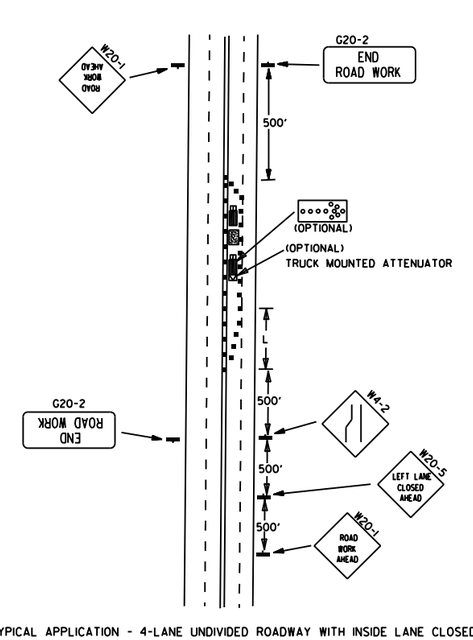
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.



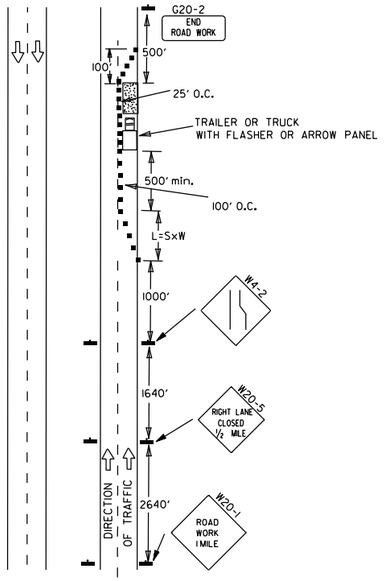
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

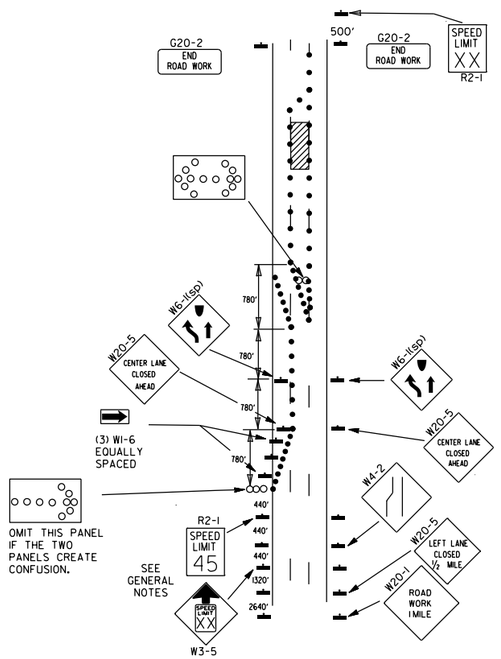
ARKANSAS STATE HIGHWAY COMMISSION

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.

KEY:

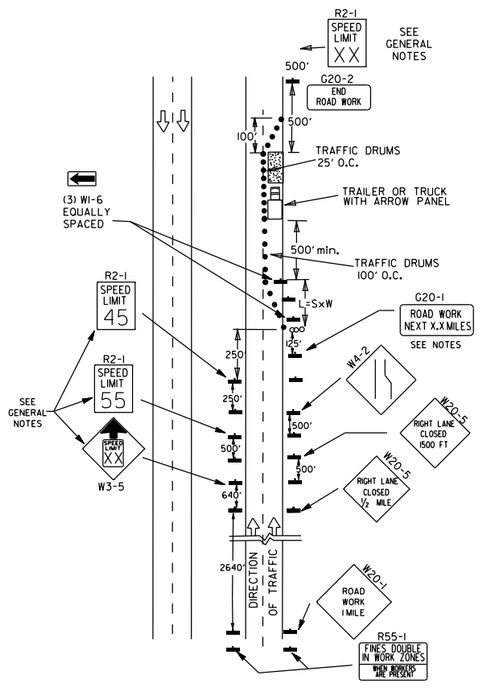
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

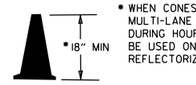
GENERAL NOTES:

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. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
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.

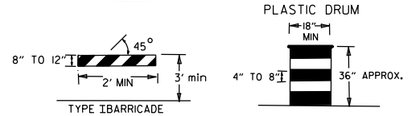
CHANNELIZING DEVICES



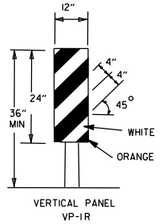
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

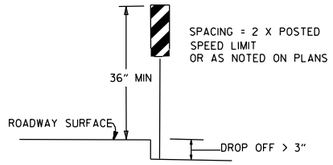
PLASTIC DRUM



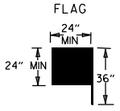
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

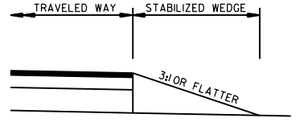
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS[1]	W8-9 AND TRAFFIC DRUMS[1]
> 3" ≤ 6"	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[1]
> 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
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 3" ≤ 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:

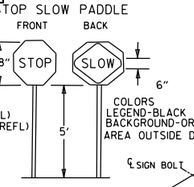
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL 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.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

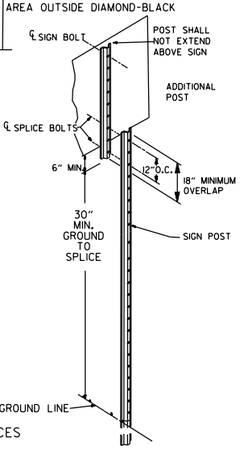


STABILIZED WEDGE

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

STOP SLOW PADDLE

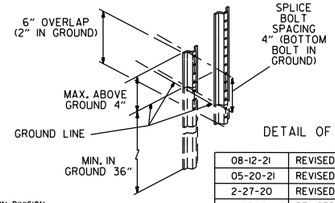




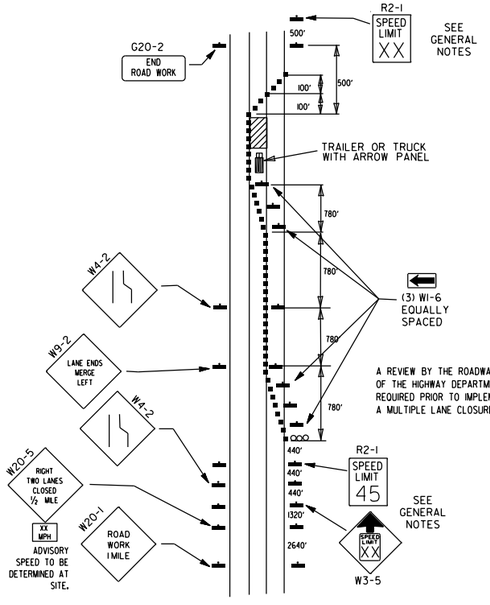
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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

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



DETAIL OF SPLICES



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

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

DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& 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	

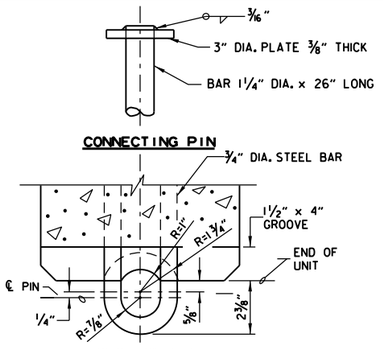
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

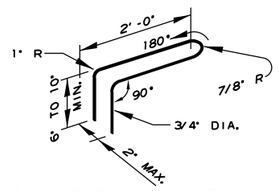
REINFORCING BAR TABLE PER BARRIER UNIT

MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8"

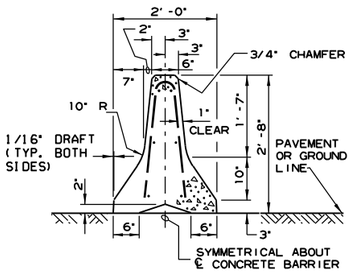


SECTION E-E

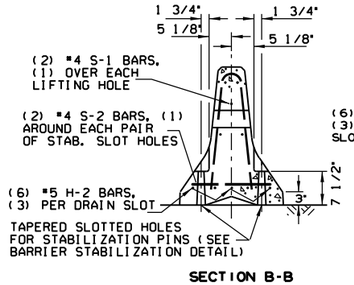
CONNECTION DETAILS



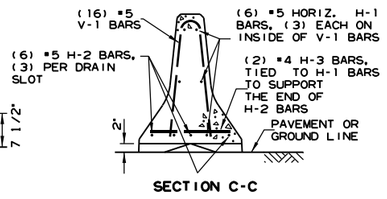
CONNECTION LOOP



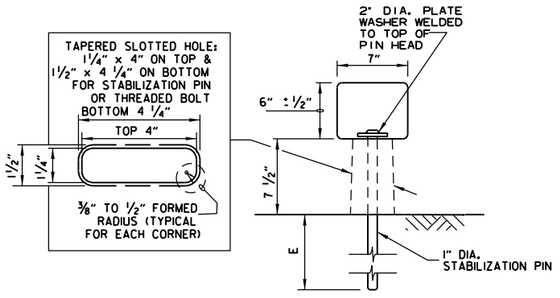
SECTION A-A



SECTION B-B



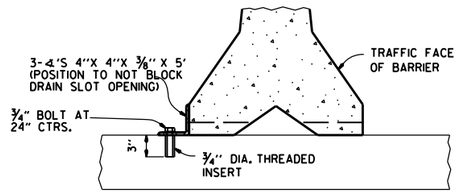
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

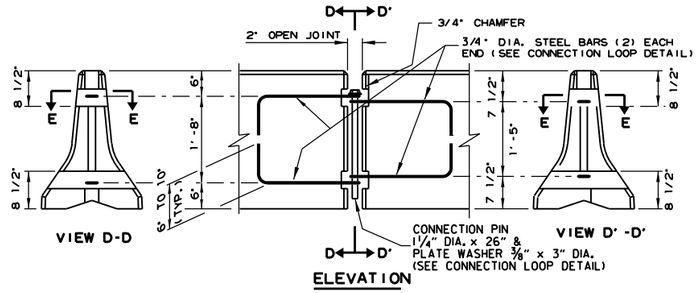
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



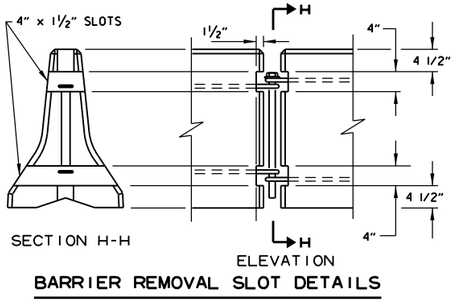
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

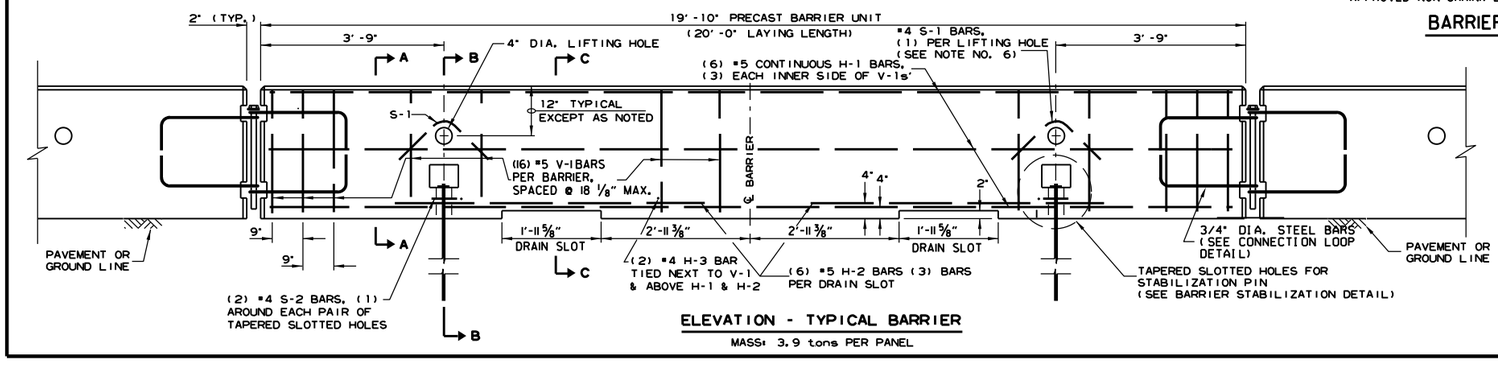
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

GENERAL NOTES

(1) THE CONTRACTOR SHALL FURNISH THE PRECAST CONCRETE BARRIER UNITS AND SHALL BE RESPONSIBLE FOR THE MANUFACTURE, SHIPMENT, STORAGE, PLACEMENT AND REMOVAL. AT THE COMPLETION OF THE PROJECT, THE PRECAST UNITS WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

(2) MATERIALS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:
CONCRETE: 2500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
REINFORCING STEEL: AASHTO M 31 OR M 53, GRADE 60
STRUCTURAL STEEL: AASHTO-M270 GRADE 36 SHALL BE USED FOR THE CONNECTION PIN, CONNECTION LOOPS, AND STABILIZATION PINS. A ONE PIECE PIN WITH A 3" ROUNDED TOP MAY BE USED IN PLACE OF THE DETAILED CONNECTION PIN.
DELINEATORS: DELINEATORS SHALL BE MOUNTED AT 10' SPACING ON TOP OF PRECAST BARRIER.

IN APPLICATIONS WHERE BARRIER WALL IS WITHIN 6 FEET OF A TRAFFIC LANE, ADDITIONAL DELINEATORS SHALL BE PLACED ON THE BARRIER AT 10' SPACING APPROXIMATELY ONE (1) FOOT FROM THE TOP OF THE BARRIER. DELINEATORS SHALL BE ON THE ARDOT QUALIFIED PRODUCTS LIST FOR CONSTRUCTION CONCRETE BARRIER MARKERS.
DELINEATOR COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER". THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER THAT THE MATERIAL AND THE DESIGN USED IN THE PRECAST BARRIER UNITS MEETS THE REQUIREMENTS AS SHOWN ON THIS STANDARD DRAWING.

(3) OTHER PRECAST CONCRETE BARRIERS THAT HAVE BEEN CRASH TESTED AND APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION TO MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) WILL BE ACCEPTED IN LIEU OF THE BARRIER SHOWN. DRAIN SLOTS SHALL BE PROVIDED AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH A CERTIFICATION OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANCE FOR ANY OTHER TYPES OF PRECAST BARRIER TO BE USED. THE CERTIFICATION SHALL STATE THAT THE PRECAST CONCRETE BARRIER MEETS THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). MIXING OF SHAPES WILL NOT BE ALLOWED IN A CONTINUOUS LINE OF UNITS.

(4) DOWEL HOLES IN PAVEMENT OR BRIDGE SLABS THAT ARE TO REMAIN IN PLACE SHALL BE FILLED. HOLES IN CONCRETE PAVEMENT AND BRIDGE SLABS SHALL BE FILLED WITH AN APPROVED NON-SHRINK EPOXY GROUT. HOLES IN ASPHALT PAVEMENT SHALL BE FILLED WITH AN APPROVED ASPHALT JOINT FILLER. PAYMENT FOR DRILLING AND FILLING HOLES TO BE INCLUDED IN THE PRICE FOR VARIOUS BARRIER ITEMS.

(5) ATTACH UNITS TO ROADWAY SURFACE WITH STABILIZATION PINS AND TO DECK SLABS USING BOLTS WHEN REQUIRED.

(6) A 4" WHITE PVC SLEEVE MAY BE USED TO FORM THE LIFTING HOLE AND IF USED THE SLEEVE IS TO BE LEFT IN PLACE.

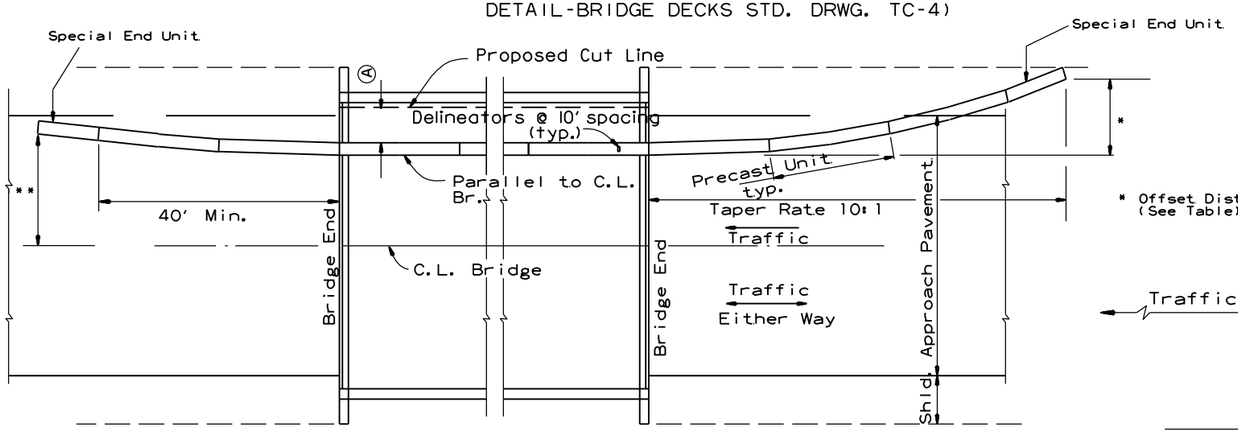
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

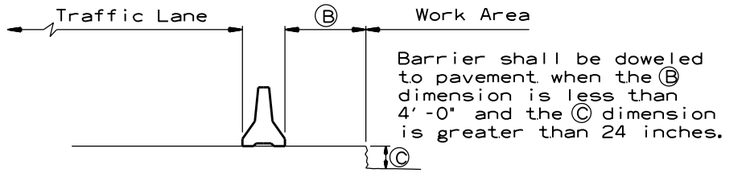
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

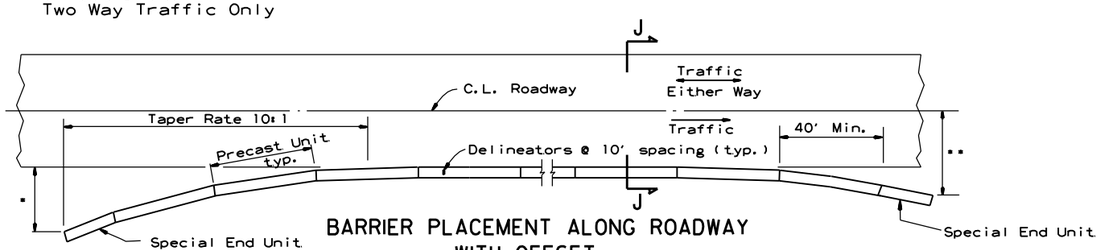


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

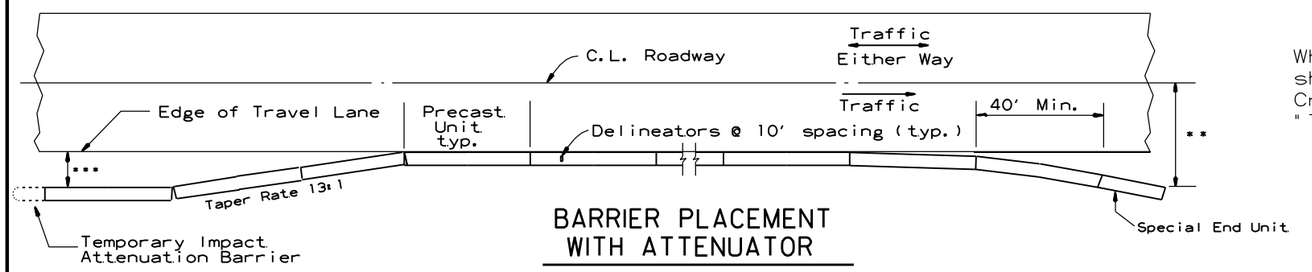
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

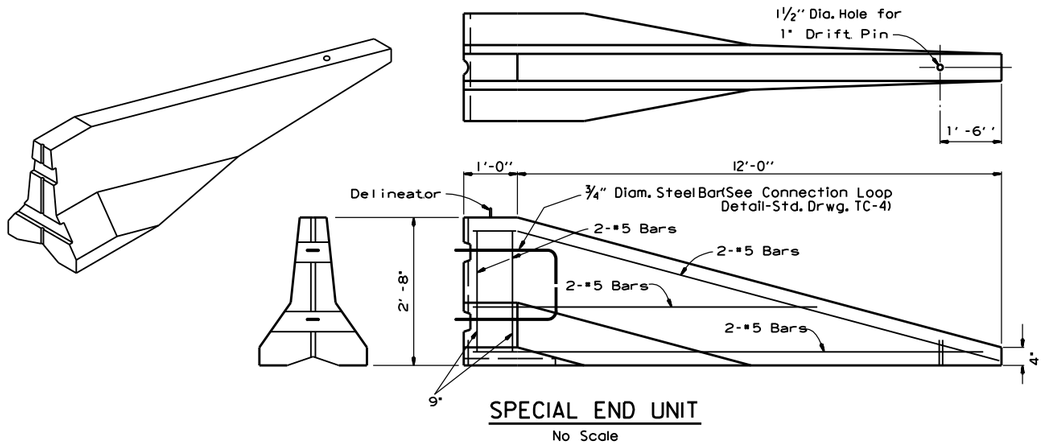


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

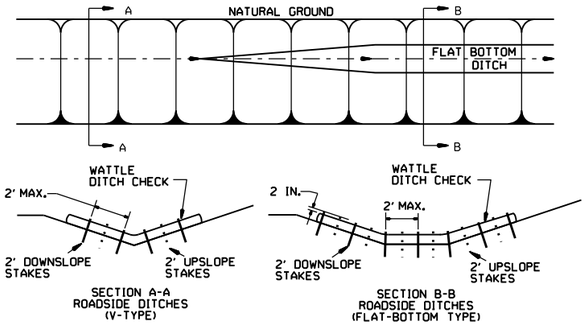
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

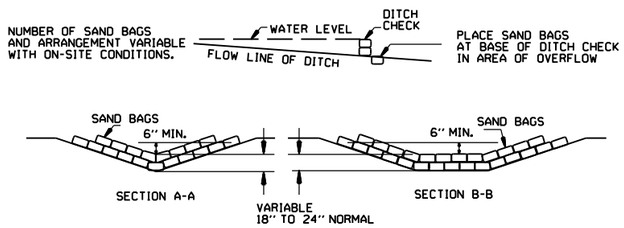
STANDARD DRAWING TC-5

GENERAL NOTES

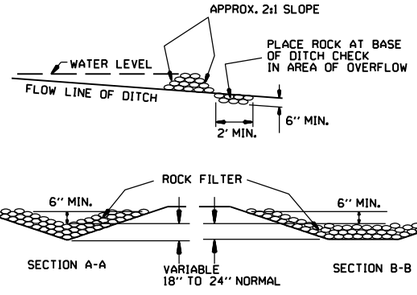
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

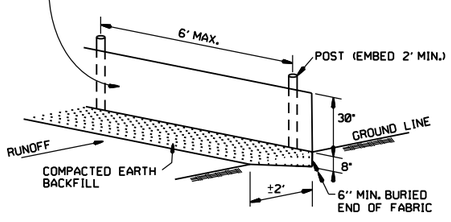


ROCK DITCH CHECK (E-6)

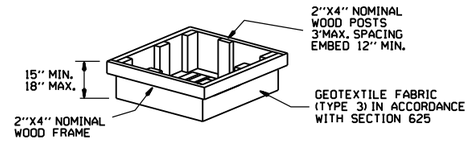
GENERAL NOTES

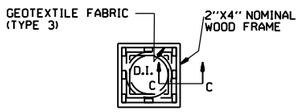
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

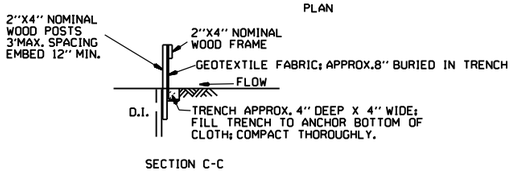
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



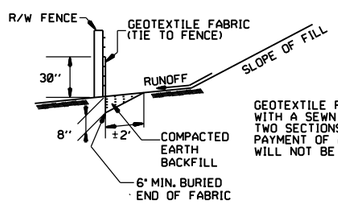
SILT FENCE (E-11)





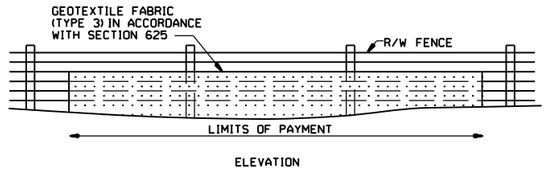


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



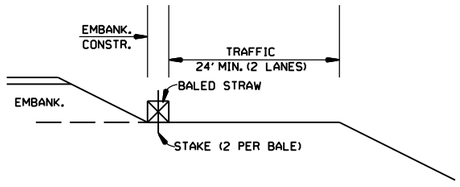
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

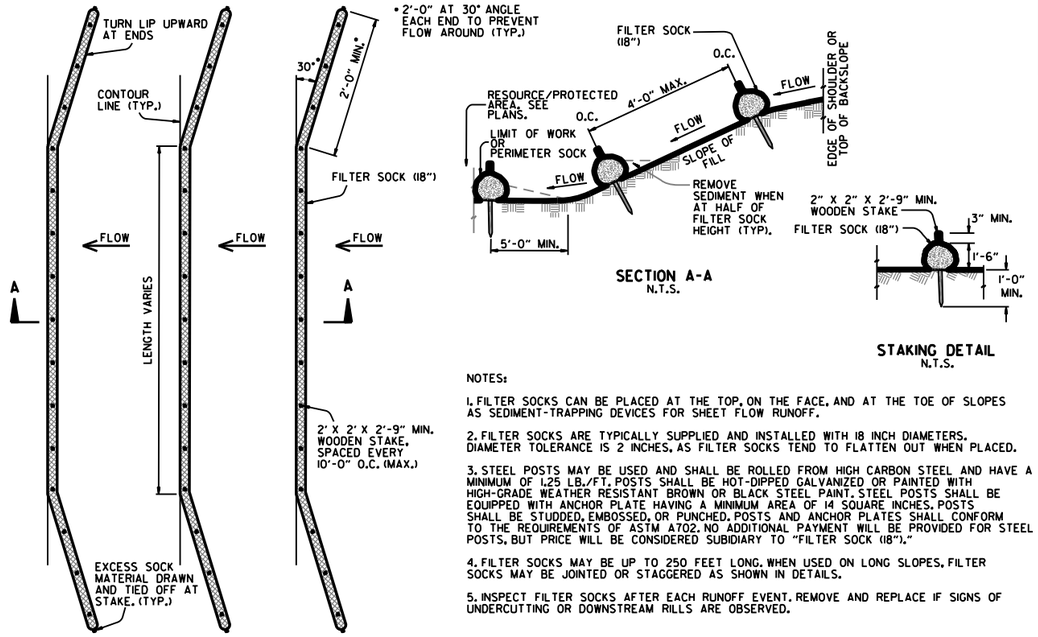
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

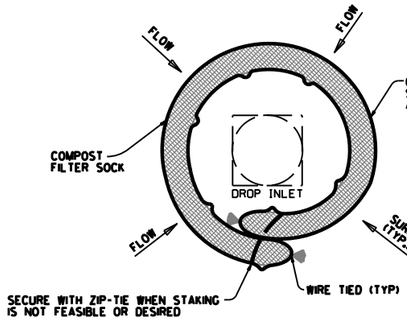
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

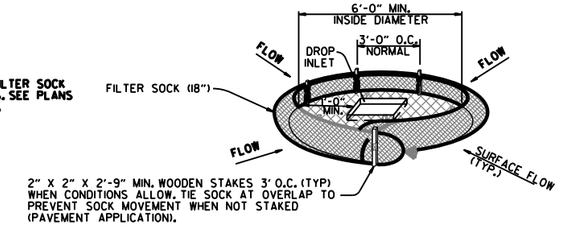
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

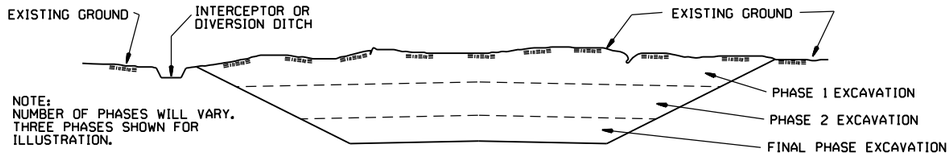
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



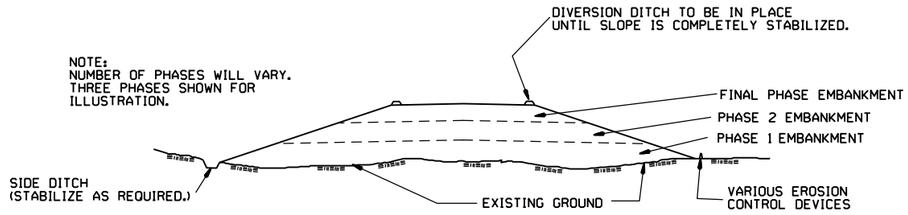
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



GENERAL NOTE

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

CONSTRUCTION SEQUENCE

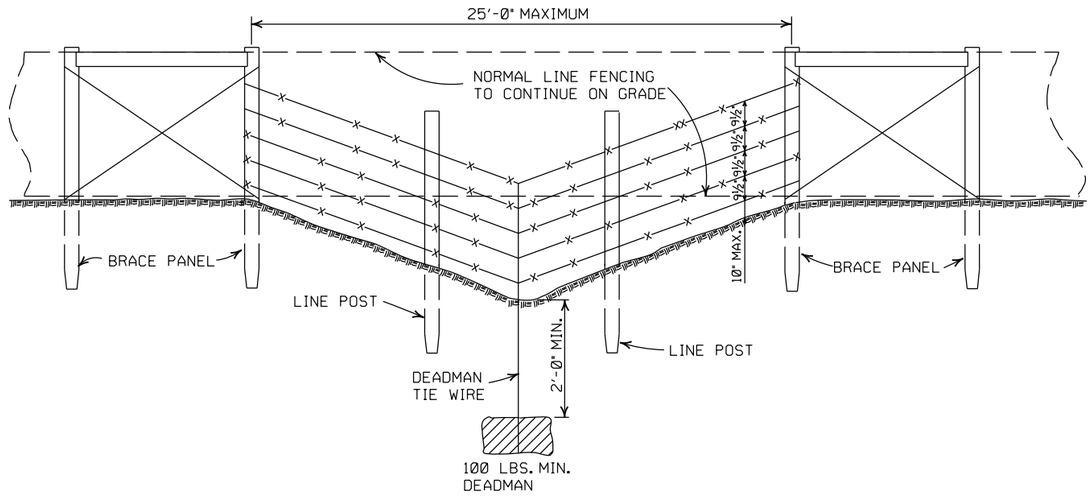
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD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

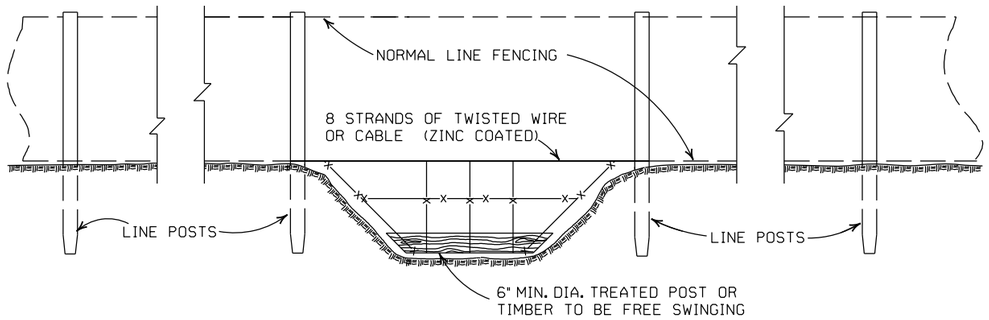
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

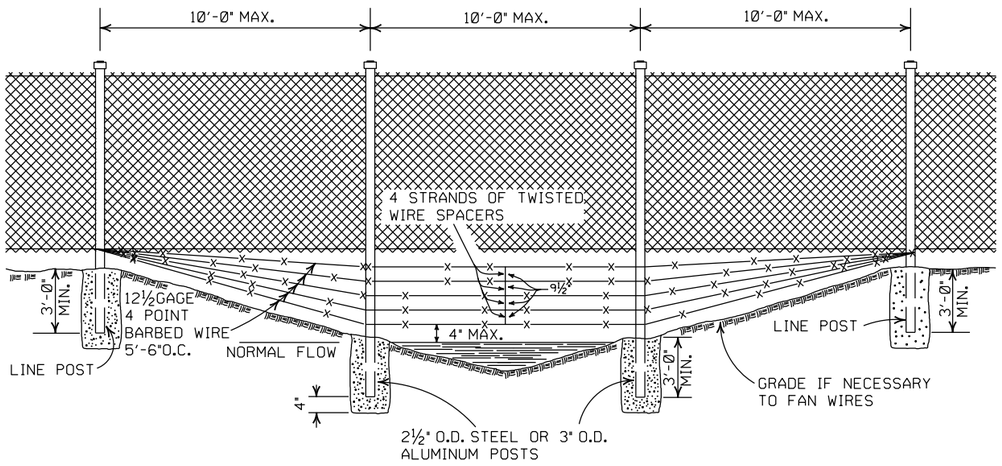
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3







GENERAL NOTES:

THESE INSTALLATIONS TO BE USED WHERE NORMAL FENCING INSTALLATION WOULD CAUSE THE COLLECTING OF DRIFT IN THE CHANNEL OR THE DEPRESSION WILL NOT PERMIT NORMAL INSTALLATION. INSTALLATIONS WILL BE MADE ONLY WHERE DIRECTED BY THE ENGINEER.

WHEN A FENCE LINE APPROACHES A DITCH, GULLY OR DEPRESSION, THE LAST POST ON LEVEL GROUND SHALL BE PLACED CLOSE ENOUGH TO THE EDGE OF THE DROP OFF THAT THE FENCE MAY BE STRUNG TO THE POST IN THE DEPRESSION WITHOUT TOUCHING THE GROUND.

IN TERRAIN OF SUCH EXTREME IRREGULARITY THAT MINOR GRADING WILL NOT BE FEASIBLE, THE NORMAL FENCE SHALL CONTINUE ON GRADE AND THE GULLIES OR DEPRESSIONS TREATED BY AUXILIARY FENCES AS SHOWN.

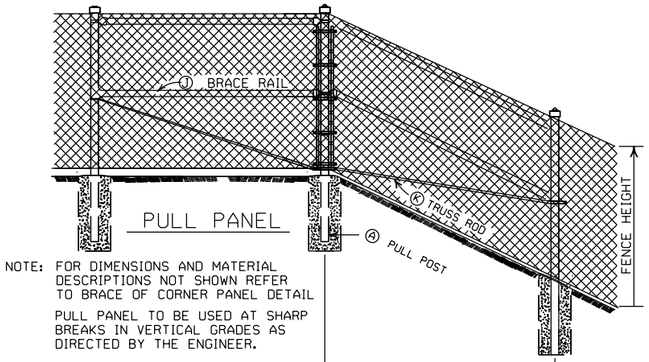
PAYMENT FOR THE TYPE INSTALLATION USED WILL NOT BE MADE DIRECTLY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR WIRE FENCE OR CHAIN LINK FENCE.

DATE	REVISION	FILMED
4-20-79	REVISED TOP RAIL & TENSION WIRE	696-4-20-79
10-2-72	REVISED AND REDRAWN	529-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE WATER GAPS

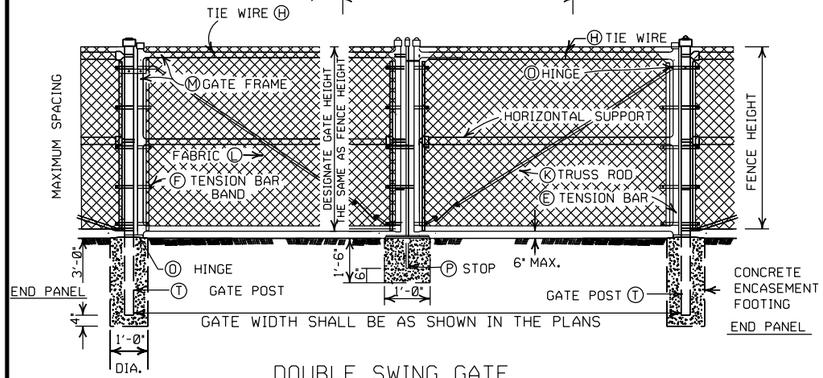
STANDARD DRAWING WF-2



PULL PANEL

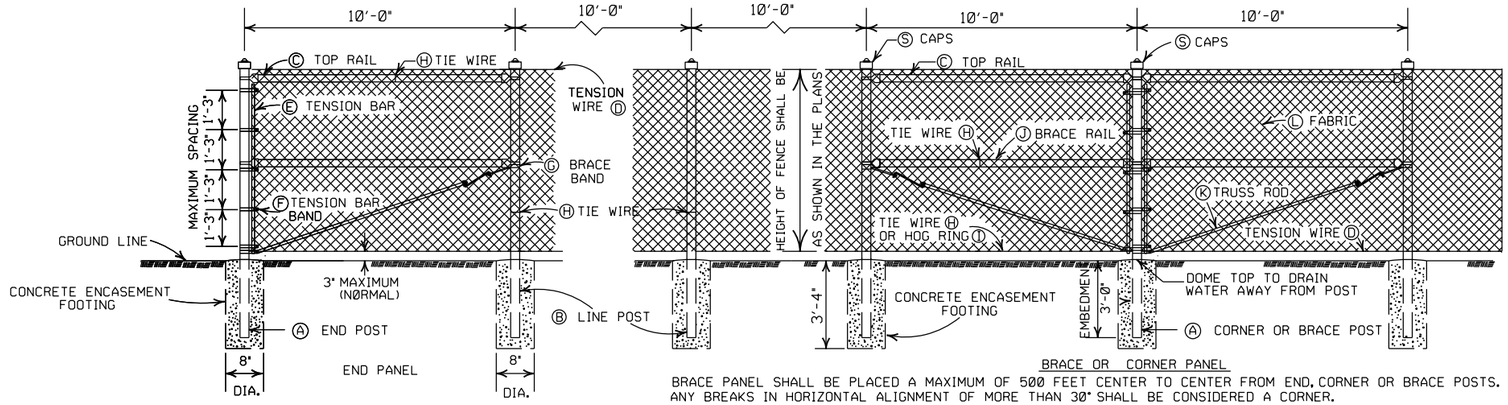
NOTE: FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN REFER TO BRACE OF CORNER PANEL DETAIL

PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.



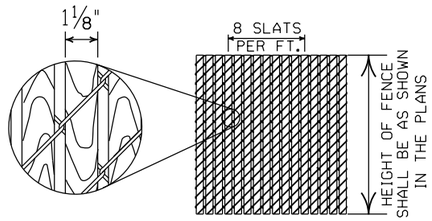
DOUBLE SWING GATE

POST SPACING DETAIL



BRACE OR CORNER PANEL

BRACE PANEL SHALL BE PLACED A MAXIMUM OF 500 FEET CENTER TO CENTER FROM END, CORNER OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30° SHALL BE CONSIDERED A CORNER.



1⅛" X ¼" REDWOOD SLATS(LENGTH TO MATCH HEIGHT OF FENCE)

DETAIL OF REDWOOD SLAT INSTALLATION

(WHERE APPLICABLE)

GENERAL NOTES:

(C) CHAIN LINK FENCE BEING PLACED ON PRIVATE PROPERTY SHALL INCLUDE A TOP RAIL. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LIN. FT. OF CHAIN LINK FENCE.

(D) TENSION WIRE: SHALL BE SECURED TO ALL TERMINAL, PULL, BRACE OR CORNER POSTS WITH TENSION BAR BANDS.

(J) BRACE RAIL: BRACE RAILS SHALL BE PROVIDED AT ALL TERMINAL, PULL, BRACE OR CORNER POSTS HALFWAY BETWEEN THE TOP RAIL AND GROUND LEVEL WHEN TOPRAIL IS SPECIFIED AND TWELVE INCHES (12") DOWN FROM TOP OF FABRIC WHEN TOP TENSION WIRE IS SPECIFIED. BRACE RAIL SHALL EXTEND FROM SUCH POST TO THE FIRST ADJACENT LINE POST.

(L) FABRIC: SHALL CONFORM TO THE SPECIFICATIONS.

(M) GATE FRAMES: SHALL BE CONSTRUCTED OF TUBULAR MEMBERS ASSEMBLED BY USE OF HEAVY PRESSED STEEL, MALLEABLE FITTINGS OR BY WELDING. ALL GATES SHALL HAVE ONE HORIZONTAL SUPPORT EXTENDING THE WIDTH OF THE GATE AT THE MIDPOINTS OF VERTICAL FRAME MEMBERS. THE COMPLETE FRAME SHALL BE RIGID AND HAVE AMPLE STRENGTH TO BE FREE FROM SAG AND TWIST.

(O) HINGES: SHALL BE OF HEAVY PATTERN, OF ADEQUATE STRENGTH FOR GATE, AND WITH LARGE BEARING SURFACES FOR CLAMPING IN POSITION. THE HINGE SHALL BE OF THE PROPER TYPE TO ALLOW FOR THE DESIGNATED DEGREE OF SWING. THE HINGE SHALL NOT TWIST OR TURN UNDER THE ACTION OF THE GATE. THE GATES SHALL BE CAPABLE OF BEING OPENED AND CLOSED EASILY BY ONE PERSON.

(P) LATCHES AND STOPS: SHALL BE PROVIDED FOR ALL GATES. GATES SHALL HAVE A DROP BAR LATCH. LATCHES SHALL BE ARRANGED FOR LOCKING. THE STOP FOR DROP BAR LATCHES SHALL BE SET IN CONCRETE AND ENGAGE THE PLUNGER OF THE BAR LATCH.

(S) CAPS: ALL POSTS, EXCEPT ROLL FORMED POSTS AND "T" POSTS SHALL BE CAPPED OVER THE EXTERIOR OF THE POST, AND SHALL CONFORM TO ASTM F626.

CONCRETE REQUIRED FOR THE EMBEDMENT OF ALL POSTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR CHAIN LINK FENCE.

POSTS SHALL BE SPACED EQUIDISTANT ON A MAXIMUM OF 10' CENTERS.

EXCAVATION FOR POSTS: IN OTHER THAN ROCK SHALL BE OF THE DIMENSIONS INDICATED. IF ROCK IS ENCOUNTERED BEFORE REACHING THE REQUIRED DEPTH, THE EXCAVATION SHALL BE CONTINUED TO THE DEPTH INDICATED OR 1'-6" INTO THE ROCK, WHICHEVER IS LESS, AND SHALL BE A MINIMUM OF 8 INCHES IN DIAMETER.

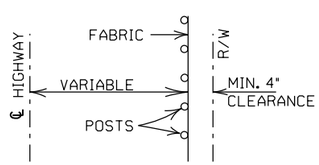
HEIGHT OF FENCE FABRIC	(A) END, PULL, CORNER OR BRACE POST	(B) LINE POSTS SIZE	(B) LINE POSTS TIE SPACING	(C) TOP RAIL SIZE	(C) TOP RAIL TIE SPACING	(C) TOP RAIL MIN. LENGTH	(D) TENSION WIRE SIZE	(D) TENSION WIRE TIE SPACING	(E) TENSION BAR SIZE	(E) TENSION BAR LENGTH	(F) TENSION BAR BAND SIZE	(F) TENSION BAR BAND BOLT SIZE	(F) TENSION BAR BAND SPACING	(G) BRACE BAND SIZE	(G) BRACE BAND BOLT SIZE
6' AND LESS	2½" O.D.	2" O.D.	1 TIE EVERY 1'-2" OF FABRIC HEIGHT	1⅝" O.D.	1 TIE EVERY 2'-0"	10'-0"	7 GAUGE COIL SPRING WIRE	1 TIE EVERY 1'-0"	MIN. OF ⅜" X ¾"	MIN. OF 2" LESS THAN FABRIC HEIGHT	MIN. OF ¾" X 0.074	⅝" X 1¼"	1 BAND AT TOP AND BOTTOM 15" MAX. INTERVAL BETWEEN BANDS	MIN. OF ¾" X 0.105	⅝" X 1¼"
OVER 6' TO 12' INCL.	3 " O.D.	2½" O.D.													

HEIGHT OF FENCE FABRIC	(H) TIE WIRE	(I) HOG RING	(J) BRACE RAIL SIZE	(J) BRACE RAIL TIE SPACING	(K) TRUSS ROD	(L) FABRIC SIZE	(L) FABRIC MESH	(L) FABRIC SELVAGE	(M) GATE FRAME SIZE	(M) GATE FRAME TIE SPACING	(N) HORIZONTAL SUPPORT SIZE	(N) HORIZONTAL SUPPORT TIE SPACING	(O) HINGE TYPE 180° SWING	(T) GATE POST GATE WIDTH 12' AND LESS	(T) GATE POST GATE WIDTH OVER 12' TO 24' INCL.
6' AND LESS	MIN. OF 12 GA. STEEL OR 9 GA. ALUM.	SAME GAUGE AS FABRIC	1⅝" O.D.	1 TIE EVERY 2'-0"	MIN. OF ⅝" ROUND WITH TIGHTNERS AND FITTINGS	9 GA.	2"	KNUCK -ING AND/OR TWIST -ING	2" O.D.	1 TIE EVERY 1'-0"	2" O.D.	1 TIE EVERY 1'-0"	OFFSET	3" O.D.	4" O.D.
OVER 6' TO 12' INCL.														4" O.D.	

NOTE: POST SIZES SHOWN ARE FOR STEEL. WHERE ALUMINUM IS PROVIDED, LINE POSTS SHALL HAVE AN OUT SIDE DIAMETER OF 2½" FOR FENCE HEIGHT OF 6' AND LESS, AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' TO 12'. END, PULL, CORNER OR BRACE POSTS SHALL HAVE AN OUTSIDE DIAMETER OF 3" FOR FENCE HEIGHT OF 6' AND LESS; AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHTS OF 6' TO 12'. GATE POSTS WHERE GATE WIDTH IS 12' AND LESS SHALL HAVE AN OUTSIDE DIAMETER OF 3½" FOR FENCE HEIGHT OF 6' AND LESS. ALUMINUM TENSION WIRE SHALL BE 0.192" IN DIAMETER. MINIMUM THICKNESS OF MATERIAL FROM WHICH EXPANSION SLEEVES SHALL BE MADE WILL BE 0.078". POSTS AND RAILS MAY HAVE ANY CROSS-SECTIONAL SHAPE THAT WILL MEET THE SPECIFICATIONS.

OTHER DETAILS APPLY TO BOTH STEEL AND ALUMINUM FENCE.

ALL MISCELLANEOUS FITTINGS AND HARDWARE SHALL MEET THE REQUIREMENTS AND PRODUCTION TOLERANCES AS SET FORTH IN THE SPECIFICATIONS. 9 GAUGE ALUMINUM WIRE SHALL BE ACCEPTABLE FOR TIEING FABRIC TO TUBULAR AND ROLL FORMED MEMBERS OF STEEL FENCE.



INSTALLATION MAY BE MODIFIED AS SHOWN IN THE PLANS

TYPICAL INSTALLATION DIAGRAM

POSTS AND RAILS

SIZE O.D.	GRADE 1 AND ALUMINUM ALLOY O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT. STEEL	LBS. PER LINEAR FT. ALUMINUM	GRADE 2 O.D. INCHES	WALL THICKNESS	LBS. PER LINEAR FT.
1⅝	1.660	0.140	2.27	0.786	1.660	0.111	1.84
2	1.900	0.145	2.72	0.940	1.900	0.120	2.28
2½	2.375	0.154	3.65	1.264	2.375	0.130	3.11
3	2.875	0.203	5.79	2.004	2.875	0.160	4.64
3½	3.500	0.216	7.58	2.621	3.500	0.160	5.71
4	4.000	0.226	9.11	3.151	4.000	0.160	6.56

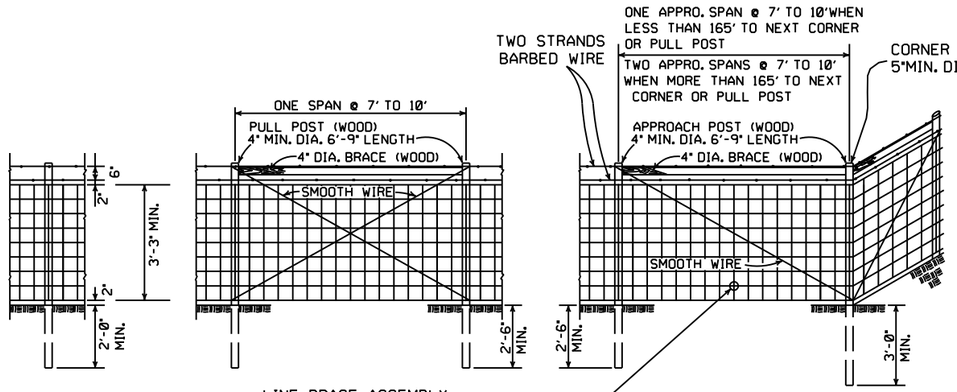
TOLERANCES ON DIMENSIONS AND WEIGHTS ACCORDING TO AASHTO M 181

DATE	REVISION	FILMED
11-17-10	REVISED TRUSS ROD	
12-10-09	REVISED POSTS & RAILS TABLE	
5-21-09	ADDED TABLE & GEN. NOTE (C)	
8-22-02	REVISED NOTES, REMOVED TABLE, & REMOVED FENCE ALTERNATE	
4-3-97	REVISED BRACE RAIL NOTE	
10-18-96	REVISED AASHTO & ASTM REF.	
11-3-94	REVISED NOTE (L)	
10-1-92	DELETED ALTERNATE POST	10-1-92
8-15-91	DELETED ROLL FORMED POST DETAIL & ADDED NOTE	8-15-91 8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
11-17-88	REVISED O.D. SIZES	668-11-17-88
10-30-87	GENERAL REVISIONS	548-10-30-87
4-20-79	REVISED TOP RAIL & TENSION WIRE	695-4-20-79
10-2-72	REVISED AND REDRAWN	530-10-2-72

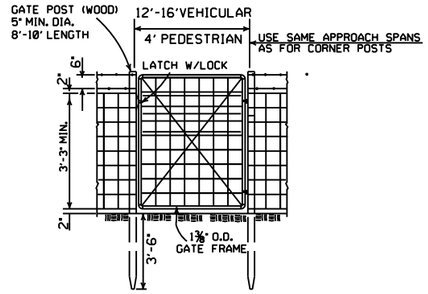
ARKANSAS STATE HIGHWAY COMMISSION

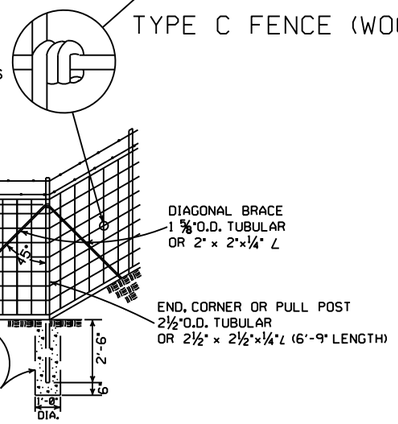
CHAIN LINK FENCE

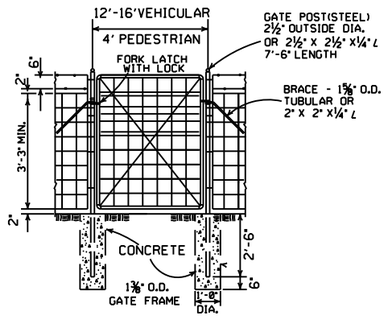
STANDARD DRAWING WF-3



TYPE C FENCE (WOOD POSTS)

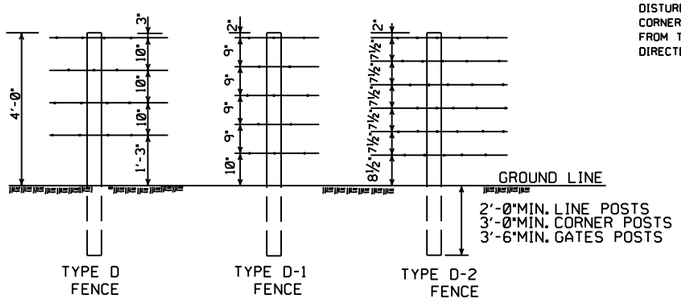




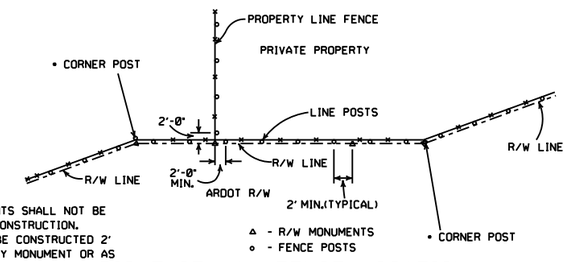


NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.

TYPE C FENCE (STEEL POSTS)

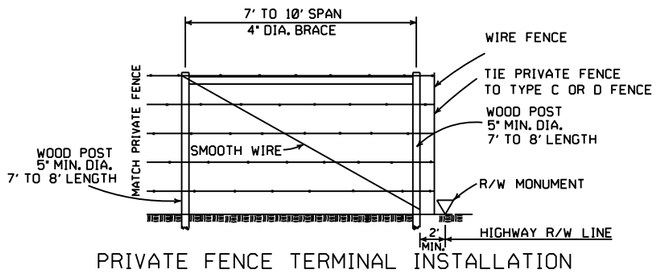


NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



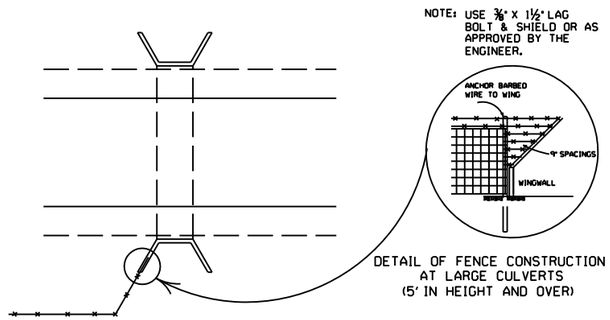
• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY FENCE LOCATION

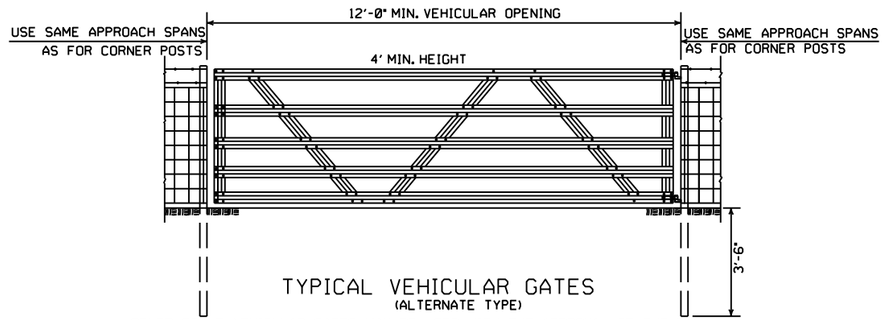


PRIVATE FENCE TERMINAL INSTALLATION

WHERE EXISTING FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN IN TYPE C FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)



TYPICAL VEHICULAR GATES

(ALTERNATE TYPE)

OTHER STYLE VEHICULAR GATES MAY BE USED WITH THE APPROVAL OF THE ENGINEER. THE METHOD OF SECURING GATE (LATCH AND/OR LOCK)SHALL MEET THE APPROVAL OF THE ENGINEER.

GENERAL NOTES:

STEEL LINE POSTS SHALL BE PAINTED OR GALVANIZED. TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK). APPROVED ALTERNATES ARE ACCEPTABLE.
AN ACCEPTABLE TOLERANCE IN LENGTH OF TUBULAR OR WOODEN POSTS SHALL BE - 1" TO +2".
TUBULAR POSTS MUST BE PAINTED OR GALVANIZED.

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF TIMBER LINE POSTS OF 7 FOOT LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

DRIVEWAY GATES, EITHER SINGLE 12' TO 16' OR DOUBLE 6' TO 8' OPENING OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE, FOR USE OF MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON PLANS OR AS DESIGNATED BY THE ENGINEER.

AT STREAM CROSSINGS, THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF THE BANK TO THE BRIDGE STRUCTURE A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRES A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

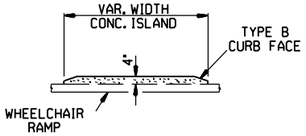
STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

DATE	REVISION	FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	REVISED BARB WIRE AND ADDED CORNER POST NOTES	6-2-94
8-5-93	REVISED R/W INSTALLATION FENCE	8-5-93
10-1-92	ADDED STAPLE NOTE	10-1-92
8-15-91	ADDED TYPE D-2 FENCE	8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
7-15-88	ADDED SPLICE NOTE	700-7-15-88
10-30-87	GENERAL REVISIONS	549-10-30-87
11-1-84	MAX. POST SPACING MIN. WIRE GAUGE	507-11-1-84
1-4-83	MIN. DIA. LINE POST	648-1-4-83
3-2-81	TOLERANCE FOR POST LENGTH	722-3-2-81
12-1-72	ADDED D-1 & FENCE INSTALLATION	564-12-1-72
10-2-72	REVISED AND REDRAWN	540-10-2-72

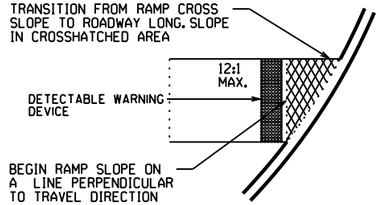
ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE TYPE C AND D

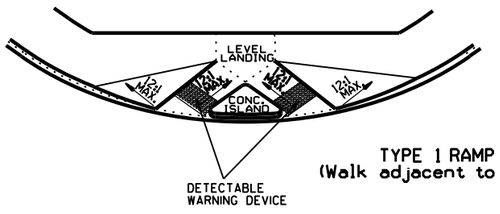
STANDARD DRAWING WF-4



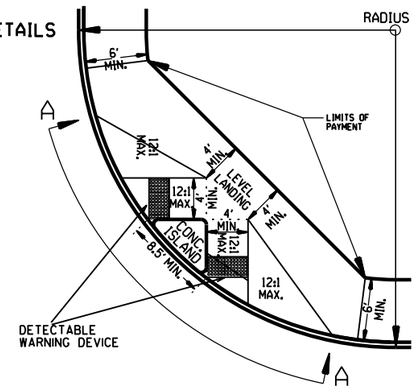
CONCRETE ISLAND DETAIL

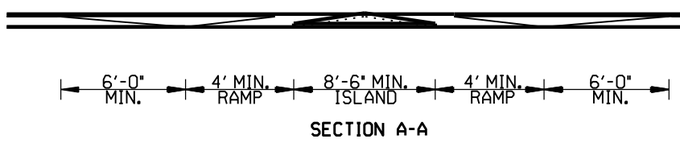


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

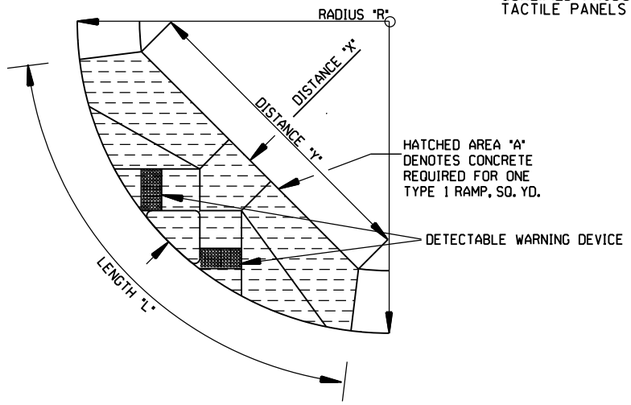




SECTION A-A

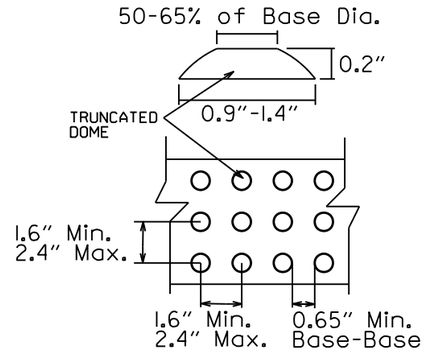
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

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



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

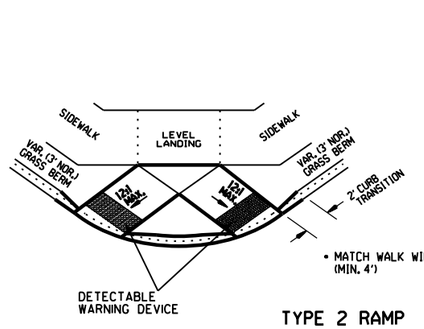
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT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



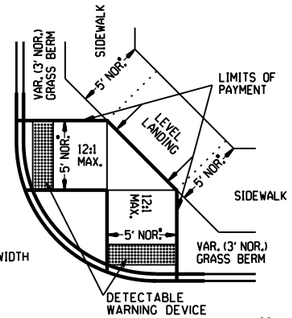
DETECTABLE WARNING DEVICE DETAIL

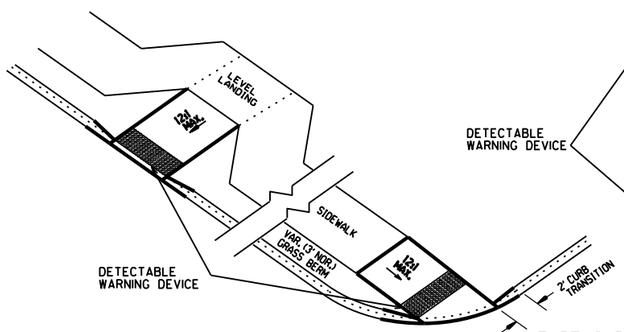
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

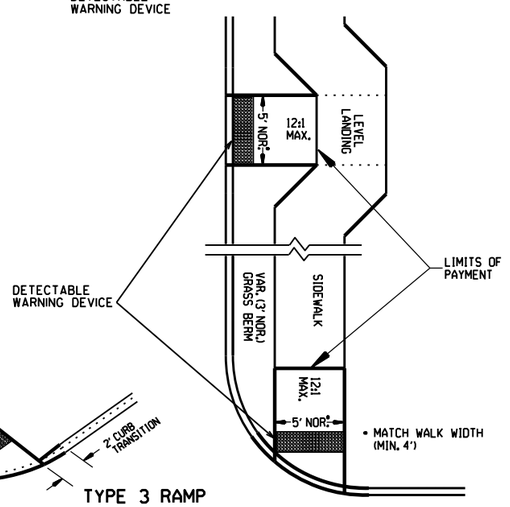


TYPE 2 RAMP

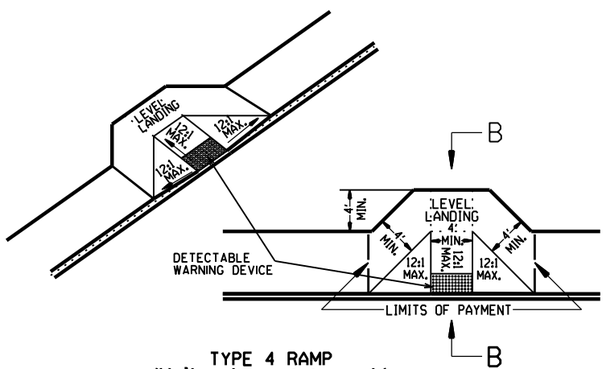




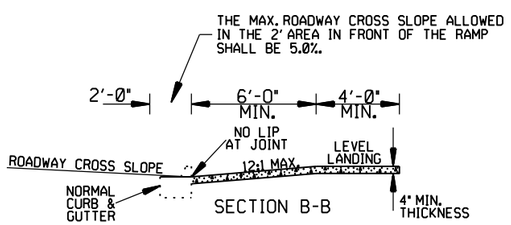
TYPE 3 RAMP



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



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

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

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

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

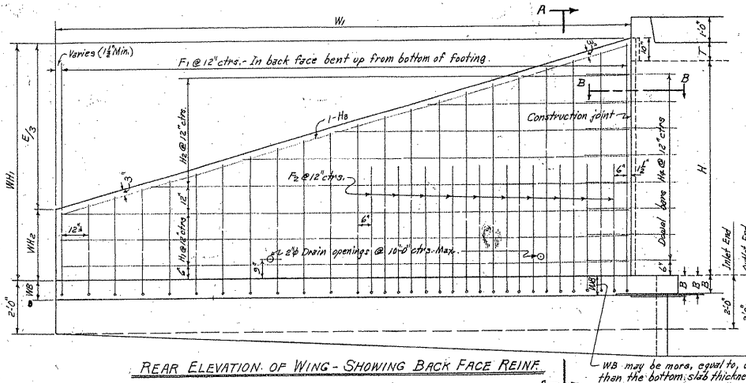
DATE	REVISION	DATE FILM
11-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
11-18-98	REVISED NOTES	
8-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8#TO12#MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.H.D.	299-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

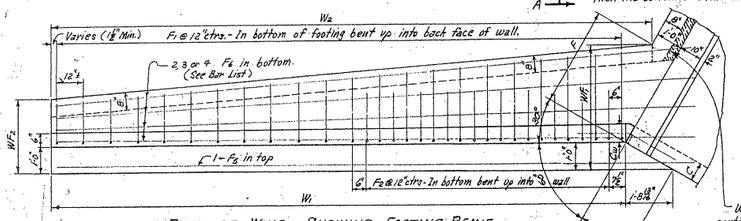
WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS

STANDARD DRAWING WR-1

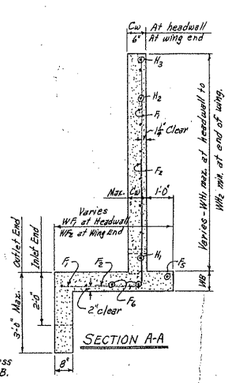
FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF WING - SHOWING BACK FACE REINF.

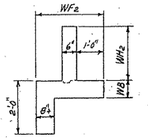


PLAN OF WING - SHOWING FOOTING REINF.



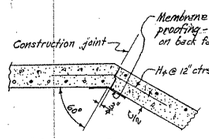
SECTION A-A

WB may be more, equal to, or less than the bottom slab thickness B.

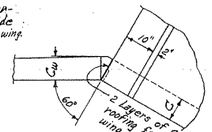


END VIEW OF WING

When B is more than WB, the shaded portion of the apron shall be made the same thickness as the barrel base B.



SECTION B-B THRU CONSTRUCTION JOINT



DETAIL AT TOP OF WING

NOTE:- Payment for membrane waterproofing and roofing felt to be included in the price bid for Class S Concrete.

WING DIMENSIONS

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADWALL = C	WINGWALL HEIGHTS		WIDTHS OF WING FOOTINGS		PERPENDICULAR FOOTING DIMENSION	PERPENDICULAR DIST. FROM HDWL. TO END OF WING	LENGTH OF WING WALLS	INSIDE FOOTING DIMENSION	* QUANTITY PER WING CLASS S CONCRETE	
			AT HEADWALL	AT END OF WING	AT HEADWALL	AT END OF WING					INLET END	OUTLET END
H	WB	Cw	WH1	WH2	WF1	WF2	F	E	W1	W2	Cu.Yd.	Cu.Yd.
2'	7"	6"	2'-10"	0'-8"	2'-4"	2'-0"	0'-11⅞"	6'-6"	7'-6"	7'-1½"	0.889	0.986
3'	7"	6"	3'-10"	1'-0"	2'-8"	2'-1⅛"	1'-1⅜"	8'-6"	9'-3⅜"	9'-2⅝"	1.338	1.466
4'	7"	6"	4'-10"	1'-2"	3'-0"	2'-3"	1'-3"	10'-6"	12'-1⅝"	12'-1⅝"	1.868	2.027
5'	7"	6"	5'-10"	1'-8"	3'-4"	2'-9⅜"	2'-1⅞"	12'-6"	14'-5⅝"	14'-7⅛"	2.478	2.668
		7"	5'-10"	1'-8"	3'-4"	2'-4⅞"	2'-1⅞"	12'-6"	14'-5⅝"	14'-7⅛"	2.582	2.772
6'	8"	7"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	16'-7⅛"	3.440	3.661
		7⅞"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	17'-1⅝"	3.511	3.732
		8"	6'-10"	2'-0"	3'-8"	2'-6"	2'-2⅝"	14'-6"	16'-5"	17'-1⅝"	3.582	3.803
7'	8⅝"	7⅞"	7'-10"	2'-4"	4'-2"	2'-7⅞"	3'-1⅜"	16'-6"	19'-0⅝"	19'-8⅜"	4.505	4.758
		8"	7'-10"	2'-4"	4'-2"	2'-7⅝"	3'-1⅜"	16'-6"	19'-0⅝"	19'-8⅜"	4.597	4.851
8'	9"	8"	8'-10"	2'-8"	4'-8"	2'-9"	3'-8"	18'-6"	21'-4⅝"	22'-0⅛"	5.761	6.047

* Quantity per wing does not include headwall or that portion of apron or toewall for the length W3.

APRON DIMENSION W3

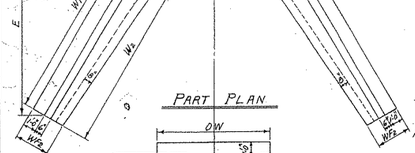
W3 = (OW - 2F)

CLEAR SPAN	CLEAR HEIGHT	2 x FOOTING DIMENSION	SINGLE BARREL CULVERT		DOUBLE BARREL CULVERT		TRIPLE BARREL CULVERT		QUADRUPLE BARREL CULVERT		QUINTUPLE BARREL CULVERT	
S	H	2F	OW	W3	OW	W3	OW	W3	OW	W3	OW	W3
4'	2'	1'-11⅞"	5'-0"	3'-0⅛"	9'-8"	7'-8⅛"	14'-4"	12'-4⅛"	19'-0"	17'-0⅛"	23'-8"	21'-8⅛"
	3'	2'-8⅛"	5'-0"	2'-3⅜"	9'-8"	6'-11⅛"	14'-4"	11'-7⅛"	19'-0"	16'-3⅛"	23'-8"	20'-11⅛"
	4'	3'-6"	5'-0"	1'-6"	9'-8"	6'-2"	14'-4"	10'-10"	19'-0"	15'-6"	23'-8"	20'-2"
	5'	4'-3⅜"	5'-0"	0'-8⅝"	9'-8"	5'-4⅜"	14'-4"	10'-0⅜"	19'-0"	14'-8⅜"	23'-8"	19'-8⅜"
	6'	5'-0⅝"	5'-2"	0'-1⅛"	9'-11"	4'-10⅛"	14'-8"	9'-7⅛"	19'-5"	14'-4⅛"	24'-2"	19'-1⅛"
5'	3'	2'-8⅛"	6'-0"	3'-3⅜"	11'-8"	8'-11⅛"	17'-4"	14'-7⅛"	23'-0"	20'-3⅛"	28'-8"	25'-11⅛"
	4'	3'-6"	6'-0"	2'-6"	11'-8"	8'-2"	17'-4"	13'-10"	23'-0"	19'-6"	28'-8"	25'-2"
	5'	4'-3⅜"	6'-0"	1'-8⅝"	11'-8"	7'-5⅜"	17'-4"	13'-0⅜"	23'-0"	18'-8⅜"	28'-8"	24'-8⅜"
	6'	5'-0⅝"	6'-2"	1'-1⅛"	11'-11"	6'-10⅛"	17'-8"	12'-7⅛"	23'-5"	18'-4⅛"	29'-2"	24'-1⅛"
	7'	6'-2⅛"	6'-5"	0'-0⅝"	12'-1"	5'-10⅝"	17'-11"	11'-8⅝"	23'-9"	17'-8⅝"	29'-7"	23'-6⅝"
6'	3'	2'-8⅛"	7'-0"	4'-3⅜"	13'-8"	10'-11⅛"	20'-4"	17'-7⅛"	27'-0"	24'-3⅛"	33'-8"	30'-11⅛"
	4'	3'-6"	7'-0"	3'-6"	13'-8"	10'-2"	20'-4"	16'-10"	27'-0"	23'-6"	33'-8"	30'-2"
	5'	4'-3⅜"	7'-0"	2'-8⅝"	13'-8"	9'-5⅜"	20'-4"	16'-0⅜"	27'-0"	22'-8⅜"	33'-8"	29'-8⅜"
	6'	5'-0⅝"	7'-2"	2'-1⅛"	13'-11"	8'-10⅛"	20'-8"	15'-7⅛"	27'-5"	22'-2⅛"	34'-2"	29'-1⅛"
	7'	6'-2⅛"	7'-5"	1'-6"	14'-1"	7'-10⅝"	20'-11"	14'-8⅝"	27'-9"	21'-6⅝"	34'-7"	28'-6⅝"
	8'	7'-1⅝"	7'-8"	0'-10⅝"	14'-5"	6'-10⅛"	21'-0"	13'-8⅛"	27'-10"	20'-6⅛"	34'-8"	27'-10⅛"
8'	4'	3'-6"	9'-0"	5'-6"	17'-6"	14'-2"	26'-1"	22'-10"	35'-0"	31'-6"	43'-8"	40'-2"
	5'	4'-3⅜"	9'-2"	4'-10⅜"	17'-11"	13'-7⅜"	26'-8"	21'-11⅜"	35'-5"	31'-1⅜"	44'-2"	39'-10⅜"
	6'	5'-0⅝"	9'-2"	4'-1⅛"	17'-11"	12'-10⅛"	26'-8"	21'-1⅛"	35'-5"	30'-3⅛"	44'-2"	39'-1⅛"
	7'	6'-2⅛"	9'-5"	3'-0⅝"	18'-1"	11'-10⅝"	26'-11"	20'-0⅝"	35'-9"	29'-4⅝"	44'-7"	38'-0⅝"
	8'	7'-1⅝"	9'-9"	2'-0"	18'-2"	10'-11"	27'-0"	19'-0"	35'-10"	28'-6"	44'-8"	37'-11"
9'	5'	4'-3⅜"	10'-2"	5'-10⅜"	19'-11"	15'-7⅜"	29'-8"	25'-4⅜"	39'-5"	35'-1⅜"	49'-2"	44'-10⅜"
	6'	5'-0⅝"	10'-3"	5'-2⅛"	20'-1"	15'-0⅛"	29'-11"	24'-6⅛"	39'-9"	34'-3⅛"	49'-7"	44'-1⅛"
	7'	6'-2⅛"	10'-5"	4'-0⅝"	20'-1"	13'-10⅝"	29'-11"	23'-5⅝"	39'-9"	33'-4⅝"	49'-7"	43'-1⅝"
	8'	7'-1⅝"	10'-9"	3'-0"	20'-2"	12'-11"	29'-10"	22'-3"	39'-10"	32'-6"	49'-8"	42'-3"
10'	5'	4'-3⅜"	11'-2"	6'-10⅜"	21'-11"	17'-7⅜"	32'-8"	28'-4⅜"	43'-5"	39'-1⅜"	54'-2"	49'-10⅜"
	6'	5'-0⅝"	11'-3"	6'-2⅛"	22'-1"	17'-0⅛"	32'-11"	27'-10⅛"	43'-9"	38'-3⅛"	54'-7"	49'-1⅛"
	7'	6'-2⅛"	11'-5"	5'-0⅝"	22'-1"	15'-10⅝"	32'-11"	26'-5⅝"	43'-9"	37'-4⅝"	54'-7"	48'-1⅝"
	8'	7'-1⅝"	11'-9"	4'-0"	22'-2"	14'-11"	33'-0"	25'-3"	43'-10"	36'-6"	54'-8"	47'-4"
11'	6'	5'-0⅝"	12'-3"	7'-3⅛"	24'-2"	19'-1⅛"	36'-0"	30'-11⅛"	47'-10"	42'-3⅛"		
	7'	6'-2⅛"	12'-5"	6'-1⅝"	24'-2"	17'-11⅝"	36'-0"	29'-5⅝"	47'-10"	41'-1⅝"		
	8'	7'-1⅝"	12'-9"	5'-0"	24'-2"	16'-10"	36'-0"	28'-3"	47'-10"	40'-6"		
12'	6'	5'-0⅝"	13'-3"	8'-3⅛"	26'-2"	21'-1⅛"	39'-0"	33'-11⅛"	51'-10"	46'-3⅛"		
	7'	6'-2⅛"	13'-5"	7'-1⅝"	26'-2"	19'-11⅝"	39'-0"	32'-5⅝"	51'-10"	45'-1⅝"		
	8'	7'-1⅝"	13'-8"	6'-0"	26'-2"	18'-10"	39'-0"	31'-3"	51'-10"	44'-6"		

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING FOOTING	REINFORCING STEEL - FOR 4 WINGS @	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
4'	2'	6"	7"	108.0	4.50	5.96	6.42	7.38	8.34
	3'	6"	7"	169.4	6.26	7.21	8.17	9.13	10.09
	4'	6"	7"	259.6	8.33	9.28	10.24	11.20	12.16
	5'	6"	7"	357.8	10.72	11.68	12.64	13.60	14.56
	6'	7"	8"	583.1	14.55	15.53	16.52	17.51	18.49
5'	3'	6"	7"	169.4	6.97	7.68	8.79	9.96	11.12
	4'	6"	7"	259.6	8.54	9.70	10.87	10.03	12.20
	5'	6"	7"	357.8	10.94	12.10	13.26	14.43	15.59
	6'	7"	8"	583.1	14.77	15.96	17.15	18.34	19.54
	7'	7⅞"	8⅝"	1139.6	18.94	20.15	21.37	22.59	23.80
6'	3'	6"	7"	169.4	6.68	8.06	9.42	10.80	12.18
	4'	6"	7"	259.6	8.75	10.12	11.49	12.87	14.25
	5'	7"	7"	357.8	11.15	12.53	13.89	15.27	16.65
	6'	7"	8"	583.1	14.98	16.39	17.78	19.18	20.59
	7'	7⅞"	8⅝"	1139.6	19.15	20.58	22.00	23.43	24.86
	8'	8"	9"	1925.6	25.09	25.53	26.96	28.39	29.83
7'	4'	6"	7"	259.6	8.97	10.58	12.15	13.76	15.35
	5'	6"	7"	357.8	11.36	12.97	14.58	16.15	17.75
	6'	7"	8"	583.1	15.20	16.82	18.42	20.04	21.66
	7'	7⅞"	8⅝"	1139.6	19.38	21.02	22.68	24.28	25.92
	8'	8"	9"	1925.6	24.32	25.97	27.60	29.25	30.89
8'	4'	6"	7"	259.6	9.19	11.03	12.82	14.65	16.45
	5'	7"	7"	357.8	12.03	13.89	15.70	17.55	19.34
	6'	7"	8"	583.1	15.92	17.27	19.09	20.93	22.75
	7'	7⅞"	8⅝"	1139.6	19.59	21.46	23.30	25.16	26.99
	8'	8"	9"	1925.6	24.54	26.41	28.28	30.11	31.96
9'	5'	7"	7"	357.8	12.26	14.39	16.87	18.95	20.97
	6'	7⅞"	8"	583.1	15.94	18.09	20.09	22.19	24.23
	7'	7⅞"	8⅝"	1139.6	19.81	21.91	23.96	26.06	28.10
	8'	8"	9"	1925.6	24.76	26.86	28.91	31.00	33.05
10'	5'	7"	7"	357.8	12.49	14.80	17.05	19.24	21.52
	6'	7⅞"	8"	583.1	16.17	18.50	20.77	22.99	25.28
	7'	7⅞"	8⅝"	1139.6	20.04	22.37	24.64	26.87	29.15
	8'	8"	9"	1925.6	24.98	27.31	29.58	31.81	34.10
11'	6'	8"	8"	583.1	16.69	19.27	21.76	24.23	
	7'	8"	8⅝"	1139.6	20.64	23.22	25.71	28.18	
	8'	8"	9"	1925.6	25.19	27.77	30.27	32.74	
12'	6'	8"	8"	583.1	16.92	19.75	22.45	25.18	
	7'	8"	8⅝"	1139.6	20.87	23.69	26.40	29.18	
	8'	8"	9"	1925.6	25.42	28.25	30.96	33.69	

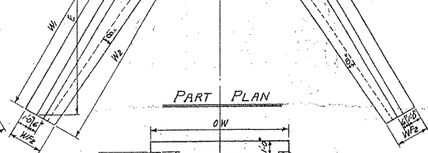
* For reinforcing steel in Headwalls and Aprons, See Details of Standard Barrel Sections for R.C. Box Culverts for the desired Span and Height.



PART PLAN

END ELEVATION

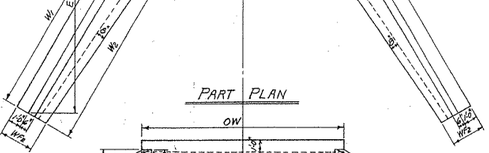
SINGLE BARREL CULVERT



PART PLAN

END ELEVATION

DOUBLE BARREL CULVERT

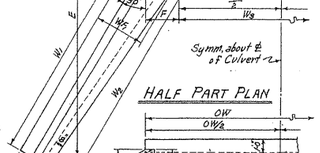


PART PLAN

END ELEVATION

TRIPLE BARREL CULVERT

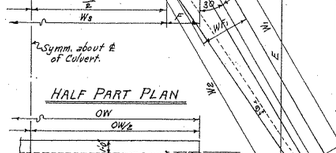
NOTE:- Plans and Elevations are not to scale.



HALF PART PLAN

HALF END ELEVATION

QUADRUPLE BARREL CULVERT



HALF PART PLAN

HALF END ELEVATION

QUINTUPLE BARREL CULVERT

MEMBRANE:- A membrane waterproofing 12" wide, consisting of three mopings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the construction joints in wings.

BAR LIST FOR ONE WING - 4 REQUIRED

CLEAR HEIGHT	F1 Bent: In bottom of footing, bent up into back face of wing. One bar of each length.								F2 Bent: In bottom of footing, bent up into back face of wing. Alt. with F1 bars.						F5 Straight: Longitudinal in top of wing footing heel.			F6 Straight: Longitudinal in bottom of wing footing toe.			H1 Straight: Horizontal in back face of wing.			H2 Straight: Horizontal in back face of wing. One bar of each length.					H3 Straight: In back face of wing at top - on slope.			H4 Bent: Dowels thru construction joint at headwall.				QUANTITY REINFORCING STEEL PER WING	BAR BENDING DIAGRAMS
				LENGTHS VARY																					LENGTHS VARY												
H	SIZE	SPACING	NO. REQD	MIN.	MAX.	X MIN.	X MAX.	Y MIN.	Y MAX.	SIZE	SPACING	NO. REQD	LENGTH	X	Y	SIZE	NO. REQD	LENGTH	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	MAX.	MIN.	SIZE	NO. REQD	LENGTH	SIZE	SPACING	NO. REQD	LENGTH	X	LB.	
2'	#3	12"	8	1'-6"	3'-10"	0'-8"	1'-0"	0'-11"	2'-11"	—	—	—	—	—	—	#3	1	9'-8"	#3	2	8'-6"	#3	12"	1	7'-2"	—	—	#3	1	9'-6"	#3	12"	2	2'-8"	1'-9"	27.0	
3'	#3	12"	10	2'-2"	5'-2"	0'-10"	1'-3"	1'-5"	4'-0"	—	—	—	—	—	—	#3	1	12'-0"	#3	2	11'-0"	#3	12"	1	9'-6"	#3	12"	#3	1	7'-6"	#3	12"	3	2'-8"	1'-9"	41.1	
4'	#3	12"	13	2'-9"	6'-6"	0'-11"	1'-7"	1'-8"	5'-0"	—	—	—	—	—	—	#3	1	14'-9"	#3	3	13'-6"	#3	12"	1	11'-10"	#3	12"	#3	1	10'-11"	#3	12"	4	2'-8"	1'-9"	63.7	
5'	#3	12"	15	2'-11"	7'-10"	1'-1"	1'-11"	1'-11"	6'-0"	#3	12"	4	3'-6"	1'-1"	2'-6"	#3	1	16'-8"	#3	3	16'-0"	#3	12"	2	14'-2"	#3	12"	#3	1	14'-1"	#3	12"	5	2'-8"	1'-9"	89.5	
6'	#4	12"	17	3'-6"	9'-3"	1'-2"	2'-3"	2'-5"	7'-1"	#3	12"	4	4'-6"	1'-4"	3'-3"	#3	1	19'-0"	#3	3	18'-6"	#3	12"	2	16'-6"	#3	12"	#4	1	19'-5"	#3	12"	6	2'-8"	1'-9"	145.8	
7'	#4	12"	20	3'-9"	10'-9"	1'-3"	2'-9"	2'-7"	8'-1"	#4	12"	7	5'-6"	1'-7"	4'-0"	#4	1	21'-4"	#4	4	21'-0"	#4	12"	2	18'-9"	#4	12"	#5	1	17'-9"	#4	12"	7	3'-6"	1'-9"	283.7	
8'	#4	12"	22	4'-4"	12'-3"	1'-5"	3'-2"	3'-0"	9'-2"	#4	12"	10	6'-6"	1'-10"	4'-9"	#4	1	23'-8"	#4	4	23'-6"	#4	12"	3	21'-1"	#4	12"	#5	1	17'-9"	#4	12"	8	3'-6"	1'-9"	356.4	

NOTE:- Dimensions are to bar centers.

REVISIONS:- Membrane added. 5-10-66 W.C.H.

Designed By:- W.C.H. 8-20-62. Checked By:-
Drawn By:- W.C.H. 12-4-62. Checked By:- RMS. 1-31-63
Quantities By:- W.C.H. 12-14-62. Checked By:- RMS. 3-29-63
Rechecked By:-

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 SLOPES

SINGLES, DOUBLES, TRIPLES, QUADRUPLES & QUINTUPLES. — ALL DEPTHS OF COVER FOR H = 8'-0" OR LESS

STANDARD DRAWING NO. W-X003-1

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾ chamfers.

REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.

CONSTRUCTION JOINTS:- Construction joints between wingwall, footings and sidewalls shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

UNIT STRESSES:-

Class S Concrete (n=10) 1200 #/□"

Reinforcing Steel 20,000 #/□"

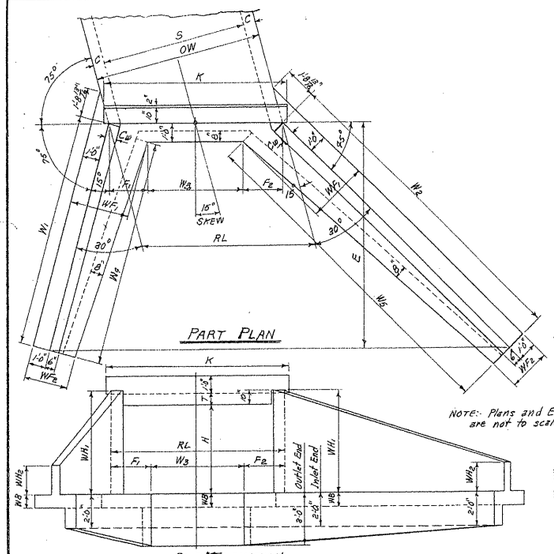
NOTE:- This drawing to be used in conjunction with Standard Barrel Sections, Drawing Nos. as listed below.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-100X-0	R-200X-0	R-300X-0	R-400X-0	R-500X-0
R-100X-X1	R-200X-X1	R-300X-X1	R-400X-X1	R-500X-X1
R-100X-X2	R-200X-X2	R-300X-X2	R-400X-X2	
	R-200X-X3	R-300X-X3		

CLASS S CONCRETE

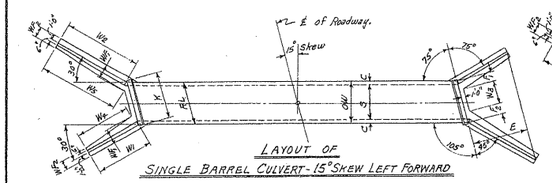
Mylar

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

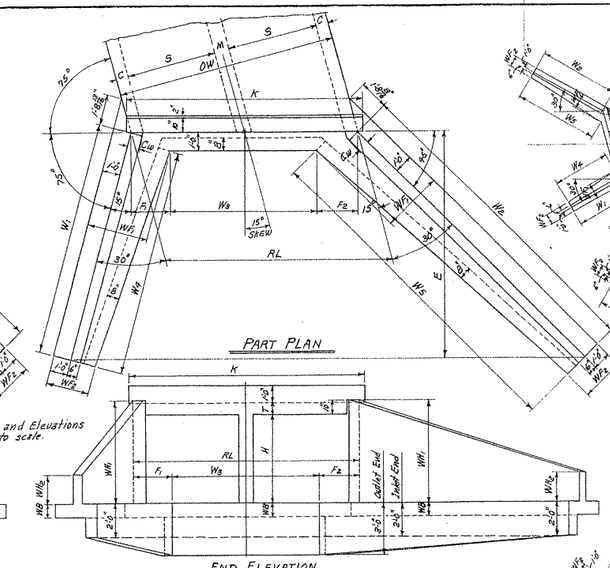


SINGLE BARREL CULVERT - 15° SKEW RIGHT FORWARD

Details of Culvert with 15° Skew Left Forward is reversed, see Layout below.

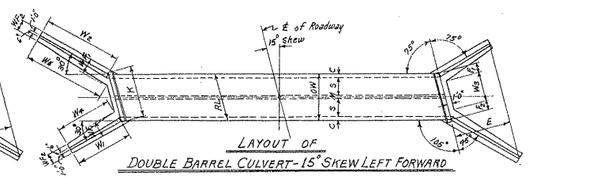


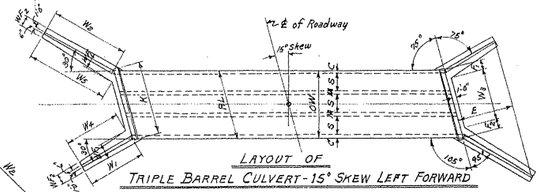
NOTE:- Plans and Elevations are not to scale.

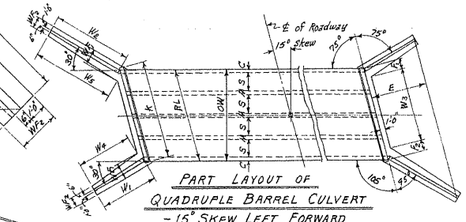


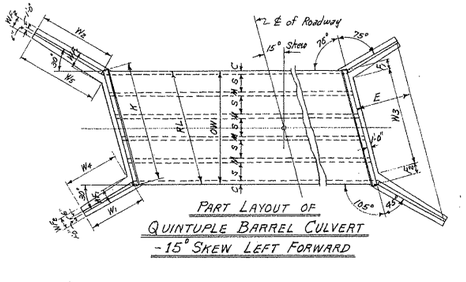
DOUBLE BARREL CULVERT - 15° SKEW RIGHT FORWARD

Details of Culvert with 15° Skew Left Forward is reversed, see Layout below.

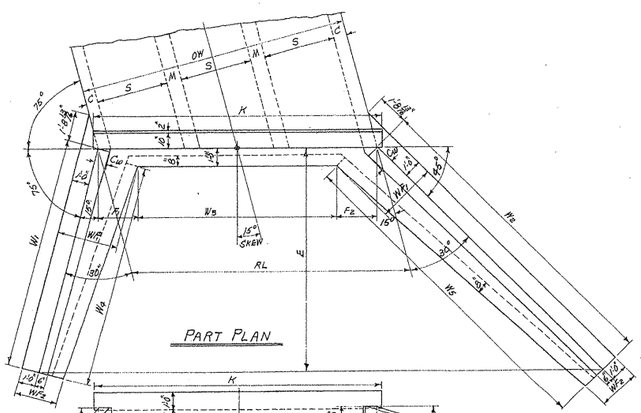








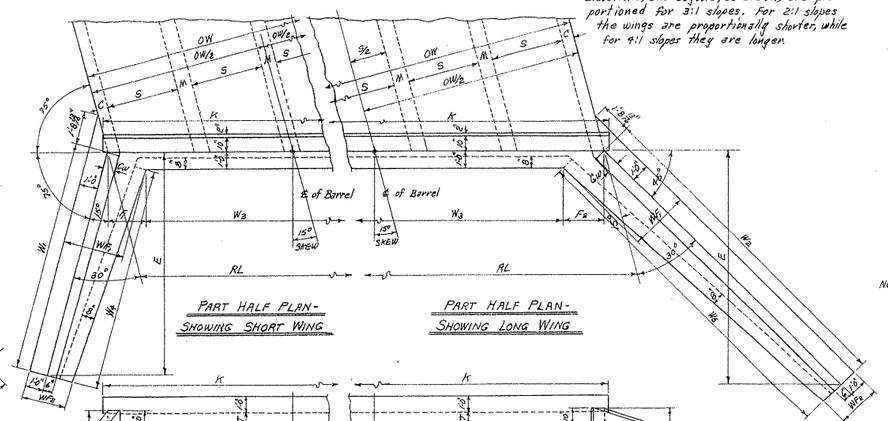
NOTE:- The length of the wings for the Plans, Elevations, and Layouts, as drawn, are proportioned for 3:1 slopes. For 2:1 slopes the wings are proportionally shorter, while for 4:1 slopes they are longer.



TRIPLE BARREL CULVERT - 15° SKEW RIGHT FORWARD

Details of Culvert with 15° Skew Left Forward is reversed, see Layout at top center of sheet.

NOTE:-Plans and Elevations are not to scale.



QUADRUPLE BARREL CULVERT - 15° SKEW RT. FWD.

Details of Culvert with 15° Skew Left Forward is reversed, see Layout at above center.

QUINTUPLE BARREL CULVERT - 15° SKEW RT. FWD.

Details of Culvert with 15° Skew Left Forward is reversed, see Layout above.

ROADWAY LENGTH RL — HEADWALL LENGTH K — APRON DIMENSION W_3

$RL = OW \times 1.035276$ — $K = RL + (6\frac{1}{2}^{"})$ — $W_3 = RL - (F_1 + F_2)$

USE WITH DRAWING No.	CLEAR SPAN S	CLEAR HEIGHT H	SUM OF SLOPING DIMENSIONS F_1 & F_2	SINGLE BARREL CULVERT OW	SINGLE BARREL CULVERT RL	SINGLE BARREL CULVERT K	SINGLE BARREL CULVERT W_3	DOUBLE BARREL CULVERT OW	DOUBLE BARREL CULVERT RL	DOUBLE BARREL CULVERT K	DOUBLE BARREL CULVERT W_3	TRIPLE BARREL CULVERT OW	TRIPLE BARREL CULVERT RL	TRIPLE BARREL CULVERT K	TRIPLE BARREL CULVERT W_3	QUADRUPLE BARREL CULVERT OW	QUADRUPLE BARREL CULVERT RL	QUADRUPLE BARREL CULVERT K	QUADRUPLE BARREL CULVERT W_3	QUINTUPLE BARREL CULVERT OW	QUINTUPLE BARREL CULVERT RL	QUINTUPLE BARREL CULVERT K	QUINTUPLE BARREL CULVERT W_3
W-X152-1, W-X153-1 OR W-X154-1. (FOR H=8'0" OR LESS)	2'	2'-0"	5'-0"	5'-2⅛"	5'-8⅝"	3'-2⅛"	9'-8"	10'-0"	10'-6⅛"	8'-0"	14'-4"	14'-10⅝"	15'-4½"	12'-10"	19'-0"	19'-8"	20'-2½"	17'-8"	23'-8"	24'-6"	25'-0½"	22'-6"
	3'	2'-9⅜"	5'-0"	"	"	2'-9⅜"	9'-8"	"	"	7'-2⅜"	14'-4"	"	"	12'-0⅜"	19'-0"	"	"	16'-10⅜"	23'-8"	"	"	21'-8⅜"
	4'	3'-7½"	5'-0"	"	"	11'-6½"	9'-8"	"	"	6'-2⅝"	14'-4"	"	"	11'-2⅝"	19'-0"	"	"	16'-0⅛"	23'-8"	"	"	20'-10⅝"
	5'	4'-5⅝"	5'-0"	"	0'-0⅜"	9'-8"	"	"	5'-1⅝"	14'-4"	"	"	10'-1⅝"	19'-0"	"	"	15'-2⅝"	23'-8"	"	"	20'-0⅜"
	6'	5'-3⅞"	5'-2"	5'-10⅜"	0'-1"	9'-11"	10'-3⅝"	10'-3⅝"	5'-0"	14'-8"	15'-2⅛"	16'-0⅜"	9'-11"	19'-5"	20'-1¼"	14'-10"	24'-2"	25'-0⅛"	25'-4⅜"	19'-9"
	3'	2'-9⅜"	6'-0"	6'-2½"	6'-9"	3'-4⅜"	11'-8"	12'-1"	12'-7½"	9'-3⅜"	17'-4"	17'-11⅜"	18'-5⅜"	15'-1½"	23'-0"	23'-9⅜"	24'-4⅜"	21'-0"	28'-8"	29'-6⅛"	30'-2⅛"	26'-10⅜"
	4'	3'-7½"	6'-0"	"	"	2'-7"	11'-8"	"	"	8'-5⅛"	17'-4"	"	"	14'-3⅜"	23'-0"	"	"	20'-2⅜"	28'-8"	"	"	26'-0⅝"
	5'	4'-5⅝"	6'-0"	"	"	1'-9⅛"	11'-8"	"	"	7'-1⅞"	17'-4"	"	"	13'-6"	23'-0"	"	"	19'-4½"	28'-8"	"	"	25'-2⅝"
	6'	5'-3⅞"	6'-2"	6'-6⅝"	6'-11⅛"	1'-1½"	11'-11"	12'-5"	12'-10⅝"	7'-10⅜"	17'-8"	18'-3½"	18'-10"	13'-10⅝"	23'-5"	24'-2⅝"	24'-9⅛"	18'-11⅝"	29'-2"	30'-1⅝"	30'-8½"	24'-11⅝"
	7'	6'-5⅝"	6'-3"	7'-0⅝"	Ⓐ 0"	12'-1"	12'-6⅝"	13'-0½"	6'-0⅛"	17'-11"	18'-6⅝"	19'-1"	12'-0⅛"	23'-9"	24'-7"	25'-1½"	18'-1⅛"	29'-7"	30'-7½"	31'-2⅝"	24'-1⅜"
	3'	2'-9⅜"	7'-0"	7'-3"	7'-9½"	4'-1⅝"	13'-8"	14'-1⅝"	14'-8⅜"	11'-0"	20'-0"	21'-0½"	21'-7"	18'-2¾"	27'-0"	27'-11⅜"	28'-5⅝"	25'-1⅜"	33'-8"	34'-10⅛"	35'-4⅜"	32'-0⅝"
	4'	3'-7½"	7'-0"	"	"	3'-7⅜"	13'-8"	"	"	10'-6⅝"	20'-0"	"	"	17'-5"	27'-0"	"	"	24'-3⅜"	33'-8"	"	"	31'-2⅝"
	5'	4'-5⅝"	7'-0"	"	"	2'-5⅝"	13'-8"	"	"	9'-8⅜"	20'-0"	"	"	16'-7⅝"	27'-0"	"	"	23'-6"	33'-8"	"	"	30'-4⅝"
	6'	5'-3⅞"	7'-2"	7'-7"	7'-11⅝"	2'-1½"	13'-11"	14'-5"	14'-11⅝"	9'-11⅜"	20'-8"	21'-4⅝"	21'-11¼"	16'-11½"	27'-5"	28'-2⅝"	28'-11"	23'-1½"	34'-2"	35'-1¼"	35'-11"	30'-11⅝"
	7'	6'-5⅝"	7'-3"	7'-11"	8'-0⅝"	1'-0⅝"	14'-1"	14'-7"	15'-1⅛"	8'-11⅝"	20'-11"	21'-7⅜"	22'-2⅝"	15'-2"	27'-9"	28'-8⅝"	29'-3⅜"	22'-3"	34'-7"	35'-5⅜"	36'-4"	29'-3⅝"
	8'	7'-5⅝"	7'-4"	7'-7½"	8'-1⅝"	Ⓐ 0"	14'-2"	14'-8"	15'-2⅝"	6'-11⅝"	21'-0"	21'-8⅝"	22'-3⅝"	14'-0⅝"	27'-10"	28'-8⅝"	29'-4⅝"	21'-1½"	34'-8"	35'-6⅝"	36'-5"	28'-2"
	4'	3'-7⅝"	8'-0"	8'-3⅜"	8'-9⅝"	4'-7⅜"	15'-8"	16'-2⅝"	16'-9"	12'-7"	23'-4"	24'-1⅝"	24'-10⅛"	20'-6⅛"	31'-0"	32'-1⅛"	32'-7½"	28'-5½"	38'-8"	40'-0⅜"	40'-6⅝"	36'-4⅜"
	5'	4'-5⅝"	8'-0"	"	"	3'-10"	15'-8"	"	"	11'-3⅝"	23'-4"	"	"	19'-1⅝"	31'-0"	"	"	27'-0⅜"	38'-8"	"	"	35'-7"
	6'	5'-3⅞"	8'-2"	8'-5⅝"	9'-1"	3'-2⅝"	15'-11"	16'-5⅜"	17'-0⅛"	11'-2⅝"	23'-8"	24'-6"	25'-0⅛"	19'-2⅜"	31'-5"	32'-6⅝"	33'-0⅛"	27'-3"	39'-2"	40'-6⅜"	41'-1"	35'-3⅝"
	7'	6'-5⅝"	8'-3"	8'-6⅛"	9'-1"	2'-0⅜"	16'-1"	16'-7⅜"	17'-2⅝"	10'-2"	23'-11"	24'-9⅜"	25'-3½"	18'-3⅛"	31'-9"	32'-10⅜"	33'-5"	26'-4⅛"	39'-7"	40'-11⅛"	41'-6⅜"	34'-10⅝"
	8'	7'-5⅝"	8'-4"	8'-7½"	9'-2"	0'-11"	16'-2"	16'-8⅜"	17'-3⅜"	9'-10⅛"	24'-0"	24'-10⅝"	25'-5"	17'-4⅛"	31'-10"	32'-11½"	33'-6"	25'-5"	39'-8"	41'-0⅜"	41'-7⅝"	33'-9⅛"
	4'	3'-7⅝"	9'-0"	9'-3⅜"	9'-10⅛"	5'-0⅜"	17'-8"	18'-2⅝"	18'-10"	14'-8"	26'-4"	27'-3⅜"	27'-10½"	23'-7⅛"	35'-0"	36'-2⅛"	36'-9⅜"	32'-7½"	43'-8"	45'-2½"	45'-9"	41'-7"
	5'	4'-5⅝"	9'-2"	9'-5⅜"	10'-0⅛"	5'-10⅜"	17'-11"	18'-6⅝"	19'-1"	14'-11⅛"	26'-8"	27'-7⅛"	28'-1⅜"	23'-8"	35'-5"	36'-8"	37'-2⅝"	32'-8⅜"	44'-2"	45'-8⅜"	46'-3⅛"	41'-11⅝"
	6'	5'-3⅞"	9'-2"	"	"	4'-2⅜"	17'-11"	"	"	13'-3⅝"	26'-8"	"	"	22'-4"	35'-5"	"	"	31'-9⅝"	44'-2"	"	"	41'-5⅜"
	7'	6'-5⅝"	9'-3"	9'-6⅝"	10'-1⅛"	3'-1"	18'-1"	18'-8⅝"	19'-3"	12'-2⅝"	26'-11"	27'-10⅜"	28'-4⅝"	21'-11⅝"	35'-9"	37'-0⅜"	37'-6⅛"	30'-6⅛"	44'-7"	46'-2⅝"	46'-8½"	39'-8"
	8'	7'-5⅝"	9'-4"	9'-8"	10'-2⅝"	1'-11½"	18'-2"	18'-8⅝"	19'-3½"	11'-1⅝"	27'-0"	27'-11⅝"	28'-5⅝"	20'-2⅜"	35'-10"	37'-1⅛"	37'-7½"	29'-4½"	44'-8"	46'-3½"	46'-9½"	38'-6⅝"
	5'	4'-5⅝"	10'-2"	10'-6⅝"	11'-0⅜"	6'-1"	19'-11"	20'-7½"	21'-2"	16'-2"	29'-8"	30'-8⅛"	31'-3"	26'-3⅝"	39'-5"	40'-9⅝"	41'-4½"	36'-9½"	49'-8"	51'-3⅛"	51'-9"	46'-5⅛"
	6'	5'-3⅞"	10'-3"	10'-7⅜"	11'-1⅝"	5'-0⅛"	20'-1"	20'-8½"	21'-4"	15'-6⅛"	29'-11"	30'-11⅜"	31'-6"	25'-8½"	39'-9"	41'-1⅜"	41'-8⅛"	35'-10⅜"	49'-11"	51'-6"	51'-10½"	46'-0⅜"
	7'	6'-5⅞"	10'-3"	"	"	4'-1⅝"	20'-1"	"	"	14'-3⅜"	29'-11"	"	"	24'-5⅝"	39'-9"	"	"	34'-1⅞"	49'-7"	"	"	44'-1⅛"
	8'	7'-5⅞"	10'-4"	10'-8⅜"	11'-2⅝"	3'-2⅛"	20'-2"	20'-10⅛"	21'-5"	13'-2"	30'-0"	31'-0⅝"	31'-7½"	23'-4⅝"	39'-10"	41'-2⅝"	41'-9⅛"	33'-6⅛"	49'-8"	51'-5"	51'-11½"	43'-2⅝"
	5'	4'-5⅝"	11'-2"	11'-6⅝"	12'-1⅛"	7'-1⅜"	21'-9"	22'-5⅝"	23'-0⅜"	18'-0"	32'-8"	33'-9⅜"	34'-4⅛"	29'-4½"	43'-5"	44'-11½"	45'-6"	40'-0⅛"	54'-2"	56'-1"	56'-7½"	51'-7½"
	6'	5'-3⅞"	11'-3"	11'-7⅜"	12'-2⅝"	6'-0⅛"	22'-1"	22'-10⅛"	23'-4⅝"	17'-1⅝"	32'-11"	34'-1"	34'-7⅛"	28'-3⅝"	43'-9"	45'-3½"	45'-10"	40'-0⅛"	54'-7"	56'-6"	57'-0⅛"	51'-7"
	7'	6'-5⅞"	11'-3"	"	"	5'-1⅞"	22'-1"	"	"	16'-4⅜"	32'-11"	"	"	27'-7"	43'-9"	"	"	38'-3⅝"	54'-7"	"	"	50'-6"
	8'	7'-5⅞"	11'-4"	11'-8⅜"	12'-3⅝"	4'-2⅝"	22'-2"	22'-10⅛"	23'-5⅝"	15'-2⅝"	33'-0"	34'-2"	34'-8⅝"	26'-5⅝"	43'-10"	45'-4½"	45'-11"	37'-8"	54'-8"	56'-7⅛"	57'-1⅛"	49'-10⅝"
	6'	5'-3⅞"	12'-0"	12'-4⅝"	12'-11⅛"	7'-6"	24'-0"	25'-0⅛"	25'-6⅝"	19'-3"	36'-0"	37'-3⅜"	37'-9⅝"	32'-0"	47'-10"	49'-6⅛"	50'-0⅝"	44'-3"	——	——	——	——
	7'	6'-5⅞"	12'-0"	"	"	6'-3⅜"	24'-0"	"	"	18'-1⅝"	36'-0"	"	"	30'-9⅝"	47'-10"	"	"	43'-0⅛"	——	——	——	——
	8'	7'-5⅞"	12'-0"	"	"	5'-0⅝"	24'-0"	"	"	17'-0⅜"	36'-0"	"	"	29'-6⅛"	47'-10"	"	"	41'-9⅝"	——	——	——	——
	6'	5'-3⅞"	13'-9"	13'-9⅝"	14'-4"	8'-6⅛"	26'-8"	27'-1"	27'-7½"	21'-10"	39'-0"	40'-0⅝"	40'-11"	35'-1⅛"	51'-10"	53'-8"	54'-2½"	48'-9⅝"	——	——	——	——
	7'	6'-5⅞"	13'-9"	"	"	7'-3⅜"	26'-8"	"	"	20'-1⅝"	39'-0"	"	"	33'-10⅜"	51'-10"	"	"	47'-1⅝"	——	——	——	——
	8'	7'-5⅞"	13'-9"	"	"	6'-1"	26'-8"	"	"	19'-0⅝"	39'-0"	"	"	32'-8"	51'-10"	"	"	45'-11⅝"	——	——	——	——
	7'																					
	9'	8'-11⅝"	8'-6"	8'-9⅜"	9'-4"	Ⓐ 0"	16'-5"	17'-0"	17'-6½"	8'-0⅝"	24'-9"	25'-2⅝"	25'-8⅜"	16'-3"	32'-8"	33'-4½"	33'-11"	24'-5½"	40'-8"	41'-7"	42'-1½"	32'-7⅜"
	8'	8'-11½"	9'-6"	9'-10"	10'-5⅝"	0'-10⅜"	18'-5"	19'-0⅜"	19'-7⅛"	10'-1⅝"	27'-9"	28'-3⅜"	28'-10"	19'-9⅛"	36'-9"	37'-6⅛"	38'-0⅝"	28'-7"	45'-2"	46'-3"	47'-3½"	37'-9⅝"
	10'	10'-2"	9'-8"	10'-0⅛"	10'-6½"	Ⓐ 0"	18'-8"	19'-3⅝"	19'-10⅝"	9'-2"	27'-8"	28'-7⅜"	29'-2⅛"	19'-5⅝"	36'-8"	37'-11⅝"	38'-6"	27'-9⅜"	45'-8"	47'-3½"	47'-9⅝"	37'-1⅝"
	9'	8'-11⅝"	10'-6"	10'-10½"	11'-5"	1'-11⅝"	20'-5"	21'-1⅝"	21'-8⅛"	12'-2⅜"	30'-4"	31'-5⅝"	31'-11½"	22'-5½"	40'-3"	41'-8"	42'-2⅝"	32'-8⅜"	50'-2"	51'-11⅛"	52'-5⅝"	43'-0"
	10'	10'-2"	10'-8"	11'-0½"	11'-7"	0'-10⅜"	20'-8"	21'-4⅜"	21'-11¼"	11'-2⅝"	30'-8"	31'-9"	32'-3½"	21'-7"	40'-8"	42'-1⅛"	42'-7⅜"	31'-11⅝"	50'-8"	52'-5⅝"	53'-0"	42'-3⅝"
	11'	11'-0⅝"	10'-10"	11'-2⅝"	11'-9"	Ⓐ 0"	20'-10"	21'-6⅜"	22'-1¼"	10'-2⅝"	30'-10"	31'-11"	32'-5½"	20'-4½"	40'-10"	42'-3⅝"	42'-9⅜"	30'-10⅜"	50'-10"	52'-7⅝"	53'-2"	41'-2⅜"
	9'	8'-11⅝"	11'-4"	11'-10⅜"	12'-5⅝"	2'-11⅜"	22'-5"	23'-1⅜"	23'-9"	14'-3⅛"	33'-0"	34'-1⅝"	35'-0⅜"	25'-2⅝"	43'-3"	45'-0⅜"	45'-7⅝"	36'-10⅜"	55'-2"	57'-1⅜"	57'-7⅝"	48'-2"
	10'	10'-2"	11'-8"	12'-1"	12'-7⅝"	1'-11"	22'-8"	23'-4⅝"	24'-0"	13'-2⅜"	33'-3"	34'-4⅝"	35'-3⅜"	24'-8⅛"	43'-6"	45'-2⅝"	45'-9⅜"	35'-11"	55'-5"	57'-3⅝"	58'-0"	47'-5⅝"
	11'	11'-4⅝"	11'-10"	12'-3"	12'-9⅜"	0'-10⅜"	22'-10"	23'-7⅜"	24'-3"	12'-3"	33'-6"	34'-7⅝"	35'-6⅜"	23'-7⅜"	43'-10"	45'-5"	46'-0⅛"	35'-0⅛"	55'-10"	57'-10⅝"	58'-7⅛"	46'-5"
	12'	12'-7⅜"	12'-0"	12'-5⅝"	12'-11⅝"	Ⓐ 0"	23'-1"	23'-10⅝"	24'-6⅝"	11'-2⅝"	33'-10"	35'-0⅜"	35'-9⅝"	22'-7"	44'-0"	46'-7"	47'-1⅝"	33'-11⅝"	56'-1"	57'-10⅝"	58'-7"	45'-9⅛"
	9'	8'-11⅝"	12'-6"	12'-10⅝"	13'-5⅜"	4'-0"	24'-5"	25'-0⅜"	25'-8⅛"	16'-4"	34'-4"	35'-7⅜"	36'-3⅛"	28'-8"	46'-8"	48'-10⅜"	49'-5⅝"	40'-10⅜"	——	——	——	——
	10'	10'-2"	12'-8"	13'-1⅜"	13'-7⅝"	2'-11⅜"	24'-8"	25'-5⅛"	26'-1"	15'-4⅛"	34'-8"	35'-11⅝"	36'-7⅝"	27'-3⅛"	46'-8"	48'-11"	49'-6⅜"	39'-11"	——	——	——	——
	11'	11'-4⅝"	12'-10"	13'-3⅝"	13'-10"	1'-10⅝"	24'-10"	25'-7⅛"	26'-3"	14'-3⅜"	34'-10"	36'-1⅜"	36'-8"	26'-1⅜"	46'-10"	50'-0⅝"	50'-6⅝"	39'-1"	——	——	——	——
	12'	12'-7⅜"	13'-0"	13'-5⅝"	14'-1"	0'-10⅝"	25'-0"	25'-10⅝"	26'-5"	13'-3⅜"	35'-0"	36'-3⅝"	36'-10"	25'-8⅛"	47'-0"	50'-2⅝"	50'-8⅝"	38'-1½"	——	——	——	——
	9'	8'-11⅝"	13'-6"	13'-11⅛"	14'-6⅝"	5'-0⅛"	26'-5"	27'-0⅝"	27'-10⅜"	18'-5"	36'-4"	37'-7⅝"	38'-3⅜"	29'-8"	48'-8"	50'-11⅛"	51'-6⅜"	42'-0⅛"	——	——	——	——
	10'	10'-2"	13'-8"	14'-1⅜"	14'-8⅝"	3'-11⅜"	26'-8"	27'-3⅞"	28'-1⅜"	17'-5⅛"	36'-8"	37'-11⅝"	38'-7⅝"	29'-1⅛"	48'-8"	51'-0"	51'-6⅝"	41'-1⅛"	——	——	——	——
	11'	11'-4⅝"	13'-10"	14'-3⅝"	14'-10⅜"	2'-11⅛"	26'-10"	27'-6⅜"	28'-3⅝"	16'-6⅝"	36'-10"	38'-1⅝"	38'-8"	28'-1⅜"	48'-10"	51'-1"	51'-6⅝"	40'-1⅝"	——	——	——	——
	12'	12'-7⅜"	14'-0"	14'-5⅜"	15'-0⅝"	1'-10⅝"	27'-0"	27'-10⅝"	28'-6"	15'-8"	37'-0"	38'-3⅝"	38'-10"	27'-3⅝"	49'-0"	51'-3⅛"	51'-8⅝"	39'-1½"	——	——	——	——

Ⓐ Special case for these boxes, See Detail "A" and Table "A" for revised values of F_1, F_2, W_4 and W_5, when apron width is more than 1'-0 and $W_3 = 0$. For Details "A" and Tables "A" for each slope, see Drawing Nos. W-X152-1, W-X152-2, or W-X153-1, W-X153-2, or W-X154-1, W-X154-2.

NOTE:- This drawing to be used in conjunction with Standard Wing Drawings for 15° skews for each slope as listed below.

2:1 Slopes	3:1 Slopes	4:1 Slopes
W-X152-1 or W-X152-2	W-X153-1 or W-X153-2	W-X154-1 or W-X154-2.

This drawing to be used in conjunction with Std. Barrel Sections, Drawing Nos.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-115X-0	R-215X-0	R-315X-0	R-415X-0	R-515X-0
R-115X-1	R-215X-1	R-315X-1	R-415X-1	R-515X-1
	R-215X-2	R-315X-2		

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD WINGS FOR REINFORCED CONCRETE BOX CULVERTS 15° SKEW

4, 5, 6, 7, 8, 9, 10, 11 & 12' SPANS — 2:1, 3:1 & 4:1 SLOPES

SINGLES, DOUBLES, TRIPLES, QUADRUPLES & QUINTUPLES. — ALL DEPTHS OF COVER H=2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 12.

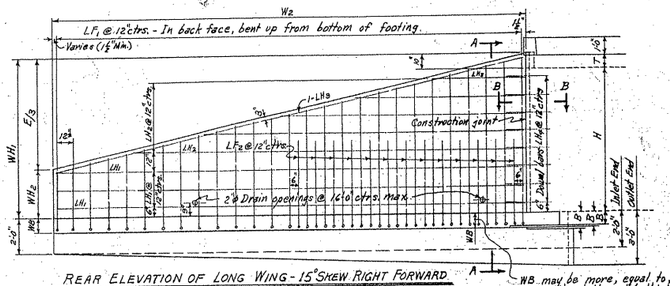
STANDARD DRAWING NO. W-X15

Designed by:- W.C.H. 5-22-63 — Checked by:- — Checked by:- J.E.M. 6-20-63 — Checked by:-

Traced by:- W.C.H. 6-13-63 — Checked by:-

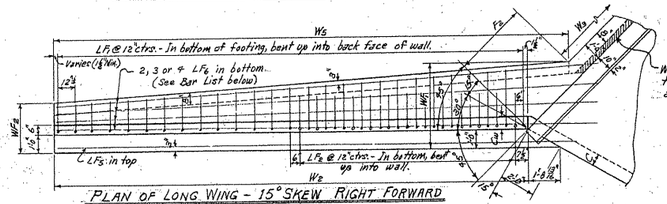
Quantities by:-

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					



REAR ELEVATION OF LONG WING - 15° SKEW RIGHT FORWARD
SHOWING BACK FACE REINFORCING

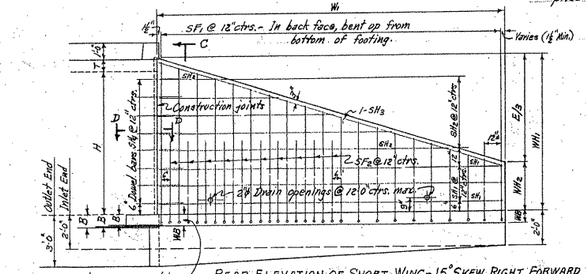
WB may be more, equal to, or less than the bottom slab thickness B.



PLAN OF LONG WING - 15° SKEW RIGHT FORWARD
SHOWING FOOTING REINFORCING.

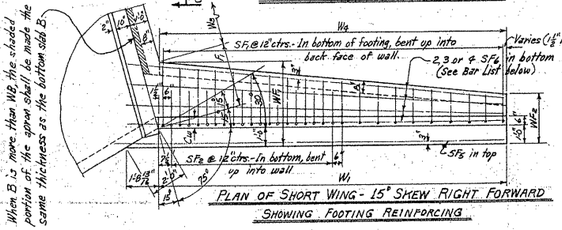
When B is more than WB, the shaded portion of the apron shall be made the same thickness as the bottom slab B.

NOTE:- Payment for membrane waterproofing and roofing felt to be included in the price bid for Class S Concrete.



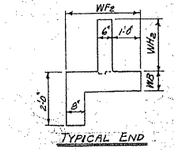
REAR ELEVATION OF SHORT WING - 15° SKEW RIGHT FORWARD
SHOWING BACK FACE REINFORCING

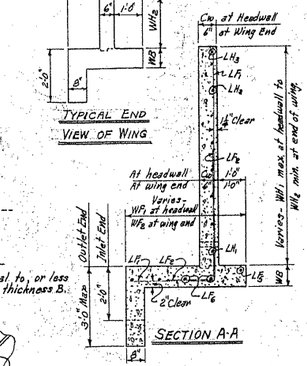
WB may be more, equal to, or less than the bottom slab B.



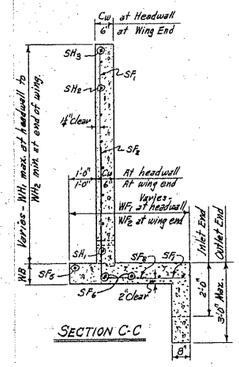
PLAN OF SHORT WING - 15° SKEW RIGHT FORWARD
SHOWING FOOTING REINFORCING

When B is more than WB the shaded portion of the apron shall be made the same thickness as the bottom slab B.

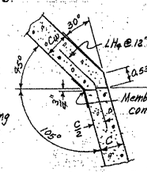




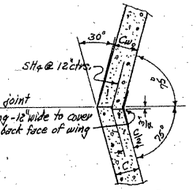
SECTION A-A



SECTION C-C

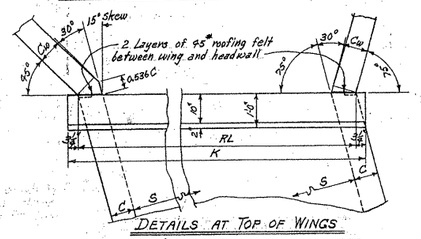


SECTION B-B

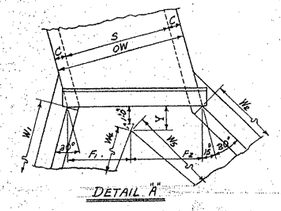


SECTION D-D

SECTIONS THRU CONSTRUCTION JOINTS



DETAILS AT TOP OF WINGS
15° SKEW RIGHT FORWARD



DETAIL "A"

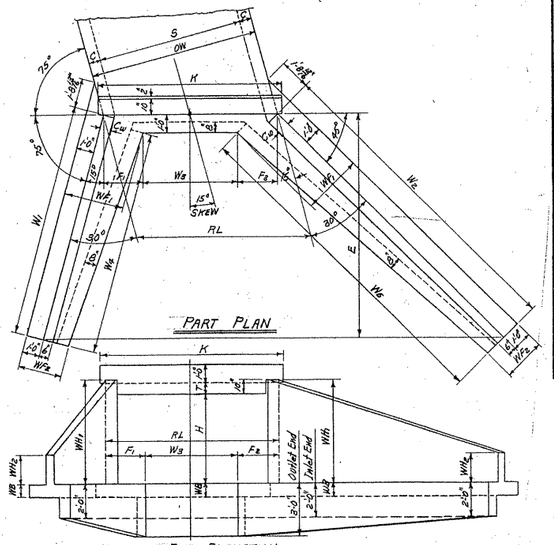
TABLE "A" - DIMENSIONS FOR DETAIL "A"

S	H	F1	F2	W4	W5	W3	Y
5'	7'	3'-0"	3'-5⅝"	16'-10⅛"	23'-0⅜"	0"	1'-0⅜"
6'	8'	3'-6"	4'-1⅛"	19'-0⅛"	28'-3⅞"	0"	1'-1"

REGULAR WING DIMENSIONS - 3:1 SLOPES

CLEAR HEIGHT OF BOX	THICKNESS OF WING FOOTING	THICKNESS OF WING AT HEADWALL	WINGWALL HEIGHTS AT HEADWALL	WINGWALL HEIGHTS AT END OF WING	WIDTHS OF WING FOOTINGS AT HEADWALL	WIDTHS OF WING FOOTINGS AT END OF WING	FOOTING DIMENSION PARALLEL WITH HEADWALL SHORT WING	FOOTING DIMENSION PARALLEL WITH HEADWALL LONG WING	PERPENDICULAR DIST. FROM HDWL. TO END OF WING	LENGTHS OF WINGWALLS SHORT WING	LENGTHS OF WINGWALLS LONG WING	INSIDE FOOTING DIMENSIONS SHORT WING	INSIDE FOOTING DIMENSIONS LONG WING	* QUANTITY PER WING CLASS S CONCRETE INLET END SHORT WING	INLET END LONG WING	OUTLET END SHORT WING	OUTLET END LONG WING
H	WB	Cw	WH1	WH2	WF1	WF2	F1	F2	E	W1	W2	W4	W5	Cu.Yd.	Cu.Yd.	Cu.Yd.	Cu.Yd.
2'	7"	6"	2'-10"	0'-8"	2'-4"	2'-0"	1'-1⅜"	0'-10⅜"	6'-6"	6'-8⅜"	9'-2⅛"	6'-0⅝"	9'-1⅝"	0.789	1.094	0.876	1.212
3'	7"	6"	3'-10"	1'-0"	2'-8"	2'-1⅝"	1'-5⅝"	1'-1⅜"	8'-6"	8'-9⅜"	12'-0⅝"	8'-2⅝"	12'-3⅛"	1.186	1.650	1.300	1.808
4'	7"	6"	4'-10"	1'-4"	3'-0"	2'-3"	1'-9⅜"	1'-1'0"	10'-6"	10'-10⅝"	14'-10⅛"	10'-4⅛"	15'-5⅝"	1.656	2.305	1.797	2.502
5'	7'	6"	5'-10"	1'-8"	3'-4"	2'-4⅝"	2'-1⅜"	2'-3⅜"	12'-6"	12'-11⅛"	17'-8⅛"	12'-6⅛"	18'-7⅛"	2.196	3.059	2.343	3.295
		7"	5'-10"	1'-8"	3'-4"	2'-6⅝"	2'-1⅜"	2'-3⅜"	12'-6"	12'-11⅛"	17'-8⅛"	12'-6⅛"	18'-7⅛"	2.287	3.188	2.955	3.429
6'	8'	7"	6'-8"	2'-0"	3'-8"	2'-6"	2'-5⅜"	2'-7⅜"	14'-6"	15'-0⅝"	20'-6"	14'-8⅝"	21'-9"	3.052	4.242	3.296	4.517
		7½"	6'-10"	2'-0"	3'-8"	2'-6"	2'-5⅜"	2'-7⅜"	14'-6"	15'-0⅝"	20'-6"	14'-8⅝"	21'-9"	3.114	4.329	3.309	4.605
		8"	6'-10"	2'-0"	3'-8"	2'-6"	2'-5⅜"	2'-7⅜"	14'-6"	15'-0⅝"	20'-6"	14'-8⅝"	21'-9"	3.177	4.417	3.371	4.693
@ 7'	8½"	7½"	7'-10"	2'-4"	4'-2"	2'-7⅞"	3'-0⅞"	3'-5⅜"	16'-6"	17'-1"	23'-4"	16'-10⅜"	25'-1"	3.998	5.560	4.220	5.877
		8"	7'-10"	2'-4"	4'-2"	2'-7⅞"	3'-0⅞"	3'-5⅜"	16'-6"	17'-1"	23'-4"	16'-10⅜"	25'-1"	4.079	5.675	4.301	5.991
@ 8'	9"	8"	8'-10"	2'-8"	4'-8"	2'-9"	3'-4⅝"	4'-2⅜"	18'-6"	19'-1⅜"	26'-2"	19'-1⅛"	28'-5"	5.111	7.111	5.360	7.470

* Quantity per wing does not include headwall or that portion of apron or toewall for the length W5.
@ See Table "A" for special values of F1 & F2 and W4 & W5 for Single 5'x5' and 6'x6' Box Culverts.



PART PLAN

END ELEVATION

SINGLE BARREL CULVERT - 15° SKEW RIGHT FORWARD
Details of Culvert with 15° Skew Left Forward is reversed, see Drwg. No. W-X.15

TYPICAL WING DETAILS

NOTE:- For remainder of General Plans and Elevations of Single, Double, Triple, Quadruple and Quintuple Span Culverts, see Std. Drawing No. W-X.15. For values of RL, K, and W5 for each box, see the above Std. also.

MEMBRANE:- A membrane waterproofing 18" wide, consisting of three moppings of waterproofing asphalt and two alternate layers of treated cotton fabric shall be applied to the back face of wing to cover the construction joints in wings.

QUANTITIES

CLEAR SPAN	CLEAR HEIGHT	THICKNESS OF WING AT HEADWALL	THICKNESS OF WING AT END OF WING	REINFORCING STEEL FOR 4 WINGS @	CLASS S CONCRETE - 4 WINGS HEADWALLS, WINGWALLS, FOOTINGS, TOEWALLS AND APRONS				
					SINGLE BARREL CULVERT	DOUBLE BARREL CULVERT	TRIPLE BARREL CULVERT	QUADRUPLE BARREL CULVERT	QUINTUPLE BARREL CULVERT
S	H	Cw	WB	LB.	Cu.Yd.	Cu.Yd.	Cu.Yd.	Cu.Yd.	Cu.Yd.
4'	2'	6"	7"	117	4.79	5.78	6.77	7.77	8.76
	3'	6"	7"	176	6.65	7.64	8.63	9.63	10.62
	4'	6"	7"	267	8.85	9.84	10.84	11.83	12.82
	5'	6"	7"	379	11.40	12.38	13.38	14.37	15.36
	6'	7"	8"	626	15.95	16.96	17.98	18.51	19.53
5'	3'	6"	7"	176	6.87	8.07	9.28	10.48	11.69
	4'	6"	7"	267	9.08	10.28	11.48	12.69	13.90
	5'	6"	7"	379	11.61	12.81	14.02	15.23	16.44
	6'	7"	8"	626	15.67	16.90	18.14	19.38	20.61
	7'	7½"	8½"	1210	20.11	21.36	22.62	23.88	25.14
6'	3'	6"	7"	176	7.09	8.52	9.92	11.36	12.78
	4'	6"	7"	267	9.29	10.73	12.13	13.56	14.98
	5'	6"	7"	379	11.83	13.26	14.67	16.10	17.53
	6'	7"	8"	626	15.89	17.35	18.79	20.25	21.70
	7'	7½"	8½"	1210	20.33	21.81	23.28	24.76	26.24
	8'	8"	9"	1533	25.56	27.05	28.53	30.02	31.50
7'	4'	6"	7"	267	9.52	11.18	12.81	14.47	16.09
	5'	6"	7"	379	12.05	13.72	15.35	17.01	18.63
	6'	7"	8"	626	16.12	17.80	19.45	21.13	22.78
	7'	7½"	8½"	1210	20.56	22.26	23.94	25.64	27.33
	8'	8"	9"	1533	25.80	27.50	29.20	30.90	32.60
8'	4'	6"	7"	267	9.75	11.65	13.51	15.41	17.23
	5'	7"	7"	379	12.74	14.68	16.55	18.47	20.31
	6'	7"	8"	626	16.34	18.26	20.14	22.06	23.90
	7'	7½"	8½"	1210	20.78	22.72	24.62	26.55	28.42
	8'	8"	9"	1533	26.03	27.96	29.86	31.80	33.71
9'	5'	7"	7"	379	12.99	15.15	17.25	19.40	21.95
	6'	7½"	8"	626	16.89	18.07	21.19	23.34	25.42
	7'	7½"	8½"	1210	21.01	23.19	25.31	27.48	29.58
	8'	8"	9"	1533	26.25	28.42	30.55	32.72	34.78
10'	5'	7"	7"	379	18.23	16.62	17.95	20.24	22.59
	6'	7½"	8"	626	17.19	19.54	21.89	24.20	26.56
	7'	7½"	8½"	1210	21.44	23.66	26.01	28.32	30.68
	8'	8"	9"	1533	26.48	28.88	31.25	33.56	35.92
11'	6'	8"	8"	626	17.67	20.34	22.92	25.48	———
	7'	8"	8½"	1210	21.88	24.55	27.13	29.69	———
	8'	8"	9"	1533	26.70	29.37	31.96	34.52	———
12'	6'	8"	8"	626	17.91	20.84	23.64	26.46	———
	7'	8"	8½"	1210	22.11	25.04	27.85	30.67	———
	8'	8"	9"	1533	26.93	29.86	32.67	35.49	———

@ For reinforcing steel in Headwalls and Aprons, see Drawings listed below.

GENERAL NOTES:-
CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing steel to be deformed bars of intermediate or hard grade.
CONSTRUCTION JOINTS:- Construction joints between wingwall, footings and sidewalls shall be only where shown on plans.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.
UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/□"
Reinforcing Steel 20,000 #/□"

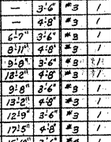
NOTE:-
This drawing to be used in conjunction with Std. Barrel Sections, Drawing Nos.

SINGLES	DOUBLES	TRIPLES	QUADRUPLES	QUINTUPLES
R-115X-0	R-215X-0	R-315X-0	R-415X-0	R-515X-0
R-115X-1	R-215X-1	R-315X-1	R-415X-1	R-515X-1
	R-215X-2	R-315X-2		

BAR LIST FOR ONE SHORT AND ONE LONG WING - 2 EACH REQUIRED

CLEAR HEIGHT	WING LOCATION	SF1 & LF1 BENT: In bottom of footing, bent up into back face of wing. One bar of each length. SIZE	SPACING	NO. REQD	LENGTHS VARY MIN.	MAX.	X MIN.	X MAX.	Y MIN.	Y MAX.	SF2 & LF2 BENT: In bottom of footing, bent up into back face of wing. Alt. with F1 bars. SIZE	SPACING	NO. REQD	LENGTH	X	Y	SF3 & LF3 STRAIGHT: Longitudinal in top of wing footing heel. SIZE	NO. REQD	LENGTH	SF4 & LF4 STRAIGHT: Longitudinal in bottom of wing footing Pos. SIZE	NO. REQD	LENGTH	SH1 & LH1 STRAIGHT: Horizontal in back face of wing. SIZE	SPACING	NO. REQD	LENGTH	SH2 & LH2 STRAIGHT: Horizontal in back face of wing. One bar of each length. BAR	SPACING	NO. REQD	LENGTHS VARY MAX.	MIN.	SH3 & LH3 STRAIGHT: In back face of wing at top - on slope. SIZE	NO. REQD	LENGTH	SH4 & LH4 BENT: Dowels thru construction joint at headwall. SIZE	SPACING	NO. REQD	LENGTH	X
H	Short or Long	Size	Spacing	No. Reqd	Min.	Max.	Min.	Max.	Min.	Max.	Size	Spacing	No. Reqd	Length	X	Y	Size	No. Reqd	Length	Size	No. Reqd	Length	Size	Spacing	No. Reqd	Length	Bar	Spacing	No. Reqd	Max.	Min.	Size	No. Reqd	Length	Size	Spacing	No. Reqd	Length	X
2'	Short	#3	12"	7	1'-7"	3'-11"	0'-8"	1'-0"	3'-0"	3'-0"	—	—	—	—	—	—	#3	1	9'-2"	#3	2	7'-10"	#3	18"	1	6'-5"	#4	12"	1	3'-6"	#3	1	6'-10"	#3	12"	2	2'-8"	1'-4"
	Long	#3	12"	10	1'-7"	3'-11"	0'-8"	1'-0"	0'-10"	3'-0"	—	—	—	—	—	—	#3	1	11'-8"	#3	2	10'-10"	#3	18"	1	8'-11"	#3	12"	1	4'-8"	#3	1	9'-1"	#3	12"	2	"	"
3'	Short	#3	12"	9	2'-2"	3'-8"	0'-10"	1'-4"	1'-5"	4'-0"	—	—	—	—	—	—	#3	2	10'-0"	#3	2	10'-0"	#3	18"	1	8'-6"	#3	12"	2	6'-7"	#3	1	9'-0"	#3	12"	3	"	"
	Long	#3	12"	13	1'-11"	3'-8"	0'-10"	1'-3"	1'-2"	4'-0"	—	—	—	—	—	—	#3	1	14'-6"	#3	2	14'-6"	#3	18"	1	11'-9"	#3	12"	2	8'-11"	#3	1	12'-0"	#3	12"	3	"	"
4'	Short	#3	12"	11	2'-7"	4'-7"	0'-11"	1'-8"	1'-9"	5'-0"	—	—	—	—	—	—	#3	1	13'-4"	#3	3	13'-2"	#3	12"	1	10'-5"	#3	12"	3	8'-8"	#3	1	11'-2"	#3	12"	4	"	"
	Long	#3	12"	15	2'-6"	4'-6"	0'-11"	1'-7"	1'-8"	5'-0"	—	—	—	—	—	—	#3	1	17'-4"	#3	3	17'-2"	#3	12"	1	14'-1"	#3	12"	3	11'-2"	#3	1	14'-11"	#3	12"	4	"	"
5'	Short	#3	12"	13	3'-1"	5'-1"	1'-1"	2'-0"	2'-1"	6'0"	#3	12"	4	3'-6"	1'-1"	2'-6"	#3	1	15'-5"	#3	3	14'-9"	#3	12"	2	12'-8"	#3	12"	2	10'-5"	#3	1	13'-8"	#3	12"	5	"	"
	Long	#3	12"	18	3'-10"	5'-10"	1'-1"	1'-11"	2'-0"	6'-0"	#3	12"	5	3'-6"	1'-1"	2'-6"	#3	1	20'-2"	#3	3	20'-6"	#3	12"	2	17'-5"	#3	12"	3	13'-11"	#3	1	17'-10"	#3	12"	5	"	"
6'	Short	#4	12"	16	3'-6"	5'-9"	1'-2"	2'-4"	2'-5"	7'-1"	#3	12"	4	4'-2"	1'-6"	3'-0"	#3	1	17'-6"	#3	3	16'-6"	#3	18"	2	14'-8"	#3	12"	4	12'-9"	#3	1	15'-6"	#3	12"	6	2'-8"	1'-4"
	Long	#4	12"	21	3'-5"	5'-8"	1'-2"	2'-3"	2'-4"	7'-1"	#3	12"	5	4'-2"	1'-6"	3'-0"	#3	1	23'-0"	#3	3	23'-6"	#3	18"	2	20'-2"	#3	12"	4	16'-3"	#3	1	20'-3"	#3	12"	6	2'-8"	1'-4"
7'	Short	#4	12"	18	3'-9"	6'-0"	1'-3"	2'-5"	2'-7"	8'-1"	#4	12"	7	5'-1"	1'-7"	4'-0"	#4	1	19'-7"	#4	4	18'-9"	#4	12"	2	14'-10"	#4	12"	5	15'-10"	#4	1	17'-8"	#4	12"	7	3'-6"	1'-9"
	Long	#4	12"	24	3'-10"	6'-0"	1'-3"	2'-5"	2'-8"	8'-1"	#4	12"	9	5'-1"	1'-7"	4'-0"	#4	1	25'-10"	#4	4	26'-0"	#4	12"	2	23'-1"	#4	12"	5	20'-11"	#4	1	23'-0"	#4	12"	8	"	"
8'	Short	#4	12"	20	4'-0"	6'-2"	1'-5"	2'-6"	2'-10"	9'-2"	#4	12"	10	6'-6"	1'-10"	4'-9"	#4	1	21'-8"	#4	4	21'-0"	#4	12"	2	21'-3"	#4	12"	5	21'-8"	#4	1	20'-7"	#4	12"	8	3'-6"	1'-9"
	Long	#4	12"	27	4'-3"	12'-8"	1'-5"	3'-2"	3'-0"	9'-2"	#4	12"	13	6'-6"	1'-10"	4'-9"	#4	1	28'-8"	#4	4	30'-3"	#4	12"	2	25'-11"	#4	12"	5	27'-1"	#4	1	26'-7"	#4	12"	8	3'-6"	1'-9"

BAR BENDING DIAGRAM



QUANTITY REINFORCING STEEL PER WING - LBS. SHORT WING	LONG WING
24.9	33.4
37.7	50.3
57.3	76.4
81.1	108.4
134.8	178.1
259.5	345.2
328.0	438.3

NOTE:- Bars for short wing shall be marked with prefix letter "S", while those for long wing shall be marked with letter "L".

REVISIONS:- Membrane Added. 5-10-66 W.C.H.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION
DETAILS OF STANDARD WINGS
FOR
REINFORCED CONCRETE BOX CULVERTS
15° SKEW

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 SLOPES
SINGLES, DOUBLES, TRIPLES, QUADRUPLES & QUINTUPLES — ALL DEPTHS OF COVER FOR H = 8'-0" OR LESS

STANDARD DRAWING NO. W-X153-1

Designed By- W.C.H. 5-13-63 Checked By- [illegible]
Drawn By- W.C.H. 6-20-63 Checked By- [illegible]
Quantities By- W.C.H. 9-23-63 Checked By- [illegible]

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

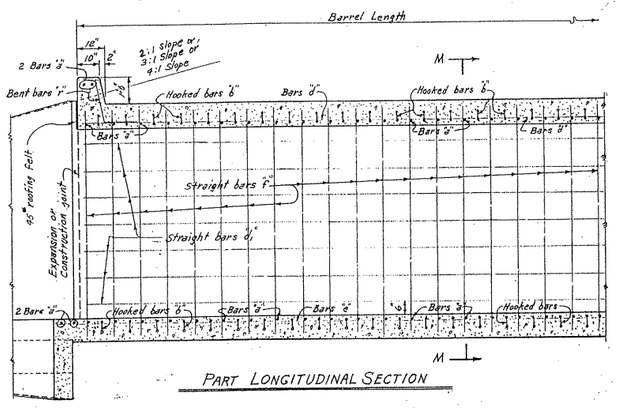
BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DEPTH OF COVER	CLEAR SPAN	CLEAR HEIGHT	"a" bars STRAIGHT — In Top and Bottom Slabs of Barrel. 2 Add'l in Apron and Headwall- Each.					"b" bars BENT - See Diagram below. — In Top and Bottom Slabs of Barrel. Alternate with "a" bars.						"d" bars STRAIGHT — Longitudinal in Top Slab of Barrel				"d1" bars STRAIGHT — Longitudinal in Sidewalls				"e" bars. STRAIGHT — Longitudinal in Bottom Slab of Barrel				"f" bars STRAIGHT — Verticals in Sidewalls			
			SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH	X	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NUMBER REQ'D 3:1	NUMBER REQ'D 4:1	LENGTH
D	S	H																											
0'-0" TO 5'-0" MAXIMUM	1 @ 4'	2'			120	120	4'-9"			110	110	5'-10"	4'-8"	#5	10½"	6		#4	16"	4		#4	12"	5		#4	12"	120	120	2'-11"	
		3'			120	120	4'-9"			110	110	5'-10"	4'-8"			6				6				5				120	120	3'-11"	
		4'			120	120	4'-9"			110	110	5'-10"	4'-8"			8				8				5				120	120	4'-11"	
		5'			120	120	4'-9"			110	110	5'-10"	4'-8"			10				10				5				120	120	6'-11"	
		6'			120	120	4'-11"			110	110	6'-0"	4'-10"			12				12				5				120	120	7'-11"	
	1 @ 5'	3'			120	120	5'-9"			110	110	6'-10"	5'-8"			7				7				6				120	120	5'-0"	
		4'			120	120	5'-9"			110	110	6'-10"	5'-8"			8				8				6				120	120	6'-0"	
		5'	#6	13"	120	120	5'-9"	#6	13"	110	110	6'-10"	5'-8"	#5	10½"	10		#4	12"	10		#4	12"	6		#4	12"	120	120	7'-0"	
		6'			120	120	5'-11"			110	110	7'-0"	5'-10"			12				12				6				120	120	8'-0"	
		7'			120	120	6'-0"			110	110	7'-1"	5'-11"			14				14				6				120	120	9'-0"	
	1 @ 6'	3'			128	128	6'-9"			118	118	7'-10"	6'-8"			8				8				7				120	120	4'-1"	
		4'			128	128	6'-9"			118	118	7'-10"	6'-8"			8				8				7				120	120	5'-1"	
		5'			128	128	6'-9"			118	118	7'-10"	6'-8"			10				10				7				120	120	6'-1"	
		6'	#6	12"	128	128	6'-11"	#6	12"	118	118	8'-1"	6'-10"	#5	10½"	12		#4	12"	12		#4	12"	7		#4	12"	120	120	7'-1"	
		7'			128	128	7'-0"			118	118	8'-1"	6'-11"			14				14				7				120	120	8'-1"	
		8'			128	128	7'-1"			118	118	8'-2"	7'-0"			16				16				7				120	120	9'-1"	
		4'			140	140	7'-9"			130	130	8'-10"	7'-8"			9				9				8				120	120	5'-2"	
		5'			140	140	7'-9"			130	130	8'-10"	7'-8"			9				9				8				120	120	6'-2"	
	1 @ 7'	6'	#6	11"	140	140	7'-11"	#6	11"	130	130	9'-1"	7'-10"	#5	10½"	9		#4	12"	9		#4	12"	8		#4	12"	120	120	7'-2"	
		7'			140	140	8'-0"			130	130	9'-2"	8'-0"			11				11				8				120	120	8'-2"	
		8'			140	140	8'-1"			130	130	9'-3"	8'-1"			14				14				8				120	120	9'-2"	
		9'			140	140	8'-3"			130	130	9'-4"	8'-2"			16				16				8				120	120	10'-2"	
		4'			128	128	8'-9"			118	118	9'-10"	8'-8"			8				8				9				120	120	5'-6"	
		5'			128	128	8'-11"			118	118	10'-0"	8'-10"			10				10				9				120	120	6'-6"	
	1 @ 8'	6'			128	128	8'-11"			118	118	10'-0"	8'-10"			12				12				9				120	120	7'-6"	
		7'	#7	12"	128	128	9'-0"	#6	12"	118	118	10'-1"	8'-11"	#5	10"	14		#4	12"	14		#4	12"	9		#4	12"	120	120	8'-6"	
		8'			128	128	9'-1"			118	118	10'-2"	9'-0"			16				16				9				120	120	9'-6"	
		9'			128	128	9'-3"			118	118	10'-4"	9'-2"			18				18				9				120	120	10'-6"	
		10'			128	128	9'-5"			118	118	10'-5"	9'-3"			20				20				9				120	120	11'-6"	
		5'			140	140	9'-11"			130	130	11'-0"	9'-10"			12				12				10				120	120	6'-6"	
		6'			140	140	10'-0"			130	130	11'-1"	9'-11"			12				12				10				120	120	7'-5"	
	1 @ 9'	7'			140	140	10'-0"			130	130	11'-1"	9'-11"			12				12				10				120	120	8'-5"	
		8'	#7	11"	140	140	10'-1"	#6	11"	130	130	11'-2"	10'-0"	#5	10"	12		#4	12"	12		#4	12"	10		#4	12"	144	144	9'-5"	
		9'			140	140	10'-3"			130	130	11'-4"	10'-2"			12				12				10				144	144	10'-4"	
		10'			140	140	10'-5"			130	130	11'-6"	10'-4"			12				12				10				144	144	11'-4"	
		11'			140	140	10'-7"			130	130	11'-8"	10'-6"			12				12				10				144	144	12'-4"	
		5'			128	128	10'-11"			118	118	12'-2"	10'-10"			13				10				11				120	120	6'-6"	
		6'			128	128	11'-0"			118	118	12'-3"	10'-11"			13				12				11				120	120	7'-6"	
	1 @ 10'	7'			128	128	11'-0"			118	118	12'-3"	10'-11"			13				14				11				120	120	8'-6"	
		8'	#7	12"	128	128	11'-1"	#7	12"	118	118	12'-4"	11'-0"	#5	10"	13		#4	12"	16		#4	12"	11		#4	12"	144	144	9'-6"	
		9'			128	128	11'-3"			118	118	12'-6"	11'-2"			13				18				11				144	144	10'-6"	
		10'			128	128	11'-5"			118	118	12'-8"	11'-4"			13				20				11				144	144	11'-6"	
		11'			128	128	11'-7"			118	118	12'-10"	11'-6"			13				22				11				144	144	12'-6"	
		12'			128	128	11'-9"			118	118	13'-0"	11'-8"			13				24				11				144	144	13'-6"	
		6'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				12				12				120	120	7'-7"	
		7'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				14				12				120	120	8'-7"	
	1 @ 11'	8'			140	140	12'-1"			130	130	13'-4"	12'-0"			15				16				12				144	144	9'-7"	
		9'	#7	11"	140	140	12'-3"	#7	11"	130	130	13'-6"	12'-2"	#5	9½"	15		#4	12"	18		#4	12"	12		#5	12"	144	144	10'-7"	
		10'			140	140	12'-5"			130	130	13'-8"	12'-4"			15				20				12				144	144	11'-7"	
		11'			140	140	12'-7"			130	130	13'-10"	12'-6"			15				22				12				144	144	12'-7"	
		12'			140	140	12'-9"			130	130	14'-0"	12'-8"			15				24				12				144	144	13'-7"	
		6'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				12				13				120	120	7'-9"	
		7'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				14				13				120	120	8'-9"	
	1 @ 12'	8'			128	128	13'-1"			118	118	14'-4"	13'-0"			16				16				13				144	144	9'-9"	
		9'	#8	12"	128	128	13'-3"	#7	12"	118	118	14'-6"	13'-2"	#5	9½"	16		#4	12"	18		#4	12"	13		#5	12"	144	144	10'-9"	
		10'			128	128	13'-5"			118	118	14'-8"	13'-4"			16				20				13				144	144	11'-9"	
		11'			128	128	13'-7"			118	118	14'-10"	13'-6"			16				22				13				144	144	12'-9"	
		12'			128	128	13'-9"			118	118	15'-0"	13'-8"			16				24				13				144	144	13'-9"	

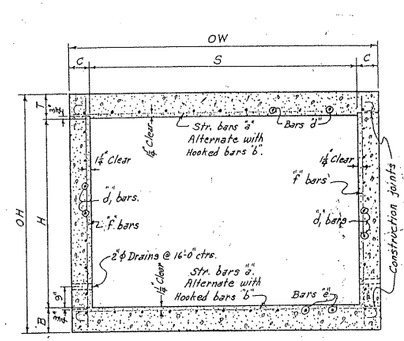
Note:- For details of wings and bar lists, see Drawing Nos. W-X002-1, W-X002-2, W-X003-1 or W-X003-2, and W-X004-1 or W-X004-2.

DIMENSIONS AND QUANTITIES

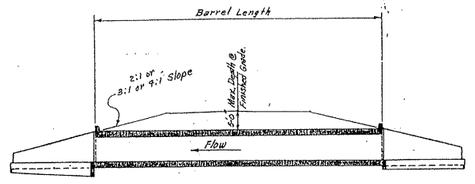
MAX. DESIGN DEPTH OF COVER	BARREL DIMENSIONS: CLEAR SPAN	CLEAR HEIGHT	SQ. FT. OPENING	OVERALL WIDTH	THICKNESS OF TOP SLAB	THICKNESS OF SIDEWALLS	THICKNESS OF BOTTOM SLAB	OVERALL HEIGHT	UNIT QUANTITIES: CLASS S CONC. PER LIN. FT. OF BARREL	REINFORCING STEEL PER LIN. FT. OF BARREL	ADDITIONAL PER LAP	ADDITIONAL TWO HEADWALLS & APRONS
D	S	H	A	OW	T	C	B	OH	CU.YD.	LB.	LB.	LB.
5'-0"	1 @ 4'	2'	8	5'-0"	7"	6"	6½"	3'-1½"	0.282	41.99	17.95	66.35
		3'	12	5'-0"		6"		4'-1⅝"	0.319	44.16	19.62	66.35
		4'	16	5'-0"		6"		5'-1⅞"	0.356	46.83	21.29	66.35
		5'	20	5'-0"		6"		6'-1⅞"	0.394	49.50	22.96	66.35
		6'	24	5'-2"		7"		7'-1⅞"	0.474	52.96	24.63	67.75
	1 @ 5'	3'	15	6'-0"	7"	6"	6½"	4'-2⅝"	0.380	55.55	22.19	101.27
		4'	20	6'-0"		6"		5'-2⅝"	0.417	58.23	23.86	101.27
		5'	25	6'-0"		6"		6'-2⅝"	0.454	60.90	25.53	101.27
		6'	30	6'-2"		7"		7'-2⅝"	0.535	64.99	27.20	103.27
		7'	35	6'-3"		7½"		8'-2⅝"	0.609	67.63	28.87	104.27
	1 @ 6'	3'	18	7'-0"	8"	6"	7½"	4'-3½"	0.496	66.29	29.76	118.96
		4'	24	7'-0"		6"		5'-3½"	0.483	68.96	26.93	118.96
		5'	30	7'-0"		6"		6'-3½"	0.520	71.64	28.10	118.96
		6'	36	7'-2"		7"		7'-3½"	0.602	75.31	29.77	120.96
		7'	42	7'-3"		7½"		8'-3½"	0.671	78.98	31.44	121.97
		8'	48	7'-4"		8"		9'-3½"	0.746	88.47	33.11	122.97
	1 @ 7'	4'	28	8'-0"	8½"	6"	8½"	5'-5"	0.568	81.32	29.01	136.88
		5'	35	8'-0"		6"		6'-5"	0.605	84.00	30.68	136.88
		6'	42	8'-2"		7"		7'-5"	0.688	87.76	32.35	138.88
		7'	49	8'-3"		7½"		8'-5"	0.757	90.98	34.02	139.88
		8'	56	8'-4"		8"		9'-5"	0.832	96.65	35.69	140.88
		9'	63	8'-6"		9"		10'-5"	0.996	105.59	37.36	142.89
	1 @ 8'	4'	32	9'-0"	9½"	7"	9½"	5'-7"	0.676	95.26	33.32	198.07
		5'	40	9'-2"		7"		6'-7"	0.758	99.12	34.99	196.80
		6'	48	9'-2"		7"		7'-7"	0.797	101.79	36.66	196.80
		7'	56	9'-3"		7½"		8'-7"	0.867	105.05	38.33	198.16
		8'	64	9'-4"		8"		9'-7"	0.942	110.81	40.00	199.52
		9'	72	9'-6"		9"		10'-7"	1.057	119.92	41.67	202.25
		10'	80	9'-8"		10"		11'-7"	1.186	126.67	43.34	204.97
	1 @ 9'	5'	45	10'-2"	10"	7"	10"	6'-8"	0.849	119.72	37.56	213.61
		6'	54	10'-3"		7½"		7'-8"	0.910	118.04	39.23	220.97
		7'	63	10'-3"		7½"		8'-8"	0.957	120.71	40.90	220.97
		8'	72	10'-4"		8"		9'-8"	1.033	126.54	42.57	222.33
		9'	81	10'-6"		9"		10'-8"	1.148	135.80	44.24	225.06
		10'	90	10'-8"		10"		11'-8"	1.276	142.68	45.91	227.78
		11'	99	10'-10"		11"		12'-8"	1.416	150.90	47.58	230.51
	1 @ 10'	5'	50	11'-2"	10½"	7"	11"	6'-9½"	0.957	130.64	40.13	242.64
		6'	60	11'-3"		7½"		7'-9½"	1.024	133.99	41.80	244.00
		7'	70	11'-3"		7½"		8'-9½"	1.071	136.66	43.47	244.00
		8'	80	11'-4"		8"		9'-9½"	1.147	142.55	45.14	245.36
		9'	90	11'-6"		9"		10'-9½"	1.263	151.92	96.81	248.09
		10'	100	11'-8"		10"		11'-9½"	1.391	158.89	98.98	250.81
		11'	110	11'-10"		11"		12'-9½"	1.532	166.71	50.15	253.54
		12'	120	12'-0"		12"		13'-9½"	1.685	178.67	51.82	256.26
	1 @ 11'	6'	66	12'-3"	11"	8"	11½"	7'-10½"	1.153	155.16	96.12	268.62
		7'	77	12'-3"		8"		8'-10½"	1.202	157.83	97.79	268.62
		8'	88	12'-4"		8"		9'-10½"	1.252	163.06	99.46	268.62
		9'	99	12'-6"		9"		10'-10½"	1.368	172.60	51.13	271.34
		10'	110	12'-8"		10"		11'-10½"	1.497	179.70	52.80	274.07
		11'	121	12'-10"		11"		12'-10½"	1.638	187.67	54.97	276.79
		12'	132	13'-0"		12"		13'-10½"	1.792	199.79	56.14	279.52
	1 @ 12'	6'	72	13'-3"	12"	8"	12½"	8'-0"	1.284	172.20	98.69	357.62
		7'	84	13'-3"		8"		9'-0"	1.333	174.87	50.36	357.62
		8'	96	13'-4"		8"		10'-0"	1.383	180.15	52.03	357.62
		9'	108	13'-6"		9"		11'-0"	1.500	189.85	58.70	361.18
		10'	120	13'-8"		10"		12'-0"	1.630	197.07	55.37	364.74
		11'	132	13'-10"		11"		13'-0"	1.772	205.16	57.04	368.30
		12'	144	14'-0"		12"		14'-0"	1.926	217.95	58.71	371.86



PART LONGITUDINAL SECTION



TYPICAL SECTION M-M



LONGITUDINAL SECTION

GENERAL NOTES:-

CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.

REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.

BAR LAP:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters.

CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.

SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

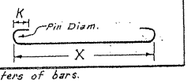
DESIGN LIVE LOAD

H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb. Axles @ 4'-0" ctrs.

UNIT STRESSES:-
Class S Concrete (n=10) 1200 #/□"
Reinforcing Steel 20,000 #/□"

BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS
#6	3"	5"	1'-2"
#7	3½"	5⅝"	1'-4"

BENDING DIAGRAM Bars "b"

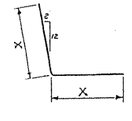


NOTE:- Dimensions are to centers of bars.

DOWEL BARS FOR TWO HEADWALLS

SPAN	SIZE	SPACING	NO. REQ'D	LENGTH	X
4'	#4	11"±	12	2'-6"	1'-3"
5'	#4	11"±	14	2'-7"	1'-3⅛"
6'	#4	11"±	16	2'-8"	1'-4"
7'	#4	11"±	18	2'-9"	1'-4⅛"
8'	#4	11⅛"±	20	2'-11"	1'-5⅛"
9'	#4	11⅛"±	22	3'-0"	1'-6"
10'	#4	11⅛"±	24	3'-1"	1'-6⅛"
11'	#4	12"±	26	3'-2"	1'-7"
12'	#4	12"±	28	3'-3"	1'-7⅛"

Bars "i" Dowel bars in Headwalls.



W-X002-1, W-X002-2, or W-X003-1, or W-X003-2, or W-X004-1, or W-X004-2.

NOTE:- This drawing to be used in conjunction with Standard Drawing Nos. W-X003-1 or W-X003-2 and W-X004-1 or W-X004-2. Also Drawing Nos. W-X002-1 or W-X002-2.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS — 3:1 OR 4:1 SLOPES
SINGLES — UNDER 5'-0" COVER

STANDARD DRAWING NO. R-100X-0

Designed By:- W.C.H. 1-23-63. Checked By:- RBG. 5-8-63
Drawn By:- W.C.H. 2-8-63. Checked By:- RBG. 5-8-63
Quantities By:- W.C.H. 2-12-63. Checked By:- RBG. 5-24-63

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	"a" bars STRAIGHT In Top and Bottom Slabs of Barrel. SIZE	SPACING	NO. REQD.	LENGTH	"b" bars BENT- See Diagram. In Top and Bottom Slabs of Barrel. Alternate with "a" bars SIZE	SPACING	NO. REQD.	X	"d" bars Longitudinal in Top Slab of Barrel. SIZE	SPACING	NO. REQD.	LENGTH	"d1" bars STRAIGHT Longitudinal in Sidewalls SIZE	SPACING	NO. REQD.	LENGTH	"e" bars Longitudinal in Bottom Slab of Barrel SIZE	SPACING	NO. REQD.	LENGTH	"f" bars STRAIGHT Verticals in Sidewalls SIZE	SPACING	NO. REQD.	LENGTH	"k" bars STRAIGHT 2 in Top of Headwalls and Aprons - Each. SIZE	NO. REQD.	LENGTH
D	S	H																										
0'-0" TO 5'-0" MAXIMUM	4' @ 1'	2'	#3	13"	112	4'-11"	#6	13"	110	6'-0"	#5	10½"	6	4'-10"	#4	12"	4	5'-0"	#4	12"	5	5'-0"	#4	12"	120	2'-11"	8	5'-5"
		3'			112	4'-11"			110	6'-0"			6	4'-10"			6				5				120	3'-11"	8	5'-5"
		4'			112	4'-11"			110	6'-0"			6	4'-10"			8				5				120	4'-11"	8	5'-5"
		5'			112	4'-11"			110	6'-0"			6	4'-10"			10				5				120	5'-11"	8	5'-5"
		6'			112	5'-0"			110	6'-2"			6	5'-0"			12				5				120	6'-11"	8	5'-5"
	5' @ 1'	3'			112	5'-11"			110	7'-1"			7	5'-11"			6				6				120	4'-0"	8	6'-6"
		4'			112	5'-11"			110	7'-1"			7	5'-11"			8				6				120	5'-0"	8	6'-6"
		5'			112	5'-11"			110	7'-1"			7	5'-11"			10				6				120	6'-0"	8	6'-6"
		6'			112	6'-1"			110	7'-3"			7	6'-1"			12				6				120	7'-0"	8	6'-8"
		7'			112	6'-2"			110	7'-4"			7	6'-2"			14				6				120	8'-0"	8	6'-9"
	6' @ 1'	3'			120	7'-0"			118	8'-1"			8	6'-11"			6				7				120	4'-1"	8	7'-6"
		4'			120	7'-0"			118	8'-1"			8	6'-11"			8				7				120	5'-1"	8	7'-6"
		5'			120	7'-0"			118	8'-1"			8	6'-11"			10				7				120	6'-1"	8	7'-6"
		6'			120	7'-2"			118	8'-3"			8	7'-1"			12				7				120	7'-1"	8	7'-8"
		7'			120	7'-3"			118	8'-4"			8	7'-2"			14				7				120	8'-1"	8	7'-9"
		8'			120	7'-4"			118	8'-5"			8	7'-3"			16				7				120	9'-1"	8	7'-10"
	7' @ 1'	4'			132	8'-0"			130	9'-1"			9	7'-11"			8				8				120	5'-2"	8	8'-7"
		5'			132	8'-0"			130	9'-1"			9	7'-11"			10				8				120	6'-2"	8	8'-7"
		6'			132	8'-2"			130	9'-3"			9	8'-1"			12				8				120	7'-2"	8	8'-9"
		7'			132	8'-3"			130	9'-4"			9	8'-2"			14				8				120	8'-2"	8	8'-10"
		8'			132	8'-4"			130	9'-5"			9	8'-3"			16				8				120	9'-2"	8	8'-11"
	8' @ 1'	4'			120	9'-1"			118	10'-2"			11	9'-0"			8				9				120	5'-4"	8	9'-7"
		5'			120	9'-1"			118	10'-2"			11	9'-0"			10				9				120	6'-4"	8	9'-9"
		6'			120	9'-3"			118	10'-4"			11	9'-2"			12				9				120	7'-4"	8	9'-9"
		7'			120	9'-3"			118	10'-4"			11	9'-2"			14				9				120	8'-4"	8	9'-10"
		8'			120	9'-4"			118	10'-5"			11	9'-3"			16				9				120	9'-4"	8	9'-11"
		9'			120	9'-5"			118	10'-6"			11	9'-4"			18				9				120	10'-4"	8	10'-1"
		10'			120	9'-7"			118	10'-8"			11	9'-6"			20				9				120	11'-4"	8	10'-3"
	9' @ 1'	5'			120	9'-9"			118	10'-10"			11	9'-8"			10				10				120	6'-5"	8	10'-9"
		6'			132	10'-3"			130	11'-4"			12	10'-2"			12				10				120	7'-5"	8	10'-8"
		7'			132	10'-4"			130	11'-5"			12	10'-3"			14				10				120	8'-5"	8	10'-9"
		8'			132	10'-5"			130	11'-6"			12	10'-4"			16				10				120	9'-5"	8	10'-10"
		9'			132	10'-7"			130	11'-8"			12	10'-6"			18				10				120	10'-5"	8	10'-11"
		10'			132	10'-9"			130	11'-10"			12	10'-8"			20				10				120	11'-5"	8	11'-0"
		11'			132	10'-11"			130	12'-0"			12	10'-10"			22				10				120	12'-5"	8	11'-2"
	10' @ 1'	5'			120	11'-3"			118	12'-1"			13	11'-3"			10				11				120	6'-6"	8	11'-10"
		6'			120	11'-9"			118	12'-8"			13	11'-9"			12				11				120	7'-6"	8	11'-11"
		7'			120	11'-9"			118	12'-8"			13	11'-9"			14				11				120	8'-6"	8	11'-11"
		8'			120	11'-10"			118	12'-9"			13	11'-10"			16				11				120	9'-6"	8	12'-0"
		9'			120	11'-10"			118	12'-9"			13	11'-10"			18				11				120	10'-6"	8	12'-0"
		10'			120	12'-0"			118	13'-0"			13	12'-0"			20				11				120	11'-6"	8	12'-1"
		11'			120	12'-0"			118	13'-0"			13	12'-0"			22				11				120	12'-6"	8	12'-2"
		12'			120	12'-2"			118	13'-1"			13	12'-1"			24				11				120	13'-6"	8	12'-3"
	11' @ 1'	6'			132	12'-6"			130	13'-9"			15	12'-5"			12				12				120	7'-7"	8	12'-5"
		7'			132	12'-6"			130	13'-9"			15	12'-5"			14				12				120	8'-7"	8	12'-6"
		8'			132	12'-6"			130	13'-9"			15	12'-5"			16				12				120	9'-7"	8	12'-6"
		9'			132	12'-8"			130	13'-11"			15	12'-7"			18				12				120	10'-7"	8	12'-8"
		10'			132	12'-10"			130	14'-1"			15	12'-9"			20				12				120	11'-7"	8	12'-9"
		11'			132	13'-0"			130	14'-3"			15	12'-11"			22				12				120	12'-7"	8	12'-11"
		12'			132	13'-2"			130	14'-5"			15	13'-1"			24				12				120	13'-7"	8	13'-0"
	12' @ 1'	6'			120	13'-6"			118	14'-10"			16	13'-4"			12				13				120	7'-8"	8	13'-1"
		7'			120	13'-6"			118	14'-10"			16	13'-4"			14				13				120	8'-8"	8	13'-2"
		8'			120	13'-6"			118	14'-10"			16	13'-4"			16				13				120	9'-8"	8	13'-3"
		9'			120	13'-8"			118	15'-0"			16	13'-6"			18				13				120	10'-8"	8	13'-4"
		10'			120	13'-10"			118	15'-2"			16	13'-8"			20				13				120	11'-8"	8	13'-5"
		11'			120	14'-0"			118	15'-4"			16	14'-0"			22				13				120	12'-8"	8	13'-6"
		12'			120	14'-2"			118	15'-6"			16	14'-2"			24				13				120	13'-8"	8	13'-8"

2 @ 30'-6" for 60'-0 Length Barrel (1'-3" Lap)

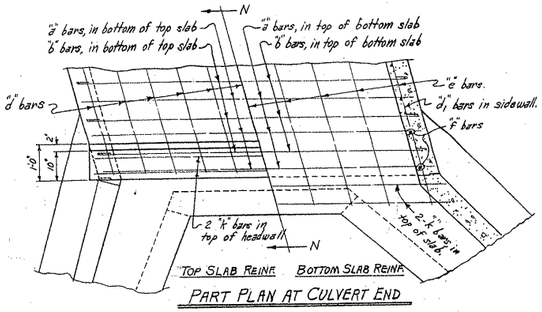
NOTE:- The "a" and "b" bars are to be placed parallel with the headwalls, spacing to be parallel with barrel

BAR SIZE	PIN DIAM.	K	ADD FOR 2 HOOKS	BENDING DIAGRAM Bars "b"
#6	3"	5"	1'-2"	
#7	3½"	5 3/16"	1'-4"	

NOTE:- Dimensions are to centers of bars

DOWEL BARS FOR TWO HEADWALLS

S SPAN @	SIZE	SPACING	NO. REQD.	LENGTH	X	Bars "j" Dowel bars in headwalls
4'	#4	11"	12	2'-6"	1'-3"	
5'	#4	11½"	14	2'-7"	1'-3⅝"	
6'	#4	11⅞"	16	2'-8"	1'-4"	
7'	#4	11½"	18	2'-9"	1'-4⅝"	
8'	#4	11⅝"	20	2'-11"	1'-5⅝"	
9'	#4	11⅝"	22	3'-0"	1'-6"	
10'	#4	12"	24	3'-1"	1'-6⅝"	
11'	#4	12"	26	3'-2"	1'-7"	
12'	#4	12"	28	3'-3"	1'-7⅝"	



PART PLAN AT CULVERT END

Designed By:- W.C.H. 1-23-63 Checked By:- R.H.S. 5-8-63
Drawn By:- W.C.H. 8-14-63 Checked By:- E.H.S. 10-7-63
Quantities By:- W.C.H. 8-21-63 Checked By:- R.G. 12-10-63

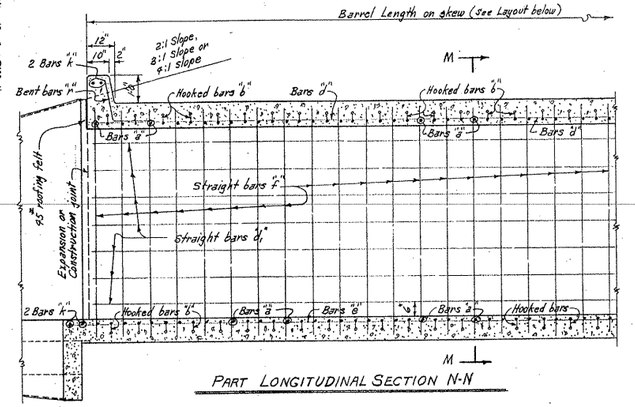
DIMENSIONS AND QUANTITIES

MAX. DESIGN DEPTH OF COVER D	CLEAR SPAN S	CLEAR HEIGHT H	BARREL DIMENSIONS SQ. FT. OF OPENING A	OVERALL WIDTH OW	THICKNESS OF TOP SLAB T	THICKNESS OF SIDEWALLS C	THICKNESS OF BOTTOM SLAB B	OVERALL HEIGHT OH	ROADWAY LENGTH RL	LENGTH OF HEADWALL K	UNIT QUANTITIES CLASS S CONC. PER LIN. FT. OF BARREL Cu.Yd.	REINFORCING STEEL PER LIN. FT. OF BARREL LB.	ADDITIONAL PER LAP LB.	ADDITIONAL TWO HEADWALLS & APRONS LB.
D	S	H	A	OW	T	C	B	OH	RL	K	Cu.Yd.	LB.	LB.	LB.
5'-0"	4' @ 1'	2'	8	5'-0"	7"	6"	6½"	3'-1½"	5'-2⅜"	5'-8⅝"	0.282	92.27	17.95	71.32
		3'	12	5'-0"		6"		4'-1½"	"	"	0.319	94.94	19.62	71.92
		4'	16	5'-0"		6"		5'-1½"	"	"	0.356	97.62	21.29	71.92
		5'	20	5'-0"		6"		6'-1½"	"	"	0.394	50.29	22.96	71.92
		6'	24	5'-2"		7"		7'-1⅝"	5'-4⅜"	5'-10⅝"	0.474	53.74	26.63	73.31
	5' @ 1'	3'	15	5'-0"	7"	6"	6½"	4'-2⅜"	4'-2⅜"	6'-9"	0.380	56.71	22.19	110.28
		4'	20	5'-0"		6"		5'-2⅜"	"	"	0.417	59.38	23.86	110.28
		5'	25	5'-0"		6"		6'-2⅜"	"	"	0.454	62.05	25.53	110.28
		6'	30	6'-2"		7"		7'-2⅜"	6'-4⅜"	6'-11⅜"	0.535	65.45	27.20	112.28
		7'	35	6'-3"		7½"		8'-2⅜"	6'-5⅝"	7'-0⅞"	0.604	68.78	28.87	113.28
	6' @ 1'	3'	18	7'-0"	8"	6"	7½"	4'-3⅝"	7'-3"	7'-9⅜"	0.446	67.79	29.96	127.97
		4'	24	7'-0"		6"		5'-3⅝"	"	"	0.483	70.47	26.93	127.97
		5'	30	7'-0"		6"		6'-3⅝"	"	"	0.520	73.14	28.10	127.97
		6'	36	7'-2"		7"		7'-3⅝"	7'-5"	7'-11⅝"	0.602	76.81	29.77	129.98
		7'	42	7'-3"		7½"		8'-3⅝"	7'-6"	8'-0⅛"	0.671	79.98	31.44	130.98
		8'	48	7'-4"		8"		9'-3⅝"	7'-7⅜"	8'-1⅝"	0.746	83.97	33.11	131.98
	7' @ 1'	4'	28	8'-0"	8½"	6"	8½"	5'-5"	8'-3⅝"	8'-9⅜"	0.568	82.36	29.01	196.89
		5'	35	8'-0"		6"		6'-5"	"	"	0.605	85.63	30.68	196.89
		6'	42	8'-2"		7"		7'-5"	8'-5½"	9'-0"	0.688	89.40	32.35	198.89
		7'	49	8'-3"		7½"		8'-5"	8'-6⅝"	9'-1"	0.757	92.62	34.02	199.90
		8'	56	8'-4"		8"		9'-5"	8'-7⅝"	9'-2"	0.832	98.28	35.69	150.90
		9'	63	8'-6"		9"		10'-5"	8'-9⅜"	9'-4"	0.946	107.22	37.36	152.90
	8' @ 1'	4'	32	9'-0"	9½"	6"	10"	5'-7"	9'-3⅜"	9'-10⅛"	0.676	97.69	33.32	207.70
		5'	40	9'-2"		7"		6'-7"	9'-5⅞"	10'-0⅛"	0.754	101.48	34.99	210.42
		6'	48	9'-3"		7"		7'-7"	"	"	0.797	104.15	36.66	210.92
		7'	56	9'-3"		7½"		8'-7"	9'-6⅜"	10'-1⅝"	0.867	107.92	38.33	211.79
		8'	64	9'-4"		8"		9'-7"	9'-8"	10'-2⅝"	0.942	113.17	40.00	213.15
		9'	72	9'-6"		9"		10'-7"	9'-10"	10'-4⅝"	1.057	122.28	41.67	215.87
		10'	80	9'-8"		10"		11'-7"	10'-0⅜"	10'-6⅝"	1.184	129.09	43.34	218.60
	9' @ 1'	5'	93	10'-2"	10"	7"	10½"	6'-8"	10'-6⅝"	11'-0⅝"	0.844	117.30	37.56	233.23
		6'	54	10'-3"		7½"		7'-8"	10'-7⅜"	11'-1⅝"	0.910	120.62	39.23	234.60
		7'	63	10'-3"		7⅞"		8'-8"	"	"	0.957	123.29	40.90	234.60
		8'	72	10'-4"		8"		9'-8"	10'-8⅝"	11'-2⅝"	1.033	129.12	42.57	235.94
		9'	81	10'-6"		9"		10'-8"	10'-10⅛"	11'-5"	1.148	138.38	44.24	240.05
		10'	90	10'-8"		10"		11'-8"	11'-0⅛"	11'-7"	1.276	145.26	45.91	242.77
		11'	99	10'-10"		11"		12'-8"	11'-2⅝"	11'-9"	1.916	152.98	47.58	244.50
	10' @ 1'	5'	50	11'-2"	11"	7"	11½"	6'-9½"	11'-6⅝"	12'-1⅝"	0.957	133.70	40.13	257.63
		6'	60	11'-3"		7⅝"		7'-9½"	11'-7⅝"	12'-2⅝"	1.026	137.06	41.80	258.99
		7'	70	11'-3"		7⅝"		8'-9½"	"	"	1.071	139.73	43.47	258.99
		8'	80	11'-4"		8"		9'-9½"	11'-8⅜"	12'-3⅝"	1.147	145.62	45.14	260.35
		9'	90	11'-6"		9"		10'-9½"	11'-10⅜"	12'-5⅝"	1.263	155.33	46.81	262.08
		10'	100	11'-8"		10"		11'-9½"	12'-1⅜"	12'-7⅝"	1.391	162.30	48.48	265.80
		11'	110	11'-10"		11"		12'-9½"	12'-3"	12'-9½"	1.532	170.12	50.15	268.53
		12'	120	12'-0"		12"		13'-9½"	12'-5⅜"	12'-11⅝"	1.685	182.08	51.82	271.25
	11' @ 1'	6'	66	12'-6"	11½"	8"	11½"	7'-10⅝"	12'-9⅝"	13'-3⅝"	1.153	158.87	46.12	283.61
		7'	77	12'-6"		8"		8'-10⅝"	"	"	1.202	161.55	47.79	283.61
		8'	88	12'-6"		8"		9'-10⅝"	"	"	1.252	166.78	49.46	283.61
		9'	99	12'-6"		9"		10'-10⅝"	12'-11⅜"	13'-5⅝"	1.368	176.31	51.13	286.33
		10'	110	12'-8"		10"		11'-10⅝"	13'-1⅜"	13'-7⅝"	1.497	183.92	52.80	289.04
		11'	121	12'-10"		11"		12'-10⅝"	13'-3⅜"	13'-10"	1.638	191.38	54.47	293.15
		12'	132	13'-0"		12"		13'-10⅝"	13'-5½"	14'-0"	1.792	203.51	56.14	295.87
	12' @ 1'	6'	72	13'-6"	12"	8"	11½"	8'-0"	13'-5⅝"	14'-0"	1.284	176.97	48.69	378.98
		7'	84	13'-9"		8"		9'-0"	"	"	1.333	179.14	50.36	378.98
		8'	96	13'-9"		8"		10'-0"	"	"	1.383	184.42	52.03	378.98
		9'	108	13'-6"		9"		11'-0"	13'-11⅜"	14'-6⅝"	1.500	194.12	53.70	382.54
		10'	120	13'-8"		10"		12'-0"	14'-1⅜"	14'-8⅝"	1.630	201.34	55.37	386.10
		11'	132	13'-10"		11"		13'-0"	14'-3⅜"	14'-10⅝"	1.772	209.48	57.04	389.66
		12'	144	14'-0"		12"		14'-0"	14'-5⅜"	15'-0⅝"	1.926	221.72	58.71	393.22

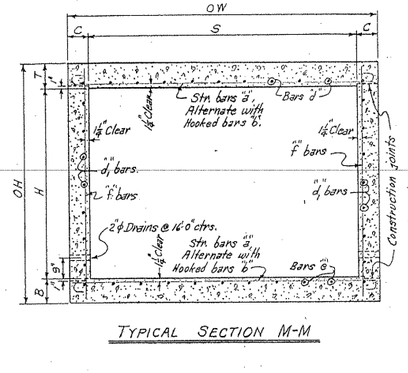
W-X152-2 and W-X153-2 or W-X154-2

W-X152-1 or W-X153-1 or W-X154-1

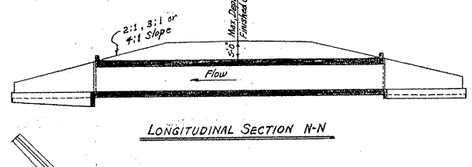
NOTE:- For details of wings and bar lists, see Drawing Nos. W-X152-1 or W-X153-1 or W-X154-1



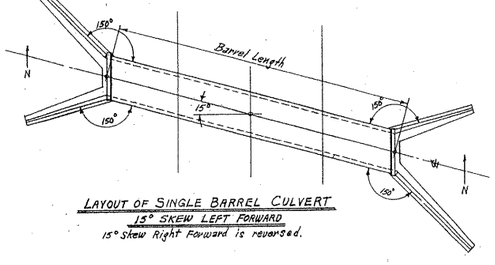
PART LONGITUDINAL SECTION N-N



TYPICAL SECTION M-M



LONGITUDINAL SECTION N-N



LAYOUT OF SINGLE BARREL CULVERT
15° SKEW LEFT FORWARD
15° Skew Right Forward is reversed.

GENERAL NOTES:-
CONCRETE:- All concrete to be Class S, and shall be poured in the dry. All exposed corners to have ¾" chamfers.
REINFORCING STEEL:- Reinforcing to be deformed bars of intermediate or hard grade.
BAR LAP:- In computing the quantities of steel from the tables add one lap for each additional 33'-0" length of barrel over 32'-0". Lap longitudinal bars 30 diameters.
CONSTRUCTION JOINTS:- Construction joints between wingwalls, sidewalls and slabs shall be only where shown on plans.
SPECIFICATIONS:- Arkansas State Highway Commission Standard Specifications for Highway Construction and applicable Special Provisions.

DESIGN LIVE LOAD
H20-S16 LOADING A.A.S.H.O. 1961
AND
SPECIAL MILITARY LOADING
Two 24,000 Lb. Axles @ 4'-0" ctrs.

UNIT STRESSES:-
Class S Concrete (n=10) 1200#/□"
Reinforcing Steel 20,000#/□"

NOTE:- This drawing to be used in conjunction with Standard Drawing Nos. W-X152-1 or W-X152-2 ; W-X153-1 or W-X153-2 and W-X154-1 or W-X154-2. Also W-X15.

CLASS S CONCRETE

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD BARREL SECTIONS FOR REINFORCED CONCRETE BOX CULVERTS 15° SKEW

4', 5', 6', 7', 8', 9', 10', 11' & 12' SPANS 2:1, 3:1 OR 4:1 SLOPES
SINGLES UNDER 5'-0" COVER

STANDARD DRAWING NO. R-115X-0

FED. ROAD No.	STATE	FED. AID PROJECT.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.					

BAR LIST FOR BARREL SECTION 60'-0" IN LENGTH

DIMENSIONS — QUANTITIES

| DEPTH OF COVER D | CLEAR SPAN S | CLEAR HEIGHT H | "a" bars STRAIGHT In Top and Bottom Slab of Barrel, 2 Add'l in Apron and Headwall - Each. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | "b" bars BENT - See Diagram below. In Bottom of Top Slab bent up over Division Wall - hooked. Alternate with "a" and "c" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | X | Y | Z | "b_2" bars BENT - See Diagram below. In Top of Bottom Slab bent down under Division Wall - hooked. Alternate with "a" and "c" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | X | Y | Z | "c" bars STRAIGHT In Top and Bottom Slab of Barrel. Alternate with "b" and "b_2" bars. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH | "d" bars STRAIGHT Longitudinal in Top Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "d_1" bars STRAIGHT Longitudinal in Sidewalls and Division Walls. SIZE | SPACING | NO. REQ'D | LENGTH | "e" bars STRAIGHT Longitudinal in Bottom Slab of Barrel. SIZE | SPACING | NO. REQ'D | LENGTH | "f" bars STRAIGHT Vertical in Sidewalls and Division Walls. SIZE | SPACING | NUMBER REQ'D 3:1 | NUMBER REQ'D 4:1 | LENGTH |
|---|---|---|---|---|---